OWNER'S MANUAL

SIFE

Index

PART 1

1. Warning

Skydiving is a dangerous sport that can result in injury or death.

Parachutes sometimes malfunction and may result in injury or death, even when they are properly designed, produced, assembled, packed maintained and used.

If failures, malfunctions or defects appear, please do inform us so we can improve and develop Sife further. Our malfunction card can be found in part 6.

If you are using your Sife, or if you allow someone to use it, you are acknowledging skydiving as a dangerous sport and accept the fact that your Sife and its components may malfunction.

If you are not willing to accept these facts, please reconsider if you are willing to do this sport.

Use your Sife only after the required training in part 7 in order to reduce the risk of injury and death.

Never use your Sife before you completely read and understood this manual.

2. Manual revision history

Number	Date	Author	Description
1	14.08.2015	Duschek D.	Layout
2	9.11.2015	Duschek D.	Sizing Guide, components, usage of a RAX system, closing the reserve container without RAX/with RAX, part 5 maintenance (repair) and declaration of airworthiness (replacement and installation of a cutaway handle with yellow cables)
3	19.02.2016	Duschek D.	Installation of AAD with RAX
4	26.09.2016	Duschek D.	Picture replacement
5	15.05.2017	Duschek D.	Head quarter changed
6	20.11.2017	Duschek D.	Introduction
7	15.7.2019	Duschek D.	Container sizing chart, setting the brakes main and reserve canopy

3. Introduction

Dear Sifediver,

Congratulations on the purchase of your new harness and container system Sife! Your Sife was designed and tested in compliance with the strict rules of the FAA TSO-C23f and in accordance with part 21 of the European Aeronautical Authority EASA.

We aim to produce highest quality harness and container systems with a long lifetime through extensive tests and development processes. The production takes place in an approved design- and production organization (approval number ACG EHB-003).

Please read this manual carefully to make sure that your Sife accompanies you safely on your skydives for many years to come.

We thank you for your confidence in our products and wish you lots of fun in the air with your new Sife.

Blue Skies

Diana Duschek

4. Operating limits

Warning

This harness and container system has a type certification according to TSO-C23f with a maximum pack opening speed of 150 KEAS and a maximum operating weight of 150 kg.

Container Sizing Chart

Container Size	Main Canopy (sqf.)	Reserve Canopy (sqf.)
00:00	67-97	99
01:00	83-107	99-119
02:00	97-119	119-129
03:00	119-149	129-149
04:00	139-169	149-169
05:00	169-189	169-189
06:00	189-219	189-219
07:00	239-279	259-279
08:00 Accuracy	270-300	159-189

Please check out www.sife.at for a detailed overview.

5. About this manual

This manual contains manufacturer's recommendations for the assembly, maintenance of airworthiness, repair and airworthiness declaration.

The owner is responsible for the maintenance and the continuing airworthiness of the harness and container system Sife. The assembly, repair and airworthiness declaration pertain to a senior/master rigger or a person with equivalent training and should be done to the best of their knowledge considering the relevant manuals of the manufacturer.
This manual does not substitute the training to become a senior/master rigger or a person with equivalent training.

6. Please read before using your harness and container system!

A senior/master rigger or a person with equivalent training should assemble, inspect, repair and declare your harness and container system airworthy prior to use according to the recommendations of the manufacturer. This person has to verify if the particular components like the main canopy, reserve canopy and usually the AAD is compatible with the harness and container system Sife. Please consider the manuals of the components manufacturer in any case.
It's the owner's responsibility to ensure that the harness and container system is airworthy before it is used. Be sure that the person you authorize to assemble, inspect, repair and declare your harness and container system airworthy, is qualified for this task and consider the newest issue of the manual.

7. Required training

If you've never jumped a Sife before, familiarize you with your new Sife on the ground and receive instruction on its use from a certified instructor. Practice routine and emergency procedures before jumping out of a plane.

8. About modifications

We strongly urge to check with us if you plan to modify your harness and container system. Modifications may cause malfunctions or make it difficult to use your harness and container system properly. The design process of your Sife took years, it was tested under many different conditions to achieve the best functionality and provide the most safety. Modifications or changes may strongly limit the functionality and safety of your Sife as well as cause unpredictable consequences.

The installation of AADs is at your own risk. If you install an AAD in your Sife, you acknowledge skydiving as a dangerous sport and that your AAD may malfunction.

Your AAD can malfunction due to several different reasons. We are not responsible for the appropriate installation and the reliability of your AAD. AADs are not designed, produced or tested by us and we don't have any influence on the maintenance, use or functionality.

An AAD is a device and cannot substitute the required training and emergency procedures in any case.

If the AAD operates without failure, it doesn't have an influence on the opening of the reserve canopy.

9. Components

The Sife comes complete with these components:

- harness and container
- reserve ripcord handle incl. cable
- reserve pilot chute
- freebag incl. bridle
- main riser
- cutaway handle incl. yellow cables
- main bag
- main pilot chute incl. bridle
- main toggles
- reserve toggles
- main closing loop
- manual
- optional RSL/RAX

10. Replacement parts

Only Sife replacement parts shall be used.

All replacement parts and their corresponding part numbers can be found on our website. If you have any questions, please don't hesitate to contact us.

PART 2 Reserve parachute assembly

Attach the reserve canopy and reserve toggles to the pair of reserve riser according to the instructions of the reserve canopy manufacturer.

1. Usage of a RAX system (Reserve Activation Extraction)

The RAX (Reserve Activation Extraction) is a Mard Device (Main Assistance Reserve Deployment Device).

RAX Characteristics:

- releases the non RSL riser automatically
- pulls the reserve pin automatically
- main canopy becomes a giant reserve pilot chute
- reserve opening is 3-4 times faster compared to using a reserve pilot chute only

The RAX system has many advantages. If your main canopy malfunctions due to a line over or a line twist, the non RSL riser is released automatically during cutaway. This ensures the main canopy is already released before the reserve opening starts. The RAX pulls your reserve pin automatically, the same way a RSL would if you have a cutaway. The RAX uses your malfunctioning main canopy as a giant reserve pilot chute, which makes the reserve opening 3-4 times faster compared to using a reserve pilot chute only. In case of a line twist on your main canopy, the RAX system opens your reserve canopy so fast, that line twists on the reserve canopy are highly unlikely compared to a reserve opening with a RSL. The reserve opening will be any rougher with the RAX system.

In case of a total malfunction (the main canopy is still in the container) the reserve pin will not be pulled out automatically during cutaway. In this case you have to pull the reserve ripcord cable as you would without a RSL or RAX system. The reserve pilot chute assumes its regular function.

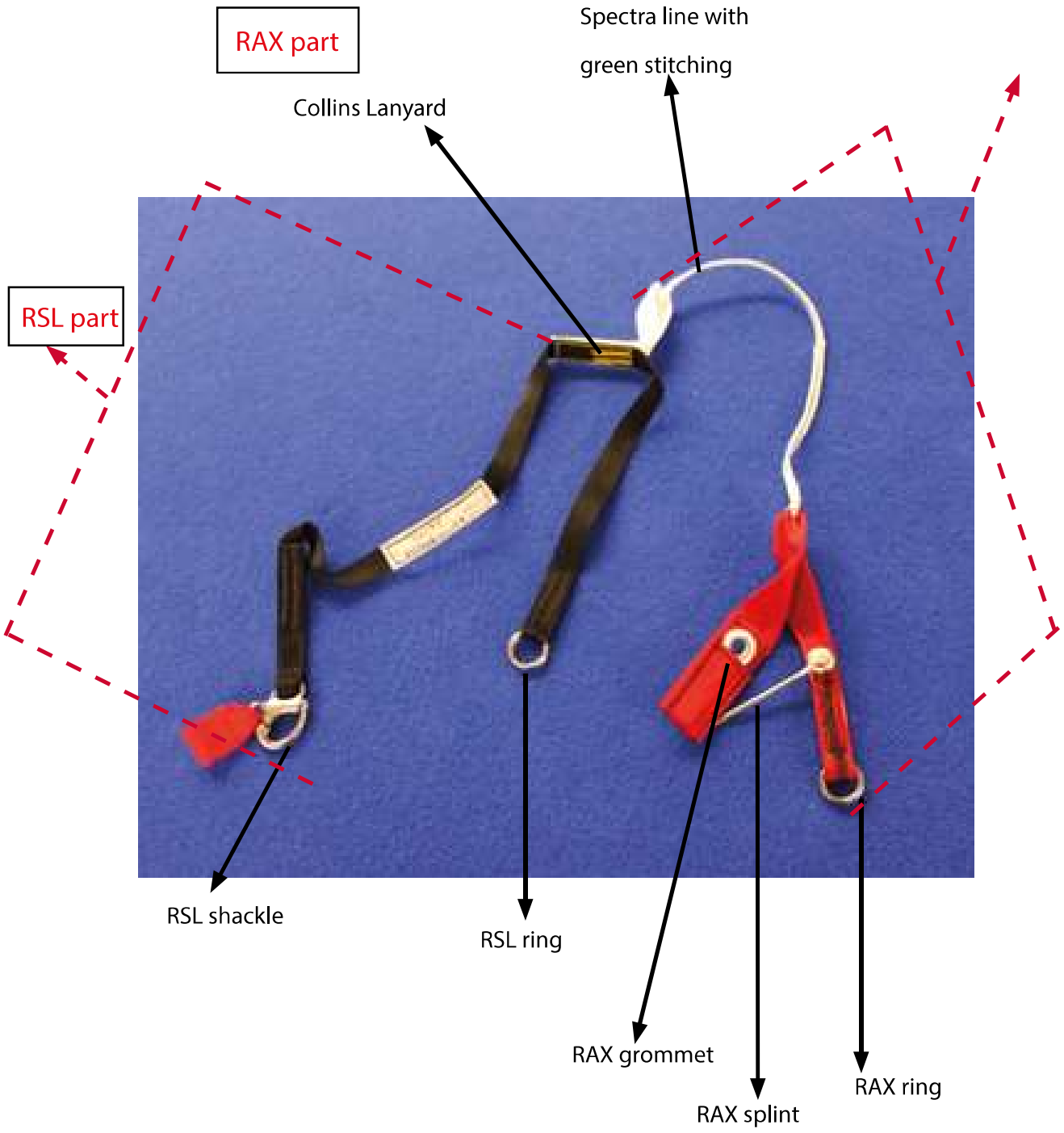
If your Sife rig is built for the usage of a RAX system, you will find the following components on your Sife:

Flap #1B

Flap #1C

Modification on the bridle of the freebag

RAX system with RSL

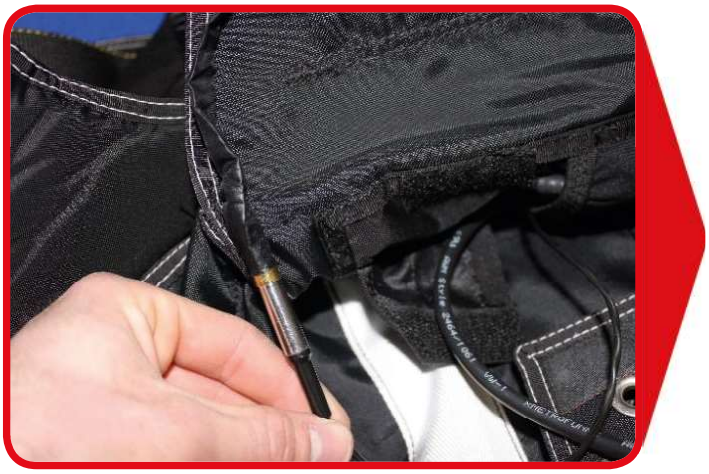


2. Installation of the Automatic Activation Device (AAD)

Your Sife is typically Cypres-ready equipped. For Cypres installation please consider the following information and the information of the Cypres manufacturer.

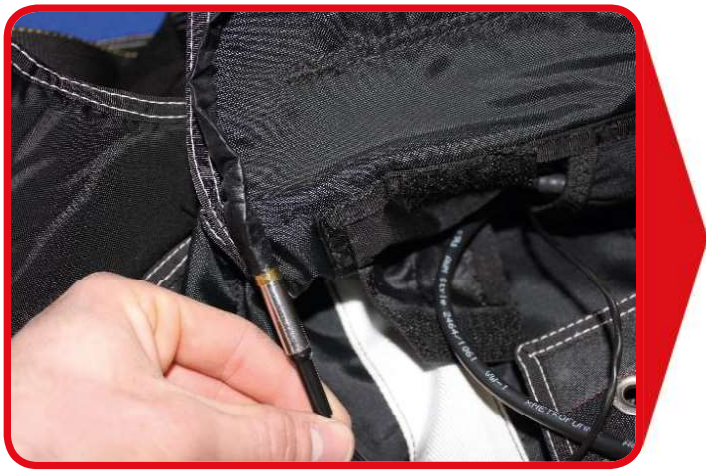
Step 1

Put the unit in the AAD pocket.



Step 2

Thread the EOS (cutter) through the black rip-stop channel as shown.



Step 3

Thread the EOS (cutter) through the elastic webbing.

Make sure that there is no tension on the cable.

Check the cable for any signs of kinks. The cable must not be bent in any way.

Step 4

Thread the unit through the white polyester tape.

Step 5

Put the unit into the clear vinyl window located at the top of the reserve container. Make sure that there is no tension on the cable.

Check the cable for any signs of kinks. The cable must not be bent in any way.

Attention:

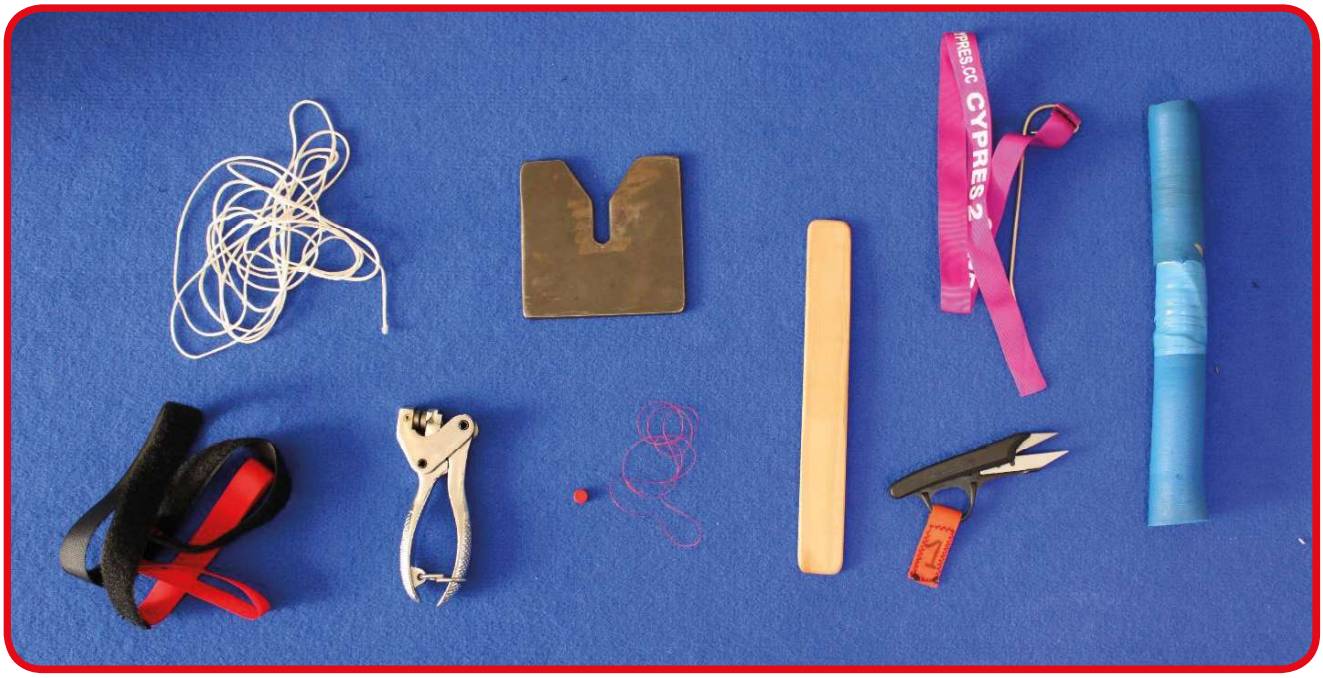
If an RSL is installed in your Sife rig, the cable of the Cypres unit must be underneath the RSL.

If your SIFE rig is RAX-ready equipped the opening of the clear vinyl window is on the opposite side to make sure that the cable of the Cypres unit is underneath the RAX.

3. Packing the reserve container

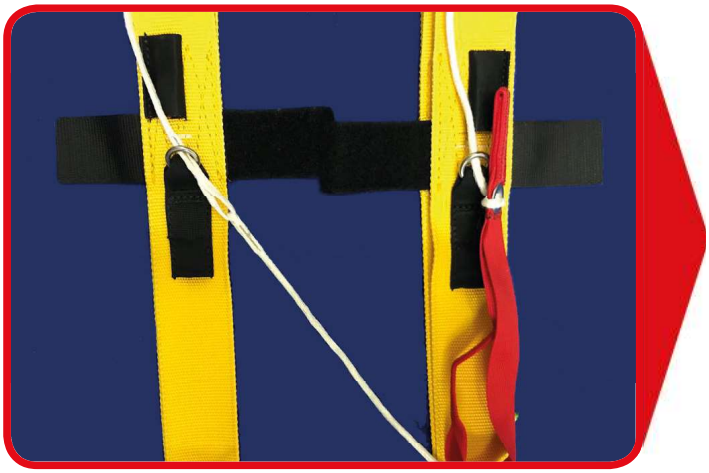
We recommend to use at least the following tools for packing the reserve container:

- Cypres pull up cord
- aluminium plate
- temporary pin
- packing paddle
- line protector (velcro)
- seal thread
- seal
- seal press
- snips



3.1. Setting the brakes

Set the brakes of the reserve steering toggles and stow the remaining steering lines underneath the velcro and repeat the procedure on the other side.



Step 1

Pull the steering line until the break loop is under the guide ring.

Step 2

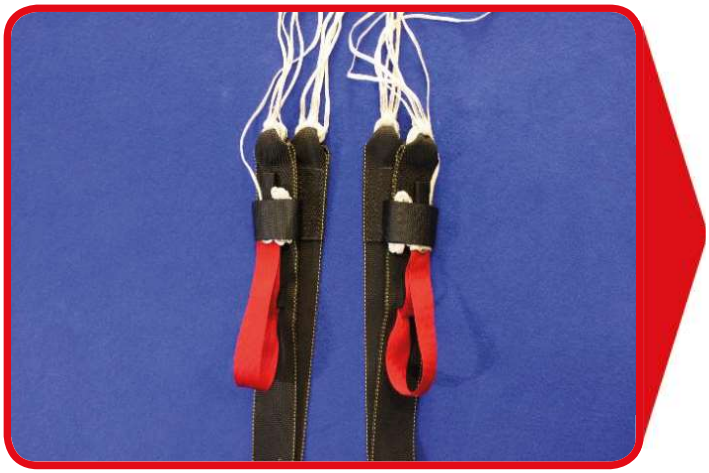
Thread the tapered end of the toggle through the break loop.

Step 3

Guide the tapered end of the toggles through the toggle holder. Make sure that the break loop is on the stiffened part of the toggle.

Step 4

Stow the overlength of the reserve steering toggles.



Step 5

After stowing the reserve steering toggles, pack the reserve canopy according to the information of the reserve canopy manufacturer.

3.2. Stowing the reserve suspension lines

After packing the reserve canopy according to the reserve canopy manufacturer's instructions, slide the freebag carefully over the reserve canopy, pushing each „ear" over the top corners of the freebag, filling the corners evenly.

Lock the freebag closed with two loops of suspension line. Only Sife safety stows in the right length should be used, not

rubber bands. The locking stows should not be shorter than 2" and not longer than 3". For protecting the reserve suspension lines make sure that the velcro is covered.

Stow the remaining reserve suspension lines into the pouch using S-folds that extend from one side of the pouch to the other one.

Close the pouch with the velcro.

Make sure that you have an overlength of 3"-6".

4. Closing the reserve container without RAX

We recommend the use of silicone Cypres loop material for an ideal reserve container opening.

The loop should be in a length that the reserve ripcord handle with cable has a pull force of maximum 97,9 N. The pull force of the reserve ripcord handle with cable should be between 22,2 N and 97,9 N.

Attention:

If your Sife rig has a RAX modification (flap #1B, flap #1C) and you don't want to install the RAX, store the flaps like on the photo.

The modification on the freebag bridle doesn't require any further packing.

Step 1

Thread the oull up cord through the freebag.

Step 2

Place the freebag into the reserve container and lay the reserve riser along the reserve container.

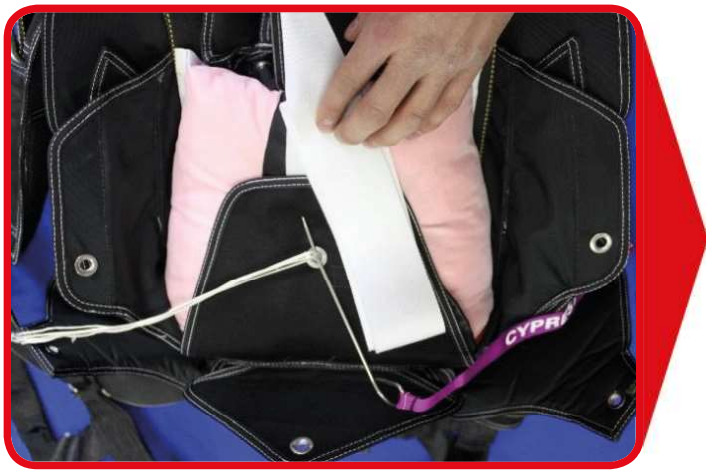
Step 3

Thread the pull up cord through the EOS (cutter) and through the reserve flap #1.

Step 4

Fasten the loop with the temporary pin above the reserve flap #1.

Check again if the loop runs through the Cypres cutter.



Step 5

Fold the bridle in V folds as shown.

Step 6

Fold the bridle in a V-shape as shown (approximately 2-3 foldings on each side)

Step 7

Stow the overlength of the bridle underneath the reserve flap #1.

Step 8

The bridle should have an overlength of 35“-47“ after the V folds. Fold the overlength now as shown above reserve flap #1.

Step 9

Thread the pull up cord up through the center of the reserve pilot chute.

Make sure that you don't thread through the mesh.

Compress the spring and fasten it with the temporary pin, centered over the loop.

ATTENTION: Be careful with the extraction of the temporary pin as it could damage the mesh.

Step 10

Pull all the reserve pilot chute material out, away from the spring. Lay the material flat all around the reserve pilot chute. Fold it under in wide folds to the center above the freebag.

The material must not be folded down on the sides as shown.

Step 11

Thread the pull up cord through the reserve flap #3 and fix it with the temporary pin.

Step 12

Thread the pull up cord through the reserve flap #4 and fix it with the temporary pin.

Make sure to use a metal plate for preserving the plastic stiffeners.

Step 13

Thread the pull up cord through the reserve flap #5 and fix it with a temporary pin.

Use the packing paddle to even out the material on the side flaps.

Pay attention not to damage the flaps.

Step 14

Thread the pull up cord through the reserve flap #6

Installation without RSL:

Step 1

Pull the reserve ripcord cable through the two RSL rings.

Step 2

Put the pin through the Cypres loop and stow it below the pin protector.

Attention: only straight reserve ripcords must be used. If the reserve ripcord cable is bent or damaged, e.g. due to a reserve opening, the reserve ripcord must be exchanged. You must not straighten bent ripcord cables.

Step3

Close the reserve container using the reserve cover flap as shown.

5. Installation of the reserve static line (RSL)

Step 1

Thread the reserve ripcord cable through the first RSL guiding ring, then through the RSL ring and the second RSL guiding ring.

Step 2

Insert the pin through the Cypres loop and stow the pin underneath the pin protector.

Attention: only straight reserve ripcords must be used. If the reserve ripcord cable is bent or damaged, e.g. due to a reserve opening, the reserve ripcord must be exchanged. You must not straighten bent ripcord cables.

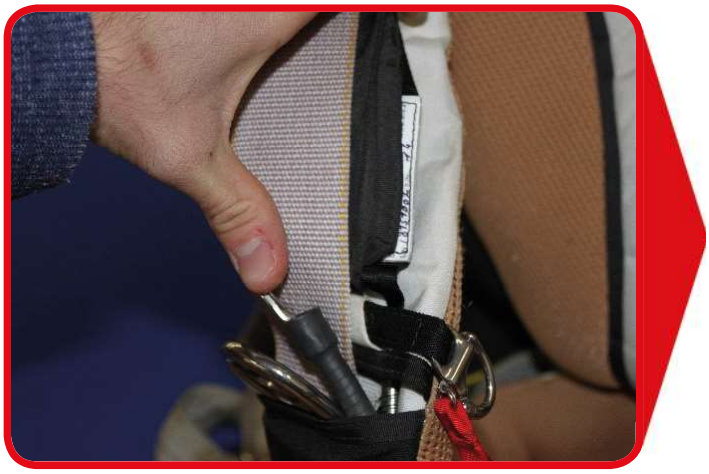
Step 3

Close the reserve container with the reserve cover flap as shown.

6. Closing the reserve container with RAX installation

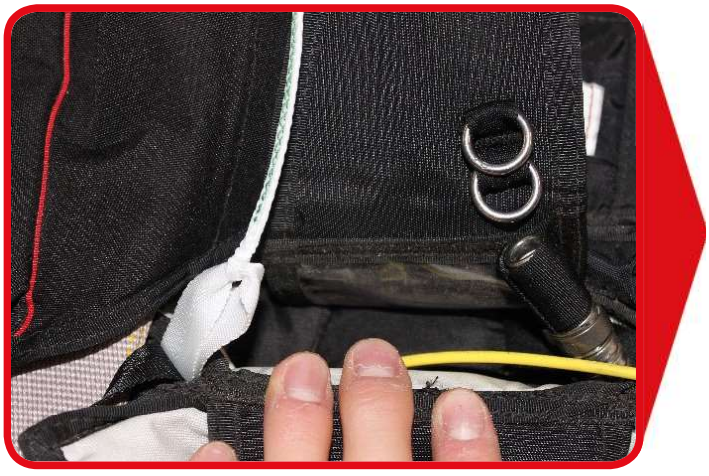
We recommend the use of silicone Cypres loop material for an ideal reserve container opening.

The loop should be in a length that the reserve ripcord handle with cable has a pull force of maximum 97,9 N. The pull force of the reserve ripcord handle with cable should be between 22,2 N and 97,9 N.



Step 1

Stow the RSL part as shown.



Step 2

Guide the yellow cables in the right length (see more in part 5 replacement and installation of a cutaway handle with yellow cables) through the housings.

Step 3

Guide the yellow cables through the housing, then through the Collins Lanyard and further to the opposite housing.

Step 4

Thread the pull up cord through the freebag.

Step 5

Place the freebag into the reserve container and lay the reserve riser along the reserve container.

Step 6

Thread the pull up cord through the EOS (cutter) and through the reserve flap #1.

Step 7

Fasten the loop with the temporary pin above the reserve flap #1.

Check again if the loop runs through the Cypres cutter.

Step 8

Fold the bridle in V folds as shown.

Step 9

Fold the bridle in a V-shape as shown

(approximately 2-3 foldings on each side)

Step 10

Stow the overlength of the bridle

underneath the reserve flap #1A

Step 11

Thread the pull up cord through flap #1B and

fasten the loop with the temporary pin.

Step 12

Guide the RAX ring underneath the red tape of flap #1B.

Step 13

Make sure that the RAX ring rests completely under the red tape of flap #1B and thread the pull up cord through the RAX ring.

Step 14

Guide a seal thread in the length of approximately 20cm underneath the red tape of flap #1B

Step 15

Please make sure that your packing matches the picture above.

Step 16

Guide the red seal thread through the ring of the RAX splint.

Step 17

Set a surgeon's knot to make sure that the RAX ring stays underneath the red tape.

Step 18

Cut the overlength of the seal thread.

Step 19

Check if the bridle is on the correct side

Step 20

Put the RAX part with the RAX grommet in the pocket on the bridle.

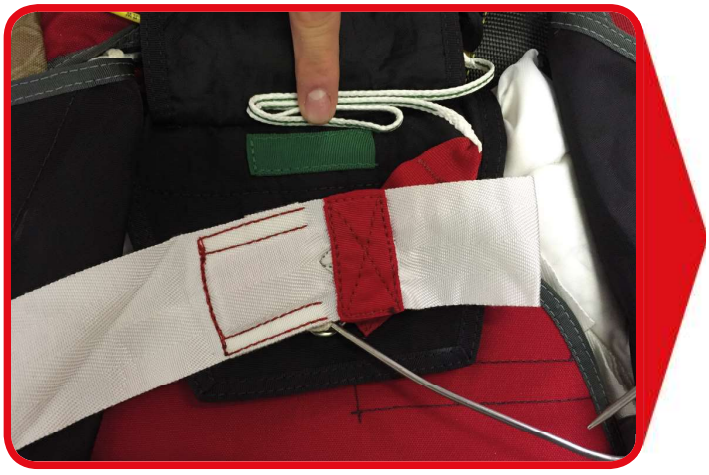
Thread the loop through the RAX grommet

Put the RAX splint through the loop.

Attention: Make sure that you put the splint completely through the loop.

Step 21

Put the bridle above the RAX part as shown.



Step 22

Stow the spectra line (with green stitching) in the green pocket.

Step 23

Thread the pull up cord through flap #1C and close it with the temporary pin.

Attention: Check again if the loop runs through the RAX ring

Step 24

Stow the overlenght of the bridle.

Step 25

Thread the pull up cord up through the center of the reserve pilot chute.

Make sure that you don't thread through the mesh.

Compress the spring and fasten it with the temporary pin, centered over the loop.

ATTENTION: Be careful with the extraction of the temporary pin as it could damage the mesh.

Step 26

Pull all the reserve pilot chute material out, away from the spring. Lay the material flat all around the reserve pilot chute. Fold it under in wide folds to the center above the freebag.

WRONG

The material must not be folded down on the sides as shown.

Step 27

Thread the pull up cord through the reserve flap #3 and fix it with the temporary pin.

Step 28

Thread the Pull up cord through the Reserve Flap #4 and fix it with the temporary pin.

Make sure to use a metal plate for preserving the plastic stiffeners.

Step 29

Thread the pull up cord through the reserve flap #5 and fix it with a temporary pin.

Use the packing paddle to even out the material on the side flaps.

Pay attention not to damage the flaps.

Step 30

Thread the pull up cord through the reserve flap #6

Step 31

Thread the reserve ripcord cable through the first RSL guiding ring, then trough the RSL ring and the second RSL guiding ring.

Step 32

Insert the pin through the Cypres loop and stow the pin underneath the pin protector.

Attention: only straight reserve ripcords must be used. If the reserve ripcord cable is bent or damaged, e.g. due to a reserve opening, the reserve ripcord must be exchanged. You must not straighten bent ripcord cables.

Step 33

Close the reserve container with the reserve cover flap as shown.

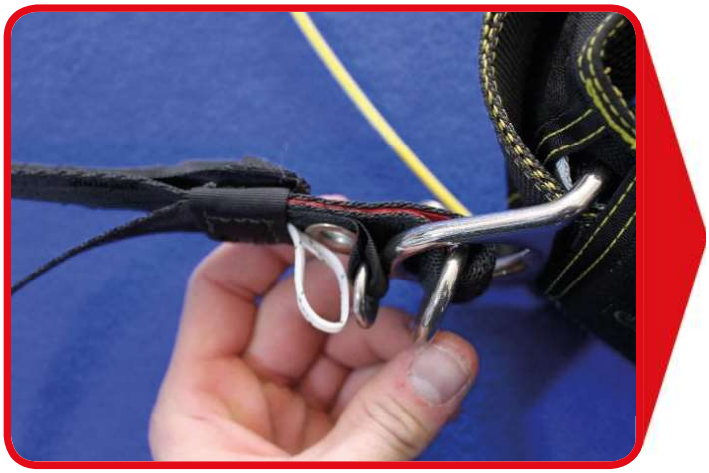
Part 3 Main parachute assembly

Attach the main canopy and the main toggles to the pair of main riser according to the main canopy manufacturer's instructions.

1. Assembly of the main container

1.1. Installation of the 3-ring-system

Install the 3-ring-system according to the following instructions. If you replace your cutaway handle with yellow cables please consider also part 5 **replacement and installation of a cutaway handle with yellow cables.**



Step 1

Thread the big ring of the main riser through the big ring, which is attached to the harness.

Step 2

Thread the small ring of the main riser through the middle ring.

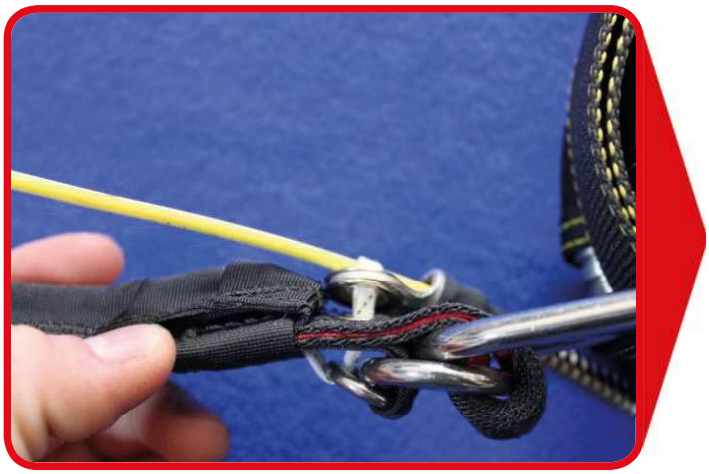
Make sure that you don't thread the small ring through the big ring which is attached to the harness.

Step 3

Lay the loop from the top above the small ring, thread it through the small ring and stick it through the grommet afterwards.

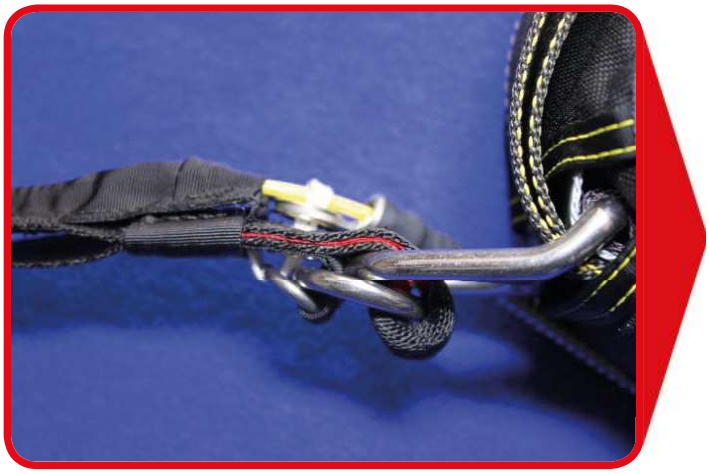
Step 4

Stick the loop further through the grommet which is attached to the cutaway housing.



Step 5

Stick the yellow cable through the loop. Make sure, that the loop runs straight.



Step 6

Stow the overlength of the yellow cables into the anti twist housings and stow the cutaway handle in the pocket.

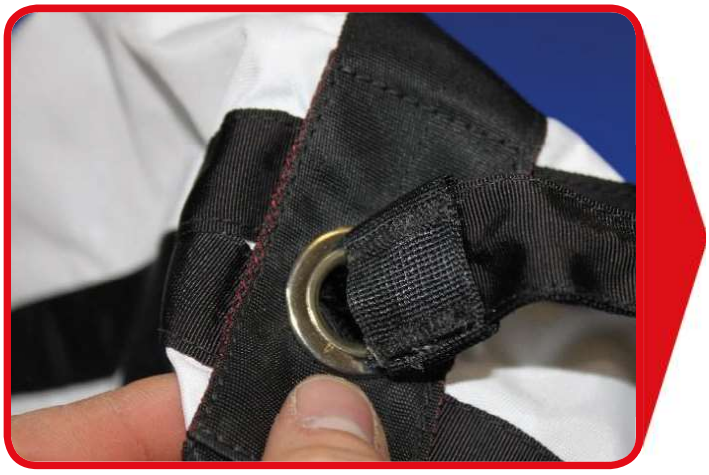
Step 7

Correct appearance of the side without RSL.

Step 8

Connect the RSL to the ring, which is attached to the side of the main riser.

1.2. Attachment of the bridle to the main canopy



Step 1

Pull the bridle from the outside of the main bag through the grommet.

Step 2

Attach the bridle to the main canopy using a lark's head.

1.3. Fixing the main closing loop

There are two options for attaching the main loop to your new Sife.

Option 1

Attach the main closing loop directly to the main flap #1

Appearance from the outside

Appearance from the inside.

Option 2

Attach the main closing loop directly to the loop holder underneath the reserve containers.

We recommend option 1 for canopies which are rather big for the container size and option 2 for canopies which are rather small for the container size.

11. Packing the main container

2.1. Setting the brakes

Step 1

Set the brakes of the main steering toggles and stow the remaining steering lines.

Repeat the procedure on the other side

Step 2

Pull the steering line until the break loop is under the guide ring.

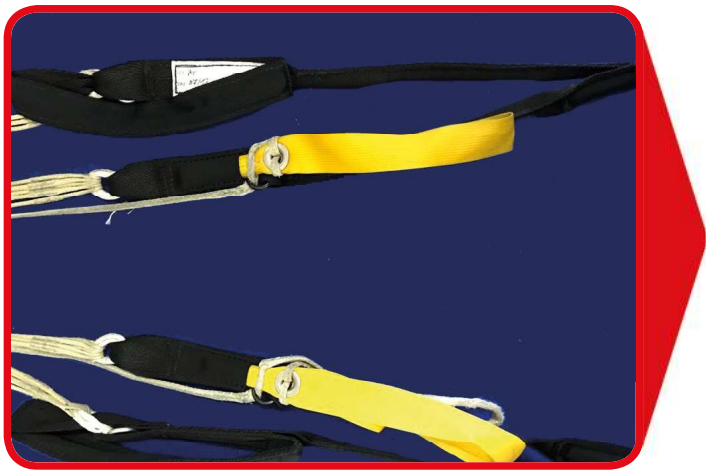
Thread the tapered end of the toggle through the break loop.

Step 3

Guide the tapered end of the toggles through the toggle holder. Make sure that the break loop is on the stiffened part of the toggle.

Step 4

Stow the overlength of the main steering toggles.



Step 5

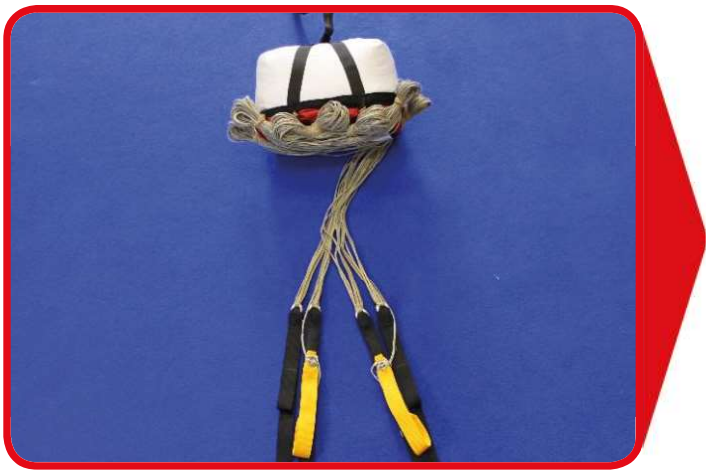
The result should look as shown.

2.2. Setting the kill line

Set the kill line through holding the main bag and pulling the top end of the pilot chute at the same time until the viewing window shows the green marking

After stowing the steering lines and setting the kill line, pack the main canopy according to the main canopy manufacturer's instructions.

2.3. Stowing the suspension lines of the main canopy



Loop the suspension lines in S-loops and pay attention to leave sufficient overlength. The overlength should be between 15"-20".

2.4. Closing the main container

Step1

Lay the main riser along the reserve container as shown.

Step 2

Protect the main riser with the flap.

Step 3

Close the riser covers.

Step 4

Lay the suspension lines along the sides of the main container and stow the overlength in S- loops as shown.

WRONG

Closing the main container with throw out configuration:

Step 5

Place the main bag in the main container as shown.

Step 6

Close flap #2

Step 7

Close flap #3

Step 8

Close flap #4

Step 9

Stow the bridle underneath the

main fap #3.

Step 10

Close the main cover flap as shown.

2.5. Folding the main pilot chute

Step 1

Fold the main pilot chute as shown.

Step 2

Halve the main pilot chute.

Step 3

Fold the main pilot chute as shown.

Step 4

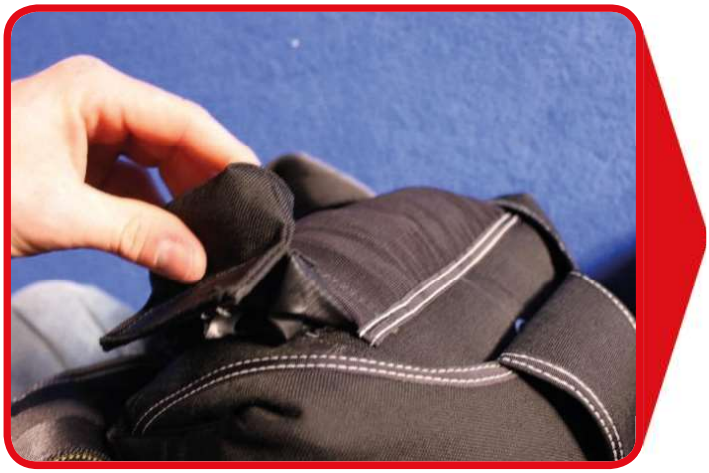
Lose the bridle as shown.

Step 5

Fold the main pilot chute as shown.

Step 6

Fold the main pilot chute as shown.



Step 7

Stow the main pilot chute in the bottom of container (BOC).

Step 8

Stow the freefly handle in the pocket.

Closing the main container with pull out configuration:

Step 1

Fold the bridle of the main pilot chute in S loops and lay it on the main bag.

Step 2

Stow the main pilot chute on the bottom of the S loops.

Step 3

Keep the freefly handle with the pin out side between flap #1 and flap #3.

Step 4

Start with closing the flap#1 above the

main pilot chute.

Step 5

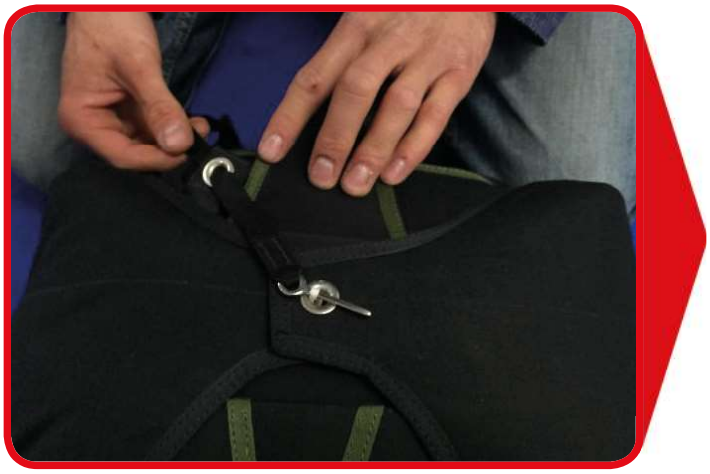
Close flap #2 and flap #3. Pay attention to

close flap #3 above the freefly handle

Step 6

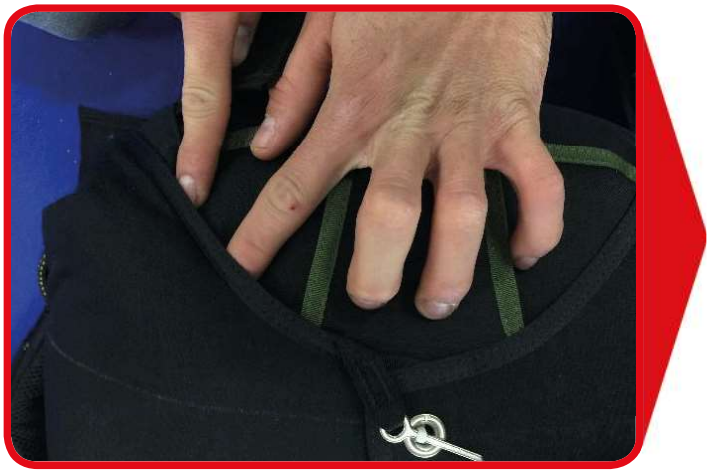
After closing flap #4, stick the pin through

the main closing loop.



Step 7

Stow the pull out band underneath the flap #3.



Step 8

Stow the freefly handle in the pocket.

Step 9

The result should look as shown

Part 4 Steady maintenance and continuing airworthiness

A well-maintained harness and container system has a long lifetime. Therefore regular inspection and maintenance of your Sife is of great importance. The entire skydiving rig is inspected once a year in Austria and declared airworthy. We don't recommend to exceed this interval. If you use your Sife frequently we recommend shorter maintenance intervals. A senior/master rigger or a person with equivalent training is responsible to declare your Sife airworthy.

Please consider that you entrust your life to your Sife and it is your responsibility to make sure that your Sife is airworthy if you use it. To keep your Sife airworthy and in good condition please follow the following instructions for the regular inspection.

1. Regularly inspection

It is highly recommended to inspect your entire rig before using it. It takes only a few minutes of your attention to check your rig for signs of abrasion or damage. Every time you are packing your main canopy you should inspect your main canopy, the main bag, bridle, pilot chute, the pair of riser and toggles. A detailed inspection should be done at least once a month. At theses inspections take note of every single abnormality. Small problems could turn into to extensive and expensive repairs, if they aren't recognized and solved in time. Delay of repairs may cause further damage and malfunctions.

At the inspection of your harness and container system you should thoroughly inspect all components. Pay particular attention to the following parts:

Cutaway system

Check the functionality of your 3-ring-systems. This includes the big rings, which are attached to the harness, the main riser, the cutaway handle with yellow cables and the cutaway housings. Verify the correct installation and check the components for signs of abrasion and damage. Pay particular attention to the material consistency of the loops, the pair of main riser and the yellow cables. Make sure to unfasten the material once a month by moving the rings on the pair of main riser.

The yellow cables should be cleaned with a silicone spray and wiped with a cloth during the monthly inspection. There must not be any kinks along the yellow cables.

Reserve system

Of course you aren't able to check the elements inside the closed reserve container, but pay attention to the following parts:

Check the reserve ripcord handle and cable for signs of abrasion and damage. Verify that the ripcord pin is set correctly and not twisted. Make sure that the pin and the grommet aren't contaminated by dirt.

If you are using a RSL, check the RSL shackle. Check if the ripcord cable runs through the RSL ring. Stow any overlength of the RSL in the pocket.

Check the reserve loop for abrasion or damage.

ATTENTION: Do not jump your Sife with a frayed or damaged reserve loop. A frayed reserve loop can tear and can cause a prompt reserve opening.
Check your packing card for validity and if your seal is intact.

Harness

Check your harness for dirt, abrasion, cuts, frayed material and broken stitches.

Check the hardware of your Sife for abrasion or corrosion.

Main container

Check the main container for abrasion, damage or broken stitches. Check the plastic stiffeners and replace them if needed. Pay attention to deformed, sharped-edged or damaged grommets and replace them if needed.

Check the condition of the bottom of container (BOC) and replace it if applicable. A beat-up BOC can cause unexpected openings of the main canopy.

Check the main closing loop and replace it if it is frayed or damaged.

Main pilot chute

Check the main pilot chute for abrasion or broken stitches. Check especially the stitches with which the handle is attached to the pilot chute. Pay attention to the condition of the kill line.

Check the bridle for abrasion, damage or broken stitches. Check the pin for damage or corrosion.

AAD (Cypres)

Control your AAD according to the information of the AAD manufacturer.

If you detect abrasion or damage on your Sife, see your senior/master rigger or a person with equivalent training and let it check and repair. Never attempt to repair your harness and container system yourself, unless you have the necessary qualifications.

2. What you should avoid

Your Sife's main consistency is Nylon. Nylon is a very resistant material. Please pay attention to the following factors which have a big influence on the lifetime and the consistency of the material:

Sunlight:

The ultraviolet rays in sunlight weaken your Nylon very fast and permanently. Keep your Sife out of the direct sunlight as much as possible. Structural weakening of Nylon may not be immediately noticeable. Prevention is the key.

Heat:

Heat and fire can damage Nylon. Make sure not to leave your Sife leaned on heated objects such as lamps, radiators or running machines.

Acid:

Acid damages Nylon. Keep your Sife away from hangar floors, dirty luggage compartments and similar places where your Sife could encounter with acid. If this does happen, wash your Sife with lukewarm pH-balanced soap. If your Sife gets in touch with acid please immediately see a senior/master rigger or a person with equivalent training.

Oils and grease:

Most petroleum compounds do not weaken Nylon, but they contaminate it. In most instances a senior/ master rigger or a person with equivalent training can quickly eliminate the contamination.

Water:

Water will not structurally damage your Sife. If your Sife get in touch with water the colors of your harness and container system may bleed and loose their original color. Some parts of your harness and container system may shrink.

Humidity generates fungi, which can change the color of your Sife.

Contact with saltwater should be strictly avoided because it damages Nylon and causes hardware to corrode, if not promptly and thoroughly rinsed with plenty of fresh water. If your Sife got in contact with saltwater see your rigger immediately.

NOTE: Sweat can damage your harness and container system like saltwater.

Dirt:

Dirt can damage your Sife, especially if the dirt is between the hardware and the webbing. Dried dirt can be removed with a fine brush or some water.

It is important to hold the following parts clean on all accounts: ripcord housings, ripcord pin, grommets of the reserve container, 3-ring-system and yellow cable housings.

Sand:

Fine sand can highly reduce the lifetime of your Sife, as the webbing can unfasten on its own.

Abrasion:

Nylon quickly frays if dragged over concrete or other rough surfaces such as gravel. Make sure to always pack your Sife on clean and even surfaces, e.g. on a carpet.

If you are dragged over the ground while landing, contact your rigger to recognize possible damages at an early stage.

Blood stains:

Blood stains are removed best immediately with cold water.

Notes for washing:

If you would like to wash your Sife please pay attention to the following:

Extract all components before washing. Wash your Sife only with cold to lukewarm fresh water and use only a pH-balanced soap. We recommend using mild soap. Remove dirt from the harness and container system using a fine brush.

Thoroughly rinse your Sife after washing it and lay it for drying on the ground in a room which is well ventilated, protected of ultraviolet rays to avoid distortion.

Please note that the drying process can take several days.

3. Lifetime

The lifetime of your Sife depends on several different factors. Please note that incorrect handling highly reduces the lifetime of your Sife. As the lifetime depends on the handling and use, a general lifetime cannot be specified. Please note that influences like ultraviolet rays etc. (see part 4 2. What you should avoid) weaken Nylon and have an influence on the material consistency.

According to our experience the colors of the Nylon will start fading after 15-20 years, if you use your harness and container system regularly due to the ultraviolet rays.

A senior/master rigger or a person with equivalent training is responsible to declare your whole sky-diving system airworthy. In Austria this has to be done once a year. We don't recommend to exceed interval at all. We recommend shorter time intervals if you use your Sife often.

If you suspect that your Sife was damaged by ultraviolet rays, your senior/master rigger or person with equivalent training should not declare your harness and container system airworthy. Please keep in mind that your life depends on your Sife.

Experience has shown that some components of your Sife wear out faster than others. We recommend replacing the following components also without any signs of damage after the following number of jumps:

Main riser type 17: after 200-400 jumps

Main riser type 8: after 300-500 jumps

main pilot chute: after 200-400 jumps

Main bag: after 300-500 jumps

Part 5 Maintenance (repair) and declaration of airworthiness

A senior/master rigger or a person with equivalent training has to check the complete skydiving rig for defects, abrasion, expiration date of the used components during the repack and maintenance service. Pay attention to applicable service bulletins and airworthiness directives. Furthermore, please pay attention to the manuals of the reserve canopy manufacturer, the main canopy manufacturer and the AAD manufacturer.

Check the entire harness and container system and pay particular attention to the following and repair if applicable:

- main lift webbing
- reserve riser
- all 4-point W-W pattern, 3-point W-W pattern and box stitch pattern
- chest strap and leg straps
- 3-ring-system
- hardware
- container flaps
- grommets
- plastic stiffeners
- loops
- cutaway handle with yellow cables
- cutaway handle holder
- cable conduit
- reserve ripcord handle with cable
- reserve ripcord handle holder
- RSL system
- main riser

- freebag with bridle
- safety stow
- reserve pilot chute
- main bag with bridle, kill line, main pilot chute
- AAD installation
- AAD maintaining interval

Replacement and installation of a cutaway handle with yellow cables

When purchasing your new Sife, the cutaway handle with yellow cables is already integrated in the right length in the harness and container system. Please note that the length of your yellow cables varies according to the size of your container. Therefore only a senior/master rigger or a person with equivalent training should do the replacement.

You need the following tools to install a new cutaway handle with yellow cables:

- measuring tape
- clean fabric
- silicone spray
- sharp cable cutter
- lighter

Thread the siliconed and cleaned yellow cable through the yellow cable housings. Put the cutaway handle in the pocket.

To determine the appropriate length of the yellow cables, start measuring at the end of the cutaway housing (where the yellow cable comes through).

For harness and container systems without RSL/RAX both ends should have an overlength of 6“.
For harness and container systems with RSL/RAX the side with RSL should have an overlength of 6,25“ and the side without RSL should have an overlength of 5,75“.

Note that the side with RSL must always be released after the side without RSL.

The minimum length of every yellow cable should not be less than 5,5“. The maximum length of every yellow cable should not exceed 6,25“.

Control in any case before cutting the cables the marking once again and cut the yellow cables with a sharp cable cutter.

After cutting the yellow cables, encase the internal steel cable by heating the yellow plastic coating for 3-4 seconds with a lighter until it gets soft. Hold the yellow cables to the edge of the flame not in the flame. After removing the flame pull and roll with your fingers the yellow coating around the steel cable. Make sure that the steel cable is completely encased and not visible anymore.

Make sure not to keep the yellow cables too long on the edge of the flame because it could catch fire or melt.

Part 6 Use of your harness and container system

1. Donning your Sife

Step 1

To don your Sife, put your feed through the leg straps.

Step 2

To don your Sife, put your arms through the main lift webbing to have your rig on your shoulders.

Step 3

Pull the chest strap through the chest strap adjuster.

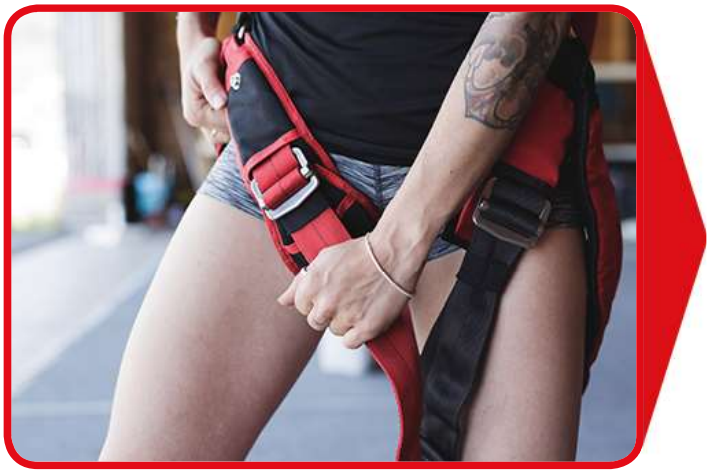
Make sure that the chest strap and the leg straps are running correctly through the adjuster: The chest strap enters the adjuster from the back, around the sliding bar and back through between the bar and the end of the adjuster.

Step 4

Fasten the chest strap.

Step 5

Stow the end through the black elastic keeper.



Step 6

Fasten the leg straps.

Step 7

Note: Both ends must have the same length.

Step 8

Enjoy your Sife.

Attention:

This instruction doesn't replace training.

2. Malfunction card

✂----------

Sender:

Receiver:

SIFE

Hauptstrasse 126

8740 Zeltweg

office@sife.at

0043 699 18100656

0043 676 7602482

1. Malfunction Card	2. Date:
3. Name, number of jumps of the affected jumper:	4. Time, place:
5. Affected harness and container System/component(s) s/n, p/n:	6. Weather:
7. Total jumps of the harness and container system/condition of the system	

8.Description of the incident:
9.What happened so far:
Remarks:
Contact information:

3. Owner change

If you are not the first owner of this Sife we would appreciate to meet you.

Our highest goal is the satisfaction of our customers and therefore we would like to offer you an excellent service. We inform our customers via e-mail if the manual changes or if we issue a service bulletin.

If you would like to use our free service, please fill out the below form and mail it back to us.

We are also looking forward to hearing from you if only your contact details changed.

Thank you!

Sender:

Receiver:

SIFE

Hauptstrasse 126

8740 Zeltweg

office@sife.at

0043 699 18100656

0043 676 7602482

My contact details	
My name:	
My address: (Street, ZIP, city, country)	
My e-mail address:	
My phone number:	
You reach me best via:	
Harness and container system/serial number:	
Bought from:	

austro CONTROL

REPUBLIK ÖSTERREICH
REPUBLIC OF AUSTRIA

AUSTRO CONTROL
The Austrian Civil Aviation Administration

MUSTERZULASSUNGSSCHEIN
TYPE CERTIFICATE

Nr. / No. **FG 001/15**

Das nachstehend bezeichnete Luftfahrzeug/Luftfahrtgerät wird aufgrund § 35 Zivilluftfahrzeug- und Luftfahrtgerät-Verordnung 2010 - ZLLV 2010 als Muster zugelassen auf Antrag von:
The product described below has received Type Approval in accordance with § 35 Zivilluftfahrzeug- und Luftfahrtgerät-Verordnung 2010 - ZLLV 2010 on application of:

Diana Duschek
Hauptstraße 126/1
A-8740 Zeltweg
Österreich

Dieser Musterzulassungsschein ist auf Grund der die Musterzulassung betreffenden Bestimmungen der ZLLV 2010 in der am Tage der Ausstellung geltenden Fassung ausgestellt.
This Type Certificate is issued in accordance with the appropriate Zivilluftfahrzeug- und Luftfahrtgerät-Verordnung, ZLLV 2010 as in force today.

Luftfahrzeug/Luftfahrtgerät: Product:	Fallschirmgurtzeug
Hersteller: Manufacturer:	Diana Duschek, Hauptstraße 126, 8740 Zeltweg, Österreich
Musterbezeichnung: Manufacturer's Designation:	**Sife** **Baumustergrößen:** 00:00, 01:00, 02:00, 03:00, 04:00, 05:00, 06:00, 07:00, 08:00
Zugehörige Muster-Kennblatt Nr.: Associated Type Certificate Data Sheet No.:	FG 001/15
Anerkannte Bauvorschriften: Accepted Certification Basis:	TSO-C23f vom 21.09.2012 und PIA TS-135 Revision 1.4, vom 22.04.2010
Zusätzliche Auflagen: Additional Requirements:	**Keine / None**

Die Musterzulassung kann durch Austro Control übertragen, ausgesetzt oder widerrufen werden.
This certificate shall remain in effect until surrendered, suspended or revoked by Austro Control.

Datum der Antragstellung: Date of Application:	04.12.2014
Datum der Ausstellung: Date of Issue:	08.05.2015

Unterschrift - Signature

ZLLV 2010 Muster 9 / ACG DVR-Nr. 0447277

Issue Number
008
15.7.2019

www.sife.at

office@sife.at

Hauptstrasse 126
8740 Zeltweg
Austria