SUPAIR | SAVAGE 2

User manual

Fr **En** De Es

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Revision index: 28/04/2026

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Table of content

Introduction

Thank you for choosing our SAVAGE 2 wing for your paragliding adventures. We're happy to share this passion with you and to accompany you in your flying adventures. SUPAIR has been designing, producing, and distributing free flight equipment since 1984. Choosing a SUPAIR product means benefiting from over 40 years of expertise, innovation, and customer focus. It also reflects a philosophy: a constant drive for improvement and a commitment to producing highquality gear.

This manual is here to help you understand how to use, care for, and check your equipment safely. We've designed it to be as complete, clear, and enjoyable to read as possible. We highly recommend taking the time to read it carefully.

You'll find all the latest updates and additional information about this product on our website: www.supair.com. And if you still have questions, feel free to contact one of our official dealers. Of course, the SUPAIR team is always happy to help at info@supair.com.

We wish you many beautiful and safe flights ahead.
The SUPAIR Team

The SAVAGE2 is a sports wing designed for cross-country flying and ultralight adventure, whether for Hike & Fly, vol-bivouac, or any mountain getaway. Engineered for experienced pilots seeking a wing that blends flying pleasure with optimized performance, the SAVAGE2 features a hybrid 2.5-line architecture. It offers handling that is both playful and comfortable, naturally inviting you to explore. Please note: This glider is unsuitable for beginners.

With this second generation, we are introducing the 2.5-line concept to our range for the first time. The goal is to make 2-line performance more accessible while maintaining the level of passive safety required to enjoy your favorite playgrounds with total peace of mind.

The SAVAGE2 is certified EN 926-1:2015 & EN 926-2:2013 Class C, confirming its high performance level and specific handling requirements. This wing is intended for experienced pilots who possess the technical background necessary to fly an EN-C category glider.

The SAVAGE 2 is compatible with most harnesses on the market. However, for the best possible flying experience, we recommend pairing it with a cocoon harness from the SUPAIR range.

Once you have read this manual carefully, we strongly recommend familiarizing yourself with your new wing on a training slope.

Note: Throughout this manual, three pictograms will help guide you and highlight important information..

 Advice

 Warning !

 Hazard !

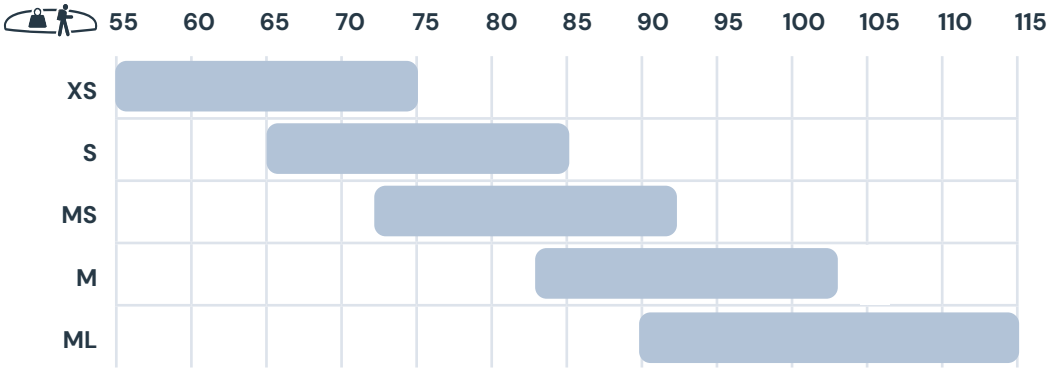
Données Techniques

Dimensions

Glider SAVAGE2		XS	S	MS	M	ML
Glider weight (kg)		2.99	3.19	3.4	3.72	3.92
Number of cells		67				
Surface area (m²)	Flat	20.2	22.15	24.33	26.6	28.9
	Projected	17.06	18.71	20.55	22.47	24.41
Span (m)	Flat	11.16	11.69	12.25	12.81	13.35
	Projected	8.78	9.19	9.63	10.07	10.5
Aspect ratio (m)	Flat	6.2				
	Projected	4.52				
Chord (m)		2.25	2.35	2.47	2.58	2.69
Number of risers		A/B/C				

Size

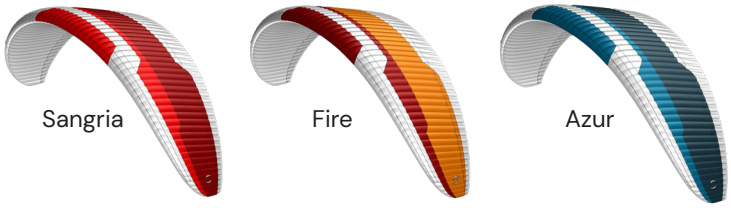
Total flying weight range



Specifications

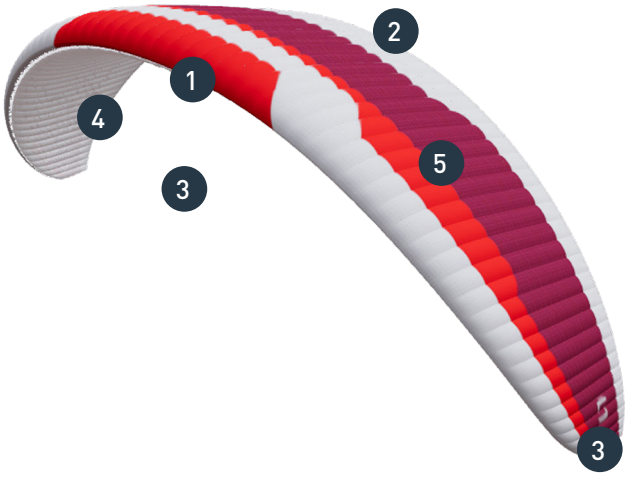
Glider SAVAGE2	XS	S	MS	M	ML
Certification	Classe C EN : 926-2 (2013) & 926-1 (2015) LTF NFL II-91/09				
Acrobatic maneuver	No				
Speed system	Yes, length : 170 mm	Yes, length : 175 mm	Yes, length : 175 mm	Yes, length : 185 mm	Yes, length : 185 mm
Trim	No				
Brake travel at maximum weight (cm)	53.5	62	67	65	74
Harness geometry used for certification.	Length between attachment points: 40 +/- 2cm / Height of main suspension points 40 +/- 1 cm	Length between attachment points: 42 cm +/- 2 / Height of main suspension points 41 cm +/- 1 cm		Length between attachment points: 46 cm +/- 2 cm / Height of main suspension points 43 cm +/- 1 cm	Length between attachment points: 48 cm +/- 2 cm / Height of main suspension points 44 cm +/- 1 cm

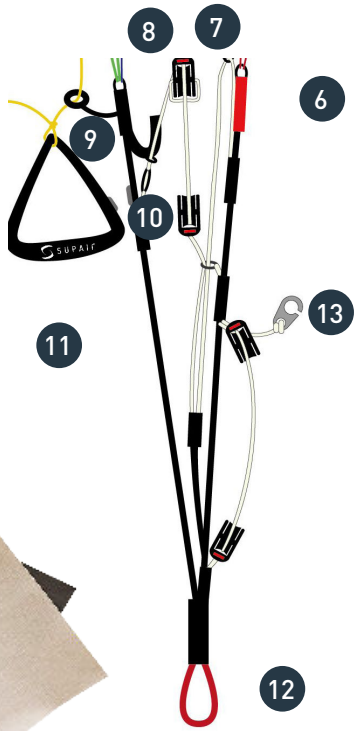
Colors variation



Equipment overview

1. Leading edge
2. Trailing edge
3. Wingtip
4. Lower surface
5. Upper surface
6. A riser
7. B riser
8. C riser
9. Brake line
10. Snaplock
11. Brake handle
12. Main hooking point
13. Speed system hook
14. Compact case light
15. Repair kit





Connecting the glider

Opening the glider

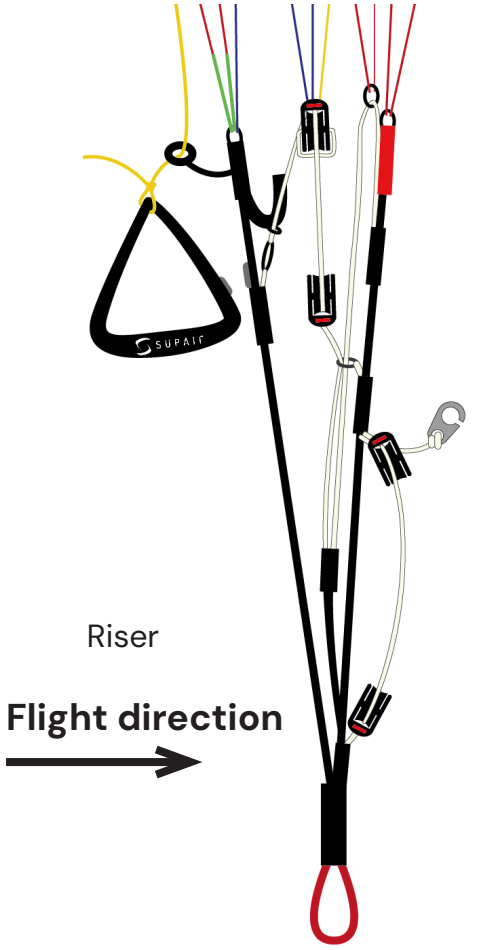
Choose a training slope or a flat, obstacle-free area with little or no wind. Unpack your paraglider and lay it out in a rosette shape. Carefully check the condition of the fabric and lines, making sure there are no tears or damage. Check that the maillon connectors connecting the lines to the risers are securely closed.
Identify and separate the A-risers, B-risers, and brake handles. Make sure there are no knots or twists in the lines and that the wing is free of any cravats.

Choosing an adaptated harness

The SAVAGE 2 glider was certified EN C with an EN1651 & LTF certified harness. It means that it can 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 glider - harness

Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners. Check that the risers are properly positioned and not twisted. The «A» risers must be located at the front and facing the flight direction (see diagram). Lastly, check for the main self-locking carabiners to be fully closed and locked in place.



Harness chest strap spacing

We remind you that the wing has been certified with the following chest :

- 40 cm for a SAVAGE2 in XS size
- 42 cm for a SAVAGE2 in S size
- 42 cm for a SAVAGE2 in MS size
- 46 cm for a SAVAGE2 in M size
- 46 cm for a SAVAGE2 in ML size

Installing the speedbar

Install the accelerator according to your harness manufacturer's recommendations. Connect it to the wing using the split hooks.

Once the 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.

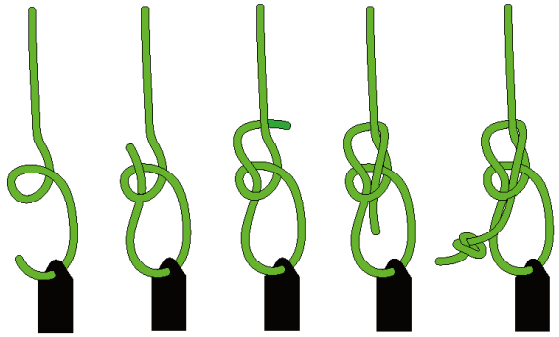
Breaking line length

The brakes are adjusted at the factory to allow optimal control. However, if this setting does not suit you, it is possible to modify the brake line length.

To adjust the length of the brake lines, we recommend using a bowline knot and limiting your modifications to small adjustments (no more than 5 cm).

If you change the original setup, have it checked by a professional.

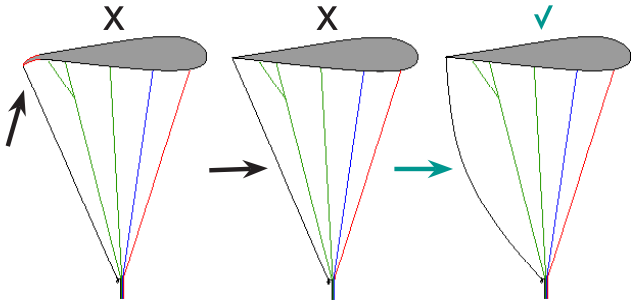
Bowline knot



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

Make sure to adjust and leave a small amount of line slack to maintain some slack in the brake lines to prevent glider profile deformation and hinder the accelerator functionality. During acceleration, the glider's trailing edge must not be deformed.

Brake tension in accelerated flight



Pre-flight preparation

The SAVAGE2 is designed for experienced pilots with solid technical piloting skills who are looking for a high-performance glider. To get acquainted with your new wing, we recommend making your first flights in calm conditions with your usual harness. Unfold the wing and lay it out in a semicircle on its upper surface.

Separate the A,B and C risers as well as the brake lines; ensure that the risers and lines are free of knots and not caught on any obstacles (branches, rocks, etc.).

It is crucial to carry out a thorough pre-flight check and in particular to ensure that the passenger and pilot are correctly fastened in their harnesses and that the harnesses are correctly connected to the spreaders.
Before every take-off, check the following :

- that harnesses and carabiners are in good working order
- that the reserve parachute container is correctly closed and that the handle is in the correct position
- that your personal settings have not been changed
- that the glider is correctly connected to the carabiners and that they are safely locked

Taking off

The design team has strived to produce optimum characteristics for efficient inflation in all conditions, whether in light or high winds you will enjoy the progressive behaviour while launching. However before the first flight, practice ground-handling in order to become familiar with your new glider.
It is possible to inflate with the front- or reverselaunch methods.

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 glider is flying overhead, apply brakes as necessary, make a visual check before accelerating to take off.

Reverse launch

If the wind speed is sustained and permits it, we will advise you to use a reversed inflation method which is more adapted to a better visual check.
Face the glider and grab the «A» risers.

With a light pull and adapted backwards walking motion, inflate your SAVAGE 2. Once the glider is stable overhead, turn around. Look up once more to check that everything is ok. Before running down the slope and takeoff.

Before takeoff, ensure the airspace around and above you is clear. Also check the weather conditions to make sure it is adapted to your flying skills.

Flight characteristics

Here are few tips to take advantage of your SAVAGE 2 performance in flight :

Turns

To initiate a turn, first ensure the airspace is clear, then weight-shift inside the turn while applying the inside brake progressively pull down the brake on the side where you wish to turn until you have achieved the desired angle of bank. You can then modulate the speed and radius of the turn by using the external brake. If you are flying at low speed, initiate the turn by releasing the outside brake first. This will avoid the risk of spinning.

Ensure your first turns are progressive as you adapt to the SAVAGE2's behavior.

Using the speed-system

When accelerated, the glider becomes more sensitive to turbulence. It is therefore essential to control it using the rear risers to avoid further weakening the profile. If you feel a loss of pressure in the speed bar, stop pushing and apply slight brake pressure to help prevent a potential front collapse.
Speed bar travel range:

170 mm for a SAVAGE2 size XS
175 mm for a SAVAGE2 size S
175 mm for a SAVAGE2 size MS
185 mm for a SAVAGE2 size M
185 mm for a SAVAGE2 size ML

Piloting without brakes

When flying accelerated, you must control the wing using the rear risers, not the brakes.

If, for any reason, you are unable to use the brakes, you should steer using the rear risers (C risers), not the brakes.

To execute a turn, grasp the C-riser on the side you wish to turn and pull it downward. Maintain this input until the desired heading is reached. The input travel must be moderate to limit the risk of an unintended spin.

For landing, allow the wing to fly at full speed until the final moment, then flare symmetrically. Braking with the C-risers is less effective than using the standard brakes; consequently, the landing will be slightly more dynamic than usual.

End of the flight

Landing

Make sure to always have enough altitude for a safe landing before approaching the chosen landing zone (PTU, PTS, etc...). Never make aggressive maneuvers close to the ground. Always land facing the wind (upwind), standing up and ready to run if necessary. Prepare your final glide 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. Alternatively, you can pull down on the B-risers to deflate the glider.

Folding

Fold each side of your glider 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. Roll the wing on itself, starting from the leading edge toward the trailing edge. During the entire packing procedure, do not bend the leading edge's reinforcements.

If your wing is to be stored for an extended period, remember to unroll the compression bag and store the glider flat, in a dry place away from direct sunlight and moisture.

Specific uses

Towing

The SAVAGE2 can be towed up. Fly only with certified gear operated by qualified personnel and only after taking a towing training. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the glider is fully inflated and stable over the pilot's head.

Acro flight

Your SAVAGE 2 has not been designed for SAT maneuver.
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" maneuver are the most damaging to your equipment.

Tandem

SAVAGE2 cannot be used for tandem flights.

Fast descent technics

The following techniques should only be used in emergencies and require prior training. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We advise you to practice in still air and preferably above water, or to undergo appropriate training (such as an SIV clinic).

Big ears

Big ears may be unstable; we therefore recommend using the rear riser steering handles BR3 system for descent.

B-stall

Not recommended for this 2.5-line wing.

360° spiral dives

Spiraling descents (360° turns) are not recommended in order to preserve the wing's longevity. The lightweight structure of the SAVAGE 2 may be affected by repeated use of this maneuver. However, if you choose to perform 360° turns, please note that the SAVAGE 2 is a glider capable of storing a lot of energy. Excellent piloting skills are essential to execute this maneuver safely.
We strongly recommend practicing in a safe environment, under the supervision of professional instructors.

Please note that, in accordance with the standard, the SAVAGE 2 does not exit immediately from a spiral dive and requires 2 to 4 turns to return to straight flight without pilot input (EN-C certification standard).

WARNING: This maneuver puts significant strain on the wing. The speed and centrifugal force involved may cause disorientation and, in extreme cases, lead to a «blackout» effect, potentially resulting in loss of consciousness. Practice with a large altitude reserve, progressively, and remain attentive at all times.

Flight incidents

Stall

This maneuver is strongly discouraged and is extremely technical to execute. Be sure to learn this maneuver in a controlled environment, supervised by a professional.

Asymmetric collapses

Any paraglider can occasionally experience a closure due to turbulence or pilot error. In the event of a closure, your priority should be to move away from the terrain and regain straight flight.
In the case of an asymmetric closure (whether induced by turbulence or deliberately caused by the pilot), we remind you that the best approach is as follows:

- Shift all your weight to the «open side» of the harness.

- If necessary, gently apply brake on the open side to prevent the wing from turning.

- Once balance is achieved (straight flight), if the closed side does not spontaneously reopen, pull firmly on the relevant brake and release immediately. Repeat as needed until the wingtip fully reopens.

- In the case of a «cravat,» the ear technique is not possible. You can pull on the stabilo line to try to free the cravat, or as a last resort, perform a wing collapse.

Front collapses

To perform a front collapse with the SAVAGE 2, the use of folding lines is mandatory. In the event of a front collapse, we remind you that the best approach is as follows:

- Completely release the brakes during the collapse. If you intentionally induce the collapse, we recommend using double control.

- Wait until the wing is back above you – do not brake when the wing is behind you.

- «Time» the recovery with the brakes, acting symmetrically as soon as the wing is in front of you.

- If your wing remains closed, apply a short, appropriate brake stroke to reopen the leading edge.

Parachutal stall

Although this flight configuration occurs very rarely, you may notice that the wing descends without horizontal speed, which constitutes a parachute phase. If this happens, fully release the brakes symmetrically and engage the accelerator. If necessary, you can also push the A risers forward. Ensure normal flight recovery before touching the controls again.

Caution: Excessive humidity or a damp wing significantly increases the risk of a deep stall (parachutal stall). These situations must be avoided.

Spin / asymetrical stall

A spin will only occur in the event of a pilot error. The SAVAGE2 is designed such that the wing will not remain locked in this configuration. As this maneuver is highly technical, we strongly recommend learning to manage spins in a controlled environment under the supervision of a professional.

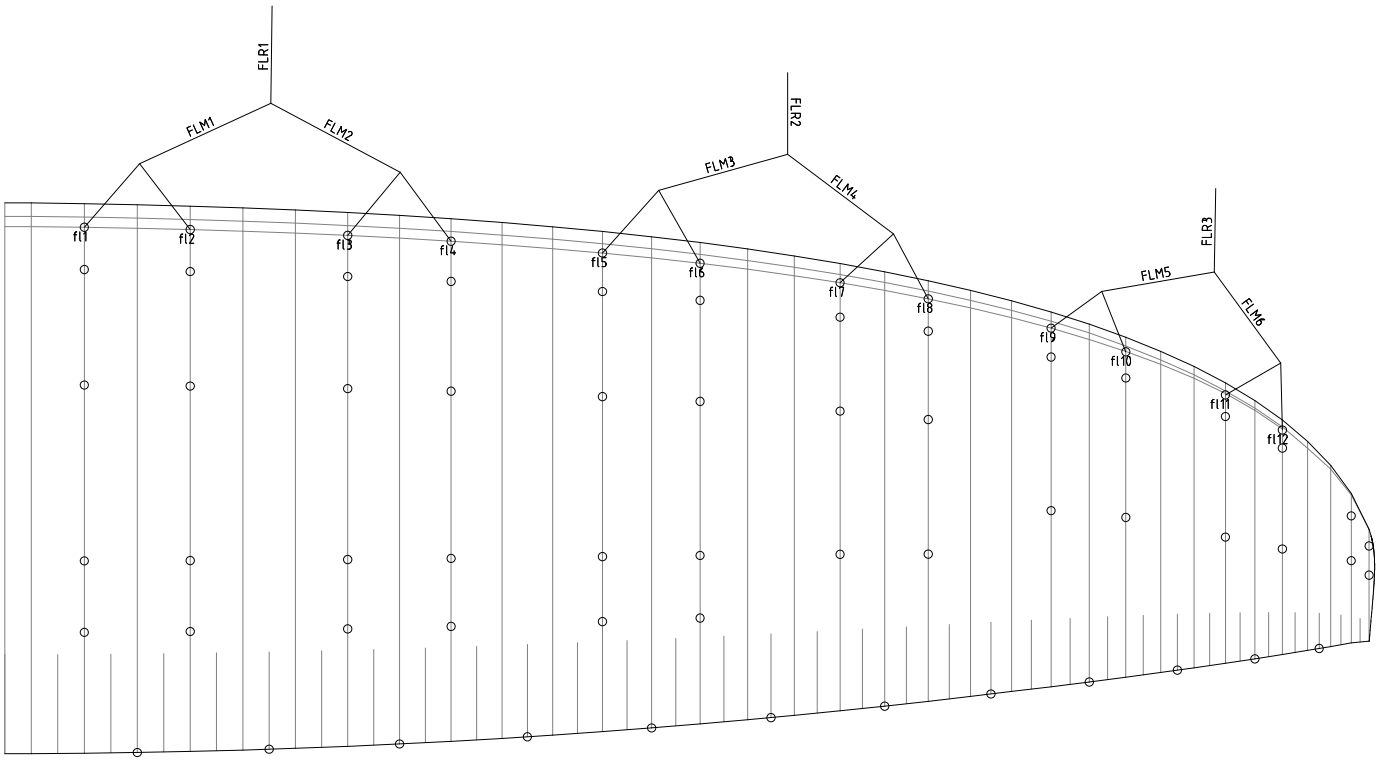
SIV Safety Training

We recommend getting to know your wing through SIV safety trainings. Please note that these maneuvers can be physically taxing on the wing's structure, which features a highly lightweight design.

Folding lines

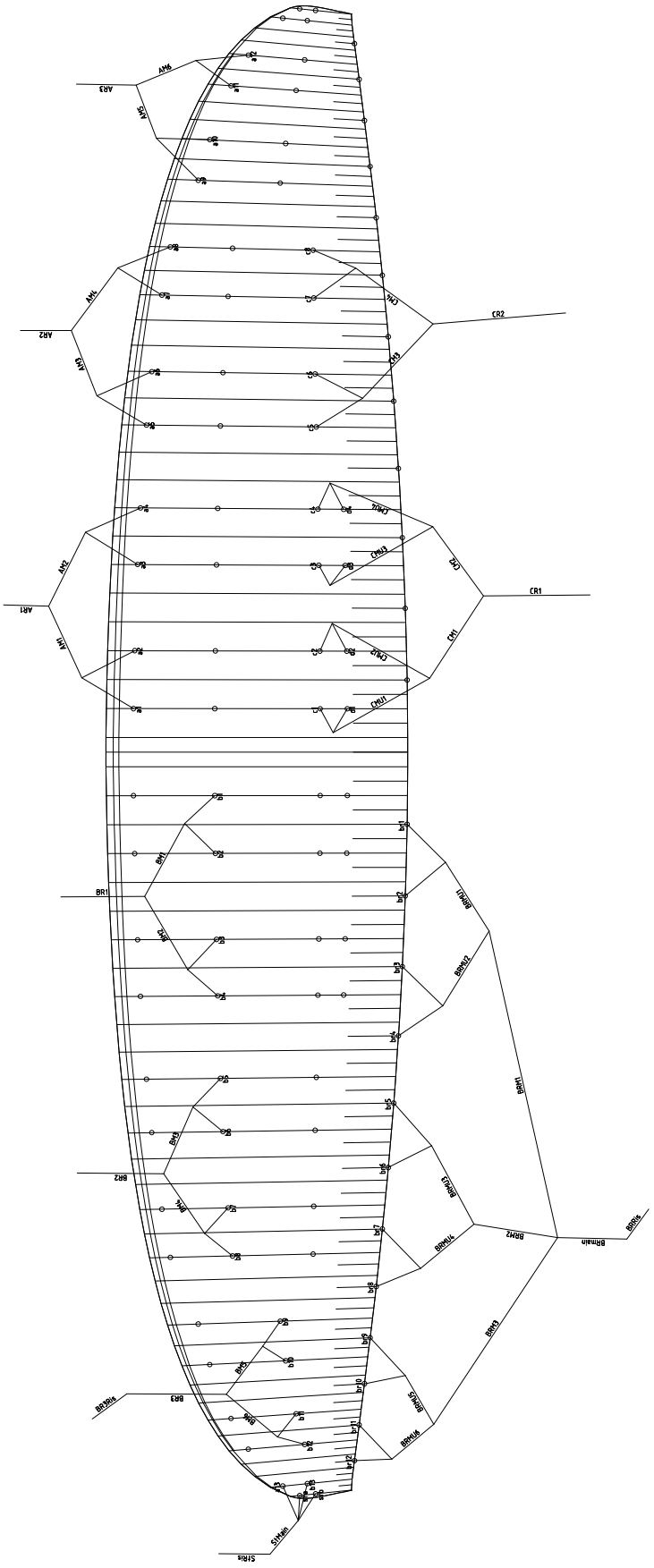
To achieve smoother collapses, the use of dedicated collapse lines (folding lines) is recommended. The corresponding diagram can be found directly below.

Savage 2 folding lines layout



Line layout diagram

Savage 2 lines layout



Materials

Fabrics	Manufacturer	Reference
Upper surface - leading edge	Domnico Tex	N20 soft
Upper surface - trailing edge	Domnico Tex	10D soft
Lower surface	Domnico Tex	10D soft
Internal structure	Porcher Sport	70000E91 - Skytex 32 gr Hard
Mini ribs & reinforcement	Porcher Sport	70000E91 - Skytex 27 gr Hard

Main lines	Manufacturer	Reference
Top cascade	Edelrid	8001U-090/070/050/040 /9200-030
Middle cascade	Edelrid	8001U-130/090/070
Low cascade	Edelrid	8001U-230/190/130 / PPSL 120

Brake lines	Manufacturer	Reference
Top cascade	Edelrid	9200-030
Middle cascade	Edelrid	8001U-070/9200-030
Low cascade	Edelrid	8001U-190/A7850X-200

Line / Riser connection

Supair Connect

Maintenance sheet

Glider SAVAGE2 in size XS

Line measurement chart (mm) for stitched lines.
Measurements are taken from the bottom of the risers to the underside of the wing, with a tension of 5 daN.

	A			B			C			D		
	Manual	Testedw sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	6868	6864	-4	6773	6777	4	6911	6905	-6	6967	6963	-4
2	6776	6776	0	6680	6685	5	6813	6807	-6	6871	6866	-5
3	6752	6755	3	6656	6659	3	6781	6775	-6	6837	6833	-4
4	6810	6813	3	6714	6719	5	6836	6829	-7	6886	6882	-4
5	6734	6736	2	6655	6660	5	6728	6723	-5			
6	6640	6642	2	6565	6570	5	6632	6627	-5			
7	6584	6587	3	6516	6515	-1	6575	6570	-5			
8	6616	6618	2	6551	6551	0	6606	6602	-4			
9	6425	6425	0	6428	6430	2						
10	6334	6333	-1	6342	6341	-1						
11	6247	6247	0	6271	6278	7						
12	6239	6239	0	6276	6276	0						
13	6020	6020	0	6028	6026	-2						
14	5974	5976	2	6013	6008	-5						

	BRAKE		
	Manual	Tested sample	Diff
1	7095	7087	-8
2	6859	6859	0
3	6672	6678	6
4	6671	6676	5
5	6503	6502	-1
6	6383	6382	-1
7	6329	6327	-2
8	6388	6387	-1
9	6276	6278	2
10	6250	6250	0
11	6248	6246	-2
12	6294	6293	-1

Maintenance sheet for riser Length (mm)

Riser Length is measured WITH soft links.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	508	505	-3	338	336	-2
A'	508	503	-5	390	389	-1
B	548	550	2	440	438	-2
C	548	553	5	548	553	5

Tolerance +/- 5mm

Individual line lengths

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
a1	939	b1	930	c1	380	d1	436	br1	807
a2	847	b2	837	c2	360	d2	418	br2	571
a3	846	b3	836	c3	344	d3	400	br3	642
a4	904	b4	894	c4	328	d4	378	br4	641
a5	865	b5	853	c5	867			br5	575
a6	771	b6	763	c6	771	STABILO LINES		br6	455
a7	764	b7	757	c7	764	NAME	SEWN	br7	391
a8	796	b8	792	c8	795	sta	282	br8	450
a9	659	b9	576	CMU1	566	stb	321	br9	368
a10	568	b10	490	CMU2	488	Stmain	4854	br10	342
a11	557	b11	481	CMU3	503	StRis	302	br11	271
a12	549	b12	486	CMU4	574			br12	317
a13	328	b13	336	CM1	1090			BRMU1	1193
AM1	1081	BM1	1069	CM2	1059			BRMU2	935
AM2	1058	BM2	1046	CM3	995			BRMU3	1105
AM3	994	BM3	981	CM4	945			BRMU4	1115
AM4	945	BM4	938	CR1	4330			BRMU5	698
AM5	753	BM5	653	CR2	4317			BRMU6	767
AM6	674	BM6	587					BRM1	2297
AR1	4343	BR1	4231					BRM2	2025
AR2	4364	BR2	4276					BRM3	2412
AR3	4505	BR3	4374					BRMain	1375
		BR3Ris	303					BRRis	1438

Tolerance +/- 10mm

Lines measured under a tension of 5 daN:
*The cut length may vary depending on the type of stitching, machine, and thread used.
**The stitched length corresponds to the final line length, from one loop to the other

Glider SAVAGE2 in size S

Line measurement chart (mm) for stitched lines.
Measurements are taken from the bottom of the risers to the underside of the wing, with a tension of 5 daN.

	A			B			C			D		
	Manual	Testedw sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7211	7211	0	7116	7116	0	7234	7230	-4	7292	7289	-3
2	7115	7118	3	7019	7015	-4	7131	7124	-7	7191	7188	-3
3	7092	7092	0	6994	6991	-3	7099	7092	-7	7156	7155	-1
4	7153	7153	0	7056	7054	-2	7157	7151	-6	7208	7210	2
5	7062	7060	-2	6977	6975	-2	7055	7047	-8			
6	6964	6961	-3	6882	6884	2	6955	6946	-9			
7	6906	6903	-3	6831	6832	1	6895	6890	-5			
8	6939	6936	-3	6868	6865	-3	6927	6920	-7			
9	6744	6744	0	6750	6754	4						
10	6649	6647	-2	6660	6663	3						
11	6559	6558	-1	6583	6588	5						
12	6550	6546	-4	6588	6586	-2						
13	6325	6322	-3	6335	6328	-7						
14	6276	6271	-5	6319	6315	-4						

	BRAKE		
	Manual	Tested sample	Diff
1	7292	7289	-3
2	7191	7188	-3
3	7156	7155	-1
4	7208	7210	2
5	6503	6502	-1
6	6383	6382	-1
7	6329	6327	-2
8	6388	6387	-1
9	6276	6278	2
10	6250	6250	0
11	6248	6246	-2
12	6294	6293	-1

Maintenance sheet for riser Length (mm)

Riser Length is measured WITH soft links.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	530	528	-2	355	351	-4
A'	530	525	-5	415	410	-5
B	570	575	5	455	456	1
C	570	573	3	570	573	3

Tolerance +/- 5mm

Individual line lengths

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
a1	986	b1	977	c1	400	d1	458	br1	847
a2	890	b2	880	c2	378	d2	440	br2	601
a3	890	b3	879	c3	362	d3	421	br3	675
a4	951	b4	941	c4	345	d4	398	br4	675
a5	909	b5	897	c5	911			br5	604
a6	811	b6	802	c6	811	STABILO LINES		br6	479
a7	804	b7	796	c7	804	NAME	SEWN	br7	412
a8	837	b8	833	c8	836	sta	297	br8	473
a9	693	b9	608	CMU1	593	stb	338	br9	388
a10	598	b10	518	CMU2	512	Stmain	5111	br10	360
a11	587	b11	507	CMU3	528	StRis	302	br11	286
a12	578	b12	512	CMU4	603			br12	333
a13	346	b13	354	CM1	1145			BRMU1	1251
AM1	1135	BM1	1123	CM2	1113			BRMU2	983
AM2	1112	BM2	1099	CM3	1046			BRMU3	1161
AM3	1044	BM3	1031	CM4	993			BRMU4	1172
AM4	993	BM4	986	CR1	4531			BRMU5	734
AM5	791	BM5	688	CR2	4529			BRMU6	806
AM6	709	BM6	619					BRM1	2413
AR1	4565	BR1	4443					BRM2	2130
AR2	4578	BR2	4474					BRM3	2537
AR3	4732	BR3	4609					BRMain	1458
		BR3Ris	303					BRRis	1501

Tolerance +/- 10mm

Lines measured under a tension of 5 daN:
*The cut length may vary depending on the type of stitching, machine, and thread used.
**The stitched length corresponds to the final line length, from one loop to the other

Glider SAVAGE2 in size MS

Line measurement chart (mm) for stitched lines.
Measurements are taken from the bottom of the risers to the underside of the wing, with a tension of 5 daN.

	A			B			C			D		
	Manual	Testedw sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7552	7551	-1	7462	7463	1	7590	7585	-5	7650	7645	-5
2	7452	7453	1	7361	7361	0	7483	7480	-3	7546	7543	-3
3	7429	7431	2	7336	7338	2	7451	7444	-7	7511	7507	-4
4	7493	7495	2	7402	7403	1	7512	7506	-6	7566	7563	-3
5	7398	7397	-1	7320	7325	5	7406	7399	-7			
6	7296	7297	1	7222	7226	4	7302	7294	-8			
7	7236	7232	-4	7169	7175	6	7240	7233	-7			
8	7270	7265	-5	7208	7211	3	7273	7265	-8			
9	7065	7062	-3	7062	7070	8						
10	6966	6961	-5	6968	6974	6						
11	6873	6870	-3	6892	6900	8						
12	6864	6857	-7	6898	6904	6						
13	6622	6621	-1	6643	6645	2						
14	6571	6574	3	6626	6630	4						

	BRAKE		
	Manual	Tested sample	Diff
1	7818	7813	-5
2	7561	7557	-4
3	7359	7356	-3
4	7359	7355	-4
5	7178	7173	-5
6	7047	7042	-5
7	6988	6984	-4
8	7051	7043	-8
9	6930	6925	-5
10	6901	6896	-5
11	6897	6893	-4
12	6946	6939	-7

Maintenance sheet for riser Length (mm)

Riser Length is measured WITH soft links.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	530	527	-3	355	354	-1
A'	530	525	-5	415	411	-4
B	580	584	4	465	470	5
C	570	572	2	570	572	2

Tolerance +/- 5mm

Individual line lengths

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
a1	1034	b1	1024	c1	419	d1	481	br1	889
a2	934	b2	923	c2	397	d2	462	br2	632
a3	934	b3	922	c3	380	d3	442	br3	710
a4	998	b4	988	c4	362	d4	418	br4	710
a5	954	b5	941	c5	956			br5	635
a6	852	b6	843	c6	852	STABILO LINES		br6	504
a7	845	b7	836	c7	845	NAME	SEWN	br7	434
a8	879	b8	875	c8	878	sta	313	br8	497
a9	727	b9	639	CMU1	622	stb	366	br9	408
a10	628	b10	545	CMU2	537	Stmain	5400	br10	379
a11	616	b11	534	CMU3	554	StRis	302	br11	301
a12	607	b12	540	CMU4	633			br12	350
a13	364	b13	383	CM1	1200			BRMU1	1314
AM1	1189	BM1	1177	CM2	1168			BRMU2	1034
AM2	1166	BM2	1153	CM3	1097			BRMU3	1222
AM3	1095	BM3	1081	CM4	1042			BRMU4	1233
AM4	1042	BM4	1035	CR1	4784			BRMU5	773
AM5	830	BM5	723	CR2	4784			BRMU6	847
AM6	746	BM6	655					BRM1	2536
AR1	4804	BR1	4698					BRM2	2242
AR2	4818	BR2	4733					BRM3	2670
AR3	4980	BR3	4855					BRMain	1432
		BR3Ris	303					BRRis	1662

Tolerance +/- 10mm

Lines measured under a tension of 5 daN:
*The cut length may vary depending on the type of stitching, machine, and thread used.
**The stitched length corresponds to the final line length, from one loop to the other

Glider SAVAGE2 in size M

Line measurement chart (mm) for stitched lines.
Measurements are taken from the bottom of the risers to the underside of the wing, with a tension of 5 daN.

	A			B			C			D		
	Manual	Testedw sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	7888	7886	-2	7789	7786	-3	7926	7922	-4	7990	7986	-4
2	7785	7784	-1	7685	7684	-1	7815	7810	-5	7882	7877	-5
3	7760	7760	0	7659	7657	-2	7781	7776	-5	7845	7841	-4
4	7829	7825	-4	7727	7723	-4	7847	7838	-9	7904	7899	-5
5	7736	7738	2	7649	7648	-1	7736	7731	-5			
6	7629	7631	2	7546	7546	0	7628	7624	-4			
7	7567	7574	7	7492	7495	3	7565	7560	-5			
8	7603	7608	5	7532	7531	-1	7600	7594	-6			
9	7393	7399	6	7395	7396	1						
10	7289	7293	4	7298	7297	-1						
11	7190	7195	5	7216	7217	1						
12	7180	7184	4	7222	7220	-2						
13	6933	6936	3	6942	6946	4						
14	6880	6887	7	6925	6930	5						

	BRAKE		
	Manual	Tested sample	Diff
1	8177	8175	-2
2	7910	7907	-3
3	7700	7699	-1
4	7701	7696	-5
5	7512	7509	-3
6	7376	7376	0
7	7316	7315	-1
8	7381	7383	2
9	7254	7250	-4
10	7223	7222	-1
11	7219	7214	-5
12	7269	7263	-6

Maintenance sheet for riser Length (mm)

Riser Length is measured WITH soft links.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	550	546	-4	360	358	-2
A'	550	545	-5	425	424	-1
B	590	589	-1	460	461	1
C	590	592	2	590	592	2

Tolerance +/- 5mm

Individual line lengths

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
a1	1081	b1	1071	c1	439	d1	503	br1	931
a2	978	b2	967	c2	416	d2	483	br2	664
a3	977	b3	966	c3	398	d3	462	br3	745
a4	1046	b4	1034	c4	380	d4	437	br4	746
a5	999	b5	985	c5	1000			br5	666
a6	892	b6	882	c6	892	STABILO LINES		br6	530
a7	885	b7	876	c7	885	NAME	SEWN	br7	456
a8	921	b8	916	c8	920	sta	329	br8	521
a9	762	b9	670	CMU1	650	stb	374	br9	429
a10	658	b10	573	CMU2	562	Stmain	5670	br10	398
a11	646	b11	561	CMU3	579	StRis	302	br11	317
a12	636	b12	567	CMU4	663			br12	367
a13	382	b13	391	CM1	1255			BRMU1	1376
AM1	1244	BM1	1231	CM2	1222			BRMU2	1085
AM2	1220	BM2	1206	CM3	1147			BRMU3	1281
AM3	1146	BM3	1131	CM4	1091			BRMU4	1295
AM4	1091	BM4	1083	CR1	4995			BRMU5	811
AM5	869	BM5	758	CR2	4998			BRMU6	888
AM6	779	BM6	684					BRM1	2659
AR1	5016	BR1	4902					BRM2	2354
AR2	5041	BR2	4945					BRM3	2803
AR3	5214	BR3	5099					BRMain	1583
		BR3Ris	303					BRRis	1643

Tolerance +/- 10mm

Lines measured under a tension of 5 daN:
*The cut length may vary depending on the type of stitching, machine, and thread used.
**The stitched length corresponds to the final line length, from one loop to the other

Glider SAVAGE2 in size ML

Line measurement chart (mm) for stitched lines.
Measurements are taken from the bottom of the risers to the underside of the wing, with a tension of 5 daN.

	A			B			C			D		
	Manual	Testedw sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
1	8216	8215	-1	8118	8117	-1	8239	8240	1	8306	8310	4
2	8109	8110	1	8010	8013	3	8125	8130	5	8194	8198	4
3	8085	8088	3	7984	7983	-1	8091	8090	-1	8158	8160	2
4	8157	8161	4	8056	8056	0	8160	8162	2	8220	8221	1
5	8062	8062	0	7968	7968	0	8054	8054	0			
6	7952	7953	1	7861	7863	2	7942	7942	0			
7	7887	7886	-1	7804	7804	0	7876	7876	0			
8	7925	7925	0	7847	7845	-2	7912	7913	1			
9	7686	7685	-1	7683	7682	-1						
10	7578	7579	1	7581	7582	1						
11	7475	7474	-1	7496	7497	1						
12	7464	7462	-2	7501	7498	-3						
13	7204	7202	-2	7214	7211	-3						
14	7149	7150	1	7196	7195	-1						

	BRAKE		
	Manual	Tested sample	Diff
1	8561	8556	-5
2	8284	8283	-1
3	8066	8066	0
4	8067	8070	3
5	7872	7873	1
6	7730	7733	3
7	7667	7669	2
8	7735	7736	1
9	7603	7604	1
10	7571	7572	1
11	7566	7566	0
12	7617	7616	-1

Maintenance sheet for riser Length (mm)

Riser Length is measured WITH soft links.

	Trim			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	530	529	-1	350	351	1
A'	530	529	-1	415	411	-4
B	580	585	5	465	466	1
C	570	571	1	570	571	1

Tolerance +/- 5mm

Individual line lengths

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN	NAME	SEWN
a1	1130	b1	1119	c1	459	d1	526	br1	972
a2	1023	b2	1011	c2	436	d2	505	br2	695
a3	1022	b3	1010	c3	417	d3	484	br3	779
a4	1094	b4	1082	c4	398	d4	458	br4	780
a5	1044	b5	1030	c5	1046			br5	696
a6	934	b6	923	c6	934	STABILO LINES		br6	554
a7	926	b7	916	c7	926	NAME	SEWN	br7	477
a8	964	b8	959	c8	962	sta	345	br8	545
a9	797	b9	703	CMU1	678	stb	392	br9	449
a10	689	b10	601	CMU2	587	Stmain	5923	br10	417
a11	676	b11	589	CMU3	605	StRis	302	br11	332
a12	665	b12	594	CMU4	693			br12	383
a13	400	b13	410	CM1	1311			BRMU1	1437
AM1	1299	BM1	1286	CM2	1278			BRMU2	1135
AM2	1276	BM2	1261	CM3	1199			BRMU3	1340
AM3	1198	BM3	1183	CM4	1141			BRMU4	1354
AM4	1141	BM4	1133	CR1	5204			BRMU5	848
AM5	908	BM5	794	CR2	5218			BRMU6	928
AM6	815	BM6	717					BRM1	2778
AR1	5240	BR1	5128					BRM2	2462
AR2	5270	BR2	5170					BRM3	2932
AR3	5433	BR3	5318					BRMain	1656
		BR3Ris	303					BRRis	1733

Tolerance +/- 10mm

Lines measured under a tension of 5 daN:
*The cut length may vary depending on the type of stitching, machine, and thread used.
**The stitched length corresponds to the final line length, from one loop to the other

Certification report

Consequences for certification

Supair products are certified according to strict procedures that ensure compliance with current standards. Any modification immediately voids this certification.

A modified product can therefore no longer be considered compliant with its original certificate, which may pose risks to the user.

Classification: **C**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2637.2025
Date of issue (DMY):	16.03.2026
Manufacturer:	Supair s.a.s.
Model:	SAVAGE 2 XS
Serial number:	SA-SAV2-XS-2503

Configuration during flight tests

Paraglider	
Maximum weight in flight [kg]	**75**
Minimum weight in flight [kg]	**55**
Glider's weight [kg]	**3.1**
Number of risers	**2+1**
Projected area [m²]	**17.06**

Harness used for testing (max weight)	
Harness type	**ABS**
Harness brand	**Woody Valley srl**
Harness model	**Wani Light 2 M**
Harness to risers distance [cm]	**43**
Distance between risers [cm]	**40**

Accessories

Range of speed system [cm]	
Speed range using brakes [km/h]	
Total speed range with accessories [km/h]	
Range of trimmers [cm]	

Inspections (whichever happens first)

1 to 2 years and 100 to 200 of flying hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
C	A	B	C	A	A	A	A	B	C	A	A	A	C	A	A	A	B	0	A	A

Classification: **C**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2609.2025
Date of issue (DMY):	16.03.2026
Manufacturer:	Supair s.a.s.
Model:	SAVAGE 2 S
Serial number:	SA-SAV2-S-P3-2503

Configuration during flight tests

Paraglider	
Maximum weight in flight [kg]	**85**
Minimum weight in flight [kg]	**65**
Glider's weight [kg]	**3.3**
Number of risers	**2+1**
Projected area [m²]	**18.71**

Harness used for testing (max weight)	
Harness type	**ABS**
Harness brand	**Niviuk**
Harness model	**Makan M**
Harness to risers distance [cm]	**41**
Distance between risers [cm]	**44**

Accessories
Range of speed system [cm]
Speed range using brakes [km/h]
Total speed range with accessories [km/h]
Range of trimmers [cm]

Inspections (whichever happens first)
1 to 2 years and 100 to 200 of flying hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
C	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**C**	**A**	**A**	**B**	**C**	**A**	**A**	**A**	**B**	**0**	**A**	**A**

The validation of this test report is given by the signature of the test manager on inspection certificate 91.20 // Rev 08 | 02.02.2025 // ISO | 91.21

Classification: **C**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2604.2025
Date of issue (DMY):	16.03.2026
Manufacturer:	Supair s.a.s.
Model:	SAVAGE 2 MS
Serial number:	SA-SAV2-MS-P1-25

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	**93**
Minimum weight in flight [kg]	**73**
Glider's weight [kg]	**3.5**
Number of risers	**2+1**
Projected area [m²]	**20.55**

Accessories

Range of speed system [cm]	
Speed range using brakes [km/h]	
Total speed range with accessories [km/h]	
Range of trimmers [cm]	

Harness used for testing (max weight)

Harness type	**ABS**
Harness brand	**Advance Thun AG**
Harness model	**Success 4 M**
Harness to risers distance [cm]	**43**
Distance between risers [cm]	**44**

Inspections (whichever happens first)

1 to 2 years and 100 to 200 of flying hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
C	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**C**	**C**	**A**	**A**	**C**	**C**	**A**	**A**	**A**	**B**	**0**	**A**	**A**

SUPAIR
LIFE IS IN THE AIR

Classification: **C**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2628.2025
Date of issue (DMY):	16.03.2026
Manufacturer:	Supair s.a.s.
Model:	SAVAGE 2 M
Serial number:	SA-SAV2-M-2503

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	**103**
Minimum weight in flight [kg]	**83**
Glider's weight [kg]	**3.8**
Number of risers	**2+1**
Projected area [m^2]	**22.47**

Harness used for testing (max weight)

Harness type	**ABS**
Harness brand	**Advance Thun AG**
Harness model	**Success 4 M**
Harness to risers distance [cm]	**43**
Distance between risers [cm]	**48**

Accessories

Range of speed system [cm]	
Speed range using brakes [km/h]	
Total speed range with accessories [km/h]	
Range of trimmers [cm]	

Inspections (whichever happens first)

1 to 2 years and 100 to 200 of flying hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
C	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**C**	**A**	**A**	**B**	**C**	**A**	**A**	**A**	**B**	**0**	**A**	**A**

SUPAIR
LIFE IS IN THE AIR

Classification: **C**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2646.2025
Date of issue (DMY):	16.03.2026
Manufacturer:	Supair s.a.s.
Model:	SAVAGE 2 ML
Serial number:	SA-SAV2-ML-P7

Configuration during flight tests

Paraglider	
Maximum weight in flight [kg]	**115**
Minimum weight in flight [kg]	**90**
Glider's weight [kg]	**4.2**
Number of risers	**2+1**
Projected area [m^2]	**24.41**

Accessories
Range of speed system [cm]
Speed range using brakes [km/h]
Total speed range with accessories [km/h]
Range of trimmers [cm]

Harness used for testing (max weight)	
Harness type	**ABS**
Harness brand	**Woody Valley srl**
Harness model	**Wani Light 2 L**
Harness to risers distance [cm]	**43**
Distance between risers [cm]	**48**

Inspections (whichever happens first)
1 to 2 years and 100 to 200 of flying hours

Person or company having presented the glider for testing: **None**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
B	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**C**	**C**	**A**	**A**	**A**	**C**	**A**	**A**	**A**	**B**	**0**	**A**	**A**

Maintenance

Washing and glider maintenance

It is best to avoid cleaning your glider too often. However, if necessary, we recommend using a soft cloth dampened with clear water only — without soap or detergent. Gently dab the affected areas and make sure the glider is completely dry before packing it away.

We recommend regular maintenance of your SAVAGE 2:
• Repair any small tears (smaller than a 1€ coin) using the self-adhesive ripstop patches provided in the repair kit supplied with your wing.
• Empty the cells regularly to remove any debris that might have gotten inside (sand, stones, leaves, etc.).

Procedures for inspections

To carry out the inspection of your SAVAGE 2, please refer to the procedures defined by the Paragliding Manufacturer Association (PMA), available at the following link: https://p-m-a.info/ in the section “Official Release: PMA Standard for Periodical Inspection of Paragliders”. Inspections must be performed by a certified professional workshop. Only inspections carried out by professional workshops will be valid and enforceable under warranty.

In case of inspections, here are the procedures and elements that must be checked :
Visual and condition inspection
Permeability of the canopy
Material (porosity)
Line strength
Canopy strength
Line geometry and measurement including riser
Documentation of the results.

Storage and transport

When not using your glider, store it in its paragliding bag, in a dry, ventilated, cool, and clean place, away from UV exposure.
If your glider is wet or damp, make sure it is completely dry before packing it away.
• For transport: always protect your glider from mechanical stress and UV exposure (by storing it in a bag). Avoid long transports or exposure in humid environments.
• Keep all metal parts away from moisture to prevent corrosion.
• Minimize direct contact between the glider fabric and the back of your bag, as sweat can be aggressive for the fabric over time.

Durée de vie et contrôles obligatoires

In addition to the mandatory pre-flight checks essential for your safety, SUPAIR recommends having your equipment inspected by a qualified professional, within the interval specified on the label attached to your product. Depending on the technicality of your wing and the materials used, this interval may vary from 1 to 2 years and/or from 100 to 200 hours of use. To find out how often your wing should be inspected, please refer to the label located inside the central cell of your canopy.
The inspection of your glider must be carried out in strict accordance with industry standards, as detailed in the latest version of the document “Periodical Inspection of Paragliders”, available for download at www.p-m-a.info.

In addition to this document, SUPAIR requires workshops performing inspections on its paragliders to strictly follow the guidelines of the following documents:
• Minimum replacement values for lines
• Porosity measurement methodology
Failure to respect the recommended inspection intervals will void the product’s warranty.
Moreover, if the inspection is not carried out in full compliance with all SUPAIR’s guidelines, it will not be considered valid for warranty purposes.
Regular inspections are essential to maintain your glider’s performance and ensure optimal durability.
Depending on the results of the inspection, it may be necessary to replace the entire line set if the minimum values are no longer met. Line sets can be ordered directly from SUPAIR.

Modification prohibited

Our products are designed, tested, and certified according to strict safety and performance standards. Any modification, transformation, or adaptation of a Supair product is strictly prohibited.

Spare parts

In case of premature wear or damage to your gear, the following spare parts are available:

- Suspension and brake lines, available through a
- certified workshop
- Connectors, available directly from SUPAIR
- Complete risers, available directly from SUPAIR
- Brake handles, available directly from SUPAIR
- Feel free to contact your dealer or SUPAIR for
- any spare parts request.

Repair

Despite the use of high-quality materials, your wing may sustain damage over time. In such cases, it must be inspected and repaired by a specialized service center.

For any information, please contact us by phone or email at sav@supair.com. Please note that following major repairs, the wing's performance may be affected. SUPAIR offers test flights to ensure the product's continued airworthiness.

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. Any modification of a Supair product automatically voids its warranty.

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 SAVAGE 2 has reached the end of its life, you can separate all metallic and plastic parts from the cloth and sort out refuse according to your country's practices. We advise you to contact appropriate organisations for the recycling of textile parts.

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 has been designed exclusively for paragliding. Any other activity such as skydiving or BASE jumping is absolutely forbidden.

Eco-responsability

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.

Pilot's gear

It is essential that you wear a helmet, appropriate footwear, and suitable clothing. Carrying a reserve parachute adapted to your weight and correctly connected to the reserve attachment points is also vital. All Supair accessories, harnesses, and reserve parachutes (excluding tandem equipment) are compatible with the SAVAGE2. For more information, please visit our website: www.supair.com

Service Book

This page will help you keep record of your SAVAGE 2 scheduled maintenance.

Purchase date	
Owner's name :	
Name and stamp of the shop :	

☐ Care
☐ Resale

Date	
Workshop's name / Buyer's name	

☐ Care
☐ Revente

Date	
Workshop's name / Buyer's name	

☐ Care
☐ Resale

Date	
Workshop's name / Buyer's name	

☐ Care
☐ Resale

Date	
Workshop's name / Buyer's name	

SUPAIR
LIFE IS IN THE AIR

SAVAGE 2

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www.supair.com

Revision index: 28/04/2026