



ADVANCE EASINESS³

Manual Edition 1 / 06_2019



Content

Thank you for flying ADVANCE.	4	Takeoff preparation and check.	32
About ADVANCE	5	Using the speed system.	32
EASINESS 3 – Hike & Fly & More.	6	Training.	32
Outstanding features of the EASINESS 3.	6	Winching	33
Harness Overview	7	Acro flying	33
Safety information	10	Tandem flying.	33
General recommendations about		Other brand paragliders.	33
paragliding	10	Landing in water.	33
Preparing the product	11	Care, check & repair	35
Delivery package	11	Care	35
Airbag-Protector.	11	Airbag care.	36
Adjusting the harness.	12	Check.	36
Fitting the Airbag-Protector	15	Repairs.	36
Fitting the Backside Cover for flying without the protector	17	Disposal	37
Installing the reserve.	18	Technical Details	38
Closing the reserve compartment when no reserve is installed	25	Material Description Harness	39
Compatibility check	26	Material Description Rucksack.	40
Sideways pull	27	Certification	40
Packing the harness back pocket	28	Service.	41
Reversing technique.	28	ADVANCE Service Centres	41
Packing the rucksack.	29	The ADVANCE website	41
Adjusting the rucksack.	31	Product registration	41
Use in Practice.	32	Warranty.	42
General.	32		
Ground handling.	32		
Clipping in with EASY CONNECT.	32		

Thank you for flying ADVANCE

Congratulations on your choice of an EASINESS 3 – a quality product from ADVANCE. We hope that you will spend many rewarding hours in the air with it.

This user manual is an important part of the harness. Here you will find instructions and important information about safety, care and maintenance, and that's why we recommend that you read this document carefully before your first flight.

Register your EASINESS 3 online on www.advance.ch/warranty; you will then receive product updates or safety-related bulletins about the EASINESS 3 direct from us. This information will also be available to download from our website at www.advance.ch, as will the latest version of this manual and further updated information.

If you have any further questions or problems please contact your dealer or get in touch directly with ADVANCE.

Now we wish you a lot of enjoyment with your EASINESS 3, and always «happy landings».

Team ADVANCE

About ADVANCE

ADVANCE, based in Switzerland, is one of the world's leading paraglider manufacturers. Since it was founded in 1988, the company has consistently pursued its own directions and concepts, both in development and production. The results are quality products with distinctive characteristics.

Behind the ADVANCE brand name is a team of specialists who share the passion and trust in the company's products. At home in the air themselves, they contribute their valuable personal experience and dedication to the working processes.

Total control of the production process and supervision of the working practices at the ADVANCE factory in Vietnam ensure a high standard of workmanship. Long term relationships with fabric and line manufacturers means that ADVANCE knowledge and expertise also finds its way directly into the development of new materials.

ADVANCE attaches great importance to after-sales customer support, and has built up a worldwide service network for this purpose. An on-going interaction with its customers brings in a steady flow of new knowledge that finds its way into ADVANCE products, thus completing the «Circle of Service».

EASINESS 3 – Hike & Fly & More

Hike & Fly & More

Lengthened Legpads and revised speedloop foot-force gradient put the EASINESS 3 among the most comfortable of the light reversible harness class, and therefore suitable for everyday use: especially so because it inherits the EASINESS 2's high carrying comfort in rucksack mode. This quality combination opens up a wide area of use - from Hike und Fly, and traveling with a light paraglider rucksack, to general flying.

Outstanding features of the EASINESS 3

A Comfort Plus

The EASINESS 3 Legpads have been lengthened and are lightly padded. This makes our popular Hike & Fly harness much more comfortable. 3D treatment of the ergonomic EASINESS 3 seat surface fits the pilot's body shape as if tailor-made. The detailed lumbar support design also provides good sitting comfort. This general high level of flying comfort also makes the EASINESS 3 very useful as an everyday harness.

Clean Silhouette

With its Airbag-Protector in place the EASINESS 3 shows particularly clean lines for a Hike & Fly harness. It is principally the fully integrated nature of the protector and its zip that makes this possible. Without the protector, but with Backside-Cover attached, the harness weight can be reduced when required.

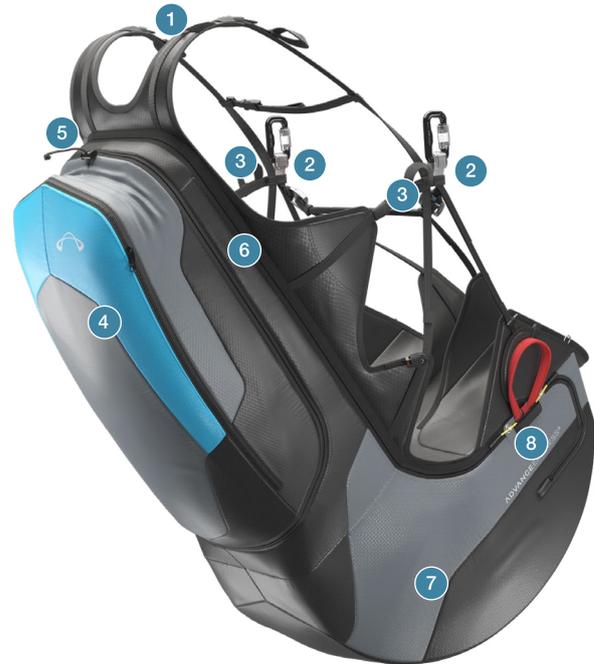
3 Sizes – Perfect fit

Three harness sizes mean that different pilot shapes and sizes can be ideally suited – pilot heights between 155 and 202 cm accommodated - whatever the relationship of back/leg lengths. An overlap of 8cm for S and M, and 5cm for M and L harnesses, guarantee a custom fit for everyone.

Harness Overview

Side view

1. Wide comfortable shoulder straps
2. Edelrid FORAS Anti-Twist carabiners
3. Adjustment buckles for upper body recline
4. storage compartment
5. Cord for volume reduction
6. Shoulder supports for reserve with V-connection channel
7. Integrated zip-on Airbag (detachable)
8. Reserve compartment in Airbag



Frontview

- 9. EASY CONNECT System
- 10. Traditional 2-buckle closure system
- 11. Longer Legpads for more comfort
- 12. Double-sided pockets you can reach when flying or carrying
- 13. Ergonomic mesh back support
- 14. Drink tube opening



Rucksack overview

1. Adjustable, stretchy helmet holder
2. Comfortable mesh air-breathing shoulder straps
3. Removable waist strap
4. Chest strap – adjustable in height and width
5. Side pocket
6. Elastic pockets on back of rucksack
7. Ice axe and hiking pole stowage
8. Extra loop
9. Double-sided pockets you can reach when flying or carrying
10. Drink tube opening



Safety information

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 should be made before the harness is flown. Correct adjustment of the EASINESS 3 greatly contributes to safety, correct function and comfort in flight.

No protector can offer complete protection against injury. The EASINESS 3 Airbag-Protector only serves to dampen the effects of those ground impacts from a low height that may follow unlucky takeoffs and landings, and therefore minimise injuries that could result.

When carrying out safety training over water, thought should be given to the fact that the air in the Airbag-Protector makes it float, and turn the pilot head down. Then there's the risk that foam parts will eventually fill with water and sink, with the pilot.

EASINESS 3 certification is restricted exclusively to paraglider sport.

General recommendations about paragliding

Taking part in paragliding sport requires appropriate training and a comprehensive knowledge of the equipment, as well as the necessary insurance and licences. A pilot must be able to correctly assess the weather conditions at the chosen site before taking off. His abilities must be sufficient for the demands of the selected paraglider. When carrying out paragliding the pilot must also take responsibility for his care of the natural world and the landscape.

The wearing of an adequate helmet, suitable footwear and clothing, and the carriage of a reserve parachute are all essential. Before every flight all items of equipment must be checked for damage and airworthiness. A pre-takeoff check must always be carried out.

While engaged in paragliding every pilot bears sole responsibility for all risks, including those resulting in injury and death. Neither the manufacturer nor the seller of a paraglider can guarantee the safety of a pilot, or be held responsible for it.

Preparing the product

Delivery

Before delivery every ADVANCE product has to be checked by the dealer for delivery package contents and correct initial settings. A completed warranty form makes sure that deficiencies of the product, attributable to the manufacturer, are covered by the ADVANCE warranty (see under “Warranty” in the section “Service”).

We ask you to complete this form on the ADVANCE website under “Warranty”, within 10 days of purchase.

Delivery package

Delivery of a EASINESS 3 harness contains:

- Ready-mounted, EN/LTF certified Airbag-Protector (detachable) with integrated reserve compartment
- Soft-Speed system
- 2 Edelrid FORAS Anti-twist carabiners
- Ball-bearing Ronstan speed pulleys
- Sewn-in reserve connection
- Reserve handle with connected four flap inner container
- Getting Started booklet

Optional:

- Backside Cover for flying without Airbag-Protector
- ZIP Light front reserve container
- Radio pocket for shoulder strap

Airbag-Protector

The EASINESS 3 Airbag-Protector has Nitinol wire edging and fills with air during the takeoff run. Once inflated the Airbag-Protector absorbs crash energy, and damps the effect of an impact. This can significantly reduce the risk of back and/or pelvis injury in this event.

The airbag conforms to LTF 91/09 certification requirements.

Adjusting the harness

The EASINESS 3 primarily conforms itself to the pilot's body shape, and is therefore very easy to adjust.

All EASINESS 3 adjustments can be satisfactorily made in the air as well as on the ground. ADVANCE recommend that you make yourself thoroughly familiar with the adjustment possibilities before your first test flight with the harnesses, and always choose quiet conditions for this.

i Info: for realistic adjustment the harness back pack should be packed as for flight, and the reserve mounted as well. These preparations will provide a good simulation of an in-flight situation.

Put the harness on, close the Getup-System and hang the EASINESS 3 in a harness hanger by both carabiners. It is important that you start with all adjusters in their fully open position.

1. Adjusting the upper body angle

Upper body attitude is altered by the adjustable back straps. **1**
Pull these in until you are sitting comfortably upright, and the position feels right. The back straps are fitted relatively high, to give good back support; this avoids unnecessary load on the shoulders.



2. Shoulder strap adjustment

Pull the shoulder straps ② in, but only until they sit loosely on the shoulders, providing light support. They should not press on the shoulders.

3. Mini chest strap adjustment

The mini chest strap ③ stops the shoulder straps slipping off the shoulders.

4. Adjusting the speed system

The speed system should be adjusted to a length where the full travel of the paraglider speed system can be used. Make sure that the speedlines are not set too short – the wing must not be permanently accelerated in flight.



Tip: The speedloop can be held between the Legflaps by a simple magnet loop, so that it does not interfere with pilot movement on the ground.



Fitting the Airbag-Protector

The EASINESS 3 comes with airbag fitted. The LTF-certified airbag with built-in reserve compartment merges neatly with the harness by means of a Bullet-Toggle/Loop system and two zips. There are six toggles on the protector (2 x **A**, 2 x **B**, 2 x **C**) and six corresponding loops on the harness (2 x **A**, 2x **B**, 2x **C**). Each zip is shared by protector and harness.

Toggle orientation: the three levels of protector attachment toggle are defined as follows (in the direction of flight). **A** Forward pair, **B**, After pair, **C** Central, wider-spaced pair. This a,c,b definition is not indicated on the equipment.

To fit the airbag-protector, proceed as follows: First check that the protector is the correct size. There are three harness sizes and three matching protector sizes (S, M and L). They are not interchangeable! Protector size is shown on the back of its top side. You cannot see this when the protector is in place. Harness size can be read underneath the ADVANCE logo, between the rucksack shoulder straps.

Lay the harness face down and fasten the front 2 protector toggles to the 2 loops **A** at the forward (in flight) ends of the Legpads **A**. Then attach the toggles at the back of the protector to the loops on the aft end of the Legpads **B**. There is a strip of Velcro alongside the right Legpad **D**. First attach this its partner on the protector, from forward



to aft for a future clean zip joint. Then connect the toggle and loop on the right Legpad **B**.

i **Info:** To make sure they stay connected, the toggle loops are quite a tight fit.

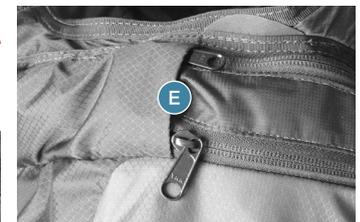
The remaining two central toggles **C** are wider spaced, on the ends of the protector side flaps, and will be connected to their toggles in due course. (Speedlines **S** should run between side flaps and the harness outer surface.) Procedure for left and right sides is now different. Start on the left.

On the harness left hand side: Connect the start of the left hand zip and run it up 10 – 15 cms. Attach the left hand **C** toggle. Run the left hand zip all the way up and round to its zipper garage **E**. The left side is now complete.

The zip on the right is not the same. First fasten the right hand toggle **C** in its loop, then connect the ends of its zip, alongside the reserve container, and run this up all the way to the shared 2-zip garage.

To install a reserve open the reserve compartment zip by hand and continue as described in the following section “Installing a Reserve”.

The Airbag-Protector also functions normally when the reserve compartment does not contain a reserve. To close the empty reserve compartment a double-ended section of yellow plastic cable is provided.



This is normally kept inside the reserve compartment near the zip. (see section “Closing an empty reserve compartment”.

Fitting the Backside Cover for flying without the protector

If the EASINESS 3 is to be flown without the airbag-protector the Backside Cover protects the zips on the harness from dirt and damage. This item is available as an option, and fastens to the harness in the same way as the protector, using the same six toggles (2 x **A**, 2 x **B**, 2 x **C**) and two zip system. It also has the same right hand velcro connection **D**. See “Fitting the Airbag-Protector”.



Installing the reserve

General advice

The EASINESS 3 can carry a reserve in the airbag compartment, or in a front container.

i **Caution:** installing the reserve must be done by a suitably skilled person. Your safety depends on it!

Bear in mind that every reserve/harness combination has its own peculiarities. To ensure reliable functioning it is essential that pilot and packer are familiar with the system before the reserve is installed. We strongly recommend that the reserve is installed by a qualified person or your ADVANCE dealer.

Suitable reserves/reserve compartment volume

Older type, relatively bulky reserves, are more difficult to deploy from modern and more compact harnesses, especially under high g loadings. The certified reserve volume for the EASINESS 3 depends on harness sizes. S size: 2.5–4.5 Liter, M size: 2.5–5 Liter, L size: 2.5–5.5 Liter.

i **Info:** for a general approximation of a reserve volume, its weight in kilos x 2.7 gives a volume in litres. But, depending on packing style and skill, it can still be that a reserve that conforms to the maximum certified volume for a container, using the weight

formula above, cannot be released without problem.

i **Caution:** if the volume of the packed reserve lies within the upper third of the certified volume range, it is especially important to observe that the reserve has been correctly folded to conform to the length of the inner container!

i **Caution:** when installation is complete only a test release/compatibility check can confirm that the actual reserve/EASINESS 3 combination will work.

i **Caution:** a reserve parachute volume can expand by up to 30 % when it has been newly folded. ADVANCE therefore strongly recommend that a new compatibility test is carried out after every repack

Steerable reserves

The EASINESS 3 can be used with a steerable reserve. The reserve risers connect to the coloured supports under the covers on the harness shoulders, using two maillons, each of 2400 daN minimum safe working load. The reserve risers run to the reserve compartment via the channel at the side. The unused harness V-connection can be led through the opening into the back pocket and stowed away.

i **Caution:** steerable reserves tend to take up more volume.

i **Info:** you can also use QuickOut carabiners with a steerable reserve on the EASINESS 3.

Installation: general

The reserve handle and the four-flap inner container are fixed together and this combination is designed so that the pull of the handle acts equally over the whole width of the inner container. This minimises the risk of the container jamming in the reserve compartment, or the reserve lines getting caught up. The reserve handle together with the four-flap inner container are essential parts of the harness, and this arrangement conforms to the latest LTF certification requirements. Only the original reserve handle with its four-flap inner container is allowed to be used.

Packing the reserve in the inner container

Always fold your reserve to the shape and dimensions of the inner container supplied with the EASINESS 3. At the final packing stage put the line bundles opposite the reserve handle. When the lines have been stowed in the inner container there should be 90 cm of reserve line remaining outside, between the inner container and bridle/steerable risers.



Close the container flap in the order indicated (1-3). Secure the final container flap (3) with a 5 to 6 cm line loop (ca. 3 finger widths). Now check the tension of the bungee loop and adjust if necessary. --> lift the package by the lines - the weight of the reserve should release the line loop.



Closing the inner container

Now close the outer container flap (red border) with two similar line loops (5 to 6 cm). These two line loops are secured in the two attached rubber bands through their eyelets on the outer flap



Connecting the reserve to the harness

Connect the shoulder-mounted harness V-connection to the reserve bridle with a Maillon Rapide of 2400 daN minimum breaking strain (fig. 1). These two lines must be stabilised at the maillon, for example by using rubber O rings, to prevent the webbings slipping round and cross-loading the maillon during a reserve deployment.

In collaboration with the PMA (Paraglider Manufacturer's Association) and German climbing rope manufacturer Edelrid, ADVANCE carried out an exhaustive series of tests in 2017 to investigate the strength of the direct loop-in-loop method of connecting these two webbing items (fig. 2). This involved a series of material combinations of harness V-lines and reserve bridles, such as are used in ADVANCE harnesses with COMPANION reserves. Compared with a Maillon Rapide connection the strength of this arrangement was slightly reduced, but not to an extent that would compromise its function.

For this reason loop in loop connection between ADVANCE products and COMPANION reserves is approved, so long as basic safety measures are observed: namely, loops centred and the webbing connection pulled as tight as possible. We cannot make a definitive statement about the strength of such a connection of ADVANCE harnesses with other reserve



Caution: don't use sticky tape instead of O rings for locating the loops on the maillon!



Info: when looping a COMPANION reserve to the EASINESS 3 the V-line Neoprene protector must finally be pulled over the connection.

Fig. 1



Fig. 2



Fitting the inner container in the airbag

First put the connecting lines in the reserve compartment followed by the inner container. It is essential that the inner container closure flaps face the underside of the harness (towards the ground in flight). The reserve handle connection must be flat - not twisted. Spot faces spot to show that installation is correct.

i **Caution:** If a reserve comes out of its inner container it must be refolded to match the shape of the inner container before the next stowing attempt.



Closing the reserve compartment

Close the lid of the reserve compartment ④ and pull the lower zip ⑤ from bottom left carefully round the compartment lid to its limit by the right hand white closure loop. Then run the zip slider back about 4 cm.

Now pull the right hand white closure loop ③ help line through its metal eyelet and lead the right hand reserve handle yellow cable ⑥ through the white loop. Remove the packing help line – taking care not create excess friction heating - and stow the end of the yellow cable in its tape channel ⑦.

Pull the V-connection channel zip ⑧ from its start above the shoulder supports, carefully all the way down to its end behind the left hand white closure loop. Also here, the zipper must then be run back by about 4 cm. Pull the left white closure loop ③ through its metal eyelet using the help line and lead the left hand yellow cable ⑥ through this loop. Again remove the help line slowly to avoid friction – and stow the end of the cable ⑥ in its channel ⑦.

i **Info:** even without the packing lines the EASINESS 3 yellow cables are easy to guide through their white closure loops.



Tuck the base of the reserve handle into its neoprene pocket. 9 Then close the right hand zipper 5 by running it all the way round, into its zipper garage. Close the left hand zip 8: run it up the side of the harness to the top of the harness – this closes the V-connection channel – and be sure to park it in its garage

i Caution: to guarantee a correct release always make sure that the yellow cables run freely.

i Info: the zip fasteners will always open easily and reliably when required – even after long intervals between opening.

i Caution: never connect the reserve directly to the inner container!



Closing the reserve compartment when no reserve is installed

If the EASINESS 3 is to be flown with the airbag, but without a reserve in its compartment (e.g. front reserve used), the compartment can be closed with the double-ended yellow cable device instead of the reserve handle. This double yellow cable component is kept inside the reserve compartment cover (see pic. rt.). Secure the white closure loops as for “Closing reserve compartment”.



Compatibility check

Correct installation of a reserve must always be tested by a test release. To do this sit in the harness, straps fastened with packed back pocket, hanging by its carabiners from a harness hanger. Then pull the reserve out by its handle. It is not sufficient to pull the reserve out when not sitting in the harness as for flight. The release procedure must take place in the flying position, without hindrance, and in accordance with the requirements of this manual. The force required to release the reserve must not be less than 4 daN and not more than 7 daN. If in doubt you should contact a qualified person or your ADVANCE dealer.

The correct throwing technique has to be used – a pull to the side. Anything else can make deployment more difficult.

The following factors can make successful reserve opening more difficult, or prevent it – especially if any apply together:

- Reserve too big – too much volume for the compartment or inner container.
- Reserve not folded to the shape of the inner container.
- Incorrect throwing technique. A pull to the side is required (Caution: don't pull the reserve handle straight upwards).

- The reserve volume was suitable for the harness when first fitted in the new harness, but after a repack it is too big.
- Pilot arm length is a factor: short pilots with short arms can sometimes not pull out the reserve.
- Deployment under high g (more than 3g, for example in a spiral dive).



Info: a successful compatibility test can reinforce the tester's confidence in the reserve system.



Caution: before every flight check that the reserve handle is in its correct position, and that the yellow cables are correctly sited.

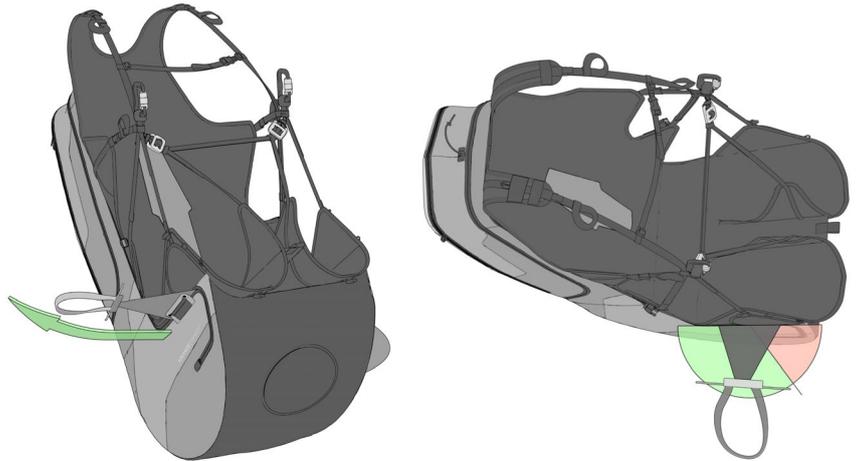


Tip: we recommend a brief check of the reserve handle during every flight. This helps to memorise its position. We also advise you to mentally rehearse the sideways pulling and throwing action.

Sideways pull

When releasing the reserve a pull force directly to the side must be employed. If the handle is pulled upwards or forwards at the same time the force required will be raised considerably.

If the reserve is not pulled straight out from the reserve compartment as described, it is possible that it will jam in its pocket. In an extreme case, release could be rendered impossible.



Packing the harness back pocket

Because the back pocket is also your rucksack it has enough space to pack everything. But careful packing of this harness backpack has a big effect on flying comfort. Oddly shaped and hard objects can be felt through the back padding, and can be inconvenient for the whole flight.

Pack hiking poles points up in the back pocket.



Tip: ADVANCE recommend rubber tips for your hiking poles. They soften not only the noise on hard roads, but protect your rucksack as well.



Tip: to save space, drinks can be carried in cartons instead of cans, and food in zipbags. When used up these take up little space. A drink system (e.g. Camelbak) can be stowed in a side pocket, accessible when walking or flying. The drink tube can go through the opening at the shoulder, and secured through the elastic on the shoulder harness.

Reversing technique

Always be careful to fully open the zip before turning the product inside out!

Converting the harness into a rucksack is like packing a glider: the better the lines are stowed in the wing the less they will interfere with folding. Reversing the harness into rucksack mode is easiest when straps, Legpads and protector have been neatly laid centrally in the harness.

Packing the rucksack

Packing with the airbag fitted

Careful packing can lengthen the life of the airbag. Turn the harness into a rucksack, fold the leg pads in and lay the airbag flat on top. **1** Take care that the Nitinol wires in the airbag do not get kinked, but stay in their natural shape.



2 Then push the end of the airbag gently underneath and pull the rucksack cover over. Finally lay the glider on top and close the rucksack.

i **Caution:** Never drag the EASINESS 3 over the ground. Only close the zips when they run easily – never make them struggle against tension. Do not pack pointed or sharp objects in the back pack, nor in the outside pocket of the rucksack. They can damage the fabric.

Without airbag

Put the EASINESS 3 seat surface inside and fold the outsides around. Fold your paraglider to the rucksack width and lie it, in its inner bag, on the back padding of the rucksack. Compress the pack with your weight, so that you can fold the rucksack top over and easily close the zips.

There's room left in the EASINESS 3 for your clothes, reserve and instruments. A helmet can be secured on top of the rucksack, under the adjustable elastic netting. Hiking poles or an ice axe have their own fixings on the outside of the rucksack.

Adjusting the rucksack

The size and volume of the EASINESS 3 rucksack have been refined to ideally carry a PI 2 or other light wing, as well as reserve, helmet and item of clothing.

The rucksack should be fully packed when adjusting it for your own body shape.

Adjusting the removable waist strap 1

A fastened rucksack waist strap should sit centrally on the tops of your hip bones. Pull in the strap at this position, but only so far as feels good. When correctly set most of the rucksack weight will be carried on the hips by this strap, without excessive pressure.

Shoulder strap adjustment 2

The low mounted shoulder straps suit a wide range of personal heights. Pull the straps gently in, until you can just feel them, but without putting pressure on the shoulders. When correctly adjusted they lie on the shoulders, but do not carry much weight (most of which is carried on the hips).



Use in Practice

General

The EASINESS 3 should principally be flown sitting in a upright position. This gives the best view in the air.

The EASINESS 3 has plenty of trump cards to play. Weight is distributed evenly over the adaptable seat surface, from thighs to shoulder blades. This does away with pressure points, circulation continues unimpeded, and the mind remains alert during long flights.

Ground handling

Light weight and the ability to freely stand upright makes ground handling much less taxing with the EASINESS 3.

The LegPads (leg straps) and reserve stowage in the protector allow maximum freedom of movement, so that you can give full attention to wing control.

Clipping in with EASY CONNECT

The EASY CONNECT coloured markings on the carabiner support loops make it especially easy to clip in an ADVANCE paraglider to the EASINESS 3. The pilot only has to make sure that the red and blue markings on the paraglider risers join the equivalent red and blue lines on the EASINESS 3 harness carabiner loops. The EASY CONNECT SYSTEM contributes to greater safety before takeoff..

Takeoff preparation and check

Before every takeoff you should check the following:

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

Using the speed system

The EASINESS 3 has the speed system already mounted. Pushing the speedbar alters the pilot's sitting position. The upper body leans back, pushing the shoulders into their straps. The seat takes up a flatter attitude and supports the pilot.



Caution: connect the speed system to the paraglider for every flight. Free-swinging speed lines could prevent a successful reserve throwing.

Training

The EASINESS 3 can be used by students.

Winching

ADVANCE harnesses are suitable for towing by winch. For the EASINESS 3 the towline link must only be directly attached to the main carabiners by a suitable quicklink. If in doubt you must always consult the winch driver, or someone authorised by the manufacturer.

Acro flying

The EASINESS 3 is not suitable for acro because of its light materials.

Tandem flying

The EASINESS 3 can be used by tandem passengers. The EASINESS 3 does not have provision for a tandem reserve parachute, so is not suitable for a tandem pilot.

Other brand paragliders

The harness can be flown with every paraglider. There is no restriction.

Landing in water

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. As with all harnesses you should consider that the protector

floats initially and can turn the pilot face down, head under water. Wearing a lifejacket is essential during SIV training.

Landing in water without a lifejacket

If an unintentional water landing takes place, outside the protection of the SIV environment, the harness buckles must be unfastened immediately and the EASINESS 3 taken off. Otherwise the risk of drowning is very high. As general advice ADVANCE recommend that the EASINESS 3 is not flown over water.

Landing in water with a lifejacket

Even when landing in the water during SIV, with a lifejacket, it is recommended that the EASINESS 3 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. Additionally, the EASINESS 3 is a lightweight harness and could be damaged if the pilot is lifted in the waterlogged harness.

Care after a water landing

After getting wet the EASINESS 3 and reserve inner container should be laid out carefully to dry in a shaded place outside, or in a dry room: or, even better, hung up by its carabiners and gently wafted to and fro. The reserve should be taken off, dried separately and repacked in due course.

Care, check & repair

Care

Weight minimisation was a priority when it came to the choice of materials. The harness was designed for high loadings, but not for extreme physical punishment. The lifespan depends very much on the care of the user. We recommend that signs of wear or damaged seams and webbing are always investigated and, where necessary, individual components of the harness be replaced.

In particular, suspected defects should be taken to an authorised service centre for rectification, without delay.

i Caution: do not modify your harness, and never fly with a harness that has any kind of damage to its webbing.

It is recommended that the harness is completely checked at least once a year: this must include the condition of the seams and webbing parts, and the operation of the buckles. Don't forget the regular airing and repacking of your reserve parachute. If your reserve has been thrown in an emergency your harness should also be checked by the manufacturer or an authorised service centre.

Ultraviolet light, temperatures below -20°C and above +60°C, humidity, salt water, aggressive cleaning agents, unsuitable storage as well as physical abuse (dragging over the ground) speed up the ageing process.

The life of your harness can be greatly extended if you observe the following points:

- Allow a wet or damp harness to dry completely at room temperature, or outside in the shade. Always repack your reserve.
- If your harness gets wet with sea water rinse it thoroughly in fresh water. Always repack your reserve.
- Only clean your harness with fresh water, and a little neutral soap if necessary. Never use solvents.
- Check the harness connection and reserve bridle after every reserve deployment.
- A qualified person must check the harness after any very high loading (e.g. heavy crash).
- Regularly inspect the harness for damaged seams and webbing. In particular check the harness/reserve connection and the seams near the main carabiners.
- Don't subject the harness to extremes of temperature and make sure it gets adequate ventilation, to prevent condensation forming.
- Do not leave the harness in the sun (UV radiation) before and after flying.

Most reserve parachute manufacturers recommend an inspection and repacking every six months, so as to guarantee a fast and routine opening every time. If the reserve gets wet, damp or overheated it must definitely be repacked. We strongly recommend that you let a qualified person pack your reserve. In addition, ADVANCE also strongly recommend that you regularly check the front container to see that the yellow cables run through their loops properly. Then you can be sure they will easily release the reserve when required.

Airbag care

If the EASINESS 3 airbag has to go to a qualified Service Centre for maintenance work, it has an internal zip fastener to be opened. This is so that kinked or damaged rods can be replaced, for example. Please note that this zip fastener should only be opened by a qualified Service Centre or ADVANCE – it is quite tricky to deal with correctly.

Check

The complete set of equipment has to have a check at an official ADVANCE checking organisation after every 24 months. At a check all components are evaluated according to strict guidelines and with great care. Finally the overall condition of the paraglider is assessed and recorded on the test record.

You can find more information about the check in this manual in section «Service», or on www.advance.ch.

Repairs

As a general rule you should not attempt to repair a harness yourself. The various seams are made with great precision, and, for this reason, only the manufacturer or an authorised service centre may make repairs using original materials.

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.

Technical Details

Technical Data

EASINESS 3		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
Weight with Backside-Cover (ready to fly)	kg	1.75	1.8	1.9
Weight with protector (ready to fly)	kg	2.25	2.3	2.4
Rucksack volume	l	46	50	58
Harness certification		EN 1651 & LTF 91/09, 120kg		

* Not Applicable. The harness seat shell automatically conforms to the pilot's body shape.

The seat surface width and the carabiner height find their own values. Chest and leg strap lengths cannot be adjusted, so carabiner distance is fixed.

Material Description Harness

Description	Name & Dimension	Manufacturer	Breaking load
Leg strap	Dyneema 10mm	Techni Sangle	1'350kg
Back strap	Polyamid 15mm	Techni Sangle	1'250kg
Shoulder strap	Polyamid 15mm	Techni Sangle	1'250kg
Two buckle closure system	FC05A - FC06A	AustriAlpin	
Cloth seat	Nylon Oxford 210D	Seung Hee	
Cloth rucksack	Nylon 240T Dia RS Nylon Robic 100D	Seung Hee	
Cloth airbag	Nylon Robic 100D	Seung Hee	
Carabiner	Foras (Antitwist)	Edelrid	23kN
V-line Emergency	Dyneema 10mm	Techni Sangle	2x 1'350kg

Material Description Rucksack

Description	Name & Dimension	Manufacturer
Cloth rucksack	Nylon-Robic 100D & 240T diagonal Ripstop&LNT	Seung Hee
Floor rucksack	240T diagonal Ripstop	Seung Hee

Certification

The EASINESS 3 was tested and certified in accordance with DIN EN-Norm 1651 at 120 kg supported weight. The Airbag-Protector has LTF certification.

Service

ADVANCE Service Centres

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, certified by the German Hanggliding and Paragliding Federation (DHV), which has many years' experience and in-depth product-specific expertise. The ADVANCE worldwide service network includes other authorised service centres which provide the same services. All service facilities use original ADVANCE materials exclusively. You can find all the information about checks and repairs, and the relevant addresses at www.advance.ch.

The ADVANCE website

At www.advance.ch you will find detailed information about ADVANCE and its products, as well as useful addresses which you can contact if you have any questions.

Among the things you will be able to do on the website are:

- complete the warranty card online up to 10 days after purchasing the glider, enabling you to enjoy the full benefits of the ADVANCE warranty.

- find out about new safety-related knowledge and advice concerning ADVANCE products
- download an application form in PDF format which you can use when sending your glider in for a check at ADVANCE.
- find an answer to a burning question among the FAQs (Frequently Asked Questions)
- subscribe to the ADVANCE Newsletter so that you will be regularly informed by e-mail about news and products.

It is well worth visiting the ADVANCE website regularly because the range of services offered is continuously being expanded.

Product registration

Set up a MyADVANCE-Account on www.advance.ch/garantie and register your harness direct online after purchase. You will then benefit from the extended ADVANCE Warranty. This is valid for 3 years and covers defects that can be attributed to manufacturing faults.

In the MyADVANCE-Account you can find all the documentation for your harness as PDF, e. g. manual and other information. You can also look at spare parts for your product and ask ADVANCE support direct.

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). This warranty is valid for three years from the date of purchase of the product. Warranty and Service Intervals begin from the date of the first flight, recorded on the identification plate. If no date is evident the applicable date is that on which the harness 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.

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