Wanì light 3



WoodyValley

Manual Edition 1.1 - 02.2026




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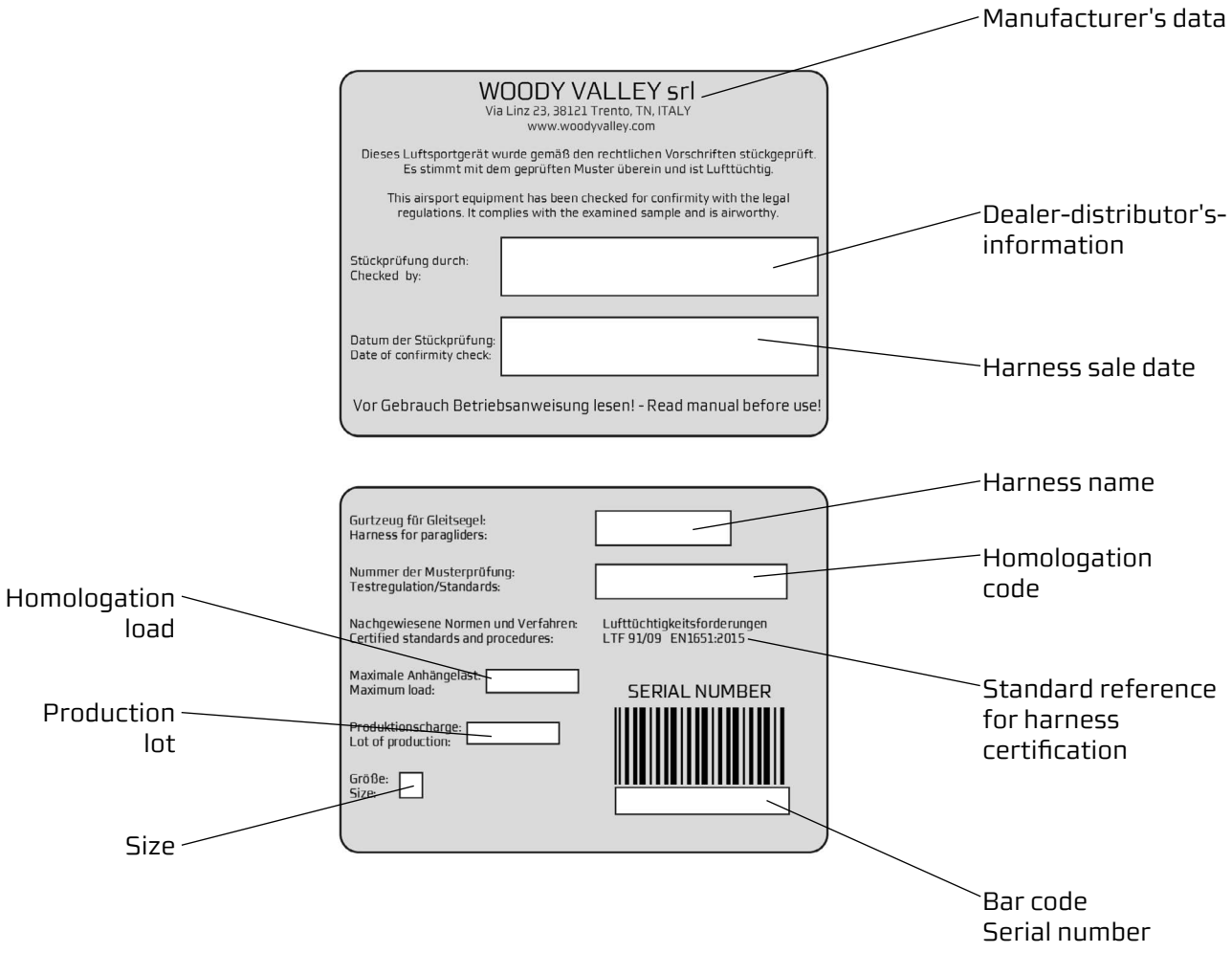
Woody Valley

Congratulations on purchasing a WOODY VALLEY product.
All our products are the result of meticulous research in constant collaboration with pilots from all over the world. This is why your feedback is so important. Your experience and collaboration enable us to constantly enhance our harnesses, to always extract the maximum potential from every Woody Valley product.

MANUFACTURER'S 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

HARNESS LABELS INFORMATION



The label is located at the top, inside the zipper, where you will find the bridle sewn into the harness loops.

THANK YOU

Thank you for choosing a Woody Valley product. We invite you to carefully read the harness user manual, paying particular attention to the two most important paragraphs concerning:

INSERTING THE RESERVE PARACHUTE.
The reserve parachute is a life-saving tool, it must be in working condition when needed, whether it is used in two days or two years.
HARNESS ADJUSTMENTS.
The harness connects the pilot and the wing, enabling performance and comfort during flight. A bad, well-fitted harness can make you fly well, but a good, poorly-fitted harness can make you lose the desire to fly.

We trust that this harness will give you maximum comfort, control, performance and enjoyment in flight. We know very well that reading a user manual may not be exciting. In this case, please keep in mind that the product in question is not a juicer or a mobile phone and that the correct use of the harness greatly helps to reduce the risks of flight accidents. This manual contains all the necessary information to assemble, adjust, fly, and store your harness. A thorough understanding of your equipment enhances your personal safety and enables you to maximize your potential.

The Woody Valley Team

SAFETY NOTE

By purchasing Woody Valley equipment, you acknowledge that you are a qualified paraglider pilot and accept all risks associated with paragliding, including injury and death. The improper or incorrect use of this equipment significantly increases the risk. Under no circumstances will Woody Valley or the Woody Valley equipment retailer accept liability for personal injuries caused to yourself or to third parties, or damages of any kind. If you have any questions regarding the use of our equipment, we recommend contacting your local dealer or Woody Valley directly.

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1 - GENERAL INFORMATION

This manual is an integral part of the WANÌ LIGHT 3 harness and should be kept safely for future reference. If you need more information, please contact your reseller or Woody Valley directly.

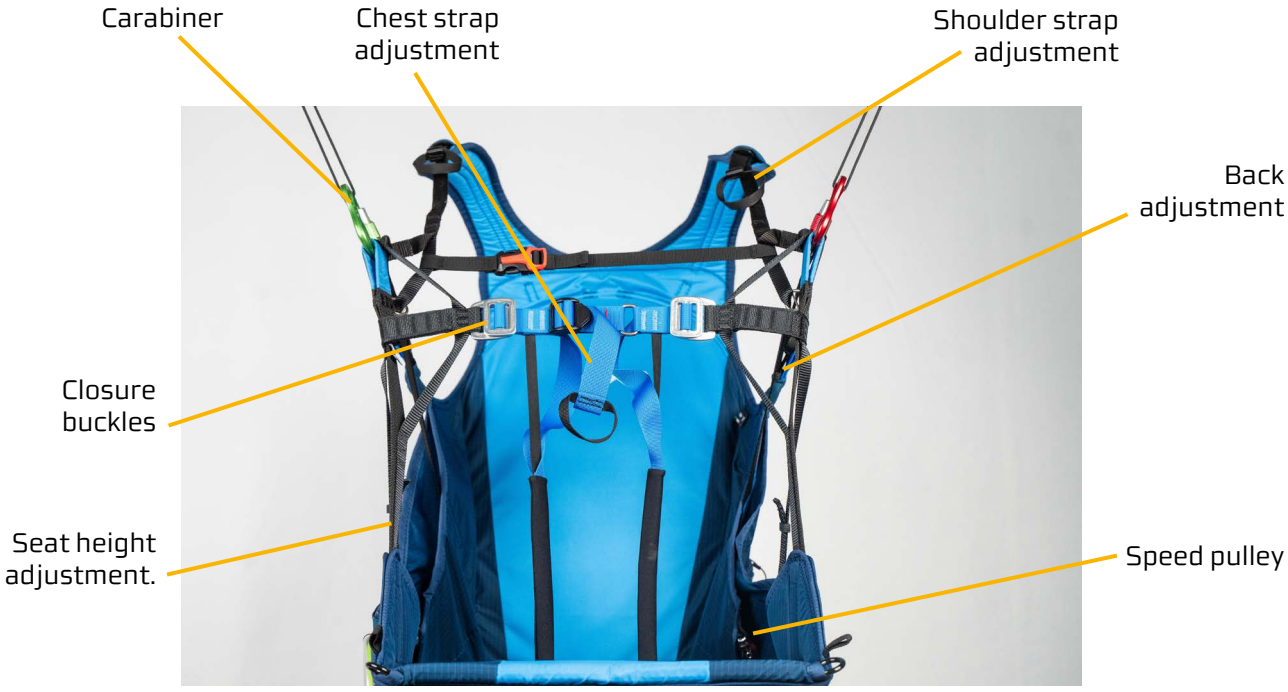
Declaration of Conformity
The manufacturer WOODY VALLEY s.r.l. hereby declares that its products comply with UNI EN 1651 - NfL 2024-2-785 - CE 2016/425.

This equipment must contain:

- Harness
- Karabiners
- Polypropylene seat with flexible front part
- Emergency handle with integrated deployment bag
- Speed bar
- 2 elastic loops for closing the reserve parachute flap
- Rucksack

Main available options:

- Relax bar
- Radio pocket
- Lightshield



1.1 - Concept

The WANÌ LIGHT 3 is a harness designed for paragliding, certified for a maximum load of 120 kg. It was conceived as a complete, high-quality product in the Hike & Fly category. Weighing just 3.00 kg, it offers full features and high performance thanks to new materials and construction systems.

The strap system geometry has been completely redesigned to provide precise and smooth handling, with improved stability compared to the previous model. It adapts to both beginner and experienced pilots by adjusting the chest strap length.

The reversibility system has been fully renewed, with a new detachable rucksack. This system significantly enhances user experience and aesthetics. Designed with meticulous attention to detail, the WANÌ LIGHT 3 offers the features of a traditional harness at just 3.00 kg in weight.







1.2 - Protection and safety

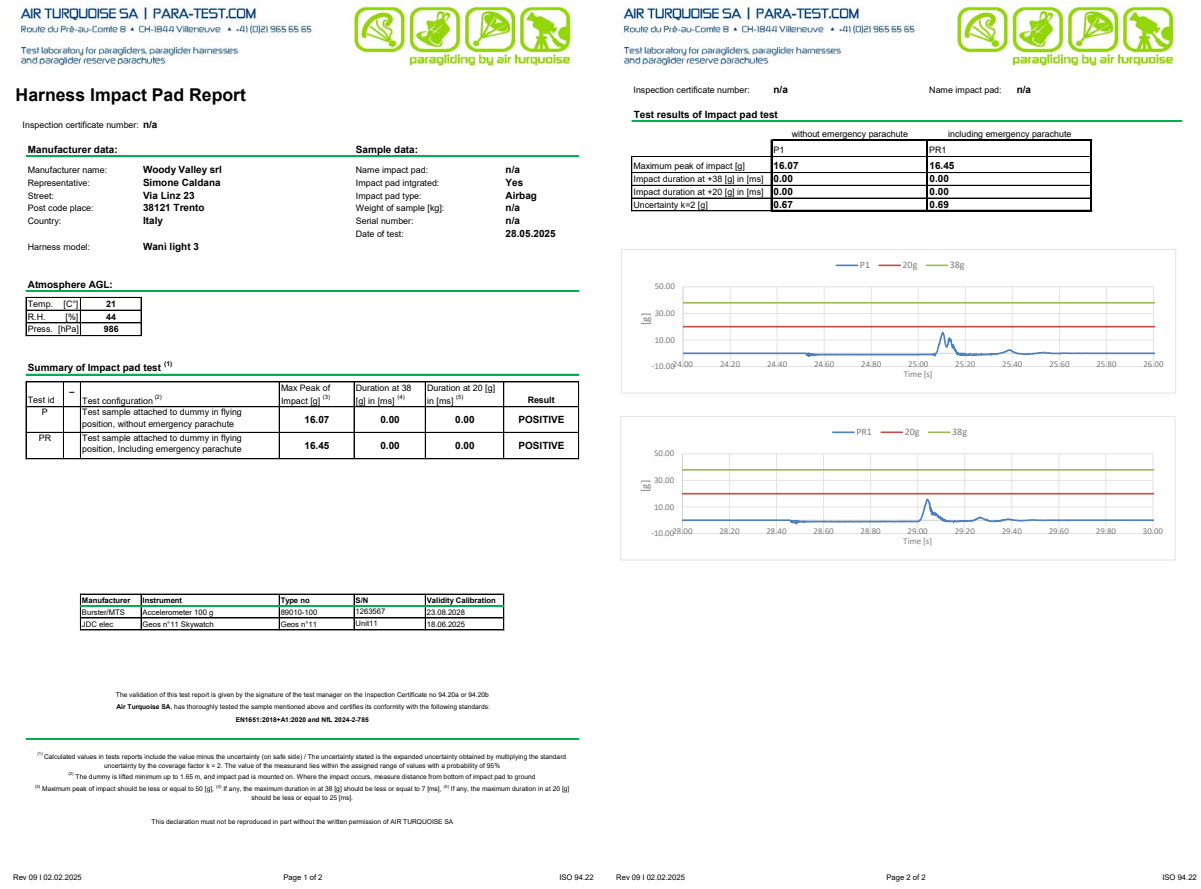
WANÌ LIGHT 3 is equipped with an under-seat airbag, with excellent impact deceleration absorption capacity, certified with a maximum peak of 16g, the most efficient in its category, providing high-level protection performance to the pilot.
Thanks to the use of Nitinol (a super-elastic and highly resistant metal wire), inserted into the lower edge of the airbag, we were still able to obtain 60% of the protective capacity even before full inflation occurs in flight.
The WANÌ LIGHT 3 harness is available only with the Get-Up strap system, which is the lightest anti-forget safety system for leg strap closure.







Protection certification documents:



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: **n/a**

Manufacturer data:

Manufacturer name:	**Woody Valley srl**
Representative:	**Simone Caldana**
Street:	**Via Linz 23**
Post code place:	**38121 Trento**
Country:	**Italy**
Harness model:	**Wani light 3**

Sample data:

Name impact pad:	**n/a**
Impact pad intgrated:	**Yes**
Impact pad type:	**Airbag**
Weight of sample [kg]:	**n/a**
Serial number:	**n/a**
Date of test:	**28.05.2025**

Atmosphere AGL:

Temp. [C°]	**21**
R.H. [%]	**44**
Press. [hPa]	**986**

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)	Result
P		Test sample attached to dummy in flying position, without emergency parachute	**16.07**	**0.00**	**0.00**	**POSITIVE**
PR		Test sample attached to dummy in flying position, Including emergency parachute	**16.45**	**0.00**	**0.00**	**POSITIVE**

Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	86010-100	1263567	23.08.2028
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 94.20a or 94.20b
Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:
EN1651:2018+A1:2020 and NfL 2024-2-785

(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].

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

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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

Inspection certificate number: **n/a** Name impact pad: **n/a**

Test results of Impact pad test

	without emergency parachute	including emergency parachute
	P1	PR1
Maximum peak of impact [g]	**16.07**	**16.45**
Impact duration at +38 [g] in [ms]	**0.00**	**0.00**
Impact duration at +20 [g] in [ms]	**0.00**	**0.00**
Uncertainty k=2 [g]	**0.67**	**0.69**

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1.3 - Handle with care

WANÌ LIGHT 3 is a lightweight harness. The lifespan of this product largely depends on how carefully you use it. A lightweight product is much more sensitive to mechanical stress of any kind. Strong stresses can cause damage to the harness that is NOT RELATED to safety and NOT COVERED by warranty.



2 - BEFORE USING

2.1 – Emergency parachute

The emergency parachute compartment has been designed with a maximum volume of 6 liters, suitable for containing the most common models on the market.
The container is located under the seat and it is necessary and mandatory to use its specific deployment bag with the integrated extraction handle included with the harness at the time of purchase.

No other type of deployment bag and/or extraction handle may be used.

2.1.1 – Folding the emergency parachute into the deployment bag

WANÌ LIGHT 3 is supplied with a deployment bag with an integrated extraction handle. Fold the emergency parachute respecting the dimensions of the deployment bag. Fold the parachute lines on the side opposite to the extraction handle. Close the flaps of the deployment bag.



WARNING:

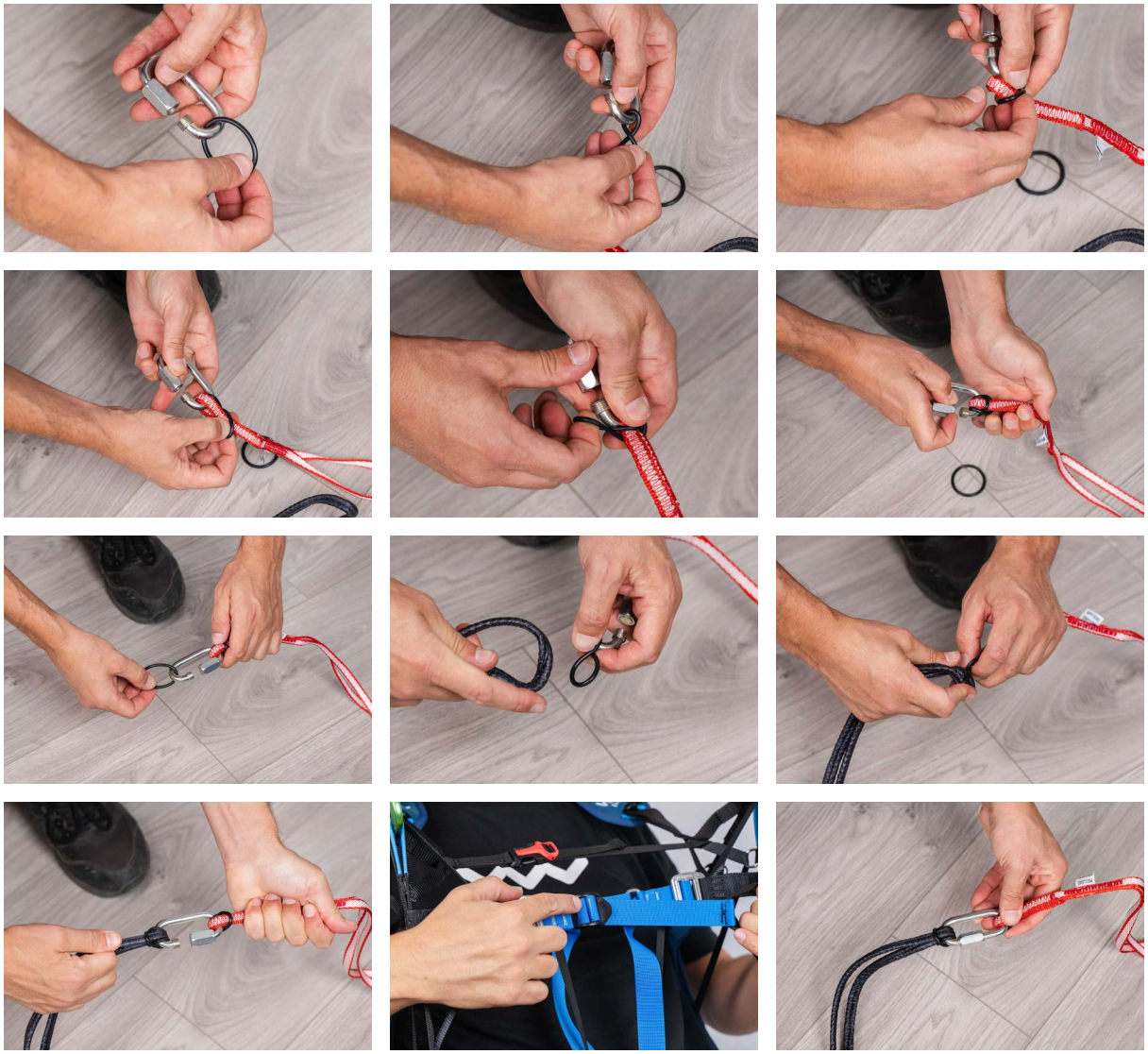
Have a flight instructor or qualified person help you fold the emergency parachute into the deployment bag.

2.1.2 – Connecting the emergency parachute to the harness

There are three different systems for connecting the reserve parachute bridle to that of the harness.

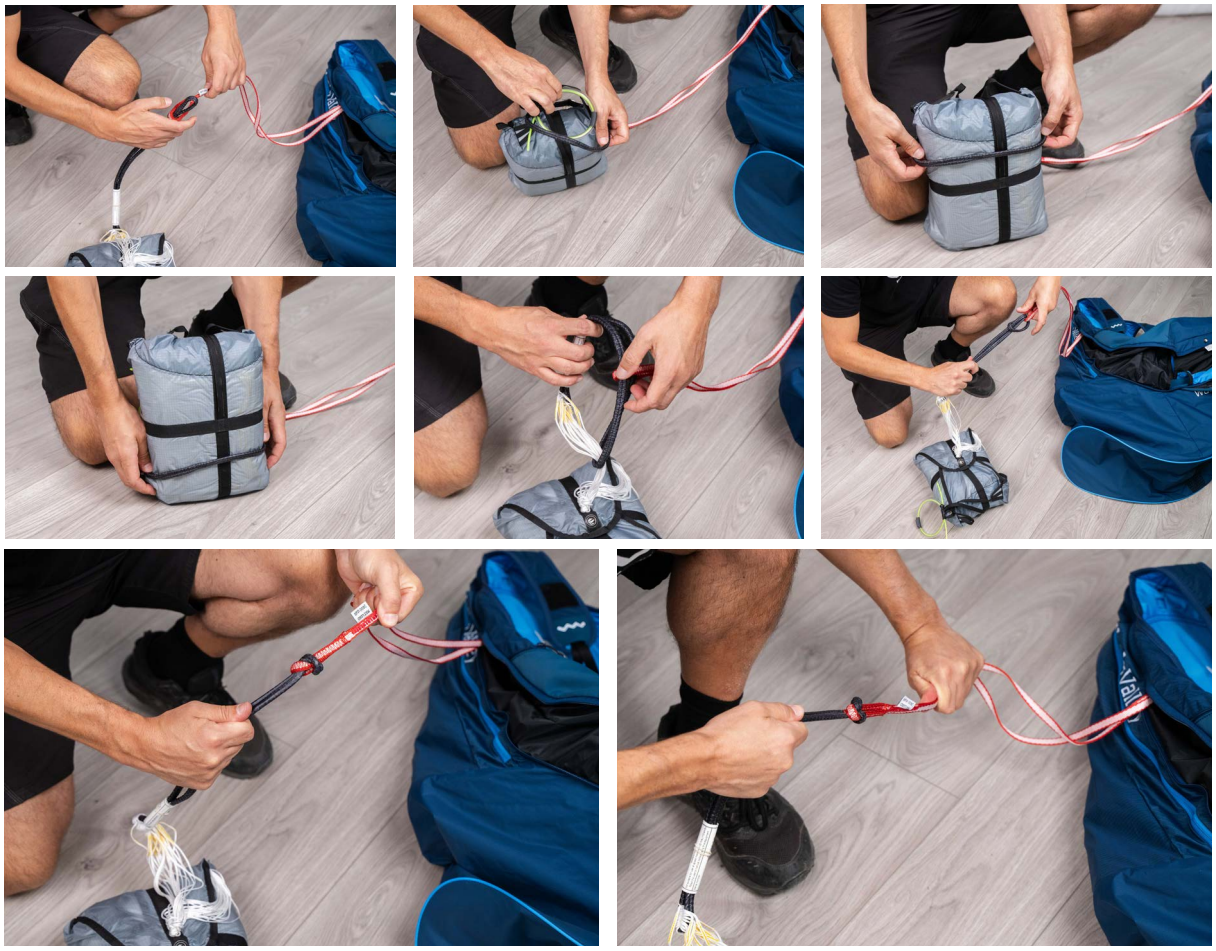
First system:

Use a screw-lock carabiner with a breaking load of at least 2400 kg. In this case, the bridles must be secured inside the carabiner with rubber bands to prevent its rotation, which would otherwise result in dangerous lateral loading. The screw-lock must be tightened firmly to prevent accidental opening. This type of connection supports a higher opening shock than the second system and is therefore the most recommended.



Second system:

The bridle of the emergency parachute must be passed through the loop of the harness's V-line. Then, the emergency itself must be passed through the large loop of the emergency parachute bridle. This creates a connection that must be tightened as much as possible to avoid dangerous friction between the two lines during the shock of the emergency deployment.



Third system:

If you are using a steerable emergency parachute with split bridle or if your emergency parachute already comes with a split bridle, it can be connected to the harness using the two loops at the base of the harness bridle, near the padded shoulder straps. In this case, the original bridle of the harness not in use will be folded, secured with two elastic bands, and placed under the cover located behind the pilot's neck.

Both connections must be made with screw-lock carabiners with a minimum breaking load of 1400 kg. In any case, it must be verified that the length of the bridle is sufficient to position the emergency parachute inside the integrated harness container and that enough slack remains to allow extraction without causing the deployment bag to open during pull-out.



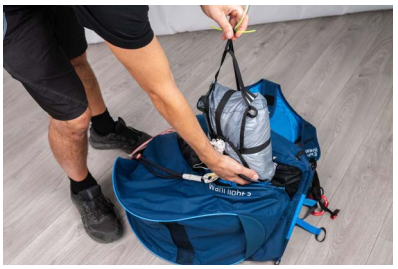


WARNING:
To avoid abnormal lateral loads, the bridle must be attached to both loops on the respective shoulder straps—not just one.
Do not store any object inside the bridle container.




2.1.3 – Inserting the emergency parachute

Insert the parachute into the harness container with the handle facing outward and the lines pointing downward.
Insert a thin cord (such as a paraglider line) into each elastic loop to help close the container. Attach the handle to the designated spot on the harness using the built-in magnets.

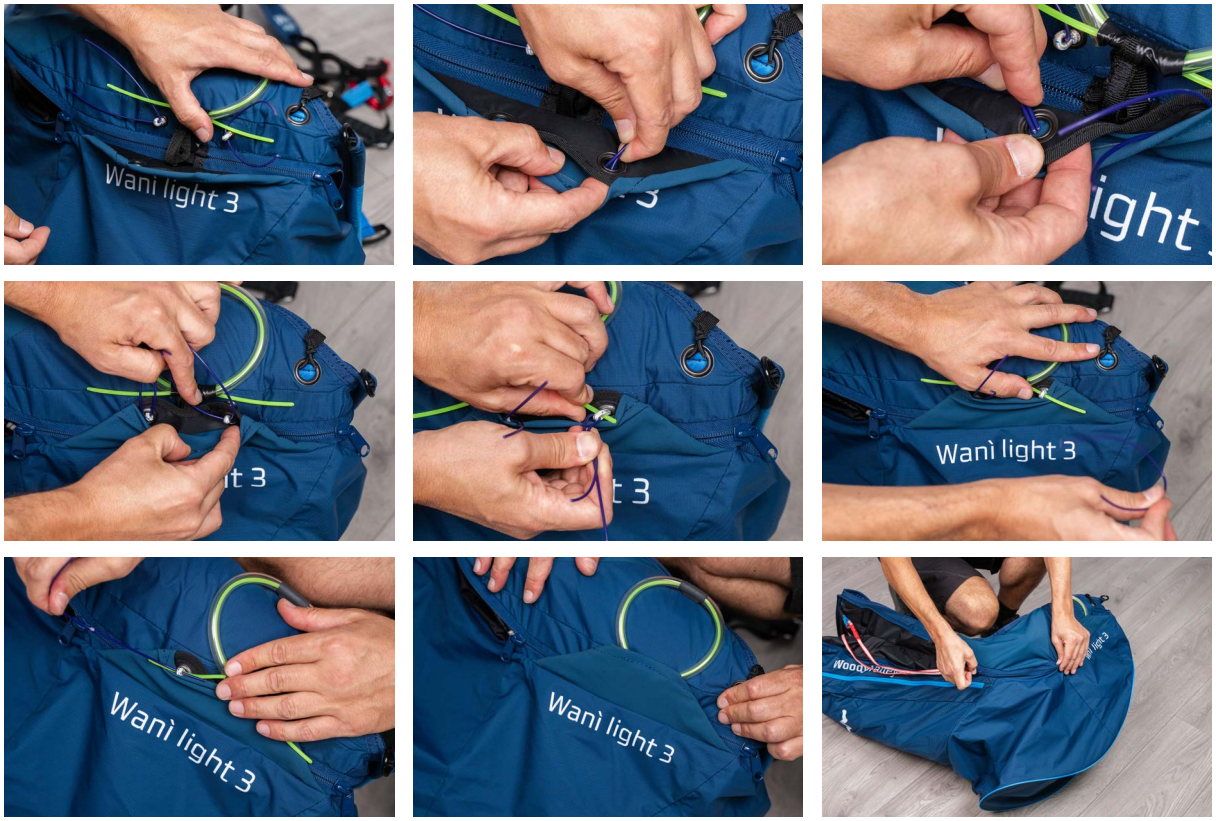







Bring the slider of the reserve line cover and the slider of the second zipper (which closes the front end) up to the edge located under the flap. Close the zipper on both sides for approximately 10 cm.

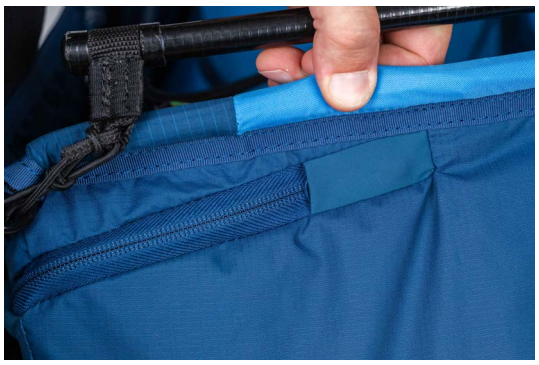
Secure the flap as shown in the picture by threading the cord (previously inserted) through the eyelets of the flap, thus anchoring it to the elastic loops. Make sure at this stage that neither of the two zippers opens.
Insert the two yellow plastic pins of the handle into the elastic loops and then under the Lycra cover of the flap.



Once all parts of the container are closed, it is recommended to check that both zippers located under the opening system are properly shut.
The cord must absolutely be removed at the end of this phase; extract it slowly to avoid damaging the elastic loops due to excessive friction.
Finally, both zippers must be fully closed, with the sliders tucked under their covers at the opposite ends.







WARNING:
Every new combination of emergency parachute and harness must be tested for proper extraction by an official dealer of either the harness or the parachute, or by a flight instructor. The test must be performed while suspended from a flight simulator, and the parachute must be perfectly extractable from the normal flying position.
The paraglider harness and emergency parachute deployment system are not suitable for free fall use or for high-impact shocks.
Its load-bearing structure has been designed, tested, and certified to withstand the shock of parachute deployment according to the standards required for paragliding.
However, this does not guarantee that other parts of the harness will not suffer damage from the parachute deployment shock whether this happens during a real emergency or intentionally, such as during an SIV safety training course.

2.1.4 – Compatible emergency parachutes

The emergency parachute volume must be less than 6 liters.



2.1.5 – Emergency parachute extraction

It is important to periodically locate the position of the deployment handle during normal flight so that the reflex movement to grab it becomes instinctive in case of emergency.
In an emergency situation, the deployment procedure is as follows:

- Locate the deployment handle and firmly grab it with one hand.
- Pull the handle outward to extract the rescue parachute from the harness container.
- Find a clear area and, in a single, continuous motion, throw the rescue parachute forcefully away from your body and the wing.
- After deployment, to prevent the paraglider from interfering with the rescue parachute:
  - If the leading edge is facing upward, grab the “D” risers or the brakes and stall the glider.
  - If the wing’s leading edge is facing downward, pull one “D” riser or one brake to rotate the wing so that the leading edge faces up, then pull both brakes or risers to stall the glider more easily.
- When landing, maintain an upright body posture and try to use a “parachute landing fall” technique to reduce the risk of injury.

After each parachute deployment, the harness must be inspected by qualified personnel.



2.2 – Harness adjustments

WANÌ LIGHT 3 offers the ability to adjust the backrest inclination, chest strap width, shoulder strap height, seat angle, and leg strap length to guarantee the pilot their optimal position.
Finding this optimal position takes a bit of time, but it will be rewarded with exceptional flight comfort.
The WANÌ LIGHT 3 comes pre-adjusted to an ergonomic standard, except for the adjustments affected by the pilot's height.
For the first flight, we recommend acting only on these, leaving the other settings unchanged, which have proven satisfactory for most pilots.
If you feel the need to change other adjustments, keep in mind that it is always possible to return to the preset manufacturer's adjustment by following the red color references visible on each adjustment strap.





Before making any adjustment, the emergency parachute must be inserted.
To find the optimal position, we recommend hanging in the harness, simulating the flight position and conditions. Therefore, it is best to insert into the back pocket all the materials you normally carry during flight.



Back adjustment
Paragraph 2.2.1 (1)

Shoulder strap adjustment
Paragraph 2.2.2 (2)

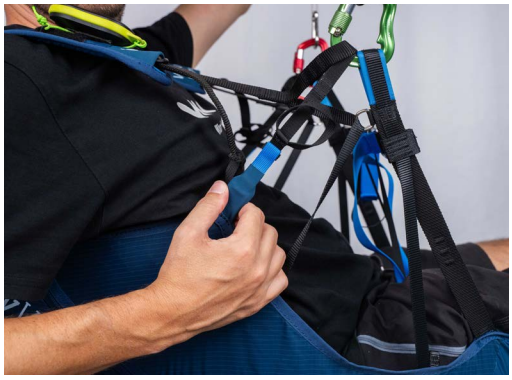
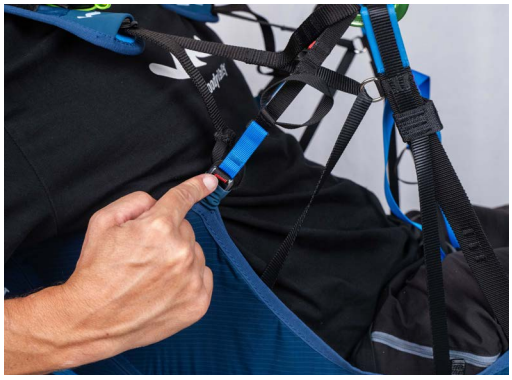
Chest strap adjustment
Paragraph 2.2.3 (3)

Seat height adjustment
Paragraph 2.2.4 (4)

Leg straps adjustment
Paragraph 2.2.5 (5)

2.2.1 – Backrest adjustment

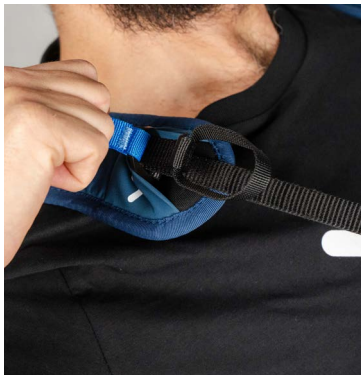
This adjustment allows you to choose the torso inclination relative to the vertical flight axis.



2.2.2 – Shoulder strap adjustment

The shoulder strap adjustment compensates for the pilot's height variation, and the adjustment buckle is located at the top of the straps.
The shoulder straps also support part of the torso weight for better comfort. We recommend adjusting the shoulder straps so they adhere to your shoulders without being too loose or too tight

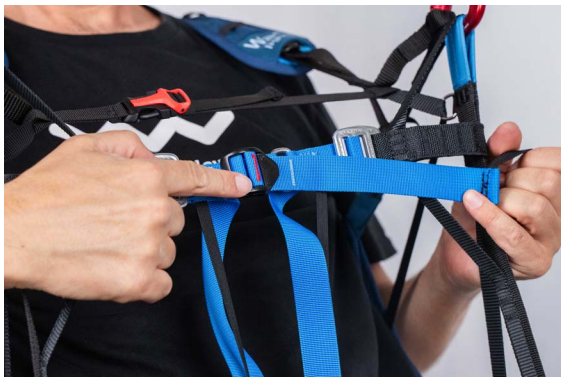

At shoulder strap level, you will also find a small clip that acts as a shoulder strap lock and prevents the straps from slipping off your shoulders during take-off. The plastic clip also features a handy whistle, useful in case of emergency.





2.2.3 – Chest strap adjustment

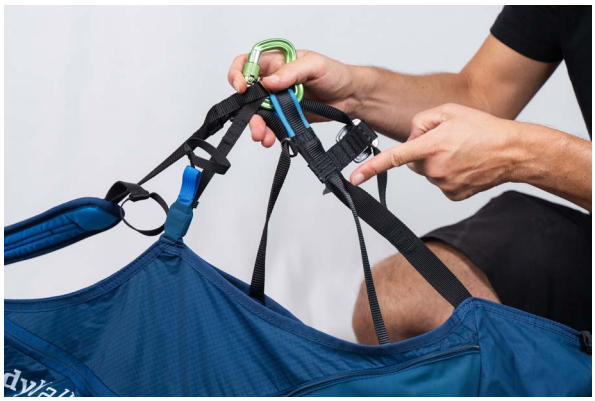
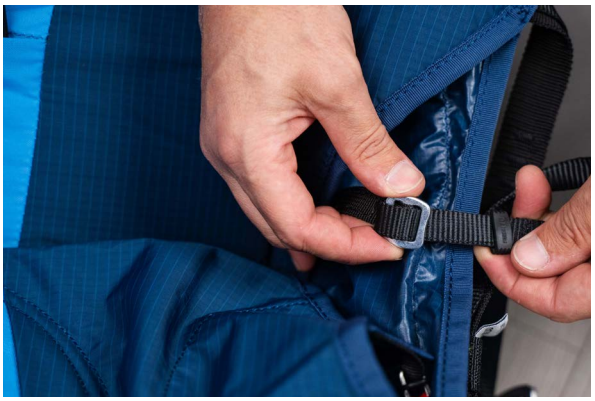
The chest strap adjusts the distance between the two carabiners, which can vary between 37.5 and 46 centimeters.
For your first flights, we recommend adjusting the chest strap between the two sewn-in indicators and finding the right in-flight position with gradual adjustments.
Keep in mind that a tighter chest strap provides greater stability.
Excessive opening does not improve wing performance, and excessive tightening can increase the “twist” effect in case of asymmetric wing collapse.





2.2.4 – Seat height adjustment

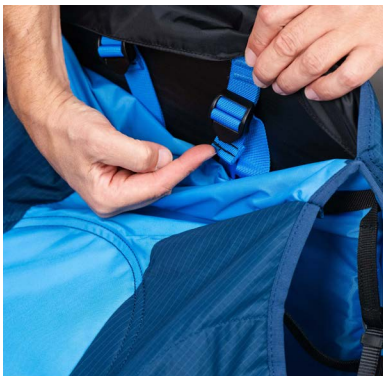
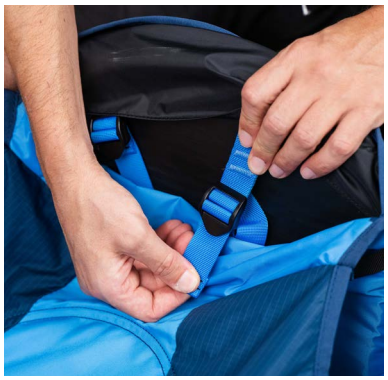
This adjustment changes the angle between the thighs and the back (seat depth), distributing the load between the seat and the lumbar support, thereby providing greater comfort for the pilot.



2.2.5 – Leg straps adjustment

With this adjustment, you can shorten the length of the leg straps. If the pilot is slim, the straps can be shortened using the two buckles located under the seat.

WARNING:

All adjustments must be made symmetrically on both sides.

3 - FLYING WITH WANÌ LIGHT 3

3.1 - Pre-flight checks

For maximum safety, use a valid and complete pre-flight check method and repeat the same mental sequence before every flight.
Check that:

- The emergency parachute handle is correctly fixed in place and the pins are securely inserted;
- All pockets and zippers are closed;
- All buckles are fastened;
- The paraglider is properly attached to the harness at the main carabiners, which must be fully secured by their respective locking mechanisms;
- The speed-bar is correctly mounted to the wing.

After carefully assessing that the weather conditions are suitable for flying, put on the harness by simply fastening the “GET-UP” system — that is, by closing the buckles located on the chest strap and the leg straps, both on the right and left sides; this operation, although simple, must be carried out and carefully checked for a completely safe flight.



3.2 – Pockets

In the flight configuration, WANÌ LIGHT 3 has a spacious rear pocket that can be used to store the rucksack, the glider concertina bag, and clothing. This pocket also includes a specific space to store a CamelBak.
At the top of the harness, there is a small pocket for storing keys, wallet, or phone.
On the sides of the harness, there are two elastic Lycra pockets with zippers and a safety loop to secure your belongings.






In the rucksack, we have added two side elastic Lycra pockets useful for carrying telescopic poles or a bottle/flask. Inside, there is a side compartment to store the CamelBak, while in the center of the rucksack, there is a small pocket useful for keys or a wallet.






3.3 – CamelBak

WANÌ LIGHT 3 is designed for the installation and use of a CamelBak or similar hydration system. Before takeoff, place the CamelBak inside the rear pocket, passing the tube through the hole located at the top of the pocket.
Then, thread the tube under the two elastics on the left shoulder strap, as shown in the photo.







3.4 – Tandem Flying

WANÌ LIGHT 3 cannot be used for tandem flying.

3.5 – Flying over water

Using the WANÌ LIGHT 3 for flights over water is not recommended.
In the event of a water landing, the air-filled protection could keep the pilot submerged. Woody Valley recommends using a suitable life jacket when flying over water.

3.6 - Tow Attachment

WANÌ LIGHT 3 is suitable for winch towing launches. The tow release should be hooked directly to the main carabiners, making sure to position the carabiners with the gate side facing backward.
For further details, refer to the instructions of your tow release system or consult a qualified tow instructor at your flying site.

3.7 - Landing with WANÌ LIGHT 3

Before landing, slide your legs out of the seat board to assume an upright position. Never land in a seated position because it is very dangerous for the spine, even if you have back protection made of foam or Airbag, which only provides passive safety. Standing upright before landing is an active safety system and is much more effective.

3.8 - Harness Disposal

The materials used in a paraglider require proper disposal. Please return the equipment at the end of its life. The harnesses will then be properly disposed of by us.

3.9 - Behavior in Natural Environments

Please respect nature and the landscapes that surround us when practicing our sport. Please stay on marked paths, do not litter, avoid making loud noises, and respect the delicate balance that exists in the mountains.

3.10 - Attaching the Glider

To open the carabiners, you must push the gate upward and simultaneously rotate it by 90°. This carabiner model is self-locking and automatically closes as soon as the lever is released. Insert the glider risers into the carabiners correctly and ensure that the carabiners are securely closed.

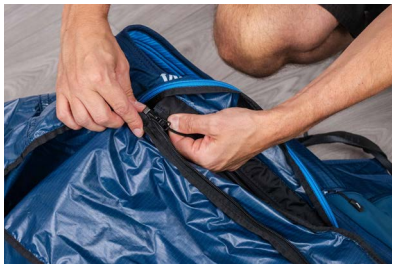






4 – FOLDING THE HARNESS

The WANÌ LIGHT 3 comes with a rucksack in 4 sizes, which can be separated from the harness via a zipper.
The pilot can choose, according to personal preference, whether to keep the reversible harness with the rucksack attached or use the harness and rucksack separately.

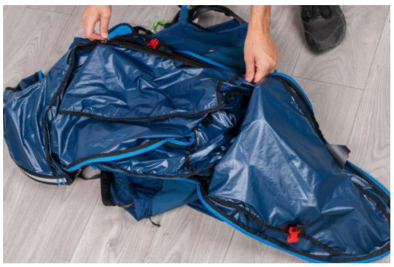




To fold the harness, fully open the rear storage pocket. Turn the entire harness inside out and fold the seat against the back section of the harness, keeping all the straps and buckles inside the “sandwich” formed between the seat and the back.
Take the outer part of the harness pocket and place it over the sandwich, then use the red Fastex buckles to secure everything in place.

If the harness is connected to the rucksack, place the previously folded wing on top of the harness airbag, pushing the paraglider down into the bottom of the rucksack to fill it properly.

If you prefer to keep the rucksack and harness separate, we recommend storing the folded harness inside the concertina bag of the wing.

To make closing the zipper easier, compress the rucksack to release any remaining air inside the paraglider and the airbag.









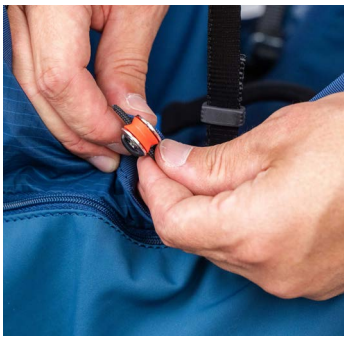
There will be sufficient space in the upper part of the rucksack to store the helmet, instruments, and some clothing accessories.
When preparing for flight, carry out the reverse steps and finally fold the rucksack into the rear storage pocket of the harness.



5 - FEATURES AND INSTALLATION OF OPTIONAL ACCESSORIES

5.1 - Installation and adjustment of the speed system

After finding the optimal seating adjustment, the speed system stirrup must be adjusted. This harness is compatible with all types of speed systems. The elastic cord in front of the board that holds the speed-bar prevents the emergency parachute handle from getting entangled in the event of deployment of the parachute itself. The cords of the speed-bar must first pass through the rings attached to the front elastic on the board, then through the harness eyelets near the front corners of the seat, and finally through the pulleys placed near the rear corners of the seat. For a proper adjustment, it's recommended to first hang the harness on a simulator, also attach to the paraglider risers and have a friend hold the risers.
Adjust the length of the speed system lines. The released stirrup should be at a distance of no more than 10 cm under the front part of the harness.
Adjusting the cord too short could keep the speed system constantly engaged, and unintentionally activated during flight. It's better to take off with a slightly longer speed-bar and shorten it again after the first few flights.
To hold the speed-bar in place during take-off run, use elastics that keep the elements organized and attach them to the speed-bar.
This system also allows you to use those speed-bars with central cord regulation. It is important to remember that every adjustment must be performed symmetrically on both sides.

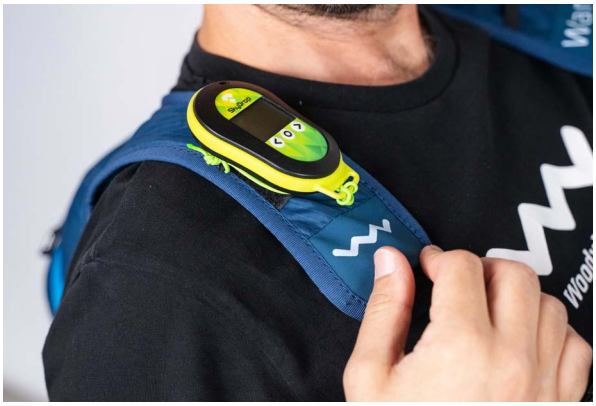






5.2 - Relax - bar

All our harnesses can be equipped with a dedicated relax-bar.
The relax-bar is used to keep the legs extended and the feet supported.
This flying position is considered by some pilots to be more comfortable than the classic seated position with feet dangling.
To install the relax-bar on the harness, follow the instructions provided in the manual supplied with the relax-bar.





5.3 - Other optionals







6 - MAINTENANCE AND REPAIR

Check the harness after every impact, hard landing or takeoff, or if there is any sign of damage or excessive wear.
We still recommend having the harness inspected every two years by your dealer and replacing the main carabiners every five years.
To avoid premature aging of the harness, do not drag the material on the ground, rocks, or abrasive surfaces. Avoid unnecessary exposure to UV rays (sun), not needed during normal flying activity.
Whenever possible, avoid exposure to moisture and heat.
Store all your flying equipment in a dry place and fresh; never store it when it is still damp or wet.
Keep your harness as clean as possible by regularly removing dirt with a brush with plastic bristles and/or a damp cloth. If the harness is particularly dirty, wash it with water only and a mild soap.
Allow the harness to air dry naturally, in a ventilated place and away from direct sunlight.
If your emergency parachute is wet (e.g., water landing), you must detach it from the harness, dry it and repack it before placing it back in its container.
Repairs and replacement of harness parts can only be carried out by the manufacturer or authorized personnel. The use of materials and techniques that do not guarantee proper function and compliance is not allowed.
Quick links and zippers should be kept clean and lubricated with silicone spray.
For any maintenance request, contact an authorized dealer or Woody Valley directly. Please provide the full identification number found on the silver label located in the storage pocket.
Proper use will extend the life of the harness.
In case of damage to the harness, repairs must be performed by the manufacturer or by certified workshops authorized by the manufacturer.
We recommend paying close attention to how you use and store the harness, as correct usage will extend its lifespan.
We wish you great flights and happy landings with the WANI LIGHT 3!

7 - WARRANTY

The legally mandated 2-year warranty period commits us to correct any manufacturing defects in our products that can be attributed to production faults.
We recommend validating your warranty period by completing, within 10 days from the purchase date, the form available on our website in the “Support” section, entering the harness identification code found on the silver label located in the rear pocket.
To initiate a warranty request, it is necessary to immediately notify WOODY VALLEY of the suspected manufacturing defect, sending the harness identification code along with a detailed description of the problem encountered. Subsequently, to restore the defective product, you will need to send it to WOODY VALLEY or to subjects authorized by them.

WOODY VALLEY reserves the right to decide the best method to restore 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 (e.g., improper maintenance, inadequate storage, overloading, exposure to extreme temperatures, etc.).
The same applies to damage caused by accidents, emergency parachute deployment shock, and normal wear and tear.



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 / NfL

Inspection certificate number: **PH_480.2025** Impact pad number: **n/a**

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:	**Wanì light 3**	Name Impact pad: (1)	**n/a**
Type:	**ABS**	Impact pad integrated: (1)	**Yes**
Size:	**M**	Impact pad type:	**Airbag**
Weight of Sample [kg]:	**2.82**	Weight of Sample [kg]: (1)	**n/a**
Serial number:	**120 0115 001P**	Serial number:(1)	**n/a**
Clip-in weight [kg]:	**120**		
Integrated container for rescue system:	**Yes**	Date of reception:	**n/a**
Volume container [cm^3]:	**6000** max **3000** min		
Date of reception:	**14.04.2025**		

Test report summary	**Structual test**	**Impact pad test**
Result	**POSITIVE**	**POSITIVE**
Place	**Villeneuve**	**Villeneuve**
Date	**28.05.2025**	**28.05.2025**

Issue data

Place of declaration:	**Villeneuve**	
Date of issue:	**23.06.2025**	**revision 01: 06.08.2025**
Managing Director:	**Andrea Wigger**	**This revision cancels and replaces**
Signature:		**the previous one.**

This signature approve the validity of the test reports 94.21a and 94.22 (only if test reports are applicable)

Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:

EN1651:2018+A1:2020 and EN12491:2015+A1:2021 and NfL 2024-2-785

(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

The certificate of inspection is completed with test reports, if available, number: 94.21a and 94.22

The declaration must not be reproduced in part without the written permission of Air Turquoise SA

9- TECHNICAL DATA

Seat-to-Carabiner Distance:	S = 43 cm ; M = 45 cm ; L = 47 cm ; XL = 48.5 cm
Distance between carabiners (min. max.)	S = 37.5–46 cm ; M = 37.5–47 cm ; L = 37.5–48 cm ; XL = 37.5–49 cm
Polypropylene seat size S dimensions	Width Rear 33 cm; Width Front 30.5 ; Depth 34.7 cm
Polypropylene seat size M dimensions	Width Rear 35 cm; Width Front 32 ; Depth 36.5 cm
Polypropylene seat size L dimensions	Width Rear 37 cm; Width Front 34 ; Depth 38.5 cm
Polypropylene seat size XL dimensions	Width Rear 38 cm; Width Front 34.5 ; Depth 39.5 cm
Total Weight (incl. emergency handle, rucksack, carabiners):	S = 2.85 kg ; M = 3.0 kg ; L = 3.15 kg ; XL = 3.25 kg
Rucksack Weight:	S = 0.66 kg ; M = 0.68 kg ; L = 0.70 kg ; XL = 0.71 kg
Speed System Weight:	77 g
Deployment Bag Weight:	80 g
Carabiner Weight (each):	48 g
Rucksack volume without harness (min. - max.)	S = 63–74 L ; M = 67–79 L ; L = 71–85 L ; XL = 75–90 L
Remaining volume of the rucksack, with harness and parachute inserted (min. - max.)	S = 43–54 L ; M = 47–59 L ; L = 51–75 L ; XL = 55–70 L
Type of dorsal protection	AIRBAG
Type of straps	GET-UP
Storage volume of reserve parachute (min. max)	3000 – 6000 cm3
Reserve parachute housing	Container under the seat with side handle
Limit of use	120 daN
Homologation number	PH_480.2025

Every effort has been made to ensure that the information in this manual is accurate. However, please keep in mind that it has been produced solely as a guide. This user manual is subject to change without prior notice. Visit the website: www.woodyvalley.com for the most up-to-date information regarding WANÌ LIGHT 3.

Last update: FEBRUARY 2026