

MK1



Woody Valley

Manual Edition 1.0 - 06.2023





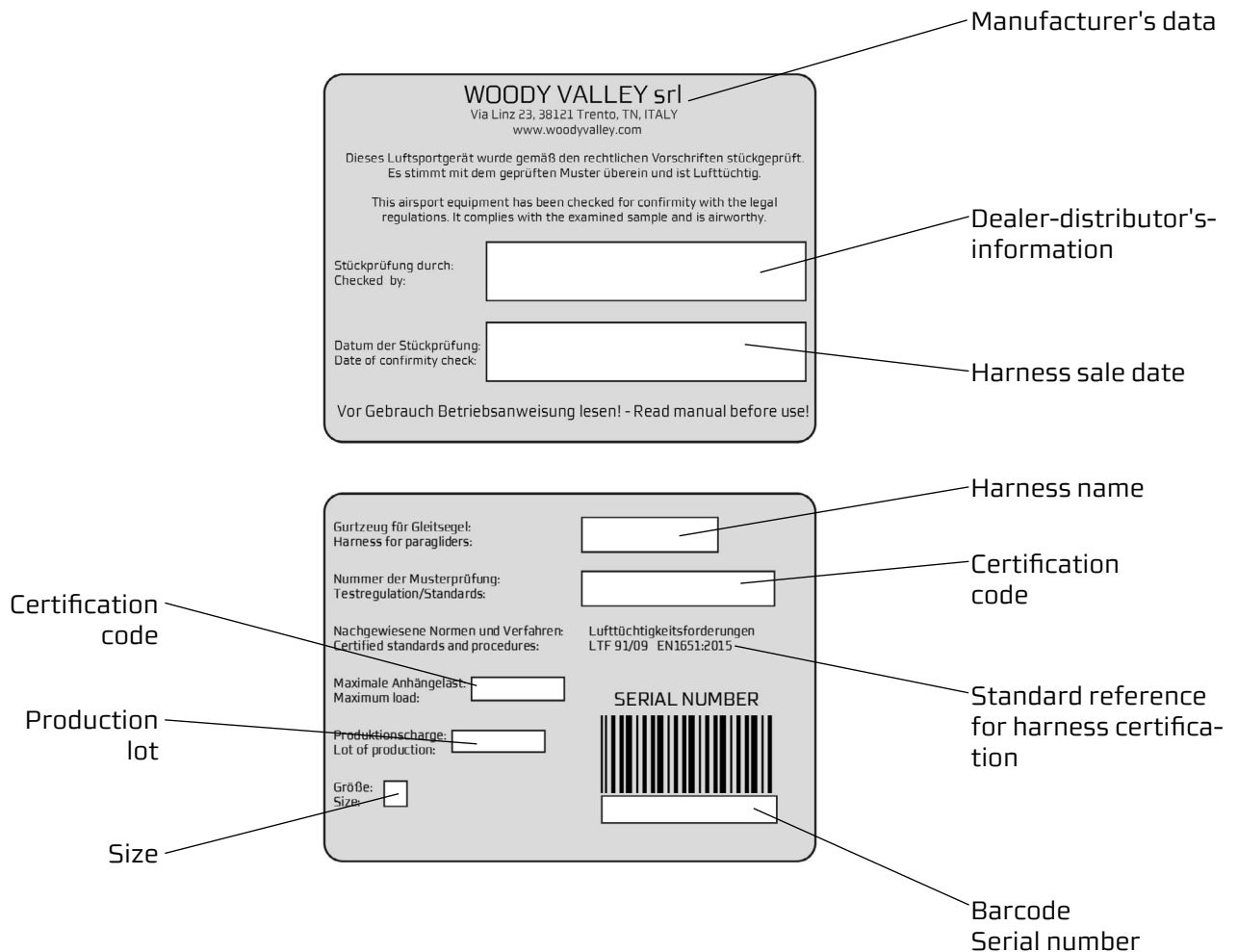
Woody Valley

Congratulations on purchasing a WOODY VALLEY product. We would like to remind you that all our products are the result of meticulous research in constant collaboration with pilots from all over the world. This is why your feedback is so important. Your experience and collaboration allow us to constantly improve our harnesses, to always get the best out of every Woody Valley creation.

MANUFACTURER'S INFORMATION:

WOODY VALLEY s.r.l.
via Linz, 23 - 38121 Trento - ITALY
Tel +39 0461 950811
Web: www.woodyvalley.eu
E-mail: info@woodyvalley.com

HARNESS LABELS INFORMATION



THANK YOU

Thank you for choosing a Woody Valley product, we invite you to carefully read this important tool which is the harness user manual, and to pay particular attention to the two most important paragraphs concerning:

INSERTION OF THE RESERVE PARACHUTE.

The reserve parachute is a life-saving tool, it must be in working condition when needed, whether it is used in two days or two years.

HARNESS ADJUSTMENTS.

The harness is the connecting element between the pilot and the wing, necessary to achieve performance and enjoyment from the flight. A bad, well-fitted harness can make you fly well, but a good, poorly-fitted harness can make you lose the desire to fly.

We trust that this harness will be able to provide you with greater comfort, control, performance and enjoyment in flight. We know very well that reading a user manual may not be exciting. In this case, please keep in mind that the product in question is not a juicer or a mobile phone and that the correct use of the harness greatly helps to reduce the risks of flight accidents. This manual contains all the necessary information to assemble, adjust, fly, and store your harness. A thorough knowledge of your equipment will improve your personal safety and allow you to increase your potential.

The Woody Valley Team

SAFETY NOTE

By purchasing Woody Valley equipment, you acknowledge that you are a paraglider pilot with a valid certificate and accept all risks associated with paragliding, including injury and death. The improper or incorrect use of this equipment significantly increases this risk. Under no circumstances, Woody Valley and the Woody Valley equipment retailer shall be liable for personal injuries, caused to yourself, to third parties or damages of any kind. If any aspect of using our equipment is not sufficiently clear, we recommend that you contact your local dealer or Woody Valley directly.

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1- GENERAL INFORMATION

This manual is an integral part of the MK1 harness and must be kept carefully for future reference.

If you would like further information, contact your dealer or Woody Valley directly.

Before using the harness, it is recommended that the pilot carefully read this manual.

Declaration of conformity

The manufacturer WOODY VALLEY Ltd hereby declares that its products comply with the UNI EN 1651 - LTF 91-09 - CE 2016/425 standards.

This equipment must contain:

Harness

- Wooden seat board
- 2 Carabiners
- 2 Rescue parachute extraction handles installed
- 2 Separate handles for rescue parachute extraction.
- 1 Bridle line
- 2 Maillon rapides for attaching bridle line
- 4 OR for bridle lines attachment
- 1 50cm pull cord for emergency closure
- Speed bar
- Dorsal protection

The main available options are:

- Relax bar
- Hook knife
- Lightshield

1.1- Concept

The MK1 is a harness for recreational paragliding with a maximum weight of 120 kg; designed and made specifically for acrobatic paragliding. Designed in collaboration with pilot Nicola Donini, this harness specifically caters to the needs of paragliding pilots who practice this discipline. The MK1 is equipped with 2 side emergency containers, the high safety features of the MK1 will allow you to refine your acrobatic routine with greater peace of mind, allowing you to improve in this specialty.



1.2 - T-Lock Safety System

Leg straps and chest strap are equipped with the "T-LOCK safety system" to prevent any slipping out of the harness, in case the pilot forgot to fasten the leg straps.

Proceed by fastening the leg strap buckles and then attaching the central buckle of the chest strap; this operation, which in its simplicity must be carefully carried out and checked for a safe flight.



2- BEFORE USE

The MK1 comes with the protections already assembled by Woody Valley. Before installing the reserves, make sure you have installed the dorsal protection.

The installation of the reserve parachute must be carried out with the utmost care and attention by a qualified professional operator, such as your instructor. Only after this operation should the pilot adjust the harness for optimum comfort.



2.1- MK1 Protections

MK1 comes equipped with an EN-LTF approved foam back protection located under the seat with a thickness that goes from a minimum of 12 cm to a maximum of 16.5 cm.

An optional Lightshield protection (TÜV/GS certified in category 2 according to EU standard 89/686/ECC) protects the upper back and can be accessed through the zipper behind the backrest located between the main frame and the rear pocket.

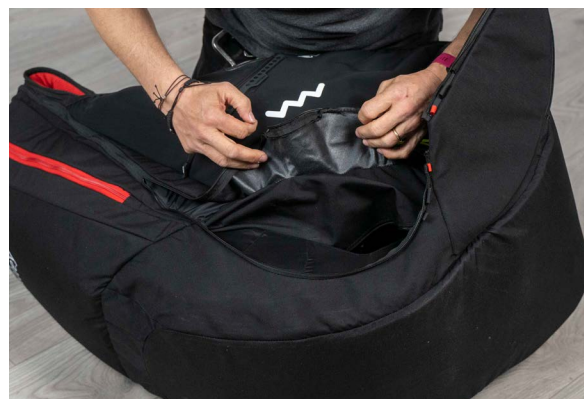
Please note the optional Lightshield protection was not needed to achieve the required certification standard.

We suggest removing the protections in order to check them after a particularly hard impact or to let them dry in case of a water landing.

To access the rear pocket containment of the dorsal protection, you must open the zipper of the right side bridle cord, where you will find another zipper where the protection pocket is located.

Mount the dorsal protection with the thicker part facing towards the back of the harness as shown in the images.

We recommend inserting the foam protection from the front.



Certificate of homologation for the protection.

AIR TURQUOISE SA | PARA-TEST.COM
 Route du P16-au-Comte B • CH-1844 Villeneuve • +41 (0)21 965 65 65
 Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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Miscellaneous Impact Pad Report

Inspection certificate number: **MISC_254.2023**

Manufacturer data:		Sample data:	
Manufacturer name:	Woody Valley srl	Name impact pad:	MK FOAM PROTECTION
Representative:	Simone Caldana	Emergency parachute integrated:	Yes
Street:	Via Lintz 23	Impact pad type:	Foam
Post code place:	38121 Trento	Weight of sample [kg]:	0.36
Country:	Italy	Serial number:	107 0115 002P
Harness model:	MK1 and MK1 Pro	Date of test:	07.09.2022


Atmosphere AGL:

Temp. [C]	23
RH. [%]	58
Press. [hPa]	1005

Summary of Impact pad test ⁽¹⁾

Test id	Test configuration ⁽²⁾	Max Peak of Impact [g] ⁽³⁾	Duration at 38 [g] in [ms] ⁽⁴⁾	Duration at 20 [g] in [ms] ⁽⁵⁾	Diff. of test 1 and 2 [%] ⁽⁶⁾	Result
P	V Test sample attached to dummy in flying position, without emergency parachute	40.34	5.00	18.33	-0.82	POSITIVE
PR	V Test sample attached to dummy in flying position, including emergency parachute	39.09	3.33	18.33	1.54	POSITIVE

Issue data

Place of declaration: **Villeneuve**
 Date of issue: **06.06.2023**
 Managing director: **Andrea Wigger**
 Signature: 

Manufacture	Instrument	Type no	SN	Validity Calibration
Burster/MTS	Accelerometer	100 g	89010-100	1263567 23.01.2024
JDC elec	Geos n°11	Skywatch	Geos n°11	Unk11 18.06.2025

This signature approves the validity of the test report

Air Turquoise SA has thoroughly tested the sample of emergency parachute container mentioned above and certifies its conformity with the following standards:
EN 1661:2019+A1:2020⁽⁷⁾, NF 2-665-28

⁽¹⁾ Calculated value in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k=2. The value of the measured test within the assigned range of values with a probability of 95%.

⁽²⁾ The dummy is fixed minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.

⁽³⁾ Maximum peak of impact should be less or equal to 50 [g] ⁽⁸⁾ If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms] ⁽⁹⁾ If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms] ⁽¹⁰⁾ The test should be done twice, and the 2nd test the maximum peak should not differ more than 20% from the first test, maximum peak.

⁽⁷⁾ This standards is NOT covered by accreditation D-15-19457-01

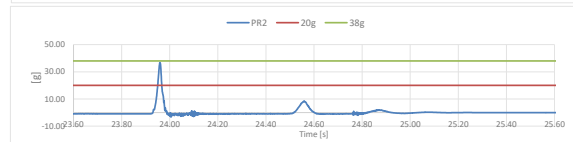
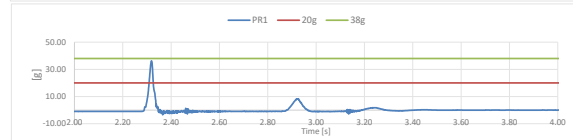
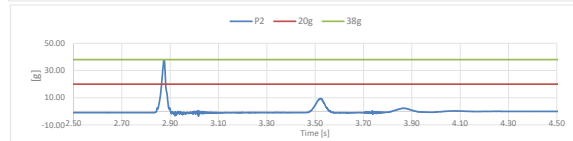
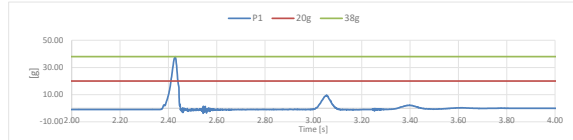
The declaration must not be reproduced in part without the written permission of Air Turquoise SA

Inspection certificate number: **MISC_254.2023**

Name impact pad: **MK FOAM PROTECTION**

Test results of Impact pad test

	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum Peak of impact [g]	40.34	40.01	38.49	39.09
Impact duration at +38 [g] in [ms]	4.17	5.00	2.50	3.33
Impact duration at +20 [g] in [ms]	18.33	17.60	18.33	18.33
Uncertainty k=2[g]	2.32	2.30	2.21	2.25
Diff. between test 1 and 2 [%]	100.00	99.18	100.00	101.54



2.2- Reserve parachute

The MK1 is equipped with two reserve parachute containers located under the seat, in the front right and left sides.

The two containers have a variable volume for a total of 15 liters, the volume of each individual container can change from 5 to a maximum of 10 liters.

Any type of parachute specifically designed for paragliding can be used. MK1 is not suitable for using an external container.

We recommend following the folding intervals of your emergency equipment and regularly filling out the corresponding documentation.

The reserve parachute must be connected to the harness before being inserted into the built-in container. The connection is split and attached at two points at shoulder level, in order to distribute the load and ensure a correct landing position in case of parachute opening, minimizing the possibility of injury. The integrated line is equipped with a central loop to attach the reserve parachute.

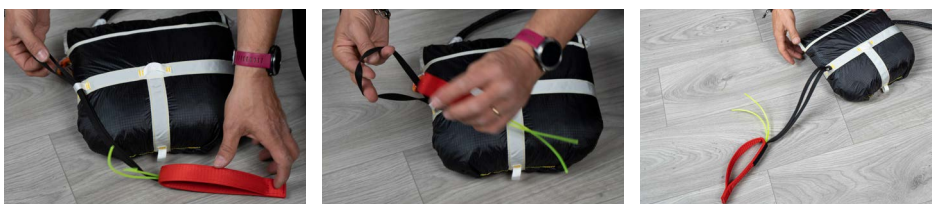


2.2.1- Rescue parachute handles

The MK1 comes complete with four reserve parachute extraction handles, identified by No. 24. Do not use any other handles adapted for this purpose. The black connecting loop of the handle must be inserted into the loop of the deployment bag, then the entire handle must be passed through the loop of the deployment bag in order to achieve a tight connection.

For easier extraction, the connecting loop on the deployment bag should be positioned away from the center of the emergency.

If your launching bag does not have this loop, please contact the reserve parachute dealer.



WARNING

Check that the length of the bridle line between the handle and the container does not interfere with the reserve parachute lines.

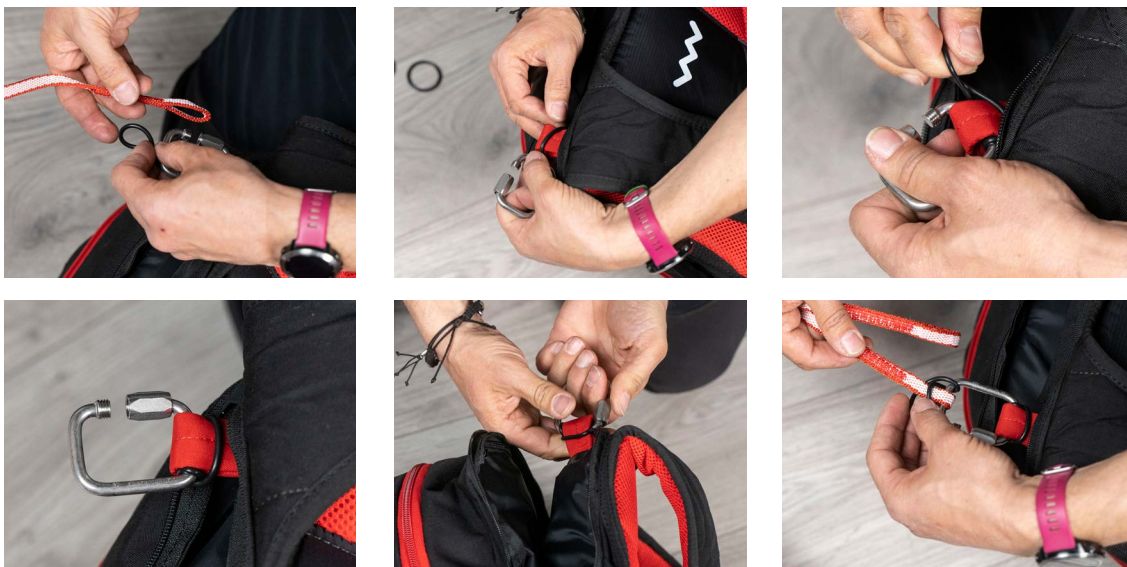
2.2.2 - Bridle line (connection to the harness)

To connect the bridle line to the red loops located behind the shoulder straps, use the provided rectangular Maillon Rapide.



The two connections must be made with screw carabiners with a breaking load of at least 1400 Kg. In any case, it must be verified that the length of the bridle line is sufficient to position the reserve parachute inside the harness's built-in container and that there remains enough slack to allow for the extraction of the reserve parachute without causing the deployment of the launch bag during extraction.

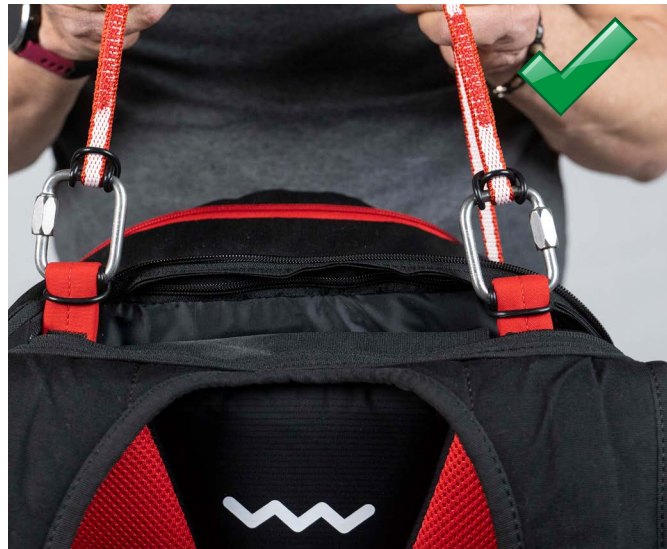
Lock the bridle line and loops with the OR - as shown in the photo.





WARNING:

To avoid abnormal lateral loads, the line must be attached to both eyelets located on their respective shoulder straps. Not only to one of the two.



2.2.3- Connecting the reserve parachute to the harness

There are three different systems for attaching the reserve parachute bridle to the harness.

First system (for non-steerable parachutes):

Use a twist-lock carabiner with a breaking load of at least 2400 kg. In this case, the bridle lines must be secured inside the carabiner using elastic bands to prevent its rotation, which would otherwise undergo a dangerous lateral load. The carabiner screw lock must be tightened firmly to prevent accidental openings. This type of connection supports a higher opening shock than the second system and is definitely the most recommended.



Secondary system (for non-pilotable parachutes):

The emergency parachute bridle must be threaded through the harness bridle loop. Next, the reserve parachute must be passed through the large loop of the reserve parachute bridle. You obtain a connection that should be tightened as much as possible, in order to avoid dangerous friction between the two lines during the opening shock of the emergency.



Third system: (suitable for pilotable or non-pilotable parachutes, with dual bridle line)

If you use a steerable emergency parachute or if your emergency parachute is already equipped with a split bridle, you can connect it to the harness using the two loops located behind the padded shoulder straps.

If in doubt, refer to paragraph 2.2.2 - Bridle (connection to the harness).



2.2.4- Insertion of reserve parachutes

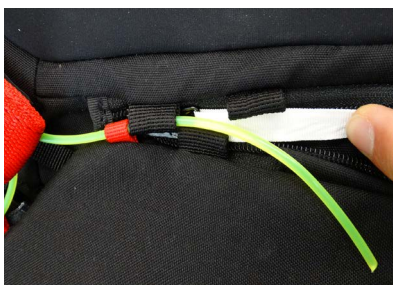
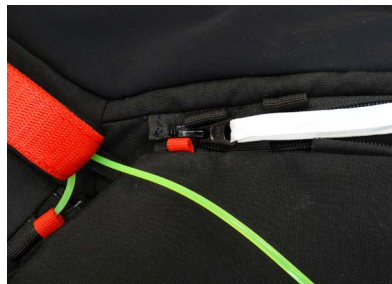
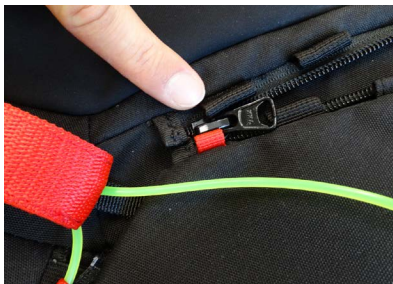
Open the zip in order to obtain free passage of the bridle line.

After connecting the reserve parachute to the harness using one of the previously explained systems. Insert the reserve parachute and its risers into the harness container, making sure to place the risers downwards to facilitate the deployment.



Move the zipper slider of the cover to the end position. Thread the pull cord through the slider's eyelet, then proceed by inserting the plastic pin of the handle into the first two loops, and, using the pull cord, close the zipper by a couple of centimeters. Continue by threading the pin through the remaining loops and, as just done, close the slider until it reaches its pocket.

Follow this procedure for both opening flaps of the emergency container. Pay particular attention to not inadvertently open the zip. Secure the handle to keep it in the ideal position and prevent accidental openings. Perform this operation for both parachutes.



WARNING:

Any new combination of reserve parachute and harness that will be mounted for the first time must be checked for effective extraction by an official harness or emergency dealer, if not by a flight instructor. The reserve extraction must be perfectly possible from the normal flight position.

The paragliding harness and the reserve parachute opening system are not suitable for use in free fall and for strong shocks.

Its bearing structure is designed, tested and approved to withstand the opening shock of the reserve parachute, according to the standards required for paragliding flight.

This does not exclude that other parts of the harness may suffer damage due to the opening shock of the reserve parachute. Whether this occurs out of necessity in case of a real accident or occurs voluntarily, for example during a safety course.



2.2.5- Extraction of the reserve parachute

It is important to periodically check the position of the launch handles during normal flight, so that the reactive movement to grab them is instinctive in case of emergency.

In case of an emergency situation, the launch procedure is as follows:

- Search for the extraction handle and grip it firmly with one hand.
 - Pull out the handle to extract the reserve parachute from the harness pocket.
 - Find an open space, and in one smooth motion, throw the reserve parachute away from you and the wing.
 - After opening, to prevent the paraglide from interfering with the reserve parachute:
 - if the leading edge is facing upwards, grab the risers "D" or the brakes and collapse your paraglide;
 - while if the wing has the leading edge down, pull a riser or brake to rotate the wing with the leading edge up and then subsequently pull both brakes or risers to more easily collapse your paraglide.
- When landing, assume an upright position with your body and make sure to use a "parachute landing technique" to reduce the risk of injury.



WARNING: In the event that both reserve parachutes are deployed, it's possible that they may mirror each other, increasing the rate of descent.

2.2.5- Back storage pocket

To access the back storage pocket behind the harness, simply open the zipper located on the back of the harness.



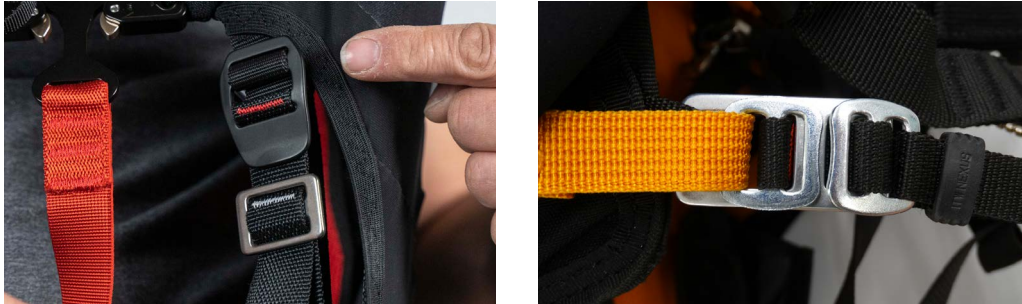
2.4 - Harness adjustments



LEGEND:

- | | | |
|----|----------------------------|-----------------|
| 1. | High back strap adjustment | paragraph 2.4.1 |
| 2. | Low back strap adjustment | paragraph 2.4.1 |
| 3. | Shoulder strap adjustment | paragraph 2.4.2 |
| 4. | Chest strap adjustment | paragraph 2.4.3 |
| 5. | Leg straps | paragraph 2.4.4 |
| 6. | ABS Stabilizer Strap | paragraph 2.4.5 |

The MK1 is already provided adjusted according to an ergonomic standard, except for the adjustments that are influenced by the height of the pilot. For the first flight, we recommend only adjusting these last settings, leaving the other adjustments unchanged, which have proven satisfactory for the majority of pilots.



If you decide to make further adjustments, please note that it is always possible to return to the default manufacturer settings by following the red reference markings on each adjustment strap.

Please note that the size of your MK1 must be chosen based on your height and not based on the width of the seat.

To find the optimal position, we recommend hanging in the harness, simulating the flying position and conditions. It is better to therefore insert all the material that you normally take with you on the flight into the rear pocket.

WARNING:

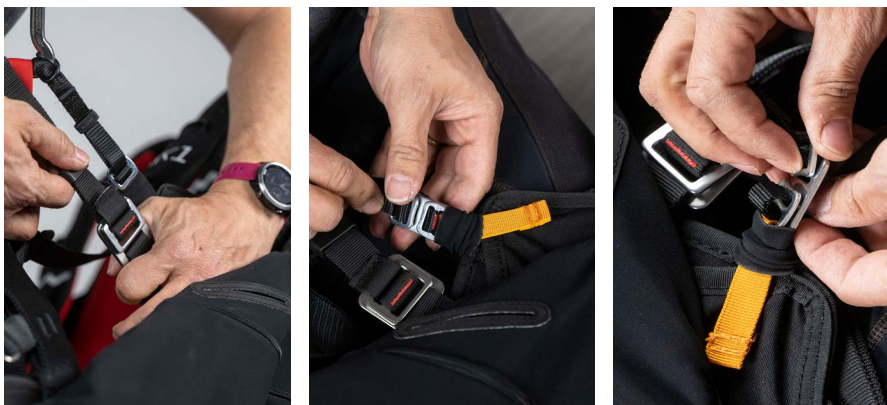
- Before making any adjustments, the reserve parachute must be installed.
- Each adjustment must be performed symmetrically on both sides.
 - Every adjustment strap must be tightened.

2.4.1- Adjustment of the high and low back

In this photo, you can see how the "lateral" adjustments are arranged and how many points effectively support the pilot, from the upper part of the back to the lumbar region. These adjustments allow you to adjust the inclination of the torso relative to the vertical axis of flight, thus contributing to the pilot's lift and allowing the harness to adapt to any type of back.



In detail, adjustment n°1 varies the angle between the legs and the back (seat depth), distributing the loads between the seat and the lumbar strap, thus providing greater comfort to the pilot. The main adjustment that allows you to choose the inclination of the torso in relation to the vertical axis of flight is n°2, for back adjustment.



To facilitate the adjustments of the back, we recommend disconnecting the lycra from the main harness following the sequence illustrated in the photos below. To reconnect the lycra, follow the steps in reverse.



2.4.2- Adjustment of shoulder straps

The adjustment of the shoulder straps compensates for the pilot's height variation, the adjustment buckle is placed at the ends of the shoulder straps.

The shoulder straps also support part of the weight of the torso for better comfort. We recommend adjusting the shoulder straps so that they adhere to your shoulders without being too loose or too tight.



2.4.3- Chest strap adjustment

The chest strap that adjusts the distance between the two carabiners has a maximum opening of 50 centimeters. We recommend for the first flight with MK1 to adjust the chest strap halfway and find the right fit in flight with gradual adjustments. Remember that a tighter chest strap provides greater stability. An excessive opening does not improve the performance of the wing, and excessive closure can accentuate the effect of a possible "twist" following an asymmetric closure of the wing.





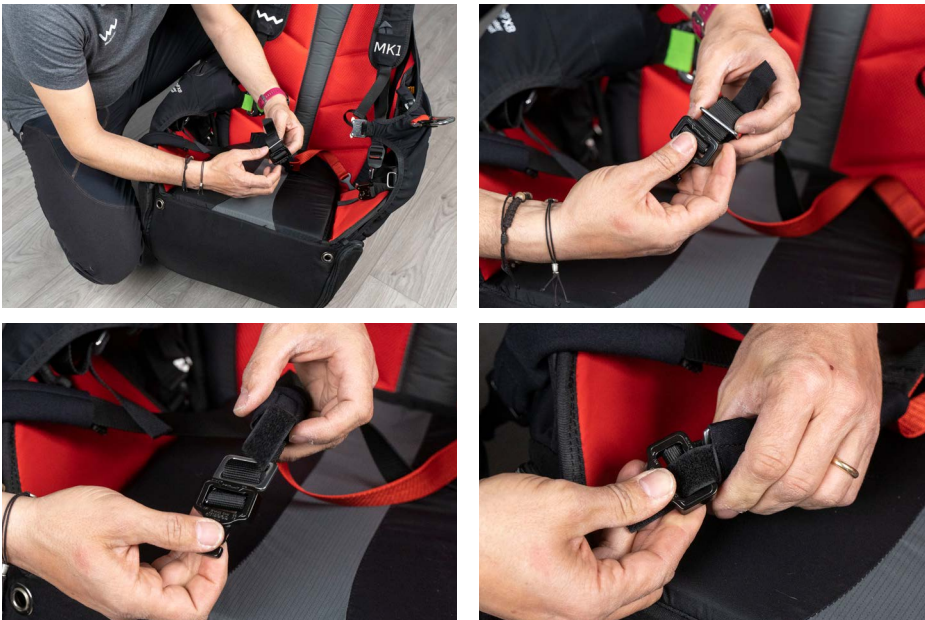
2.4.4- Leg straps adjustment

The high positioning of the leg strap attachment offers a wide range of movements of the pilot's legs. The adjustment set by the manufacturer should normally be fine.

It is important, however, to try to reach the correct sitting position during takeoff without using your hands, testing it in advance on the simulator. If you cannot do without using your hands, you must readjust the sitting angle and then readjust the leg straps again.

WARNING:

Each adjustment must be performed symmetrically on both sides.



2.4.5 - ABS stabilizer adjustment

One solution to control the stabilization of the MK 1 is provided by the adjustment present in the ABS strap.

The harness is given a standard adjustment, varying the adjustment from the standard red mark can make the harness more or less dynamic by loosening or tightening the strap.

We recommend, once the stabilizer is adjusted to your liking, to secure the strap by passing it back through the appropriate two-light buckle, the ABS cannot be adjusted in flight.



2.4.6 - Seat board depth adjustment

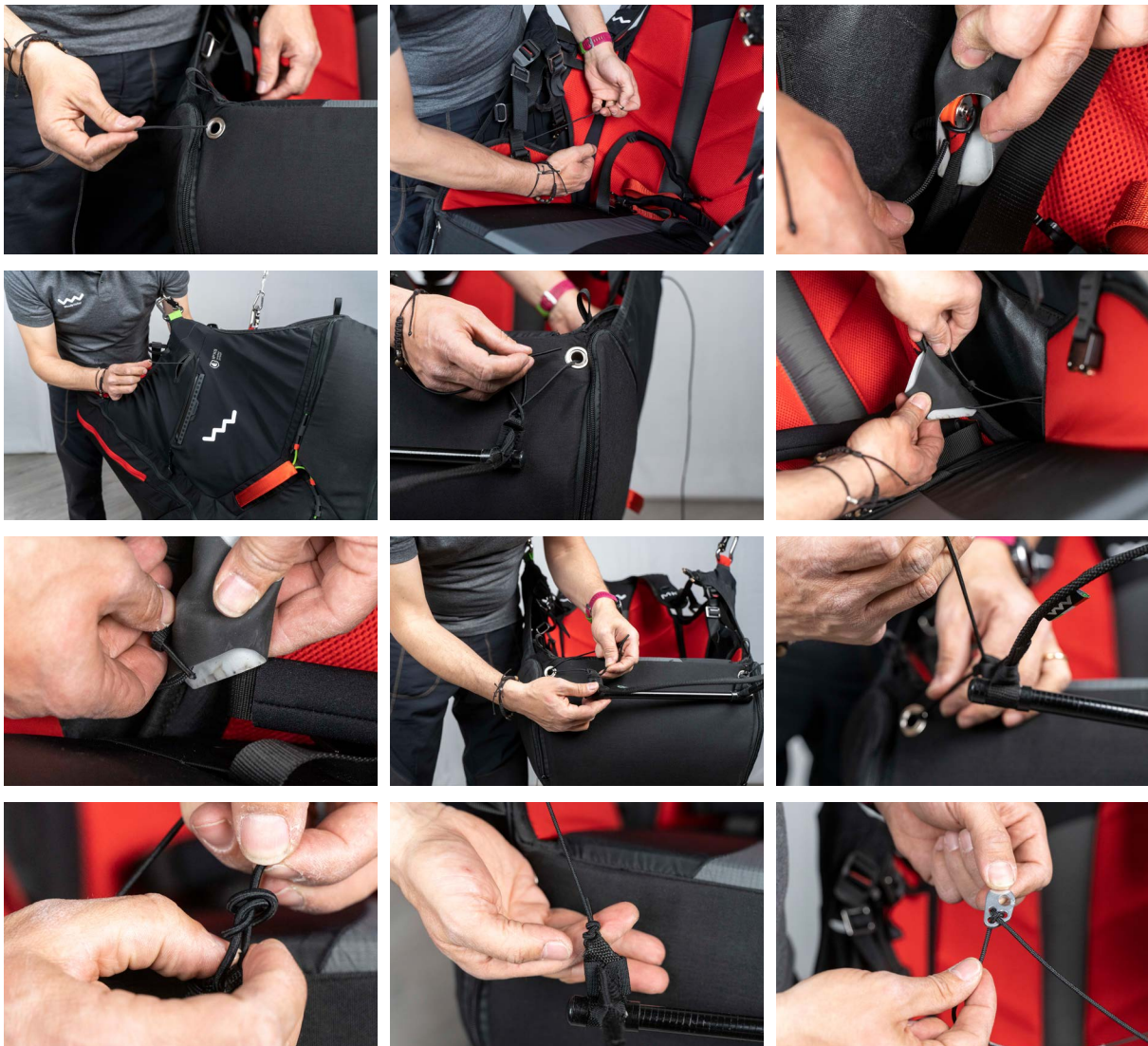
The seat depth can be adjusted through two adjustments located under the seat. To access it, you need to overturn the seat. Internally, where it connects to the back, you will find the metal buckles for making adjustments.



2.4.7- Attachment and adjustment of the speed bar

The MK1 is equipped with a two-step speed-bar, but it is compatible with all common types of speed-bar pedal. After finding the optimal adjustment of the harness based on the pilot's physical characteristics, the speed system pedal must be adjusted.

The lines of the speed-bar must be passed through the loops near the front corners, and then through the pulleys located on the base near the strap adjustment. For proper adjustment, you must hang on a simulator, also attach to the paragliding risers, and with the help of a friend supporting the risers, adjust the length of the speed system lines. The released pedal must be at a distance no greater than 10 cm below the front part of the harness. Adjusting the cord too short could cause the speed system to be constantly pulled and unintentionally engaged during the flight. It is safer to take off with a slightly longer speed bar, and shorten it gradually in the immediate subsequent flights. Please remember that every adjustment must be done symmetrically on both sides.



3 - FLYING WITH MK1

3.1 - Preflight checks

For maximum safety, use a valid and complete preflight check method and repeat the same mental sequences on every flight.

Check that:

- The T LOCK system buckles are closed.
- The rescue parachute handles are securely fixed in their position and the pins are tightly inserted.
- The pockets and zippers are closed.
- The paraglide is securely attached to the harness and both carabiners are tightly closed using their respective locking mechanism;
- The speed bar is properly installed on the wing.

After a thorough assessment that the weather conditions are suitable for flying, put on the harness.

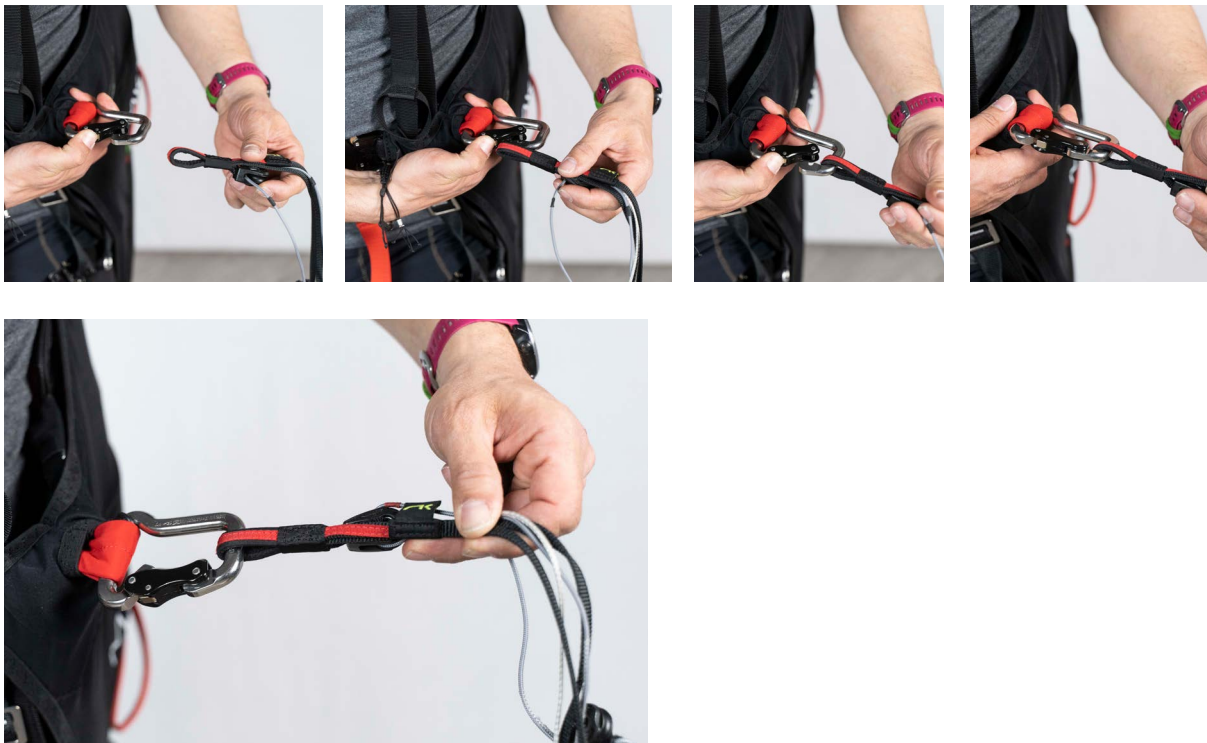


3.2 - How to put on the MK1

Slide your arms into the shoulder straps, grab the leg strap and close the buckles on both the right and left sides. Then take the red strap attached to the leg strap and fasten the central buckle of the chest strap.



Attach the wing to the carabiners as shown in the following images.



3.3 - Pockets

The MK1 has a rear pocket and two side pockets. One of these two is water-proof IPX8 (waterproof and dustproof), i.e. when the pocket is closed, the contents are protected against the effects of immersion up to 30 meters. Comfortable for housing a mobile phone or other important items. We recommend inserting the phone perpendicular to the pocket and then rotating it towards the back of the harness, as the pocket has an elongated shape.



3.4- Flying over water

MK1 does not have any specific contraindications for flights over water, but we remind you that landing in water is still dangerous. Woody Valley recommends the use of a suitable life jacket in case of flying over water.

3.5- Towing attachment

The MK1 is not suitable for towing takeoff.

3.6- Landing with MK1

Before landing, slide your legs out of the harness to adopt an upright position. Never land in a sitting position because it is very dangerous for your back, even if you have dorsal protection, which is only a passive safety system. Standing upright before landing is an active safety system, and it is much more effective.

3.7- Disposal of the harness

The materials used in a paraglide require proper disposal. Please return the equipment at the end of its life. The harnesses will then be properly disposed of by us.

3.8- Guidelines for behavior in natural environments

Please respect the nature and landscapes that surround us when practicing our sport. Please do not leave the marked trails, do not litter, do not make loud noises and please respect the delicate balance that exists in the mountains.

3.9- Tandem flight

MK 1 is not suitable as a tandem harness.

4- HARNESS STORAGE

When not using your equipment, we recommend storing it inside your paragliding rucksack or bag, in a dry, cool, and clean place, especially protected from exposure to UV rays.

If your harness is wet, we recommend drying it thoroughly before storing it. The dorsal protection must be kept inside the harness, it must not be compressed and it is not necessary to extract it.

During transportation, protect the harness from any mechanical damage, we suggest using a backpack or a bag. Avoid long transports in conditions of excessive humidity or heat.



5- FEATURES AND OPTIONAL INSTALLATION

5.1- Relax Bar

The Relax Bar is used to keep the legs extended and the feet supported. This flying position is considered by some pilots to be more comfortable than the classic sitting position with feet dangling. For mounting on the harness, follow the instructions provided in the relax-bar manual.



6- MAINTENANCE AND REPAIR

Check the harness after each impact, rough landing or take-off, or if there is any sign of damage or excessive wear.

We recommend having your harness checked by your dealer every two years and replacing the main carabiners every five years.

To avoid premature aging of the harness, it is necessary to avoid dragging the material on the ground, rocks, or abrasive surfaces. Avoid further exposure to UV rays (sun), not necessary for normal flying activities. Where possible, avoid exposure to moisture and heat.

Store all your flight equipment in a dry and cool place; never store it when it is still damp or wet.

Keep your harness as clean as possible by regularly brushing off dirt with a plastic bristle brush and/or a damp cloth. If the harness is particularly dirty, wash it with mild soap and water.

Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.

If your reserve parachute is also wet (e.g. landing in water), you must detach it from the harness, let it dry, and fold it before storing it back in its own container.

Repairs and replacements of harness parts cannot be performed by the user, only the manufacturer or authorized individuals can use materials and techniques that guarantee the functionality of the product and compliance with certification.

The quick releases and zippers should be kept clean and lubricated with silicone spray.

For any maintenance request, please contact an authorized dealer or Woody Valley and provide the complete identification number, located on the silver label inside the rear pocket.

Proper use will extend the life of the harness.

In case of damage to the harness, repairs can only be carried out by the manufacturer or by workshops certified by the manufacturer.

We strongly recommend paying the utmost attention to the way of use and storage, correct use will prolong the life of the harness.

We wish you great flights and happy landings with MK1!

6.1- Periodic check of dorsal protection

After a particularly hard impact, it is recommended to check the condition of the seams of the parts that make up the dorsal protection. Therefore, as described in chapter 1.2, open the bridle zipper on the right side of the harness, inside there is the zipper of the protective pocket. Remove the protection and open its zipper.

Once the integrity of all the seams has been checked, reassemble everything. If not, contact Woody Valley dealers for the replacement of the foam protection.



6.2- Maintenance in case of water landing

In case your harness ends up in saltwater, we recommend washing it thoroughly with freshwater, as salt can be corrosive and may damage the materials of the harness. The most important parts to clean are all the metallic elements.



Once the harness is dry, remember to carefully check and lubricate all metal parts to prevent rust or deterioration.

7- WARRANTY

The 2-year warranty period required by law obliges us to correct any construction defects in our products that can be attributed to manufacturing defects.

We recommend validating the warranty period by filling out the form available on our website in the "Support" section within 10 days from the date of purchase, entering the harness identification code indicated on the silver label located in the rear pocket.

To initiate a warranty claim, it is necessary to immediately inform WOODY VALLEY of the alleged manufacturing defect, sending the harness identification code and a detailed description of the problem encountered.

Subsequently, to repair the faulty product, it will be necessary to send it to WOODY VALLEY or to authorized individuals.

WOODY VALLEY reserves the right to decide the best method to restore the harness (repair, replacement of parts or the product).

The warranty does not cover damages resulting from careless or incorrect use of the product (such as inadequate maintenance, improper storage, overload, exposure to extreme temperatures, etc.). The same applies to damages attributable to accidents, opening shock of the reserve parachute, and normal wear and tear.

8- CERTIFICATES OF HOMOLOGATION

AIR TURQUOISE SA | PARA-TEST.COM
 Route du Pô-à-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
 Test laboratory for paragliders, paraglider harnesses
 and paraglider reserve parachutes.



Harness inspection certificate - EN

Inspection certificate number: PH_410.2023 Impact pad number: MISC_254.2023

Manufacturer data

Manufacturer name: **Woody Valley srl**
 Representative: **Simone Caldana**
 Street: **Via Linz 23**
 Post code / place: **38121 Trento**
 Country: **Italy**

Sample data:	Harness	Impact pad
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Name:	MK1	Name Impact pad: ⁽¹⁾ MK FOAM PROTECTION
Type:	ABS	Impact pad integrated: ⁽¹⁾ No
Size:	M	Impact pad type: ⁽¹⁾ Foam
Weight of Sample [kg]:	7.24	Weight of Sample [kg]: ⁽¹⁾ 0.96
Serial number:	114 01150 0005	Serial number: ⁽¹⁾ 107 0115 002P
Clip-in weight [kg]:	120	Date of reception: 07.09.2022
Integrated container for rescue system:	Yes	
Volume container [cm ³]:	10000 max 5000 min	
Date of reception:	25.05.2023	

Test report summary	Structural test	Impact pad test
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Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	25.05.2023	07.09.2022

Issue data

Place of declaration: **Villeneuve**
 Date of issue: **12.07.2023**
 Managing Director: **Andrea Wigger**
 Signature: 

This inspection certificate is NOT covered by accreditation D-15-19457-01.

This signature approves the validity of the test reports if available, no. 94.210 (test id 01.03.05.06.09.10.11.12.14-PRODT,ARIST) and no. 94.22 (test id: P,PT)
 Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
 European Standard EN1681-2018 and EN12491-2015

⁽¹⁾ If impact pad is NOT integrated in the harness, it will have independently inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag.
 Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
 This inspection certificate contain the following test and is complete with the test, if available, report: 94.21 and 94.22

AIR TURQUOISE SA | PARA-TEST.COM
 Route du Pô-à-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
 Test laboratory for paragliders, paraglider harnesses
 and paraglider reserve parachutes.



Harness inspection certificate - nFl

Inspection certificate number: PH_410.2023 Impact pad number: MISC_254.2023

Manufacturer data

Manufacturer name: **Woody Valley srl**
 Representative: **Simone Caldana**
 Street: **Via Linz 23**
 Post code / place: **38121 Trento**
 Country: **Italy**

Sample data:	Harness	Impact pad
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Name:	MK1	Name Impact pad: ⁽¹⁾ MK FOAM PROTECTION
Type:	ABS	Impact pad integrated: ⁽¹⁾ No
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Weight of Sample [kg]:	7.24	Weight of Sample [kg]: ⁽¹⁾ 0.96
Serial number:	114 01150 0005	Serial number: ⁽¹⁾ 107 0115 002P
Clip-in weight [kg]:	120	Date of reception: 07.09.2022
Integrated container for rescue system:	Yes	
Volume container [cm ³]:	10000 max 5000 min	
Date of reception:	25.05.2023	

Test report summary	Structural test	Impact pad test
---------------------	-----------------	-----------------

Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	25.05.2023	07.09.2022

Issue data

Place of declaration: **Villeneuve**
 Date of issue: **12.07.2023**
 Managing Director: **Andrea Wigger**
 Signature: 

This signature approves the validity of the test reports if available, no. 94.21 (test id 02.03.13.09.04.14.07) and no. 94.22 (test id: P,PT)
 Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
 Airworthiness Requirements NLR 2-665-20 - EN12491-2015 5.3.2

⁽¹⁾ If impact pad is NOT integrated in the harness, it will have independently inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag.⁽²⁾ If harness has an integrated inner container for emergency parachute, extra deployment tests are done for different type of emergency parachute.
 Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
 This inspection certificate contains the following test and is complete with the test, if available, report: 94.21 and 94.22

9 - TECHNICAL DATA

Distance seat carabiner	S = 40,5 cm M = 46 cm L = 52 cm
Distance between carabiners (min. max.)	S = 39-48,5 cm M = 39-50,5 cm L = 39-53 cm
MK1 Total weight	S = 6,75 Kg M = 7,2 Kg L = 7,7 Kg
Dorsal protection type	Foam protection
Harness Type	T-Lock with rigid seat
Variable volume housing of the reserve parachute (min/max)	5000 - 10000 cm ³
Reserve parachute container	Double leg pocket with side handle
Usage limit	120 daN
Certification number	PH_410.2023

Every effort has been made to ensure that the information in this manual is correct, but please note that it has been produced only as a guide. This user manual is subject to changes without prior notice. Check www.woodyvalley.com for the most up-to-date information on MK1.

Last updated: June 2023