PEAK 7

User manual &
Technical data



AIRIUK BEYOND THE GLIDE

CATEGORIES

CROSS-COUNTRY

COMPETITION

The pleasure *of flying fast*

WELCOME

We welcome you to our team and thank you for the trust you have placed in us by choosing a Niviuk paraglider.

We would like you to share the enthusiasm with which we have created this paraglider and the importance and care with which we have developed the design and manufacture of this new model. All this, in order to be able to offer you the maximum pleasure in every flight under a Niviuk paraglider.

The new PEAK 7 is a more stable, intuitive and efficient wing that lets you fly fast with greater confidence and comfort. Enjoy every kilometre in the air to the fullest.

More performance doesn't always mean greater demands.

We are confident you will enjoy flying this glider and will soon discover the meaning of our motto:

"The importance of small details to make great things happen".

This is the user manual and we recommend you read it carefully.

USER MANUAL

This manual provides you with the necessary information on the main characteristics of your new paraglider.

Whilst it provides information on the wing, it cannot be viewed as an instructional handbook and does not offer the training required to fly this type of paraglider. Training can only be undertaken at a certified paragliding school and each country has its own system of licensing.

Only the aeronautical authorities of respective countries can determine pilot competence.

The information in this manual is provided in order to warn you against adverse flying situations and potential dangers.

Equally, we would like to remind you that it is important to carefully read all the contents of your new PEAK 7 manual.

Misuse of this equipment could lead to severe injuries or death. The manufacturers and dealers cannot be held responsible for misuse of the paraglider. It is the responsibility of the pilot to ensure the equipment is used correctly.

CONTENTS

01

CHARACTERISTICS 5

1.1 WHO IS IT DESIGNED FOR? 5
1.2 CERTIFICATION 5
1.3 IN-FLIGHT BEHAVIOR 6
1.4 TECHNOLOGIES, CONSTRUCTION, MATERIALS 6
1.5 ELEMENTS, COMPONENTS 7

02

UNPACKING AND ASSEMBLY 7

2.1 CHOOSING THE RIGHT LOCATION 7
2.2 PROCEDURE 7
2.3 CONNECTING THE HARNESS 7
2.4 HARNESS TYPE 8
2.5 SPEED-BAR 8
2.5.1 SPEED SYSTEM ASSEMBLY 8
2.5.2 CHANGING THE RISER CORDS 8
2.6 INSPECTION AND WING INFLATION ON THE GROUND 8
2.7 ADJUSTING THE BRAKES 8

03

THE FIRST FLIGHT 9

3.1 CHOOSING THE RIGHT LOCATION 9
3.2 PREPARATION 9
3.3 FLIGHT PLAN 9
3.4 PRE-FLIGHT CHECK 9
3.5 WING INFLATION, CONTROL AND TAKEOFF 9
3.6 LANDING 9
3.7 PACKING 9

04

IN FLIGHT 10

4.1 FLYING IN TURBULENCE 10
4.2 POSSIBLE CONFIGURATIONS 10
4.3 ACCELERATED FLIGHT 11
4.4 FLYING WITHOUT BRAKE LINES 11
4.5 LINE KNOT(S) IN FLIGHT 11

05

LOSING ALTITUDE 12

5.1 BIG EARS 12
5.2 B3 TECHNIQUE 12
5.3 SPIRAL DIVE 12
5.4 SLOW DESCENT TECHNIQUE 12

06

SPECIAL METHODS 13

6.1 TOWING 13
6.2 ACROBATIC FLIGHT 13

07

CARE AND MAINTENANCE 14

7.1 MAINTENANCE 14
7.2 STORAGE 14
7.3 CHECKS AND INSPECTIONS 14
7.4 REPAIRS 14

08

SAFETY AND RESPONSABILITY 15

09

GUARANTEE 15

10

ANNEXES 16

10.1 TECHNICAL SPECIFICATIONS 17
10.2 COLOURS 18
10.3 MATERIALS 19
10.4 LINE PLAN 20
10.5 RISER PLAN 21
10.6 LINE MEASUREMENTS BY SIZE 22
10.7 TOTAL LINE LENGTH 27
10.8 MINIMUM STRENGTH OF SUSPENSION LINES 29
10.9 CERTIFICATION 30

1. CARACTERISTICS

1.1 WHO IS IT DESIGNED FOR?

Cross-Country: The Peak 7 is designed for pilots looking to cover long distances with maximum efficiency. More comfortable and less demanding, it optimises every flight so you can make the most of every moment.

Competition: A high-performance two-liner designed for experienced pilots. Its stable behaviour, even at full speed, allows you to fly fast with confidence and maintain a high level of performance throughout the task.

1.2 CERTIFICATION

The PEAK 7 has been submitted for certification in accordance with the European standards EN 926-2:2013+A1:2021 and EN 926-1:2015, as well as the German standard NfL 2024-2-785.

All certification tests were performed at the Swiss testing house Air Turquoise.

All sizes passed the load, shock and flight tests.

The load test proved that the wing can withstand the stipulated 8 G.

The shock test proved that the wing can resist 1000 daN of force.

Based on the flight test results, the PEAK 7 has been classified in the following category across all sizes (19, 21, 23, 24 and 26):

EN D
NfL D

We recommend that only pilots who are familiar with gliders of this certification or above fly this paraglider.

Only the aeronautical authorities of respective countries can determine pilot competence.

We recommend pilots read the flight test report carefully, especially the comments of the test pilot. The report contains all the necessary information on how the paraglider reacts during each of the tested manoeuvres.

It is important to note that different size wings will react differently during manoeuvres. Even within the same size, at maximum or minimum load, the behaviour and reactions of the wing may vary.

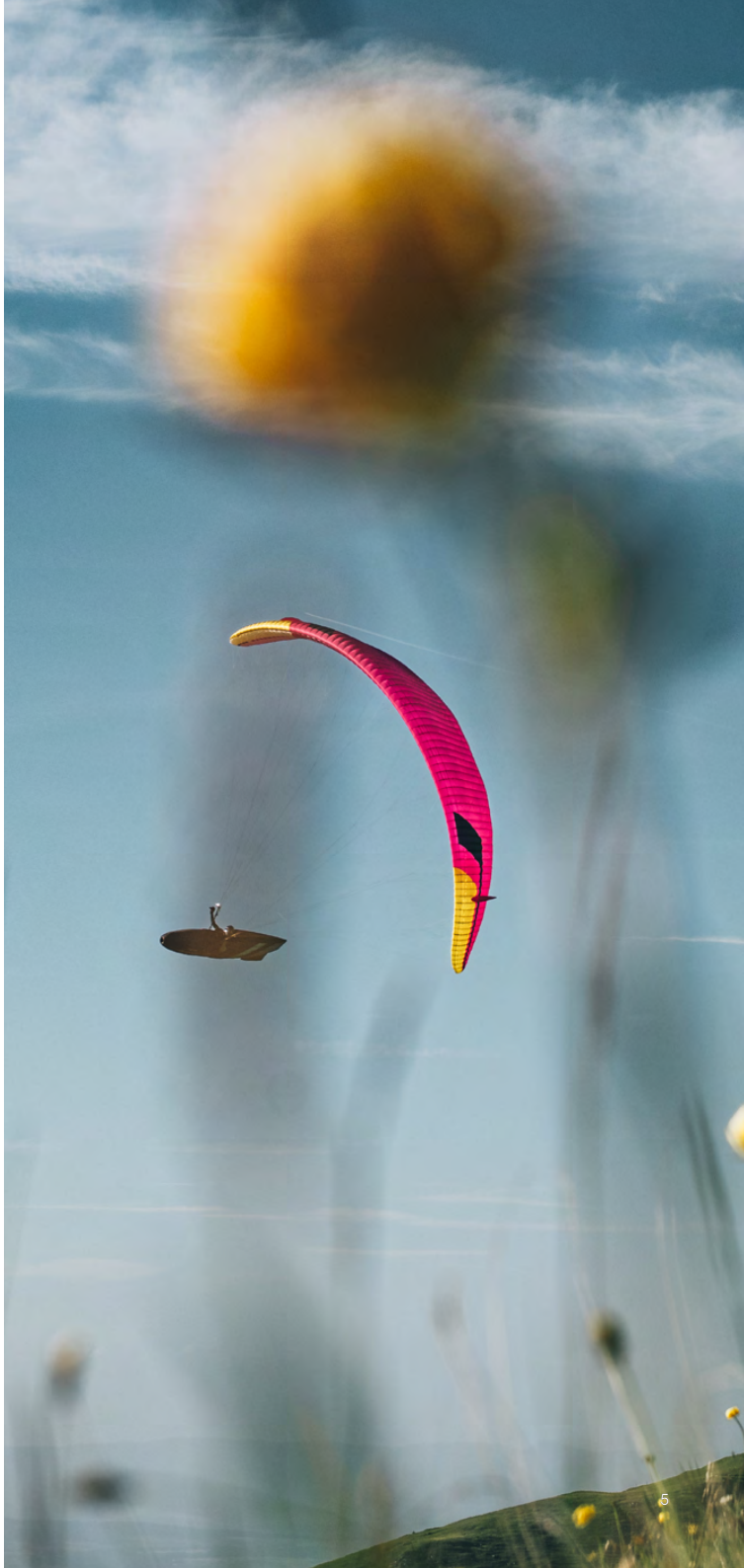
Description of the flight characteristics of EN D paragliders:

- Paragliders with demanding and specific flight characteristics, with potentially violent reactions to turbulence and pilot errors. Recovery to normal flight requires precise pilot intervention.

Description of the skills required for EN D pilots:

- Designed for pilots who are trained in recovery techniques, fly very actively, have extensive experience flying in turbulent conditions and accept the consequences of flying this type of wing.

For further information on the flight test and the corresponding certification, please see the final pages of this manual or see or visit the Downloads section.



1.3 IN-FLIGHT BEHAVIOUR

The development of the PEAK 7 followed a set of clearly defined objectives: to deliver the best possible performance, provide balanced and intuitive feedback, and make flying easier for the pilot.

Our aim was to achieve optimal performance while maintaining the highest possible level of safety. We wanted the airfoil to transmit clear, comfortable and useful feedback, allowing the pilot to interpret the wing's behaviour naturally and, through active piloting, make the most of favourable flying conditions.

The PEAK 7 is a high-performance wing designed for experienced Cross-Country and competition pilots. Certified EN D and featuring a two-line configuration, it combines outstanding performance with more stable, intuitive and efficient behaviour, allowing pilots to fly fast with greater confidence and comfort.

Its new airfoil improves glide performance, particularly at high speed, and retains energy more efficiently during transitions. Stability has been optimised on all axes, providing cleaner behaviour in turbulence and reducing the need for constant corrections. Even when accelerated, the wing maintains a solid and stable structure, promoting efficient flight over long distances and throughout competition tasks.

The PEAK 7 delivers precise and direct handling. Brake response is immediate and predictable, allowing the pilot to position the wing accurately in turns and make efficient use of thermals. At the same time, it provides the feedback needed to interpret the air mass, identify the best transition lines and maintain an efficient flight path.

The new winglet design reduces roll and improves stability in turbulence. The wing maintains a cleaner, more efficient flight path, improving glide and overall performance.

B-riser control is managed using Niviuk's Ergo handle, developed specifically for our two-line wings. This system enables comfortable and precise wing control during accelerated flight, making it easier to manage the flight path and airfoil without constantly relying on the brakes.

1.4 TECHNOLOGIES, CONSTRUCTION, MATERIALS

The PEAK 7 benefits from all the advanced construction and assembly techniques used in our facilities. It is manufactured using a carefully selected range of modern materials and incorporates technologies and features designed to improve pilot comfort, performance and safety.

At Niviuk, our goal is to continuously develop and improve every product we create. The technologies developed over recent years have enabled us to produce increasingly advanced paragliders with higher levels of performance. The PEAK 7 incorporates the following technological developments.

RAM Air Intake - The RAM Air Intake system is based on positioning the air intakes further back on the lower surface of the airfoil, allowing optimal internal pressure to be maintained across the entire range of angles of attack. The result is increased internal pressure, which improves turbulence absorption and maintains a more consistent airfoil shape throughout the speed range. It also improves low-speed handling, allowing the pilot to extend the usable brake range, while reducing the risk of collapse and providing greater control and safety.

RAM technology ensures optimal internal pressure and helps the airfoil maintain its intended shape in all flight conditions.

TNT Titanium Technology - A revolutionary structural technology based on the use of titanium alloys. The use of Nitinol in the wing's internal structure allows us to create a more uniform airfoil while reducing weight and improving flight efficiency. Nitinol offers excellent resistance to deformation, heat and breakage. This material is now used throughout our range of wings.

The distribution of Nitinol rods along the leading edge has been simplified and optimised to maintain the glider's low weight, durability and compactness when packed.

SLE Structured Leading Edge - SLE technology consists of integrating Nitinol rods into the leading edge. These rods provide greater strength and stability by maintaining the airfoil's shape throughout all phases of flight. This improves performance, efficiency and stability, enhances turbulence absorption and increases the wing's durability over time.

SMC Structured Middle Chord - SMC technology uses Nitinol rods in the middle and rear sections of the airfoil. These reinforcements help the wing maintain its shape, providing greater structural strength and stability. The airfoil remains taut and free from wrinkles, maintaining an optimised shape throughout all phases of flight. This improves performance and increases long-term durability.

3DP Pattern Cut Optimization - This technology involves positioning the fabric of each panel in a specific direction, taking its location on the leading edge as a reference. When the fabric pattern is correctly aligned with the load directions, the material undergoes less deformation over time. As a result, the leading edge retains its shape more effectively and offers greater durability throughout the wing's service life.

Over the years, the design of our paragliding and paramotoring wings has evolved considerably, with specific improvements to the leading edge.

3DL 3D Leading Edge - This technology optimises the fabric layout along the leading edge to minimise ballooning and wrinkles in this curved area of the wing. The leading edge is divided into smaller sub-panels sewn into the individual cells at the front of the paraglider. This ensures a more uniform distribution of fabric tension along the leading edge, improving both performance and durability.

DRS Drag Reduction Structure - DRS technology aims to reduce adverse pressure gradients and aerodynamic drag by optimising the wing's aerodynamic shape. It enables a smoother airflow transition along the trailing edge, improving performance without compromising safety or control.

The mini-ribs are integrated directly into the trailing edge, using specially designed cuts that allow them to be incorporated into the wing's seams. This creates a cleaner profile, eliminates external seams and protects them against wear caused by contact with the ground.

RSD Radical Sliced Diagonal - RSD represents a redesign of the wing's internal structure. It incorporates independent diagonal reinforcements, efficiently oriented to follow the direction of the fabric. This improves structural strength, reduces the wing's overall weight and minimises deformation.

To improve load distribution and reduce the number of attachment points and lines, most modern wings incorporate these diagonal reinforcements, which connect the line attachment points to adjacent ribs.

INS Intake Stabiliser - The new INS (Intake Stabiliser) technology was developed specifically during the design of the PEAK 7. It optimises the behaviour of the air intakes along the leading edge to maintain higher internal pressure and promote efficient airflow into the wing.

This system helps preserve the airfoil shape, reduces deformation and vibrations, and maintains a cleaner, more cohesive structure throughout the flight, improving aerodynamic efficiency.

Together, these technologies represent a significant step forward in wing construction and contribute to improved comfort in flight.

The PEAK 7 is manufactured using the same rigorous standards, quality controls and production processes applied throughout the Niviuk range. From Olivier's computer to the cutting of each individual fabric component, no margin for error is allowed. Every piece that makes up the wing is cut individually through a precise and meticulous process. The same level of care is applied when marking and numbering each component, helping to prevent errors during this delicate stage of production.

Assembling a paraglider is like putting together a complex puzzle. Our manufacturing methods simplify the organisation of this process, optimise resources and ensure excellent quality control. All Niviuk paragliders undergo an extremely thorough final inspection. The canopy is cut and assembled through an automated process that follows a strict sequence, leaving no room for error.

Finally, each wing is individually checked and inspected.

The same fabric used throughout the range has been selected, providing low weight, strength, durability and colour retention.

The line set is made from unsheathed Dyneema and Aramid. The new upper lines use Edelrid 9200, a material with improved wear resistance. This provides greater durability without compromising performance.

Line diameters are selected according to the loads they must withstand, achieving the best possible performance with minimum drag.

The lines are manufactured using a semi-automated process, and all stitching is finished under the supervision of our specialists.

After final assembly, the line geometry of each wing is measured individually.

Every paraglider is packed according to the latest recommendations for the care and preservation of its materials.

Niviuk paragliders are manufactured using premium-quality materials that meet today's requirements for performance, durability and certification.

Detailed information about the materials used can be found in the final pages of this manual.

1.5 ELEMENTS, COMPONENTS

The PEAK 7 is supplied with a selection of accessories designed to make using and maintaining your equipment easier:

- NKare Bag: A packing bag that keeps your wing protected during storage and transport.
- Repair kit: Includes self-adhesive ripstop fabric for minor repairs.
- Niviuk Ergo handle: Supplied with the PEAK 7 to provide more comfortable, ergonomic and efficient handling through direct B-riser control.
- Kargo 180 rucksack: Recommended for PEAK 7 sizes 19, 21, 23 and 24. It is not included as standard but is recommended for comfortable transport of all your equipment, with plenty of storage space.
- Kargo 220 rucksack: Recommended for PEAK 7 size 26. It is not included as standard but provides sufficient space to carry all your flying equipment comfortably.



2. UNPACKING AND ASSEMBLY

2.1 CHOOSING THE RIGHT LOCATION

We recommend unpacking and assembling the wing on a training hill or in a flat, open area with little wind and no obstacles. This will allow you to familiarise yourself with the equipment, follow all the necessary preparation steps and inflate the PEAK 7 safely.

We recommend that the entire procedure is supervised by a qualified instructor or official dealer, who will be able to answer any questions safely and professionally.

2.2 PROCEDURE

Remove the paraglider from the rucksack, open it and spread it out on the ground, with the lines laid out over the undersurface and the wing facing the direction of inflation. Check the fabric and lines for any signs of damage or irregularities, and ensure that the maillons connecting the lines to the risers are properly closed and secured. Identify and arrange the A and B-lines, brake lines and corresponding risers in the correct position, making sure they are free from twists, tangles and knots.

2.3 CONNECTING THE HARNESS

The PEAK 7 risers are colour-coded to identify each side:

- Right: green
- Left: red

This colour coding makes it easier to identify the correct side and helps prevent errors when connecting the wing to the harness.

Connect the risers correctly to the harness carabiners, ensuring that the risers and lines are properly arranged and free from twists. Check that the connection system is correctly fastened and securely locked.

(!) The PEAK 7 has different riser lengths depending on the wing size. The riser differentials for size 19 differ from those of the other sizes. For sizes 21, 23, 24 and 26, the risers are identical and interchangeable. This is NOT the case for size 19.

2.4 HARNESS TYPE

The PEAK 7 is compatible with all current harness types. If the harness has an adjustable chest strap, we recommend setting the distance between the carabiners according to the certification specifications, which vary depending on the wing size. Please refer to the certification report.

Incorrect adjustment of the distance between the carabiners can affect wing handling. A wider setting provides more feedback but may reduce wing stability. Conversely, a narrower setting increases the feeling of stability but reduces feedback and may increase the risk of twists in the event of a violent collapse.

2.5 SPEED-BAR INSTALLATION

The speed-bar is a system that temporarily increases the wing's speed by changing its trim. The speed system is pre-installed on the risers and must not be modified, as its dimensions and travel limits correspond to those established during certification.

The PEAK 7 features a speed system with maximum travel depending on the wing size (see Full speed-bar). The system is operated by pushing the speed-bar with the feet. The speed-bar is not supplied as standard with this model and must be installed by the pilot and connected to the speed system on the risers (see section 2.5.1, Speed system assembly).

The speed system operates through an action/reaction mechanism. In its neutral position, the wing flies at its standard speed. Pressing the speed-bar accelerates the wing, and the pilot can regulate the speed by varying the pressure applied. When the pressure is released, the system automatically returns to its original neutral position.

The speed system is efficient, responsive and precise, allowing the pilot to adjust speed as required during flight. In the neutral position, the wing maintains its standard speed and glide performance. At full speed-bar, it reaches maximum speed, although glide performance is reduced.

Speed system settings

- Released speed-bar: The A and B-risers are aligned.
- Full speed-bar: The difference between the A and B-risers is 145 mm for size 19 and 180 mm for sizes 21, 23, 24 and 26.

(!) WARNING! Using the speed-bar affects both the speed and the reactions of the wing. For further information, please refer to the certification report.

2.5.1 SPEED SYSTEM ASSEMBLY

The speed-bar consists of the foot-operated bar and two cords connecting it to the fixed speed system on the risers. Once you have selected the type of speed-bar you wish to use, it must be correctly installed.

Keep the following considerations in mind:

- The pilot may choose the type of speed-bar that best suits their harness and personal preferences.
- The speed-bar is removable to facilitate connection, disconnection and adjustment.
- Follow the harness manufacturer's instructions when routing and installing the system through the harness. Most modern harnesses are already equipped for this purpose.
- The standard connection uses Brummel hooks. The slots on the two hooks interlock to provide a secure connection that can easily be connected or disconnected. However, any other secure connection system may be used.

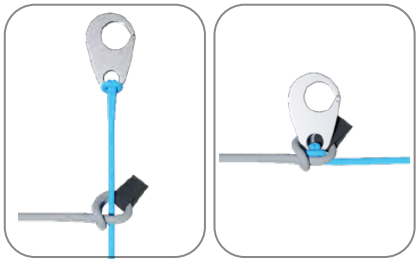


Diagram 1. Connecting the speed system using Brummel hooks.

2.5.2 CHANGING THE RISER CORDS

Although the speed system features specially designed pulleys with bearings to minimise friction, frequent use may eventually cause wear to the cords, making replacement necessary.

For this reason, the speed system cords on all Niviuk risers are fully removable and easy to replace. The pilot may use Brummel hooks, remove them or choose another suitable connection method. It is also possible to connect the speed-bar cords directly to the speed system on the risers without using the additional riser cords. Although this makes connecting and disconnecting the system more time-consuming, it allows maximum speed-system travel without obstructions that could restrict movement. This can be particularly useful with certain harness models.

2.6 INSPECTION AND WING INFLATION ON THE GROUND

Once you have thoroughly checked your equipment and confirmed that the wind conditions are suitable, practise inflating the PEAK 7 on the ground as often as necessary to become familiar with its behaviour. Inflating the PEAK 7 is easy and does not require excessive physical effort. Apply gentle pressure through the harness using your body weight, assisting the movement with the A-risers. Do not pull on them; simply guide the wing as it rises naturally. Once the wing reaches the overhead position, appropriate brake input will be sufficient to keep it stable above you.

2.7 ADJUSTING THE BRAKES

The main brake lines are adjusted at the factory according to the lengths established during certification. These settings may be modified to suit the pilot's flying style. However, we recommend flying with the original settings for a sufficient period to become familiar with the PEAK 7's handling characteristics. If an adjustment is necessary, loosen the knot, slide the brake line through the handle to the required position and retighten the knot securely. This adjustment must be carried out by qualified personnel. Always ensure that the modification does not cause the trailing edge to remain under brake tension when the brakes are released, and that both sides are adjusted symmetrically. We recommend using a bowline or clove hitch knot to secure the brake lines.

When changing the brake line length, it is essential to check that the brakes are not activated when using the speed-bar. During acceleration, the wing rotates around the B-risers, raising the trailing edge. The brake line length must accommodate this additional movement. If the brakes act on the trailing edge during acceleration, the resulting airfoil deformation may generate turbulence and increase the risk of collapse.

3. THE FIRST FLIGHT

3.1 CHOOSING THE RIGHT LOCATION

For the first flight we recommend going to your usual flying area and that a qualified instructor is present and supervising the entire procedure.

3.2 PREPARATION

Repeat the procedures detailed in section 2 UNPACKING AND ASSEMBLY to prepare your equipment.

3.3 FLIGHT PLAN

Planning a flight before taking off to avoid possible problems later is always a good idea.

3.4 PRE-FLIGHT CHECK

Once you are ready, but before taking off, carry out another thorough inspection of your equipment. Check that everything is correctly assembled and that all lines are free from twists, tangles and knots. Make sure that the weather conditions are suitable for your skill and experience level.

3.5 WING INFLATION, CONTROL AND TAKEOFF

We recommend inflating the PEAK 7 smoothly and progressively. Inflation is easy and does not require excessive physical effort. The wing has no tendency to overshoot, allowing for a smooth inflation phase followed by a controlled overhead phase. This gives the pilot sufficient time to assess the wing, accelerate and decide when to take off.

Whenever wind conditions allow, we recommend a reverse launch, as this provides a better opportunity to visually inspect the wing during inflation. The PEAK 7 is particularly easy to control in stronger winds. For paragliding, wind speeds of 25–30 km/h are considered strong.

Correct preparation and positioning of the wing on the launch site are essential for a successful take-off. Choose an appropriate area according to the wind direction and lay out the paraglider in a wide crescent shape, following the natural curvature of the canopy in flight.

3.6 LANDING

The PEAK 7 offers excellent landing characteristics, efficiently converting airspeed into lift when required by the pilot and allowing some margin for error. There is no need to wrap the brake lines around your hands to increase braking effectiveness.

3.7 PACKING

The PEAK 7 has a complex leading edge made from different materials that require careful handling. Using the correct packing technique is essential to extend the paraglider's service life.

The wing should be concertina-packed, with the leading edge reinforcements laid flat and stacked one on top of another. This method helps preserve the wing's shape and performance. Make sure that the reinforcements are not twisted or bent. Avoid packing the wing too tightly, as excessive compression may damage the fabric or lines.

At Niviuk, we have developed the NKare Bag and ZipNkare, two packing bags designed to make packing your paraglider quick and easy while protecting its airfoil and internal structure.

The NKare Bag, supplied as standard with the PEAK 7, guides you through the concertina-packing process. It allows the ribs to be stacked along the wing's longitudinal axis before making the transverse folds required for each model. This method helps preserve both the fabric and the internal reinforcements. The ZipNkare uses the same packing method but features a zip closure, creating a compact, easy-to-carry bag.



4. IN FLIGHT

We strongly recommend reading the flight test report issued by the certification laboratory. It contains essential information about how the PEAK 7 reacts during each of the tested manoeuvres.

It is important to understand that the appropriate response to a manoeuvre may vary depending on wing size. Even within the same size, the wing's behaviour and reactions may differ when flown at minimum or maximum load.

The information provided by the certification laboratory is essential for understanding and managing these situations. We recommend learning and practising these manoeuvres under the supervision of a qualified instructor at an approved training school.

4.1 FLYING IN TURBULENCE

The PEAK 7 features an airfoil designed to handle turbulence with a high degree of stability. It maintains stable behaviour in a wide range of conditions and responds effectively to passive flight situations, providing greater confidence in turbulent air.

Nevertheless, every paraglider requires appropriate pilot input according to the prevailing conditions. The pilot remains the ultimate factor in flight safety.

We recommend active piloting in turbulent conditions, using measured inputs to maintain control of the wing and prevent collapses, while allowing it to recover the necessary airspeed after each correction.

Avoid maintaining prolonged brake input, as this may bring the wing closer to critical flight conditions. Whenever corrective input is required, apply it appropriately and then allow the wing to regain its normal flying speed.

4.2 POSSIBLE CONFIGURATIONS

We recommend learning the following manoeuvres under the supervision of a qualified instructor at an approved training school. Pilots must adapt their brake inputs to the wing loading and avoid over-controlling the glider.

It is important to remember that reactions may vary between wing sizes and, even within the same size, depending on whether the wing is flown at minimum or maximum load.

The certification flight test report provides detailed information about the wing's behaviour during each tested manoeuvre. Understanding these reactions is essential for managing abnormal flight situations as safely as possible.

Asymmetric collapse

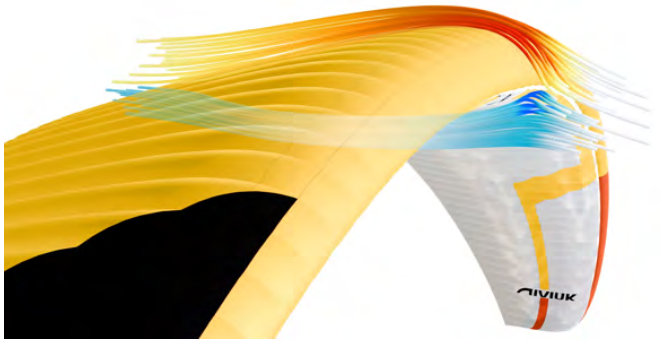
Despite the high stability of the PEAK 7's airfoil, strong turbulence may occasionally cause an asymmetric collapse, particularly if the pilot does not anticipate the need for corrective input. A loss of internal pressure may be felt through the brake handles and harness. To help prevent a collapse, apply brake input on the affected side to increase the angle of attack and maintain pressure in the wing. If a collapse occurs, the PEAK 7 generally reacts progressively rather than abruptly. The resulting turn is gradual and can be controlled by shifting body weight towards the open side of the wing to prevent the turn from increasing and maintain the intended flight path. Apply a small amount of brake on the open side if necessary. The collapsed side will normally reopen without additional input. If it does not, apply a firm, deep brake input (100%) on the collapsed side to encourage reopening. This action may need to be repeated until the wing has fully reinflated. Avoid excessive braking on the open side while controlling the turn, and allow the wing to recover normal flying speed once the collapse has reopened.

Frontal collapse

Under normal flying conditions, a frontal collapse is unlikely with the PEAK 7, as its airfoil is designed to tolerate significant changes in angle of attack. However, a frontal collapse may occur in strong turbulence, when entering or leaving powerful thermals, or when using the speed-bar without adapting to the conditions of the air mass. The wing will generally reopen automatically without a tendency to turn. If necessary, a brief, quick and deep symmetrical input on both brakes may help the wing reopen. Release the brakes immediately afterwards to allow the wing to recover its normal flying speed.

Negative spin

A negative spin is outside the PEAK 7's normal flight behaviour. However, attempting a series of turns while flying at very low speed with excessive brake input may cause the wing to enter this configuration. It is difficult to provide a single recovery procedure, as the appropriate response depends on the nature of the spin. The essential objective



is to restore airflow over the wing by progressively releasing the brakes and allowing it to regain airspeed. The normal response is a lateral surge, with a tendency to rotate no more than 360° before returning to normal flight.

Parachutal stall

The PEAK 7 has been designed to minimise the tendency to enter or remain in a parachutal stall. This configuration is highly unlikely during normal flight. If it does occur, the wing will appear fully inflated but will lose forward speed, become somewhat unstable and exhibit reduced brake pressure. To recover, release the brakes and push the A-risers forwards to accelerate the wing, or gently shift body weight to one side WITHOUT APPLYING THE BRAKES.

Deep Stall

The likelihood of the PEAK 7 entering a stall during normal flight is very low. A stall may occur when flying in strong turbulence at excessively low airspeed while applying a series of inappropriate or excessive control inputs. To induce a stall, the wing must be slowed to its minimum flying speed by applying full symmetrical brake input (100%) for several seconds. The wing will pitch backwards and then stabilise above the pilot, with some pendular movement depending on how the manoeuvre is performed.

Once the stall begins, it is essential not to hesitate or release the brakes halfway through the manoeuvre. Doing so may cause the wing to surge violently forwards, potentially below the pilot. Maintain the input for a few seconds until the wing stabilises vertically. To recover normal flight, release the brakes progressively and symmetrically, allowing the wing to regain speed.

Once the wing reaches its maximum forward surge, release the brakes fully. The wing will pitch forwards as it recovers the relative airspeed required for normal flight. Avoid excessive braking during this phase, as the wing needs to accelerate to recover from the stall. If necessary, briefly apply symmetrical brake input to control a possible frontal collapse, then release immediately, even if the wing is still positioned forwards.

Cravat

A cravat may occur after an asymmetric collapse when a wingtip becomes trapped between the lines. Depending on the severity of the cravat, the wing may enter a relatively rapid turn. The initial corrective actions are similar to those used for an asymmetric collapse: control the turn by applying the opposite brake and shifting body weight to the open side. Then locate the stabilo line on the affected wingtip. This line is identified by a different colour and corresponds to the line attached to the A' riser. Pull the line until it becomes taut to help release the trapped wingtip.

If the cravat cannot be released, maintain a safe flight path towards the nearest suitable landing area, using weight shift and a small amount of brake input to control the direction. Be particularly careful when attempting to release a cravat near terrain or other paragliders, as you may lose control of your intended flight path.

Over-controlling

Most paragliding incidents are caused by inappropriate pilot decisions or inputs, which can lead to abnormal flight configurations and a cascade of incidents. Excessive control inputs may bring the wing closer to critical flight conditions. The PEAK 7 is designed to recover normal flight on its own whenever possible. Avoid unnecessary corrections or over-controlling the wing.

In many cases, over-controlling is not caused by the type or intensity of an input, but by how long the pilot maintains it. After each correction, allow the airfoil to recover its normal flying speed.

4.3 ACCELERATED FLIGHT

The PEAK 7's airfoil is designed to remain highly stable throughout its entire speed range. Using the speed-bar can be particularly useful in strong winds or areas of significant sink.

During accelerated flight, the wing becomes more exposed to turbulence and moves closer to the conditions that may cause a frontal collapse. If you feel a loss of internal pressure, release the speed-bar and apply a small amount of brake input to increase the wing's angle of attack. Always remember to restore normal flying speed after making a correction.

We do not recommend using the speed-bar close to terrain or in strongly turbulent conditions. If acceleration is necessary, use the speed-bar progressively, releasing pressure when a loss of internal pressure is detected and balancing the response with appropriate brake input. This is known as active speed-bar control.

4.4 FLYING WITHOUT BRAKE LINES

If, for any reason, the PEAK 7's brakes become inoperative during flight, the wing must be controlled by gently pulling the B-risers and using weight shift to steer towards a suitable landing area. The B-risers require relatively little force, so avoid pulling them excessively, as this could induce a stall or negative spin. For landing, maintain as much airspeed as possible during the approach. Shortly before reaching the ground, pull both B-risers symmetrically to slow the wing. This method is less effective than using the brakes, so the landing will take place at a higher speed.

4.5 LINE KNOT(S) IN FLIGHT

The best way to prevent knots or tangles is to carry out a thorough inspection of the line set before inflating the wing at take-off. If you notice a knot during the launch sequence, stop running immediately and abort the take-off.

If you have inadvertently taken off with a knot, compensate for the resulting turn by shifting your weight towards the side opposite the knot and applying brake input on that same side. You may gently pull the brake line on the affected side to see whether the knot can be released, or identify the tangled line and carefully pull it. Only attempt these actions when sufficiently clear of terrain. If the knot is too tight and cannot be released, fly carefully and safely to the nearest suitable landing area. Be particularly cautious when attempting to release a knot. Excessive brake input increases the risk of entering a stall or negative spin. Before attempting to untangle the lines, make sure there are no other pilots flying nearby.



5. LOSING ALTITUDE

Knowing how to lose altitude quickly is an important skill in certain situations. The most appropriate descent technique will depend on the circumstances.

We recommend learning and practising these manoeuvres under the supervision of a qualified instructor at an approved training school.

5.1 BIG EARS

Big Ears is a moderate descent technique that produces a sink rate of approximately 3–4 m/s, reduces ground speed by 3–5 km/h and limits the pilot's steering ability. The manoeuvre also increases the angle of attack and the wing loading on the remaining open surface.

To perform Big Ears, take hold of the A' line on both sides, as high as possible, and pull outwards and downwards. You will notice the wingtips folding in. On the PEAK 7, this is the 3A3 line.

To restore forward speed and the correct angle of attack, the speed-bar can be applied once the ears are folded.

Maintain the manoeuvre until you have lost the required altitude.

To reopen the wing, release the lines. If the wingtips do not reopen automatically, apply brake input first on one side and then on the other. Asymmetric reopening is recommended to avoid compromising the angle of attack, particularly close to the ground or in turbulent conditions.

WARNING: RISK OF STALL!

When reaching for the 3A3 line to perform Big Ears, the pilot may unintentionally apply some brake input. The same can occur when holding the 3A3 lines to maintain the manoeuvre. This reduces airspeed because the wing is effectively being braked.

Paragliders with a pronounced arc, such as the PEAK 7, experience increased aerodynamic drag during Big Ears. Because the wing is highly curved, the folded tips do not tuck beneath the undersurface. Instead, they hang downwards, creating additional drag.

The PEAK 7 also features a relatively short chord, which offers significant advantages during normal flight but may create difficulties when performing Big Ears. The damping characteristics associated with the reduced line arrangement can make it harder for the wing to recover its normal airspeed after a significant increase in angle of attack. The additional drag generated by Big Ears makes this recovery even more difficult.

Combined with unfavourable thermic or turbulent conditions, these characteristics may lead to an unexpected stall.

To reduce the risk of an unexpected stall while performing Big Ears, use approximately 50% speed-bar. This increases airspeed, reduces the angle of attack and helps maintain sufficient speed to avoid a stall. It is important not to apply any brake input while performing Big Ears.

The risk of stalling does not mean that Big Ears cannot be performed with the PEAK 7. These recommendations are intended to help pilots prevent and manage this situation in flight.

5.2 B3 TECHNIQUE

The B3 Technique is a rapid descent manoeuvre that allows sink rates of approximately 5–6 m/s while maintaining a high airspeed and stable flight.

To perform the manoeuvre, locate the 3C3 line and pull it in the same way as when performing Big Ears, until the stabilo moves backwards. Initially, the wing will slow down and the wingtips will move slightly backwards. The airspeed will then increase until it stabilises.

We recommend using the speed-bar throughout the manoeuvre. Direction can be controlled in the same way as during Big Ears.

To exit the manoeuvre, release the lines progressively. The wing will return to its normal configuration and sink rate, with a slight forward surge.

(!) WARNING! Practise this manoeuvre for the first time in gentle conditions and with sufficient altitude. It is essential to become familiar with the wing's behaviour during this manoeuvre before using it in flight.

5.3 SPIRAL DIVE

The spiral dive is the most effective manoeuvre for losing altitude rapidly. It can generate very high descent speeds and significant g-forces, potentially causing disorientation or even loss of consciousness. For this reason, the manoeuvre should be entered progressively and only with sufficient altitude, allowing the pilot to adapt to the increasing g-forces and understand the wing's behaviour.

To initiate a spiral dive, shift your weight towards the inside of the turn and gently apply brake input on the same side. The intensity of the turn can be regulated by applying a small amount of brake on the outside.

At maximum rotation speed, a paraglider may reach sink rates of approximately 20 m/s, equivalent to a vertical speed of around 70 km/h. The wing may enter a stabilised spiral at sink rates above 15 m/s. It is therefore essential to understand and practise the correct exit procedure.

To exit the manoeuvre, progressively release the inside brake, briefly apply brake input on the opposite side and shift your body weight away from the direction of the turn, stopping the corrective input as the wing begins to exit the spiral.

The exit must be smooth and progressive, allowing the pilot to monitor changes in pressure and speed.

Depending on how the manoeuvre is performed, the wing may experience a brief pendular movement and lateral surge during recovery.

Always practise this manoeuvre carefully and with sufficient altitude.

5.4 SLOW DESCENT TECHNIQUE

This technique allows the pilot to descend gradually while maintaining normal flight, without placing unnecessary stress on either the equipment or the pilot. The aim is to locate areas of descending air and turn as if climbing in a thermal, but with the intention of losing altitude.

Always use good judgement when searching for descending air and avoid areas with potentially dangerous aerodynamic conditions. Safety must always come first.

6. SPECIAL METHODS

6.1 TOWING

The PEAK 7 is suitable for towing. The operation must be carried out using certified equipment and under the supervision of qualified towing personnel. The wing should be inflated in the same way as for a normal take-off.

If corrections are required to maintain alignment, use small brake inputs, particularly during the initial phase of the tow. Because the wing is flying at low airspeed and a relatively high angle of attack, all corrections must be made as smoothly and gently as possible to avoid approaching a stall.

6.2 ACROBATIC FLIGHT

Although the PEAK 7 has been tested by experienced acrobatic pilots in a wide range of extreme situations, it has NOT been designed for acrobatic flying, and we do NOT recommend using it for this purpose.

Extreme or acrobatic manoeuvres include any form of piloting outside the normal flight envelope. To learn acrobatic manoeuvres safely, pilots should attend specialised courses conducted over water by qualified professionals. During extreme manoeuvres, both the wing and the pilot may be subjected to centrifugal forces of up to 4 or 5 g, which can accelerate material wear compared with normal flight.



7. CARE AND MAINTENANCE

7.1 MAINTENANCE

Taking proper care of your equipment helps ensure that it continues to function correctly. In addition to regular inspections, we recommend taking an active approach to equipment maintenance.

A pre-flight inspection is mandatory before every flight.

If any incident occurs in areas of the equipment particularly susceptible to damage, inspect the affected components carefully and take appropriate action.

At Niviuk, we are committed to making advanced technology accessible to all pilots. For this reason, our wings incorporate the latest technological developments. These innovations provide greater safety and performance, but they also require additional care to preserve the materials and their properties.

(!) WARNING! It is essential to avoid impacts or friction with the ground along the wing's leading edge. This area is reinforced with highly durable and resistant Nitinol rods, which can be replaced if necessary. However, dragging or striking the leading edge against the ground may cause serious damage to the fabric, which is considerably more difficult and expensive to repair.

Neither the fabric nor the lines require washing. If they become dirty, clean them with a cloth dampened with water. Do not use detergents or other chemical products.

If the wing becomes wet, allow it to dry in a dry, well-ventilated area away from direct sunlight.

Sunlight can damage the materials and accelerate ageing. Do not leave your paraglider exposed to the sun unnecessarily, either at take-off or after landing. Always pack and store it properly.

If you fly in sandy areas, prevent sand from entering the cells through the leading edge openings. After flying, remove any sand that may have entered the wing. The cleaning openings at the wingtips make this easier.

If the wing comes into contact with salt water, immerse it in fresh water and allow it to dry in a well-ventilated area away from direct sunlight.

7.2 STORAGE

Store your equipment in a cool, dry place, away from solvents, fuels and oils.

We do not recommend leaving the equipment in a car boot, as temperatures can become extremely high when the vehicle is parked in the sun. For example, the temperature inside a rucksack exposed to direct sunlight can reach 60°C.

Do NOT place heavy objects on top of the equipment.

Correct packing is essential for proper storage. The wing must be carefully folded and stored to preserve its condition.

For long-term storage, we recommend keeping the wing uncompressed whenever possible, loosely packed and away from direct contact with the ground. Humidity and heat sources can damage the equipment.

7.3 CHECKS AND INSPECTIONS

In accordance with certification requirements, your PEAK 7 must undergo a periodic inspection every 24 months or every 100 flying hours, whichever comes first.

We strongly recommend that all inspections, adjustments and repairs are carried out or supervised by qualified professionals.

This is the only way to ensure that your PEAK 7 continues to function correctly and that its certification remains valid through the corresponding inspection certificate.

Regardless of these periodic inspections, always carry out a thorough preventive check of the entire equipment before every flight.

The PEAK 7 is designed and manufactured with unsheathed lines. Their strength meets the standards applicable to this type of line. They offer guaranteed durability and excellent UV resistance.

In addition, the new upper lines are made from Edelrid 9200, a new material with greater wear resistance. They provide increased durability without compromising performance.

The Aramid lines are made from a new material with a water-repellent coating (Magix Pro Dry), which makes untangling knots easier and simplifies line preparation before flight.

However, to maintain the wing's original performance, its trim must be checked and adjusted as necessary.

In general, line lengths change with use. For this reason, we recommend checking the trim after approximately the first 30 flying hours. The inspection intervals and the adjustments required may vary between individual wings, depending on the conditions of the flying area, climate, temperature, humidity, terrain, wing loading and other factors.

Thanks to the experience gained and the extensive inspections carried out by our R&D team, we have developed a detailed understanding of how the line set behaves over time. This knowledge allows us to maintain the wing's optimal trim for more flights, minimising the loss of performance associated with use.

One of the most important elements to inspect and adjust in the line set is the so-called loops (knots). Some models, including the PEAK 7, may be supplied with loops already installed. These must be adjusted according to the trim requirements at each stage of the wing's service life.

Never adjust a paraglider using the settings applied to another wing, even if it is the same model. Every adjustment must be individually determined for the specific wing, based on an inspection and analysis carried out by specialised and authorised personnel.

7.4 REPAIRS

In the case of small tears, you can temporarily repair these by using the Ripstop tape included in the repair kit, as long as no stitching is required to mend the fabric.

Any other tears or repairs should be done in a specialist repair shop by qualified personnel.

Damaged lines must be repaired or exchanged immediately.

Please refer to the line plan at the end of this manual. We recommend any inspection or repair is performed by a Niviuk professional in our official workshop.

Any modification of the glider made in an external workshop will invalidate the guarantee of the product. Niviuk cannot be held responsible for any issues or damage resulting from modifications or repairs carried out by unqualified professionals or who are not approved by the manufacturer.

8. SAFETY AND RESPONSIBILITY

It is well known that free-flying with a paraglider is considered a high-risk sport, where safety depends on the person who is practicing it.

Incorrect use of this equipment may cause severe, life-changing injuries to the pilot, or even death. Manufacturers and dealers cannot be held responsible for your decisions, actions or accidents that may result from participating in this sport.

You must not use this equipment if you have not been properly trained to use it. Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

9. GUARANTEE

The equipment and components are covered by a 2-year warranty against any manufacturing defect.

The warranty does not cover misuse of the equipment.

Any modification of the paraglider or its components invalidates the guarantee and its certification.

If you notice any defects in your harness, please contact Niviuk immediately for a more thorough inspection.



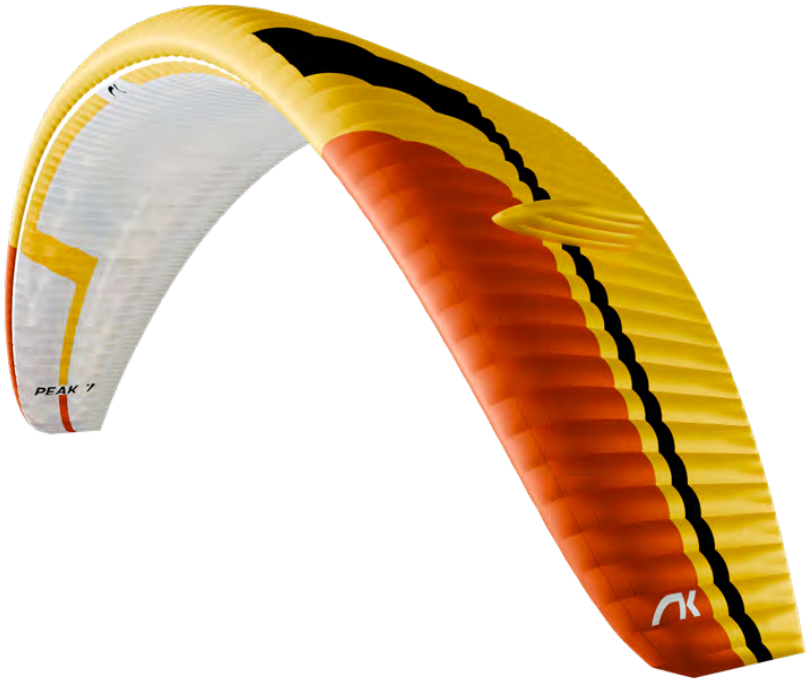
ANNEXES

10. ANNEXES

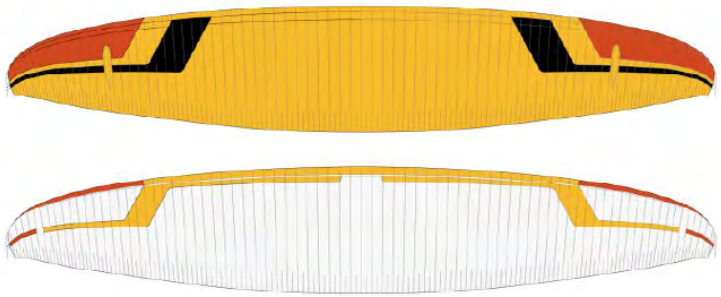
10.1 Technical specifications

			19	21	23	24	26
Cells	Number		80	80	80	80	80
Aspect Ratio	Flat		6,9	6,9	6,9	6,9	6,9
	Projected		5,3	5,3	5,3	5,3	5,3
Area	Flat	m2	19,7	21	22,5	24	26
	Projected	m2	16,73	17,84	19,11	20,38	22,08
Span	Flat	m	11,66	12,03	12,46	12,87	13,39
Chord	Max	m	2,14	2,21	2,29	2,37	2,46
Lines	Total	m	195	201	209	216	225
	Main		2-1/3	2-1/3	2-1/3	2-1/3	2-1/3
Risers	Number		A-A'/B	A-A'/B	A-A'/B	A-A'/B	A-A'/B
	Speed-bar	mm	145	180	180	180	180
Glider weight		kg	4,45	4,70	5,00	5,25	5,50
Total weight in flight	Min-Max	kg	65-80	75-90	85-100	95-113	110-125
Opt. weight in flight		kg	75	85	95	107	120
Certification			EN/LTF D	EN/LTF D	EN/LTF D	EN/LTF D	EN/LTF D

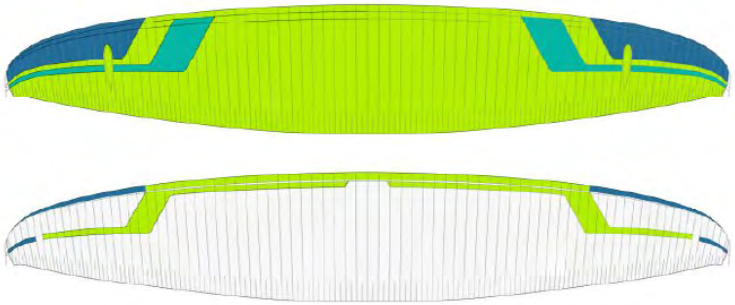
The total weight of the wing may differ ±2% due to variations in the weight of the fabric supplied by the manufacturers.



10.2 Colours



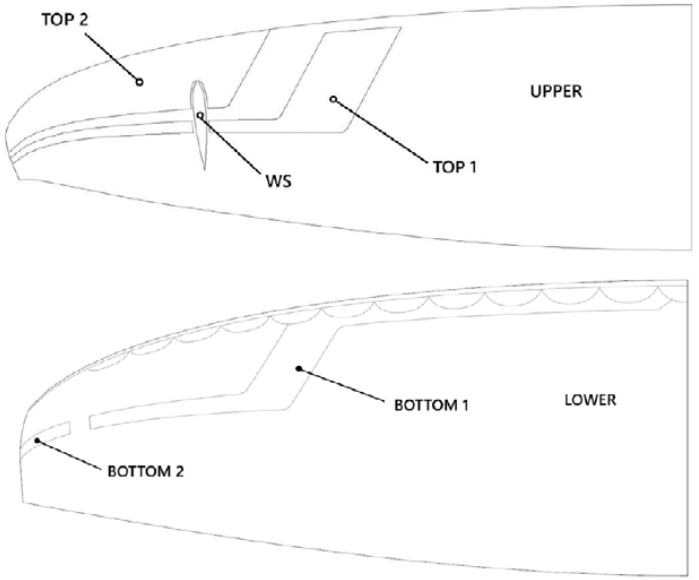
	UPPER	GOLD	**LOWER**	WHITE
VENUS	**TOP 1**	BLACK	**BOTTOM 1**	GOLD
	TOP 2	DARK BRICK	**BOTTOM 2**	DARK BRICK
	WS	GOLD		



	UPPER	LIMA	**LOWER**	WHITE
AZARA	**TOP 1**	SPECTRA GREEN	**BOTTOM 1**	LIMA
	TOP 2	SLATE BLUE	**BOTTOM 2**	SLATE BLUE
	WS	LIMA		



	UPPER	PINK	**LOWER**	WHITE
PETAL	**TOP 1**	BLACK	**BOTTOM 1**	PINK
	TOP 2	DARK BRICK	**BOTTOM 2**	DARK GOLD
	WS	PINK		



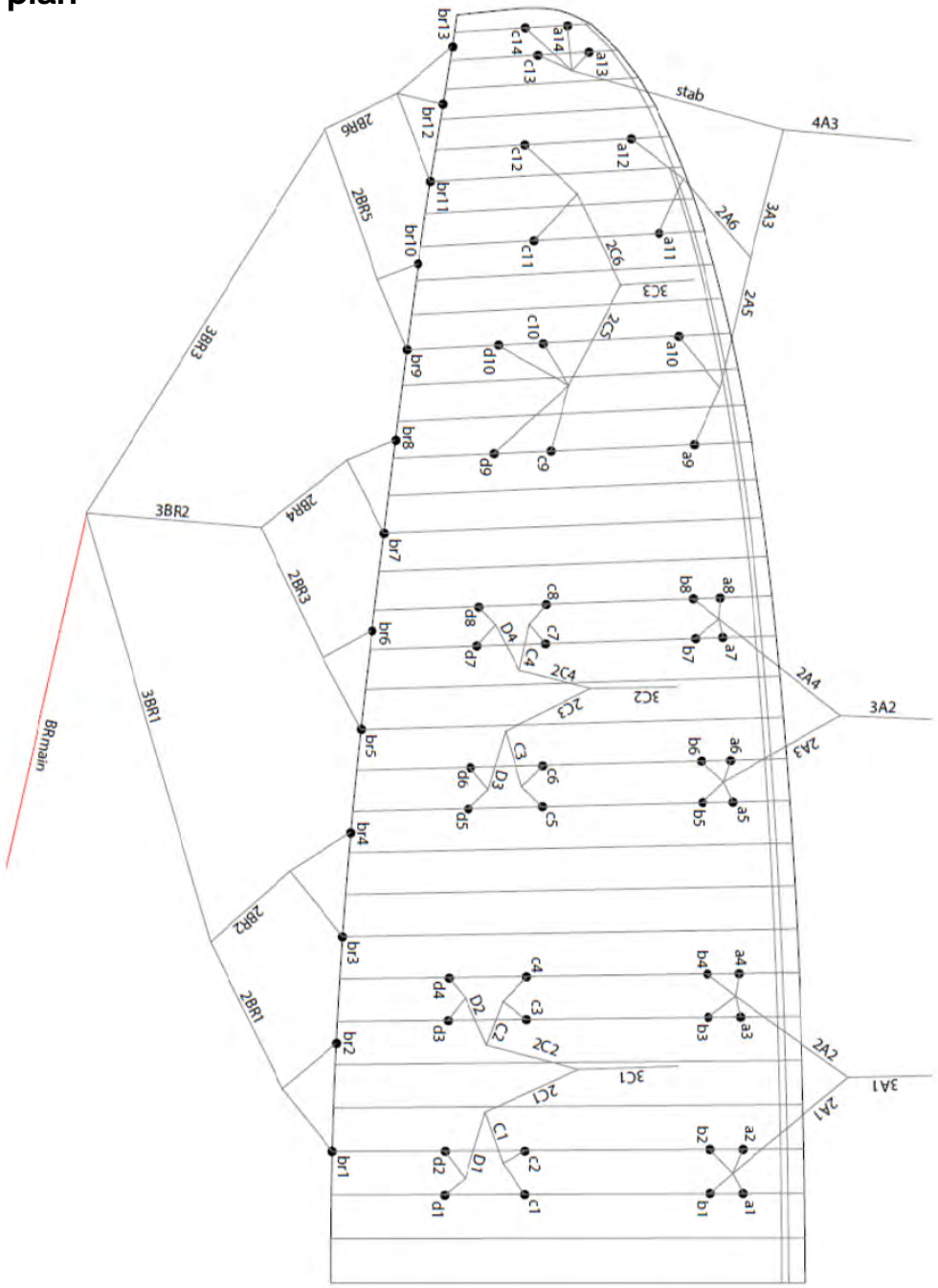
10.3 Materials

CANOPY	FABRIC CODE	SUPPLIER
UPPER SURFACE	N30 DMF / N20 DMF	DOMINICO TEX CO (KOREA)
BOTTOM SURFACE	N10 / 70000E3H	DOMINICO TEX CO (KOREA) / PORCHER SPORT (FRANCE)
PROFILES	E29 / 2044 32 FM	PORCHER SPORT (FRANCE) / DOMINICO TEX CO (KOREA)
DIAGONALS	30 DFM	DOMINICO TEX CO (KOREA)
LOOPS	LKI - 10	KOLON IND. (KOREA)
REIFORCEMENT LOOPS	RIPSTOP FABRIC	DOMINICO TEX CO (KOREA)
TRAILING EDGE REIFORCEMENT	MYLAR	D-P (GERMANY)
RIBS REIFORCEMNET	LTN-0.8 / 0.5 STICK	SPORTWARE CO.CHINA
THREAD	SERAFIL 60	AMAN (GERMANY)

SUSPENSION LINES	FABRIC CODE	SUPPLIER
UPPER CASCADES	A-8001/U (40/50/70)	EDELRID (GERMANY)
UPPER CASCADES	9200 (35)	EDELRID (GERMANY)
UPPER CASCADES	DC - 60	LIROS GMHB (GERMANY)
MIDDLE CASCADES	8001/U (190/130/90/50)	EDELRID (GERMANY)
MIDDLE CASCADES	9200 (35)	EDELRID (GERMANY)
MIDDLE CASCADES	DC (60)	LIROS GMHB (GERMANY)
MAIN	A-8001/U 130	EDELRID (GERMANY)
MAIN	8001/U (340/190/90)	EDELRID (GERMANY)
MAIN BREAK	TARAX-240	EDELRID (GERMANY)
THREAD	SERAFIL 60	AMAN (GERMANY)

RISERS	FABRIC CODE	SUPPLIER
MATERIAL	3455	COUSIN (FRANCE)
COLOR INDICATOR	210D	TECNI SANGLES (FRANCE)
THREAD	V138	COATS (ENGLAND)
MAILLONS	3.5	ANSUNG PRECISION (KOREA)
PULLEYS	RF25109	RONSTAN (AUSTRALIA)

10.4 Line plan



LINE REPLACEMENT

The use of new high performance materials in modern wings is now common. The advantages of using these materials in terms of performance are widely acknowledged as part of our sport's evolution. However, along with those technological advances come additional responsibilities which cannot be avoided. As a result, line inspection and replacement must be carried out more frequently. That increased frequency appears to be encouraging some pilots to try to perform line replacement themselves.

WE STRONGLY RECOMMEND ANY LINE REPLACEMENT IS PERFORMED BY AN AUTHORISED SPECIALIST ONLY.

Ultimately, if the pilot decides to perform any line replacement without professional oversight they therefore assume all responsibility. In this case, these guidelines will have to be followed.

BEFORE REMOVING ANY LINES, CHECK:

- That the line plan is correct according to the glider model and size.
- That the line kit is complete and correct.
- Never assume but always check each individual line for the correct specification.

AFTER CONFIRMING THAT ALL LINES ARE CORRECT:

- Fit the new line(s) WITHOUT removing the label.
- Once replaced, measure each line length to confirm the correct measurement.
- Inflate the wing to check for any irregularities.
- The line labels may then be removed but NOT BEFORE completion of the line replacement.

Niviuk strongly recommends for any line replacement to be carried out by an authorised professional only, and will not accept responsibility for any damage or injury caused as a result of incorrect re-assembly.

10.5 Riser plan

A	A’	B
3A1	3A3	3C1
3A2	stab	3C2
		3C3



10.6 Line measurements by size

PEAK 7 - 19

ref.	mat.	kg	color	mm
		A		
a1	8001/U	70	ORANGE	335
a2	8001/U	70	ORANGE	332
a3	8001/U	70	ORANGE	325
a4	8001/U	70	ORANGE	315
a5	8001/U	70	ORANGE	312
a6	8001/U	70	ORANGE	307
a7	8001/U	70	ORANGE	293
a8	8001/U	70	ORANGE	270
a9	9200	70	WHT	788
a10	9200	35	WHT	693
a11	9200	35	WHT	709
a12	9200	35	WHT	662
a13	9200	35	WHT	699
a14	9200	35	WHT	551
A15	9200	35	WHT	546
A1	8001/U	90	ORG	982
A2	8001/U	90	ORG	887
A3	8001/U	90	ORG	893
A4	8001/U	90	ORG	930
A5	8001/U	90	ORG	865
A6	8001/U	90	ORG	749
A7	8001/U	90	ORG	762
A8	8001/U	90	ORG	763
A9	8001/U	70	ORG	742
A10	8001/U	70	ORG	665
2a1	8001/U	190	ORG	1236
2a2	8001/U	190	ORG	1198
2a3	8001/U	190	ORG	1089
2a4	8001/U	190	ORG	1014
2a5	8001/U	90	ORG	1892
stab	8001/U	50	ORG	2606
3a1	8001/U	340	ORG	3986
3a2	8001/U	340	ORG	4069
3a3	8001/U	130	ORG	2511

ref.	mat.	kg	color	mm
		B		
b1	8001/U	50	ORANGE	319
b2	8001/U	50	ORANGE	314
b3	8001/U	50	ORANGE	308
b4	8001/U	50	ORANGE	300
b5	8001/U	50	ORANGE	296
b6	8001/U	50	ORANGE	291
b7	8001/U	50	ORANGE	279
b8	8001/U	50	ORANGE	259

ref.	mat.	kg	color	mm
		C		
c1	8001/U	50	BLUE	522
c2	8001/U	50	BLUE	514
c3	8001/U	50	BLUE	504
c4	8001/U	50	BLUE	498
c5	8001/U	50	BLUE	458
c6	8001/U	50	BLUE	438
c7	8001/U	50	BLUE	409
c8	8001/U	50	BLUE	387
c9	9200	35	WHT	620
c10	9200	35	WHT	529
c11	9200	35	WHT	541
c12	9200	35	WHT	517
c13	9200	35	WHT	583
c14	9200	35	WHT	569
c15	9200	35	WHT	583
C1	8001/U	50	BLUE	494
C2	8001/U	50	BLUE	371
C3	8001/U	50	BLUE	381
C4	8001/U	50	BLUE	452
C5	8001/U	50	BLUE	455
C6	8001/U	50	BLUE	335
C7	8001/U	50	BLUE	363
C8	8001/U	50	BLUE	407
C9	8001/U	50	BLUE	573
C10	8001/U	50	BLUE	514
2c1	8001/U	90	BLUE	918
2c2	8001/U	90	BLUE	884
2c3	8001/U	90	BLUE	817
2c4	8001/U	90	BLUE	753
3c1	8001/U	190	BLUE	4610
3c2	8001/U	190	BLUE	4603
3c3	8001/U	70	BLUE	4738

ref.	mat.	kg	color	mm
		D		
d1	8001/U	40	BLUE	622
d2	8001/U	40	BLUE	616
d3	8001/U	40	BLUE	604
d4	8001/U	40	BLUE	589
d5	8001/U	40	BLUE	554
d6	8001/U	40	BLUE	526
d7	8001/U	40	BLUE	493
d8	8001/U	40	BLUE	459
D9	9200	35	WHT	678
D10	9200	35	WHT	584

ref.	mat.	kg	color	mm
		BRAKE		
br1	9200	35	WHT	806
br2	9200	35	WHT	503
br3	9200	35	WHT	701
br4	9200	35	WHT	757
br5	9200	35	WHT	740
br6	9200	35	WHT	553
br7	9200	35	WHT	612
br8	9200	35	WHT	668
br9	9200	35	WHT	587
br10	9200	35	WHT	477
br11	9200	35	WHT	814
br12	9200	35	WHT	813
br13	9200	35	WHT	899
2BR1	9200	35	WHT	874
2BR2	9200	35	WHT	548
2BR3	9200	35	WHT	724
2BR4	9200	35	WHT	588
2BR5	9200	35	WHT	799
2BR6	9200	35	WHT	395
3BR1	9200	70	WHT	3164
3BR2	9200	70	WHT	2828
3BR3	9200	70	WHT	2553
BRmain	8001/U	190	ORG	1117
br5.1	TARAX	200	RED	1300

PEAK 7 - 21

ref.	mat.	kg	color	mm
		A		
a1	8001/U	70	ORANGE	346
a2	8001/U	70	ORANGE	343
a3	8001/U	70	ORANGE	336
a4	8001/U	70	ORANGE	326
a5	8001/U	70	ORANGE	322
a6	8001/U	70	ORANGE	317
a7	8001/U	70	ORANGE	303
a8	8001/U	70	ORANGE	279
a9	9200	70	WHT	814
a10	9200	35	WHT	715
a11	9200	35	WHT	732
a12	9200	35	WHT	684
a13	9200	35	WHT	721
a14	9200	35	WHT	569
A15	9200	35	WHT	563
A1	8001/U	90	ORG	1013
A2	8001/U	90	ORG	916
A3	8001/U	90	ORG	922
A4	8001/U	90	ORG	961
A5	8001/U	90	ORG	893
A6	8001/U	90	ORG	773
A7	8001/U	90	ORG	787
A8	8001/U	90	ORG	788
A9	8001/U	70	ORG	766
A10	8001/U	70	ORG	686
2a1	8001/U	190	ORG	1275
2a2	8001/U	190	ORG	1238
2a3	8001/U	190	ORG	1125
2a4	8001/U	190	ORG	1048
2a5	8001/U	90	ORG	1954
stab	8001/U	50	ORG	2691
3a1	8001/U	340	ORG	4132
3a2	8001/U	340	ORG	4220
3a3	8001/U	130	ORG	2613

ref.	mat.	kg	color	mm
		B		
b1	8001/U	50	ORANGE	329
b2	8001/U	50	ORANGE	324
b3	8001/U	50	ORANGE	318
b4	8001/U	50	ORANGE	310
b5	8001/U	50	ORANGE	306
b6	8001/U	50	ORANGE	300
b7	8001/U	50	ORANGE	288
b8	8001/U	50	ORANGE	267

ref.	mat.	kg	color	mm
		C		
c1	8001/U	50	BLUE	539
c2	8001/U	50	BLUE	531
c3	8001/U	50	BLUE	520
c4	8001/U	50	BLUE	515
c5	8001/U	50	BLUE	472
c6	8001/U	50	BLUE	453
c7	8001/U	50	BLUE	422
c8	8001/U	50	BLUE	400
c9	9200	35	WHT	641
c10	9200	35	WHT	546
c11	9200	35	WHT	559
c12	9200	35	WHT	533
c13	9200	35	WHT	602
c14	9200	35	WHT	587
c15	9200	35	WHT	602
C1	8001/U	50	BLUE	509
C2	8001/U	50	BLUE	383
C3	8001/U	50	BLUE	393
C4	8001/U	50	BLUE	468
C5	8001/U	50	BLUE	470
C6	8001/U	50	BLUE	346
C7	8001/U	50	BLUE	375
C8	8001/U	50	BLUE	420
C9	8001/U	50	BLUE	592
C10	8001/U	50	BLUE	531
2c1	8001/U	90	BLUE	948
2c2	8001/U	90	BLUE	913
2c3	8001/U	90	BLUE	843
2c4	8001/U	90	BLUE	778
3c1	8001/U	190	BLUE	4776
3c2	8001/U	190	BLUE	4772
3c3	8001/U	70	BLUE	4913

ref.	mat.	kg	color	mm
		D		
d1	8001/U	40	BLUE	642
d2	8001/U	40	BLUE	635
d3	8001/U	40	BLUE	624
d4	8001/U	40	BLUE	607
d5	8001/U	40	BLUE	571
d6	8001/U	40	BLUE	543
d7	8001/U	40	BLUE	509
d8	8001/U	40	BLUE	473
D9	9200	35	WHT	699
D10	9200	35	WHT	603

ref.	mat.	kg	color	mm
		BRAKE		
br1	9200	35	WHT	833
br2	9200	35	WHT	519
br3	9200	35	WHT	724
br4	9200	35	WHT	781
br5	9200	35	WHT	764
br6	9200	35	WHT	572
br7	9200	35	WHT	631
br8	9200	35	WHT	690
br9	9200	35	WHT	606
br10	9200	35	WHT	493
br11	9200	35	WHT	840
br12	9200	35	WHT	839
br13	9200	35	WHT	929
2BR1	9200	35	WHT	901
2BR2	9200	35	WHT	567
2BR3	9200	35	WHT	747
2BR4	9200	35	WHT	609
2BR5	9200	35	WHT	825
2BR6	9200	35	WHT	409
3BR1	9200	70	WHT	3265
3BR2	9200	70	WHT	2921
3BR3	9200	70	WHT	2638
BRmain	8001/U	190	ORG	1208
br5.1	TARAX	200	RED	1300

PEAK 7 - 23

ref.	mat.	kg	color	mm
		A		
a1	8001/U	70	ORANGE	358
a2	8001/U	70	ORANGE	355
a3	8001/U	70	ORANGE	348
a4	8001/U	70	ORANGE	337
a5	8001/U	70	ORANGE	334
a6	8001/U	70	ORANGE	329
a7	8001/U	70	ORANGE	313
a8	8001/U	70	ORANGE	289
a9	9200	70	WHT	842
a10	9200	35	WHT	740
a11	9200	35	WHT	757
a12	9200	35	WHT	708
a13	9200	35	WHT	747
a14	9200	35	WHT	589
A15	9200	35	WHT	583
A1	8001/U	90	ORG	1048
A2	8001/U	90	ORG	948
A3	8001/U	90	ORG	954
A4	8001/U	90	ORG	996
A5	8001/U	90	ORG	924
A6	8001/U	90	ORG	801
A7	8001/U	90	ORG	815
A8	8001/U	90	ORG	816
A9	8001/U	70	ORG	793
A10	8001/U	70	ORG	710
2a1	8001/U	190	ORG	1320
2a2	8001/U	190	ORG	1282
2a3	8001/U	190	ORG	1164
2a4	8001/U	190	ORG	1085
2a5	8001/U	90	ORG	2022
stab	8001/U	50	ORG	2786
3a1	8001/U	340	ORG	4295
3a2	8001/U	340	ORG	4389
3a3	8001/U	130	ORG	2728

ref.	mat.	kg	color	mm
		B		
b1	8001/U	50	ORANGE	340
b2	8001/U	50	ORANGE	335
b3	8001/U	50	ORANGE	330
b4	8001/U	50	ORANGE	321
b5	8001/U	50	ORANGE	317
b6	8001/U	50	ORANGE	311
b7	8001/U	50	ORANGE	298
b8	8001/U	50	ORANGE	276

ref.	mat.	kg	color	mm
		C		
c1	8001/U	50	BLUE	558
c2	8001/U	50	BLUE	549
c3	8001/U	50	BLUE	538
c4	8001/U	50	BLUE	533
c5	8001/U	50	BLUE	489
c6	8001/U	50	BLUE	468
c7	8001/U	50	BLUE	437
c8	8001/U	50	BLUE	414
c9	9200	35	WHT	663
c10	9200	35	WHT	565
c11	9200	35	WHT	578
c12	9200	35	WHT	552
c13	9200	35	WHT	623
c14	9200	35	WHT	608
c15	9200	35	WHT	623
C1	8001/U	50	BLUE	526
C2	8001/U	50	BLUE	397
C3	8001/U	50	BLUE	407
C4	8001/U	50	BLUE	485
C5	8001/U	50	BLUE	486
C6	8001/U	50	BLUE	358
C7	8001/U	50	BLUE	388
C8	8001/U	50	BLUE	436
C9	8001/U	50	BLUE	612
C10	8001/U	50	BLUE	549
2c1	8001/U	90	BLUE	981
2c2	8001/U	90	BLUE	946
2c3	8001/U	90	BLUE	873
2c4	8001/U	90	BLUE	805
3c1	8001/U	190	BLUE	4961
3c2	8001/U	190	BLUE	4961
3c3	8001/U	70	BLUE	5107

ref.	mat.	kg	color	mm
		D		
d1	8001/U	40	BLUE	664
d2	8001/U	40	BLUE	657
d3	8001/U	40	BLUE	645
d4	8001/U	40	BLUE	628
d5	8001/U	40	BLUE	591
d6	8001/U	40	BLUE	561
d7	8001/U	40	BLUE	526
d8	8001/U	40	BLUE	489
D9	9200	35	WHT	723
D10	9200	35	WHT	623

ref.	mat.	kg	color	mm
		BRAKE		
br1	9200	35	WHT	862
br2	9200	35	WHT	538
br3	9200	35	WHT	749
br4	9200	35	WHT	809
br5	9200	35	WHT	791
br6	9200	35	WHT	592
br7	9200	35	WHT	653
br8	9200	35	WHT	714
br9	9200	35	WHT	627
br10	9200	35	WHT	511
br11	9200	35	WHT	869
br12	9200	35	WHT	868
br13	9200	35	WHT	961
2BR1	9200	35	WHT	932
2BR2	9200	35	WHT	587
2BR3	9200	35	WHT	773
2BR4	9200	35	WHT	631
2BR5	9200	35	WHT	853
2BR6	9200	35	WHT	424
3BR1	9200	70	WHT	3379
3BR2	9200	70	WHT	3024
3BR3	9200	70	WHT	2734
BRmain	8001/U	190	ORG	1311
br5.1	TARAX	200	RED	1300

PEAK 7 - 24

ref.	mat.	kg	color	mm
		A		
a1	8001/U	70	ORANGE	370
a2	8001/U	70	ORANGE	367
a3	8001/U	70	ORANGE	360
a4	8001/U	70	ORANGE	349
a5	8001/U	70	ORANGE	345
a6	8001/U	70	ORANGE	339
a7	8001/U	70	ORANGE	324
a8	8001/U	70	ORANGE	299
a9	9200	70	WHT	870
a10	9200	35	WHT	765
a11	9200	35	WHT	782
a12	9200	35	WHT	731
a13	9200	35	WHT	771
a14	9200	35	WHT	608
A15	9200	35	WHT	602
A1	8001/U	90	ORG	1082
A2	8001/U	90	ORG	979
A3	8001/U	90	ORG	986
A4	8001/U	90	ORG	1030
A5	8001/U	90	ORG	954
A6	8001/U	90	ORG	827
A7	8001/U	90	ORG	842
A8	8001/U	90	ORG	844
A9	8001/U	70	ORG	819
A10	8001/U	70	ORG	734
2a1	8001/U	190	ORG	1363
2a2	8001/U	190	ORG	1325
2a3	8001/U	190	ORG	1202
2a4	8001/U	190	ORG	1121
2a5	8001/U	90	ORG	2089
stab	8001/U	50	ORG	2877
3a1	8001/U	340	ORG	4453
3a2	8001/U	340	ORG	4553
3a3	8001/U	130	ORG	2838

ref.	mat.	kg	color	mm
		B		
b1	8001/U	50	ORANGE	352
b2	8001/U	50	ORANGE	346
b3	8001/U	50	ORANGE	340
b4	8001/U	50	ORANGE	331
b5	8001/U	50	ORANGE	327
b6	8001/U	50	ORANGE	321
b7	8001/U	50	ORANGE	308
b8	8001/U	50	ORANGE	286

ref.	mat.	kg	color	mm
		C		
c1	8001/U	50	BLUE	576
c2	8001/U	50	BLUE	568
c3	8001/U	50	BLUE	556
c4	8001/U	50	BLUE	550
c5	8001/U	50	BLUE	505
c6	8001/U	50	BLUE	484
c7	8001/U	50	BLUE	451
c8	8001/U	50	BLUE	427
c9	9200	35	WHT	685
c10	9200	35	WHT	584
c11	9200	35	WHT	597
c12	9200	35	WHT	570
c13	9200	35	WHT	643
c14	9200	35	WHT	628
c15	9200	35	WHT	644
C1	8001/U	50	BLUE	543
C2	8001/U	50	BLUE	410
C3	8001/U	50	BLUE	421
C4	8001/U	50	BLUE	502
C5	8001/U	50	BLUE	502
C6	8001/U	50	BLUE	370
C7	8001/U	50	BLUE	401
C8	8001/U	50	BLUE	450
C9	8001/U	50	BLUE	632
C10	8001/U	50	BLUE	567
2c1	8001/U	90	BLUE	1012
2c2	8001/U	90	BLUE	977
2c3	8001/U	90	BLUE	901
2c4	8001/U	90	BLUE	832
3c1	8001/U	190	BLUE	5141
3c2	8001/U	190	BLUE	5143
3c3	8001/U	70	BLUE	5296

ref.	mat.	kg	color	mm
		D		
d1	8001/U	40	BLUE	685
d2	8001/U	40	BLUE	678
d3	8001/U	40	BLUE	666
d4	8001/U	40	BLUE	648
d5	8001/U	40	BLUE	610
d6	8001/U	40	BLUE	579
d7	8001/U	40	BLUE	543
d8	8001/U	40	BLUE	505
D9	9200	35	WHT	731
D10	9200	35	WHT	643

ref.	mat.	kg	color	mm
		BRAKE		
br1	9200	35	WHT	890
br2	9200	35	WHT	556
br3	9200	35	WHT	773
br4	9200	35	WHT	836
br5	9200	35	WHT	817
br6	9200	35	WHT	612
br7	9200	35	WHT	674
br8	9200	35	WHT	738
br9	9200	35	WHT	648
br10	9200	35	WHT	528
br11	9200	35	WHT	897
br12	9200	35	WHT	896
br13	9200	35	WHT	993
2BR1	9200	35	WHT	962
2BR2	9200	35	WHT	607
2BR3	9200	35	WHT	797
2BR4	9200	35	WHT	653
2BR5	9200	35	WHT	881
2BR6	9200	35	WHT	439
3BR1	9200	70	WHT	3488
3BR2	9200	70	WHT	3124
3BR3	9200	70	WHT	2827
BRmain	8001/U	190	ORG	1410
br5.1	TARAX	200	RED	1300

PEAK 7 - 26

ref.	mat.	kg	color	mm
		A		
a1	8001/U	70	ORANGE	386
a2	8001/U	70	ORANGE	382
a3	8001/U	70	ORANGE	375
a4	8001/U	70	ORANGE	363
a5	8001/U	70	ORANGE	359
a6	8001/U	70	ORANGE	354
a7	8001/U	70	ORANGE	337
a8	8001/U	70	ORANGE	311
a9	9200	70	WHT	906
a10	9200	35	WHT	796
a11	9200	35	WHT	814
a12	9200	35	WHT	761
a13	9200	35	WHT	803
a14	9200	35	WHT	633
A15	9200	35	WHT	627
A1	8001/U	90	ORG	1125
A2	8001/U	90	ORG	1020
A3	8001/U	90	ORG	1026
A4	8001/U	90	ORG	1073
A5	8001/U	90	ORG	993
A6	8001/U	90	ORG	861
A7	8001/U	90	ORG	876
A8	8001/U	90	ORG	879
A9	8001/U	70	ORG	852
A10	8001/U	70	ORG	764
2a1	8001/U	190	ORG	1418
2a2	8001/U	190	ORG	1379
2a3	8001/U	190	ORG	1251
2a4	8001/U	190	ORG	1167
2a5	8001/U	130	ORG	2174
stab	8001/U	50	ORG	2995
3a1	8001/U	340	ORG	4656
3a2	8001/U	340	ORG	4764
3a3	8001/U	190	ORG	2980

ref.	mat.	kg	color	mm
		B		
b1	8001/U	50	ORANGE	366
b2	8001/U	50	ORANGE	361
b3	8001/U	50	ORANGE	354
b4	8001/U	50	ORANGE	345
b5	8001/U	50	ORANGE	340
b6	8001/U	50	ORANGE	334
b7	8001/U	50	ORANGE	321
b8	8001/U	50	ORANGE	297

ref.	mat.	kg	color	mm
		C		
c1	8001/U	50	BLUE	600
c2	8001/U	50	BLUE	591
c3	8001/U	50	BLUE	579
c4	8001/U	50	BLUE	573
c5	8001/U	50	BLUE	526
c6	8001/U	50	BLUE	504
c7	8001/U	50	BLUE	470
c8	8001/U	50	BLUE	445
c9	9200	35	WHT	713
c10	9200	35	WHT	608
c11	9200	35	WHT	622
c12	9200	35	WHT	593
c13	9200	35	WHT	670
c14	9200	35	WHT	654
c15	9200	35	WHT	670
C1	8001/U	50	BLUE	564
C2	8001/U	50	BLUE	427
C3	8001/U	50	BLUE	438
C4	8001/U	50	BLUE	524
C5	8001/U	50	BLUE	522
C6	8001/U	50	BLUE	385
C7	8001/U	50	BLUE	417
C8	8001/U	50	BLUE	469
C9	8001/U	50	BLUE	658
C10	8001/U	50	BLUE	591
2c1	8001/U	90	BLUE	1053
2c2	8001/U	90	BLUE	1018
2c3	8001/U	90	BLUE	938
2c4	8001/U	90	BLUE	866
3c1	8001/U	190	BLUE	5371
3c2	8001/U	190	BLUE	5377
3c3	8001/U	90	BLUE	5538

ref.	mat.	kg	color	mm
		D		
d1	8001/U	40	BLUE	713
d2	8001/U	40	BLUE	705
d3	8001/U	40	BLUE	692
d4	8001/U	40	BLUE	674
d5	8001/U	40	BLUE	634
d6	8001/U	40	BLUE	602
d7	8001/U	40	BLUE	564
d8	8001/U	40	BLUE	525
D9	9200	35	WHT	776
D10	9200	35	WHT	669

ref.	mat.	kg	color	mm
		BRAKE		
br1	9200	35	WHT	926
br2	9200	35	WHT	580
br3	9200	35	WHT	804
br4	9200	35	WHT	870
br5	9200	35	WHT	850
br6	9200	35	WHT	638
br7	9200	35	WHT	701
br8	9200	35	WHT	768
br9	9200	35	WHT	674
br10	9200	35	WHT	550
br11	9200	35	WHT	933
br12	9200	35	WHT	933
br13	9200	35	WHT	1033
2BR1	9200	35	WHT	1000
2BR2	9200	35	WHT	633
2BR3	9200	35	WHT	829
2BR4	9200	35	WHT	681
2BR5	9200	35	WHT	916
2BR6	9200	35	WHT	458
3BR1	9200	70	WHT	3628
3BR2	9200	70	WHT	3253
3BR3	9200	70	WHT	2946
BRmain	8001/U	190	ORG	1537
br5.1	TARAX	200	RED	1300

10.7 Total line length

PEAK 7 – 19

LINES HEIGHT mm

	A	B	C	D	BR
1	7037	7022	7043	7145	7290
2	6939	6922	6912	7016	6987
3	6900	6884	6878	6980	6859
4	6927	6913	6943	7036	6915
5	6833	6818	6832	6930	6738
6	6712	6697	6692	6782	6551
7	6636	6623	6627	6713	6474
8	6614	6604	6649	6723	6530
9	6440		6441	6503	6385
10	6346		6350	6409	6275
11	6286		6304		6207
12	6238		6280		6206
13	6275		6346		6292
14	6181		6200		
15	6176		6214		

RISERS LENGHT mm

A	A'	B	
500	500	500	STANDARD
355	428	500	ACCELERATED

PEAK 7 – 21

LINES HEIGHT mm

	A	B	C	D	BR
1	7284	7268	7281	7386	7536
2	7184	7166	7147	7253	7222
3	7146	7129	7111	7217	7093
4	7175	7160	7181	7275	7150
5	7076	7061	7066	7167	6969
6	6951	6935	6923	7015	6777
7	6874	6860	6856	6945	6698
8	6851	6840	6879	6954	6757
9	6655		6666	6728	6606
10	6557		6571	6632	6493
11	6495		6524		6423
12	6446		6498		6422
13	6483		6567		6512
14	6387		6406		
15	6381		6421		

RISERS LENGHT mm

A	A'	B	
500	500	500	STANDARD
320	405	500	ACCELERATED

PEAK 7 – 23

LINES HEIGHT mm

	A	B	C	D	BR
1	7532	7515	7535	7643	7813
2	7429	7410	7397	7507	7489
3	7390	7373	7361	7470	7355
4	7421	7406	7434	7531	7415
5	7322	7306	7318	7422	7228
6	7194	7177	7169	7264	7029
7	7113	7099	7100	7191	6948
8	7090	7078	7125	7202	7009
9	6900		6902	6962	6854
10	6799		6804	6862	6738
11	6734		6755		6666
12	6684		6729		6665
13	6723		6800		6758
14	6624		6644		
15	6618		6659		

RISERS LENGHT mm

A	A'	B	
500	500	500	STANDARD
320	405	500	ACCELERATED

PEAK 7 – 24

LINES HEIGHT mm

	A	B	C	D	BR
1	7784	7767	7781	7892	8079
2	7678	7658	7640	7752	7745
3	7640	7621	7604	7716	7607
4	7673	7656	7679	7779	7670
5	7568	7551	7560	7667	7477
6	7435	7418	7407	7504	7272
7	7354	7339	7336	7430	7190
8	7331	7319	7361	7441	7254
9	7131		7133	7179	7095
10	7027		7032	7076	6975
11	6960		6981		6901
12	6908		6954		6900
13	6948		7027		6997
14	6844		6865		
15	6838		6881		

RISERS LENGHT mm

	A	A’	B	
	500	500	500	STANDARD
	320	405	500	ACCELERATED

PEAK 7 – 26

LINES HEIGHT mm

	A	B	C	D	BR
1	8092	8073	8090	8205	8420
2	7983	7963	7944	8060	8074
3	7943	7923	7908	8023	7931
4	7978	7961	7988	8091	7997
5	7874	7856	7865	7975	7798
6	7737	7718	7706	7806	7586
7	7651	7636	7632	7728	7501
8	7628	7615	7659	7741	7568
9	7423		7422	7485	7402
10	7314		7317	7378	7278
11	7245		7265		7202
12	7191		7236		7202
13	7233		7313		7302
14	7125		7147		
15	7119		7163		

RISERS LENGHT mm

	A	A’	B	
	500	500	500	STANDARD
	320	405	500	ACCELERATED

10.8 Minimum strength of suspension lines

LINE REFERENCE	SIZE				
	19	**21**	**23**	**24**	**26**
8001U-40	16	18	20	23	25
8001U-50	17	19	22	24	27
8001U-70	22	25	28	31	35
8001U-90	32	36	40	45	50
8001U-130	44	49	55	62	69
8001U-190	71	80	89	100	111
8001U-340	132	149	166	187	207
9200-70	38	43	48	54	60
9200-35	20	22	25	28	31

Minimum resistance values in daN

10.9 Certification

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paragliding by air turquoise

NIVIUK

Classification: **D**

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2751.2026
Date of issue (DMY):	14.09.2026
Manufacturer:	Niviuk Gliders / Air Games S.L.
Model:	Peak 7 19
Serial number:	PEAK720

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	**80**
Minimum weight in flight [kg]	**65**
Glider's weight [kg]	**4.9**
Number of risers	**2+1**
Projected area [m²]	**16.73**

Accessories

Range of speed system [cm]	**14.1**
Speed range using brakes [km/h]	**13**
Total speed range with accessories [km/h]	**32**
Range of trimmers [cm]	**n/a**

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]	**43**

Inspections (whichever happens first)
every 100 hours of use or every 24 months

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	22	23
C	**A**	**B**	**C**	**A**	**A**	**A**	**C**	**B**	**D**	**A**	**C**	**C**	**C**	**A**	**A**	**A**	**D**	**0**	**B**	**B**	**A**	**0**

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NIVIUK

Classification: D

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2721.2026
Date of issue (DMY):	09.09.2026
Manufacturer:	Niviuk Gliders / Air Games S.L.
Model:	Peak 7 23
Serial number:	PEAK723XX

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	**100**
Minimum weight in flight [kg]	**85**
Glider's weight [kg]	**5**
Number of risers	**2+1**
Projected area [m²]	**19.11**

Accessories

Range of speed system [cm]	**17.1**
Speed range using brakes [km/h]	**13**
Total speed range with accessories [km/h]	**32**
Range of trimmers [cm]	**n/a**

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]	**46**

Inspections (whichever happens first)
every 100 hours of use or every 24 months

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	22	23
C	**A**	**B**	**C**	**A**	**A**	**A**	**A**	**B**	**D**	**C**	**A**	**C**	**C**	**A**	**A**	**A**	**B**	**0**	**B**	**B**	**A**	**0**

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Classification: D

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2722.2026
Date of issue (DMY):	09.09.2026
Manufacturer:	Niviuk Gliders / Air Games S.L.
Model:	Peak 7 24
Serial number:	PEAK724XX

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	**113**
Minimum weight in flight [kg]	**95**
Glider's weight [kg]	**5.5**
Number of risers	**2+1**
Projected area [m²]	**20.38**

Accessories

Range of speed system [cm]	**17.2**
Speed range using brakes [km/h]	**13**
Total speed range with accessories [km/h]	**32**
Range of trimmers [cm]	**n/a**

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**

Inspections (whichever happens first)
every 100 hours of use or every 24 months

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	22	23
C	**A**	**B**	**C**	**A**	**A**	**A**	**A**	**B**	**D**	**A**	**A**	**C**	**C**	**A**	**A**	**A**	**B**	**0**	**B**	**B**	**A**	**0**

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 // Page 1 of 1



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