



OWNERS MANUAL

BETRIEBSHANDBUCH



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Dear Customer !

Thank you for choosing a NEXT Harness/Container System. This rig has been designed, tested and built not only to JAA and FAA minimum performance standards but mostly to our passion for the utmost quality workmanship and longevity.

We strongly recommend, that you and your rigger thoroughly inspect your new rig and carefully read this manual.

Should you find anything, that does not look right to you or your rigger, please contact us immediately.

Again, thank you for choosing a Paratec Product. We are very confident it will be dependably at your service, everytime you skydive.

Sincerely

Eva Schumann
President
Paratec GmbH

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OPERATION LIMITATIONS

The NEXT Family of Harness / Container Systems have been certified under JAA JTSO C23d issued by the Luftfahrt Bundesamt LBA as a full member of the Joint Aviation Authorities of the European Union.

CERTIFICATION NR.: LBA.O.40.014/06 JTSO

**THIS HARNESS IS LIMITED TO BE USED UP TO
A PACK OPENING SPEED OF
150 KTS
AT A MAXIMUM OPERATING WEIGHT OF
115 Kg**

About this Manual

This manual can not substitute for the knowledge and training you get in a proper riggers course. The scope of this manual is also not to enable you to pack this reserve container without any basic skills.

It is in the responsibility of every trained and licensed rigger to assemble, inspect and pack to the manufacturers instructions, recommendations and his best knowledge and ability before he seals and signs any packjob.

It is also in the responsibility of every user to stay within the limitations set by the manufacturer regarding maintenance cycles, wing loadings and pack opening speeds to not endanger himself nor his fellow skydiver friends !!

This manual is rather a guideline and a source of compact information, both for the owner and the rigger.

Read Before Assembling

Since parachute components are manufactured and inspected by people, there is always the possibility of human error in terms of defects. Therefore, inspect the entire parachute system, Reserve, Harness/Container, Main Parachute and all other functional components, before you begin to assemble, pack or use any parachute system.

Your NEXT should be assembled by a properly certified Rigger (or equivalent rated person in your country).

Before assembling, be sure that the parachutes are compatible with this rig. To check for compatibility, refer to the chart on page 30 in this manual. Should the pack volume of your parachute not fall under the figure in this chart, then contact us immediately for further assistance.

Assemble this Harness / Container also in accordance with the reserve parachute manufacturer's manual.

Inspection Procedures

To be carried out at assembly, before every repack and after emergency use

According to the manufacturers regulation, every NEXT rig must be inspected by **qualified personel**, before it is used for the first time, before every repack, no matter if it was used or not and after it was handled in an improper way such as after water jumps etc. The periodic inspection and repack cycle for this Harness Container Sytem is 12 months. Other countries may have different regulations, so please check with your responsible organisation.

Read the instructions in this manual completely before you begin.

Points of Inspections	Inspect for :
1) Main Lift Web	damaged edges, velcro damage, broken stitches, ravelled stitches
2) Reserve Ripcord Ripcord Pocket Cable Housing	tight fit in pocket, bent pin, enough excess cable worn out velcro, broken stitches loose tacking on MLW and / or reserve flap
3) Chest and leg straps	damaged edges, velcro damage, broken stitches, ravelled stitches, worn out elastic keepers
4) Cutaway pad /cables Cutaway housings	worn out velcro, damaged cables, dirty cables, open cable ends proper routing, sharp fittings, open coils
5) Container flaps	broken plastic stiffeners
6) Grommets	sharp edges, bad or improper setting,
7) AAD set up	according to manufacturer's installation, battery (Cypres), damaged cables
8) Main Riser	velcor damage, bent rings, damaged closing loop, hardened webbing on 3-ring, good toggle fit,
9) Freebag and Pilot Chute	safety stow, elasticity, proper connection to Pilot Chute, properly set grommets
10) Main bag and Pilot Chute	damaged grommets, old rubber bands, retract system of P/C in good condition, Pilot Chute fabric for porosity
11) Closing Loops	proper length, good condition, not frayed
12) Entire Hardware	rust, sharp edges, cracks, correct installation,

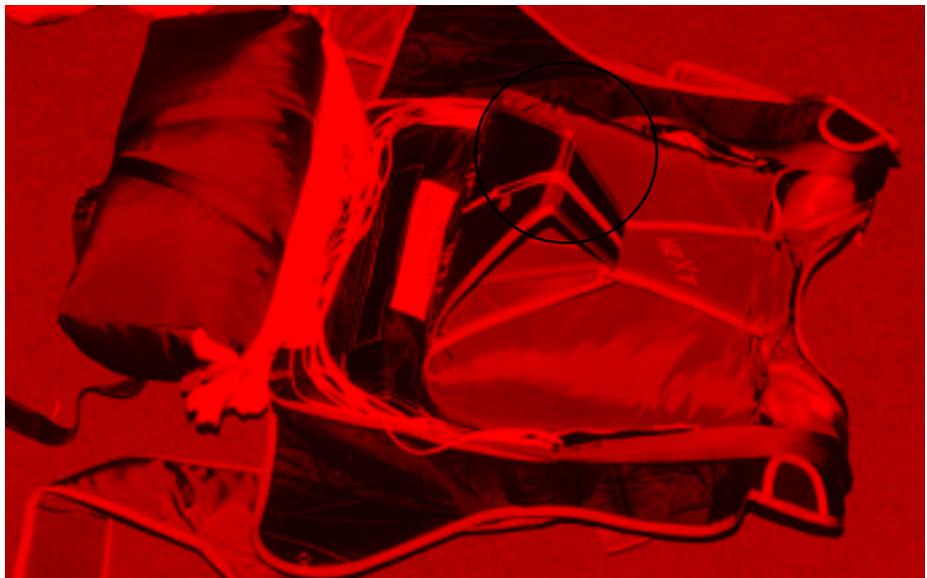
Closing the main container

1



Before you start packing, make sure that your pull up is still where you had put it last weekend. If you can't find it after all, ask one of your mates. He probably knows.

2



Great ! After ages, fighting with your brand new Zero-P-Mega- Performance canopy, featuring centre cell spoiler, neon-high gloss suspension line treatment and beer can holder on the front riser, you have come to this point ! Take a deep breath, your agony is over. We will show you in the NEXT pictures how to close a main container without having to use sheer force and still look good doing it ! Put the main bag behind the container. This way you are able to route your riser and your lines properly and you see what you're doing. Note the elegant way how to secure flap # 2 in connection with the pull up cord !

3

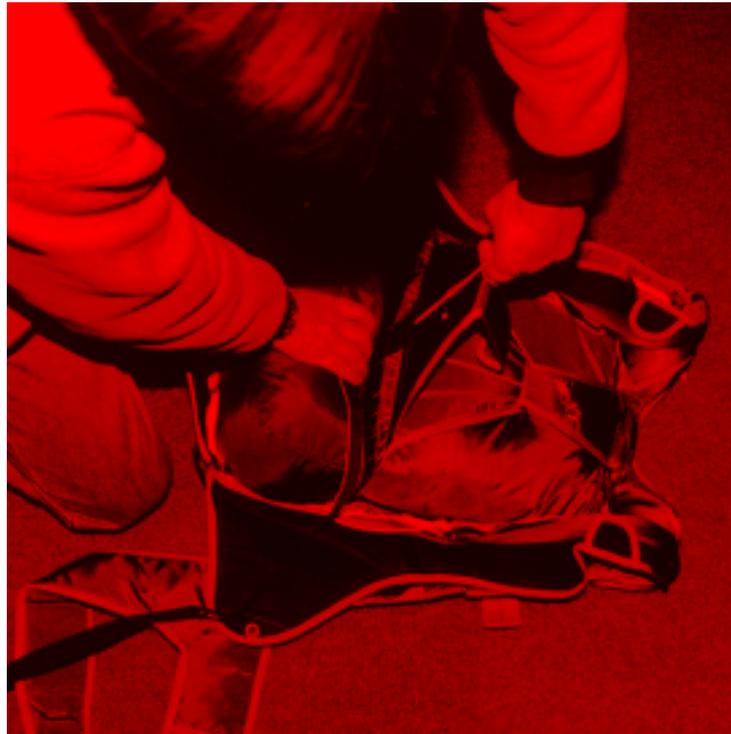


Put your bag into the container with the lines pointing down. Your bridle already points to the right.

4

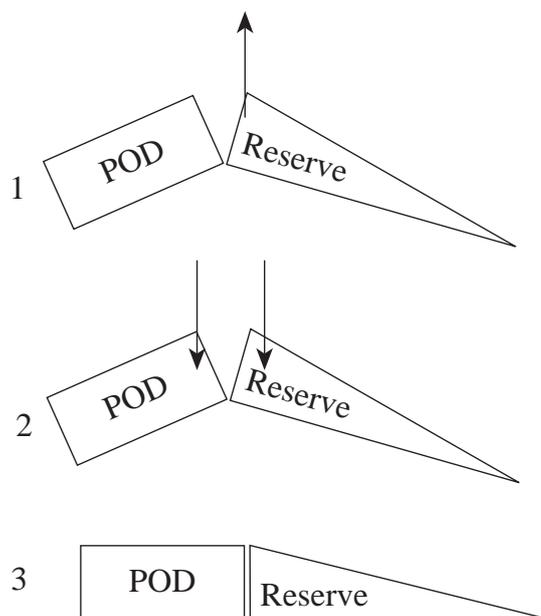
Rotate bag slightly forward, towards the reserve container, ca. 30 to 45°.

5

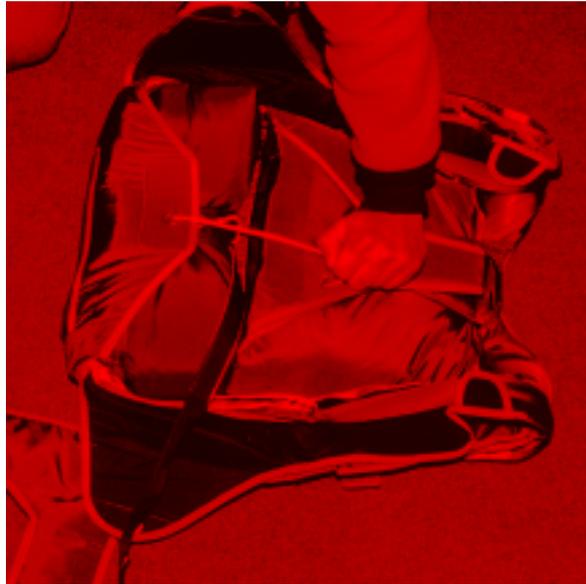


To make it as easy as possible turning the bag into the container, you simply lift the reserve container up towards you, using your pull up. Then you push both down again at the same time. You can do this as often as it takes until the bag lays flat inside the container. The little drawing below might help to show you what we mean.

FIG. 1

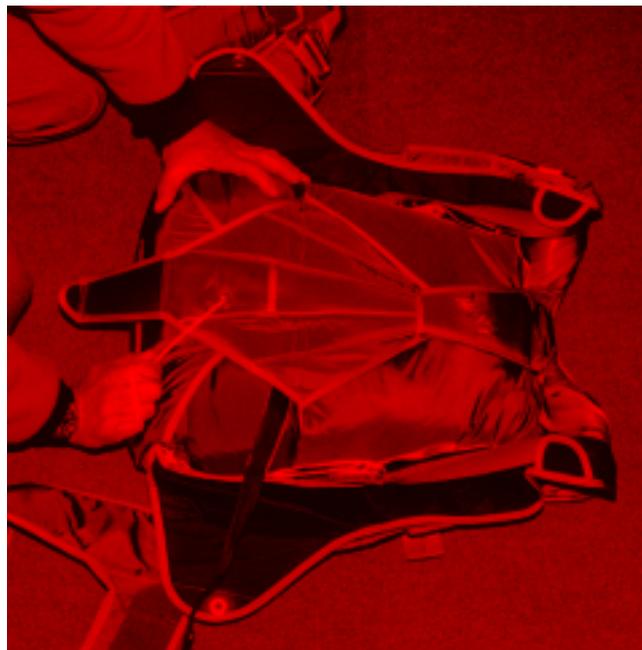


6



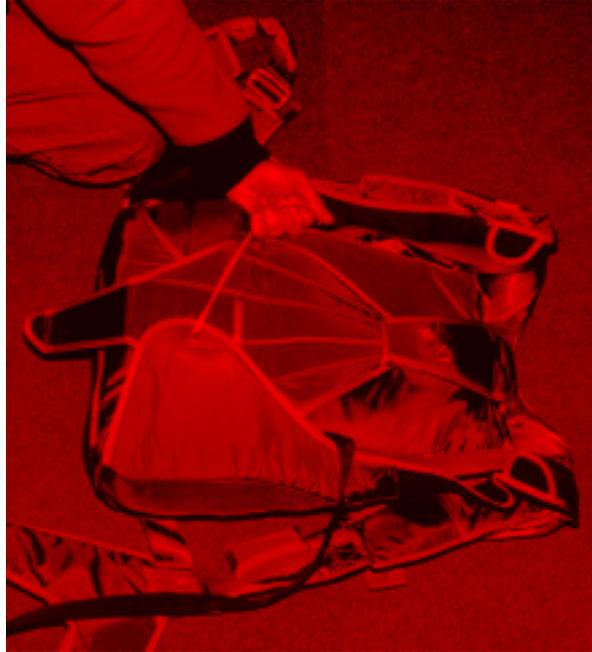
Closing flap # 1 it is important to pull as much loop length as possible through the grommet. You will need this, closing the other 3 flaps as you continue. Note the hand laying flat on the container. This gives you a kind of pulley effect which lets you keep the tension much better as you go on to the NEXT flap.

7



Closing flap # 2. Note the hand position again. You bridle points to the upper right hand corner.

8



Closing flap # 3

9



Closing flap # 4. Route the bridle underneath flap # 3, pushing it thoroughly into it. Afterwards, close pin protector flap.

Correct folding of a pilot chute

An old saying in Skydiving goes: The way you put it in, that's the way it will come out ! This is especially true for your pilot chute. It means, that if you push your P/C into the pocket in a way that it looks like an ugly old hump, you can bet you will have problems getting it back out again.

The result is a good chance for a TOTAL MAL !!

The clever skydiver on the other hand will always match the pilot chute fabric to the BOC pocket, using all available dimensions 100%.The following pictures will show you the ultimate pilot chute pack. " Easy in, easy out".

1



Lay P/C on it's back, bridle points to container

2



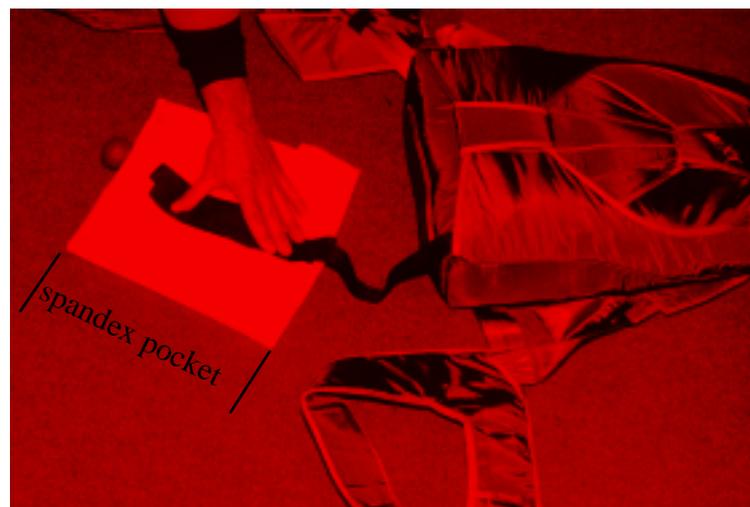
Fold the upper half onto the lower half.

3



Fold the P/C in thirds, as shown above. This way you'll create a long rectangle with an even fabric distribution.

4



By folding a bit of the lower part onto the upper part, you can match it to the length of the spandex pocket.

5



Make a tight roll and see how easily you can push it into the pocket. Always put the rig onto it's side, never onto the yoke to avoid Cypres cable damages !!

6



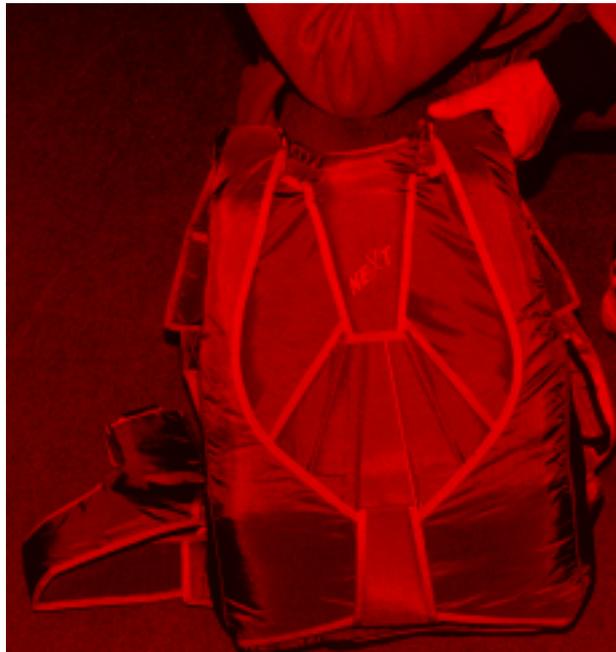
The Next features a small cover, to hide the bridle as it leads down to the spandex pocket.

11



The last step shows you how to close the Riser cover. You do it with ease, if you lift up the shoulder part, supporting it with your hand to straighten it out.

12



Perfect !

On to your NEXT Skydive !

The Pull Out System



Fold the bridle in S-folds of approx. 4" and place them on the main bag just underneath the loop keeper



Now, close main flap # 1



**Hold the pad with your right hand and place the pilotchute in a way, so that the end of the mesh is in line with the left side of the main container.
Place the pilot chute right on top of the loop keeper**



Now, close flap # 2 and orientate the top part of the pilot 90° towards you.



Close the side flaps and make sure, that there is enough pilot chute fabric still outside of the container, that you have a non restricted connection between your pad and the pin.



This is a check, which we urge you to do, to make sure that the container can be opened easily.



**Push the excess fabric underneath
flap # 3**



Done



**Close the pin cover flap and velcro
the pad to the bottom on the
main container.**

STUDENT SYSTEM

Function of the operating modes

- Static line

- AFF

Overview of the parts



1. Spring loaded pilot chute
2. Hand Deploy
3. Student main ripcord
4. Standard loop
5. AFF secondary release
6. AFF double loop

Note : The static line is not shown in this picture since it's length is aircraft dependable

BOC Hand Deploy pocket , Ripcord und AFF 2nd release



To assure as little change overs as possible for the Student, the Next Student system features a BOC Ripcord, which is located in the same position as later on the BOC throw away handle. This BOC rip cord handle is also used as a dummy ripcord during a static line progression course.

The pad on the left side resembles the secondary main canopy activation, which is needed for the AFF program. It can be easily deactivated for static line operation without interfering with any other functions.



The AFF 2nd release (shown from the side). The pad is located under a velcro cover. To the left you'll find the pocket for the static line hook.

AFF 2nd Release



This picture shows the routing of the cable used to secure the double loop on the inside of flap Nr. 1.

Main bag



The main deployment bag features a special loop, which allows the instructor to easily change from freefall mode to static line mode by simply pulling the loop to the other side of the bag where it attaches to the static line. See pictures on next page.

Changing the modes

1



2



Note : In freefall mode, the loop is inside the bag without any further fixation. This will not disturb any of the functions and the safety.

Main bag without grommets



To avoid any damages on the side of the aircraft during static line operation, the main bag has no grommets.

Closing the reserve container

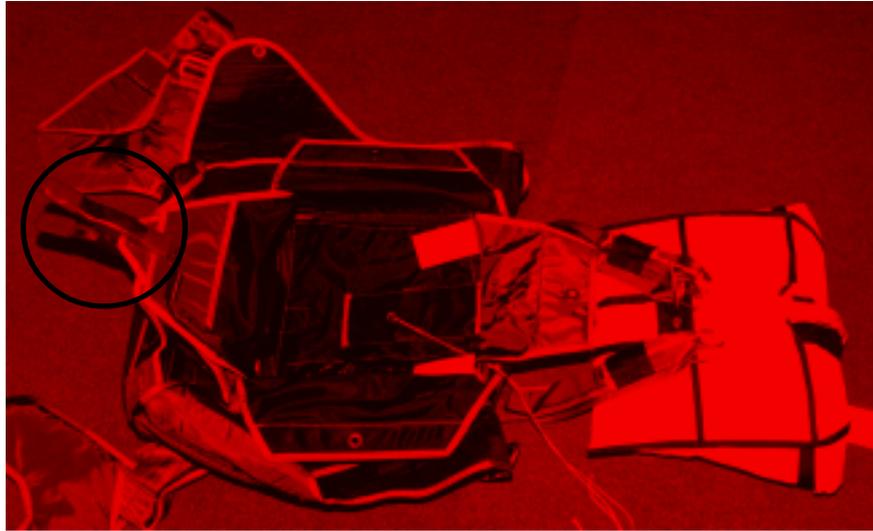
Dear Rigger !

In front of you lays a Next reserve container. It is a classic 6 flap container, as it is used in many other popular rigs for many years. The following pictures will show you step by step how to close it. We chose the content, the sequence and the explanations of this riggers' manual, assuming that you have successfully completed a riggers course and have a valid license. This manual can not substitute for a proper riggers course and is only intended to be a help and guideline in case you are not quite sure anymore how various things are to be handled or how they work.

In addition, we would like you to take a look at the thoughts below , which seem important to us before you start your pack job.

- Make sure that the compatibilities are given, regarding the individual components. Should you need a crow bar to be able to close this container off, something went wrong.
- Use as little packing aids/tools as possible. The only tools you can't forget inside this pack job are your hands.
- Take a close look at your free bag and identify it's dimensions. This is the shape your reserve has to be in afterwards. (wedge)
- Identify the kind of reserve container and choose your packing accordingly. (Pop Top or standard)
- Make sure all your tools are at hand and reachable. It is annoying, kneeling on the base and realizing that the Free Bag is on the other end of the room.
- Always use a new reserve loop, especially when you use Cypres loops.
- Keep in mind that the Cypres loop will stretch up to 2 cm. Pre-stretch it before you use it.
- Choose the shortest loop length possible. Remember, partially expanded pilot chutes are weaker and besides: You also pack for looks.
- Don't forget to take the opportunity of an open reserve container, to check the battery changing date of the Cypres.
- Take your time packing. If you don't like the way your pack job is going, stop and start again. Don't just close it and think it'll be allright.
- Always pack to your best knowledge and abilities. Refuse a packjob on a rig you are not familiar with or uncertain, because you haven't done it for a long time.
- Stay away from any kind of "learning by doing" . You are dealing with a safety system.
- If you have any questions about this rig, give us a call. We'll be glad to help.

1



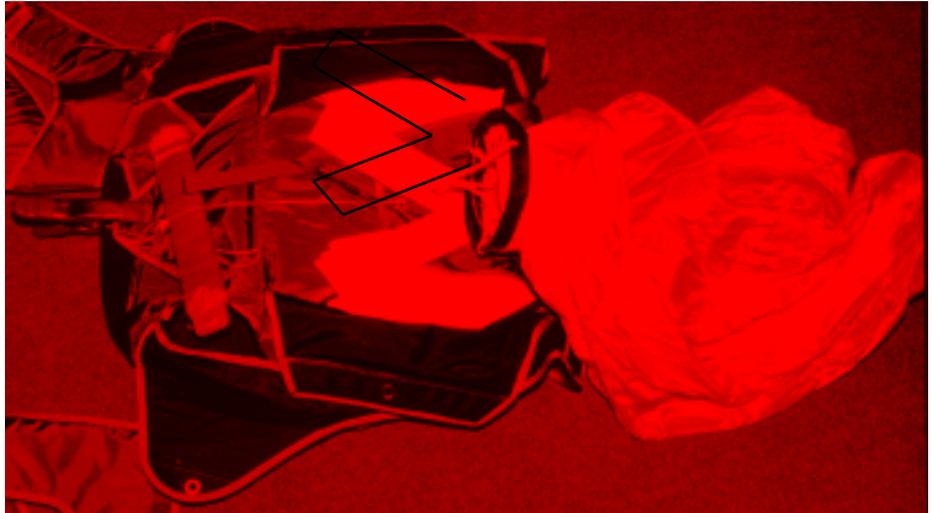
Up to here, please follow the manual of the reserve manufacturer. As you can see, a simple clamp helps to keep the container wide open and accessible.

2



Lay the bag into the container and close flap # 1 and perform 3 to 4 S-folds with the bridle in a horizontal way, right on top of the free bag.

3



Close flap # 2 and divide the rest of the bridle in a "V" on top of flaps # 1 and # 2, as shown above.

4



Compress the spring and start folding the pilot chute fabric as shown above. We will show you a different way how to fold the fabric, as you probably know it. This method will enhance the wedge shape of your pack job and helps especially with narrow container sizes. Don't worry about the function and safety of this method. It works !! But if you have any doubts, or feel more comfortable with a rather conventional way, we don't have anything against it, **unless you twist the fabric around and inside the spring or push it underneath flap 3 and 4 !!**

5



Once the front is rolled towards the spring, start bringing the sides back so all of the fabric points to the main container. You will see a long rectangle.

6



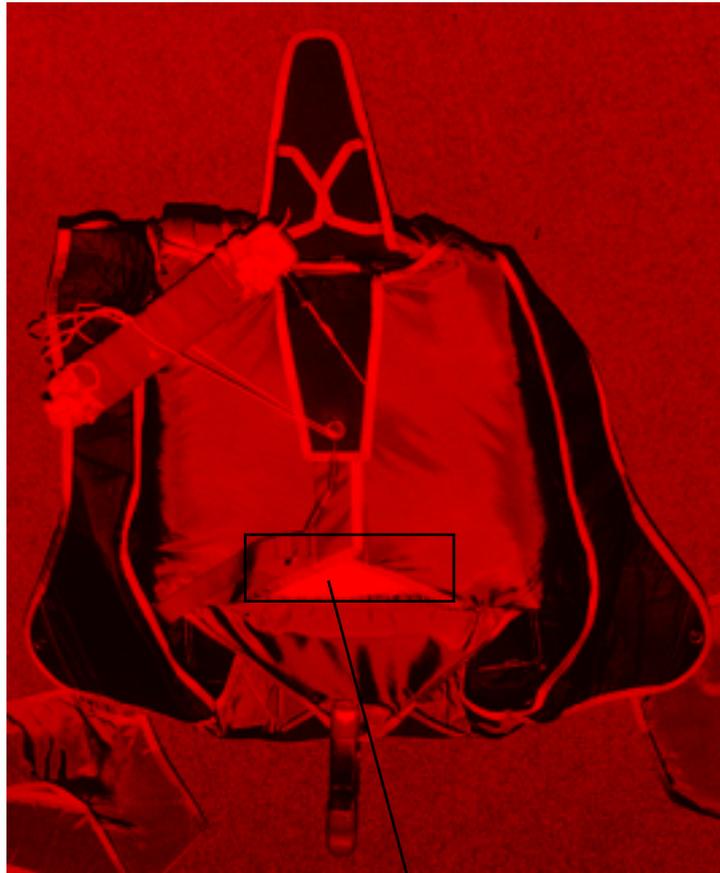
close flap # 3



Close flap # 4

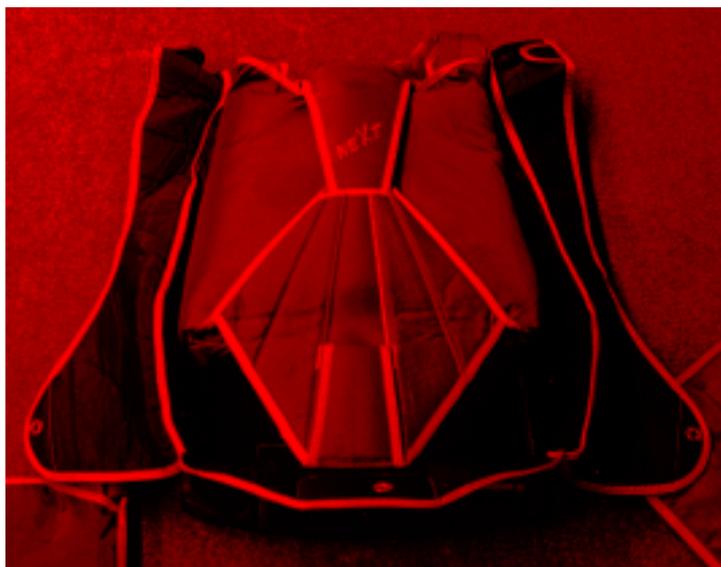


Close flap # 5



Fold all of the P/C fabric onto flap # 1 and in between the top of the P/C and the back wall of the reserve container under flaps 3 & 4.

It should be inside the marked area in the picture .



Close flap # 6, count your tools, seal and log. Finally, close the pin protector flap.

CARING INSTRUCTIONS

Cleaning your Container

We are sure, that in the life of a H/C System it will need cleaning from time to time.

Usually mild soap and water applied to the dirty spots will get most contaminants out.

Avoid any acids, bleach and other aggressive substances.

Do not use cleansers and do not agitate the fabric by scrubbing it. A soft brush for the tough stains and a cloth will do the work.

Storage

Store you Next in a clean, cool (not over 20°C),dry and dark place. Also make sure that the storage place will stay in this manner during the time of storage. This will prevent the "hard to detect" ultra- violet damage caused by sunlight and other sources such as chemicals, acids and other aggressive substances.

Maintenance

There are 3 different types of maintenance for a NEXT Harness / Container System.
Mandatory ones, such as the

INSPECTION with REPACK PROCEDURE (as stated on page 5 of this manual)

and

MINOR and MAJOR REPAIRS

The user of this parachute component is responsible to keep it in a airworthy state at all times.
All maintenance carried out on this parachute has to be performed by a properly trained and certified parachute rigger or a qualified person with equivalent ratings. The ratings may differ from country to country, so please check with your parachute organisation or your civil aviation authorities, before you choose your service person.

See the chart below for who may perform what type of maintenance on your NEXT.

Type of Maintenance	Manufacturer or certified loft	Senior Rigger or equivalent	Master Rigger or equivalent	Maintenance Cycles
Assembling and compatability check	yes	yes	yes	before release to service
Inspection and Repack	yes	yes	yes	- Before release to service - Every 12 months periodically - After emergency use - After improper handling
Minor Repair	yes	yes	yes	
Major Repair	yes	no	yes	

DEFINITIONS

Minor Repair

"A repair any other than a major repair." Pointer Manual, Volume I, Clossary / Index . Such as :
Replacing canopies, harness/containers, pack opening bands, cable housings, automatic actuation devices and harness hardware, where major stitching is not required.
Making repairs to containers, repair of stitching (re-stitch), patching holes in canopies.

Major Repair

1. That, if improperly done, might appreciably affect weight, balance, structure strength, performance, flight characteristics or other qualities affecting airworthyness.
or
2. That is not according to accepted practices or cannot be done by elementary operations.
3. Which includes replacement of panels, ribs, lines, lateral bands, back straps, main lift webs.

Pointer Manual, Volume I, Chapter 7.01 and 7.02

PACK VOLUME COMPARISON CHART

		Pack Volumes given in cui (cubic inches)	
Container Sizes	PN/Nr.	Reserve Container	Main Container
NENX	3101	200 - 220	200 - 260
NENS	3102	220 - 240	240 - 310
NEN	3103	220 - 240	310 - 350
NV 1	3104	240 - 300	350 - 380
NV 3	3105	300 - 370	350 - 380
NV 3.5	3106	300 - 370	380 - 400
NV 5	3107	300 - 370	400 - 440
NV 6	3108	300 - 370	440 - 500
NV 9	3109	370 - 450	600 - 650
NV 10	3110	370 - 450	650 - 700

Parts List and Part Numbers (P/N Nr.)

The reason for this chapter is quickly explained. There are a lot of skydiver today who don't know which part of the system belongs to which component. Mostly when they sell a component, like the main canopy, the risers which belong to the container stay on the canopy and the seller is left with none, but doesn't get new ones with his new canopy. To bring some light in this jungle, we've done the list below.

1. **To the canopy belong** only the connector links, the suspension lines, and the slider.

2. **To the harness /container system (P/N Nr. 30100) (rig) belong :**

Part Name	Part Nr.
- The risers	50110
- The toggles	50107
- The main pilot chute with Bridle	50101
- The main bag	50117
- The reserve bag with bridle and safety stow	50116
- The reserve (spring loaded) pilot chute	50118
- The reserve Ripcord	50114
- RSL	50128

room for personal notes