ARROW P

SERIES

User *manual*

AIVIUK BEYOND THE GLIDE

Beyond *your limits*

WELCOME

We welcome you to our team and thank you for the trust you have placed in our ARROW P harness.

We would like to share with you the excitement and passion that went into the process of creating this harness. The Arrow P is the lightest pod harness in its category. An ultra-light pod harness, with fairing and aerodynamics designed to obtain the best performance. Practical, easy to use and compact: carry it comfortably on all your adventures. Optimised in every aspect, the ARROW P is one of the most stable harnesses and offers exceptional comfort and ergonomics for its weight.

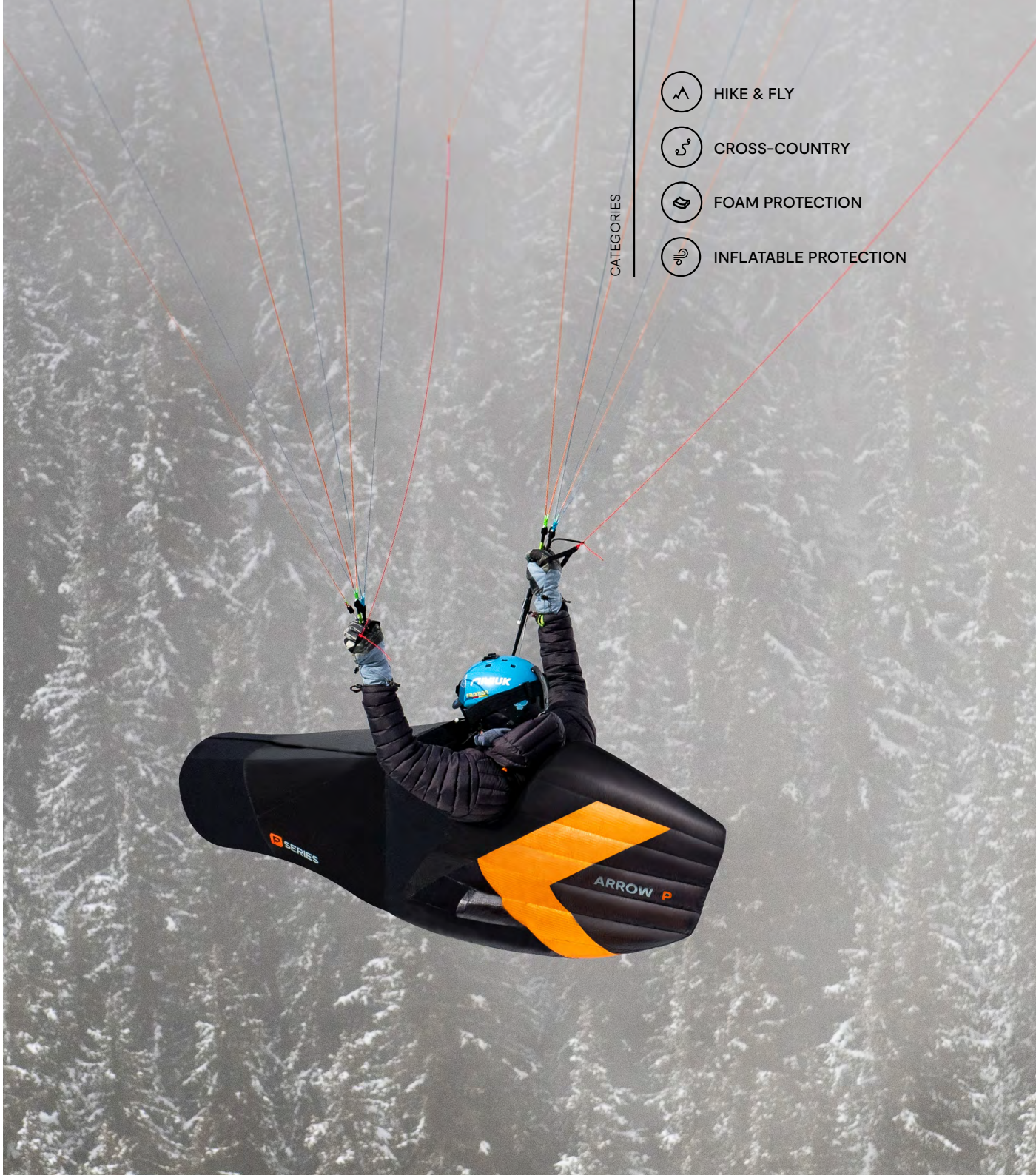
The ARROW P joins the new generation of Niviuk harnesses, with the aim of responding to the needs of all those pilots who want to go further.

From **1.61 kg**.

We are sure you will enjoy flying with this harness and you will soon discover the meaning of our philosophy:

"Give importance to the small details to make big things happen".

This is the user manual and we recommend you read it carefully.



USER MANUAL

This manual provides the necessary information on the main characteristics of your new harness.

Whilst it provides information, it cannot be viewed as an instructional handbook and does not offer the training required to fly this type of harness. Training can only be undertaken at a certified paragliding school and each country has its own system of licensing. Only the aeronautical authorities of respective countries can determine pilot competence. You can get more information from our website.

The information in this manual is provided in order to warn you against adverse flying situations and potential dangers. Equally, we would like to remind you that it is important to carefully read all the contents of your new ARROW P manual.

Misuse of this equipment could lead to severe or irreversible injuries to the pilot, even death. The manufacturers and dealers cannot be held responsible for misuse of the equipment. It is the responsibility of the pilot to ensure the equipment is used correctly.

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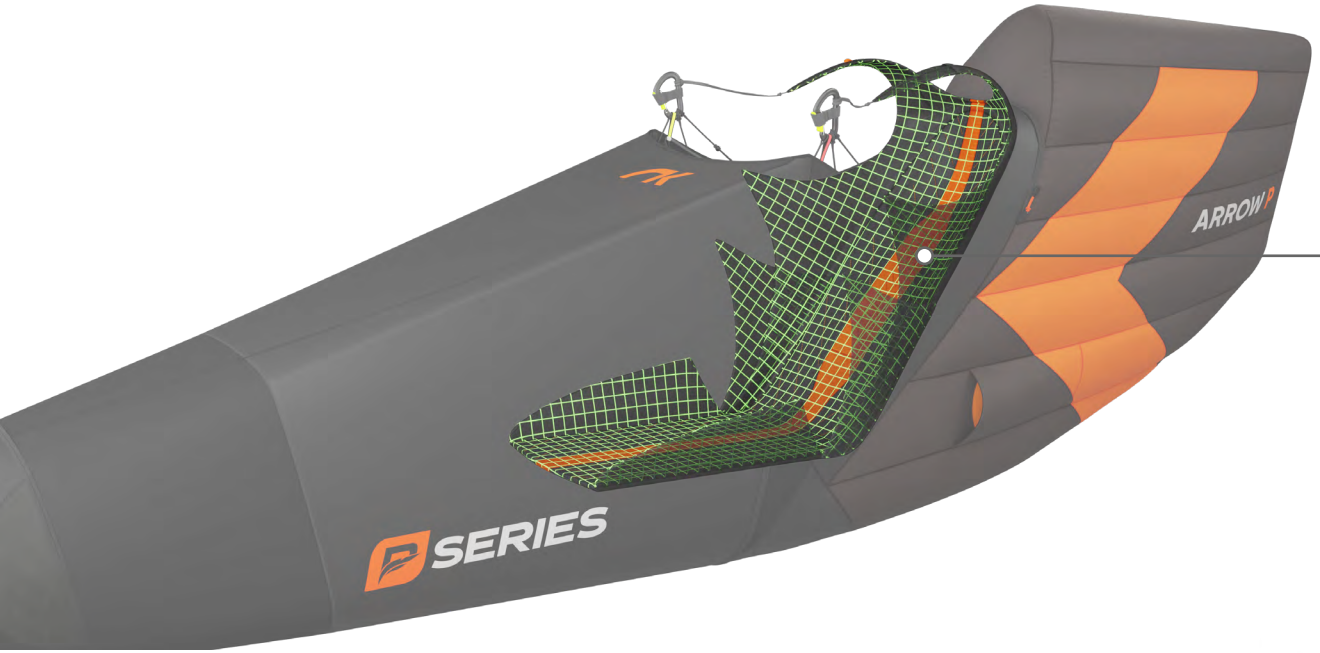
1. GENERAL CHARACTERISTICS

1.1 OVERVIEW OF THE HARNESS

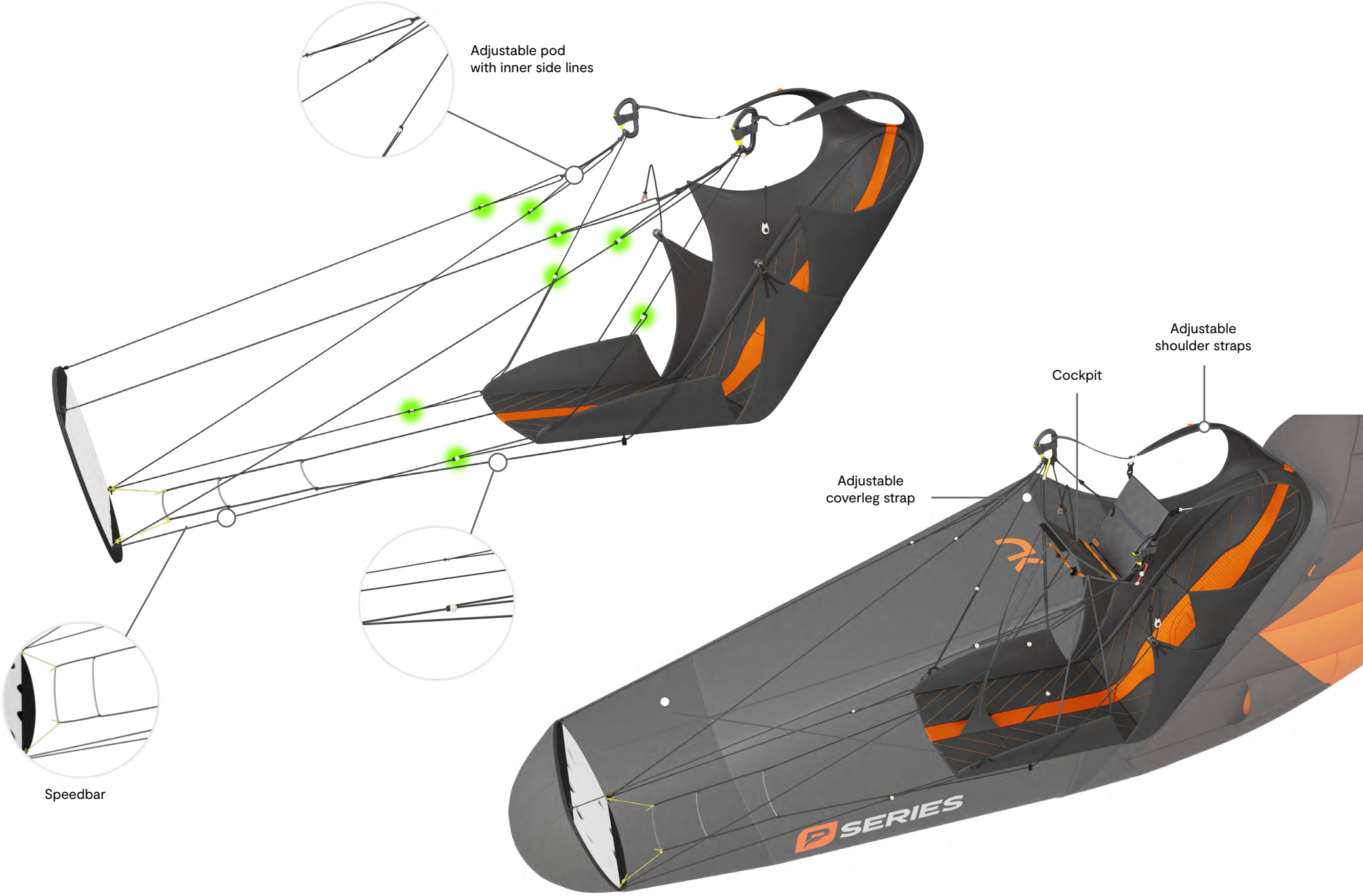


3D-modelled
seat

Rescue
compartment

Ballast pocket

Foam
protection


Adjustable pod
with inner side lines
Adjustable
shoulder straps
Cockpit
Adjustable
coverleg strap
Speedbar
SERIES

1.2 VIDEO TUTORIAL

Check out the video tutorial with the explanation of all the features and functionalities of the harness on our YouTube channel.

Video tutorial

1.3 TECHNICAL DATA

			S	M	L
Weight*	Inflatable protection (optional)**	kg	1,61	1,63	1,78
	Foam protection	kg	1,69	1,71	1,87
Pilot height		cm	160–172	170–182	178–195
Back length		cm	60	60	64
Seat base	Width	cm	33	33	35
	Length	cm	49	50	55
Cockpit top pocket		L	0,05	0,05	0,05
Cockpit bottom pocket		L	0,025	0,025	0,025
Under seat pocket		L	4	4	5
Back pocket volume		L	17	17	20
Nose pocket volume		L	6	6	7
Rescue compartment volume		L	4–6	4–6	4–6
Carabiner distance		cm	41–43	41–43	43–45
Maximum load		kg	120	120	120
Harness certification			EN	EN	EN
Protection certification			EN/LTF	EN/LTF	EN/LTF

* Carabiners and speedbar included in weight.
** Please order your APAIR inflatable protector from your local dealer.
The total weight of the harness may differ ±5% due to variations in the weight of the fabric supplied by the manufacturers.

Important notice: the sizes of this model are different from any other Niviuk harness. Please follow the specifications provided.

Weight and height range table

To be tried on!
It depends on the back and leg length.

1.4 TARGET GROUP

Cross-country and Hike & Fly

The ARROW P has been designed for the most demanding hike & fly pilots. An ergonomic and compact harness perfectly suited for XC flights as well as vol biv adventures in the mountains. Travel long distances on foot or in the air with a lightweight, stable and comfortable harness. Ideal also for hiking, thanks to its lightness and compactness, which together with the Expe Race backpack will make you forget that you are carrying a paragliding kit on your back.

- **The ARROW P, a harness for all pilots**

  The knowledge gained from the development of the Arrow and Drifter 2 harnesses has been applied to design an extremely light pod harness with a fairing, that offers high performance and aerodynamics. The ARROW P is very compact and easy to pack.

- **P Series harness with fairing**

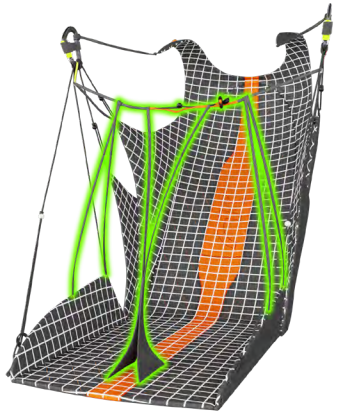
  Thanks to technical know-how and optimisation of materials, we have been able to develop the ARROW P: one of the lightest pod harnesses with a fairing on the market, without sacrificing the features and performance of the standard model. It has been extensively researched in terms of structure, materials, durability and strength. Big teamwork to offer the best quality in all aspects.

- **Super-light**

  An ultralight harness, from 1.61 kg, the perfect partner for hike & fly enthusiasts. Like all our P Series products, light materials have been used for its development. The pod is made of D70, a lightweight fabric with good tear resistance, and the rest is made of Lycra light for added stretch. The inside of the inflatable fairing is made from Skytex 27 g and Skytex 32 g is used on the outside.

- **100% comfortable**

  Introducing a harness with exceptional comfort, thanks to the 3D-modelled seat. Ergonomic structure adapted to your needs. The triangulation system used optimises stability, which translates into comfort and improved efficiency in accelerated flight.



- **Protection system**

  We have worked to develop a very compact foam protection that offers the best compromise between lightness and impacts absorption. At 14 cm thick and weighing 300 g, it is made of three different layers of low density foam. This protection helps to provide a very comfortable seat without the need for a seat plate on the harness.

  We are developing an inflatable protection that you can order additionally, to complete your Arrow P.

- **Aerodynamic performance**

  The pod optimises its aerodynamic shape, reducing drag. This makes it more balanced in yaw, resulting in a more stable, high-performing and precise harness.

- **Excellent stability in flight**

  In order to ensure total comfort, our R&D team has worked hard on the chassis to guarantee a high level of flight stability. Thanks to the triangulation system applied, the ARROW P is a stable harness that better absorbs excess movements transmitted to the pilot, making it more efficient, especially in accelerated flight.

1.5 DESIGN PROCESS

The NIVIUK team has done extensive and meticulous work. Distinctive adjustments were made as a result of flight testing of the various prototypes. These were tested in all flight conditions. This intensive development of an innovative and modern harness has been made possible by the extensive experience of our team. All NIVIUK products undergo a thorough final inspection.

2. II. UNPACKING AND ASSEMBLY

2.1 ASSEMBLING THE HARNESS

Before your first flight we recommend making the initial adjustments of the harness using a hang frame.

Position the harness and hang it from the carabiners. Sit in the harness and close it. Using the straps, adjust it to your individual preference.

A number of easy-to-use adjustable straps allow the ARROW P to mould to the pilot's body shape. On the ARROW P, the chest strap is adjustable and the shoulder straps can be adjusted to your preference with a simple loop on the maillon. It also has adjustable back and lumbar straps to adapt the angle of the harness and further match the pilot's body shape.

Discover all the adjustable elements and how to adjust them at the following link.

2.2 CONNECTING THE HARNESS TO THE WING

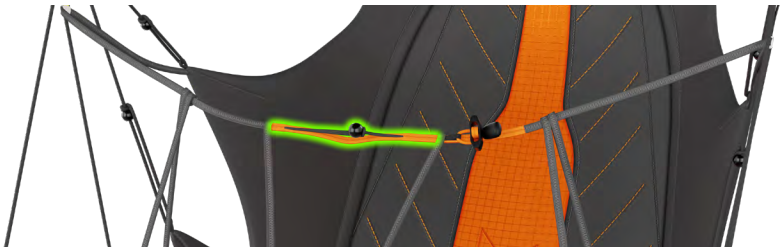
The ARROW P has two carabiners to connect the harness to the paraglider. The right carabiner is connected to the right riser of the wing, both of which are green. The left carabiner is therefore connected to the left riser, both of which are red.

2.3 ADJUSTING THE HARNESS

- **Pilot position**

The ARROW P can be adjusted to regulate the angle of the pilot. This angle can be varied by adjusting the appropriate straps. It is also possible to vary the angle of the back and the shoulder straps.

Find out how to adjust the harness' position at the following link.



- **Chest straps**

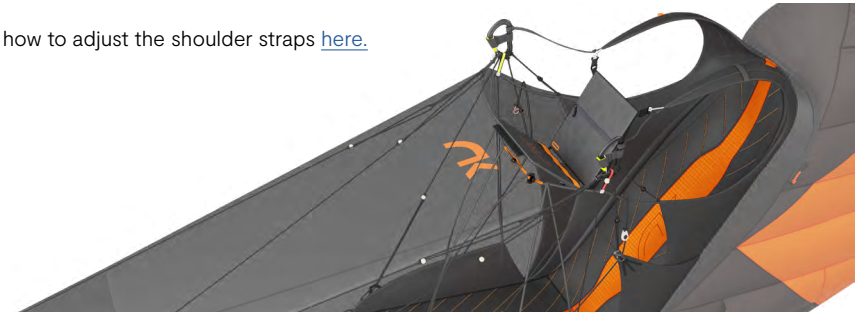
The chest strap, which controls the distance between the two carabiners, can be adjusted from 41.5 cm to 44 cm in size M. That's two positions, either with the sphere closed or open. For the first flight with the ARROW P, we suggest that the strap is set to the open position, and then ensure the option that best suits your needs. The optimal adjustment will depend on the type of wing you are flying with the ARROW P. When the chest strap is tighter, the wing feels more stable. However, over-tightening the strap may enhance the "twist" effect. A wide distance between carabiners increases the turning capacity.

Find out how to adjust the chest strap at the following link.

- **Shoulder straps**

The adjustment of the shoulder straps depends on the height of the pilot. To get the optimal adjustment, sit up straight with chest strap and legs loops closed and adjust the shoulder straps symmetrically. The shoulder straps can be adjusted to your preference with a simple loop on the maillon. There is a second pair of loops in the cockpit pocket, if necessary the loops can also be doubled to achieve the shortest possible setting.

Find out how to adjust the shoulder straps here.



- **Leg loops**

With the ARROW P the leg loops cannot be adjusted.

- **Pod**

The pod can be adjusted to fit the size of the pilot's legs thanks to the cords situated at the side of the inside of the pod. It is essential that the pod is correctly adjusted so that the pilot is comfortable during flight. Adjust it in a hang frame before your first flight.

At the end of the harness pod, right where the footplate is, you will see a loose elastic strap. This elastic is designed to hook onto the pilot's foot or shoe, ensuring that the fairing always stays within reach, next to the leg. It is especially useful during takeoff, as the pilot's posture can make it difficult to keep the pod in the correct position to enter and close it.

Niviuk R+D pilots provide the following tip for getting into the pod without getting stuck: put your left leg in first, and then put your right leg in. A good tip that works for any type of pod, just reverse the order of the legs as the diagonal closes!

Learn how to adjust the coverlegs to your preferences with the following link.

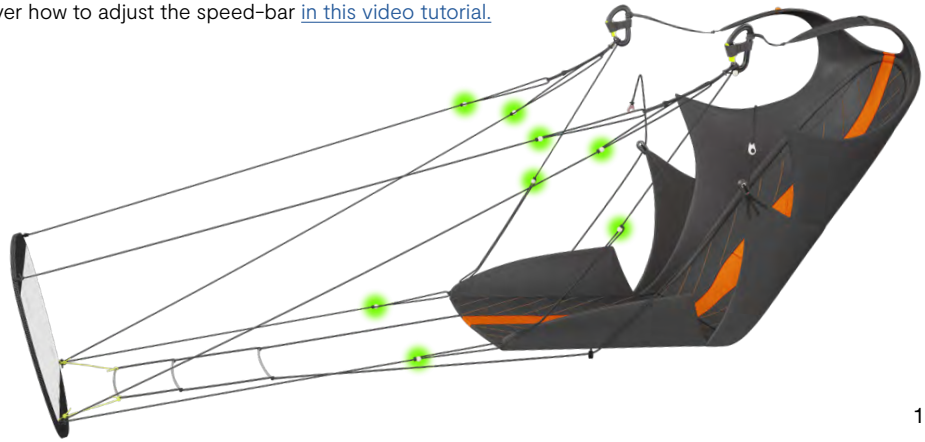
- **Speed-bar**

The ARROW P comes fitted with a speed-bar. It is important to adjust the harness before adjusting the speed-bar, as the length of the speed-bar depends on the positioning of the legs.

Use a hang frame to adjust the speed-bar before your initial flight.

Sit the harness and adopt your flying position to adjust the cords symmetrically on both sides. If the cords are set too short, they can cause constant tension on the speed system, which could be dangerous. Please remember that it is always preferable for the speed-bar to be set longer than shorter.

Discover how to adjust the speed-bar in this video tutorial.



2.4 INSTALLING THE PROTECTORS

We have worked to develop a very compact foam protection that offers the best compromise between lightness and impacts absorption. At 14 cm thick and weighing 320 g, it is made of three different layers of low density foam. This protection helps to provide a very comfortable seat without the need for a seat plate on the harness.

In the other hand, the APAIR inflatable protector, designed specifically for the Arrow P and Arrow P Race harnesses, is ideal for pilots looking for small volume, safety and lightness on their hike & fly adventures. EN and LTF certified, this ultralight protector weighs only 240 g and distinguishes itself by its efficiency and practicality. It is delivered with the Infbag cover, which facilitates inflation and also serves as a compression bag for packing and transporting the harness. Its design allows for total compression, optimising storage space to the maximum. Once the protector is deflated, the harness takes up minimal space. In addition, the Infbag (included) allows the Arrow P to be stowed inside, making it easy to store and transport the harness.

In this video tutorial you can see the installation procedure of both protections.

Infbag: How do you inflate the Apair?

To inflate the Apair protector, the method recommended by our engineers is to use the Infbag inflatable cover. To do this, start by filling the Infbag with air, close it and connect it to the protector tube. Make sure that the air inlet/outlet valve is open. As the Infbag is compressed, the protector will fill. A single inflation with the Infbag is sufficient. Close the valve to keep the air in.

If you prefer, you can also inflate it with an electric pump or blow it up manually, using the same air tube inlet.

Adjusting the quantity of air in flight using the air inlet/ outlet valve

The air inlet/outlet valve on the Apair tube is accessible in flight and therefore allows the pressure to be adjusted if necessary. Open or close the valve to retain or release the air. This functionality makes it possible to adapt the protector to pressure changes due to altitude, ensuring a safer and more comfortable flight.

Inflation: apply medium pressure

When inflating Apair protector, it is crucial to use medium to moderate pressure. Too much air will make the protector stiff and raise the pilot to an uncomfortable flying position. On the other hand, under-inflating the protector can compromise its effectiveness and safety.

Medium pressure ensures a similar flying experience with both the Apair and the foam protector, as both have the same shape.

(!) TAKE CARE: it is important to be aware that any impact can damage the inflatable protector. After an impact, it is essential to check the condition of both the material and the protector. A thorough check by an authorised professional is recommended to ensure that everything is still in good working order and to ensure safety for future flights.

Differences between protectors:

	Apair (inflatable)	ArfoP (foam)
Width	14 cm inflated 1.5 cm compressed	14 cm (Can be compressed down to 10 cm when stored)
Height	32 cm	32 cm
Length	44 cm	44 cm
Weight	240 g	320 g
Materials	Interior: plastic Exterior: D70	Interior: combination of various foams Exterior: Dokdo 32 g

2.5 INSTALLING THE PARACHUTE

In the ARROW P, the parachute is integrated. We have focused on safety and ease of use by integrating the parachute container on the right side of the harness. This makes it more user-friendly and much more comfortable.

You can find a tutorial on correctly installing the parachute in your ARROW P on our Youtube channel.

TAKE CARE: Your safety depends on the correct installation of the parachute. This process must be carried out with care and we therefore recommend that it is performed by qualified personnel.

PLEASE NOTE: the parachute must be fitted inside the container. If it fits too loosely in the inner container there is a possibility that it may twist or that the lines or webbing may not be positioned correctly, which may make it difficult or impossible to deploy the parachute.

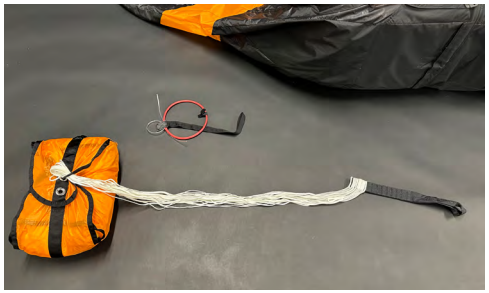
If you use a small parachute (from 1.8 to 4.5 L), there may be some movement inside the container. That's why we designed the "Rescue pocket volume reducer." This accessory is ideal for installing your small parachute in the Arrow P, especially when used with the Apair inflatable protector, as it helps reduce the volume of the container and keeps the parachute securely in place within your gear. Watch how to install it here.

Your harness comes with a specialized rescue pod.

- If your rescue parachute has a large square volume, it's advisable to repack it into our more rectangular rescue pod, which will fit better in the rescue container.
- However, if your rescue parachute has a small volume or is already rectangular in shape, there's no need to change to a different rescue pod.

STEP 1

Open the zip of the rescue channel of your Arrow P. On your rescue, make sure to have around 80 cm of lines between your rescue and the loop.



STEP 2

To connect the rescue to the harness, pass the riser loop of your rescue around the 2 long lines/loops coming out of the harness. Then, pass the rescue inside these 2 loops to form a lark's foot/clove hitch.

STEP 3

Tighten the knot by pulling firmly and securely.
*Alternatively, you can also connect your rescue to the harness using a soft link.

STEP 4

Attach the rescue handle to the side fixation of your rescue.

STEP 5

Place the lines of your rescue inside the rescue container. Next, insert the rescue into the harness container. Rescue lines must face the back part of the seat.


STEP 6

Take the rescue handle outside the harness and place it in its designated pocket.

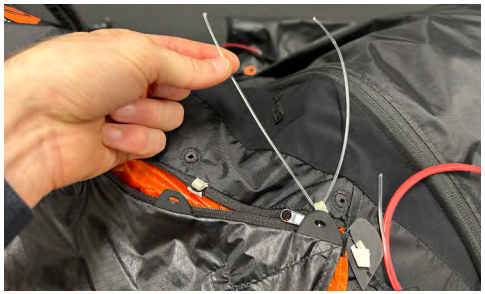

STEP 7

Begin closing the zipper by starting from the top and moving it downward to the bottom where the rescue handle is located. Ensure that the handle strap is positioned below the zipper.



STEP 8

Take the guide nylon rod and pass it through the first small loop on the right side. This will assist in installing and closing process of the 2 flaps.

STEP 9

Pass the guide nylon rod through the flap, pass the handle nylon rod thoroughly and take out the guide nylon rod.


STEP 10

Zip up until you reach the second flap. Repeat the same process with this second flap. First, pass the guide nylon rod through it.


STEP 11

Next, pass the rescue Nylon rod thought the 2 flaps and remove the guide nylon rod.


STEP 12

At this point, the rescue handle must look like the first picture. Then, enter the ends of the rescue nylon rod into each side hole to secure them.


STEP 13

Hook the top Velcro on the rescue handle and you're almost done.


STEP 14

Finish closing the whole zip. Be careful to not catch the Dyneema line in the zipper. At the end, the zipper goes into the mesh to protect it. When you are done, train yourself to pull out the rescue.


2.6 REPLACING THE POD

The ARROW P pod can be removed with a zip for easy replacement.

Discover how to do it here.

2.7 OPTIONAL ACCESSORIES

- Ballast
- Camelbak
- Drink tube
- Pee tube

Explore all the accessories and utilities of the Arrow P through the following link.

3. IN FLIGHT

3.1 PRE-FLIGHT CHECKS

For maximum safety, check your equipment thoroughly, using the same sequence, before every flight.

Check the following:

- There is no visible damage to the harness or carabiners that could affect the flight.
- All buckles, straps and zips are connected/closed. The buckles should snap into place when you close them (a gentle tug on them verifies this). Be especially careful in snowy or sandy areas.
- The glider is correctly connected to the harness and both carabiners are secured with their locking mechanisms closed.
- All pockets are properly closed and items hanging from the harness are secured/attached.
- Check again that you have secured the chest strap and leg loops before launch.
- The parachute container is properly closed.
- The deployment handle is fully inserted into the pockets.

3.2 LAUNCH

Make sure the weather conditions are suitable for your skill and experience level. If you make the decision to fly, put on the harness and make sure all buckles are closed correctly and your legs are through the leg loops. Your life depends on it.

For your safety, before launching always repeat the same sequence of your pre-flight check.

(!) CAUTION: stay away from mountain relief if you have to use your hands to get into the harness. You should always have your hands on the brakes when near terrain.

If you need to use your hands to get into the harness, try adjusting the harness using a hang frame.

3.3 LANDING

Before landing, slide your legs forward in the harness to assume a standing position. Never land whilst still in the seated position as this may cause a back injury. Standing up before landing is an active safety decision and is much more effective than relying on the passive system of the back protector. It is not necessary to adjust the harness before landing. Simply straighten your legs and get into a standing position and prepare to land.

3.4 FLYING ABOVE WATER OR LANDING IN WATER

(!) TAKE CARE: flying above water during a cross-country flight or SIV course exposes the pilot to the risk of a water landing. This situation is very dangerous and flying with a life jacket is essential during an SIV course. We recommend avoiding this situation whenever possible.

After a water landing, the foam back protector floats and there is a risk of the pilot being pushed underwater. The pilot should wear a life jacket to avoid this occurrence. Before hitting the water, it is recommended to undo the buckles (without compromising safety) and to have enough time to get out of the harness quickly to avoid drowning. This way you will be able to reach the safety boat more easily.

If the harness gets wet due to falling into the water, the protectors and the harness must be removed from the water to dry completely.

The parachute must also be removed to dry completely. Once dry, it has to be packed correctly and installed in the harness again. See the section on “Installing the parachute”.

Do not store your equipment if it is still wet or damp - wait for it to dry completely.

3.5 RUCKSACK AND PACKING

By following this link you can see all the details of the harness and the best way to pack it in your rucksack with your glider and flying equipment.

4. TYPES OF FLYING

4.1 WINCH FLYING

- The ARROW P is suitable for winch launching.
- The winch release is attached by means of the main carabiners on the risers, where the wing is attached.

4.2 TANDEM

The ARROW P is not recommended for tandem operation.

4.3 OTHER

- The ARROW P is not designed or recommended for aerobatic or acro flying.
- We consider extreme or acrobatic flights to be any form of piloting different than standard flights. Learning aerobatic/ acrobatic manoeuvres should be conducted under the supervision of qualified instructors within a school environment and over water with all safety/rescue elements in place.

5. CARE AND MAINTENANCE

5.1 MAINTENANCE

The materials used in the ARROW P have been carefully selected to ensure maximum lightness. Like all our P Series products, light materials have been used for its development. The pod is made of D70, a lightweight fabric with good tear resistance, and the rest is made of Lycra light for added stretch. The inside of the inflatable fairing is made from Skytex 27 g and Skytex 32 g is used on the outside.

(!) PLEASE NOTE: the lightweight products in the P series are more sensitive. Therefore, NIVIUK recommends being extremely careful with the handling and care of these products.

We recommend checking the harness after every impact, bad launch or landing, and if it shows signs of damage or heavy wear.
We recommend the harness is fully inspected in an authorised workshop every two years and the carabiners are also changed every two years.

To prevent wear or damage to the harness, it is important to avoid dragging the harness on the ground, over stones or abrasive surfaces. Do not expose it unnecessarily to UV radiation (sun light), other than in normal flight.

Whenever possible, keep the harness away from moisture and heat. Store all your paragliding equipment in a cool, dry place, and never store it when it is wet or damp.

Keep your harness as clean as possible by regularly wiping off dirt with a plastic brush and/or a damp cloth. If the harness is very dirty, clean it with water and mild soap. Allow it to dry naturally in a well-ventilated area without direct sun light.

5.2 STORAGE

Keep your equipment in the in a cool, dry place away from solvents, fuels or oils.

Do not leave the gear inside a car boot, as cars left in the sun can become very hot. The inside of a rucksack can reach temperatures up to 60ºC.

Weight should not be laid on top of the equipment.

When storing the harness in a backpack, care must be taken that it does not become deformed. Never store it when still damp. Never use detergents to clean it. Dry the harness in a well-ventilated area. If your parachute gets wet (e.g. if you fall into water) it must be removed from the harness, dried and repacked before being put back into the container.

It is recommended that any repair and/or replacement of the harness components should only be carried out by the manufacturer or authorised personnel. Only the manufacturer and authorised professionals use the materials and techniques that will ensure the correct functionality of the harness, according to its certification.

5.3 CHECKS AND INSPECTIONS

In addition to daily and pre-flight checks, the ARROW P must be thoroughly inspected at every parachute repack, which is normally once a year. Additional checks should be carried out after every impact, bad launch or landing, or in case of signs of damage or wear.

Every two years or 100 flying hours (whichever comes first), the harness must be inspected in an authorised workshop.

If in doubt, contact a professional. These are the required inspections:

- Check webbing and buckles for damage, especially in areas that are not easily visible, such as the inside of attachment point webbing, where the carabiner rests.
- All seams must be intact and any damage must be repaired immediately.
- The main aluminium carabiners must be replaced every two years or 500 flying hours or if they have any signs of damage. Impacts can create undetectable damage that can result in structural failure under continuous loading.

5.4 REPAIRS

Repairs to your ARROW P may only be carried out by the manufacturer or qualified and authorised personnel. This ensures that the most appropriate materials and correct repair techniques are applied.

If you are not qualified to do so, do not attempt to repair the harness yourself.

5.5 NIVIUK SERVICE

Niviuk Service is our official workshop offering a quality service, based on the care and maintenance of flight equipment. Thanks to the knowledge, technologies and procedures we have acquired over the years, we can repair any flying equipment.

We want to guarantee the safety and durability of your new product, so our official workshop is the perfect place to have it serviced and/or repaired.

Every two years, your equipment should be checked by a professional. For more information, please consult the Niviuk Service section of our web site.

5.6 PRODUCT REGISTRATION

You can register your ARROW P on the Niviuk website in the MyNiviuk section and enjoy many benefits.

6. SAFETY AND RESPONSIBILITY

- It is well known that free-flying with a paraglider is considered a high-risk sport, where safety depends on the person who is practicing it.
- Incorrect use of this equipment may cause severe, life-changing injuries to the pilot, or even death. Manufacturers and dealers cannot be held responsible for your decisions, actions or accidents that may result from participating in this sport.
- You must not use this equipment if you have not been properly trained to use it.
- Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

7. GUARANTEE

- The equipment and components are covered by a 2-year warranty against any manufacturing defect.
- The warranty does not cover misuse of the equipment.
- Any modification of the paraglider or its components invalidates the guarantee and its certification.
- If you notice any defects in your harness, please contact Niviuk immediately for a more thorough inspection.

8. SPECIFICATIONS

8.1 HARNESS MATERIALS

Tail	Skytex 32 g
Coverleg	D70
Coverleg elastic front part	Light lycra
Body	D70
Main webbings	Liros dyneema 4 mm

8.2 COMPATIBILITY

	ARROW P
KLIMBER P EN/LTF D	●
IKUMA P EN/LTF B+	●
HOOK EN/LTF B	*
HOOK P EN/LTF A+	*
ARTIK R EN C	*
IKUMA EN/LTF B+	*

● **Recommended:** ideal for your wing

* **Compatible:** suitable for your wing, depending on your preferences

8.3 CERTIFICATION

You will find the certification certificates on the product page.

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

Paragliding Harness - EN

Inspection number :	**PH_407.2023**
Manufacturer :	**Niviuk Gliders**
Model and size :	**Arrow P M**
Maximum pilot weight [kg] :	**120**
Integrated container for rescue system:	**Yes**
If Yes. Volume of the container [cm³] :	**4000** min **6000** max
Serial number:	----------
Production date (year / month) :	----------

Harness protector (impact pad)

Impact pad type:	**Foam**
Impact pad integrated:	**No**
Impact pad number:	**MISC_255.2023**
If not integrated : Manufacturer	Serial number: .....
Production date (year / month) :	----------

Warning : Read the operating manual before using this equipment!

A sample has been tested and certifies its conformity with the following standards: **EN1651:2018+A1:2020** and **EN12491:2015+A1:2021**. This model corresponds with the tested sample and its airworthiness.

Rev 03 | 04.03.2022 | ISO 94.23b

Rescue Pocket Kit

Name of container:	**ARROW P rescue pocket kit**
Serial number:	**#1124**
Volume container [cm³]:	**3200** max **1900** min
Date of reception:	**03.12.2024**

Access the complete certification of the Rescue Pocket Kit here.

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