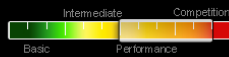


TRANGO XC3

Performance at your fingertips (discontinued)



NEW BENCHMARK IN THE EN C CLASS (DISCONTINUED)

Building the replacement for a very popular wing is, in some respects, an thankless endeavour. On the one hand you can be fairly certain that it will be a success, on the other hand there's a good chance that finding things to actually improve is going to be really hard. This was very much the case during the development process of the Trango XC3.

Basically, the predecessor is still at the very top of its class in terms of gliding performance and climbing ability today, some 3 years after its introduction. This isn't to say that our pilots haven't sent feedback, they have, but it has almost exclusively been about top speed - so we started right there. The new Trango is many things, but it is first and last a more stable, faster wing, built to race even when there is no one around to race but the clock.

[UP Colour chooser](#)

- ✓ Improved top speed compared to the Trango XC2
- ✓ Even more stable at speed too
- ✓ Better, more efficient handling
- ✓ Significantly (1-1.5kg) lighter in all sizes
- ✓ 68 cells. High cell count contributes to the total shape integrity, important for maximum performance
- ✓ New Generation Aerofoil
- ✓ Long FSS (Front Section Support system) battens in leading edge - 2-liner technology
- ✓ RSS (Rear Section Support system) Nylon batten over the C-level - more 2-liner technology
- ✓ Light, efficient speed bar
- ✓ New, more efficient riser design
- ✓ 3D panel shaping
- ✓ UP low-drag line attachment points on the canopy
- ✓ Total line consumption reduced even more compared to Trango XC2
- ✓ Mini ribs along trailing edge
- ✓ Very flat polar curve all the way from trim speed to top speed

MORE INFO

More about the Trango XC 3

Our R&D team has been hard at work improving every aspect of the new Trango family member, always with top performance as their ultimate goal. Among other things, this means that the handling had been optimised for performance as well, with the new wing being easier to turn flat in the weaker thermals while still responding well to full-on control input in strong, narrow cores.

Although it will come across as pure hype to most current Trango XC2 pilots, the new generation is actually even more stable at speed - and since the top speed is higher, this translates into a significantly higher average speed around the course, all while transmitting a very secure and reassuring feeling to the pilot. The new aerofoil converts turbulence into altitude much better than the previous one, meaning glide performance in rough air has gone up significantly as well - so you can race faster, and connect higher, than ever before - all while being even more relaxed about it.

The new design has 68 cells to keep canopy integrity as close to the theoretical ideal from the aerodynamic design software as possible, and sports the by now ubiquitous nylon battens, together with a small amount of Mylar, to keep the aerofoil shape in check. The design of the batten layout is a direct inheritance from our 2-liner prototypes, with two integrated battens; one to maintain the shape of the leading edge, and distribute the load from the A and B lines, and another somewhat shorter batten above the C line level, to maintain the loads there under control and maintain the rear section of the top surface.

For the speed bar, the design team have opted for a very efficient layout. The centre, with the greater chord, is accelerated more than the wingtips, thus contributing greatly to the canopy stability at speed. The pulleys are sleek and racy low-friction affairs from BB, and contribute to the user-friendliness of the speed bar - you'll be on it whenever you're not thermalling anyway, even if you aren't actually racing. Just because it feels so good... And since ease of handling must always come before creature comforts in a thoroughbred racing machine we have opted to forego the swivels on the brake lines, because that saves us 50 precious millimetres to put you in better touch with your wing.

NAVIGATION

[Paragliders](#)

[Bags & Accessories](#)

[Clothing](#)

NEWS

FIRST BUSY DAYS OF MAY

Tuesday, 06 May 2025

Some UP Team Pilots were already able to go full throttle at the beginning of...

LIKE FATHER, LIKE SON

Tuesday, 08 April 2025

UP Team pilot Honza Rejmanek was in Charmonix with his son Martin for a family...



The canopy is sewn from a combination of 40g Porcher Sport 38g Universal and 27g Classic for the top surface. The bottom surface is 27g Classic, and the ribs, diagonals and mini ribs are cut from a combination of 32g and 27g Hard Finish from the same manufacturer.

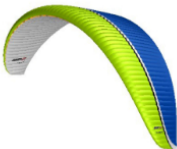
Need help finding the right size for you? [Click here](#)

In the box: Ergonomic UP Backpack in size L (size S is delivered with an M backpack as standard), Parasleeve, UP Gift, UP Sticker

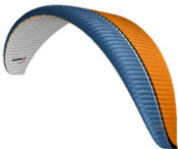
[Read more about the UP backpack here](#)

STANDARD COLOURS

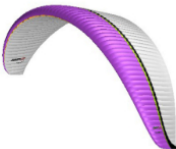
Trango XC³



Lime/Blue



Petrol/Orange



Purple/White

TECHNICAL DATA

SIZE	S	S/M	M	L
Surface area flat (m2)	21,7	23,1	25,1	27,1
Surface area projected (m2)	18,5	19,7	21,4	23,1
Flat span (m)	12,3	12,7	13,2	13,7
Projected span (m)	9,8	10,2	10,6	11,0
Flat aspect ratio	6,9	6,9	6,9	6,9
Projected aspect ratio	5,3	5,3	5,3	5,3
Chambers/cells	68	68	68	68
Total line length incl. Brake (m)	232	239	249	259
Total # of lines incl. Brake	198	198	198	198
Glider weight (kg)	4,5	4,7	4,9	5,2
Category LTF/EN	D	C	C	C
Takeoff weight (kg)	63-85	78-100	90-115	105-130

Need help finding the right size for you? [Click here](#)

MATERIALS

Location	Material
Top surface front	Porcher Skytex 38 Universal
Top surface thin stripe	Porcher Skytex 38 Universal
Top surface broad stripe	Porcher Skytex 38 Universal
Top surface rear	Porcher Skytex 27 Classic
Bottom surface front	Porcher Skytex 27 Classic
Cell walls	Porcher Skytex 32 Hard, Skytex 27 Hard
Gallery lines	Edelrid 8000U-090/070/050 (Aramid unsheathed)
Middle lines	Edelrid 8000U-130/070 (Aramid unsheathed)
Main lines	Liros DC200 (Dyneema unsheathed), Edelrid 8000U-230/130 (Aramid unsheathed)
Brake lines	Cousin 989-1,5 (Dyneema sheathed)/ Edelrid 8000U-090/070/050 (Aramid unsheathed)

porcherindustries
CONFIDENCE MAKES THE DIFFERENCE



Unlimited
Rope Solutions

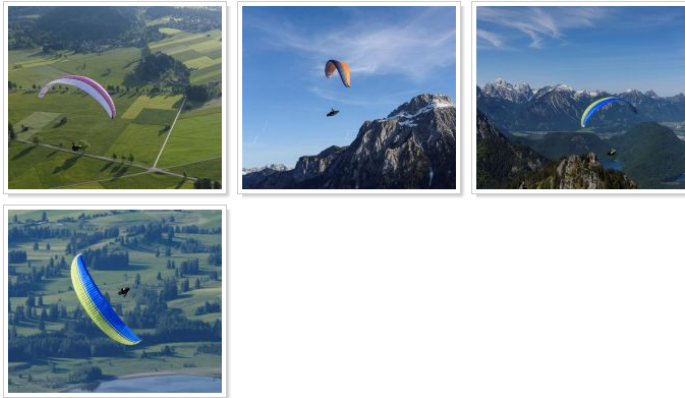


DOWNLOADS

EAPR testrapport, S grösse, Deutsch
EAPR test report, L size, English
EAPR testrapport, L grösse, Deutsch
EAPR testrapport, M grösse, Deutsch
EAPR test report, M size, English
EAPR testrapport, SM grösse, Deutsch
EAPR test report, SM size, English
German "Handbuch" for the Trango XC3

[English user manual, Trango XC3](#)
[Trango XC3 line map](#)
[Trango XC3 line checksheet](#)
[EAPR test report, S size, English](#)
[Trango XC3 review in Cross Country Magazine](#)

IMAGE GALLERY



VIDEO



TrangoXC3 from UP Paragliders on Vimeo.

VIDEO

WATCH UP ON VIMEO



2-YEARS

CHECKS AND MORE



TEAM

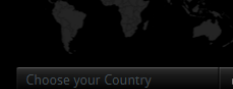
CHECK OUR TEAMPILOTS



DEALER

FIND YOUR LOCAL DEALER

These are our collaborators across the planet. Feel free to contact them in order to find a UP dealer near you!



Choose your Country

[Home](#) | [Sitemap](#) | [Dealer Access](#) | [Imprint](#) | [Disclaimer](#) | [Privacy Policy](#) | [Contact](#) | [Login](#)

Copyright © 2013-2024 UP International. All rights reserved.
Designed by Nagel Werbeagentur.