exense

&

exense air



WoodyValley

Manual Edition 2.2 - 02.2026




Woody
Valley


exense
air


exense

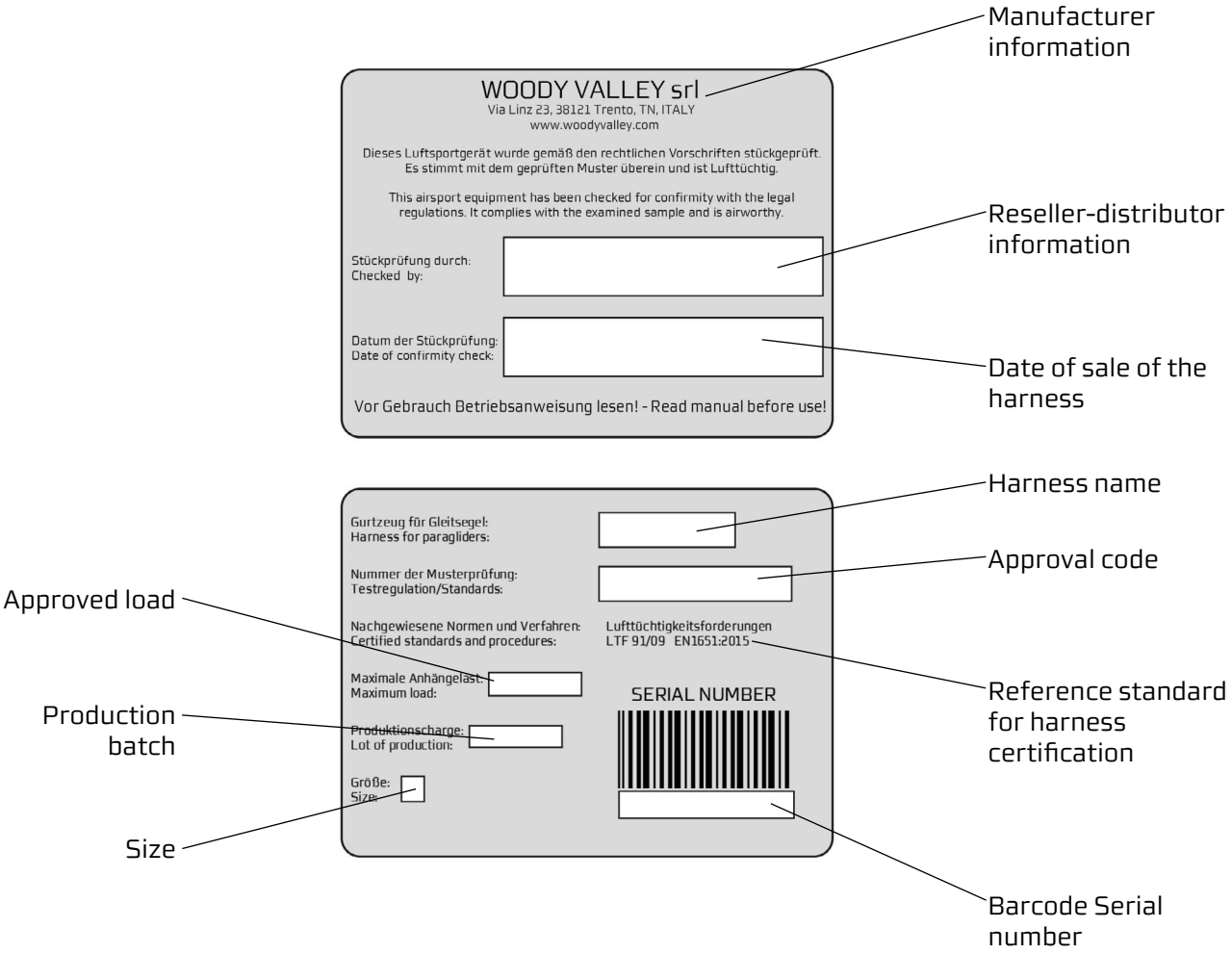
Woody Valley

Congratulations on your purchase of a WOODY VALLEY product. We remind you that all our products are the result of meticulous research in constant collaboration with pilots from all over the world. That's why your opinion is so important. Your experience and collaboration help us constantly improve our harnesses, to always get the best out of every Woody Valley creation.

MANUFACTURER INFORMATION:

WOODY VALLEY s.r.l.
via Linz, 23 - 38121 Trento - ITALY
Tel +39 0461 950811
Web: www.woodyvalley.eu
E-mail: info@woodyvalley.com

DATA CONTAINED ON THE HARNESS LABELS



THANK YOU

We would like to thank you for choosing a Woody Valley product. We invite you to carefully read this important document, the harness user manual and to take special account of the two most important paragraphs concerning:

INSERTING THE RESERVE PARACHUTE.
The reserve parachute is a life-saving piece of equipment. It must be inserted so that it works correctly when required whether this happens in two days' time, or two years from now.
ADJUSTING THE HARNESS.
The harness is the connecting point between the pilot and the paraglider, and it is a necessary component for optimising flight performance and pleasure. A bad harness that is well adjusted may enable you to fly well, but a good harness that is badly adjusted may put you off flying altogether.

We are confident that this harness will give you great comfort, control, performance and enjoyment in flight. We are conscious of the fact that reading an instruction manual is not an exciting experience. However, please remember that this product is not a citrus juicer or a mobile phone, and that correct use of the harness helps reduce the risk of flying accidents. This manual contains all the information necessary to assemble, adjust, fly and store your harness. Thorough knowledge of your equipment will improve your personal safety and your level of flying.

Team Woody Valley

SAFETY NOTE

By the purchase of Woody Valley equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of equipment greatly increases these risks. In no case shall Woody Valley or Woody Valley equipment resellers be held liable for personal or third party injuries or damages under any circumstances. If any aspect of the use of our equipment remains unclear, please contact your local reseller or Woody Valley directly.

CONTENTS

1- GENERAL INFORMATION
- 1.1 - Concept
- 1.2 - Protection and safety

2 - BEFORE USING
- 2.0.1 - Assembling the dorsal protection for EXENSE
- 2.1 - Reserve parachute
- 2.1.1- Connecting the deployment handle to the deployment bag
- 2.1.2- Connecting the reserve parachute to the harness
- 2.1.3- Inserting the reserve parachute
- 2.1.4 - Compatible reserve parachutes
- 2.1.5 - Extracting the reserve parachute
- 2.2- Harness adjustments
- 2.2.1 - Back adjustment
- 2.2.2 - Shoulder-pad adjustment
- 2.2.3 - Chest strap adjustment
- 2.2.4 - Leg strap adjustment

3- FLYING WITH EXENSE
- 3.1 - Preflight checks
- 3.2 - Pockets
- 3.3 - Tandem flying
- 3.4 - Flying over water
- 3.5 - Winch launch bridle attachment
- 3.6 - Landing with EXENSE/ EXENSE AIR
- 3.7 - Disposing of the harness
- 3.8 - Regulations for behaviour in natural environments

4 - REFOLDING THE HARNESS

5- CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT
- 5.1- Installation and adjustment of the speed system
- 5.2- Cockpit and front ballast assembly
- 5.3- Relax - bar

6 - MAINTENANCE AND REPAIR

7 - WARRANTY

8 - APPROVAL CERTIFICATES

9 - TECHNICAL DATA

1 - GENERAL INFORMATION

This manual is an integral part of the EXENSE / EXENSE AIR harness and should be stored in a safe place for future reference.
For further information, please contact your reseller or Woody Valley directly. Before using the harness, the pilot is advised to read this manual carefully.

Declaration of conformity
The manufacturer WOODY VALLEY s.r.l. hereby declares that its products comply with standard UNI EN 1651 - LTF 91-09

This equipment must contain:

- Harness
- Kibo seat
- Snap-hook
- Reserve parachute deployment handle

2 reserve elastic loops for closing the reserve parachute

The main options available are:

- Speed-bar
- Relax-bar
- Cockpit with front ballast pocket



1.1- Concept

EXENSE is made in two versions, EXENSE (with foam protection) and EXENSE AIR (with Airbag protection).

EXENSE / EXENSE AIR is a product that was developed wholly by Woody Valley to meet the demands specifically expressed by our pilots. This harness was designed principally for inexperienced pilots, though its use can extend well beyond this category, because we dedicated particular attention to the comfort and safety of our customers.

EXENSE / EXENSE AIR is a simple, linear, lightweight harness, designed for maximum comfort and ease of use. It is easy to carry around when not in the air.

Chest-straps and leg-straps are fitted with the “T-LOCK safety system” to prevent the pilot from sliding out of the harness in the case that he or she has forgotten to fasten the leg-straps.

1.2- Protection and safety

EXENSE is fitted with dorsal protection in foam with a thickness of 17 cm. A sheet of high-density polyethylene on the outside of the foam dorsal protection provides a barrier in the case of collision with pointed objects, and the reinforced external fabric reduces the damage that could be caused to the harness by abrasion.
This dorsal protection was designed to help the pilot in case of impact, reducing the energetic intensity of deceleration. However it cannot completely eliminate the risk of injury.

EXENSE AIR the airbag provides excellent protection against the shock caused by impact. Its structure based on semi-rigid compartments ensures that about 60/70% of total protection is provided even without complete inflation, which occurs during the launch phase.

When preparing for flight, before putting on the harness, check that the zip on the back is completely closed. In any case, the performance of the airbag underneath remains unchanged, because the opening between the airbag and the rucksack is of dimensions to ensure consistent results whether the zip is open or closed.

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness Impact Pad Report

Inspection certificate number: **PH_353.2022**

Manufacturer data:		Sample data:	
Manufacturer name:	**Woody Valley srl**	Name impact pad:	**n/a**
Representative:	**Simone Caldana**	Impact pad intgrated:	**No**
Street:	**Via Linz 23**	Impact pad type:	**Foam**
Post code place:	**38121 Trento**	Weight of sample [kg]:	**1.06**
Country:	**Italy**	Serial number:	**038 0115 2156**
		Date of test:	**03.02.2022**
Harness model:	**Exense**		

Atmosphere AGL:

Temp.	[C°]	**20**
R.H.	[%]	**31**
Press.	[hPa]	**1012**

Summary of Impact pad test [1]

Test id	–	Test configuration [2]	Max Peak of Impact [g] [3]	Duration at 38 [g] in [ms] [4]	Duration at 20 [g] in [ms] [5]	Diff. of test 1 and 2 [%] [6]	Result
P	V	Test sample attached to dummy in flying position, without emergency parachute	**33.18**	**0.00**	**17.50**	**4.34**	**POSITIVE**
PR	V	Test sample attached to dummy in flying position, Including emergency parachute	**29.28**	**0.00**	**17.50**	**5.79**	**POSITIVE**

Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	89010-100	1263567	23.01.2024
JDC elec	Geos n°11 Skywatch	Geos n°11	Unit11	18.06.2025

The validation of this test report is given by the signature of the test manager on the Inspection Certificate no 94.20
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
Airworthiness Requirements **NfL 2-565-20 -** European Standard **EN1651 :2018**

[1] Calculated values in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.
[2] The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.
[3] Maximum peak of impact should be less or equal to 50 [g]. [4] If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. [5] If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms]. [6]The test should be done twice, and the 2nd test the maximum peak should not differe more than 20% from the first test, maximum peak.

This declaration must not be reproduced in part without the written permission of AIR TURQUOISE SA.

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness Impact Pad Report

Inspection certificate number: **PH_354.2022**

Manufacturer data:		Sample data:	
Manufacturer name:	**Woody Valley srl**	Name impact pad:	**n/a**
Representative:	**Simone Caldana**	Impact pad intgrated:	**Yes**
Street:	**Via Linz 23**	Impact pad type:	**Airbag**
Post code place:	**38121 Trento**	Weight of sample [kg]:	**n/a**
Country:	**Italy**	Serial number:	**044 0115 2015**
		Date of test:	**03.02.2022**
Harness model:	**Exense Air**		

Atmosphere AGL:

Temp.	[C°]	**22**
R.H.	[%]	**28**
Press.	[hPa]	**998**

Summary of Impact pad test [1]

Test id	–	Test configuration [2]	Max Peak of Impact [g] [3]	Duration at 38 [g] in [ms] [4]	Duration at 20 [g] in [ms] [5]	Diff. of test 1 and 2 [%] [6]	Result
P	V	Test sample attached to dummy in flying position, without emergency parachute	**23.50**	**0.00**	**13.33**	**16.70**	**POSITIVE**
PR	V	Test sample attached to dummy in flying position, Including emergency parachute	**29.83**	**0.00**	**15.00**	**1.08**	**POSITIVE**

Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	89010-100	1263567	23.01.2024
JDC elec	Geos n°11 Skywatch	Geos n°11	Unit11	18.06.2025

The validation of this test report is given by the signature of the test manager on the Inspection Certificate no 94.20
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
Airworthiness Requirements **NfL 2-565-20 -** European Standard **EN1651 :2018**

[1] Calculated values in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.
[2] The dummy is lifted minimum up to 1.65 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground.
[3] Maximum peak of impact should be less or equal to 50 [g]. [4] If any, the maximum duration in at 38 [g] should be less or equal to 7 [ms]. [5] If any, the maximum duration in at 20 [g] should be less or equal to 25 [ms]. [6]The test should be done twice, and the 2nd test the maximum peak should not differe more than 20% from the first test, maximum peak.

This declaration must not be reproduced in part without the written permission of AIR TURQUOISE SA.

Rev 06 I 25.08.2021 Page 1 of 2 ISO 94.22

When the zip is closed, the part of the airbag behind the back, corresponding to the large rear pocket, functions more effectively. When folding the harness, make sure that the padded section around the airbag inflation valve does not suffer any tight folds which could eventually mar its correct functioning.





2- BEFORE USING

EXENSE / EXENSE AIR must be assembled by a qualified paragliding professional, such as your instructor. More specifically, great care has to be dedicated to inserting the reserve parachute into the harness in the correct way. Only after this has been performed should the pilot adjust the harness for maximum comfort.

2.0.1 - Assembling the dorsal protection for EXENSE

Woody Valley recommends that assembly should be performed in the sequence detailed below. In case of doubts or any other problems regarding this procedure, please consult your instructor, your Woody Valley retailer, or the importer.
Normally the product is supplied with separate dorsal protection, rolled and packed separately. In this case, follow these steps for its installation

a. Remove the protection from its packaging (once it has been removed from its packaging, it may take about 2 hours to return to its normal shape)

b. Open the zip inside the rear harness pocket

c. Insert the foam protection, which will automatically fit into the correct position

Do not place the foam protection below the cross-buckles on the back of the harness.

Should it be necessary to remove the protection, just extract it following the steps described in point “b” above.









2.1- Reserve parachute

The reserve parachute housing was designed with a maximum volume of 9,9 lt, The container is large enough for most reserve parachutes on the market today.
The container is fitted under the seat and you must use its specific the deployment handle that came with the harness.
No other type of handle can be used.

2.1.1- Connecting the deployment handle to the deployment bag

EXENSE / EXENSE AIR is supplied with a handle for reserve parachute extraction. It is identified with the number 6; this handle alone should be used for this purpose.
The black loop attached to the handle itself should be passed into the loop on the deployment bag, and then the entire handle should be passed through its own loop and pulled tight. For easier extraction, the loop attached to the deployment bag should be positioned laterally with respect to the centre of the reserve parachute. If your deployment bag does not have this loop, please contact the retailer from whom you purchased the reserve parachute.





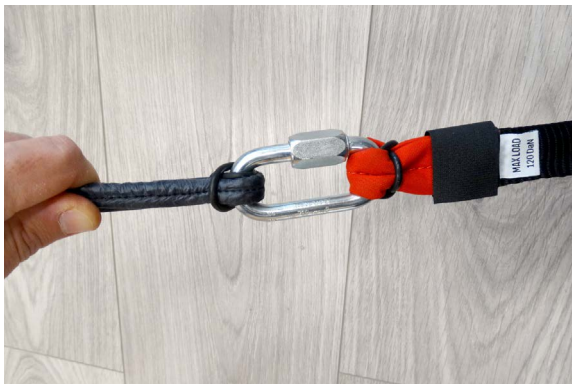


2.1.2- Connecting the reserve parachute to the harness

There are three different methods for attaching the reserve parachute bridle to the harness bridle.

First system:

Use a screw-lock snap-hook with a breaking strength of at least 2,400 kg. In this case, the bridles should be held in position within the snap-hook using elastic bands, to prevent the snap-hook from rotating and taking the strain laterally instead of vertically. The snap-hook's screw-lock should be tightly screwed shut to avoid any possibility of it opening accidentally.
This type of connection can absorb a higher opening shock than the second system, and for this reason this is without doubt the recommended system.





Second system:

The harness bridle should pass through the reserve parachute bridle loop. Next, the reserve parachute should be passed through the large loop of the harness bridle.
The result is a connection that should be tightened as much as possible to prevent dangerous friction between the two cables during emergency opening shock.









Third system:

If you are using a reserve parachute with a double-riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle, near the padded shoulder straps. In this case, the harness's reserve parachute bridle will not be used and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.





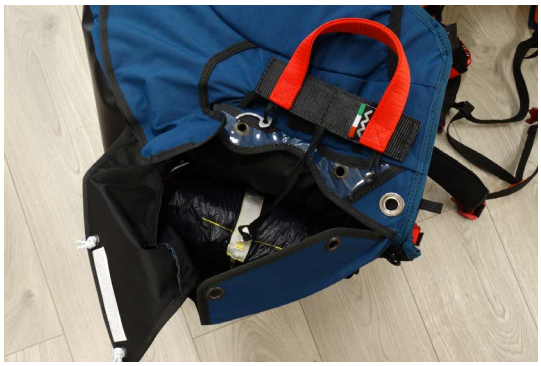
The two connections should be made using screw-lock snap-hooks with a breaking strength of at least 1,400 kg. It is important to make sure that the bridle is long enough to position the reserve parachute inside the harness pocket and that there is sufficient room to take the parachute out of the pocket without causing the reserve parachute deployment bag itself to open during extraction.

ATTENTION:
To prevent abnormal side loads, the bridle must be hooked to both loops on their respective shoulder straps.
Do not put any objects inside the bridle container.



2.1.3- Inserting the reserve parachute

Insert the parachute in the harness container with the handle visible towards the outside and with the ropes facing downward.

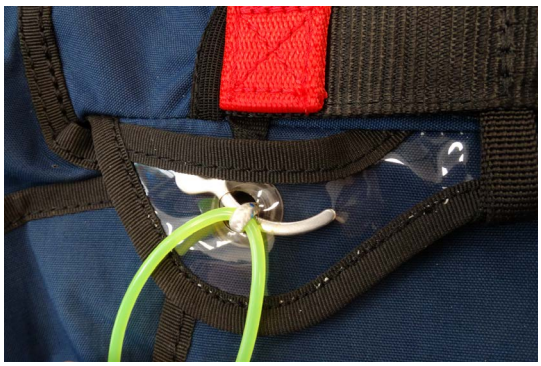



Position the handle in its specific place and ensure that the Velcro sewn on the handle attaches to the Velcro on the harness.
Insert a thin rope (such as paraglider line or strimmer cord) into each elastic loop, which you will use to help close the container. Insert the elastic loops into the smallest of the eyelets under the handle.
Close the flaps following the order shown in the photographs below.






Push the metal pins on the handle into the elastic loops and under the transparent cover. It is essential to remove the cords after this operation. The cords should be pulled out slowly in order not to damage the elastic loops by excessive friction. Lastly, the handle should be positioned under the elastic cover.





ATTENTION:
Each new combination of reserve parachute and harness that is assembled for the first time must be inspected by an official harness or reserve chute dealer or a flight instructor to verify that it can be effectively deployed. Checks should be carried out by hanging in a flight simulator. Deployment of the reserve chute must be possible from the normal flying position.
The paragliding harness and reserve parachute unfolding system is not suitable for use in free fall and during strong shocks.
Its bearing structure has been designed, tested and certified to withstand reserve parachute opening shock in accordance with standard paragliding requirements.
This does not exclude the possibility that other parts of the harness may be damaged by the shock resulting from the opening of the reserve parachute. This is true whether it occurs due to actual need in the event of an accident or if it occurs voluntarily, for example during a safety course.

2.1.4 - Compatible reserve parachutes

The volume of the reserve parachute must be no more than 9,9 litri.



2.1.5 - Extracting the reserve parachute

It is important to periodically check the position of the reserve parachute handle during normal flight so that the reaction movement to grab it is instinctive in the event of an emergency.
In the event of an emergency situation, the launch procedure is as follows:

- Look for the reserve parachute handle and grasp it firmly with one hand.
- Pull the handle outwards in order to extract the reserve parachute from the harness container.
- Look for a clear area and, in a continuous motion, throw the reserve parachute away from yourself and the glider.
- After opening, keep the paraglider from interfering with the reserve parachute as follows:
  - If the leading edge is facing upward, pull the “D”risers or the brakes and deflate your paraglider.
  - If instead the leading edge of the glider is facing downward, pull one of the “D” risers or one brake to make the glider rotate with the leading edge upward and then pull both brakes or both “D” risers to help deflate your paraglider.
- On landing, assume an upright position and be prepared to perform a “parachute landing fall” to minimise the risk of injury.

2.2 - Harness adjustments

EXENSE / EXENSE AIR offers the option of adjusting the back inclination, the chest width and the shoulder height in order to guarantee an optimum pilot position. Some time is needed to find this optimum position, but the time spent will be well rewarded in exceptional flying comfort.

The reserve parachute must be inserted before making any adjustments. To find the optimum position, we recommend hanging with the harness, simulating flight position and conditions. Therefore it is best to place all the material which you normally take into flight with you in the rear pocket.



Back position adjustment Section 2.2.1 (1)

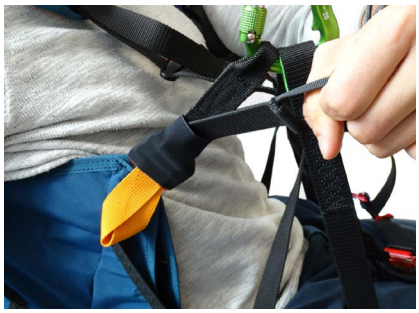
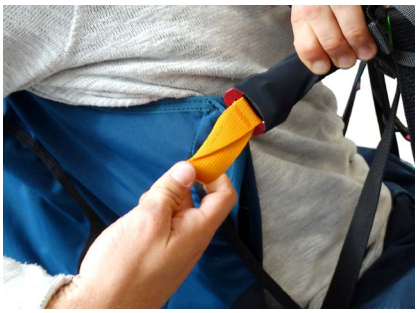
Shoulder-pad adjustment Section 2.2.2 (2)

Chest strap adjustment Section 2.2.3 (3)

Leg strap adjustment Section 2.2.4 (4)

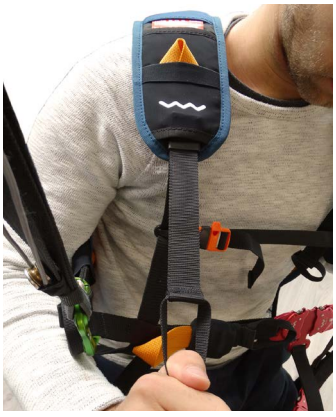
2.2.1 - Back adjustment

This adjustment lets you select the inclination of the torso with respect to the vertical flight axis.


2.2.2- Shoulder-pad adjustment

Adjustment of the shoulder pads compensates for the variation in pilot height. The adjustment buckle is located at the top. The shoulder pads also bear part of the weight of the torso for improved comfort.
We recommend adjusting the shoulder pads so that they fit against your shoulders without being too slack or too tight.



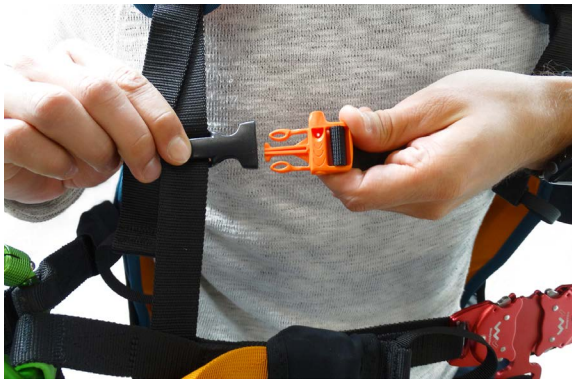

2.2.3- Chest strap adjustment

The chest strap controls the distance between the two snap-hooks, which can vary from 37 to 48 centimetres. For the first flight, we suggest setting the chest strap to around 40-42 cm and then locating the preferred length in flight by means of gradual adjustment.
Stability is greater when the chest strap is shorter and tighter. An excessive distance between the snap-hooks does not improve glider performance and tightening the chest strap excessively may exacerbate the "twist" effect that may follow an asymmetric collapse of the glider.





At shoulder strap height, there is a small hook that acts as a shoulder strap fastener and prevents the shoulder straps from sliding off the shoulders during take-off. The plastic coupling also holds a practical whistle which can be helpful in the event of an emergency.



2.2.4-Leg strap adjustment

Because the leg straps are attached relatively high up, the pilot has considerable freedom in thigh movement. Normally, the manufacturer's original setting should be satisfactory. However it is important to try reaching the correct seated position in the launch phase without using your hands, by testing the movements in a flight simulator. If you cannot achieve the seated position without using your hands, the sitting angle has to be checked, and then the leg straps should be readjusted.

ATTENTION:
Every adjustment must be made symmetrically on both sides.

3- FLYING WITH EXENSE / EXENSE AIR

3.1- Preflight checks

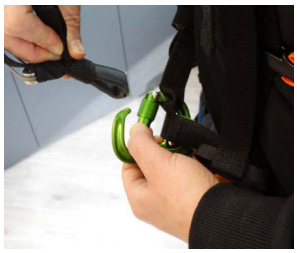
For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.
Check that:

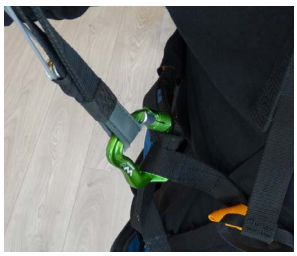
- The reserve parachute handle is fastened in its correct position, and the pins are firmly inserted.

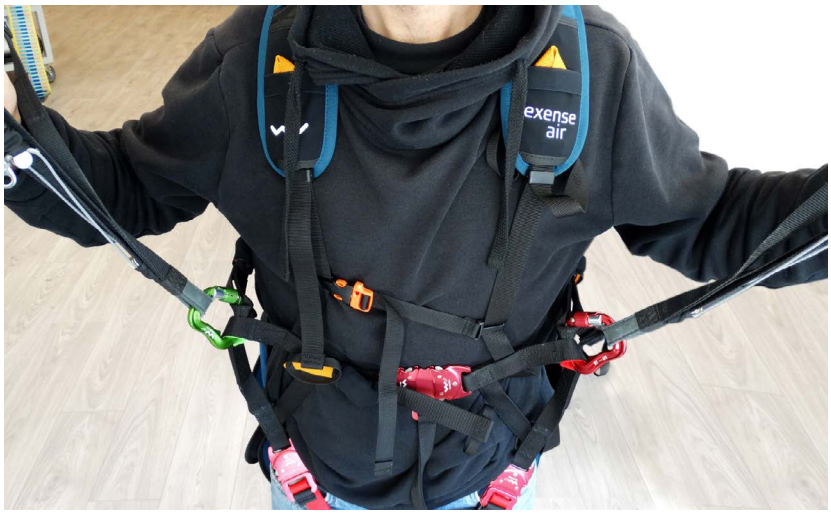
- Pockets and zips are closed.

- All buckles are fastened.

- The paraglider is correctly attached to the harness on the main snap-hooks, which must be securely fastened by means of the closing mechanism.







- The speed bar is attached correctly to the glider.

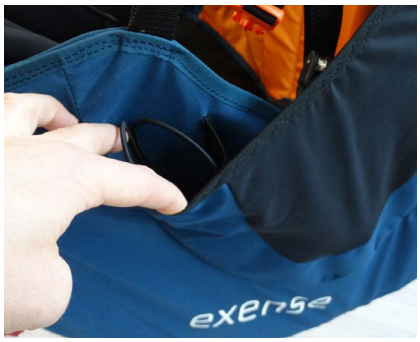
After a carefully assessing that the weather conditions are good for flying, put your harness on by simply fastening the “T - LOCK” strap, securing the leg strap buckles and then the chest strap buckle. This easy operation is key for your safety in flight.





3.2- Pockets

EXENSE / EXENSE AIRBAG has a large dorsal storage space and small lateral pockets, designed so their contents cannot fall out during flight even it the pockets are open. The pockets are placed on the sides of the harness. The left-hand pocket has a special radio compartment, with an elastic safety strap.



3.3- Tandem flying

The EXENSE harness can be used for tandem flying, while the EXENSE AIR harness is best not used for tandem flying, because a passenger in front of the pilot would obstruct the inflation valve, preventing the airbag from reaching its optimum protective capacity.

3.4 - Flying over water

Using EXENSE / EXENSE AIR on flights over water is not recommended. In the event of forced landing in water, there is the possibility that the protection, still full of air, will hold the pilot under water.
Woody Valley recommends using a suitable life jacket when flying above water.

3.5- Assisted take-off hook

EXENSE / EXENSE AIR harness can be used for towed launches. The tow bridle release should be hooked directly to the main karabiners, ensuring that the karabiners are positioned with the opening bar facing the rear. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

3.6- Landing with EXENSE / EXENSE AIR

Before landing, slide your legs out and off the seat surface, so that you take up a standing position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides exclusively passive protection.
Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.7- Disposing of the harness

The materials used in a paragliding harness require a correct disposal. Please give your harness back to us instead of throwing it away, we'll take care of its correct disposal.

3.8- Regulations for behaviour in natural environments

Please respect the environment when you practise our sport: do not leave the beaten tracks, do not pollute with garbage, do not disturb the peace with loud noises.

4- FOLDING YOUR HARNESS

To store your harness properly we recommend putting all its straps against the back and placing your glider between the seat and the back. This way you can then store your personal gear in your rucksack and have it ready for your next flight.

No rucksack is either included or offered as optional for this harness model.

5- CHARACTERISTICS AND INSTALLATION OF OPTIONAL EQUIPMENT

5.1- Installation and adjustment of the speed system

After having adjusted the sitting position to the optimum configuration, the accelerator must be adjusted. This harness is compatible with all normal types of speed-system accelerators.
The elastic in front of the board holding the speed-bar prevents the reserve parachute handle from becoming entangled in the speed system during deployment of the reserve parachute. The speed-bar cords are threaded firstly through the eyes fixed to the elastic in front of the board, and then into the harness through the eyes near the front corners of the seat, after which they are led through the pulleys near the rear corners of the seat and brought directly up to connect to the paraglider risers. To adjust the system correctly, the pilot has to adopt a flying position in the harness, suspended from a flight simulator, and hook into the risers of the paraglider. Another person then helps by supporting the risers, so the pilot can adjust the length of the speed-system cords. When no pressure is exerted on the speed bar, the bar must be at a distance no greater than 10 cm below the front of the harness. If the speed-bar cord is too short, it could cause a constant force on the bar during flight, so that the accelerator is unintentionally engaged at all times in flight. It is safest to take off with the speed-bar a little too long, progressively shortening it during the next flights. Remember that all adjustments have to be performed symmetrically, on both sides.







5.2- Cockpit and front ballast assembly

On all our harnesses, a special front container can be fitted, complete with ballast, map case and instrument panel. The only exceptions are harnesses with a front-mounted reserve parachute, or in which the cockpit has been integrated into the structure of the harness itself.
The “cockpit and front ballast container” is fixed using the webbing loops which are hooked into the main karabiners. The karabiners should be opened and passed through the red loops of the support strap, with the opening bar facing the rear. A webbing triangle is sewn to both sides of the container, with a fastening buckle that can also be used for adjustment. By modifying the position of the fastening buckle and the length of the strap, the height and inclination of the instrument panel can be varied as required.

5.3- Relax - bar

A relax-bar can be fitted to all our harnesses, except for those alredy incorporating this accessory. The relax-bar is used to keep the legs stretched out and the feet resting on a support. Some pilots consider this flying position as more comfortable than the classic seated position with legs hanging.
To attach the relax bar to the harness, follow the instructions provided in the relax-bar instruction manual.

6- MAINTENANCE AND REPAIR

The harness must be inspected every 24 months or every 12 months in the case of intensive use (> 150 hours per year) Contact your dealer or qualified personnel who will have to follow the manufacturer's inspection protocol.
In case of hard impact or landing, make sure that there is no visible damage and perform an inspection regardless. As per parameters indicated by their manufacturer, karabiners should be replaced once they have reached 2000 hours of flight or 5 years from the date of purchase.
To prevent unnecessary wear and deterioration of the harness, it is important to avoid its scraping against the ground, rocks or abrasive surfaces. Do not expose the harness unnecessarily to UV radiation (sunlight) outside normal flying activities. Wherever possible, protect the harness from humidity and heat. Store all your paragliding equipment in a cool, dry place, and never put it away while damp or wet.
Keep your harness as clean as possible by regularly cleaning off dirt with a plastic bristle brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and a mild soap. Allow the harness to dry naturally in a well-ventilated area away from direct sunlight.
If your reserve parachute ever gets wet (e.g. in a water landing) you must remove it from the harness, dry it and repack it before putting it back in the container. Repairs and replacement of harness components cannot be performed by the user, Only the manufacturer or those authorized by him may use the materials and techniques that guarantee the product's functionality and compliance with approval and continuation of the warranty.
The harness can be washed using a tepid solution of water and mild soap.
Zip fasteners should be kept clean and lubricated with silicone spray.
In the case of making any request to an official retailer or Woody Valley for maintenance operations, please quote the complete identification number shown on the silver label in the rear pocket.

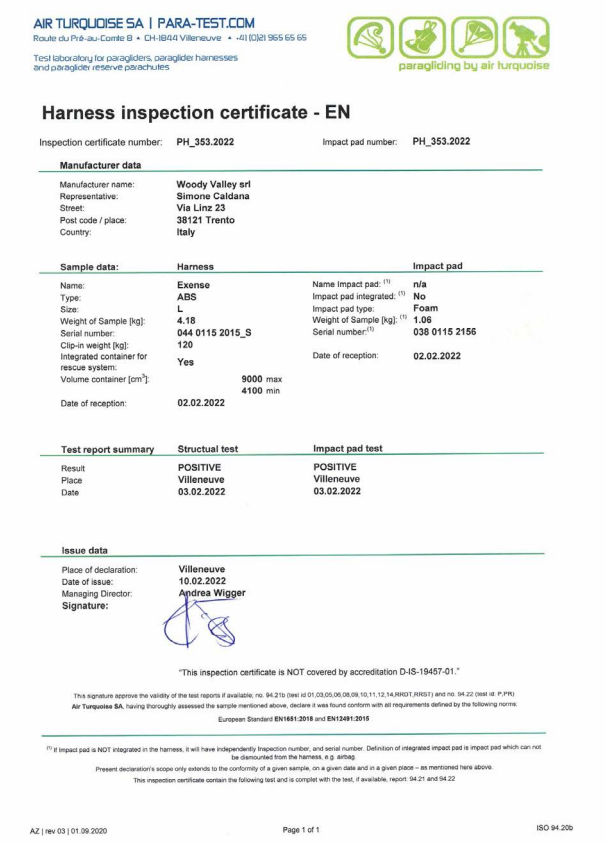
We hope that you enjoy great flights and happy landings with EXENSE / EXENSE AIR!



7- WARRANTY

The warranty period, which is 2 years as provided for by law, commits us to correct any construction defects on our products that are attributable to manufacturing defects.
We advise you to validate the warranty period by filling out the form available on our website in the “Support” section within 10 days from the date of purchase. Enter the ID code of the harness shown on the silver label positioned in the rear pocket.
To initiate a warranty claim, promptly inform WOODY VALLEY of the discovery of the alleged manufacturing defect by sending the harness ID code and a detailed description of the detected problem.
To restore the defective product, you will need to send it to WOODY VALLEY or parties authorised by them.
WOODY VALLEY reserves the right to decide the best method for restoring the harness (repair, replacement of parts or of the product).
The warranty does not cover damage caused by careless or incorrect use of the product (for example inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.). The same holds true for damage attributable to accidents, emergency parachute opening shock or normal wear.

8- CERTIFICATES OF APPROVAL



AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness inspection certificate - EN

Inspection certificate number: PH_353.2022 Impact pad number: PH_353.2022

Manufacturer data

Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:	Harness		Impact pad
Name:	Exense	Name Impact pad: (1)	n/a
Type:	ABS	Impact pad integrated: (1)	No
Size:	L	Impact pad type:	Foam
Weight of Sample [kg]:	4.18	Weight of Sample [kg]: (1)	1.06
Serial number:	044 0115 2015_S	Serial number:(1)	038 0115 2156
Clip-in weight [kg]:	120		
Integrated container for rescue system:	Yes	Date of reception:	02.02.2022
Volume container [cm³]:	9000 max 4100 min		
Date of reception:	02.02.2022		

Test report summary	Structual test	Impact pad test
Result	POSITIVE	POSITIVE
Place	Villeneuve	Villeneuve
Date	03.02.2022	03.02.2022

Issue data

Place of declaration:	Villeneuve
Date of issue:	10.02.2022
Managing Director:	Andrea Wigger
Signature:	

"This inspection certificate is NOT covered by accreditation D-IS-19457-01."

This signature approve the validity of the test reports if available; no. 94.21b (test id 01,03,05,06,08,09,10,11,12,14,RRDT,RRST) and no. 94.22 (test id: P,PR)
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declare it was found conform with all requirements defined by the following norms:
European Standard EN1651:2018 and EN12491:2015

(1) If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contain the following test and is complet with the test, if available, report: 94.21 and 94.22



AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness inspection certificate - NfL

Inspection certificate number: PH_353.2022 Impact pad number: PH_353.2022

Manufacturer data

Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:	Harness		Impact pad
Name:	Exense	Name Impact pad: (1)	n/a
Type:	ABS	Impact pad integrated: (1)	No
Size:	L	Impact pad type:	Foam
Weight of Sample [kg]:	4.18	Weight of Sample [kg]: (1)	1.06
Serial number:	044 0115 2015_S	Serial number:(1)	038 0115 2156
Clip-in weight [kg]:	120		
Integrated container for rescue system:	Yes	Date of reception:	02.02.2022
Volume container [cm³]:	9000 max 4100 min		
Date of reception:	02.02.2022		

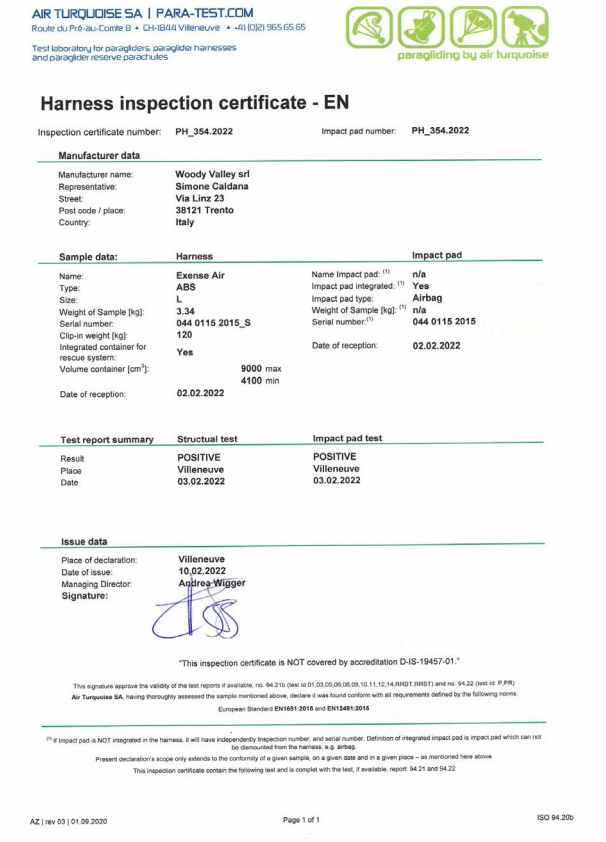
Test report summary	Structual test	Impact pad test
Result	POSITIVE	POSITIVE
Place	Villeneuve	Villeneuve
Date	03.02.2022	03.02.2022

Issue data

Place of declaration:	Villeneuve
Date of issue:	10.02.2022
Managing Director:	Andrea Wigger
Signature:	

This signature approves the validity of the test reports if available; no. 94.21 (test id 02, 03, 13, 09, 04, 14, 07) and no. 94.22 (test id: P, PR)
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
Airworthiness Requirements NfL 2-565-20 - EN12491:2015 5.3.2

(1) If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag. (2) If harness has an integrated inner container for emergency parachute, extra deployment tests are done for different type of emergency parachute.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contains the following test and is complet with the test, if available, report: 94.21 and 94.22



AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness inspection certificate - EN

Inspection certificate number: PH_354.2022 Impact pad number: PH_354.2022

Manufacturer data

Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:	Harness		Impact pad
Name:	Exense Air	Name Impact pad: (1)	n/a
Type:	ABS	Impact pad integrated: (1)	Yes
Size:	L	Impact pad type:	Airbag
Weight of Sample [kg]:	3.34	Weight of Sample [kg]: (1)	n/a
Serial number:	044 0115 2015_S	Serial number:(1)	044 0115 2015
Clip-in weight [kg]:	120		
Integrated container for rescue system:	Yes	Date of reception:	02.02.2022
Volume container [cm³]:	9000 max 4100 min		
Date of reception:	02.02.2022		

Test report summary	Structual test	Impact pad test
Result	POSITIVE	POSITIVE
Place	Villeneuve	Villeneuve
Date	03.02.2022	03.02.2022

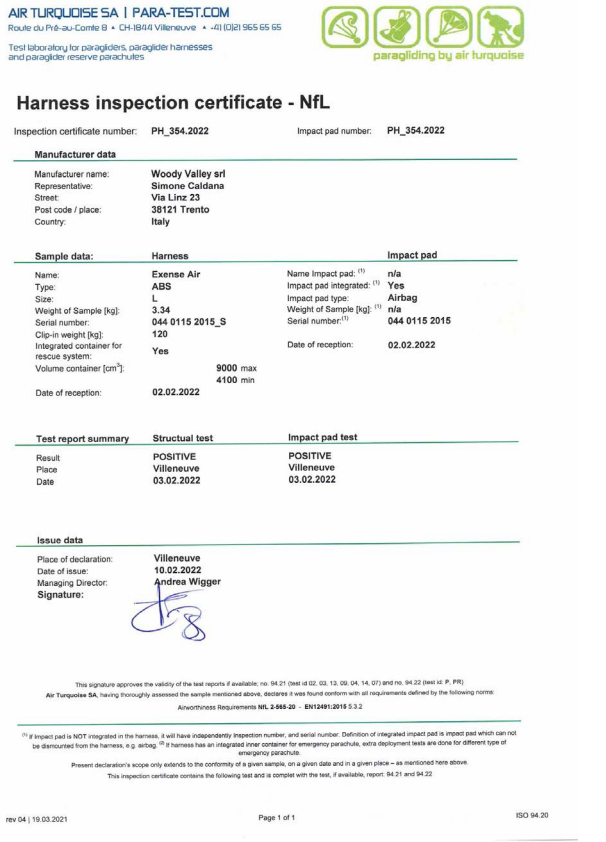
Issue data

Place of declaration:	Villeneuve
Date of issue:	10.02.2022
Managing Director:	Andrea Wigger
Signature:	

"This inspection certificate is NOT covered by accreditation D-IS-19457-01."

This signature approve the validity of the test reports if available; no. 94.21b (test id 01,03,05,06,08,09,10,11,12,14,RRDT,RRST) and no. 94.22 (test id: P,PR)
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declare it was found conform with all requirements defined by the following norms:
European Standard EN1651:2018 and EN12491:2015

(1) If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contain the following test and is complet with the test, if available, report: 94.21 and 94.22



AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 • CH-1844 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Harness inspection certificate - NfL

Inspection certificate number: PH_354.2022 Impact pad number: PH_354.2022

Manufacturer data

Manufacturer name:	Woody Valley srl
Representative:	Simone Caldana
Street:	Via Linz 23
Post code / place:	38121 Trento
Country:	Italy

Sample data:	Harness		Impact pad
Name:	Exense Air	Name Impact pad: (1)	n/a
Type:	ABS	Impact pad integrated: (1)	Yes
Size:	L	Impact pad type:	Airbag
Weight of Sample [kg]:	3.34	Weight of Sample [kg]: (1)	n/a
Serial number:	044 0115 2015_S	Serial number:(1)	044 0115 2015
Clip-in weight [kg]:	120		
Integrated container for rescue system:	Yes	Date of reception:	02.02.2022
Volume container [cm³]:	9000 max 4100 min		
Date of reception:	02.02.2022		

Test report summary	Structual test	Impact pad test
Result	POSITIVE	POSITIVE
Place	Villeneuve	Villeneuve
Date	03.02.2022	03.02.2022

Issue data

Place of declaration:	Villeneuve
Date of issue:	10.02.2022
Managing Director:	Andrea Wigger
Signature:	

This signature approves the validity of the test reports if available; no. 94.21 (test id 02, 03, 13, 09, 04, 14, 07) and no. 94.22 (test id: P, PR)
Air Turquoise SA, having thoroughly assessed the sample mentioned above, declares it was found conform with all requirements defined by the following norms:
Airworthiness Requirements NfL 2-565-20 - EN12491:2015 5.3.2

(1) If Impact pad is NOT integrated in the harness, it will have independently Inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag. (2) If harness has an integrated inner container for emergency parachute, extra deployment tests are done for different type of emergency parachute.
Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above.
This inspection certificate contains the following test and is complet with the test, if available, report: 94.21 and 94.22

9- TECHNICAL DATA

Distance between karabiner and seat	Size M cm 38; L cm 40; XL cm 42,5
Distance between karabiners (min. max.)	Size M cm 36/50; L cm 38/54; XL cm 38/54
Total weight EXENSE L size	4,50 kg
Total weight EXENSE L size	3,50 kg
Type of protection	Foam (EXENSE) Airbag (EXENSE AIR)
Type of straps	T - Lock
Reserve parachute housing	Under the seat, with lateral handle
Reserve parachute housing volume	4100 – 9900 cm^3
Maximum weight in flight	120 Kg
Number of certification	PH_353-2022 (EXENSE) PH_354-2022 (EXENSE AIR)

Every effort has been made to ensure that the information contained in this manual is correct, but please remember that it has been produced for guidance only.
This owner's manual is subject to change without prior notice.
Please check at www.woodyvalley.com for the latest information regarding the EXENSE / EXENSE AIR harness.

Latest update: FEBRUARY 2026.