

Performance Designs Zero Packing Manual

Packing your PD ZERO

Before you begin packing, please first review PD's Ram-Air Parachute Owner's Manual. Pay careful attention to the warning/discussion on pages 5-6 about ways you can control opening shocks. Second, make sure your parachute is correctly assembled by a properly certified rigger. See page 17 of the manual for a description of key components of your parachute. Before you begin, make certain the risers, toggles, bridle, deployment bag, pilot chute, harness, container and other items of your system are compatible with your Performance Designs canopy and each other.



We recommend side-packing your Zero. Lay the parachute on a clean surface and flake it out as shown. No lines should cross each other and the slider should be properly oriented, with steering lines passing freely from the trailing edge through the rear D-rings to the risers. If you are not sure about the continuity of your lines, have a qualified rigger check it.



Configure the DMPS (Dual Mode Pocket Slider)



For longer delays (or softer openings at any speed) we recommend using the leading edge pocket. For short delays (or quicker openings), stow the pocket flap on the slider's top surface. Secure snaps in three places as depicted.

Note that on the slider perimeter snaps, you must slip the snap tab under the leverage tape.





Folding the Nose



Tuck the overhanging portion of each cell back inside the cell itself. Next, roll the outer three cells on each side in toward the center cell.



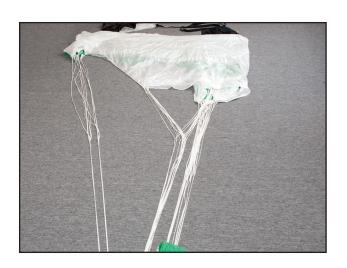


Make a fold of the resultant leading edge so it faces aft, as depicted. This nose configuration helps to reduce opening shock forces, and helps increase consistently onheading openings.

Stack the Canopy



Grasp the "B" line group and place it on top of the "A" line group, while flaking the material between the two groups to the side. Arrange the S-fold so that the line groups go down the center of the S-folded canopy, rather than on the edge of the folds. (This will help distribute the bulk of the canopy more symmetrically)



Grasp the "C" line group and place it on top of the A/B stack, while flaking the material between the two groups to the side. Arrange the S-fold as in previous step.



Finally, grasp the "D" line group and place it on top the A/B/C stack, while flaking the material between the two groups to the side. Arrange the S-fold as in previous step. Keep tension on the line groups.



Split the tail, left and right.

Set Deployment Brakes



A) Pull steering lines down until the marks line up with riser stop rings.



B) Make an approximate 4-5" (10cm) loop facing outboard.



C) Take the loop inboard, going behind (under) the steering line,



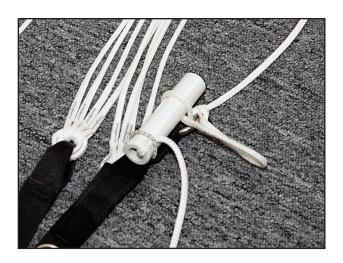
D) Now take the loop back outboard, going in front (over) the steering line,



E) Next, take the loop under the stop ring and bring it through the ring.



F) Insert the top of the toggle through the remaining loop (it should be snug).



G) Insert the bottom of the toggle into the elastic keeper.



F) Stow the excess steering line in an elastic band attached to the rear riser link. This will further secure the toggle to the rear riser and help prevent it from coming free during deployment.



Dress the stabilizers, pulling excess fabric away from the lines.



Pull the DMPS (Dual Mode Pocket Slider) up and dress it:

The following slider instructions are for the DMPS with the pocket flap in the stowed position. Turn to page 10 for instructions on the DMPS with the pocket flap deployed.



The slider D-rings should seat against the A-flare and stabilizer C-line stops.

WARNING: FAILURE TO PROPERLY POSITION THE SLIDER AND MAINTAIN THAT POSITION COULD LEAD TO HARD OPENINGS, EQUIPMENT DAMAGE, SERIOUS INJURY OR DEATH.



Dress slider fabric according to the following two steps.



Tip: Lift the upper/trailing edge D-rings to separate line groups and facilitate tucking the sides of the slider into their corresponding locations on the inside of the stabilizer.



Slider fully dressed.

Positioning the DMPS with the pocket flap deployed:



First, unsnap the pocket flap. Spread out the pocket to facilitate pulling the slider up the suspension lines.



Holding the pocket flap by the corners (grasp the snap tabs), pull the slider up the suspension lines until the bottom (leading edge) D-rings are seated against their respective stops. The pocket flap should be fanned out under the lines and the lower portion of the canopy with no twists, pockets facing down.



Dress the slider as before, keeping the bottom D-rings snug against their stops, the pocket flap pulled up and fanned out, underneath the canopy.



IMPORTANT: Ensure the D-Rings are not twisted. Rotate D-rings (if necessary) around their respective line groups so that the D-ring bartacks on the fabric side of the slider are visible, facing up. The slider warning label will be visible as depicted.



Cocoon the canopy to the width of your deployment bag:



Make your first S-fold:

IMPORTANT:

Maintain proper orientation of D-rings during this fold. The slider must face down, presented first into the relative wind as the deployment bag opens.



Make a second S-fold on top of the first:



Make a third S-fold, creating a neat stack that fits your deployment bag:



Put the canopy neatly into the bag:



Follow your rig manufacturer's instructions for closing the bag, stowing the lines, placing it into the pack tray, and closing the container.

Note: PD recommends that you double wrap standard elastic bands in order to prevent "line dump." To test the strength of your stows, hold the bridle and slowly pull the bag across a smooth surface. It should take a minimum of 8 lbs. of force (12 lbs. preferable) to free the stows. (Read the discussion in the PD owner's manual, pages 5-6).