Rimo 2

Owner's Manual and Service Booklet

Serial Number: _____

AIRBORNE SENSATIONS since 1972

Version 1.1
Effective: 03/2025
Updated: 05/2025

Table of contents

Important

The following symbols are used to draw attention to particular sections:

WARNING!

Failing to comply with instructions given here may lead to injury or death!

BEWARE!

Failing to comply with instructions given here may cause undue wear to, or even damage your new wing.

NOTICE

This pictogram indicates a tip or some helpful extra knowledge.

Welcome in our team

Congratulations on the purchase of your new UP Rimo 2. UP International is renowned across the globe for designing and building the finest paragliders available – paragliders characterised by maximum safety, performance and quality in every aspect.
Please take a little time to register your glider. This way we can keep you informed of all new products and developments at UP, as well as any technical information about the UP Rimo 2.
We would also be delighted to hear any feedback you have concerning the glider. This is only possible once we have received your product registration online. Your completed product registration is also needed should any warranty issues arise.

http://www.up-paragliders.com/en/service/product-registration

If you have any questions regarding your paraglider or auxiliary equipment please ask your local dealer or feel free to contact us here at UP directly.

UP International GmbH
Kreuzeckbahnstraße 7
D-8267 Garmisch-Partenkirchen

info@up-paragliders.com

+49 (0)8821 73099-0

Have fun with your new UP Rimo 2 !
UP International

Safety instructions

Paragliding is an extremely demanding sport requiring the highest levels of attention, judgement, maturity, and self-discipline. Due to the inherent risks in flying this or any paraglider, no warranty of any kind can be made against accidents, injury, equipment failure, and/or death. This glider is not covered by product liability insurance. Do not fly it unless you are personally willing to assume all risks inherent in the sport of paragliding and all responsibility for any property damage, injury, or death, which may result from use of this paraglider.

Please read this owner's manual thoroughly before your first flight with the UP Rimo 2 so that you are fully acquainted with your new glider. This manual gives you information on the entire specific and general flying characteristics of the UP Rimo 2, but it does not replace attending a paragliding school. It is important to note the following points:

- at the time of delivery the UP Rimo 2 conforms to LTF NFL II-91/09 and EN 926-2:2014 requirements (see certification information later in this manual),
- any changes being made outside the permitted range of adjustment invalidate any and all claims under the warranty,
- using this paraglider is exclusively at the risk of the user; the manufacturer or distributor assumes no responsibility for accidents occurring while using it,
- it is assumed that the pilot is in possession of the necessary qualifications and provisions of any relevant laws are observed,
- When reselling the wing please make sure you also give this manual to the new owner. The manual is an integrated part of the paraglider and is required for the wing to keep its certification.

Correct behaviour in relation to the environment

Paragliding is a particularly nature-friendly sport. This makes it all the more important that we as paraglider pilots behave in a responsible way towards both the environment and the people sharing it with us. We encourage you to treat nature with respect, to stay on marked hiking trails when walking to takeoff or hiking out from an XC landing, to avoid unnecessary noise, to never litter and to observe all local regulations.
Please also make sure to comply with legislation regarding protected areas, privately owned property or hunting arenas – this ensures the least possible friction in relation to other users of the great outdoors, to the benefit of both yourself and the sport as a whole.

Technical description

The UP Rimo 2 was built to fulfil the expectations to a modern, safe and fast entry-level wing. The launching is excellent and the performance figures impressive.

As with all UP products, the materials used have been carefully chosen for their outstanding quality and strength, to guarantee a long and trouble-free service life.

Further construction details, including line lengths, are included in the certification specification sheets, which form part of this manual. Any technical changes will appear in the appendix.

Purpose

According to LTF 91/09 the Rimo 2 is an air sport vehicle (class paraglider) with an empty weight of less than 120 kg.

LTF and EN classification

The UP Rimo 2 is certified in EN/LTF category A for all sizes.

Target group and recommended flying experience

The UP Rimo 2 is recommended for pilots of all levels, from absolute beginners to cross country pilots looking for a wing with a high passive safety margin. On a more general note, pilots flying less than 15-20h/year are always recommended to stay within the EN A category.

Necessary skills for normal flights

Flying a wing in this class requires insight into the basics of paragliding; launching, steering, landing. For thermal flying it is recommended that the pilot knows and understands active piloting.

Necessary skills for dealing with disturbances

The UP Rimo 2 is a very forgiving wing to fly, and any behaviour following turbulence-induced disturbance will be within the wing's class. However, this does not mean that no skills are required to fly the UP Rimo 2; the pilot must always be trained to fly correctly.

Necessary skills for dealing with rapid descent methods

Knowing how to perform more demanding flight manoeuvres, like steep spirals, B-line stalls etc. is important in order to be able to go and land quickly in case the conditions deteriorate. If you have not been taught these skills we recommend acquiring them in a controlled environment, like a safety training over water. This will also teach you to get the most out of your UP Rimo 2 in many other regards.

Suitability for training

The UP Rimo 2, being an entry-level wing, is very well suited for training.

Recommended Takeoff weight

The UP Rimo 2 is manufactured in five sizes. Each size is optimised for the middle of the weight range, but can be flown anywhere within the weight range. In order to help you find the ideal size for your weight we have compiled the following practical tips:

If your total takeoff weight is within the middle 1/3 of a size's weight range then this is the size for you. In this range you will have the ideal compromise between dynamic handling and docile behaviour. We recommend this wing loading especially for pilots mainly flying in flatland regions.

Pilots finding themselves in the middle, between two sizes need to approach the process somewhat differently. Experienced pilots will generally know how they prefer to fly, i.e. if they like to be heavy on their wing or rather would have a little buffer upwards, and will choose their size accordingly. Pilots with less experience are likely to prefer the somewhat damped reactions obtained from flying at lower wing loadings – this speaks for choosing the larger of the relevant sizes. And finally, pilots preferring more dynamic rides will want to load their wings up well, and will be choosing a smaller size.

Technical Data UP Rimo 2

Size	XS	S	SM	M	L
Surface area flat [m²]	21,5	23,9	26,2	28,3	30,1
Surface area projected [m²]	18,3	20,4	22,3	24,1	25,7
Flat span [m]	10,3	10,9	11,4	11,8	12,2
Projected span [m]	8,3	8,7	9,1	9,5	9,8
Flat aspect ratio	4,9	4,9	4,9	4,9	4,9
Projected aspect ratio	3,4	3,4	3,4	3,4	3,4
Number of Chambers	42	42	42	42	42
Total line length incl. Brake [m]	259	273	286	297	307
Total # of lines incl.Brake	170	170	170	170	170
Glider weight [kg]	4,3	4,6	4,9	5,3	5,7
Takeoff weight [kg] with LTF/EN Category certified	55-80	60-90	70-105	80-120	95-140
Takeoff weight [kg] with LTF/EN Category optimal	50-70*	60-80	70-95	80-110	95-130
maximum symmetrical steering travel at maximum weight [cm]	60	60	65	65	65
Accelerator travel [cm]	110	120	120	140	140
Number of risers (split A-risers)	3+1	3+1	3+1	3+1	3+1
Trimmer	-	-	-	-	-
LTF/EN Category	A	A	A	A	A
Description		Basic			

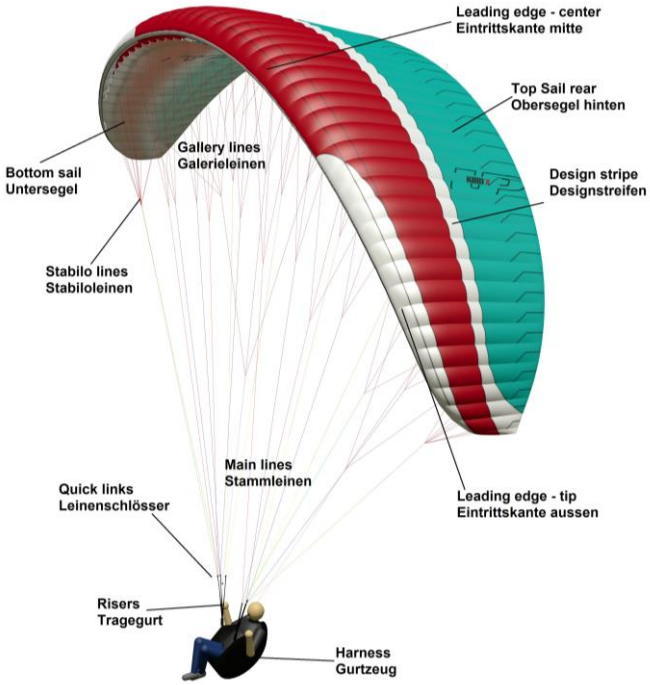


Figure 1: Overview

Design

The RIMO 2 is based on our MSA (Maximum Suspension Airfoil) profile, which was developed for maximum passive safety and easy handling in all conditions. D3D (Double 3D panel shaping), i.e., individual, concavely cut segments on the leading edge, reduce inflation and thus significantly improve the airflow in the leading edge area. This significantly improves performance by reducing induced drag. Of course, all line diameters on the RIMO 2 are optimized, and the number of lines is limited to the bare minimum to keep drag to a minimum. Should your wing accumulate dirt inside the canopy, you can easily remove it from the outside of the wing by opening the Easy Clean Pockets (ECP).

Canopy material

The Rimo 2 consists of a mixture of Porcher and Dominico fabrics:

Top Sail / Bottom sail	Dominico 30 DMF (WR)
Bottom sail pockets	Dominico 30 DMF (WR)
Profil- und Diagonalrippe	Skytex 40 Hard
Secondary ribs	Dominico 30 DMF(WR)

Line material

The lines used on the UP Rimo 2 are sheathed and unsheathed Dyneema®- lines made by Edelrid, Liros and Cousin in different diameters. Details can be found on the website in the current line plan.

Line system

The lines of each wing section consist of four groups and the brake lines:

A-Level: AI-AII
Split A-Level : AIII
B-Level: BI-BIII,STI
C-Level: CI-CIII
Brake lines : BRKI

The brake lines are collected at one main control line per side. This control line runs through a pulley attached to the C-Riser and is marked with a black dot at the point where it should be tied to the brake handle swivel. The brake is pre-set so that the glider is at 0 degree brake when the toggle is free. Please don't change the main brake lines without checking the new length carefully at a suitable training hill before flying!

The line bundles (AI-II, AIII, B and C) are colour coded for easy identification and handling. All main lines of each level are looped together and attached to delta quick links, which are connected to the risers. The quick links have special line collectors to prevent lines slipping.

Risers

The split A risers and B risers are colour marked to improve ground handling and B-lining/Big Ears.

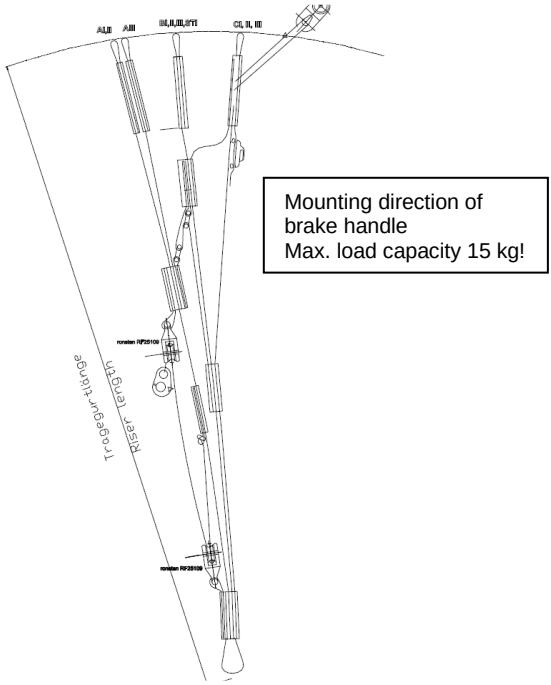
AI-II and AIII Risers: Red

B Risers: Blue

C Risers: Black/no marking

In order to accommodate different pilot sizes, the Rimo 2 risers are lenght-adapted to the canopy size – XS, S/SM and M/L. This little detail improves the ergonomics of the wing and makes all the different manoeuvres (b-line stalls, BigEars) more accessible to every size of pilots, from the smallest to the tallest.

The speed system is optimised along the same lines. We use a very similar riser design for our competition wings. They allow for very high top speeds with low sink values and give impressive stability at high speeds. Once activated the speed system pulls simultaneously on the A's and B's. This maintains the angle of incidence around the leading edge and causes only minimal influence to the collapse resistance properties of the wing. Top speed is reached when the top pulley touches the bottom pulley of the speed system, down near the karabiner.



Riser length [mm]	XS	XS accel.	S/SM	S/SM accel.	M/L	M/L accel.
A I, II	450	340	470	350	500	360
A III	450	340	470	350	500	360
B I, II, III, STI	450	395	470	385	500	400
C I,II, III	450	450	470	470	500	500
Accelerator travel (pulley on pulley)		110		120		140

Figure 2: UP Rimo 2 riser

Before the first flight

The UP Rimo 2 is delivered with a FlexBag, compression strap and repair material. The manual may also be downloaded from the UP website. Every Rimo 2 delivered has been minutely checked at the factory and corresponds exactly to the wing certified by the DHV.

ATTENTION! The Rimo 2 must be test-inflated on flat ground, and the first flight must be carried out by a professional, before the wing is delivered to its new owner.

Adjustments

The UP Rimo 2 has undergone an extensive development program and series of flight tests to ensure that the production model exhibits the optimum characteristics with regard to safety, handling and flight performance.

As with all products from UP International, the UP Rimo 2 is manufactured to the highest quality and precision. The line lengths of each glider are individually checked and recorded before dispatch.

Under no circumstances should the lengths of the lines or risers of the UP Rimo 2 be altered in any way.

WARNING! Any change to the configuration of the wing will invalidate certification!
The only change allowed is to the length of the lower brake line. This should only be done by an experienced person.

Position of the brakes

The UP Rimo 2 is delivered from the factory with what we feel is the best brake position for most pilots. But tall or short pilots, or those with a harness with non-standard attachment points might consider it necessary to change the position of the brake handles.
If the brakes are to be shortened, it is extremely important to avoid the adjustment affecting the glider's trim speed. There must always be some slack in the brakes when they are fully released. This can be checked with the glider inflated above the pilot's head. There should be a noticeable bow in the brake lines, and the brakes should be having no effect on the shape of the trailing edge. If the brake lines are to be lengthened, it is important to ensure that the pilot can still stall the canopy (i.e. during extreme manoeuvres or landing) without the need to take wraps.
If you do feel the need to change the brake line lengths, do so a little (3-4 cm) at a time, and preferably whilst at an easy training slope. Check especially that both lines are the same length, as any asymmetry will lead to tiring and possible dangerous flying characteristics.
If you have any questions or concerns with reference to the brake line lengths then seek advice from either your UP dealer or directly from UP International.

BEWARE! Loose or incorrect brake knots can cause serious accidents through loss of the steering of the glider!

Speed system

It is important that the speed system is connected correctly, and the length checked, to ensure smooth operation in flight.
The link between the foot stirrup and the risers consists of two cords and two brummel hooks. The speed stirrup itself is composed of a foot bar and webbing with loops sewn on either end to attach the cords. These cords should be run up through the eyelets and pulleys on the harness to connect with the pulley system on the front of the risers.
If any trouble of connecting the speed system occurs, please contact the manufacturer of your harness.

Suitable harnesses

The Rimo 2 can be flown with any harness with the main suspension point at about chest height. The lower the suspension point of the harness, the easier it is to steer the UP Rimo 2 by shifting your weight. The harness should ensure that the UP Rimo 2 can be accelerated up to maximum speed via the pulleys of the acceleration system (both Riley pulleys of the riser are on top of each other). Furthermore, it must be considered that the relative braking distance changes with the height of the harness suspension point. Please note that different harnesses can lead to different extreme flight behavior (e.g. increased risk of twisting with pod harnesses). If you have any questions or doubts regarding the use of your harness with the UP Rimo 2, please contact a UP dealer or UP International directly. We will be happy to advise you.

Harness used during certification

Take off weight	**Width**: horizontal distance between the attachment points of the risers (measured from the center lines of the carabiners)	**Height:** normal distance from the attachment points of the risers (measured from the center lines of the carabiners) to the seat board surface
< 80 kg	40 +/- 2 cm	40 +/- 2 cm
80 – 100 kg	44 +/- 2 cm	42 +/- 2 cm
> 100 kg	48 +/- 2 cm	44 +/- 2 cm

Rescue system

It is strongly recommended that you have a rescue system (reserve parachute) fitted at all times. In some countries it is mandatory, so check if you plan to travel. Make sure that the reserve system you have is the correct size, and that you are fully conversant with its use.

For fitting the reserve system, follow the instructions of the harness manufacturer.

Use of the UP Rimo 2

The UP Rimo 2 has been developed and tested solely for single-seated foot launched and winch launched paragliding flights. It is not allowed and potentially dangerous to use the glider for any other purpose.

Aerobatics

The UP Rimo 2 has not been developed, constructed and/or tested for aerobatics use.

WARNING! The glider has not been certified for aerobatics. Performing aerobatics with the UP Rimo 2 or any other paraglider can be very dangerous. Doing aerobatics can induce flying configurations well beyond the tested flight envelope, and can lead to total loss of control. Aerobatics can also overload your glider and break it in flight.

Powered Paragliding

The UP Rimo 2 has not been tested for use with any kind of engine. If you wish to fly your UP Rimo 2 with a motor please get in touch with the manufacturer of the engine unit, with UP International GmbH and with the governing body for ultralight flying in your area, to check on certification of this configuration.

Flight practice and safety

Both of the following chapters (Flight practise and Flight safety) describe fundamental aspects of flying paragliders. In no way do they substitute proper training, nor should any of the content therein be unknown to any pilot who has chosen to fly a paraglider like the UP Rimo 2 .

Flight practice

Pre-flight check

Make sure whenever you get your UP Rimo 2 back from somebody else to check the glider very carefully if you are not the only pilot flying it. Ask if there was anything that could have damaged any part of the glider, if the pilot has found any part that needs to be replaced or if they noticed any strange flight behaviour. Make sure you do the same when you lend your glider to somebody else.

A thorough pre-flight inspection should be performed prior to each flight. A careful pre-flight check is a must for any and all airplanes – also the UP Rimo 2 . Please apply the same care and attention before EVERY flight!

Before every launch you should carry out the standard 5-point checking procedure. It is a good idea to do the checks following the same sequence every time to minimize the risk of omitting something.

1. Unpack and arrange your glider in a semi-circular manner. This shape ensures that the centre cells inflate before the tips. When unfolding your glider, observe the wind direction and arrange your glider so that it is pointed directly into the wind.
2. The lines must be arranged so that there are no tangles and the A-lines are uppermost. Once the lines are free and untangled, check to make sure that they all go directly from the riser to the glider without going over the top of the wing. Launching with a line over the wing is extremely dangerous! It is also important that the brake lines are free and not tangled.
3. Next check that you have put the harness on correctly, and ensure that both leg straps and the chest strap are closed and adjusted. Also check the rescue system pins and deployment handle.
4. Right before the launch you should check the air space (also behind you).
5. Once again check the wind direction before take-off.

The take-off phases

The take-off characteristics of the UP Rimo 2 are extremely straightforward. Only a gentle forward pressure on the AI,II risers is necessary and the glider will inflate evenly and climb above your head. The glider has no tendency to hang back behind you or to overshoot over your head.

With the AI,II risers and the brakes in your hands, have another look at your unfolded glider. Make sure that you are centrally positioned in the middle of the wing, and that the wing is facing into wind. The middle of the canopy is marked by the UP logo at the leading edge.

Inflate the glider with a steady run and remember to position your arms so that they are a continuation of the A risers. As the glider comes above your head, you should glance up to see that the entire canopy is inflated and flying. The UP Rimo 2 has a low surge tendency, so there is usually no necessity to brake to stop the glider from over-flying you.

Directional control should only be attempted when the glider is above your head. Excessive braking will cause the wing to drop back.

Only after checking that the wing is properly inflated do you apply slight brake pressure and accelerate rapidly down the hill. After a few steps you will reach flying speed and become airborne.
The decision to actually take off or not is only really taken towards the end of the control phase. The pilot accelerates the start run and is airborne. Depending on the inclination of the launch paddock it may make sense to brake a bit in this phase. Once airborne and at a safe altitude the pilot slips into the seated position in the harness – WITHOUT RELEASING THE BRAKE HANDLES. If this is not possible then the pilot may hold both handles in one hand whilst assisting the seating with the other.

Speed control

Using the brakes

The UP Rimo 2 has a wide useable speed range, coupled with excellent stability at all speeds. The speed can be set with the brakes to optimise performance in any situation.

Maximum glide speed is achieved with the brakes released completely, whereas minimum sink speed is with approximately 10-15 cm of brake applied. Further braking will not improve the sink rate, but the brake pressure increases noticeably as the glider reaches minimum speed.

BEWARE! Flying close to the stall point is very dangerous and should be avoided. At speeds below minimum sink the danger of entering an unintentional stall or spin is increased dramatically.

Using the Speed System

The UP Rimo 2 is equipped with a very efficient speed system, working over a foot stirrup as usual. By engaging the speed system the true air speed may be increased by around 11 to 13 km/h. Being familiar with the use of the speed system is an important skill to have in paragliding.

The speed system should be used when you are flying through sinking air, when trying to achieve best glide in a headwind, or trying to cover the ground as quickly as possible. But it is important to remember that the glider will be more susceptible to collapses at high speeds, so the speed system should not be used in extreme turbulence. If a collapse occurs with the speed system applied then it should be released immediately. Some warning of an imminent collapse is afforded by the tension felt in the speed system; should the tension suddenly reduce then the stirrup should be released and the glider returned to normal trim speed.

BEWARE! All extreme flight situations, such as collapses, happen more dramatically at increased speed. Therefore the speed system should not be operated near the ground or in noticeable turbulence.

Turning

The UP Rimo 2 has been developed to meet the demands of intermediate pilots. The brakes have been designed so that the first 15 to 20 cm of travel will cause a soft and direct turning, whereas larger movements will give the glider an agile and nimble feel, especially when flown in EN/LTF-B/C weight range.

Brake input and amount of weight shift induced will define the radius and bank angle on the UP Rimo 2, and will allow it to be controlled with ease. Using weight shift in combination with brake input will result in flat turns with minimum height loss and is in fact always the most efficient control method. The radius of the turn is then controlled with the brake line whereas the bank is controlled through weight shift.

If needed the UP Rimo 2 will turn very tight. To do this, apply some brake input on both sides, and then release the outside brake whilst applying further brake on the inside – this will reduce turning radius to a minimum.

When brake input is increased beyond approximately 50% on one side, the UP Rimo 2 begins a fast and steep turn, which can be made into a steep spiral (refer to chapter heading "steep spiral").

Landing

The UP Rimo 2 is easy to land. While pointing into the wind, the pilot should fly the wing fast until approximately one meter above the ground, and then apply both brakes completely. When landing in stronger wind, less brake is required. Landing from steep turns should be avoided due to the risk of an uncontrolled pendulum reaction.

Winch towing

The UP Rimo 2 tows easily. There are no special techniques that need to be employed, but consideration should be given to the following points:

- Especially when you are towing at an unknown field, make sure that you are fully aware of any local conditions and peculiarities. Ask the local pilots if you are at all unsure.
- During the launch, ensure that the glider is completely inflated and over your head before giving the 'start towing' signal. If the glider is not central over your head do not continue with the tow. Any corrections attempted through the brakes during this critical phase may result in the canopy deflating again, or in the tow progressing with a non-flying wing; if tow tension is applied when the glider is not correctly positioned then a 'lock out' or a stall could occur.
- Try to avoid large brake inputs until you are reasonably high. Emphasize weight shift if course correction is necessary close to the ground.
- Do not try to climb steeply during the first part of the tow. Good airspeed is essential.
- Do not use a towline tension greater than 90 daN at any time during the tow.
- All persons involved with the towing operation should be suitably qualified and experienced. All equipment used should, where necessary, be certified, and a tow permit should be valid for the field being used.

Attaching the towline release system

The optimal attachment point for the towing line release is always in the system’s centre of gravity. On a paraglider that means the connection point between the risers and the harness, preferably right onto the lower end of the risers. UP International has developed special tow-release connectors for the UP Rimo 2 to ensure the optimal connection between the pilot and the

towing line. For safety reasons we suggest that you always use these connectors when towing the UP Rimo 2.

When using towing line release systems incorporating distance-tubes between the risers it is important to ensure that the risers are not pulled together by the system (use webbing loops designed for climbing to increase the length of your release system). It is also very important to fit a bungee to the system that will keep it from hitting you in the face in the event of a towing line failure

BEWARE! If you are using a front-mounted reserve system it is very important to verify the unhindered deployment before every flight. In case of doubt please only tow using a textile release system.

Flight safety

The development of high performance paragliders from square parachutes has meant vast improvements in speed, sink rate and handling. But, at the same time, it has also led to a requirement on behalf of the pilot for accurate, sensitive control and an acute anticipation of possible flying conditions. Any glider, whether beginner or competition class, may collapse in turbulent conditions and you must be able to react accordingly.

Today you have a wide choice between different gliders in the UP range. The main difference between the gliders is in the stability that each class offers. Beginner wings react to turbulence less dramatically and are more forgiving when compared to top performance gliders, which have more sensitive, but less forgiving handling. Making the correct decision when choosing a new glider is most important; you should critically examine your flying and your level of knowledge.

A safe and efficient way to get used to your new paraglider is by practising your ground handling skills. We suggest finding a suitable area, like a playing field, and with light to medium wind it is quite easy to practice inflating the glider and feel the reaction to brake input, b-line stall, collapses etc.

Before takeoff and whilst flying it is very important to anticipate any likely turbulence and fly accordingly. Look well ahead, and as well as looking for areas of likely lift, try and predict, and avoid, areas of sink and rough air. If you do find yourself in turbulence then look for the cause, and adjust your flight plan to avoid other similar places.

Thermals and Turbulence

In turbulent air, the UP Rimo 2 should be flown with a little brake to increase the angle of attack and provide greater stability. While flying in strong or broken thermals, it is important that you concentrate on keeping the wing centrally above your head. Do this by allowing the glider to fly faster while entering a thermal, and by dampening the surge of the canopy while exiting the thermal by braking gently.

Flying fast is useful for getting through sink or when flying into a headwind. The UP Rimo 2 possesses a high inherent stability due to its construction and design, however an active flying style in turbulence will help increase safety by preventing unnecessary collapses and deformation of the canopy.

Getting down fast

All rapid descent manoeuvres should be practised initially in smooth conditions with plenty of altitude before you need to use them 'for real'. It is important to distinguish between the three techniques, and to know the merits of each.

WARNING! All other manoeuvres, such as full stalls and spins, should be avoided as fast descent techniques. They are not very efficient, and incorrect recovery can have dangerous consequences (as with any paraglider)!

Steep Spiral Dive

A maximum sink rate of over 15 meters per second can be achieved in a steep spiral dive, but it is advisable to build up gradually to these sink rates when you first practise spiralling.

Getting the UP Rimo 2 into a spiral dive is very simple and has already been described in the chapter regarding turning. When entering the spiral it is essential to induce the turn gradually; if you apply the brake too quickly you may enter a spin. If this happens, release the brake immediately and let the glider recover before trying again. Keep a steady tension on the inside brake and observe the increased angle of bank and sink rate. A little brake on the outer wing will help stabilize the glider at a high sink rate.

To recover from a spiral, simply release the inside brake. Do this gradually to prevent an uncontrolled steep climb caused by the excess energy built up during the dive. Be prepared for the glider to climb a little and to damp out the subsequent dive. Be warned that steep spiral dives are equal to high G loading on both you and your glider!

WARNING! Spiral dives with high sink rates expose the pilot and material to very high centrifugal forces – incidents caused by pilots falling unconscious during spiral dives have been recorded. Approach this manoeuvre with caution. NEVER fly a spiral dive with Big Ears engaged – this could lead to a catastrophic material failure!

B-Line Stalls

To induce a B-line stall, start from normal, un-accelerated flight. Reach up and take hold of both B risers, still with your hands in the brake loops, and pull down simultaneously by approximately 15 cm. The first few centimetres of travel will be quite hard, but as the glider settles into the stall so the effort becomes less.

The glider will drop back a little as it stalls, and then centralize over your head. With 15 cm or so of pull a sink rate of up to 9 meters per second can be achieved. With less pull you will get a decrease in sink rate. The B-risers should not be pulled beyond this point, as it may result in the canopy entering an unstable phase or going into a frontal rosette. Should you inadvertently have pulled too far down on the B-risers, simply release them a little again until the wing is again stable above you, showing the characteristic deep crease along the B-level and being fully stretched out spanwise.

To recover from a B-line stall, the risers should be released abruptly and simultaneously. Doing so will allow the wing to re-inflate completely and resume normal flight. It is not unusual for the canopy to dive in front of the pilot as the wing regains speed, angles of up to 30-45° are perfectly normal. In this phase the pilot should NOT engage the brakes!

WARNING! Releasing the B-stall too slowly, or asymmetrically, can lead to dangerous situations. Always practise manoeuvres under professional guidance and over water!

Big Ears

To pull the ears in, reach up and get hold of the outermost A-line on both front risers and pull them down, simultaneously, by about 20 to 30 cm until the tips collapse. Keep these two lines in your hands, to prevent the wing re-inflating.

Once the wing is flying in the Big Ears configuration we recommend engaging the speed system to about 50% of the maximum travel (more if higher sink rates are desired). This reduces the angle of incidence and improves the safety of the manoeuvres.

We suggest keeping the brake toggles in your hands while inducing Big Ears. The glider will remain fully steer-able through weight shifting during the manoeuvre. The sink rates will be around 3 to 5 meters per second (depending on the number of centre cells still open and on the amount of speed bar employed) straight ahead. To end the Big Ears configuration, simply release the A risers and disengage the speed system, and the wing will return to level flight. Small collapses may be cleared with directional changes and/or little pumps through the brake lines. Note that we advice against performing extreme manoeuvres while flying in the Big Ears configuration.

Inducing large Big Ears on the UP Rimo 2 when flying near its lower weight limit requires great caution on the amount of brake input used, as it may deep stall in extreme cases. Should this happen use the recovery technique described in the 'Deep Stall' section.

Flying outside the normal flight envelope

Behaviour in extreme situations

The UP Rimo 2 is designed to be very aerodynamically stable. However as with all paragliders extreme turbulence or piloting error may induce unwanted behaviour from the canopy. To ensure that you are able to handle these situations correctly we strongly recommend that you attend a safety-training (SIV) clinic, where you may learn to master your wing outside the normal flying envelope under professional guidance.

Safety training manoeuvres should only be practised in calm air with sufficient altitude, and under the instruction of qualified instructors. We would like to use this occasion to once again remind you to never fly without a reserve parachute!

The manoeuvres and possible flight configurations described in the following may occur following a conscious effort on the part of the pilot, through turbulence or through pilot input error. Any pilot flying in turbulent air or making piloting mistakes may end up experiencing these flight configurations and therefore find themselves in danger, particularly if they are not adequately trained to master them.

WARNING! Mistakes during the execution of the following manoeuvres may seriously compromise the safety of pilot.

Collapsing the paraglider

Asymmetric collapse

The UP Rimo 2 belongs to the new generation of paragliders that, as well as having very good performance, also exhibit a high degree of stability. Wing tip collapses can almost always be prevented through active flying.

Once an asymmetric collapse has occurred, the pilot aims to maintain flying direction through weight shift and careful application of brake input on the open side.

If the open side is braked too much it may stall, and the wing will enter a spin – this is the classical recipe for cascading events (see the spin chapter).

In rare instances a wingtip may catch in the lines during asymmetric collapses (see cravats here below).

Cravatte

Our test pilots have found absolutely NO tendency towards cravatting in all the test flights the Rimo 2 has been subjected to. But under extraordinary circumstances any paraglider may cravatte, and if this happens the pilot should know how to deal with the situation.

The first step is to STOP any rotation, or, if this is not possible, to slow down the rotation as much as possible – a cravatted wing that is left to its own devices may very quickly enter into a spiral dive of such vehemence that the pilot cannot stop the rotation any more. Once the rotation is under control the pilot attempts to free the cravatte by pulling on the stabilo line, perhaps in combination with pumping action through the brake lines.

If neither of these approaches work then the experts may decide to try either a full stall or a brief spin on the cravatted side – please note that these measures should ONLY be practised during an SIV training over water.

WARNING! Should the pilot be unable to control the rotation it is normally best to deploy the reserve parachute immediately. Uncontrolled and cravatted spiral dives are among the most dangerous canopy configurations in paragliding

Full frontal collapse

A negative angle of attack occurring through turbulence or from simultaneously pulling down both A-risers results in a full frontal collapse of the leading edge of the canopy. The UP Rimo 2 will normally reinflate quickly on its own, but can be assisted through the application of a light double-sided symmetrical brake input.

The stalls

When a paraglider flies through the air a laminar and a turbulent airflow forms around the surface of the wing. When the laminar airflow along the top surface is interrupted, dangerous flight configurations follow – we say that the wing stalls. This is most often the consequence of attempting to fly with too high angle of attack. In more detail we differ between three different forms of stall.

BEWARE! Spin and full stall are both dangerous and somewhat unpredictable manoeuvres. Do not stall or spin your paraglider on purpose. However it is very important to learn how to recognize the symptoms of a glider about to stall or spin so that you can take correct action to avoid it happening.

Deep Stall

The UP Rimo 2 has no inherent tendency towards deep stall. It will recover from a deep stall brought about by over-braking, by pulling on the rear risers, or by releasing the B-risers too slowly after a B-stall, on its own without any pilot input as soon as the brakes or the risers are released.

Should you however find yourself in a deep stall (as described above, this could happen through flying too light on the wing and pulling big ears) the situation can be rectified by simultaneously pushing both A-risers forward until the glider resumes normal flight. Avoid applying brake to one side if you think that you are in a deep stall as this could lead to a spin.

Always remember that practising manoeuvres where you fly close to minimum airspeed must only be carried out under professional supervision and with plenty of altitude.

Fullstall

Wilfully induced full stalls remains the realm of the true experts of our sport. The full stall is when there is no more laminar airflow along the surface of the canopy, and the wing has gone from being a wing to being just a bunch of material at the end of some lines.

Once the airspeed has been reduced to below the minimum speed for the canopy the wing will stall. To the pilot it feels like dropping backwards, not unlike the sensation felt when a jester removes your chair from under you when you sit down. In this phase it is important to avoid releasing the brakes again, as this may lead to uncontrollable shooting forward of the canopy. In extreme cases pilots have fallen into the canopy through poorly timed full stall releases.

In the next phase the canopy stabilises somewhat above the pilot again. The wing tips will often tend to try to reinflate quite violently, and it requires considerable force to maintain the wing in the stalled configuration.

It is important to stabilise the wing above the pilots' head before releasing the brake lines. The pilot accomplishes this by slowly releasing the brakes until the wing is all but reinflated across the entire span. In this phase the wing will be moving somewhat along the cross axis. The pilot attempts to release the last bit of brake input as the wing is surged forward – this will cause the wing to resume flight with the least possible diving tendency. Pilots should note that timing the release wrongly may cause the wing to dive quite aggressively and be prepared to catch the dive.

Test pilots have also tested the asymmetric release of full stalls on the Rimo 2. This manoeuvre is ONLY for reference and should not be emulated by owners.

CAREFUL! The approach of the minimum speed is recognised through the notable lack of forward speed and thereby wind noise and the extreme increase in brake line tension. Up until the wing starts to fall back the pilot may resume normal flight by simply releasing the brakes.

Spin

The negative spin occurs when one side of the wing is stalled while the other is still flying. This can happen when, if flying very slowly, one brake is pulled quickly to below the seat. When the glider starts to spin, it will turn quickly around the vertical axis, with the stalled side flying backwards. To recover from a spin, simply release the brake on the stalled side. The glider will immediately speed up and, most likely, suffer an asymmetric collapse. Recover as described above. If you suspect that a spin is imminent then immediately release the inside brake. The glider will accelerate smoothly and resume normal flight with little altitude loss.

Wingovers

Wingovers are induced by flying alternating turns; each time letting the pendulum effect increase the bank angle.

BEWARE! The UP Rimo 2 is a agile glider, and it is quite easy to get to an excessively high angle of bank in just a few turns. Practice wingovers gently at first, as there is a chance of quite large collapses at high bank angles.

Also notice that a wingover flown with more than 135 degrees bank angle is classified as illegal aerobatics in some countries!

Emergency Steering

If for some reason the UP Rimo 2 cannot be controlled with the brakes, for example if the brake handle has come off the main brake line, it can be steered and landed with the rear risers. Be

aware that, when rear riser steering, the glider is a great deal more responsive to pilot input, and the stall happens very suddenly.

Further references

Rain-induced deep stall

There are two reasons why flying with a wet wing increases the risk of deep stalling:

First reason: A paraglider flying in heavy rain will soon grow significantly heavier and thereby undergo changes in the centre of gravity and the angle of incidence. This may lead to deep stalls. Note that older wings will absorb more water than newer ones due to the coating on older wings being more permeable – this means that the critical mass may be reached sooner on older wings.

Second reason has to do with the actual rain drops on the top surface – if enough large rain drops form that the entire top surface is covered, but they don't join together to either flow off or become a homogeneous mass, the surface may become so rugged that the airflow separates and the wing stalls.

This phenomenon has been observed on hang-gliders and gliders for years but only recently have we discovered that paragliders may also be affected. It is more likely to happen with new wings where the cloth is still highly hydrophobic and the drops thus do not penetrate but remain on the surface.

We know from computer simulations and practical tests that this is physically possible but we also suspect that it occurs very seldom in real life flying.

In both cases the brakeline travel becomes very short and even small input may suddenly induce an airflow separation; in some cases even a gust or a sudden thermal may change the angle of incidence enough to cause the deep stall.

If you find yourself flying in unavoidable rain we strongly recommend that you avoid any sudden movements or radical brakeline input, that you do not pull Big Ears or B-stall, and that you steer clear of turbulence and avoid a deep flare on landing.

WARNING! Avoid flying in very humid air or in rain. A wet canopy may have very unpredictable flying characteristics, one of which is a radically increased risk of deep stall!

Adhesive logos

Always make sure that your intended logo will not in any way influence the glider behaviour. If in doubt we suggest avoiding the attachment of advertising logos on the wing. UP cannot be held responsible for any mishaps caused by intentional after-sales changes done to the wing.

NOTE! The use of heavy and/or unsuitable sticky material for logo work on the canopy may compromise the certification and lead to the aircraft becoming unsafe to fly.

Overloading

The UP Rimo 2 is a very strong paraglider, and flying all the usual SIV and acro manoeuvres will not normally pose a structural problem. However, frequent acro training does accelerate the ageing process dramatically, and UP recommends having wings that are often used for acro or SIV-type manoeuvres subjected to checkups at shorter intervals than normally stipulated.

Salt water

If you do most of your flying near the sea, where the air is humid and salty, the wing may age faster. In this case we suggest you have it checked more often than prescribed in this manual.

Care of the paraglider

How quickly a paraglider ages depends on how often and where it is flown, how many UV hours it accumulates and the care and attention with which it is treated. Below are some tips on how best to care for, maintain and store your paraglider.

Packing the paraglider

The Rimo 2 is supplied with a FlexBag in the right size for the respective canopy size. The canopy is laid out flat with the suspension points facing upwards, then fold the ends together towards the middle. The riser can be packed with the supplied riser bag and should protrude slightly beyond the rear edge in the middle. Finally, fold the strips so that the resulting package corresponds to the size of the FlexBag. Now open the zipper of the FlexBag and insert the package. The Rimo 2 has short but stiff rods at the leading edge. If you also fold in the leading edge, make sure that the rods are not kinked. However, it is also possible not to fold in the leading edge. As soon as the package has been inserted into the FlexBag, the remaining air can be pressed out of the FlexBag and the zipper closed. Then roll up the open end and close it with the buckles.

Figure 3: UP FlexBag (scope of delivery: 1 piece in the corresponding size)

Paraglider cloth

To build our paragliders, we use a high-quality polyamide cloth with special protection for improved UV resistance and air impermeability. Prolonged UV exposure and normal use reduce the strength of any paraglider cloth. Therefore, do not leave your paraglider in the sun unnecessarily, unpack it just before take-off and pack it up again immediately after landing. Even though modern paraglider fabrics are increasingly better protected against the effects of sunlight, UV radiation in particular is still one of the decisive factors in cloth ageing. First the colors fade, then the coating and the fibers begin to age.

During production of the UP Rimo 2, the coated side of the fabric is placed on the inside. This protects the coating, which is crucial for the cloth's properties, from mechanical damage. When

choosing a launch site, however, you should still select a surface that is as free as possible from sharp-edged and protruding objects.

Do not step on the glider. Kicking weakens the fabric, especially on hard and stony ground. Pay attention to the behavior of spectators at the launch site, especially children and dogs: Do not hesitate to draw attention to the sensitivity of the cloth.

Please make sure that there are no insects in the canopy when packing the paraglider. Some species produce acids during decomposition which can etch holes in the cloth. Grasshoppers bite through the material with their mouthparts and cause holes. They also secrete a dark, strongly staining sap. Scare the animals away before folding. Incidentally, insects are not particularly attracted to any particular color - even if this misconception is widespread.

If the paraglider has become damp or wet, it should be dried as quickly as possible in a well-ventilated place (but never in the sun!). If it remains damp when packed, this can lead to the formation of mold and - especially in warm conditions - to the fibres decomposing!

A brand new glider is often heavily compressed on delivery. This compression is only for initial transportation. From the first use, the glider should not be packed too tightly. You should also not sit on a packing bag in which an glider is packed.

If the glider has come into contact with salt water, it should be rinsed thoroughly with fresh water immediately (see chapter Cleaning).

Paraglider lines

The UP Rimo 2 uses extremely high-quality Dyneema and Aramid lines.
Please note the following points when handling your paraglider lines:

- Check the lines regularly for damage
- Make sure that the surface of the lines is not chafed by friction
- Avoid unnecessary bending
- Do not knot the brake line on the brake handle unnecessarily. Every knot weakens the line.
- After overloading (e.g. tree landings, water landings or other extreme situations) all lines must be checked for strength and length and replaced if necessary. Send your glider directly to UP International or a UP Service Center for inspection
- If the flying behavior changes, the length of the lines must be checked and, if necessary, re-looped or replaced. Send your glider directly to UP International or a UP Service Center for inspection

Storage and transportation

Even if your glider was completely dry when you packed it after the last flight of the season, you should remove it from the FlexBag if possible for longer periods of storage and spread the canopy out slightly in a clean, dry place protected from light. If you do not have a suitable space, avoid compressing the paraglider too much and open the FlexBag as wide as possible for ventilation. The UP quick pack sack is also suitable for this purpose. Also make sure that no animals, such as mice or cats, use the glider as a place to sleep during longer periods of storage. No chemical substances such as fuels should be stored in the immediate vicinity of the material. Petrol dissolves the fabric and can cause serious damage to your glider. Store the pack sack in the trunk as far away as possible from reserve canisters or oil containers. The permanent storage temperature must be between 10° and 25° C with a relative humidity of between 50 and 75%.

The UP Rimo 2 should not be exposed to extreme heat (e.g. in the trunk of a parked car in summer). The heat will force any remaining moisture through the fabric, which can damage the

coating. Especially in combination with moisture, high temperatures accelerate the hydrolysis process, which damages the fibers and coating. Do not store your glider near radiators or other heat sources. Heat-related changes to the material occur after a short time at temperatures as low as 60° Celsius.

Cleaning

To clean the UP Rimo 2, it is best to use lukewarm fresh water and a soft sponge. For more stubborn cases, a mild detergent is recommended, which must then be rinsed out carefully and thoroughly. Then leave your glider to dry in a shady and well-ventilated place.

CAUTION! Never use chemicals, brushes or hard sponges to clean the glider. They could damage the coating and strength of the fabric. This will cause the sail to become porous and lose its tear resistance.

Never put an glider in the washing machine: even without detergent, the mechanical stress would severely damage the fabric. Never immerse the canopy in a swimming pool either: The chlorinated water attacks the fabric. If you absolutely have to rinse your canopy, for example after landing in the sea, spray it inside and out with a gentle jet of water. Frequent rinsing accelerates the ageing process**!**

Inspection and repairs

Major repairs and inspections may only be carried out by UP International or a recognized service company. Failure to do so will invalidate the operating license. See also the Service section at: www.up-paragliders.com UP International not only contributes its know-how to the development of paragliders and accessories, but also offers a range of services to ensure the safety of your paraglider. All services must be carried out at an authorized UP service center as recommended by UP International. In order for the warranty to remain valid for new UP wings, the conditions listed in the section "UP International Warranty" must be met. Current conditions can be found at www.up-paragliders.com in the *Service* section.

Maintenance and minor repairs

Adhesive sail

Minor damage such as tears or small holes up to a size of 2 x 2 cm, which can be carried out without special equipment, may be carried out by the pilot himself. Each glider is supplied with adhesive tape for this purpose. The adhesive sail must protrude at least 2 cm over the damaged area on all sides. The adhesive sail must be applied on both sides; rounding off the corners can prevent it from coming off.

Airworthiness review

If one of the following conditions occurs, the Rimo 2 must be checked for airworthiness:

- 2 years after the first routine test
- every further 2 years or earlier if prescribed by the UP Service Center
- after 150 flying hours

Of course, we are also happy to carry out the prescribed inspection earlier if you consider it necessary due to extreme use. You will receive the inspection instructions separately from this manual.

CAUTION! If you notice any changes in the flight behavior of your Rimo 2, please have it checked immediately by UP or an UP Service Center

Professional competence

To ensure that your UP Rimo 2 offers maximum functionality and safety at all times, you should entrust its maintenance and repair to UP International. Our service staff are fully trained to carry out any work on your glider professionally and correctly. UP International is also equipped with all the special tools and equipment required for quick and flawless repairs.

Airworthiness check

Thanks to its many years of experience in paragliding, UP International can guarantee a professional airworthiness check. The canopy including the "inner workings", the entire line system, the risers and all connecting parts are checked for damage of any kind. Our service workshop is specially equipped to carry out precise airworthiness checks. In addition to specially developed suspension devices, calibrated and regularly maintained measuring devices are used, which are essential for determining airworthiness. Our computer-aided laser measurement of the line system is the final step in recording the measured values.
In addition to the measured values obtained in this way, the assessment of the tester is decisive for the overall evaluation of the paraglider. This requires a high level of expertise and experience. Individual wings, where the tester suspects a change in flight characteristics based on the data obtained, are reflown and checked by the UP test pilots. In this way, UP International can always guarantee high quality in the testing of paragliders. Only through a careful and professional airworthiness check can the certification regulations be complied with and the safety of the glider guaranteed. In your own interest, you should therefore only have your UP glider checked by the specialists of the UP Service Team or a recognized service company. You can find a list of these approved service centers in the *Service* section at *www.up-paragliders.com*

ATTENTION: If your UP paraglider is not serviced and checked by an approved service company or UP International GmbH, its operating license will expire!

Original parts

Your UP glider consists of many high-quality components with a long service life. When replacing parts (lines, risers, cloth panels etc.), only original parts may be used. In addition to maintaining the airworthiness of your paraglider, this is also very important for your safety. The following spare parts can be ordered from your dealer or directly from UP International GmbH:

- Complete risers or their individual components such as Brummel hooks, snaplocks, line locks, O-rings, brake handles
- Single lines according to line plan

- Cloth material
- Adhesive sail

Delivery service

Before your UP glider left the workshop, all the work carried out was checked again and carefully tested. In addition, a comprehensive inspection was carried out by the UP service team or a recognized service company before the glider was delivered to ensure that your Rimo 2 complies with UP International standards and the type-approved device.

International UP guarantee

The voluntary, internationally valid UP guarantee covers material- and manufacturing defects for all EN and LTF-tested paragliders and is valid for a period of 2 years from the delivery date of the new paraglider. The international UP guarantee includes reimbursement of the costs for required spare parts and the working time incurred in connection with the replacement or repair of the defective parts, provided that UP International has recognized a material or manufacturing defect as such. The international UP guarantee does not cover paragliders that have been involved in an accident or that have been rebuilt or modified. The guarantee does not cover parts that have to be replaced due to normal wear and tear. In addition, changes in the color of the fabric material used and damage caused by solvents, chemicals, fuels, sand and/or salt water as well as by improper handling of the paraglider and by force majeure are excluded from the guarantee. UP reserves the right to decide how the manufacturing or material defect is to be remedied (supply of spare parts, repair or equivalent replacement).

In Germany, Austria and Switzerland, the voluntary UP guarantee is extended to 36 months if the first check is carried out directly by UP International or our Swiss service company (see UP homepage). In addition to this voluntary guarantee, the statutory warranty of the country in which the paraglider was purchased also applies. The use of statutory rights in the event of defects is free of charge and is not restricted by this voluntary guarantee. UP International does not accept any liability or compensation beyond the obligations mentioned above. However, a goodwill arrangement is possible.

The guarantee is valid under the following conditions

- The glider was used within the permissible operating limits according to the manual and cared for and maintained in accordance with the applicable specifications issued by UP International. This includes, in particular, careful drying, cleaning and storage.
- The glider was only used within the applicable guidelines. All applicable approval regulations were complied with.
- All flights carried out must be fully documented using the flight log, including the respective flight duration and the flight area.
- Only UP original spare parts were used and inspections, replacements and/or repairs were carried out exclusively by UP International or by approved maintenance companies and properly documented.
- The voluntary guarantee is only granted to the first owner of the glider for exclusively private use.
- The glider was registered within 14 days of delivery at: http://www.up-paragliders.com/de/service/product-registration

The defect is reported in writing to the guarantor UP Paragliders immediately after it occurs or is discovered by the customer. If a defect occurs within one year of the delivery date of the

paraglider, the customer must prove that the defect is due to a material and/or manufacturing defect. To do so, use the form currently available for download on the website www.up-paragliders.com. Address of the guarantor: UP International GmbH Kreuzeckbahnstraße 7 D-82467 Garmisch-Partenkirchen info@up-paragliders.com

Inspection of new devices

According to § 1 Para. 5 LuftGerPV, the owner can inspect his device himself or commission a third party, such as the manufacturer/importer, to carry out the inspection.

UP International requires instruction for an independent inspection. Instruction is given by arrangement directly at UP International and is only valid for the corresponding device sample. The inspection instructions will be handed over to the owner after the instruction.

If the owner inspects his device himself or commissions a third party to carry out the inspection, it must be ensured under all circumstances that the specifications of UP International regarding the inspection are observed. The operating license expires if the inspection is carried out incorrectly or incompletely.

You can find current regulations in the *Service* section under *www.up-paragliders.com*

Sending in the UP glider and other UP products

Please use the form that you can download from our website to send us your return. If you live outside Germany, please use our service telephone to find out about the nearest UP Service Center in your area.

UP International GmbH
Kreuzeckbahnstrasse 7
D-8267 Garmisch-Partenkirchen

E-mail: info@up-paragliders.com
Phone: +9 (0) 88 21-7 30 99-0
Fax: +9 (0) 88 21-7 30 99-16

Waste disposal

Despite careful material selection, even the best product only has a limited service life. The plastic material used in a paraglider requires proper disposal. Please have your paraglider disposed of properly. You can also send it back to us for disposal.

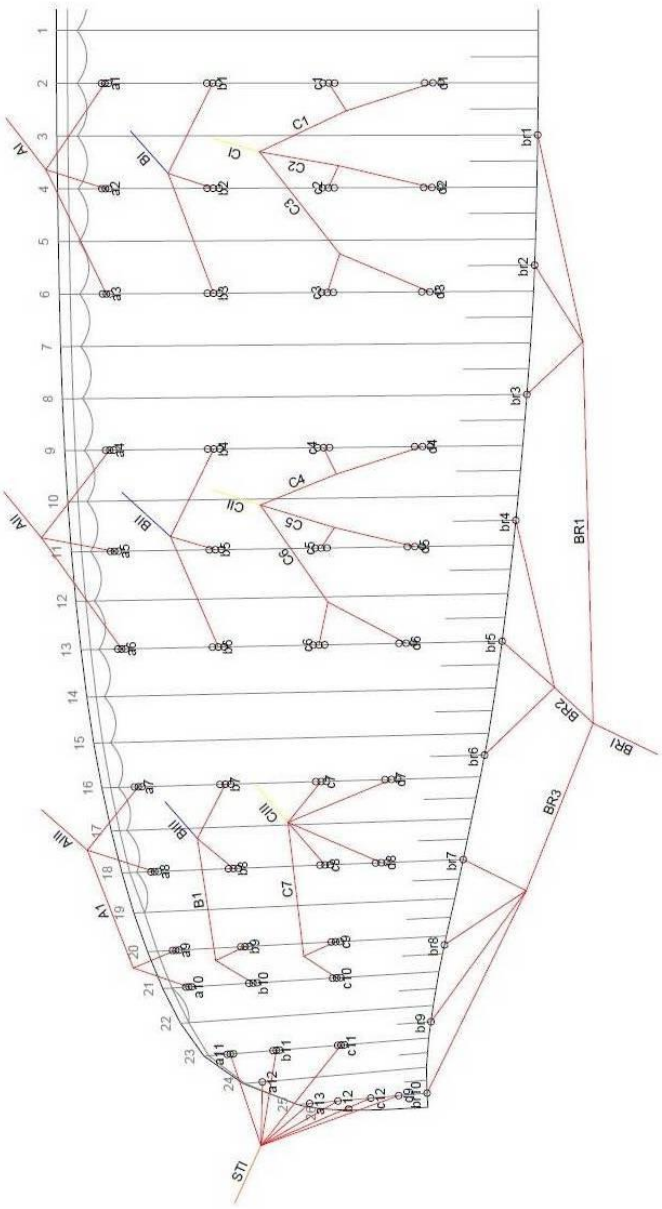
Closing words

We at UP wish you lots of fun and wonderful, accident-free flights with your UP Rimo 2.

See you UP in the sky - Your UP-International team

Attachments

Line plan



For line length please check our website:
http://www.up-paragliders.com/de/products/paragliders/Rimo 2

Service booklet

Glider- and pilot data

Model: **Rimo 2**

Size: ☐ XS ☐ S ☐ SM ☐ M ☐ L

Serial number: _____

Colour: _____

Date of purchase: _____

First flight date: _____

Dealer stamp and signature

Pilot (1. owner)

Name: _____

Family name: _____

Street: _____

Town: _____

Postal code: _____

Country: _____

Telephone: _____

Fax: _____

Email: _____

Pilot (2. owner)

Name: _____

Family name: _____

Street: _____

Town: _____

Postal code: _____

Country: _____

Telephone: _____

Fax: _____

Email: _____

Pilot (3. owner)

Name: _____

Family name: _____

Street: _____

Town: _____

Postal code: _____

Country: _____

Telephone: _____

Fax: _____

Email: _____

Please verify that your UP Service Centre has correctly filled in the form!

1st Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp

2nd Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp

3rd Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp

Please verify that your UP Service Centre has correctly filled in the form!

4th Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp

5th Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp

6th Service

Performed date: _____

Service jobs undertaken:

Assignment Nr.
Stamp