



# MANUAL - EASINESS 4

Product Manual

Version 09.09.2024



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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 be found on our website in the "Download" section.

Download section

### Product Registration

Register your new ADVANCE product online in your MyADVANCE account 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

Product registration

### 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](mailto:support@advance.ch)

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

## 2. 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. LIMITATIONS



### 3.1. Range of use and load limits

Like all commercially available reserve parachutes, paraglider harnesses are never suitable for free fall parachuting because their design and construction details do not allow such a thing. Neither the reserve parachute nor its attachments to the harness can withstand the loadings involved in an abrupt opening.

All harness adjustments must be made before the harness is flown. Correct adjustment of the EASINESS 4 greatly contributes to safety, correct function and comfort in flight.

**Warning** No protector can offer complete protection against injury. The EN/LTF certified protector can only absorb some of the energy of impacts and therefore minimise injuries that might result from unlucky takeoffs and landings.

**Warning** The EASINESS 4 certification up to 120 kg is restricted exclusively to paraglider sport.

### 3.2. 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 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.

### 3.3. Paraglider models of other brands

The harness can be flown with any paraglider. There are no restrictions.

### 3.4. Winching

The EASINESS 4 is suitable for winch towing. The tow link must only be fixed to the harness's main carabiners. If there is any doubt, the winch driver or a person authorised by the manufacturer should be consulted.

### 3.5. Acro

Due to the lightweight materials, the EASINESS 4 is not suitable for acro flying.

### 3.6. Tandem flying

The EASINESS 4 can be used for tandem flying for the passenger. As the EASINESS 4 does not have a device for a tandem reserve, it is not suitable for the pilot.

### 3.7. Use in the school environment

The EASINESS 4 is perfect for flying schools. Suitable adjustment provides comfortable standing upright before takeoff, ease of getting in the seat after takeoff, a pleasant upright sitting position in the air, damped agility from the harness in flight and quick standing up before landing. An appropriately adjusted harness agility in flight, and the quick and instinctive stand up facility for landing contribute much to comfort and safety.

## 4. FEATURES

### 4.1. Features

1. Velcros for Mini Vario and Hook Knife
2. Cord for bag volume reduction
3. Drink tube opening
4. Reserve bridle channel with zip
5. Back pocket
6. Easy Connect System
7. Familiar 2-buckle closure system
8. One side pocket with zipper
9. Reserve container
10. Magnet for holding the speed loop



### 4.2. Backpack

1. Wide Hike & Fly shoulder straps with pockets
2. Velcro for smartphone
3. Elasticated side pockets for trekking poles, water bottles, etc.
4. Waist strap with pockets
5. Adjustment straps
6. Helmet holder
7. Helmet holder attachment points
8. Zipped pocket
9. Grab handle
10. Drink tube opening



## 5. PREPARING THE PRODUCT

### 5.1. Delivery

Every ADVANCE harness must be checked by the authorized dealer before delivery to ensure that the scope of delivery is complete and that the basic settings are correct.

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.

#### 5.1.1. Delivery includes

- 2 Alu carabiners Edelrid
- Speed system
- Inner container with handle
- Dummy cable
- Getting Started Booklet



## Options

- Frontcontainer Zip Light
- Hook knife
- Radio pocket



## 5.2. Installing a reserve

### General

The EASINESS 4 has an integrated reserve compartment.



## Important advice about the reserve system

Every reserve/harness combination has its own characteristics. It is essential that pilot and packer have confidence in the system, and are therefore thoroughly familiar with its operation – especially when a new combination is installed (new reserve in existing harness or vice versa), so that reliable functioning is assured.

**Warning** Installing a reserve must only be done by a qualified person. Your safety depends on it!

## Compatibility of the reserve/harness system

Bulky reserves of an older generation can be relatively difficult to release from compact, modern harnesses, especially under high-G circumstances. Certified volumes of reserves for the EASINESS 4 reserve compartment are a function of harness size: S: 2 – 5 liters, M: 2 – 5 liters, L: 2 – 5 liters.

**Info** For a broad approximation for reserve volume in liters a factor of x 2.7 can be applied to the reserve weight in kgs. Depending on method and packing skill a reserve with a volume arrived at by this formula, which is within the certified limits for a harness, still may not release without problems.

**Warning** If a reserve volume lies within the top third of the certified volume, special care must be taken that the reserve is folded to match the length of the inner container's longest side.

**Warning** In every case a test release/compatibility test carried out by the pilot in realistic conditions is the only way to prove that the particular reserve will reliably release from the EASINESS 4.

**Warning** A newly-folded reserve can occupy up to 30% greater volume. ADVANCE strongly recommend a compatibility test.

## Steerable reserves

The EASINESS 4 can also be used with a steerable reserve. Connection to the harness should be made with two maillons of minimum strength of 2,400 daN, direct to the coloured marked suspension points under the covers on the shoulder straps. Then the steerable risers and lines should be led through the channel on the harness to the reserve compartment.

**Info** It is possible to install quick-out carabiners.

### 5.2.1. Packing the reserve in the inner container

#### General

The release handle and the five-flap inner container are connected and designed in such a way that the pull from the release handle is evenly distributed over the entire width of the inner container. This reduces the risk of the inner container jamming in the reserve compartment and of reserve lines entangling with the inner container, and guarantees optimal deployment. The release handle used with the five-flap inner container is part of the harness and complies with the latest certification requirements according to NfL.

**Warning** Only use the original reserve handle and its attached inner container.



## Packing the reserve parachute in the inner container

Always pack your reserve parachute to fit the shape and size of the supplied inner container. Place the rescue lines in the back in the direction of flight/throw. When all lines are stowed, there should be about 90 cm of line length left to the bridle.

**Warning** If your reserve parachute does not fit in the inner container without excessive squeezing, this indicates that it is too big for the EASINESS 4.





#### Close inner container

Close the five-flap inner container in the order of the numbers on each flap 1-3. Secure the last flap 3 with a line loop that should be about 5 to 6 cm long (about 3 fingers wide). Now check the pull of the elastic and shorten or lengthen it as needed.

#### Info

The line loop should release under the weight of the reserve parachute itself.





Close the last flap of the container with two line loops of equal length (5 to 6 cm). These final loops are held by two elastics that pass through the eyelets of the outer flap of the container. The two elastics are pre-assembled at the factory.



#### 5.2.2. Connecting the reserve to the harness

##### By looping

Based on extensive testing, ADVANCE harnesses can also be looped with Companion reserves, provided basic precautions such as center looping and maximum tightening of the straps are observed. We cannot make any binding statement about the strength of ADVANCE harnesses in combination with other reserve systems.

##### 1. Looping





## 2. Detailed view



## 3. Neoprene cover



## With a Maillon Rapide

Connect the sewn bridles of the EASINESS 4 and the bridle of your rescue parachute with a Maillon Rapide of at least 2,400 daN strength. Secure the straps in the Maillon with a rubber ring or neoprene tape, to prevent slipping and thus transverse loading of the Maillon in the event of a reserve deployment.

### 1. Using a Maillon Rapide



### 2. Neoprene cover



**Warning** Do not use tape instead of the rubber ring to fix the Maillon Rapide!

**Info** When looping a COMPANION reserve with the EASINESS 4, the V-line Neoprene Cover must be pulled over the connection.

**Warning** Never attach the inner container to the reserve parachute!

### 5.2.3. Putting the inner container in the reserve compartment

When installing the reserve, always place the bridle in the reserve compartment first and then the inner container. It is essential that the inner container closure flaps face the back (when in flight) of the harness. Follow the directions indicated on the inner container and the inside of the reserve compartment. Silver dot to silver dot! The connection to the reserve handle must be without twists.

**Warning** If a reserve parachute does not fit in the inner container after repacking, it must be refolded to the shape of the inner container.

**Warning** Put the bridle in first, then the reserve.

**Warning** Silver dot to silver dot!



#### 5.2.4. Closing the reserve compartment

The outer container flaps are closed by loops and cable. Outer container design supplies the necessary tensions and pressures on the closure loops and cable.

Carefully guide the zip puller all the way up the right side of the container – to the start of the zip track. Then return it downwards to close the channel. Finally stow this zipper in its zipper garage. Next in sequence comes the zip on the left side, which closes the harness/reserve connection channel. Carefully guide the zip puller all the way down the left side of the container – to the start of the zip track. Then return it upwards to close the channel. Finally stow this zipper in its zipper garage.



**Warning**

The zipper must be stowed in the zipper garage. Pre-Flight check! Release blockage danger!!!

**Warning**

After a not-so-good 'crash' landing on the protector you should check that the reserve compartment is still properly closed.

**Securing the reserve handle**

The two eyelets for the release loops are on the Neoprene pocket that holds the release handle. Fold this pocket down and push the end of the reserve handle inside.

Using a short length of line thread the two white closure loops through the metal eyelets, secure the white loops with the ends of the yellow cable (8) and lead these into their buttonholes.

Remove the line carefully, leading it under the yellow cables to avoid damaging the white loops by friction.



- Warning** After installing the reserve, it is mandatory to remove all auxiliary equipment and the red packing device! Danger of release blockage!
- Warning** To guarantee a correct release always make sure that the yellow cables run freely.
- Warning** Never connect the reserve directly to the inner container!
- Info** The zip fasteners will always open easily and reliably when required – even after long intervals between openings.

#### 5.2.5. Airbag with reserve compartment

The EASINESS 4 comes with a Nfl certified Airbag-Protector. The reserve compartment is built into the Airbag-Protector. The Airbag-Protector also functions fully when a reserve is not installed. In this case the reserve compartment is closed by dummy closure cable.





When a reserve is installed this dummy cable device can be stowed on the inside of the reserve compartment door, so as not to get lost.



#### 5.2.6. Compatibility Test

The correct installation of the reserve must essentially be tested by a trial release. Put the harness on, close it completely and then clip yourself with the EASINESS 4 by the two main carabiners into a harness hanger. Then pull out the reserve as if in flight.

#### Info

A successful compatibility test carried out by a pilot can greatly increase confidence in the reserve system.



Operation of the reserve handle must take place in a normal flying position, and work without hindrance, in accordance with the requirements of this manual. You therefore must be sitting in the harness. If you are not sure of this procedure you should contact a qualified person or your ADVANCE dealer.

Here are some factors that could make a reserve deployment difficult or impossible:

- Reserve too big for the compartment or inner container.
- Reserve not packed to the dimensions of the inner container.
- Reserve not pulled out with the correct technique. A pull then throw to the side is correct.
- The volume of the reserve worked originally in the new harness, but after a repack it has become too big.
- Pilot dimensions and arm length may have a significant effect on reserve-throwing success. Small pilots with short arms can have difficulties.
- Conditions such as high G-loading (3G +, as in spiral dive).

**Warning** A combination of these factors could make a reserve deployment impossible.

**Info** Occasionally reach to the reserve handle after launch to memorize the position.

## 5.3. Adjusting the harness

### 5.3.1. Preparation and basic settings

#### General information

- Install the reserve before adjusting the harness.
- Load the back compartment with your equipment.
- Set all straps symmetrically.
- Close the harness and hang yourself (in the harness) up in a harness hanger.
- Make adjustments if necessary. The main straps are also adjustable in flight.

**Hint** ADVANCE recommend that you thoroughly familiarise yourself with these adjustments before your first flight in the harness. As well as that you should always make your first test flight with new equipment in quiet weather conditions.

### 5.3.2. Adjustment steps

#### Adjusting the upper body angle

Upper body attitude is altered by the adjustable back straps (1). Pull them in to a reasonably upright back position at which you feel comfortable. They also set the recline angle quickly and easily during flight. These straps are mounted relatively high at the sides to give good back support, and take weight off your shoulders. Pulling in the back straps results in an upright back – loosening them completely will put the pilot in something approaching a lying position. ADVANCE recommend the basic setting.





## Setting the shoulder straps

The EASINESS 4 shoulder straps (2) can be adjusted to suit the pilot's height and desired sitting position. The neoprene-covered adjusters are at shoulder height and can be set to any position. Pull in the shoulder straps to a loose fit, until they provide light support without putting pressure on the shoulders.

## Setting the small chest strap

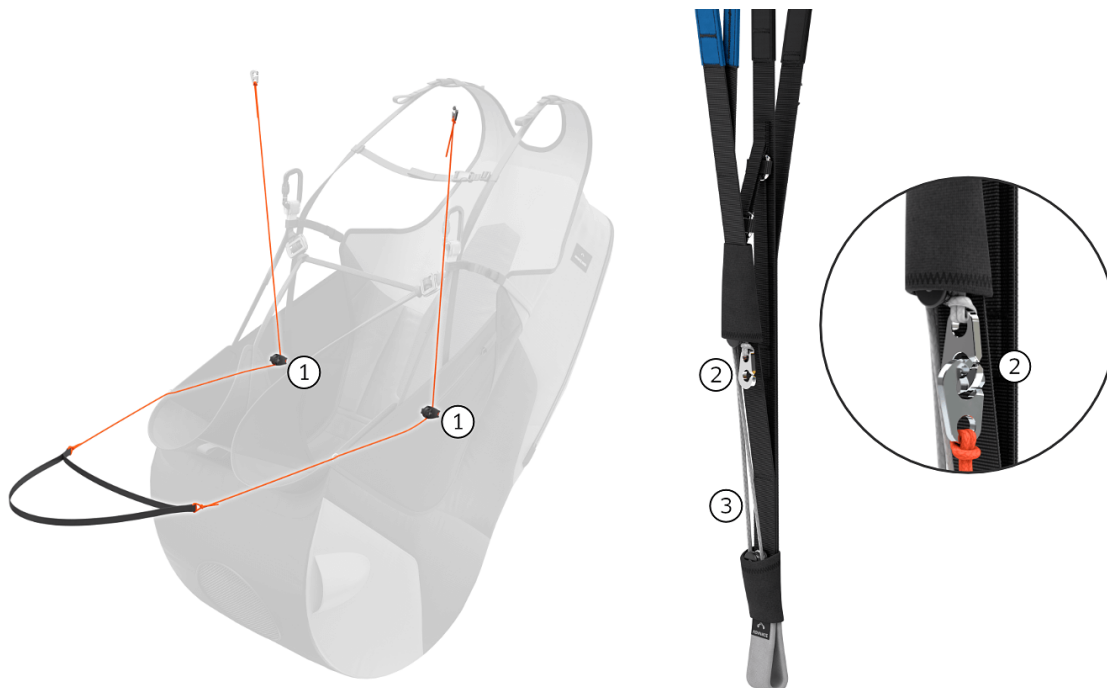
The small chest (3) strap holds the shoulder straps in the best position for takeoff and landing. The width can be adjusted to any position.



### 5.3.3. Setting up the speed system

The speed system is already fitted and only needs to be adjusted for length.

1. Make sure that the speed lines run freely through all their pulleys on the harness.
2. Connect the speed lines to the risers by Brummel hooks or anchor hitches.
3. Make sure that your final setting allows the full travel of the speed system to be used.



#### Warning

Make sure that the speed lines are not so short that the wing would be permanently accelerated in flight.

## 6. PREPARATION FOR FLIGHT

### 6.1. Pack the back compartment

Careful packing of the back compartment contributes significantly to flight comfort. Pack the paraglider COMPRESSBAG first at the bottom of the back compartment. You should use the remaining space logically. Pack trekking poles – with the tips up –, food and clothing carefully around.

### 6.2. Setting up the drink system

The tube is guided upwards via a loop on the right shoulder strap and fed into the back compartment in the middle under the ADVANCE label and the H2O label.

#### Hint

Use your finger to open the hole first.

### 6.3. Clipping in the paraglider

The EASY CONNECT SYSTEM with its coloured markings on the EASINESS 4 main support loops makes clipping in an ADVANCE wing especially straightforward. The pilot only has to check that the red and blue lines on the glider

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risers match the same colours on the EASINESS 4 support points. The EASY CONNECT SYSTEM improves safety before takeoff.

#### 6.4. 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.

### 7. USE IN PRACTICE

The EASINESS 4 should principally be flown sitting in a upright position. This gives the best view in the air.

#### 7.1. Using the speedbar

The EASINESS 4 has a speed system already fitted.

##### Warning

Make sure the speed system is always connected to the wing in flight, even when you do not intend to use it. A loose speed line could prevent a successful reserve deployment.

#### 7.2. Reversing & packing the equipment

Thoughtful and careful packing will definitely prolong the life of the Airbag-Protector. Reverse the rucksack, fold the legpads in and put the airbag flat on top. Make sure that its shaping Nitinol wires are not kinked, and follow their natural curves. Then push the lower end of the airbag gently down and pull the rucksack lid over. Now lie your paraglider on the flattened airbag and close the rucksack by its side zips.



## 7.3. Emergencies

### 7.3.1. Reserve

#### Throwing the reserve

Use the correct technique to release and throw the reserve. This is a pull then throw to the side. Do not pull straight up. Throw the reserve inner container as far away as possible in the transverse direction so that the lines are quickly extended and tensioned.

#### Hint

We recommend that you make a brief tactile check on your reserve handle during every flight. This will program the subconscious as to where it is. We advise that you also mentally rehearse the throwing technique.

In strong rotational flight such as a spiral dive, very high G-loading can occur. This can make reserve throwing much more difficult.

#### Hint

Take your harness along to a G-Force Trainer and practise releasing your reserve under high G-loading.

#### Landing under the reserve

Immediately after the reserve deployment, try to collapse the canopy if possible, or separate from it with a Hook Knife or Quick Out carabiner to avoid a shear position. Due to the shoulder attachment you should land with your legs on the ground first. Try to absorb the energy with a landing roll.

#### Reserve landing in strong wind



In a strong surface wind there's a risk that the pilot, attached at the shoulders, will be dragged over the ground by the reserve and paraglider. Options for dealing with this are distinctly limited.

**Warning**

In the event of very strong winds on the ground, consider also cutting the paraglider risers or lines on at least one side with the hook knife before touchdown.

**Warning**

The front buckle will not open under tension. Immediately after touchdown, open it as soon as it unloads. If this is not possible, use the hook knife here as well and cut the strap.

### 7.3.2. Water landing

In general, caution is advised when flying over water, whether it be crossing a lake during a cross country, or during SIV safety training. In particular a pilot can land in the water during SIV, intentionally or otherwise.

**Warning**

Water landings are dangerous and should be avoided at all costs. Landing in flowing water or in coastal surf is often fatal (drowning). ADVANCE recommends that you always carry a hook knife.

**Warning**

After a water landing, separate yourself from your harness as quickly as possible and get clear of your equipment so that you do not get caught up in the reserve or paraglider lines.

**Warning**

You should be aware that the foam protector in any harness will try to float. This can automatically tip the pilot head down in the water. Wearing a lifejacket is essential during SIV training.

#### Involuntary reserve descent into water

Especially in this case it is very important, if possible, to get out of the speedbag before splashdown, and open all buckles except the front belt or use the hook knife. Immediately after entering the water the front belt must be opened or cut. Get away from the harness and all your equipment as quickly as possible.

#### Landing in water with a lifejacket

Even when landing in the water during SIV, with a lifejacket, it is recommended that the EASINESS 4 buckles are unfastened and the harness taken off before getting into the boat. When full of water the harness gets very heavy and makes it very difficult for the pilot to board the rescue boat.

**Warning**

The front strap will not open under load.

#### Water landing without reserve

Everything described so far applies. Depending on the situation and danger (current, waves) it may be useful to cut straps with the hook knife before touching down, as the front strap cannot be opened under tension, or even to cut all straps and jump or slide out of the harness into the water.

**Warning**

If a buckle or speedbag will not open, cut it with the hook knife before landing in the water. You can mount a hook knife on the shoulder strap and secure it with a long line.

#### Maintenance and care of the harness after a water landing

After contact with water, all protectors and the comfort foam should be removed from the EASINESS 4. See chapter "Installing/removing components". Everything should then be allowed to dry in a shaded place outside, or carefully laid out in a dry room – or the harness could be hung by its carabiners and gently wafted to and fro. The reserve

must be taken out and dried separately. Obviously it should then be repacked.

**Info** The protectors may take several days to dry

### 7.3.3. Tree landing

In the event of a tree landing, with or without a reserve parachute, there is a risk of a possible fall.

**Warning** The most dangerous part of a tree landing is climbing down. Always wait for a rescue party to get you out of the tree.

**Info** We recommend that you keep a rope sling with a carabiner in the harness so that you can secure your harness to a branch and relax while you wait.

## 8. MAINTENANCE & CARE

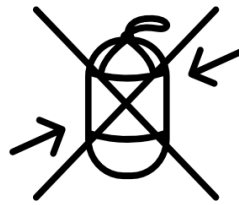
### 8.1. Storage



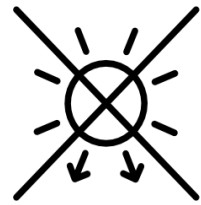
**DON'T STORE  
WET**



**AIR PERIODICALLY  
OR STORE OPEN**



**DON'T STORE  
COMPRESSED**



**DON'T LEAVE IT  
UNNECESSARILY  
IN THE SUN**

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

**Hint** Always store your harness uncompressed in a dry and dark place.

**Hint** Allow a wet or damp harness to dry by leaving it completely unpacked at room temperature, or outside in the shade.

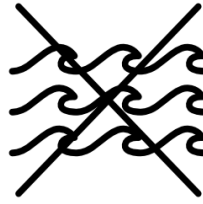
**Hint** Allow a wet or damp reserve to dry by leaving it completely unpacked at room temperature, or outside in the shade, then always repack it.

### 8.2. Maintenance

#### 8.2.1. Cleaning



**DO NOT USE  
SOLVENTS FOR  
CLEANING**



**AVOID  
SEAWATER**

All rubbing and sliding action speeds up the harness fabric ageing process.

If your harness gets heavily soiled with dirt, grass stains, grease, cow dung, mold, resin or other dirt, just clean the fabric with a soft, damp cloth. Then allow the harness to dry thoroughly before packing it away.

It is best to use baby powder gently on adhesive residues.

**Hint** Clean the harness only with fresh water. Do not use solvents under any circumstances.

**Hint** If the harness gets wet with salt (sea) water rinse it thoroughly with fresh water.

**Hint** If the rescue gets wet with salt (sea) water rinse it thoroughly with fresh water. Always repack it.

### 8.2.2. Visual Inspection

Like any flying device, every harness should be routinely inspected by its pilot so that any damage to seams, straps etc. can be quickly detected and repaired. Especially after a tree landing or a hard emergency landing on the protector, the harness must be visually inspected in detail for damage, before it flies again..

**Warning** Do not make any modifications to your harness and never fly with a harness whose straps are damaged in any way.

**Warning** If the harness was used as part of a rescue emergency opening, the harness must then be inspected by the manufacturer or an authorized service center.

**Hint** Check the harness regularly for damaged seams and straps. In particular, check the reserve connection / main connection straps and the seams on the main carabiners loops.

### 8.2.3. Packing the reserve parachute

Most reserve parachute manufacturers recommend maintenance or repacking of the reserve parachute every 6 months to ensure reliable and quick opening at all times. If the reserve gets wet, damp or overheated, it must be definitely repacked. We strongly recommend that you let a qualified person pack your reserve. ADVANCE also strongly recommends that you regularly check the yellow locking cables in the locking loops of your harness. It is sufficient to move the cables slightly.

### 8.2.4. Carabiner service life

EDELRID AURA

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### Maximum 5 years

The main support carabiners are high quality EDELRID Aura Alu Carabiners. Aluminium carabiners must be regularly visually inspected for metal discolourations, dents, obvious scratches or cracks. In addition you must be careful that a carabiner is always loaded vertically – along its major axis. If a carabiner shows any of the above visually evident conditions or has been incorrectly loaded, both carabiners must be replaced immediately. In any case the carabiners must be replaced no later than 5 years after being put into service or first flight (if unknown, 5 years after production date), and may not be used again. The production date is printed on the carabiner.



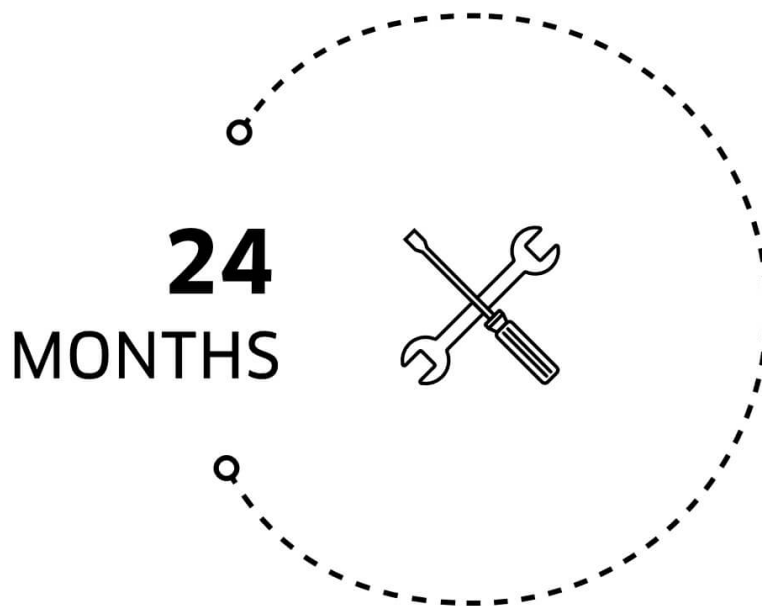
#### 8.2.5. Air-Foam Hybrid

The foam protector does not require any special care, but it should definitely be inspected for possible damage after an impact. In case of damage to the outer shell, the protector must be replaced. If you are flying with the Permanent Protector system, also check the sleeve of the protector element.

#### 8.3. Inspection

Inspect your harness regularly for damage and have it thoroughly visually inspected by a professional every 24 months. The inspection includes a visual assessment of the fabric, straps and connections, major stitching and main carabiners. All parts are inspected for tears, kinks, pre-damaged seams, damage and severe wear. Detected damage requires the harness to be professionally repaired before the next flight.





You can find more information about the check in the "Service" chapter of this manual or at [www.advance.swiss](http://www.advance.swiss).

#### 8.4. Repairs

You should never carry out harness repairs yourself. The various seams are prepared with the greatest precision. Only the manufacturer or an authorised Service Centre should carry out repairs with original materials.

#### 8.5. 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 and fabrics that are subjected to continuous quality and environmental impact assessments. When your equipment reaches the end of its useful life, please remove all metal parts (recycling) and dispose of straps and material in the designated facilities.

## 9. SERVICE & WARRANTY

### 9.1. 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](http://www.advance.swiss).

### 9.2. Support (Website)

At [www.advance.swiss](http://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.

### 9.3. Online Account

Set up a MyADVANCE account at [www.advance.swiss/warranty](http://www.advance.swiss/warranty) 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.

### 9.4. 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.

## 10. TECHNICAL DATA

### 10.1. Data

EASINESS 4		S	M	L
Pilot height	cm	155-172	165-183	178-202
Carabiner height	cm	ca. 44*	ca. 45*	ca. 47*
Chest strap width	cm	43	44	45
Rucksack volume	l	46	50	58
Harness weight	kg	2.1	2.15	2.2
Harness certification		EN & NfL / 120 kg	EN & NfL / 120 kg	EN & NfL / 120 kg

### 10.2. Materials

We continuously review and test the variety of materials on offer. Like all ADVANCE products, the EASINESS 4 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.



### 10.3. Certification

The EASINESS 4 including protector is certified according to EN 1651:2018+A1:2020 & NfL 2-565-20 up to 120 kg.  
The test reports can be downloaded from [www.advance.swiss](http://www.advance.swiss).