



SKYWALK

RANGE X-ALPS 2

Ultralight Competition Harness – LTF 91/09

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1 INTRODUCTION

Welcome to skywalk!

Congratulations on the purchase of your new RANGE X-ALPS and thank you for your trust in us and in our products. In this manual you will find information that will help you quickly get to know your new harness to ensure your fun for a long time.

At skywalk we are enthusiastic about wind sports and innovative technologies. When we founded skywalk in 2001, our goal was to make paragliders and kites that offer new solutions to set new impulses, and to provide customers with a maximum of user friendliness. Today we are one of the most successful paraglider manufacturers in the world. For this we are thankful for our curiosity about everything that flies, sails and surfs, as well as our interest in a variety of outdoor sports. It's this "big picture" view that allows us to continuously set new accents in paragliding.

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Your skywalk Team
PURE PASSION FOR FLYING

Edition 3/ 10_2018
The latest version of the manual can be found on www.skywalk.info

2 DESCRIPTION

The RANGE X-ALPS2 is the first choice for Hike&Fly athletes and XC pilots who want to go to the limit in competitions or who insist on extremely light gear. It's detailed design is tailor-made for pilots looking for the ultimate, safe and amazingly comfortable harness for XC- and bivouac flights, where every gram counts.

The RANGE X-ALPS was designed by the skywalk development team as a paraglider harness for paragliding. Base jumping, skydiving or other uses of the RANGE X-ALPS as a climbing harness with all associated varieties are prohibited and are not the intended use. The harness is suitable for all pilots who focus on aerodynamic flying and Hike&Fly adventures.

The geometry of this harness supports the pilot from the first moment in the air while constantly giving direct feedback to the wing. The leg and chest straps are equipped with the so-called "get-up safety system" that prevents the pilot from falling out of the harness. The RANGE X-ALPS can be flown with all paragliders as long as the paraglider manufacturer doesn't require a special harness. Please consult your paraglider manual to see if this is the case.



CAUTION

TO ENSURE A LONG LIFE, THE MATERIALS USED REQUIRE CAREFUL, PROFESSIONAL TREATMENT!



CAUTION

THE FIRST FLIGHT MUST BE CARRIED OUT BY A QUALIFIED EXPERT. THE TYPE CERTIFICATE AND THE DATE OF THE FACTORY INSPECTION CAN BE FOUND IN THE INSIDE POCKET OF THE HARNESS. SHOULD THIS BE MISSING, ASSUME THAT THIS HARNESS IS A PROTOTYPE THAT HAS NOT BEEN TESTED.

SCOPE OF DELIVERY

The following components are standard equipment in the RANGE X-ALPS:

- EN/LTF certified PermAir protector (LTF 91/09)
- Speed system
- Carbon Sandwich Footplate
- 2 aluminum main carabiners
- Reserve chute V-line and release handle
- Inflation bag



3 FEATURES

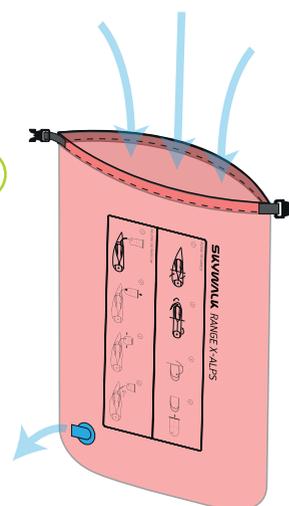
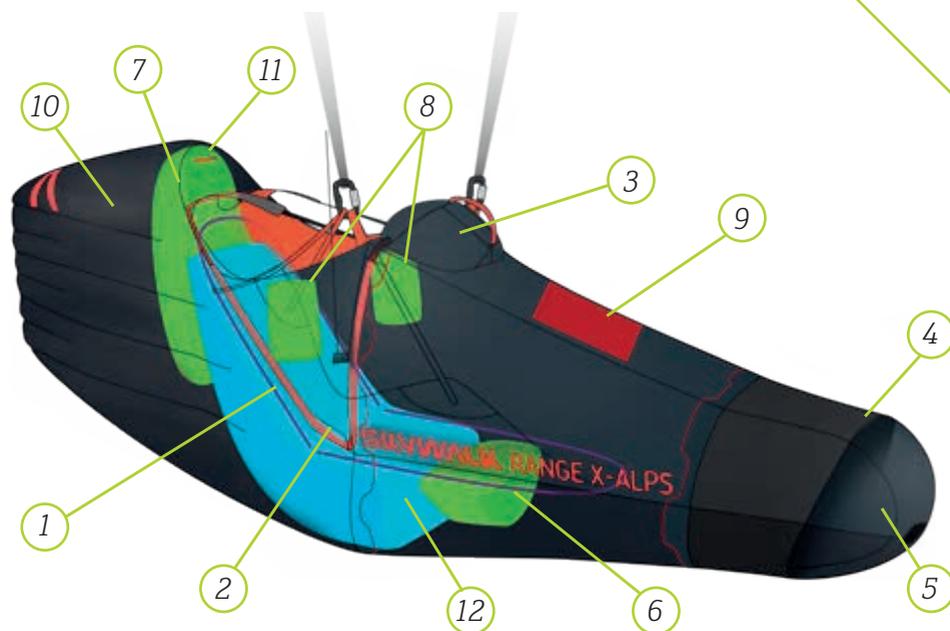
- 1 - Power Frame
- 2 - Reserve parachute V-line channel
- 3 - Front rescue system with integrated cockpit
- 4 - Carbon Sandwich Footplate
- 5 - Ram-air nose
- 6 - Storage compartment »seat«
- 7 - Storage compartment »back«
- 8 - Lycra inside pocket
- 9 - Pole Pocket
- 10 - Aerodynamic ram-air rear fairing
- 11 - RECCO® reflector
- 12 - Protector with PermAir technology (18cm thick | 32G)
- 13 - Easy Access Line
- 14 - Drinking tube
- 15 - Inflation Bag



The Easy Access Line simplifies the entry into the cocoon. The leg bag will no longer be blown behind the pilot during the take off, thus ensuring safe access.



Labelled opening for the hydration system. The hydration bladder is mounted in the back compartment.

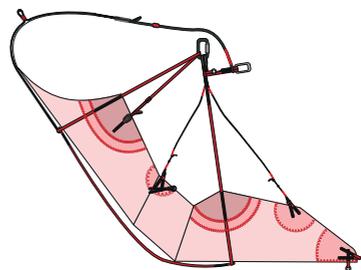


The Inflation Bag serves as packaging and pump. To fill the protector, proceed as follows:

1. Blow gently into the opening of the Inflation Bag, while pressing the two plastic strips together slightly.
2. Then pull the two plastic strips together quickly and start like a roll-top backpack to close the inflation bag. Push the Inflation Bag downwards constantly and with little force. The air is now being compressed into the PermAir protector.
3. Repeat the process until the protector is filled.

POWER FRAME

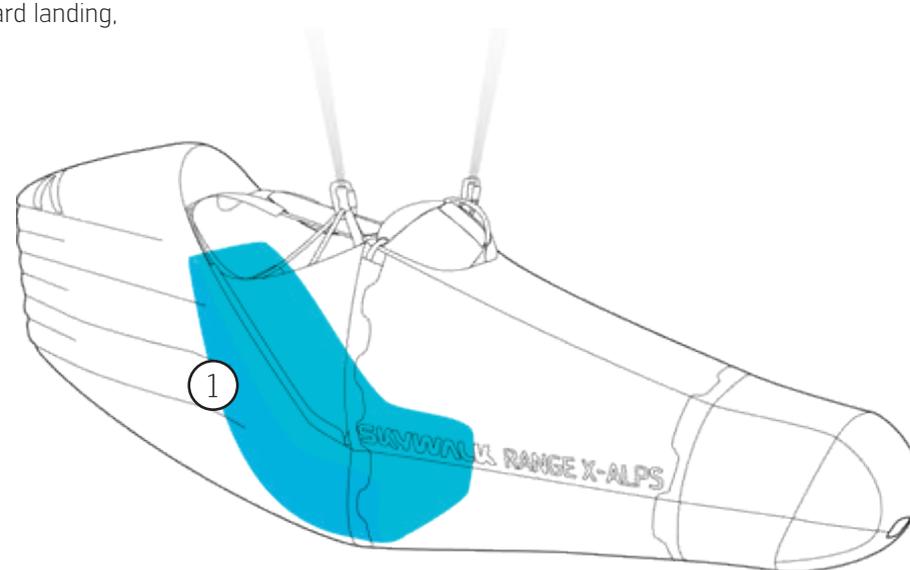
The skywalk-designed power frame provides perfect back support in flight. It replaces the conventional seat board. Unlike other harnesses, the force is not applied at a single point to the straps, but rather is distributed evenly over the entire frame. As a result, there are no uncomfortable pressure points, ensuring an optimal back support without buckling. Furthermore, the legs can be angled during the launch phase or in turbulence and may not be fully stretched. This increases safety and the pilot can effectively focus on flying.



PROTECTOR

The RANGE X-ALPS is a harness with permanent-airbag protector. The protector is approved according to the rigorous criteria of LTF91/09 and meets these requirements when installed. Due to its construction, the PermAir protector also extends over the critical lumbar area.

The protector can be removed by unzipping the pocket located behind the storage compartment under the seat. The protector must be checked for damage and leaks after a hard landing.



1 PermAir protector LTF (91/09) certified

CAUTION



PROPER USE OF AN LTF09 CERTIFIED PROTECTOR IS OBLIGATORY IN GERMANY AND IS A REQUIREMENT FOR VALID INSURANCE COVERAGE OF THE PILOT! REMOVING THE AIR-PROTECTOR IS DONE SO AT YOUR OWN RISK AND IS THE FULL RESPONSIBILITY OF THE PILOT! DOING SO INVALIDATES THE CERTIFICATION!

To fill the protector:

1. Lay the harness lengthwise sideways on the ground.
2. Make sure that no heavy objects or weights are lying on the protector. That would make filling more difficult.
3. Connect the tube from the rear storage compartment with the inflation bag and keep inflating the protector until it can't take any more air (pic 1+2).
4. Make sure that the protector is correctly positioned in its compartment and has not slipped during inflation. It might be necessary to reposition it to make sure it is properly seated in its intended compartment.
5. Separate the inflation bag from the protector. Kink the hose, grab it right at the valve, but do not pull the inflation bag, otherwise you might tear off the valve (pic 3).
6. Close the open end of the hose with the yellow plug (pic 4) and make sure that you do not accidentally open the plug again when packing the rear compartment.

Alternative: If you do not have the yellow plug with you, the protector can also be closed by pushing the kinked hose into the black bag. Make sure that no air escapes from the protector afterwards.

This method causes increased mechanical stress on the hose and should therefore only be used if you don't have the yellow plug. In this case, contact your skywalk dealer to get a replacement.



CAUTION

THE PROTECTOR MUST BE SEALED AFTER INFLATION WITHIN 3 SECONDS TO ENSURE THE FUNCTIONALITY ACCORDING TO LTF 91/09. IF THIS IS NOT DONE, PROTECTION WILL BE INSUFFICIENT!

After landing, just pull the end of the tube out of the sleeve and remove the yellow plug to let the air out of the protector. Leave the tube open when packing the harness in the rucksack. This will squeeze the remaining air out by compressing it. Always make sure that no sharp objects, such as poles, come into contact with the harness.

CAUTION



THE PROTECTOR MUST BE INFLATED ONLY WITH THE INFLATION BAG OR MOUTH!! PUMPS OR ANY KIND OF EXTERNAL INFLATION IS EXPRESSLY FORBIDDEN!



4 SAFETY NOTICE

With the purchase of this equipment, you assume the full responsibility and accept all risks associated with the use of paragliding equipment, including injury and death. Improper use of paragliding equipment increases this risk. To fly a paraglider, you must be in possession of the required license or permit for the country in which you are flying.

Neither skywalk nor the seller nor the importer of this product can be made liable in case of personal injury or damage caused to a third party.

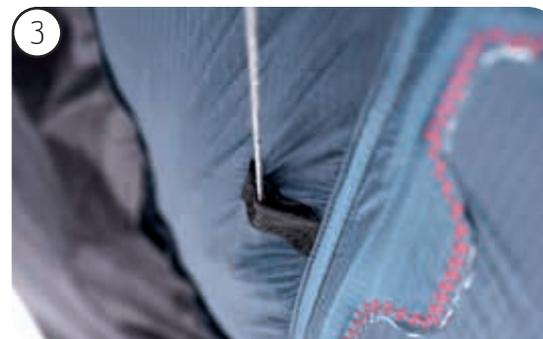
5 INITIAL SET UP



The RANGE X-ALPS should initially be setup and inspected together with your dealer. In particular, a compatibility test must be carried out when the reserve chute is installed for the first time.

Then perform the basic set up yourself while sitting in a harness simulator. Insert the main carabiners through the two loops that are connected directly to the seat and the back support. At the front of the seat are metal rings on the left and right that are used as guides for the speed system.

When installing the speed system for the first time a new installation, first guide the speed system line through the metal ring (pic 1), then through the pulley (pic 2) and finally through the opening on the cover (pic 3). Then tie the line to the brummel hook with a bowline knot and attach the speed system to the foot plate with the elastic band (position left or right possible).

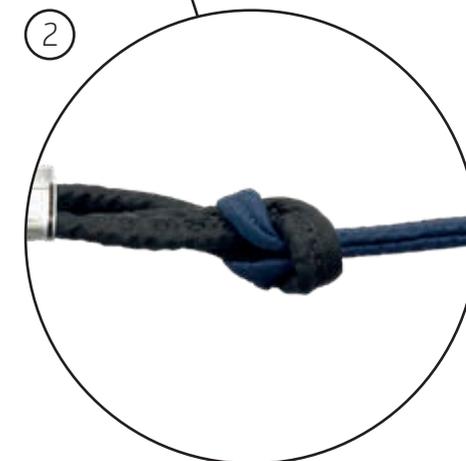
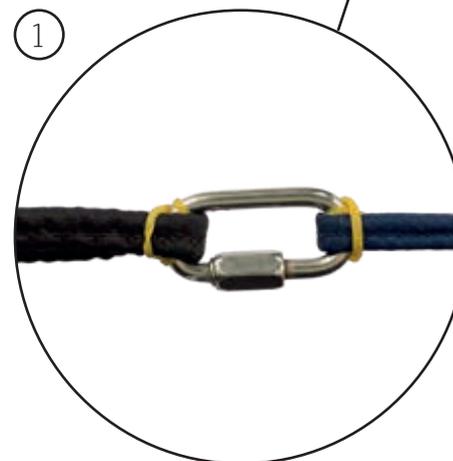


6 MOUNTING THE RESERVE PARACHUTE

The RANGE X-ALPS can be combined with most compact reserve parachutes available in the market. The initial installation should be carried out by a certified compatibility checker who will verify that your reserve parachute deploys properly and will certify its compatibility in the reserve's packing certificate. It is important for the pilot to perform the test deployment of the reserve parachute himself while sitting in the harness in a simulator because the results of the test are affected by body size and strength. Before installation, ensure that the rescue parachute has been packed recently. The pack interval is normally every six months, but verify this by reading the information in the user manual of the rescue parachute.

CONNECTING THE RESERVE CHUTE TO THE HARNESS

1. Connect the rescue handle with the inner container of your rescue chute. Use the loop in the middle of your inner container.
2. Connect the V-line of the RANGE X-ALPS to the connection line of your rescue system. To connect the reserve chute to the V-line, you must use a screw shackle with at least 2400 daN strength. The lines have to be connected on both sides of the screw shackle and must be secured with rubber bands by means of Larks Head knot (pic 1).
As an alternative, you can connect the two lines with softlinks if the size of the loop on the reserve chute allows this (pic 2).
3. Pack your rescue system into the front container of the RANGE X-ALPS. If you are uncertain, you should consult a specialist or contact your local skywalk dealer.



INSTALLATION OF THE RESERVE CHUTE

1. Place the reserve chute deployment bag with the handle pointing upwards into the reserve chute compartment of the RANGE X-ALPS and lay the V-connection cord untwisted next to it.
2. Guide the V-line through the side channel and up to the shoulder straps.
3. After the reserve chute has been properly installed in the harness, it must be closed using the splints on the rescue handle. For this you need two short lengths of parachute line (because of the low friction we recommend unsheathed, not too thin paraglider lines), which you thread through the two loops on the bottom flap of the outer container.
4. Close the upper flap (pic 1).
5. Close the left flap (in flight direction) (pic 2).
6. Close the right flap (in flight direction) (pic 3).
7. Guide the lower cotter pin of the rescue handle through the lower loop and the upper cotter pin through the upper loop (pic 4).
8. Remove the parachute lines carefully and slowly.
9. Guide the cover flap through the rescuer handle and insert it into the left compartment (in flight direction) (pic 5).



COMPATIBILITY TEST

The correct installation of the reserve chute should now be verified with a test deployment. To do this, put on the harness, close the leg straps and hang the main carabiners in a harness simulator. Then pull out the reserve chute by the handle. For this test, it is not enough to deploy the reserve chute without sitting in the harness. It must be possible for you to reach and pull the handle with no problem from the flying position, in accordance with the instructions of this manual. If you are not sure, consult a specialist or contact your local skywalk dealer. The reserve chute must be deployed with the correct throwing technique by pulling it in a sideways direction. Failure to do so can make deployment more difficult.

A reserve chute deployment can be made more difficult by the following factors:

- The reserve chute is too large or too bulky for the compartment or the deployment bag.
- The reserve chute is not packed in the shape of the deployment bag.
- The reserve chute is not thrown with the appropriate throwing technique (the reserve chute must be extracted with a pull to the side).
- The reserve chute has too much volume after repacking.
- Because arm length is crucial for a successful reserve chute deployment, smaller persons with short arms may not be able to deploy the reserve chute. In emergency situations, high G-loading can occur, which can make deployment even more

CAUTION



BEFORE EACH FLIGHT, CHECK TO SEE IF THE RESCUE HANDLE IS IN THE RIGHT POSITION AND WHETHER THE SPLINTS OF THE HANDLE ARE SITTING CORRECTLY. REACHING FOR THE RELEASE HANDLE TO TEST ITS POSITION EVERY FLIGHT CAN HELP YOU MEMORIZE THE POSITION SUBCONSCIOUSLY.

7 SET-UP AND ADJUSTMENTS

The RANGE X-ALPS is available in sizes S, M and L and should be set up and adjusted exactly to match your needs. Before your first flight, you should carry out the set-up in a sitting position with the harness hanging in a simulator. The individual adjustments depend on the shape of your body, your personal preferences, and your flying style. Finer adjustments can be made gradually after a few flights. Naturally the reserve parachute must be installed before making the adjustments.

Follow these steps to put on the harness:

1. Put your arms through the shoulder straps.
2. Close the Get Up system (pic 1).
3. Lead the right ball through the left loop on the cocoon. (pic 2).
4. Guide the safety line through the right eyelet on the cocoon and lead the left ball through the loop of the safety line (pic 3+4).
5. Attach the cockpit with the plastic clips (pic 5).



SHOULDER STRAPS

The optimal setting of the shoulder straps depends on the pilot's body size. First, the height of the shoulder strap position must be defined. Depending on the size of the pilot, it should be set so that the starting point of the shoulder straps is below the cervical vertebra. Now, sit upright with the harness on and the chest/leg straps closed, and tighten the shoulder straps symmetrically to the point where they begin to tension. During flight, the straps should lie on the shoulders. To shorten the adjustment, pull on the buckle in the direction of flight, and to open it, push the buckle upwards.



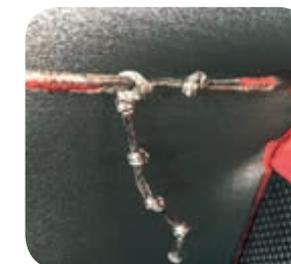
SIDE ADJUSTMENT STRAPS

On both sides of the RANGE X-ALPS you'll find a main adjustment strap for the back, a knotted line for the fine adjustment of the lumbar area, and another knotted line for the forward seat area.



POD

The length of the pod can be adjusted by means of a knotted line at four points on the foot plate. The Lycra insert in the front part of the pod provides enough clearance. For each knotted line, three length are possible. The top line leads to the upper loop on the footplate, the bottom and diagonal lines lead to the lower loop. The diagonal lines assist as additional support.



WARNING

TO PREVENT UNNECESSARY WEAR AND TEAR OF THE LYCRA, IT IS PROHIBITED TO LENGTHEN IT BEYOND THE RANGE OF THE KNOTTED LINE.



8 FLYING SAFE

PREFLIGHT CHECK AND MAINTENANCE

It is important to check all paragliding equipment thoroughly before every flight to see if it has any defects. Also check the paraglider after long flights and after long storage.

Check thoroughly that:

- no visible damage to the harness or carabiners is present that can affect airworthiness.
- the protector is filled and properly closed.
- the reserve parachute container is correctly closed and is connected to the harness, and that the splints are threaded completely through the loops, and that the rescue handle is correctly mounted.
- all buckles, straps and zippers are shut and secured. Give each strap a light tug to verify this. If snow or sand is present, then pay especially close attention.
- the paraglider is correctly hooked to the harness and that both carabiners are correctly closed and secure.
- the speedbar is properly hooked into the speed system of the risers.
- all pockets are closed and that no loose items are hanging around.
- again, all leg and chest straps are closed before you launch!



CAUTION

DO NOT LAUNCH IF YOU FIND ANY DEFECTS, EVEN SMALL ONES! IF YOU FIND ANY SIGNS OF DAMAGE OR ABNORMAL WEAR AND TEAR, CONTACT YOUR FLIGHT SCHOOL OR SKYWALK DIRECTLY.

BEHAVIOR IN THE EVENT OF A RESERVE CHUTE DEPLOYMENT

- Locate the rescue handle and hold it tightly with one hand.
- Pull the handle firmly out and to the side to extract the reserve chute from the container of the harness.
- Make sure that you throw the reserve chute in the deployment bag into free airspace.
- If possible, throw it in the opposite direction of any rotational movement and let go of the handle!
- Once the reserve chute is open, try to keep it from tangling and swinging. It is best use the B-, C- or D-lines or the brake lines to pull the glider symmetrically toward you.
- When you land, straighten up as much as possible and use the parachute landing fall (PLF) technique to minimize the risk of injury.

WHAT TO DO IN EMERGENCY SITUATIONS AND EXTREME FLIGHT CONDITIONS

Disturbances of the paraglider that are caused by thermal lift or turbulence are transmitted perceptibly via the harness mounts to the seatboard. To avoid getting tipped to the side, make sure that you are always sitting in the middle of the seatshell. Also make sure that you don't lose your grip on the brake handles so that you can react quickly and without delay to extreme flight conditions. Read about the behavior of your glider in extreme flight conditions in the appropriate manual. Should you fly into an object or land in a tree, be calm and notify the authorities.

FLYING ON BAR

The speed bar should be secured to the harness prior to launch. To use the speed bar, you will need to make some effort. This can affect the sitting position in the harness. Therefore, we recommend an upright position in the harness. Adjust the harness before your first attempt of flying on bar. We remind you to only fly in wind conditions that don't require constant use of the speed bar. To reach the maximum speed, press the speed bar firmly until both pulleys on the A-risers touch each other. As soon as you apply the speed bar, the angle of attack will be reduced and the speed increases, but the paraglider becomes less stable and can collapse more easily. For this reason, always use the speed bar with adequate altitude over the ground and distance from obstacles and other aircraft. Avoid adjusting the speed bar too short. It is important to avoid unintentionally activating the speed system due to a setting that is too short. Collapses on bar are normally more impulsive and demand fast reactions.



CAUTION

NEVER FLY ON BAR IN TURBULENT AIR.
NEVER FLY ON BAR NEAR THE GROUND.

9 MISCELLANEOUS

WINCH-TOWING

The RANGE X-ALPS is suitable for winch-towing launches. There are no special attachments for this type of launch. The tow release is attached either to the main carabiners or even better to a tow adapter that extends beyond the ends of the risers before these are hooked to the carabiners. Follow the instructions of the tow release and the tow adapter or ask a flight instructor who is experienced with paraglider towing.

TANDEM FLIGHT

The RANGE X-ALPS is not a suitable harness for tandem flight.

SAFETY TRAINING AND FLYING OVER WATER

We do not recommend using the RANGE X-ALPS for flying over water or for safety training. It is possible that the Air-protector of the harness could force the pilot under water after a water landing.



CAUTION

BE CAREFUL WHEN FLYING OVER WATER!

10 MAINTENANCE, CARE

The selected materials used in the RANGE X-ALPS make it necessary to treat them carefully and in a professional manner. Make an effort to take care of your harness and keep it clean to preserve its airworthiness over the longest possible time.

- Avoid dragging your harness over stony ground and always try to land standing up. Don't leave your harness lying in the sun unnecessarily long. UV radiation is very damaging to the material.
- Keep your harness in a paraglider rucksack when not using it.
- Store your paragliding equipment loosely packed in a cool and dry place. If it gets wet, always dry out your equipment before packing it.
- To clean it, just use a brush or a damp cloth. Use mild soap to clean it only when absolutely necessary. If you do, first remove other parts like the reserve parachute. The coating of the material can be damaged by brushing or rubbing.
- Let the harness dry in a well-ventilated, shady place if it was wet. If the reserve parachute gets wet, (e.g. during a water landing), then it is necessary to open it up, let it dry, and pack it again.
- After a hard landing, check the protector for damage. A tear or a broken seam in the protector can ruin the protector's functionality! In such a case, the protector must be repaired before the next use of the harness.
- Zippers should be treated with silicon spray once a year.

MATERIALS

The skywalk RANGE X-ALPS is manufactured from the highest quality materials. skywalk has selected the best possible combination of materials with regard to resilience, performance and longevity. We are aware that the durability of the harness is a deciding factor in the pilot's satisfaction.



CAUTION

TO ENSURE A LONG LIFE, THE MATERIALS USED REQUIRE CAREFUL, PROFESSIONAL TREATMENT.

MAINTENANCE CHECKLIST

In addition to your normal preflight procedure, you should also take a close look at your RANGE X-ALPS after the reserve parachute has been packed and re-installed – normally every six months but no later than every twelve months. Naturally, it's important to also check your harness closely after unusual circumstances, for example after a hard landing or a tree landing, or if the harness shows above-average wear and tear. When in doubt, always consult an expert.

Here is what to check:

- Check all straps and buckles for wear and tear and damage.
- The stitching of all seams should be checked and, if in doubt, should be repaired to keep problems from propagating.
- Special attention should be given to the installation of the rescue parachute, in particular the splints.
- Check the protector for leaks. To do this, inflate the protector according to the instructions and leave it at a constant temperature for 12 hours. Check the fill level, it must be the same as at the beginning.
- Both aluminum carabiners should be renewed after no more than five years or maximum 500 flight hours. Impact to the carabiners can result in invisible damage that could lead to failure during use. The documentation for service work should be entered on page 58 with the name of the repair person, stamp and signature.

STORAGE

Ideal is a dry, dark place with a constant temperature. Moisture is an old enemy of the durability of all paragliders. For this reason, always dry your equipment before you store it, preferably in a heated and well ventilated room, so that moisture can evaporate.

11 REPAIRS

Repairs should only be carried out by the manufacturer or by an authorized skywalk service center. Exceptions include the repair of small cuts (up to about 5 cm that don't affect a seam)

CHANGES TO THE HARNESS

Your skywalk RANGE X-ALPS is manufactured within the regulated parameters of tolerance. These parameters are very narrow and must not be altered under any circumstance.



CAUTION

UNAUTHORIZED CHANGES INVALIDATE THE TYPE APPROVAL AND ALL LIABILITY CLAIMS AGAINST THE MANUFACTURER ARE INVALIDATED.

12 DISPOSAL

When choosing materials, skywalk places high value on environmental compatibility and the highest quality control. Should your harness someday no longer be flyable, remove all metal parts such as carabiner, etc. and remove all foams. All remaining parts can be turned in at a recycling center. The metallic parts can be turned in at a metals recycling center. The best solution is to send your retired skywalk harness directly to us. We will then take care of recycling it.

13 MAINTENANCE CHECK

According to LTF regulations your harness will have to undergo a maintenance check after 24 months. The maintenance check has to be carried out by the manufacturer or its representative.



CAUTION

IF THE HARNESS IS SUBJECTED TO ABOVE AVERAGE WEAR AND TEAR (EXTREME FLIGHT MANEUVERS, FORBIDDEN ACROBAT FLIGHT MANEUVERS) IT SHOULD BE INSPECTED EARLIER OR SHOULD UNDERGO AN ADDITIONAL INSPECTION!

14 HOMOLOGATION

The RANGE X-ALPS is certified to LTF 91/09. The RANGE X-ALPS is defined as a lightweight sport aircraft with an empty weight of less than 100kg in the paraglider category. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation tests only take place when the test team is completely happy with the harness development.

15 TECHNICAL DATA

	S	M	L
Pilot height (cm)	160 - 176	173 - 184	183 - 200
Suspension points height (cm)	45	46	47
Chest strap width (cm)	42	43	44
Harness weight (g) *incl. everything	1700	1800	1900
Harness weight (g) *excl. protector	1360	1460	1560
Harness certification	EN 1651		
Main protector certification	LTF 91/09		
Maximum load (daN)	100		
Reserve container	integrated Frontcontainer		
Volume of frontcontainer (cm ³)	2500 - 4300		

Certification: RANGE X-ALPS2 Harness | PH_196.2017

MATERIALS:

Cloth of the harness: ROBIC 100D Nylon, 32g double ripstop Nylon, 70D Nylon,
 Webbing: 7 mm Dyneema webbing, 10mm PA, 20mm PP
 Ropes: LIROS DC 500, D-PRO 5MM, DR2 500

Other:
 RONSTAN ORBIT 20 BB pulleys, Carbon footplate, 2,5mm spring steel pole,
 brummel hook Finsterwalder Titanal, carabiner Edelrid Alias, webbing buckle Edelrid SB

16 NATURE AND ENVIRONMENTALLY COMPATIBLE BEHAVIOR

We have taken the first step towards ecological awareness with our nature-friendly sport. Especially with our mountain climbers who prefer to climb to the launch site. Nevertheless, we plan on continuing in the same vein. This means specifically: clean up your trash, stay on marked trails and don't cause unnecessary noise. Please help to maintain the balance of nature and to respect animals in their territory.

17 CLOSING WORDS

In terms of safety, comfort and innovation, the skywalk RANGE X-ALPS is at the absolute leading edge of development in the market for competition harnesses. It cost us a lot of time to develop this harness, but it was also a lot of fun. In this development we recognize the challenge of making the right product for every area and individual taste. We are pleased if you notice this during your first flight and if you feel a certain unity with your glider from the very beginning. The RANGE X-ALPS will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.

Even the safest paraglider or harness can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!

WE WISH YOU A LOT OF FUN WITH YOUR NEW HARNESS AND ALWAYS HAPPY LANDINGS!

Your skywalk Team

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18 TEST PROTOCOL			Date:
Customer, Name:			
Adress:		Tel. Nr:	
Product type:	Size:	Serialnumber:	
certification number.:		last service:	
Manufacturing date::			

Checklist:	Result [+/-]:	defects:	suggestion:
Main suspension:			
Carabiner-Cover: (no abrasion/ Webbing must be fully covered)	<input type="checkbox"/> + <input type="checkbox"/> -		
Carabiner: (edelrid Aluminium Carabiner max. 5 years / 500 h Check specifications of other carabiners)	<input type="checkbox"/> + <input type="checkbox"/> -		
Main suspension: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Webbing at mainseat (abrasion/damage?)	<input type="checkbox"/> + <input type="checkbox"/> -		
Get Up / legstraps: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Safetybuckles (100% functionality)	<input type="checkbox"/> + <input type="checkbox"/> -		
Seams:			
Mainprotector: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Mainsuspension: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Rescueloops: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
V-Line: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Rescuehandle (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		

Denseness test:			
	Result: [+/-]:	defects:	suggestion:
inflate the protector, check level after 12h	<input type="checkbox"/> + <input type="checkbox"/> -		

Rescuesystem:			
	Result: [+/-]:	defects:	suggestions:
Rescue handle: (check cotter pins & Loops)	<input type="checkbox"/> + <input type="checkbox"/> -		
V-Line: (no damage/ no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Frontcontainer: (check connections and seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Condition: <input type="checkbox"/> new			
<input type="checkbox"/> very good condition			
<input type="checkbox"/> good condition			
<input type="checkbox"/> used			
<input type="checkbox"/> very used, still within certification, check within shorter periods			
<input type="checkbox"/> not usable anymore, doesn't meet certification			
Repairs:			
Signature of checker:		Date:	
Name of checker:		Company stamp:	



SAMARX200



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