SUPAIR | STRIKE3



User manual

Fr **En** De

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Revision index: 08/07/2026

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45°54.024'N / 06°04.725'E

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Introduction

Thank you for choosing our STRIKE 3 harness for your paragliding activities. We are delighted to accompany you in our shared passion. SUPAIR has been designing, manufacturing and distributing free-flight equipment since 1984.

Choosing a SUPAIR product means benefiting from over 30 years of expertise, innovation and listening to pilots. It is also a philosophy: always striving to improve and committing to quality production.

The following manual is intended to inform you about the operation, safety setup and inspection of your equipment. We have made it as complete and clear as possible, and hope you will find it a pleasure to read. We strongly recommend that you read it carefully.

On our website www.supair.com you will find the latest up-to-date information about this product. If you have further questions, do not hesitate to contact one of our partner dealers. And of course, the entire SUPAIR team is available at info@supair.com.
We wish you many beautiful and safe hours of flying.

The SUPAIR Team

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

The STRIKE 3 is the ideal harness for entering the world of lightweight, high-performance flying! Designed on the basis of the STRIKE 2 and the DELIGHT 5, it is intended for hike-and-fly and cross-country pilots. It is therefore aimed at experienced pilots who are fully trained in paragliding. The design and choice of materials have been conceived with the objectives of comfort and light weight.

The STRIKE 3 harness has been certified to EN 1651+A1 and LTF 91/09 at 120 daN (approximately 120 kg). It is also CE-certified in accordance with Directive 89/686/EEC. This product meets the impact protection requirements of European standard EN 1651+A1, meaning it complies with European safety standard requirements.

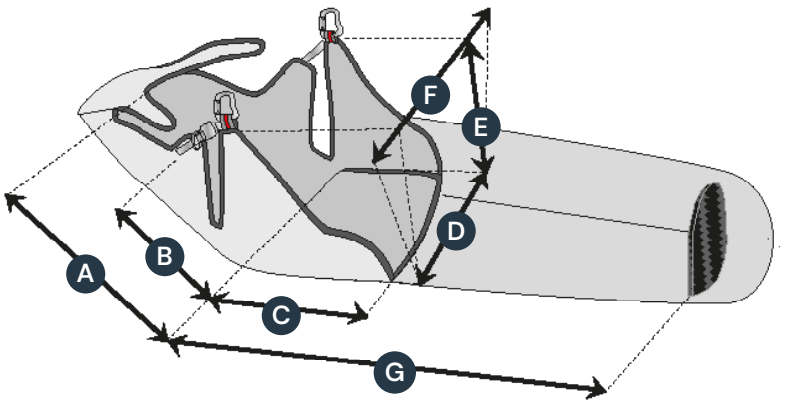
After reading this manual, we invite you to test your harness on a hang-check frame before your first flight.

 Advice

 Warning!

 Danger!

Technical data



	STRIKE 3	S	M	L
	Harness wieght (kg)	2.02 kg	2.15 kg	2.28 kg
	Pilot size (cm)	155 - 175 cm	170 - 185 cm	180 - 200 cm
	Pilot wieght (mini-maxi) (kg)	50 - 70 kg	65 - 85 kg	75 - 120 kg
	Certification in load	120 dNa (approx. 120 Kg)		
A	Back length (cm)	60	66	72
B	Back inclination adjustment (cm)	35	38	41
C	Seat length (cm)	42	44	46
D	Seat width (cm)	32	32	36
E	Carabiners height (cm)	47	47	48
F	Carabiners distance (cm)	43	43	45
	Back pocket volume	64L	68L	70L
	Under-seat storage volume	5.5L (1kg max)	5.5L (1kg max)	6.2L (1kg max)
	Impact dumping system	BUMPAIR GONFLABLE		
	Designed for	Paragliding only		
	Certification	EN 1651+A1:2020 - LTF NfL II 91/09		
	Tandem (Pilot or Passenger)	No		
	Towing	NA		
	Releasable carabiners compatibility	No		
	Reserve parachute pocket volume (L)	2L à 4.8 L		

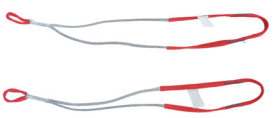
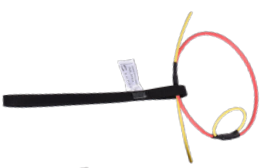
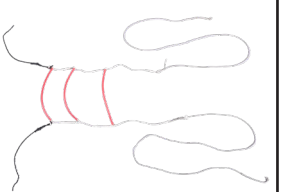
Size choice

	1.55	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.95	2.00
50	S									
55	S									
60	S									
65	S			S / M		M				
70	S			S / M		M				
75				M		M / L		L		
80				M		M / L		L		
85				M		M / L		L		
90						L				
95						L				
100						L				
105						L				
110						L				
115						L				
120						L				

Components list



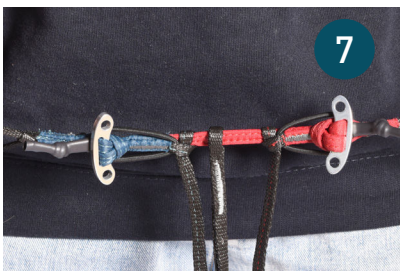
1 Naked harness

			
2 DYNEEMA solo risers	3 Reserve parachute handle	4 EDELRID AURA carabiners	5 Removable back-stiffening plate
			
6 Kangaroo pocket	7 Carbon footplate	8 Convertible 3B speedbar	9 Carbon seat-plate
			
10 BUMPAIR STRIKE 3	Storage bag	Repair kit	

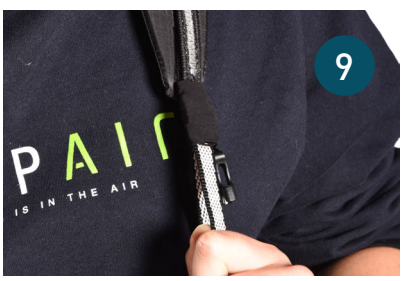
Equipment overview

















1. Soft cockpit
2. Reserve parachute handle
3. Main attachment points
4. Small storage pocket
5. Back storage pocket
6. Kangaroo pocket
7. Belly strap
8. Réglage d'inclinaison du dossier
9. Shoulder straps adjustment
10. Reserve parachute attachment points
11. Speedbar pulleys
12. BUMPAIR STRIKE 3

Accessories assembly

Carabiners

COMPATIBLE CARABINERS:
Carabiners EDELRID AURA
Réf. : MAILMOUSAURA

1 Insert the carabiner into the main attachment straps.



direction of flight

2 Pass the carabiner through the hole in the coverleg provided for this purpose.



Footplate



Place the widest side on top and the smallest on the bottom.

COMPATIBLE FOOTPLATES:
Carbone footplate
S/M : MPPL010
L/XL : MPPL024

1 Fold back the end of the speedbag to access the footrest plate pocket.



2 Insert the footrest plate with the narrower part towards the heel.



4 Insert the top of the plate into the flap so it is held securely in place.



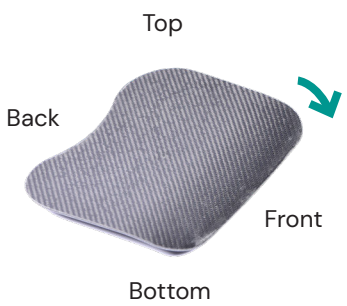
Seat Board

The STRIKE 3 harness can be used with and without seatplate.

Flying with a seatplate provides a more rigid base and more efficient weight shifts. The harness gives more information and is more precise. The harness will also be easier to manage in case of flight envelope exit. The seatplate also contributes to a more comfortable seat without side compression.

Flying without the seatplate makes the seat soft and slightly raises the attachment points. The harness is therefore more neutral in feel and more stable. Without the seatplate, the pelvis is more stable. Note that if the glider is out of its flight envelope, the precision of the control system must compensate for the lack of support and precision provided by the seatplate.

COMPATIBLE SEATPLATE:
Seatplate CARBON MINI
S / M : Réf MPPLO21
L / XL : Réf : MPPLO25



1 Open the zip on the pocket under the seat.



2 Open the zip on the bumpair pocket.



3 Locate the central pocket and open the velcro.



4 Slide the board into its housing.



5 Close the velcro then the zips.



Back-Stiffening Plate

1. Open the zip on the back storage pocket and locate the pocket dedicated to the back protection.



2. Open the zip of the protection housing.



3. Slide the plate into its housing and close both zips.



The removable back-stiffening plate can be removed for a more athletic use. The harness then becomes lighter and more compact for packing.

Inflatable Protection

The STRIKE 3 must be used with its BUMPAIR.

COMPATIBLE PROTECTION:
BUMPAIR STRIKE 3
Réf. : MPPP061

⚠ Ensure the tube is neither twisted nor bent.

1 Open the zip on the pocket under the seat.



2 Open the zip on the bumpair pocket.



3 Route the tube out through the back of the pocket.



4 Insert the BUMPAIR into the pocket.



5 Close the compartments using the zips.



6 Thread the tube through the elastic on the right side of the harness.



7 Then thread the tube through the tube provided for this purpose at the right shoulder.



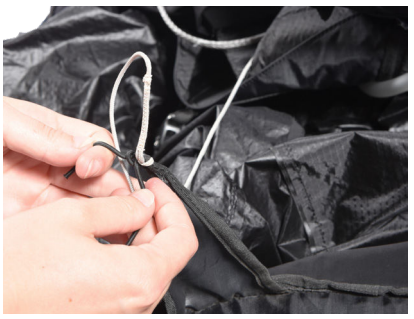
8 Then thread it through the second tube at the right shoulder strap.



Speedbar

COMPATIBLE SPEEDBARS:
3B CONVERTIBLE
Ref : ACCEL3B

1 Thread the retaining elastics through the loops on the lower footrest plate and tie a retaining knot.



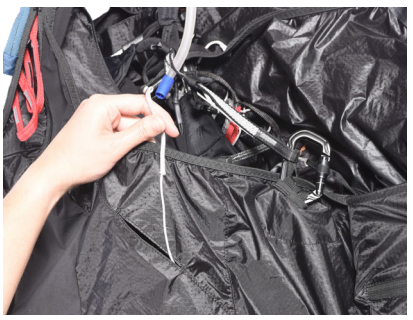
1B Repeat the operation on the other side. Check the installation.



2 Thread the speedbar cord through the pulley located on the lateral wall of the harness, keeping it as close to the frame as possible.



3 Route the cord out through the piped opening on the lateral wall of the speedbag.



4 Attach a snap hook to the cord so it can be connected to your glider's speed system. You can also use a lark's-head knot.

Check that the speedbar is working by simulating acceleration, i.e. by sliding the cord through.

Make sure the speedbar is not set too short — this could be dangerous. When not using the speedbar, the cord must not be under tension at your risers.

Installing the reserve parachute

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

The volume of the rescue parachute may change depending on the packing. We have checked the compatibility of our rescue parachutes. Other rescue parachutes may be compatible, but you must ensure that the system works properly.

Main Container specifications

• Volume from 2 to 4.8 litres
• Adapted to the reserve parachutes as well as other solo reserve
parachutes.

STRIKE 3 size S, M and L			
Compatible parachutes	**S**	**M**	**L**
SHINE	**Yes**	**Yes**	**Yes**
FLUID LIGHT EVO	**Yes**	**Yes**	**No**
X-LITE 80-95-110	**Yes**	**Yes**	**Yes**

Attaching the handle to a reserve

1. The reserve parachute must be installed with the handle specific to the STRIKE 3. Prepare the reserve alongside the handle so you can assemble them. 1. Place the reserve next to the handle so you can assemble them.



2. Thread the handle through the loop on the reserve.



3 Thread the handle through the loop again to form a lark's-head knot.



4 Tighten the knot.



5 The reserve is ready to be installed in the harness.



Connecting the reserve risers to the harness

1 Access the reserve attachment points by opening the riser guide zip on the top of the left shoulder.



2 Thread the large loop of the riser through the small loop located in the harness pocket.



3 Form a lark's-head knot by inserting the large riser loop through the small one.



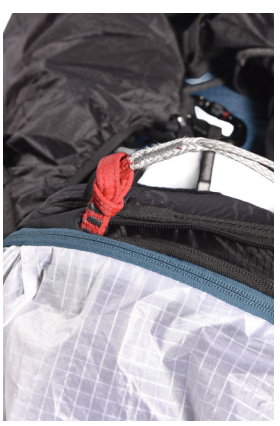
4 Tighten and repeat on the other side.



5 Ensure the final position of the risers matches the illustration in the original manual.



Ensure the knots are fully tightened.



✓



✗

Connecting the reserve to the risers

1 Thread the reserve cord through the riser loops.



2 Thread the reserve through its loop.



3 Tighten the assembly.



Installing the reserve in the container

Thank you for reading the following carefully ! We recommend for the initial rescue parachute assembly and installation to be made by a qualified professional.

Reserve parachute folding and installation inside the harness must conform to the specific guidelines found in this manual. We do not accept any liability for any other use.

Reserve container optimisation: position your reserve according to its packed volume to ensure a perfect fit and prevent any twisting in the pocket:

2 L – 3.9 L: Small compartment.
4 L – 4.8 L: Large compartment.

Using a correctly sized pocket prevents the parachute from twisting in its compartment when the harness is stored.



2 Place the reserve in the parachute pocket. Ensure the lark's-head of the handle faces you.



3 Slide the riser pocket cursor all the way down the zip. Only the handle should protrude.



4 Slide the cursor back up to mid-zip.



5 Thread the loop through the eyelet and insert the left rod.



6 Ensure the left rod is fully inserted to the end of the red pocket. Tuck the handle strap into the pocket.



7 Close the bottom of the reserve pocket.



8 Repeat the operation with the right bungee rod. Again, ensure the rod is fully inserted to the stop.



10 Ensure your final installation matches the illustration in the original manual.



9 Insert the ring into the slot provided for this purpose.



Mandatory extraction test

Verify the assembly by carrying out at least one successful extraction test on a hang-check frame.

If in doubt, have the assembly checked by a professional. As the packed volume of the parachute may vary, check that the parachute pocket functions correctly during a successful extraction test. This test must be carried out every 6 months.

Note: A successful extraction test does not mean deploying the reserve parachute — it remains packed in its POD.

Storage & Tips

1 Back storage pocket





2 Soft cockpit



3 Kangaroo pocket



4 Small lateral storage pocket with accessory safety clip + radio cable routing



5 Bladder tube routing (penilex)

Compact folding

1. Lay the harness on its back.



2. Fold the speedbag in.



3. Fold the sides of the speedbag in.



4. Open the back storage pocket.



5. Store the foil inside



6. Compress everything.



7. Place the harness inside the storage bag.



8. Close the roll-top bag.



Various adjustment

We recommend adjusting your harness on a hang-check frame before any use.

1 Abdominal strap adjustment



2 Shoulder strap adjustment



3 Backrest tilt adjustment



4 Speedbag adjustment



Harness adjustments

Back inclinaison

– Tightening straightens the backrest.
– Loosening tilts the backrest back.



Thightening



Loosening

Adjust the shoulder straps



Thightening

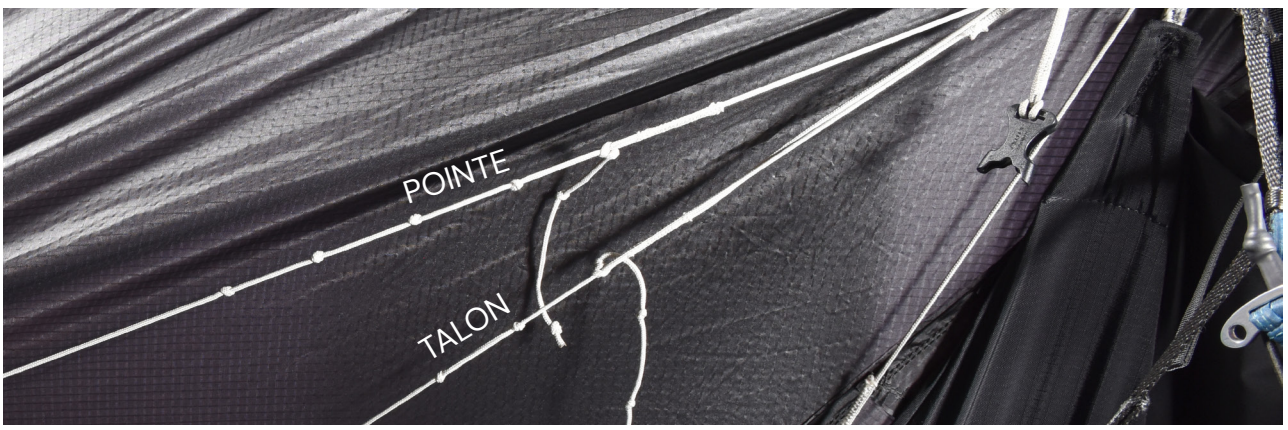


Loosening

Adjust the length of the shoulder straps using the shoulder adjustment buckles.

The support provided by the shoulder straps contributes to your comfort. It must be precise: neither too tight nor too loose.
The straps should provide support and hold your torso in place.

Speedbag adjustment



1. Seat yourself fully into the harness. Adjust the heel strap so your legs are extended without locking your knees.

2. Adjust the toe strap as desired to manage the harness tilt.

If the adjustment is too long or too short, move the attachment points.



If the harness tilts forward:
- the speedbag is adjusted too long
- the lumbar adjustment is too tight

If the harness tilts backward:
- the speedbag is adjusted too short
- the lumbar adjustment is too loose

Once the adjustments are correctly made, lock them by threading the strap through the double-pass keeper to prevent settings from shifting.

Connecting glider >harness

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

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

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



Connecting speedbar

Install the speedbar by following the instructions found previously.

Connect it to the wing using the split hooks. Once the speedbar is connected, adjust its length according to your measurements.



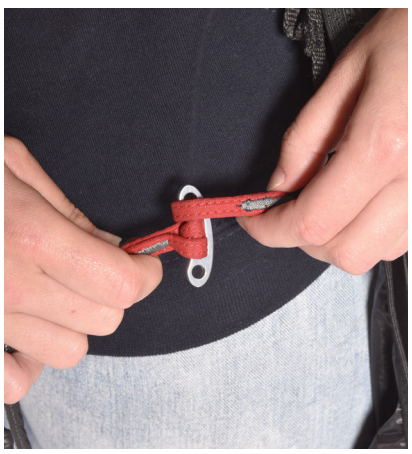
For correct use, there must not be any tension at the split-hook level when the speedbar line is fully relaxed.

Getting into the harness

1 Put on the shoulder straps.



2 Insert the metal pin of the chest strap (ventrale) into the red loop.



3 Insert the safety elastic over the metal pin.



4 Repeat the procedure on the other side.



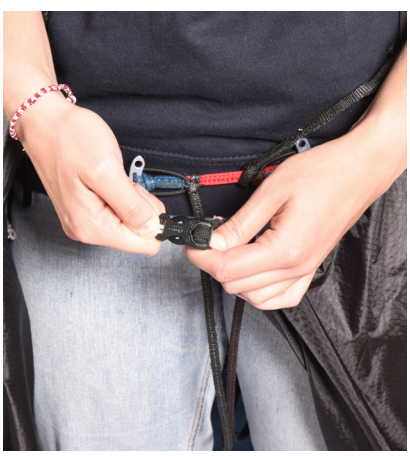
5 Verify that the chest strap installation matches the image in the original manual.



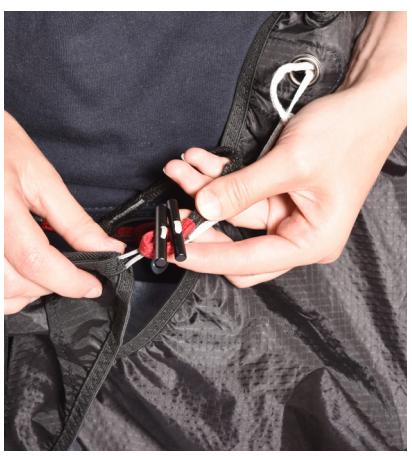
6 Thread the red anti-fall loop through the metal bar near the carabiner.



7 Close the speedbag clip.



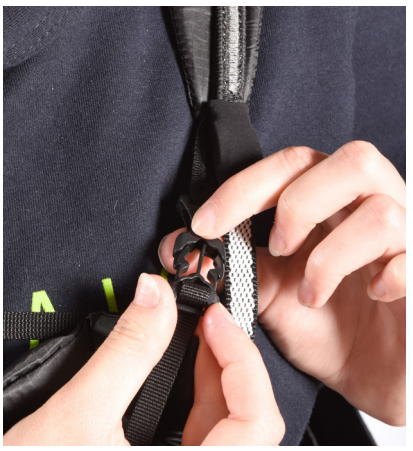
8 Thread the aluminium cockpit bar through the red anti-fall loop.



9 Close the chest clip.



10 Clip the cockpit on each side.



11 You are now ready to fly safely.



⚠ Before every take-off, check that you are properly fastened in.

If in doubt, repeat the procedure from the beginning.

Installing the Kangaroo pocket

This step must be carried out after fitting the anti-fall system (step 6) and before closing the speedbag (step 7) page 25.

1 Locate the loops on the chest strap.



2 Close the kangaroo pocket clip by threading it through the loop.



3 Repeat the operation on the other side.



Spare Parts

Carbon seat plate
Réf. Tailles S/M : MPPLO21
Réf. Tailles L/XL : MPPLO25



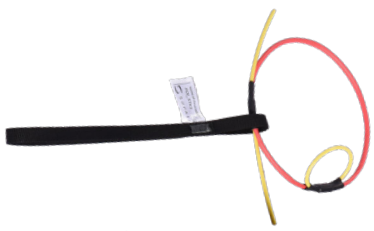
Carbon footplate
Réf. Tailles S/M : MPPLO10
Réf. Tailles L/XL : MPPLO24



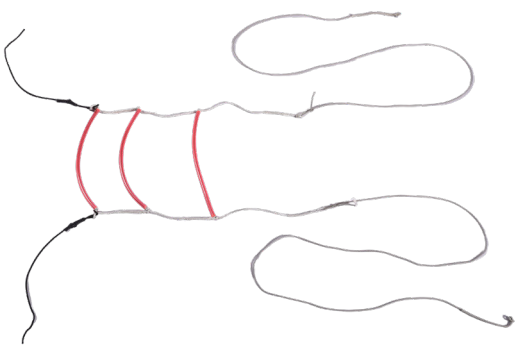
AURA Carabiners
Réf. : MAILMOUSAURA



Handle
Réf. : POISTK3



3B Speedbar
Réf. : ACCEL3BSTD2



BUMPAIR STRIKE 3
Réf. : MPPPO61



Inflight behavior

At take-off, the STRIKE 3 is notable for total freedom of movement, a result of its lightweight structure without a board that liberates every movement. Far more than a lightweight harness, it is a true all-terrain tool designed to excel in every facet of free flight.

Its real strength lies in its extreme versatility: ultra-compact for technical hike-and-fly, capable for cross-country, it becomes the ideal partner for bivouac flying thanks to its optimised storage volume and robustness. Whether you are targeting a summit or a record distance, it adapts to your mission of the day without any compromise.

Safety has also been redesigned for greater efficiency: its new frame with the reserve parachute in dorsal position, and its quick-release buckles, simplify deployment even under stress or on committing take-offs.

To discover all the facets of your new harness, we recommend making your first flights in calm conditions at a site you are familiar with.



Flight phasis

Pre-flight control

• Check that the harness and the carabiners are not damaged
• Make sure that the reserve parachute safety cables to ride through the closing tabs keeping the reserve rescue pocket flaps closed.
• Check that your personal settings haven't changed.
• Check that all zippers and buckles are closed.
• Check that the speedbar is correctly connected and set up.
• Check that no rigging line or other object comes in contact with rescue parachute handle.
• Make sure that the self-locking carabiners are locked and connected to the paraglider.

Take-off

Before every takeoff, it is imperative to verify that you are correctly secured according to the instructions provided on page 25 of this manual.
If in doubt, restart the procedure from the beginning.

• Take off while maintaining an upright posture; once you are at a safe distance from the terrain, settle into the harness.
• Do not release the controls when flying close to the terrain.
• Wait until you are sufficiently far from the relief before sliding into the speedbag.
• Be extremely careful not to push on the speedbar while settling into the speedbag, as this could cause a frontal collapse.

In flight

Once in flight, the STRIKE 3 behaviour is intuitive and stable.
Please set the distance between the two carabiners according to aerology and to the wing manufacturer's recommendations.

Speedbar use

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

To properly use the speed-bar, keep one foot at the foot-rest center space, and push with the second foot on the first speed-bar to obtain a symmetrical acceleration. Use one foot for the first stage and the other for the second stage.
To decelerate, stop pushing and gradually release the accelerator/speedbar tension.

Landing

When making a landing approach, take your legs out of the Speedbag well in advance. Stand up inside the harness and adopt an upright
position in order to run and dissipate the horizontal speed.

Always be certain to have enough altitude to make a landing approach corresponding to the weather conditions of the moment and
terrain.

During the landing approach, never make hasty maneuvers. Always land upwind in a standing posture and be ready to run upon touchdown if necessary.

During high wind speed landings, turnaround and face the wing as soon as ground contact is made and move toward the wing while braking symmetrically to deflate it.

Do not land in a seated position as it is dangerous.

Using the reserve parachute

Throwing the reserve parachute

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

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

With a strong, lateral and then vertical tug, 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 as symmetrically as possible 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 with pivoting shoulders in a paragliding fall (PLF).

The best way to extract the reserve parachute is to pull the rescue outwards at an angle of 20-45°. Between 45-60°, extraction may require additional effort.

As you use the reserve parachute, regroup your body in the harness by straightening forward and bringing your legs under the harness. Train regularly under hanging device for your own safety.

Towing

To takeoff under tow, you must be equipped with a quick release specially designed for the task. Connect the tow bridle to the wing riser loops with a Dyneema adaptor with a resistance greater or equal to 300kg.

The tow bridle will then be fastened by using a lark’s head knot or an adapted metal link. To complete the installation, follow the tow bridle reales manufacturer’s recommendations.

Mandatory controls

To be checked every 6 months

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

Annual check

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

Care

Storage and transport

When not in use, your harness should be stored inside your paragliding backpack, in a dry, cool and clean place, protected from UV exposure.
If your harness is wet, please dry it thoroughly before storing. For transport, protect the harness from any mechanical or UV deterioration (use a bag). Please avoid long transports in wet conditions.

Harness cleaning and maintenance

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

The zip fasteners should be lubricated from time to time, using a silicon spray. If you regularly use your harness in a dusty environment (dirt, sand, etc...), we advise you to regularly check and maintain your carabiners and buckles: clean them with a mild detergent, then blow dry them fully but DO NOT LUBRICATE !

Prior to using them, conduct a thorough carabiners and buckles checkup to insure their full functionality. If you use your harness in a marine/sandy/salty environment, pay particular attention to your gear and follow a rigorous care/maintenance routine.

Hardware & Parts

Fabrics
- Nylon 210D R/S 44 ROBIC
- MJ38
- Dominico 10D

Straps
- Dyneema 4 / 7 / 12 mm
- Polyamide 10 mm
- Polypropylene 10 mm

Repair

Despite the use of high-quality materials, your wing may occasionally suffer damage. If this happens, it must be inspected and repaired at a specialized service center.

Please contact us either by phone or by email at sav@supair.com for any information. In the event of a major repair, the wing's performance may be altered. SUPAIR offers test flights to ensure the airworthiness of the product.

Life span

• Do a complete inspection of your harness every two years by checking:
• straps (no excessive wear, no signs of tearing, no problematic creases)
• buckles and carabiners (correct operation, no wear)

The fibers used for the straps and fabrics of the STRIKE 3 have been selected and woven to guarantee the best possible compromise between lightness and durability. However, under certain conditions—such as very prolonged exposure to UV rays, significant abrasion, or exposure to chemical substances—a mandatory inspection of your harness at an authorized service center must be arranged. Your safety depends on it.

Carabiners must not be used for any purpose other than paragliding (mountaineering, towing, etc.). SUPAIR recommends replacing carabiners every 5 years or after 500 hours of use.

Modification prohibited

Our products are designed, tested, and certified according to strict safety and performance standards. Any modification, transformation, or adaptation of a Supair product is strictly prohibited.

Recycling

All of our materials are selected for their excellent technical and environmental characteristics. None of the components in our products are hazardous to the environment. Many of our components are recyclable.

If you or a specialized workshop determine that your STRIKE 3 harness has reached the end of its lifespan, you can separate all metal and plastic parts and follow the waste sorting regulations in effect in your country. Regarding the recovery and recycling of textile components, we invite you to contact organizations specialized in textile waste management.

Warranty

SUPAIR takes the utmost care in the design and production of its products. SUPAIR guarantees its paragliding harnesses for 2 years (from the date of purchase) against any manufacturing or design defects that may arise under normal use of the product. Any abusive or incorrect use, any excessive exposure to harsh factors (such as: excessively high temperatures, intense solar radiation, high humidity) resulting in damage, as well as the failure to comply with mandatory inspection intervals, will void this warranty.

Any modification to a Supair product will automatically void its warranty.

Disclamer

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

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

Pilot's gear

It is essential for you to wear a suitable head protection (certified paragliding helmet), boots and right clothing for the activity.
Moreover,carrying a reserve parachute connected to your harness in flight is highly recommend.
All accessories, wings, and reserve parachutes from the SUPAIR range (excluding tandem equipment) are compatible with the STRIKE 3 harness. For more information, please visit our website: www.supair.com

Eco-responsa-bility

Paragliding is an outdoor activity. You are operating in an environment for which you are responsible. Please ensure that you:

- respect the local flora and fauna
- do not litter
- do not make more noise than necessary.

By doing so, you contribute to the preservation of the environment and the sport itself.

BUMPAIR STRIKE 3 shock absorber

The harness you have just acquired features BUMPAIR-type protection. This protection is designed to provide impact absorption.

It complies with EU Regulation 2016/425 regarding Personal Protective Equipment (PPE) and is certified by expert assessment according to the CRITT-SP SL-003 09/2021 protocol.

The CE compliance of your harness's shock absorber is certified by the following laboratory: ALIENOR CERTIFICATION n°2754, Z.A. du Sanital, 21 Rue Albert Einstein, 86100 Chatellerault, FRANCE.
Test reports and the EU Declaration of Conformity are available on our website at: : www.supair.com/telechargements/

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

Please note that the performance of the equipment can be dangerously affected by any modification made or improper use of the shock absorber, and negatively affect the proper functionality of the protector which must be whole and properly installed. You must check that all is in order prior each flight:

- The correct shape and inflation of the AIRBAG/ shock absorber.
- The AIRBAG seams and overall condition of the fabrics - look for holes, tears, snags ....

The protection can have a five (5) year lifespan under normal use conditions.

Warning! Following a major hard landing the protector can be damaged.

Transport

The transport and maintenance of the BUMPAIR is the same as for the harness. The revision of the shock absorber is also the same as that of the harness.
The BUMPAIR must be stored in an compressed state.

Inspections and repairs

Have your protection checked once a year. If your shock absorber is damaged, have it professionally assessed and repaired or contact us at sav@supair.com. For disinfection, please contact sav@supair.com.

Storage and cleaning

tore your protection in a dry, ventilated area at room temperature.
It must be cleaned only with water.
If your shock absorber is damaged, have it professionally tested and repaired or contact us at sav@supair.com.
Test reports and the EU Declaration of Conformity are available at: www.supair.com/telechargements/

Certification

• Complies with EU regulation 2016/425
• Certified by expert opinion according to protocol SP-003 09/2021
• The EU declaration is available on the website www.supair.com
• Certified by ALIENOR CERTIFICATION n° 2754 ZA DU SANTAL 86100 CHATELLERAULT France

PPE manufacturer:
SUPAIR s.a.s
Parc Altaïs, 34 rue Adrastée,
74650 CHAVANOD
FRANCE
RCS Annecy 387956790
Tel: +33 4 50 45 75 29
www.supair.com

In case of accident

Emergency numbers

EUROPE / INDIA	112
USA / CANADA	911
CHINA / JAPAN	119
NEPAL	101
IRAN	112
AUSTRALIA	000
NEW ZEALAND	111

Need help?



Light SOS



Maintenance booklet

This page will help you keep record of your STRIKE 3 scheduled maintenance.

Purchase date	
Owner's name:	
Name and stamp of the store:	

☐ Care
☐ Resale

Date	
Name of the workshop/purchaser	

☐ Care
☐ Resale

Date	
Name of the workshop/purchaser	

☐ Care
☐ Resale

Date	
Name of the workshop/purchaser	

☐ Care
☐ Resale

Date	
Name of the workshop/purchaser	

SUPAIR
LIFE IS IN THE AIR

STRIKE3



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www.supair.com

Revision index: 08/07/2026