



PRODUCT MANUAL - EPSILON DLS

Product Manual

Version 19.01.2023



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1. THANK YOU FOR FLYING ADVANCE

Thank you for choosing an ADVANCE quality product with Swiss engineering.

User manual

This user manual is an important part of your product. You will find instructions for Putting into service and use in practice as well as important information on safety, care and maintenance. We encourage you to read this document carefully before your first flight. Video instructions can be accessed via QR codes if available. All information can also be found on our website www.advance.swiss.

Product Registration

Register your new ADVANCE product online in your MyADVANCE account at www.advance.swiss/garantie no later than 10 days after purchase for a warranty extension or to be informed promptly by e-mail about updates and safety-relevant findings regarding your product. All this information can also be found on our website www.advance.swiss.

Our story: Pioneering spirit and Swiss precision

Putting our ideas into the air. That's what we can do. For more than 30 years, ADVANCE have kept the needs and wishes of our pilots at the forefront. With Swiss precision we refine model after model. Highest quality and absolute reliability have our top priority, in the air and in our customer service. So from pioneers we have become perfectionists, and a leading worldwide comprehensive service provider.

Questions and support

You can always contact your ADVANCE dealer or our support team, we will be happy to help you. Send an email to support@advance.ch

We wish you many exciting and enjoyable hours in the air with your new product!

Greetings from Thun your ADVANCE Team

2. PILOTING REQUIREMENTS

The EPSILON DLS is a Basic-Intermediate certified EN/LTF B. EPSILON pilots will already have initial experience of flying in thermals and will have acquired a well-practised active flying style. They can recognise the onset of a collapse and resist this without overreaction. For pilots fulfilling these requirements, extended thermal flights with the EPSILON DLS will be pure piloting pleasure.

2.1. General safety advice



Flying a paraglider calls for appropriate training and a sound knowledge of the subject, as well as, of course, the necessary insurance cover and licence. A pilot must be able to correctly assess the weather conditions before taking off. His or her capabilities must be adequate for the actual paraglider. The paraglider pilot is also required bear a sense of responsibility towards the natural world, especially regarding the preservation of wildlife and landscape.

Warning Wearing an adequate helmet, suitable boots and clothing, and carrying an emergency parachute (a 'reserve') are essential. Before every flight all items of equipment should be checked for damage and airworthiness. A proper pre-takeoff check must also be carried out.

Warning Every pilot bears sole responsibility for all risks, including injury or death, when participating in the sport of paragliding. Neither the manufacturer nor the seller of a paraglider can guarantee or be held responsible for the pilot's safety.

3. GETTING STARTED

3.1. Delivery

Every ADVANCE paraglider has to be flown by the dealer before delivery to check for correct settings and trim. The dealer finally enters the date of the first flight on the type placard fastened on a rib at the centre of the wing. This entry confirms that defects in the product that can be attributed to manufacturing faults are covered by the ADVANCE warranty. Register your new ADVANCE product in your MyADVANCE account no later than 10 days after purchase to benefit from the extended ADVANCE warranty. More information under "Warranty".

3.1.1. Scope of delivery

The delivery of the EPSILON DLS includes a COMPRESSBAG DLS, a repair kit, a mini-windsock and a «Getting Started» booklet.

3.2. Basic settings

At delivery the basic set-up of the EPSILON DLS will be the trim settings that the ADVANCE test team found to be best. Certification was also gained in this condition. Any alterations or changes to the paraglider, such as altering the line lengths or fitting different risers or quicklinks, will result in a loss of the glider's certification.

Warning Do not modify your glider - it will no longer be certified.

Adjusting the brake lines

Leave the EPSILON DLS in its factory settings. The brake line lengths have been set for optimal handling, as established by our test team. The free travel of the brake lines makes sure that the trailing edge remains unbraked during takeoff and in fully accelerated flight.

Info We recommend a bowline knot for attaching the handles.

3.3. Speed system

Speed Performance Indicator (SPI)



Optimal cross country glide between two thermals requires an ongoing choice of glider speed as a function of current headwind component, expected next climb quality and the influence of sinking air. The EPSILON DLS speed (accelerator) system has a Speed Performance Indicator (SPI) which helps the pilot make this choice of ideal speed-to-fly. Three positions are indicated on the back of the rear risers: neutral/0 %, 30 % and 80 %. Depending on the relevant parameters the chosen SPI position can be accurately set. Red tabs on the front risers indicate the selected position relative to the SPI markings.

Info

Thanks to its high stability the EPSILON DLS can be flown accelerated in light turbulence without problem.

Each of the EPSILON DLS SPI positions has an icon with a value for headwind, expected climb and sink rate. These indicated positions are effective for only one of their three values, taken in isolation - considered by itself. This means that either the headwind, or the expected rate of climb, or the sink rate applies to that position. The SPI principle is based on the simple (using headwind and sink) and the extended (including expected climb rate) McCready Speed-To-Fly theory

Warning

Even though the EPSILON DLS has a high degree of stability in accelerated flight you should only use as much speedbar as you feel comfortable with.

Info

Although flying into a headwind (15-20 km/h) gives you the feeling that your gliding performance is being badly affected, bear in mind that strong sink (more than 2 m/s) has a relatively stronger adverse affect.

Setting up the speed system

The Speed Performance Indicator (SPI) gives you an indication of the relationship between your accelerator range and your wing's polar curve, and it also indicates whether your speedbar/loop application is symmetrical. It also helps you set up your speed system. Set the length of your speed lines so that you can use the full travel of the speed system.

Warning

The speed system is correctly adjusted when you can use the full travel available on the risers. Make certain that the speed lines are not set too short, thus causing the wing to be pre-accelerated all the time!

3.4. Suitable harnesses

Basically the EPSILON DLS can be flown with any harness that does not have rigid cross bracing.

For the tests the following settings were used for the harnesses:

All-up in-flight weight less than 80 kg: carabiner distance 40 ± 2 cm, height 40 ± 1 cm

All-up in-flight weight 80 to 100 kg: carabiner distance 44 ± 2 cm, height 42 ± 1 cm

All-up in-flight weight more than 100 kg: carabiner distance 48 ± 2 cm, height 44 ± 1 cm

Info

Experience has proved the theory - a streamlined harness can significantly improve gliding performance.

3.5. Weight range



The EPSILON DLS comes in five sizes. The weight ranges for the different wing sizes are listed in the "Technical Data" section. The figures given there refer to total take-off weight. This includes the pilot's body weight including clothing, as well as the weight of all the equipment (paraglider, harness, instruments, etc. - everything that's going to fly).

Seamless Weight Ranges

The EPSILON DLS was planned for Seamless (continuous) weight ranges, with no overlapping. These mean that any particular flying weight features in only one glider size. These EPSILON DLS Ideal Takeoff Weight ranges provide the best compromise between speed and climbing performance for all normal conditions, for each glider size.

For special requirements the choice of size still remains in the overlapping sections of the wider Certified Weight Ranges. Flying outside the Seamless Weight Ranges, in other words near the lower or upper certified weight limits, can alter a paraglider's flying behavior and handling, but without affecting your safety. Glide performance remains the same over a complete weight range, but climb performance is altered.

If the EPSILON DLS is flown outside its Seamless Weight Range, in the upper part of its Certified Weight Range, the higher wing loading will raise its trim speed and produce more dynamic and agile flying characteristics.

4. FLIGHT CHARACTERISTICS

We recommend that you make your first flights with your new glider in quiet conditions, in a familiar flying area. A few pull-ups at an easy site will give you confidence in the EPSILON DLS's handling qualities, from the very beginning.

4.1. Takeoff

The EPSILON DLS takeoff behaviour is very smooth and easy for both forward and reverse takeoffs. The canopy inflates quickly and rises progressively, without hanging back.

The EPSILON DLS big ear lines have their own attachments. EPSILON DLS takeoff is achieved using all A-risers. The canopy fills reliably from the middle, and rises exceptionally straight with little effort.

The EPSILON DLS rises exceptionally easily, so it is very important that you match your pull-up technique to the weather conditions and the steepness of the slope. This means:

- In a lot of wind and/or on steep ground the EPSILON DLS needs little or almost no initial tug (□just lead it up□).
- In zero wind and/or on flat ground a more reasonable impulse would be sensible.

Hint

Before takeoff get your canopy into the right shape. Do this while sorting the lines, by pulling the brake lines in until you have the perfect curved shape.

Info

You can also use the inner A lines for an EPSILON DLS takeoff, but handling is easier using all the A risers.

4.1.1. Connecting the Risers

The risers of your paraglider have the "Easy Connect System" compatible with ADVANCE harnesses, which helps

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you to connect the risers. Each riser has coloured sewing running up the back of the C-riser, red for left and blue for right, in the direction of flight. The coloured sewing facing the pilot, and the riser running cleanly upward to the lines confirm that the riser has not been connected with an 180 degree twist.

The “Easy Connect System“ also enables you to clip in while facing the wing, This can be helpful for a reverse takeoff in windy weather.

4.1.2. Takeoff preparation and checks

Before every takeoff carry out the following pre-takeoff checks:

1. Harness and helmet buckled, reserve OK?
2. Lines free?
3. Canopy open?
4. Wind direction and strength assessed?
5. Airspace and field-of-view clear?

Hint

To get the wing in the right shape for takeoff do the following: pull the brake lines in while you are sorting the lines until the canopy arrives at the perfect banana shape.

Warning

Before each flight, check that the reserve handle is in the intended position and that the yellow locking cables of the reserve handle are correctly stowed.

4.1.3. Takeoff in light wind (forward takeoff)

The EPSILON DLS only needs a moderate pull-up impulse even in a light wind. It is not necessary to step back and ‘run into the lines’. Guide the glider up with pronounced leaning forward, but without too much of a pull on the A-risers, until the canopy is overhead. During the pull-up phase any directional correcting should only be done by decisively moving under the wing, without using the brakes. After any necessary corrections and a satisfactory visual check a few determined steps with a good lean forward will achieve lift-off, even in little wind. Careful braking can shorten the takeoff run.

4.1.4. Takeoff in stronger wind (reverse takeoff)

The reverse takeoff is mainly recommended for stronger winds. During the pull-up you should walk towards the EPSILON DLS as necessary to control its rising rate. Turning round and taking off with the EPSILON DLS will then prove to be easy.

Hint

Playing with the glider on flat ground in some wind gives a good feeling for the wing. You can get to know the EPSILON DLS’s characteristics very well, and try out takeoffs, stalling, shooting forward tendency and collapses – while remaining safely on the ground. The ADVANCE test team have a motto: one hour’s ground training is worth 10 high flights. But bear in mind that ground practice puts use on the glider.

4.2. Normal flight

In calm air the EPSILON DLS’s best glide is achieved with fully released brakes. Light braking brings the glider to its minimum sink condition. When flying into a headwind, through descending air, or when proceeding to the next thermal, glide performance will be distinctly improved by appropriate use of the speed system. See also section “Speed system“.

Despite the wing’s high stability an active flying style is recommended – collapses can be almost completely avoided. This means keeping the lightly-braked glider directly above you; in other words, countering roll and pitch disturbances.



- When the angle of attack increases (e.g. wing swings back when entering a thermal) the brake lines should be briefly released fully, until the glider returns to its overhead position.
- When the angle of attack reduces (e.g. glider shoots forwards) the wing should be briefly and strongly braked.

Be careful not to get below minimum speed, and don't overreact with the brakes.

4.3. Turning flight

The EPSILON DLS has short and precise brake travel when steering. It responds very directly and progressively to increasing steering inputs, as soon as the free travel in the brake lines has been taken up. Active weight shift effectively assists steering. Angle of bank can always be increased, stabilised or reduced by brake line load.

The EPSILON DLS makes a very agreeable companion in thermals. You do not have to correct for large pitching movements, and this improves your climbing behaviour – and therefore your performance – significantly. When thermalling, choose the desired angle of bank and corresponding radius, and try to let the glider turn steadily at this attitude. Outside brake should be used to steady the wing tip and, in particular, control the rate of turn. Anything stronger will slow the wingtip down and lose the glider's good steering qualities.

Warning

To keep good manoeuvrability make sure to fly your EPSILON DLS with enough airspeed while turning in thermals – not too much outside brake.

Info

If a brake line breaks the EPSILON DLS can be steered by careful use of the C-Risers.

4.4. Accelerated flight

The EPSILON DLS remains extremely stable even in accelerated flight. However, paragliders operate at a lower angle of attack while flying at their higher speeds, and the degree of stability is generally reduced. The higher aerodynamic forces involved at higher airspeeds mean that a collapse can be more dynamic (see also section "Collapses").

When encountering severe turbulence while flying accelerated, release the speed bar fully before applying the necessary stabilising brake. The EPSILON DLS's high degree of structural stability allows it to be flown in normally turbulent air while accelerated. Active speed bar should be employed for adjusting angle of attack under these conditions, instead of brake. Pitch attitude disturbances can be minimised in this way, and optimal glide performance can be maintained. See also section "Speed system".

When the angle of attack increases (e.g. wing pitches back when entering lift), briefly press the speed bar harder; when the angle of attack decreases (e.g. wing pitches forward), release the speed bar.

Warning

Even though the EPSILON DLS is very stable in accelerated flight you should only use as much speed bar as you feel happy with!

Hint

Make sure that brake is not applied at the same time as speed bar, otherwise you will find yourself in the worst possible gliding situation, without gaining any advantage.

Hint

Always choose a suitable speed for best glide taking into account the actual headwind, sink rate (descending air) and expected next climb.

4.5. Collapses

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4.5.1. Asymmetric collapse

With an active flying technique in normal flying conditions, collapses can be almost completely prevented. The wing gives very precise canopy feedback and makes it possible to sense an impending collapse early on, thus helping timely pilot reaction. Should a collapse occur the wing will fold in a predictable and progressive manner from wing tip towards the centre.

If the glider does, however, suffer an asymmetric collapse at trim speed, it will respond to collapses of 50 % or more with a slight turning tendency, allowing the heading to be easily maintained with light counter-steering. Normally, the wing will reopen without pilot action. With an asymmetric collapse in accelerated flight the wing will react more impulsively because of the higher forces associated with higher airspeed. The turning behaviour caused by a collapse at full speed is more dynamic, but can be well controlled.

If a collapse is slow to reopen, a deep but fast pull on the closed side brake will help. It is important to completely release the brake again to let the glider keep its flying speed. Be careful with the brake on the open side, and only apply enough to keep straight – so as not to stall the wing.

Poorly flown wingovers can cause a wingtip to fold inwards from the side, causing it to catch in the lines and create a cravat. Due to the high drag they produce cravats can lead to strong rotation (spiralling). Stop an increase in rotation rate by just the necessary amount of outside brake. Then open the cravated wingtip by pulling the orange stabilo line. Clearing a cravat can be also done more quickly by 'pumping'. The appropriate brake should be applied to 75 % brake travel within a maximum of two seconds, and then released immediately.

Warning If you want to make an accelerated collapse during safety training we recommend that you lead up to it slowly – starting with unaccelerated and then partially accelerated attempts.

4.5.2. Symmetric collapse (front collapse)

After a spontaneous or A-riser provoked collapse the airflow breaks away from the profile and the canopy will pitch back. The pilot swings back underneath after a short delay. Wait, without applying brake, until the wing is again above you and returns to normal flight. After a big collapse reopening may be delayed, but do not forcibly encourage reopening by the use of excessive brake, because of the risk of a full stall.

Warning When simulating a front collapse it is imperative that ALL A-risers (incl. separate suspended A-riser) are gripped and pulled down together.

Warning After a very impulsively provoked front collapse in accelerated configuration (for example during SIV training) it can happen that the front of the canopy does not open by itself. Help the wing to open with a brief brake impulse by pulling the brakes to 75% within one second, immediately and completely release them, then be prepared to control the forward surge.

4.6. Rapid descents

For quick and efficient ways of getting down the ADVANCE test team recommend big ears (with or without speed bar) or the spiral dive – the choice depends on the situation.

Hint Fast descents should be practised now and then in quiet conditions – so they won't become emergencies when you need them.

4.6.1. Symmetrical collapsing of the wingtips (big ears)

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The EPSILON DLS big ear lines have their own attachments. To apply, pull the outer A-lines briskly downwards at the same time. The wingtips will fold, and can be easily held in this position. Sink speed can be increased by using the speed system while big ears are applied. Depending on the situation the glider can be steered using weight shift. To reopen, release both A-lines at the same time. Opening can be speeded up by a light pull (pump) on the brake. If the wingtips do not open by themselves a brake impulse will help them.

- Info** "Big ears" is also possible using two lines (per side) with the EPSILON DLS. Here it is important that the glider must be accelerated as well, and the trailing edge must not be braked!
- Warning** Do not fly spirals or sharp changes of direction with big ears applied; the increased loading carried by fewer lines can damage the structure.
- Warning** Be aware that flying with big ears brings the stall closer. Be careful with the brake lines when big ears are applied, and do not use this descent method if the wing is wet. See also the section "Flying with a wet paraglider"
- Hint** If you want to lose height as quickly as possible and fly away from a problem area at the same time we recommend the following: apply big ears and use as much speed bar as conditions allow.

4.6.2. Spiral dive

For the most comfortable way of doing this we recommend a neutral sitting position without active weight shift, and a shoulder-width carabiner distance (approx 45 cm).

Enter the spiral by progressively pulling one brake. Your head and field of view should be directed in the turn direction. As the angle of bank increases so will the rate of turn, airspeed and centrifugal force, which makes the pilot feel heavier.

The behaviour of the spiralling paraglider can be separated into two phases: in the beginning the glider makes a normal turn which progressively tightens, with increasing angle of bank. In the second phase the paraglider engages its spiral mode. This means that the wing dives forward and assumes a more vertical flightpath. During this phase of the manoeuvre try to keep a neutral sitting position and give way to the centrifugal force - your body will be pulled to the outside of the turn.



To recover keep the neutral sitting position and progressively release the inside brake. Your body weight will be somewhat tipped to the outside. While coming out of a spiral dive of high vertical and rotational speeds some assistance with outside brake is essential. Careful releasing of the inside brake will prevent the wing from recovering too quickly, thus pitching back excessively before diving in front if the turn stops with too much speed remaining. Make sure that you start the recovery with plenty of height above the ground. Generally speaking you should allow the same amount of time to recover as it took to enter the manoeuvre, but remember that the vertical speed will be higher, and much more height will be used!

Warning The EPSILON DLS only comes out of a spiral dive by itself if the pilot is in a neutral sitting position. From a steep spiral with a high sink rate – more than 14 m/s – recovery requires active outside brake with weight shift to the outside at the same time.

Warning Weight shifting to the inside of the turn results in increased acceleration and stable continued rotation. In this case, active counter-braking with simultaneous weight transfer to the outside of the turn is required to end the manoeuvre (push your body outwards).

Warning The EPSILON DLS is approved for harnesses in group GH (without rigid cross-bracing). Harnesses in group GX (with cross-bracing) or those with very low suspension points (carabiners) may drastically change the flying characteristics in a spiral.

Warning Do not fly spiral dives or aggressive changes of direction with big ears applied: the raised wing loading carried by fewer lines can damage the glider.

Warning After recovering from a spiral dive it could be that the pilot flies into turbulence that he has caused. Fly actively to prevent a collapse.

4.6.3. B-Stall

The whole paraglider structure and its profile shape would be severely strained by a B-stall. We recommend that you do not carry out B-stalls on a regular basis. If you do fly a B-stall the recovery requires that the B-lines are completely released without hesitation, so that normal flight is resumed within 2 seconds. B-stall is difficult for light pilots because of the high force required.

4.7. Stalling

4.7.1. One-sided stall (spin)

When circling tightly in a thermal the EPSILON DLS indicates clearly, by strongly increasing brake load, the risk of a stall. Even so, if a wing does stall you will feel a marked reduction of brake load on the inside of the turn. If this happens you must immediately release both brake lines, so that the EPSILON DLS can return to normal flight by itself.

If a wing stalls completely the paraglider will go into a spin / negative rotation. The EPSILON DLS will react dynamically, but will still be manageable by the less experienced pilot. Even so – depending on the situation from which the paraglider is allowed to fly again – the reaction can be quite vigorous (shooting forward with a raised risk of collapse). The canopy can be arrested while shooting forward by well-judged braking. Normal flight can then be resumed without a further collapse.

Hint Basically, in all out-of-control flight situations, but especially the onset of a one-sided stall, you should immediately release both brakes fully – hands up!

4.7.2. Full stall



Although the EPSILON DLS responds early to brake input it has very long brake travel, and very high brake load at the stall point. This means a large safety margin for the pilot.

Entry into a full stall is achieved by progressively and symmetrically pulling down both brake lines. Forward speed reduces. Airflow and wind noise reduce.

After reaching minimum speed the paraglider first goes into a brief phase of parachutal stall. Then further brake will cause complete airflow breakaway, and the wing will fall back in full stall. The EPSILON DLS has a strong desire to fly again, but is easy to hold in the stall. A half wrap of the brakes is recommended to fly full stalls.

To recover, the canopy has to be pre-inflated. To do this the brakes should, at first, be released slowly and symmetrically, and only fully released when pre-inflation is complete. The EPSILON DLS then flies away relatively cleanly, without shooting forward too much.

Hint As a basic principle you should immediately and fully release both brakes in all out-of-control situations, then be prepared to control the resulting surge carefully.

4.7.3. Deep stall

Stable parachutal stall cannot be established, whether attempted by brake or B-stall.

In rain, or if the canopy is wet, the EPSILON DLS like all paragliders, is more vulnerable to parachutal stall. If the wet glider were to go into parachutal stall you should recover only by accelerating using the speed bar. See also the section "Flying with a wet paraglider".

4.8. Landing

Always make a proper landing circuit with a clearly defined final approach. As the ground approaches progressively increase brake to level the flight-path, before applying full brake to completely arrest the forward speed.

Warning Steep turn reversals lead to strong swinging of the pilot, and should not be done near the ground.

Warning Braking will reduce your speed and increase your sink rate, but it will certainly seriously restrict your ability to manoeuvre.

Warning Getting below minimum speed leads to stalling: this should unquestionably be avoided when top landing, and on final approach.

Info Never let your glider fall to the ground on its leading edge. The overpressure so caused inside the wing can rip the cell walls and damage the leading edge.

Info After landing in water the canopy can quickly fill up, and become very heavy. The canopy should be lifted out of the water by its trailing edge, giving the water a chance to run out. Otherwise it might tear under this unaccustomed heavy load.

4.9. Flying with a wet paraglider (risk of deep stall)

Flying with a wet glider creates a risk of deep stall. Deep stall is often the result of a combination of factors. The weight of the wet canopy goes up, and this increased weight increases the angle of attack, which always puts the glider nearer the deep stall limit. Added to this, water drops on the top surface have a detrimental effect on the



laminar flow of the boundary layer near the leading edge, which distinctly reduces the maximum lift coefficient. If the wet glider is also being flown at its lower weight limit there is a further small effect of increasing the angle of attack, as well as there being a lower airspeed because of the reduced wing loading.

In order to avoid the risk of deep stall with a wet glider, the wing should be braked as little as possible, and big ears not used at all. As a further preventative measure apply moderate (25-40 %) speed bar. These actions have a small effect in reducing the angle of attack. If the wet glider does go into deep stall you should recover by using the speed bar only. See also section „Deep stall“.

4.10. Winching

The EPSILON DLS is suitable for winch launching. When taking off in windless conditions, ensure that the paraglider is laid out in an arched or even wedge shape (to avoid risk of the glider rosetting).

Winch launch is only permitted if:

- The pilot has completed a tow training course (only Germany/DHV).
- The winch system is certified for use with paragliders.
- The winch operator has been fully trained in paraglider winching.

4.11. Acrobatics

During the development of the EPSILON DLS, the focus was on good characteristics for thermal flying and on easy and safe handling.

Assuming adequate pilot ability and correct technique, the EPSILON DLS lends itself well to flying such manoeuvres as wingovers, SATs, helicopters and asymmetric spirals. The wing was tested to the usual 8G load factor, but is not specially strengthened for industrial strength acro.

Be aware that dynamic manoeuvres put greater loading on the structure and can shorten the glider's life. This means that a regular check of the paraglider is essential for your safety. In addition there will be the special requirements of your country to be observed.

4.12. Tandem flying

The EPSILON DLS is not certified for tandem flying.

4.13. Paramotoring

The EPSILON DLS will be certified for paramotoring.

5. FOLDING & PACKING

Packing properly

Gather the wing together from the middle, and fold it to the width of the compressbag. When folding, lay the wing profiles nose on nose, so that the plastic rods lie as flat as possible on each other, all at the same height. Change your folding centreline on a regular basis so that the centre panel (Logo) does not always contain the foldline.

Hint

Always store your wing in a dry and dark place.

Packing with the Tubebag

Packing in a Tubebag bag is good for the wing, and is easy to do. It avoids undesirable sliding over the ground. Also the shape-retaining storage in a Tubebag promotes long glider life.

Lay your wing, mushroomed as after landing, on the spread Tubebag. Next spread the centre chord out to Tubebag

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length. Arrange the lines and stow the risers on their tabs. Now gather the leading edge cells as described in "General" above, except that all cells make up one pile - no secondary folding into the centre. Then fasten the upper Tubebag strap over the collected leading edge foils so that it holds them neatly together. Follow the same basic process at the trailing edge. Pull the central cell straight then flatten and collect the outlying cells as already described above. Do this carefully without disturbing your leading edge positions. Finally close and fold the Tubebag.

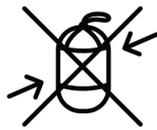
5.1. Storage



DON'T STORE
WET



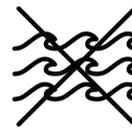
DON'T LEAVE IT
UNNECESSARILY
IN THE SUN



DON'T STORE
COMPRESSED



DO NOT USE
SOLVENTS FOR
CLEANING



AVOID
SEAWATER



AIR PERIODICALLY
OR STORE OPEN

Ultraviolet light, heat, humidity, sea water, aggressive cleaning agents, unsuitable storing and physical abuse (□ dragging across the ground□) speed up the ageing process.

The life of a paraglider can be extended significantly by observing the following advice:

- Allow a wet or damp glider to dry by leaving it completely unpacked at room temperature, or outside in the shade.
- If the glider gets wet with salt (□sea□) water rinse it thoroughly with fresh water.
- Clean the glider only with fresh water, and a little neutral soap if necessary. Do not use solvents under any circumstances.
- Regularly remove sand, leaves, stones and snow from the cells. Openings with Velcro closures are provided at the wing tips for this purpose.
- If the glider has been subjected to increased stress (□such as a tree landing□) have it examined by an expert.
- Do not drag the glider across the ground.
- Do not leave the glider out in the sun unnecessarily before and after flight (□UV light□).
- Do not subject the packed glider to excessive temperature fluctuations, and do ensure adequate air circulation to prevent condensation forming.
- When landing, make sure that the canopy does not fall on its leading edge.

6. MAINTENANCE

6.1. Glider inspection

Your EPSILON DLS must be checked every 24 months, 150 flying hours or 150 flights, whichever comes first. The check should be carried out by an authorised -ADVANCE check centre, according to the recommended guidelines.

When carrying out a periodic glider inspection, the condition of all materials is assessed with the utmost care according to strict guidelines. At the end of the inspection, the overall condition of the paraglider is rated and recorded in a test report. If these guidelines are not observed, the extended ADVANCE warranty becomes null and void.

6.2. Overstress

When using the product there is always the risk of unpredictable overstress in flight, for example caused by flying conditions or a surprise bump in the air. In rare cases the product could suffer damage. This is especially

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disappointing in that, usually, neither the manufacturer nor the pilot can be held responsible. Light products tend to be more susceptible to damage due to overstress.

Info

In the event of damage, please contact your dealer and they will contact us. We strive to be accommodating in such cases and work together to find the best possible solution. This is individual and depends on the assessment of each case.

6.3. Paraglider repairs

Repairs in general

A paraglider is a lifting surface of complex construction. Seams and lines have been made with great precision. In general, therefore, an unauthorised individual should not carry out paraglider repairs. Only the manufacturer or an authorised Service Organisation should replace components with identical parts, or refit complete cells.

Small repairs become exceptions to this principle. Examples could be repairs to small tears or holes with self-adhesive Ripstop material, or replacing lines. In every case of repair or line change the paraglider must be pulled up on the ground before its next flight, and visually checked.

Your paraglider is delivered with a repair kit containing self-adhesive Ripstop. Other parts, such as lines, quicklinks, softlinks or risers can be obtained from your ADVANCE dealer, an ADVANCE Service Center or direct from ADVANCE. Addresses are on www.advance.swiss.

Canopy Repairs

Tears up to 3 cm in length, and very small holes that do not meet a seam, can be patched with the self-adhesive Ripstop from your repair kit. Make sure that the patch is cut out in a round or oval shape, and is big enough to generously overlap the damage. The similar piece of sticky Ripstop on the inside of the repair should be of a different size.

Line repairs

A damaged line must be changed, without exception. The easiest option is to go to an ADVANCE Service Centre or your ADVANCE dealer. Alternatively you can order the specific replacement line direct from ADVANCE or an ADVANCE dealer and fit it yourself. All the addresses are on: www.advance.swiss. Under "Service" on www.advance.swiss there are detailed instructions for identifying your line so that you can order it, and then fit it correctly on the wing.

What to do if the leading edge gets damaged?

If a leading edge wire breaks or its seam rips the glider must be taken to an ADVANCE checking facility where the wire can be replaced or sewn back in. To guarantee a long lifespan it is important that the wing is not allowed to fall on its leading edge after landing, otherwise the fabric can be damaged by abrasion. But mainly there is a risk, as in all paragliders, that the crossports could tear.

6.4. Disposal

Environmental protection plays an important role in the selection of materials and the manufacture of an ADVANCE product. We use only non-toxic materials that are subjected to continuous quality and environmental impact assessments. When your harness reaches the end of its useful life in a number of years' time, please remove all metal parts and dispose of the rest of the harness in a waste incineration plant.



7. SERVICE & WARRANTY

7.1. ADVANCE Service Center

ADVANCE operates two company-owned service centres that carry out checks and repairs of all types. The workshops based in Switzerland and France are official maintenance operations, which have many years' experience and in-depth product-specific expertise. The ADVANCE worldwide service network includes other authorised service centres that provide the same services. All service facilities use original ADVANCE materials exclusively. You can find all information on checks and repairs and the relevant addresses at www.advance.swiss.

7.2. Support (Website)

At www.advance.swiss you will find detailed information about ADVANCE and our products as well as contact details for any questions you may have.

You also have the opportunity to register your product online up to 10 days after purchase in order to enjoy the full benefits of the ADVANCE warranty. You can also:

- Keep yourself updated about new safety-related findings about ADVANCE products.
- Download an application form for the check at ADVANCE as a PDF in order to be able to send in your product.
- To find an answer to a burning question under FAQ (frequently asked questions).
- Subscribe to the ADVANCE newsletter to receive regular e-mail updates about new products and services.

7.3. Online Account

Set up a MyADVANCE account at www.advance.swiss/garantie and register your product directly online after purchase.

In the MyADVANCE account you will find all documents for your product as PDF, e.g. the manual, security updates and much more. You can also view spare parts for your product and make support requests directly.

7.4. Warranty

As part of the ADVANCE warranty, we undertake to rectify any defects in our products that are attributable to manufacturing faults. In order for a warranty claim to be made, ADVANCE must be notified immediately on discovery of a defect, and the defective product sent in for inspection. The manufacturer will then decide how a possible manufacturing fault is to be rectified (repair, replacement of parts or replacement of the product). Basically, the legal warranty obligations of your country apply. If you register your product for free on our website within 10 days of purchase you receive an extended warranty of 12 months beyond the legal warranty period of your country!

Warranty and Service Intervals begin from the date of the glider's first flight, recorded on the identification plate. If no date is evident the applicable date is that on which the glider was transferred from ADVANCE to the ADVANCE dealer. The ADVANCE warranty does not cover any other claim. Claims in respect of damage resulting from careless or incorrect use of the product (e.g. inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.) are expressly excluded. The same applies to damage attributable to an accident or normal wear and tear.

8. TECHNICAL DATA



8.1. Data

EPSILON DLS		22	24	26	28	30
Flat surface	m2	22	23.7	25.7	27.6	29.6
Projected surface	m2	18.5	20	21.7	23.3	24.9
Certified takeoff weight	kg	55-77	67-90	79-103	91-118	105-135

8.2. Materials

We continuously review and test the variety of materials on offer. Like all ADVANCE products, the EPSILON DLS has been designed and manufactured according to the latest findings and processes. We have chosen the materials very carefully and with the strictest quality requirements in mind.

Materials

Leading edge	Skytex 38 universal, 39 g/m2
Upper surface	Skytex 38 universal, 39 g/m2
Lower surface	Skytex 27 classic 2, 29 g/m2
Designstripe	Skytex 32 universal, 32 g/m2
Profiles	Skytex 40 hard finish, 40 g/m2, x 32 hard finish, 33 g/m2
Unsuspending profiles	Skytex 40 hard finish, 40 g/m2, x 32 hard finish, 33 g/m2
Diagonals	Skytex 40 hard finish, 40 g/m2, x 32 hard finish, 33 g/m2
Main lines	PPSLS 260, 200, 125
Galery lines	A-8001-190, -130, -090, -070, -050
Brake lines	A-8001-090, -070, -050
Steering lines	A-8001-190, A-7850-240
Risers	PES/Technora 12mm
Quick links	MR Delta 3.5mm / S12

8.3. Certification

The EPSILON DLS has EN/LTF B certification. The test reports can be downloaded from www.advance.swiss.

Certification ratings can only provide limited information about a paraglider's flying behaviour in thermally active and turbulent air. The certification grading is based primarily on induced extreme flight manoeuvres in calm air.

During the development of an ADVANCE paraglider, the emphasis is first and foremost on flying behaviour and handling, and not exclusively on the certification test. The result is a well-rounded product with the familiar ADVANCE handling. Nevertheless, the certification rating occupies a significant proportion of the specifications that have to be met.

8.4. Light sport aircraft

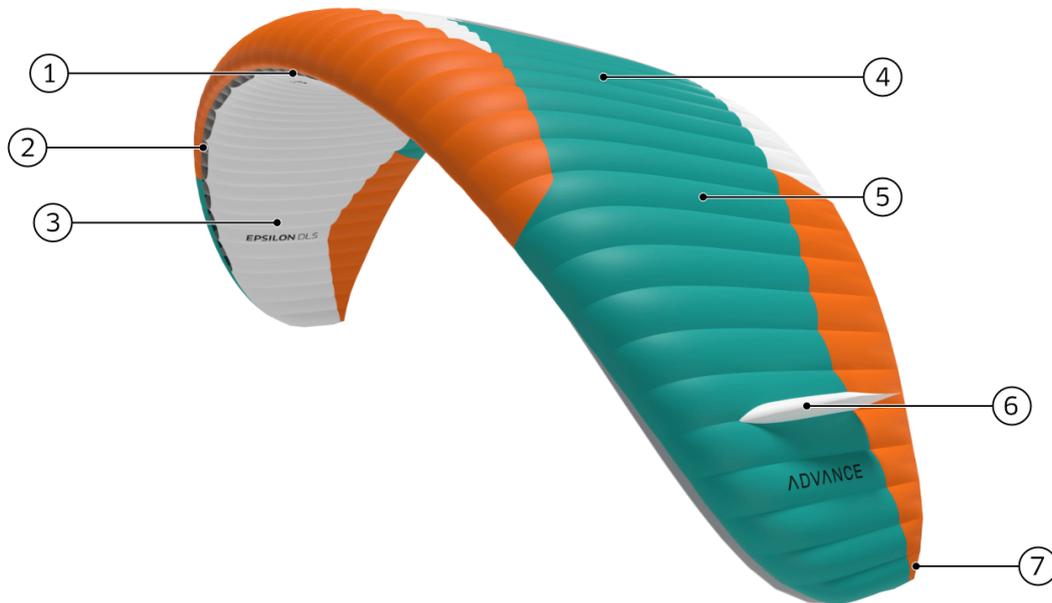
The EPSILON DLS belongs to the "Light sport aircraft" category with an empty weight of less than 120 kg.

8.5. Paraglider overview

1. Nameplate
2. Air intakes
3. Lower surface

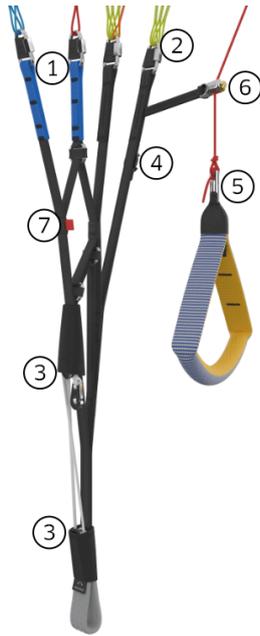


4. Upper surface
5. Cells
6. Winglet
7. Cleaning velcro



8.6. Risers

1. Split A-risers with Quick-Snap Magnet only standard riser
2. Quicklinks and clips
3. Speed system pulleys
4. Magnet clips
5. Swivel
6. Brake Pulley
7. Speed Performance Indicator (SPI) only standard riser
8. Softlinks
9. Poppers
10. Ceramic rings



Standard risers



Optional light risers
(~180g lighter)

8.7. Line plan

Line plan EPSILON DLS

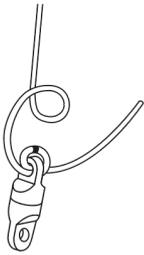
8.8. Total line length

The difference on the total line length are not more than ± 10 mm from the lengths laid down in the user's manual and are checked by AirTurquoise.

8.9. Bowline



Step 1



Step 2



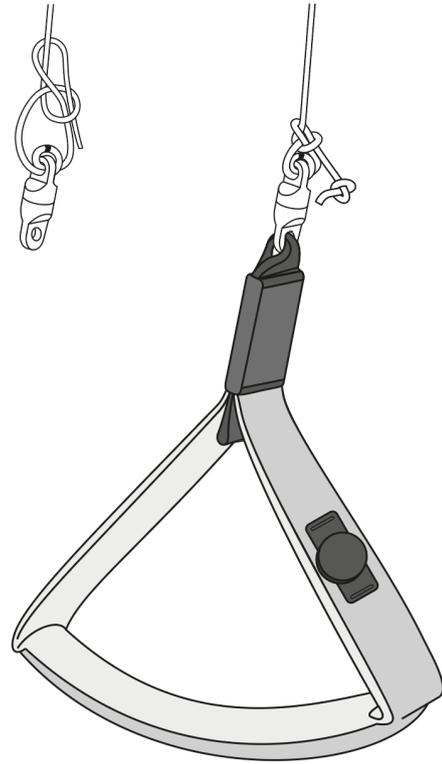
Step 3



Step 4



Step 5



9. PARAMOTOR APPENDIX

Range of use

Because of its good takeoff qualities, high stability, damped behaviour and compactness the EPSILON DLS is ideally suitable for paramotoring. Hybrid-Risers, which can also be used for flight without the motor, are recommended.

Hybrid-Risers

The Hybrid-Risers are fitted with trimmers. These can be used for both counteracting the turning effect of the motor and adjusting the flying speed. For flight without a motor the trimmers must be disabled by hooking them into the main carabiners. The wing then keep its paraglider certification. The Hybrid-Risers have a speed system for use when flying without the motor.

Warning You are advised not to use the trimmers and speed system at the same time.

Flight characteristics

This section is added to "Flight characteristics" in the EPSILON DLS manual, which also basically applies to paramotoring. The flight characteristics of the EPSILON DLS are virtually identical when flying with or without a motor, especially at the same wing loading. In the expanded weight ranges for paramotoring (see table) manoeuvring will be slightly more dynamic because of the higher wing loading. Similarly with trims open manoeuvres will be a little more dynamic because of the lower angle of attack. Even though the EPSILON DLS is very stable and compact the trimmers should stay closed when flying through turbulent air.



Thanks to the EPSILON DLS's good takeoff behaviour the trims don't have to be opened when taking off with light wind. The wing pulls up more easily in other wind situations if the trimmers are opened adapted to it, but you should then expect a longer takeoff run.

Warning If you fly the EPSILON DLS as a paramotor in its expanded weight range the trim speed will be higher. Lift off and landing speeds will also be higher, and this is clearly noticeable in light wind.

Compatible motors

The certification test flights are carried out with a commercially available motor. Provided that maximum engine performance figures are not exceeded (see DGAC table), other motor models can be expected to produce similar handling behaviour.

Certification

Provided that it is equipped with the Hybrid-Risers appropriate to the EPSILON DLS has EN / NfL certification as a paraglider. Sizes 22, 24, 26, 28 and 30 have DGAC certification for motor flying. Relevant certified weight ranges are shown in the adjoining table.

Info EPSILON DLS EN / NfL certification for flight without motor but with the Hybrid-Risers is only valid when the trimmers are stowed i.e. hung up.

9.1. Data

EPSILON DLS with Hybrid-Risers	Sizes	22	24	26	28	30
Takeoff weight paramotor*	kg	55-117	67-137	79-157	91-180	105-205
Length of risers	cm	46	46	48	50	50
Trimmer travel	cm	6.0	6.0	7.0	9.0	9.0
Maximum power paramotor	kw	22	22	24	28	28
Minimum strength attachment points	daN	1200	1200	1200	1200	1200

*Pilot, wing, equipment with engine

9.2. Hybrid-Risers

1. Speed system
2. Trimmer
3. Hang point
4. Stowable trimmer loops



Trimmers in use



Trimmers stowed