SUPAIR
LIFE IS IN THE AIR

English
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User's manual

# STEP light

EN-B+

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45°54.024'N / 06°04.725'E

Thank you for choosing to fly our STEP Light. We are delighted to have you on-board to share our passion for paragliding.

SUPAIR has been designing, producing and selling accessories for free flying activities since 1984. By choosing a SUPAIR product you benefit from almost thirty years of expertise, innovation and customer care. We pride ourselves for our work ethics and customer care.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.

You will find the latest information and updates on this product on our website : www.supair.com. If however you have any further questions, do not hesitate to ask one of our dealers.

Naturally the entire SUPAIR team remains at your disposal at info@supair.com

We wish you many safe and enjoyable flying hours and happy landings.

Team SUPAIR

# Contents



# Introduction

The STEP Light meets all the requirements of the sport pilot whishing to fly under an accessible but yet performant and lightweight B glider.
It was designed for distance flying and will give the pilot maximum comfort to optimize long distance XC adventures.
The well though out design and choice of materials were guided by the same quality and longevity objectives.

The STEP Light glider is EN EN 926 -1 : 2015 & 926 - 2 : 2013 Class B. Certified.
This means that the paraglider has a good passive safety and forgiving flying characteristics. Gliders in this class show some resistance to departures from normal flight.
It also means that it requires a skill level and experience compatible with the wings in that category, which is the upper part of the B-class.

It can be used with most harnesses found on the market today. For better inflight comfort and sensations we will advise you to choose the SUPAIR cross or hike & fly harness models.

After reading this manual we advise you to inflate & check your wing on a training hill first.

N.B. : The following three icons will help you to read this manual.

 Advice

 Caution !

 Danger !!

# Technical data

| Glider STEP Light | XS | S | M | ML |
|---|---|---|---|---|
| Cell number | 61 | 61 | 61 | 61 |
| Flat surface area (m²) | 21,5 | 24 | 26 | 28 |
| Span (m) | 11,07 | 11,7 | 12,17 | 12,63 |
| Chord (m) | 2,4 | 2,54 | 2,64 | 2,74 |
| Flat Aspect Ratio | 5,7 | 5,7 | 5,7 | 5,7 |
| Projected surface area (m²) | 18,106 | 20,21 | 21,90 | 23,58 |
| Projected span (m) | 8,68 | 9,17 | 9,55 | 9,91 |
| Projected aspect ratio | 4,16 | 4,16 | 4,16 | 4,16 |
| Glider weight (kg) | 3,3 | 3,7 | 3,9 | 4.1 |
| In-flight weight range (kg) | 55-75 | 70-90 | 80-100 | 90-110 |
| Certification | Class B,<br>EN : 926-2 : 2013 & 926-1 : 2015,<br>LTF : 2. DV LuftGerPV §1, Nr 7 c | | | |
| Aerobatics flying | NO | | | |
| Riser number | 3+1 | | | |
| Speed system | yes, travel: 130mm | yes, travel: 170mm | yes, travel: 170mm | yes, travel: 150mm |
| Trimmer | No | | | |
| Other variable device | No | | | |
| Break travel at maximal weight (cm) | 57 | 60 | 62 | 66 |
| Harness dimensions used for certification<br>At minimum weight | * Length between main suspension points:<br>40 ±2 cm<br>* Height of main suspension points: 50 ±1 cm | * Length between main suspension points:<br>40 ±2 cm<br>* Height of main suspension points: 43 ±1 cm | * Length between main suspension points:<br>40 ±2 cm<br>* Height of main suspension points: 41 ±1 cm | * Length between main suspension points:<br>43 ±2 cm<br>* Height of main suspension points: 44 ±1 cm |
| Harness dimensions used for certification<br>At maximum weight | * Length between main suspension points:<br>43 ±2 cm<br>* Height of main suspension points: 40 ±1 cm | * Length between main suspension points:<br>43 ±2 cm<br>* Height of main suspension points: 43 ±1 cm | * Length between main suspension points:<br>44 ±2 cm<br>* Height of main suspension points: 43 ±1 cm | * Length between main suspension points:<br>48 ±2 cm<br>* Height of main suspension points: 43 ±1 cm |

# In-flight weight range

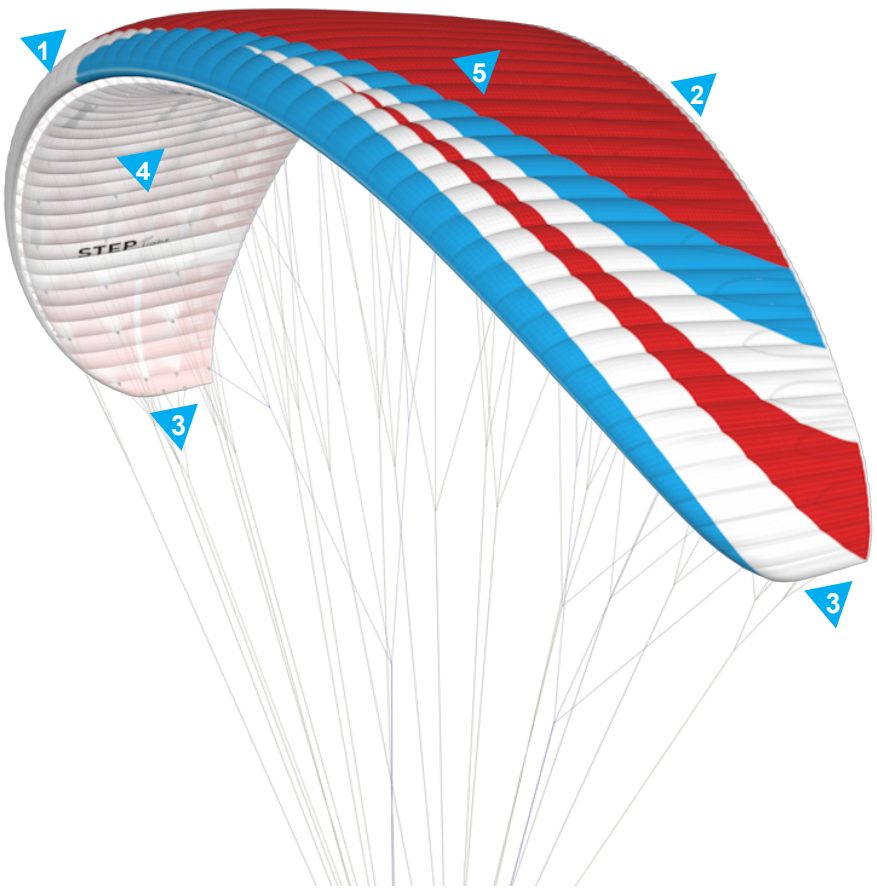
| Weight (kg) | 55 | 60 | 65 | 70 | 75 | 80 | 85 | 90 | 95 | 100 | 105 | 110 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEP Light XS | ■ | ■ | ■ | ■ | ■ | | | | | | | |
| STEP Light S | | | | ■ | ■ | ■ | ■ | ■ | | | | |
| STEP Light M | | | | | | ■ | ■ | ■ | ■ | ■ | | |
| STEP Light ML | | | | | | | | ■ | ■ | ■ | ■ | ■ |

■ In-flight weight range (kg)

■ Perfect In-flight weight range (kg) to optimize flight performances


OCEAN


VOLCANO







1. Leading edge
2. Trailing edge
3. Stabilizer
4. Inner Surface
5. Outer Surface
6. A riser
7. « A » split riser (for Big Ears)
8. B riser
9. C riser
10. Brake line
11. Brake holder
12. Brake handle
13. Riser hook-up loop
14. C-handling bar
15. Pocket with repair kit.
16. Compact case

# Setting up the glider

## Opening the wing

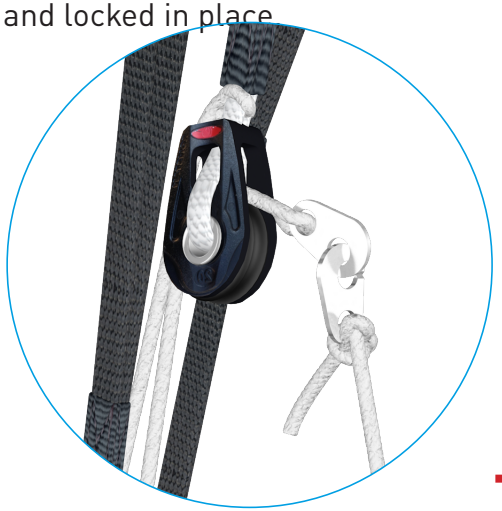
Choose a flat or lightly angled training hill without obstacles or wind.
Open your wing and arrange it in a crescent shape.
Check the fabric and the lines for any sign of wear or damage. Check for the links connecting the lines to the risers to be fully closed. Identify, separate and arrange the A,B and C risers as well as the brake lines neatly. Knots or tangles can not be present.

## Choosing an adapted harness.

The STEP Light glider was certified EN B with a EN1651 & LTF certified harness and can therefore be flown with most harnesses models found on the market today. We wil advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

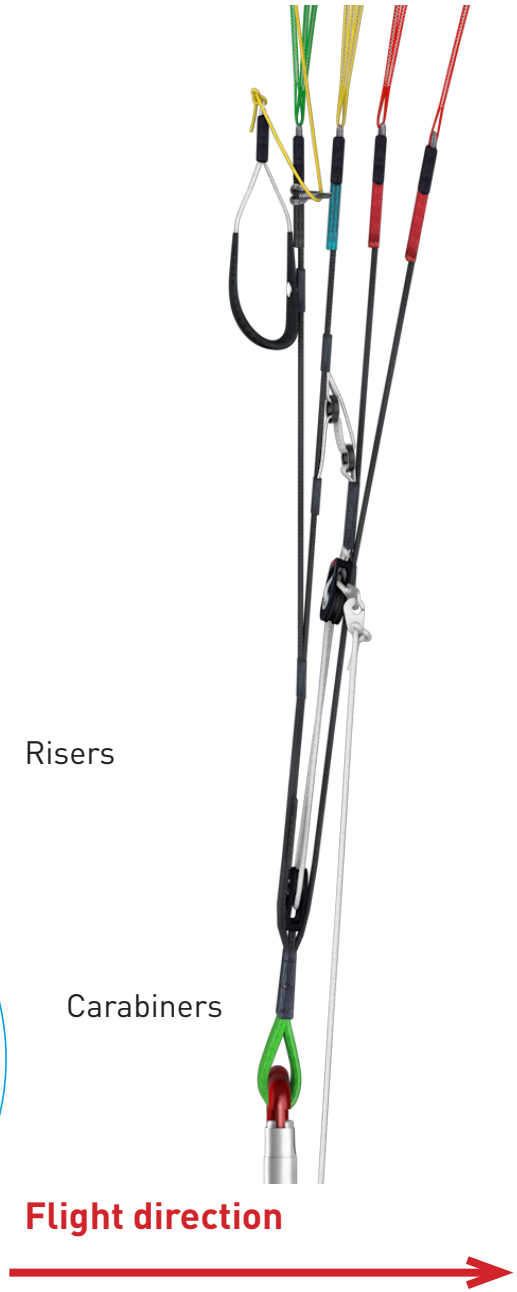
## Connecting the wing to the harness.

Without twisting the risers, connect them to the harness connection loops using the carabiners.
Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction( see schematic ).
Lastly, check for the main carabiners to be fully closed and locked in place.



## Installing the speed system

Install the speed system according to your harness manufacturer's recommendations.
Connect it to the wing using the split hooks.
Once the accelerator/speedbar is connected, adjust its length according to your measurements.
For correct use, there must not be any tension at the split-hook level when the accelerator/speedbar line is relaxed.



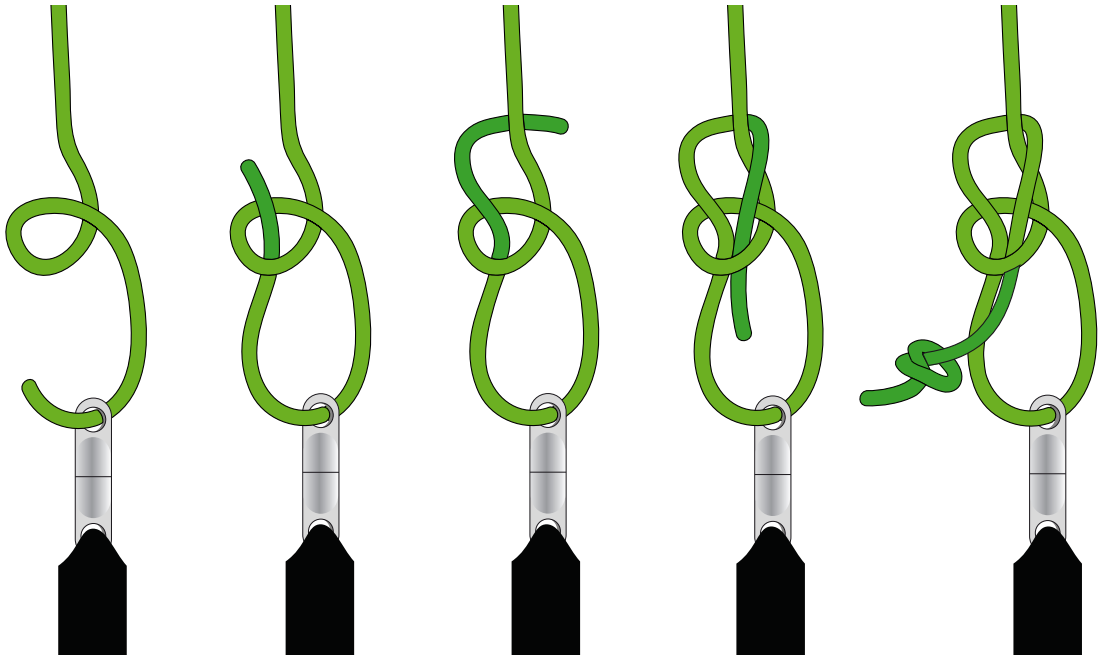
# Setting up the glider

## Brake line length

Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

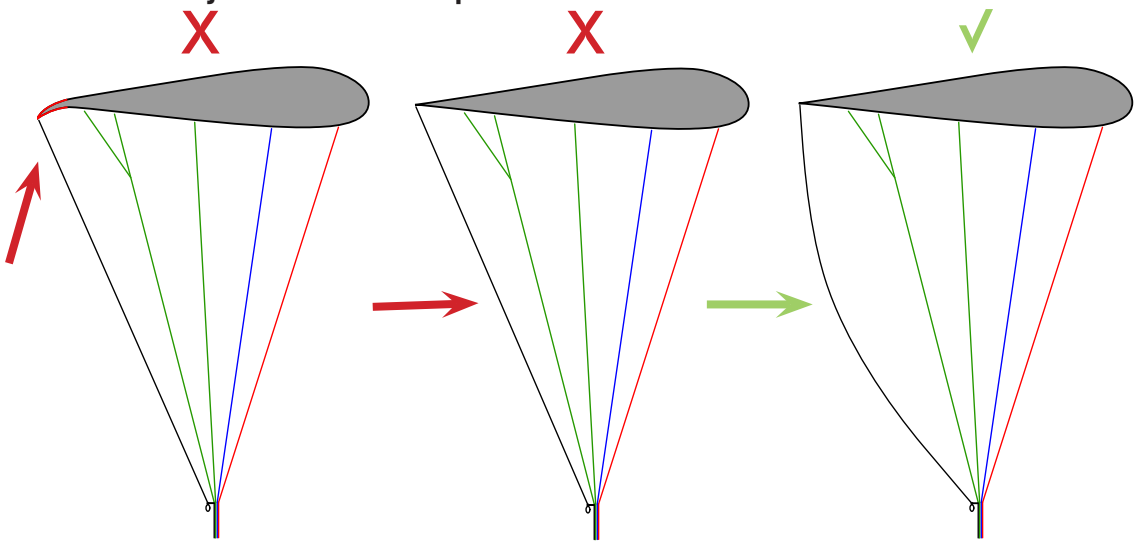
We will advise using a fisherman's knot and keeping your length changes to a minimum (approx 5cm maximum).

**fisherman's knot**



If you modify the original default setting, have it inspected and approved by a professional before flying..

**Free travel adjustment at full speed**




Be certain to maintain a small amount of slack in the brake line. While flying with the accelerator on (full speed) you must be able to pull the first centimers of brake line towards you without having any noticeable action on the trailing edge.

# Pre-flight preparation

The STEP Light wing was designed for for recreational pilots, sportsmen, who want a high performance glider, at the top of the B-category.
To discover your new wing, we will advise you to practice groundhandling and conduct your first small flights in calm conditions on a school training hill or a familiar site you are used to flying. We advise you to fly with the harness you are used to flying
Unfold the glider and place it on its upper surface in an arc.

Separate the A,B,C risers and the brakes, be certain for the risers and lines not to have any twists or knots or be hooked to a branch, stone etc...

**Caution !**

It vital to conduct a thorough pre-flight check and have the harness properly connected to the glider prior each takeoff.

Run through the following procedure prior to each takeoff:

- Harness and carabiners do not show signs of wear and tear.
- The reserve parachute container is correctly closed and the handle is in the correct position
- Your personal settings have not been altered
- The wing is properly connected to the risers with all links securely tightened and locked in place.
- The risers are properly connected to the harness without any twist.
- You are securely connected to the harness with the leg and chest strap buckles closed, carabiners locked.
- Your are wearing your helmet and it is properly fastened.

# Take-off

Inflating the STEP Light is easy without any hard point. The sequence demands and adaptation to the weather conditions of the day. It is possible to inflate it forward or reversed.

## Forward launch

To inflate the glider grab the upper ends of the "A" risers with your hands and progressively move foreward guiding the glider upward. Once the wing is flying overhead, apply brakes as necessary, look up and perform a visual check before accelerating to take off.

## Reverse launch

If the wind speed is sustained and allows it, we will advise you to use a reversed inflation method more adapted to conduct a better visual check. Face the wing and grab the "A" risers. With a light pull and adapted rearward walking motion, inflate your wing. Once the glider is stable overhead, turn around, look up once more to check that all is ok before running down the slope and taking off.
Note: In strong winds you may only need to use the inner A risers to inflate the wing.

Caution !

Before take-off, ensure for the airspace to be clear in front, around and above you with weather conditions matching your flying skill level..

# Flight characteristics

## Here are a few tips to take advantage of your STEP Light wing's performance in flight:

In flight, the STEP Light remains homogeneous even in turbulent air. The "Shark Nose" profile remains solid even when accelerated. The turn is intuitive and easy to control.

## « Hands up » speed or trim speed

Flying « hands up » will provide the best glide ratio in nil wind.

## Using the accelerator/speedbar.

The STEP Light glider was designed to be stable throughout its speed range.
Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly pulling the C-riser handles and prevent a possible leading edge frontal collapse.

## Piloting without the toggles/brakes.

If for whatever reason, the handles are no longer available, you will need to pilot your wing using the harness and "C" risers instead.
Beware not to overcontrol the glider to limit the risk of experiencing a stall.
To land, let your wing glide for as long as possible before applying a full braking motion. Braking using the "C" risers is not as efficient as using the handles and could bring a more energetic landing than normal.

## Piloting with the « C ».

Piloting with the "C" is used for accelerated or non-accelerated transitions or, in some cases, for glding into a thermal, making the most of the wing's performance.
Piloting with the C risers offers a better wing feedback, and is ideal to anticipate the piloting moves.
This method also optimizes the performance of your wing: using a brake handle input to counteract the turbulence strains the wing's profile and deteriorates its performance.
By using the "C" an effective controlled action is obtained while maintaining a "clean" profile and therefore a better performance.
To steer the glider with the "C" risers, keep the brake handles in hand, and use those mounted on the risers to pilot the wing.
This technique brings a true performance gain, very effective, especially coupled with the accelerator during transition.

## Turns

To make your glider turn efficiently, and only after checking that the space below you is clear and safe to land on, shift your weight toward the inside of the turn and progressively pull your brake handle on the same side until the desired turning angle is reached.
The turning speed and radius can also be adjusted by using the other brake handle controlling the upper half side of the wing. When flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible spin from occuring. The STEP Light turns very well with handle input, and does not require big weightshifting in the harness.

# End of the flight

## Landing

Be certain to always have enough altitude for a safe landing before approaching the chosen Landing Zone. Never make aggressive maneuvers close to the ground. Always land into the wind ( upwind ), standing up and ready to run to a stop if necessary. Make your landing approach with maximum air speed if possible depending on the weather conditions of the moment, then progressively brake to slow the glider to a final touchdown. Beware not to brake too much, too soon and too rapidly to prevent a possible stall and hard landing.

In case of a landing in sustained higher wind speeds, you will need to quickly turnaround, face the wing, move forward while braking down symmetrically. You can equally pull the "C" risers down to deflate the glider and bring it to the ground.

## Folding

Fold each side of your wing in an accordion-like shape. Stack-up the leading edge reinforcements on top of one another.
Bring one side of the glider over the other while keeping the leading edge reinforcements flat. Fold the wing on itself, starting from the leading edge toward the trailing edge. During the entire packing procedure, avoid as much as possible bending the leading edge's reinforcements.

# Specific practices

## Towing

The STEP Light wing can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing clinic. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the wing is fully inflated and stable over the pilot's head.

## Aerobatics

Your wing was not designed for aerobatic maneuvers. We highly discourage its use for this type of flying.
Repeated practice of said exercise exceeding 4xG (or 2xG if they are asymmetrical) will cause premature aging of your glider and is to be avoided. “SAT”-type maneuvers are the most damaging to your equipment.

## Tandem

The STEP Light wing was not designed for tandem flying.

# FAST DESCENTS

The following techniques should only be used in emergencies and require prior training to be safely conducted. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We will advise you to practice in still air and preferably above water.

## Big Ears

Pulling "ears" increases the glider sink rate along with the angle of attack. We do not recommend the use of big ears close to the ground

In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the handles in hands and lowering them until the win tips collapse.

Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to recover your initial horizontal speed.

To reopen the "Ears", bring the accelerator/speedbar back to its neutral default setting, then let go the risers symmetrically. You can pump the brake handles on either side of the wing to facilitate its reopening sequence.

# Fast descents

## B-line stall

This technique is usually physically demanding and will lead to a deep stall configuration and therefore wing control will be diminished.
Loosing altitude using the "B" risers is done by grabbing the risers at the metal (or soft) links level and applying a symmetrical downward vertical pull until the wing's profile is deformed. This maneuver can be maintained to increase the wing's sink rate.
To recover a normal flying configuration, bring your hands up quickly to the "A" risers red markers, then let go of the "B" risers altogether. The wing will experience a moderate surge forward which will need to be instantly neutralized and controlled.

## 360° spiral dives

To begin a spiral dive make sure the air space is clear around and below you, then lean toward the chosen side while gradually applying brake handle pressure on that side. The wing will gradually accelerate before entering a full spiral dive. You may use the outer/upper handle to manage your sink rate.

In order to exit the rotation,  get back to a neutral (centered) position in the harness and gradually release the inside brake. You need to keep the glider in a turn as it decelerates in order to limit the surge while exiting the spiral. If your exit is too radical the glider will surge aggressively and experience a substantial dive to be immediately controlled. Gradually slowing down the rotation with the outside and upper brake will allow you to exit the spiral in a controlled manner.

To prevent excessive stress on the glider we do not recommend combining spiral dives with "Ears".

Conforming to the B-class of EN-926-2, the STEP LIGHT glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than two full rotations when the brakes are brought back up.

DANGER: This manœuvre places a lot of stress on the glider. The high speed and "G" force might be disorientating and, in extreme cases, cause you a temporary loss of consciousness. Practice this maneuver gradually with available space around and below you.

# Flight incidents

## Asymmetric collapses

Any paraglider may occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse your priority must be to stay clear of the terrain and regain level flight.
In the event of an asymmetrical collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is:
- Shift all your weight onto the open side of the wing.
- If necessary, slightly brake on the open side of the wing to further prevent it from rotating.
- Once the wing is balanced and stabilized, ( straight flight ), if the folded side does not spontaneously reopen, give large up and down pumping motions until the collapsed glider side is fully reopened.
- Repeat if necessary until full reinflation is achieved. In the event of a “cravat” (where the wing tip is snagged between the lines) you may pull on the tangled line to release the wingtip.

## Front collapses

During a front collapse according to the certification standard the glider is designed to reopen on its own.
In the event of a frontal collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is :
- Brakes must be fully released during the collapse. If the collapse is purposely induced by the pilot, we recommend that brake handles be clipped back on the stoppers before collapsing the glider.
- Grab the brakes, arms up. Wait for the wing to reopen and come back overhead – do not keep the brake pressure on, if the glider falls behind you – risk of stalling.
- Dampen the following surge by using the brakes proportionally and symmetrically once the wing has flies again.

## Parachutal stall

Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the break handles fully and trims symmetrically. You might also need to push forward on the "A" risers. Make sure you regained a normal flight configuration before proceeding with break handles usage again.

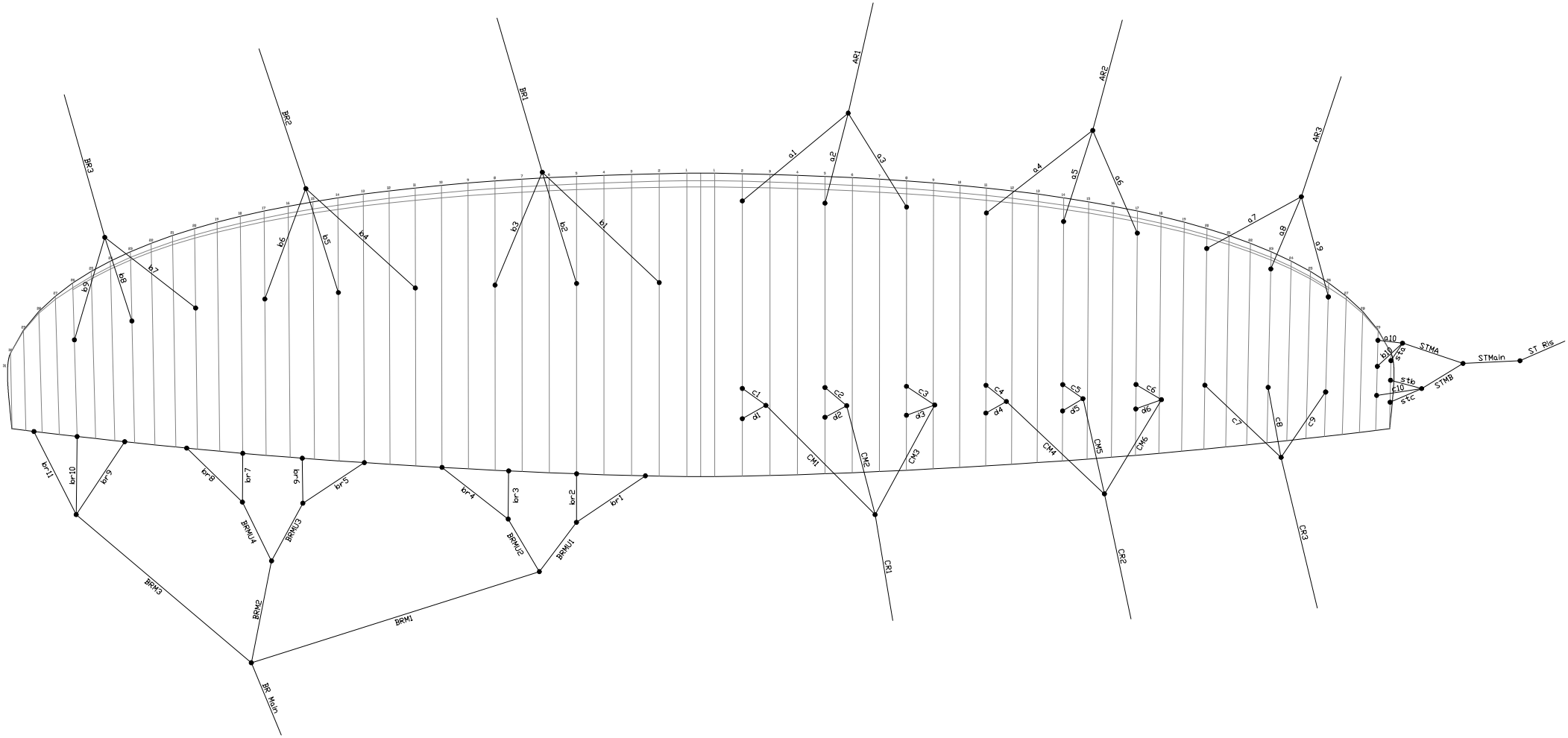
## Stall

A stall does not happen by itself even in turbulent air. In the event of a cravat (deflated part of the wing tucked in the lines) from which you can't recover by pumping the concerned side's brake, you might have to stall the glider.
We do not recommend using this technique unless you have proper training and sufficient altitude.

## Spin / asymetric stall

A spin will only occur because of a piloting error. If so, release the brake fully on the stalled side and be certain to keep the glider in check during the ensuing dive and reopening sequence.

# Line layout


BR3
BR2
BR1
AR1
AR2
AR3
STMA
STMain
ST_Ris
STMB
BRM3
BRM2
BRM1
BR_Main
CR1
CR2
CR3
CM1
CM2
CM3
CM4
CM5
CM6

# Materials

| Fabrics | Manufacturer | Reference |
|---|---|---|
| Outer surface (main) | Porcher Sport | Skytex 27gr Classic 2 - 70000 E3H |
| Inner Surface | Porcher Sport | Skytex 27gr Classic 70000 E71 |
| Supported ribs | Porcher Sport | Skytex 32 gr Hard finish - 700032E4D |
| Compression straps and D ribs | Porcher Sport | Skytex 27gr Hard finish - 70000 E91 &<br>Skytex 32gr Hard finish - 70032 E4D |
| Unsupported ribs | Porcher Sport | Skytex 27gr Hard finish - 70000 E91 |
| Rib reinforcements | Porcher Sport | SR 170 |

| Main lines | Manufacturer | Reference |
|---|---|---|
| Top cascade | Edelrid | 8000U-90/70/70 |
| Upper middle cascade | Edelrid | 8000U-90/70 |
| Lower cascade | Edelrid | 8000U-230/190/130/90 |

| Stabilo lines | Manufacturer | Reference |
|---|---|---|
| Top cascade | Edelrid | 8000U-50 |
| Middle cascade | Edelrid | 8000U-50 |
| Lower cascade | Edelrid / Liros | 8000U-50 / PPSL 70 |

| Brake lines | Manufacturer | Reference |
|---|---|---|
| Top cascade | Edelrid | 8000U-50 |
| Upper middle cascade | Edelrid | 8000U-70 |
| ILower middle cascade | Edelrid | 8000U-90 |
| Lower cascade | Edelrid | 8000U-190 / N10_300 |
| Mailons | SUPAIR | SUPAIR Dyneema softlinks |

# Measurements tables

## STEP Light glider size XS

### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

| | | A | | | B | | | C | | | D | | | Brake | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| Center | 1 | 6735 | 6740 | 5 | 6653 | 6655 | 2 | 6788 | 6782 | -6 | 6843 | 6835 | -8 | 7105 | 7109 | 4 |
| | 2 | 6650 | 6658 | 8 | 6568 | 6565 | -3 | 6699 | 6696 | -3 | 6753 | 6746 | -7 | 6871 | 6872 | 1 |
| | 3 | 6681 | 6684 | 3 | 6599 | 6594 | -5 | 6723 | 6724 | 1 | 6773 | 6767 | -6 | 6683 | 6681 | -2 |
| | 4 | 6625 | 6629 | 4 | 6542 | 6538 | -4 | 6655 | 6655 | 0 | 6701 | 6697 | -4 | 6587 | 6585 | -2 |
| | 5 | 6514 | 6512 | -2 | 6435 | 6437 | 2 | 6540 | 6537 | -3 | 6582 | 6578 | -4 | 6412 | 6409 | -3 |
| | 6 | 6516 | 6514 | -2 | 6440 | 6439 | -1 | 6534 | 6526 | -8 | 6571 | 6566 | -5 | 6270 | 6267 | -3 |
| | 7 | 6381 | 6384 | 3 | 6329 | 6325 | -4 | 6400 | 6393 | -7 | | | | 6212 | 6209 | -3 |
| | 8 | 6248 | 6240 | -8 | 6213 | 6209 | -4 | 6276 | 6272 | -4 | | | | 6242 | 6249 | 7 |
| | 9 | 6189 | 6190 | 1 | 6179 | 6171 | -8 | 6230 | 6237 | 7 | | | | 6106 | 6103 | -3 |
| Stabilizers | 10 | 5907 | 5899 | -8 | 5885 | 5877 | -8 | 5930 | 5925 | -5 | | | | 6058 | 6054 | -4 |
| Wingtip | 11 | 5797 | 5804 | 7 | 5821 | 5815 | -6 | 5876 | 5870 | -6 | | | | 6028 | 6028 | 0 |

Tolerance +/- 10mm

## Riser length measurement (mm) table

Risers length, Measured with carabiner.

| | Trim | | | Accelerated | | |
|---|---|---|---|---|---|---|
| | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| A | 505 | 505 | 0 | 375 | 375 | 0 |
| A' | 505 | 504 | -1 | 375 | 374 | -1 |
| B | 505 | 503 | -2 | 418 | 415 | -3 |
| C | 505 | 506 | 1 | 505 | 506 | 1 |

Tolerance +/- 5mm

## STEP Light glider size XS

# Measurements tables

Tolérence +/- 10mm •Lines lenghts under 5 kg of tension

| Lines individual lenghts | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A LINES | | | B LINES | | | C LINES | | | D LINES | | | STABILO LINES | | | BRAKE LINES | | |
| NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** |
| AR1 | 4275 | 3975 | BR1 | 4225 | 3925 | CR1 | 4335 | 4035 | | | | STRis | 525 | 305 | BRMain | 1574 | 1274 |
| AR2 | 4497 | 4197 | BR2 | 4435 | 4135 | CR2 | 4524 | 4224 | | | | STmain | 4475 | 4255 | BRML | 1477 | 1257 |
| AR3 | 4607 | 4307 | BR3 | 4588 | 4288 | CR3 | 4665 | 4365 | | | | | | | | | |
| | | | | | | CM1 | 2057 | 1837 | | | | STMA | 691 | 471 | BRM1 | 1921 | 1701 |
| | | | | | | CM2 | 1982 | 1762 | | | | STMB | 708 | 488 | BRM2 | 2250 | 2030 |
| | | | | | | CM3 | 2002 | 1782 | | | | | | | BRM3 | 2717 | 2497 |
| | | | | | | CM4 | 1791 | 1571 | | | | | | | | | |
| | | | | | | CM5 | 1697 | 1477 | | | | | | | | | |
| | | | | | | CM6 | 1695 | 1475 | | | | | | | | | |
| | | | | | | | | | | | | | | | BRMU1 | 1824 | 1604 |
| | | | | | | | | | | | | | | | BRMU2 | 1566 | 1346 |
| | | | | | | | | | | | | | | | BRMU3 | 1112 | 892 |
| | | | | | | | | | | | | | | | BRMU4 | 1133 | 913 |
| a1 | 2493 | 2273 | b1 | 2461 | 2241 | c1 | 668 | 448 | d1 | 721 | 501 | sta | 493 | 273 | br1 | 1508 | 1288 |
| a2 | 2408 | 2188 | b2 | 2376 | 2156 | c2 | 654 | 434 | d2 | 706 | 486 | stb | 500 | 280 | br2 | 1274 | 1054 |
| a3 | 2439 | 2219 | b3 | 2407 | 2187 | c3 | 658 | 438 | d3 | 706 | 486 | stc | 555 | 335 | br3 | 1344 | 1124 |
| a4 | 2159 | 1939 | b4 | 2138 | 1918 | c4 | 607 | 387 | d4 | 651 | 431 | | | | br4 | 1248 | 1028 |
| a5 | 2048 | 1828 | b5 | 2031 | 1811 | c5 | 586 | 366 | d5 | 626 | 406 | | | | br5 | 1198 | 978 |
| a6 | 2050 | 1830 | b6 | 2036 | 1816 | c6 | 582 | 362 | d6 | 617 | 397 | | | | br6 | 1056 | 836 |
| a7 | 1804 | 1584 | b7 | 1771 | 1551 | c7 | 1772 | 1552 | | | | | | | br7 | 977 | 757 |
| a8 | 1671 | 1451 | b8 | 1655 | 1435 | c8 | 1648 | 1428 | | | | | | | br8 | 1007 | 787 |
| a9 | 1612 | 1392 | b9 | 1621 | 1401 | c9 | 1602 | 1382 | | | | | | | br9 | 1307 | 1087 |
| a10 | 605 | 385 | b10 | 583 | 363 | c10 | 611 | 391 | | | | | | | br10 | 1259 | 1039 |
| | | | | | | | | | | | | | | | br11 | 1229 | 1009 |

*the cut value may differ according to the type of stitching/machine and the thread used

**the sewn value is the final length of the line, from one loop end to the other

# Measurements tables

## STEP Light glider size S

### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

| | | A | | | B | | | C | | | D | | | Brake | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| Center | 1 | 7120 | 7127 | 7 | 7032 | 7034 | 2 | 7176 | 7170 | -6 | 7234 | 7230 | -4 | 7484 | 7483 | -1 |
| | 2 | 7032 | 7034 | 2 | 6943 | 6944 | 1 | 7083 | 7082 | -1 | 7140 | 7140 | 0 | 7241 | 7236 | -5 |
| | 3 | 7067 | 7072 | 5 | 6977 | 6974 | -3 | 7110 | 7102 | -8 | 7163 | 7159 | -4 | 7043 | 7034 | -9 |
| | 4 | 7013 | 7020 | 7 | 6926 | 6921 | -5 | 7047 | 7042 | -5 | 7095 | 7093 | -2 | 6944 | 6938 | -6 |
| | 5 | 6896 | 6901 | 5 | 6814 | 6816 | 2 | 6926 | 6920 | -6 | 6971 | 6966 | -5 | 6760 | 6755 | -5 |
| | 6 | 6899 | 6901 | 2 | 6819 | 6820 | 1 | 6920 | 6912 | -8 | 6959 | 6956 | -3 | 6613 | 6613 | 0 |
| | 7 | 6756 | 6763 | 7 | 6704 | 6702 | -2 | 6780 | 6772 | -8 | | | | 6550 | 6542 | -8 |
| | 8 | 6615 | 6619 | 4 | 6581 | 6582 | 1 | 6649 | 6644 | -5 | | | | 6584 | 6586 | 2 |
| | 9 | 6553 | 6557 | 4 | 6545 | 6544 | -1 | 6617 | 6611 | -6 | | | | 6442 | 6438 | -4 |
| Stabilizers | 10 | 6300 | 6298 | -2 | 6277 | 6273 | -4 | 6325 | 6321 | -4 | | | | 6393 | 6385 | -8 |
| Wingtip | 11 | 6190 | 6187 | -3 | 6210 | 6204 | -6 | 6267 | 6263 | -4 | | | | 6360 | 6368 | 8 |

Tolerance +/- 10mm

## Riser length measurement (mm) table

Risers length, Measured with carabiner.

| | Trim | | | Accelerated | | |
|---|---|---|---|---|---|---|
| | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| A | 520 | 518 | -2 | 350 | 346 | -4 |
| A' | 520 | 518 | -2 | 350 | 346 | -4 |
| B | 520 | 517 | -3 | 406 | 401 | -5 |
| C | 520 | 517 | -3 | 520 | 517 | -3 |

Tolerance +/- 5mm

## STEP Light glider size S

# Measurements tables

Tolérence +/- 10mm •Lines lenghts under 5 kg of tension

| Lines individual lenghts | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A LINES | | | B LINES | | | C LINES | | | D LINES | | | STABILO LINES | | | BRAKE LINES | | |
| NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** |
| AR1 | 4510 | 4210 | BR1 | 4453 | 4153 | CR1 | 4568 | 4268 | | | | STRis | 525 | 305 | BRMain | 1584 | 1284 |
| AR2 | 4748 | 4448 | BR2 | 4686 | 4386 | CR2 | 4782 | 4482 | | | | STmain | 4790 | 4570 | BRML | 1563 | 1343 |
| AR3 | 4868 | 4568 | BR3 | 4844 | 4544 | CR3 | 4939 | 4639 | | | | | | | | | |
| | | | | | | CM1 | 2167 | 1947 | | | | STMA | 735 | 515 | BRM1 | 2043 | 1823 |
| | | | | | | CM2 | 2089 | 1869 | | | | STMB | 740 | 520 | BRM2 | 2405 | 2185 |
| | | | | | | CM3 | 2112 | 1892 | | | | | | | BRM3 | 2912 | 2692 |
| | | | | | | CM4 | 1886 | 1666 | | | | | | | | | |
| | | | | | | CM5 | 1787 | 1567 | | | | | | | | | |
| | | | | | | CM6 | 1785 | 1565 | | | | | | | | | |
| | | | | | | | | | | | | | | | BRMU1 | 1934 | 1714 |
| | | | | | | | | | | | | | | | BRMU2 | 1666 | 1446 |
| | | | | | | | | | | | | | | | BRMU3 | 1178 | 958 |
| | | | | | | | | | | | | | | | BRMU4 | 1201 | 981 |
| a1 | 2628 | 2408 | b1 | 2597 | 2377 | c1 | 698 | 478 | d1 | 754 | 534 | sta | 512 | 292 | br1 | 1598 | 1378 |
| a2 | 2540 | 2320 | b2 | 2508 | 2288 | c2 | 683 | 463 | d2 | 738 | 518 | stb | 527 | 307 | br2 | 1355 | 1135 |
| a3 | 2575 | 2355 | b3 | 2542 | 2322 | c3 | 687 | 467 | d3 | 738 | 518 | stc | 584 | 364 | br3 | 1425 | 1205 |
| a4 | 2281 | 2061 | b4 | 2256 | 2036 | c4 | 631 | 411 | d4 | 677 | 457 | | | | br4 | 1326 | 1106 |
| a5 | 2164 | 1944 | b5 | 2144 | 1924 | c5 | 609 | 389 | d5 | 652 | 432 | | | | br5 | 1268 | 1048 |
| a6 | 2167 | 1947 | b6 | 2149 | 1929 | c6 | 605 | 385 | d6 | 642 | 422 | | | | br6 | 1121 | 901 |
| a7 | 1903 | 1683 | b7 | 1875 | 1655 | c7 | 1863 | 1643 | | | | | | | br7 | 1035 | 815 |
| a8 | 1762 | 1542 | b8 | 1752 | 1532 | c8 | 1732 | 1512 | | | | | | | br8 | 1069 | 849 |
| a9 | 1700 | 1480 | b9 | 1716 | 1496 | c9 | 1688 | 1468 | | | | | | | br9 | 1391 | 1171 |
| a10 | 624 | 404 | b10 | 601 | 381 | c10 | 625 | 405 | | | | | | | br10 | 1342 | 1122 |
| | | | | | | | | | | | | | | | br11 | 1309 | 1089 |

*the cut value may differ according to the type of stitching/machine and the thread used

**the sewn value is the final length of the line, from one loop end to the other

# Measurements tables

## STEP Light glider size M

### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

| | | A | | | B | | | C | | | D | | | Brake | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| Center | 1 | 7413 | 7421 | 8 | 7317 | 7325 | 8 | 7471 | 7475 | 4 | 7532 | 7529 | -3 | 7890 | 7896 | 6 |
| | 2 | 7323 | 7329 | 6 | 7227 | 7231 | 4 | 7376 | 7376 | 0 | 7435 | 7434 | -1 | 7641 | 7647 | 6 |
| | 3 | 7360 | 7368 | 8 | 7263 | 7263 | 0 | 7405 | 7405 | 0 | 7460 | 7456 | -4 | 7427 | 7421 | -6 |
| | 4 | 7304 | 7312 | 8 | 7211 | 7215 | 4 | 7337 | 7336 | -1 | 7388 | 7388 | 0 | 7325 | 7320 | -5 |
| | 5 | 7183 | 7192 | 9 | 7095 | 7096 | 1 | 7212 | 7208 | -4 | 7258 | 7254 | -4 | 7136 | 7135 | -1 |
| | 6 | 7186 | 7191 | 5 | 7101 | 7097 | -4 | 7206 | 7205 | -1 | 7246 | 7241 | -5 | 6983 | 6984 | 1 |
| | 7 | 7036 | 7038 | 2 | 6979 | 6984 | 5 | 7050 | 7047 | -3 | | | | 6916 | 6915 | -1 |
| | 8 | 6889 | 6891 | 2 | 6851 | 6855 | 4 | 6914 | 6915 | 1 | | | | 6950 | 6951 | 1 |
| | 9 | 6824 | 6832 | 8 | 6812 | 6812 | 0 | 6880 | 6876 | -4 | | | | 6804 | 6805 | 1 |
| Stabilizers | 10 | 6561 | 6559 | -2 | 6537 | 6534 | -3 | 6587 | 6588 | 1 | | | | 6756 | 6749 | -7 |
| Wingtip | 11 | 6441 | 6450 | 9 | 6467 | 6464 | -3 | 6527 | 6526 | -1 | | | | 6722 | 6719 | -3 |

Tolerance +/- 10mm

## Riser length measurement (mm) table

Risers length, Measured with carabiner.

| | Trim | | | Accelerated | | |
|---|---|---|---|---|---|---|
| | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| A | 520 | 524 | 4 | 360 | 357 | -3 |
| A' | 520 | 522 | 2 | 360 | 355 | -5 |
| B | 520 | 523 | 3 | 410 | 410 | 0 |
| C | 520 | 524 | 4 | 520 | 524 | 4 |

Tolerance +/- 5mm

## STEP Light glider size M

# Measurements tables

Tolérence +/- 10mm •Lines lenghts under 5 kg of tension

**Lines individual lenghts**

| A LINES | | | B LINES | | | C LINES | | | D LINES | | | STABILO LINES | | | BRAKE LINES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** |
| AR1 | 4697 | 4397 | BR1 | 4636 | 4336 | CR1 | 4761 | 4461 | | | | STRis | 525 | 305 | BRMain | 1581 | 1281 |
| AR2 | 4949 | 4649 | BR2 | 4882 | 4582 | CR2 | 4982 | 4682 | | | | STmain | 5017 | 4797 | BRML | 1635 | 1415 |
| AR3 | 5069 | 4769 | BR3 | 5046 | 4746 | CR3 | 5131 | 4831 | | | | | | | | | |
| | | | | | | CM1 | 2251 | 2031 | | | | STMA | 744 | 524 | BRM1 | 2136 | 1916 |
| | | | | | | CM2 | 2171 | 1951 | | | | STMB | 764 | 544 | BRM2 | 2523 | 2303 |
| | | | | | | CM3 | 2195 | 1975 | | | | | | | BRM3 | 3052 | 2832 |
| | | | | | | CM4 | 1959 | 1739 | | | | | | | | | |
| | | | | | | CM5 | 1857 | 1637 | | | | | | | | | |
| | | | | | | CM6 | 1855 | 1635 | | | | | | | | | |
| | | | | | | | | | | | | | | | BRMU1 | 2029 | 1809 |
| | | | | | | | | | | | | | | | BRMU2 | 1742 | 1522 |
| | | | | | | | | | | | | | | | BRMU3 | 1229 | 1009 |
| | | | | | | | | | | | | | | | BRMU4 | 1252 | 1032 |
| a1 | 2734 | 2514 | b1 | 2699 | 2479 | c1 | 716 | 496 | d1 | 775 | 555 | sta | 527 | 307 | br1 | 1663 | 1443 |
| a2 | 2644 | 2424 | b2 | 2609 | 2389 | c2 | 701 | 481 | d2 | 758 | 538 | stb | 533 | 313 | br2 | 1414 | 1194 |
| a3 | 2681 | 2461 | b3 | 2645 | 2425 | c3 | 706 | 486 | d3 | 759 | 539 | stc | 593 | 373 | br3 | 1487 | 1267 |
| a4 | 2371 | 2151 | b4 | 2345 | 2125 | c4 | 648 | 428 | d4 | 697 | 477 | | | | br4 | 1385 | 1165 |
| a5 | 2250 | 2030 | b5 | 2229 | 2009 | c5 | 625 | 405 | d5 | 669 | 449 | | | | br5 | 1322 | 1102 |
| a6 | 2253 | 2033 | b6 | 2235 | 2015 | c6 | 621 | 401 | d6 | 659 | 439 | | | | br6 | 1169 | 949 |
| a7 | 1982 | 1762 | b7 | 1948 | 1728 | c7 | 1941 | 1721 | | | | | | | br7 | 1079 | 859 |
| a8 | 1835 | 1615 | b8 | 1820 | 1600 | c8 | 1805 | 1585 | | | | | | | br8 | 1113 | 893 |
| a9 | 1770 | 1550 | b9 | 1781 | 1561 | c9 | 1761 | 1541 | | | | | | | br9 | 1460 | 1240 |
| a10 | 649 | 429 | b10 | 625 | 405 | c10 | 655 | 435 | | | | | | | br10 | 1412 | 1192 |
| | | | | | | | | | | | | | | | br11 | 1378 | 1158 |

*the cut value may differ according to the type of stitching/machine and the thread used

**the sewn value is the final length of the line, from one loop end to the other

# Measurements tables

## STEP Light glider size ML

### Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and soft links, under a 5 kg tension.

| | | A | | | B | | | C | | | D | | | Brake | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| Center | 1 | 7721 | 7727 | 6 | 7619 | 7626 | 7 | 7786 | 7779 | -7 | 7849 | 7842 | -7 | 8143 | 8139 | -4 |
| | 2 | 7629 | 7633 | 4 | 7527 | 7533 | 6 | 7689 | 7681 | -8 | 7750 | 7746 | -4 | 7887 | 7887 | 0 |
| | 3 | 7668 | 7676 | 8 | 7565 | 7568 | 3 | 7719 | 7712 | -7 | 7770 | 7760 | -10 | 7679 | 7678 | -1 |
| | 4 | 7612 | 7620 | 8 | 7517 | 7521 | 4 | 7648 | 7639 | -9 | 7700 | 7691 | -9 | 7574 | 7577 | 3 |
| | 5 | 7487 | 7492 | 5 | 7397 | 7402 | 5 | 7518 | 7514 | -4 | 7566 | 7561 | -5 | 7379 | 7376 | -3 |
| | 6 | 7490 | 7494 | 4 | 7403 | 7403 | 0 | 7512 | 7513 | 1 | 7554 | 7555 | 1 | 7220 | 7225 | 5 |
| | 7 | 7340 | 7342 | 2 | 7281 | 7282 | 1 | 7348 | 7352 | 4 | | | | 7151 | 7154 | 3 |
| | 8 | 7187 | 7183 | -4 | 7148 | 7148 | 0 | 7207 | 7210 | 3 | | | | 7185 | 7186 | 1 |
| | 9 | 7119 | 7119 | 0 | 7108 | 7105 | -3 | 7171 | 7174 | 3 | | | | 7037 | 7035 | -2 |
| Stabilizers | 10 | 6839 | 6832 | -7 | 6814 | 6810 | -4 | 6866 | 6864 | -2 | | | | 6985 | 6979 | -6 |
| Wingtip | 11 | 6714 | 6721 | 7 | 6741 | 6745 | 4 | 6803 | 6800 | -3 | | | | 6953 | 6949 | -4 |

Tolerance +/- 10mm

## Riser length measurement (mm) table

Risers length, Measured with carabiner.

| | Trim | | | Accelerated | | |
|---|---|---|---|---|---|---|
| | Manual | Tested sample | Diff | Manual | Tested sample | Diff |
| A | 545 | 545 | 0 | 390 | 391 | 1 |
| A' | 545 | 543 | -2 | 390 | 391 | 1 |
| B | 545 | 544 | -1 | 442 | 440 | -2 |
| C | 545 | 544 | -1 | 545 | 544 | -1 |

Tolerance +/- 5mm

## STEP Light glider size ML

# Measurements tables

Tolérence +/- 10mm •Lines lenghts under 5 kg of tension

| Lines individual lenghts | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A LINES | | | B LINES | | | C LINES | | | D LINES | | | STABILO LINES | | | BRAKE LINES | | |
| NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** | NAME | CUT* | SEWN** |
| AR1 | 4879 | 4579 | BR1 | 4810 | 4510 | CR1 | 4949 | 4649 | | | | STRis | 525 | 305 | BRMain | 1581 | 1281 |
| AR2 | 5144 | 4844 | BR2 | 5076 | 4776 | CR2 | 5178 | 4878 | | | | STmain | 5231 | 5011 | BRML | 1704 | 1484 |
| AR3 | 5277 | 4977 | BR3 | 5251 | 4951 | CR3 | 5335 | 5035 | | | | | | | | | |
| | | | | | | CM1 | 2332 | 2112 | | | | STMA | 766 | 546 | BRM1 | 2216 | 1996 |
| | | | | | | CM2 | 2250 | 2030 | | | | STMB | 787 | 567 | BRM2 | 2627 | 2407 |
| | | | | | | CM3 | 2275 | 2055 | | | | | | | BRM3 | 3186 | 2966 |
| | | | | | | CM4 | 2029 | 1809 | | | | | | | | | |
| | | | | | | CM5 | 1923 | 1703 | | | | | | | | | |
| | | | | | | CM6 | 1921 | 1701 | | | | | | | | | |
| | | | | | | | | | | | | | | | BRMU1 | 2100 | 1880 |
| | | | | | | | | | | | | | | | BRMU2 | 1816 | 1596 |
| | | | | | | | | | | | | | | | BRMU3 | 1277 | 1057 |
| | | | | | | | | | | | | | | | BRMU4 | 1302 | 1082 |
| a1 | 2835 | 2615 | b1 | 2802 | 2582 | c1 | 737 | 517 | d1 | 798 | 578 | sta | 539 | 319 | br1 | 1726 | 1506 |
| a2 | 2743 | 2523 | b2 | 2710 | 2490 | c2 | 722 | 502 | d2 | 781 | 561 | stb | 545 | 325 | br2 | 1470 | 1250 |
| a3 | 2782 | 2562 | b3 | 2748 | 2528 | c3 | 727 | 507 | d3 | 776 | 556 | stc | 607 | 387 | br3 | 1546 | 1326 |
| a4 | 2459 | 2239 | b4 | 2432 | 2212 | c4 | 668 | 448 | d4 | 718 | 498 | | | | br4 | 1441 | 1221 |
| a5 | 2334 | 2114 | b5 | 2312 | 2092 | c5 | 644 | 424 | d5 | 690 | 470 | | | | br5 | 1374 | 1154 |
| a6 | 2337 | 2117 | b6 | 2318 | 2098 | c6 | 640 | 420 | d6 | 680 | 460 | | | | br6 | 1215 | 995 |
| a7 | 2053 | 1833 | b7 | 2020 | 1800 | c7 | 2010 | 1790 | | | | | | | br7 | 1121 | 901 |
| a8 | 1900 | 1680 | b8 | 1887 | 1667 | c8 | 1869 | 1649 | | | | | | | br8 | 1155 | 935 |
| a9 | 1832 | 1612 | b9 | 1847 | 1627 | c9 | 1833 | 1613 | | | | | | | br9 | 1520 | 1300 |
| a10 | 666 | 446 | b10 | 641 | 421 | c10 | 672 | 452 | | | | | | | br10 | 1468 | 1248 |
| | | | | | | | | | | | | | | | br11 | 1436 | 1216 |

*the cut value may differ according to the type of stitching/machine and the thread used

**the sewn value is the final length of the line, from one loop end to the other

# Maintenance

## Washing and glider maintenance.

It is best not to clean your glider frequently. However, if it is necessary, we recommend that you use a damp cloth without soap or detergent. Proceed with light strokes and be sure to allow the glider to dry thoroughly before folding it up.
We recommend minor wing's maintenance to be conducted by the pilot at regular intervals:
- Repair eventual small fabric damages ( holes smaller than a 1Euro coin or 1 US. 25 cents coin ) with the small rounded sticky rips-top pieces included in your repair kit.
- Empty out the cells/caissons from sand, pebbles, grass, leaves, etc...

## Storage and transport.

When not using your glider store it inside your paragliding rucksack in a dry cool and clean place protected from UV exposure. If your harness is wet please dry thoroughly before storing. If your glider is wet or humid, dry it thoroughly first.
Keep all metal parts away from corrosive elements.

## Product longevity.

Irrespective of pre-flight checks, your glider must be serviced regularly and in accordance with its maintenance schedule. We will recommend for the wing to be inspected once a year or every one hundred (100) hours (whichever occurs first), and more specifically have the followig points checked:

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the STEP Light ensure the best compromise for lightness and longevity. However in certain conditions such as exposure to UV or abrasion or exposure to chemical products the glider must be submitted to a thorough inspection by a qualified facility. Your safety depends on it!

- Carabiners must be replaced every five (5) years by identically rated and certified models recommended by the manufacturer (SUPAIR).

## Spare parts

In case of premature wear or tear of your gear, you may order the following parts:
* Suspension and brake lines, through a specialized workshop
* Riser maillons, through SUPAIR directly
* Whole risers, through SUPAIR directly

## Repair

In spite of using the best quality materials, your glider may be exposed to wear and tear and will therefore need to be regularly inspected at a qualified repair center.
SUPAIR also offers the possibility for its products to be repaired beyond the end of the warranty period. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quote.

# Recycling

All our materials are selected for their technical and environmentally friendly characteristics. None of the components found in our products will harm the environment. Most of them are recyclable.
If your STEP Light's life span is over, you can separate all metallic and plastic parts from the cloth and dispose of the rest according to your country's recycling guide lines and requirements. Please contact your local recycling center for more information..

# Eco-responsibility

Paragliding is an outdoor activity. You are responsible for the environment in which you play . So please mind:
* respecting the local flora and fauna
* not throwing your trash out in nature
* keeping your noise level low.

By doing so you participate in securing a future for the planet and for the sport

# Mandatory checks

Your glider must be checked every year or every 100 flying hours (whichever occurs first) by a qualified operator.
We advise you to take this opportunity to have your reserve repacked.

# Warranty

SUPAIR takes the greatest care in the design and production of its product line hence offers a 3 years limited warranty from the purchase date against any manufacturing defect or design issues occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors including but not limited to; high temperature intense sun exposure high humidity etc. will invalidate this warranty.

# Disclaimer

Paragliding is an activity requiring, skills, specific knowledge and sound judgement. Be safe by learning in certified schools, subscribe and obtain an adequate insurance policy as well as a flying license while always making sure your flying skills are up to the task in various weather flying conditions. SUPAIR cannot be held responsible for your paragliding decisions or activities.

**This SUPAIR product was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.**

# Pilot's gear

It is essential to wear a helmet, suitable shoes with good ankle support and adapted clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended.
The entire SUPAIR harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the STEP Light glider.
For additional information, please access our internet site : www.supair.com

SUPAIR
LIFE IS IN THE AIR

# STEP light

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