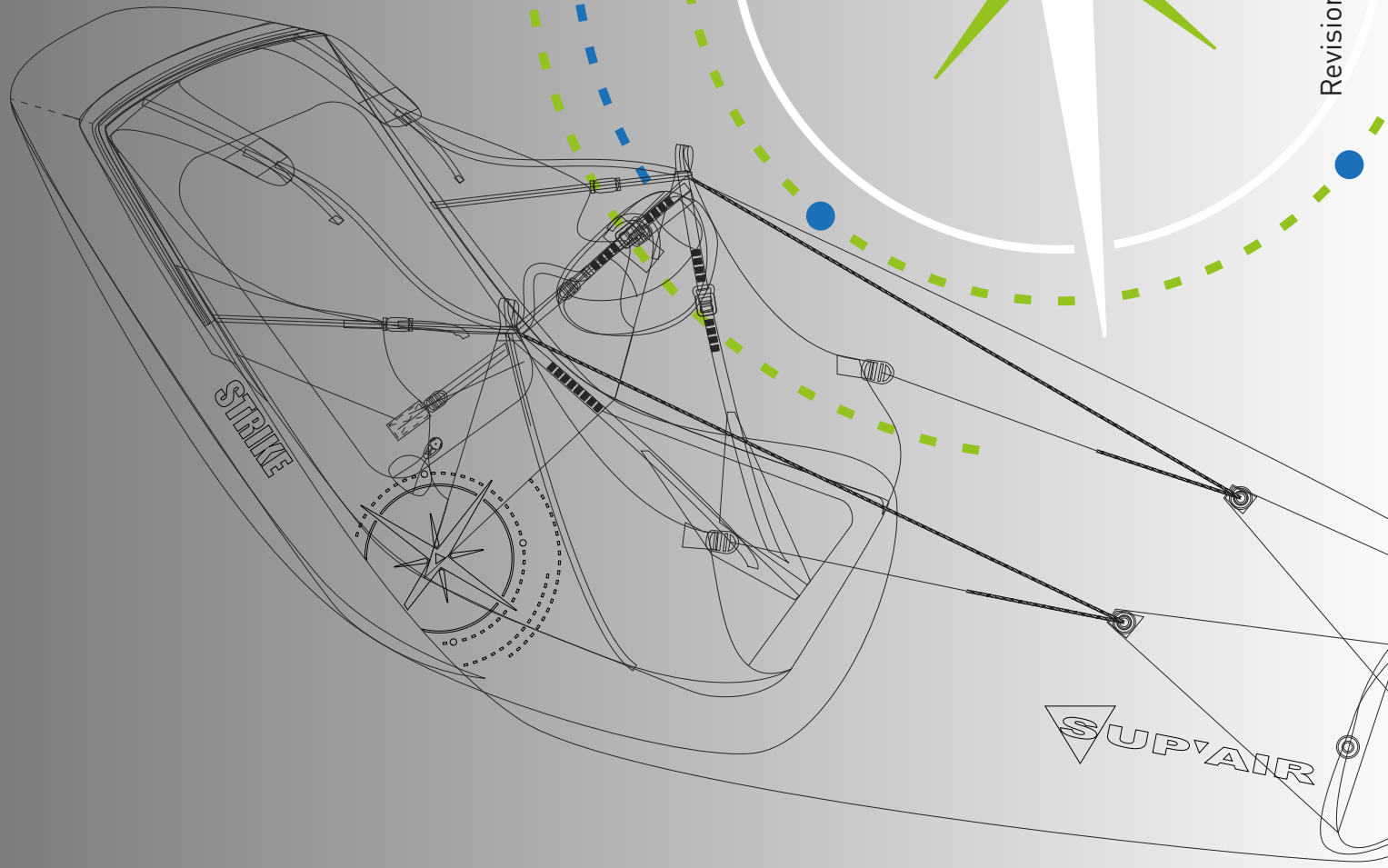
SUPAIR

User's manual
Harness

STRIKE

English

Revision index : 24/09/2020



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www.supair.com



Thank you for choosing the STRIKE We are glad to be able to share our common paragliding passion with you.

SUP'AIR has been designing, producing and selling free flying equipment since 1984. By choosing a SUP'AIR product you benefit from almost thirty years of expertise, innovation and listening. Our mission statement: research and develop to constantly enhance our product line.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the lastest udated information about this product on our website www.supair.com. If you have further inquiries, feel free to ask one of our retailers for answers. And naturally, the entire SUP'AIR team is at your disposal at info@supair.com

We wish you many safe enjoyable flying hours and happy landings.

Team SUP'AIR

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Introduction

Welcome to the paragliding world according to SUPAIR; a world of shared passion.

The STRIKE harness is the best weapon for extreme adventure without compromise between security and lightness! Designed for X-Alps competitors the STRIKE harness is dedicated to "hike and fly" pilots who deserve the best. It is aimed at experienced pilots fully trained and paragliding.
The well though out design and choice of materials were guided by the same quality and longevity objectives.

The harness STRIKE harness was certified EN 1651 : 1999 and LTF 91/09.
Indicating that it meets European and German safety requirements.

After reading this manual we suggest you to check your harness during a hang-test to adjust it before your first flight.

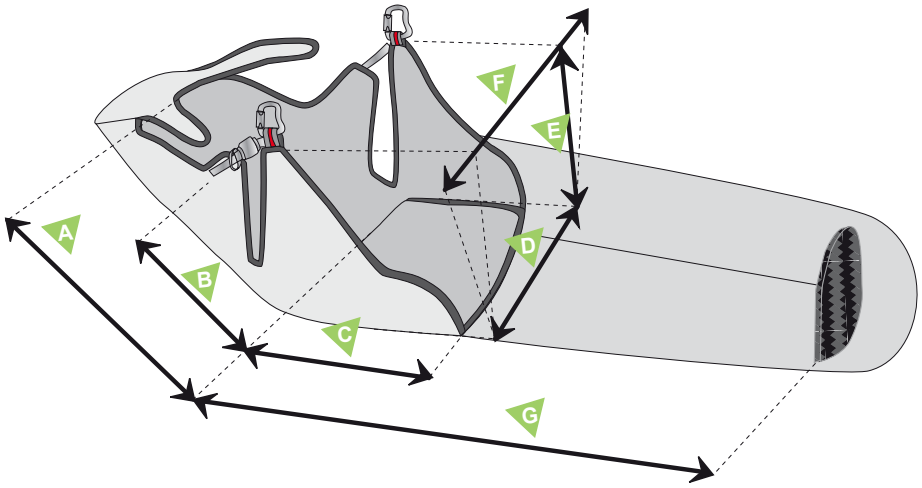
N.B : Three important icons will help you when reading this manual

 Advice

 Caution !

 Danger !!

Technical specifications



- A Backrest height.
- B Backrest tilt adjustments.
- C Seat depth.
- D Seat width
- E Hooking point height.
- F Length between the hooking points.
- G Speedbag length (cm)

Characteristics \ Harness size	S	M	L
Pilot size (cm)	155-170	170 -185	180 - 190
Pilot weight (mini - maxi) (kg)	50-80	65 - 85	75 - 100
Harness weight (+carabiners+speedbar) (kg)	2120	2140	2240
Designed for	paragliding only		
Backrest height (cm) A	58	58	65
Backrest tilt adjustments (cm) B	28	28	35
Seat depth (cm) C	40	40	45
Seat width (cm) D	33	33	33
Hooking point height. (cm) E	43	43	43
Length between the hooking points. (cm) F	38-47	38 - 47	38 - 47
Speedbag length (cm) G	93	100	107
Impact damping system: Airbag	No		
Impact damping system: Bumpair	Yes		
Certification	Yes : EN 1651 : 1999 / LTF 91/09		
Tandem (Pilot or Passenger)	No		
Acrobatic flying	No		
Towing	Yes		
Reserve parachute pocket volume (Liters).	4.5	4.5	4.5

Size choice.

Choosing your harness' size is important. You will find here below a height/weight table to help you with your size choice. With its hammock architecture and reclined flying posture, we advise you to try out the harness during a hang-test first at one of our retailers location to choose the correct size.

For a complete list of our retailers list click here : www.supair.com

Preliminary hang-test.

Size Weight	1m55	1m60	1m65	1m70	1m75	1m80	1m85	1m90	1m95	2m
50	S	S								
55	S	S								
60	S	S	S							
65	S	S	S	M	M					
70	S	S	S	M	M	M				
75				M	M	M				
80				M	M					
85					L	L	L	L		
90					L	L	L	L		
95							L	L		
100										

Nomenclature

1. Harness
2. «F-XLITE » or «O» reserve parachute handle.
3. Connects
4. Speedbag carbon fiber seat plate 25cm x 33 cm
5. MINI carbon fiber seatplate
6. BUMPAIR 16 STK
7. Accelerator 2B Speedbag LIGHT





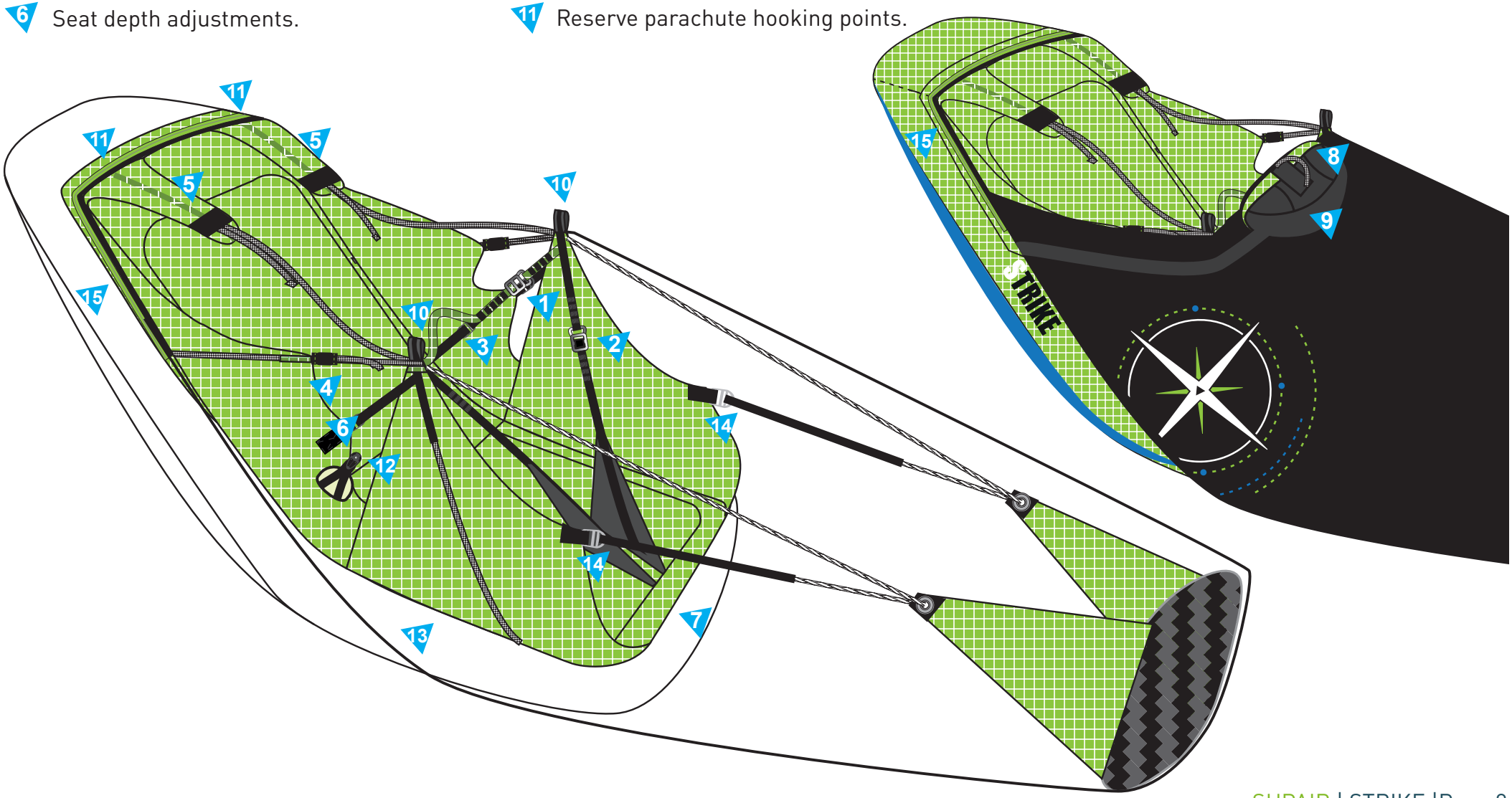
Options

8. TREK LIGHT backpack



Harness overview

1. Chest strap buckle.
2. Left leg strap buckles.
3. Chest strap adjustment.
4. Backrest tilt adjustment.
5. Shoulder straps adjustments.
6. Seat depth adjustments.
7. Storage pocket under the seat.
8. Reserve parachute handle.
9. Reserve parachute pocket.
10. Reserve parachute paragliding main hooking points.
11. Reserve parachute hooking points.
12. Speed-bar/accelerator pulleys.
13. Bumpair
14. Speedbag length adjustments
15. Back storage pocket.



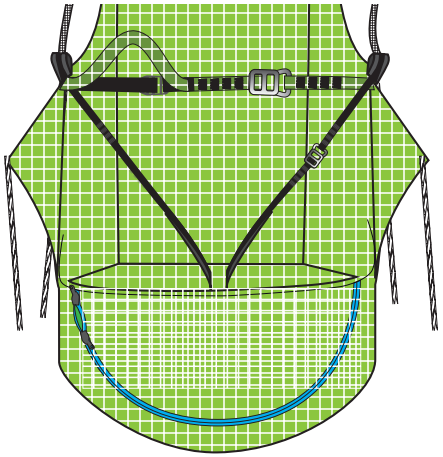
Accessories assembly.

>> 1. Bumpair

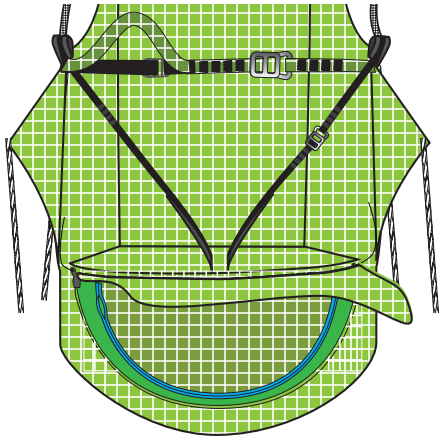
Bump 16 STK

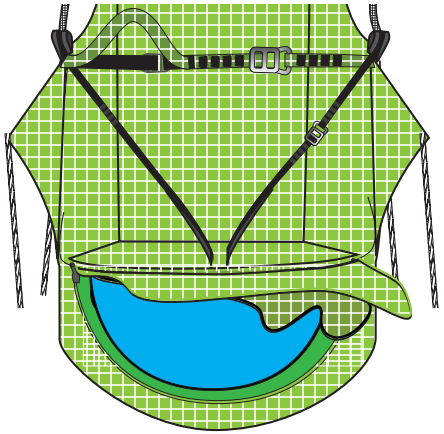
réf : PROBUMP16STK

1. Open the zip located under the seat on the front of the harness.

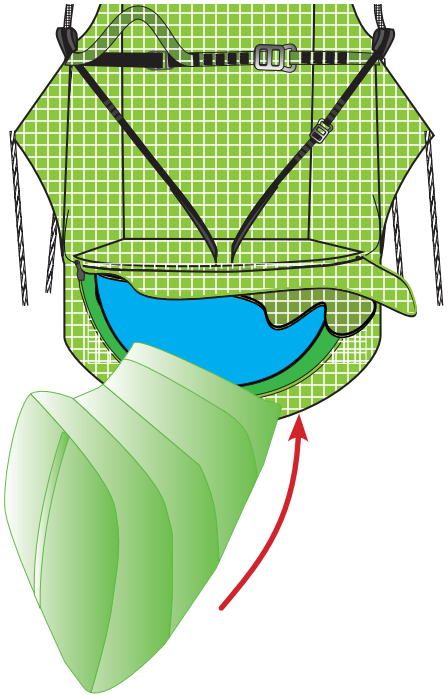


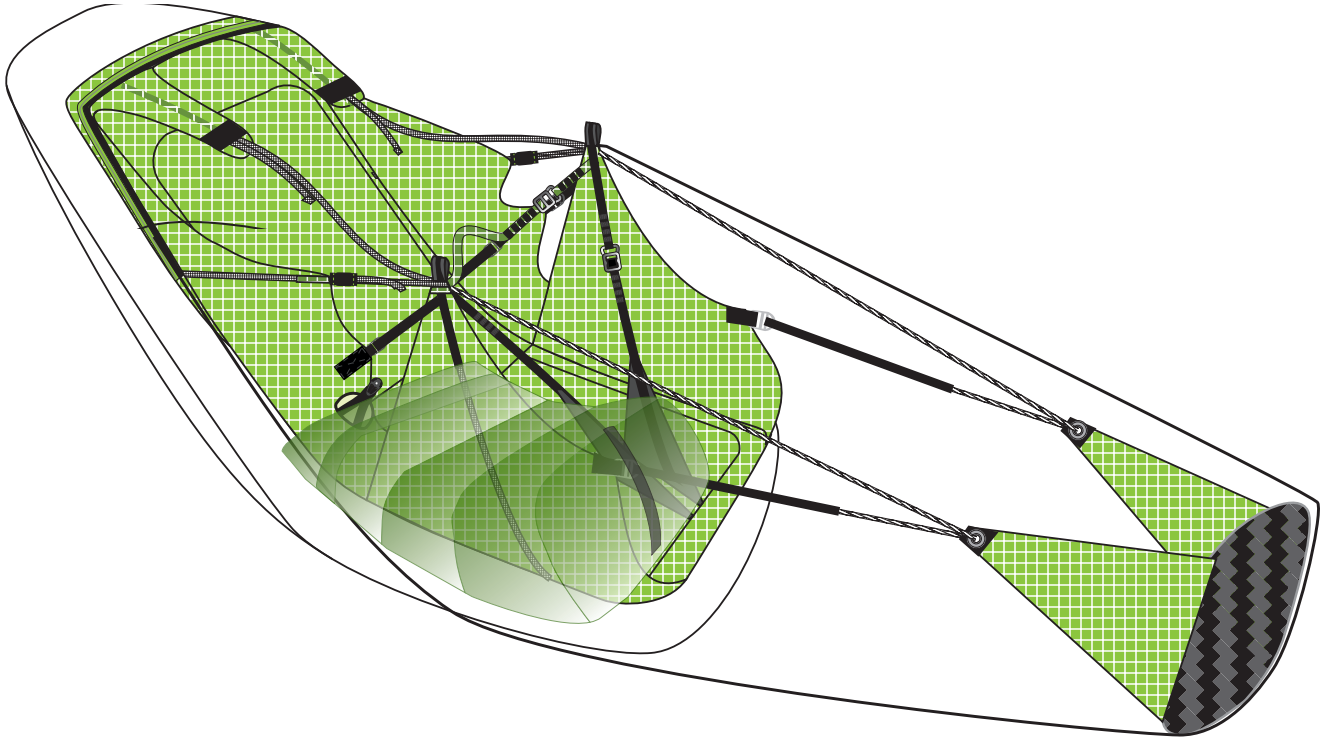
2. Open the second zip located under the first one





3. Insert the BUMPAIR with the thin section first.





4. Close both of the zips

Accessories assembly.

>> 2. Seatplate

Using the seat-plate. :

The STRIKE can be used with or without the carbon fiber seatplate.

Flying with the plate gives a tighter seating posture and transfers the wing's imputs more precisely. The seatplate equally contributes to heightened overall comfort without lateral hip pressure.

Flying without the seatplate brings a more flexible seating area following the pilot's body shape while slightly rising the carabiners attachment points. The harness is slightly more neutral and overall stable. Without the seatplate the harness feels tighter.
Note that in case of a situation beyond the wing's safety limitations, toggle control must compensate for the lack of pressure and precision given by a seatplate.

Seatplate description. :

MINI carbon fiber seatplate 30x 22cm

Reference : MPPL021



Profile view :



Installing the seatplate. :

1. Open the zipper of the pocket located beneath and at the front of the seat.



2. Open the velcro located at the top of the pocket and access the seatplate compartment.



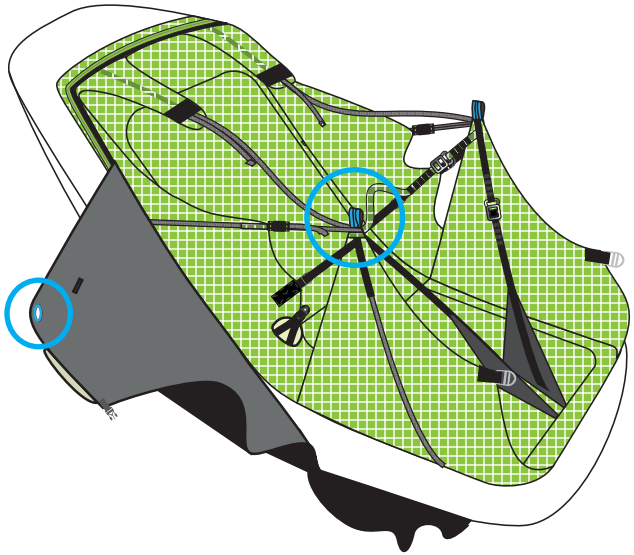
3. Insert the seatplate in its compartment and close the velcro.

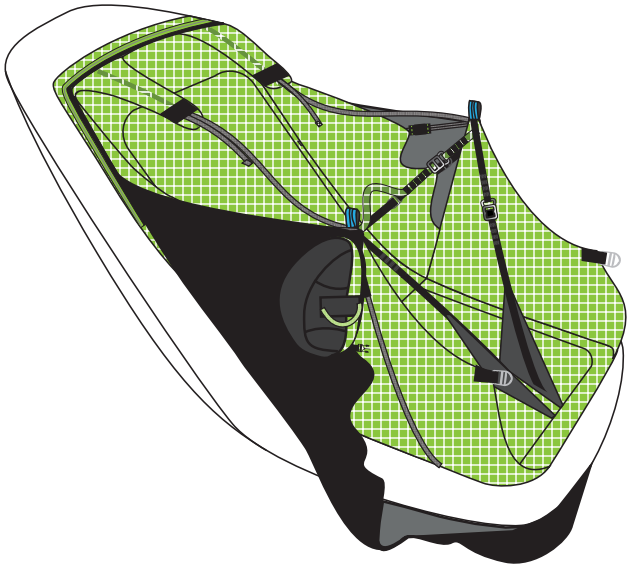


Accessories assembly.

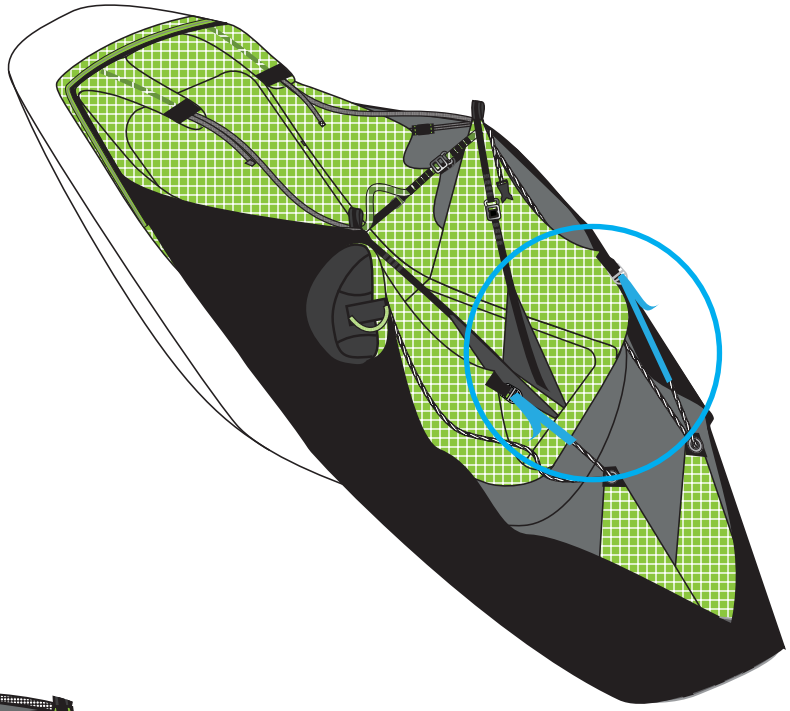
>> 3. Speedbag

1. Pass the main attachment points through the dedicated holes in the speedbag.
Caution : do not confuse with the speed system exit holes



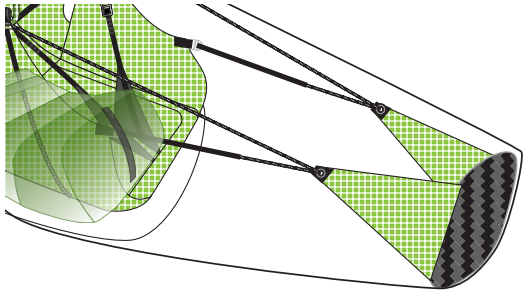


2. Install the speedbag straps through the Tensionlock® buckles located on each side of the harness.

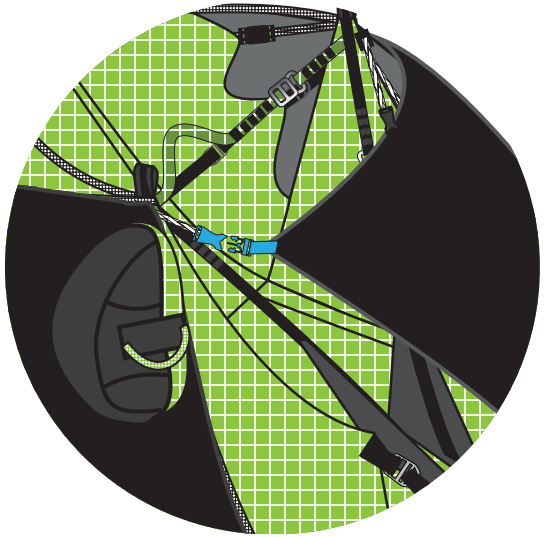


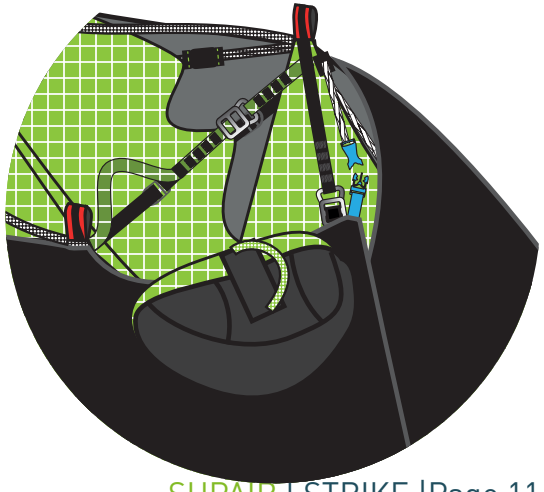
3. Foot-plate





4. Once you have put the harness on, close the leg and chest straps, then close the speedbag starting with the left pannel.





Accessories assembly.
>> 4. Speed-bar system.

Compatible accelerator/speed-bar. :
STANDARD double stage speed-bar/accelerator.

Ref. : ACCELPOULIE, ACCELERATEUR 2B SPEEDBAG LIGHT

Speedbar assembly. :

Regarding either side of the harness:

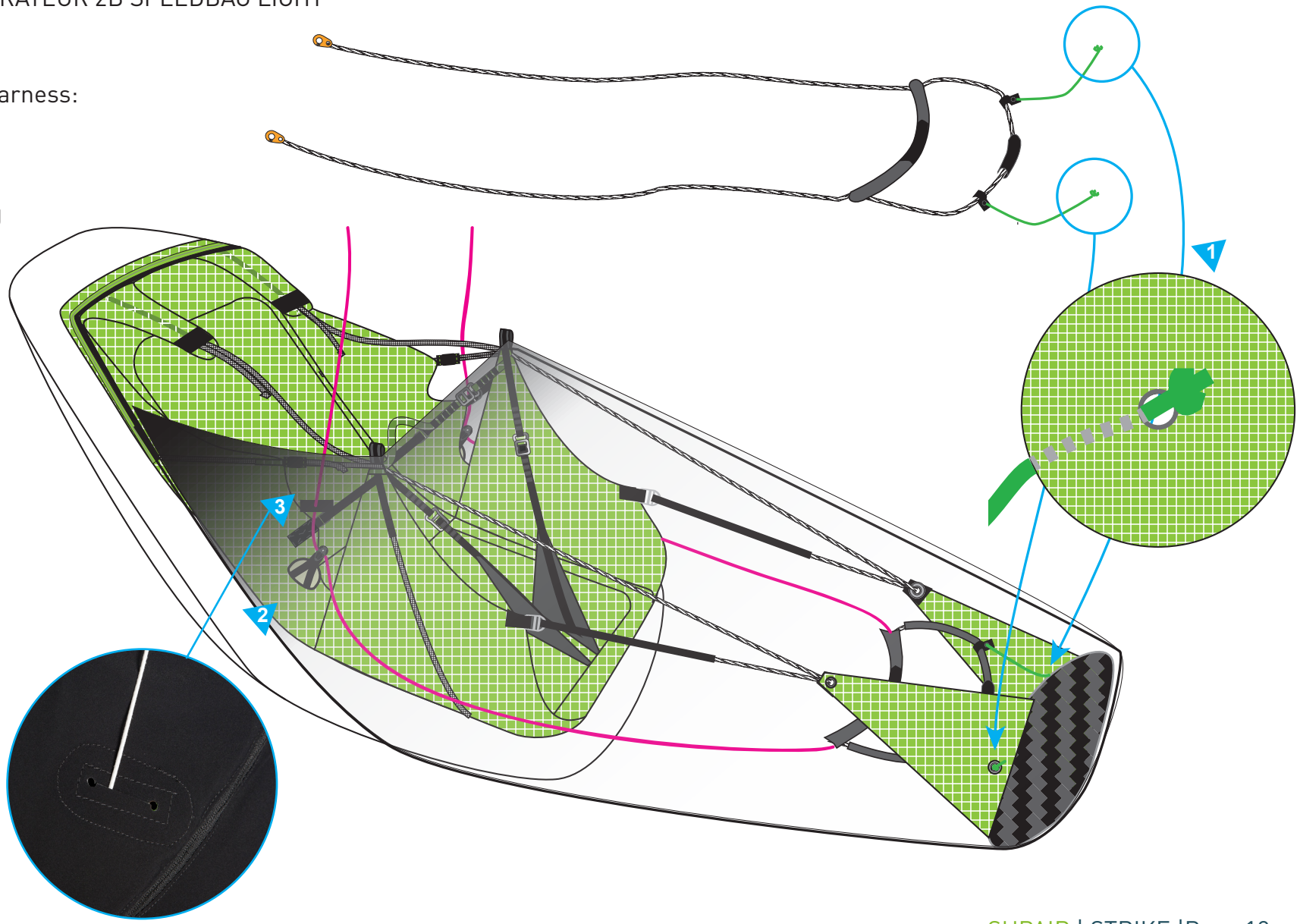
1. Push the retaining elastics through the grommets found at the far end of the speedbag and knot them securely.

2. Push the accelerator/ speed-bar line through the pulley connected to the lateral panel (#11).

3. Pull the line through the side skirt opening slit.

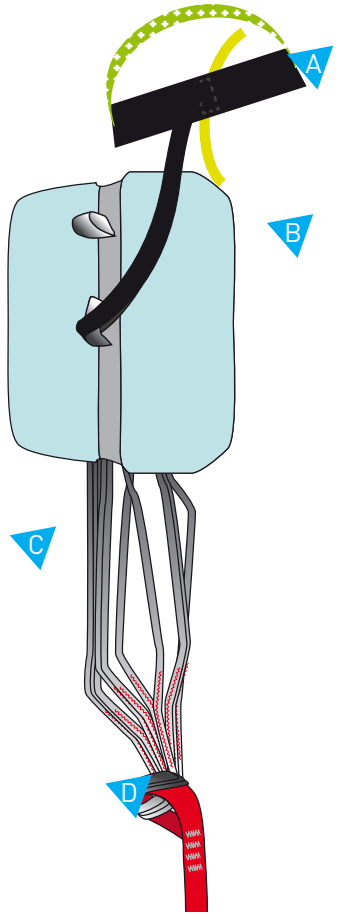
4. Finally, attach a hook to the cord before connecting it to the glider's speed-bar/accelerator.

5. Simulate the speed-bar/ accelerator's functionality by sliding the cord back and forth.



Installing the reserve parachute.

Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.
Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual.



A Reserve parachute handle (Ref.POIFSK).

B Reserve parachute inside its deployment bag and folded according the manufacturer's specifications.

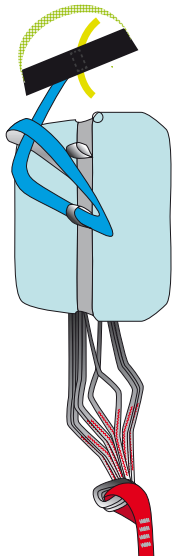
C Parachute rigging lines (1,5 m)

D Single reserve parachute riser.

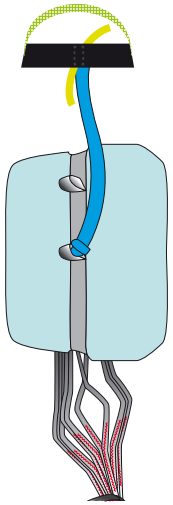
Connecting the handle to the rescue parachute's deployment bag.

1. Fasten the handle strap to the POD's middle loop by making a loop to loop (Lark's head) knot.

Warning: it is possible -depend of your parachute volume - that the central attachment is not suitable for the handle. If the placement does not allow the release of the needles when in gantry test so it is necessary to attach the handle to the lateral fastening POD and place the POD in the pocket with lateral fastening to the top.



2. Tighten the handle/POD connection securely.



Installing the reserve parachute.

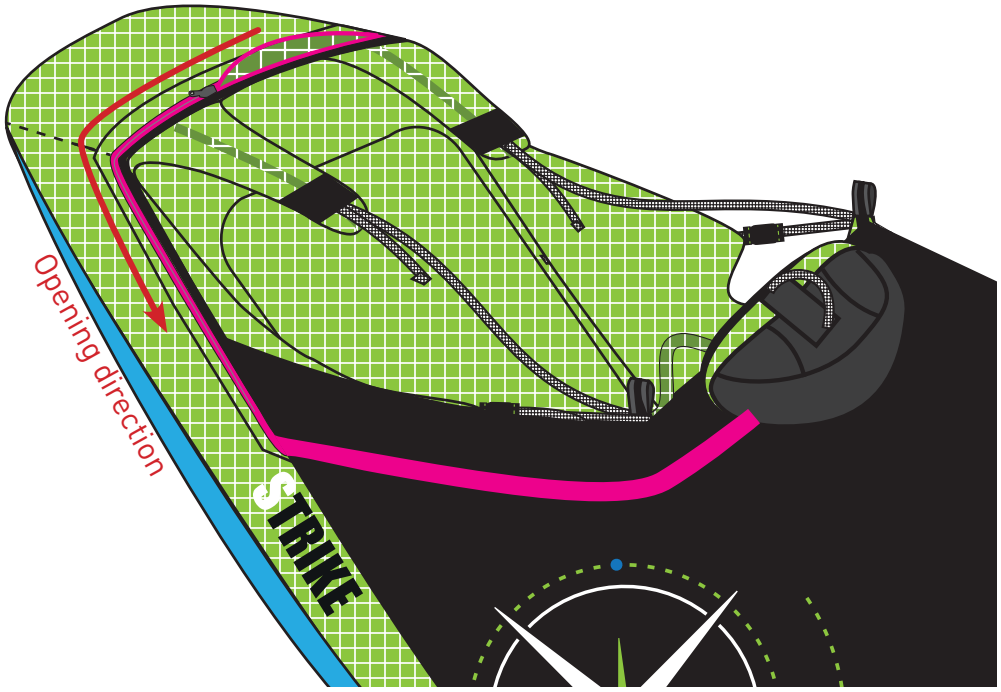
Reserve parachute/harness connection.

>> Access to the reserve parachute connection points.

1. First, open the riser guiding sleeve all the way from top to bottom to access the reserve parachute connection loops.

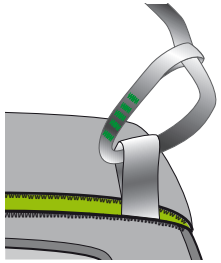
2. Once the riser guiding sleeve is fully opened, the zipper tab must be located on the same side of the reserve parachute pocket.

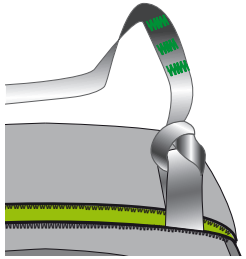
3. Now you have an access to the reserve parachute connection loops



>> Loop to loop connection (Lark's knot) of the STRIKE harness to the reserve parachute individual risers.

1. Attach each riser to the shoulder attachment points by making a Lark's knot (loop to loop connection). Use the largest bridle loop ends.





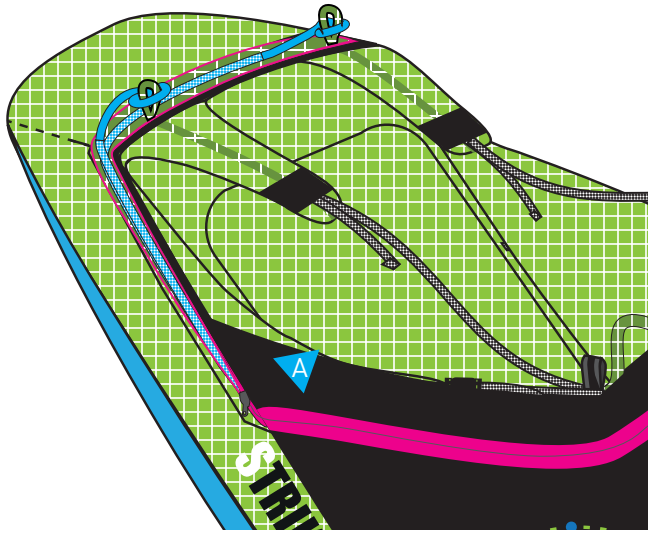
2. - Assemble everything correctly.
- Make sure for the risers not to be longer than one another.
- Tighten each connection securely.



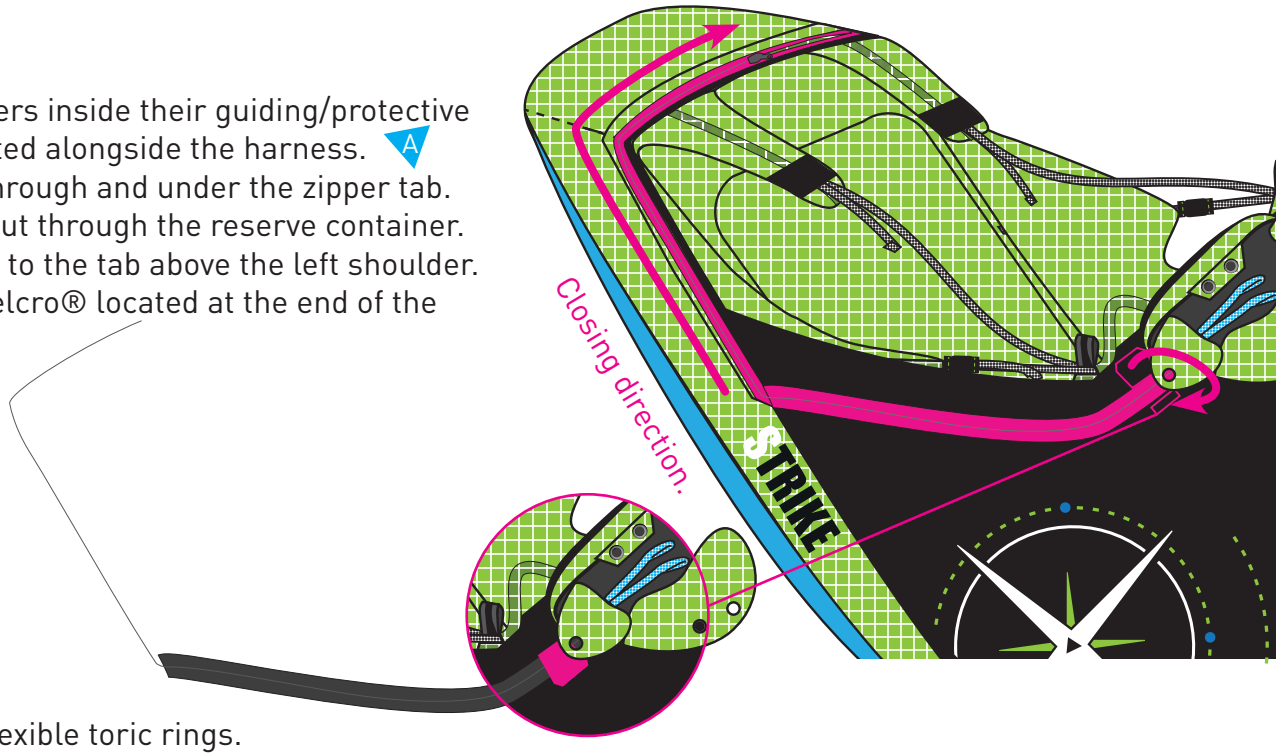
Installing the reserve parachute.

Reserve parachute/harness connection.

>> Position the risers



- Place the risers inside their guiding/protective sleeve connected alongside the harness. A
- Push them through and under the zipper tab.
- Bring them out through the reserve container.
- Close the Zip to the tab above the left shoulder.
- Fasten the Velcro® located at the end of the sleeve.



>> Reserve parachute/risers.

One (1) square 7mm Maillon Rapide® will be needed + two (2 flexible toric rings.

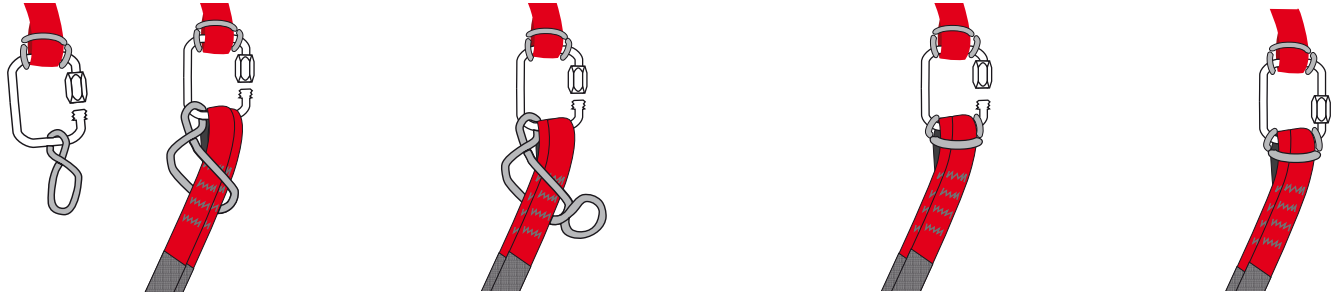
1. - Open the 7mm square Maillon Rapide®.
- Connect the reserve parachute single riser loop. la fixer avec un joint torique.
- Push the maillon through the plastic ring
- Twist

2. - Push the end riser through the toric ring.
- Push the maillon through the risers buckles.

3. - Give a second twist to the plastic ring.
- Push the buckle through the maillon.

4. - If you use separate/independente risers Repeat steps 1 through 3 with the second riser.
- If you use "y" risers, continue with next step.

5. - Tidy up the assembly.
- Be certain for the riser end loops to be securely fastened.
- Close the Maillon Rapide® tightly by hand.
- Tighten using pliers and making a ¼ turn.



Installing the reserve parachute.

Rescue parachute pocket characteristics :

- Four (4) flap front pocket.
- Locking via cables
- Handle «SK» (Ref.: POIFSK).
- Reserve parachute pocket max. volume 4,5 Liters.

The reserve container is compatible with current SUPAIR Xtralite reserves and also suitable with other brands' light reserves.

A Upper flap.

B Left flap.

C Lower flap.

D Right flap.

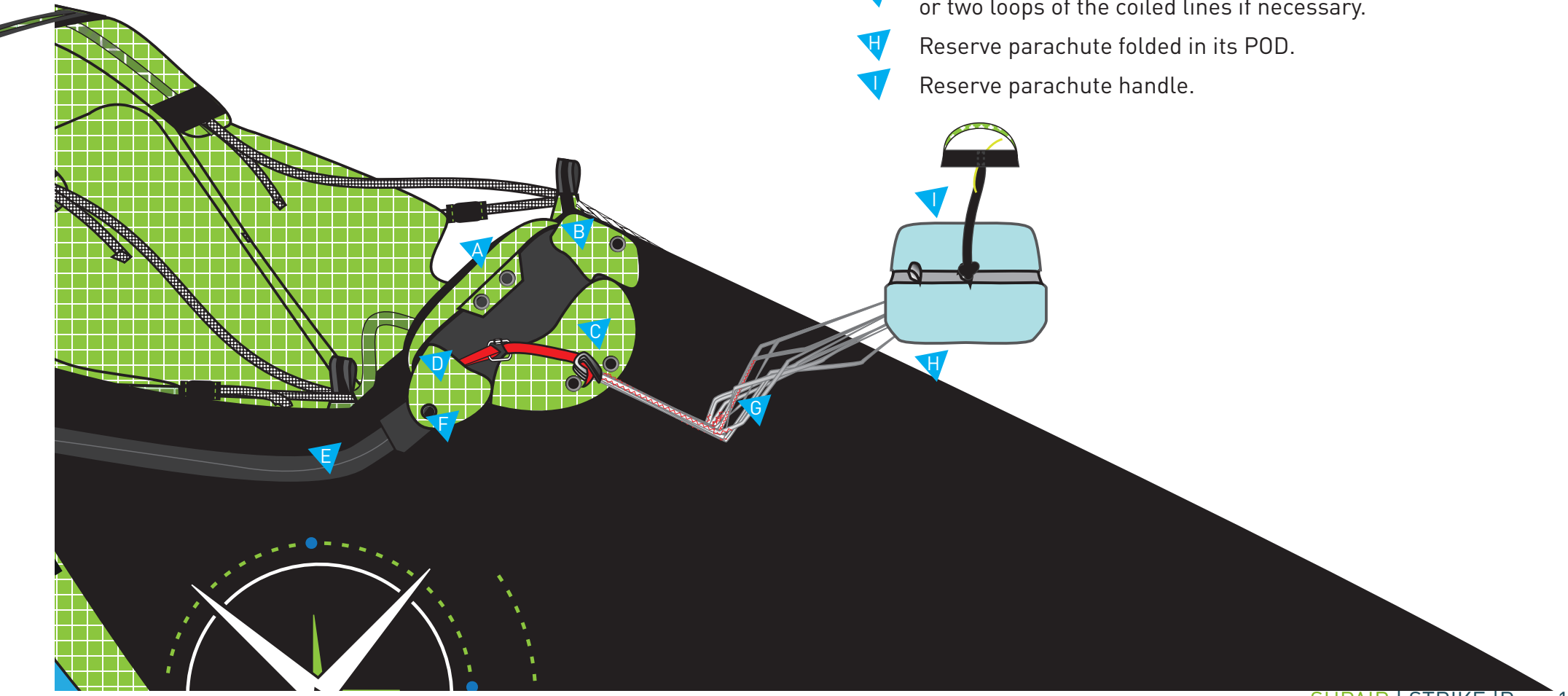
E Reserve parachute risers.

F Reserve parachute single riser.

G Reserve parachute surplus lines : about 1 meter, undo one or two loops of the coiled lines if necessary.

H Reserve parachute folded in its POD.

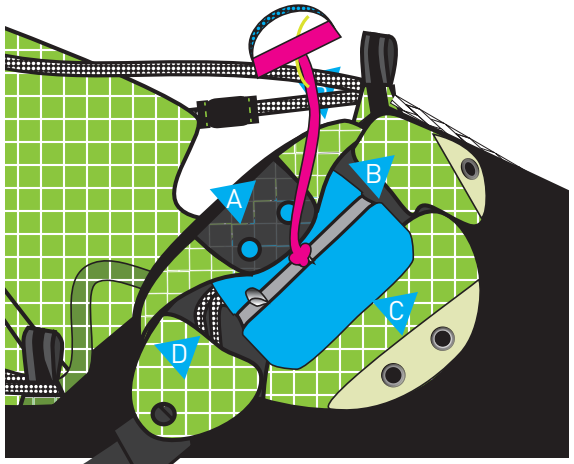
I Reserve parachute handle.



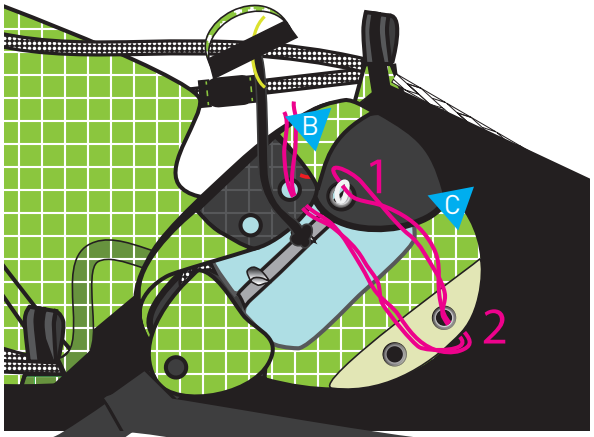
Installing the reserve parachute.

Installing the reserve parachute in its container.

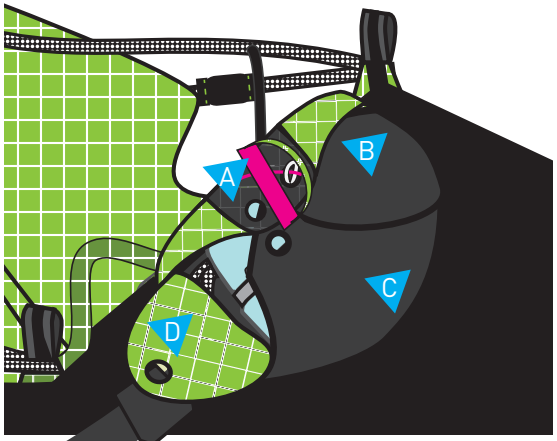
1. Place the reserve parachute inside the container, with the handle positioned upward, and parachute risers downward.



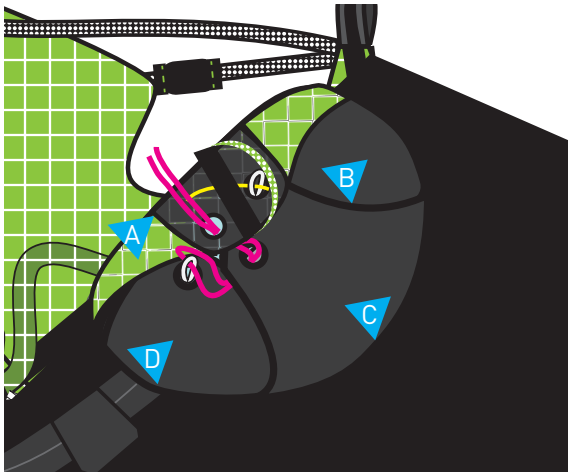
2. - Take a small piece of line to help with the installation procedure.
- Push it through loop #1 (B flap).
- Using the piece of line, pull the white loop through the left grommet of the « C » then « A » flaps.



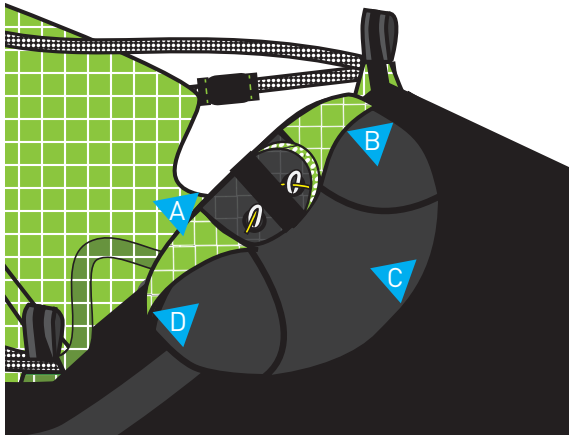
3. Secure the installation by pushing the left side of the yellow cable through the white loop.
Carefully remove the line.



4. Using the piece of line pull loop #3 through grommet #4 – flap (D)...



5. Secure the installation by p
the right side of the yellow cable through the loop cord.
Carefully remove the line.



asten the reserve parachute handle to the Velcro®
- Push the two outer ends of the reserve parachute handle inside their respective housings located on either side of the handle on the harness.





Check the completed installation during a hang-test.

Have the installation checked by a professional outfit.
Conduct an extraction test every six (6) months to assure proper system functionality.

Note : conducting and extraction test does not imply deploying the reserve parachute which will stay inside its POD.

Gear packing and tips.

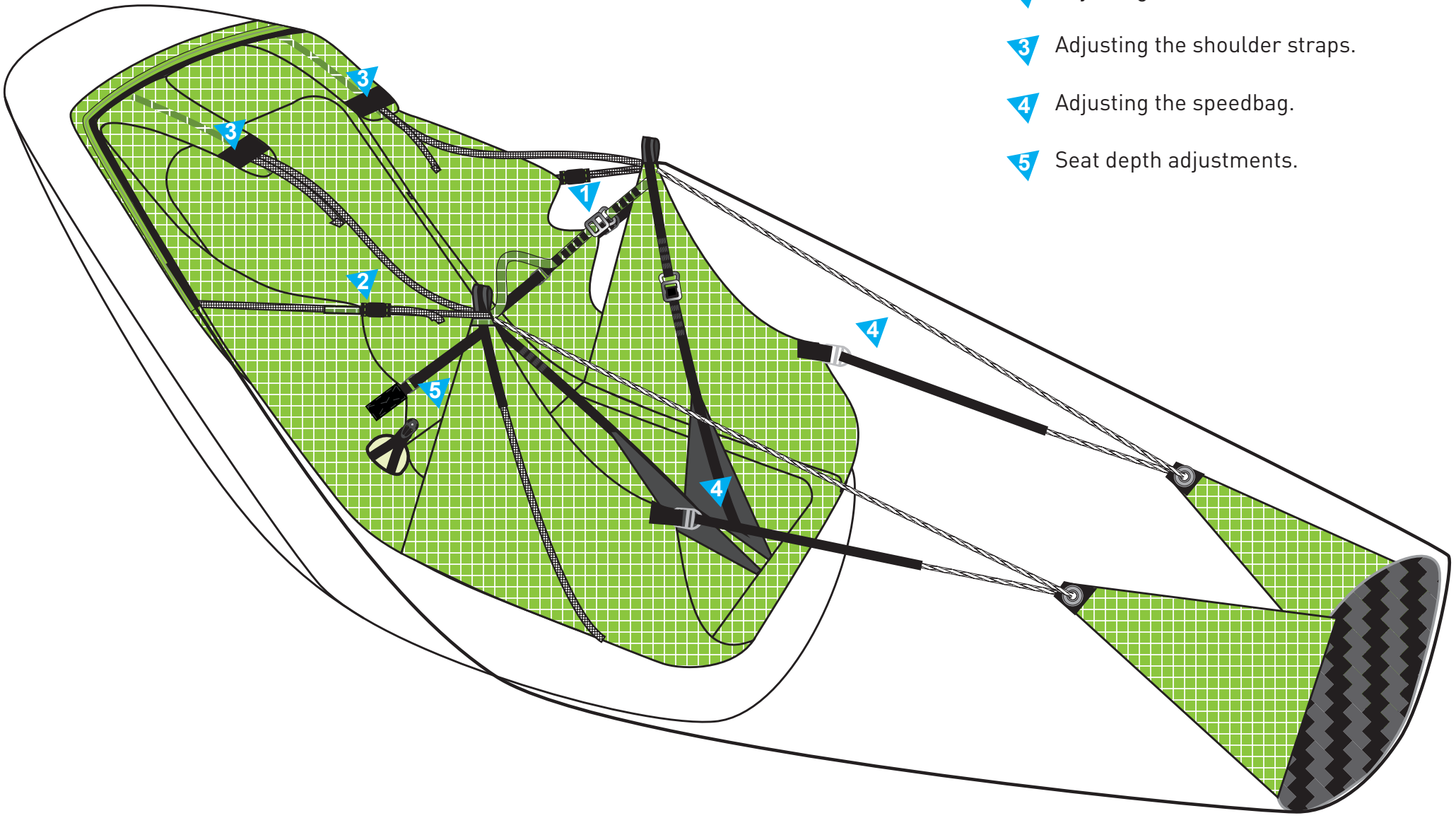


Adjusting the harness.

Adjusting the harness prior each takeoff is vital.

The various adjustments.

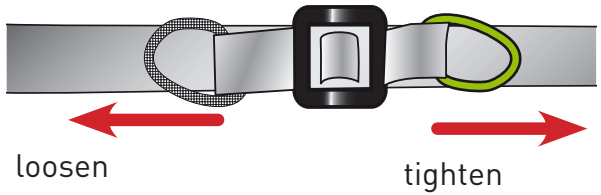
1. Adjusting the chest strap.
2. Adjusting the backrest.
3. Adjusting the shoulder straps.
4. Adjusting the speedbag.
5. Seat depth adjustments.



Harness adjustments.

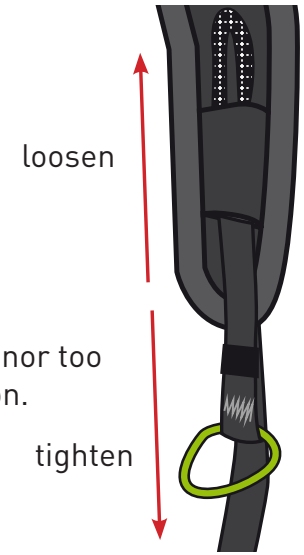
Before your first flight, check the completed adjustments during a hang-test.

Adjusting the harness.



1. Backrest tilt adjustment :
Without strap tension, first adjust the backrest incline at the desired angle.
>>Tightening will bring the backrest at a more vertical angle (recommended posture for beginners).
>> Loosening the backrest will tilt the back support rearward.

2. Speedbag length.
Your legs must be extended ; seat comfortably all the way back inside the harness.



3. shoulder straps.
Adjust the shoulder straps length using the trimmers.

The pressure on the shoulder straps contributes to general comfort in flight. It must be precise: not too tight nor too loose. The upper area of the straps must offer enough support to maintain your torso in a comfortable position.

4. Seat depth.
Adjust the seat depth by feel : alter the lower back support to a comfortable snug fit. The tighter the adjustment, the more reclined the flying position will become. Relaxing the tension adjustment will bring the sitting posture to a more vertical position.

5. Adjusting the chest strap.
The distance to consider corresponds to the length between the middle points at the bottom of each carabiner.
The ideal distance varies between paragliding wing models. Adjust your harness's chest strap according to the wing manufacturer's recommendations.

Tightening the chest-strap provides more stability but less piloting efficiency while increasing the risk of riser twisting.
On the contrary loosening the strap provides more efficiency but can be dangerous in turbulent aerology (increased risk of falling towards the collapsed side of your glider).

Connecting the wing to the harness.

Connecting the wing to the harness.

Without twisting the risers, connect them to the harness attachment loops using the self-locking carabiners.

The connection wing/harness can be done using either standard self-locking carabiners or a set of SUP'AIR «Connects» (ultralight flexible Dyneema connectors).

Check for the risers to be properly positioned and untwisted. The «A» risers must be located at the front and facing the flight direction (see diagram).

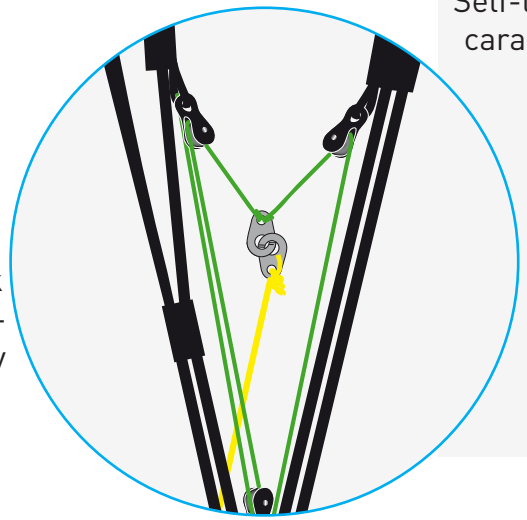
Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Installing the accelerator.

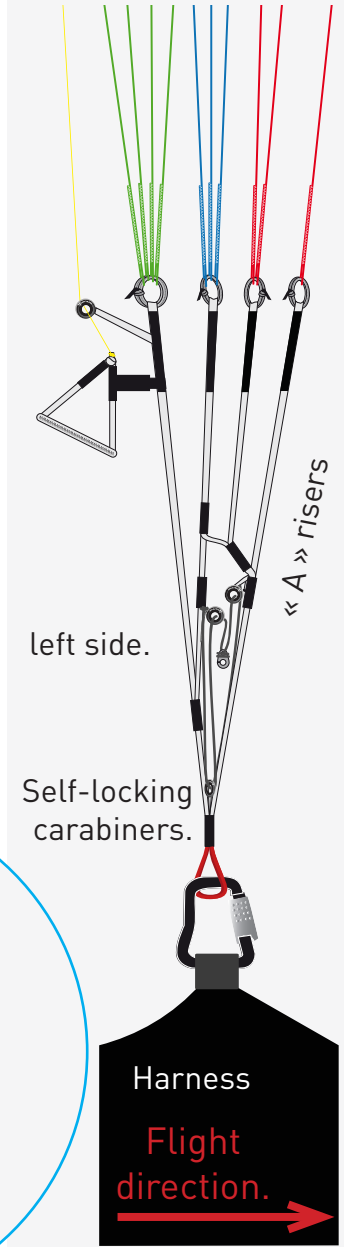
Install the accelerator by following the previous instructions.
Connect it to the wing using the split hooks.
Once the accelerator/speedbar is connected adjust its length according to the wing recommended measurements.



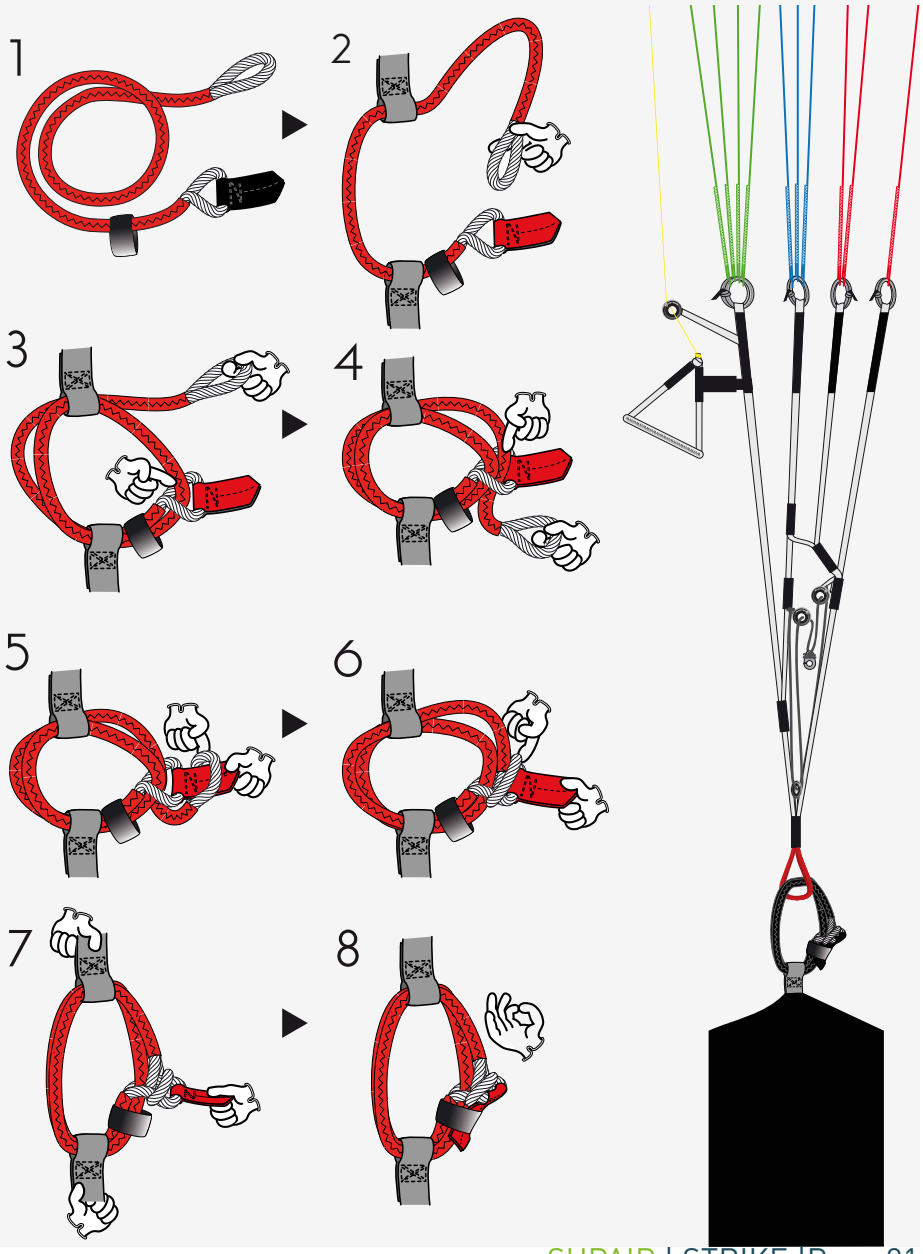
For correct use there must not be any line tension at the split hook level when the accelerator/speedbar line is fully relaxed.



Twist Lock Carabiners



Connects



Flight behavior.



During take-off, the STRIKE harness provides very good mobility due to its lightness and "hammock" structure (without seat plate).
During flight, you will feel comfortable and forget the light structure.
The harness is quite stable and the piloting very efficient
and intuitive.

Whichever wing your are flying, the STRIKE harness will always fulfill your expectations.
Lightness, comfort, ease of use and small packing volume make this harness a perfect tool for Cross country and "hike and fly".

In turbulent air, the harness can be piloted sitting upright with the legs bent. It will remain fully operational, comfortable, and will let the pilot deal with potential flight incident.

To discover your new harness, we will recommend making your first flights on a school training hill in calm weather conditions with low wind speeds.

Flight phases.

Pre-Flight control.



- Inspect the harness and the carabiners for possible wear and tear.
- Be certain for the handle cables to be securely fastened in place inside their respective reserve parachute pocket housings.
- Check that your personal settings haven't changed.
- Check that all zippers and buckles are closed.
- Check that the speedbar is correctly connected and adusted.
- Check that no rigging line or other object comes in contact and interfere with the rescue parachute handle.
- Make sure that the self-locking carabiners are locked and connected to the paraglider.
- Be certain for the accelerator/speed-bar line not to ride through the reserve parachute handle.

Takeoff



After a thorough weather conditions analysis was conducted and the decision to fly was made, put your harness on and follow the next steps :

- Start by putting on the right leg
- Fully close the leg strap and chest strap buckles..
- Close the Speed-bag, then the chest strap.
- Takeoff maintaining a vertical posture and push yourself inside the harness but only once away from the ridge.



Do not let go the brakes when close to terrain.

Flight phases.

In flight.



Once in flight, the STRIKE's handling becomes instinctive and stable.
Set the distance between the two carabiners according to the aerology of the moment, and the wing manufacturer's recommendations.

Speedbar use.

We recommend using the speed-bar cautiously due to the increased risk of a partial or full frontal collapses.



Use the speed-bar/accelerator (transitions) only when far away from the ridge and in calm weather conditions as the wing becomes more sensitive to turbulence when accelerated. If you feel a loss of tension in the speed-bar/accelerator, stop pushing it and apply a light brake pressure on the toggles to prevent the glider from experiencing a potential frontal collapse.



Beware not to push on the speed-bar/accelerator to enter the harness after takeoff (it is not a foot-rest) or there could be the risk of a frontal collapse taking place as a result.



To use the speed-bar/accelerator, backpedal and grab the bar with the back of your shoe, push and use the second foot to stabilize it or to grab the second bar.
Apply pressure symmetrically to the first stage (first bar), when reaching the maximum enabled distance then push on the second stage (upper bar). To decelerate, reverse the procedure.

Landing



Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and terrain. During the landing approach, never make hasty maneuvers.
In preparation for landing, get out of the Speed-bag early enough, and straighten your legs, ready to run. Always land into the wind.
Always land upwind in a standing posture and be ready to run upon touchdown if necessary.
During your final approach, use as much airspeed as possible based on the weather conditions of the moment, then gradually reduce the glider air speed by pushing the toggles all the way down until contact with the ground is made. Beware not to brake too soon and too rapidly and too deep which could lead to a stall and a dangerous landing.
During high wind speed landings, turnaround and face the wing as soon as ground contact is made and move toward the wing while braking symmetrically to deflate it.
Do not land in a seated position as it is dangerous.

Using the reserve parachute.

Throwing the reserve parachute.



It is strongly recommended to frequently check your reserve parachute handle location while in flight. This exercise should be executed instinctively and will increase your chances of a successful parachute extraction in case of an emergency.

Estimate your AGL (Altitude Above Ground Level) which if high enough may make it worth trying to bring your wing back to a normal flying configuration. If in doubt quickly deploy your emergency parachute.
Deploying a rescue parachute should only be done in an emergency.



With a strong lateral on the right side, pull the handle towards you and then throw the parachute away from you (including the container and its handle) toward a clear unobstructed area of the sky. As soon as the parachute deploys, bring as much of the glider as possible toward you by pulling symmetrically on the "C" or "D" risers or on the toggles/brakes.
Be prepared to land by adopting an upright position with knees together and legs slightly bent. Prepare to roll down, hands on your chest, ankles together with pivoting hips and shoulders in a Paragliding Landing Fall (PLF) configuration.

Towing

To takeoff under tow you must be equipped with a quick release specially designed for the task.
Connect the towing release system to the main carabiner attachment points in accordance to manufacturer recommendations.
Before towing you should consult with a competent towing outfit about safety recommendations.

Mandatory controls.

Mandatory biannual inspection.



- Ascertain parachute deployment functionality by pulling the handle to activate a clean POD extraction sequence.
- Inspect the harness for wear and tear.

Annual check



- An annual deployment and repacking of the reserve parachute must be conducted by competent and certified personnel.

Care

Harness cleaning and maintenance.

It is a good idea to clean your harness from time to time. We recommend using a brush and soft solvents only (soap or mild cleaning agents).
Rinse thoroughly. Never use aggressive chemicals such as strong solvents which could be harmful to the fabric, webbings, stitching and weaken the overall integrity of the harness.
The zippers should be lubricated from time to time using a silicon spray.

If you regularly use your harness in a dusty environment (dirt sand etc...) we advise you to regularly check and maintain your carabiners and buckles : clean them with a mild detergent then blow-dry them fully but DO NOT LUBRICATE !
Prior to using them conduct a thorough carabiners and buckles checkup to insure their full functionality.
If you use your harness in a marine/sandy/salty environment pay particular attention to your gear and follow a regular rigorous maintenance routine.

Storage and transport.

When not in use your harness should be stored inside your paragliding backpack in a dry cool and clean place protected from UV exposure. If your harness is wet please dry it thoroughly before stowing it away.

During transport protect the harness against mechanical or UV deterioration (use a bag). Avoid long transports in wet conditions.

Life-span



Once every two (2) years a thorough harness inspection must be conducted :

- Webbing wear and tear (no excessive wear nor rip beginning or unwanted folds).
- Buckles and carabiners (functionality wear and tear).



The threads and fabric used to manufacture the STRIKE were specifically selected for their quality and resilience capacities. However in particular instances such as long term UV exposure abrasion, contact with damaging chemicals, general wear and tear, the harness will need to be inspected at a professional certified repair facility. Safety comes first!



The connects are NEVER to be used for any activities other than paragliding.

Independently from the pre-flight procedure, deploy and vent your reserve parachute on the ground before repacking it. The procedure must be done at least once a year.

Care

Repairs

In spite of using the highest quality products used for manufacturing, it is possible for your harness to deteriorate through general use. If showing any sign of wear and tear it should be sent for inspection and/or repairs at a professional certified facility.

SUP'AIR offers an extended warranty period reaching beyond the product standard protection plan against manufacturing defects. Contact us either by telephone or by E-mail sav@supair.com to receive a quotation.

Hardware & Parts

- Connect (réf. : MAILCONNECT)
- Self-locking Zicral 45mm carabiners. (Ref.: MAILCOMOUS).
- Reserve parachute handle (Ref. : POIFXLITE).
- Carbon seat plate (Ref. : MPPL010 to MPPL021 according to your harness size).
- Bubble bump (ref. : SFBU013)

Materials

Fabrics
- Lining vert 110D
- Skytex 38gr vert

Speedbag :
- MEMBRANE AQUATECH

Straps
- Dyneema® 12mm
- Polyamide 15mm

SUP'AIR manufactures its harnesses in Europe. Most of the components used are Made in Europe.

Recycling

We have minimized our manufacturing footprint by carefully selecting environmentally friendly materials; most of our components are recyclable.
If you estimate that your STRIKE has reached the end of it life-span, you can separate plastics from metals and dispose of them according to your community recycling rules. As for the fabric itself contact your local authorities to find out how to proceed to discard it.

Warranty

SUP'AIR takes the greatest care in its products design and manufacturing and hence offers a five (5) year limited warranty from the date of purchase against manufacturing defects or flaws occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors, including, but not limited to; high temperature, intense sun exposure, high humidity, excessive abrasion, etc, will invalidate this warranty.

Disclaimer



Paragliding is an activity requiring specific skills and sound judgement. Learn how to fly within the environment of a certified paragliding school. Carry an insurance policy with you in addition to you pilot certification. Always mind and gauge your personal skills against the weather conditions of the day. Better be safe than sorry ! SUP'AIR can not be held responsible for your paragliding decisions or activities.



This SUP'AIR product has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.

Pilot's gear.



It is essential for you to wear a suitable head protection (certified paragliding helmet), adequate footwear and right clothing for the activity. Moreover carrying a reserve parachute connected to your harness in flight is highly recommend.

BUMPAIR Shock Absorber

The harness you have just purchased has a AIRBAG type shock absorber.
This protection is intended to protect you against potential impacts. It complies with EU Regulations 2016/425 relating to personal protective equipment (PPE) and certified by expert following protocol SP-002 12/2016.

The shock absorber UE conformity of your harness is certified by the following laboratory: ALIENOR CERTIFICATION n ° 2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE

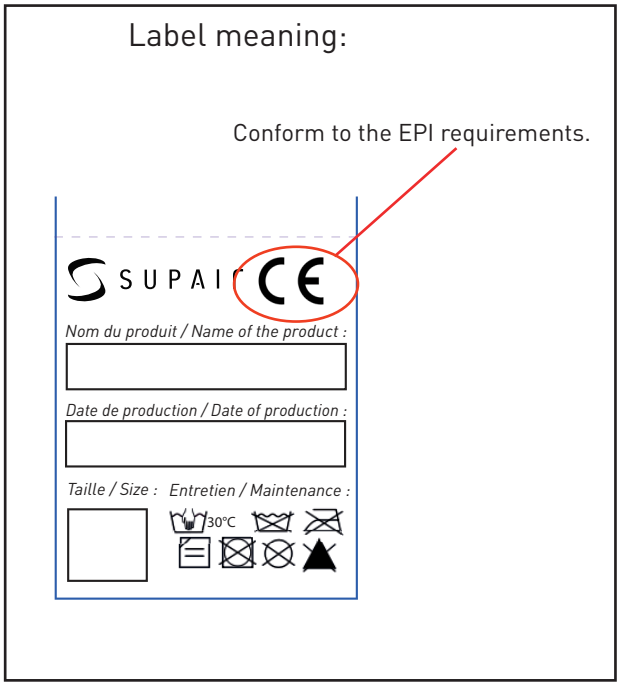
The storage, transport and maintenance of the AIRBAG is the same as it is for the harness. The inspection of the protector is the same as it would be for the harness.

Please note that no shock absorber can guarantee total protection against injury. The back protector does not prevent potential injuries to the spine and/or pelvis. In addition, only the parts of the body covered by the shock absorber are likely to benefit from adaquate protection against possible impacts.

Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:
1 / The correct shape and inflation of the AIRBAG/shock absorber.
2 / The AIRBAG seams and overall condition of the fabrics - look for holes, tears, snags ....

The protection can have a five (5) year lifespan under normal use conditions.
Warning! Following a major hard landing would justify the protector to be discarded.

Label meaning:



If your AIRBAG is damaged, have it inspected and repaired at a professional qualified facility or contact us at sav@supair.com

The test results and the EU declaration of conformity can be found at: www.supair.com

Service Book.

This page will help you keep record of your ACCESS AIBAG scheduled maintenance.

Purchase date	
Owner's name	
Name and stamp of the shop	

☐ Care
☐ Resale

Purchase date	
Workshop's name/ Buyer's name	

☐ Care
☐ Resale

Purchase date	
Workshop's name/ Buyer's name	

☐ Care
☐ Resale

Purchase date	
Workshop's name/ Buyer's name	

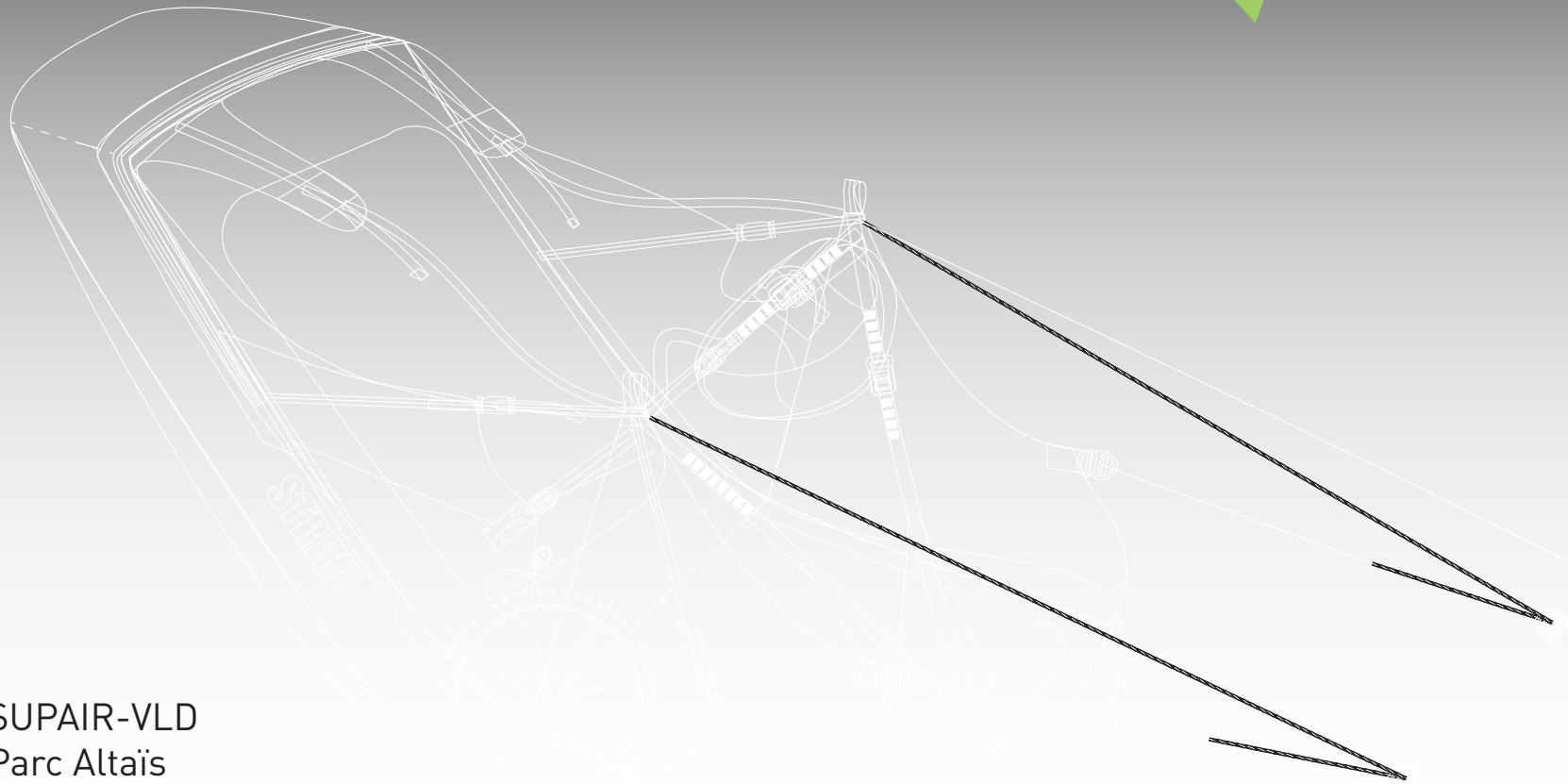
☐ Care
☐ Resale

Purchase date	
Workshop's name/ Buyer's name	

DESIGNED IN ANNECY

100% MADE IN EUROPE

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