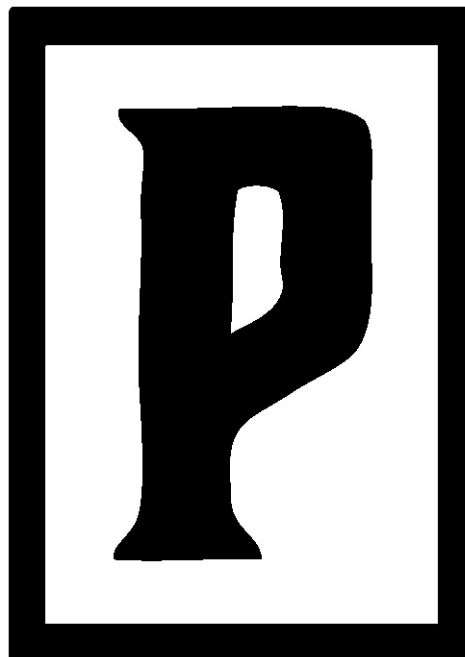




# *P\_LIGHT* RESCUE SYSTEM

*USER MANUAL*  
*EN VERS.V01 - 2020*



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*Dear Customer,*

*we are glad you chose our P\_LIGHT rescue system from PARASHOP in Kössen EH. You have not only acquired one of the latest and innovative rescue equipment, you also selected a brand that is committed to the sustainable use of materials and resources. An ecological balance of our products is amongst our top priorities.*

*Dozens of prototypes, hundreds of test airdrops and measuring flights, constant feedback have enriched our experiences and sharpened insights. The product of this unique history is a so far unchallenged light-weight cross canopies rescue equipment such as the P\_LIGHT series.*

*The use of a rescue system is complex and it requires some practice to complete a successful rescue deployment. For this reason, I recommend intense workout for the use of the P\_LIGHT system. An ideal way for personal training is by repeating the exercises in the event of an emergency in the prevailing difficult condition and in order to react correctly.*

*It goes without saying that I hope that you will not need to use the P\_LIGHT system during its lifespan. If the situation occurs however, the chute should be ready and activated without hesitation to fulfil, its purpose. We have invested all our knowledge, technologies and intelligence on the conception and manufacturing of the P\_LIGHT series to make sure you have a lasting, guarding and reliable device keeping you safe at all times while airborne.*

*We thank you for placing your trust in us and value your loyalty!  
Godspeed!*

*Faithfully yours,*

*Stefan Berger  
owner & sales*



*“safety - so light!”*







## 1 PARASHOP KÖSSEN – ABOUT US

### *PASSION WITH EXPERIENCE\_ESTABLISHED IN 1985*

*One of the last real adventures of our time is paragliding. Even if just for small tours or laps around the local mountain ranges or reaching the world record of over 500 km distance flights - the performance of modern paragliders not only enables long distances but also long hours of airtime regardless of the category and division. The PARASHOP team have been dedicated to paragliding for more than 35 years now, sharing great passion, respect and expertise. Due to the great symbiosis of sales, checks and repairs, we have the opportunity to experience and evaluate the development and innovation of almost 1,000 gliders per year.*

## 2 THE P\_LIGHT rescue system

*With the P\_LIGHT series PARASHOP in Kössen EH presents an innovative line of reserve parachutes of the newest generation. A full range of sizes for each pilot, style and type of flying to find their own perfect size. Our smallest system weights just under 1kg for the 100 kg size, continuing with small steps ranging from 115 kg, to 130 kg, 150 kg up to a 220 kg system. We are truly proud about our Tandem model with a EN 220 certification which turns out to be the lightes model EN on the current market.*

*The cross-canopy P\_LIGHT is a safety and rescue parachute to be released by hand for paraglider pilots who are in an emergency situation. Due to their design characteristics, it is not suitable for the free-fall at any given time or circumstance! The parachute, the suspension lines and their connections are not designed for an abrupt opening, because the necessary shock absorbers are missing. An unauthorized and improper use is prohibited! It is essential to insure the correct installation of the P\_LIGHT unit in the harness. In the direct connection, a compatibility test must be carried out by a qualified, authorised person, professional or expert, to dismiss or eliminate possible errands such as non-compatibility between the harness and rescue device.*

*Only a correctly mounted rescue equipment can function properly in case of an emergency and thus contribute to your safety. In case of the release of the rescue device above water during a safety training session, for example, please pay careful attention to the fact that a harness foam protector can react bouncy and can flip the pilot „head-down“ into the water rapidly. There is also a risk that the foam protection absorbs water quickly during a longer stay in the water and then weighs the pilot down.*

*Through elaborate calculations of the cross-canopy surface and shape as well as the use of air outlets it results in a flight behavior that is almost completely free of pendulum movements.*



### 3 THE CONSTRUCTION

*Every design comes with three unwavering focuses - Safety, Performance and Pleasure! Our network of world-class test pilots and constructors work tirelessly to ensure every paraglider arrives at our customers meeting our strict standards and regulations - often exceeding industry certification norms.*

*At PARASHOP, our general desire and aim is that every pilot falls in love on their first flight! Each paraglider is delivered with crisp handling, class-leading performance and exceptional take-off/ landing characteristics, followed by a level of reassurance in case we push the boundaries a little too far. PARASHOP's design pedigree will always focus on the complete package - delivering an environmentally friendly paraglider, developed and manufactured using cutting-edge CAD/CFD technology tools built with exceptional, freshest materials to ensure many years of fun-loving flight, reliability as well lasting enjoyment.*

*Efficient air inlets - in combination with the pre-tensioning at the base edge through Rapid Inflation System (RIS) - compensate for the surface area at filling behavior and opening time. Therefore, the reserve concept was able to undercut the stringent norms of the EN and LTF certification.*

*Also during the processing cutting-edge manufacturing methods at highest safety standards are applied. That is the result of the long-lasting manufacturing-know-how from the traditional parachute production. As another novelty the P\_LIGHT series 100-115-130-150-220 is equipped with the Easy Connect System. An innovation allowing a drastic simplification concerning the mounting of the reserve. Through an integrated soft-link the main bridle of the P\_LIGHT can be connected with any junction quickly, neat and easy.*

#### **Maximal values with minimal factors:**

*The material-mix is aimed at long-term durability. The used canopy material Paratex SX 20 is characterized through high resistance at low elongation features. An antistatic coating avoids the layers to stick together. The P\_LIGHT is a versatile all-round reserve parachute that is aimed at a wide pilot range. Petite through minimal pack volume and weight it provides reliability and performance when required. Through the small pack size, it is also the perfect choice for alpine pilots with convertible and light-weight harnesses.*





#### 4 TECHNICAL DATA PRODUCT RANGE

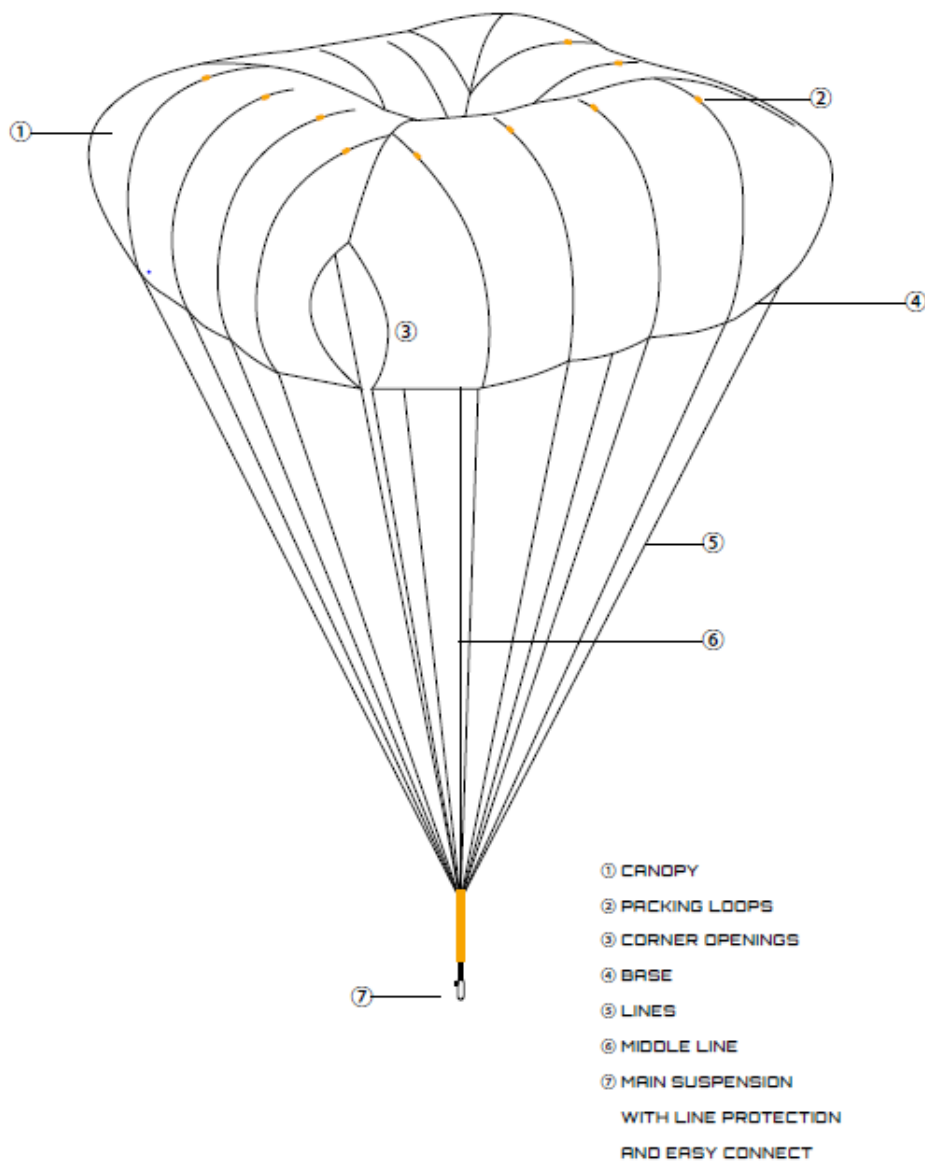
	<u>P light 100</u>	<u>P light 115</u>	<u>P light 130</u>	<u>P light 150</u>	<u>P light 220</u>
weight	0,98kg	1,20kg	1,44kg	1,68kg	2,27kg
area	28,5m <sup>2</sup>	36,2m <sup>2</sup>	40,2m <sup>2</sup>	45,2m <sup>2</sup>	64,7m <sup>2</sup>
maximum payload ( sink test )	100kg	115kg	130kg	150kg	220kg
maximum payload ( load test )	100kg	115kg	140kg	160kg	220kg
sinkrate on maxload	100kg = 5,6m/s	115kg = 5,35m/s	140kg = 5,1m/s	160kg = 5,1m/s	220kg = 5,3m/s
packing volume	2380cm <sup>3</sup>	3850cm <sup>3</sup>	4180cm <sup>3</sup>	4350cm <sup>3</sup>	8700cm <sup>3</sup>
panel	12	20	28	28	28
number of lines	24	24	28	28	28
total length	5,80m	6,20m	6,50m	6,90m	7,10m
certification	LTF*	EN / LTF	EN / LTF	EN / LTF	EN / EÜ_222.2018

*The rescue device P\_LIGHT by PARASHOP Kössen EH are approved by the airworthiness requirement of EN and LTF. The System is approved only by Shock-Loadtest. The approval is valid only in use with the original PARASHOP 4-leaf inner container/ parachute carrier. When using a P\_LIGHT in another container, other than the original, we ask you to carefully read the corresponding release note in the appendix of this manual.*

## 5 EQUIPMENT DESCRIPTION

The P\_LIGHT series consists of 4 components:

- the cross-canopy
- the suspension lines (side and middle)
- riser
- Inner container





## 6 OPERATION INSTRUCTIONS

The PARASHOP Kössen EH rescue devices undergo a thorough step by step surveillance during the whole production process. After every step, the product is accurately checked and only after a successful pass of the test the next step will be initiated. The fabric, the straps, lines and also the sewing machines are checked and verified before use. Continuous quality controls of the production process ensure an error-free production line.



### **PLEASE NOTE**

*This rescue system must not be used as a flying parachute at any given situation or time! Each rescue unit is subjected to a strict final inspection before it leaves our productin site.*

### 6.1 Use

The P\_LIGHT system is a manually released rescue parachute for paragliding pilots. The rescue system enables a safe landing in case of emergency. The rescue opens reliably fast and sinks with low speed. The continued maintenance and packing according to the instructions provide a reliable use and performance in an emergency. The paragliding rescue systems of the P\_LIGHT series are in accordance with the EN / LTF airworthiness requirements. For possible personal or material damage in correlation with this rescue system, the manufacturer can not be made liable. This rescue system meets the requirements of certification at the time of delivery.

### 6.2 Pack & check guidelines

The P\_LIGHT system needs to be opened, aired out and newly packed every 12 months. The packing needs to be recorded in the service record of the rescue system. The periodic, official check of the rescue system needs to be executed every 12 months and recorded in the service record booklet. The required packing interval can be shorter when under extreme environmental influences like sand, rough surfaces, moisture, water, liquids of any kind, salt or other factors. The check and packing will only be executed by the manufacturer or authorized competence centers.



**PLEASE NOTE\_** *If check intervals are not frequently met the certification and warranty will voided immediately.*

### 6.3 Pack & Check Certificates

The documentation of the periodic check and a packing list is mandatory. Please use the service record booklet included in the delivery of your parachute unit. Do send the booklet with your rescue system each time you send it to an authorised packing service station/ dealership.

### 6.4 Two-seated flying

Only the P\_LIGHT 220 qualifies for two-seated flying or paramotor using. It is the only size and unit which holds the valid and appropriate certification.



## 6.5 Landing

*Before landing, the pilot should stand up in the harness and take a ready position. This is easier when the harness has a shoulder suspension. Shortly before landing, the knees should be bent lightly and the legs should be held/ spread about the width of the hip apart. After making ground contact the pilot should roll off to soften the landing. Keep in mind that the paraglider probably stays deformed until the landing in order to avoid being pulled into one direction during the landing.*

### 6.5.1 After the landing

*After the landing you should deform the rescue parachute in a controlled and steady fashion, by pulling the middle of the canopy inside at the middle line. Strong wind can otherwise inflate the rescue parachute after the landing and pull you into one direction. Don't forget to look for your container after the landing. After every landing, the re-packing and a check at an authorised dealer or service station are mandatory! Since a possible damage to the rescue system cannot be excluded until certified - a complete check is necessary before re-packing the parachute.*

## 7 INSTALLATION

*We recommend, to have your rescue system built into your harness from authorized packers only. To ensure the rescue parachute has been installed correctly a **compatibility verification** is mandatory! Also it needs to be recorded in the service record booklet.*

### 7.1 Original Container

*The P\_LIGHT system is delivered in its own original container. In case the rescue pocket of your harness does not come with its own container, the P\_LIGHT system container can be used. There are two different mounting loops to fix the release handle to the inner container. Please follow the manual of your harness for the proper fitting and installation of the rescue parachute. The connection between release handle and inner container must never be under tension after installation, otherwise there's the risk that the opening of the rescue pocket is impaired or even inhibited.*

### 7.2 Harness integration

*In case your harness has an integrated container, that should be used. The packed rescue parachute is taken out of the original container and built into the integrated container of the harness. Please follow the manual of your harness on that.*



### 7.3 Integration into an external rescue container

*In case your harness does not have an integrated rescue pocket, an external front-container is used. This needs to be certified and compatible with the rescue parachute. Please follow your container instructions stated in the manual. Only the application on the PARASHOP in Kössen EH front-container was tested from the manufacturer side.*

## 8 PACKING INSTRUCTIONS

### 8.1 Packing requirements

*Before each packing the parachute must be inspected by an authorised packer or licenced dealership. Was the emergency parachute opened and or used for an emergency case or training then the rescue must be inspected from the manufacturer or a licenced dealer or service station.*

*Before re-packing of the rescue, it is to be checked by a packer. If the parachute has been opened for a rescue, a complete check is to be executed. Before re-packing the P\_LIGHT parachute should be aired out a minimum of 12 hours yet preferably 1 - 2 days.*

*An adequate, suitable packer has to have a diploma of an officially recognised and certified checking dealership or service station and also needs to have completed at least one packing course for cross canopy rescue systems on a certificated PARASHOP in Kössen EH competence center, licenced dealer or the company itself. We strongly recommend you get your proper documentation and all your checks from a trusted, recognised service station.*

*Before the rescue is repacked it must undergo a visual inspection by the packer. The reserve parachute must be aired out at a humidity of 60 - 65% for 24 hours or longer. Ideally the packing will be done on a suitable packing table, or on a clean, antistatic and dry surface. We remind you that you fly at your own risk. This also applies to the use of this life-saving device.*



**PLEASE NOTE\_** *The mounting of the rescue is to be made exclusively by an authorized PARASHOP distribution partner or the manufacturer himself.*



## 8.2 Laying out & Untangling

The packing should be made on a packing table if possible and accessible, but the minimum requirement is a clean, dry and anti-static surface. The parachute has to be stretched to its entire length. Afterwards a line is pulled through the color coded packing loops and mounted at the top of the packing table. It is important to take care that no loops are forgotten. At the bottom end of the table the main suspension is fixed and the parachute is tightened.

The lines will be checked on straight and parallel course. Therefore, the lines are checked from the base to the main suspension e.g. #1 and #20 are run through the fingers. Any tangles are removed. The canopy has four corners, when packing, the first one in line needs to face downward, one left, one right and the last is lying on top.

## 8.3 Damages & Repairs

In case you or your packer notices damages during the check which affect or influence the airworthiness of the rescue system it should be sent to the manufacturer or an authorized competence center from PARASHOP in Kössen EH and repaired professionally. Even smaller damages, which could eventually influence the airworthiness of the system, should be sent in for proper checking.



**PLEASE NOTE\_** Repairs only occur at the manufacturer or at an authorized PARASHOP competence center.

## 9 STORAGE

A rescue device exists to save the life of the owner/ pilot. It needs careful maintenance and care. UV radiation, moisture and chemicals are amongst the worst factors, decreasing the lifespan and performance of your P\_LIGHT rescue device. Avoid unnecessary loads and avoid exposing your P\_LIGHT to heat and sun light at all times. The rescue equipment should be folded up, according to the manufacturer's manual and kept and stored in a dry, clean and dark place when not used. Oils, paint, chemicals and other harmful substances should not be stored in proximity of the rescue system.



## 10 HOW TO PACK

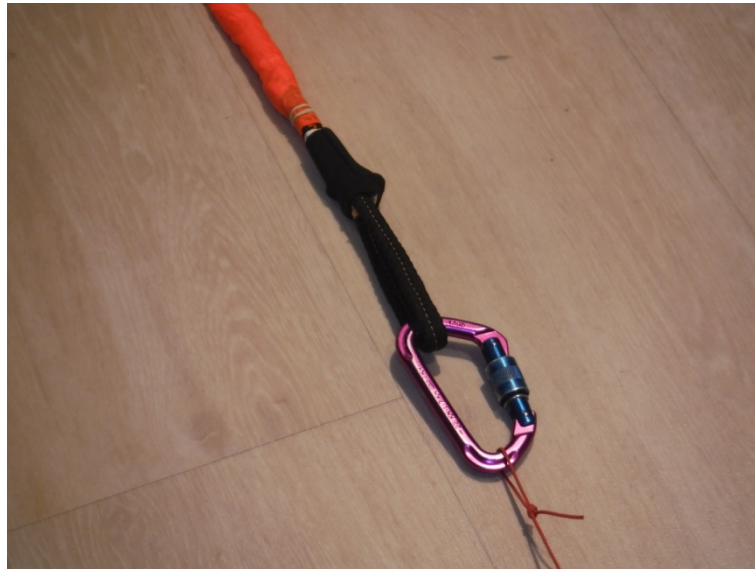
1. *Thread and fix the packing loops one by one*



2. *Stretch the parachute to its overall length*



3. *Fix the bridle and tighten*



4. *Check the line for straight and parallel course*





5. Sort canopy and it needs to be fix the lines with packing cord- lay panel 1 to the right



6. Bottom layer - corner cut out place in the middle so the first panel lay conical on the right



7. *Smooth down layers and edges*



8. *Pay attention to diagonal course of the inner fabric folding*







9. Now put panel after panel to the right preferably without wrinkles. after four panels follows the next corner panel



10. Pull out the corner panel or rather the corner according to the picture. Repeat as above with the next 4 panels





11. Lay the last cornerpanel in the middle, weigh down the right side



12. Place the left side on the right, then place panel on panel like the right side





13. Center needs to be spared



14. Check the panels, there need to be the same amount left and right. Now the packingcord is removed from the packing loops. If the packingloops were kept together, the rescue would not be able to open!



15. *After the s-flap the protruding corners are folded forward and backward*



16. *The canopy is now adjusted to width of the container with the s-flap*





17. In case a packing cord is used it need to be stricktly removed now! depicitions s-flap



20. The folded rescue is now brought to the size of the container using small s-flaps



21. Completed packing of the canopy.



22. Is now put into the container upside down, the base edge needs to be on top!



 **PLEASE NOTE\_** Our rescue series P\_LIGHT will be available from 2020 and comes in the new 4-leaf container.

23. The P\_LIGHT should now be placed with narrow S-curves to a tower



24. The width of the S-turns should be about 8 - 10 cm wide.





25. The inner container is placed on top of the existing S-turns. The slot of the inner container should look towards the lines.



26. The inner container should be closed now with the lines. Note that the central rubber closes first. First the slot and after the line container flap, after you close both sides of the line container flap. Laterally projecting loops of the lines should be kept as small as possible.





27. The lines are collected in S-folds so that it gives about 2 - 3 line bundles. Again, care should be taken that the excess of the line loops behind the rubber are kept as small as possible. From the last line groups to the main riser should be left 15 cm of lines for closing the cover part.



28. The line bundles are stowed away in the pocket of the line bag from the inner container. The P\_LIGHT Series should now be placed in S-curves. The length of the S-curves is depending on the size of the container. The length of the inner container from the P\_LIGHT-Series are different.



29. The cover sheet of the inner container should be closed with the rubber at the end of the slot and a final short line loop. The P\_LIGHT-Series is now ready for installation into the harness. The connection of the P\_LIGHT-Series to the harness shall be made due following the recommendations of the harness manufacturer (harness manual). The riser of the P\_LIGHT-Series should be connected to the suspension point of the harness.



**PLEASE NOTE\_** For the connection of the handle there are 4 loops on the outside face of the inner container.

30. It is important that the base edge of the P\_LIGHT -Series is placed at the top of the 4-leaf container facing towards cover leaf. The leafs 1 - 4 of the inner container will be closed with the rubber band in the correct order. The rubber band is fixed trough the grommet with a line loop.



**PLEASE NOTE\_** This line loop on the black rubber band is made first, thereby the canopy is fixed in the container. This packing method ensures maximum throwing power. The lines released first, get stretched and opens the last line loop with the black rubber band, afterwards the canopy will be released from the container.



31. The lines are collected in S-folds so that it gives about 3 - 4 line bundles. Again, care should be taken that the excess of the line loops behind the rubber are kept as small as possible. The line bundles are stowed away in the pocket of the cover sheet No. 5 from the inner container. The first line bundle which fixed the black rubber band should be tucked now into the provided pocket in leaf 4.



32. The cover sheet No. 4 of the inner container is closed with the plastic stick. The plastic stick is first pushed from the inside out through the small hole.






33. *Fold the cover sheet No. 4 to the right, push the rubber through the eye of cover sheet No. 5 and push the plastic stick through the rubber band. Then insert the plastic stick back through the small hole in leaf No. 5 and fix the bracket of the cover sheet No. 5.*





34. The P\_LIGHT is now ready for installation into the harness or the external container. The connection of the P\_LIGHT-Series to the harness shall be made due following the recommendations the harness manufacturer (harness manual).



 **PLEASE NOTE** \_ The riser of the P\_LIGHT should be connected to the suspension point of the harness. For the connection of the handle there are three loops on the outside face of the inner container.

35. *Compatibility Simulation - all new systems should be tested using a compatibility simulation. Possible to exit your rescue system on normal hanging points and angles on each connection point you can make. Especially for exits in different situations of flying, we created the hydraulic simulator in the new PARASHOP. This it enables you to safely train your rescue exits on different flight angles just like 50% collapse side or front collapses, for example. Over the last years, we saw a lot of errors and incorrectly installed systems – also on tandem gliders. We advise you to make use of the option to come and safely re-enact the emergency scenarios using our simulation.*





## 11 COMPATIBILITY VERIFICATION

*After packing the combination of harness and rescue should be tested under close, to real life scenario, settings and circumstances. The harness is fixed at the main suspension and the pilot takes his usual flying position. That is the only way to check if the rescue system can be used without complications in case of emergency in his flying position. Especially the length of the arm is significant to release the rescue parachute without delay or problems in case of emergency. Please also carefully follow the instructions in the booklet or manual of the harness manufacturer.*

*Pay close attention that the connection line between rescue release handle and rescue container is not adjusted too long and not too short. The rescue release handle should be able to be released without major resistance and needs to be tested through the compatibility verification.*



**PLEASE NOTE** *The trial release needs to be performed after every re-packing. The opening force has to be between 4 and 8 daN. The volume of the packed rescue parachute depends on the quality of the packing and the possible compression by the harness.*

## 12 OPERATION LIMITS

*The rescue system is not designed as a flying parachute, the maximum permitted speed at which it may be released is 115 km/h - 32m/s. The P\_LIGHT has an operation time limit of 10 years. Requirement for that is the compliance with the regular, authorised check intervals and recorded packing in the booklet. It is a mandatory requirement by law to replace the rescue system after this period of time, even if it hasn't been activated.*

## 13 CLOSING WORDS - HANDLING

*The P\_LIGHT is based on the latest development, technologies and know-how and therefore stands for the maximum of safety standards in rescue systems. Nevertheless, we would like to ask you to always perform aviation with the required caution and respect. That also includes the flight preparation and analysis of the meteorological circumstances and correct assessment of the weather situation. Operate defensively, because the fun factor rises considerably, once the risk factor sinks.*

*Obviously the regular and proper inspection of your flight equipment is part of serious flight preparation. To have the rescue system ready in case of emergency, we want to encourage you to check and re-pack your P\_LIGHT within the recommended intervals and by professionals in order to guarantee lasting performance and quality. The durability and operation safety of the equipment depends very much of the pilot's caution, treat and maintain your P\_LIGHT with care. We recommend to check your rescue parachute regularly for damages and signs of wear and tear.*



### **PLEASE NOTE**

**TIP** *A quick reach for the rescue release-handle at every flight automatizes the movement, becoming a comfortable routine in case of an emergency. If possible, we also recommend you to make many preliminary exercises and training the release under stress-free, safe circumstances, mindful and repeatedly*



## 14 ENVIROMENTAL ASPECTS

To behave responsibly towards fellows and nature is a given, just as it is towards every single pilot. Therefore, we would like to ask you to perform our sport with respect towards your environment. The sensitive biological balance in the mountains demands caution, that includes not leaving waste and use existing paths for approaching the take-off sites. Especially at take-off areas unnecessary noise is to be avoided.

## 15 COPYRIGHT

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No part of this publication is to be copied, reproduced or used without written confirmation and is subject to official approval by PARASHOP in Kössen EH in advance. All technical information in this manual has been carefully checked by PARASHOP in Kössen EH. However, we would like to point out that no liability is accepted for any incorrect, specified technical information. This applies to legal responsibility and liability for consequences that are based on incorrect information. We reserve the right to make ongoing changes to this manual insofar as they serve technical progress and without further notice.

## 16 APPENDIX

### PACK- UND PRÜFNACHWEIS FÜR

Typ: \_\_\_\_\_

Gewichtsbereich: \_\_\_\_\_

Baujahr/Monat \_\_\_\_\_

Seriennummer: \_\_\_\_\_

Name: _____	Vorname: _____
Straße, Hausnummer: _____	PLZ, Ort: _____
Land: _____	Telefon: _____



Lfd. Nr.	Datum	Bemerkungen / Befund	Notauslösung	K-Prüfung	Stempel	Unterschrift
01						
02						
03						
04						
05						
06						
07						
08						
09						
10						
11						
12						





## 17 MAINTENANCE & CARE

*Dirty or earthy canopies and containers can be cleaned carefully with clear and clean water using a soft sponge or cloth. Caution: Never use chemicals, brushes, hard sponges or similar for cleaning! any other hard mechanical rubbing is to be avoided, also cleaning it in the washer is not proper.*

*Frequently washing / cleaning your rescue system speeds up the aging process. If the rescue system gets moist or wet, it needs to be opened and aerated as soon as possible in a well-ventilated space - without direct sunlight - to avoid mould stains or formation.*

*After it is dried properly, it needs to be re-packed. Try to avoid or reduce the contact with water as much as possible and also don't cause structural strain on the canopy for example by dragging it through water or on the ground. In case the parachute got in contact with salt water, it needs to be rinsed with clear water a couple of times and be dried afterwards. Dried up salt crystals lead to damages on cloth and lines which leads to the expiration of the airworthiness.*

### 17.1 Disposal

*After expiration of the designated life of the rescue system an environmentally appropriate disposal is to be assured. The synthetic materials used in a rescue system demand appropriate recycling. Please return worn-out equipment to PARASHOP in Kössen EH - there they will be disassembled and recycled accordingly. Even if the rescue system was never activated, it is compulsory to dispose of your rescue unit after completion of its 10-year lifespan.*

### 17.2 Safety advice and liability

*The P\_LIGHT complies with certification norms according to EN / LTA at the time of delivery. Any unauthorized alteration results in instant expiration and annulment of the operating licence! The operation is at your own risk and the pilot needs to make sure that the aircraft is checked for its airworthiness before every flight. Safety warnings at the PARASHOP in Kössen EH website [www.parashop.at](http://www.parashop.at) are to be considered and looked up regularly. We also take it as a given that the pilot is in possession of the required, valid certificate of qualification and that the legal requirements are met fully. Use of the equipment is at your own risk! The manufacturer and the dealer do not take any liability for accidents and possible consequential damages. Please consider all safety notes, cautions and warnings for safe flying at all times.*

#### 17.2.1 Liability claim and renouncement of exclusion

*With the completion of the purchase of PARASHOP airsports & more GmbH X fusion system you express your consent with the following points of legal specifications: THE RENOUNCEMENT EXCLUSION OF ALL LIABILITY CLAIMS, deriving from the use of the PARASHOP in Kössen EH P\_LIGHT and or either components thereof, now or in the future, against the PARASHOP in Kössen EH and all other contracting parties.*

*Releasing PARASHOP in Kössen EH and all other contracting parties of all liability claims concerning loss, damage, injury or expenses that you, your next of kin, relatives or any other user of the PARASHOP in Kössen EH could suffer as a result of the usage of the P\_LIGHT. This includes but is not limited to lawful or contractual liability on behalf PARASHOP in Kössen EH and all other contracting parties as a result of the production and processing of the P\_LIGHT series and all its components. With the occurrence of death or disability, all directives stated here come into force and bind their beneficiaries, next of kin, trustees, legal successors and/or representatives.*



*The PARASHOP in Kössen EH and all other contracting parties express no verbal or written representation and deny assertively that this was done with exception of what is specified here and in the manual of the PARASHOP in Kössen EH P\_LIGHT Series.*

*Stefan Berger*  
**owner & sales**

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