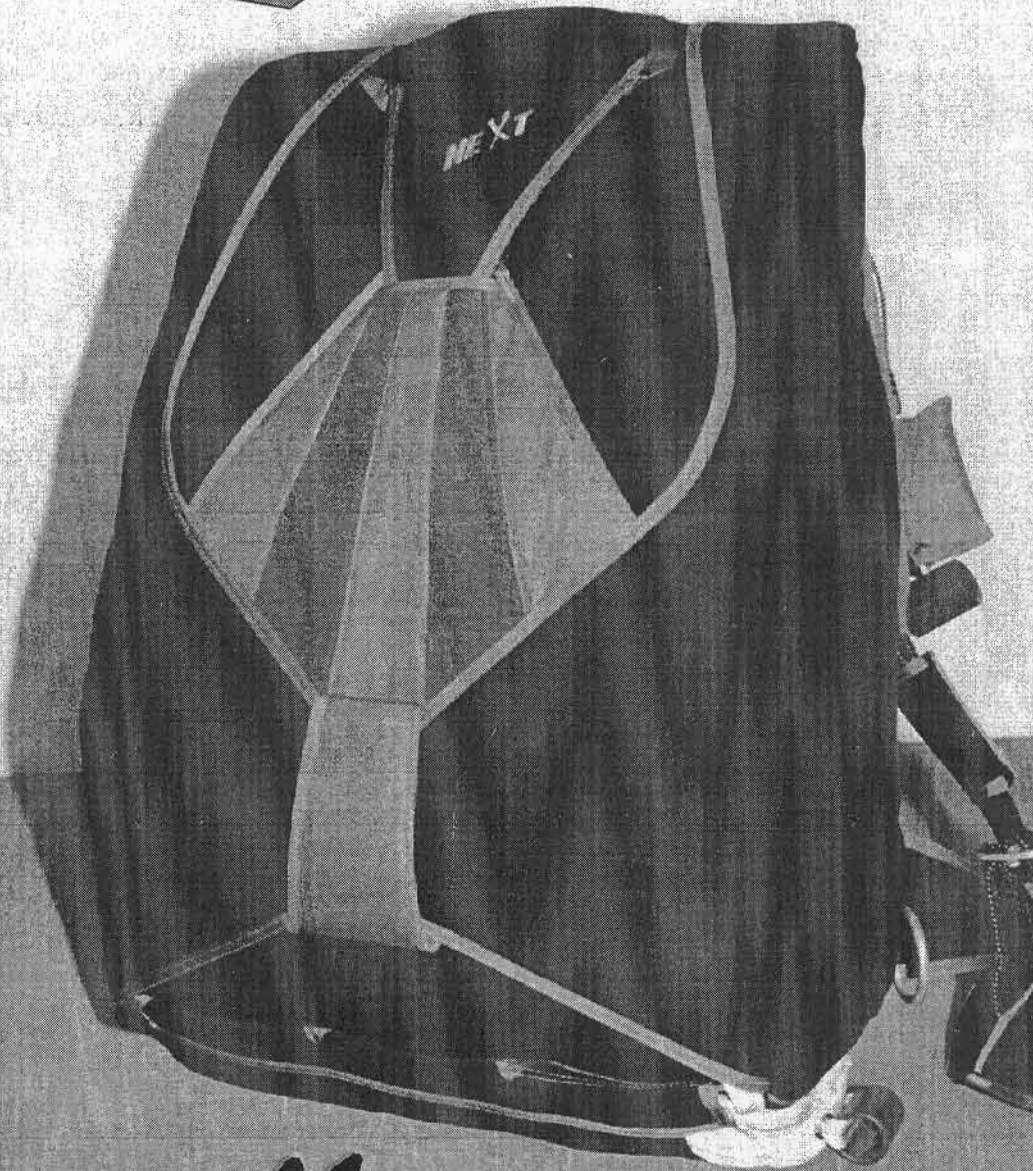


**Paratec**  
*first in flight*

PARATEC GMBH  
WEINGARTSTR. 12  
66798 WALLERFANGEN  
TEL : 49-6837-7375, FAX : 49-6837-74373



***NEXT* ANDEM**

**OWNERS MANUAL**

**Dear Customer !**

Thank you for choosing the Next Tandem System. Paratec is Germany's leading manufacturer of Sport Parachute components. The Next Tandem rig is probably the most innovative design on the market today. It is full of new solutions by paying attention to details and workmanship. We are sure you will enjoy it .

---

## ABOUT THIS MANUAL

The scope of this manual is to **inform the trained and licensed user** about the handling of this Parachute system on the ground. This manual is not a learning or training aid. It can **not substitute** for a proper Tandem Master Course !

## GENERAL

Tandem jumping and Tandem Master training is different from country to country. Unlike the United States, German regulations do not know a rating issued by the manufacturer. The Tandem Master Licence is issued by the government through the German Parachute Association ( DFV ).

Two major systems are established on the Market today. The Vector and the Strong. The Next Tandem belongs to the Vector family of tandem rigs. So, If you have a Vector Tandem Rating in your country, there will be no difference in the operation of a Next. All important handles are on the same position. the drogue is located at the bottom of the main container. The main drogue release is on the left lower corner of the rig. The only difference is, that the Next has the long time proven "Paratec Release", which is a second drogue release that operates through the cut away handle. ( More details on the folloing pages )

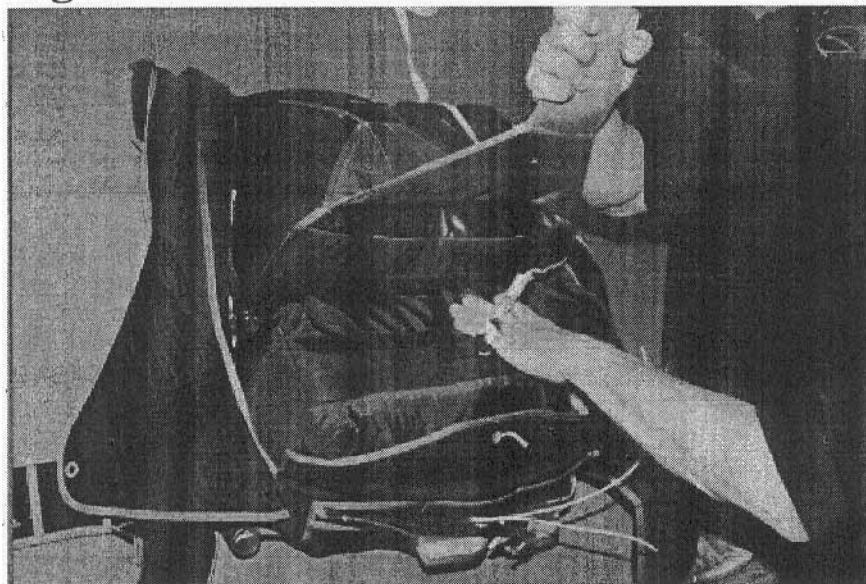
We also approve all acknowledged tandem canopies, main and reserves with the Next harness container system. This gives you the choice and freedom to select the Tandem System which you feel comfortable with.

# OWNERS MANUAL

## Closing the main Container

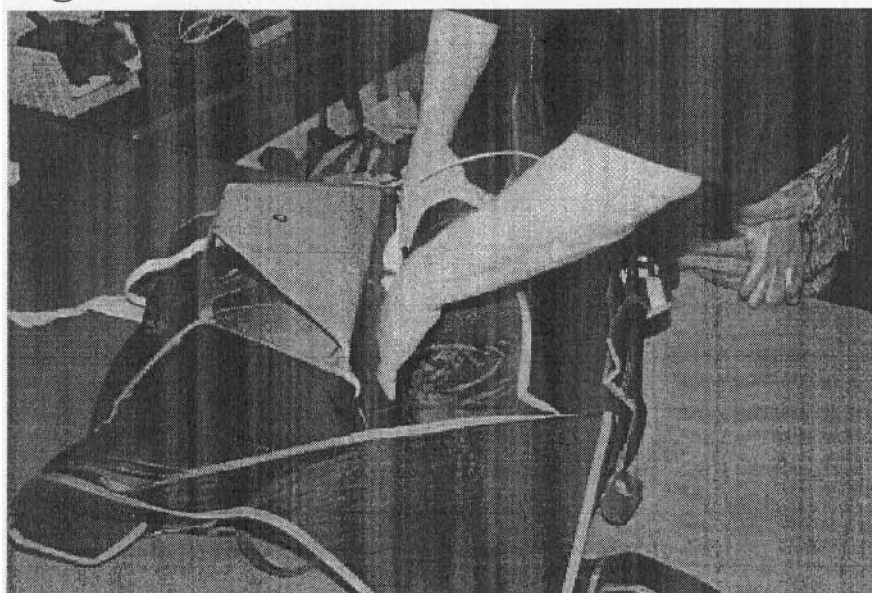
until this stage, please follow the instructions of the canopy manufacturer.

**Fig 1**



**Place bag into container as shown, with lines down**

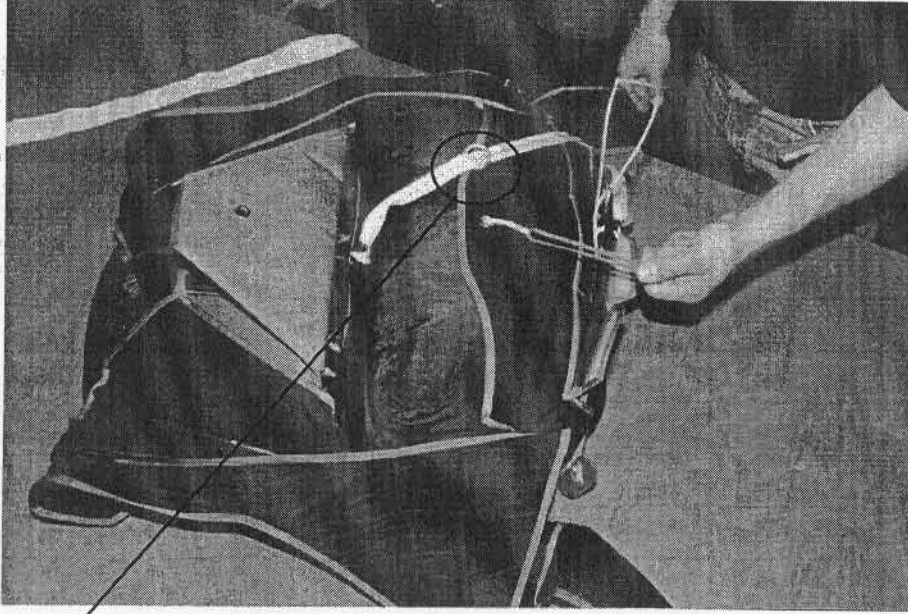
**Fig 2**



**Roll bag forward and down**

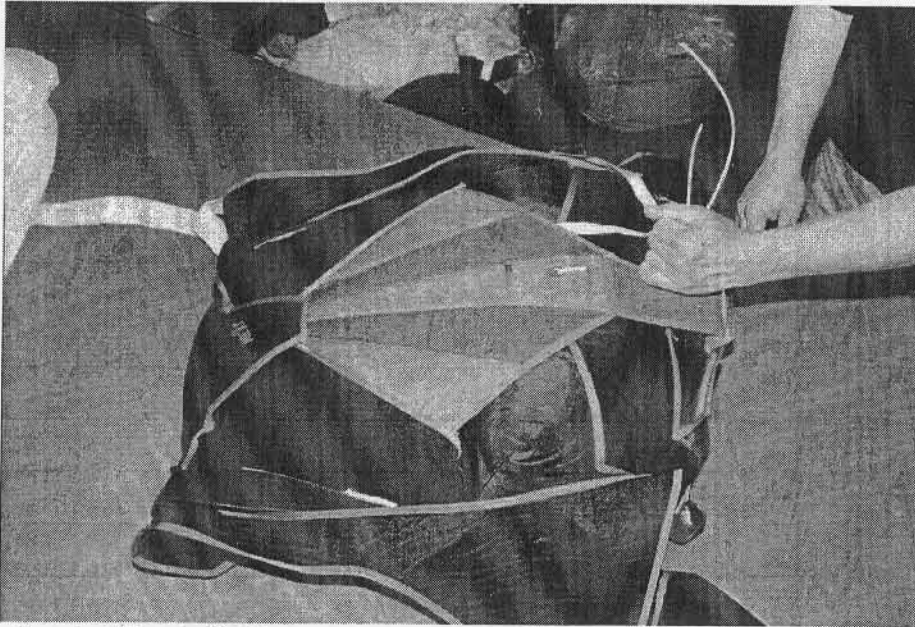


**Fig. 3**



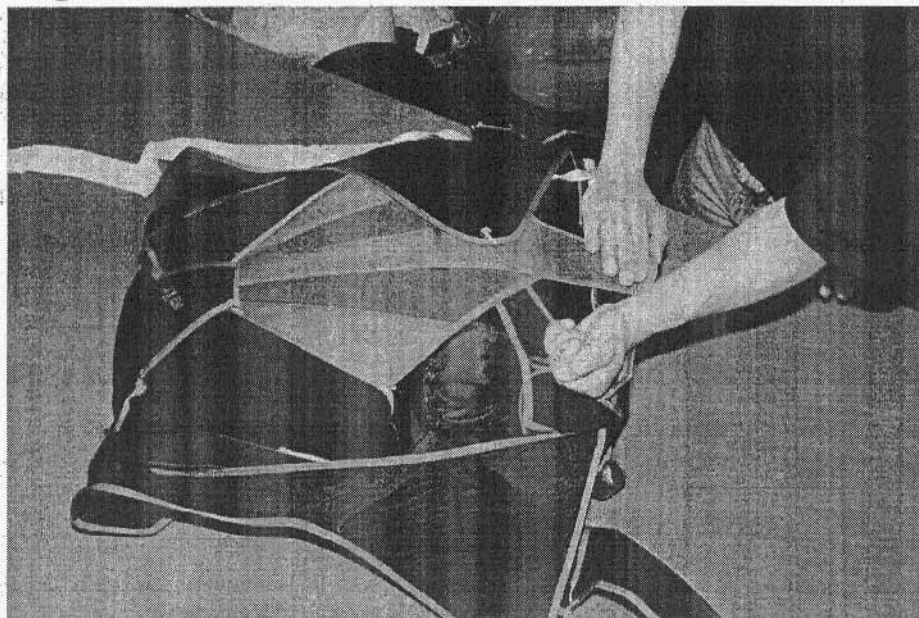
**Bridle must lead to bottom right corner**

**Fig 4**



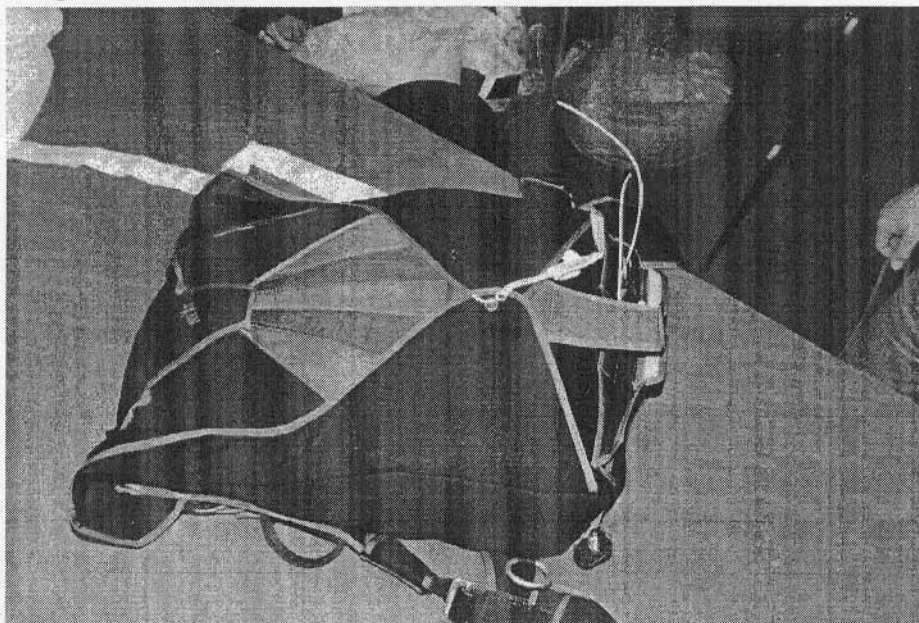
**close flap # 2**

**Fig 5**



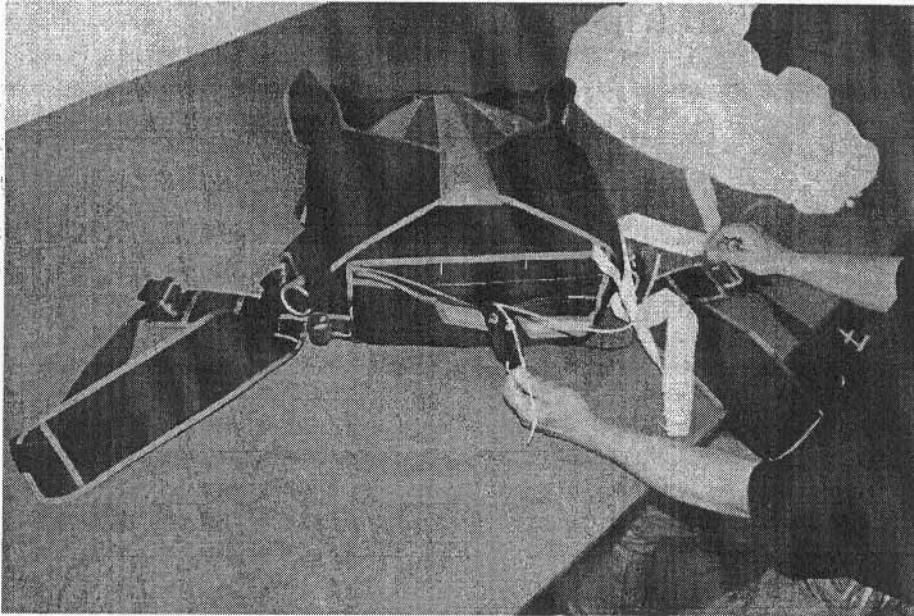
**close flap # 3**

**Fig 6**



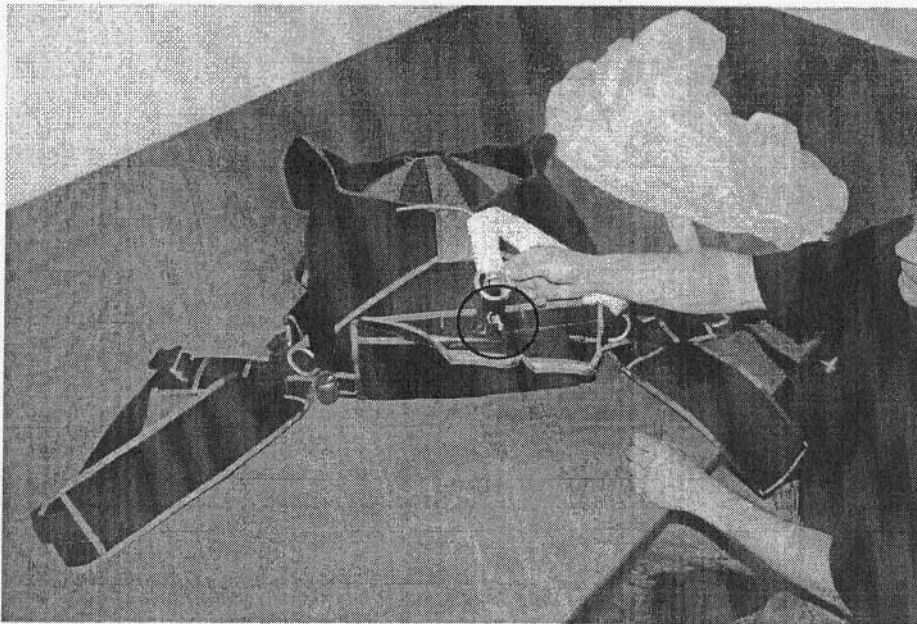
**close flap # 4**

**Fig 7**



**shows drogue riser with first and second release cable**

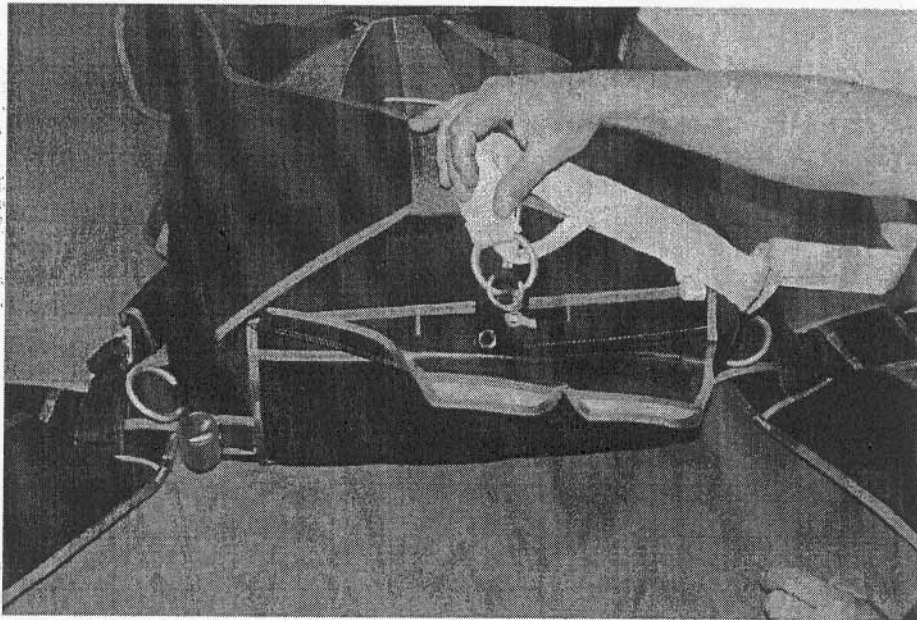
**Fig 8**



**closing the 3 ring on the drogue riser  
note the 2 off set grommmets and the closing loop**

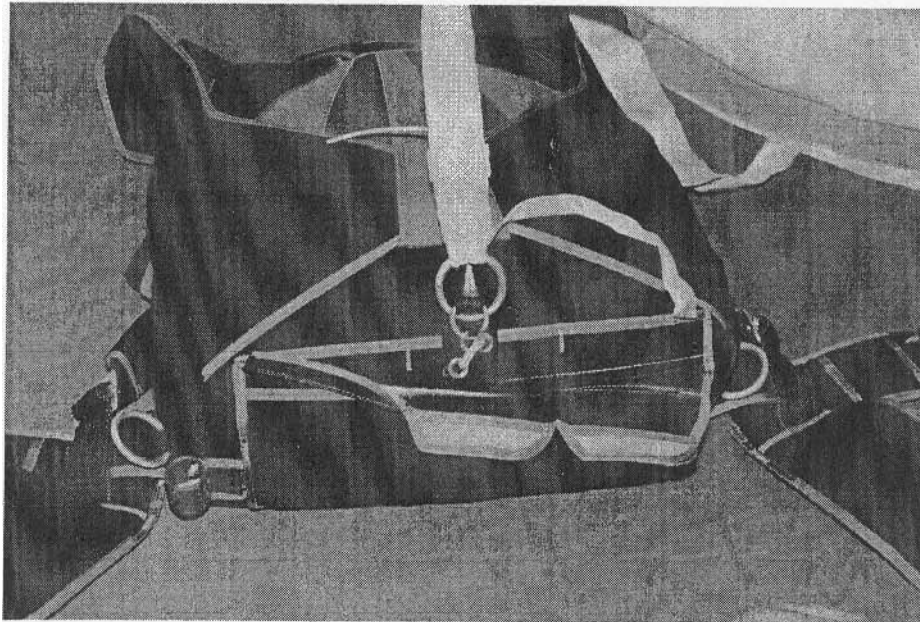


**Fig 9**



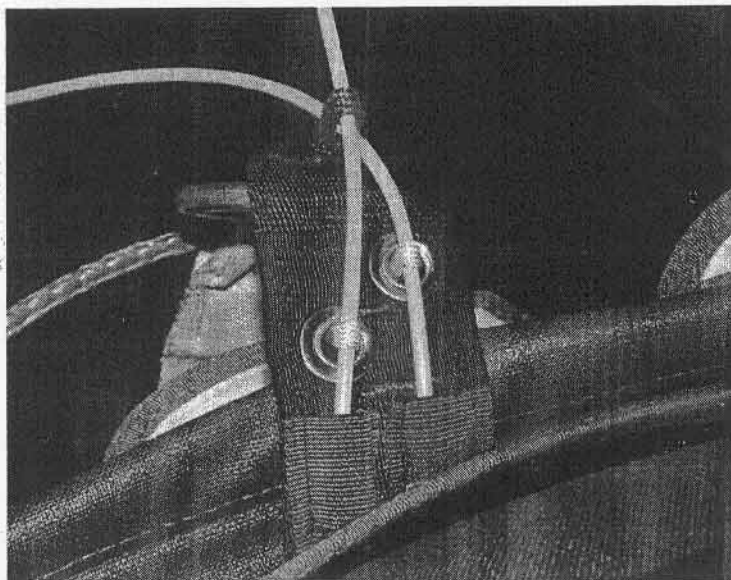
**closing the 3 ring system**

**Fig 10**



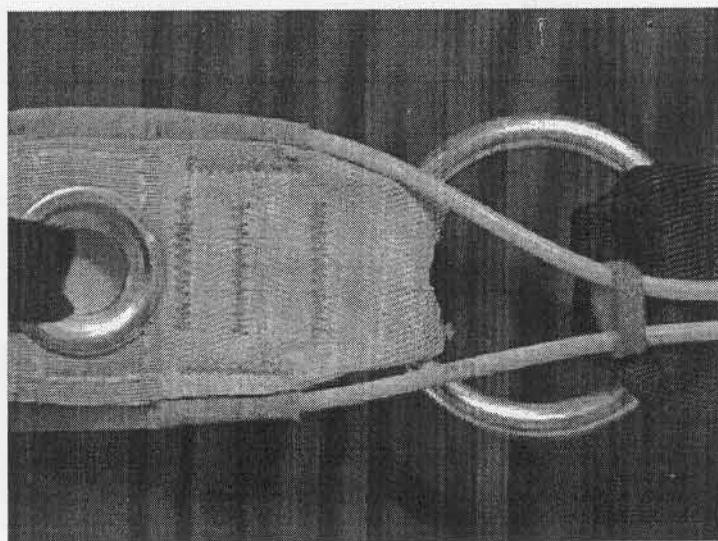
**important : make sure the loop passes through small ring and 2nd grommet as shown here**

**Fig 11**



shows the routing of both cables, main release on left and second release on right side and how the excess is stowed into the bridle note the tuck flaps to close the drogue riser pouch

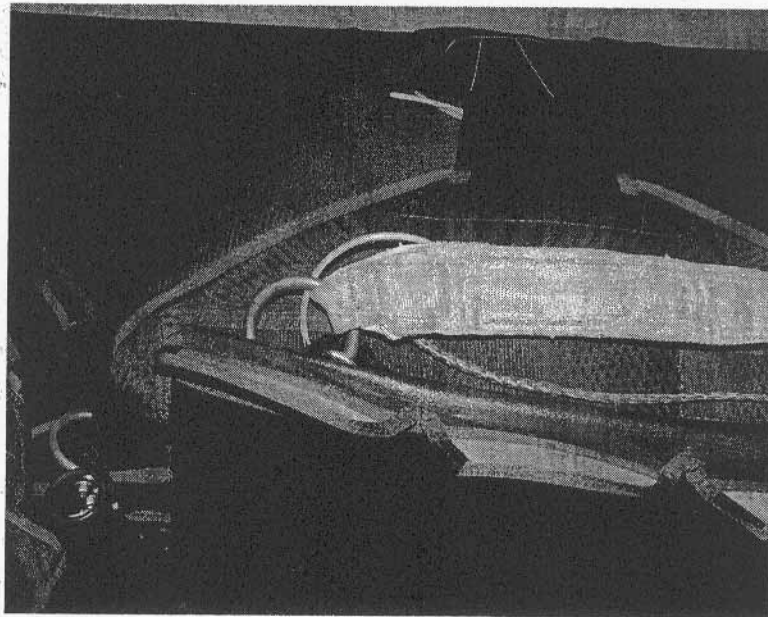
**Fig 12**



shows the routing of the excess release cables in their individual keepers on the left and right edge of the drogue bridle.

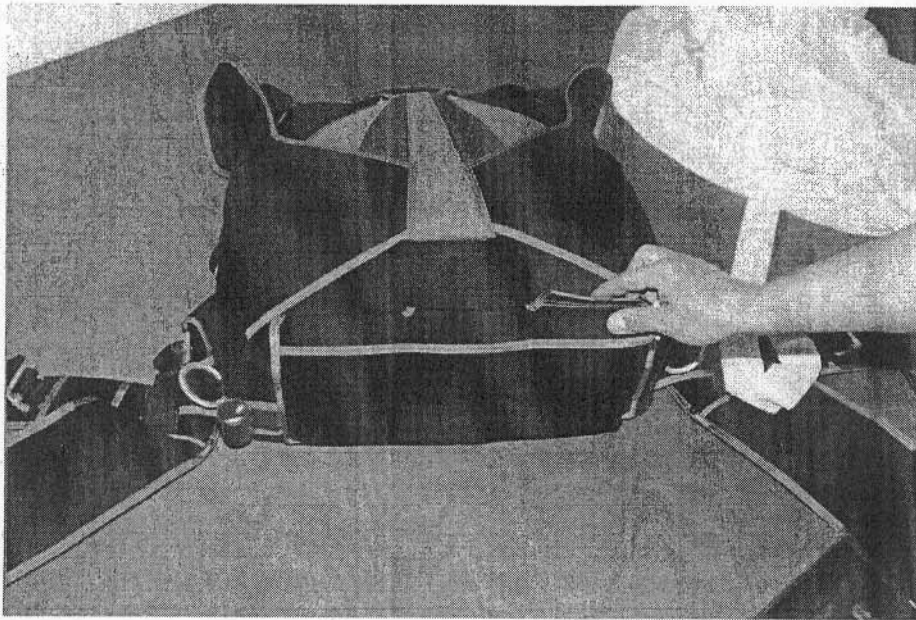


**A tip from us to prevent bent and worn out drogue riser.**



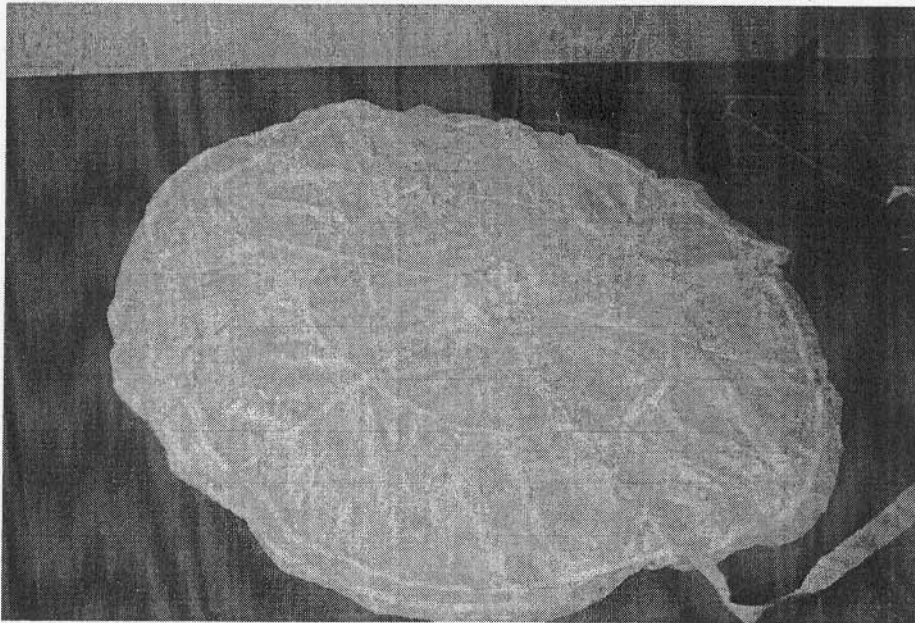
**Simply lay the drogue riser over to the left side and push it down into the pouch. The bridle points to the right and runs paralell to the tuck flap pockets.**

**Fig 13**



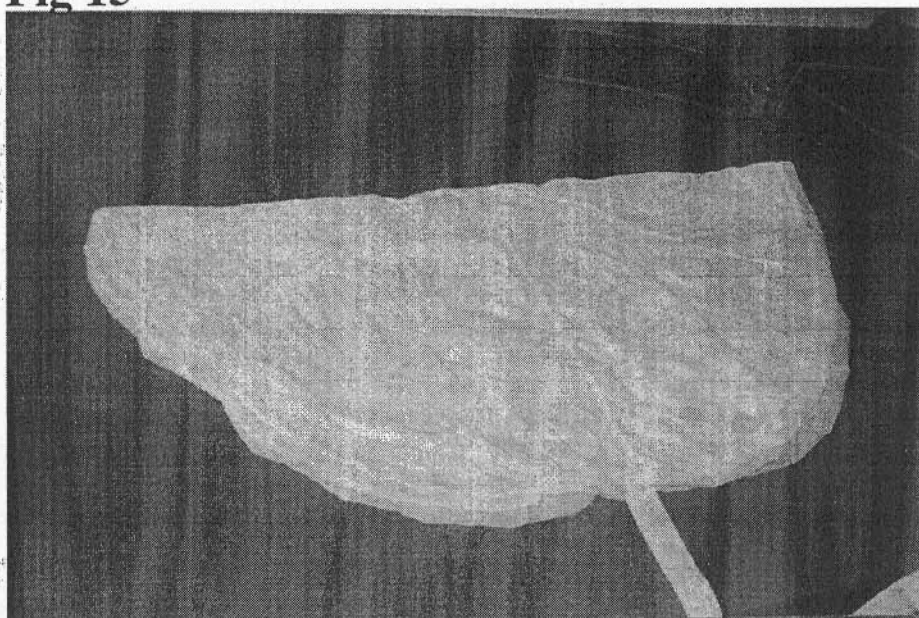
**shows the closing of the pocket with the 3 tuck flaps**

**Fig 14 to 18**

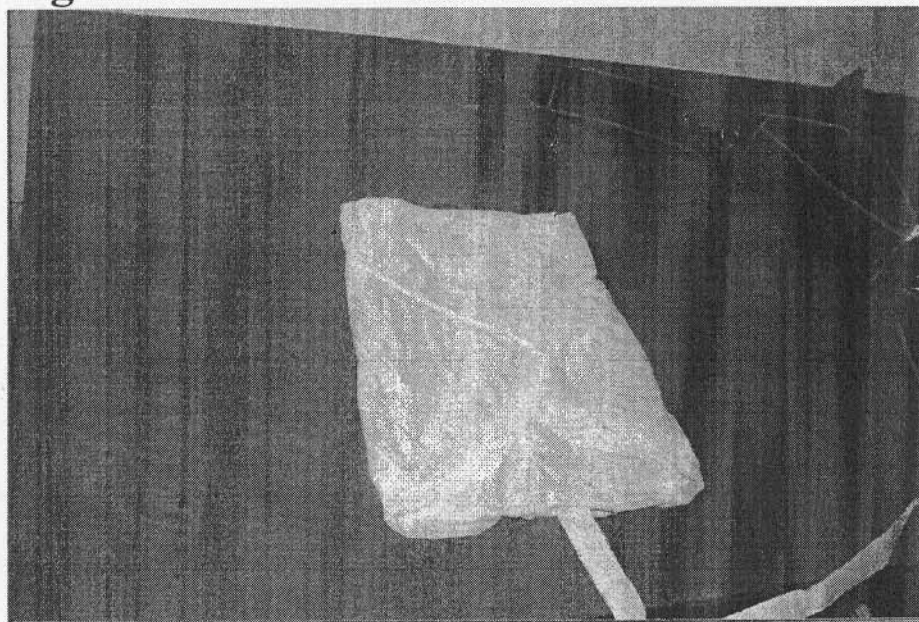


**show how to fold the drogue**

**Fig 15**

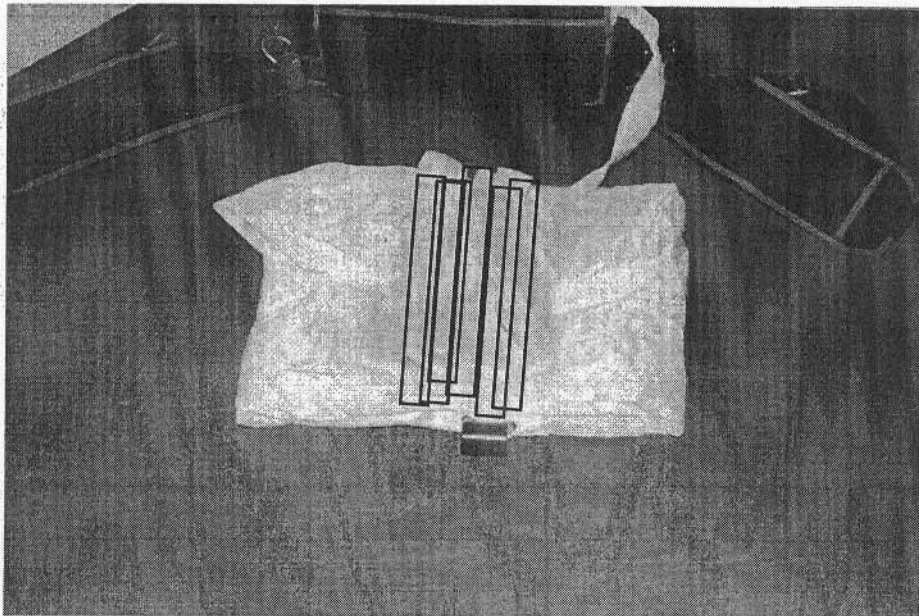


**Fig 16**

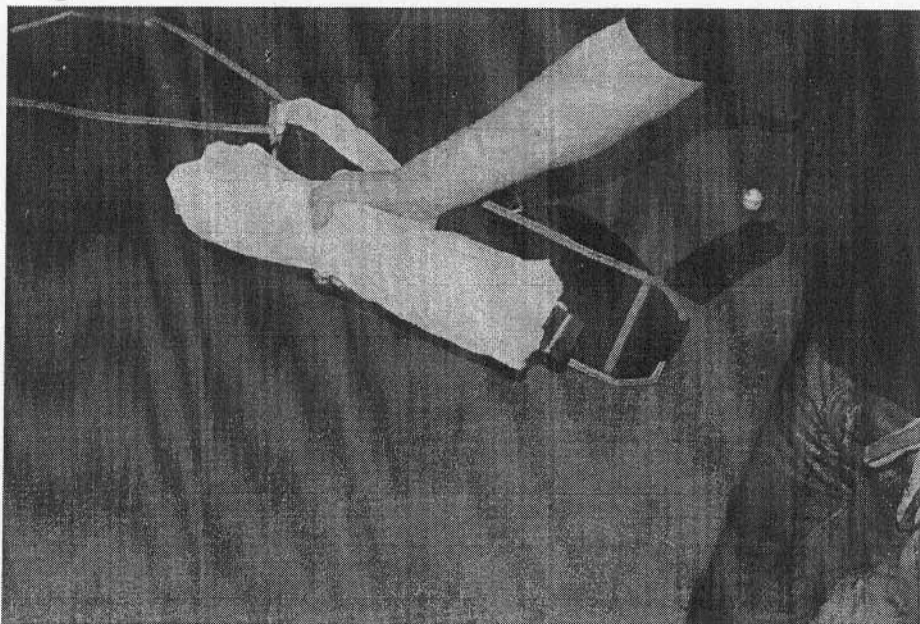




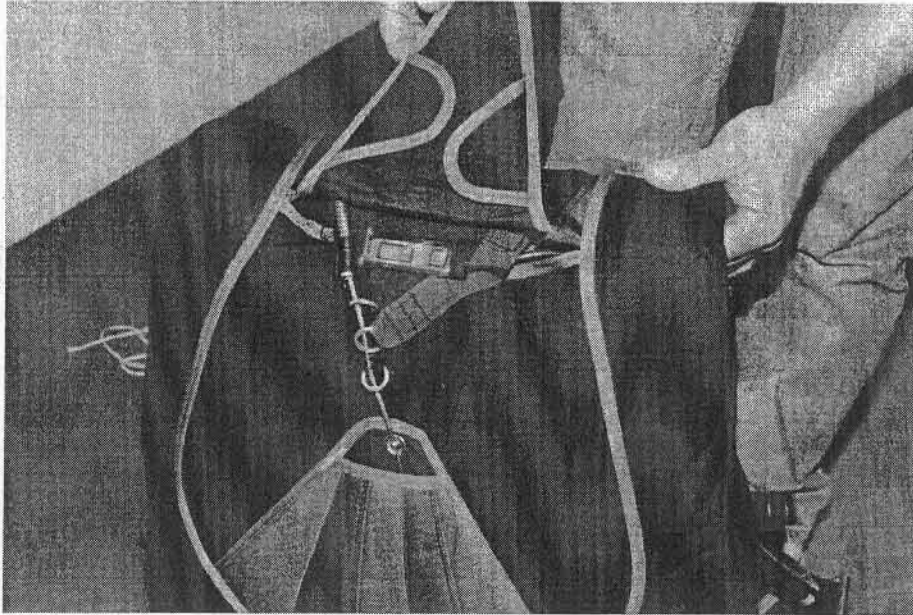
**Fig 17**



**Fig 18**

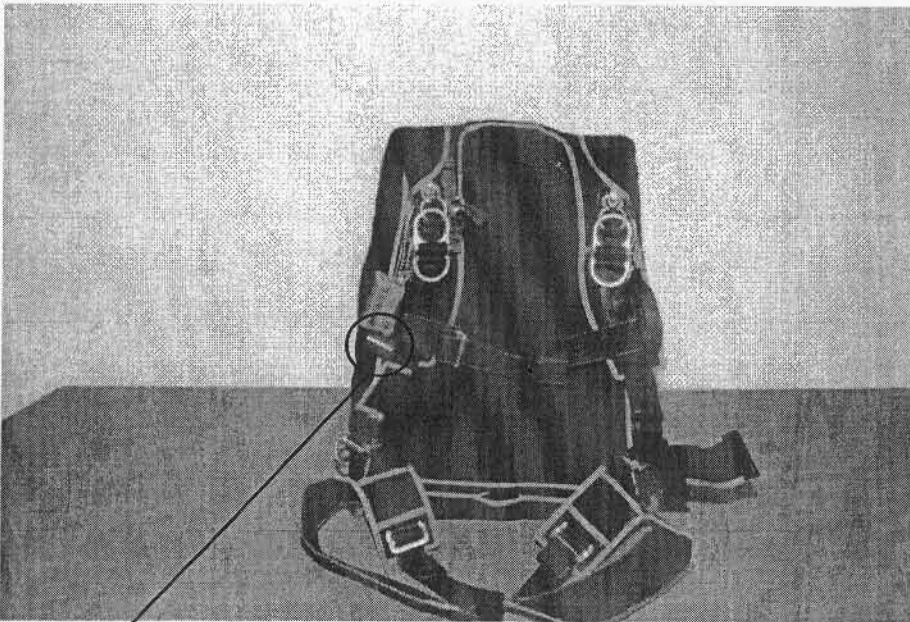


**Fig 19**



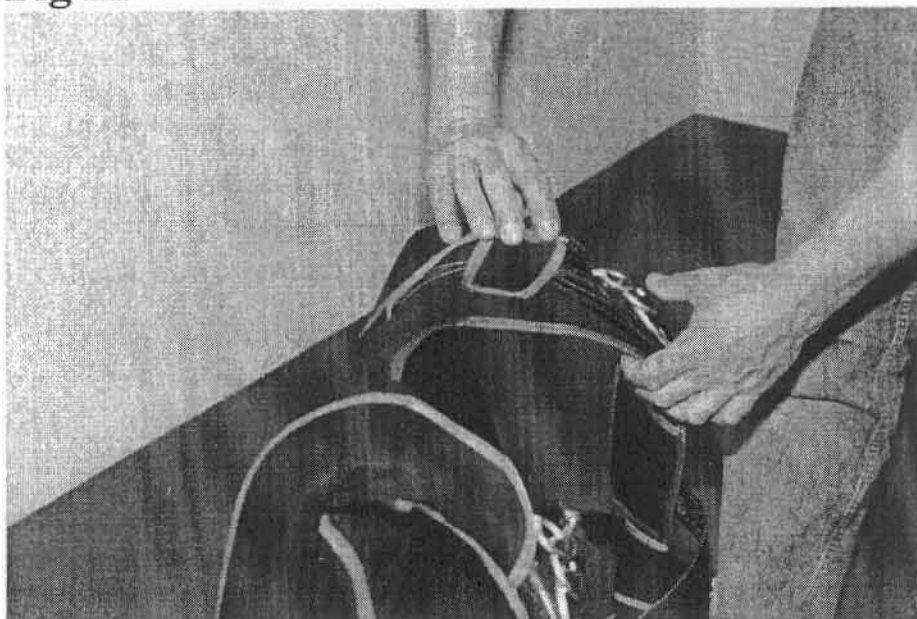
shows the Cypres control unit and the RSL

**Fig 20**



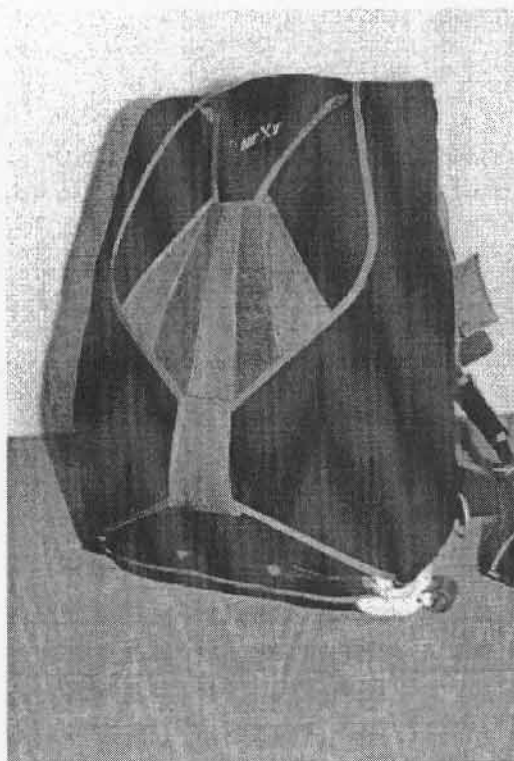
second drogue release. It's timed, so it will always release the drogue before it releases the main canopy. Can also be operated without cut away function as a normal drogue release

**Fig 21**



**shows the closing of the main riser cover**

---



**The finished pack job**



## CLOSING THE RESERVE CONTAINER

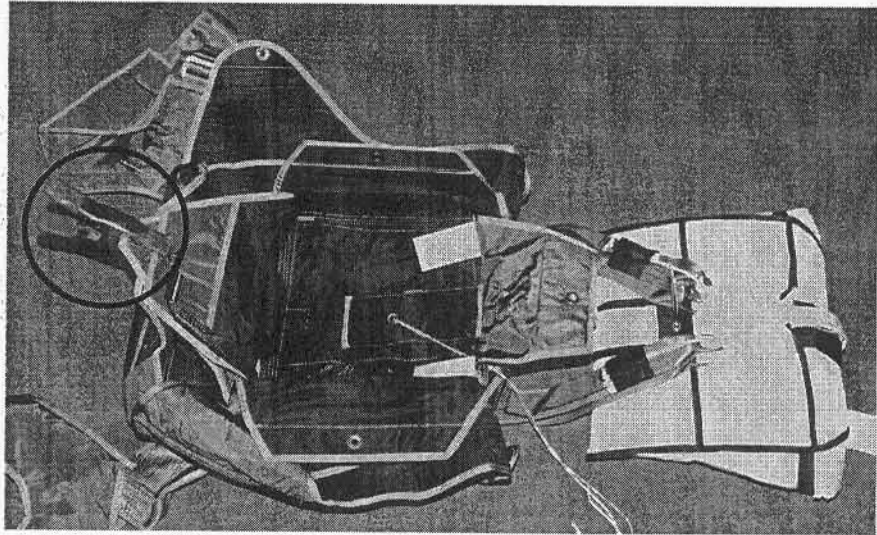
Dear Rigger !

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.

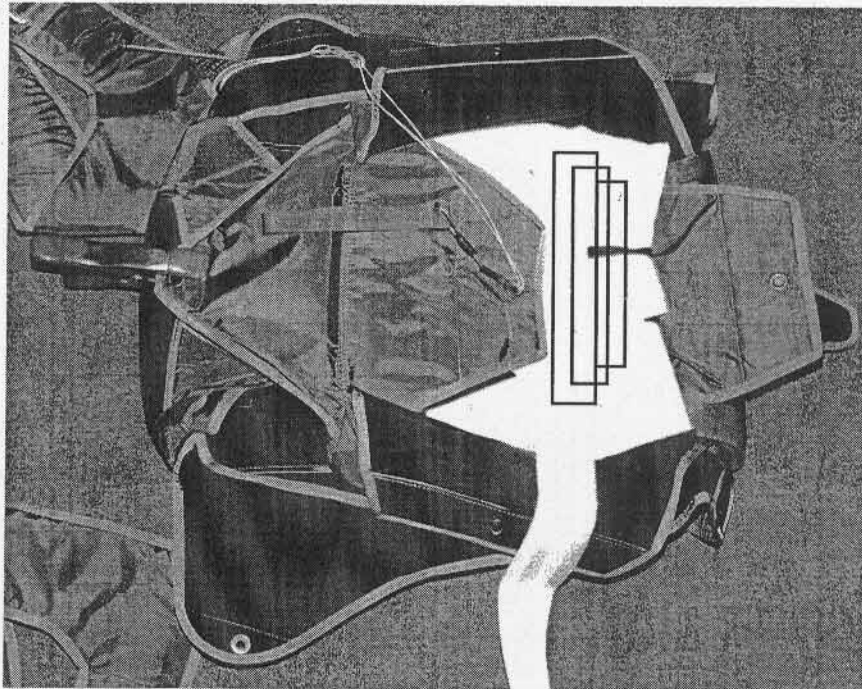
- Make sure that the compatibilities are given, regarding the individual components. Should you need a crow bar to be able to close this container off, something went wrong.
- Use as little packing aids/tools as possible. The only tools you can't forget inside this pack job are your hands.
- Take a close 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 alright.
- 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



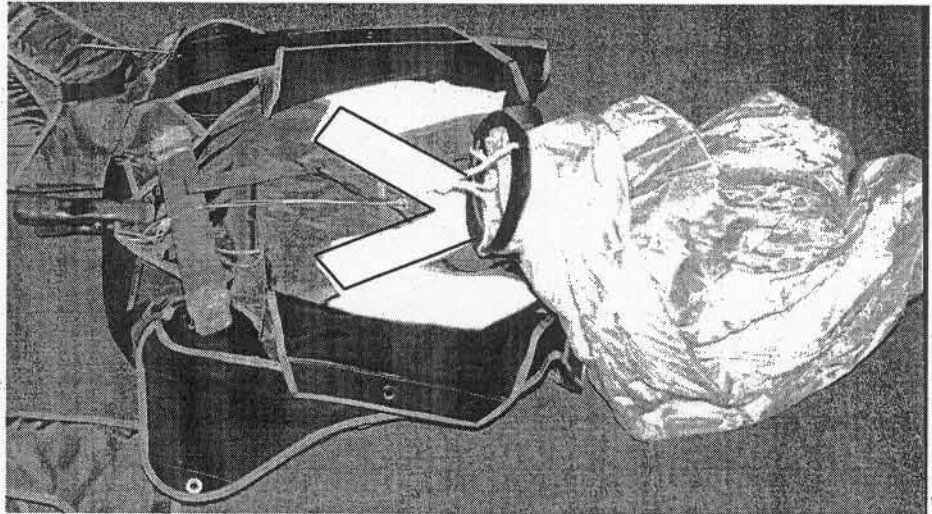
Up to here, please follow the manual of the reserve manufacturer. As you can see, a simple clamp helps to keep the container wide open and accessible.

2



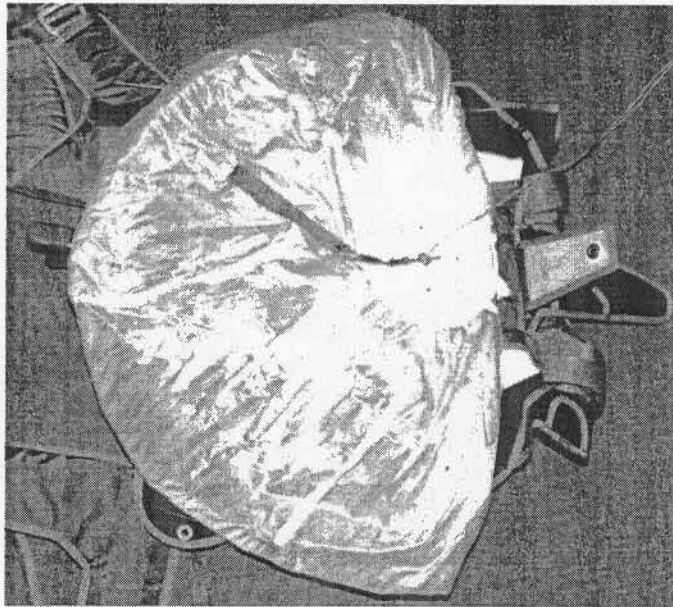
Lay the bag into the container and close flap # 1 and perform 3 to 4 S-folds with the bridle in a horizontal way, right on top of the free bag.

3



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

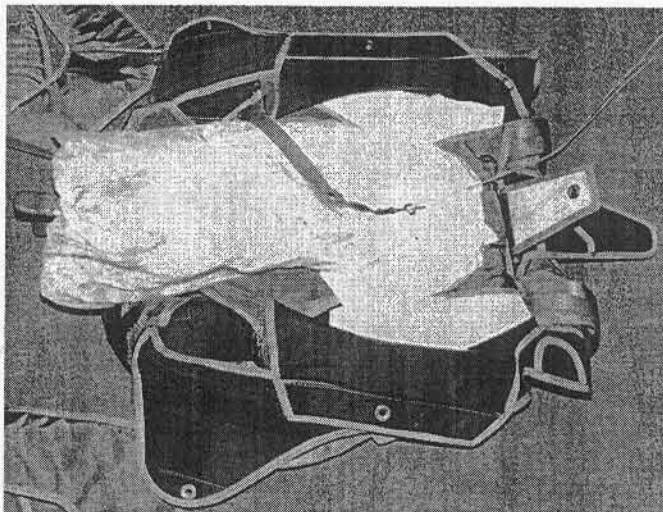
4



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 sping or push it underneath flap 3 and 4 !!**



5

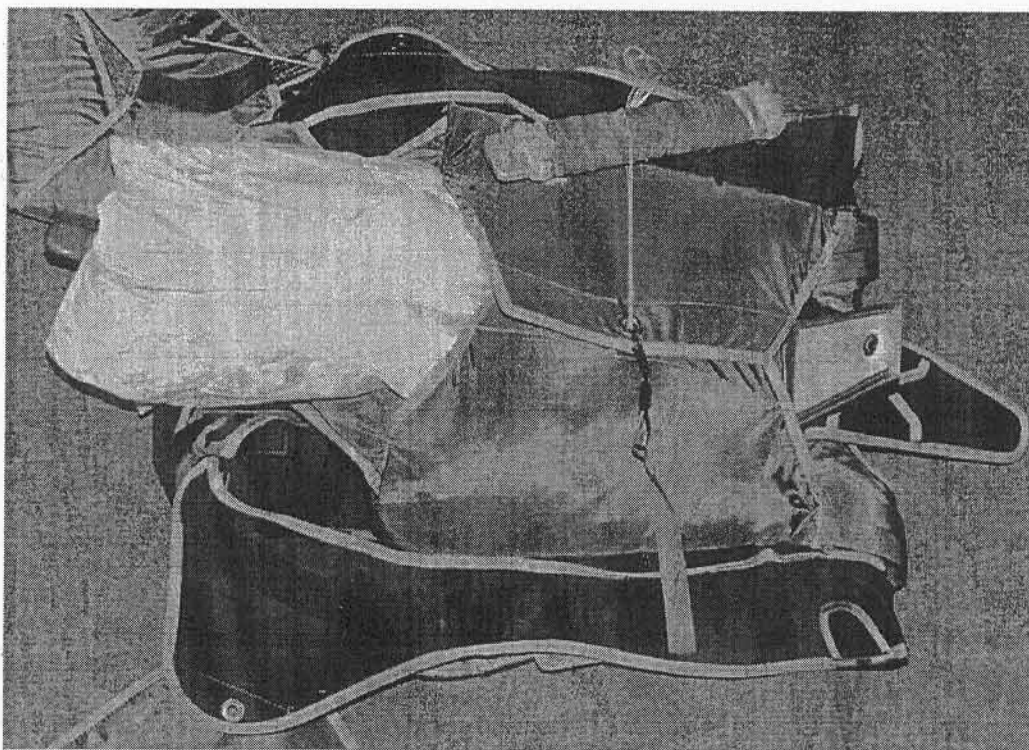


Once the front is rolled towards the spring, start bringing the sides back so all of the fabric points to the main container. You will see a long rectangle.

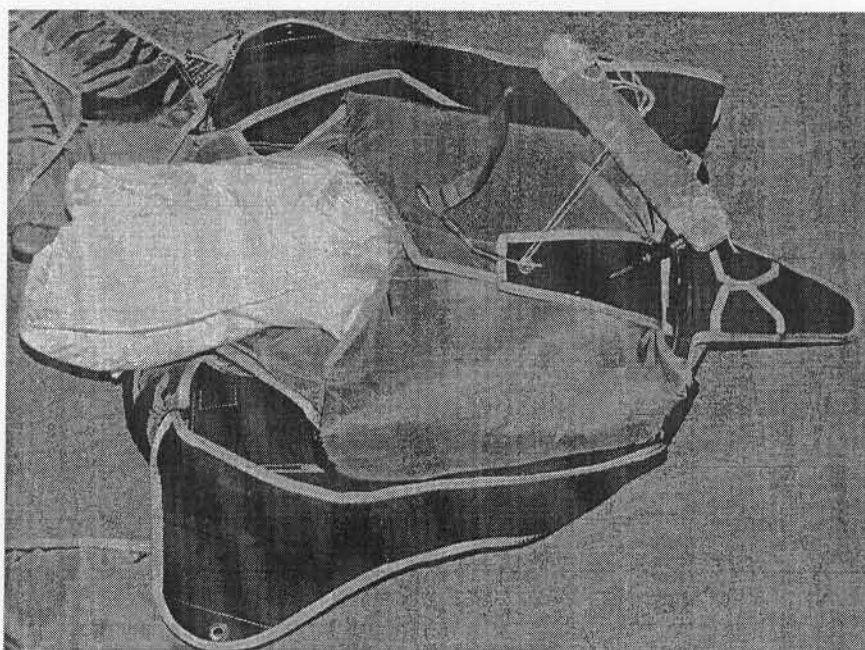
6



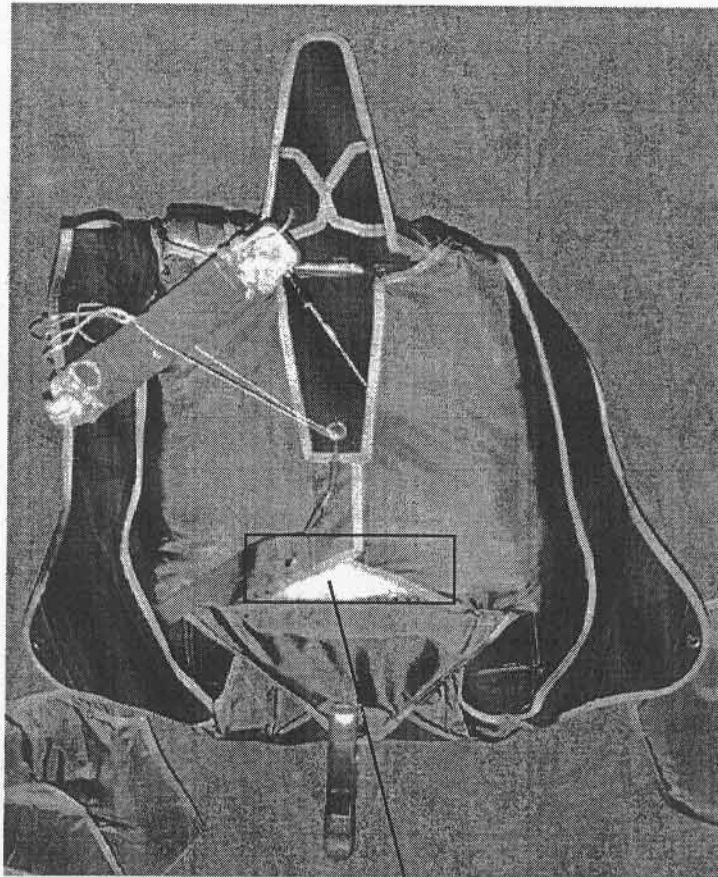
close flap # 3



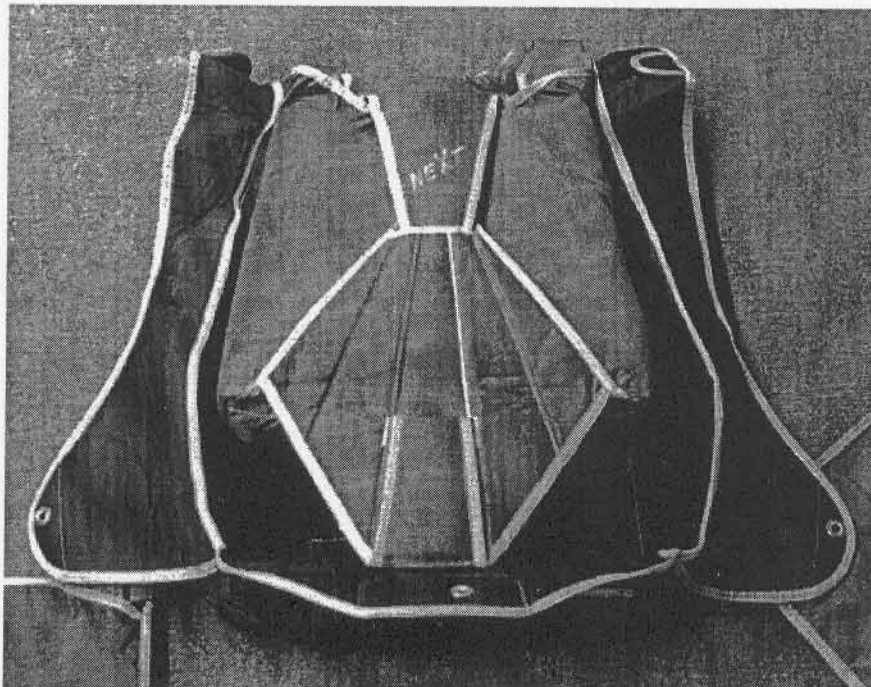
Close flap # 4



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.



# MAINTANENCE

## General

Depending on the regulations in your country, you might have various intervalls of mandatory maintainence, like airworthyness inspections and repack cycles. Most countries have gone to a 6 months repack cycle. This is what we recommend, too.

Should you ever have to have your NEXT repaired or modified, choose a recognized loft to have it done, or send it back to us, or ask us for a competent person or loft in your country.

## What you can do yourself

- Avoid direct and long exposure to UV . It will bleach your rig and weaken the webbings.
- If you should look at yor main closing loop and think " this needs changing !" Then change it, NOW !
- Stains, like gras stains and other geological samples you might have gathered during some of your landings can be washed out, using warm water, soap and a soft brush. **Avoid all kind of acidic detergents.**
- Try to stay away from salt water. Should you ever have come in contact with it, like landing in the sea, immediately soak your Next in fresh water for several hours. The fresh water should be changed from time to time, to keep the salt concentration as low as possible.
- If you find unusual changes on your rig, or get recommendations from some "experts" regarding conversions or modifications, contact us first.
- Have fun, land safe and most of all, ENJOY your new NEXT !!

## PARTS LIST

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 ( rig) belong :**

- The risers
- The toggles
- The main pilot chute
- The main bag
- The main bridle
- The reserve bag with bridle and safety stow
- the reserve ( spring loaded ) pilot chute

---

## ROOM FOR PERSONAL NOTES