MANUAL

Version 1.3 June 2017

BRUCE GOLDSMITH DESIGN

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Contents

SNUG Owner's Manual

RECREATIONAL HARNESS

Welcome to Bruce Goldsmith Design

Thank you for choosing Bruce Goldsmith Design. We hope you will enjoy your new SNUG harness as much as we do. Our mission is to build paragliding products with personality: exceptional equipment with the refined handling and innovative qualities that Bruce Goldsmith has become renowned for. We love the feeling of being connected to the air through our wings, and our products are designed with that in mind. Our goal is to make products pilots love to fly.

You can find further information about Bruce Goldsmith Design, the SNUG, or any of our products, at www.flybgd.com or feel free to contact any of our worldwide BGD team.

- Bruce Goldsmith and team

WARNING

It is essential that you read this manual from beginning to end before using your SNUG harness. Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and even death. The use of Bruce Goldsmith Design equipment is undertaken with the full knowledge that paragliding or any activity involves risks.

As the owner of a Bruce Goldsmith Design harness you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks and is NOT recommended; Any kind of physical modification performed to the harness will invalidate the certification.

The SNUG harness and its back protector conform to the testing criteria of the EN 1651:199 & LTF 2. DV LuftGerPV §1, Nr. 7 c (Conformity standards were carried out by: Air Turquoise SA, Rte du Pre-au-Comte 8, CH-1844 Villeneuve).

In addition, the SNUG's protector (ref: SNUG Protector 1.0) conforms to the testing criteria of the LTF 2. DV LuftGerPV §1, Nr. 7, tested with a landing speed in the order of of 5m/s under a reserve parachute, as well as the CRITT protocol SP-001 02/2016. (Conformity standards were carried out by CRITT Sport et Loisirs, ZA du Sanital, 21 Rue Albert Einstein, 86100 CHATELLERAULT -0501).

The protector has not been tested in any other landing configurations. Please note that no protector can offer 100% protection against injuries, and in particular, the back protector can not be guaranteed to prevent injuries to the spine.

The SNUG's protector is removable. It can only offer protection if it is correctly positioned and fixed with the Velcro. The protector should not be used in temperatures exceeding 40°C or below -20°C.

Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.

Make sure you complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment. Always use the appropriate safety equipment including, but not limited to, a reserve, a helmet, gloves and boots. Be sure to have and carry the appropriate licence for your activity in the respective country and third party insurance. Fly safely, don't take unnecessary risks and most importantly, have fun!

Introduction

Description

Optimised for versatility and comfort, the SNUG is our premier recreational harness featuring a semi-cross brace system, our EASY EXIT reserve deployment system, a smooth aerodynamic shape, 18cm foam protection, and some vibrant new colour schemes. Weighing only 3.2-3.5kg, the SNUG is a stripped down, EN-certified harness that just performs really well.

Bruce's notes

I always wanted a harness that I don't feel. In the beginning, harnesses were divided into two categories: standard harnesses and ABS or cross-braced harnesses. The standard harnesses connected the pilot almost directly to the risers making them very unstable and too radical for occasional pilots. The fully cross-braced harnesses were too restrictive; pilots couldn't feel an imminent collapse coming. The SNUG is my perfect balance; with the semi-cross brace system I feel seamlessly connected to my wing yet stable enough to relax.

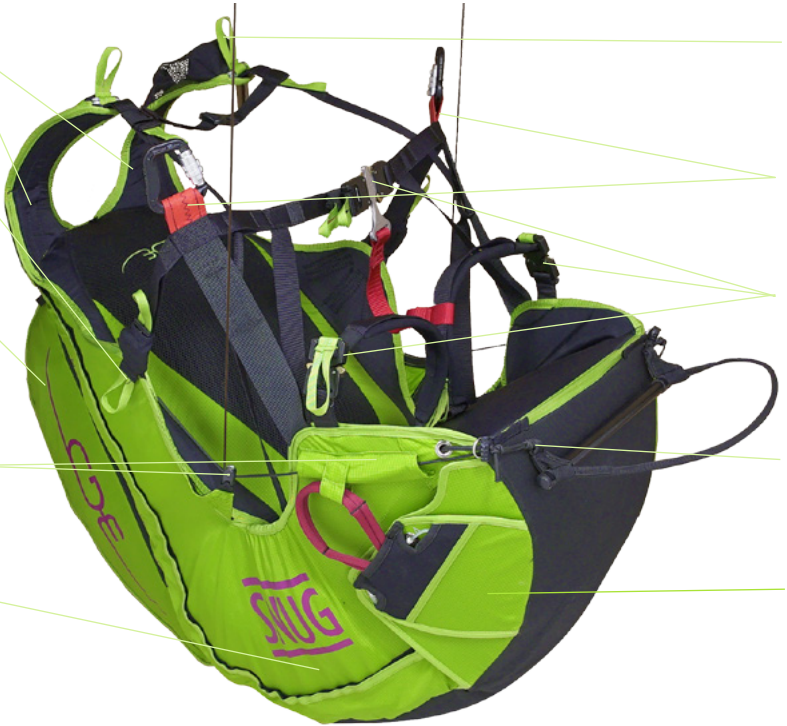
Target

XC, training, acrobatics, soaring, wagga, vol-biv, sledge rides, tandem passengers - when it comes to free flying, the SNUG harness is built to take on the full spectrum of aerial disciplines. Taken through the wringer by our test junkies, the SNUG is a durable, comfortable, and very safe harness. Bruce loves flying it XC, Ant takes it tumbling, and Tyr grabs it for a gentle sled ride down to the beach. If you only want one harness in your kit this should be it.

Specifications

	S	M	L
Pilot's height (cm)	150-170	160-185	175-200
Board width (cm)	32.5	34.9	37
Seat board depth (cm)	34.5	36.8	39
Suspension points height (cm)	40	45	48
Chest strap range (cm)	38-43	40-46	43-49
Harness weight (kg)	3.2	3.3	3.5
Certification	EN/LTF/CE	EN/LTF/CE	EN/LTF/CE

SNUG diagram



Reserve Parachute Installation

We recommend that a qualified professional should always perform the installation and re-packing of the reserve parachute.

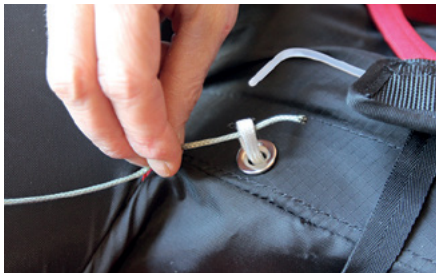
The size of the reserve pocket on the SNUG is suitable for reserve parachutes up to 10cm x 20cm x 25cm dimensions. If it is not possible to connect the harness reserve handle to the loops on the parachute deployment bag inside the pocket, please consult your supplier who may be able to supply an alternative deployment bag. Loops can be sewn at an appropriate place on any deployment bag, but only a qualified person should carry this out.

WARNING!
After installation of a reserve parachute in the harness, it is absolutely essential to do a simulated deployment under a static swing, ensuring that the parachute release system operates correctly and the parachute comes out easily. The cords which close the reserve pocket, must be checked regularly. If the cord is worn, it must be replaced. Each time a reserve parachute is installed, check that the cord is in good order by applying a load of 10kg.
Before each flight, check that the pin and handle are located correctly.

Attach the harness bridles to the parachute's bridle using a suitable connector (not supplied).

Connect the reserve handle to the reserve with a larksfoot knot to the middle loop on a side. Ensure that the strap is long enough to allow the plastic rods to be pulled out first.

Insert the reserve with the handle attachment facing the seat board and the lines straight underneath.



Using the lines provided (located in the rear pocket), thread both eyelets in sequence using the printed numbers for guidance.

Put the handle inside the neoprene cover.

Thread both plastic rods all the way into the loops.

Attach the retaining strap with the magnetic keeper.

Make sure you perform a practice throw from a static hangpoint. Not only does this ensure the correct functioning of your deployment system, but it also allows you to become more familiar with the installation process.

Please note, the parachute can only be deployed with the right hand.

Removing the reserve

Grab the handle and pull it away from the harness. Pull the reserve out of its pouch.

If you are using the reserve in distress in most cases you should throw the reserve away from your glider, harness, and the ground.

Attaching the speedbar

The SNUG has an elasticated speedbar retainer, which automatically keeps the bar tidied away against the base of the harness when not in use, with no fiddly Velcro strap to attach and reattach. Hidden underneath the seat is a pulley system on the elastic, that ensures the bar can be pushed easily to its full extension, and when the pressure is released, it springs back into place against the harness base. There is aplastic adjuster (A, on the photo below) to enable the pilot to set the bar's stowed position a little bit away from the harness base if preferred, as some pilots find this makes it easier to catch the speedbar with the foot when it is needed.

When you first receive your harness, you need to attach the speedbar, which is done as follows:

Thread the line through the pulley (1), then through the pastic tubing above the reserve handle (2). It then passes through the metal loop (3) before being tied securely to the speedbar, (4).

Harness adjustment

Lumbar adjustment

A more reclined position reduces the stability of the harness and potentially increases the risk of twisting under the wing.

Shoulder strap adjustment

Adjust the shoulder straps so you are comfortable in both flying and standing positions. The straps may appear loose while in the seated position but some play is required to avoid excessive strap pressure in the standing position.

Chest strap adjustment

Using an auto balance system or ABS, when the chest strap is tightened the general roll stability of the harness will increase. If the chest strap is loosened the general roll stability will decrease. The ABS built into the SNUG allows the pilot to adjust the roll stability of the harness depending on how they feel in the air.

Speed system adjustment

The speed system should be adjusted to the correct length using a harness simulator.

Warning: The accelerator line must not run through the reserve handle. The accelerator line must run inside the tube just above the reserve handle of the harness.

We recommend adjusting the SNUG harness under a static swing before flight.

Pre-flight checks

PARAGLIDING IS AN EXTREMELY DEMANDING SPORT REQUIRING THE HIGHEST LEVEL OF ATTENTION, JUDGEMENT, AND SELF DISCIPLINE. NO DETAIL SHOULD BE OVERLOOKED.

We recommend performing the following pre-flight checks before every flight. Pre-flight checks are in no way limited to the following list.

- Check the karabiners, and make sure that the twist lock system closes them automatically.
- Check the harness buckles; they should lock automatically.
- Adjust the harness using a harness hanger or simulator. When adjusting under the simulator you should familiarise yourself with the harness and its parts. Test all adjustments; study the position and use of the reserve handle.
- Check that the reserve handle and the pins are in the correct position and that the pins get pulled before the reserve container strap.
- Ensure that there are no twists in the lines and risers that connect the harness to the glider.
- Check chest, side and shoulder strap adjustments.
- Ensure that all buckles are locked.
- Check your reserve handle.

Use

Before flying it is extremely important to adjust the harness so that you can easily assume a sitting position when airborne.

1. Put the harness onto your shoulders.
2. Fasten the leg buckles, and then the chest strap buckle.
3. Push the leg straps down as far as possible towards the knees, and then tighten them (if the leg straps are too high, it is difficult to get into the harness after the take-off without using your hands).
4. If necessary, adjust the shoulder straps (the shoulder strap adjustment depends on the size of the pilot; not too tight as some free movement is required so that you can run easily).
5. Check that the lumbar straps are adjusted so as to enable the preferred position in flight.
6. Check that the chest strap is pre-adjusted correctly.
7. Ensure that the leg straps and the chest strap buckles are fastened correctly (closing the buckles incorrectly is a common cause of accidents).

Landing

During the final approach we recommend repositioning yourself from the sitting position to the upright position. This should be done early enough to allow for sudden loss of height on approach. The back protection is not intended for normal landings, however if the back protection is used for landing, intentionally or unintentionally, we recommend a

full revision be performed on the harness by a test centre, or Bruce Goldsmith Design GmbH.

We do not recommend using the SNUG harness over open bodies of water without proper safety equipment including but not limited to, a life jacket (with collar), a safety boat and driver (engine running and in communication), SIV instructor.

Maintenance / Inspection

Proper maintenance of the SNUG harness will maximize the longevity of this product.

- Avoid excessive exposure to UV, heat and humidity.
- Always pack the harness dry
- Always store in a cool, dry environment.
- Never drag your harness.
- Keep your harness clean of dirt, oils and any corrosive substance.
- Use water and a cloth to clean.

Replacement parts can be ordered from your Bruce Goldsmith Design dealer.

For safety, routine inspections of all of your equipment is vitally important. Bruce Goldsmith Design recommends a service interval of 24 months in addition to the usual pre-flight checks.

For inspection, visually check the stitching, webbing and all structurally important areas. Pay particular attention to the webbing around the hangpoint area under the karabiner, as this is where abrasion is most likely.

For the back protector, pay particular attention to all of the stitching, to the outer material, and the thickness. The protector should not remain squashed or deformed and its thickness should not be less than 140mm.

If you find any damage or if you are in any doubt make sure the harness is checked by a professional or ask us.

Any damaged parts should be repaired or replaced by the manufacturer. Any repairs performed by anyone other than the manufacturer will deem the harness uncertified.

We recommend the karabiners being replaced every 5 years.

These karabiners should never be used for anything other than paragliding (eg. climbing, towing, etc.).

The zip fasteners should be lubricated from time to time, using a silicone spray.

The harness may be cleaned using mild soap and a soft brush. If your harness gets wet, it is advisable to treat your automatic buckles and karabiners with silicone grease.

Guarantee

The company Bruce Goldsmith Design GmbH, referred to as BGD, takes the greatest care in design and production of its products and proudly offers 2 years or 200 hours warranty, from the date of purchase against manufacturing defects.

In order to enjoy any benefits of the BGD warranty, you are required to complete the warranty form on the website in the “Warranty” section, within 14 days of purchase. Only a fully completed warranty form will be accepted to validate this warranty.

In order to settle a warranty claim, BGD must be notified immediately after discovery of a defect in writing and the affected product must be sent to BGD for inspection. BGD will then decide how a possible fault should be repaired, either through repair, replacement of parts or replacement of the product. Solely BGD or an agreed service centre should undertake repair or replacement of the damaged parts. If unapproved third parties undertake repair work, there will be no entitlement to compensation under this warranty. The owner is not entitled to replacement equipment during the warranty claim.

Some degradation of materials due to wear and tear is to be considered normal and will be excluded from claims. Claims due to careless or incorrect use of the product including accidents, inadequate maintenance, unsuitable storage, damage by solvents, fuel, chemicals, sand or seawater, overloading, exposure to extreme temperatures, or prolonged sun exposure and colour fading are also excluded.

The claim for warranty service exists solely between the owner of the equipment and BGD. The warranty obligations only apply to private sport and leisure time activities, not for use for commercial purposes. If you are unsure about any information contained in this manual, please contact your BGD dealer. Warranties are null and void to anyone other than the original purchaser.

You can find further information about Bruce Goldsmith Design, the SNUG, or any of our products at www.flybgd.com, or feel free to contact any of our worldwide BGD team.

- Bruce Goldsmith and team.

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www.flybgd.com

Certification labels

SNUG

SNUG PARAGLIDING HARNESS

CE

Serial no.
Size :

manufacturer	Bruce Goldsmith Design GMBH
EN test reference no.	PH 135.2015
LTF test reference no.	GZ 135.2015
certification date	23.04.2015
integrated parachute container	yes
max. load	100 kg
periodic inspection due after	2 years
date of manufacture	

EN 1651:199 & LTF 2. DV LuftGerPV §1, Nr. 7 c
conformity standards carried out by:
Air Turquoise SA
Rte du Pre-au-Comte 8
CH-1844 Villeneuve

BRUCE GOLDSMITH DESIGN
Am Gewerbepark 11, 9413 St. Gertraud, Austria

ENSURE THAT YOU READ THE USER MANUAL BEFORE USING THIS HARNESS


SNUG
PROTECTOR 1.0
BRUCE GOLDSMITH DESIGN
CE
one size fits all / taille unique
NF EN 162-2 reference no - will be provided by CRITT
date of production / date de production
entretien/maintenance: