

HARNESS

# Fast XC

## Owner's Manual And Service Booklet

Serial N°: \_\_\_\_\_



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# Fast XC

## **Owner's Manual And Service Booklet**

**Serial N°:** \_\_\_\_\_

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## Important

The following symbols are used to draw attention to particular sections:



### **WARNING!**

Failing to comply with instructions given here may lead to injury or death!



### **BEWARE!**

Failing to comply with instructions given here may cause undue wear to, or even damage, your new equipment.



### **NOTICE**

This pictogram indicates a tip or some helpful extra knowledge.

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## Welcome on our team

Congratulations on the purchase of your new UP Fast XC harness. You have chosen a harness that represents the maximum in safety, functionality and quality in our sport.

In order to ensure that you get the maximum passive safety out of your new harness we recommend that you take a little time to read this manual and thus become familiar with the functioning, the maintenance and adjusting of your new harness.

Please take a little time to complete and send the reply card (product registration) found in the back of this manual, or by doing the same Online via:

[www.up-paragliders.com](http://www.up-paragliders.com) > service > product registration

Your completed product registration is also needed should any warranty issues arise. After a successful product registration we can keep you informed of all new products and developments at UP, as well as any technical information about the UP Fast Pro.

We would also be delighted to hear any feedback you have concerning the harness. It is only through your feedback that we can continue to develop world-class paragliding equipment that appeal to the majority of pilots.

If you have any questions regarding your harness or auxiliary equipment please ask your local dealer or feel free to contact us here at UP directly.

### Your UP International Team

## Safety instructions



**BEWARE!** Please read this owner's manual thoroughly before your first flight with the UP Fast XC so that you are fully acquainted with your new harness. This manual gives you information on the entire specific and general characteristics of the UP Fast Pro. It is important to note the following points:

- At the time of delivery, this harness conforms the testing criteria for Para- and Hang glider LTF91/09 and EN1651:1999.
- This paraglider harness conforms to the tested sample and is airworthy.
- Any changes being made outside the permitted range of adjustment invalidate any and all claims under the warranty
- Using this harness is exclusively at the risk of the user; the manufacturer or distributor assumes no responsibility for accidents occurring while using it.
- The pilot assumes total responsibility for the use of the harness. Before each flight the pilot must perform a mandatory check of the condition of the harness.
- It is assumed that the pilot is in possession of the necessary qualifications and that provisions of any relevant laws are observed.
- When reselling the harness please make sure you also give this manual to the new owner. The manual is an integrated part of the harness and is required for it to keep its certification.

## Development at UP

Admitted; we're proud of our history. No other company in the free flying world can look back on such an expansive history as we can. The UP story started back in 1970 when Pete Brock graduated from the Art Center, a world famous school for design and engineering in Pasadena, California, and promptly created some of the most legendary race cars ever – the Daytona Coupe from General Motors was one – and then went on to become fascinated by the emerging sport of hang gliding – at that time probably the maddest pastime of them all. After founding Ultralite Products he introduces his first wing, the Dragonfly, and soon the new company becomes known under the UP acronym.

Pete Brocks spirit survives to this day in everything we do at UP International – we still have our very own way of seeing things and designing things. The design phase involves building and checking models, then manufacturing prototypes based on the input generated in the modelling phase. The prototypes are subjected to comprehensive testing, further refined, and new prototypes are built. Only when all of our expectations are fulfilled, and the harness corresponds to both our expectations and to the requirements of the testing bodies, do we put a new harness into production. All because the name UP carries with it a great responsibility; towards our customers, and to our heritage.

# Technical description

## General

The UP Fast XC paragliding harness was developed using all the latest insights from the paragliding industry. The design makes this harness the first choice for ambitious XC pilots and competition pilots; the harness is not suited for beginner- or intermediate use.

Design characteristics of the Fast XC:

- aerodynamic shape for reduced parasitic drag and optimised performance of your rig
- reinforced lateral Carbon bar for additional lateral protection

- easily removable leg cover
- high performance ball bearing pulleys
- built-in pocket for purpose-designed 16cm foam filled airbag
- optimised rescue container
- lateral storage pockets
- Getup belt system
- built-in hydration system pocket
- integrated instrument cockpit
- LTF certified up to 120kg

## Technical Data UP Fast XC

Size	M	L
Recommended person length [cm]	165-180	178-195
Weight [kg]	7,2**	7,6**
Maximum load [kg]	120	120
Certification	LTF91/09 - EN 1651:1999	
Karabiner distance	35 to 52 cm	
Height of connection	40 cm	43 cm
Karabiners	Powerfly, AustriAlpin	
Buckles	Cobra, AustriAlpin	
Integrated foam protector	UP Pro16	
Location of reserve	Integrated back container with lateral deployment handle	
Volume of reserve container	3500 – 8500 cm <sup>3</sup>	

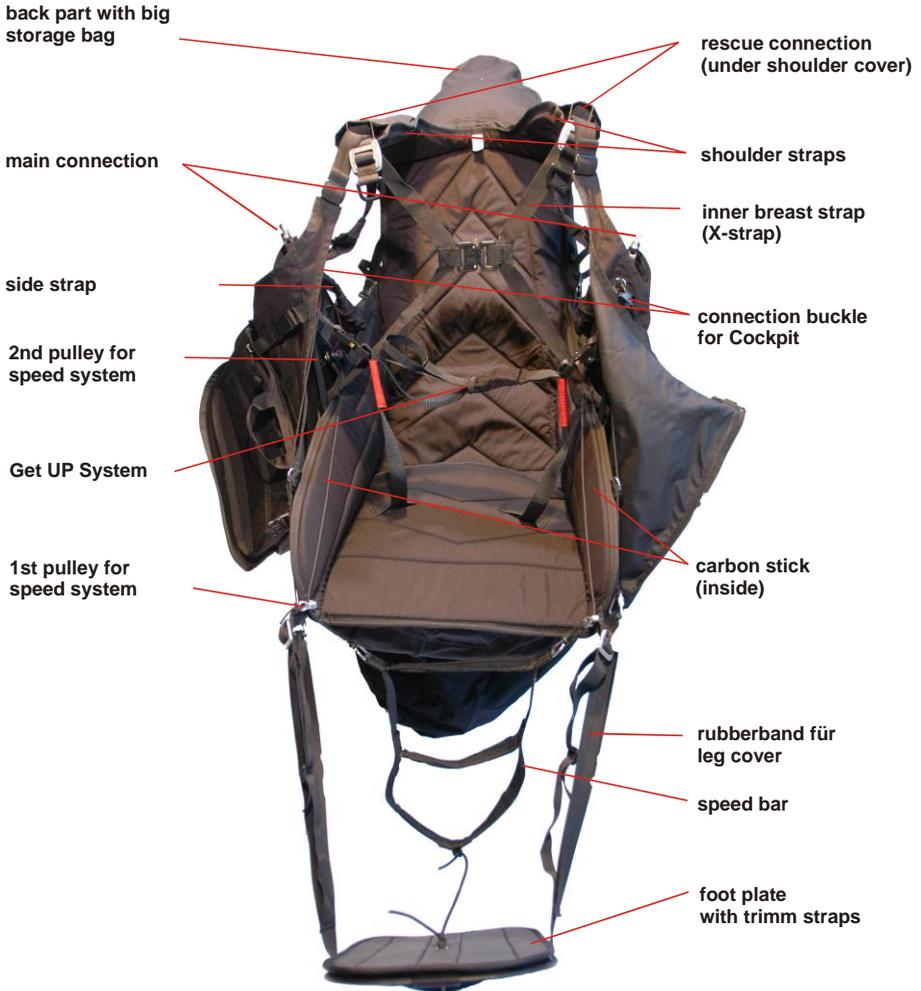
\*\* incl. leg cover, steel karabiners, speed bar and foam protector

## Overview drawings

### Fast XC with leg cover



## Fast XC (front view)



## Description

The UP Fast XC is a supine competition/XC harness with integrated foam airbag. The very reclined pilot position and the low hang points demand an active and experienced piloting style.



**WARNING!** The increased lateral inertia caused by the design of the Fast XC increases the risk of twists following glider collapses. We recommend that all Fast XC pilots visit an SIV clinic to become accustomed to the particularities of the design.

## Materials

When selecting materials for the UP Fast XC we put particular emphasis on the applied loads and the longevity of everything being used. Our goal was to ensure a long and trouble-free service life of the harness, regardless of the conditions. We use only tried and tested materials which have already proven themselves in the industry.

## Range of use

The UP Fast XC has been designed for performance orientated pilots and suits best for XC and competition flying. Once the leg cover has been removed however, there's no reason why you couldn't use it for more hoppy-oriented flying purposes. Note that the low hang points make the UP Fast XC a very agile harness that will make any wing more maneuverable.

## Getting the sizing right

The UP Fast XC comes in sizes M and L, and the corresponding leg covers in size S,M and L. The M size harness is suitable for pilots from 165 to 180 cm, the L-version for 178 to 195 cm pilot size.

Non-standard pilots, for instance those with long legs and short bodies may want to combine the harness with non-standard sized leg covers, as the leg covers are all interchangeable. A pilot of +180cm total length but with comparatively long legs would be well advised to opt for the M harness with the L leg cover. The L leg cover is about 7 cm longer than the M, and the S is 5cm shorter than the M. You can find a detailed guide to the right sizing combinations on our homepage under [Products/Harnesses/Fast XC](#).

## Harness design

### Storage space

The UP Fast XC pilot has a large storage pocket inside the rear fairing as well as two small lateral pockets and two pockets on the top skirt of the leg cover at their disposal. The latter two are great for smalls that must be accessible in flight, while the lateral ones are particularly handy for tool kits etc. that must be stored safely but aren't needed in the air.

In order to access the large storage pocket inside the rear fairing, first open the zip of the rear fairing. Inside you will find another zip that closes the pocket. While the glider backpack may be stored inside the fairing, smaller items such as camelbag system, clothing items etc. should be stored in the dedicated pocket, and the zip closed to avoid things coming lose inside the harness.

Fold your glider bag in the manner pictured above, and place it inside the large storage space.



The rest of the space should be filled with inflatable bags so that the aerodynamic shape is maintained on flight. The more

you full this space, the better the aerodynamics of the rear section of the harness.



Finish by closing the zipper.



The internal storage pocket contains a fixation system for both hydration system and wireless set. The hose for the hydration system (and a PTT appliance) goes through a small zipper near the top of the pocket and further under the shoulder cover to the front.

New on the Fast XC are the two pockets located on the top skirt of the leg cover. These are conveniently accessible in flight and can be used for Müsli bars, juice cartons, extra gloves etc.

## Mounting the leg cover

The leg cover consists of a foot plate and the actual „skirt“ surrounding the pilots' legs. Should you desire to fly without the leg cover it can be easily removed in a few steps.

## Mounting and fixating the foot plate

Insert the foot plate from above into the space reserved for it.  
Note that the wider end of the plate must face upwards, as it is the toe side.



Fixed foot plate (seen from behind).



Inner side of foot plate with connection elements.



Place the foot plate inside the leg cover and fix it with the Velcro strap.



Now thread the stirrup strap through the buckle (remember to thread it through once more to lock it). Once adjusted the stirrup should be under light tension while in flying position.

The foot plate bungee strap has to be connected to the leg cover skirt closing line using the Delta-Maillon.



On the right hand side (flight direction) the closure line should be routed through the metal pulley and then tied directly onto the plastic buckle.



The closing line is then routed through the lateral metal rings to the little pulleys on the shoulder straps.



On the left hand side the line goes first through the metal pulley, then the grommet in the leg cover and then it is tied onto the plastic buckle.



Adjust the line so that the nose of the leg cover does not touch the ground during the launching phase. At the same time, make sure the harness is closed cleanly when the flying position has been reached in flight.

### **Attaching the skirt**

The actual skirt is mounted in four easy steps. Start by attaching the big Velcro section on the bottom side of the harness – you may adjust the length of the leg cover by moving the Velcro parts in relation to each other.



Proceed by clicking the loops of the skirt into the main suspension karabiners and close the lateral click-buckles at the side.



Open the covers on the shoulders. Inside you'll find a plastic buckle that is used for attaching the long elastic band from the leg cover. In flight the elastic band should only be just tensioned as any more tension carries the risk of overstretching the elastic.



### **Flying the Fast XC without the leg cover**

Detaching the skirt is quick and easy. Simply perform the previous steps in reverse order. Then attach the foot rest (included in delivery) using the seat-plate adjacent buckles on the front of the harness. After adjusting the length, insert the strap through the buckle once more to secure it and to ensure the foot rest stays in position.

## Speed bar

The UP Fast XC is prepared for the fitting of a foot operated speed bar system. The speed bar line goes through two high performance ball bearing pulleys, allowing easy operation of the speed bar.

We recommend waiting with the fine adjustment of the speed bar until the harness is adjusted to your complete satisfaction.

## Mounting of speed bar

The speed bar lines go from the risers and into the leg cover through the lateral neoprene slits.



From there they are threaded through the ball-bearing pulley. From the pulley the lines go on the INSIDE of the main suspension system of the harness, down through the lateral pulleys at the end of the seat plate and to the speed bar.



Attach the speed bar with the rubber bridle to the foot plate.



## Before the first flight

The UP Fast XC is delivered with an integrated airbag, Karabiners leg cover and this manual. Every Fast XC delivered has been minutely checked at the factory, and corresponds exactly to the certified sample.



**BEWARE!** Before the first flight with the UP Fast XC, please check the following: Is the airbag assembled correctly with the lateral protection plate? Are the karabiners properly closed? Is the reserve mounted correctly? An approved UP dealer should carry out the first flight before the harness is handed over to the end customer.

## Getting into the Harness

Getting everything right BEFORE taking off is of great importance. To accomplish this, put the harness on according to the following description:

Don the harness in the usual fashion.



Close the buckle on the inner X strap across the chest.....



.... and after this close the Getup system.



Close the leg cover from left to right...



The speed bar lines go through the lateral neoprene slits of the leg cover.



....and after from right to left with the plastic buckles.



**BEWARE!** Check everything once more to make sure that all buckles are correctly closed – each of them emits an audible **CLICK** when correctly closed.

## Adjustment possibilities

The adjustment system of the UP Fast XC can be individually set to fit most body sizes.

Adjustment possibilities exist at the shoulder straps, the side strap, the chest strap, the lateral chest straps, the seat plate and the leg cover. The adjusting criteria depend on the respective body size, the preferred seating position and the individual attitude of the pilot.

## Individual adjustments

The individual setting of this harness is best accomplished in a simulator for the first time. Suspend the harness from a suitable horizontal hang point (a girder or a children's swing) or ask your dealer to use his simulator. Take some time to try the different settings for yourself. Be aware that the position might change with a packed backpack, ballast bags and emergency equipment. When adjusting in the simulator you should make yourself familiar with your harness and its parts and get used to many of the functions before the first flight. All the different adjustment possibilities are for you to adjust the harness for your optimal comfort.

Verify that the reserve deployment handle is easy to reach and see, and train your brain for the use of it by simulating several deployments whilst hanging from the simulator. In order to become accustomed to the correct deployment technique UP International recommends participating in reserve deployment clinics on a regular basis – most clubs organize these for their members every winter. Experience has shown that training the body to find and deploy the reserve handle whilst being thrown violently about by your club mates is an excellent training for the real thing, and we believe that pilots who have trained this are more likely to get the reserve out in an emergency. We also recommend visiting approved SIV trainings and at least once to try to deploy the reserve for real.

Make it a habit to reach out and grab the reserve handle during every flight – this will teach your body how to find it in case you need it fast one day. Remember that there's no guarantee that you'll be sitting normally upright in your seat when you suddenly need to get to the handle for

real, so the more instinctive the movement is the better the chances of success are.

## Adjustment of the shoulder straps

The shoulder straps should be adjusted to the pilot's size and desired flight position by the two adjustment buckles.

An open shoulder strap setting facilitates a reclined flying position, whereas the closed setting is more for a seated position.

In the correct position, the shoulder straps should have a light pressure on the shoulders.



**BEWARE!** The reclined piloting position increases the horizontal momentum of the pilot and thus the risk of riser twists in case of rapid directional changes.

## Adjusting the leg cover

The pilot adjusts the flying position in the harness by adjusting the positioning of the leg cover.

Having the leg cover set short, and the shoulder straps long, makes the position more reclined.

Long leg cover and short shoulder straps cause the harness to become more upright in the air.

## Adjusting the leg cover closure

The leg cover of the Fast XC functions with a bungee and a line that serve to both make it easier to get in and out of the harness on launch/landing and to keep the whole thing devoid of wrinkles in the air. When the bungee/line configuration is set up correctly the harness allows ample freedom of movement for the start run (the leg cover shouldn't touch the ground) while at the same time keeping both leg cover skirts cleanly routed and wrinkle free when closed.

## Adjustment of the inner chest strap

The length of the inner chest straps can be adjusted with two ladder look buckles which are fixed inside the harness below the main suspension (accessible from below). You have to make the adjustments on the ground, normally this setup does not change. We recommend tightening the straps up to the point where a snug fit is provided without putting tension on the straps in normal seating position. When thermalling, it should be possible to apply pressure on the outer shoulder belt to improve weight shift steering.

## Adjustment of the Getup System

The position of the Getup System should be controlled and adjusted every time the harness is put on. The chest strap should be adjusted according to the pilots' preferences. A somewhat firmer adjustment is recommended, until one is used to the very effective weight control of the UP Fast XC.

The tighter you pull the chest strap the more effective the cross bracing of the harness becomes. This means that you'll be getting a smoother ride even in turbulent conditions, and any collapses that are completely unchecked by the pilot will also feel more benign.

Finally, adjust the length of the loops by pulling or releasing the straps until you're happy with all settings.

Please note that UP recommends flying slow-turning gliders with a wide chest strap setting whereas more agile wings can be flown with a tighter setting.

**BEWARE!** A very tight chest strap also increases the danger of pivoting (Twist).

Therefore we recommend that you always fly with the chest strap as wide as you feel comfortable with.



The length of the Getup leg straps you can adjust under the seat plate inside the harness (where the protection is fixed). With the two plastic buckles it is possible to make the straps shorter or longer.



## Adjustment of the side strap (and body position)

Adjusting the side strap changes the pilot's body position. The preferred position of the body is very individual. An open strap gives a somewhat lying position (supine), and a tightened side strap an upright position of the pilot.

In order to change this adjustment in flight we recommend that the pilot first sits up a bit in the harness, to take the load off the adjustment buckles, then pulls or releases webbing through the adjustment buckle.

bridle must go around the speed bar line on the outside.

- In case of snow and ice on launch make sure all connections and buckles are thoroughly cleansed before buckling up.
- Visually inspect the main karabiners and make sure they are closed correctly.
- Make sure the speed bar is stored in a way that doesn't hinder the launch in any way. All connections to the risers must be in place and not entwined.
- Check to see that inner chest stripes and Getup System are fastened correctly.

## Pre-flight check

A thorough pre-flight inspection should be carried out prior to each flight. A careful pre-flight check is a must for any and all airplanes – also the UP Fast XC. Please apply the same care and attention before EVERY flight!

Before every launch you should carry out the standard checking procedure. It is a good idea to do the checks following the same sequence every time to minimize the risk of omitting something.

- All pockets and zippers must be entirely closed.
- The reserve container pin must be in place, and the reserve deployment handle secured to the side of the harness.
- In case you're using a front-mounted reserve make sure the connection bridle is routed in a way that doesn't conflict with the speed bar line – even in case of deployment. The

### WARNING!



This isn't as easy to do on a closed pod-style harness like the UP Fast XC, since the whole thing gives the impression of being a closed system, even with the leg straps unfastened (dangerous!).

## Start

Provided the UP Fast XC is adjusted correctly it should normally be easy to slip into the seat after launch without having to use the hands. In case you still need to use the hands, please make sure you have sufficient altitude/ground clearing before you release the brake handles to get into the harness.

To enter the leg pod, use the heel of your one foot to push down the v-shaped notch where the two flaps of the leg pod meet, then tuck in the other foot, followed by the first foot.

## Landing

Make sure to exit the leg pod before or during your final landing approach. Use your left knee to slip through the left pod flap, then push down the v-shaped notch with your left foot and exit with your right leg first, followed by your left leg.

We recommend assuming an upright position right from the beginning of the landing approach. Having the landing gear ready like this can avoid many spinal injuries in case of an unexpectedly hard landing.

## Installing the emergency parachute

The UP Fast XC allows the installation of most usual emergency parachutes available on the market. Not all emergency parachutes are however suitable!



**WARNING!** An incorrectly installed emergency parachute can malfunction and cause severe complications! For this reason we recommend always letting a trained professional do the first reserve installation on your new harness. The shop or school where you purchased the harness is likely to be the best bet – they will know the equipment and can advise you about any incompatible systems.

If you have questions or doubts concerning the use and mounting of the emergency parachutes with the UP Fast XC, please contact an UP dealer or directly to UP International.

the shoulder loops on the UP Fast XC. For the connection here we recommend using Maillon Rapide trapezoidal stainless steel screw gates with at least 5mm diameter.

The handle of the emergency parachute is also connected with the inner container of the emergency parachute with a larks head knot.



**WARNING!** Use only the original emergency parachute deployment handle delivered with the UP Fast XC. Other emergency handles should not be used since they do not ensure a faultless function!

## Connecting the emergency parachute to the harness

The bridle that connects the emergency parachute with the UP Fast XC is located on both shoulder straps. We suggest you use a larks head (round-and-through) knot for the connection between the harness bridle and the emergency parachute bridle.

If your reserve parachute is equipped with a double bridle please thread both through the harness connection bridle. However, if the reserve bridles are long enough you may also decide to bypass the included connection bridle completely and connect the reserve bridles directly to

## Installing the emergency parachute

The UP Fast XC reserve parachute container is located on the back of the harness and designed to hold any standard-sized reserve parachute. The clover leaf closure container is integrated into the harness and does not protrude in any way. Once deployed the container opens straight downwards – this means that even if you fail to get the inner container out, gravity will usually sort that for you.

Excess length of connection bridle (between harness and reserve) should be stored in S-bends at the top of the container.

### WARNING!



The connection between the reserve handle and the inner container must be routed the shortest possible way. Please always make sure that when you pull on the handle, the pin is the first thing to come under tension – people have had accidents because the handle pulled first on the inner container (which is locked in by the pins) and the pins remained firmly in place because of an erroneously routed handle-container connection.

In order to easily close the outer container, thread a piece of line through both closure loops and use these to sequentially close the flaps in the following order:

1. Top container flap (1)
2. Bottom container flap (2)



Then secure the whole thing with the pins and close the outer protection flap with the Velcro.



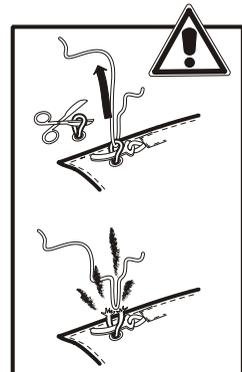
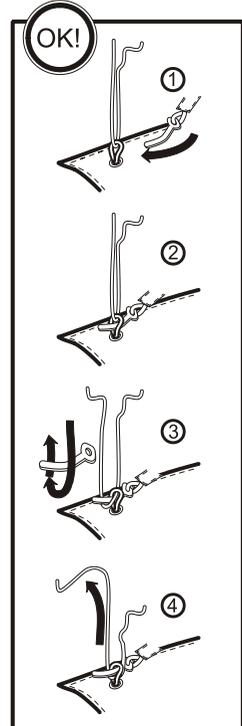
Place the reserve handle on the Velcro patch and stick both ends into the pockets at either end. The connection tape that runs to the inner container should be routed behind the webbing so that nothing may get caught on launch, causing an unintentional deployment.



**BEWARE!**



You must pay attention to the following points:



- Use **ONLY** packing lines, never any pointy or sharp object, to hold the closure looks while packing.
- Pull out the packing lines **CAREFULLY** once the pins are in place. Pulling them out too fast may damage the closure loops through friction/heat.
- Connect the handle only to the intended Velcro patches. It is important that the bridle connecting the handle to the inner container is not under tension in normal use to avoid pulling out the pins from the closing loops.
- When using inner containers with pilot parachutes (for example the UP Profile parachute), the parachute of the container should be packed on the back side of the reserve parachute, facing away from the flight direction.
- After each packing you must do a trial release to check the regular functioning of the emergency system!

A wrongly installed reserve parachute could cause dangerous situations in case of emergency. If you have questions or doubts concerning the use and mounting of the emergency parachutes in the UP Fast XC, please contact an UP dealer or UP International directly.

## Using a front container

You may also choose to have the reserve mounted in front of you.

The front container is usually fixed “permanently” to the right side of the harness, since most front mounted reserves have the bridle sticking out on the right. The left side then opens to allow getting in and out.

**BEWARE:** Always deploy the reserve in the same direction as the bridle is routed, i.e. normally to the right. The speed bar line must be routed between the harness and the reserve.



## Deployment

When pulling the deployment handle the first thing to give is the safety rupture thread. Then the locking pin is pulled out and the outer container opens. The deployment handle is attached to the inner container through the connection strap and allows the pilot to forcefully throw the reserve in the desired direction, away from the main canopy.

When installing the reserve system, make sure that the deployment sequence is as described here. Any other sequence means danger!

## Compatibility

The rigger is responsible for installing the parachute in such a way that the correct function of all elements is ensured.

The installation of the integrated reserve container and the installation of a reserve parachute therein should be approved by the manufacturer of the harness or reserve parachute. This to ensure that the configuration works properly and that all installations have been carried out correctly.

The rigger should always enter the details about the compatibility verification into the packing certificate of the equipment.



**BEWARE!** After each packing a test release should be carried out in order to guarantee the

normal function of the emergency parachute. The deployment of the emergency parachute must be feasible from each possible flight position.

Be sure to fully deploy the inner container so that you can verify that it comes out all right.

## Using the reserve parachute

Only ever deploy the reserve parachute in real emergencies or under SIV supervision.

Should you need to deploy the parachute in flight, first pull off the handle from the Velcro with a firm tug. This will also open the outer container and let the reserve parachute fall free of the harness. Then you should throw the parachute forcefully away from yourself, preferably against any turning direction and to the same side as the connection bridle is attached (front container). Avoid throwing the reserve into the paraglider canopy as this will delay the opening.

Once the parachute is open the paraglider canopy must be neutralized, in order to avoid the two canopies pulling against each other, or oscillations. On most paragliders this is best achieved by b-stalling the canopy.

While descending under the reserve we recommend assuming an upright position. This is facilitated through the placement of the reserve bridle connectors, located on the shoulder straps of the UP Fast XC.

The actual landing should be done in PLF\* position and a proper PLF executed.

---

<sup>1</sup>\* PLF: Parachutal Landing Fall – a technique developed for round canopy parachute landings. Your flying school can instruct you in this technique

# Instructions

## Protection



**BEWARE!** The UP Fast XC should only be used with the **UP Pro 16** foam-filled impact protection. Only in combination with this protector the Fast XC is certified.

## Inserting the impact protection

The UP Fast XC has an integrated pocket for the impact protection. In order to install it, open the two zippers on the bottom side of the harness, beneath the seat board. Then insert the foam protector into the pocket, and finally secure it in place with the v-tape. Close the zippers again.



Beware that the protector may in extreme cases come to press upon the reserve container – always perform a test deployment after performing maintenance

work on your harness, to ensure that everything is working as intended.

## Advise for tandem use

The UP Fast XC is not intended or certified as a tandem pilot harness, but it not unsuitable as a tandem passenger harness.

## Winch towing

The UP Fast XC is suitable for single-seat towing operations.

## Attaching the towline release system

The optimal attachment point for the towline release is always in the systems' centre of gravity. On a paraglider that means the connection point between the risers and the harness, preferably right onto the lower end of the risers. UP International has developed special tow-release connectors for UP gliders to ensure the optimal connection between the pilot and the towline. For safety reasons we suggest that you always use these connectors when towing.

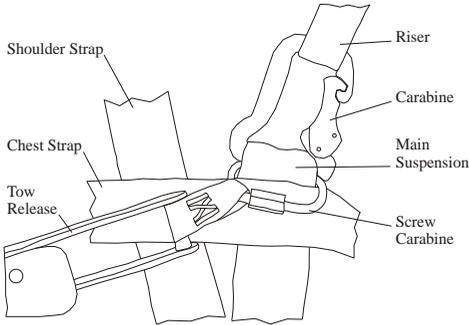
When using towline release systems incorporating distance-tubes between the risers it is important to ensure that the risers are not pulled together by the system (use webbing loops designed for climbing to increase the length of your release system). It is also very important to fit a bungee to the system that will keep it from hitting you in the face in the event of a towline failure.



**BEWARE!** If you are using a front-mounted reserve system it is very important to verify the unhindered deployment before every flight. In case of

doubt please only tow using a textile release system.

The following illustration shows another safe connection, using screw Karabiners, of the tow release and the main suspension.



Please pay also attention to the manufacturer's instructions regarding the mounting and usage of the tow release.

**WARNING!** A wrong adjustment of the tow release could cause dangerous situations in case of emergency!



## Compatibility with other paragliders

The UP Fast XC harness was classified under the class of the so-called "chest harnesses" with the designation GH. The Fast XC has no restrictions and can be used with all paragliders.

## Further tips

The changing of any aspect of the UP Fast XC invalidates any and all warranty claims

## SIV training and flying over water

Any water landing should be treated with great respect, as the air bag under the seat increases the risk of the pilot floating in a head-down position. For SIV's we recommend wearing a proper floatation vest with a head support holding the wearer's head above the surface even when unconscious.

## Checking the harness after a hard landing

Always go over the harness carefully following a hard landing where the airbag has been in use. Look for ripped sewing, tears in the material and other defects. Any defects will reduce the impact protection capabilities of the harness. If no damage is found the impact protection will normally remain unchanged after a hard landing, but if you're in doubt we recommend always sending in the harness for a thorough check.

## **Salt water**

If you do most of your flying near the sea, where the air is humid and salty, the harness may age faster. In this case we suggest you have it checked more often than prescribed in this manual.

## **Insects**

Also make sure that no insects are caught inside the harness when packing it – many insects contain quite strong acids that could damage the fabric and webbings!

## **Transport**

Avoid subjecting your UP Fast XC to extreme temperatures, for example by leaving it in a closed car boot on a hot summer day. Also protect your harness from solvents, sharp objects etc. When packing the harness away in the glider bag, make sure the buckles cannot damage the glider or helmet, and that you don't accidentally loosen the reserve deployment handle.

## **Storage**

The UP Fast XC should be stored in a dark, dry place and out of reach of chemicals. The temperature should be between 10 and 25 degrees Celsius, and the relative humidity between 50 and 75%.

## **Disposal**

Once the harness has reached the end of its service life it should be disposed of in an environmentally responsible manner. If you wish you may return the harness to UP and we'll happily make sure that this is taken care of.

## **Using the harness in an environmentally responsible manner**

A few final words about the relationship between our sport and the environment we enjoy it in.

Most paragliding launches are located in environmentally sensitive areas. This requires extra care and attention on the part of the pilots, as we want to leave the lightest possible imprint on our environment. Always endeavor to use only marked paths to takeoff, make no unnecessary noise and leave no litter behind. Don't fly over sensitive areas like nesting grounds, feeding grounds etc. and always respect the fragile natural balance in nature.

## Maintenance and cleaning

### Care and maintenance

The aging of a harness is totally dependent on the usage, and the storage. UV exposure ages the material fast, as does humidity. In the following we'll give you a few hints and tips to the correct care of your new harness.

### Packing and storing in the bag

Place the packed glider inside the harness and close the Cobra buckle.

Close the leg cover around the glider, so that it isn't unduly wrinkled in the glider bag.



Open the glider rucksack and place the package on it, the back side downwards.



This packing method leaves sufficient space to store the rest of the flying equipment.



## Taking care of your harness

The UP Fast XC was developed for long-lasting intensive use. Only the best and most long-lived materials have been used, materials that have proven their worth over years of use in the production of quality harnesses.

However the actual service life that you will get out of your new harness depends to a high degree on the way you treat it! Always beware that the condition of your harness is closely linked to your own personal safety. Check it frequently for signs of wear and have damaged components replaced immediately by UP authorised repair facilities.

Take special care to check all structural stitching. Any damaged stitching must be repaired immediately by a UP authorised repair facility.

Furthermore you are always welcome to send your harness to UP International for checks and repairs!

To avoid unnecessary weakening of the UP Fast XC we recommend the following precautions:

- The closure loops of the reserve container should be inspected regularly. If they show proof of wear they must be replaced. Check these whenever you're installing the reserve parachute into the harness – their breaking load should be no less than 30 kg.
- If the harness is subjected to mechanical forces exceeding those than can be expected in normal everyday use you should send it to UP for inspection and possibly repair. Examples could be if a vehicle has accidentally driven over the harness, after a tree landing or if the harness has been damaged

by pointed objects. Whenever you're in doubt please don't hesitate to have the harness checked by UP, or a UP approved checking facility.

- Do not expose the harness to fire or sharp objects.
- Avoid unnecessary UV exposure (sunlight). UV radiation affects the molecular structure of the materials used for the rescue system and will weaken it if exposed for longer periods.
- Avoid exposure to salt water or acids. Should the harness become exposed to salt water it must be rinsed with fresh water and dried in the shade, or even better in a dark, dry room.
- All buckles must be clean and free of dirt and debris. If needed you may lubricate the buckles lightly with a sewing-machine lubricant.
- Zippers can be lubricated occasionally with standard silicone spray.

Never attempt to clean your harness in a washing machine. Even without using detergents the simple mechanical abrasion will quickly wear out the fabrics and render the harness useless. Also avoid dipping the harness in a swimming pool; the chlorine will damage the materials. If you must rinse the harness, for example following a sea water landing, do so with a gentle spray of fresh water. Frequent spraying will accelerate the ageing process.

## Cleaning

If you deem it necessary to clean your UP Fast XC at any time then use lots of lukewarm water and a soft sponge. More stubborn stains can be cleaned with a weak soap solution, and rinsed thoroughly. Then leave it to dry in a shady but well-ventilated area.



**BEWARE!** Never use chemical cleaning agents, brushes or hard sponges on the material, as these destroy the coating and affect the strength of the cloth.

## Checks and repairs



Paragliding is a wonderful sport; flying as free as a bird in the air, enjoying the peace and tranquillity. But the air is an alien environment that commands respect and a responsible attitude from the pilot. At UP we don't just put our knowledge and experience into the development of paragliders, but also into their maintenance, service and repairs to ensure that you can fly safely at all times. Repairs or inspections must only be carried out by UP International or a UP approved repair/checking facility.

## Maintenance



**BEWARE!** All care and maintenance must be carried out in accordance with UP recommendations. To ensure that this happens we strongly advise you to only let UP recognized service centers touch your harness – this is also a prerequisite for the UP Warranty to be valid. So there's a lot speaking for letting UP, or a UP affiliate, look after your UP Fast XC!

## Airworthiness Check

The UP Fast XC is in principle a maintenance-free product not subjected to any official checking intervals. However we recommend adhering to the following rough checking guidelines:

- 3 years after purchase
- Every two years after that, or sooner if prescribed by the UP checking facility during the last check

We will happily service the glider more often, if you feel that it is necessary (instructions see page 41).

## UP Craftsmanship

In order to ensure that your UP Fast XC maintains its very high inherent performance and safety we highly recommend that you employ UP, or a UP affiliate, with any repairs or maintenance. Our service staff is trained and skilled, and knows the UP products better than anyone.

## Original spare parts and accessories

Your UP harness is comprised of a large number of quality components each with a long service life. If you need to replace anything on your harness we strongly recommend using only original spares – not only for your own safety but also to stay within the harness certification.

## Product check procedure

Before the UP Fast XC leaves the manufacturing facility the entire harness goes through a comprehensive check. And again when the harness leaves UP International to be shipped to the distributor it is subjected to a product check. This is our way of ensuring that it meets the criteria we set for our products.

## UP Warranty

Conditions and extent of the UP International Warranty can be found in the following pages. For further information please ask UP International directly, or you local representative. The UP importer in your country is always delighted to clear any questions with you.

### National warranty conditions

In some countries the local laws stipulate different warranty rules than those outlined here. Please note that these local rules only apply in the country where you have purchased your UP Product. Information about local rules and conditions are available from your local dealer.

### International UP warranty

#### Warranty conditions:

The international UP warranty covers material- and workmanship faults and is valid for 24 months from the delivery date.

The UP warranty covers the cost of materials and workmanship on products accepted by UP to fall under the warranty.

The UP warranty does not cover damage caused by accidents, or by changes made to the product. Likewise, parts that are damaged due to normal wear and tear are exempt from warranty coverage. Fabric colour changes that do not influence the behaviour or safety of the wing are not covered by the warranty, and neither are faults caused by the exposure to solvents or salt water, or plain incorrect handling of the product.

#### For any warranty claim to be accepted the following conditions must be adhered to:

- The product was used under normal circumstances and was maintained according to the instructions given by UP International. Note that these include instruction for the correct packing, storing and cleaning
- The product was only used in accordance with its certification
- Only original UP spares have been used, and only UP, or a UP affiliate service centre, has performed repairs or service jobs on the product
- A complete, correct registration card has been filled in and sent to UP within 14 days of the purchase. Note that you may also register your product via the UP homepage [www.up-paragliders.com](http://www.up-paragliders.com) >service>UP Product registration

UP reserves the right to refuse any claims not honouring one or several of these conditions. However, in some cases an “ex gratia” settlement may be offered.

## **Sending the UP Fast XC and other UP products**

The best way to send your paraglider, rescue parachute, harness etc. to our service team is in a stable box via post or UPS. Enclose a note of what requires doing (2 Year Check, repair, repack etc.) and also your daytime contact details. We will return your equipment either by post or UPS. Please indicate preferred method of payment (either bank cheque or C o d)/ Should you require any further information about the services we offer, please contact us at the address and phone number given below. We are also able to give you information about your nearest Authorised Service Centre, as well as other manufacturers who are authorised to check and repair UP gliders and equipment.

UP International GmbH  
-Abteilung Service-  
Kreuzeckbahnstrasse 7  
D-82467 Garmisch-Partenkirchen

Email: [service@up-paragliders.com](mailto:service@up-paragliders.com)  
Service Phone: +49 (0) 88 21-73099-0  
Fax: +49 (0) 88 21-73099-16

## **UP Homepage**

The UP Homepage gives you information about the latest news and products from UP. You will find any technical information and accessories for your UP Product, as well as many useful things that are necessary for flying.

Beside paragliders, harnesses and flying equipment you will also find the new "Skywear" collection with the latest flying garments and the "News" section, which will keep you updated with all activities around UP.

**[www.up-paragliders.com](http://www.up-paragliders.com)**

## Attachments

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# Certification Document UP Fast XC



## Musterprüfbescheinigung gem. LTF 91/09

*Type Certificate conf. LTF 91/09*

Für Luftsportgerätekompente Nr.:  
*for aerial sports equipment component No.:*

**EAPR-GZ-7472/12**

Auftraggeber  
*Applicant*

**UP International**  
**Kreuzeckbahnstraße 7**  
**82462 Garmisch-Partenkirchen**  
**Deutschland**

Die nachstehend bezeichnete Luftsportgerätekompente ist als Muster geprüft worden. Dieser Musterprüfschein ist auf Grund der betreffenden Richtlinien der Musterprüfstelle in der am Tag der Ausstellung gültigen Ausgabe erteilt.

*This aerial sports equipment component has been certified in accordance with the German Certification Regulations as of today. A Type Certificate has been issued.*

Die Musterprüfung gilt gemäß zugehöriger Erklärung über Bauausführung und Leistung (EBL).  
*The Type Certificate is only valid in conjunction with the limitations and restrictions as set forth in the Declaration of Design and Performance (DDP) submitted with the application*

**rev. 07.10.2011**

Bezeichnung der Luftsportgerätekompente  
*designation*

**Fast XC**

Geräteart  
*type of component*

**Gleitschirm-Gurtzeug für eine Person**  
*Paraglider-Harness for one person*

Die Musterprüfbescheinigung kann in denen von der Musterprüfstelle vorgesehenen Fällen, die in den Richtlinien zur Musterprüfung beschrieben sind, widerrufen werden.

*The Type Certificate may be revoked by the issuing agency in cases listed in the German Certification Regulations*

Bad Grönenbach, 07.10.2011

Datum der Ausstellung

issued on

  
Unterschrift

signature

## Re-examination instructions

The following points must be examined and documented during a re-examination:

### Straps

Check for damage and wear as well as aging, and verify all seams on:

- Main suspension points
- Exterior chest strap
- Interior chest strap
- Lateral chest strap
- Leg straps
- Shoulder straps
- Reserve bridle and attachment

### Hardware/buckles:

Check for function and ease of use, as well as dirt and corrosion:

- Exterior chest strap buckle
- T-buckle interior chest strap
- Leg strap buckles
- Kamet buckles on shoulder straps
- Kamet buckle lateral chest strap

### Harness exterior

- Visual check of the material for tears, holes, seams coming undone, structural weakening of the cloth (UV damage)
- Check zippers for function
- Check the speed stirrup

### Airbag

- Visual check of the envelope for airtightness (holes, tears)
- Visual check of all seams

### Reserve compartment (incl. bridles etc.)

- Visual check of the reserve bridles
- Inspection of the deployment handle and pins
- Inspection of suspension points
- Checking loops for damage
- Test deployment



# Service Booklet



## Harness and pilot data

**Model:**

**Fast XC**

**Size:**

M     L

**Serial number:** \_\_\_\_\_

**Color:** \_\_\_\_\_

**Date of purchase:** \_\_\_\_\_

**First flight date:** \_\_\_\_\_

Dealer stamp and signature

### **Pilot (1. owner)**

**Name:** \_\_\_\_\_

**Family name:** \_\_\_\_\_

**Street:** \_\_\_\_\_

**Town:** \_\_\_\_\_

**Postal code:** \_\_\_\_\_

**Country:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_

**Fax:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Pilot (2. owner)**

Name: \_\_\_\_\_

Family name: \_\_\_\_\_

Street: \_\_\_\_\_

Town: \_\_\_\_\_

Postal code: \_\_\_\_\_

Country: \_\_\_\_\_

Telephone: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

**Pilot (3. owner)**

Name: \_\_\_\_\_

Family name: \_\_\_\_\_

Street: \_\_\_\_\_

Town: \_\_\_\_\_

Postal code: \_\_\_\_\_

Country: \_\_\_\_\_

Telephone: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

Please verify that your UP Service Centre has correctly filled in the form!

### 1st Service

Performed date: \_\_\_\_\_

Assignment Nr.  
Stamp

Service jobs undertaken:

### 2nd Service

Performed date: \_\_\_\_\_

Assignment Nr.  
Stamp

Service jobs undertaken:

### 3rd Service

Performed date: \_\_\_\_\_

Assignment Nr.  
Stamp

Service jobs undertaken:

Please verify that your UP Service Centre has correctly filled in the form!

### 4st Service

Performed date: \_\_\_\_\_

Service jobs undertaken:

Assignment Nr.  
Stamp

### 5th Service

Performed date: \_\_\_\_\_

Service jobs undertaken:

Assignment Nr.  
Stamp

### 6st Service

Performed date: \_\_\_\_\_

Service jobs undertaken:

Assignment Nr.  
Stamp



## Product registration card

**Model:**                    **Fast XC**

**Size:**                     M     L

**Serial number:** \_\_\_\_\_

**Date of purchase:** \_\_\_\_\_

**First flight date:** \_\_\_\_\_

**Preflown by:** \_\_\_\_\_

### **Owner**

**Name:** \_\_\_\_\_

**Family name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Telephone:** \_\_\_\_\_

**Fax:** \_\_\_\_\_

**Email:** \_\_\_\_\_

Dealer stamp and signature

Cut out this card and mail it to UP within 14 days of purchase, or register via [www.up-paragliders.com](http://www.up-paragliders.com)>Service>UP>Product Registration



Ultralite Products  
International GmbH  
Kreuzeckbahnstrasse 7  
**82467 Garmisch-Partenkirchen**  
**GERMANY**







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**UP International GmbH**

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Germany

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Fax: +49 (0) 88 21 73099 16

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[www.up-paragliders.com](http://www.up-paragliders.com)

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