

Manual

S-CROSS²

LTF / EN B



SOL[®]
PARAGLIDERS

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WELCOME TO THE SOL TEAM

You have just acquired a high-quality product, manufactured under one of the most demanding industry standards worldwide. We are certain that this equipment will allow you to learn, increase and amplify your knowledge and technique during your flights.

We hope your paraglider Sycross 2 will provide you with many nice flights and that you're experiencing moments that will last forever in your memory. This way our philosophy will prove right: security, performance, easy handling and innovation.

Please, read this manual carefully. All necessary information you'll need for your new equipment is right here.

In case of questions or doubts regarding your paraglider or in case you simply are interested in our new products - we are at your disposal.

Thank you very much for choosing SOL PARAGLIDERS.

Symbols



Warnings and important notes - pay attention and read carefully



Additional information



Notes regarding environment protection

IMPORTANT NOTES

- As owner of a Sol Paraglider you are responsible for all possible risks existing by using this equipment. The inappropriate and/or abusive use of your equipment increases these risks.
- It's not possible to transfer this responsibility of risks, using this equipment, to the producer, distributor or seller.
- A regular training, whenever possible, especially on the ground, is indispensable and necessary. A poor handling and control of the glider, especially on the ground, is one of the most frequent causes of accidents.
- Always be prepared to improve your skills. Attending special workshops will improve your skills and maintain your knowledge about materials and techniques, which are always developing, up to date.
- Only use a certified paraglider, harness with protector and reserve and use them within the described and certified limits. Remember, if you fly a paraglider outside the certified norms your insurance will not pay the damage. It is in your responsibility as a pilot to know what your insurance covers.
- Sol Paragliders is flying and testing every single paraglider produced, to assure our clients full quality and function of every glider. We recommend that every new or reviewed paraglider will be tested on the ground and flown from the training hill by his pilot.
- Never take off without helmet, hand-gloves and boots.
- Check all your equipment before each flight. Never take off with an inappropriate or damaged equipment.
- As pilot you are only allowed to use a paraglider in accordance to your skills and in accordance to the instruction level required in each country.
- Before each flight check your physical and mental state. Are you fit to fly?
- Before take off choose the right Paraglider and environment, check the weather conditions, if you have any doubt - don't fly.
- Never fly during rain, snow, strong wind, turbulent conditions or if thunderstorm clouds are in the sky.
- If you are always flying with consciousness - you'll be able to fly for many years your glider.



SYCROSS 2 - THE PROJECT

To succeed the Sycross One, one of the most successful paragliders in its class, SOL has produced a new masterpiece. The Sycross 2 is meant to consolidate the concept of high performance B gliders with excellent passive safety in the category. On this wing, the pilot evolves without changing the category accumulating many hours and kilometers.

We believe the Sycross 2 is the ideal glider for pilots who want lot of performance without waiving the safety of the B class, for frequently flying pilots who do not wish to change category and even so perform great XC flights.

Recommendation

Sycross 2 is a XC-intermediate wing, suitable only for the practised thermal pilot with, at least, 60 hours flying and acquired the necessary feeling for a glider in active air. It is not suitable for beginner pilots or those under training.

This glider is not designed for instruction in flight schools!

Certification

The Sycross 2 has a LTF / EN B certification. The certification details are available on: www.solparagliders.com.br.

Special characteristics

Comfort - Security - Performance - Easy handling - Long life

Accessories

Along with your paraglider you receive:

- Backpack
- Protection sack for the glider
- Paraglider packing strap
- Protection sack for the risers
- Manual
- Basic repair kit
- "Easy check" measure tape
- 2 Step - Accelerator
- SOL Cap
- Windsock M
- Little bonus surprise



Technology



Our double „3D Shaping“ is a 3 dimension shaping technology, which decreases the imperfections and wrinkles at the leading edge, resulting in more aerodynamic performance.



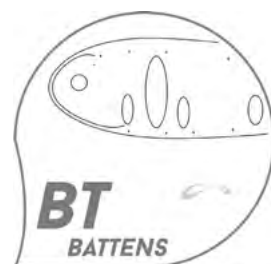
The 3 Riser System guarantees stability, 25% less lines, better weight distribution and less deformation throughout the years.



More uplift, even with the same wing area, and better pressure distribution along the whole wingspan.



X Battens reinforce the profile.



Flexible nylon battens reinforcements.



Higher Project Aspect Ratio.



Cutting edge technology laser equipments prepare all molds and parts of the canopy.



Tensile Power Tapes



LDT are Load Distribution Tapes between the suspension points for a weight distribution along the whole wing during flight, resulting in better performance and stability.



Profiles between the cells of the trailing edge, resulting in better performance and handling.



A new profile design to increase the wing pressure, resulting in form stability. More performance along the whole speed range is the result.

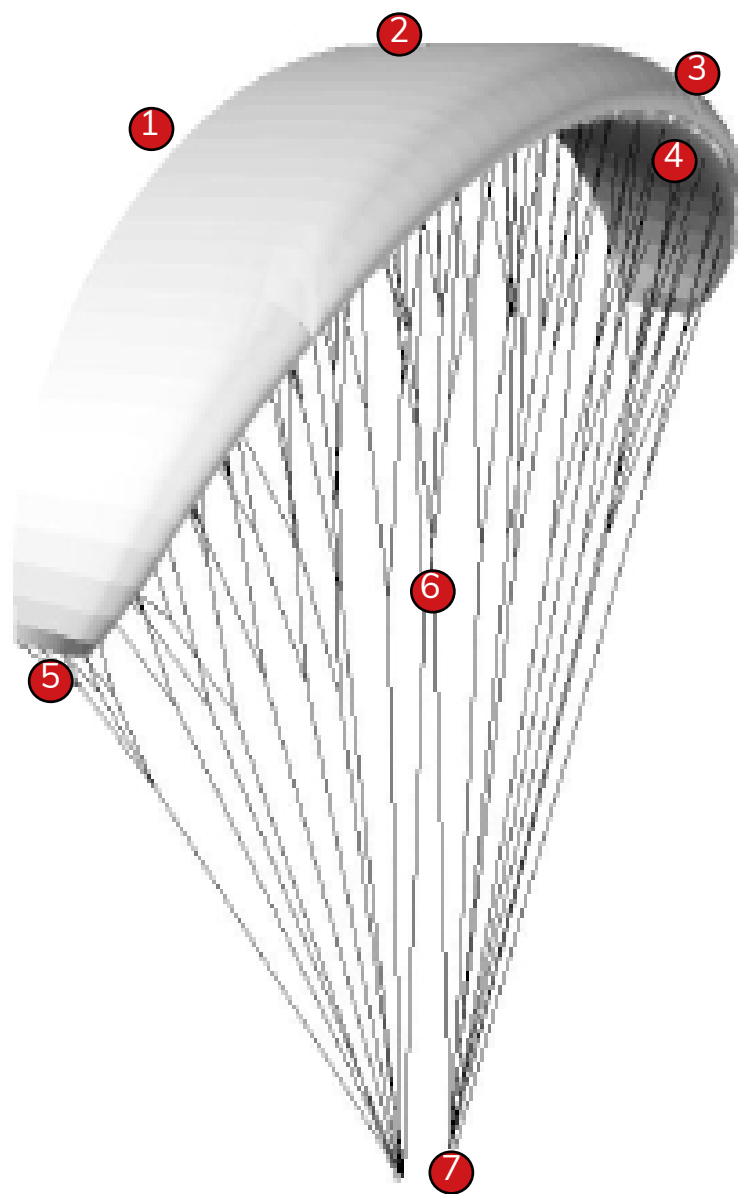


Fabrics composed out of different materials assure long life and more resistance with less deformation and weight.



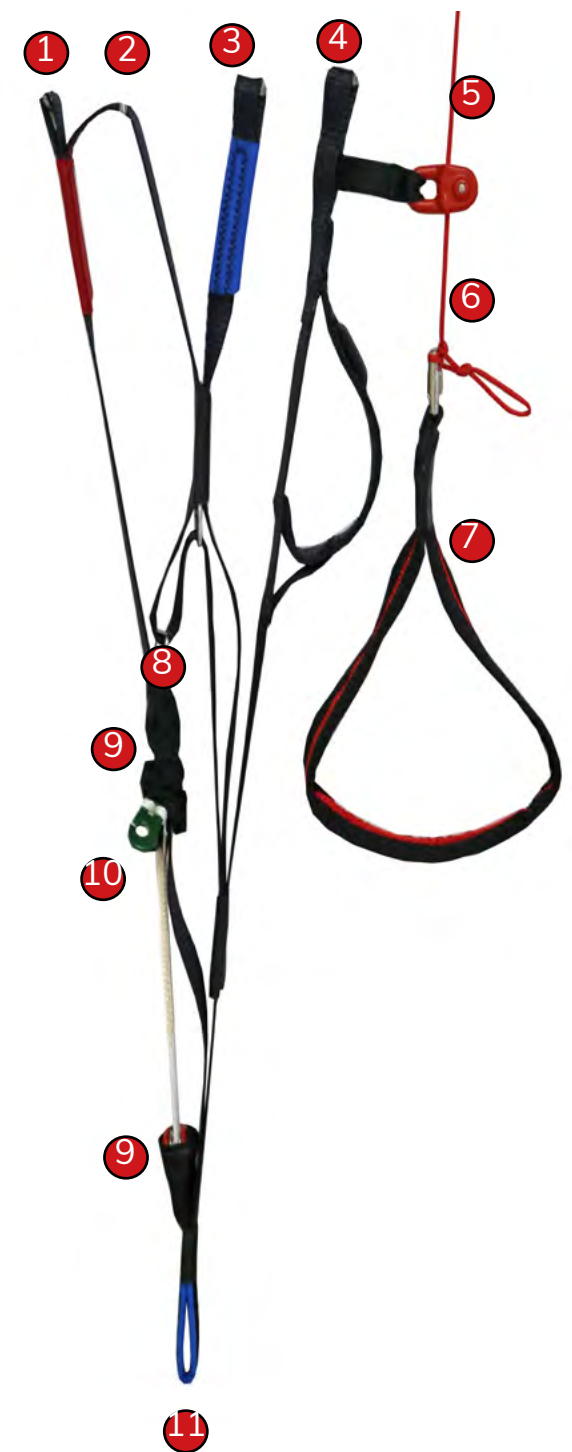
Overview paraglider

1. Trailing edge
2. Top
3. Leading edge
4. Bottom
5. Stabilo
6. Lines
7. Risers



Overview risers

1. Riser A
2. Riser A'
3. Riser B
4. Riser C
5. Brake lines
6. Toggle connection
7. Toggle
8. Speed system
9. Accelerator
10. Accelerator connection
11. Connection to harness



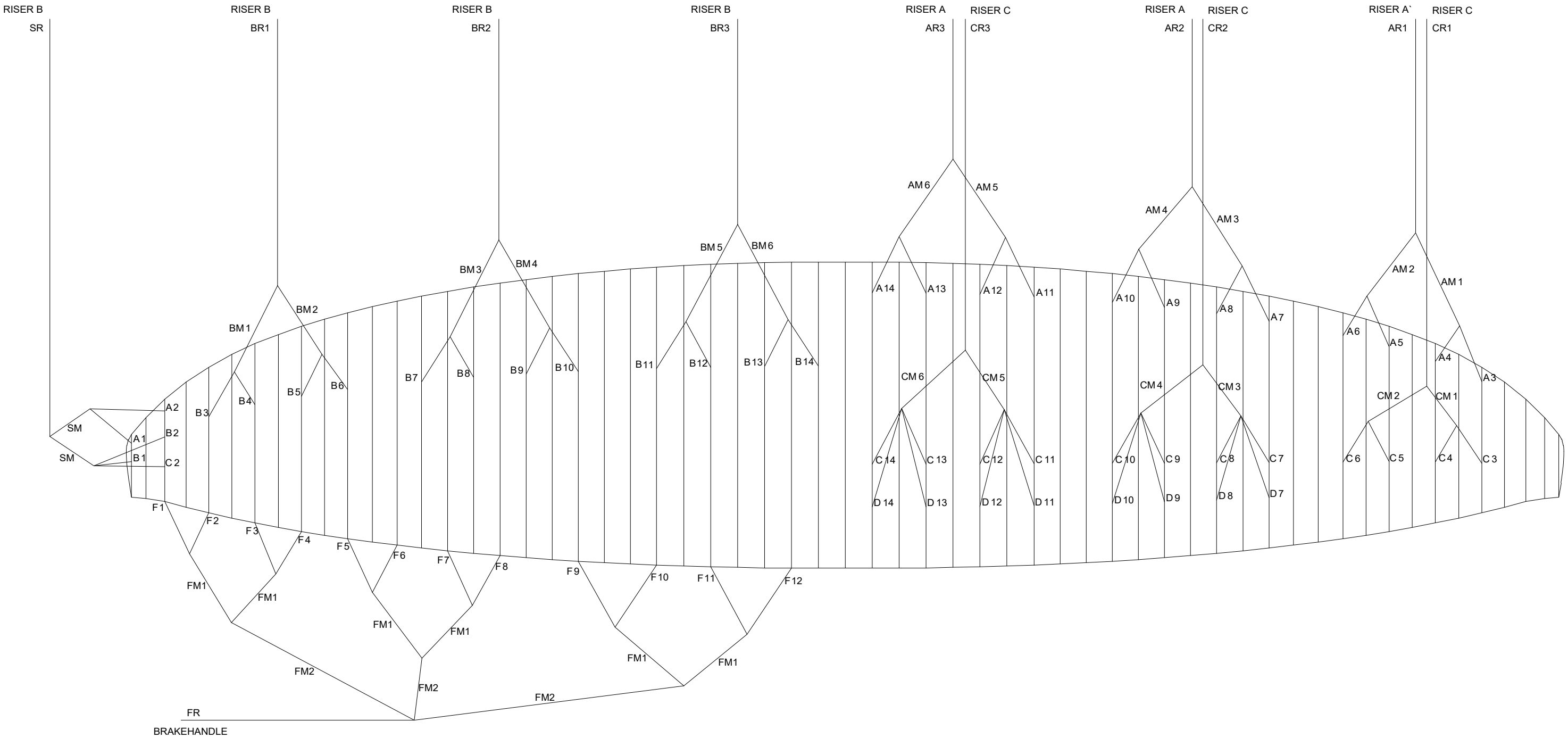
Line plan

The suspension point design was developed for an ideal weight distribution and long life. During all consideration and calculation, security always is our first goal.. The used material mix for the lines of the Sycross 2 forms an ideal combination: long life with little deformation and aerodynamic drag.



Never and under no circumstances the line length can be altered!

SYCROSS²

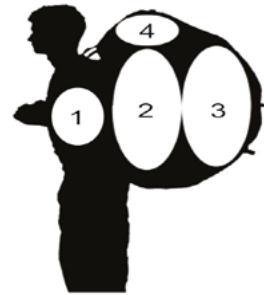


THE PARAGLIDER - INFORMATION

Take off weight

Each paraglider size is dedicated to a certain weight range, from a minimum take off weight to a maximum. The take off weight is the sum of the weight of:

1. the pilot
2. the paraglider
3. the harness with reserve
4. all flight accessories



It's not recommended to fly outside the weight range.



If your take off weight is between two weight ranges we suggest the following procedure:

- For a more accurate and dynamic handling or if you usually fly in the mountains and/or turbulent conditions, you should choose to fly in the upper weight range.
- For a better sink rate and if you usually fly above flat land and in light weather conditions, you should choose to fly in the lower weight range.



Tow release take off

The Sycross 2 can be used for towed flight. The used equipment must be certified, the team handling the equipment must be licensed and you must have done a workshop learning this take off. Always use the special tow connection. The take off only should be done if the canopy is filled completely and steady above the pilots head.



Flight with engine

The Sycross 2 was not designed and is not certified for engine flight. SOL Paragliders doesn't recommend this type of flight.



Tandem flight

The Sycross 2 was not designed and is not certified for tandem flight. SOL Paragliders doesn't recommend this type of flight.

PREPARING FOR FLIGHT

Laying out the glider

- Choose an easy training elevation with less inclination for the first flight, without obstacles and a day with easy weather conditions.
- Open your canopy and lay him down in shape of a horseshoe.
- Check fabric and lines, if there is any damage or fatigue caused by wear.
- Check if all quick links are closed.
- Identify, separate and organize all risers A, A', B, C and the brake lines.



- It is extremely important that there are no entanglements and/or bunched lines present.

Harness

The Sycross 2 was tested within the standard of LTF with a harness of type GH. We can recommend for the Sycross 2 all harness of type ABS, tested with a carabiner connection height between 42 and 48 cm, measured from the seat and depending on the size. Attention: the suspension height will influence the "normal" brake position. Always use a harness with back protection.

The distance between the carabiners should be correct. Together with your glider comes an "Easy Check" measure tape which might help you to check the distance exactly.



If the distance is not within the range, the glider could have extreme, dangerous or abnormal reaction in flight.



PARAGLIDER SOL								
SIZE	XXS	XS	S	M	L	XL	XXL	TANDEM
MEASURE	38 CM	38 CM	40 CM	42 CM	44 CM	46 CM	48 CM	44 CM

Connecting paraglider and harness

Without twisting the risers connect them with the carabiners of the harness. Check if they are connected and positioned in the right way without any twist. The (A) riser must be in front in flight direction.

 Check if the carabiners are really looked and closed!

Accelerator

Most of modern harness have pulleys for assembling the Foot Speed System. The line must be firmly attached to the stirrup. The other end of the line is fed through the harness' pulleys and comes out vertically, and must be firmly attached to the clip of the quick look. In order to adjust the Speed System, we suggest that you connect the harness and the risers, suspended from the ground. Ask a friend to pull the risers (A) upwards. At this time, adjust the length right to the bar in such way to be easily reachable with your feet in flight and by stretching the legs, make sure to allow for a clear path to maximize the accelerator usage.

Riser lengths

Riser lengths actually measured shall not differ more than ± 5 mm from the lengths laid down in the user's manual.

Risers not accelerated

- A = 52 cm
- A' = 52 cm
- B = 52 cm
- C = 52 cm



 Measure without quick links

Risers accelerated

- A = 40 cm
- A' = 42 cm
- B = 44 cm
- C = 52 cm



 Measure without quick links.



FLIGHT

Take Off Check List

- Helmet closed?
- Carabiners looked and closed?
- Harness all looks closed?
- Carabiner distance OK.?
- Risers A in hands?
- Brake lines free, toggles in hand?
- Pilot stays in the midst of the canopy?
- Take off area free?
- Paraglider and pilot lined up against the wind?
- Air space in take off direction free?

Forward Take off

When ready to takeoff, the pilot must have risers A and the toggles in hand. The arms must be extended to the side, as if they are extensions of risers A. A decisive run allows a quick and stable inflation. After the initial inflation momentum, the pilot must keep the tension forward on risers A, not pulling them downwards, until the canopy is above his head. At this point, the brakes must be carefully activated and the pilot must be prepared for possible directional changes. A move to underneath the center of the paraglider is the best method for corrections, provided there is room for it. The pilot glances at last upwards to ensure the canopy is properly located above, completely unobstructed and inflated. Only at this point, the pilot decides whether or not to takeoff.



Reverse Take off

The preparation is the same as to forward take off. But this time you have to turn towards the canopy. During the turn lift the hand which is turning away from the glider with the risers above your head. Now you can inflate the glider with the red A risers. Push the risers up and let them go when the canopy is over your head. If necessary use the brakes gently. Turn out and begin the start run. Attention: check to turn out to the right side. Example you turned with your left side to the glider you have to turn out with your left side to the glider. Otherwise you will have made a 360 degree turn and all your risers are twisted.

In case of strong wind it could be necessary to make some steps towards the canopy during inflation. This take off method can be used even with little wind.



Thermals and Soaring

In turbulent conditions, the paraglider must be flown with the brakes softly applied, resulting in greater canopy stability. The pendulum effect back and forth must be avoided! The canopy must remain on top of the pilot. For this purpose, the speed must be increased by releasing the brakes upon entering a thermal (depending on its intensity) or braking on exit. This is part of the basic technique on “active flying”.

During soaring, a minimum height of 50m over ground is highly recommended, for safety reasons. Knowing and respecting flight regulations is extremely important, especially when airspace within close proximities of mountains is shared among several pilots, where last minute anti-collision maneuvers are not executable.

Turns

The Sycross 2 is very sensitive, responding instantly to turn commands. Leveled turns can be achieved with the shifting of weight on the risers with minimum altitude loss. A combination of weight shifting and breaking technique is the most efficient way of executing turns in any situation. The given brake utilized determines the radius of turns. By activating the brakes on the outside edge of the turns, as well as applying maximum weight shifting on the risers, the efficiency and resistance to collapse in turbulences (at the edge of thermals) is increased.

In case it becomes necessary to perform turns in a constrained space we recommend to release the outside brake in the given turn and pull a little more the brake on the inside of the turn.

The paraglider glides best when no brakes are applied.



By pulling either brake too strongly or suddenly, there is a danger of creating a negative spiral!

Accelerated flight

It is recommended to use the accelerator when flying against the wind or in zones with descending air. Due to a decreased angle of attack, the canopy may collapse easier than when set at the normal position. The pilot must remember that the higher the speed, the more dynamic the collapse response or symmetric closing will be.

- Exercise the use of the accelerator during calm conditions.
- Be cautious flying accelerated in difficult and turbulent conditions.



- Remember: The higher the speed the higher the descent rate.
- Check always on all accelerator parts for good function and signs of wear.

Active flying

For best performance during your flight, it is important to be always sensitive to what your canopy is trying to communicate. The key elements of active flying are: controlling the canopy advancement and the canopy pressure. If you apply gently the brakes (about +/- 15cm) you are getting a good feedback about the canopy pressure, which can alter easily in turbulent air. You can feel it very well on the brakes. The general idea: keep the pressure constant.

Avoid flying excessively with the brakes on, cause you might brake to the point of stopping the canopy from flying. Always consider your aerodynamic speed. Your movements can be symmetric or asymmetric and both or one brake can be applied. This corrections control your flight and reduce the risk of collapses. We suggest that you practice on the ground. Canopy advancement and pressure loss can be simulated well on the ground.



Landing

Always choose a secure and clean landing side with lots of space, great distance to natural obstacles and is not under the influence of turbulent air.

- The final approach stage must be done in straight line upwind.
- With less than 30m above ground avoid steer turns, they may result in dangerous pendulous movements and the pilot could crash to the ground with high velocity.
- Before landing get up in your harness with the weight against the chest strap, especially in turbulent conditions.
- Fly with hands up, without brakes, until more or less 1m over ground. In turbulent conditions fly active until the end. Then apply slowly and progressively the brakes to reduce velocity until you can almost without speed land on the ground.
- Always adapt your landing on space, circumstances and wind.
- If the wind is strong and you feel it might be possible been dragged or uplifted after landing, pull symmetrically the B risers. This movement kills the glider fast and controlled and avoids a re-inflation or that the glider turns into a great sail. After killing the glider pull him back to you using the B risers.

FAST DESCENT MANEUVERS

The following maneuvers should be used only in emergency situations and need a special training for safety use. If possible attend a workshop to learn and practice this maneuvers.

This maneuvers are used by cloud entrance and in case of approaching thunderstorms.



Remember: a good weather analysis before flight helps to avoid this maneuvers during flight.

Big ears

Push the line AR 1 on the riser A' down and to the outside. Keep the line until the glider ear is closed. Do it first on one side and then on the other.

The paraglider handling stays exactly the same: using the brakes or shifting your weight. If you want to return to normal flight, let go of the lines AR 1. Normally the canopy opens on its own, but you can help pushing the brakes lightly.

Positive spiral

A positive spiral has a high sink rate. But the high acceleration, G-Force, impedes to fly this maneuver for a long time. The G-Force may cause that the pilot loses his consciousness and spirals until he crashes the ground. The same high energy is acting on the equipment and will shorten his endurance.

A positive spiral never should be exercised in turbulent conditions or strong lateral wind. Under strong wind conditions the pilot has to remember that the lateral drift could be enormous.

When the pilot activates just one brake, slowly and progressively, the paraglider inclines sideways in a sharp angle and enters in a steep and quick turn, which may become a positive spiral. During a spiral the rotation radius can be controlled by the force applied to the inside brake.

In order to come out of the spiral, the pilot must release the brake slowly and shift his weight lightly to the outside of the turn. A sudden exit may result in an exaggerated forward movement of the canopy, and cause a collapse. For this reason, on the last turn, the inside brake of a given turn must be softly applied again.

In case the canopy collapses during this process, the spiral must be counter-acted, as the active canopy area will be reduced.



- Never combine big ears with spirals. The canopy active area reduction plus the 'G' force may result in line and/or canopy damage.
- Leaving a fast spiral must be executed slowly and progressively.
- The maneuver requires high altitudes (at least 600 meter over ground) and is dangerous, due high descent ratio the pilot can lose the altitude reference.



B-Stall

This maneuver provokes a parachute flight and as a result the paraglider is almost unable to be directed.

To initiate the maneuver get the B risers closely to the quick links and push them symmetrically and slowly downwards until the canopy profile is deformed. The glider stops to fly forward and descends vertically.

To end the maneuver let go symmetrically and at the same time of the B risers. The glider stops to sing and starts to fly forward again



In the event risers 'B' are pulled too quickly or too deeply, a horseshoe may occur towards the front. In order to regain normal flight, the pilot has to let go of the B risers and must apply the brakes lightly. In case the parachute flight continuous, use the method described below in "parachutal".

EXTREME FLIGHT SITUATIONS

Front-stall

Normally the paraglider opens on his own after a front-stall. In turbulent conditions it may happen that the canopy make a fast movement forward, in order to avoid another front-stall it is necessary to apply the brakes precisely.

Caution: If the brake lines are applied too much the glider could get into a full-stall.



Lateral closing

Active flying almost ever avoids lateral closing. If lateral closing happens, the canopy folds predictable and progressively from the tip to the center. This corresponds a collapse of 50% or more and results in a slight tendency for a turn. The glider can be held on course using the brake on the open side.

Normally the paraglider opens on his own. If the collapse happens during accelerated flight the canopy has a more dynamic reaction, but even than the turn can be controlled without problems.

To facilitate the closed side to fill the pilot has to pull down slowly (ca. 2 seconds) the brake on the closed side and let go again (pump). Shifting the weight to the open side helps to re-inflate the sail and increases security, cause the brake has to be used less and this avoids a full-stall.

Without action, the paraglider will begin a positive spiral. The pilot must lightly apply the brake on the external side to stop a spiral and at the same time shift his weight on the same side until the canopy is stabilized. Exactly at this stage of pendulum effect under the canopy, it is important that the pilot controls carefully the amount of force applied on the brakes, and often it is needed to decrease the force. Once a straight flight is achieved, the closed side can be re-inflated by the pumping action.



Parachutal

This paraglider does not have parachutal flight tendencies and recovers on its own from an intentional parachutal flight induced by braking commands. In case of a parachutal flight after an extreme situation loose the brakes and use the accelerator. Before using the brakes again make sure that the glider flies normally.



If the glider is wet or the regular inspections weren't made, the risk of a parachutal flight exists.

Full-stall

The Sycross 2 has a long way on the brakes before he enters a full-stall. A full-stall happens if the brakes are pulled symmetrically and excessively downwards. Normally the glider starts to fly backwards and deforms to a horseshoe, the opening on the front.

Before terminating the canopy must be stabilized. Afterwards both brake lines have to be loosened symmetrically and slowly, to avoid that the canopy kicks forward.

Negative spiral

The Sycross 2 has a long way on the brakes and difficulties to enter in a negative spiral. But if one of the brakes is extremely pulled downwards it can happen.

The side with the brake pulled down enters in a stall, while the other side maintains open. In this case the brake must be loosened at once, before the glider turns 180°, in order to get the glider back to normal flight. Depending on the situation in which the brake is loosened, the canopy can react quite dynamic and kick forward provoking a collapse.



Line Over

If the tip of the wing is trapped in lines it could cause a positive spiral, which is difficult to control. To get out of this situation, first stabilize your wing and get him into normal flight. In other words control direction. Then pump on the side of the Line Over. During this procedure lean on the opposite side, otherwise there is a risk to turn or increase the spiral.

You also may try to pull the stabilo lines SR, the outer lines on the blue riser B, to free the canopy. Watch out for the brake to avoid a stall on the clean side.

If the Line Over is big and all the counter action does not help and the glider is not to manage, release the reserve, whilst you are having height enough.

Emergency flying

In case of a brake line crack or the brake line is trapped or anything else happened and doesn't allow to use the brakes, use the C risers and weight shifting to steer the glider. Land on the nearest possible side. This situation could happen in case of poor maintenance of the equipment or an extreme flight situation.



Attention: the steering commands on C risers are much shorter than on the brake lines.

PACKING YOUR PARAGLIDER

There are different ways who can help to extend the life of your paraglider. One way is to fold the glider right. It's most important to watch out for the reinforcements to maintain the take off characteristics and the performance. We are recommending the "Origami Method" and the use of a Origami-Pack Sack (see below). Together with your glider you get a traditional pack sack who also protects your glider. How to use it we describe after the "Origami Method".

Origami-Method



Step 1: Open the origami sack and pull the partially in. The outside will look like a cabbage. This way you're avoiding that the glider drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.





Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the wing like an accordion from both sides and close the origami sack. Watch out for the lines and fabric closing the zipper.



Step 5: At last fold the sack as shown in the photo. This method is very gentle to the more stiffer parts of the glider.

Traditional-Method



Step 1: Bundle up your glider in form of a cabbage. This way you're avoiding that the glider drags over the ground during folding.

Step 2: Begin with the center of the trailing edge. Put one profile over the other. Each side separate.



Step 3: Now do it in the same way with the leading edge profiles. Put the reinforcements of top and bottom in the right way, don't close the cell openings and push out the fabric.

Step 4: Fold the wing like an accordion from both sides and put one side over the other. Now all reinforcements are laying side-wise one above the other.



Step 5: Fold the sack as shown in the photo. This method is very gentle to the more stiffer parts of the glider.



Step 6: At last put the glider into the protection bag.

Storing

Most part of the glider fabric is Nylon. As all other synthetic materials it suffers and deteriorates under the influence of ultraviolet radiation (UV). It loses its stiffness and gets more porous. Whenever it is possible avoid to submit your glider to the sun light, it has a high UV rate, especially in heights. It is recommended to store your paraglider very well whilst it not in use. It should be stored dry in a dry place, protected from UV rays, distant from chemical products. Avoid to store the glider in hot places like the trunk of a car.

Back Pack

We recommend that you store your equipment in the back pack. That way it is easy to transport and protect. Your back pack was designed to be useful and comfort. Do it this way:



Step 1: Open your back pack and put your glider in.

Step 2: Your harness put above the glider and close the zipper.





Step 3: Store your helmet and accessories between the glider and the harness or in the upper part of the back pack.

Step 4: Close all parts and pockets of the back pack.



TIPS FOR CARE

- Over-stressing of individual lines, more than normal load in flight, should be avoided. An excessive deformation is irreversible and can't be undone. For the same reason avoid stepping on the lines, bending or folding them, especially the main lines.
- Always open the glider on clean ground, otherwise dirt could penetrate the fabric, shorten the lines or damage the canopy. Lines should not be entangled to objects during the phase of inflation, otherwise they could be deformed or damaged. Never step on the canopy, especially not on hard ground.
- Take offs and landings under strong wind conditions could force the glider to crash uncontrolled with high velocity on the ground, the crash could damage fabric and sewings.
- In case of a Line Over the brake lines could wear of or a main line could be cut by a brake line or crack by friction.
- Handling the paraglider on a earthy ground under strong wind conditions accelerates the aging process of your equipment.
- After a water or tree landing the paraglider must be sent for inspection to an authorized dealer's workshop.
- It must be avoided that sand, stones or snow enter in the cells, otherwise the weight on the trailing edge could brake the glider and cause a full-stall. Besides, the sharpened edges could damage the sail's fabric.
- After the landing be careful, avoid crashing the leading edge on the ground. Otherwise the material and sewings of the cell openings could be damaged.
- In case the paraglider gets in contact with salty water, he must be washed with sweet water and dry in the shadow. Never use tools to accelerate the drying process. Salty water could reduce the line resistance and increase the porosity of the fabric, even washed out with sweet water.
- After any kind of accident: the equipment must be sent for inspection to an authorized dealer's workshop or to the manufacturer.
- Keep up to the required inspection data, to assure that your equipment is always save for use and within the certification requirements.



INSPECTION

Your paraglider has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first.

After the first inspection any wing must be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 flights).

Without performing the mandatory inspections, the paraglider loses its certification and the warranty becomes null and void.

After any kind of accident or a long period without use: sent the paraglider for inspection to an authorized dealer's workshop or to the manufacturer. It's for your own good.

Minor repairs (see below) you could do by yourself, but all other repairs must only be made by an authorized dealer's workshop or the manufacturer.

REPAIRS

Repairs must only be made by an authorized dealer's workshop or to the manufacturer. In case of minor repairs you are receiving with your glider a basic repair kit. It contains adhesive labels in case of minor tears and quick link sealing.

FABRIC TEARS

Small tears up to 10 cm away from the line suspension points may be fixed by yourself. Beyond that the maintenance must be made by an authorized dealer's workshop or the manufacturer.

- Clean the spot where the adhesive label will be applied with a humid cloth.
- The adhesive label has to be at least 2,5 cm larger than the tear.
- Round the edges, otherwise the adhesive label could loosen after the application.
- Apply on both sides of the tear.

LINE CRACK

In case of a line crack we recommend to contact your dealer, an authorized dealer's workshop or the manufacturer. After the repair test the glider on the ground and check if everything is alright.

QUICK LINK SEALING

Along with your kit you're get sealing for the quick links. Don't leave your risers without them, because they avoid the movement of the screw nut, making it impossible to open.

WARRANTY

Every paraglider manufactured by SOL Paragliders has a Warranty of 3 Years or 300 Hours of Flight, whichever comes first. Our technology, through the utilization of quality materials and the adoption of new manufacturing processes, allows us to offer you, our client this added bonus.

1. This warranty refers to materials and possible processing defects of the paraglider. The conditions below have to be considered carefully.

2. This warranty is valid for all paragliders from SOL with LTF/EN certification, rated for leisure use only. This warranty does not include paragliders used professionally (school, competitions, aerobatics, etc).

3. Due to the extreme use, competition and acro paragliders and gliders used professionally are not included in the SOL 3 years (300 flight hours) warranty. All paragliders used for competition or acro have a 1 year warrant for production errors.

WARRANTY TERMS

1. A warranty registration has to be filled out correctly within 30 days after the purchase (you can find the registration here: www.solparagliders.com.br/registro.php).

2. All flights must be logged providing information on date, place and length of flight.

3. The equipment must be kept and used in accordance with the instructions provided in this manual. All the storage, folding, cleaning and care instructions must be carefully taken.

4. Maintenance and inspections can only be performed by the manufacturer or authorized dealers workshops and must be properly documented.

5. Your paraglider has strictly to follow the required inspection intervals. The first inspection check is mandatory completing 24 months or 100 flights, whichever comes first. After the first inspection any wing must be checked yearly or at each 100 flights, whichever comes first. In any of these inspections may occur that a shorter period for the next inspection will be defined (f. ex. 6 months or 50 flights). Without performing the mandatory inspections, the paraglider loses its certification and the warranty becomes null and void.

6. The owner is responsible for all shipping expenses to and from the manufacturer.



7. In order to make a plea for repair or equipment exchange, which shall be decided and performed only by SOL Paragliders, the owner must send the paraglider to the manufacturer with the following documents:

- A copy of all inspection data and the log book (flight data)
- A copy of the warranty [registration from SOL Paragliders](#)

TIS WARRANTY DOES NOT COVER

1. Any alterations on original fabric colors, lines and risers.
2. Any damage caused by chemical products, sand, friction, cleaning products or salt water.
3. Any damage caused as a result of errors during operation of the harness, incidents or emergency situations.
4. Any damage caused by inadequate operation of the paraglider.
5. A paraglider that may have been subjected of any alteration from the original design and without proper permission from SOL Paragliders.
6. Damages caused by inappropriate transport, storage or settings of the paraglider.
7. Damages caused by the use of not compatible components with the paraglider.
8. Damages caused by the use of inappropriate packaging for the transport.
9. Products without original identification label and serial number.
10. Handling the paraglider otherwise than to the instructions given in the owner's manual.



ENVIRONMENT AND RECYCLING

Please be aware of our environment: don't toss your garbage into nature, respect the animals. Remember: nature is our gliders engine.

If your paraglider gets out of use remember it cannot be recycled. Please give it to your dealer or your flying-school, they should know how to handle it.

OPERATION LIMITS

In conformity of LTF standard:

Temperatures between -30 degree till +70 degree of Celsius during the storage shouldn't influence the use and security.

Temperatures between -30 degree till +50 degree of Celsius and a variation of humidity between 25% and 100% during the use shouldn't influence the use and security.

Remember: Your product is a high quality product and was made out of carefully chosen materials. Store your equipment carefully and keep up the maintenance. The operating temperature limit is below -30° C.

FINAL WORDS

Safety is the major theme of our sport. In order to fly safely, pilots must train, study, practice and be alert to the dangers around us. In order to achieve excellent safety levels, we must fly regularly as much as possible, don't go beyond our limitations and avoid exposing ourselves to unnecessary dangers. Learning to fly is a slow process and takes years, so don't pressure yourself. If conditions are not favorable, keep your equipment stored away.

Don't overestimate your skills and be honest with yourself. Every year we see many accidents which in most cases could be prevented with a minor adjustment.

We are a part of the community in which we live: friends, family and even people we don't necessarily know worry about us. Our obligation towards this community is to keep ourselves healthy and that at each landing we will be one landing happier than before. We fly so that we can feel more alive.

We wish you good and safe flights with your new paraglider.

SOL Paragliders Team !!

TECHNICAL DATA

Weight, measure and data

Model	XS	S	M	L	XL	XXL	
Cells	60	60	60	60	60	60	
Real Surface	21,92	23,85	25,35	27,05	29,29	31,80	m²
Real Span	11,18	11,66	12,02	12,42	12,92	13,47	m
Real A/R	5,70	5,70	5,70	5,70	5,70	5,70	
Projected Surface	19,05	20,73	22,03	23,51	25,46	27,63	m²
Projected Span	9,10	9,50	9,79	10,11	10,52	10,96	m
Projected A/R	4,35	4,35	4,35	4,35	4,35	4,35	
Line diameter	Liros Dyneema PPSLS 1.05 - 1.2 - 1.58 / Cousin Vectran 0.6 - 0.9 / Cousin Technora 2.1						mm
Height	721	750	772	796	826	859	cm
Profile max.	245	255	263	272	283	295	cm
Profile min.	50	52	54	56	58	60	cm
Paraglider weight	4,5	4,9	5,2	5,5	5,9	6,4	kg
Take off weight	65-80	75-90	85-100	95-110	105-125	120-140	Kg
Certification	Load	EN / LTF B	EN / LTF B	EN / LTF B	EN / LTF B	Load	
Brake line length under max. load	62	65	67	69	72	75	cm
Accelerator	12	12	12	12	12	12	cm
Risers	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	3 + 1	
Trimmer	0	0	0	0	0	0	
Other connected or adjustable parts	0	0	0	0	0	0	



Weight can vary between 150g depending on the batch of materials and weather conditions.



Parts and materials

Top	WTX 40 PU + Silicon 40 gr/sm - WTX 29 PU + Silicon 29 gr/sm
Bottom	WTX 40 PU + Silicon 40 gr/sm - WTX 29 PU + Silicon 29 gr/sm
Profiles/Diagonal tapes	Pro-Nyl High Tenacity Nylon rip-stop Hard finish 36 gr/sm
Reinforcements	Nylon Maxfio 2,5 mm
Reinforcements inside/outside	Cetim Polyester 25mm
Loops	FRL0027 Polyester 10 X 1.0 mm white
Sewing thread on canopy	Graal Polyester filament continuous 60 white
Sewing thread on risers	Nylbond Polyester filament continuous 30 - 40 Black
Lines	Liros Dyneema PPSLS 125 - 180 - 260 / Cousin Vectran 12100 - 12240 / Cousin Technora 988
Quick Links	Ansung Precision 15 mm. 800 kg
Risers	Polyester Venus 15 mm. 1.600 kg
Pulleys	Nylon Sol 12 mm / ISR 16 mm ball bearing
Magnet clip	Magneten aus Alnico 15 mm - ISR
Accelerator clip	Aluminium - ISR

Lines

Model	PPSLS 125	PPSLS 180	PPSLS 260	12100	12240	988
Manufacturer	Liros GER	Liros GER	Liros GER	Cousin FRA	Cousin FRA	Cousin FRA
Number resistance test	LI 870.2020	LI 869.2020	LI 868.2020	LI 877.2020	LI 876.2020	LI 879.2020
Diameter	1,05 mm	1,25 mm	1,58 mm	0,6 mm	0,9 mm	2,1 mm
Material	Dyneema	Dyneema	Dyneema	Vectran	Vectran	Technora
Rope coating	Polyester	Polyester	Polyester	No	No	Polyester
Resistance after bending	107,9 daN	164,5 daN	188,6 daN	41 daN	88,2 daN	142,9 daN



Line lengths

Sycross 2 XS

	A	B	C	D	F
1	6466	6471			6647
2	6606	6576	6596		6649
3	6790	6757	6766		6676
4	6829	6795	6816		6736
5	6894	6855	6883		6769
6	6984	6939	6971		6750
7	7061	7011	7051	7121	6783
8	7033	6979	7026	7106	6875
9	7054	6996	7047	7133	7029
10	7125	7065	7118	7205	7095
11	7160	7098	7154	7247	7212
12	7133	7068	7127	7225	7488
13	7157	7090	7151	7249	
14	7229	7164	7223	7317	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Sycross 2 S

	A	B	C	D	F
1	6733	6743			6954
2	6876	6852	6873		6959
3	7070	7037	7047		6990
4	7110	7078	7097		7053
5	7175	7139	7164		7090
6	7267	7225	7252		7066
7	7351	7299	7339	7416	7102
8	7321	7265	7312	7400	7198
9	7339	7285	7333	7427	7353
10	7412	7356	7407	7501	7421
11	7449	7390	7445	7547	7539
12	7419	7357	7414	7521	7824
13	7443	7376	7440	7549	
14	7520	7451	7516	7616	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Sycross 2 M

	A	B	C	D	F
1	6919	6923			7137
2	7062	7033	7058		7144
3	7263	7233	7243		7173
4	7302	7273	7295		7239
5	7370	7337	7364		7274
6	7466	7424	7458		7259
7	7548	7498	7544	7527	7295
8	7517	7463	7517	7606	7392
9	7534	7484	7539	7637	7552
10	7609	7554	7613	7714	7618
11	7652	7590	7652	7758	7740
12	7621	7555	7622	7732	8028
13	7642	7581	7643	7756	
14	7719	7657	7718	7826	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Sycross 2 L

	A	B	C	D	F
1	7140	7147			7370
2	7295	7261	7283		7378
3	7495	7464	7478		7413
4	7536	7508	7534		7479
5	7608	7570	7608		7522
6	7709	7662	7703		7504
7	7795	7743	7786	7869	7538
8	7762	7706	7757	7849	7639
9	7785	7724	7781	7883	7811
10	7863	7799	7860	7961	7875
11	7895	7827	7894	8002	7998
12	7866	7795	7861	7973	8296
13	7890	7819	7888	7999	
14	7967	7898	7964	8073	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser



Sycross 2 XL

	A	B	C	D	F
1	7410	7420			7675
2	7571	7539	7567		7686
3	7778	7747	7760		7727
4	7818	7791	7817		7795
5	7896	7859	7893		7833
6	7996	7954	7991		7810
7	8083	8024	8083	8170	7849
8	8046	7985	8051	8149	7949
9	8067	8003	8072	8177	8126
10	8149	8083	8152	8256	8194
11	8187	8117	8191	8304	8323
12	8154	8081	8159	8274	8626
13	8179	8105	8179	8300	
14	8260	8189	8260	8373	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser

Sycross 2 XXL

	A	B	C	D	F
1	7698	7707			7961
2	7865	7833	7861		7975
3	8086	8057	8076		8016
4	8133	8103	8135		8092
5	8210	8173	8213		8134
6	8316	8271	8317		8111
7	8400	8349	8406	8497	8149
8	8365	8308	8372	8475	8255
9	8388	8326	8395	8505	8431
10	8471	8406	8477	8588	8498
11	8510	8441	8516	8633	8631
12	8475	8402	8480	8604	8946
13	8500	8426	8506	8631	
14	8585	8512	8590	8710	



Measuring incl. risers and carabiners with 5 daN load
Brake line measuring without riser



Line lengths individually

Sycross 2 XS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1096	2
A2	COUSIN / VECTRAN	12100	0,6	1236	2
A3	COUSIN / VECTRAN	12240	0,9	954	2
A4	COUSIN / VECTRAN	12240	0,9	993	2
A5	COUSIN / VECTRAN	12240	0,9	963	2
A6	COUSIN / VECTRAN	12240	0,9	1053	2
A7	COUSIN / VECTRAN	12240	0,9	1126	2
A8	COUSIN / VECTRAN	12240	0,9	1098	2
A9	COUSIN / VECTRAN	12240	0,9	1119	2
A10	COUSIN / VECTRAN	12240	0,9	1190	2
A11	COUSIN / VECTRAN	12240	0,9	1226	2
A12	COUSIN / VECTRAN	12240	0,9	1199	2
A13	COUSIN / VECTRAN	12240	0,9	1223	2
A14	COUSIN / VECTRAN	12240	0,9	1295	2
AM1	LIROS PPSLS	125	1,05	930	2
AM2	LIROS PPSLS	125	1,05	1025	2
AM3	LIROS PPSLS	125	1,05	1025	2
AM4	LIROS PPSLS	125	1,05	1025	2
AM5	LIROS PPSLS	125	1,05	1025	2
AM6	LIROS PPSLS	125	1,05	1025	2
AR1	LIROS PPSLS	180	1,2	4370	2
AR2	LIROS PPSLS	180	1,2	4370	2
AR3	LIROS PPSLS	260	1,58	4370	2
B1	COUSIN / VECTRAN	12100	0,6	1101	2
B2	COUSIN / VECTRAN	12100	0,6	1206	2
B3	COUSIN / VECTRAN	12240	0,9	927	2
B4	COUSIN / VECTRAN	12240	0,9	965	2
B5	COUSIN / VECTRAN	12240	0,9	930	2
B6	COUSIN / VECTRAN	12240	0,9	1014	2
B7	COUSIN / VECTRAN	12240	0,9	1082	2
B8	COUSIN / VECTRAN	12240	0,9	1050	2
B9	COUSIN / VECTRAN	12240	0,9	1067	2
B10	COUSIN / VECTRAN	12240	0,9	1136	2
B11	COUSIN / VECTRAN	12240	0,9	1169	2
B12	COUSIN / VECTRAN	12240	0,9	1139	2
B13	COUSIN / VECTRAN	12240	0,9	1161	2
B14	COUSIN / VECTRAN	12240	0,9	1235	2
BM1	LIROS PPSLS	125	1,05	930	2
BM2	LIROS PPSLS	125	1,05	1025	2
BM3	LIROS PPSLS	125	1,05	1025	2
BM4	LIROS PPSLS	125	1,05	1025	2
BM5	LIROS PPSLS	125	1,05	1025	2
BM6	LIROS PPSLS	125	1,05	1025	2
SM	COUSIN / VECTRAN	12100	0,6	335	4
STB	LIROS PPSLS	125	1,05	4510	2
BR1	LIROS PPSLS	180	1,2	4370	2
BR2	LIROS PPSLS	180	1,2	4370	2
BR3	LIROS PPSLS	260	1,58	4370	2

Sycross 2 XS

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1226	2
C3	COUSIN / VECTRAN	12240	0,9	943	2
C4	COUSIN / VECTRAN	12240	0,9	993	2
C5	COUSIN / VECTRAN	12240	0,9	965	2
C6	COUSIN / VECTRAN	12240	0,9	1053	2
C7	COUSIN / VECTRAN	12240	0,9	1131	2
C8	COUSIN / VECTRAN	12240	0,9	1106	2
C9	COUSIN / VECTRAN	12240	0,9	1127	2
C10	COUSIN / VECTRAN	12240	0,9	1198	2
C11	COUSIN / VECTRAN	12240	0,9	1234	2
C12	COUSIN / VECTRAN	12240	0,9	1207	2
C13	COUSIN / VECTRAN	12240	0,9	1231	2
C14	COUSIN / VECTRAN	12240	0,9	1303	2
CM1	LIROS PPSLS	125	1,05	930	2
CM2	LIROS PPSLS	125	1,05	1025	2
CM3	LIROS PPSLS	125	1,05	1025	2
CM4	LIROS PPSLS	125	1,05	1025	2
CM5	LIROS PPSLS	125	1,05	1025	2
CM6	LIROS PPSLS	125	1,05	1025	2
CR1	LIROS PPSLS	180	1,2	4370	2
CR2	LIROS PPSLS	180	1,2	4370	2
CR3	LIROS PPSLS	180	1,2	4370	2
D7	COUSIN / VECTRAN	12100	0,6	1205	2
D8	COUSIN / VECTRAN	12100	0,6	1190	2
D9	COUSIN / VECTRAN	12100	0,6	1217	2
D10	COUSIN / VECTRAN	12100	0,6	1289	2
D11	COUSIN / VECTRAN	12100	0,6	1330	2
D12	COUSIN / VECTRAN	12100	0,6	1309	2
D13	COUSIN / VECTRAN	12100	0,6	1333	2
D14	COUSIN / VECTRAN	12100	0,6	1401	2
F1	COUSIN / VECTRAN	12100	0,6	695	2
F2	COUSIN / VECTRAN	12100	0,6	697	2
F3	COUSIN / VECTRAN	12100	0,6	724	2
F4	COUSIN / VECTRAN	12100	0,6	784	2
F5	COUSIN / VECTRAN	12100	0,6	817	2
F6	COUSIN / VECTRAN	12100	0,6	798	2
F7	COUSIN / VECTRAN	12100	0,6	831	2
F8	COUSIN / VECTRAN	12100	0,6	923	2
F9	COUSIN / VECTRAN	12100	0,6	1077	2
F10	COUSIN / VECTRAN	12100	0,6	1143	2
F11	COUSIN / VECTRAN	12100	0,6	1260	2
F12	COUSIN / VECTRAN	12100	0,6	1536	2
FM1	COUSIN / VECTRAN	12100	0,6	930	12
FM2	COUSIN / VECTRAN	12100	0,6	2420	6
FR	COUSIN / TECHNORA	988	2,1	2650	2



Sycross 2 S

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1149	2
A2	COUSIN / VECTRAN	12100	0,6	1294	2
A3	COUSIN / VECTRAN	12240	0,9	999	2
A4	COUSIN / VECTRAN	12240	0,9	1040	2
A5	COUSIN / VECTRAN	12240	0,9	1012	2
A6	COUSIN / VECTRAN	12240	0,9	1105	2
A7	COUSIN / VECTRAN	12240	0,9	1180	2
A8	COUSIN / VECTRAN	12240	0,9	1151	2
A9	COUSIN / VECTRAN	12240	0,9	1172	2
A10	COUSIN / VECTRAN	12240	0,9	1246	2
A11	COUSIN / VECTRAN	12240	0,9	1282	2
A12	COUSIN / VECTRAN	12240	0,9	1254	2
A13	COUSIN / VECTRAN	12240	0,9	1278	2
A14	COUSIN / VECTRAN	12240	0,9	1353	2
AM1	LIROS PPSLS	125	1,05	970	2
AM2	LIROS PPSLS	125	1,05	1065	2
AM3	LIROS PPSLS	125	1,05	1065	2
AM4	LIROS PPSLS	125	1,05	1065	2
AM5	LIROS PPSLS	125	1,05	1065	2
AM6	LIROS PPSLS	125	1,05	1065	2
AR1	LIROS PPSLS	180	1,2	4560	2
AR2	LIROS PPSLS	180	1,2	4560	2
AR3	LIROS PPSLS	260	1,58	4560	2
B1	COUSIN / VECTRAN	12100	0,6	1154	2
B2	COUSIN / VECTRAN	12100	0,6	1264	2
B3	COUSIN / VECTRAN	12240	0,9	971	2
B4	COUSIN / VECTRAN	12240	0,9	1012	2
B5	COUSIN / VECTRAN	12240	0,9	979	2
B6	COUSIN / VECTRAN	12240	0,9	1065	2
B7	COUSIN / VECTRAN	12240	0,9	1135	2
B8	COUSIN / VECTRAN	12240	0,9	1101	2
B9	COUSIN / VECTRAN	12240	0,9	1118	2
B10	COUSIN / VECTRAN	12240	0,9	1190	2
B11	COUSIN / VECTRAN	12240	0,9	1223	2
B12	COUSIN / VECTRAN	12240	0,9	1191	2
B13	COUSIN / VECTRAN	12240	0,9	1213	2
B14	COUSIN / VECTRAN	12240	0,9	1290	2
BM1	LIROS PPSLS	125	1,05	970	2
BM2	LIROS PPSLS	125	1,05	1065	2
BM3	LIROS PPSLS	125	1,05	1065	2
BM4	LIROS PPSLS	125	1,05	1065	2
BM5	LIROS PPSLS	125	1,05	1065	2
BM6	LIROS PPSLS	125	1,05	1065	2
SM	COUSIN / VECTRAN	12100	0,6	355	4
STB	LIROS PPSLS	125	1,05	4700	2
BR1	LIROS PPSLS	180	1,2	4560	2
BR2	LIROS PPSLS	180	1,2	4560	2
BR3	LIROS PPSLS	260	1,58	4560	2

Sycross 2 S

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1286	2
C3	COUSIN / VECTRAN	12240	0,9	990	2
C4	COUSIN / VECTRAN	12240	0,9	1042	2
C5	COUSIN / VECTRAN	12240	0,9	1016	2
C6	COUSIN / VECTRAN	12240	0,9	1107	2
C7	COUSIN / VECTRAN	12240	0,9	1187	2
C8	COUSIN / VECTRAN	12240	0,9	1160	2
C9	COUSIN / VECTRAN	12240	0,9	1181	2
C10	COUSIN / VECTRAN	12240	0,9	1255	2
C11	COUSIN / VECTRAN	12240	0,9	1291	2
C12	COUSIN / VECTRAN	12240	0,9	1263	2
C13	COUSIN / VECTRAN	12240	0,9	1287	2
C14	COUSIN / VECTRAN	12240	0,9	1362	2
CM1	LIROS PPSLS	125	1,05	970	2
CM2	LIROS PPSLS	125	1,05	1065	2
CM3	LIROS PPSLS	125	1,05	1065	2
CM4	LIROS PPSLS	125	1,05	1065	2
CM5	LIROS PPSLS	125	1,05	1065	2
CM6	LIROS PPSLS	125	1,05	1065	2
CR1	LIROS PPSLS	180	1,2	4560	2
CR2	LIROS PPSLS	180	1,2	4560	2
CR3	LIROS PPSLS	180	1,2	4560	2
D7	COUSIN / VECTRAN	12100	0,6	1265	2
D8	COUSIN / VECTRAN	12100	0,6	1249	2
D9	COUSIN / VECTRAN	12100	0,6	1276	2
D10	COUSIN / VECTRAN	12100	0,6	1351	2
D11	COUSIN / VECTRAN	12100	0,6	1392	2
D12	COUSIN / VECTRAN	12100	0,6	1369	2
D13	COUSIN / VECTRAN	12100	0,6	1394	2
D14	COUSIN / VECTRAN	12100	0,6	1464	2
F1	COUSIN / VECTRAN	12100	0,6	732	2
F2	COUSIN / VECTRAN	12100	0,6	736	2
F3	COUSIN / VECTRAN	12100	0,6	766	2
F4	COUSIN / VECTRAN	12100	0,6	830	2
F5	COUSIN / VECTRAN	12100	0,6	864	2
F6	COUSIN / VECTRAN	12100	0,6	844	2
F7	COUSIN / VECTRAN	12100	0,6	878	2
F8	COUSIN / VECTRAN	12100	0,6	973	2
F9	COUSIN / VECTRAN	12100	0,6	1131	2
F10	COUSIN / VECTRAN	12100	0,6	1198	2
F11	COUSIN / VECTRAN	12100	0,6	1319	2
F12	COUSIN / VECTRAN	12100	0,6	1603	2
FM1	COUSIN / VECTRAN	12100	0,6	970	12
FM2	COUSIN / VECTRAN	12100	0,6	2520	6
FR	COUSIN / TECHNORA	988	2,1	2755	2



Sycross 2 M

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1189	2
A2	COUSIN / VECTRAN	12100	0,6	1339	2
A3	COUSIN / VECTRAN	12240	0,9	1035	2
A4	COUSIN / VECTRAN	12240	0,9	1077	2
A5	COUSIN / VECTRAN	12240	0,9	1046	2
A6	COUSIN / VECTRAN	12240	0,9	1142	2
A7	COUSIN / VECTRAN	12240	0,9	1219	2
A8	COUSIN / VECTRAN	12240	0,9	1188	2
A9	COUSIN / VECTRAN	12240	0,9	1209	2
A10	COUSIN / VECTRAN	12240	0,9	1285	2
A11	COUSIN / VECTRAN	12240	0,9	1322	2
A12	COUSIN / VECTRAN	12240	0,9	1292	2
A13	COUSIN / VECTRAN	12240	0,9	1316	2
A14	COUSIN / VECTRAN	12240	0,9	1393	2
AM1	LIROS PPSLS	125	1,05	1000	2
AM2	LIROS PPSLS	125	1,05	1100	2
AM3	LIROS PPSLS	125	1,05	1100	2
AM4	LIROS PPSLS	125	1,05	1100	2
AM5	LIROS PPSLS	125	1,05	1100	2
AM6	LIROS PPSLS	125	1,05	1100	2
AR1	LIROS PPSLS	180	1,2	4700	2
AR2	LIROS PPSLS	180	1,2	4700	2
AR3	LIROS PPSLS	260	1,58	4700	2
B1	COUSIN / VECTRAN	12100	0,6	1196	2
B2	COUSIN / VECTRAN	12100	0,6	1309	2
B3	COUSIN / VECTRAN	12240	0,9	1007	2
B4	COUSIN / VECTRAN	12240	0,9	1048	2
B5	COUSIN / VECTRAN	12240	0,9	1012	2
B6	COUSIN / VECTRAN	12240	0,9	1101	2
B7	COUSIN / VECTRAN	12240	0,9	1172	2
B8	COUSIN / VECTRAN	12240	0,9	1137	2
B9	COUSIN / VECTRAN	12240	0,9	1154	2
B10	COUSIN / VECTRAN	12240	0,9	1228	2
B11	COUSIN / VECTRAN	12240	0,9	1261	2
B12	COUSIN / VECTRAN	12240	0,9	1227	2
B13	COUSIN / VECTRAN	12240	0,9	1250	2
B14	COUSIN / VECTRAN	12240	0,9	1328	2
BM1	LIROS PPSLS	125	1,05	1000	2
BM2	LIROS PPSLS	125	1,05	1100	2
BM3	LIROS PPSLS	125	1,05	1100	2
BM4	LIROS PPSLS	125	1,05	1100	2
BM5	LIROS PPSLS	125	1,05	1100	2
BM6	LIROS PPSLS	125	1,05	1100	2
SM	COUSIN / VECTRAN	12100	0,6	360	4
STB	LIROS PPSLS	125	1,05	4850	2
BR1	LIROS PPSLS	180	1,2	4700	2
BR2	LIROS PPSLS	180	1,2	4700	2
BR3	LIROS PPSLS	260	1,58	4700	2

Sycross 2 M

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1332	2
C3	COUSIN / VECTRAN	12240	0,9	1027	2
C4	COUSIN / VECTRAN	12240	0,9	1080	2
C5	COUSIN / VECTRAN	12240	0,9	1051	2
C6	COUSIN / VECTRAN	12240	0,9	1145	2
C7	COUSIN / VECTRAN	12240	0,9	1227	2
C8	COUSIN / VECTRAN	12240	0,9	1198	2
C9	COUSIN / VECTRAN	12240	0,9	1220	2
C10	COUSIN / VECTRAN	12240	0,9	1295	2
C11	COUSIN / VECTRAN	12240	0,9	1332	2
C12	COUSIN / VECTRAN	12240	0,9	1302	2
C13	COUSIN / VECTRAN	12240	0,9	1326	2
C14	COUSIN / VECTRAN	12240	0,9	1403	2
CM1	LIROS PPSLS	125	1,05	1000	2
CM2	LIROS PPSLS	125	1,05	1100	2
CM3	LIROS PPSLS	125	1,05	1100	2
CM4	LIROS PPSLS	125	1,05	1100	2
CM5	LIROS PPSLS	125	1,05	1100	2
CM6	LIROS PPSLS	125	1,05	1100	2
CR1	LIROS PPSLS	180	1,2	4700	2
CR2	LIROS PPSLS	180	1,2	4700	2
CR3	LIROS PPSLS	180	1,2	4700	2
D7	COUSIN / VECTRAN	12100	0,6	1307	2
D8	COUSIN / VECTRAN	12100	0,6	1290	2
D9	COUSIN / VECTRAN	12100	0,6	1317	2
D10	COUSIN / VECTRAN	12100	0,6	1394	2
D11	COUSIN / VECTRAN	12100	0,6	1436	2
D12	COUSIN / VECTRAN	12100	0,6	1412	2
D13	COUSIN / VECTRAN	12100	0,6	1437	2
D14	COUSIN / VECTRAN	12100	0,6	1509	2
F1	COUSIN / VECTRAN	12100	0,6	757	2
F2	COUSIN / VECTRAN	12100	0,6	764	2
F3	COUSIN / VECTRAN	12100	0,6	796	2
F4	COUSIN / VECTRAN	12100	0,6	862	2
F5	COUSIN / VECTRAN	12100	0,6	898	2
F6	COUSIN / VECTRAN	12100	0,6	877	2
F7	COUSIN / VECTRAN	12100	0,6	912	2
F8	COUSIN / VECTRAN	12100	0,6	1009	2
F9	COUSIN / VECTRAN	12100	0,6	1171	2
F10	COUSIN / VECTRAN	12100	0,6	1237	2
F11	COUSIN / VECTRAN	12100	0,6	1361	2
F12	COUSIN / VECTRAN	12100	0,6	1651	2
FM1	COUSIN / VECTRAN	12100	0,6	1000	12
FM2	COUSIN / VECTRAN	12100	0,6	2600	6
FR	COUSIN / TECHNORA	988	2,1	2810	2



Sycross 2 L

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1232	2
A2	COUSIN / VECTRAN	12100	0,6	1386	2
A3	COUSIN / VECTRAN	12240	0,9	1070	2
A4	COUSIN / VECTRAN	12240	0,9	1113	2
A5	COUSIN / VECTRAN	12240	0,9	1084	2
A6	COUSIN / VECTRAN	12240	0,9	1183	2
A7	COUSIN / VECTRAN	12240	0,9	1262	2
A8	COUSIN / VECTRAN	12240	0,9	1230	2
A9	COUSIN / VECTRAN	12240	0,9	1252	2
A10	COUSIN / VECTRAN	12240	0,9	1330	2
A11	COUSIN / VECTRAN	12240	0,9	1368	2
A12	COUSIN / VECTRAN	12240	0,9	1337	2
A13	COUSIN / VECTRAN	12240	0,9	1361	2
A14	COUSIN / VECTRAN	12240	0,9	1441	2
AM1	LIROS PPSLS	125	1,05	1035	2
AM2	LIROS PPSLS	125	1,05	1135	2
AM3	LIROS PPSLS	125	1,05	1135	2
AM4	LIROS PPSLS	125	1,05	1135	2
AM5	LIROS PPSLS	125	1,05	1135	2
AM6	LIROS PPSLS	125	1,05	1135	2
AR1	LIROS PPSLS	180	1,2	4855	2
AR2	LIROS PPSLS	180	1,2	4855	2
AR3	LIROS PPSLS	260	1,58	4855	2
B1	COUSIN / VECTRAN	12100	0,6	1238	2
B2	COUSIN / VECTRAN	12100	0,6	1355	2
B3	COUSIN / VECTRAN	12240	0,9	1041	2
B4	COUSIN / VECTRAN	12240	0,9	1084	2
B5	COUSIN / VECTRAN	12240	0,9	1049	2
B6	COUSIN / VECTRAN	12240	0,9	1141	2
B7	COUSIN / VECTRAN	12240	0,9	1214	2
B8	COUSIN / VECTRAN	12240	0,9	1178	2
B9	COUSIN / VECTRAN	12240	0,9	1195	2
B10	COUSIN / VECTRAN	12240	0,9	1271	2
B11	COUSIN / VECTRAN	12240	0,9	1305	2
B12	COUSIN / VECTRAN	12240	0,9	1270	2
B13	COUSIN / VECTRAN	12240	0,9	1293	2
B14	COUSIN / VECTRAN	12240	0,9	1374	2
BM1	LIROS PPSLS	125	1,05	1035	2
BM2	LIROS PPSLS	125	1,05	1135	2
BM3	LIROS PPSLS	125	1,05	1135	2
BM4	LIROS PPSLS	125	1,05	1135	2
BM5	LIROS PPSLS	125	1,05	1135	2
BM6	LIROS PPSLS	125	1,05	1135	2
SM	COUSIN / VECTRAN	12100	0,6	372	4
STB	LIROS PPSLS	125	1,05	5010	2
BR1	LIROS PPSLS	180	1,2	4855	2
BR2	LIROS PPSLS	180	1,2	4855	2
BR3	LIROS PPSLS	260	1,58	4855	2

Sycross 2 L

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1380	2
C3	COUSIN / VECTRAN	12240	0,9	1063	2
C4	COUSIN / VECTRAN	12240	0,9	1118	2
C5	COUSIN / VECTRAN	12240	0,9	1091	2
C6	COUSIN / VECTRAN	12240	0,9	1188	2
C7	COUSIN / VECTRAN	12240	0,9	1271	2
C8	COUSIN / VECTRAN	12240	0,9	1242	2
C9	COUSIN / VECTRAN	12240	0,9	1264	2
C10	COUSIN / VECTRAN	12240	0,9	1341	2
C11	COUSIN / VECTRAN	12240	0,9	1379	2
C12	COUSIN / VECTRAN	12240	0,9	1347	2
C13	COUSIN / VECTRAN	12240	0,9	1372	2
C14	COUSIN / VECTRAN	12240	0,9	1451	2
CM1	LIROS PPSLS	125	1,05	1035	2
CM2	LIROS PPSLS	125	1,05	1135	2
CM3	LIROS PPSLS	125	1,05	1135	2
CM4	LIROS PPSLS	125	1,05	1135	2
CM5	LIROS PPSLS	125	1,05	1135	2
CM6	LIROS PPSLS	125	1,05	1135	2
CR1	LIROS PPSLS	180	1,2	4855	2
CR2	LIROS PPSLS	180	1,2	4855	2
CR3	LIROS PPSLS	180	1,2	4855	2
D7	COUSIN / VECTRAN	12100	0,6	1355	2
D8	COUSIN / VECTRAN	12100	0,6	1336	2
D9	COUSIN / VECTRAN	12100	0,6	1365	2
D10	COUSIN / VECTRAN	12100	0,6	1443	2
D11	COUSIN / VECTRAN	12100	0,6	1486	2
D12	COUSIN / VECTRAN	12100	0,6	1461	2
D13	COUSIN / VECTRAN	12100	0,6	1487	2
D14	COUSIN / VECTRAN	12100	0,6	1560	2
F1	COUSIN / VECTRAN	12100	0,6	787	2
F2	COUSIN / VECTRAN	12100	0,6	796	2
F3	COUSIN / VECTRAN	12100	0,6	830	2
F4	COUSIN / VECTRAN	12100	0,6	899	2
F5	COUSIN / VECTRAN	12100	0,6	937	2
F6	COUSIN / VECTRAN	12100	0,6	916	2
F7	COUSIN / VECTRAN	12100	0,6	952	2
F8	COUSIN / VECTRAN	12100	0,6	1051	2
F9	COUSIN / VECTRAN	12100	0,6	1217	2
F10	COUSIN / VECTRAN	12100	0,6	1284	2
F11	COUSIN / VECTRAN	12100	0,6	1410	2
F12	COUSIN / VECTRAN	12100	0,6	1707	2
FM1	COUSIN / VECTRAN	12100	0,6	1035	12
FM2	COUSIN / VECTRAN	12100	0,6	2685	6
FR	COUSIN / TECHNORA	988	2,1	2890	2



Sycross 2 XL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1288	2
A2	COUSIN / VECTRAN	12100	0,6	1448	2
A3	COUSIN / VECTRAN	12240	0,9	1122	2
A4	COUSIN / VECTRAN	12240	0,9	1167	2
A5	COUSIN / VECTRAN	12240	0,9	1131	2
A6	COUSIN / VECTRAN	12240	0,9	1234	2
A7	COUSIN / VECTRAN	16330	1.0	1315	2
A8	COUSIN / VECTRAN	16330	1.0	1282	2
A9	COUSIN / VECTRAN	16330	1.0	1304	2
A10	COUSIN / VECTRAN	16330	1.0	1385	2
A11	COUSIN / VECTRAN	16330	1.0	1423	2
A12	COUSIN / VECTRAN	16330	1.0	1390	2
A13	COUSIN / VECTRAN	16330	1.0	1415	2
A14	COUSIN / VECTRAN	16330	1.0	1497	2
AM1	LIROS PPSLS	125	1,05	1075	2
AM2	LIROS PPSLS	125	1,05	1185	2
AM3	LIROS PPSLS	180	1,2	1185	2
AM4	LIROS PPSLS	180	1,2	1185	2
AM5	LIROS PPSLS	180	1,2	1185	2
AM6	LIROS PPSLS	180	1,2	1185	2
AR1	LIROS PPSLS	180	1,2	5050	2
AR2	LIROS PPSLS	260	1,58	5050	2
AR3	LIROS PPSLS	260	1,58	5050	2
B1	COUSIN / VECTRAN	12100	0,6	1295	2
B2	COUSIN / VECTRAN	12100	0,6	1416	2
B3	COUSIN / VECTRAN	12240	0,9	1093	2
B4	COUSIN / VECTRAN	12240	0,9	1137	2
B5	COUSIN / VECTRAN	12240	0,9	1095	2
B6	COUSIN / VECTRAN	12240	0,9	1190	2
B7	COUSIN / VECTRAN	16330	1.0	1266	2
B8	COUSIN / VECTRAN	16330	1.0	1227	2
B9	COUSIN / VECTRAN	16330	1.0	1245	2
B10	COUSIN / VECTRAN	16330	1.0	1323	2
B11	COUSIN / VECTRAN	16330	1.0	1358	2
B12	COUSIN / VECTRAN	16330	1.0	1321	2
B13	COUSIN / VECTRAN	16330	1.0	1344	2
B14	COUSIN / VECTRAN	16330	1.0	1428	2
BM1	LIROS PPSLS	125	1,05	1075	2
BM2	LIROS PPSLS	125	1,05	1185	2
BM3	LIROS PPSLS	180	1,2	1185	2
BM4	LIROS PPSLS	180	1,2	1185	2
BM5	LIROS PPSLS	180	1,2	1185	2
BM6	LIROS PPSLS	180	1,2	1185	2
SM	COUSIN / VECTRAN	16330	0,9	385	4
STB	LIROS PPSLS	125	1,05	5215	2
BR1	LIROS PPSLS	180	1,2	5050	2
BR2	LIROS PPSLS	260	1,58	5050	2
BR3	LIROS PPSLS	260	1,58	5050	2

Sycross 2 XL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1443	2
C3	COUSIN / VECTRAN	12240	0,9	1117	2
C4	COUSIN / VECTRAN	12240	0,9	1174	2
C5	COUSIN / VECTRAN	12240	0,9	1140	2
C6	COUSIN / VECTRAN	12240	0,9	1240	2
C7	COUSIN / VECTRAN	12240	0,9	1326	2
C8	COUSIN / VECTRAN	12240	0,9	1295	2
C9	COUSIN / VECTRAN	12240	0,9	1317	2
C10	COUSIN / VECTRAN	12240	0,9	1397	2
C11	COUSIN / VECTRAN	12240	0,9	1435	2
C12	COUSIN / VECTRAN	12240	0,9	1402	2
C13	COUSIN / VECTRAN	12240	0,9	1427	2
C14	COUSIN / VECTRAN	12240	0,9	1509	2
CM1	LIROS PPSLS	125	1,05	1075	2
CM2	LIROS PPSLS	125	1,05	1185	2
CM3	LIROS PPSLS	125	1,05	1185	2
CM4	LIROS PPSLS	125	1,05	1185	2
CM5	LIROS PPSLS	125	1,05	1185	2
CM6	LIROS PPSLS	125	1,05	1185	2
CR1	LIROS PPSLS	180	1,2	5050	2
CR2	LIROS PPSLS	180	1,2	5050	2
CR3	LIROS PPSLS	180	1,2	5050	2
D7	COUSIN / VECTRAN	12100	0,6	1413	2
D8	COUSIN / VECTRAN	12100	0,6	1394	2
D9	COUSIN / VECTRAN	12100	0,6	1423	2
D10	COUSIN / VECTRAN	12100	0,6	1503	2
D11	COUSIN / VECTRAN	12100	0,6	1547	2
D12	COUSIN / VECTRAN	12100	0,6	1521	2
D13	COUSIN / VECTRAN	12100	0,6	1547	2
D14	COUSIN / VECTRAN	12100	0,6	1623	2
F1	COUSIN / VECTRAN	12100	0,6	822	2
F2	COUSIN / VECTRAN	12100	0,6	833	2
F3	COUSIN / VECTRAN	12100	0,6	871	2
F4	COUSIN / VECTRAN	12100	0,6	943	2
F5	COUSIN / VECTRAN	12100	0,6	983	2
F6	COUSIN / VECTRAN	12100	0,6	961	2
F7	COUSIN / VECTRAN	12100	0,6	998	2
F8	COUSIN / VECTRAN	12100	0,6	1101	2
F9	COUSIN / VECTRAN	12100	0,6	1272	2
F10	COUSIN / VECTRAN	12100	0,6	1339	2
F11	COUSIN / VECTRAN	12100	0,6	1468	2
F12	COUSIN / VECTRAN	12100	0,6	1774	2
FM1	COUSIN / VECTRAN	12100	0,6	1075	12
FM2	COUSIN / VECTRAN	12100	0,6	2795	6
FR	COUSIN / TECHNORA	988	2,1	3000	2



Sycross 2 XXL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
A1	COUSIN / VECTRAN	12100	0,6	1353	2
A2	COUSIN / VECTRAN	12100	0,6	1520	2
A3	COUSIN / VECTRAN	12240	0,9	1172	2
A4	COUSIN / VECTRAN	12240	0,9	1219	2
A5	COUSIN / VECTRAN	12240	0,9	1186	2
A6	COUSIN / VECTRAN	12240	0,9	1292	2
A7	COUSIN / VECTRAN	16330	1.0	1376	2
A8	COUSIN / VECTRAN	16330	1.0	1341	2
A9	COUSIN / VECTRAN	16330	1.0	1364	2
A10	COUSIN / VECTRAN	16330	1.0	1447	2
A11	COUSIN / VECTRAN	16330	1.0	1486	2
A12	COUSIN / VECTRAN	16330	1.0	1451	2
A13	COUSIN / VECTRAN	16330	1.0	1476	2
A14	COUSIN / VECTRAN	16330	1.0	1561	2
AM1	LIROS PPSLS	125	1,05	1120	2
AM2	LIROS PPSLS	125	1,05	1230	2
AM3	LIROS PPSLS	180	1,2	1230	2
AM4	LIROS PPSLS	180	1,2	1230	2
AM5	LIROS PPSLS	180	1,2	1230	2
AM6	LIROS PPSLS	180	1,2	1230	2
AR1	LIROS PPSLS	180	1,2	5265	2
AR2	LIROS PPSLS	260	1,58	5265	2
AR3	LIROS PPSLS	260	1,58	5265	2
B1	COUSIN / VECTRAN	12100	0,6	1362	2
B2	COUSIN / VECTRAN	12100	0,6	1488	2
B3	COUSIN / VECTRAN	12240	0,9	1143	2
B4	COUSIN / VECTRAN	12240	0,9	1189	2
B5	COUSIN / VECTRAN	12240	0,9	1149	2
B6	COUSIN / VECTRAN	12240	0,9	1247	2
B7	COUSIN / VECTRAN	16330	1.0	1325	2
B8	COUSIN / VECTRAN	16330	1.0	1284	2
B9	COUSIN / VECTRAN	16330	1.0	1302	2
B10	COUSIN / VECTRAN	16330	1.0	1382	2
B11	COUSIN / VECTRAN	16330	1.0	1417	2
B12	COUSIN / VECTRAN	16330	1.0	1378	2
B13	COUSIN / VECTRAN	16330	1.0	1402	2
B14	COUSIN / VECTRAN	16330	1.0	1488	2
BM1	LIROS PPSLS	125	1,05	1120	2
BM2	LIROS PPSLS	125	1,05	1230	2
BM3	LIROS PPSLS	180	1,2	1230	2
BM4	LIROS PPSLS	180	1,2	1230	2
BM5	LIROS PPSLS	180	1,2	1230	2
BM6	LIROS PPSLS	180	1,2	1230	2
SM	COUSIN / VECTRAN	16330	0,9	400	4
STB	LIROS PPSLS	125	1,05	5430	2
BR1	LIROS PPSLS	180	1,2	5265	2
BR2	LIROS PPSLS	260	1,58	5265	2
BR3	LIROS PPSLS	260	1,58	5265	2

Sycross 2 XXL

Name	Line reference		Diameter / mm	Length / mm	Number of lines
C2	COUSIN / VECTRAN	12100	0,6	1516	2
C3	COUSIN / VECTRAN	12240	0,9	1169	2
C4	COUSIN / VECTRAN	12240	0,9	1228	2
C5	COUSIN / VECTRAN	12240	0,9	1196	2
C6	COUSIN / VECTRAN	12240	0,9	1300	2
C7	COUSIN / VECTRAN	12240	0,9	1389	2
C8	COUSIN / VECTRAN	12240	0,9	1355	2
C9	COUSIN / VECTRAN	12240	0,9	1378	2
C10	COUSIN / VECTRAN	12240	0,9	1460	2
C11	COUSIN / VECTRAN	12240	0,9	1499	2
C12	COUSIN / VECTRAN	12240	0,9	1463	2
C13	COUSIN / VECTRAN	12240	0,9	1489	2
C14	COUSIN / VECTRAN	12240	0,9	1573	2
CM1	LIROS PPSLS	125	1,05	1120	2
CM2	LIROS PPSLS	125	1,05	1230	2
CM3	LIROS PPSLS	125	1,05	1230	2
CM4	LIROS PPSLS	125	1,05	1230	2
CM5	LIROS PPSLS	125	1,05	1230	2
CM6	LIROS PPSLS	125	1,05	1230	2
CR1	LIROS PPSLS	180	1,2	5265	2
CR2	LIROS PPSLS	180	1,2	5265	2
CR3	LIROS PPSLS	180	1,2	5265	2
D7	COUSIN / VECTRAN	12100	0,6	1480	2
D8	COUSIN / VECTRAN	12100	0,6	1458	2
D9	COUSIN / VECTRAN	12100	0,6	1488	2
D10	COUSIN / VECTRAN	12100	0,6	1571	2
D11	COUSIN / VECTRAN	12100	0,6	1616	2
D12	COUSIN / VECTRAN	12100	0,6	1587	2
D13	COUSIN / VECTRAN	12100	0,6	1614	2
D14	COUSIN / VECTRAN	12100	0,6	1693	2
F1	COUSIN / VECTRAN	12100	0,6	864	2
F2	COUSIN / VECTRAN	12100	0,6	878	2
F3	COUSIN / VECTRAN	12100	0,6	919	2
F4	COUSIN / VECTRAN	12100	0,6	995	2
F5	COUSIN / VECTRAN	12100	0,6	1037	2
F6	COUSIN / VECTRAN	12100	0,6	1014	2
F7	COUSIN / VECTRAN	12100	0,6	1052	2
F8	COUSIN / VECTRAN	12100	0,6	1158	2
F9	COUSIN / VECTRAN	12100	0,6	1334	2
F10	COUSIN / VECTRAN	12100	0,6	1401	2
F11	COUSIN / VECTRAN	12100	0,6	1534	2
F12	COUSIN / VECTRAN	12100	0,6	1849	2
FM1	COUSIN / VECTRAN	12100	0,6	1120	12
FM2	COUSIN / VECTRAN	12100	0,6	2910	6
FR	COUSIN / TECHNORA	988	2,1	3115	2





Line and Riser Measurements of flight test Paraglider ⁽¹⁾

Report No. : PG_1682.2020
Manufacturer: Sol Paragliders

Sample name:
S/N:

Sycross 2 S
22142

Date measure:
Responsible:

10.05.2020
Claude Thurnheer

Place: Villeneuve
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		
	Manu ⁽²⁾	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff
Center	1	7517	7520	3	7449	7451	2	7512	7516	4	7610	7616	6			6874	6876	2	7800	7824	24
	2	7442	7443	1	7372	7376	4	7437	7440	3	7540	7549	9			6729	6733	4	7516	7539	23
	3	7418	7419	1	7350	7357	7	7413	7414	1	7515	7521	6			6844	6852	8	7395	7421	26
	4	7446	7449	3	7382	7390	8	7441	7445	4	7539	7547	8			6734	6743	9	7328	7353	25
	5	7411	7412	1	7349	7356	7	7405	7407	2	7497	7501	4			6866	6873	7	7170	7198	28
	6	7337	7339	2	7277	7285	8	7331	7333	2	7422	7427	5						7075	7102	27
	7	7316	7321	5	7260	7265	5	7310	7312	2	7395	7400	5						7041	7066	25
	8	7345	7351	6	7294	7299	5	7337	7339	2	7411	7416	5						7061	7090	29
	9	7266	7267	1	7220	7225	5	7255	7252	-3									7027	7053	26
	10	7173	7175	2	7134	7139	5	7164	7164	-1									6963	6990	27
	11	7106	7110	4	7072	7078	6	7095	7097	2									6933	6959	26
Wing	12	7065	7070	5	7031	7037	6	7043	7047	4									6929	6954	25
tip	13																				
	14																				
	15																				
	16																				
	17																				
	18																				

Stab line to riser:
B

Number Cell:
Weight of the glider [kg]:
58
5.10

Tolerance [mm] ⁽⁴⁾:
±15

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

Total length	Risers	Std	Acc	Trim	Total length	Risers	Std	Acc
(incl. Carabiner or connect)	A	554	433	n/a	(no carabiner or connect)	A	522	401
	A'	553	449	n/a		A'	521	417
	B	555	471	n/a		B	523	439
	C	552	552	n/a		C	520	520
	D			n/a		D		
	Acc	122	*[mm]			Acc	122	*[mm]
	Trimmer	n/a	[mm]			Trimmer	n/a	[mm]

*Travel range (distance between A and rear riser)

No. of risers
Tolerance [mm]
3
5

Carabiner [mm]
Tolerance [mm]
32
2

*Travel range (distance between A and rear riser)

Another trim configuration
If yes (description):
No



Test Atmosphere AGL		
Pressure [hPa]	969	
Humidity [%]	53	
Temperature [°C]	21.8	
Plausibility check :		
[mm]	500	
[mm]	10000	
Remark:		

Instrument validity

Laser distance meter	date
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 tension 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]



Line and Riser Measurements of flight test Paraglider ⁽¹⁾

Report No. : PG_1637.2019
Manufacturer: Sol Paragliders

Sample name:
S/N:

Sycross 2 M
21969

Date measure:
Responsible:

26.02.2020
Claude Thurnheer

Place: Villeneuve
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		
	Manu ⁽²⁾	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff
Center	1	7725	7719	-6	7657	7657	-1	7721	7718	-3	7827	7826	-1			7064	7062	-2	8013	8028	15
	2	7648	7642	-6	7579	7581	2	7644	7643	-1	7755	7756	1			6914	6919	5	7723	7740	17
	3	7624	7621	-3	7556	7555	-1	7620	7622	2	7730	7732	2			7034	7033	-1	7599	7618	19
	4	7654	7652	-2	7590	7590	0	7650	7652	2	7755	7758	3			6921	6923	2	7533	7552	19
	5	7617	7609	-8	7554	7554	0	7613	7613	0	7712	7714	2			7057	7058	1	7371	7392	21
	6	7541	7534	-7	7480	7484	4	7538	7539	1	7635	7637	2						7274	7295	21
	7	7520	7517	-3	7463	7463	0	7516	7517	1	7608	7606	-2						7239	7259	20
	8	7551	7548	-3	7498	7498	0	7545	7544	-1	7625	7627	2						7260	7274	14
	9	7471	7466	-5	7426	7424	-2	7463	7458	-5									7224	7239	15
	10	7375	7370	-5	7337	7337	0	7369	7364	-5									7158	7173	15
	11	7306	7302	-4	7273	7273	0	7298	7295	-3									7126	7144	18
Wing	12	7264	7263	-1	7232	7233	1	7245	7243	-2									7119	7137	18
tip	13																				
	14																				
	15																				
	16																				
	17																				
	18																				

Stab line to riser:
B

Number Cell:
Weight of the glider [kg]:
58
5.36

Tolerance [mm] ⁽⁴⁾:
±15

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

Total length	Risers	Std	Acc	Trim	Total length	Risers	Std	Acc
(incl. Carabiner or connect)	A	550	438	n/a	(no carabiner or connect)	A	518	406
	A'	550	456	n/a		A'	518	424
	B	552	475	n/a		B	520	443
	C	550	550	n/a		C	518	518
	D			n/a		D		
	Acc	111	*[mm]			Acc	111	*[mm]
	Trimmer	n/a	[mm]			Trimmer	n/a	[mm]

*Travel range (distance between A and rear riser)

No. of risers
Tolerance [mm]
3
5

Carabiner [mm]
Tolerance [mm]
32
2

*Travel range (distance between A and rear riser)

Another trim configuration
If yes (description):
No



Test Atmosphere AGL		
Pressure [hPa]	964.5	
Humidity [%]	48	
Temperature [°C]	22.6	
Plausibility check :		
[mm]	500	
[mm]	10000	
Remark:		

Instrument validity

Laser distance meter	date
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 tension 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]

Report No. : PG_1675.2020

Sample name: Syncross 2 L

Date measure: 25.03.2020

Place: Villeneuve

Manufacturer: Sol Paragliders

S/N:

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	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	Manu	Sample	Diff	
Center	1	7972	7967	-5	7901	7898	-3	7966	7964	-2	8071	8073	2			7286	7295	9	8269	8296	27	
	2	7892	7890	-2	7820	7819	-2	7887	7888	1	7998	7999	1			7132	7140	8	7972	7998	26	
	3	7868	7866	-3	7797	7795	-2	7862	7861	-1	7972	7973	1			7255	7261	6	7846	7875	29	
	4	7899	7895	-4	7832	7827	-5	7894	7894	0	7998	8002	4			7138	7147	9	7779	7811	32	
	5	7863	7863	0	7796	7799	3	7856	7860	4	7954	7961	7			7280	7283	3	7613	7639	26	
	6	7785	7785	0	7720	7724	4	7779	7781	2	7876	7883	7						7514	7538	24	
	7	7763	7762	-1	7703	7706	3	7757	7757	0	7847	7849	2						7478	7504	26	
	8	7795	7795	0	7739	7743	4	7786	7786	0	7866	7869	3						7499	7522	23	
	9	7712	7709	-3	7661	7662	1	7703	7703	0									7461	7479	18	
	10	7613	7608	-5	7569	7570	1	7606	7608	2									7392	7413	21	
	11	7542	7536	-6	7504	7508	4	7533	7534	1									7358	7378	20	
Wing	12	7499	7495	-4	7461	7464	3	7478	7478	0									7349	7370	21	
tip	13																					
	14																					
	15																					
	16																					
	17																					
	18																					

Choose:

Number Cell: 58

Weight of the glider [kg]: 5.64

Tolerance [mm] ⁽⁴⁾: ±15

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

Total length (incl. Carabiner or connect)	Risers		Total length (no carabiner or connect)	No. of risers			
	Std	Acc		Tolerance [mm]	Choose:		
A	548	434	n/a	A	516	402	3
A'	548	450	n/a	A'	516	418	5
B	552	472	n/a	B	520	440	32
C	551	551	n/a	C	519	519	2
D			n/a	D			
Acc	115	*[mm]		Acc	115	*[mm]	
Trimmer	n/a	[mm]		Trimmer	n/a	[mm]	

Add picture:

Cross

Plausibility check :

[mm] 500

[mm] 10000

500

10003

Remark:

Test Atmosphere AGI

Pressure [hPa] 972.4

Humidity [%] 34

Temperature [°C] 23.6

Instrument validity

date 07.09.2023

Uncertainty of instrument [mm] 3



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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

Line and Riser Measurements of flight test Paraglider ⁽¹⁾

Report No. : PG_1720.2020

Sample name: Syncross 2 XL

Date measure: 31.08.2020

Place: Villeneuve

Manufacturer: Sol Paragliders

S/N: 22381

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

Stab line to riser:

B

Number Cell: 60

Weight of the glider [kg]: 6.10

Tolerance [mm] ⁽⁴⁾: ±15

Acc system configuration max travel

Another trim configuration

If yes (description):

No

Remark:

Test Atmosphere AGI

Pressure [hPa] 973.2

Humidity [%] 53

Temperature [°C] 23.3

Plausibility check :

[mm] 500

[mm] 10000

500

10003

Remark:



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⁽³⁾Total length measured from the underside of the glider to the inner edge of the risers with a tension 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.
⁽⁴⁾ 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]



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