ARROW 2

User *manual*



AIVIUK BEYOND THE GLIDE

Built for *the long run*

WELCOME

We welcome you to our team and thank you for the trust you have placed in our ARROW 2 harness.

We would like to share with you the excitement and passion that went into the process of creating this harness.

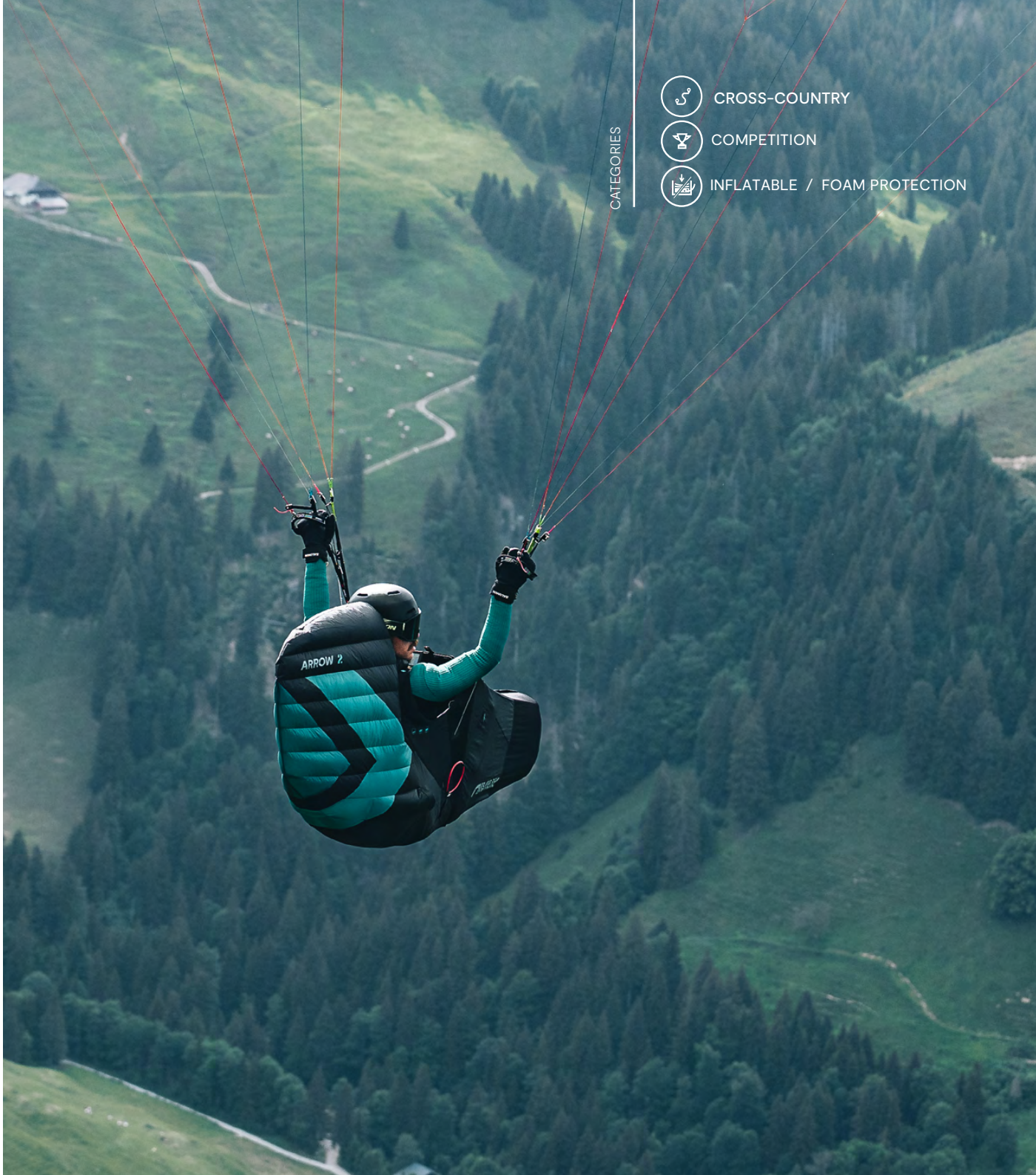
The new ARROW 2 is versatile enough for everyday use, comfortable for hours in the air and efficient over long distances. The ARROW 2 brings together everything you need to enjoy Cross-Country flying and approach every flight with complete confidence.

Ergonomic and stable, it combines safety and practicality to accompany you on every adventure.

We are sure you will enjoy flying with this harness and you will soon discover the meaning of our philosophy:

“Give importance to the small details to make big things happen”.

This is the user manual and we recommend you read it carefully.



USER MANUAL

This manual provides the necessary information on the main characteristics of your new harness.

Whilst it provides information, it cannot be viewed as an instructional handbook and does not offer the training required to fly this type of harness. Training can only be undertaken at a certified paragliding school and each country has its own system of licensing. Only the aeronautical authorities of respective countries can determine pilot competence. You can get more information from our website.

The information in this manual is provided in order to warn you against adverse flying situations and potential dangers. Equally, we would like to remind you that it is important to carefully read all the contents of your new ARROW 2 manual.

Misuse of this equipment could lead to severe or irreversible injuries to the pilot, even death. The manufacturers and dealers cannot be held responsible for misuse of the equipment. It is the responsibility of the pilot to ensure the equipment is used correctly.

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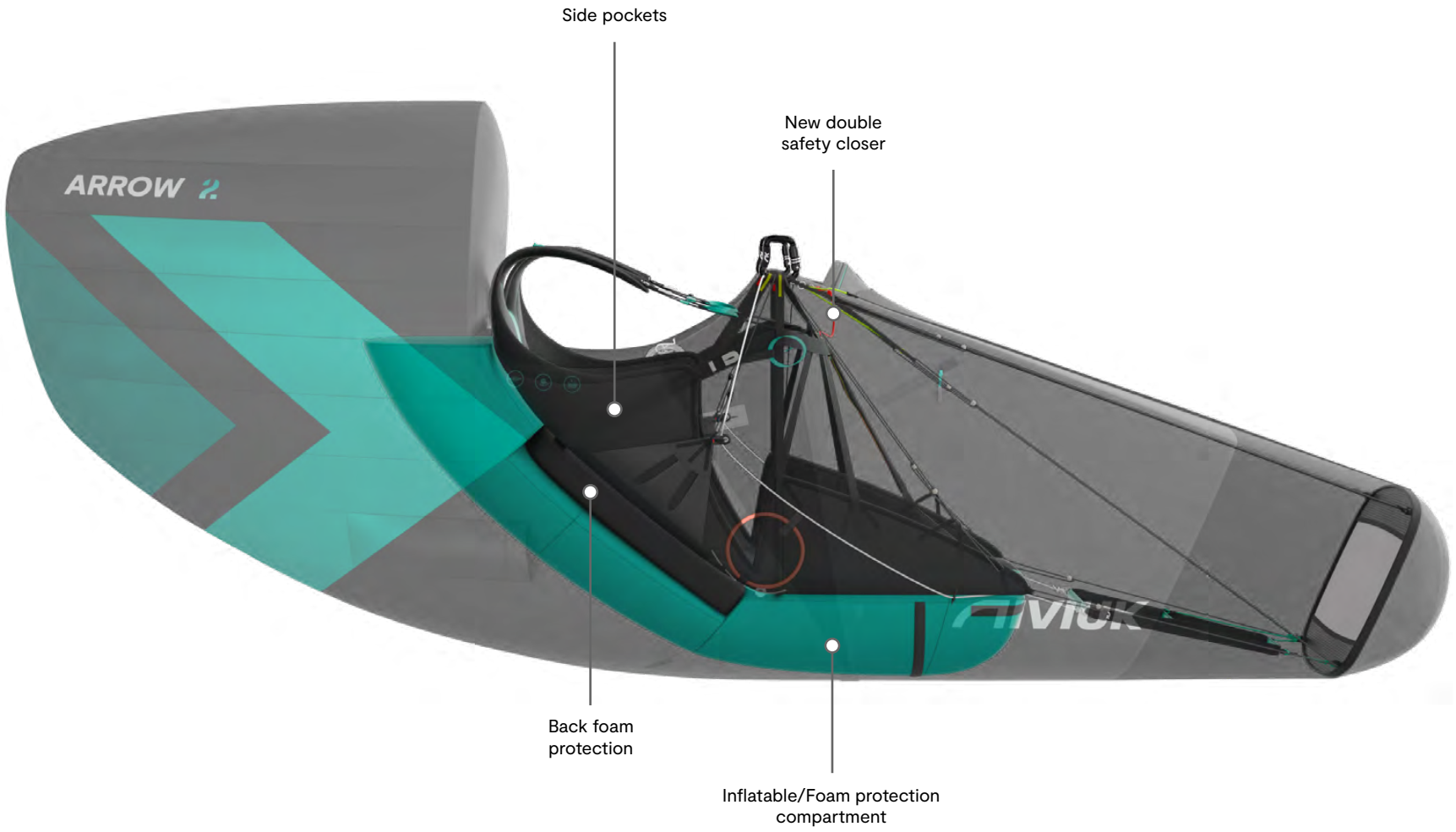
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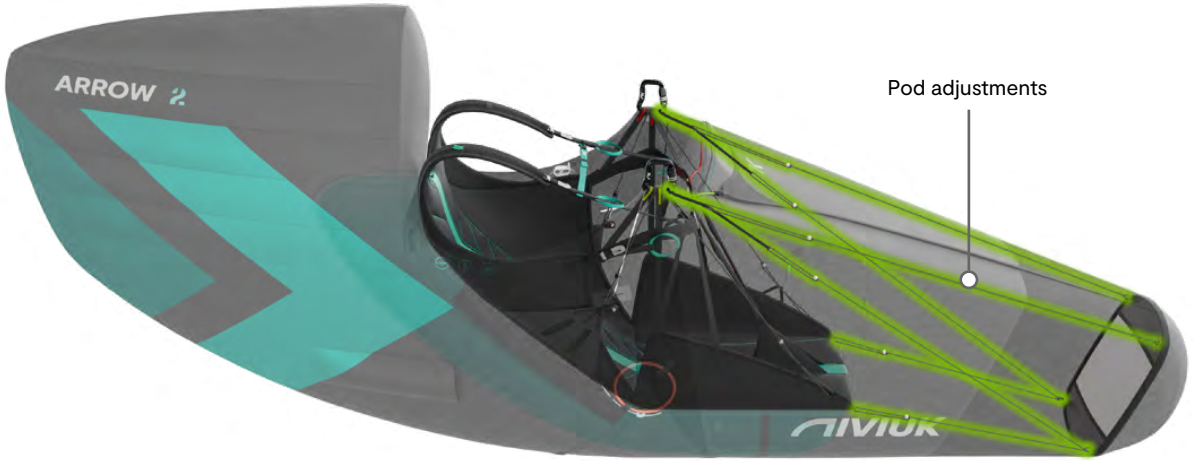
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1. GENERAL CHARACTERISTICS

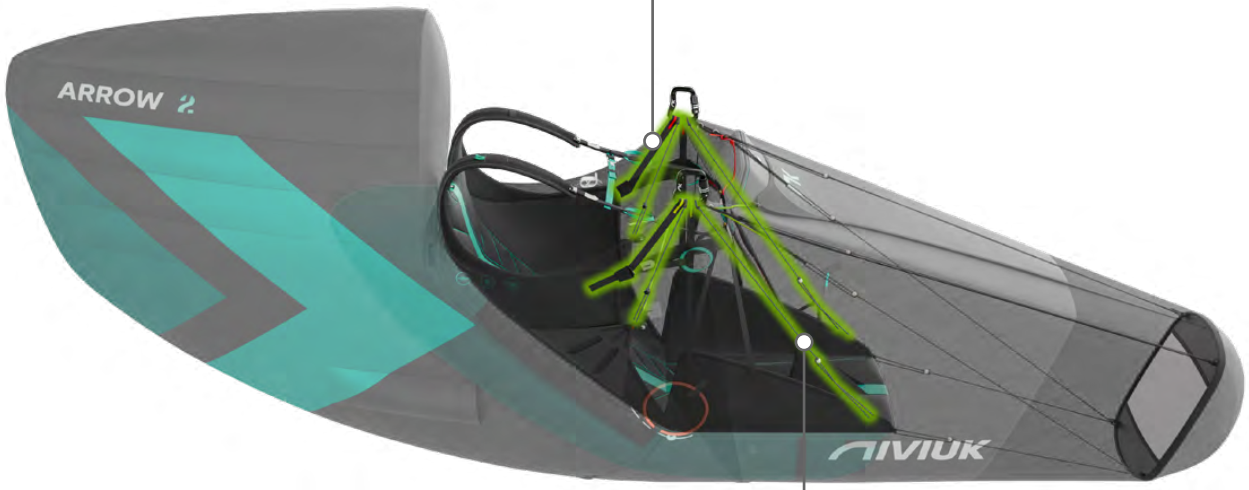
1.1 OVERVIEW OF THE HARNESS




Side pockets
New double
safety closer
ARROW 2
Back foam
protection
Inflatable/Foam protection
compartment

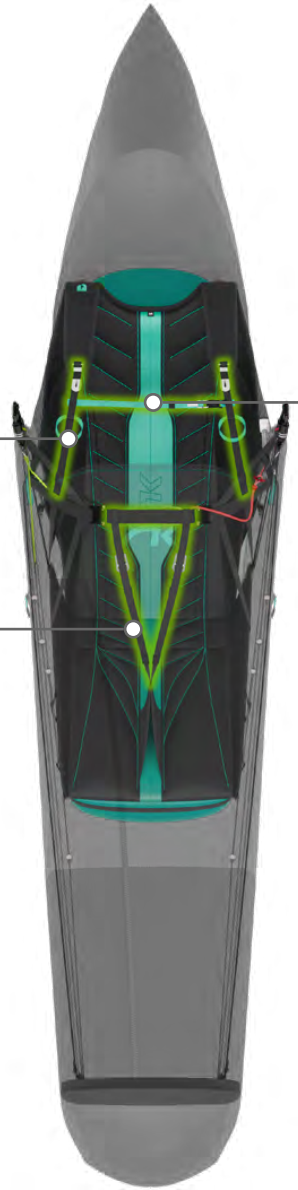


Pod adjustments



Backrest inclination

Seat side adjustment



Shoulder strap adjustment

Chest clip adjustment

Leg strap adjustment

1.2 VIDEO TUTORIAL

Check out the video tutorial with the explanation of all the features and functionalities of the harness on our YouTube channel.

Video tutorial



1.3 TECHNICAL DATA

			S	M	L	XL
Weight		kg	3,82	3,96	4,18	*
Weight + Accesories		kg	4,28	4,42	4,67	*
Weight	Inflatable protection	kg	0,185	0,185	0,185	0,185
	Foam protection	kg	0,340	0,340	0,340	0,340
	Seat plate	g	167	184	222	222
	Electric pump	g	55	55	55	55
Pilot height		cm	160-172	170-182	178-192	*
Back length		cm	53,5	57,5	61,5	61,5
Seat base	Width	cm	31	32	34	34
	Length	cm	44	46	52	52
Cockpit volume		L	5,5	6,5	6,5	7
Under seat pocket volume		L	4	5	6,5	6,5
Back pocket volume		L	18	20	22	22
Rescue compartment volume		L	3-6,5	3-6,5	3-6,5	3-6,5
Carabiner distance		cm	36-46	38-48	38-48	38-48
Max. load		kg	120	120	120	120
Homologación			EN	EN	EN	EN
Homologación protección			EN/LTF	EN/LTF	EN/LTF	EN/LTF

* To be confirmed.
Weight: inflatable protection, speed bar and carabiners included.
Weight + accessories: includes all of the above, plus seat plate, second rescue pod and Y-bridle, cockpit extra plate and electric pump.
The total weight of the harness may differ ±5% due to variations in the weight of the fabric supplied by the manufacturers.



Weight and height range table



To be tried on!
It depends on the back and leg length.

1.4 TARGET GROUP

Cross-Country: A harness with an optimised fairing for improved performance, designed for pilots who want to cover long distances with confidence. Its stability, ergonomics and efficiency help maintain a comfortable position for hours in the air.

Mid-level competition: A harness designed for pilots taking their first steps in competition or entering intermediate-level events. Take on your first tasks with confidence.

1.5 CHARACTERISTICS

- **Enveloping comfort**

  The ARROW 2 frame has been completely redesigned to adapt more closely to the shape of the body. Its structure supports and surrounds the pilot, while offering greater flexibility in the areas that need to adapt to the body's curves and movements.

  A layer of foam integrated above the seat provides a softer, more even feel, improving support for the legs, hips and back. At the top of the backrest, a padded section provides additional support for the upper back. The result is a more natural and comfortable position, especially during long flights.

- **Greater stability, precise control**

  The new geometry and triangulation provide greater stability. The harness absorbs unnecessary movement more effectively and maintains balanced behaviour both on glide and in turbulent conditions.

  The aerodynamic shape of the fairing, now longer and higher, fully integrates the pilot's head into the harness profile, reducing drag and improving stability around the yaw axis.

  The ARROW 2 retains precise and intuitive handling through weight shift. Information from the air mass is transmitted in a subtle, comfortable and effective way, allowing the pilot to interpret the wing's movements more clearly and react with precision.

- **Lighter and easier to carry**

  The ARROW 2 weighs just 3.96 kg in size M thanks to a new structural design, lighter and more resistant webbing, and an optimised selection of materials, including D70, lightweight Lycra and mesh. It offers an excellent balance of performance, durability, weight and compactness.

- **Optional seat plate**

  The ARROW 2 is supplied without a seat plate to provide a more comfortable and adaptable position, as the frame structure alone delivers excellent stability and rigidity.

  Pilots who prefer to fly with a seat plate can request one as an option.

1.6 DESIGN PROCESS

The Niviuk team has carried out an extensive and meticulous development process, combining experience, technology and in-flight validation. Throughout development, CFD (Computational Fluid Dynamics) simulations and various computational analyses and tests are used to study and optimise key aspects such as aerodynamics, airflow, stability and structural behaviour before validating the solutions in real flying conditions.

Based on these studies, several prototypes are developed and subjected to extensive flight testing in a wide range of conditions. The data collected, together with pilot feedback, is used to make continuous adjustments and refine every detail until the desired handling characteristics and performance are achieved.

This iterative process, combining engineering, simulation and real-world testing, enables Niviuk to develop innovative, technically advanced products backed by the team's extensive experience.

As a final step, every Niviuk product undergoes a rigorous quality inspection before reaching your hands.



2. UNPACKING AND ASSEMBLY

2.1 ASSEMBLING THE HARNESS

Before your first flight we recommend making the initial adjustments of the harness using a hang frame.

Position the harness and hang it from the carabiners. Sit in the harness and close it. Using the straps, adjust it to your individual preference.

To ensure a perfect fit for every pilot, several easy-to-use adjustment straps have been incorporated. On the ARROW 2, the flying position can be adjusted using the chest strap, shoulder straps and backrest recline adjustment, all of which are accessible in flight.

The front of the seat can also be raised or lowered to find the most comfortable position for the pilot.

The length of the pod and the angle of the footplate can also be adjusted for a fully personalised fit.

2.2 CONNECTING THE HARNESS TO THE WING

The ARROW 2 has two carabiners to connect the harness to the paraglider. The right carabiner is connected to the right riser of the wing, both of which are green. The left carabiner is therefore connected to the left riser, both of which are red.

2.3 ADJUSTING THE HARNESS

- **Step into the harness**

1. Insert your arms through the shoulder straps.
2. Fasten the T-Lock waist strap following the colour code: green for the right side and red for the left side.
3. Attach the clip on the right side of the cockpit (this one can remain closed all time afterwards) and fasten the left side of the cockpit using the integrated anti-forget system, identified in red.
   3.1. Pass the red cord through the circular opening on left side of the cockpit from the bottom
   3.2. Insert the T-shaped metal piece through the loop.
4. Close the other side of the coverlegs by fastenning the clip on the right side in front of the carabiner attached on the green line. This fastening must be positioned above the cockpit.
5. Fasten the magnetic buckle on the chest strap.





- **Pilot position**

The ARROW 2 can be adjusted to regulate the angle of the pilot.

This angle can be adjusted using different straps: the backrest adjustment straps, which control the backrest recline, and the looped adjustment straps inside the pod, which allow the pilot's position to be adjusted at both the upper and lower sections.

Always make sure that adjustments are made symmetrically on both sides.

All adjustment points have green markings indicating the neutral position.



- **Chest straps**

The chest strap, which controls the distance between the two carabiners, can be adjusted from 36 cm to 46 cm in size S, and from 38 cm to 48 cm in sizes M-L-XL, using the green loop. For your first flight with the ARROW 2, we recommend leaving the strap fully loosened and then adjusting it to suit your needs. The optimal adjustment will depend on the type of wing you are flying with the ARROW 2. When the chest strap is tighter, the wing feels more stable. However, over-tightening the strap may enhance the twist effect. A wide distance between carabiners increases the turning capacity.

- **Shoulder straps**

The adjustment of the shoulder straps depends on the height of the pilot. To get the optimal adjustment, sit up straight with chest strap and legs loops closed and adjust the shoulder straps symmetrically. Use the green loop to shorten the distance and the grey loop to increase it.

- **Leg loops**

The ARROW 2 allows the leg strap length to be adjusted to suit the pilot's body shape and preferences.

- **Pod**

The pod can be adjusted to fit the pilot's leg length using the lines located along its inner sides. Proper pod adjustment is essential for comfort during flight. Make sure to adjust it in a harness simulator before your first flight.

Always make sure that adjustments are made symmetrically on both sides.

The closure system makes it easy to get in and out of the pod, while three magnets keep it securely closed during flight.

Niviuk R+D pilots provide the following tip for getting into the pod without getting stuck: put your left leg in first, and then put your right leg in. A good tip that works for any type of pod, just reverse the order of the legs as the diagonal closes.

On the left side of the pod, near the footplate, you will find an elastic loop designed to hook around the pilot's foot or shoe. This keeps the pod close to the leg and within easy reach. It is particularly useful during take-off, as the pilot's position or technique may make it difficult to keep the pod in the correct position to enter and close it.Using this elastic loop is optional, as it is usually easy to get into the pod after take-off.

- **Anti-forget system**

In-flight safety has been enhanced with a new anti-forget system integrated into the pod closure.

Its design requires the system to be used in order to close both the pod and the cockpit before take-off, in a simple and intuitive way. It has also been redesigned and simplified for faster and easier closure.

Para saber cómo funciona correctamente, ver la sección "Entrar en el arnés".

- **Replacing the pod**

The ARROW 2 pod can be removed with a zip for easy replacement.

You will need to adjust the new pod before your first flight.

- **Speed-bar**

The ARROW 2 comes equipped with a three-step speedbar, designed for easy access and comfortable use throughout all phases of flight. It is important to adjust the harness before adjusting the speed-bar, as the length of the speed-bar depends on the positioning of the legs.

Use a hang frame to adjust the speed-bar before your initial flight.

Sit the harness and adopt your flying position to adjust the cords symmetrically on both sides.

(!) If the cords are set too short, they can cause constant tension on the speed system, which could be dangerous. Please remember that it is always preferable for the speed-bar to be set longer than shorter.



2.4 INSTALLING THE PROTECTORS

The ARROW 2 offers two protection options: an inflatable protector, supplied as standard with the harness, and an optional foam protector, available separately. Both offer an excellent balance of impact absorption, low weight and compactness.

Inflatable protector

The ARROW 2 comes as standard with the new generation Apair 2 inflatable protector. It offers excellent impact absorption, with a maximum value of 32.5 G, a weight of just 185 g and a reduced volume. It is EN and LTF certified and comes supplied in a box. To install it, follow these steps:

1. To install the protection, remove the valve from the inflation tube.
2. Open the protection compartment located under the seat.
3. Insert the inflatable protection in its compartment under the seat, with the sticker facing forwards.
4. Route the tube along the left side of the harness ensuring it remains accessible during flight. Pass the tube through the green loop located on the fabric panel that secures the speed bar pulley.
5. Reattach the valve to the upper end of the tube.
6. To inflate the protector, connect the electric pump connector to the port marked “INFLATION”.
7. Connect the inflatable protector’s tube to the pump.
8. Inflate the protector until it is fully inflated. Do not overinflate. The pressure should remain moderate. If necessary, finish inflating by blowing into the tube.
9. Close the clip and secure the end of the tube in the dedicated holder behind the left-side backrest adjustment.
10. After use, the pump can be stored in the dedicated compartment inside the rear pocket.
11. In flight, you have direct access to the tube to adjust the pressure if necessary.

Foam protector

For pilots who prefer a traditional solution, an optional foam protector is also available, with a thickness of 17 cm and an impact value of 32.7 G.

To install it, remove the tube and the inflatable protector and insert the foam with the information sticker facing forward.

Back protection

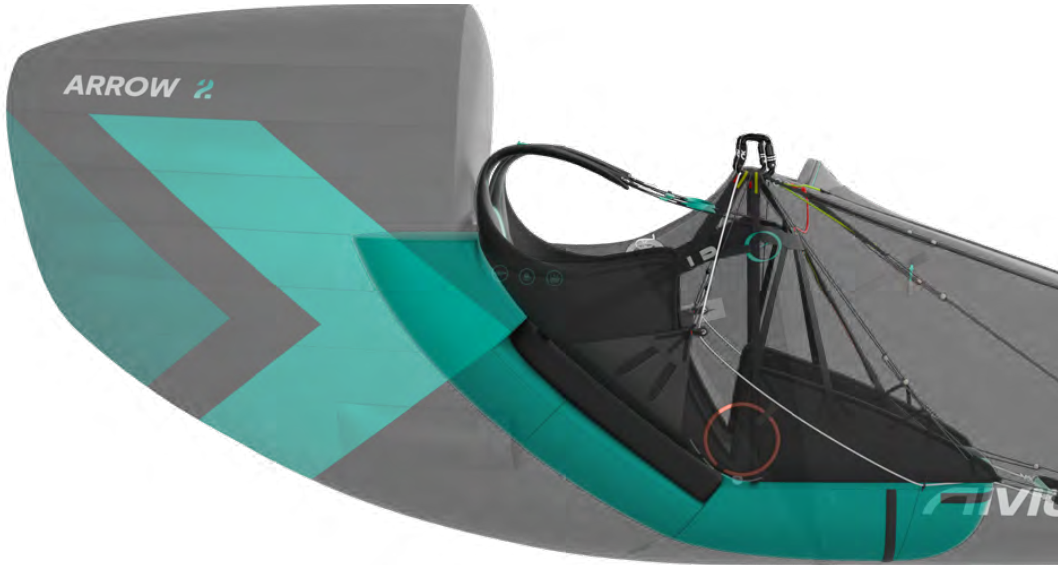
In addition, an 8 cm-thick foam protector covers the back area. It provides an extra layer of cushioning and enhances the feeling of protection.

The back protector is included as standard and supplied separately. Before installation, open the bag containing the compressed protector and allow it to expand for a few minutes.

To install it, open the zip located behind the lining, below the right carabiner, and place the protector in its designated compartment.

Differences between protectors:

	Apair 2 (inflatable)	Foam
Width	14 cm inflated 1.5 cm compressed	14 cm (Can be compressed down to 10 cm when stored)
Height	32 cm	32 cm
Length	44 cm	44 cm
Weight	280 g	320 g
Materials	Interior: TPU membrane Exterior: D70	Interior: combination of various foams Exterior: Dokdo 32 g



Adjusting the quantity of air in flight using the air inlet/outlet valve

As with the previous generation, the Apair 2 valve and inflation tube inlet remain accessible during flight, allowing the internal pressure to be adjusted when necessary.

Opening or closing the valve allows air to be released or retained inside the protector. This helps compensate for pressure changes caused by variations in altitude and maintain the correct inflation level throughout the flight.

Inflation: apply medium pressure

To ensure the Apair 2 protector works effectively and provides optimal comfort, it is essential to inflate it to a moderate pressure. When you feel slight resistance while inflating, the protector has reached the correct pressure and you should stop.

Overinflation makes the protector too rigid and may deform the seat area, raising the pilot and altering their flying position. Conversely, insufficient pressure may compromise the effectiveness and safety of the protection.

(!) Any impact may damage the inflatable protector. After an impact, carefully check the condition of both the harness and the protector. We recommend having them thoroughly inspected by an authorised professional to ensure everything is functioning correctly and remains safe for future flights.



2.5 INSTALLING THE PARACHUTE

The ARROW 2 features two integrated reserve compartments, one on either side. You can fly with two reserves or use just one, choosing either the right or left compartment according to personal preference.

! The dedicated rescue inner containers are labelled as left or right on their stickers. Make sure you select the correct inner container before installation.

Both compartments provide easy and direct deployment. They incorporate an internal compression system that adapts the volume to the size of the reserve, keeping it correctly positioned. The harness is supplied with dedicated containers for the correct installation of the emergency reserves.

The new connection system allows the use of steerable reserve parachutes, while the volume of both compartments has been optimised to ensure a more secure fit. The system remains easy to use and versatile, providing enhanced safety. Each reserve parachute compartment has a capacity of 3–6.5 L across all harness sizes.

! The parachutes must be correctly installed inside the containers according to the rescue installation instructions. Incorrect mounting or poor maintenance may make it difficult—or even impossible—to deploy the parachute.

Your safety depends on the correct installation of the parachute(s). This process must be carried out with care and we therefore recommend that it is performed by qualified personnel.

STEP 1

There are two rescue inner containers (Left and Right), one for each side. Each container is identified by the label. Make sure you select the correct side.



STEP 2

Transfer your rescue into the dedicated rescue inner container. Position the rescue lines on the opposite side to the handle and match the packing shape of your rescue to the pod. Secure the lines to the first panel as shown. Use the two holes to adjust the packing volume by repositioning the elastic loop.



STEP 3

Position the rescue lines on the opposite side of the rescue channel, one above the other.



STEP 4

Close the next panel flap by passing the elastic loop through it.



STEP 5

Secure the lateral flap using the same elastic loop.



STEP 6

Secure the rescue lines as shown.



STEP 7

Close the final panel. Use the two holes to adjust the packing volume if necessary.



STEP 8

Secure the rescue lines as shown.



STEP 9

Use the Easy IKS 2500 or another compatible connector system to connect the rescue to the V-bridle.



STEP 10

Place the risers and lines inside the harness' Lycra pocket.



STEP 11

Locate the red marks on the rescue inner container and inside the harness compartment.



STEP 12

Place the rescue lines at the bottom of the compartment and align the two red marks as shown. The rescue handle must face the bottom right of the compartment.



STEP 13

Locate the letters A, B and C on the inner flap.



STEP 14

Close the inner flap following the alphabetical sequence. Pass loop A through ring B, then insert nylon stick C through the loop to secure the flap.



STEP 15

Tuck the end of the stick into its blue pocket and secure the Velcro by attaching B to C.



STEP 16

The final assembly should look as shown. Make sure the two webbing straps are not twisted.



STEP 17

Close the outer flap by inserting the nylon stick loop of the handle into its pocket.
(!) Make sure the inner flap does not open during this step.



STEP 18

Locate the numbers 1, 2 and 3 to follow the correct sequence.







STEP 19

Partially close the front zip, then pass loop 1 through ring 2. Close the front zip completely.



STEP 20

Pass the loop through ring 3 and secure it with the rescue handle nylon stick.



STEP 21

Locate numbers 1 and 2 inside the flap and follow the numbered sequence.



STEP 22

Close the upper zip completely. Pass loop 1 through flap 2, then insert the other part of the nylon stick of the rescue handle through the loop to secure it. Tuck the ends of both sticks into their dedicated pockets on each side.



STEP 23

Secure the handle with the Velcro. The final assembly should look as shown. Finally, close the zip completely.



(!) Once the rescue installation is complete, practice and perform a rescue extraction in a simulator.

2.5.1 PARACHUTE EXTRACTION

The ARROW 2 parachute extraction system is designed to operate efficiently when the pull is applied in the correct direction.

To ensure a fast and smooth extraction, it is recommended to pull the handle in any of the directions shown in the image below.

If you have any doubts regarding your container(s), please contact your usual distributor.





Very good
Good

2.6 COCKPIT

The ARROW 2's integrated cockpit provides a spacious surface for flight instruments and excellent visibility during flight.

It features two Velcro panels for securing flight instruments or electronic devices, as well as two cable openings connected to the internal pocket. The magnetic and clip closure system allows quick and easy access, even during flight.

Inside, there is a main storage pocket and a second zipped pocket for safely storing personal belongings and small accessories.

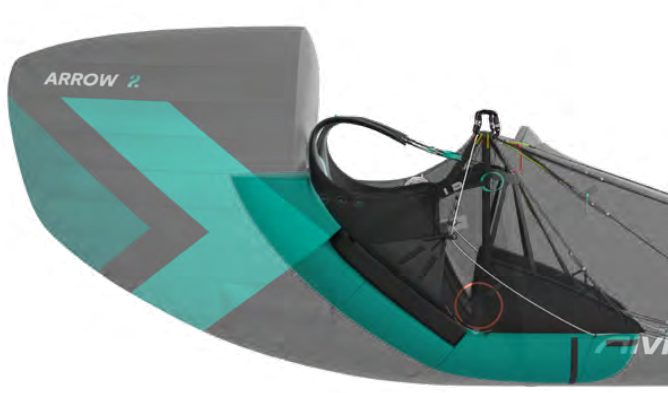
The cockpit is integrated into the pod closure system, with a clip on the right side and the anti-forget system on the left.

2.7 STORAGE

The ARROW 2 features a spacious rear storage pocket with several internal compartments, including a zipped pocket, a dedicated space for a hydration bladder and a compartment for storing the inflatable protector's electric pump.

It also has side pockets on both sides for items that need to be easily accessible. A ballast compartment is located beneath the seat.

You can check the exact volume of each pocket in section 1.3 Technical Data.



2.8 RUCKSACK AND PACKING

The ARROW 2 features a redesigned chassis that is more flexible, easier to handle and allows the harness to be folded in half for packing. Its design focuses on compactness and performance, making it ideal for pilots who value both. Combined with the inflatable protector, it reduces packing volume, making it easier to store and carry all your equipment in a rucksack.

The harness can be folded in two different ways, depending on the type of protector used.

1. Inflatable protector

First, open the valve and gently press out the air, or use the electric pump for quicker deflation. Once deflated, you can fold the harness in two ways:

Option 1: Fold the harness between the seat and the backrest. Make sure to fold it at the correct point, where the backrest meets the seat, at the end of the mesh panel. Do not fold it further forwards along the seat, as this could damage the seat structure.

Option 2: Place the glider over the seat, then fold the upper part of the backrest and the front of the seat over it.

2. Foam protector

We recommend avoiding folding the harness between the seat and the backrest. Although possible, this may reduce carrying comfort when using the rucksack.

Packing the harness regardless of the protector used:

1. Place the footplate over the seat.
2. Fold the cockpit flat, following the shape of its foam to avoid deforming it, and place it on the seat.
3. Arrange the folded harness and place the glider on top so that it forms the back panel of the packed rucksack.
4. Insert everything into the rucksack.

Depending on your harness and wing size, as well as the type of protection you use, these are the most suitable rucksacks for carrying your ARROW 2:

- ***Kargo 130:*** Ideal for the ARROW 2 in sizes S and M with either protector, combined with a small or medium-sized wing.
- ***Kargo 180:*** Recommended for the ARROW 2 in sizes L and XL with either protector, combined with any wing size.

2.9 OPTIONAL ACCESSORIES

- Ballast
- Camelback
- Drink tube
- Pee tube



3. IN FLIGHT

3.1 PRE-FLIGHT CHECKS

For maximum safety, carefully and thoroughly check your equipment before your first flight, and repeat the same sequence before every flight.

Pay special attention to the following aspects:

- There is no visible damage to the harness or carabiners that could affect the flight.
- All buckles, straps and zips are connected/closed. The buckles should snap into place when you close them (a gentle tug on them verifies this). Be especially careful in snowy or sandy areas.
- The glider is correctly connected to the harness and both carabiners are secured with their locking mechanisms closed.
- All pockets are properly closed and items hanging from the harness are secured/attached.
- Double-check that the chest strap and pod are securely fastened using the anti-forget system before take-off.
- Both reserve parachute compartments are securely closed.
- Both reserve deployment handles are fully inserted into their pockets.

3.2 LAUNCH

Make sure the weather conditions are suitable for your skill and experience level. If you make the decision to fly, put on the harness and make sure all buckles are closed correctly and your legs are through the leg loops. Your life depends on it.

For your safety, before launching always repeat the same sequence of your pre-flight check.

(!) Stay away from mountain relief if you have to use your hands to get into the harness. You should always have your hands on the brakes when near terrain.

If you need to use your hands to get into the harness, try adjusting the harness using a hang frame.

3.3 LANDING

Before landing, slide your legs forward in the harness to assume a standing position. Never land whilst still in the seated position as this may cause a back injury. Standing up before landing is an active safety decision and is much more effective than relying on the passive system of the back protector. It is not necessary to adjust the harness before landing. Simply straighten your legs, take them off the pod, and get into a standing position and prepare to land.

3.4 FLYING ABOVE WATER OR LANDING IN WATER

(!) Flying over water exposes the pilot to the risk of landing in it. This situation can be extremely dangerous, which is why wearing a life jacket during an SIV course is essential. We recommend avoiding such situations whenever possible.

Immediately after a water landing, the foam or inflatable protection of the harness may float, creating a risk of the pilot becoming trapped underwater. Before impact, it is advisable to loosen the buckles—without compromising safety—to allow enough time to exit the harness quickly and avoid possible drowning.

If the harness gets wet due to falling into the water, both the harness and all its components, such as the protection, must be completely dried before being used again.

The parachutes must also be removed to dry completely. Once dry, they have to be packed correctly and installed in the harness again. See the section on “Installing the parachute”.

(!) Do not store your equipment if it is still wet or damp – wait for it to dry completely.



4. TYPES OF FLYING

4.1 WINCH FLYING

- The ARROW 2 is suitable for winch launching.
- The winch release is attached by means of the main carabiners on the risers, where the wing is attached.

4.2 TANDEM

The ARROW 2 is not recommended for tandem operation.

4.3 OTHER

- The ARROW 2 is not designed or recommended for aerobatic or acro flying.
- We consider extreme or acrobatic flights to be any form of piloting different than standard flights. Learning aerobatic/ acrobatic manoeuvres should be conducted under the supervision of qualified instructors within a school environment and over water with all safety/rescue elements in place.



5. CARE AND MAINTENANCE

5.1 MAINTENANCE

The materials used in the ARROW 2 have been carefully selected to ensure maximum strength and durability.

To prevent wear or damage to the harness, it is important to avoid dragging the harness on the ground, over stones or abrasive surfaces.

Keep your harness as clean as possible by regularly wiping off dirt with a plastic brush and/or a damp cloth. If the harness is very dirty, clean it with water and mild soap. Do not use detergents. Allow it to dry naturally in a well-ventilated area without direct sun light.

5.2 STORAGE

Keep your equipment in a cool, dry place away from solvents, fuels or oils.

Whenever possible, avoid exposing the harness to humidity and heat. Do not expose it unnecessarily to UV radiation (sun light), other than in normal flight.

Do not leave the gear inside a car boot, as cars left in the sun can become very hot. The inside of a rucksack can reach temperatures up to 60°C.

Weight should not be laid on top of the equipment.

When storing the harness in a rucksack, make sure to avoid any deformation.

Never store it when it is still damp or wet. Dry the harness in a well-ventilated area. If your parachute gets wet (e.g. if you fall into water) it must be removed from the harness, dried and repacked before being put back into the container.

5.3 CHECKS AND INSPECTIONS

It is recommended that any inspection and/or replacement of harness components be carried out only by the manufacturer or authorised personnel. Only the manufacturer and professional repairers will use materials and techniques that ensure the correct functionality of the harness in accordance with its certification.

In addition to the preventive checks before each flight, the ARROW 2 should be carefully and thoroughly inspected every time the parachute is repacked, usually once a year.

Additional inspections should be carried out after any impact, hard landing or take-off, as well as if there are any signs of wear or possible damage.

We recommend that the harness be inspected by an authorised workshop every 2 years or after 100 hours of flight.

If in doubt, contact a professional. These are the required inspections:

- Check webbing and buckles for damage, especially in areas that are not easily visible, such as the inside of attachment point webbing, where the carabiner rests.
- All seams must be intact and any damage must be repaired immediately.
- The main aluminium carabiners must be replaced every 2 years or 500 flying hours or if they have any signs of damage. Impacts can create undetectable damage that can result in structural failure under continuous loading.

5.4 REPAIRS: NIVIUK SERVICE

Repairs to your ARROW 2 may only be carried out by the manufacturer or qualified and authorised personnel. This ensures that the most appropriate materials and correct repair techniques are applied.

If you are not qualified to do so, do not attempt to repair the harness yourself.

Niviuk Service is our official workshop offering a quality service, based on the care and maintenance of flight equipment. Thanks to the knowledge, technologies and procedures we have acquired over the years, we can repair any flying equipment.

We want to guarantee the safety and durability of your new product, so our official workshop is the perfect place to have it serviced and/or repaired.

Any modification of the harness carried out in a workshop other than the Niviuk Service will invalidate the product warranty. Niviuk cannot be held responsible for any issues or damage resulting from modifications or repairs performed by unqualified professionals or those not approved by the manufacturer.

5.5 PRODUCT REGISTRATION

You can register your ARROW 2 on the Niviuk website in the MyNiviuk section and enjoy many benefits.

6. SAFETY AND RESPONSIBILITY

- It is well known that free-flying with a paraglider is considered a high-risk sport, where safety depends on the person who is practicing it.
- Incorrect use of this equipment may cause severe, life-changing injuries to the pilot, or even death. Manufacturers and dealers cannot be held responsible for your decisions, actions or accidents that may result from participating in this sport.
- You must not use this equipment if you have not been properly trained to use it.
- Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

7. GUARANTEE

- The equipment and components are covered by a 3-year warranty against any manufacturing defect.
- The warranty does not cover misuse of the equipment.
- Any modification of the paraglider or its components invalidates the guarantee and its certification.
- If you notice any defects in your harness, please contact Niviuk immediately for a more thorough inspection.



8. SPECIFICATIONS

8.1 HARNESS MATERIALS & COMPONENTS

MATERIALS

Tail	70D
Pod	70D
Pod elastic front part	140D LYCRA
Body	70D / N210
Main webbings	TECHNISANGLE SP2 15mm

COMPONENTS

Carabiner	40mm

8.2 COMPATIBILITY



	ARROW 2
ARTIK R EN/LTF C	●
PEAK EN/LTF D	●
HOOK EN/LTF B	✻
HIKO EN/LTF B	✻
IKUMA EN/LTF B+	✻
HOOK P EN/LTF A+	✻
HIKO P EN/LTF B	✻
HIKO EN/LTF B	✻
IKUMA P EN/LTF B+	✻
KLIMBER P EN/LTF D	✻

● **Recommended:** ideal for your wing

✻ **Compatible:** suitable for your wing, depending on your preferences

8.3 CERTIFICATION

You will find the certification certificates on the product page.



AIR TURQUOISE SA | PARA-TEST.COM
Rte du Pré-au-Comte 8 | CH-1844 Villeneuve

Test laboratory for paragliders, paraglider harnesses

paragliding by air turquoise

Paragliding Harness - EN / NfL

Inspection number :	**PH_518.2026**
Manufacturer :	**Niviuk Gliders**
Model and size :	**Arrow 2 M**
Maximum pilot weight [kg] :	**120**
Integrated container for rescue system:	**No**
If Yes. Volume of the container [cm³] :	**6500** min **3000** max
Serial number:	----------
Production date (year / month) :	----------

Harness protector (impact pad)

Impact pad type:	**Inflatable**
Impact pad integrated:	**No**
Impact pad number:	**MISC_353.2026**
If not integrated : Manufacturer ……..	Serial number: ……..
Production date (year / month) :	----------

Warning : Read the operating manual before using this equipment!

A sample has been tested and certifies its conformity with the following standards: **NfL 2024-2-785, EN1651:2018+A1:2020** and **EN12491:2015+A1:2021**. This model corresponds with the tested sample and its airworthiness.

Rev 06 | 02.02.2025 | ISO 94.23a



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