BF_cocon V4

Harness user manual

Already the 4rd generation of BF cocoon.



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Thank you..

...for choosing BogdanFly. We are confident you'll enjoy many rewarding experiences in the air with our equipment.

This manual contains important safety, using and maintenance information. Read it before your flying, keep it for reference, and please pass it on to the new owner if you ever re-sell your equipment.
Any updates to this manual, or relevant safety information, will be published on our website and facebook/instagram page.
Beautiful flying and safe landings, BogdanFly team

About BogdanFly..

My name is Bogdan and I just love travelling with a paraglider around the world. But it's hard to do that with a heavy backpack on. I couldn't find any light cocoon on the market that would suit me. That is why I had to recruit a team to create my own brand :)



About BF_Cocon V4..

We are constantly in touch with our audience. I also can't help but generate new ideas, my brain never stops thinking about harnesses ;)

Our customers wanted more stability and even more comfort. That's why for the V4 we increased the attachment height for the carabiners and incorporated an ABS system with a new stabilizing geometry. We also developed the cockpit from scratch, giving it a more aerodynamic and aesthetically pleasing shape. And the magnetic mounts for the pod make the harness feel warmer.
As a result, I think we got the ideal option.
Comfort, stability, durability, acceptable weight, compactness and high safety. All this unites the new V4.

WARNING

Paragliding is a potentially very dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an BF harness harness is undertaken with the full knowledge that paragliding involves such risks.

As the owner of an BF harness you take exclusive responsibility for all risks associated with its use. Inappropriate use your equipment will increase these risks. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.



Use only certified paragliders, harnesses, reserve parachutes and carabines. Please remember that flying outside of certified congurations may jeopardize any insurance (e.g. liability, life etc) you have. It is your responsibility as the pilot to verify your insurance cover.

Make sure you complete a through daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.

If you need to dispose of your equipment, do not dispose of it with your normal household waste.

Remember, PLEASURE is the reason for our sport!

TECHNICAL SPECIFICATIONS ≪BF_V4≫

Size table	40-60 kg	60-70 kg	70-80 kg	80-95 kg	95-110 kg
155-167 cm	XS	XS	S	S	-
167-173 cm	S	S	S	S	M
173-178 cm	M	M	M	M	L
178-183 cm	M	L	L	L	XL
183-188 cm	L	XL	XL	XL	XL
188-200 cm	-	XXL	XXL	XXL	XXL



Max flying load is 120 kg

One Integrated parachute front compartment.

Maximum volume - **4 L**

Harness weight

V4 GT L - total 2750 gram

Removable seat&back plate - 270 gram
Removable cockpit instrument panel - 60 gram
Inflate protector - 350 gram
Edelrid Carabines - 100 gram

Delivery & Options

The standard equipment of the BF_V4 GT harness includes:
a harness, Edelrid Foras carabiner, reserve lines, removable seat&back, 1 reserve handle, speed bar, removable velcro cockpit panel for instruments.

IMPORTANT NOTICE

≪Handle with care≫

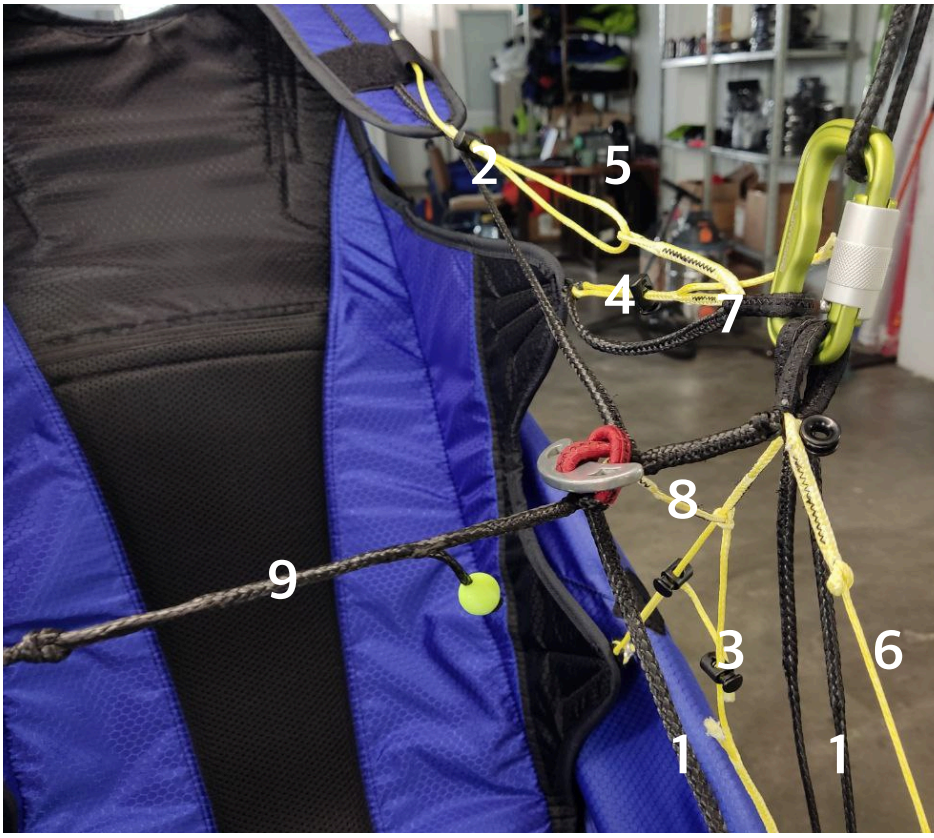
The ≪BF V4≫ has a lightweight design and, like any paragliding equipment, requires careful and attentive use. The choice of materials and design make the harness sensitive to damage caused by inappropriate ate handling. The lifespan of this product very much depends on your awareness and consideration.

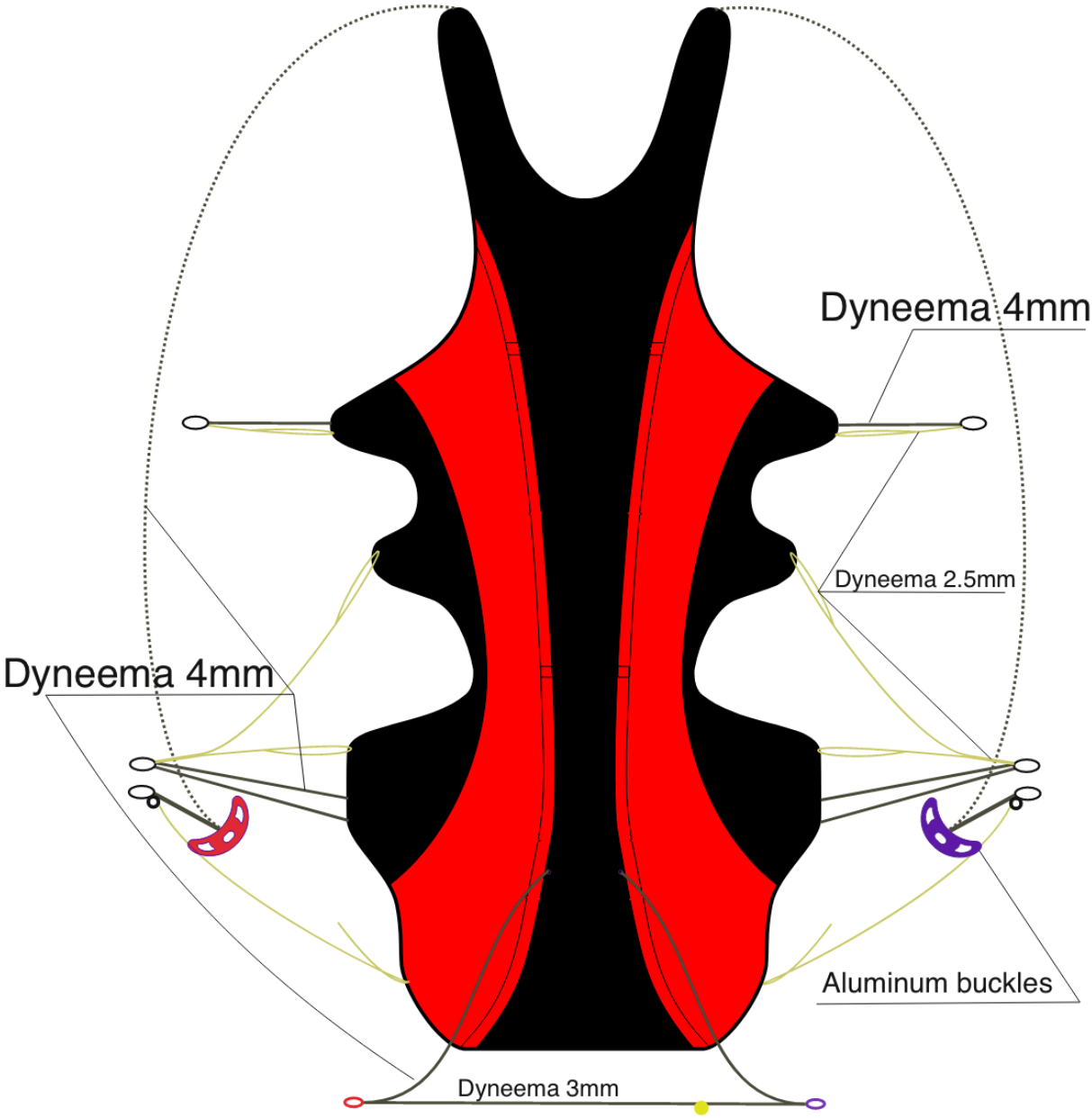
All power lines are secured in on the carbine / softlink. Therefore, it is **FORBIDDEN to use non-certified carbines / softlinks of unknown manufacturers**. This is your safety and responsibility, remember.

We can only supply our harnesses with original and tested Edelrid FORAS carbines. But like any aluminum carbines, you should dispose of them no later than after 5 years or 500 hours of flight.

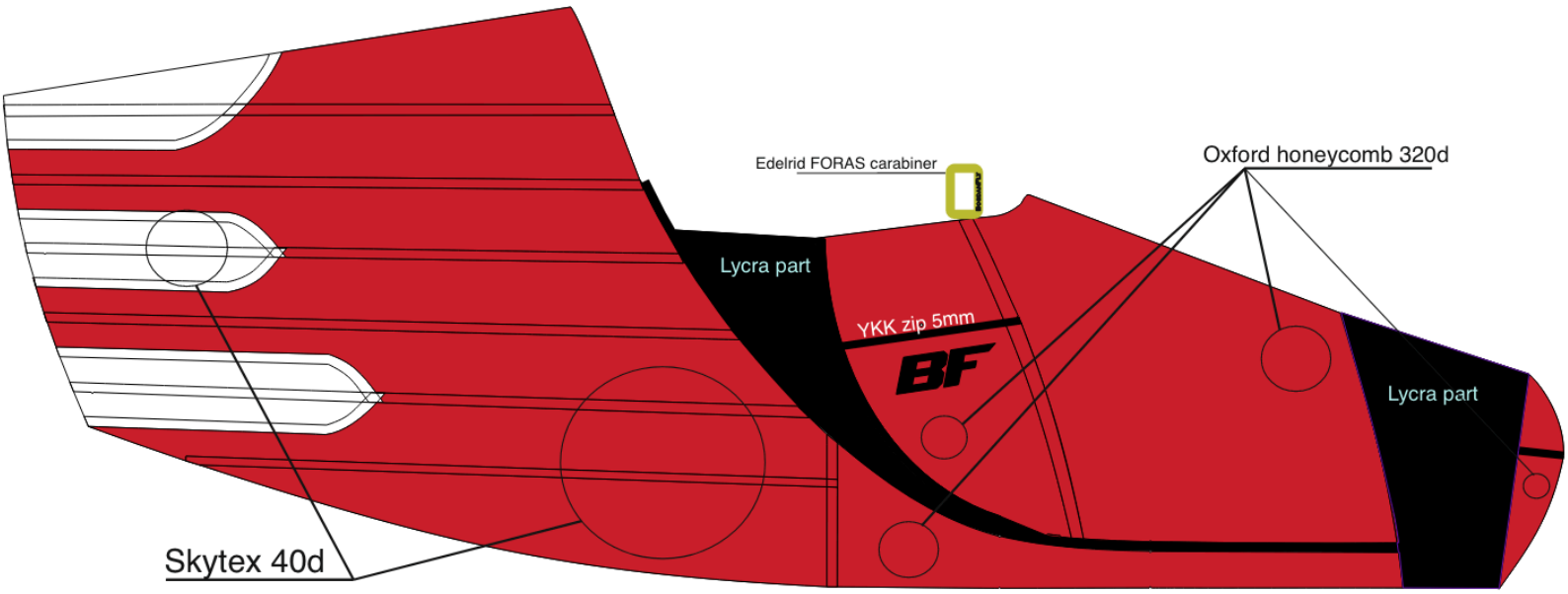
Harness lines

1) 4mm*2 Get-UP, main leg line. 2600 kg
2) 4mm Shoulders line 1300 kg
3) 2.5mm Seat adjustment 590 kg
4) 2.5mm Back adjustment
5) 2.5mm Shoulders adjustment
6) 2.5mm Leg adjustment
7) 4mm Back main line 1300kg
8) 2mm ABS line 390kg
9) 3mm chest line 900kg
10) 5mm Reserve lines 2400 kg





Material list



- Inner, TAIL fabric: Skytex. Porcher-ind (France)
- YKK zip (Japan)
- Lucra: Wouters Textiles (Netherlands)
- Foras carbines. Edelrid (Germany)
- Webbing: J.Guerra (Portugal)
- Aluminum buckles (Ukraine)
- Plastic line (Ukraine)
- External fabric: Oxford 320 Berotex (Poland)
- Foam inside 4; 10mm (Latvia)
- Dyneema lines 1.3, 2, 2.5, 3, 5mm. Liros D-pro (Germany)

Inflate protector under seat:
- TPU180 film. Expafol (Spain)
- Oxford 320D honeycomb. Berotex (Poland)
- Kite TPU valve (China)

Reserve parachute installation:



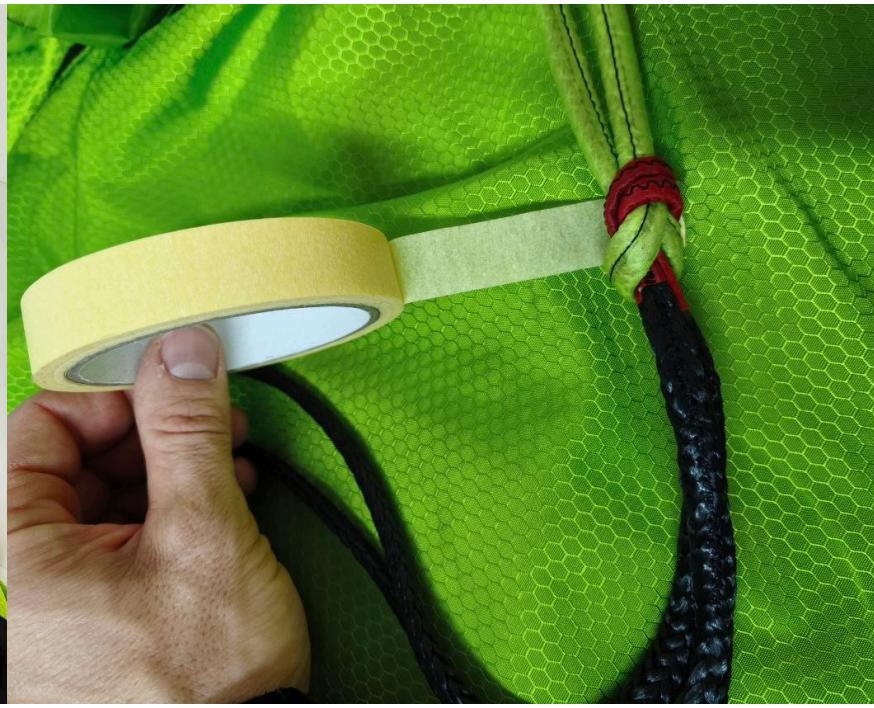


1) Install the handle o**n the central top of the parachute container!** using the self-tightening loop.

*****Always use only the top center loop on the parachute container. Attaching the handle to the side of the container could cause the PARACHUTE to BLOCK in the cockpit!**

2) Tighten the knot with a little force.

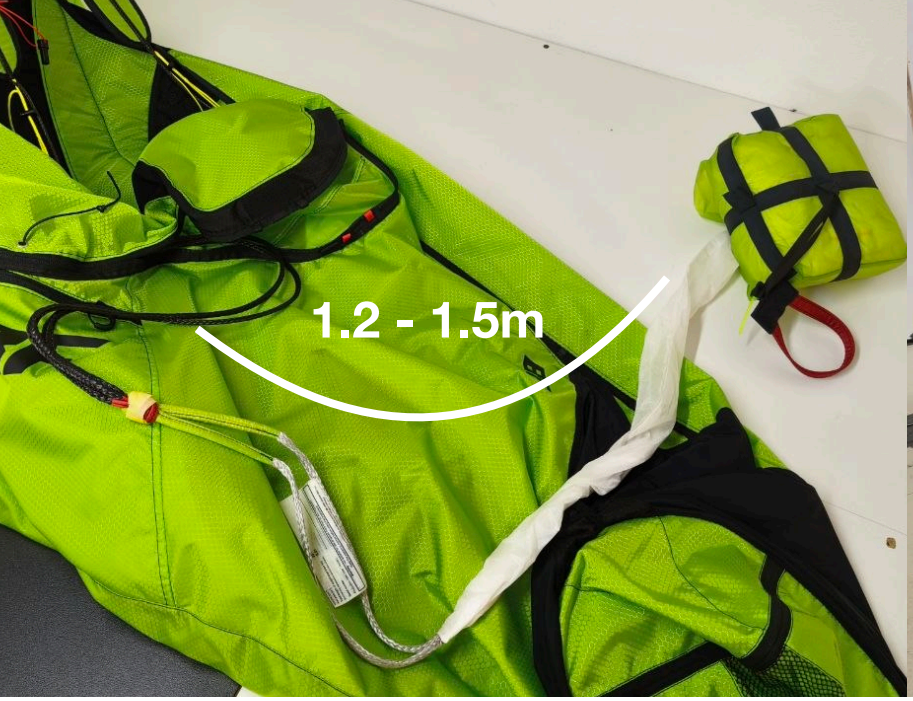




3) Connect the parachute and the parachute line with a self-tightening knot.

*If the loop on your parachute is too small, use a softlink.

4) Additionally, secure the knot so that it always stays tight.



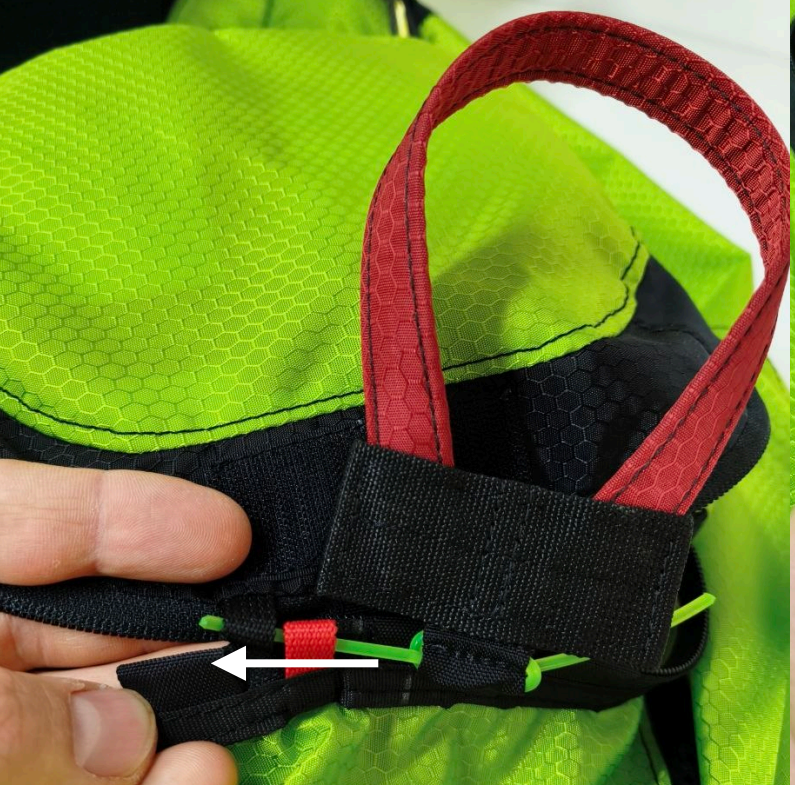


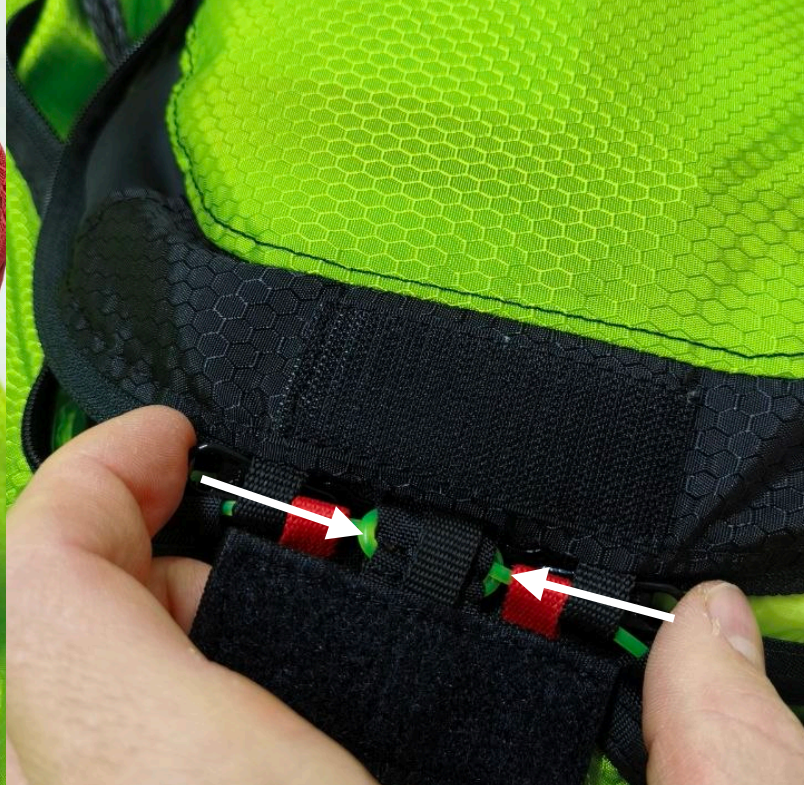
5) The free line of the parachute should be 1.2-1.5 m!
So that the parachute does not uncheck prematurely on an outstretched arm.





6) Move the zipper slider closer to the cockpit.
7) Lay the parachute lines in a neat zig-zag pattern at the bottom of the container.



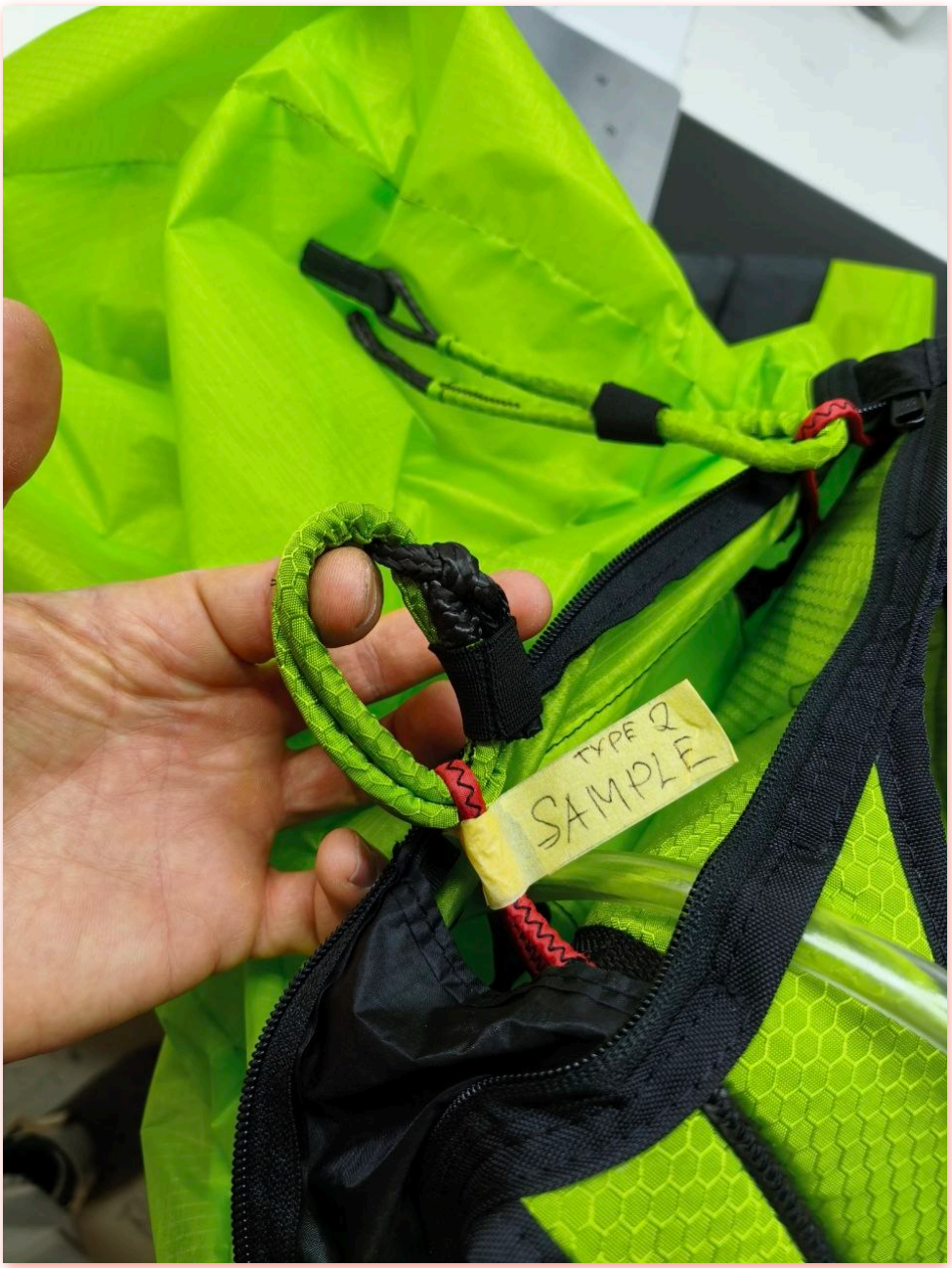


7) Insert the plastic handle cords into the loops. Always start with the red loop.
8) CAREFULLY slide the zipper sliders in the opposite direction as far as they will go.





9) Zip both zippers all the way shut.
*Hold the parachute line with your finger to ensure the thin Dyneema fibers do not get caught between the zipper teeth.



*If your parachute is of a "steerable" type (like Beamer), you should attach its risers directly to your shoulders using soft links, rather than using long parachute lines. Otherwise, you simply won't be able to reach the parachute’s brakes with your hands.


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RESERVE PARACHUTE ACTIVATION

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 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.

1 - grab the red(or lime on red harness) handle.
2 - with one movement, throw the parachute sharply away from you. to the side and slightly up.
3 - quickly move to an upright position for landing.

And remember, don't fly in bad weather: strong wind, rain. This increases the likelihood that you will have to use a parachute.

Mandatory controls.
- 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.

Green - Optimal throwing direction.
Orange - ok
Red - prohibited



If the inner container used is not supplied with the harness, the user must check that the length between the handle and the container does not allow entanglement with the parachute lines.

Installation of a protector:



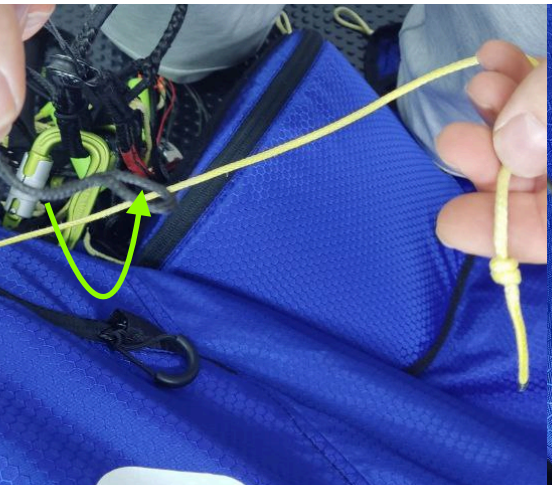
-Open the zip compartment of the protector under the seat.
-Insert the protector, while simultaneously placing the hose on the right shoulder strap.
-Close the zipper of the protector compartment.
!!!Please note that the hose must pass under the parachute lines.

Wing and speed bar connection.

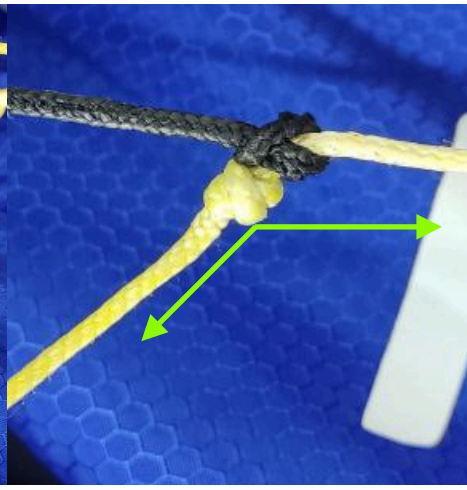
Connect the wing riser to the wing via a carabiner or a soft- link.

Note that the A row should face forward in the direction of flight, and the speed bar blocks should face outward.







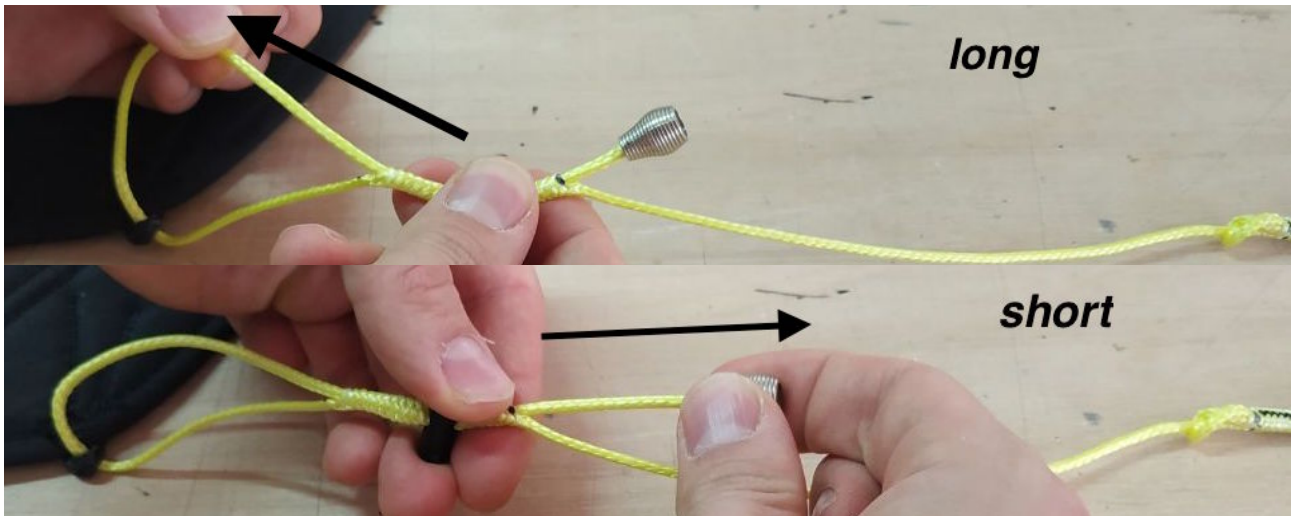


The speed bar is attached using a loop knot like on kites.
-Make a loop on the speed bar line on the wing risers.
-Insert the harness speed bar line there and tighten the loop.
-Move the knot on the harness speed bar line to adjust the length.

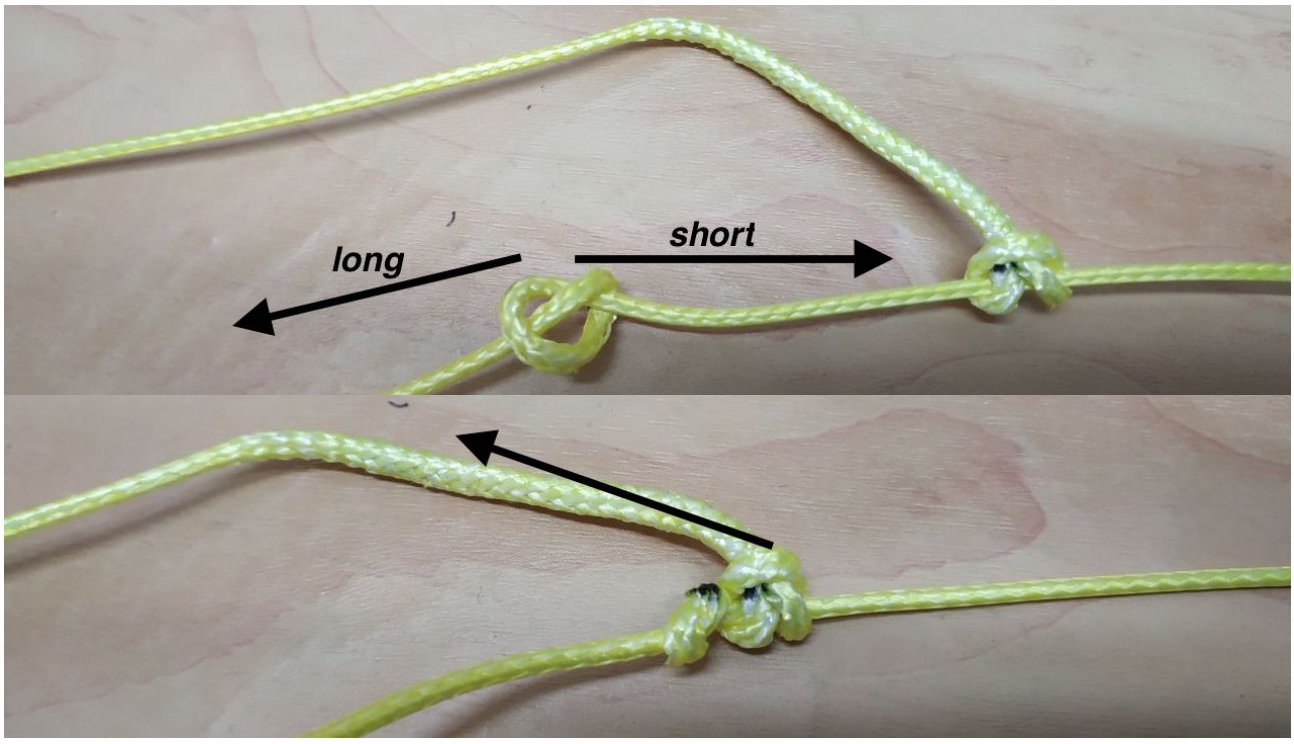
IMPORTANT: BF does not use ≪Brumel hooks≫ because it is convinced that this is an outdated, useless and dangerous invention.
The thin lines of modern paragliders can easily get stuck in brumel, and they can also sometimes open on their own. You may not notice this and take off without a speed bar connected.

Harness settings

1) Splitting. The main type of regulation is on the harness. To shorten or lengthen the adjustment follow the instructions in the picture.



2) The kite knot is used to adjust the length of the cocoon. To change the adjustment length, move the normal knot to the desired distance and then the running knot

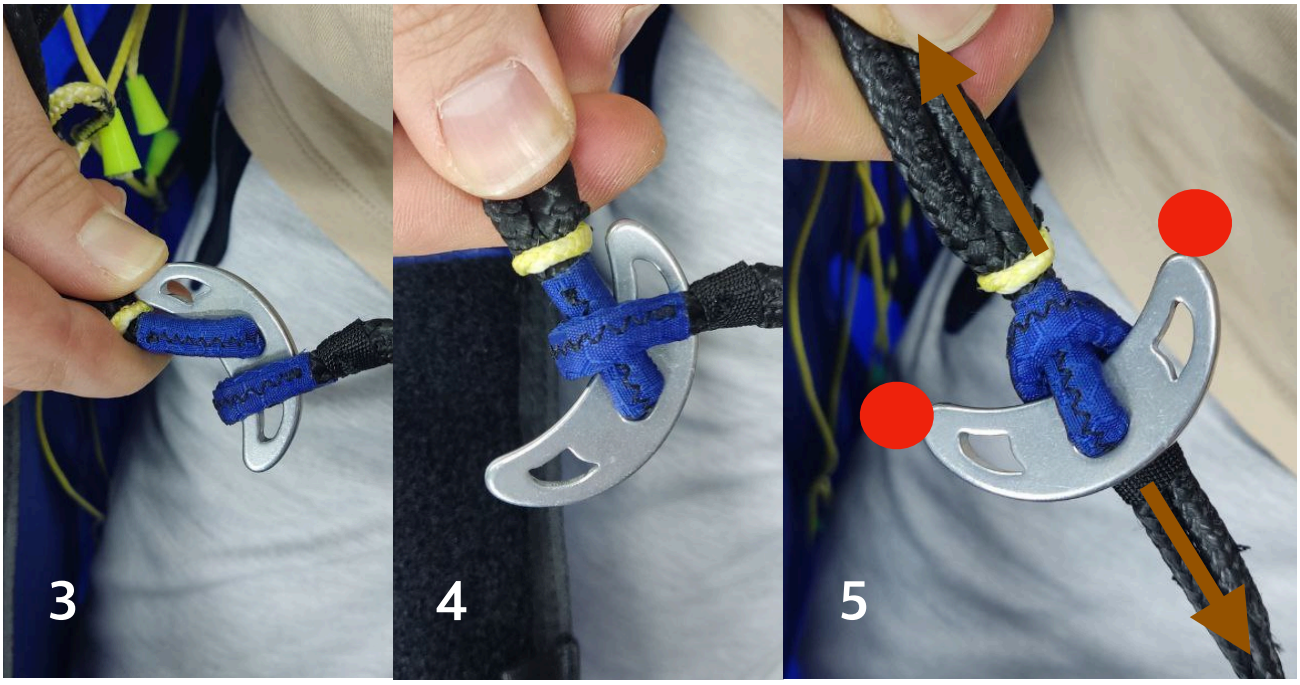


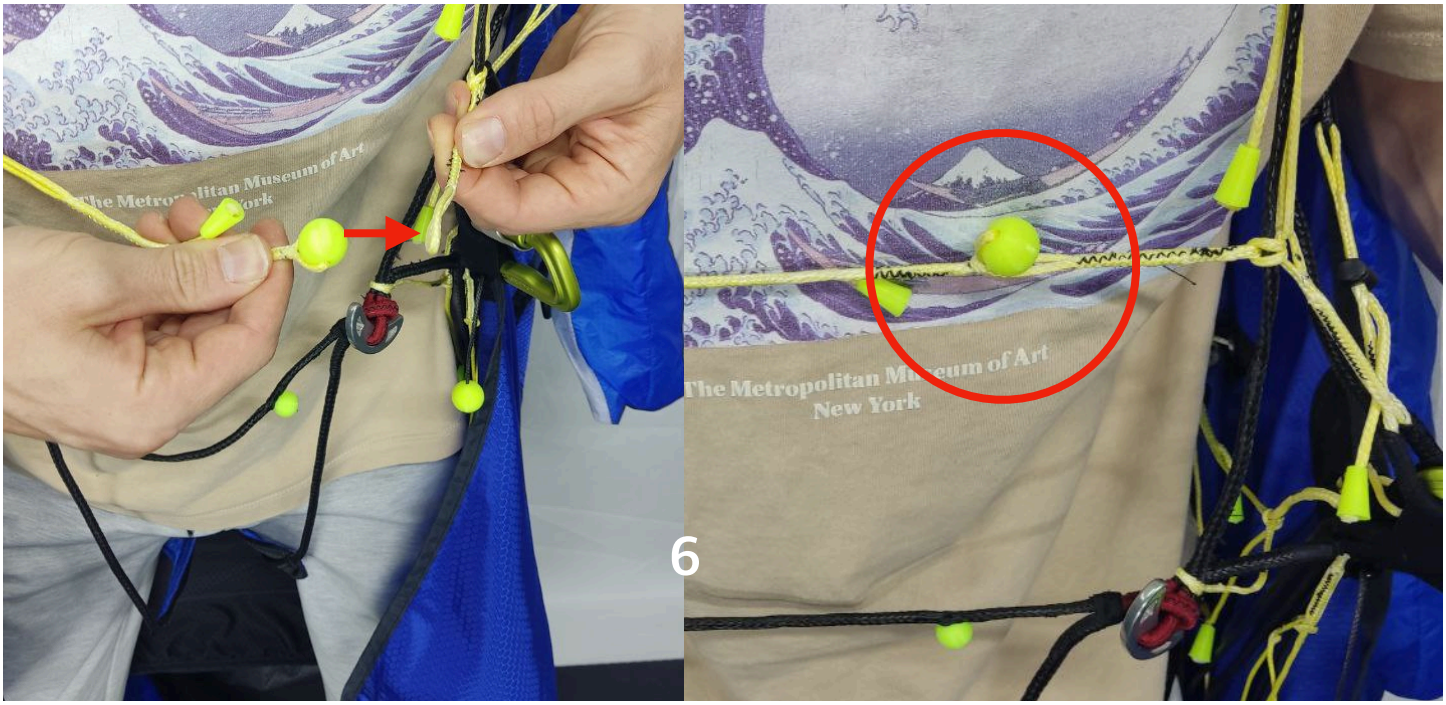
Go to fly. Putting on the harness before flying.



1) Wear the harness on your shoulders like a backpack
2) Get it from the bottom of the get-at line

3,4) Take the buckle straight along the line and insert it into the loop.
5) **Pull the line down so that the buckle is at a 90 degree angle to the dyneema lines and the loop is tight.**

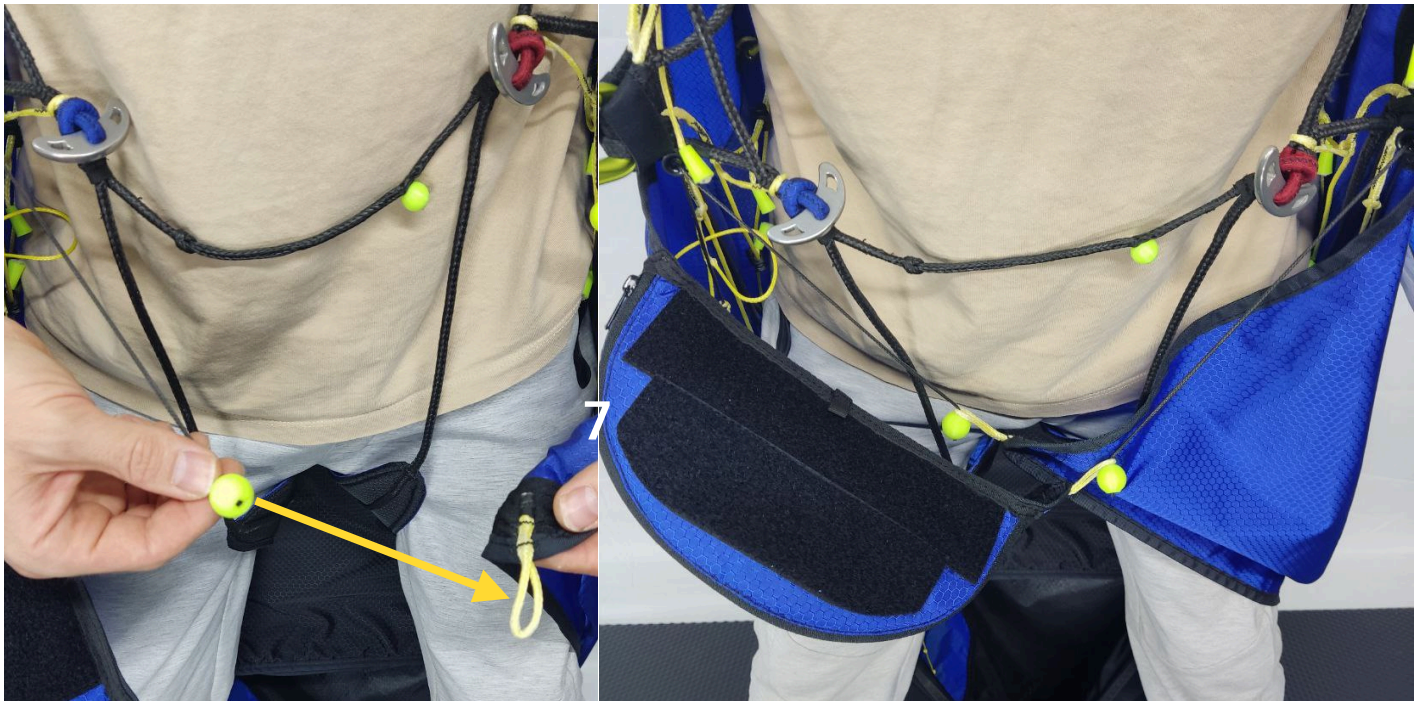




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6) Attach the chest strap with the ball

7) Fasten the cocoon closing balls.
!!! First the right, then the left ball.



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Important information regarding maintenance, inspection intervals

1. Checks our harness

Check the connections and lines are straight before each flight.

Check the black line in detail for wear every 50 hours of flight or after an emergency landing.

Do not forget to check the parachute zipper before each flight.

Do not forget to repack your parachute every 6-12 months and always when the chute gets wet.

To check the inflatable protector, it must be strongly inflated. if in 1-2 hours the pressure inside has not decreased, then the pillow is working. Small holes that may occur during the exploitation (getting small thorns or stones into the harness) can be repaired using a special patch that comes with the kit.

2. Repair and maintenance:

- With careful handling, the harness life is more than 500 hours. She has no parts to replace.
- In case of a tear in the outer shell: cover the tear with a sticky cloth, just like you repair your paraglider.

Any damage to the dyneema line must not be repaired by yourself! Is it dangerous. Please contact the manufacturer.

- **Cleaning:** it is forbidden to washing in the washing machine. Remove dirt and dust from the harness surface with a damp cloth, **without chemical cleaners!**

Operating limits

In the BF_V4 you can take a SIV-course (only if you have a rescue boat). Do towing. Light acro(spiral, sat, wingover, helico) - ok.

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 out t about safety recommendations.

Environmental information and recycling

Environmental care plays an important role in the selection of materials for BF products.

We use only harmless materials that have been certified according to European standards and have been found to be harmless to humans and the environment.

When you realize that your harness has used up all its resources, you need to prepare it for disposal:

Remove all metal parts and dispose of what remains at a waste disposal plant.

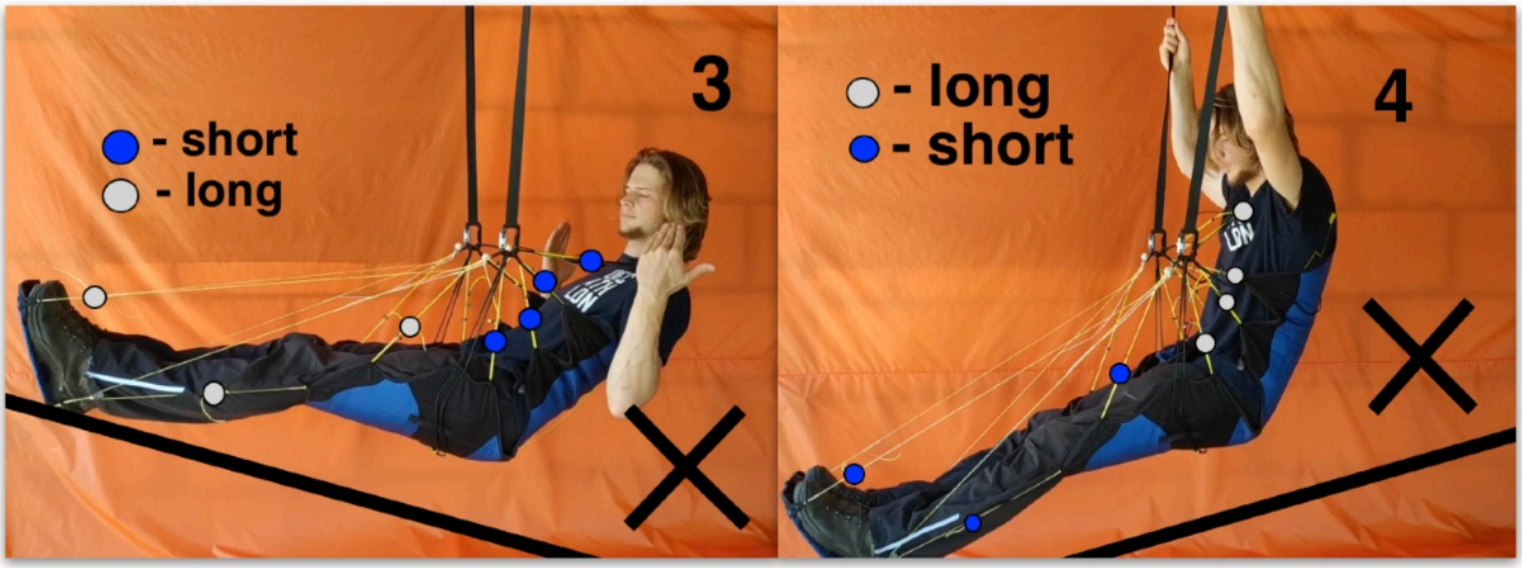
Correct position in harness.

1,2 correct position in the cocoon



3 - if you are knocked backwards, shorten the blue adjusters and lengthen the gray

4 - if you're leaning forward, shorten the gray adjusters and lengthen the blue ones.





Thank you for your attention. Fly beautifully, high and most importantly safely.

Best Regards, BogdanFly team.