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DAVINCI GLIDERS

# Point

ENG

## User manual

Rev.5 _ 1 JAN 2020

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## Congratulations!

Thank you for choosing the **Point**.

The **Point** has been designed for newcomers and accuracy competition pilots who want to be a winner.

This manual will help you to get all information about your glider. We strongly recommend that you read this manual carefully in order to be aware of any general limitations, performance characteristics, take off and flight characteristics, landing procedures, dealing with emergency situations and general maintenance.

This is information about the design of the **Point**, advice how to use it best and how to care for it to ensure it has a long life, We hope that the **Point** will give you a lot of satisfactory flying times.

-DAVINCI GLIDERS TEAM-

**WARNING!**

THIS IS NOT TRAINING MANUAL. ATTEMPTING TO FLY THIS OR ANY OTHER PARAGLIDER WITHOUT PROPER INSTRUCTION FROM A CERTIFIED PROFESSIONAL INSTRUCTOR IS EXTREMELY DANGEROUS TO YOURSELF AND BYSTANDERS.

DAVINCI GLIDERS are carefully manufactured and inspected at the factory. Please use the glider only as described in this manual.

Do not make any modifications to the glider.

As with any sport – without taking the necessary safety precautions, paragliding can be dangerous.

# INDEX

# 1. Technical DATA

| Point | | | XXS | XS | S | SM | M | ML | L |
|---|---|---|---|---|---|---|---|---|---|
| CELLS | NUMBER | | 38 | | | | | | |
| | CLOSED | | 8 | | | | | | |
| FLAT | AREA | $m^2$ | 21.2 | 23.0 | 25 | 26 | 27 | 28.1 | 29.8 |
| | SPAN | m | 10.1 | 10.5 | 11.0 | 11.2 | 11.4 | 11.6 | 12.0 |
| | ASPECT RATIO | | 4.8 | | | | | | |
| PROJECTED | AREA | $m^2$ | 18.1 | 19.7 | 21.4 | 22.3 | 23.1 | 24.1 | 25.5 |
| | SPAN | m | 8.06 | 8.40 | 8.76 | 8.93 | 9.1 | 9.3 | 9.6 |
| | ASPECT RATIO | | 3.58 | | | | | | |
| FLATTENING | | % | 14.3 | | | | | | |
| CORD | MAX | m | 2.58 | 2.70 | 2.81 | 2.86 | 2.92 | 2.98 | 3.06 |
| | AVER | m | 2.05 | 2.19 | 2.28 | 2.32 | 2.37 | 2.42 | 2.49 |
| LINES | HEIGHT | m | 6.4 | 6.8 | 7.1 | 7.3 | 7.4 | 7.6 | 7.8 |
| | MAIN | | 3/4/3 | | | | | | |
| RISERS | NUMBER | 3 | A,A'/B/C | | | | | | |
| | TRIMS | | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| | ACCELERATOR | | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| WEIGHT RANGE | MIN-MAX | KG | 50-75 | 60-85 | 75-95 | 80-100 | 85-105 | 90-110 | 100-120 |
| CERTIFICATION | EN-926-1/2 LTF | KG | EN-A | EN-A | EN-A | EN-A | EN-A | EN-A | EN-A |
| GLIDER WEIGHT | | KG | 4.0 | 4.2 | 4.8 | 4.6 | 4.8 | 5.0 | 5.1 |

# 2. MATERIALS DATA

| CANOPY | FABRIC CODE | SUPPLIER |
|---|---|---|
| UPPER SURFACE | 30D MF(WR) 41g<br>20D MF(WR) 34g | DOMINICO TEXTILE CO |
| BOTTOM SURFACE | 20D MF(WR) 34g | DOMINICO TEXTILE CO |
| PROFILES | 30D FM(Non WR) 40g | DOMINICO TEXTILE CO |
| DIAGONALS | 30D FM(Non WR) 40g | DOMINICO TEXTILE CO |

| SUSPENSION LINES | FABRIC CODE | SUPPLIER |
|---|---|---|
| UPPER CASCADES | 8000U-070 | EDELRID |
| MIDDLE CASCADES | PPSL160, 120 | LIROS |
| MAIN | PPSL 275, 200, 160 | LIROS |
| UPPER STABLE | 8000U-070 | LIROS |
| MAIN STABLE | PPSL160 | LIROS |
| UPPER BRAKE | DSL-70 | LIROS |
| MIDDLE BRAKE | PPSL-120 | LIROS |
| MAIN BREAK | 10N-200 | EDELRID |

| RISERS | FABRIC CODE | SUPPLIER |
|---|---|---|
| MATERIAL | WEBBING 20MM | GUTH&WOLF GMBH |
| PULLEYS | RIELY | LW RILEY PTY LTD |

## 3. Introduction and Pilot Target

The **Point** is an easy-going certified EN/LTF-A glider which is suitable for training and accuracy competition. The main focus of design is on safety and maximum forgiveness in handling, but with an eye to handling and performance. The **Point** is not only suitable for beginner pilots but also accuracy competitor looking for a glider with maximum safety and stability at the competition. Long brake travel and excellent passive safety, as well as the good stability make the good ideal for progression.

**-LTF and EN certification**

The **Point** is certified during official testing as LTF /EN-A. The glider has been type-tested for "one-seated" use only.

**-Suitability for the skilled pilot who attend the accuracy competition.**

The **Point** has been designed for the accuracy competition. So it has very nice decent performance when you use the brake line. It has also very nice handing and turned intuitively.

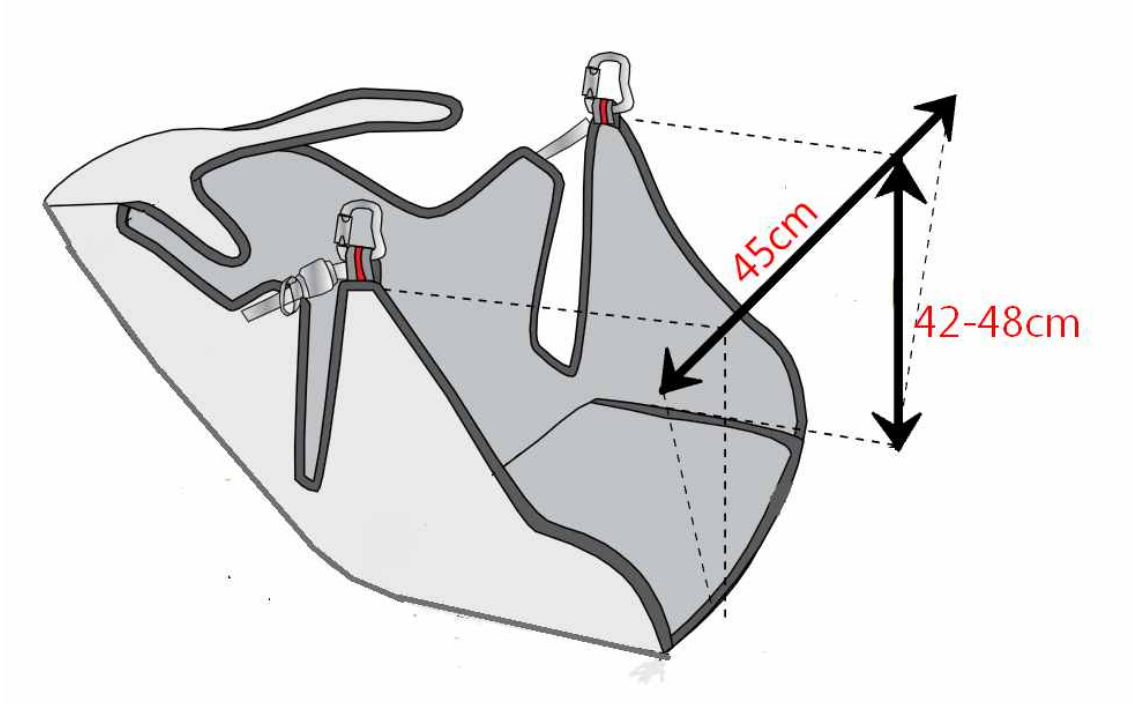
**-For the Point it has minimum of 65cm symmetrical travel length at maximum total-load.**

It would be dangerous to use the brake travel according to those numbers, because it is not practicable to measure the brake travel during flight, and in turbulences the stall might occur with less brake travel. If you want to use the whole brake travel

of your glider safely, it is necessary to do many intended spins and full stalls to get a feeling for the stall behaviour.

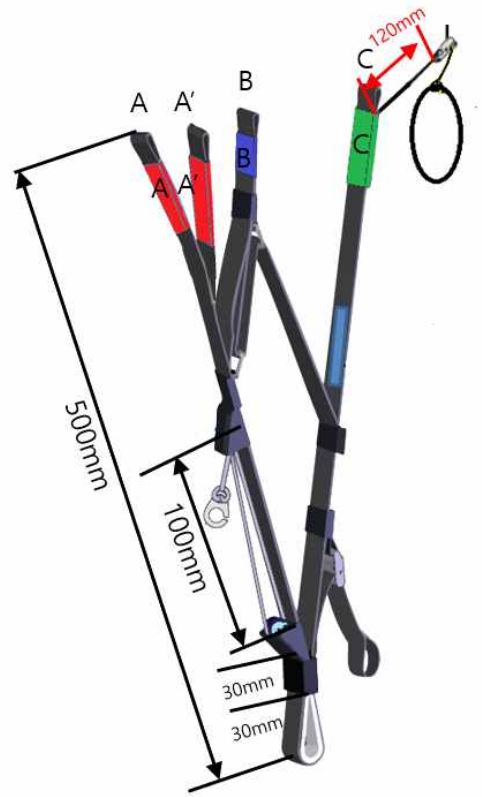
## 4. Harness

The **Point** is certified for harnesses in Group GH(without rigid cross-bracing). The suspension **point**s of the chosen harness should ideally have a carabiner distance of approximately 45cm and a height of 40 to 48cm.



## 5. Risers

**Point** has 3 risers. The A riser has a red cover to easy identification. There is another line with red mailon. There is A' and is for the big ears. Also there are trimmer system and it can adjust the glider speed.




<The Difference not more than ±5 mm >

| | Standard [mm] | Accelerated [mm] | Open Trim [mm] | | Closed Trim [mm] | |
|---|---|---|---|---|---|---|
| | | | Accelerated 0% | Accelerated 100% | Accelerated 0% | Accelerated 100% |
| A,A' | 500 | 405 | 500 | 405 | 500 | 405 |
| B | 500 | 435 | 512 | 440 | 490 | 430 |
| C | 500 | 500 | 530 | 530 | 480 | 480 |

## 6. Lines

They come in different diameters of Kevlar and Dyneema with sheathed cover. They must to be inspected every 100 hours or 24months maximum.

In case of Brake lines, it was cut a little longer, so every pilot can adjust it according to his personal taste.

But you must always leave 10cm before the brakes line starts acting in order to avoid trailing edge deformation when the wing is fully accelerated. In case the brake handle comes loose during flight or any brake lines is cut you can use the C riser softly for directional control instead of brake line.

## 7. Accelerator system

The accelerator has being limited in travel up to a safety **point**, however you can gain 8-12 km of extra speed. The speed system length is 10cm.

You have to adjust the harness to the speed system so you can use all the speed travel.

To do so you have to be seated in the ground meanwhile you are in your harness and adjust the lines by pulling up the risers with tension. Another person help to do this is recommended. Make sure also that the speed bar is not pulling down the risers when you are not using it.

Once all the gear is rigged you have to test the whole

speed travel in calm air.

The use of the speed system reduces the angle of attack and the canopy may be more sensitive to collapses therefore do not use near the ground or in turbulent air and in case you are hit by turbulence remove your feet off the speed bar as quickly as possible. Always far away from the ground when using the speed bar.

## 8. Trimmers

The POINT is supplied with a trim riser set. The 'neutral' or standard position is when the trimmers are pulled middle of the webbing which has been marked and A/B/C riser lengths are equal. We recommend performing landing and take-off with the trimmers closed and neutral position. The close trimmer length is 2cm

To increase glider speed you can use the speed system, release the trimmers, or do both. The travel open trimmer length is 3cm.

It is not necessary to release the trimmers before accelerating. Using the speed system has exactly the same effect as releasing the trimmers so it is safe and possible to fly with the trimmers in the neutral position whilst using the full range of the speed system.

## 9. Pre-flight check

To know yourself with the glider it is a good idea to perform practice inflations and ground handling in advance.

You should have no difficulties flying the **Point** for the first time in suitable conditions, but as with all new equipment.

When you have the new glider, the below **point**s should be inspected.

- Check the lines are clear and not twisted.
- Connection **point** between the glider and harness.
- All harness buckles are closed.
- The Karabiners are fully closed and not damaged.
- The sewing, condition of the lines and connection of the lines are right
- Internal demage to ribs and diagonal ribs.
- Demage to the top and bottom panels and seams between panels.

## 10. Take-0ff

**Point** has easy inflation behaviour at the forward/reverse launch because of its super light glider weight. While inflating the **Point**, you should hold both of th A risers on your hands. Smoothly and gradually inflate the wing. It does not need excessive energy and you feel the lift force very fast. It does not tend to over-shooting characteristics and provides a

leisurely launch time with you.

### 10.1 Tow launch

The **Point** is easy to launch using a winch and it has no any special skills. To practice this launching technique special training is needed and you have to know the procedures and dangers, which are specific for winching. We do not recommend using any special towing device which accelerates the glider during the winch launch.

## 11. In flight characteristics

**Point** has the best stable glide performance in a normal position with no any brakes.

In strong thermals and turbulence, we recommend to gently pull both brakes without acceleration to increase stability. The brakes provide feedback about the surrounding air, which is needed for active flying.

To familiarize yourself with the **Point** your first turns should be gradual and progressive.

To make efficient and coordinated turns with the **Point** first look in the direction you want to go and check that the airspace is clear. Your first input for directional change should be weight-shift, followed by the smooth application of the brake until the desired bank angle is achieved. To regulate the speed and radius of the turn, coordinate your weight shift and

use the outer brake.
In the unlikely event that a brake line releases from the brake handle or breaks, the glider is manoeuvrable using the C-risers. By pulling gently on the C-risers it is possible to steer the glider and land safely.

Alternative Steering:
In the unlikely event, that a brake line releases from the brake handle, or breaks, or the brake-lines are tangled up, the glider is manoeuvrable using the rear-risers. By pulling gently on the rear-risers, it is possible to steer the glider and land safely. Don't pull the rear-risers too much, to avoid a deep stall!

## 12. Deflations

In spite of the **Point** has great stability of the flight, strong turbulence or piloting error may cause a portion of the wing suddenly to be a deflation.

### 12.1 Asymmetric collapse

Asymmetric collapse usually happens when the pilot has not foreseen this possible reaction of the wing.
Asymmetric collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your direction. And you should use the brake to re-inflate the glider.

## 12.2 Frontal collapse

**Point** does not come out the symmetrical front collapse by itself. It has high internal pressure with its well designed profile. However a symmetric collapse my occur in strong turbulent condition, but It could be fast recovered, if you apply the brake down to 15 to 20cm. Release the brake lines, you may recover to the normal flight.

## 12.3 Full stall

Full stall can occur when you fully pull the both brakes enough long time. This means that the wing loses its forward momentum. To recover to the normal flight you must release both brakes. After this usually comes a front dive with a possible front deflation. An asymmetric recovery (one control released faster than the other) from a full-stall can cause a big dynamic collapse. The full-stall is a hazardous manoeuvre and as such outside the scope of this manual. You should practice and learn this manoeuvre only on a SIV course under professional instructor.

## 12.4 Deep stall

It is possible for gliders to enter a state of deep stall. This can be caused by several situations including; a very slow release from a B-line stall; flying the glider when wet; very old glider; or after a front/symmetric

deflation.
When you meet this situation you should fully raise up the both brakes and push the A-risers forwards or use the speed bar symmetrically to regain normal flight.

## 12.5 Asymmetrical stall

It can take place when you pull one of the brakes too hard, or while spiraling at a small speed in turbulence you increase the angle of attack. Rotation in the asymmetrical stall is called negative spiral. This is one of the most dangerous flying situations. In order to get out of asymmetrical stall, just release the brakes. There may follow side thrust forward with a following wing collapse.

## 12.6 B stall

The **Point** has a very clean stable B stall. To enter the B stall, the pilot has to pull the first 20cm slowly until the r glider loses forward speed and starts to descend at around 6 m/s vertically. Do not release the brake handles during B stall. If you pull too much B-line the glider may horseshoe and move around a lot. If this happens, release the B risers.
To exit the B-stall the B-risers should be released symmetrically and in one smooth, progressive motion. The glider will resume normal forward flight without

further input. Check you have forward flight again before using the brakes.

### 12.7 Cravat

In case a cravat should occur from an asymmetric collapse or other manoeuvres, it is important to keep your flying direction by applying some brake on the opposite side and weight shift.

You can also use strong deep pumps on the brake to the cravated side. If a pull of the break line is unsuccessful, pulling the stable line which is the outermost line on the B-riser may work.

If you can not do it and the rotation is increasing, you must use the parachute.

## 13. Descent Techniques

### 13.1 Big ears

Sink rate can be decreased in a controlled way by folding both wing tips. While holding the brakes you should symmetrically pull the outermost A-risers.

In order to return to the normal flight, you should release the A-risers and pull the brake short times until wing tips regain pressure.

Spiraling is not permitted with big ears, because of the increased load on the remaining lines so that they can be physically deformed.

## 13.2 Spiral dive

The spiral dive is the most demanding descent technique and should be learned at enough height, preferably during an SIV course.

When you hold one sided brake down for a long time, the glider goes into a fast sharp turn and loses a lot of height. The sink rate could be more than 15 m/sec. To get out of the spiral dive you must release the inner brake and use the outside brake to manage your sink rate. Mind that **Point** may take one more turn after releasing the brake.

## 14 Landing

We recommend to land with trimmers to the normal slow position. Don't use the sharp turns or radical maneuvers.

When you are 1-2m over the ground, you should face into wind and standing upright and ready to run. Finally you may pull the brakes smoothly for minimize vertical speed.

Don't hit the ground by your overtake the glider.

If you in windy condition, as soon as you touch the ground you have to turn around to face the glider and move towards it during full pulling break symmetrically.

## 15. Packing your Point

Spread the **Point** completely out on the ground. Separate the lines to the each side. The **Point** must be folded cell to cell to keep the plastic reinforcement at the leading edge lie flat on each other and don't get bent. Try to pack your **Point** as loosely as the rucksack allows, because every fold weakens the fabric.

Avoid packing the glider where it is wet or abrasive conditions(sand, asphalt pavement, concrete)

## 16. Maintenance and cleaning

Cleaning should be carried out with only pure water. If the glider comes in contact with salt water, clean thoroughly with fresh water. Do not use solvents of any kind, as this may remove the protective coatings and destroy the fabric.

## 17. Caring tips

- Do not expose your glider to the sun any longer than necessary
- Keep it away from water and other liquids
- Do not let the front edge hit the ground
- Keep your glider away from fire
- Do not put anything heavy on your glider, do not pack it in a rucksack too tightly.
- Regularly inspect the canopy, lines, risers and

harness. If you find any defects, contact your dealer or the manufacturer. Do not attempt to repair the paraglider by yourselves.

- If you detect a damaged line, inform the dealer or manufacturer about the line number according to the line plan
- Keep your **Point** in a bag in a dry well-ventilated place under neutral temperature and humidity conditions
- If you do not use the glider, then once a month you should unpack it, ventilate it well, and then pack it back in the bag

## 18. Warrantee

The producer guarantees the correctness of the declared characteristics and the paraglider's normal performance for two years after the purchase date. The producer conducts special, and after warranty repairs and maintenance at the owners' request for an extra price.

We recommend to inspect your paraglider (including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material) one time at two years, or every 100 hours of flying time (whichever comes first); Those inspection must be made by manufacturer, importer, distributor, dealer or other authorised persons. The checking must be

proven by a stamp on the certification sticker on the glider as well in the manual book.
There are not necessary the spare items except the rubber ring to fix the main lines on the riser triangle carabiner. The rubber rings will be offered by us in the repair kit offering with glider. You can exchange it by yourself when it has been disappeared or wears off. After you exchange the lubber ring, you must check again the triangle carabiner on the riser has been locked well before you fly.
If you run out of the rubber rings, you can request it to the local dealer.

## 19. Respecting nature and environment

Finally, we would ask each pilot to take care of nature and our environment. Respect nature and the environment at all times but most particularly at take-off and landing places. Respect others and paraglider in harmony with nature.
Do not leave marked tracks and do not leave rubbish behind. Do not make unnecessary noise and respect sensitive biological areas.
The materials used on a paraglider should be recycled. Please send old Davinci gliders back to us Davinci Gliders offices. We will undertake to recycle the glider.

# Check Line sheet(with riser)

The measured values at the lower surface of the tailing edge, all depth and spacing of the articulation Point were determined under tensile load of 50N.
The length difference is not more than ±10 mm.

## XXS size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | 6497 | 6443 | 6491 | 6553 | 6651 |
| 2 | 6457 | 6394 | 6406 | 6467 | 6465 |
| 3 | 6510 | 6438 | 6421 | 6472 | 6354 |
| 4 | 6465 | 6388 | 6385 | 6435 | 6313 |
| 5 | 6461 | 6379 | 6406 | 6451 | 6204 |
| 6 | 6443 | 6353 | 6351 | 6388 | 6107 |
| 7 | 6431 | 6342 | 6321 | 6355 | 6085 |
| 8 | 6410 | 6324 | 6306 | 6336 | 6152 |
| 9 | 6387 | 6305 | 6306 | 6333 | 6003 |
| 10 | 6358 | 6278 | 6282 | 6302 | 5919 |
| 11 | 6310 | 6236 | 6231 | 6250 | 5823 |
| 12 | 6188 | 6134 | 6148 | 6167 | |
| 13 | 6108 | 6059 | 6095 | 6110 | |
| 14 | 5924 | 5818 | 5928 | | |
| 15 | | | 5855 | | |

## XS size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | 6782 | 6733 | 6781 | 6876 | 7090 |
| 2 | 6741 | 6683 | 6692 | 6787 | 6897 |
| 3 | 6796 | 6729 | 6709 | 6794 | 6783 |
| 4 | 6750 | 6678 | 6672 | 6755 | 6741 |
| 5 | 6746 | 6669 | 6694 | 6773 | 6611 |
| 6 | 6728 | 6644 | 6636 | 6706 | 6511 |
| 7 | 6716 | 6632 | 6606 | 6672 | 6489 |
| 8 | 6694 | 6613 | 6590 | 6653 | 6559 |
| 9 | 6670 | 6593 | 6591 | 6650 | 6472 |
| 10 | 6638 | 6564 | 6566 | 6617 | 6383 |
| 11 | 6587 | 6521 | 6512 | 6562 | 6283 |
| 12 | 6459 | 6415 | 6425 | 6477 | |
| 13 | 6376 | 6337 | 6370 | 6417 | |
| 14 | 6184 | 6074 | 6210 | | |
| 15 | | | | | |

## Small size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | 7065 | 7004 | 7060 | 7129 | 7258 |
| 2 | 7024 | 6953 | 6969 | 7037 | 7058 |
| 3 | 7082 | 7001 | 6987 | 7045 | 6940 |
| 4 | 7035 | 6949 | 6949 | 7006 | 6897 |
| 5 | 7031 | 6941 | 6972 | 7024 | 6782 |
| 6 | 7012 | 6914 | 6912 | 6955 | 6678 |
| 7 | 6999 | 6902 | 6881 | 6920 | 6656 |
| 8 | 6977 | 6882 | 6865 | 6901 | 6730 |
| 9 | 6952 | 6862 | 6866 | 6898 | 6543 |
| 10 | 6918 | 6831 | 6838 | 6861 | 6451 |
| 11 | 6865 | 6786 | 6782 | 6804 | 6362 |
| 12 | 6732 | 6676 | 6691 | 6716 | |
| 13 | 6646 | 6595 | 6634 | 6653 | |
| 14 | 6423 | 6331 | 6451 | | |
| 15 | | | 6372 | | |

## SM size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

## Medium size

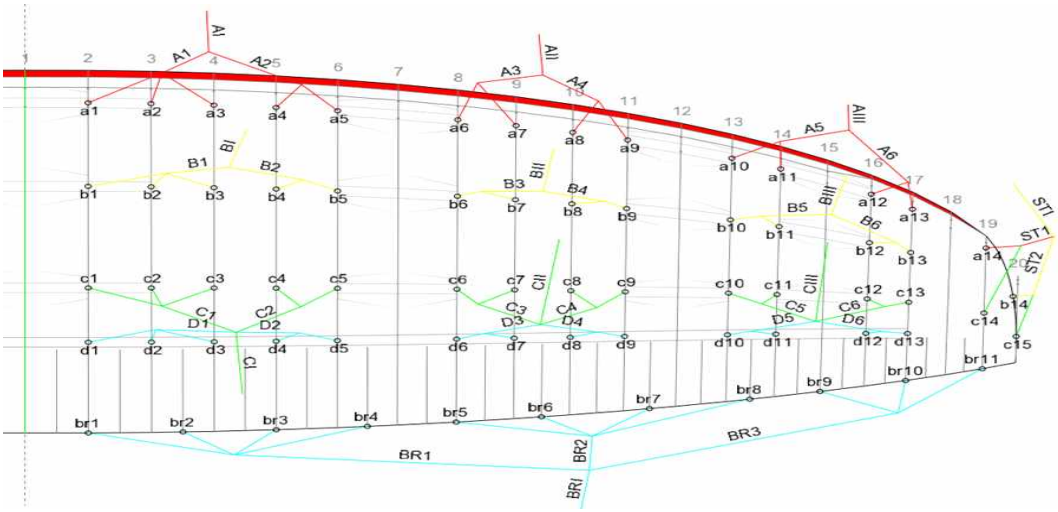
| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | 7349 | 7280 | 7331 | 7401 | 7540 |
| 2 | 7297 | 7220 | 7233 | 7302 | 7328 |
| 3 | 7349 | 7262 | 7244 | 7304 | 7206 |
| 4 | 7298 | 7208 | 7207 | 7266 | 7164 |
| 5 | 7294 | 7200 | 7233 | 7286 | 7048 |
| 6 | 7274 | 7173 | 7172 | 7217 | 6941 |
| 7 | 7261 | 7161 | 7140 | 7181 | 6919 |
| 8 | 7238 | 7141 | 7123 | 7161 | 6997 |
| 9 | 7213 | 7120 | 7124 | 7159 | 6807 |
| 10 | 7176 | 7087 | 7094 | 7119 | 6712 |
| 11 | 7121 | 7040 | 7037 | 7061 | 6605 |
| 12 | 6983 | 6927 | 6942 | 6969 | |
| 13 | 6893 | 6843 | 6883 | 6905 | |
| 14 | 6663 | 6568 | 6693 | | |
| 15 | | | 6611 | | |

## ML size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

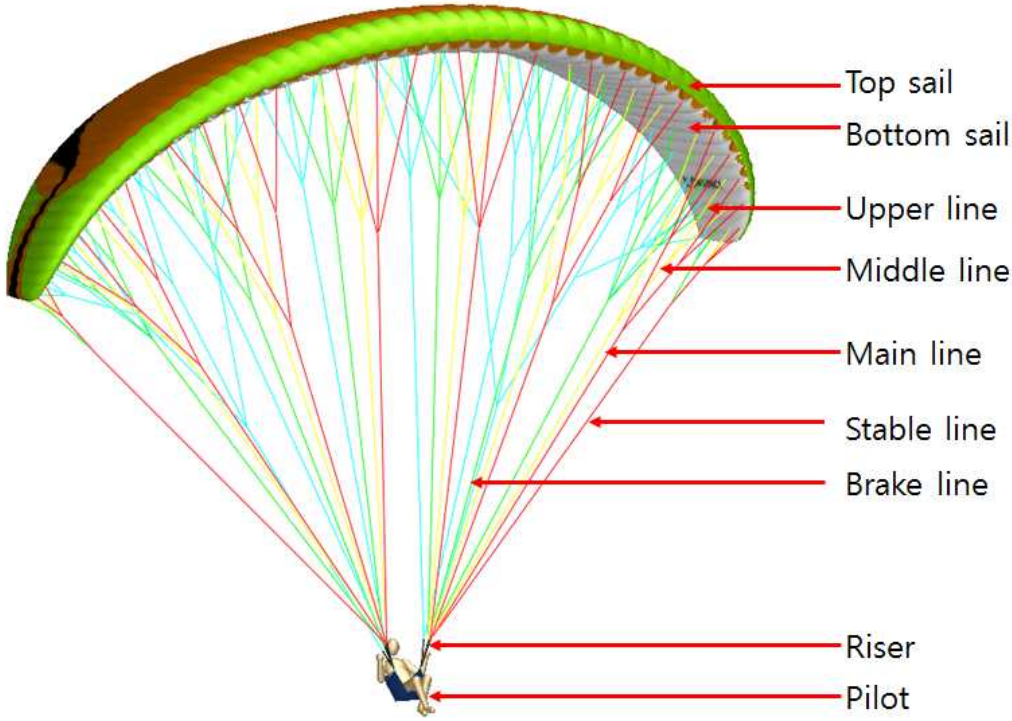
## Large size

| | A | B | C | D | Brake |
|---|---|---|---|---|---|
| 1 | 7733 | 7656 | 7717 | 7796 | 7943 |
| 2 | 7689 | 7602 | 7620 | 7697 | 7727 |
| 3 | 7753 | 7656 | 7640 | 7707 | 7600 |
| 4 | 7703 | 7600 | 7601 | 7665 | 7554 |
| 5 | 7700 | 7592 | 7627 | 7686 | 7433 |
| 6 | 7680 | 7564 | 7563 | 7612 | 7321 |
| 7 | 7667 | 7552 | 7530 | 7575 | 7298 |
| 8 | 7643 | 7532 | 7513 | 7554 | 7380 |
| 9 | 7616 | 7510 | 7514 | 7551 | 7212 |
| 10 | 7575 | 7473 | 7481 | 7504 | 7111 |
| 11 | 7517 | 7424 | 7421 | 7442 | 6999 |
| 12 | 7372 | 7304 | 7321 | 7346 | |
| 13 | 7277 | 7215 | 7258 | 7277 | |
| 14 | 7047 | 6927 | 7058 | | |
| 15 | | | 6971 | | |




| Name | Manufacturer | Name | Manufacturer | Name | Manufacturer | Name | Manufacturer | Name | Manufacturer | Name | Manufacturer |
|---|---|---|---|---|---|---|---|---|---|---|---|
| a1 | 8000U-070 | b1 | 8000U-070 | c1 | 8000U-070 | d1 | 8000U-070 | st1 | PPSL120 | br1 | DSL70 |
| a2 | 8000U-070 | b2 | 8000U-070 | c2 | 8000U-070 | d2 | 8000U-070 | st2 | PPSL120 | br2 | DSL70 |
| a3 | 8000U-070 | b3 | 8000U-070 | c3 | 8000U-070 | d3 | 8000U-070 | | | br3 | DSL70 |
| a4 | 8000U-070 | b4 | 8000U-070 | c4 | 8000U-070 | d4 | 8000U-070 | | | br4 | DSL70 |
| a5 | 8000U-070 | b5 | 8000U-070 | c5 | 8000U-070 | d5 | 8000U-070 | ST1 | PPSL160 | br5 | DSL70 |
| a6 | 8000U-070 | b6 | 8000U-070 | c6 | 8000U-070 | d6 | 8000U-070 | | | br6 | DSL70 |
| a7 | 8000U-070 | b7 | 8000U-070 | c7 | 8000U-070 | d7 | 8000U-070 | | | br7 | DSL70 |
| a8 | 8000U-070 | b8 | 8000U-070 | c8 | 8000U-070 | d8 | 8000U-070 | | | br8 | DSL70 |
| a9 | 8000U-070 | b9 | 8000U-070 | c9 | 8000U-070 | d9 | 8000U-070 | | | br9 | DSL70 |
| a10 | 8000U-070 | b10 | 8000U-070 | c10 | 8000U-070 | d10 | 8000U-070 | | | br10 | DSL70 |
| a11 | 8000U-070 | b11 | 8000U-070 | c11 | 8000U-070 | d11 | 8000U-070 | | | br11 | DSL70 |
| a12 | 8000U-070 | b12 | 8000U-070 | c12 | 8000U-070 | d12 | 8000U-070 | | | | |
| a13 | 8000U-070 | b13 | 8000U-070 | c13 | 8000U-070 | d12 | 8000U-070 | | | | |
| a14 | 8000U-070 | b14 | 8000U-070 | c14 | 8000U-070 | | | | | | |
| | | | | c15 | 8000U-070 | | | | | | |
| A1 | PPSL160 | B1 | PPSL160 | C1 | PPSL120 | D1 | PPSL120 | | | | |
| A2 | PPSL160 | B2 | PPSL160 | C2 | PPSL120 | D2 | PPSL120 | | | | |
| A3 | PPSL120 | B3 | PPSL120 | C3 | PPSL120 | D3 | PPSL120 | | | BR1 | PPSL120 |
| A4 | PPSL120 | B4 | PPSL120 | C4 | PPSL120 | D4 | PPSL120 | | | BR2 | PPSL120 |
| A5 | PPSL120 | B5 | PPSL120 | C5 | PPSL120 | D5 | PPSL120 | | | BR3 | PPSL120 |
| A6 | PPSL120 | B6 | PPSL120 | C6 | PPSL120 | D6 | PPSL120 | | | | |
| | | | | | | | | | | BRI | 10N-200 |
| AI | PPSL275 | BI | PPSL275 | CI | PPSL200 | | | | | | |
| AII | PPSL275 | BII | PPSL275 | CII | PPSL200 | | | | | | |
| AIII | PPSL200 | BIII | PPSL200 | CIII | PPSL160 | | | | | | |

# Overview


Top sail
Bottom sail
Upper line
Middle line
Main line
Stable line
Brake line
Riser
Pilot

# Point

| Serial Number | |
|---|---|
| Date of Production | |
| Dealer | |
| Date of sales | |
| Check and repair information | |
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paragliding by air turquoise

# Line and Riser Measurements of flight test Paraglider [1]

Report No. : **PG_1618.2019** Sample name: **Point S / close trimmer** Date measure: **28.01.2020** Place: **Villeneuve**
Manufacturer: **Davinci** S/N: **AT-S10850-PRW** Responsible: **Claude Thurnheer** Linked: **ISO 91.20**

**Total line length including risers [mm]**

Main brake line with diff color than A,B,C main line? Yes

| | | A | | | B | | | C | | | D | | | E | | | Stab | | | Brake | | | +strap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manu [2] | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Sample |
| Center | 1 | 7065 | 7077 | 12 | 7004 | 7003 | -1 | 7060 | 7055 | -5 | 7129 | 7121 | -8 | | | | 6331 | 6323 | -8 | 7258 | 7259 | 1 | |
| | 2 | 7024 | 7035 | 11 | 6953 | 6949 | -4 | 6969 | 6960 | -9 | 7037 | 7023 | -14 | | | | 6372 | 6375 | 3 | 7058 | 7062 | 4 | |
| | 3 | 7082 | 7093 | 11 | 7001 | 6997 | -4 | 6987 | 6981 | -6 | 7045 | 7032 | -13 | | | | | | | 6940 | 6944 | 4 | |
| | 4 | 7035 | 7041 | 6 | 6949 | 6943 | -6 | 6949 | 6937 | -12 | 7006 | 6992 | -14 | | | | | | | 6897 | 6903 | 6 | |
| | 5 | 7031 | 7040 | 9 | 6941 | 6936 | -6 | 6972 | 6961 | -11 | 7024 | 7015 | -9 | | | | | | | 6782 | 6785 | 3 | |
| | 6 | 7012 | 7027 | 15 | 6914 | 6912 | -2 | 6912 | 6904 | -8 | 6955 | 6945 | -10 | | | | | | | 6678 | 6681 | 3 | |
| | 7 | 6999 | 7013 | 14 | 6902 | 6909 | 7 | 6881 | 6875 | -6 | 6920 | 6910 | -10 | | | | | | | 6656 | 6659 | 3 | |
| | 8 | 6977 | 6990 | 13 | 6882 | 6878 | -4 | 6865 | 6856 | -9 | 6901 | 6890 | -11 | | | | | | | 6730 | 6734 | 4 | |
| | 9 | 6952 | 6963 | 11 | 6862 | 6858 | -4 | 6866 | 6857 | -9 | 6898 | 6887 | -11 | | | | | | | 6543 | 6548 | 5 | |
| | 10 | 6918 | 6919 | 1 | 6831 | 6831 | 0 | 6838 | 6837 | -1 | 6861 | 6859 | -2 | | | | | | | 6451 | 6455 | 4 | |
| | 11 | 6865 | 6866 | 1 | 6786 | 6785 | -1 | 6782 | 6778 | -5 | 6804 | 6802 | -2 | | | | | | | 6362 | 6374 | 12 | |
| | 12 | 6732 | 6730 | -2 | 6676 | 6677 | 1 | 6691 | 6687 | -4 | 6716 | 6711 | -5 | | | | | | | | | | |
| | 13 | 6646 | 6644 | -2 | 6595 | 6595 | 0 | 6634 | 6632 | -2 | 6653 | 6650 | -3 | | | | | | | | | | |
| Wing | 14 | 6423 | 6408 | -15 | | | | 6451 | 6454 | 3 | | | | | | | | | | | | | |
| tip | 15 | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | | | | | | | | | | | | | | | | | | | | | | |

Stab line to riser: B

Number Cell: 36
Weight of the glider [kg]: 4.80

Tolerance [mm] [4]: ±15

**Riser measurement - total length (inner edge) [mm]** [3]

| **Total length** (incl. Carabiner or connect) | Risers | Std | Acc | Trim |
|---|---|---|---|---|
| | A | 530 | 423 | n/a |
| | A' | 530 | 424 | n/a |
| | B | 519 | 443 | n/a |
| | C | 503 | 503 | n/a |
| | D | | | n/a |
| | Acc | 107 | *[mm] | |
| | Trimmer | n/a | [mm] | |

| **Total length** (no carabiner or connect) | Risers | Std | Acc |
|---|---|---|---|
| | A | 500 | 393 |
| | A' | 500 | 394 |
| | B | 489 | 413 |
| | C | 473 | 473 |
| | D | | |
| | Acc | 107 | *[mm] |
| | Trimmer | n/a | [mm] |

**No. of risers** 3
Tolerance [mm] 5

**Carabiner [mm]** 30
Tolerance [mm] 2

*Travel range (distance between A and rear riser)

**Acc system configuration max travel**


**Another trim configuration** No
If yes (description):

**Test Atmosphere AGL**

Pressure [hPa] 983.9
Humidity [%] 38
Temperature [°C] 21.5

**Plausibility check :**

[mm] 500 500
[mm] 10000 10002

Remark:

**Instrument validity** date

Laser distance meter 07.09.2023
Line measurements system 07.09.2023

Uncertainty of instrument [mm] 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

[1] Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. [2] Manu=Values from manufacturer, Sample=Measured by inspector.

[3] Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. [4] Tolerance line and riser is +/-15 [mm]

## OPEN TRIMMER

**Riser measurement - total length (inner edge) [mm]** [3]

**Total length** (incl. Carabiner or connect)

| Risers | Std | Acc | Trim |
|---|---|---|---|
| A | 529 | 424 | n/a |
| A' | 530 | 425 | n/a |
| B | 538 | 463 | n/a |
| C | 552 | 552 | n/a |
| D | | | n/a |
| Acc | 105 | *[mm] | |
| Trimmer | n/a | [mm] | |

**Total length** (no cara-biner or con-nect)

| Risers | Std | Acc |
|---|---|---|
| A | 499 | 394 |
| A' | 500 | 395 |
| B | 508 | 433 |
| C | 522 | 522 |
| D | | |
| Acc | 105 | *[mm] |
| Trimmer | n/a | [mm] |

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# Line and Riser Measurements of flight test Paraglider [1]

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Report No. : | PG_1561.2019 | Sample name: | Point M / close trimmer | Date measure: | 28.01.2020 | Place: | Villeneuve |
| Manufacturer: | Davinci | S/N: | APT-M10701-RBW | Responsible: | Claude Thurnheer | Linked: | ISO 91.20 |

**Total line length including risers [mm]**

Main brake line with diff color than A,B,C main line? Yes

| | | A | | | B | | | C | | | D | | | E | | | Stab | | | Brake | | | +strap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manu [2] | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Sample |
| Center | 1 | 7349 | 7360 | 11 | 7280 | 7275 | -5 | 7331 | 7332 | 1 | 7401 | 7397 | -4 | | | | 6568 | 6560 | -8 | 7540 | 7551 | 11 | |
| | 2 | 7297 | 7306 | 9 | 7220 | 7214 | -6 | 7233 | 7233 | 0 | 7302 | 7299 | -3 | | | | 6611 | 6614 | 3 | 7328 | 7339 | 11 | |
| | 3 | 7349 | 7357 | 8 | 7262 | 7256 | -6 | 7244 | 7245 | 1 | 7304 | 7300 | -5 | | | | | | | 7206 | 7221 | 15 | |
| | 4 | 7298 | 7305 | 7 | 7208 | 7202 | -6 | 7207 | 7206 | -1 | 7266 | 7260 | -6 | | | | | | | 7164 | 7179 | 15 | |
| | 5 | 7294 | 7303 | 9 | 7200 | 7194 | -6 | 7233 | 7231 | -2 | 7286 | 7280 | -6 | | | | | | | 7048 | 7043 | -5 | |
| | 6 | 7274 | 7285 | 11 | 7173 | 7169 | -4 | 7172 | 7171 | -1 | 7217 | 7215 | -2 | | | | | | | 6941 | 6942 | 1 | |
| | 7 | 7261 | 7271 | 10 | 7161 | 7155 | -6 | 7140 | 7140 | -1 | 7181 | 7180 | -1 | | | | | | | 6919 | 6919 | 0 | |
| | 8 | 7238 | 7249 | 11 | 7141 | 7138 | -4 | 7123 | 7118 | -5 | 7161 | 7157 | -4 | | | | | | | 6997 | 6997 | 0 | |
| | 9 | 7213 | 7225 | 12 | 7120 | 7115 | -5 | 7124 | 7123 | -1 | 7159 | 7157 | -2 | | | | | | | 6807 | 6808 | 1 | |
| | 10 | 7176 | 7189 | 13 | 7087 | 7088 | 1 | 7094 | 7086 | -8 | 7119 | 7110 | -9 | | | | | | | 6712 | 6716 | 4 | |
| | 11 | 7121 | 7133 | 12 | 7040 | 7039 | -1 | 7037 | 7028 | -9 | 7061 | 7049 | -12 | | | | | | | 6605 | 6604 | -1 | |
| | 12 | 6983 | 6993 | 10 | 6927 | 6929 | 2 | 6942 | 6932 | -10 | 6969 | 6958 | -11 | | | | | | | | | | |
| | 13 | 6893 | 6904 | 11 | 6843 | 6846 | 3 | 6883 | 6876 | -8 | 6905 | 6897 | -8 | | | | | | | | | | |
| Wing | 14 | 6663 | 6648 | -15 | | | | 6693 | 6697 | 4 | | | | | | | | | | | | | |
| tip | 15 | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | | | | | | | | | | | | | | | | | | | | | | |

Stab line to riser: B

Number Cell: 36

Weight of the glider [kg]: 4.82

Tolerance [mm] [4]: ±15

**Riser measurement - total length (inner edge) [mm]** [3]

| Total length (incl. Carabiner or connect) | Risers | Std | Acc | Trim |
|---|---|---|---|---|
| | A | 530 | 420 | n/a |
| | A' | 533 | 422 | n/a |
| | B | 520 | 444 | n/a |
| | C | 508 | 508 | n/a |
| | D | | | n/a |
| | Acc | 110 | *[mm] | |
| | Trimmer | n/a | [mm] | |

| Total length (no carabiner or connect) | Risers | Std | Acc |
|---|---|---|---|
| | A | 500 | 390 |
| | A' | 503 | 392 |
| | B | 490 | 414 |
| | C | 478 | 478 |
| | D | | |
| | Acc | 110 | *[mm] |
| | Trimmer | n/a | [mm] |

**No. of risers** 3

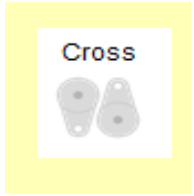
Tolerance [mm] 5

**Carabiner [mm]** 30

Tolerance [mm] 2

*Travel range (distance between A and rear riser)

**Acc system configuration max travel**




**Another trim configuration** No

If yes (description):

**Test Atmosphere AGL**

| | |
|---|---|
| Pressure [hPa] | 983.4 |
| Humidity [%] | 48 |
| Temperature [°C] | 21.8 |

**Plausibility check :**

| | | |
|---|---|---|
| [mm] | 500 | 500 |
| [mm] | 10000 | 10002 |

Remark:

**Instrument validity**

| | date |
|---|---|
| Laser distance meter | 07.09.2023 |
| Line measurements system | 07.09.2023 |

Uncertainty of instrument [mm] 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

[1] Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. [2] Manu=Values from manufacturer, Sample=Measured by inspector.

[3] Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. [4] Tolerance line and riser is +/-15 [mm]

## OPEN TRIMMER

**Riser measurement - total length (inner edge) [mm]** [3]

**Total length** (incl. Carabiner or connect)

| Risers | Std | Acc | Trim |
|---|---|---|---|
| A | 530 | 421 | n/a |
| A' | 532 | 423 | n/a |
| B | 538 | 460 | n/a |
| C | 562 | 562 | n/a |
| D | | | n/a |
| Acc | 109 | *[mm] | |
| Trimmer | n/a | [mm] | |

**Total length** (no cara-biner or con-nect)

| Risers | Std | Acc |
|---|---|---|
| A | 500 | 391 |
| A' | 502 | 393 |
| B | 508 | 430 |
| C | 532 | 532 |
| D | | |
| Acc | 109 | *[mm] |
| Trimmer | n/a | [mm] |

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# Line and Riser Measurements of flight test Paraglider [1]

Report No. : **PG_1652.2020** Sample name: **Point L close trimmer** Date measure: **06.02.2020** Place: **Villeneuve**
Manufacturer: **Davinci** S/N: **APT-L11030-LBL** Responsible: **Claude Thurnheer** Linked: **ISO 91.20**

**Total line length including risers [mm]**

Main brake line with diff color than A,B,C main line? Yes

| | | A | | | B | | | C | | | D | | | E | | | Stab | | | Brake | | | +strap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manu [2] | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Manu | Sample | Diff | Sample |
| Center | 1 | 7733 | 7746 | 13 | 7656 | 7667 | 11 | 7717 | 7713 | -5 | 7796 | 7791 | -5 | | | | 6927 | 6930 | 3 | 7943 | 7933 | -10 | |
| | 2 | 7689 | 7699 | 10 | 7602 | 7608 | 6 | 7620 | 7617 | -3 | 7697 | 7691 | -6 | | | | 6971 | 6982 | 11 | 7727 | 7720 | -7 | |
| | 3 | 7753 | 7762 | 9 | 7656 | 7662 | 6 | 7640 | 7637 | -4 | 7707 | 7698 | -9 | | | | | | | 7600 | 7592 | -8 | |
| | 4 | 7703 | 7707 | 4 | 7600 | 7605 | 5 | 7601 | 7601 | -1 | 7665 | 7658 | -7 | | | | | | | 7554 | 7548 | -6 | |
| | 5 | 7700 | 7705 | 5 | 7592 | 7599 | 7 | 7627 | 7624 | -3 | 7686 | 7679 | -7 | | | | | | | 7433 | 7428 | -5 | |
| | 6 | 7680 | 7686 | 6 | 7564 | 7569 | 5 | 7563 | 7559 | -4 | 7612 | 7606 | -6 | | | | | | | 7321 | 7317 | -4 | |
| | 7 | 7667 | 7673 | 6 | 7552 | 7554 | 2 | 7530 | 7526 | -4 | 7575 | 7568 | -7 | | | | | | | 7298 | 7293 | -6 | |
| | 8 | 7643 | 7651 | 8 | 7532 | 7534 | 2 | 7513 | 7508 | -5 | 7554 | 7548 | -6 | | | | | | | 7380 | 7373 | -7 | |
| | 9 | 7616 | 7624 | 8 | 7510 | 7513 | 3 | 7514 | 7507 | -7 | 7551 | 7546 | -5 | | | | | | | 7212 | 7207 | -5 | |
| | 10 | 7575 | 7578 | 3 | 7473 | 7481 | 8 | 7481 | 7467 | -14 | 7504 | 7494 | -10 | | | | | | | 7111 | 7104 | -7 | |
| | 11 | 7517 | 7521 | 4 | 7424 | 7431 | 7 | 7421 | 7407 | -14 | 7442 | 7431 | -11 | | | | | | | 6999 | 6990 | -9 | |
| | 12 | 7372 | 7375 | 3 | 7304 | 7310 | 6 | 7321 | 7308 | -13 | 7346 | 7336 | -10 | | | | | | | | | | |
| | 13 | 7277 | 7280 | 3 | 7215 | 7221 | 6 | 7258 | 7244 | -14 | 7277 | 7265 | -13 | | | | | | | | | | |
| Wing | 14 | 7047 | 7045 | -2 | | | | 7058 | 7068 | 10 | | | | | | | | | | | | | |
| tip | 15 | | | | | | | | | | | | | | | | | | | | | | |
| | 16 | | | | | | | | | | | | | | | | | | | | | | |
| | 17 | | | | | | | | | | | | | | | | | | | | | | |
| | 18 | | | | | | | | | | | | | | | | | | | | | | |

Stab line to riser: B

Number Cell: 36
Weight of the glider [kg]: 5.08

Tolerance [mm] [4]: ±15

**Riser measurement - total length (inner edge) [mm]** [3]

| **Total length** (incl. Carabiner or connect) | Risers | Std | Acc | Trim |
|---|---|---|---|---|
| | A | 536 | 432 | n/a |
| | A' | 536 | 433 | n/a |
| | B | 528 | 459 | n/a |
| | C | 516 | 516 | n/a |
| | D | | | n/a |
| | Acc | 103 | *[mm] | |
| | Trimmer | n/a | [mm] | |

| **Total length** (no carabiner or connect) | Risers | Std | Acc |
|---|---|---|---|
| | A | 506 | 402 |
| | A' | 506 | 403 |
| | B | 498 | 429 |
| | C | 486 | 486 |
| | D | | |
| | Acc | 103 | *[mm] |
| | Trimmer | n/a | [mm] |

**No. of risers** 3
Tolerance [mm] 5

**Carabiner [mm]** 30
Tolerance [mm] 2

*Travel range (distance between A and rear riser)

**Acc system configuration max travel**


**Another trim configuration** No
If yes (description):

**Test Atmosphere AGL**

Pressure [hPa] 977
Humidity [%] 40
Temperature [°C] 21.7

**Plausibility check :**

[mm] 500 500
[mm] 10000 10002

Remark:

**Instrument validity** date

Laser distance meter 07.09.2023
Line measurements system 07.09.2023

Uncertainty of instrument [mm] 3

Present inspection's scope only extends to the conformity of a given sample, on a given date and in a given place – as mentioned here above. The validation of this report is given by the signature of the test manager on inspection certificate 71.8.1

[1] Total length measured from the underside of the glider to the inner edge of the risers with a tenstion of 50 [N]. Measured values do not include the uncertainty/The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The measured values lies within the assigned range of values with a probability of 95%. [2] Manu=Values from manufacturer, Sample=Measured by inspector.

[3] Risers, Std=Trim speed, Acc=Accelerated, AND if trimmer: Open=trimmer open, Closed=trimmer closed, Trim=measured at this position. [4] Tolerance line and riser is +/-15 [mm]

## OPEN TRIMMER

**Riser measurement - total length (inner edge) [mm]** [3]

| **Total length** (incl. Carabiner or connect) | Open Risers | Std | Acc | Trim |
|---|---|---|---|---|
| | A | 536 | 432 | n/a |
| | A' | 536 | 433 | n/a |
| | B | 546 | 461 | n/a |
| | C | 567 | 566 | n/a |
| | D | | | n/a |
| | Acc | 103 | *[mm] | |
| | Trimmer | n/a | [mm] | |

| **Total length** (no cara-biner or con-nect) | Open Risers | Std | Acc |
|---|---|---|---|
| | A | 506 | 402 |
| | A' | 506 | 403 |
| | B | 516 | 431 |
| | C | 537 | 536 |
| | D | | |
| | Acc | 103 | *[mm] |
| | Trimmer | n/a | [mm] |