

## ***Section 3.0***

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# ***User Information***

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### 3.1 MAIN CONTAINER PACKING INSTRUCTIONS

#### Assembly

**Step 1:** Lay out main parachute, flake canopy, and check lines for straightness and continuity.

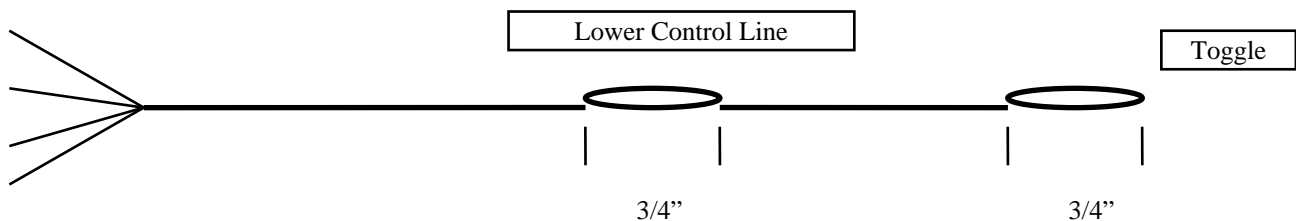
**Step 2:** With line check complete, attach connector links to main risers (nose of canopy on front riser, tail on rear riser). Note that risers are marked on back with an L or R to designate left and right. Double check that you have the proper riser on the appropriate side of canopy.

**Step 3:** Route steering lines through guide rings on rear risers. Attach steering toggles to lower control lines in accordance with canopy manufacturer's instructions or standard practice. Double check that toggle is secure and knot will not slip.

**CAUTION:** Some canopies have brake-setting loops large enough that they can pass over and below the toggle loop where the control line attaches, or over and below the knot which forms the loop for attaching the toggle. Either occurrence may cause difficulty releasing the brakes.

**Step 4:** Check that elongated diameter of canopy brake-setting loop and toggle-attach loop is  $\frac{3}{4}$ " max. Zigzag, hand stitch, or re-tie loops as needed to reduce the loop length to  $\frac{3}{4}$  inch. (Fig 3-1)

**Step 5:** Attach the risers to harness making sure you have left on left and right on right.



**Fig 3-1**

### **Main Deployment Bag attachment**

**Step 7:** Install rubber bands provided onto main deployment bag. The main parachute is now ready to pack according to canopy manufacturer's instructions.

**Step 8:** Set deployment brakes by pulling steering lines down until locking loops are just below guide rings on main risers. Insert main toggle upper end into locking loop on steering line and into keeper sleeve above the guide ring. The steering line should be outboard of the toggle and pocket. Lower end of toggle is inserted into fabric loop below the guide ring (*Fig 3-2*) and stow excess steering line in the Velcro keeper mate toggle Velcro to risers (*Fig 3-3*)



*Fig 3-2*



*Fig 3-3*

### **Main Packing**

**Step 1:** When packing the main canopy, dress it approximately 4" wider than bag (2" each side) to fill out sides and not concentrate bulk in the center. For best appearance, bulk must be distributed evenly in the bag. Route lines out center and lock the center locking stow. Lock the two outer locking stows and finish stowing lines to within 18" of the connector links.

Press the air out of bag at this time to flatten bag prior to placing it in container. Place the bag at the bottom of main container.



*Fig 3-4*



*Fig 3-5*

**Step 2:** Route the main risers over the shoulders. Stow the main

risers according to the instructions on the orange tabs (Figs 3-4 thru 3-8). Close the main riser covers. Route the main risers down along side the reserve container with the main toggles facing inboard.



*Fig 3-6*



*Fig 3-7*



*Fig 3-8*

**Step 3:** Place bag into main container with the lines to bottom of container (Fig 3-9).



*Fig 3-9*

Push the top of the bag down into the container while pulling up on the center flap to seat the bag in the container (Fig 3-10).



*Fig 3-10*

### **Main Container Closing - B.O.C. and AFF/BOC**

**Step 1.** Route the main bridle across top of bag and out the right side of container. (*Fig 3-11*)



*Fig 3-11*

**Step 2.** Close main flaps in the order shown in the diagram on the inside of the main container pin protector flap (*Fig 3-12*). Pull flaps into place and lock with curved pin.



*Fig 3-12*

**Step 3.** Tuck the bridle under the bottom of the top flap and then right under the side flap and under the bottom bridle cover until the bridle exits near the mouth of the BOC pocket. (*Fig 3-13*)



*Fig 3-13*

### **Folding the BOC Throw-out Pilotchute**

**Step 1.** Place pilotchute on a flat surface with the handle down and spread to its full size. (*Fig 3-14*)



*Fig 3-14*

**Step 2.** Fold pilotchute in half. (*Fig 3-15*)



*Fig 3-15*



**Step 3.** Fold the bottom edge upward towards and even with the handle. (*Fig 3-16*) This should be approximately the length of the pocket.



*Fig 3-16*

**Step 4.** Fold pilot chute into thirds. “S” fold the bridle in the center and then fold the sides of the pilot chute over the bridle so the result is a flat package about the same width as the spandex pocket. (*Fig 3-17*)



*Fig 3-17*

**Step 5.** Slide pilot chute into spandex pocket including the handle. Pat the pocket flat with the hand from the closed end towards the mouth of the pocket until the handle is exposed. (*Fig 3-18*)



*Fig 3-18*

#### **Main Closing- 357L PC and MOD Handle**

**Step 1.** “S” fold the 357L pilot chute bridle and place on top of the main bag. Place the base of the spring pilot chute on top of the bridle.

**Step 2.** Collapse the pilot chute while stuffing the material in between the coils. (*Fig 3-19*)



*Fig 3-19*

**Step 3.** Close the container in the numbered sequence. #1- Bottom; #2- Top; #3- Right; #4- Left. Insert the plastic coated ripcord cable through the M.O.D. ring, if so equipped (*Fig 3-20*) then through the main closing loop. Stow the excess cable just under the top edge of the left main side flap.



*Fig 3-20*

Close the main pin protector flap (*Fig 3-21*).

**Note:** If the Telesis 3.0 is set up for operation with an FXC AAD on the main, the closing sequence for the last two flaps will be reversed. That is, the right flap will close last.



*Fig 3-21*

## **3.2 3-RING™ RELEASE ASSEMBLY**

### ***Threading 3-Ring™ Release Housings***

The **TELESIS 3.0** 3-Ring™ system utilizes flexible metal housings. This ensures smooth, consistent release forces. Threading the release cables is easily done without special tools.

**Step 1.** Thread the long cable into the long metal housing on right side until it comes out left end.

**Step 2.** Thread the short cable into the short housing until it comes out the right end.

### ***Assembling 3-RING™ Release***

**Step 1.** With riser rings and loop facing away from harness, pass larger riser ring through harness ring from the rear and fold riser ring upward. (*Fig 3-22*)



*Fig 3-22*

**Step 2.** Pass small riser ring through middle ring and fold small ring upward. (Fig 3-23)



Fig 3-23

**Step 3.** Pass loop from top to bottom around small ring and through riser grommet. Double-check that loop goes only around the small ring and not second ring also. Do not twist the loop. (Fig 3-24)



Fig 3-24

**Step 4.** Place grommet on end of release cable housing over loop and hold it in place while pushing yellow cable through loop. Stow loose end of yellow cable in channel on back of rear riser. (Fig 3-25)



Fig 3-25

**Step 5.** Repeat Steps 1 through 4 with the other riser.

**Step 6.** Connect the RSL snap shackle to left main riser. Double check the risers for correct assembly. Inspect from side. (Fig 3-26) Only 1 item through each ring, all rings lay parallel, and white loop routed through only small ring and then thru terminal end of housing.



Fig 3-26

### 3.3 Reserve Static Line Lanyard (RSL)

The Reserve Static-line Lanyard or RSL system is a lanyard attached from the left main riser to a ring around the reserve ripcord cable. Upon jettisoning a malfunctioned main canopy, the lanyard automatically pulls the cable, which then pulls the pin on the reserve ripcord. This results in activation of the reserve with a minimum loss of altitude. Through the use of the RSL system, a greater degree of safety is realized. It must be stressed however, that the RSL is simply a backup to manual activation of the reserve ripcord.



**In the event of a malfunction, the jumper must pull the reserve ripcord manually even though the RSL may activate the reserve faster. There have been fatal cases where the RSL has been disconnected but the jumper waited for the RSL activation.**

### ***Assembly of the RSL:***

The **TELESIS 3.0** RSL System must be installed when the reserve is packed since the reserve ripcord **MUST** pass through the ring as the ripcord is installed.

**Step 1.** Install the stiffened section of the lanyard into the pockets on the yoke under the left rear reserve riser. The ring end goes towards the Reserve Canopy and the snap shackle goes towards the harness 3-ring (*Fig 3-27*)



*Fig 3-27*

**Step 2.** Route the reserve ripcord through the housing and out the top. Fold the ends of the lanyard inboard of the riser. Lay the riser over the shoulder and place the lanyard ring between the guide rings. Make sure the rings are folded back towards the reserve container. Route the ripcord through the rings and into the short housing under the top reserve top flap (*Fig 3-28*) Route the ripcord between the inner and outer reserve flaps. The ripcord is now in place and ready to close the container.



*Fig 3-28*

**Step 3.** Fold the excess lanyard above the snap shackle and stow in the yellow loop as shown (*Fig -29*). Attach the RSL snap shackle to ring on left riser. (*Fig 3-30*).



*Fig 3-29*



*Fig 3-30*

**It is important that lanyard is routed directly from the cable to left riser without passing under, around or through any housing or other attachments.**

**INCORRECT RSL ROUTING WILL RESULT IN POTENTIALLY  
FATAL CONSEQUENCES!**

**If you have any doubts or questions about routing or the installation of the Reserve Static-line Lanyard System, the TELESIS 3.0 should not be jumped until it has been inspected by a competent rigger, familiar with the system.**

### **3.4 FXC MAIN INSTALLATION**

Parts List: (Figure 3-31)

1. Telesis 3.0 P/N 6113-(3) with applicable FXC installation,
2. FXC Model 12000 AAD,
3. FXC Model 12000 Ripcord Pin Terminal P/N 811-00042-(  
)
4. RI FXC housing clamp P/N 9111-(1)

Repairman: FAA Master or Senior Rigger or foreign equivalent.

Tools:

1. Medium size Phillips screwdriver
2. 11/32 wrench or adjustable wrench.

Step 1: Remove all accessory parts from the Telesis 3.0 such as bags, risers, 3-ring release handle, reserve ripcord, etc.

Step 2: Install the ripcord pin terminal securely to the cable end of the FXC. Arm the FXC while pulling the housing in a straight line as in Figure 3-32.



*Fig 3-31*



*Fig 3-32*

Step 3: Install the FXC into the pocket on the right side of the main container. Make sure the power cable is routed out towards the right side flap and the sensor unit out towards the harness.

Step 4: Route the sensor UNDER the main ripcord housing (Figure 3-33).



*Fig 3-33*

Step 5: Route the sensor housing through the Velcro channel on the bottom of the backpad and mount the sensor on the left side of the container on the mounting strap (Figure 3-34).



*Fig 3-34*

Step 6: Attach the power housing end to the ripcord housing using the FXC housing clamp provided. Make sure to route the clamp UNDER the Ty-4 tape. Position the nut and bolt facing to the inboard side and NOT to the outside. Tighten the nut securely making sure the housings cannot move in relation to each other (Figure 3-35).



*Fig 3-35*

Step 7: Install the main ripcord into the housing and then through the eye of the ripcord pin terminal. Make sure the terminal lays along side of the ripcord cable and not out at an angle (Figure 3-36).



*Fig 3-36*

Step 8: Insert the ripcord pin into the main closing loop. Close the main pin protector flap and then the side cable cover flap as well as the side cover for the FXC power unit (Figure 3-37).

If there are any questions concerning the installation of the FXC Model 12000 into the Telesis 3.0, do not hesitate to contact Rigging Innovations before proceeding.



*Fig 3-37*

### 3.5 Harness Adjustments and Fitting

**Note:**

The Telesis 3.0 is designed to have multiple points of adjustment. They are the chest strap, the two main lift webs (MLW), the two leg straps, the two lateral back straps, and the belly band.

**Step 1.** The adjustable main lift webs must be adjusted prior to donning the harness. Open the MLW cover/ripcord pocket assembly (*Fig 3-38*) on the main lift webs below the chest strap.



*Fig 3-38*

The ends of the MLWs are stowed in the webbing pockets (*Fig 3-39*).



*Fig 3-39*

Adjust the MLW to fit the appropriate size required and then take the slack out of the MLW (*Fig 3-40*), Re-close the MLW covers.



*Fig 3-40*

**Step 2.** Put rig on and fasten chest strap. Fasten and tighten leg straps to snug but not tight. Note that if your TELESIS 3.0 has the “V-flex” leg strap configuration (*Fig 3-41*), it is different than other designs. When fitted correctly, the leg strap does a reverse twist as it passes from the upper leg strap to the lower leg strap. (*Fig 3-42*) It may seem strange at first but the resultant comfort of the design is far superior than any other.



*Fig 3-41*





*Fig 3-42*

**Step 3.** Bend forward at your waist and hoist your rig from the bottom so it sits high on your back. (*Fig 3-43*). Tighten the leg straps so that they're tight but not uncomfortable or restrictive.



*Fig 3-43*

**Step 4.** Straighten up and tighten the chest strap. Grasp the belly band straps at the side and pull forward to tighten the side lateral straps (*Fig 3-44*).



*Fig 3-44*

**Step 6.** Stow the loose ends of leg straps in elastic keepers and in the opening at end of the leg pad so they will not come out and flap in free fall or be mistaken for pilot chute, release or ripcord handles. Keeping elastic keepers up against the hardware will prevent leg strap tension changes, which sometimes occur during your ride to altitude.

Locate the following and familiarize yourself with their visual and physical locations:

- a) Main ripcord handle or pilot chute handle. (BOC)
- b) 3-Ring release handle.
- c) Reserve ripcord handle.

Release and ripcord handles should be far enough forward that they are easy to see and grab.

**Step 7.** For BOC, practice pulling the pilot chute out of pouch while lying on your stomach to ensure that you can pull it. Make sure that you are satisfied with pull force needed to extract pilot chute from spandex pocket.

**Step 8.** For BOC ripcord, practice pulling the handle while lying on your stomach. Make sure handle is accessible and that pull force is not too great.

**Step 9.** For most people, the hip junction rings should be near the top of your pelvis but, this may not be ideal for all individuals. When suspended, a 2 or 3 inch gap is normal between your shoulder and shoulder pad. You should be able to reach the toggles easily while hanging under canopy.



**Note: If you have any questions about these instructions, you should seek the help of a certified Rigger or contact *Rigging Innovations, Inc.* at 520-466-2655**

### 3.6 Main Static Line (MSL) Installation.

The Telesis 3.0 main static line activates a direct bag system. With ram-air canopies, the canopy is *free stowed* in the bag. That is, there is no assist device or connection between the canopy and the bag. Regulations requiring canopy assists are intended for round parachutes.

The Telesis 3.0 is designed to be easily converted from freefall to static line and back without having to unpack the canopy. We do this by using a canopy attachment loop you installed as in Figure 3-45 on page 11. Whenever you pack the canopy, always pack it with the canopy attachment loop exposed through the grommet at the top of the bag. In freefall mode, you attach the pilotchute and bridle to the canopy attachment loop. For static line, the static line is looped directly to the yoke on the top of the bag. To make it even simpler, we color coded the canopy attachment loop and the freefall pilotchute bridle the same color (normally RED). We made the mating loops the same size so that they can be attached with a #5 Rapide link. These loops for the Rapide link are too small for the static line to be inadvertently attached to the canopy. The static line and the yoke on the bag are also color coded (yellow) for proper mating.

#### To convert from freefall to static line:

**Step 1:** Disconnect the freefall pilotchute and bridle from the canopy attachment loop.

**Step 2:** Loop the end of the Main Static Line over the yoke on the top of the main bag and tighten securely. (Fig 3-46)

**Step 3:** Place the main bag in the main container with the static line exiting the upper left (or right) hand corner of the container. (Fig 3-47)

**Step 4:** Close the container in the numbered sequence. #1 - Bottom; #2 - Top; #3 - Right side; #4 - Left side. Insert the static line Flexpin through the main closing loop.



Fig 3-45



Fig 3-46



Fig 3-47



Fig 3-48

**Step 5:** Fold the static line above the Flexpin attachment point and double stow it in a rubber band on the static line stow loop on the left or right side main flap. This is for shortest routing to the aircraft door and so that the Flexpin is not accidentally dislodged by the drag of the static line during use. (Fig 3-48)

**Step 6:** Close the main protector flap and finish stowing the static line left to right in rubber bands attached to stow loops. (Fig 3-49)



Fig 4-49

### 3.7.1 AFF M.O.D. and AFF/BOC Installation

The Telesis 3.0 AFF M.O.D. or Manual Over-ride Deployment handle was first introduced on the Telesis system. The MOD is a backup main ripcord mounted on the lower left corner of the main container. This allows the reserve side jumpmaster on an AFF jump to easily deploy the main parachute. Because the AFF/M.O.D. handle is a completely separate component, it may be left off the assembly when the Telesis 3.0 is used in a normal freefall or static line mode.

To install the handle:

**Step 1:** Mate the ring end of the handle lanyard with the small piece of Velcro located just below the grommet on the left main flap. (Fig 3-50)



Fig 3-50

**Step 2:** Make a full twist in the lanyard between the two sections of Velcro and mate the long piece of hook to the corresponding piece of loop Velcro on the underside edge of the left main flap. (Fig 3-51)



Fig 3-51

**Step 3:** Reach into the pocket on the left corner of the main container and pull out the handle mounting flap with the hook Velcro on it. (Fig3-52)



Fig 3-52

Mate the handle to the mounting flap and then tuck the handle into the pocket so it is held securely. (*Fig 3-53*)

**Step 4:** Close the container in the numbered sequence. #1 - Bottom; #2 - Top; #3 - Right side; #4 - Left side. Insert black coated ripcord cable through M.O.D. ring, if so equipped, then through the main closing loop. Tuck the excess cable under the left side container flap.



*Fig 3-53*

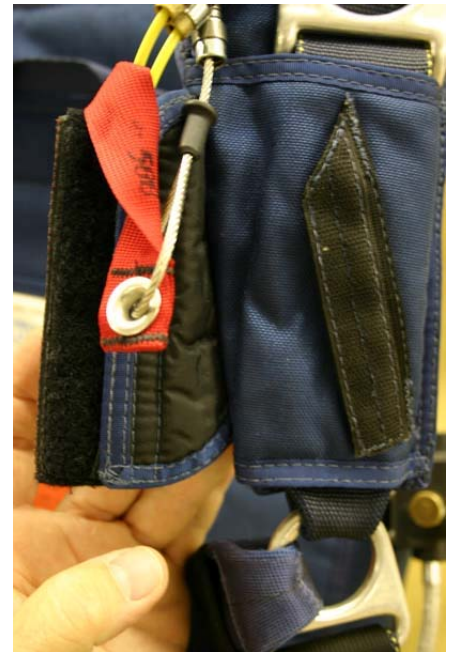
### **3.8 Reserve SOS (Single Operating System)**

The Telesis 3.0 S.O.S. (Single Operating System) utilizes one handle and one operation for both the breakaway and reserve ripcord pin pull. A loop style handle is placed below the three ring on the wearers left hand side. Peeling outward and then pulling downward will cause a staged, breakaway then reserve pin extraction. The RSL operates normally with this system as it does the normal two handle system.

The risers for the S.O.S. system are unique. The excess cable keeper is located closer to the grommet which the 3-Ring™ loop passes through. Be sure you use the correct risers.

#### **SOS Handle Installation:**

**Step 1:** Insert ripcord cable into housing. Pull excess cable down between flaps. Turn the loop handle Velcro side up and place stainless steel grommet on left hand loop of the ripcord cable. (*Fig 3-54*)



*Fig 3-54*



**Step 2:** Rotate the handle counterclockwise (left) allowing the unstiffened fabric to turn the corner and fold down behind the handle and left hand flap. Mate Velcro between the handle and the left-hand flap. (*Fig 3-55*)



*Fig 3-55*

**Step 3:** Route the breakaway cables in their appropriate housings and mate the right side handle Velcro to the flap. (*Fig 3-56*)



*Fig 3-56*

### **3.9 Maintenance Procedures**

The **TELESIS 3.0** begins its life as one of the finest pieces of parachute equipment you can buy. It is up to the owner to maintain it in top condition. Below are certain areas that you and your rigger should check on a regular basis to ensure proper operation and long life of your equipment.

#### ***Before Each Jump You Should Check:***

1. All ripcord and 3-Ring™ housings for loose tacking, damage or obstructions.
2. Reserve ripcord pins, cables, handles and pockets for proper seating, wear and/or damage.
3. Main deployment activation devices (BOC and ripcord) for wear and placement. Also check routing of bridles for twists, etc.
4. Main risers routed smoothly over shoulders and riser covers closed properly.
5. 3-Ring™ release mechanism assembled properly and excess cable stowed properly.
6. All harness webbing and hardware for wear or damage.
7. All flaps closed in proper sequence and tucked in.

**Note:**

**IF ANY WEAR OR UNUSUAL CONDITION IS FOUND, CONSULT RIGGING INNOVATIONS, INC. OR A QUALIFIED PARACHUTE RIGGER IMMEDIATELY! 520-466-2655**

***After Putting Your Rig On, Check:***

1. Reserve ripcord handle secure in its pocket.
2. Chest strap is properly threaded and free end secured.
3. Leg straps are properly threaded and free ends are stowed.
4. Belly band threaded correctly and excess webbing stowed.

***3-Ring™ Release Maintenance***

The following procedure should be done weekly, or every 25 jumps, whichever comes first. If the rig is subjected to unusual abuse, such as exposure to excessive dust or sand, or if it is dragged, it should be inspected immediately.

**Step 1.** OPERATE RELEASE SYSTEM ON THE GROUND. Pull release cable completely out and disconnect risers.

**Step 2.** While the system is disassembled, closely inspect it for wear.

- a. Check nylon loops on risers to be sure they are not frayed.
- b. Check Velcro on release handle and harness to insure that it will adequately hold handle.
- c. Check stitching that holds harness hardware to main lift web and hand tackings that hold cable housings in place.
- d. Check metal housing ends for sharp edges or deformation.

**Step 3.** VIGOROUSLY TWIST AND FLEX riser webbing on each side where it passes through the big ring to remove any set or deformation in webbing. Failure to do this might result in a hesitation when the release is activated with a low-drag malfunction such as a streamer or bag-lock.

**Step 4.** Check inside of release housing for gravel or other obstructions. Use the cable to dislodge gravel. Inspect housing/channels for dents or cuts or other damage.

**Step 5.** Clean and lubricate release cable with a silicone spray. Spray on a paper towel and firmly wipe the cable a few times. A THIN invisible film should remain - too much will attract grit or dirt. Failure to clean release cables could result in higher than normal pull force during breakaway.

**Step 6.** Re-assemble system properly, in accordance with instructions given in this manual. Double check it. Perform a continuity check to make sure canopy is straight and risers are not reversed or twisted.



Regular, careful and thorough compliance with this maintenance procedure will prolong the life of the 3-Ring™ release system, and help to ensure its operation during breakaways.

**Note:**

**IF ANY WEAR OR UNUSUAL CONDITION IS FOUND, CONSULT RIGGING INNOVATIONS, INC OR A QUALIFIED PARACHUTE RIGGER IMMEDIATELY!**

## ***120 Day Maintenance***

Your Rigger should thoroughly inspect your **TELESIS 3.0** at every repack cycle to insure that all components are in airworthy condition. These areas should include the following:

1. Reserve pilotchute, bridle, deployment bag, housing, and ripcord.
2. Reserve canopy fabric and lines.
3. Reserve connector links.
4. Ripcord pocket.
5. Main bridle and pilot chute.
6. Harness and container in good airworthy condition.
7. Flex-Ring buffers. Inspect inside of buffers for excessive wear. (*Fig 3-57*).



*Fig 3-57*

Buffers are designed to absorb wear before the harness webbing. The inside should look shiny and smooth and may be discolored from hardware finish. If buffers are cut or frayed, it may be caused by damaged hardware or foreign matter (dirt) imbedded in the material. If wear is excessive, rig should be grounded and returned to Rigging Innovations for inspection and repair.

### ***Major Repairs and Alterations***

**Rigging Innovations, Inc.** does **NOT** authorize alterations to the **TELESIS 3.0** harness and container systems. Any alteration must be made by the manufacturer, a designated R.I. Service Center, or an **AUTHORIZED** master parachute rigger or foreign equivalent.

Major repairs should be made in accordance with Rigging Innovations Procedures or standard rigging practices by appropriately certificated and rated FAA riggers or foreign equivalent.

Contact **Rigging Innovations, Inc.**, at 520-466-2655, if you have any questions concerning the above.

### 3.6 Rig Cleaning - CORDURA®

**Table III CORDURA® Recommended Stain Removal Methods \***

STAIN	REMOVAL METHOD
Coffee, Fruit Juice, Milk, Soft Drinks, Tea, Tabasco Sauce, Wine, Urine	Detergent <sup>1</sup> /blot/water/blot
Catsup, Chocolate, Blood	Detergent/blot/ammonia <sup>2</sup> /blot/water/blot
Mustard	Detergent/blot/vinegar <sup>3</sup> /blot/water/blot
Spicy mustard (turmeric), Kool- Aid®	Solvent <sup>4</sup> /blot/detergent/blot/vinegar/blot/water/blot
Cooking oil, Crayon, Lipstick, Mayonnaise, Motor oil, Show polish	Solvent <sup>4</sup> /blot/detergent/blot/water/blot
Chewing gum	Freeze with ice cube/ scrape/solvent/blot/ detergent/blot/ water/blot
Furniture polish, Ink (Permanent)	Paint remover <sup>5</sup> /blot/solvent/blot/detergent/blot/ ammonia/blot/vinegar/blot/water/blot
Furniture polish, Shoe polish	Seek the help of a professional upholstery cleaner
<b>Notes on Cleaning Agents</b> The following procedures should be used with all cleaning agents. A clean, white cloth dampened with the recommended cleaning agent should be used in an inconspicuous place to test for color-fastness. Optimum cleaning will be achieved by not over-wetting the cloth and by turning it frequently to keep it clean. Rings can be avoided by working from the outer edge of the spot toward the center. This process should be repeated until the spot is removed or there is no further transfer to the cloth.	
<sup>1</sup> Detergent.....One teaspoon neutral powder detergent (e.g. Tide or All) in 1 pint warm water.	
<sup>2</sup> Ammonia.....A 3% solution.	
<sup>3</sup> Vinegar.....White vinegar or a 10% acetic acid solution	
<sup>4</sup> Solvent.....Dry cleaning fluid - preferably 1.1.1 trichlorethane	
<sup>5</sup> Paint remover.....Paint remover with no oil in it.	
NOTE: Oily and greasy stains --- In addition to the recommended method, some stains (e.g. perspiration/body oils) respond well to dry cleaners such as "HOST" (Racine Industries), "CAPTURE" (Milliken) and "K2R" (Texize). Carefully follow directions on the label.	

\* Recommendations based on fabrics finished with Du Pont Teflon® WBC Soil and Stain Repellent for CORDURA®. The methods were effective on stains that were allowed to sit untreated overnight. Removal is usually easier when stains are cleaned immediately.

### ***Washing the harness and container***

Regular care and cleaning of your **TELESIS 3.0** will prolong its life and enhance the resale value should you decide to sell it. It is recommended that you have your rigger wash your **TELESIS 3.0** at least once a year. The following techniques of washing Rigging Innovations harness and containers have been utilized successfully for many years.

**CAUTION!** Some colors, such as red, may bleed and contaminate lighter colors like white. Rigging Innovations therefore does not guarantee any results or accept any responsibility for color changes resulting from following these washing instructions.

Remove all canopies, AADs, and component parts such as toggles, RSL, ripcords, bags, and elastic keepers as well as the packing data card.

## ***Hand Washing***

Materials required:

1. Wash tub
2. Medium stiffness brush
3. Woolite™ or similar mild liquid soap.
4. LOTS of fresh water.

**Step 1.** Soak rig in lukewarm water. Apply straight Woolite™ or soap onto dirtiest areas and scrub with the brush. Soak in lukewarm water for 20 minutes.

**Step 2.** Scrub the entire rig vigorously all over. Soak for another 20 minutes

**Step 3.** Repeat step 2. For particularly dirty rigs, you may want to empty the first batch of soapy water and wash in a fresh batch of soapy water.

**Step 4.** Squeeze out as much soapy water as possible. Immerse in fresh, clean, cool water and rinse several times until no further soap comes out.

**Step 5.** Hang to dry out of direct sunlight. Use of a fan directly onto the rig greatly speeds up the drying process.

## ***Machine Washing***

Materials required:

1. Jumbo tumbler type commercial washing machine. It is not recommended to do this in your home washing machine.
2. Medium stiffness brush.
3. Woolite™ or similar mild liquid soap.
4. Large pillowcase or laundry bag.
5. Assortment of rags
6. Extra laundry.

**Step 1.** Wrap the hardware of the rig with the rags to pad them so they don't beat the inside of the washing machine.

**Step 2.** Soak the rig in lukewarm water and apply Woolite™ or other soap directly onto the dirtiest parts. Scrub these parts vigorously. Allow these parts to absorb the Woolite™ during the time you're traveling to the Laundromat.

**Step 3.** Place the rig into the pillowcase and add extra padding such as some of your regular laundry! Tie off the pillowcase to hold everything in. Place into the washing machine and wash in warm water.

**Step 4.** Run through at least two rinse cycles or hand rinse several times until no further soap comes out.

**Step 5.** Hang to dry out of direct sunlight. Use of a fan directly onto the rig greatly speeds up the drying process.

### ***Scotchgard***

The use of Scotchgard™ brand fabric protector has become commonplace in recent years. This fabric treatment seals the pores of the fabric against dirt and other stains. Scotchgard™ is not a magical “silver bullet” against dirt. However it has shown good results in keeping lighter color fabric cleaner longer under normal use. Grinding in on grass or asphalt or other heavy abuse will still stain and/or damage the rig materials.

Scotchgard™ is not harmful to today's container fabrics such as Para-pak and Cordura™. There are currently several Scotchgard™ formulas. The standard fabric and upholstery formula in the **RED CAN** has proven the most successful. Do not use the rug and carpet formula in the blue can.

After the rig is completely dry, hang it in a well ventilated location. **FOLLOWING THE DIRECTIONS ON THE CAN**, apply the protector to the entire **OUTER SURFACE** of the rig. For those areas such as the inside of the leg pads, backpad, and bottom of the main container, and light colored panels such as white, etc, apply a second coat after the first has dried. Do not intentionally spray the hardware, housings, and clear vinyl Cypres window. After the rig has dried, it may then be re-assembled and placed back into service.