

ZEROX & PANTHERA OWNERS MANUAL



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ZEROX & PANTHERA OWNERS MANUAL

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INTRODUCTION

First of all we would like to thank you for choosing a Thomas Defence Systems Ltd Zerox or Panthera, you have shown impeccable taste.

The Zerox & Panthera is a harness and container system designed for free fall sport parachuting. It is available in a wide variety of container sizes to fit practically any main or reserve canopies on the market today and operates with the either the CYPRES and VIGIL A.A.D.

Please read this manual thoroughly before assembling, packing or using your Zerox or Panthera. Your Zerox or Panthera should be assembled and packed by a certified Rigger (or equivalent rated person in your country). Assembly of this harness/container must also be in accordance with the reserve parachute manufacturer's manual and the AAD manufacturer's manual.

If after reading this manual you still have questions concerning the Zerox or Panthera please contact us, we will be more than willing to help. If you have any suggestions or see a need for some changes in the Zerox or Panthera please let us know by calling or writing to:

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FACTS: about Thomas Defence Systems Ltd

TDS has been manufacturing parachute equipment since 1968 and has provided services from students to British team members. Over forty-five years in our sport has provided TDS with a wealth of experience in developing and manufacturing parachute equipment with an enthusiasm and commitment in the complete sense, a service second to none. This in turn means you can be confident in the knowledge that with TDS you are using the very best available, from the initial PLF through to the highest levels of competing. Each rig has been designed, tested and built with quality materials, quality workmanship, system functionality and longevity. Qualified personnel oversee all aspects of the production, maintenance and repairs operations at the loft. Every care is taken to ensure that each rig from TDS meets the highest possible standards.

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THE MAIN CONTAINER FUNCTION:

The main canopy may be deployed by either throw away or pull-out pilot chute.

THE THROW AWAY MAIN PILOT CHUTE:

The throw away is an external pilot chute located in a spandex pocket on the rear of the leg strap or on the bottom of the container. The pilot chute is attached to a bridle line. Sewn to the bridle line is a curved pin. This pin keeps the main container closed until the pilot chute inflates thus removing the pin, opening the main container and extracting the main parachute.

THE PULL-OUT MAIN PILOT CHUTE:

The pull-out base mounted pilot chute is a soft handle located on the bottom right hand corner of the main container, (the pilot chute is stowed inside the main container) this connects to a straight pin at the base of the pilot chute, hence, 'base-mounted'. As the handle is pushed straight down the straight pin releases the loop allowing the main container to open. The pull action extracts the pilot chute from inside the main container. The pilot chute must be thrown manually into the clean air-flow. The wearer must throw to their side and release the pilot chute. The pilot chute then pulls out of the main container. For the apex pull-out pilot chute the system of deployment activation is as is for the base mounted pilot chute, however the pad is located on top of the pilot chute.

THE RESERVE CONTAINER:

The reserve parachute container is held closed by a single pin. The reserve ripcord is protected by a cover on the inside back of the jumper. The reserve ripcord handle is manufactured of metal and fits into a pocket on the left hand main lift web. The reserve pilot chute is a spring type. You may have a Stevenson Lanyard attached to the reserve ripcord handle end, so that when you cutaway the main parachute the lanyard acts like a static line and pulls the reserve ripcord.

THE HARNESS:

The harness is constructed from either type 7 or type 8 Mil-Spec webbing and incorporates the 3-ring circus. It also features the unique TDS shaped harness design.

PARTS LIST

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THE ZEROX OR PANTHERA IS SHIPPED TO THE CUSTOMER WITH THE FOLLOWING COMPONENTS:-

***HARNES/CONTAINER.
MAIN RISERS WITH CONTROL TOGGLES.
MAIN DEPLOYMENT BAG.
CUTAWAY HANDLE.
MAIN PILOT CHUTE AND BRIDLE.
^RESERVE PILOT CHUTE WITH CLOSING LOOP.
#RESERVE RAM-AIR FREE BAG FOR SQUARE RESERVES.
RESERVE RIPCORDER.
RESERVE CONTROL TOGGLES.
MAIN LOOP.
ZEROX/PANTHERA OWNER'S MANUAL.**

***All ZEROX or PANTHERA harness/containers are manufactured to accept the Cypres or Vigil A.A.D.**

^Only the ZEROX or PANTHERA reserve pilot chute may be used with the ZEROX or PANTHERA harness/container system. Do not substitute with any other pilot chute.

#Only the ZEROX or PANTHERA reserve free bag may be used when packing a ram-air reserve into the ZEROX or PANTHERA harness/container system. Do not substitute with any other free bag.

Components parts and spares are also available individually from:

Your ZEROX/PANTHERA dealer

OR

**Thomas Defence Systems Ltd
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BEFORE JUMPING THE ZEROX or PANTHERA

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The TDS Zerox or Panthera may be jumped only by persons who have received thorough instruction on its use from a qualified instructor. It is the responsibility of the owner (not necessarily the user) to ensure it is properly assembled, maintained, packed, worn and used, also that the user has the training and skill to use it properly. Read and understand this manual and be qualified by proper instruction for parachute activities before use. The manual is NOT a course of instruction on how to make a parachute jump. Nor does it contain the various regulations that govern sport parachuting and related activities. This information is best obtained from government bodies. The person whom inspects and packs both the main and reserve parachutes must be qualified to do so. Finally, nothing in this manual is meant to discourage the reader from using the TDS Zerox or Panthera in a reasonable and prudent way. The information and specifications in this manual were in effect at the time of printing, Thomas Defence Systems Ltd, reserve the right to change specifications or design at any time without prior notice and without incurring any obligation.

COMPATIBILITY

It is the responsibility of the owner (not necessarily the user) or qualified packer to ensure that the main and reserve parachutes that are been packed are the correct size for the Zerox or Panthera they are connected to. There are many types of main and reserve parachutes on the market today and the Zerox or Panthera can be manufactured to accept most of them. This manual does not contain instructions on inspection and assembling each one, for these steps it is the responsibility of a qualified packer to use the appropriate method for any main/reserve that he/she packs and to pack according to the harness/container manufacturer's instructions. Deviating from these instructions results in a void pack job and no responsibility will be held by THOMAS DEFENCE SYSTEMS LTD.

MODIFICATIONS

It is common for jumpers to alter their rigs by modification. A high percentage of these alterations/modifications cause malfunctions or make it difficult to use the rig correctly. Alterations/modifications if improperly done may affect balance, structure strength, harness configuration, performance, flight characteristics and airworthiness. The manufacturer (TDS) must be notified before you make any changes to your Zerox or Panthera; even "insignificant" alterations may have very negative or unforeseen effects. The Zerox and Panthera were designed and built the way they are as a result of years of testing and development. There are reasons for having things the way they are, reasons that might not be apparent at first. Alterations/modifications carried out without the manufacturers consent will void the manufacturers' responsibility.

THE MAIN

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PACKING THE MAIN

First refer to the manufacturers' instructions for laying out the main parachute, setting the brakes and otherwise preparing the main parachute to put into the deployment bag. If you require further instruction seek the advice of the main canopy manufacturer, or a suitable instructor.

1. Fold the parachute slightly wider than the deployment bag.
2. Place the parachute on top of the deployment bag, then push the parachute out into the corners of the deployment bag. Then close the bag, making sure that you have filled out the corners of the bag.
3. Thread the bungies through the grommets of the bag and stow all the lines on the deployment bag.
4. Pull the pilot chute bridle out of the top of the deployment bag until the load bearing ring on top of the parachute seats against the grommet on the top of the main deployment bag.
5. Set the deployment bag in the tray of the main container with the lines facing the bottom the container and the pilot chute bridle coming out of the top of the container. (SEE FIGURE #1)

FIGURE #1

WARNING

YOUR LINES MUST BE STOWED AT THE BOTTOM OF YOUR CONTAINER

6. When using a throw away pilot chute the bridle line comes out of the top right hand side of the main container.
 - A. Close the bottom flap #1, then the top flap #2, right side flap #3, then the left side flap #4. Insert the curved pin through the closing loop from right to left. Next, dress the container making sure that the risers are correctly positioned. Remove the pull up cord. Note that the container will not open if the pull-up cord is left in.
 - B. There is a small pocket down the right side of the bottom flap this is for running the bridle line down to the pocket on the B.O.C. If the throw away is on the right of leg then mate the velcro on the pilot chute bridle, starting from the top of the pouch on the leg strap and follow along the side of the container putting the extra bridle length under the right hand side flap of the container.

FOLDING THE MAIN PILOT CHUTE

- A. Lay the pilot chute out over the leg strap, net side up so the edge of the circle is at the mouth of the spandex pocket. S-Fold the bridle line on the half of the

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- pilot chute over the pocket.
- B. Fold the pilot chute in half over the bridle line. (see FIGURE #2) then bring the corners up to form a wide triangle. (see FIGURE #3).
 - C. Fold the triangle in half, forming a skinny triangle. (see FIGURE #4).
 - D. Fold the triangle into thirds, forming a skinny triangle, then fold it once more. (see again FIGURE #4).
 - E. Fold the pilot chute in half so that the handle is even with the skirt. (see FIGURE #5)
 - F. Then stow the pilot chute into the spandex pocket with the toggle showing at the top.

FIGURE #2



FIGURE #3



FIGURE #4



FIGURE #5



INSTALLATION & ATTACHMENT OF RETRACTABLE PILOT CHUTE

1. Remove old pilot chute and bridle line, if fitting to old system.
2. Check bag for proper size grommet, number 4.
3. Thread the retention line and kill line from the outside of the bag to the inside

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of the bag.

4. Thread the two loops at the bottom of the bridle line into the grommet.
5. Insert rapid link into loops forming a circle with the kill line in the center.
6. Attach retention line using the rapid link to attachment point on canopy.



ATTACHMENT:
REMEMBER: YOU MUST COCK THE SYSTEM BEFORE YOU CLOSE YOUR CONTAINER. TO COCK THE PILOT CHUTE PULL THE APEX (HANDLE) OF THE PILOT CHUTE UNTIL THE CENTRE LINE OF THE PILOT CHUTE IS TAUT *DO THIS BEFORE PACKING THE CANOPY INTO THE BAG*



INSTRUCTIONS FOR THE PULL-OUT

- A. S-fold the pilot chute bridle across the top of the container and lay the folded pilot chute on the center of the deployment bag with the base coming out of the right hand bottom corner.
- B. Place the pull-out pad onto the velcro on the bottom of the container.
- C. Close the container with the closing loop, following the #'s on the main container flaps.
- D. Ensure that where the pad and pin is attached to the pilot chute, it is free from snagging on the right side.
- E. Remove the pull-up cord and tuck the excess bridle and base of the pilot chute up under the bottom right hand flap.

PACKING A SQUARE RESERVE

Because of the size range of square reserve canopies available today, this manual does not contain instructions on inspection, assembling and flaking. Please follow the packing instructions of your reserve manufacturers' manual.

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TYPICAL PRO PACKING EXAMPLE

TOOLS REQUIRED

- 1 X T Bar
- 1 X Pull up cord
- 1 X Packing paddle

1. Thoroughly inspect the pilot chute bridle, deployment bag, canopy, lines, links, loop, risers, container and harness.
2. Follow canopy manufactures instructions for
 - A. Attaching the canopy to risers.
 - B. Attaching toggles to steering lines.
 - C. Flaking canopy.
 - D. Folding the nose of the canopy.
 - E. Setting deployment brakes.
 - F. Splitting the tail.
 - G. Stowing the slider.
 - H. Dressing the canopy.
3. Prepare the free bag so that it is ready to be packed. To do this, insert one end of the pull up cord through the grommet in the top and bottom of the bag, and tie it to the other end so that it won't slip out during the packing procedure. **NOTE;** Some riggers prefer to use a T bar instead of a pull up cord. Insert the T bar through the bag from the bottom. The T bar or pull up cord will be used later to pull the loop through the bagged canopy.



PACKING A SQUARE RESERVE

FIGURE #1

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4. FIGURE #1

Dress the canopy to the width of the reserve bag.

5. FIGURES #2, #3, #4

Kneel on the trailing edge and keeping the center seam in the middle of the bundle, push the middle of the top of the canopy down to your knees until the bundle resembles two ears, as shown in FIG #2.

Spread the center of the trailing edge out to the approximate width of the reserve bag and kneel on it again. Using a pushing and rolling motion, shape the ears so that the bundle resembles the 'V' shape in FIG #3. Then place the reserve bag as shown in FIG #4. The grommet of the reserve bag and the T bar should be right at the crutch of the 'V' formed by the bag.

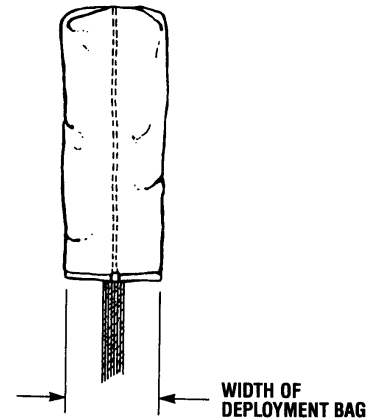


FIGURE #2

6. FIGURE #5

Kneel on the canopy so that your knee holds the locking flap of the reserve bag in place, then stuff each arm of the 'V' into its respective side of the reserve bag. The 'T' bar will be effectively surrounded by canopy and should be well filled as shown in FIG #5.



FIGURE #3

7. FIGURE #6

'S' Fold the rest of the canopy into the reserve bag as shown in FIG #6.

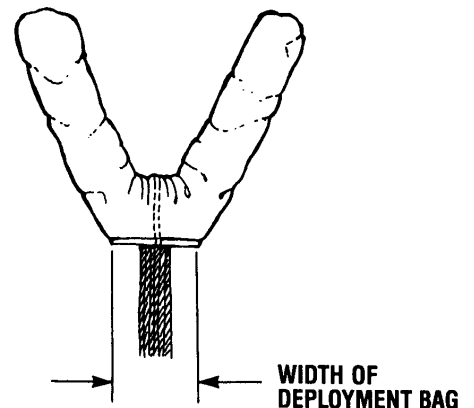
8. FIGURE #7

Lock the reserve bag closed with the suspension lines and safety stow (only safety stow elastics must be used).

9. FIGURE #8

Stow the remainder of the suspension lines into the pouch on the under side of the bag. 'S' Fold half of the lines into the left side of the pouch and then the other half into the right side of the pouch. Be sure none of the lines are trapped between the Velcro at the mouth of the pouch.

10. You are now ready to put the reserve bag into the container.



PACKING A SQUARE RESERVE

FIGURE #4

FIGURE #5

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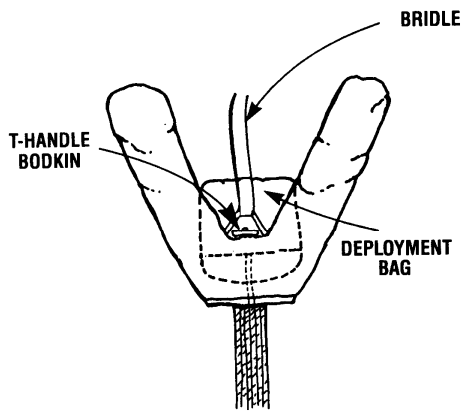


FIGURE #6

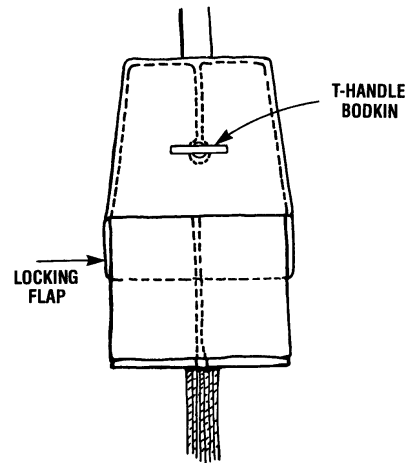


FIGURE #7

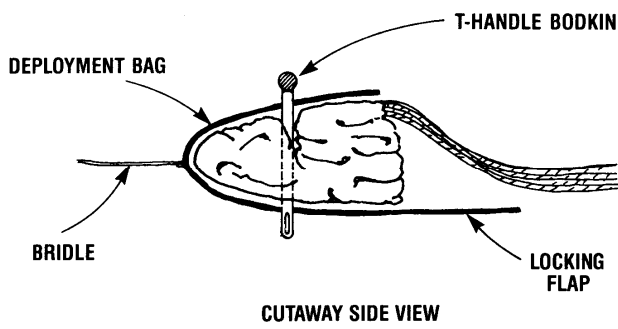
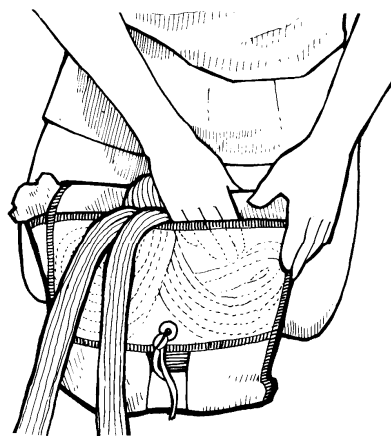
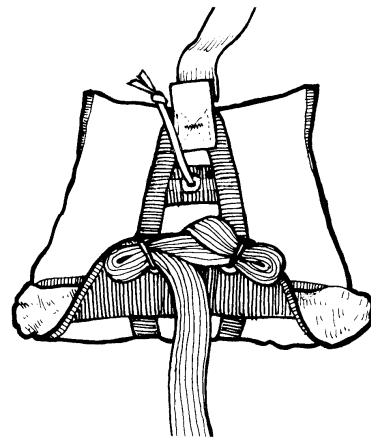


FIGURE #8



PACKING A SQUARE

RESERVE

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CLOSING THE RESERVE CONTAINER

Regardless of what procedure was used to place the canopy in the bag, the same procedure is used to close the container, **AT ALL TIMES.**

STEP 1. Close the inside bottom flap #1 and secure it with a temporary pin. Make long S- folds with the bridle from the top of the bag to the bottom right hand corner of the reserve container as shown. Carefully tuck the bottom of the S-folded section under the inside bottom flap #1. As shown in figure #1.

FIGURE #1



STEP 2. Repeat this process on the left side, make long S-folds in the bridle line from the top of the bag to the left hand corner of the container and tuck under the inside bottom flap as shown in figure #2.

FIGURE #2



CLOSING THE RESERVE CONTAINER

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Step 3. Close the inside top flap (figure #2) and secure with a temporary pin. The bridle should come out between these two flaps. Take a moment to check the amount of free bridle at this point. There must be at least five feet left from the junction of the closed flaps to the base of the pilot chute. If the excess bridle is too short, release the inside top flap and re-do the S-folds.

FIGURE #3



STEP 4. Fold the bridle to the left and make a series of short S-folds right up to the base of the pilot chute.

FIGURE #4



FIGURE #5



STEP 5. Thread the pull up cord through the bottom of the pilot chute and out the top. Centre the base of the pilot chute over the two flaps. (figure #4)

STEP 6. Make sure the base of the pilot chute is centred over the loop, then collapse the pilot chute and secure it with a temporary pin. (figure #5)

CLOSING THE RESERVE CONTAINER

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STEP 7. Pull all the pilot chute fabric out from between the spring. Ensure no fabric is caught between the coils or under the lower rim of the spring, check to be sure the pilot chute base is centered under the crown. Dress the pilot chute fabric by folding back the bottom section towards the compressed spring. Start folding back the sides of the fabric and roll it inwards towards the top plate. Folding the fabric rather than stuffing it between the coils reduces the bulk of the packed container. Now fully compress the spring and inspect the closing loop.

FIGURE #6



STEP 8. Lay the fabric flat all around the pilot chute and fold it under in wide folds to the centre. Fold the top and bottom first, then the sides. Keep the fabric folds of the pilot chute out from under the open flaps. (figure #6)

STEP 9. Thread the pull up cord through the side flaps (flap #3 and #4) and close, secure with a temporary pin. Make sure that the folds in the pilot chute stay flat and neat. (figure #7)

FIGURE #7



CLOSING THE RESERVE CONTAINER

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STEP 10. Thread the pull up cord through the outside bottom flap (flap #5) and insert the temporary pin.

STEP 11. Thread the pull up cord through the outside top flap (flap #6) and insert a temporary pin. Inspect and adjust length of closing loop if necessary.

FIGURE # 8

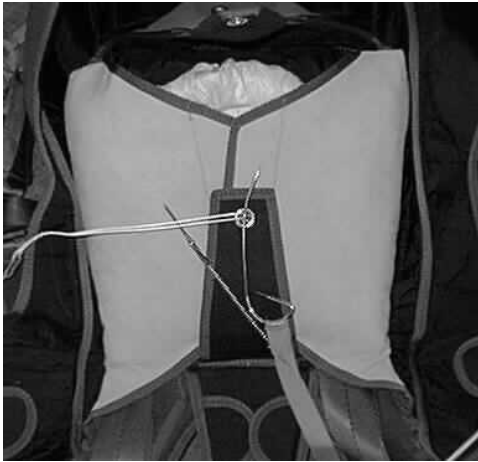


FIGURE #9

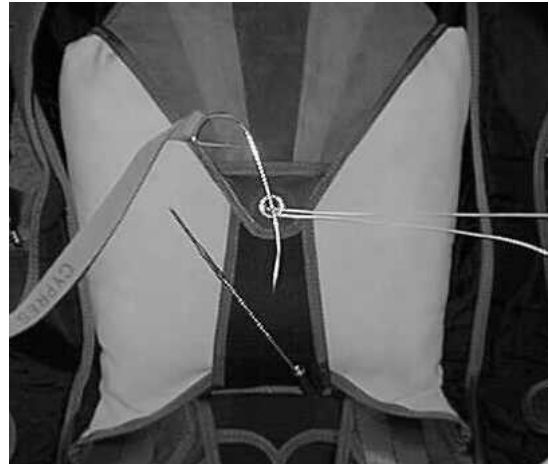


FIGURE #10



STEP 12. Replace the temporary pin with the reserve ripcord pin, close the pin cover flap. Insert the ripcord handle into its pouch on the main lift web.

STEP 16. COUNT ALL YOUR TOOLS ???

Correct packing assures that every Zerox or Panthera has the correct loop length and an easy ripcord pull. The CYPRES and/or VIGIL loop does not stretch and allows the ripcord to slide more easily than a nylon loop would, even when the reserve pilot chute is pulled firmly down on the container.

INSPECTION OF THE ZEROX & PANTHERA

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INTRODUCTION

Inspection of your Zerox or Panthera should be at assembly, before every repack and after emergency use. Every Zerox or Panthera must be inspected by qualified personnel, before it is used, before every repack and no matter if it was used or not after it was handled in an improper way such as after water jumps, muddy landing, etc. Periodic inspections of the equipment must also be carried out, to examine the Zerox or Panthera, these checks are vital for wear, damage, etc. Periodic inspection allows for any damage to be rectified immediately, putting off repairs may result in a malfunction. Periodic inspection is recommended on a monthly basis. Particular attention should be given to the areas shown below; Different countries may have different regulations, so please check with your responsible organization regarding repack cycle, inspections, etc.

INSPECTION

- 1. Breakaway system.** Inspect and operate on a regular basis. Check for velcro damage and wear. Inspect loops for wear & fraying. Inspect cables, nicks in cables, damaged or dirty cables, correct length and cable ends. Examine hardware, sharp edges, cracks, bends, rust, correct installation. Check velcro on breakaway handle and main lift web for cleanness and adequate holds. Check stitching, including that which holds the large 3-ring to the harness, the hand tacking and keeper.
- 2. Reserve system.** This includes the reserve ripcord, pin, handle, housings, container, associated sewing, free bag & pilot chute. Check for bent pin, worn out velcro, broken stitches, reserve flaps, grommets for sharp edges, bag fabric & seams, safety stow, bridle seams, pilot chute fabric damage and spring force. Correct housings and condition. You should not attempt any repairs or modifications to any of these items unless you are an appropriately rated rigger.
- 3. Harness.** Inspect the harness, check for broken stitching or frayed webbing. Examine hardware, sharp edges, cracks, bends, rust, correct installation. Leg strap elastics condition.
- 4. Main system.** Inspect the plastic stiffeners in the container flaps any broken stiffeners should be replaced. Check grommets for sharp edges, etc. Any grommets that are badly deformed or pulling out of their setting should be replaced. A qualified rigger must replace grommets or plastic stiffeners. Main risers, velcro damage, bent rings, damaged loops, toggles intact.
- 5. Main pilot chute and main bag.** Check the centerline of the main pilot chute. Check for broken stitches and torn fabric. Inspect the seam that joins the pilot chute mesh to the pilot chute fabric. If the mesh is torn or badly frayed, replace the pilot chute. Check velcro for damage, fraying, etc. Pilot chute fabric for porosity. Main bag, fabric condition, seams, damaged grommets, replace old rubber bands.
- 6. Check loops for wear.** If worn out, breakage may occur causing the main canopy to malfunction and release prematurely. Replace the loop with a duplicate if wear is noticed. Ensure loops are correct length, not frayed and correct type for AAD in use.

CARE & STORAGE OF THE ZEROX & PANTHERA

CARE

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1. Sunlight. The ultraviolet rays in the sunlight quickly and permanently weaken nylon. Avoid direct exposure to sunlight, especially during packing and storage.

2. Acid. Nylon is damaged by acid. Keep your Zerox or Panthera away from hangar floors, dirty car trunks and similar areas where acids may be found. If such contamination does occur, immediately and thoroughly wash the rig with warm water and neutral soap. Do not use any detergents containing acid. Ensure that all hardware is thoroughly dried should it have got wet. If acid damage occurs or is suspected, a qualified rigger should thoroughly inspect your Zerox or Panthera before next use.

3. Oils and Grease. Petroleum compounds will stain nylon fabric. Such stains may be removed using suitable petroleum solvent. A qualified rigger should thoroughly inspect your Zerox or Panthera before next use.

4. Water. Water in most cases will not completely damage your Zerox or Panthera, however, it may cause some fabric colours to run. Salt water will rust the hardware if not promptly and thoroughly washed off with plenty of fresh water. Your rig will maintain its new appearance longer if it is kept dry.

5. Soil & Grass. Soil or grass stains will not damage your rig. Brush off the soil after it has dried and gently wash with warm water and a neutral soap. Ensure that no soil is lodged in the housings, hardware including the 3- ring release, reserve ripcord, pin or loops. Consult a qualified rigger if your Zerox or Panthera is heavily soiled or extremely dirty for advice on use.

6. Abrasion. Nylon quickly frays if dragged over concrete or other rough surfaces. Do not drag your rig on the concrete while packing, use a packing mat.

STORAGE

Storage should be a dry environment, free of insects, vermin and UV rays. Should you wish to store your equipment for a period of time, remove the main and reserve parachutes from the container.

In countries that have hot, humid or damp climates, your Zerox or Panthera should not be left or stored, for example in the boot of a car during the heat or cold of the day. If left in these climates both the main and reserve canopy should be removed from the container and the complete assembly inspected and repacked by a qualified parachute packer/rigger to ensure it is safe for operational use.

MAINTENANCE OF THE ZEROX & PANTHERA

MAINTENANCE

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Follow the instructions and details set forth in this manual by the manufacturer. The owner (not necessarily the user) is responsible to keep the Zerox or Panthera in a proper, safe and airworthy condition. Follow the national laws and regulations of the country in which the equipment is in use. The owner is responsible to report any problem that may be discovered direct to the manufacturer and must ensure that all service and/or safety bulletins are followed.

Any maintenance carried out on this Zerox or Panthera and its supplied components must be undertaken by trained and valid licenced technical qualified personnel following the instructions in this manual. Modifications should not be carried out without the manufacturers' prior consent. Minor repairs "a repair other than a major repair". Pointer manual, Volume 1, Glossary/Index, as detailed below. Major repairs by manufacturer.

Type of Maintenance

- 1. Assembly & Compatibility Check:**
Before initial use. According to manufacturers' instructions.
May be carried out by: Manufacturer/Certified Loft/Senior Rigger/Master Rigger.
- 2. Inspection & Repack:**
Before initial use, within 6 months in the UK, with 12 months in Germany. For all other countries follow regulated recommended repack cycle. After emergency use, after water landings and after improper use. According to manufacturers' instructions. Follow the country of use national law repack cycle. May be carried out by: Manufacturer/Certified Loft/Senior Rigger/Master Rigger.
- 3. Minor Repair:** such as replacing canopies, replacing AADevelopments (under AAD manufacturer instructions) replacing cable housings and hardware, where major stitching is not required. Minor Container repair, repair of stitching (re-stitch). According to manufacturers' instructions and with manufacturers' prior consent.
May be carried out by: Manufacturer/Certified Loft/Senior Rigger/Master Rigger.
- 4. Major Repair/Modification:** According to manufacturers' instructions.
May be carried out by: Manufacturer.

THE 3-RING RELEASE SYSTEM

REQUIRED PERIODIC MAINTENANCE FOR THE 3- RINGS

ZEROX & PANTHERA OWNERS MANUAL

The 3-ring release system has been in use for many years with excellent results. Although the system is as durable as the rest of the harness and container assembly, it requires periodic maintenance and inspection to ensure proper operation. Generally, it is NOT recommended that the risers be attached to the harness when new awaiting rigging ready to jump. The 3-ring release should be carefully inspected and operated on a regular basis. The procedures below should be done at least every month. This is especially important if the rig has not been used for a month or more. Immediate inspection is required if it has been subjected to abuse, as a drag across the runway, a water landing or exposure to a lot of dust or sand, hot, humid or cold climates.

1. Every month operate the 3-ring release system on the ground. Extract the cable completely from the housings and disconnect the risers.
2. While the system is disassembled, closely inspect it for wear. Check the loops to be sure they are not frayed.
3. Check the velcro on the breakaway handle and main lift web to be sure it is clean and adequately holds the handle.
4. Check the cable ends for a smooth finish. The ends are finished at the factory to have a smooth, tapered surface. This prevents the cable from hanging up in the loop. Check the cable ends and consult the manufacturer or a qualified rigger if there is a visual problem.
5. Check the stitching, including that which holds the large 3-ring to the harness and the hand tacking that prevent the housings from sliding through their keeper.
6. Take each riser, vigorously twist and flex the webbing near where it passes through each ring. The idea is to remove any set of deformation in the webbing. Do the same thing to the loop.
7. Check the housings for dents or other obstructions. Use the cable to do this.
8. Clean and lubricate the release cable with a light silicon spray, firmly wipe the cable few times.
9. Inspect the security of the fittings at the end of each housing.
10. If any wear is found, consult the manufacturer or a qualified rigger before using the Zerox or Panthera.
11. Reassemble the system. Double check it. Make sure the risers aren't twisted.

PUTTING ON YOUR ZEROX or PANTHERA

When lifting the ZEROX or PANTHERA, hold the main lift web between the large harness ring and the chest strap. Put the rig on as you would a jacket, setting the yoke

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across the shoulders. Step through the leg straps, ensure they are not twisted, then thread the chest strap through its friction adapter and tighten it appropriately. Be sure it is NOT threaded through the reserve ripcord handle. Tighten the leg straps, then, put the free ends of the straps down the leg pads or in the elastic keepers. It is important to secure these free ends; a loose end can easily be mistaken for a deployment handle.

REPLACEMENT PARTS

Thomas Defence Systems supplies original compatible replacement parts for the Zerox or Panthera. When ordering parts, include the serial number and date of manufacture of your Zerox or Panthera so that the correct part/component can be quickly supplied. The serial number and date of manufacture information can be found on the manufacturing label.