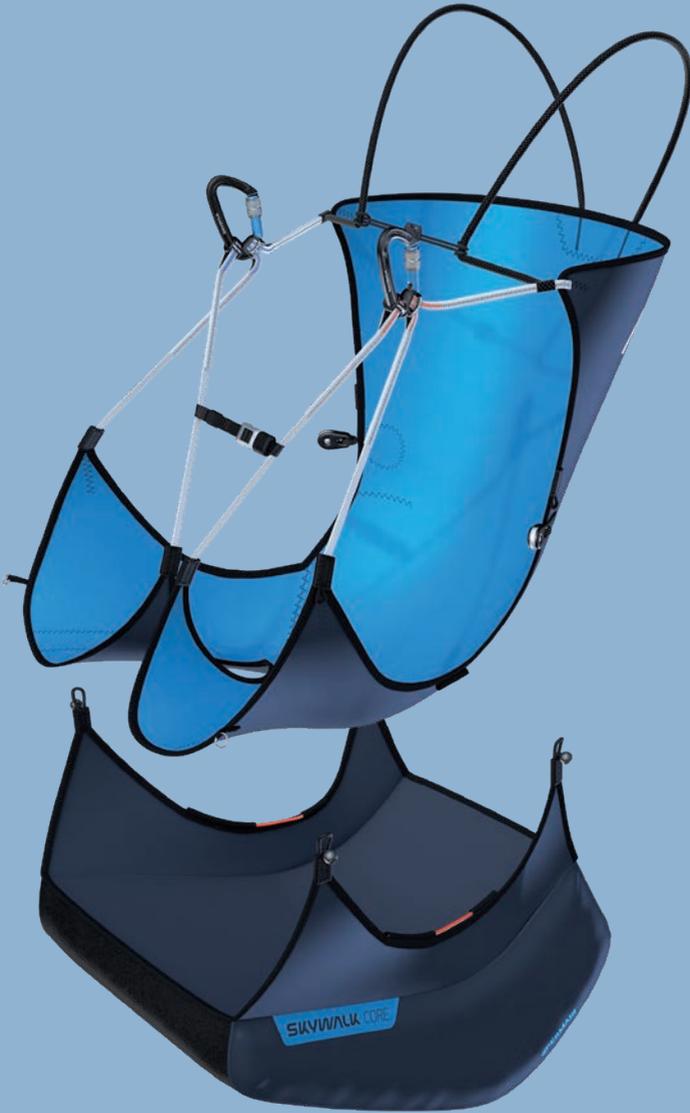


SKYWALK



CORE

modular ultralight harness

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1 INTRODUCTION

Welcome to skywalk!

Congratulations on the purchase of your new CORE 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, harnesses and accessories 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 1.3 /09_2025
The latest version of the manual can be found on
www.skywalk.info

2 DESCRIPTION

The CORE is a simply constructed loop strap harness that meets the high demands of mountaineers and Hike&Fly enthusiasts. It is light, comfortable, stable and can be equipped with an LTF 91/09 approved PERMAIR protector.

The seat shell encloses the body perfectly and ensures high comfort with low weight. When designing the geometry and flight dynamics, care was taken to ensure that the harness is intuitive, easy and safe to use in alpine terrain conditions.

At the top of our to-do list for the CORE development was the integration of the skywalk PERMAIR technology in order to be able to offer the lightest LTF 91/09 approved harness. The harness is aimed specifically at Hike&Fly race athletes. The CORE is also well suited as a Hike&Fly tandem passenger harness.

The permanent air protector combines the advantages of foam and ram air protectors. PERMAIR offers maximum damping with minimal weight and space requirements in the rucksack.

The modular design of the CORE makes it possible to separate the protector from the seat shell in a few simple steps.



THE TYPE CERTIFICATE AND THE DATE OF THE FACTORY INSPECTION CAN BE FOUND ON THE RIGHT SIDE ABOVE THE PULLEY FOR THE SEAT AND ON THE INSIDE OF THE PERMAIR ADD-ON FOR THE PROTECTOR. SHOULD THIS BE MISSING, ASSUME THAT THIS HARNESS IS A PROTOTYPE THAT HAS NOT BEEN TESTED.

SCOPE OF DELIVERY

The CORE is available in two versions. The CORE PURE set contains the basic equipment and can be expanded to an LTF 91/09 certified harness with the PERMAIR add-on.

CORE PURE SET

- EN 1651/1999 certified harness
- Speed system
- Storage bag
- 2 aluminium main carabiners HIKE
- Sternum strap

CORE PERMAIR ADD-ON

- Protector shell
- LTF 91/09 certified PERMAIR protector
incl. inflate/deflate valve
- Inflation bag
- PERMAIR mouthpiece

3 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.

4 INITIAL SETUP

The CORE 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 setup yourself while sitting in a harness simulator.

Follow these steps to put on the harness:

1. Put your arms through the shoulder straps.
2. Guide the leg loops between your legs and close the straps on the left and right by attaching the loops to the main carabiner. Make sure that the left side is marked red and the right side is marked blue.
3. Make sure that the loops are not twisted and check that 3 loops are attached to the carabiner on each side. The openings of the main carabiners point against the direction of flight.



HARNESS ADJUSTMENTS

The CORE offers the pilot the possibility of adjusting the leg loops and thus the flight behavior and the flight position. The tighter the leg loop adjuster, the more stable the harness will be. However, the yaw stability is reduced.

5 FEATURES

1 - HIKE screw carabiner incl. sling protector

Ultralight carabiner for Hike & Fly use. The sling protector holds the straps in position and prevents the carabiner from twisting.

2 - Leg strap adjuster

With the help of the aluminum adjuster between the leg straps, it is possible to adjust the leg position plus the flight dynamics in flight to your individual wishes.

3 - Speed system

Enables safe and comfortable acceleration with minimal weight.

4 - Elastic shoulder straps

Adapt to the size of the pilot and remain attached to the body when starting.

5 - Sternum strap

Holds the shoulder straps together and is removable.

6 - PERMAIR connection

Modular and simple 6-point connection for fixing the PERMAIR protector add-on.

7 - PERMAIR inflate/deflate valve

The valve enables effortless filling and emptying of the protector.

8 - Marked sewings

red = left; blue = right



6 MOUNTING THE FRONT CONTAINER

The CORE does not have an integrated rescue container, but can be equipped with a standard front container such as the skywalk EXIT. To connect the front container statically with the harness, the front container should be attached to the harness at least three places. The initial installation of the reserve chute must be carried out by an approved compatibility technician. This verifies the deployability of the reserve chute and certifies its compatibility on the reserve chute's packing and inspection document. It is very important that the test release of the rescue device is carried out by the pilot himself sitting in the harness in a harness simulator, as different physiques and forces affect its deployability. Before installation, you must first check whether the reserve chute needs to be repacked.



IF A FRONT CONTAINER IS USED, THE CARABINER OPENINGS MUST FACE BACKWARDS. ONLY THUS THE RESCUE V-LINE CAN RUN UP UNDISTURBED IN THE EVENT OF AN RESCUE RELEASE. FURTHERMORE, THE RESCUE MUST ALWAYS BE HOOKED IN BEFORE THE PARAGLIDER WILL BE HOOKED IN.

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 loops 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.

The deployment force must not be below 2 daN and must not exceed 7 daN. In case of uncertainties you should consult a specialist or contact your competent skywalk dealer. The reserve chute must be deployed with the correct throwing technique, with a continuous and steady pull in a forward movement away from the harness. Otherwise, deployment may be 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 front container.
- The reserve chute is not thrown with the appropriate throwing technique.
- 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 difficult.



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 HARNESS ADJUSTMENTS

SPEED SYSTEM

The supplied speed system is already mounted on the seat of the harness when delivered. However, the length of the speed bar travel must still be set individually on the paraglider. Proceed as follows:

1. If the speed system is set too short, it won't be possible to fully extend your legs.
2. If the speed system is set too long, the pulleys on the risers will not meet and the full accelerator travel can't be reached.
3. In the optimal case, your legs are stretched out fully just as the pulleys on the risers of the paraglider touch each other.
4. To adjust the length, open the knot on the brummel hooks.
5. After finding the optimal length, tie the brummel hook with a bowline knot.



MOUNTING THE PERMAIR ADD-ON

4 line loops and 2 webbing loops are installed on the seat shell. These 6 connection points enable the PERMAIR add-on to be connected to the seat shell. To establish the connection, proceed as follows:

1. Start with the loops on the front of the harness. To do this, guide the line loop of the PERMAIR add-on through the line loop of the seat shell.
2. Secure the line loop of the PERMAIR add-on with the ball.
3. Repeat the process on the other side and subsequently fix the back loops with the same system.
4. Put the orange nylon cotter pins of the PERMAIR add-on through the webbing loops on the seat.
5. Your CORE is then equipped with an LTF 91/09 tested harness protector.



Proceed in reverse order to separate the PERMAIR add-on from the seatshell.



PROPER USE OF AN LTF 91/09 CERTIFIED PROTECTOR IS OBLIGATORY IN GERMANY AND IS A REQUIREMENT FOR VALID INSURANCE COVERAGE OF THE PILOT! REMOVING THE PERMAIR IS DONE SO AT YOUR OWN RISK AND IS THE FULL RESPONSIBILITY OF THE PILOT! DOING SO INVALIDATES THE LTF 91/09 CERTIFICATION!

PERMAIR PROTECTOR

The CORE 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.

The protector provides the best protection when fully inflated and can be inflated with the inflation bag, the PERMAIR mouthpiece or the PERMAIR pump (optional). skywalk recommends to use any of the three inflation aids mentioned above, as the humid air you breathe can lead to condensation, which in turn encourages the formation of mold.

The protector can be removed via the filling opening to make any repairs. Make sure to keep sharp objects, such as sticks, away from the harness.



THE PROTECTOR IS NO SEAT CUSHION! SITTING ON THE HARNESS MAY DAMAGE THE PROTECTOR OR SHORTEN ITS LIFE. IF YOU SUSPECT DAMAGE, TEST FOR LEAKS. WHEN IN DOUBT, CONTACT YOUR SKYWALK DEALER OR US DIRECTLY.

INFLATION BY INFLATIONBAG

1. Open the small zipped compartment on the left side of the PERMAIR add-on.
2. Make sure that the back pressure valve is fully seated in the valve base. Make sure that no gap is visible between the back pressure valve and the valve base. If the back pressure valve is not yet in the base, press the valve into the base with both thumbs on the inner ring until you hear a slight click and no gap is visible between the base and valve.
3. Remove the safety cap from the valve.
4. Connect the skywalk INFLATIONBAG to the valve.
5. Place the harness flat on its side and make sure that no heavy objects, such as cockpit or reserve chute, are lying on the protector, making it difficult to inflate.
6. Make sure that there are no pointy or sharp objects on the floor.
7. Open the roll top of the inflation bag. From about 20 cm away, blow into the opening and close the bag by rolling it until pressure builds up in the inflation bag.
8. Apply more pressure by pumping on the inflation bag to allow air to flow into the PERMAIR protector. Make sure that the connection of the inflation bag is not twisted.
9. You will feel a pressure increase in the inflation bag when the protector is completely filled. After that, it is not possible to pump more air into the protector.
10. Repeat step 7-9 if the protector is not completely filled.
11. Separate the inflation bag from the valve and close the valve with the safety cap and close the zipper.



INFLATION BY PERMAIR MOUTHPIECE

1. Follow step 1-3 from the description above.
2. Connect the grey part of the mouth piece to the valve.
3. Make sure the HME-filter (heat moisture exchanger) is inside the mouth piece (blue spongy) and start with inflating by blowing inside the transparent opening.
4. The protector is fully inflated once you feel significant resistance of air pressure when blowing inside.



AFTER USING THE MOUTH PIECE MAKE SURE IT DRIES OUT COMPLETELY BEFORE YOU STORE IT AGAIN. FOR HYGIENIC REASONS PLEASE REPLACE THE MOUTH PIECE AFTER TWO YEARS OR IF YOU SEE ANY SIGNS OF MOLD.



THE PROTECTOR IS ONLY LEAKPROOF WHEN THE BACK PRESSURE VALVE SITS COMPLETELY IN THE VALVE BASE. DUE TO THE TEMPERATURE DEPENDENT MATERIAL BEHAVIOR, IT IS POSSIBLE THAT THE VALVE IS HARD TO CLOSE AT TEMPERATURES BELOW 10°. IN ORDER TO STILL CLOSE THE VALVE, IT IS HELPFUL TO PLACE THE HARNESS ON A HARD BUT SMOOTH SURFACE AND THEN APPLY PRESSURE WITH BOTH THUMBS ON THE INNER RING OF THE VALVE.

PACKING AND COMPRESSING

To deflate the protector, first open the zip compartment and then remove the back-pressure valve from the valve base. Be careful not to bend the polyethylen reinforcement pads inside the leg pads in order not to deform them constantly.

Therefore please follow the folding suggestion below:

1. Lay the harness flat on the ground and sort all the webbings and lines on the harness.
2. Fold the harness in the middle along the vertical axis.
3. Fold both ends into the middle and make sure the reinforcements in the leg pads are not bent.
4. Put the harness inside the storage bag (PURE set) or the inflation bag (PERMAIR set). In the case of the inflation bag, close the roll top and open the fastener on the inflation bag. Now press all the air out of the inflation bag.



REPLACING THE PROTECTOR

To perform a leak test or to replace the protector, you can remove the protector from the harness. After each hard landing and any fall from a height of more than 0.5 m, a leak test (page 42) must be performed on the protector.

To remove the protector from the CORE, follow these steps:

1. Separate the PERMAIR add-on from the seatshell.
2. Open the small zipped compartment on the left side of the PERMAIR add-on.
3. Open the back pressure valve and push the valve.
4. The valve can now be looped out of the fixing loop.
5. Push the valve base in through the stiffening. You will need a bit of strength to do that.
6. Now you can take out the protector between the zipper compartment and the outer wall.

To reinstall the protector in the harness, proceed as follows:

1. Remove the back pressure valve from the valve base.
2. Make sure that there is almost no air left in the protector.
3. Install the protector by sliding it all the way inside the harness between the zipper compartment and the outer wall.
4. Find the valve base inside the harness and then insert it into the opening of the zip compartment.
5. Fix the back pressure valve on the fixing loop and fill the protector halfway.
6. Bring the protector into the shape of the outer shell and make sure that it is not twisted inside or on the valve base. Fill the protector completely and check the position of the protector in the harness again.



8 FLYING SAFE

PREFLIGHT CHECK

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 air-worthiness.
- 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.
- the paraglider is correctly hooked to the harness and that both carabiners are correctly closed and secured.
- the speedbar is properly hooked into the speed system of the risers.
- pull the accelerator line left and right once to fix the speed bar to the harness with the sewn cord stoppers.
- all pockets are closed and that no loose items are hanging around.
- your backpack doesn't interfere with the harness closing system.
- the leg loops are closed before you launch!



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 in front of you and hold it tightly with one hand.
- Pull the handle firmly away from the harness in a continuous and forward movement to release the split pins and pull out the reserve chute.
- 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 seatshell. 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.



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

9 OPERATING LIMITS

The CORE is approved according to DIN EN 1651 for a maximum pilot weight of 100 kg. Due to the ultralight construction, we strongly advise against flying extreme flight or acro maneuvers.

The skywalk HIKE aluminum screw carabiner is an ultralight product (38 g, 22 KN) and requires special care:

- Do not use the carabiner if there is any visible external damage or wear.
- Avoid transverse loads, strokes and do not drop the carabiner.
- The aluminum carabiner should be replaced after 3 years or 300 hours.

WINCH-TOWING

The CORE is not recommended as a harness for winch towing.

TANDEM FLIGHT

The CORE is suitable as a light Hike&Fly tandem passenger harness. The responsible tandem pilot should always be aware of the increased risk of material wear due to intensive use.

SAFETY TRAINING AND FLYING OVER WATER

We do not recommend using the CORE for flying over water or for safety training. It is possible that the PERMAIR protector of the harness could force the pilot under water after a water landing. Furthermore, the direct looping of the leg straps into the carabiners makes it more difficult to get out of the harness when landing in water.



BE CAREFUL WHEN FLYING OVER WATER!

LIFESPAN

The harness is your direct connection point to your paraglider. It is your responsibility to check the harness before each use. If you have any doubts about safety, do not use the harness under any circumstances and contact your skywalk dealer.

All straps, threads, and fabrics have a limited lifespan. To find out whether your harness is still safe, you should check it according to the inspection report, which is attached at the end of this manual.

skywalk harnesses that are properly stored and meet all test criteria can be used for up to 10 years from the date of the commissioning. You can find the commissioning date on the homologation label which is located on the right side of your harness.

Please remember that some factors that affect the lifespan of your harness are not visible. You should know the complete history of use of the harness. You should know which environmental influences (UV light, salt water, extreme heat, etc.) or which chemical influences (aggressive cleaning agents, petroleum, oils, lubricants, acids, etc.) the harness was exposed to. If the harness has been subjected to a great deal of stress, for example in the event of a rescue deployment, falling or landing in a tree, it should no longer be used and should be checked.

Dispose of harnesses that are out of date due to new regulations or standards or are no longer compatible with other items of equipment in the safety system. It is your responsibility to understand these factors. If you have any doubts about its condition, you should stop using the harness.

10 MAINTENANCE, CARE

The selected materials used in the CORE 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 in an upright position.
- Don't leave your harness lying in the sun unnecessarily long. UV radiation is very damaging to the material.
- Store it in the bag when you don't use 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 or an impact higher than 0,5m, check the protector for damage.
- Zippers should be treated with silicon spray once a year.

MATERIALS

The skywalk CORE is extremely weight-optimized and made exclusively from high-quality materials. skywalk has selected the best possible combination of materials in terms of resilience, weight and durability.

We are aware that the durability of the equipment is one of the decisive factors for the satisfaction of the pilot, but due to the choice of material and construction of the harness we would like to point out that the harness is more prone to wear and damage if used improperly. The lifespan of this product is highly dependent on your mindfulness.

The following activities can significantly reduce the lifespan of your CORE:

- Speed flying and speed riding
- (Coastal) soaring with permanent touch & go
- Extensive ground handling

MAINTENANCE CHECKLIST

In addition to your normal preflight procedure, you should also take a close look at your CORE 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, 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.
- Both aluminum carabiners should be renewed after no more than 3 years or maximum 300 flight hours. Impact to the carabiners can result in invisible damage that could lead to failure during use.
- Perform a leak test for the PERMAIR protector.

The documentation for service work should be entered with the name of the repair person, stamp and signature.

LEAK TEST

After a hard landing or fall from a height of more than 0.5m, a leak test should be performed on the protector in order to be able to detect any damage before the next flight and to remedy it subsequently.

Follow these steps:

1. Remove the protector from the harness.
2. Inflate the removed protector so that the outer edges of the nameplate measure 83mm.
3. Store the protector at a constant temperature for 12 hours in a shady room.
4. After the time has elapsed, check the fill level of the protector by measuring the outer edges of the nameplate again. The length must not be less than 81mm (\pm 1mm).
5. If the protector meets the requirements under point 4, it can be reinstalled.

STORAGE

Ideal is a dry, dark place with a constant temperature. Moisture is an old enemy of the durability of all paragliding equipment. For this reason, always dry your equipment before you store it, preferably in a heated and well ventilated room, so that moisture can evaporate. Make sure the inflate/deflate valve of the PERMAIR protector remains open when storing the harness for a longer period.

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 3 cm that don't affect a seam).

CHANGES TO THE HARNESS

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



UNAUTHORIZED CHANGES INVALIDATE THE TYPE APPROVAL AND ALL LIABILITY CLAIMS AGAINST THE MANUFACTURER AND ITS DISTRIBUTORS 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. 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 HOMOLOGATION

The CORE is certified to EN 1651/1999 in the PURE set and additionally to LTF91/09 in the PERMAIR set. The CORE is defined as a lightweight sport aircraft with an empty weight of less than 100 kg 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.

14 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.



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!

15 TECHNICAL DATA

Size	S/M	M/L
Pilot height (cm)	155 - 173	170 - 190
Width chest (cm)	39 - 44	42 - 48
Weight PURE set (g)	420	440
Weight PERMAIR set (g)	810	830
Harness certification	EN 1651: 1999	
Protector certification	LTF 91/09	
Maximum load (kg)	100	

MATERIALS

- Cloth: N 70D Robic Ripstop, N 30D Ripstop
- Webbing: 7 mm Dyneema strap, 4mm Dyneema cover, 15 mm Nylon strap
- Protector: thermoplastic polyurethane
- Carabiner: skywalk HIKE aluminium screw shackle (38g, 22 KN)
- Other: Sprenger pulleys, brummel hook Finsterwalder Titanal, webbing buckle Duraflex

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 CORE is at the absolute leading edge of development in the market for ultralight 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 CORE 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

18 TEST PROTOCOL

Date:

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

Checklist:	Result [+/-]:	defects:	suggestion:
Identification			
Main suspension:			
Carabiner: (skywalk HIKE Aluminium Carabiner max. 3 years / 300 h) No cracks or notches)	<input type="checkbox"/> + <input type="checkbox"/> -		
Main suspension: (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Webbing at mainseat (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Legstraps: (no damage / no excessive wear)	<input type="checkbox"/> + <input type="checkbox"/> -		
Seams:			
Dyneema webbing 7mm (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector connection (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector shell (no damaged, frayed or open seams)	<input type="checkbox"/> + <input type="checkbox"/> -		
Cloth:			
Seat shell: (no torn seams or wrenched cloth)	<input type="checkbox"/> + <input type="checkbox"/> -		
Protector shell (no torn seams or wrenched cloth)	<input type="checkbox"/> + <input type="checkbox"/> -		

Denseness test:

	Result: [+/-]:	defects:	suggestion:
Inflate the protector: (check level after 12h)	<input type="checkbox"/> + <input type="checkbox"/> -		

Condition:

- new
- very good condition
- good condition
- used
- very used, still within certification, check within shorter periods
- not usable anymore, doesn't meet certification

Repairs:

Signature of checker:

Date:

Name of checker:

Company stamp:

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