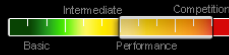


TRANGO X-RACE HPR

When you can't get enough



THE NEW TRANGO X-RACE^{HPR}

The Trango X-Race^{HPR} is tailored for the Red Bull X-Alps, but no less relevant for just about anyone keen to fly a high-performance wing, be it Sports Class competition or XC hounds, expedition freaks crossing remote mountain ranges on foot or in the air, or simply anyone who loves the feel of freedom a high-performance glider can offer.

The glider is now equipped with the completely new HPR riser concept (High Performance Risers). Thanks to this innovative feature, the glider can now be controlled very sensitively and smoothly via the C-plane in any flight situation (pitch control, straight-line flight, turning into the thermals, etc.).

MORE INFO

What is new?

The glider is now equipped with the completely new HPR riser concept (High Performance Risers). Thanks to this innovative feature, the glider can now be controlled very sensitively and smoothly via the C-plane in any flight situation (pitch control, straight-line flight, turning into the thermals, etc.). With the help of the HPR system, you can control the angle of attack of your performance wing even better and without deformation of the original profile over the entire speed range. What this means for you: Additional performance with improved and energy-saving glider handling! Completely in keeping with the model of the 2-liner!



Further information about the Trango X-Race^{HPR}

When the Trango XC3 was first introduced, around 2 years ago, it completely changed how people saw the EN C class - never before did an EN C wing have the top-speed performance to just about keep up with the 2-liners in the CCC class. In the mean time the wing has found a large following all over the world, probably not least because it comes with all this amazing performance while remaining a thoroughly "EN C" class wing to fly. The new Trango X-Race^{HPR} follows closely in the footsteps of the XC3 but adds a number of features to the already long list that defines the XC3. Of these, the improved performance at full speed, and the fact that it now has efficient C-riser control, with a connection to the B-risers so that it flies more like a 2-liner, will likely excite you the most.

The most obviously visible change when you first see the new wing, is the risers. Back when the XC3 was introduced, some pilots were disappointed that it wasn't from the outset built for rear-riser control. We've listened to this criticism, and made it a priority on newer performance wings like the Summit XC4 and the Trango X-Race^{HPR}, to build risers which allows the pilot the freedom of staying on the bar through the rough stuff and controlling pitch with the rear risers,

rather than coming off the bar to control the surges.

We have also further refined the inner structure of the wing, to improve the performance at full bar. The new canopy maintains its shape even better when buffeted by turbulence, to the benefit of high-speed performance AND stability. To use an old proverb, this is a canopy that cuts through the rough bits like a hot knife through butter - you really have to try it to feel the difference.

The refinements inside, and some material changes, have allowed our designer to cut another ~450g from the total weight (M size). The weight reduction has further underlined the hike&fly pedigree of this high-performance wing, making it just about jump at you to take it on a big new Airborne Adventure somewhere.

The new canopy is sewn from a combination of proven, but light materials: NCV Porcher Sport 32g 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.

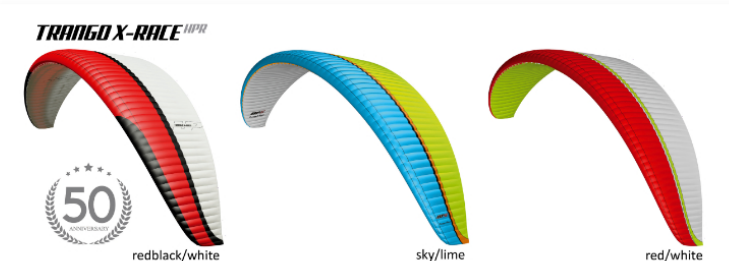
The line set is made from a combination of Edelrid "Technora" lines, and Dyneema lines from Liros. Our research shows that this exact combination offers the best possible compromise for strength, dimensional stability and performance.

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), *new UP Parasleeve 2*, UP Gift, UP Sticker

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

STANDARD COLOURS



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)	4,05	4,25	4,5	4,75
Category LTF/EN	D	C	C	C
Takeoff weight (kg)	63-85	78-100	92-115	105-130

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

MATERIALS

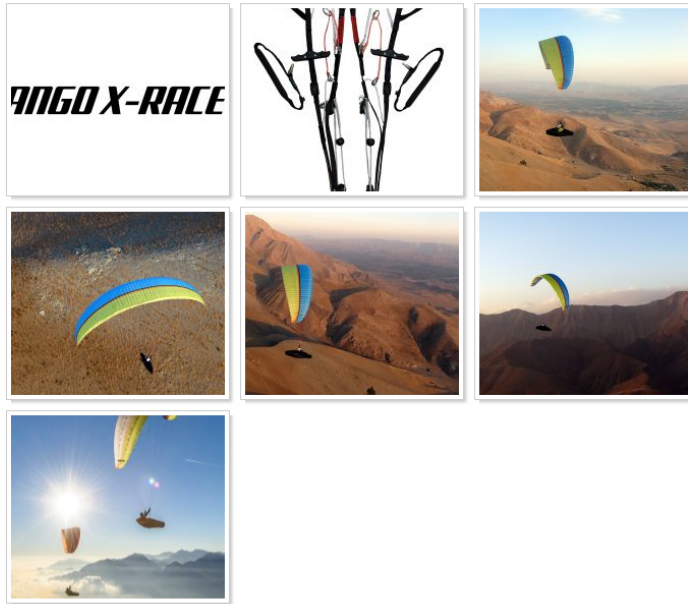
Location	Material
Top surface front	Porcher Skytex 32 Universal
Top surface thin stripe	Porcher Skytex 38 Universal
Top surface broad stripe	Porcher Skytex 27 Universal
Top surface rear	Porcher Skytex 27 Classic
Bottom surface front	Porcher Skytex 27 Classic
Cell walls	Porcher Skytex 32 Hard, Skytex 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)



DOWNLOADS

Trango X-Race Line Length
Flight Test Confirmation Trango X-Race L
Flight Test Confirmation Trango X-Race SM
Flight Test Confirmation Trango X-Race S
Flight Test Confirmation Trango X-Race M
Trango X-Race handbuch deutsch
Trango X-Race manual english
Flugtest Bestätigung Trango X-Race M
Flugtest Bestätigung Trango X-Race S
Flugtest Bestätigung Trango X-Race SM
Flugtest Bestätigung Trango X-Race M
Trango X-Race Line Map

IMAGE GALLERY



VIDEO



VIDEO

WATCH UP ON VIMEO



2-YEARS

CHECKS AND MORE



TEAM

CHECK OUR TEAMPILOTS



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