# ADVANCE AXESS 3 AIR

User manual
Edition 2 / 05_2013

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# Contents

# Thank you for flying ADVANCE

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

This manual contains instructions and important advice about safety, care and maintenance. We strongly advise that you read it carefully before your first flight with the harness.

You can always find the latest version of the manual and additional up-to-date information on www.advance.ch. Any new safety-related findings about the product will be published there. For questions or problems please contact your supplier or ADVANCE direct.

We wish you a lot of fun with the AXESS 3 AIR and, as always, “happy landings”.

Team ADVANCE

# About ADVANCE

ADVANCE is one of the leading worldwide paraglider manufacturers, and is based in Switzerland. Since the company was founded in 1988 it has maintained its own policies and concepts, both in development and production. The results are matured products with unmistakable characteristics.

Backing the brand is a team of experts who share the passion of those who put their trust in ADVANCE products. With their own understanding of flight they bring their personal experience and dedication to the working processes.

Total control of the production process and close supervision of the working practices in the dedicated factory in Vietnam guarantee a high standard of workmanship. A long term relationship with fabric and line manufacturers also enables ADVANCE knowledge and expertise to find its way directly into the development of new materials.

ADVANCE puts great importance on after-sales customer support, and has built up a worldwide service network for this purpose. An on-going interaction with customers brings new insights that find their way into ADVANCE products – thus completing the «Circle of Service».

# The AXESS 3 AIR

**Welcome on board!**

The AXESS 3 Air is a light and very comfortable compact harness with Airbag. Excellent back support is responsible for a high level of comfort. The innovative Airbag protector has been further improved. The AXESS 3 Air is equally suitable for everyday flying and school use, as well as for Hike & Fly and travelling.

**Outstanding features of the AXESS 3 AIR**

**Improved back support gives better comfort**

The AXESS 3 AIR is much more comfortable than the previous AXESS thanks to improved back support. On takeoff there's plenty of freedom of movement on the ground, and it's easy to slip back into the seat after liftoff. New harness geometry makes the AXESS 3 AIR even easier to adjust.

**Built-in protector produces a more elegant line**

Compared with its predecessor the AXESS 3 AIR silhouette is distinctly better looking. The AXESS 3 AIR protector is no longer sewn directly on the external fabric layer, but now lives inside the harness. This unifies the whole exterior shape, which therefore looks more elegant. A positive side effect is that the protector is replaceable.

**Safety from the first to last moments of flight**

The compactly stowing Airbag takes up its shape and full volume immediately after unpacking. The foam framework inside the Airbag makes sure that it fills with air directly and independently, without the need for continuous outside airflow. This innovative system provides high passive safety from the first to last moment of your flight. Improved design also extends the life of this self-inflating Airbag.

**Important details**

- Drinking tube routeing
- Shoulder strap suspension for the reserve
- Flexible size reserve pocket
  (S = 3 to 6.5 ltr; M = 3 to 7 ltr; L = 3 to 7.5 ltr)
- Carbon seatboard
- Velcro for a Solario on the shoulder straps
- Two integral side pockets
- Roller bearing pulleys for the speed system
- Provision for foot stirrup, LTF 91/09 approved
- Established two buckle system for chest and leg straps

# Safety advice

Like all commercial reserve parachutes, paraglider harnesses, because of their design, are not at all suitable for freefall parachuting. The reserve and its attachments are not designed for an abrupt opening.

All adjustments to the harness should definitely be made before flight. Correct harness settings contribute decisively to functioning, safety and comfort in flight.

The impact protector in the pelvis/back area of the harness, in this manual referred to as the Airbag, does not provide complete and comprehensive protection from injury. It merely serves to attenuate the energy of impacts, and thus minimise injury which may result from a fall to the ground from a minimal height during imperfect take-offs and landings.

When carrying out safety training over water you should be aware that the Airbag initially floats, and can put the pilot in a head down attitude. There's also a risk that the foam parts of the Airbag will eventually fill with water and sink – with the pilot.

The AXESS 3 AIR is only to be used for paragliding.

**General advice about paragliding**

Flying a paraglider calls for appropriate training and a sound knowledge of the subject, as well as, of course, the necessary insurance cover and licence. A pilot must be able to correctly assess the weather conditions before taking off. His or her capabilities must be adequate for the actual paraglider to be used. The paraglider pilot is also required bear a sense of responsibility towards the natural world, especially regarding the preservation of wildlife and landscape.

Wearing an adequate helmet, suitable boots and clothing, and carrying an emergency parachute are essential. Before every flight all items of equipment should be checked for damage and airworthiness. A proper pre-takeoff check must also be carried out.

When carrying out paraglider sports every pilot bears sole responsibility for all risks including injury and death. Neither the manufacturer nor the seller of a paraglider can guarantee or be held responsible for the pilot's safety.

# Preparing the product for use

**Delivery**

Before delivery every ADVANCE product has to be checked by the dealer for completeness and correct basic settings. The completed warranty document will ensure that defects in the product attributable to manufacturing faults are covered by the ADVANCE warranty. (See Warranty in the section «Service».)

**Delivery package**

Delivery includes:
- AXESS 3 AIR harness with carbon seatboard and airbag
- 2 alu main carabiners
- Harness/reserve V-connection, and combined reserve handle and four-flap inner container
- Hold-backs for the speed bar
- “Getting started” Booklet

Optional extra:
- Foot stirrup with speed system

**Airbag**

The Airbag in the harness inflates itself automatically when the harness is unpacked, and does not need special preparation. It is fully working at takeoff, ready to absorb the energy of an impact and soften the blow if the takeoff goes wrong. The risk of back and pelvic injury is thereby greatly reduced.

The Airbag has an arrangement of polyurethane walls, like the frames of a ship's hull. The structural tension between these walls braces the Airbag in all directions. A system of flaps manages the resulting air intake and controlled release.

The Airbag is certified to LTF 91/09 requirements.

**Adjustments**

To correctly adjust your AXESS 3 AIR hang the harness up by the carabiners. Sit in it and close the integrated leg and chest straps. Try the many adjustment options to find your most comfortable position. Neoprene covers protect the shoulder, back and chest strap buckles. Their straps are smoothly adjustable over their full lengths, so the sitting position can be quickly and easily adjusted in flight. The development team have arrived at some standard adjustments, and these are marked with white sewing on the straps for the back and legs. The pictures in this handbook show the various adjustment possibilities.

For your first test flight choose quiet weather conditions. If necessary, repeat the whole adjustment procedure after the flight to improve on your settings.

> Tip: When you make your seating tests pack the back pocket and stow the reserve as if for flying. You will then get the most realistic feeling of the harness in flight.

**Back strap adjustment** (1)

The relatively high back straps give good back support and take pressure off the shoulders. They also set the recline angle quickly and easily during flight.

Pulled-in back straps result in an upright position. Completely loosened back straps put the pilot in a reclined position. ADVANCE recommend the basic setting.

**Shoulder strap adjustment** ②

The shoulder straps of the AXESS 3 AIR can be adjusted for pilot size and sitting position. The buckles are at shoulder height, and can easily be adjusted to any position. The ideal setting allows about 2 cm space between strap and shoulder.

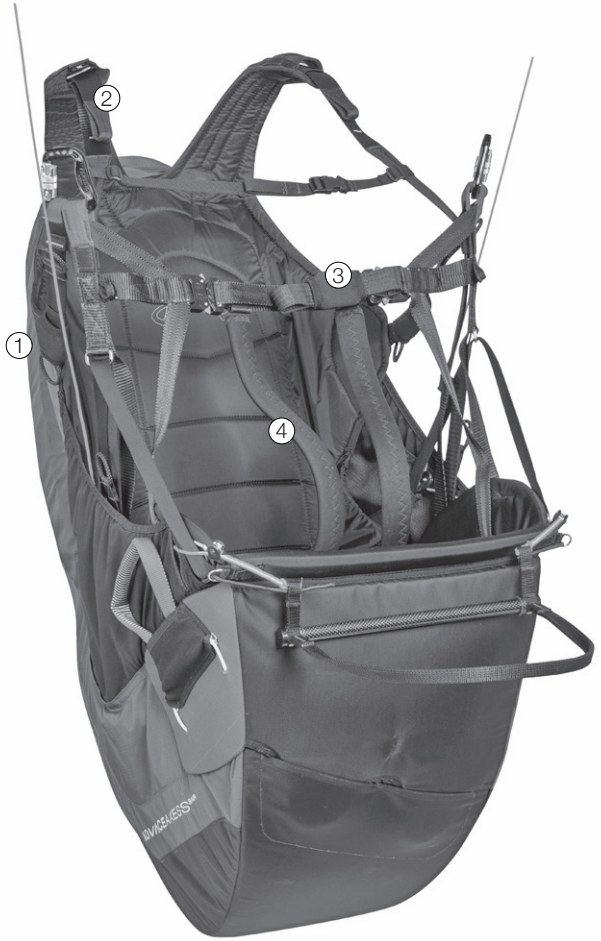
> Info: An ideally adjusted shoulder strap feels quite loose in flight and does not put pressure on the shoulder, while still providing comfortable support.

**Chest strap adjustment** ③

The chest strap is used to change the distance between the carabiners. The chest strap is secured with the automatic quick-release buckles and these make up the Safe-T-System.

The wider the chest strap the more agile the seat, and therefore the more effective will be steering by weightshift. A narrow setting results in a quiet and damped feeling from the wing. The adjustment range is very large and the harness agility can be changed to any setting to suit the conditions, as the pilot prefers.

Caution: Make sure you close the buckles properly!



Tip: The most important thing about setting the chest strap is that you feel happy in your harness.

**Leg strap adjustment** ④

The two leg straps should be adjusted equally, and to a reasonable length that allows free movement during takeoff. This helps with a safe takeoff, and makes sure that you can easily get into your comfortable position when clear of the ground. To adjust the leg straps tilt the seat board forward. The buckles are directly under the seat board trailing edge. The length of the leg straps does not affect agility and weightshift steering.

**Seatboard angle adjustment**

The seatboard angle can be quickly adjusted to any position. Seatboard setting is purely a matter of taste, to suit the pilot's preference.

Tip: Loosened seatboard straps make it very easy to slip into the harness after takeoff, and the resulting bent leg angle provides roll stability.

**Fitting the speed bar**

The speed system load and travel is directed through a system of pulleys. From the risers the lines run on each side through the pulleys at chest height, through the slots in the neoprene and then the small pulleys at the end of the seatboard. Finally the lines are knotted on the speedbar, so that the bar hangs about 10 to 20 cm (depending on the pilot's leg length) below the harness when the lines are stretched and supported from a correctly simulated connection on the risers.

After testing in flight, or in the suspended harness, the speed system should be fine tuned by the knots on the speed bar (or at the Brummel hooks), to make sure that the total speed system travel can be used.

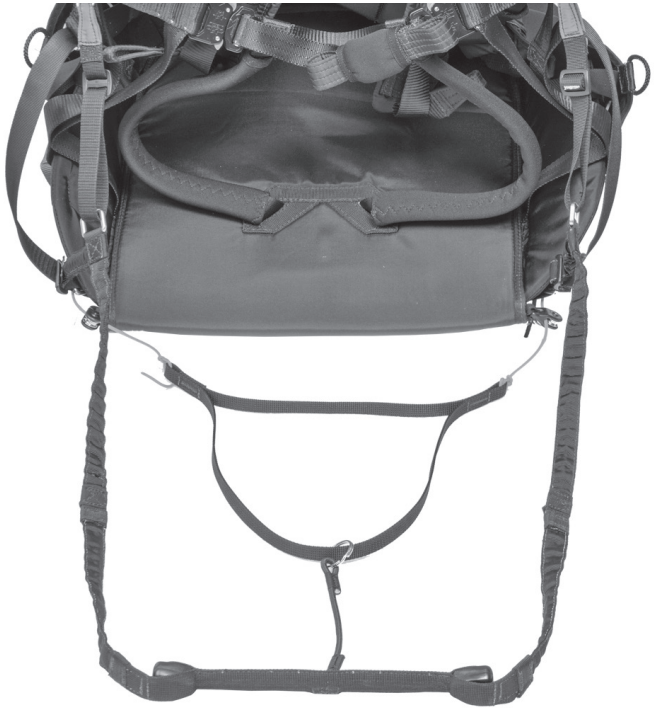
Caution: The speed system is correctly adjusted when the full range of the speed system can be used. Make sure that the lines are not adjusted so short that the wing is accelerated all the time (i.e. speed lines still under tension when speed bar is released).

**Fitting the foot stirrup**

The optional foot stirrup, included in AXESS 3 AIR LTF 91/09 certification, should be fitted as follows:

Attach the black-edged loops to the small tape loops under the carabiners using quicklinks (Maillons Rapide). The short ends go through the metal rings on the outside of the seat sidewalls near the front of the seatboard, and are secured through the plastic buckles. The free ends of the bungee holdback chords go through the plastic rings on the front edge of the seatboard, and are tied to the tape loops on the stirrup sides – as short as practicable, but not under permanent tension.

A compatible speed system is supplied with the stirrup. ADVANCE recommends that only this speed system is used when the foot stirrup is fitted. Connect the stirrup with the speed system as shown (see illustration); the speedloop will then always be easy to pick up with a foot in flight.



**Attaching the cockpit**

There are two tape loops below the chest strap for attaching the cockpit. The main carabiners could also be used.

**Installing the reserve**

**General advice**

Every reserve/harness combination has its own peculiarities. It is essential that pilots and parachute packers familiarise themselves with each system and how it works – especially if any part of it is new (new reserve in existing harness or vice versa), so that you can be sure it will work reliably.

**Suitable reserves**

*Reserve compartment volume*

Basically, bulky old-style reserves in compact, modern harnesses can be difficult to release, especially under high g loading. The certified volumes for the AXESS 3 AIR are specified as a function of harness size. Make sure that the reserve does not exceed the volume certified for the AXESS 3 AIR:

Size **S** 3 to 6.5 litres; Size **M** 3 to 7 litres; Size **L** 3 to 7.5 litres.

A very broad volume approximation can be obtained from the reserve weight by using the formula: Reserve weight in Kgs x 2.7 = Volume in Litres. But, depending on packing quality and style, it could still be possible that a reserve does not release properly, even though it conforms to the approved maximum volume – when calculated by this formula.

For a final decision a compatibility test will confirm in every case whether a particular reserve/harness combination works properly.

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

*Information about steerable reserves*

A steerable reserve parachute can be connected directly to the coloured suspension points – under the covers on the shoulders, using quick links with a minimum of 2400 daN safe load. The steerable parachute risers should be led through the channel provided on the harness to the reserve compartment.

The standard harness/reserve V-connection (not used) should be led through the opening into the back compartment of the harness and stowed away.

Once again a compatibility test will decide if the chosen reserve works properly with the AXESS 3 AIR.

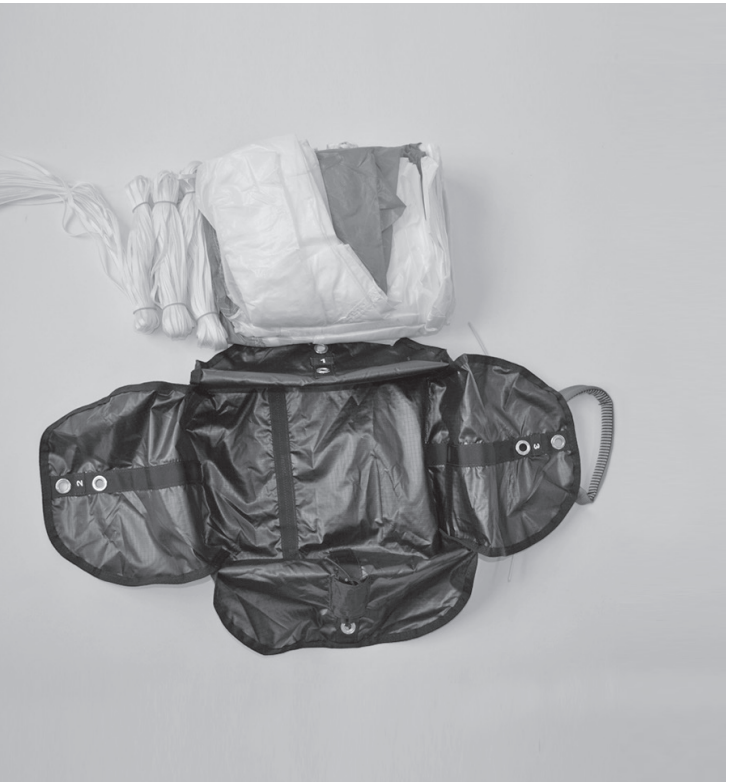
Caution: Steerable reserves tend to take up more volume.

Info: You can also use QuickOut carabiners with a steerable reserve on the AXESS 3 AIR.

*Installing the reserve parachute*

The AXESS 3 AIR reserve stowage is put in an aerodynamically efficient place, close to the pilot's centre of gravity.

Caution: Fitting a reserve parachute should be done by a qualified person; your safety depends on it.



*Connecting the reserve to the harness*

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

*Packing the reserve in the inner container*

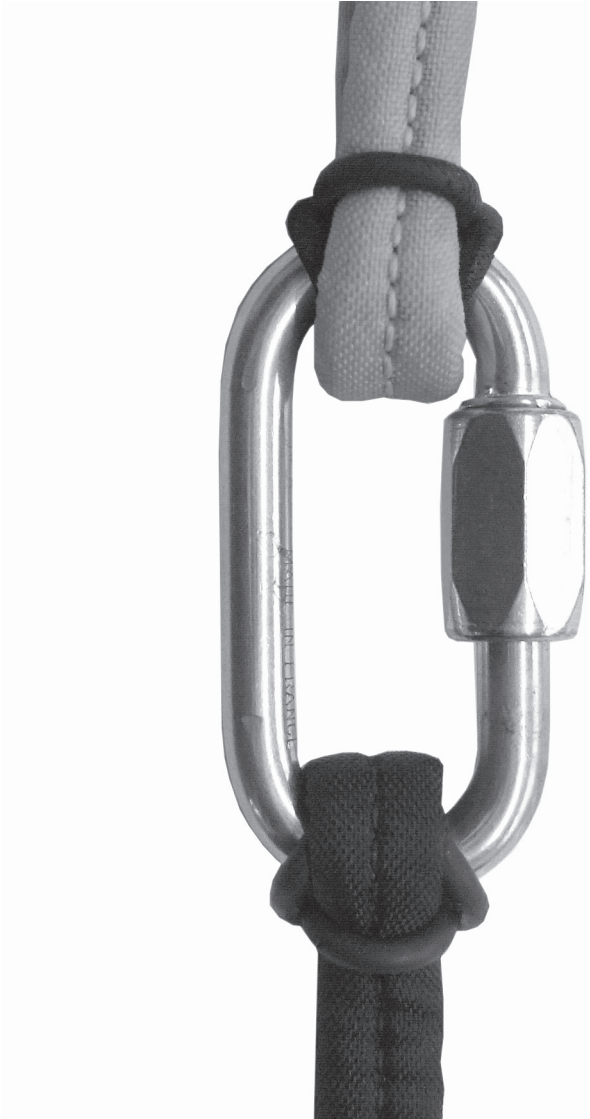
Pack your reserve to match the shape and size of the supplied inner container; the AXESS 3 AIR inner container needs the reserve to be packed in a long, narrow shape. Put the reserve lines opposite the reserve handle.

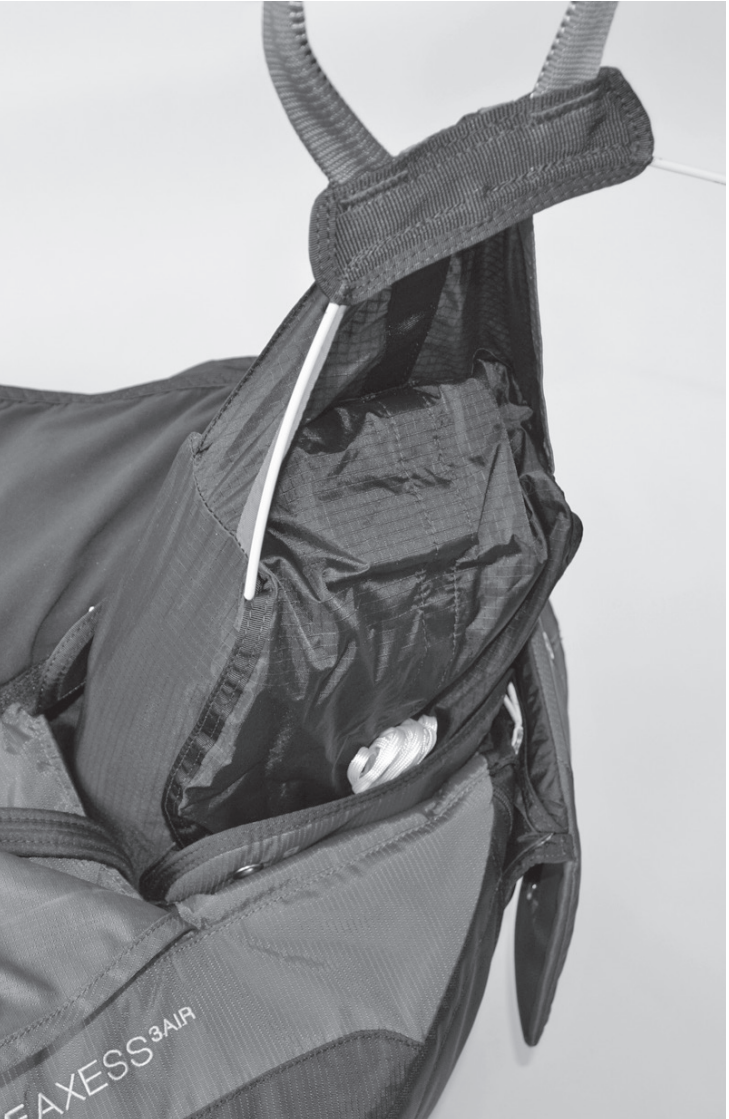
*Connecting the reserve to the harness*

The reserve bridle and the harness connection must be connected to each other by means of a suitable quick link of at least 2400 daN safe load. These two lines must be stabilised at the maillon, for example by using a rubber O ring, to prevent the webbings slipping round and cross-loading the maillon during a reserve deployment.

Connecting these looped ends by looping them through each other is only permissible if it is done by the manufacturer, or someone trained and authorised by him. If this were not to be done correctly there is a risk that the loops will slide on each other when the reserve opens, causing heating, melting and failure of the connection.

Caution: Don't use sticky tape instead of an O ring for locating the loops on the maillon.






*Putting the inner container in the reserve compartment*

To install the reserve first lay the reserve connection in the reserve compartment and then put the inner container on top. Note that the securing lineloop and the four closure flaps should face downwards, towards the neoprene part in the reserve compartment, and the flat connection to the reserve handle should lie without twists.

Caution: If a repacked reserve does not fit the shape of the inner container it must be refolded to the correct shape.

*Closing the reserve compartment*

The outer compartment flaps are secured with closure loops and cables. The yellow cables go through the outer container closure loops. The eyelets for these bootlace loops are marked 1-4 and A-C to indicate the order in which the outer container should be closed.The design of the outer compartment creates the necessary tension and pressure on the closure loops and cables.

The reserve handle is stowed in its neoprene pocket on the right hand side of the harness. The two yellow cables on the reserve handle run out of the openings in the pocket, through the closure loops, and the ends led into their buttonholes. The handle will then lie close to the

harness, is well visible and easy to reach. To guarantee a correct reserve release it must always be verified that the yellow release cables are routed cleanly.

The harness V-connector runs to the reserve through the channel on the side of the harness. To close this channel fasten the velcro sides together evenly.

Caution: Never connect the inner container to the reserve parachute.

*Compatibility testing*

Correct stowage of the reserve must checked by a test release. To do this the pilot hangs the harness up by its carabiners and sits in it. Pulling the reserve out in the flying position must be possible without interruption or snagging, and in accordance with the design specifications. While doing this it must be confirmed that the release force of 7 daN is not exceeded. If in doubt do not hesitate to contact a qualified person or your ADVANCE dealer.

Caution: Make sure that the speedbar, and the foot stirrup if fitted, do not interfere with reserve deployment.

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

Tip: We recommend that you briefly check the position of your reserve handle during each flight - so that you remember where it is.

# Use in flight

**General**

The AXESS 3 AIR should be flown in an upright or slightly reclined attitude so that the pilot has a good view in front.

The AXESS 3 AIR has many helpful qualities. If the harness is correctly set up information from the glider is transmitted directly to the pilot's mid section. The weight of the upper body is evenly distributed up to the shoulders; pressure points are avoided, blood flow is not restricted, and mental concentration remains good, even on long flights.

The AXESS 3 AIR can be made very agile, or strongly damped in flight. The agility of the harness is set by the chest strap, and this can be easily adjusted in flight. We recommend that the harness is set quite damped for the student, and in turbulent air. But this is very much a matter of personal taste, and will always be up to the pilot.

**Ground handling**

Due to the harness light weight, and the pilot's ability to stand upright without restriction, ground handling with the AXESS 3 AIR is very straightforward.

**Takeoff and landing**

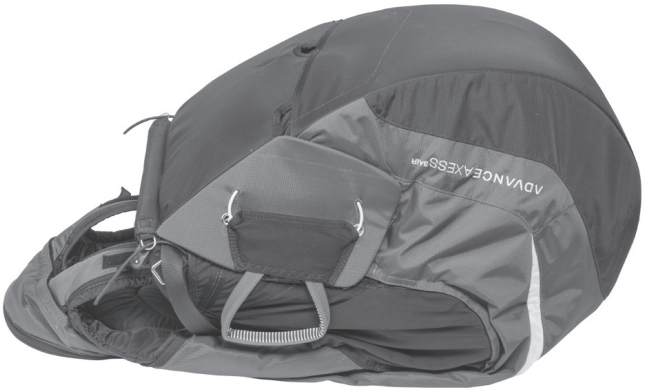
The AXESS 3 AIR allows you to stand upright very comfortably. Taking off and landing turns out to be very pleasant - freedom of movement is unrestricted and you can easily make those big accelerating steps. Fully open seat board straps make it easy to slide into the seat after lift off.

**Dealing with the Airbag**

The Airbag compresses down very small when packed in the rucksack with the glider, but the harness should be stored open - NOT left compressed in the rucksack. At the takeoff site unpack the harness in good time, to allow the Airbag to fully inflate itself (see also 'Caring for the Airbag' in the section "Maintenance, repairs and care").

Caution: Before every takeoff check that the Airbag has inflated correctly.

Tip: To promote a long life for the protector we recommend that the AXESS 3 AIR is stored upside down (illustration).




**Using the speed system**

The useful bungee holdback system makes sure the speedbar is always easy to reach under the front of the seatboard. This also means that the speed system doesn't get in the way of a reserve throwing.

Pushing the speedbar alters the sitting position. The upper body leans back and the shoulder straps get tighter. The seatboard angle becomes flatter and takes on a bracing role.

Caution: Only use your speedbar with the holdback system fitted. This makes the speed bar easy to reach, and reduces the risk of the speed bar interfering with a reserve deployment.

Caution: Connect your speed system to the glider for every flight. Speed lines left hanging down can interfere with reserve deployment

**Flying with the foot stirrup**

ADVANCE recommends that you only use the optional foot stirrup specially designed for the AXESS 3 AIR, and the only model to have been included in the LTF 91/09 certification process.

High attachment points provide a maximum of comfort. The legs are supported without effort, and long flights remain a pleasant experience.

Attachment adjacent to the seatboard and elastic locating tapes make it impossible for the stirrup to get caught up with the reserve. When flying with the foot stirrup only use the speedloop that comes with it.

**Flying with ballast**

The AXESS 3 AIR was not designed for carrying water ballast and does not have special stowage space for it.

If you want to increase your weight with water ballast, the two tape loops under the ends of the chest strap could be used as attachment points. The main carabiners could also be used for this purpose.

> Info: If a water bag is hung from the main carabiners, or the loops mentioned above, you should be aware that the flying behaviour of the wing can be altered, and, in particular, agility reduced.

**Use for training**

The AXESS 3 AIR is perfect for flying schools. Suitable adjustment provides comfortable standing upright before takeoff, ease of getting in the seat after takeoff, a pleasant upright sitting position in the air, damped agility from the harness in flight and quick standing up before landing.

**Use with other glider brands**

The AXESS 3 AIR harness can be used with any solo paraglider – there is no restriction.

**Winching**

ADVANCE harnesses are suitable for winch launching. The AXESS 3 AIR may only be connected to the tow link using rope loops or maillons (quick links) fixed directly to the main carabiners. If you are in any doubt you should always consult the winch driver or someone authorised by the manufacturer.

**Acro flying**

The geometry and strength of the AXESS 3 AIR means that it is capable of flying acro manoeuvres without problem; but this harness has stowage for only one reserve parachute. As a matter of principle ADVANCE would only recommend a harness with provision for two reserves for acro flying.

**Tandem flying**

Because of its size the AXESS 3 AIR is not suitable for tandem flying – either for pilot or passenger.

**Before takeoff**

Before every takeoff carry out the following checks:

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

# Maintenance, repairs and care

**Care and maintenance**

When choosing materials special attention was given to saving weight. The harness was still designed for high loading, but not for extreme physical demands. The life of the harness depends, to a great extent, on the way it's looked after by its users, and we recommend that the harness is routinely inspected for signs of wear, damaged seams and webbing, and that damaged parts are replaced. It is especially important to note that any suspected damage should be immediately taken to an authorised workshop for repair.

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

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

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

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

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

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

**Caring for the Airbag**

For a long Airbag lifespan the harness must be left open and never stored damp. Apart from that the Airbag does not need special treatment, except that after a crash it should definitely be inspected for possible damage. If the Airbag is damaged it must be replaced. The harness must not be stored close to aggressive substances or left in high temperatures for any significant time (see also 'Dealing with the Airbag' in the "Use in flight" chapter).

**Check**

All your equipment must be given a check every 24 months (2 years). With intensive use (more than 150 flying hours per year) an annual check is needed, after the first check.

The check includes a visual assessment of the material, webbing parts and connections, the most important sewing as well as the suspension carabiners. All parts are inspected for tears, kinks, frayed seams, general damage and evidence of serious misuse.

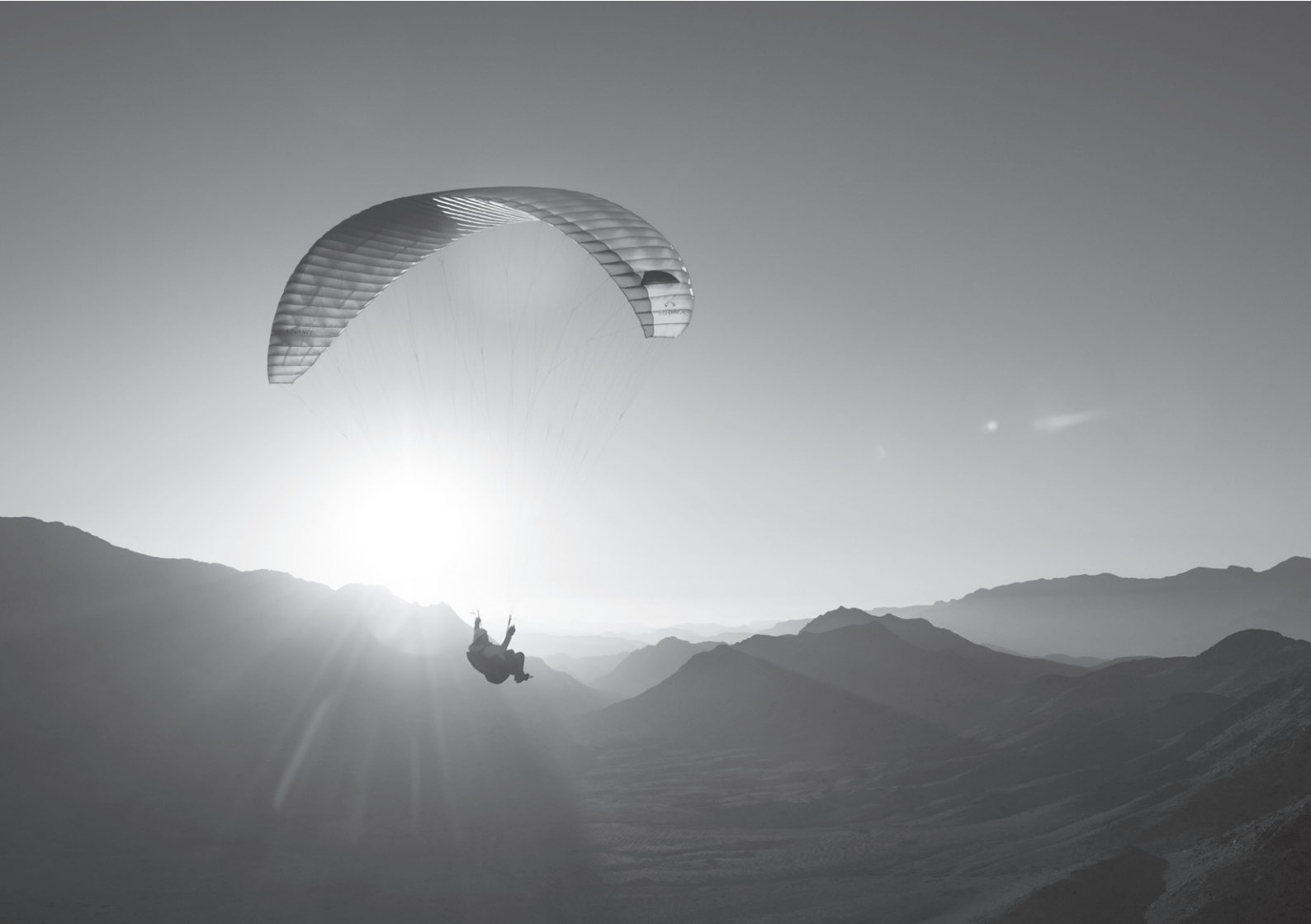
You can find additional information about the check in this manual in the section "Service", or at www.advance.ch.

**Repairs**

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

**Disposal**

Environmental protection plays an important role in the selection of materials and the manufacture of an ADVANCE product. We use only non-toxic materials that are subjected to continuous quality and environmental impact assessments. When your harness reaches the end of its useful life in a number of years' time, please remove all metal parts and dispose of the rest of the harness in a waste incineration plant.



# Technical details

**AXESS 3 AIR**

| | | S | M | L |
|---|---|---|---|---|
| Pilot height | cm | 155-172 | 165-187 | 175-202 |
| Seatboard width | cm | 34 | 35.5 | 37 |
| Seatboard length | cm | 38 | 41 | 43 |
| Carabiner height | cm | 42 | 44 | 46 |
| Chest strap width | cm | 44-54 | 44-54 | 44-54 |
| Weight of harness | kg | 3.3 | 3.5 | 3.65 |
| Load test | | DIN EN 1651, 120 kg | | |
| Airbag certification | | LTF 91/09 | | |
| Colours | | chocolate/vivid blue, anthrazit/maize | | |

## Materials used

We routinely inspect and test our base materials many times over. Like all ADVANCE products the AXESS 3 AIR is designed and produced as a result of the latest developments and knowledge.

We have chosen all the materials very carefully, under conditions of the strictest quality control.

**Outer covering**
Nylon Oxford Ripstop 210D

**Inner covering**
Nylon Ripstop 70

**Cloth seat**
Nylon Oxford 210D

**Main and Shoulder straps**
Dyneema 10 mm - 2320 kg / Polyester 25 mm - 1400 kg / Polyamid 28 mm - 1500 kg

**Safe-T-buckle-System**
Alu Clip-in buckle

**Airbag outer covering**
Nylon Oxford 210D

**Airbag**
Foam-assisted

**Harness/reserve V-connection**
Dyneema 10 mm - 2320 kg

## Certification

The AXESS 3 AIR was tested and certified in accordance with LTF 91/09 and DIN EN-Norm 1651 supporting a weight of 120 kg. Only the original reserve handle and its attached four-flap inner container may be used. This conforms to the latest requirements of LTF 91/09.

# Service

**ADVANCE Service Centres**

ADVANCE operates two company-owned service centres that carry out checks and repairs of all types. The workshops based in Switzerland and France are official maintenance operations, certified by the DHV, who have many years' experience and in-depth product-specific expertise. The ADVANCE worldwide service network includes other authorised service centres that provide the same services. All service facilities use original ADVANCE materials exclusively. You can find all information on checks and repairs and the relevant addresses at www.advance.ch.

**ADVANCE website**

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

On the www.advance.ch website you will be able to:

- complete the warranty card online up to 10 days after purchase of the glider, enabling you to enjoy the full benefits of the ADVANCE warranty
- find out about new safety-related knowledge and advice concerning ADVANCE products
- download an application form in PDF format which you can use when sending your glider in for a check at ADVANCE
- find an answer to a burning question among the FAQs (Frequently Asked Questions)
- subscribe to the ADVANCE Newsletter so that you will be regularly informed by e-mail about news and products.

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

**Warranty**

Register your AXESS 3 AIR online within 10 days of purchase on www.advance.ch/garantie. The ADVANCE warranty is valid for 3 years to cover defects that are attributable to manufacturing faults. There are more details online.

As part of the ADVANCE warranty, we undertake to rectify any defects in our products that are attributable to manufacturing faults. To make a claim on the warranty notify ADVANCE immediately if a defect is discovered, and send the defective product in for inspection. The manufacturer will then decide how a possible manufacturing fault is to be rectified (repair, replacement of parts or replacement of the product).

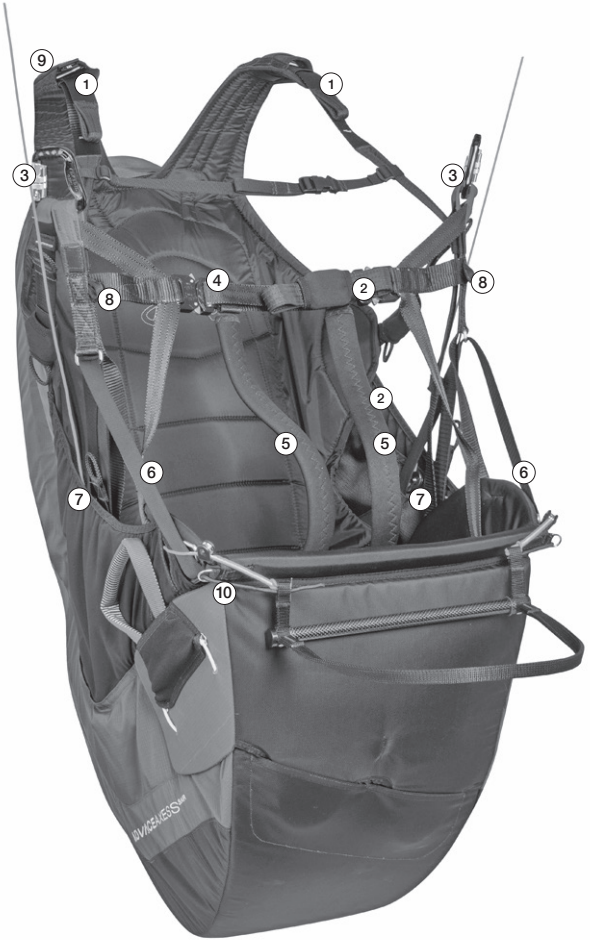
This warranty is valid for three years from the date of purchase of the product.

The ADVANCE warranty does not cover any claim other than those indicated above. Claims in respect of damage resulting from careless or incorrect use of the product (e.g. inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.) are expressly excluded. The same applies to damage attributable to an accident or normal wear and tear.

# Parts

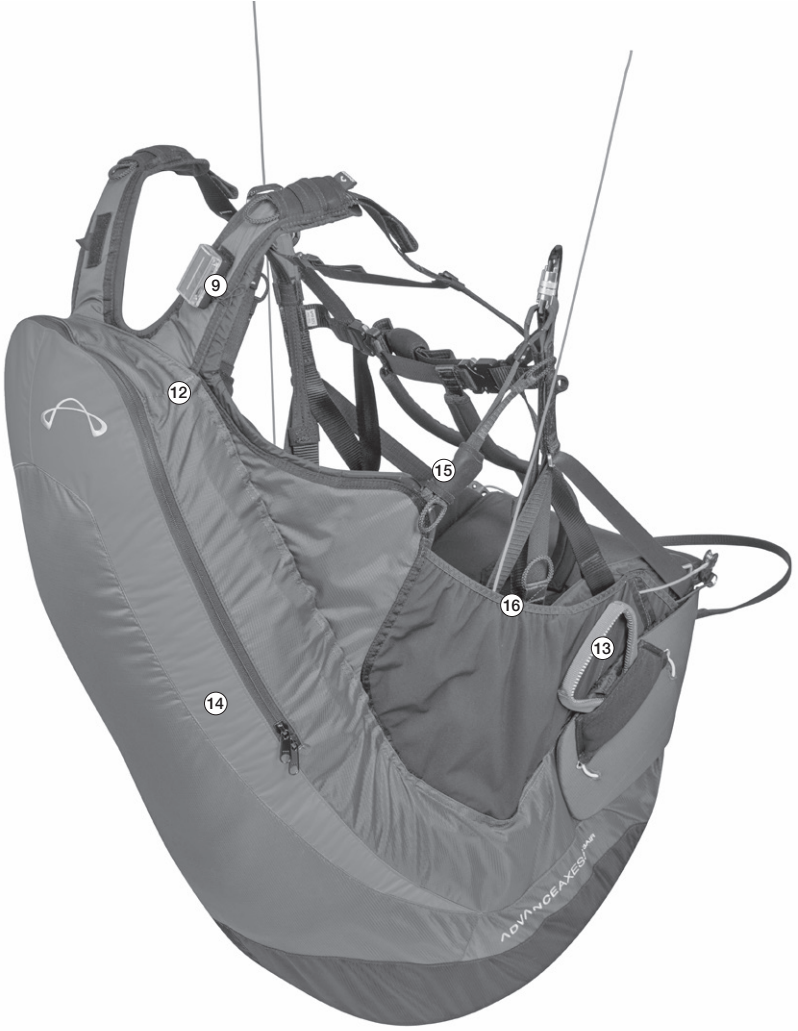
**Front view**

1 Shoulder straps
2 Chest strap
3 Main suspension points
4 Two-buckle clip-in system
5 Leg straps
6 Seat board straps
7 Speed system pulleys
8 Cockpit attachment loops
9 Velcro for a Solario Vario
10 Holdback for the speed bar



**Side view**

12 Velcro-cover for the reserve system
13 Reserve parachute handle
14 Spacious back compartment
15 Back straps
16 Side pocket



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