

OWNER'S MANUAL

AXOPAR 29 SUN-TOP

MODEL YEAR 2024-2025

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1 Introduction

1.1 Purpose of this manual

This owner's manual contains important information and instructions for using your boat.

In this owner's manual you can find important information that help you handle and maintain your boat. The manual contains detailed information about the boat and the systems installed, and general information about handling and taking care of the boat. The latest version of the manual is available in electronic format at the manufacturer's website.

Read the manual carefully and familiarize yourself with your boat before you start to use it. Also ensure that the anticipated wind and wave conditions correspond to the design category of your boat, and that you and your crew are able to handle the boat in these conditions.



This owner's manual is not a substitute for boating safety skills or good seamanship.

If this is your first boat or if this boat type is new to you, ensure you can handle the boat before you set out for the first time.

For information about local sea schools and approved instructors, please ask your boat dealer, the local boat clubs and national motorboat or yacht federations for advice. They can also provide information on specific local regulations on issues such as a driving licence or authorization, registration, insurance, and safety equipment.

This owner’s manual is not a detailed maintenance or troubleshooting guide. If problems occur, contact the boat manufacturer or its local representative. When you are in need of maintenance or repair and alteration work, always turn to competent and trained professionals. Changes that can affect the boat’s security features must be assessed, carried out and documented by competent professionals. The boat manufacturer cannot be held responsible for unauthorized modifications. Every change to the boat’s center of gravity (from highly mounted heavy equipment or a new engine type etc.) significantly affects the stability, trim and performance of the boat.

Keep this manual in a safe place and pass it on to the new owner if you sell your boat. If the manual is mislaid or destroyed, a copy can be ordered from your dealer or downloaded from the manufacturer's website.

See the purchase agreement or order for the scope of your purchase. In case something does not work satisfactorily with your boat or its equipment, you can check the service documents for possible service and repair measures. If uncertain, always contact your dealer.

1.2 Safety symbols

This owner's manual contains danger, warning, caution and notice statements informing the user or authorized service representatives of any potential harm to the product or person.

Hazard is defined as a source of potential injury to a person.

All abnormal use is forbidden, including disregarding information on safety.

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⚠ DANGER **Danger** indicates an imminently hazardous situation which, if not avoided, **will result in death or serious injury**.

⚠ WARNING **Warning** indicates a potentially hazardous situation which, if not avoided, **could result in death or serious injury**.

⚠ CAUTION **Caution** indicates a potentially hazardous situation which, if not avoided, **might result in minor or moderate injury**.

NOTICE **Notice** indicates a potential situation which, if not avoided, **might result in property damage or in an undesirable result or state**.



The information icon calls attention to information that clarifies or simplifies a procedure.

1.3 Document conventions

Units

This manual uses SI units in accordance with ISO 1000. In some cases, other units may have been used alongside.

An exception is the wind velocity, which in the Recreational Boat Directive is given in the Beaufort Scale.

Terminology

In this manual, the right side of the hull is referred to as starboard and the left side as port.

1.4 Copyright

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This Owner's Manual is protected by copyright controlled by Axopar Boats. This manual cannot be wholly or partly reproduced without prior written authorization by Axopar Boats. This material also contains confidential information, which may not be disclosed to others without the prior written consent of Axopar Boats.

1.5 Disclaimer

The material in this manual is for information purposes only.

Axopar Boats reserves the right to change the products without prior notice to improve reliability, function, design or other characteristics of the products. Axopar Boats assumes no liability for any damages, losses, costs or expenses arising out of or relating to the use of this manual or the products described herein.

Axopar Boats makes no representations and warranties with respect to this manual, either express or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

1.6 Warranty

The Limited Warranty for the boat and the relevant contact information are enclosed as a separate document.

For any warranty claims, please contact your Axopar dealer mentioned on the cover page.

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2 Safety

⚠ WARNING

The boat owner is responsible for making sure that the safety equipment on the boat meets the rules and regulations of the local authorities.

- Keep the necessary safety equipment up to date and on the boat at all times.

Check the preferred location of the major safety equipment in the section ***Safety diagram***.

⚠ WARNING

Overloading the boat can damage the engine, even when shut off.

- When loading the boat, never exceed the maximum recommended load of the boat shown in the builder's plate.
- Always load the boat carefully and distribute loads appropriately to maintain design trim.
- Avoid placing heavy equipment or material high up in the boat.

The liquids in the built-in tanks are not included in the maximum load shown on the builder's plate.

⚠ WARNING

When out on the water, always use the seats intended for the passengers.

Do not exceed the maximum number of persons allowed in the boat, shown in the builder's plate.

The total weight of the persons on board and their personal luggage must never exceed the maximum load of the boat shown in the builder's plate.

⚠ CAUTION

Risk of personal injury and risk of damage to the roof or roof structures.

Do not place or attach any load or equipment on the roof or to the roof structures if there is no specific roof rack.

It is forbidden to enter the roof or dangle from the roof structures.

2.1 Safe and responsible boat operation

Please familiarize yourself to these safety aspects before using the boat. The person controlling the boat is in charge of the safety of all the passengers as well as other seafarers.

Neglecting these safety rules might lead to serious injury or death.

- Anyone who controls the boat must be competent to operate a boat of this type and size.
- The boat must not be controlled by an unqualified operator or by an operator under the influence of alcohol, drugs or other substance which impair judgement.
- The boat must always be operated at speeds that will not put people or property in danger.
- The captain must constantly be aware of conditions surrounding the boat when underway and especially before sharp turns.

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- In challenging conditions such as rough water and winds, impaired visibility, and congested waterways; reduce speed, use appropriate navigation equipment and lights, and use a lookout to identify possible hazards.
- Pay attention to your wake. It can endanger smaller boats or damage moored boats or other property. You are responsible for damage caused by your wake.
- Only allow passengers to ride in areas that do not pose a hazard to themselves or the boat.
- Do not allow passengers to ride on aft folding seats, aft fender boxes or gunwales.
- Passengers must remain seated while the boat is moving.
- Use of alcohol, drugs, or other judgment-impairing substances poses a serious threat to yourself and others. The boat operator is responsible for the behaviour of people on board.
- For every passenger on board, the boat must carry one wearable personal flotation device (PFD).

⚠ WARNING

Speed hazard

This is a high-performance vessel; the speed of the craft needs to be adapted to the environment. To ensure your passengers' safety and comfort, avoid sharp turns in speeds exceeding 40 knots. Never operate your boat at speeds which exceed your ability to react to surprising and unpredictable situations. The captain is always responsible for operating the vessel in a safe way.

⚠ WARNING

Never operate a boat at a speed at which you do not feel comfortable.

⚠ DANGER

Slipping hazard

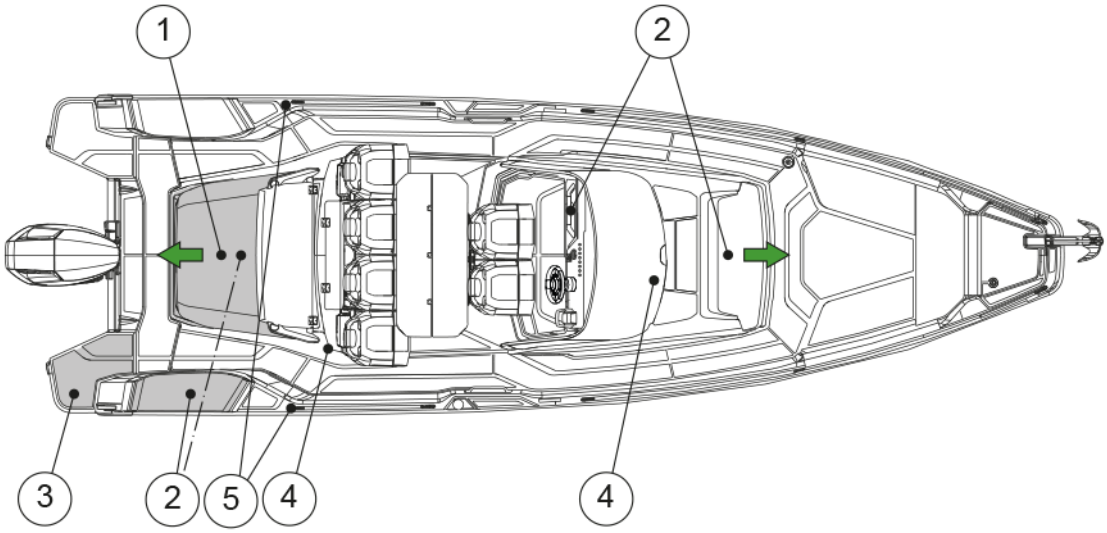
Deck might be slippery when wet, even on non-skid areas. Be extremely cautious on slippery surfaces and wear suitable footwear.

⚠ DANGER

Do not go out boating in severe weather conditions as this might lead to serious injuries or death. Always get back to shore before the weather turns bad.

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2.2 Safety diagram



(1) Life raft storage
(2) Fire extinguisher (also in optional aft cabin)
(3) Swim ladder
(4) CO monitor and smoke alarm (also in optional aft cabin)
(5) Hooking points for safety harness
→ Exit

2.3 Fire protection and control

The most common fire sources are the engine and the stove. If there is a fire in the boat, it may result in an explosion.

⚠ WARNING

Fire usually spreads very fast — be quick to extinguish the fire with the fire extinguisher on the boat!

See the section ***Safety diagram*** for the exact location of the fire extinguisher(s).

If the fire starts to get out of control, leave the burning boat to save lives.

⚠ WARNING

Always put down the fire by depriving the fire of oxygen.

Do not use water!

Using water in fire involving flammable liquids can spread the liquid and make the fire worse.

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⚠ WARNING If the fire reaches the fuel containers, an explosion may occur and cause a large area around the boat to burn.

- Keep the bilge clean and check it regularly for fuel and gas fumes or fuel and oil leaks.
- Do not hang curtains or other flammable material near or above any equipment with naked flames.
- Never leave the boat unattended when the heater is switched on.
- Never refuel or replace gas containers when the engines are running.
- Never smoke when handling fuel or gas.
- Never block evacuation routes or emergency exits.
- Never block access to safety equipment such as fuel valves or main power switches.
- Never block access to fire extinguishers, visible or concealed.
- Never modify the boat's systems (especially electrical, fuel or gas systems).

2.3.1 Fire control equipment

Check the exact locations of the fire control equipment in the section ***Safety diagram***.

Fire extinguishers

You must fit the boat with hand-held fire extinguishers. The fire ratings of the fire extinguishers must be at least as follows:

- Starboard fender box: 8A/89B (USCG: 5-B)
- Near driver's seat, under feet support, multicabin and an optional aft cabin: 8A/68B (USCG: 5-B).

Check the exact locations of the fire extinguishers in the section ***Safety diagram***.

The fire extinguishers are not included in the manufacturer's delivery. Before using the boat, it must be furnished with fire extinguishers.

Fire blanket

A fire blanket is ideal for putting out small fires and also one of the best options if a person's clothes catch fire.

- Keep a fire blanket onboard in an easily accessible place.

2.3.2 Boat owners' and users' responsibilities

It is your responsibility as the boat owner and user to ensure that the fire control equipment is accessible at all times.

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- Check the fire extinguishing equipment regularly at the intervals specified for the equipment.
- Replace equipment with expired date immediately with equivalent or better equipment.
- Advice the crew and guests of the location and instructions for use of the fire control equipment, and the location of evacuation routes and emergency exits.

2.3.3 Checklist: Fire in the engine

- Stop the engine.
- Steer the boat up against the wind, if possible.
- Make sure all passengers have life jackets.
- If necessary:
  - Evacuate the passengers.
  - Call for sea rescue.
- Extinguish the fire.
- Wait until fully certain that the fire has been extinguished before opening the engine cover.

  Carefully open the engine cover and be prepared to use the handheld fire extinguisher if necessary for post-fire extinguishing.
- Put out possible smoldering fires with water.

2.3.4 Checklist: After fire

- Open doors and windows for better ventilation.
- Inspect the boat and its equipment, and repair any damages.
- Contact local authorities, if needed.
- Make sure that the fire extinguishing equipment is refilled or replaced after use.

2.4 Carbon monoxide

⚠ WARNING

Carbon monoxide (CO) is colorless, odorless, tasteless, and extremely dangerous gas.

All engines, generators, and fuel burning appliances produce CO as exhaust.

Prolonged exposure to low concentrations or very quick exposure to high concentrations may cause brain damage or death.

Open all doors, curtains, windows, and hatches to let fresh air circulate when running an engine or generator or burning any fuel while the boat is anchored, moored or docked.

If you can smell engine or generator exhaust, you are inhaling CO. CO can also be present without the smell of exhaust fumes.

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⚠ WARNING If the CO alarm is activated, make sure all persons onboard exit the closed spaces.

- If exhaust fumes are detected or if CO accumulation is suspected on the boat, take immediate action to ventilate these fumes.
- Turn off all engines and generators.
- Open all hatches, windows and ports to ventilate.

Changing course and speed to place the boat heading into the wind can improve ventilation.

Symptoms of carbon monoxide poisoning are dizziness, ears ringing, headache, nausea and unconsciousness. A poisoning victim's skin often turns cherry red.

Because the carbon monoxide gas is odorless, colorless and tasteless, it is unlikely to be noticed until a person is affected.

⚠ DANGER

- If CO poisoning is suspected, have the victim breath fresh air deeply.
- If breathing stops, resuscitate.
- A victim often revives, but then relapses because organs are damaged by the lack of oxygen.

  Seek immediate medical attention.

High levels of carbon monoxide may accumulate in the following ways:

- Blocking hull exhausts while operating at slow speed or if exhausts are submerged.
- Using canvas curtains.
- Winds blowing exhaust toward boat occupants.
- Operating engine or generator in a confined space.
- Operating with the bow high.

Dangerous concentrations of carbon monoxide are present if:

- the engine or generator exhaust systems leak
- insufficient fresh air is circulating where people are present
- fumes move from the rear of the boat into the cockpit and cabin area.

To minimize the danger of CO accumulation when the engine and generator are running or when using burning fuel applications:

- Be sure to have sufficient ventilation when using canvas or window-type side curtains when underway, anchored, moored or docked.
- Operate all burning fuel appliances, such as charcoal, propane, LPG, CNG or alcohol cooking devices, in areas where fresh air can circulate. Do not use such devices where there is no noticeable air movement, especially in the cabin, when anchored, moored or docked.
- Do not idle the engine without moving the boat for more than 15 minutes at a time.
- Inspect the exhaust system regularly. See the manufacturer's manual for instructions.

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2.5 Carbon monoxide monitor

There is a carbon monoxide monitor system in the boat.

The carbon monoxide monitors are located in all accommodation areas of the boat.

- With regular intervals, check that the monitor system is functioning. For instructions, see the equipment manufacturer's manual.
- It is not possible to turn the CO monitor off when the boat is in use.

See here the description of the audible and visual signals of the monitor.

Low battery voltage can trigger the carbon monoxide monitor to sound an alarm.

Operation	Audible Signal	Visual Signal
Normal	None	Green led flashes every minute
CO alarm	4 beeps, 5 seconds off - cycle repeats	Flashing red
Alarm malfunction	Beep every 30 seconds	Alternating red/green flash
End of life signal	Beep every 25-30 second	Red red green green flash sequence

2.6 Smoke alarm

Boat is equipped with smoke alarms.

Smoke alarm is battery powered. When the battery level reaches low level, the smoke alarm will start emitting low battery warning signal.

Smoke alarm may give false alarm if there is steam, condensation, or normal smoke or fumes in its vicinity.

The smoke alarm has a built-in hush or silence feature incorporated into the test button. This feature can be useful when unwanted alarm is caused by cooking or other non-hazardous sources trigger the alarm. Hush or silence feature temporarily silences the alarm and can be activated by pressing the test button for approximately 1 second. When hush or silence feature is activated, the alarm will enter dormant mode for 10-minute period with reduced sensitivity. Reduced sensitivity is indicated by red LED flashing every 10 seconds. After the period is over, the device will signal returning to normal sensitivity with two short beeps. If smoke density increases during hush or silence period, the device will automatically return to alarm mode.

Smoke alarms should be replaced at minimum every 5 years.

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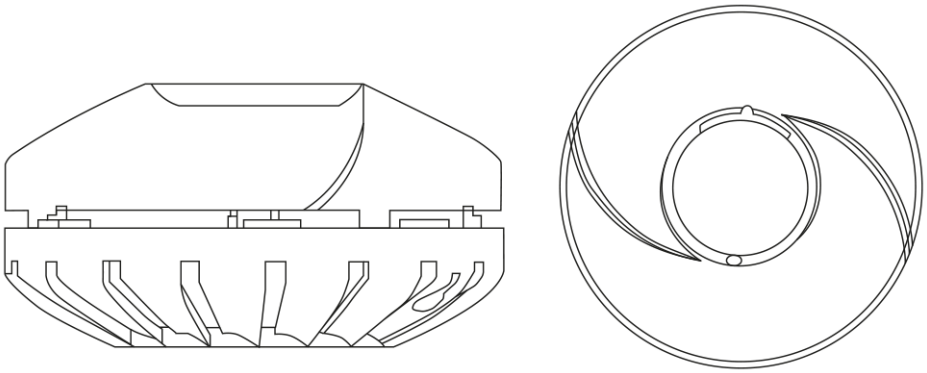


Figure 2.1 Smoke alarm

2.7 Life raft

The boat is not equipped with a life raft by the manufacturer.

Storing a life raft

If you decide to acquire a life raft for your boat, stow it to the aft of the boat, so that it is easily accessible in case of emergency.

Using the life raft

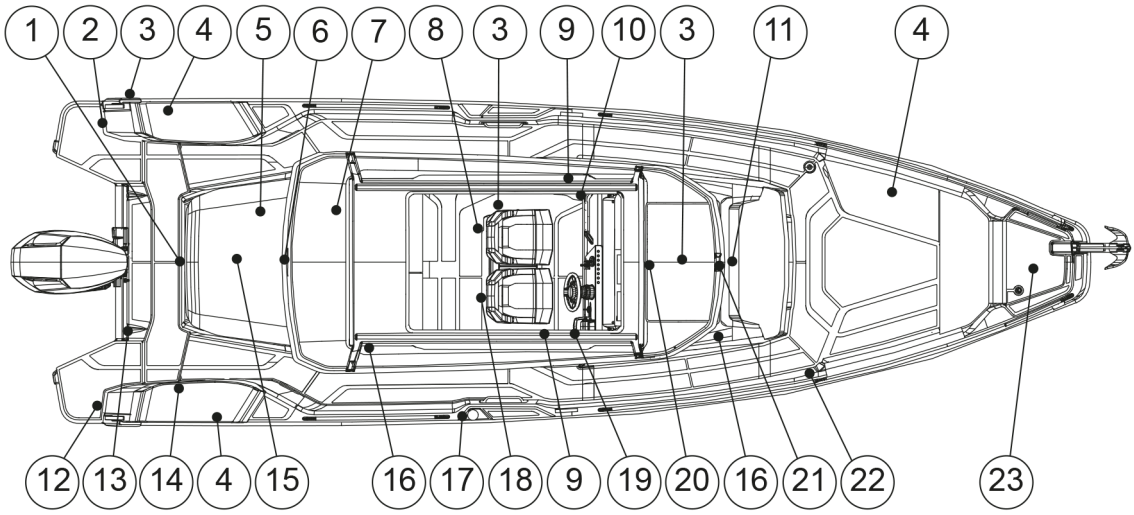
The life raft must be tied to the stern of the boat and prepared for use.

In an emergency, it is easiest and safest to board the life raft from the swimming deck. Switch off the engine before using the life raft.

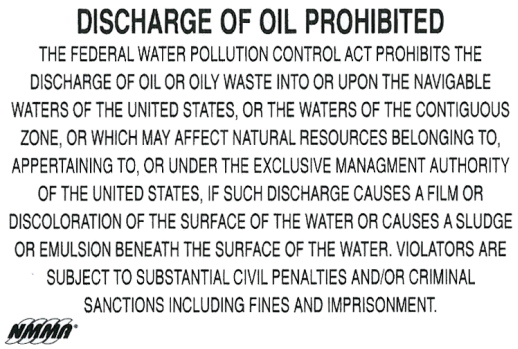
Follow the life raft manufacturer’s instructions.

2.8 Safety labels on board

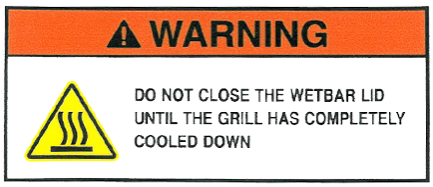
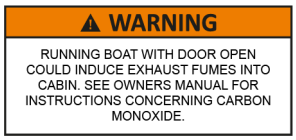
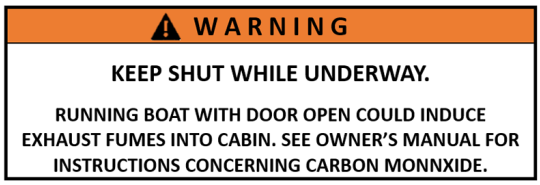
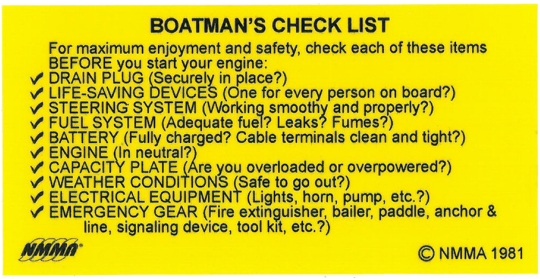
The following picture and table present the location and description of the safety labels on board.



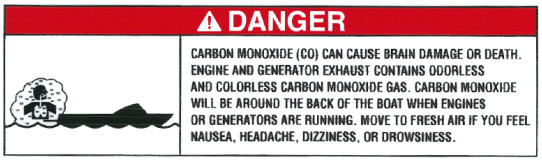
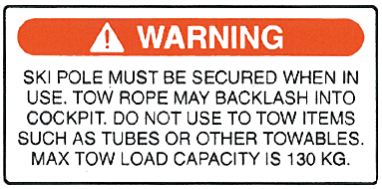
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Position	Label	Description
1		**Danger** Aft deck folding seats should not be used when vessel speeds in excess of 5 m.p.h.
2		**Danger** Contact with a spinning propeller will cause serious injury or death. Stay clear of boat and stay off swim plaform and boarding ladder while engine is running.
2		**Discharge of oil prohibited** The federal water pollution control act prohibits the discharge of oilor oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the Unites States, if such discharge causes a film or discoloration of the surfaces of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment.
3		Do not drink water
4		**Warning** No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury or death, do not store fuel or flammable liquids here. (Ventilation warning to bow locker and to both aft fender boxes.)
5		**Caution** If switch is turned off while engine is running alternator will be damaged.
6		**Danger** Aft sun pad should not be used when vessel is under way.

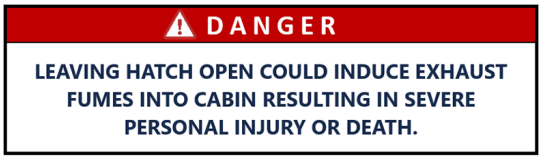
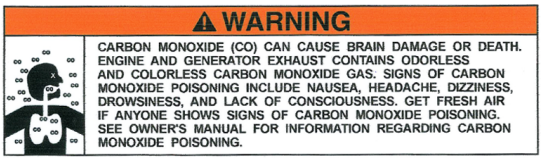
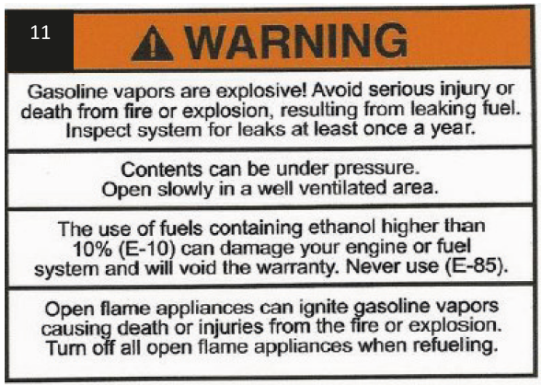
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Position	Label	Description
7		**Warning** Do not close the wetbar lid until the grill has completely cooled down
8		**Warning** Avoid serious injury or death. Unexpected seat rotation may cause ejection of occupant. Lock swivel when speed exceeds 5 mph.
9		**Warning** Running boat with door open could induce exhaust fumes into cabin. See owners manual for instructions concerning carbon monoxide.
9		**Warning** Keep shut while under way. Running boat with door open could induce exhaust fumes into cabin. See owner's manual for instructions concerning carbon monoxide.
10		**Boatman's checklist** For maximum enjoyment and safety, check each of these items before you start your engine: - Drain plug (Securely in place?) - Life-saving devices (One for every person on board?) - Steering system (Working smoothly and properly?) - Fuel system (Adequate fuel? Leaks? Fumes?) - Battery (Fully charged? Cable terminals clean and tight?) - Engine (In neutral?) - Capacity plate (Are you overloaded or overpowered?) - Electrical equipment (Lights, horn, pump, etc?) - Emergency gear (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc.?)

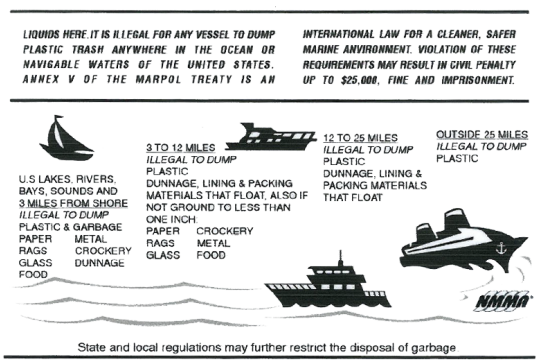
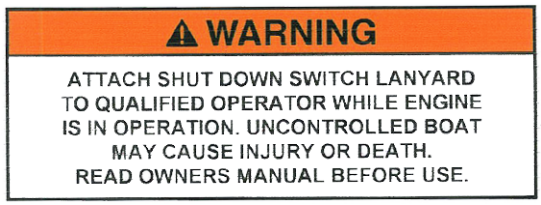
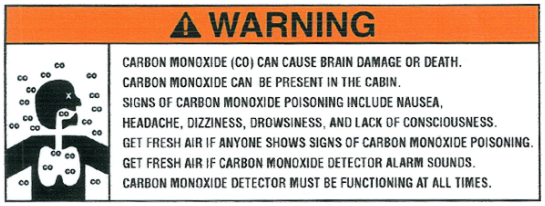
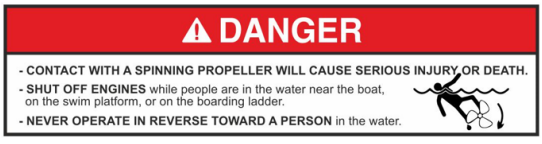
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Position	Label	Description
10		**Caution** If switch is turned off while engine is running alternator will be damaged.
11		**Warning** Installation of Maintenance free AGM Batteries are only allowed in this area.
12		**Danger** Contact with a spinning propeller will cause serious injury or death. Stay clear of boat and stay off swim plaform and boarding ladder while engine is running.
12		**Danger** Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness, or drowsiness.
13		**Warning** Ski pole must be secured when in use. Tow rope may backlash into cockpit. Do not use to tow items such as tubes or other towables. Max tow load capacity is 130 kg.
14		Fire extinguisher
15		Emergency exit

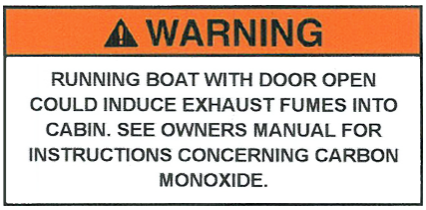
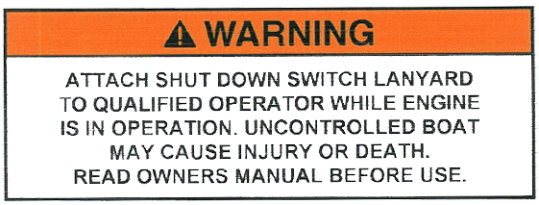
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Position	Label	Description
15		**Danger** Leaving hatch open could induce exhaust fumes into cabin resulting in severe personal injury or death.
15		Warning No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury or death, do not store fuel or flammable liquids here.
16		**Warning** Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get frensh air if anyone shows signs of carbon monoxide poisoning. See owner's manual for information regarding carbon monoxide poisoning.
17		**Warning** Gasoline vapors are explosive! Avoid serious injury or death from fire or explosion, resulting from leaking fuel. Inspect system for leaks at least once a year. Contents can be under pressure. Open slowly in a well ventilated aread. The use of fuels containing ethanol higher than 10% (E-10) can damage your engine or fuel system and will void the warranty. Never use (E-85). Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling.

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Position	Label	Description
18		Liquids here. It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States. Annex V of the Marpol Treaty is an international law for a cleaner, safer marine anvironment., Violation of these requirements may result in civil penalty up to $25,000, fine and imprisonment. U.S. lakes, rivers, bays, sounds and 3 miles from shore Illegal to dump plastic & garbage, paper, metal, rags, crockery, glass, dunnage, food. 3 to 12 miles Illegal to dump plastic, dunnage, lining & packing materials that float. Also if not ground to less than one inch: paper, crockery, rags, metal, glass, food 12 to 25 miles illegal to dump plastic, dunnage, lining & packing materials that float Outside 25 miles illega do dump plastic State and local regulations may further restrict the disposal of garbage.
19		**Warning** Attach shut down switch lanyard to qualified operator while engine is in operation. Uncontrolled boat may cause injury or death. Read owners manual before use.
19		US: NMMA plate EU: CE plate Canada: Compliance tag
19		**Warning** Carbon monoxide (CO) can cause brain damage or death. Carbon monoxide can be present in the cabin. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get frensh air if anyone shows signs of carbon monoxide poisoning. Get fresh air if carbon monoxide detector alarm sounds. Carbon monoxide detector must be functioning at all times.
19		**Danger** • Contact with a spinning propeller will cause serious injury or death. • Shut off engines while people are in the water near the boat, on the swim platform, or on the boarding ladder. • Never operate in reverse towards a person in the water.

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Position	Label	Description
19		**Warning** Running boat with door open could induce exhaust fumes into cabin. See owners manual for instructions concerning carbon monoxide.
19		**Warning** Qualified operator to be in control at all times. Operation by an unqualified operator can cause loss of control. This may result in severe injury, death, or property damage. Boat stability and handling will change with weight disctribution. Read owners manual before use.
19		**Warning** Use caution with skier in tow as tow rope may backsplash into cockpit when released.
19		**Warning** Attach shut down switch lanyard to qualified operator while engine is in operation. Uncontrolled boat may cause injury or death. Read owners manual before use.
20		**Warning** Watertight closure keep shut when under way.
21		Shutoff valve
22		**Warning** Avoid personal injury. Stay inside deck rails (and gates) when boat is underway.

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Position	Label	Description
23		Pay attention to the warnings and read the manual.
23		**Warning** Keep hands out of machinery. Follow up instructions for remote control enabling.

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3 Product overview

3.1 Purpose of use

The boat is a recreational boat, thus not suitable for professional use.

3.2 Identification

Each boat has a unique identification code, containing 14 characters and a hyphen.

The height of the code text is 6 mm, and it is located on the starboard side of the stern.

Example: FI – AXO9B010F525	**Data**
FI	Country of manufacturer: Finland
-	Hyphen
AXO	Manufacturer: Axopar Boats
9B	Boat model • B = Sun-Top
010	Boat number
F	Manufacturing month • A = January • B = February • C = March • etc.
5	Last digit of the manufacturing year
25	Model year

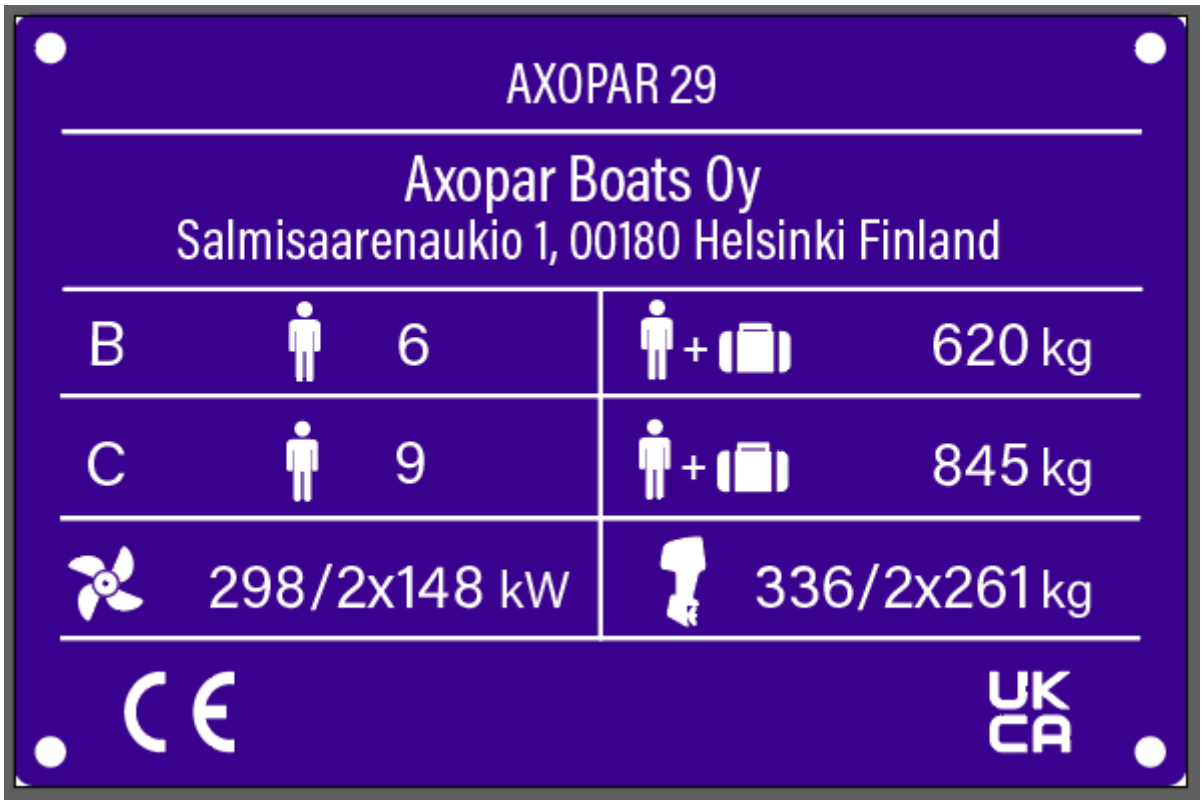
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3.3 Builder's plate

The builder’s plate is always located close to the steering position of the boat.

Boat has been inspected according to Recreational Craft Directive and related standards’ requirements. has assigned EU Type-Examination Certificate (CE certificate) to the boat model.

Boat carries UKCA marking (shown in right bottom corner of CE plate) to indicate that it complies with the UK Recreational Craft Regulations.



The builder's plate contains the following information:

- Boat model
- Manufacturer's address
- Maximum number of persons on board
- Maximum load: total weight of persons including personal luggage and basic equipment, and excluding tank contents
- Maximum engine power
- Maximum engine weight

3.4 CE certification

This boat is classified to CE categories B and C.

The category is determined according to the maximum number of persons allowed onboard.

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The CE certification indicates that a boat is designed and built in such a way that it retains its stability and buoyancy in given circumstances and meets other important requirements that are characteristic of the category in question. One of these requirements is that the boat must be easy to maneuver.

The CE categories classification also signifies that a boat is designed and constructed to withstand the following parameters in respect of stability, buoyancy, and other relevant essential requirements stated.

Category	Description
B. Offshore	The boat is designed for offshore voyages, where conditions up to and including wind force 8 on Beaufort Scale and significant wave heights up to and including 4 meters may be experienced.
C. Inshore	The boat is designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 Beaufort Scale and significant wave heights up to and including 2 m may be experienced.

3.5 Dimensions and weight

Dimensions

Dimension	SI units	US units
Hull length (LH)	9.31 m	30 ft 7 in
Overall length (LMAX) (excluding engine)	9.71 m	31 ft 10 in
Hull beam (BH)	2.92 m	9 ft 7 in
BMAX	3.0 m	9 ft 10 in
Draught at max. load (excluding engine)	0.62 m	2 ft
Draught to props	approx 0.93 m	3 ft 6 in
Height measured from waterline at light load (excluding antennas)	3.03 m	9 ft 12 in

Engines

	SI units	US units
Maximum recommended engine power	298 kW	400 hp
Maximum recommended power with twin engines	2 x 148 kW	2 x 200 hp

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	SI units	US units
Maximum recommended engine weight, single engine	336 kg	741 lb
Maximum recommended engine weight, twin engine	2x261 kg	2x575 lb

Weight and loading

	Category B		Category C	
	SI units	US units	SI units	US units
Hull weight (excluding engines)	2900 kg	6393 lb	2900 kg	6393 lb
Weight of unloaded boat with maximum weight outboard engines (MLC)	3609 kg	7957 lb	3609 kg	7957 lb
Boat weight at maximum load (MLDC)	4710 kg	10384 lb	4935 kg	10880 lb
Mass on trailer	4140 kg	9127 lb	4140 kg	9127 lb

Load components

	Category B		Category C	
	SI units	US units	SI units	US units
Maximum recommended load	1101 kg	2427 lb	1326 kg	2923 lb

of which

	Category B		Category C	
	SI units	US units	SI units	US units
Total weight of all persons	450 kg	992 lb	675 kg	1488 lb
Personal luggage	80 kg	176 lb	80 kg	176 lb
Life raft weight	50 kg	110 lb	50 kg	110 lb

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	Category B		Category C	
	SI units	**US units**	**SI units**	**US units**
Optional - Load on roof racks	40 kg	88 lb	40 kg	88 lb
Total weight of fuel, water and other liquids	481 kg	1060 lb	481 kg	1060 lb

Tank capacity

	SI units	**US units**
Fuel tank	400 l	105 gal
Fresh water tank	42 l	11 gal
Septic tank	42 l	11 gal
Optional - Heater fuel (23 l)	19 kg	42 lb
Optional - Bait well (100 l)	98 kg	216 lb

The boat's stability assessment is based on maximum load conditions.

The maximum recommended load only contains the weight components mentioned above.

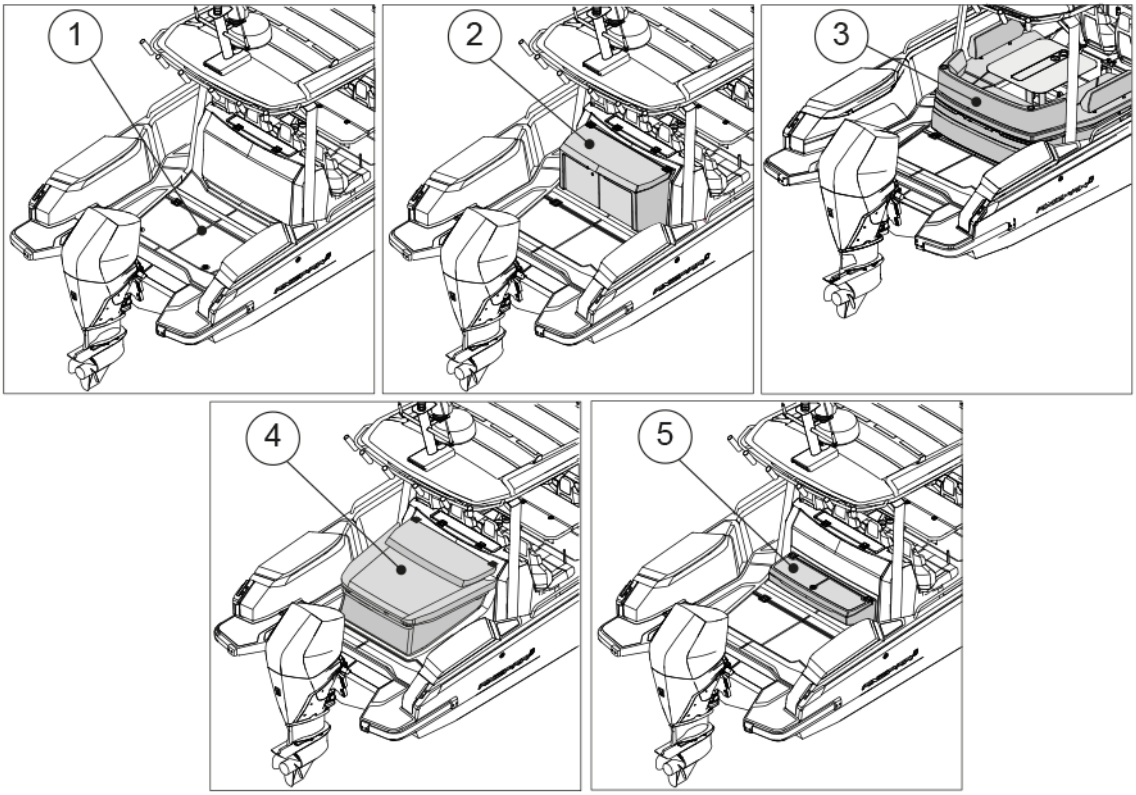
3.6 Boat layout

The boat has several deck options. The layout of the equipment and the technical components may vary depending on the chosen accessories.

The standard boat has a flat aft deck with stowage underneath.

The stowage can be replaced with optional extra equipment such as an aft cabin, a storage bench, a wet bar or U-sofa.

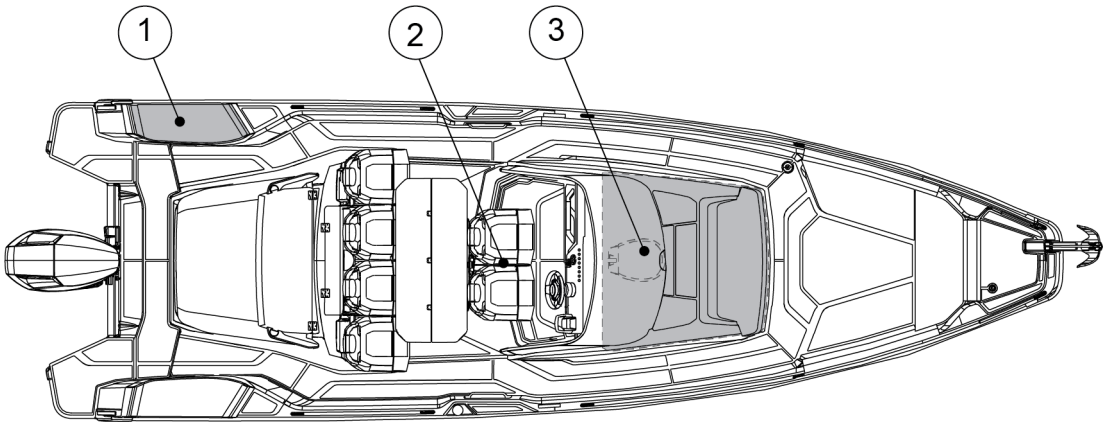
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(1) Open aft
(2) Wet bar
(3) U-sofa
(4) Aft cabin / multi-storage
(5) Aft deck bench

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As an option, the cockpit can be equipped with seat base refrigerator and sink. In the front part of the cockpit, there is a separate multicabin with a door that opens to the front deck. The multicabin can be equipped with a toilet package and furnished with an accommodation package.



(1) Optional fender box wet bar
(2) Optional seatbase refrigerator and sink
(3) Multicabin or optional toilet

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4 Product description

4.1 Stability and buoyancy

Pay attention to the stability and buoyancy of the boat.

All weight dispositions (for example installing a fishing tower or radar, and engine replacement) can have a significant impact on the stability, trim, and performance of the boat.

- The bilge water level needs to be kept at a minimum.
- The stability of the boat is compromised if any weight is placed in a high position.

In stormy weather, all hatches, compartments and doors must be kept closed to minimize the risk of flooding.

Breaking waves represent a significant danger to stability.

⚠ WARNING To avoid the risk of flooding, always keep the seacocks closed when not in use (for example, the seacock for the toilet's flushing water).

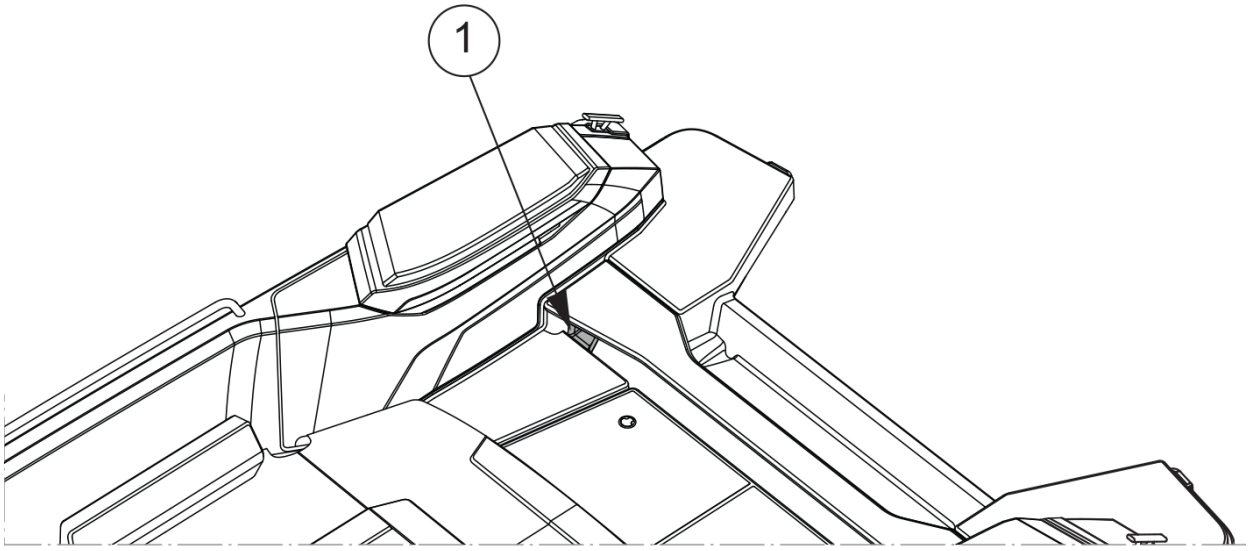
4.1.1 Self-draining systems

The boat is equipped with self-draining systems for the whole deck area. The system is drained through drain holes in the aft of the boat. In addition to rainwater, the drain holes are intended to drain water ending up on the deck through splashing or from breaking waves.

There are drain holes for water in both aft corners of the deck. The openings are directly connected to the sea. The deck of the boat has been designed to allow the water to drain straight into the sea via the water gullies.

⚠ CAUTION Do not close the drain holes when using the boat.

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(1) Drain hole

The drain holes must be open at all times. Clean the holes regularly by removing any accumulated debris to prevent clogging.

The system is built so as to drain the water from the deck in normal use. Do not close the taps when using the boat or when the boat is attached to the dock.

In the drivers floor, there is drain hole at port side of the floor. Behind the drain hole, automatic water pump is installed. It removes water from driver's floor. Keep drain holes clean.

NOTICE

The self-emptying open space is meant for the removal of such water that ends up on the deck through rain, splashing or from breaking waves. A part of the rain water as well as water condensation in the bilge may end up in the bilge.

- Do not leave the boat unattended in the water for a long time.
- Observe the floating position of the boat and empty the bilge when necessary.

Leaving the boat unattended in the water for a long time may cause damage.

Footwell area at the drivers location is drained with a bilge pump. The pump is located at the port side of the well area, behind a panel. Do not block the drain hole.

4.1.2 Openings in the hull and deck

There are several inlets through the boat that include valves for opening and closing such inlets. It is recommended to keep these inlets closed if the boat is out of use for a long time, and to open them again when the boat is used again. If the boat is lifted out from water or in rainy conditions, inlets should be kept open.

Always check that all hatches are securely closed before and after using the boat.

Always check in the spring when launching that the inlets through the side and bottom are tightly closed.

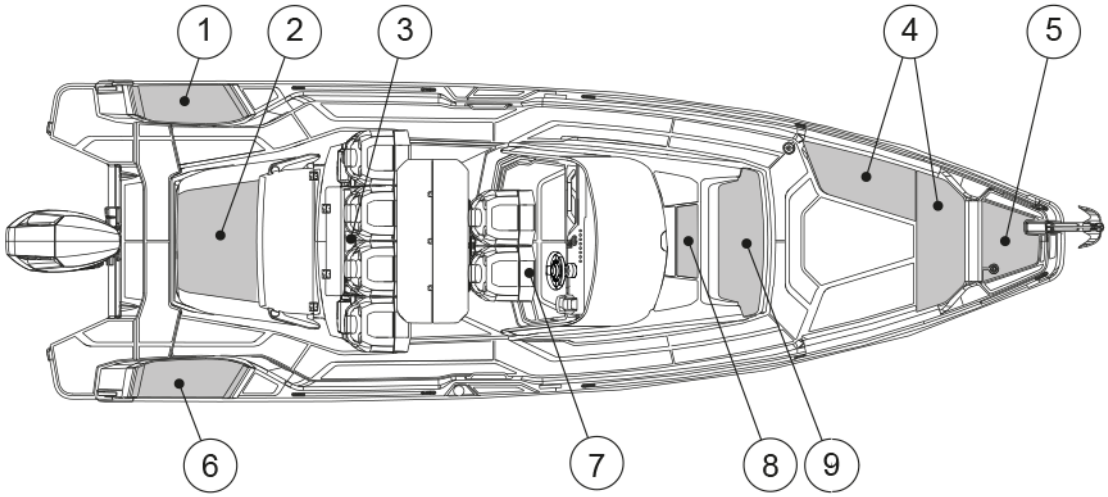
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We recommend that you keep the windows, doors, deck hatches, roof hatches, vents and interior doors closed while driving. In stormy weather, always keep them securely closed to minimize the risk of water getting into the boat and to avoid any personal injuries.

In certain conditions and speeds, it is possible that water is sprayed inside through canopies, hatches or other openings, due to negative pressure or other effects. Risk for this can be minimized by closing the canopies, hatches or other openings.

⚠ WARNING All doors and hatches must be kept shut when under way.

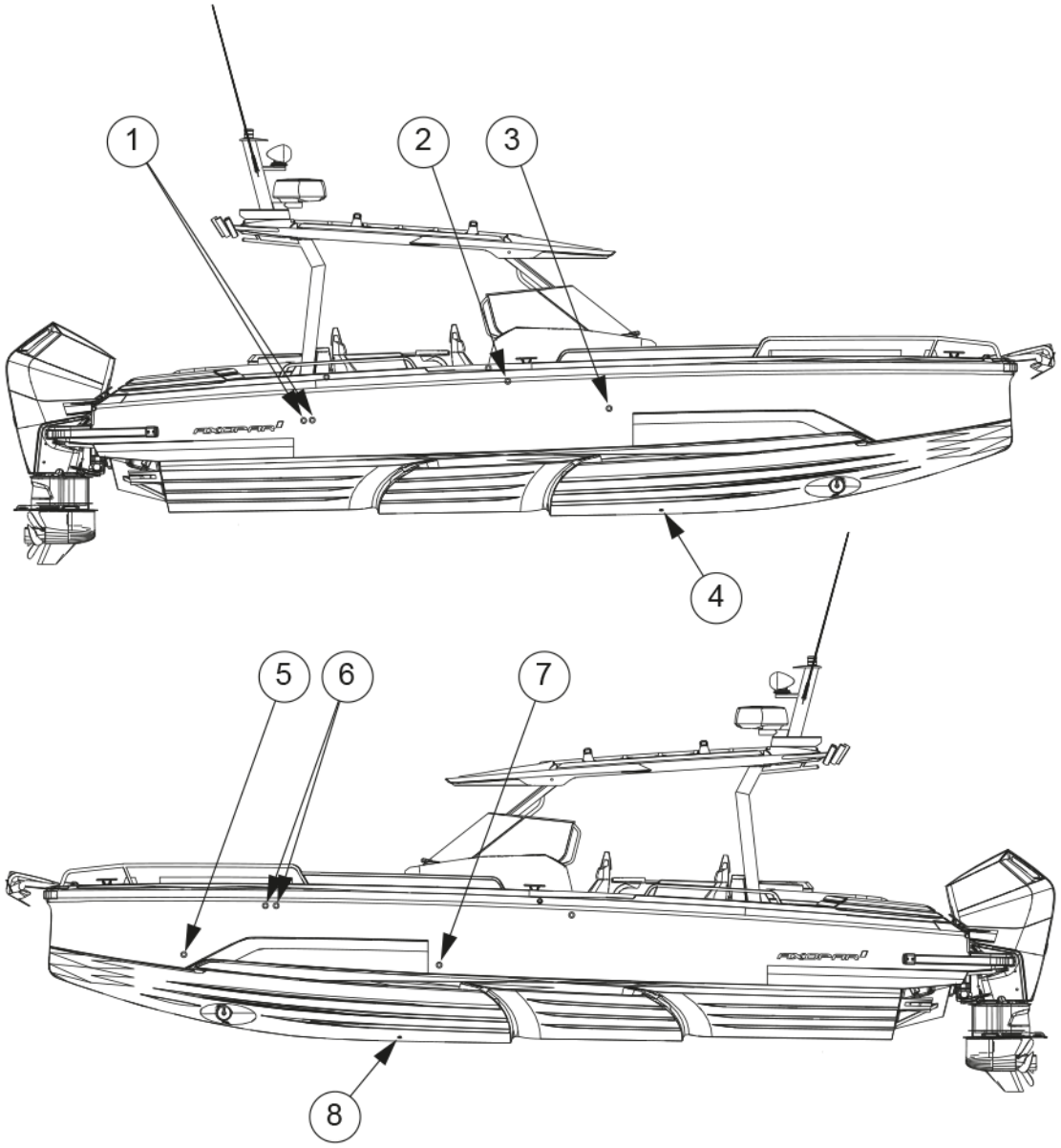
The figure shows the hatches and seacocks that must be kept closed when the boat is left unmanned. Keep hatches closed also while underway.



(1) Port fender box hatch / livewell (optional)
(2) Aft deck hatch / aft cabin hatch
(3) Optional raw water system (sea chest) seacock
(4) Storage box hatches
(5) Anchor hatch
(6) Starboard fender box hatch
(7) Fuel tank compartment inspection hatch
(8) Multicabin hatch
(9) Black water tank seacock and raw water intake seacock

The location and number of these components depend on the level of the equipment on the boat.

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(1) Electric and manual bilge pump outlets
(2) Fuel tank ventilation (EPA system only)
(3) Grey water outlet
(4) Black water outlet and raw water intake
(5) Manual front bilge pump outlet
(6) Fresh water and black water tank vents
(7) Electric front bilge pump outlet
(8) Transducer

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4.1.3 Bilge system

The bilge system is designed to enable keeping the bilge water level at a minimum. The system consists of several pumps that cover all the lower sections of the boat.

The boat is equipped with both manual and electric bilge pumps. The signs on the boat display the draining area of each pump.

The manual bilge pump is controlled with its handle.

The submersible electric bilge pumps are equipped with a float which triggers them automatically if there is water in the bilge space. The electric bilge pumps can also be controlled manually from the switches on the steering console.

⚠ WARNING

The bilge system is not designed for damage control.

The combined capacity of the bilge system is not designed to pump out the boat in the event of hull damage.

NOTICE

Keep the bilge area clean by washing it ever so often using bilge cleaner or biodegradable soap and water. Clean bilge significantly helps noticing signs of leaks or other problems that may occur.

NOTICE

- Check the functionality of the bilge pumps regularly by manually activating them.
- Remove any waste from the intakes.
- Clear the pump outlets from debris.

If seacocks are fitted in the fore and aft peak bulkheads, keep them closed, and only open to let water drain into the main bilges.

NOTICE

Do not run the pumps dry for a long time. The pumps will be damaged.

NOTICE

Avoid pollution.

Since the bilge system comprises of several automatic and manual pumps that cover all areas of the boat, the risk of accidental discharge of contaminated water by automatic pumps needs to be minimized.

Mitigate the risk by checking the bilge water regularly for contaminants such as oil, diesel, and glycol.

Before every use

Make sure that:

- The bilge pumps can operate freely, and there are no objects blocking operation.
- Water can flow through the strainer, and there is no muck or material restricting the water flow.

  Clean the strainer by pushing the lock tabs in the pump motor and lifting the motor unit off.

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4.1.3.1 Bilge pumps

Bilge pump output

The manual and automatic bilge pump output exceeds the minimum of 15 liters (4 gallons) per minute.

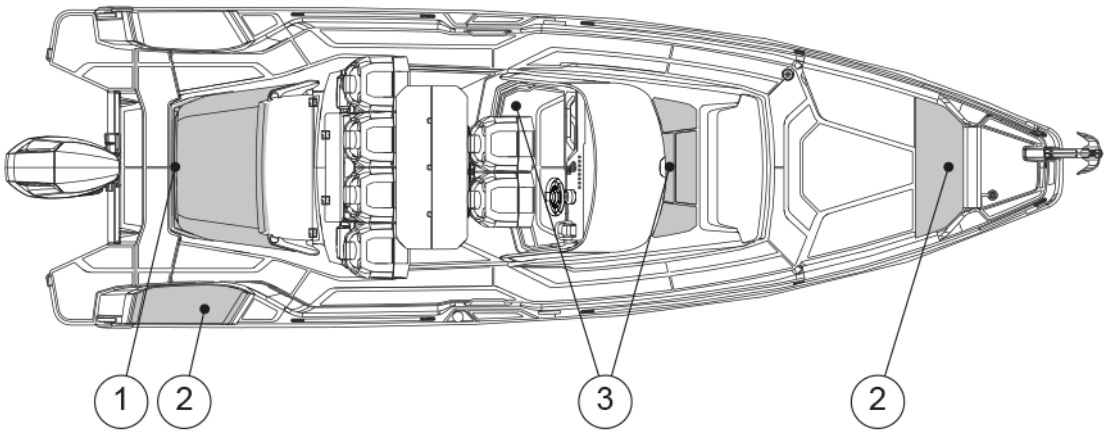
Bilge pump locations

The manual bilge pump's control handle is located in the starboard side fender storage in the aft deck.

The electric bilge pumps are submersible.

One electric bilge pump is located under the berth of the aft cabin.

The second electric bilge pump can be accessed through the multicabin. The electric pumps are by default in automatic mode and pump out the bilge once the float-switch is triggered. The electric bilge pumps can also be started manually from the boat’s main control panel.



(1) Aft electric bilge pump
(2) Manual bilge pump
(3) Front electric bilge pump

4.2 Technical systems

4.2.1 Electrical system

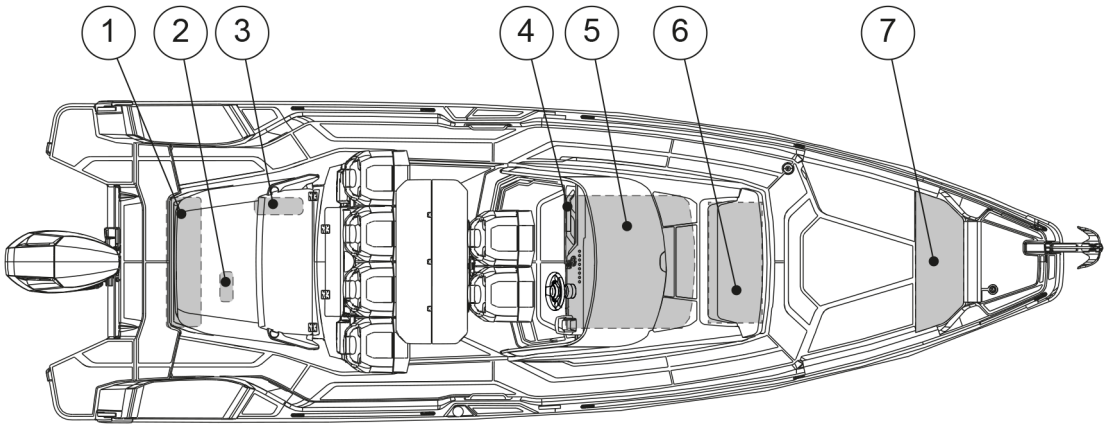
⚠ WARNING

Risks of fire, explosion and electric shock!

Improper use of electric DC and AC systems may result in fire, explosion or electric shock.

Follow the instructions carefully.

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(1) Batteries
(2) Shore power system battery charger
(3) Main switch panel
(4) Optional remote main switch panel
(5) Fuse panel
(6) Bow thruster and windlass fuses; Aux battery with charger
(7) Shore power plug and fuse switches

4.2.2 12V system

Most of the boat's equipment uses the 12 V system.

The 12V system consists of engine driven alternators, battery chargers for shore-side electricity, batteries and equipment. The power is supplied to the batteries via diodes from either the engine alternator or the shore power charger.

To activate the circuits in the 12V system, the main switches for the corresponding circuits need to be activated and the fuses intact. When the electronic circuit is switched on, the equipment can be operated from the main switch panel.

⚠ WARNING

- Never switch off the main switch when the engine is running, because this may cause damage to the alternator.
- Never carry out electrical installations when the power is switched on.
- Never modify the boat’s electrical system or diagrams. Service and maintenance must be carried out by a qualified electrician.
- Never alter or modify the rated amperage of the overcurrent protective devices.
- Never install or replace electrical equipment with components that cause the circuit’s nominal rated amperage to be exceeded.
- Never leave the boat unattended with the electrical system energized, except automatic bilge pump, fire protection, and alarm circuits.
- Maintain any damaged equipment before taking it back to use.

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4.2.3 Main switches

The different electronic circuits of the boat are controlled by the main switches on the distribution board.

The main switches allow the batteries to be disconnected from all devices that consume electricity. When the main switches are in the On position, the current is conducted to the distribution board and from there to different parts of the boat.

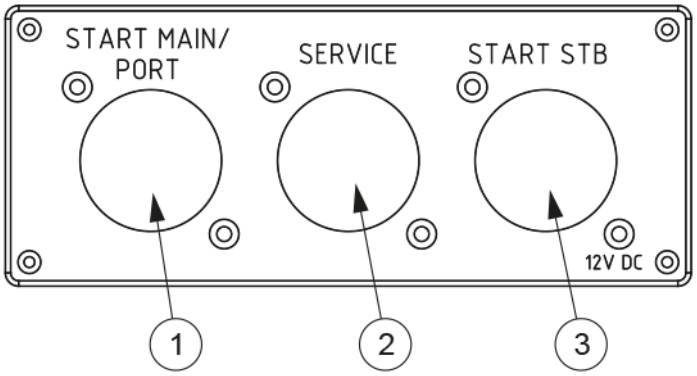
The background color of the main switch and the text On shows that the electronic circuit is switched on, and when the circuit is switched off, the background color is red and the text says Off.

When you leave the boat for any length of time, switch off the current from all main switches. Devices that constantly need current are active regardless of the position of the main switches.

The design drawing of the boat's electrical system is presented in ***Appendix II***. The main switch is located under the after seat. In the main switch panel, there are direct supply switches for critical equipment and main switches for the start batteries, the service battery and the Aux battery.

Current is fed to the engine by turning the Start switch to the On position. The current feed to other equipment is achieved by turning the Service switch to the On position, and feed to the bow thruster and windlasses is achieved by turning the Aux switch to the On position.

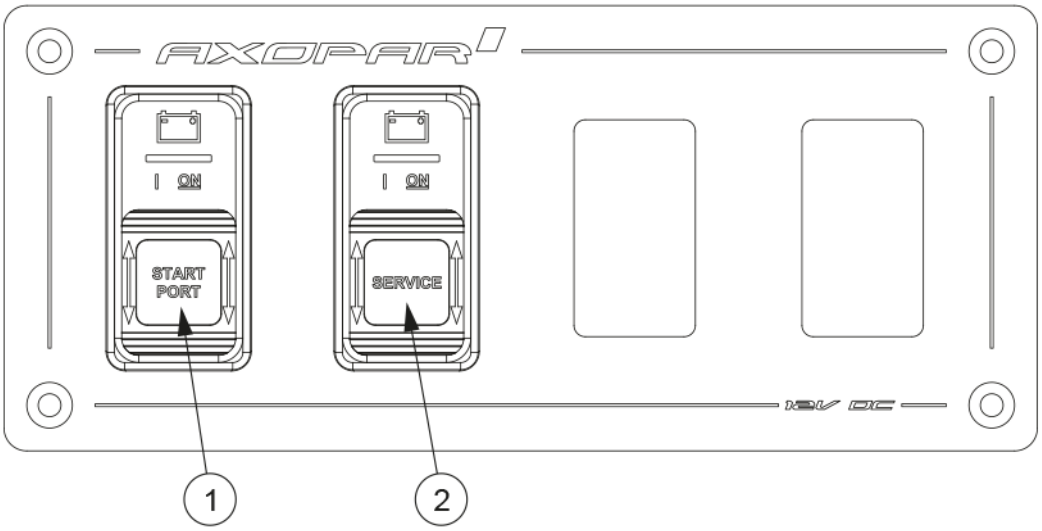
Main switch panel



(1) Start batteries
(2) Service battery
(3) Optional second engine main switch

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Optional remote main switch panel



(1) Start batteries
(2) Service battery
(3) Space for the switch of optional second engine
(4) Space for the switch of optional bow thruster and windlass

4.2.4 Direct supply fuses

Some of the devices in the boat are supplied by direct supply switches. Direct supply switches are intended for such equipment that need current when the main switches are turned off.

When pushed down, the switch is on and when pushed up it is off. The switch indicates a short circuit or interference in the electronic circuit by springing up to the “off” position. The switch can be reconnected by pushing it back down to the “on” position. Do not reconnect the switch before you have found out the reason for the interference.

The direct supply switches must be left on even if the current from other circuits is switched off. An appliance that is switched off too early may cause the appliance to overheat and become damaged.

⚠ WARNING Turning the direct supply switch off too early may cause the device (for example, the heater) to break or catch fire, because the devices have a ventilation feature that works even if the device is otherwise switched off.

- Make sure the device is cooled down before turning it off completely. For more information, see the manual of the device in question.

4.2.5 Fuses

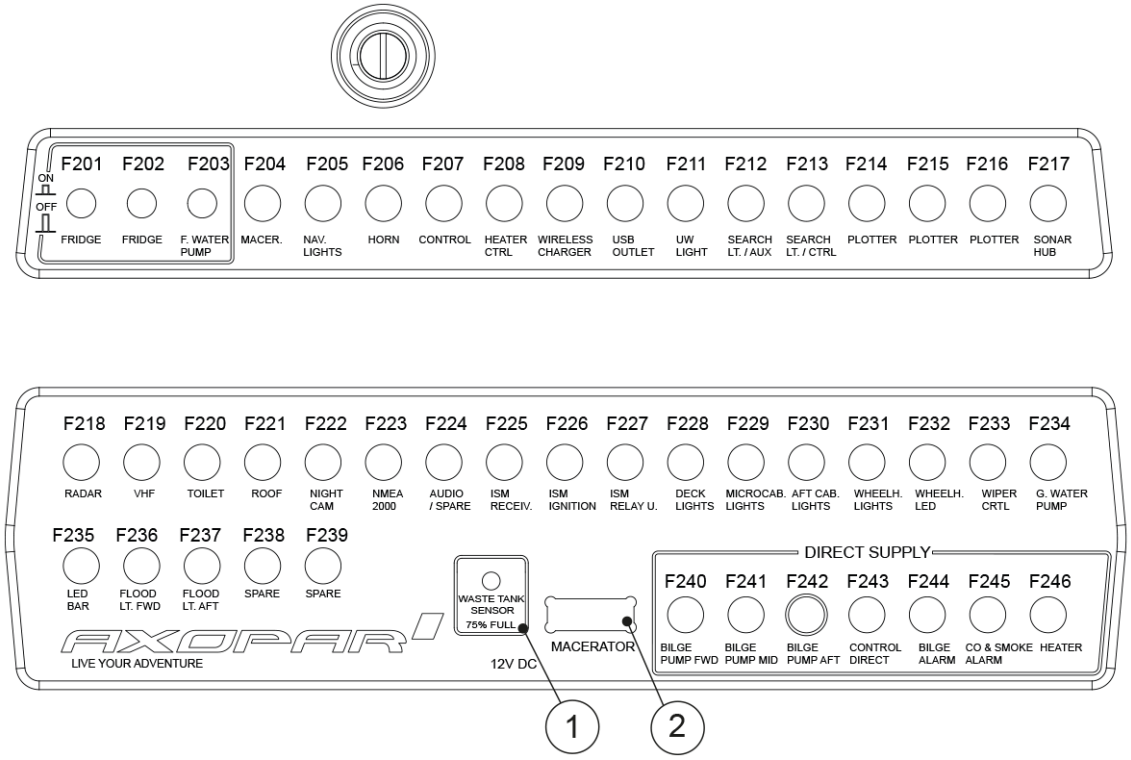
The fuse panel includes fuses for the boat’s equipment. The fuse panel is located in the front multicabin.

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The fuses are in the form of trip switches that break the circuit and spring up when tripped. Do not reset the switch before you have found out the reason for the breaker tripping. After that press the switch back down.

The panel has a switch for the macerator.

⚠ WARNING Before connecting an electric circuit, make sure that the circuit is not damaged and that there will be no short circuit or a fire caused by possible damages in the electric circuit. Any damaged equipment must be maintained or changed before they are again taken into use.



(1) Blackwater tank high-level alarm

(2) Macerator pump switch

4.2.6 Heavy duty fuses

There are fuse panels containing fuses for appliances and electronic circuits which require large currents, such as windlasses, in the boat.

The bow thruster's and windlasses' high current fuses are located under the service hatch in the multicabin and the battery charger fuses in the technical space under the aft deck.

The functioning of fuses can be checked from the holes in the fuse's cover. If the metal strip visible in the hole is unbroken, the fuse is operational.

If the metal strip is damaged, meaning that an overload has occurred, contact a qualified nautical electrician.

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⚠ WARNING

Opening the cover is not recommended, as there is a danger of electric shock and serious injury.

If the metal strip is damaged, contact a qualified nautical electrician. If it is necessary to open the cover, make sure that all the current cables from the batteries are disconnected.

4.2.7 Batteries

The batteries are located in the aft of the boat. The exact location of the batteries is presented in the section ***Electrical System***.

⚠ WARNING

Only use maintenance-free AGM batteries in the boat.

- When you leave the boat, switch off the main switches unless the shore power cable is connected.
- Remove the batteries from the boat for winter storage.
  - When removing a battery, detach the negative pole first.
  - When disconnecting batteries, be careful not to touch both poles at the same time with a metal tool.

4.2.7.1 Charging the batteries

⚠ WARNING

- Remember that the batteries discharge an explosive oxy-hydrogen gas at a voltage of 14.4 volts.
  - The voltage of a normal battery in unloaded status is 12.3-12.7V.
  - During charging, the voltage increases and the charging regulator stops the charging process automatically at a preset level.
  - The voltage measurement must be taken at the battery terminals, not the alternator, to achieve the correct result.

4.2.7.2 Winter storage

For winter storage, the batteries can be left on board only if they are fully charged.

A partially discharged battery can freeze and crack. Always disconnect the cable terminals from the battery to avoid oxidation. When removing batteries, disconnect the negative pole first and make sure that there are no flammable or explosive materials or liquids nearby. When putting the batteries back in place, connect them in reverse order (positive pole first).

4.2.7.3 Cleaning the batteries

The top of the batteries needs to be cleaned regularly to avoid current leakage between the cells. If the battery is located in a separate area, it is normally sufficient to clean it in the spring and autumn.

Make sure that the air holes in the cell plugs are open so that gas can be vented.

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The terminals and cable terminals must be lubricated to prevent deposits and corrosion.

4.2.8 110/230V system

You can choose to equip your boat with the optional 110/230V AC system with a shore power connection, which will allow you to use devices that run on the standard mains current.

The system obtains its power from an external supply on shore or from the jetty (shore power). In the European market the system used is 230V and in the American market 110V.

The system functions when a shore power cable has been connected to the shore power socket connection.

1. Turn off the shore power switch before connecting or disconnecting the cable.
2. Connect the shore power cable to the boat before connecting it to the shore power.
3. Disconnect the shore power cable from the shore power before disconnecting from the boat.
4. Close the hatch of the boat's shore power connection.

⚠ CAUTION Unplug the shore power cable before starting the engines. Starting the engines with the shore power cable connected may break the battery isolators.

The system's main fuse is located in a separate control panel. The system includes a battery charger, which starts charging batteries automatically when the boat has been connected to shore power. The location of the components is presented in the section ***Electrical System***.

The shore power system needs to be checked at least biannually. Always disconnect the shore power cable when the system is not in use. Metal casings of installed electrical equipment must always be connected to earth in the boat electrical system. Use electrical equipment equipped with earth protection only.

⚠ DANGER Risk of electric shock and fire!

- Do not touch an energized high voltage system.
- Do not change the plug of the shore power cable. Use compatible connectors only.
- Try to minimize the risk of electric shock, short circuit and fire.
- Do not allow the shore power cable to hang in the water. If it does, a hazardous electric field could be created in the water.
- Never modify the connections on the shore power cable. Use compatible connectors only.
- If the earth fault breaker is tripped, disconnect the shore power cable immediately. In such a case contact a qualified electrician for repairs before the system is used again.

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⚠ DANGER

To avoid an electric shock and risk of fire:

- Switch off the shore power switch before connecting and disconnecting the cable.
- Connect the shore power cable to the boat before connecting it ashore.
- Disconnect the shore power cable ashore before disconnecting it from the boat.
- Close the hatch to the shore power socket on the boat carefully, avoiding getting it wet.

4.2.9 Fuel system

The boat has a fixed fuel system and a water-separating fuel filter on the suction line.

Instead of the fuel system used in the European region, the boats produced for the American region use the EPA (United States Environmental Protection Agency) fuel system regarding NMMA (National Marine Manufacturers Association) certification rules.

See the fuel system drawing in ***Appendix II***. For care and maintenance of the fuel system, see the instructions in the engine manual.

⚠ WARNING

Never start the engines if there is strong gasoline odor present.

⚠ WARNING

Risk of fire.

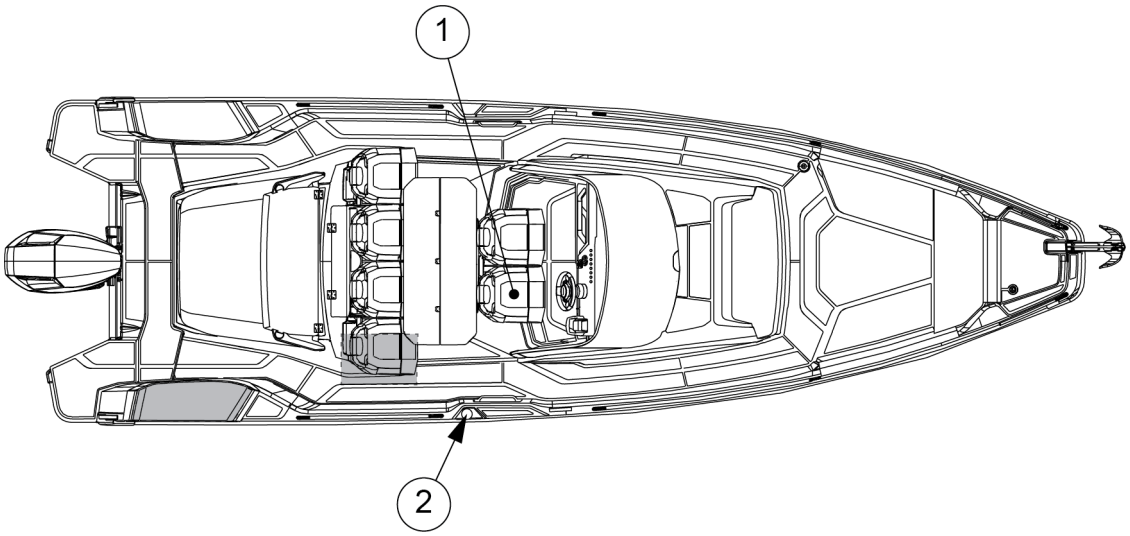
- Do not smoke or handle open flames when refueling.
- Remember that it is not allowed to store fuel in spaces not specifically designed for it. Since there is no ventilated storage space on the boat, possible spare fuel cans must be stored on deck.

Fuel system component locations

The fuel tank is located in the middle of the keel. Prevent damage to the fuel lines.

- The components of the tank, the fuel filter (if available) and the fuel tank valves are located under the driver's seat.
- The inlet pipe for fuel is located in the starboard side of the deck.

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(1) Fuel tank and valve
(2) Fuel inlet fitting

4.2.9.1 Refueling the boat

If the boat has optional decking material, wet down the deck with water before refueling. This ensures that any fuel spillage will float on the water and not penetrate the decking material.

Water reaching the engine's injection system can cause rapid corrosion damage to the precision components in the injection pump components. For this reason, it is vital to check the extra fuel filter regularly for water. Every so often, drain a small quantity of fuel into a suitable container (avoid fuel spillage) and check that there is no condensation water. If there is water in the filter, continue to drain until only clean fuel appears.

The fuel system on the engine is sensitive to air bubbles in the fuel. Always fill the tanks well before they are completely empty. If the system has been run dry, it must be bled before the engine can be started again. See the engine manufacturer's instruction manual before bleeding the fuel system.

⚠ WARNING

- Never block access to safety equipment, fire extinguishers, fuel valves or main power switches.
- Never block any ventilation openings made in the boat because their purpose is to clear the air of fuel fumes.
- Never use a wrong type of fuel in the heater or cooker as this may damage them.
- Never use an open flame when detecting leaks.

4.2.9.2 Maintaining the fuel system

Follow the engine manufacturer’s maintenance schedule.

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- Annually, check the condition of the hoses and make sure that there are no visible cracks, abrasion, or deterioration.
- Replace worn parts with genuine, marine-grade parts only.
- Bi-annually and for winter storage, check the fuel tank compartment for possible accumulated water. This can be done by inserting a thin hose through the aluminium pipe at top of the tank. The pipe guides the hose to the lowest part of the fuel tank compartment. The compartment can then be emptied with wet-dry vacuum cleaner connected to the hose.
- Bi-monthly, inspect the fuel system for presence of water in the fuel tank.

  Presence of water in fuel can be checked by inspecting the contents of the fuel filter.

  If any water is found, it must be removed and the whole fuel tank dried before the tank can be refilled with fuel.
- Examine the fuel tank and lines for corrosion and leaks.

Bi-annually and for winter storage, check the fuel tank compartment for possible accumulated water as follows:

1. Insert a thin hose through the aluminium pipe at top of the tank. The pipe guides the hose to the lowest part of the fuel tank compartment.
2. Connect a wet-dry vacuum cleaner to the hose.
3. Empty the compartment.

4.3 Optional equipment

This section presents the optional equipment and systems available for the boat.

4.3.1 Freshwater system

You can choose to equip your boat with a freshwater system as an optional extra.

The freshwater system consists of a freshwater tank, pump and accumulator. The boat may also be equipped with a water supply point in the galley and a deck shower and a water supply point for the wet bar.

The tank is located under front deck. The freshwater tank is filled via the inlet pipe on the foredeck.

To turn the freshwater system, switch on the freshwater pump. The pump switch is located on the fuse panel.

The system maintains a working pressure automatically. The water pump has automatic pressure sensor which activates and shuts down the pump as needed.

Switch the system off when leaving the boat. Do not forget to check filter in the pump regularly.

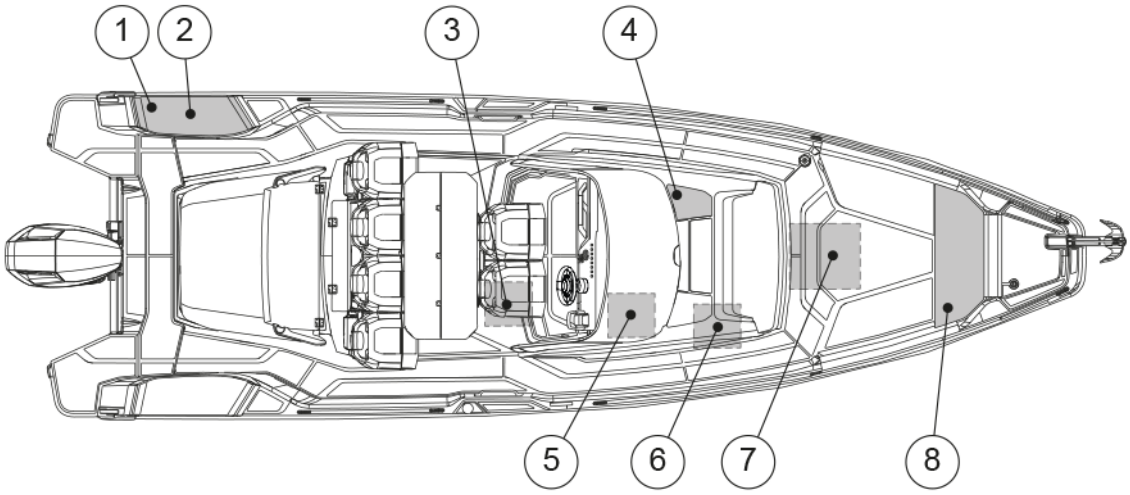
The dealer is responsible for disinfecting the freshwater tank before sale.

NOTICE

The water from the system is not meant for drinking.

The freshwater system must be thoroughly emptied for winter storage. It is not recommended to use any anti-freeze products in the freshwater system.

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(1) Deck shower
(2) Wetbar tap
(3) Galley tap
(4) Freshwater pump switch
(5) Toilet tap
(6) Freshwater pump
(7) Freshwater tank
(8) Water inlet

The water pump has air release valve which should be slightly opened to facilitate priming when starting the pump or emptying the tank. Once the pump operates normally, the valve should be closed.

The water pump has also two LEDs indicating the operating status and faults in the pump operation. For more information about the signals, please refer to manufacturer's manual.

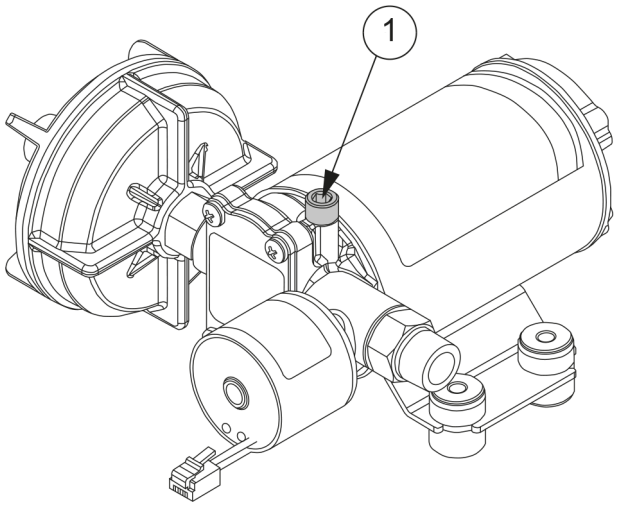


Figure 4.1 Water pump and air release valve

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Freshwater system needs to be disinfected and flushed annually or after longer periods of non-use to keep the system in working order.

Disinfection procedure is described below:

1. Flush the entire system thoroughly by running potable water to flow through it.
2. Drain the system completely.
3. Fill the entire system with disinfecting solution and follow the manufacturer’s instructions.
4. Drain the entire system once disinfection process is complete.
5. Flush the entire system thoroughly several more times with potable water.
6. Fill the system with potable water. Freshwater system is now ready to be used.

Maintenance

Annually inspect hose connections, tube fittings and pump electrical wiring connections for proper securing and no chafing. Water pump inlet filter is recommended to be checked and cleaned annually. Running the system regularly helps keep the water pump’s impellers in working order.

4.3.2 Raw water system

A raw water system is an integral component of a boat's seawater intake system. It is a hollow chamber that is installed on the hull of a vessel, typically below the waterline. The raw water system is a mandatory subsystem that is required when the boat has any of the following options: main bait livewell and tackle station, fender box bait livewell, or deck wash pump. The raw water system provides seawater reservoir for these systems to use.

Sea chest

Sea chest is an integral component of a boat’s raw water system. The primary purpose of a sea chest is to provide a controlled intake of seawater used for various onboard systems.

The outlet valve can be adjusted to control the flow rate as required.

Close the water intake valve when you are not using the equipment which utilizes the sea chest.

Maintenance

All maintenance should be performed by a qualified technician.

Regular inspection and cleaning of the grates is recommended to maintain optimal performance.

- Monthly: Visually check the sea chest. Make sure there are no signs of corrosion such as bubbling paint, pitting, or discoloration.
- Biannually: Check the sealing for leaks.

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4.3.3 Wet bar in port fender box

You can choose to equip your boat with an optional wet bar in fender box. The wet bar is in the boat's port side fender box.

Wet bar is equipped with a faucet, sink, a cooled compartment, and a mount for external gas grill.

The cooling unit for the cooled compartment is located under the fender box and can be accessed via the service hatch under the aft deck hatch.

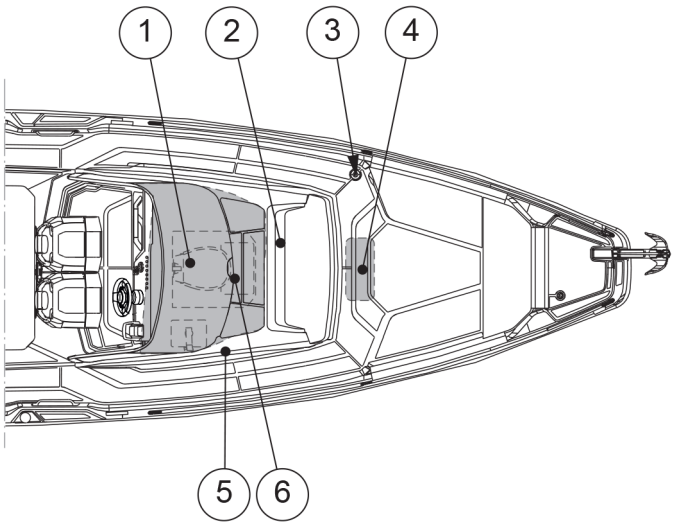
Maintenance

- Inspect the faucet for leaks or drips.
- Clean the sink and faucet with a mild detergent, avoiding abrasive materials that could scratch the surface.
- Drain and flush the water system to prevent any buildup of sediments or bacteria.
- Check the cooled storage box for consistent temperature and operational efficiency. Clean the interior with a soft cloth and a solution of baking soda and water to eliminate odors and stains.
- Annually ensure all connections, including water supply lines and drain pipes, are secure and free of corrosion.

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4.3.4 Septic system

The boat's septic system consists of the toilet seat, the septic tank and the related systems.



(1) Toilet seat
(2) Septic macerator
(3) Septic tank suction fitting
(4) Septic tank
(5) Toilet seat pump
(6) Septic tank seacock and raw water intake seacock

Maintaining the macerator

The macerator pump can get stuck if it is not used for extended periods of time. Regular use of the macerator helps to prevent this from happening.

If the macerator pump gets stuck, please contact your dealer for repairs.

4.3.4.1 Toilet seat

NOTICE

- Never put any other objects but toilet paper in the toilet.
- In order to avoid damages, you must also not pour hotter than lukewarm water into the toilet.
- It is under no circumstances allowed to flush paper towels, fabric or rubber products, hard objects, oil products or solvents down the toilet.

Using the electrical toilet

The electrical toilet is used with a separate operating switch. For more information on the device, see the manual for the toilet.

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Maintaining the toilet

- Clean the toilet with a mild cleaner.
- Never use cleaning agents or deodorants which contain pine oil, formaldehyde or chlorine, nor corrosive or petroleum-based agents.

  These materials can damage the plastic and rubber parts in the toilet.
- Lubricate the pump shaft with Vaseline to increase the service life of the seal.
- Flush the toilet system thoroughly with fresh water when the boat is not in use.

4.3.4.2 Septic tank

Avoid environmental pollution!

The blackwater tank is fitted with a deck outlet pump using an international standard type connection. Using the pump, the black water can be emptied to a permanent septic tank ashore. These facilities must always be used.

In areas where there are no permanent septic tanks, the macerator is used to evacuate the contents of the tank straight into the water as follows: Open the sealed seacock. If possible, empty the tank daily and always in deep waters far from the shore. For the location of the pump, see the section ***Septic system***.

The shut-off valve must be closed after the evacuation.

Do not allow the tank to become full. It can lead to paper becoming compacted in the bottom of the tank, making it more difficult to empty.

NOTICE

Before the boat is laid-up for winter storage, the whole system must be cleaned and flushed thoroughly while the boat is still in the water.

The whole system must be thoroughly drained of water when the boat is lifted out of the water.

This measure prevents frost damage, bacteria growth and smells.

Use of antifreeze is not recommended, since it is impossible to guarantee that it reaches all parts of the system.

4.3.5 Heating system

The boat can be equipped with a heating system as an optional equipment.

The heater unit is located port side, midship, under the deck. It is accessible through the hatch from inside the wheelhouse. In addition, there are a different number of heating vents available, depending on the boat's equipment.

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⚠ WARNING

Appliances that burn fuel, consume oxygen and discharge toxic combustion products into the boat.

Good ventilation is essential when such an appliance is in use. Open ventilation holes and make sure that they are not blocked and that air flows freely through them.

- Never leave the boat unattended when the heater is in use.

NOTICE

Heater components may break if the wrong kind of fuel is used. For more information, see the manufacturer's manual.

- Do not switch off the heater's direct supply current before you have made sure that the appliance has cooled down.

4.3.6 Navigation system

Your boat can be equipped with multifunction displays (MFD).

Depending on the boat configuration, the boat is equipped with single or multiple screens.

The multifunction display can be used to show electronic charts, plot courses, and navigate the boat. It also acts as interface for marine electronics and other digitally enabled equipment on board.

Refer to the supplier's manuals for complete user instructions and maintenance instructions of these functionalities and equipment.

4.3.6.1 VHF equipment

VHF radio allows instant communication between your boat and other boats, marinas, bridges, and maritime authorities.

The VHF radio is the recommended means of communication on the coastal waters, and it transmits messages on high frequency waves. The VHF system consists of a VHF radio unit near the drivers position and a radio antenna located either on the mast or on the roof of the boat depending on the boat model.

Study the provided booklet for the local regulations and the functionalities related to the use of the VHF system.

For your safety, make sure the VHF system is operational before going out to open sea.

4.3.7 Bow thruster

The bow thruster enhances the maneuverability of the bow when docking or performing other maneuvers that require increased operator control.

The bow thruster is powered by the Aux battery.

The batteries must be disconnected from the electronic circuit before changing a fuse. For more information, see the manufacturer's manual.

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⚠ WARNING

Incorrect use may cause overheating and short circuiting, and pose a fire risk.

- Use the bow thruster for only short periods at a time.
- Do not exceed four duty cycles (max. 30 seconds long in 25 mins).

If overloading occurs, contact a qualified marine electrician.

⚠ WARNING

- Do not touch the bow thruster or its fuse if the Aux main switch is switched on.

⚠ DANGER

Pinching hazard

Never put your hand or any other body part near a windlass or bow roller in operation.

4.3.8 Anchor windlass

The boat can be equipped with bow windlass.

Operation

To operate the windlass, windlass breaker must be switched on.

Windlass is operated with a momentary switch. Pushing the up button will raise the anchor and pushing the down button will lower the anchor.

If there is a loss of power to the windlass, check the windlass breaker to see if it needs to be reset. If the breaker keeps tripping after it has been reset, the anchor windlass system is recommended to be inspected by a qualified electrician.

The anchor windlasses are powered by the Aux battery. The battery and its fuse are located in the bow of the boat.

⚠ WARNING

- Do not touch the anchor windlass or its fuse if the main switch Aux is switched on.
- Even if the current is switched off, do not change the windlass fuse. The high current may cause a fatal electric shock.

Manual operation

In case of loss of power, the windlass can be manually operated by disengaging the clutch. Please refer to the manufacturer’s manual how to operate the windlass manually.

Before using the anchor windlass

Always check that:

- The windlass is in working order.
- The anchor chain can move freely.
- The anchor and the chain cannot damage the boat when lowered.
- The anchor and anchor chain cannot hit any person.

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For more information, see the manufacturer’s manual.

While under way

The anchor windlass must be fixed mechanically to prevent it from coming loose when the boat is moving. For more information, see the manufacturer’s manual.

⚠ WARNING

Pinching hazard

Never put your hand or any other body part near a windlass or bow roller in operation.

⚠ WARNING

If the windlass loosens when the boat is moving at great speed, it may cause great damage to the boat, its passengers and outsiders.

- Always fix the anchor windlass mechanically in place before getting under way.

⚠ WARNING

- Keep all body parts and clothing away from an activated windlass.

NOTICE

- Do not use the windlass to pull or tow another vessel.

Maintenance

Salt deposit accumulating on the windlass should be washed away with fresh water regularly to prevent corrosion. For more information, please refer to the manufacturer’s manual.

4.3.9 Solar panel trickle charger

The boat can be equipped with solar panel trickle charging system. The system allows you to maintain and slowly charge the batteries on the boat.

The solar panel is located on the bow end of the roof. The trickle charging system includes a charge controller, preventing battery overcharge. The charge controller is installed in the battery compartment wall.

Maintenance

Ensure that the solar panel is mounted properly. Check for any dirt, debris, and corrosion on the panel. Periodically clean the solar panel with water.

Do not use chemicals, as they can damage the panel.

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4.3.10 Roof racks

The boat can be equipped with roof racks.

Roof racks allow for transportation of bulkier objects such as kayaks or bicycles. Objects put on the roof racks must be secured tight to prevent them from falling off or damaging the boat's roof or other components.

Load limit of roof racks is 25 kg / 55 lbs per roof half. Max. load of roof racks is 40 kg / 88 lbs.

4.3.11 Searchlight

The boat can be equipped with an optional searchlight. The searchlight can be mounted on the light mast or directly on the roof depending on the boat model. The searchlight is remote-controlled and rotates 360 degrees, allowing you to illuminate objects in any direction.

The searchlight has one-touch auto sweep and S.O.S.

The searchlight has a 30-minute shut-down timer. If the searchlight is left unattended for more than 30 minutes, the searchlight turns itself off.

4.3.12 Gas grill

You may choose to equip your boat with a portable gas grill. Portable gas grill option adds all the components needed to use an external gas grill on board. It includes the gas bottle storage in bow locker, the gunwale mount, and an offset insert adapter, which is designed to mount all Magma brand grills. The option also includes a ventilated gas storage canister under the anchor hatch.

The gas bottle must be stored in a ventilated area.

⚠ WARNING The gas grill is only allowed to be used when the boat is stationary and must be stowed away before using the boat.

Use the grill outdoors only. Do not use the grill inside the boat.

Do not use the grill under sunshades or any other cover.

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⚠ WARNING Never leave hot grill unattended.

⚠ DANGER Carbon monoxide hazard. The grill can produce carbon monoxide. Never use the grill in an enclosed space, such as when using canopy, or inside the cabin of the boat.

4.3.13 Sunshades

The boat can be equipped with canvas sunshades to provide shade in the aft and bow of the boat.

The sunshades are only for stationary use and must be stowed away before the boat is driven.

Depending on the boat model, the sunshade poles are stored in spring clips on top of the roof or inside a hatch.

Setting up a sunshade

1. String the loops of the sunshade to the ends of the support poles.
2. Mount the support poles on the gunwale sockets.
3. Connect the canvas clasps to the D-rings on the roof.
4. Adjust the tightness of the sunshade so that it’s tight.

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5 Transportation

5.1 Lifting the boat

Lift the boat only with a lifting beam and lifting straps. Use the specified locations for the lifting straps.

Commission only a reputable lifting company or a boat yard with sufficient lifting capacity to lift the boat. Make sure the company has full insurance cover, in case of any damages.

⚠ DANGER

Risk of serious injury or death by falling load.

- Do not stay under the boat when it is hanging in the crane.

Lift straps may slip on the hull. When appropriate, tie the straps together before lifting.

The position of the straps may need to be adjusted depending on how the boat is loaded.

In addition to the boat's own weight, take into account the equipment and other possible loads in the boat.

⚠ CAUTION

Note the location of the log transducer to avoid damaging it.

- Protect the hull sides well to avoid damages.

The lifting beam must be exactly the same width as the boat. Always take great precautions near and around the boat when lifting.

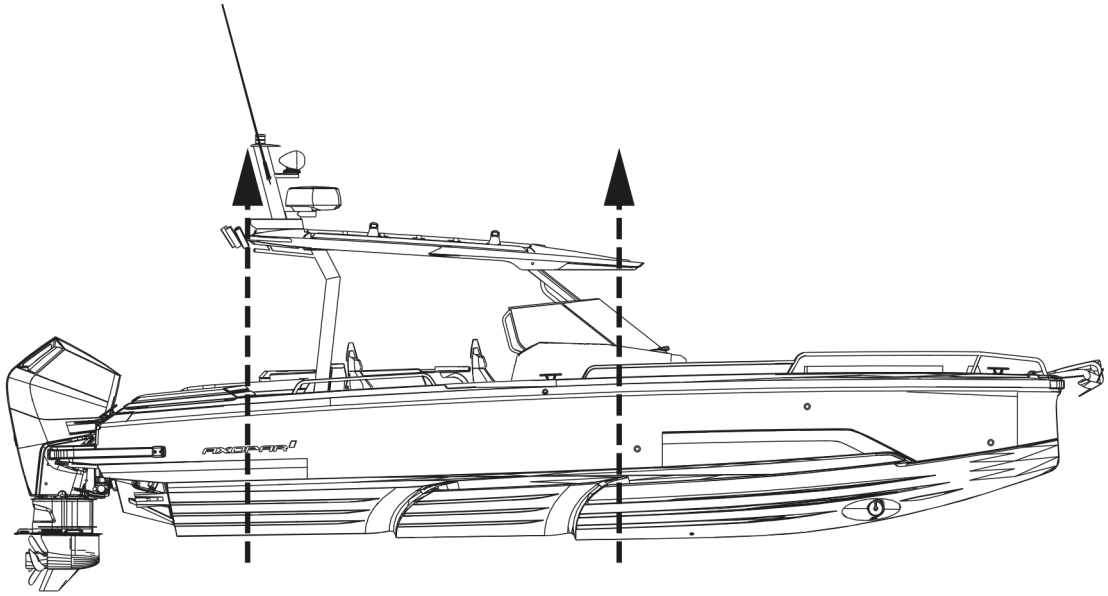
⚠ CAUTION

Risk of damage to the hull.

Do not lift the boat with a forklift.

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The location of the lift straps is indicated in the figure.



Before operating any lifting equipment:

- Check and determine applicability of federal, state, or local requirements.
- Follow the lift equipment manufacturer’s requirements and recommendations.
- Check the boat's lift points, weight and other information.
- Straddle lift operation is a highly technical area that requires trained and experienced operators.

During lifting:

- Check the boat for bilge water before lifting.

  Excessive quantities of bilge water can shift, changing the balance of the load.
- Check for thru-hull appendages such as knot meters and stabilizers, rub, spray, and splash rails, so that they are not damaged by the lifting equipment.
- Check the hull structure to locate shafts, rudders, struts, and the forward and aft ends of any keels.
- Check the hull’s structural configuration, including the location of bulkheads, stringers, engines, and tanks.
- Check bilges for water ingress following launch.
- Transport the boat as close to the ground as practicable.

5.2 Transporting and storing the boat

Before lifting the boat onto the trailer, make sure that the trailer is suitable for the boat.

Make sure that there is a sufficient number of supports to distribute the weight properly without excessive point loads, and the capacity and dimensions of the trailer are sufficient to carry the boat and its engines, equipment, battery, boating accessories and fuel on board. Pay special attention to exposed areas and edges of hull, such as strakes and steps in the hull, during loading, deloading and transportation.

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⚠ WARNING A boat trailer that does not have sufficient capacity or that is poorly maintained can become damaged and cause a danger on the road.

- Make sure that the trailer capacity is sufficient to also carry the weight of the engines, fuel and equipment.

⚠ CAUTION The hull of the boat can be damaged if there is an insufficient amount of supports on the trailer or during the storage.

The trailer must be a little nose heavy. Make sure that the boat is securely fastened to the trailer, that it cannot move into any direction, and that the side supports provide an even support for the weight of the boat.

Before loading the boat on the trailer:

- Remove any unnecessary weight from the boat.
- Drain the bilge water.
- Adjust the side supports of the trailer so that the most weight rests on the keel supports, and the side supports only offer lateral support.
- Protect the boat by placing suitable padding between the tie down straps and the boat, if necessary.
- See the engines manual for any instructions on trailering.
- Make sure that the doors and hatches are properly closed.
- Pay attention to any equipment and accessories in the boat during trailering.
  - Make sure you secure all loose items in the boat.
  - Do not use a hood, canopy, tonneau cover or other similar top or cover on the boat during trailering.

    These hoods and covers can become detached at high speeds and damage the boat and cause a danger to traffic.

    A hood or other cover flapping in the wind during trailering can damage the boat surface.
  - Keep the hood in its dedicated storage compartment during trailering, or remove the hood completely, if necessary.

Boat storing

- Make sure that the bow is slightly elevated when in storage, to help potential water escape the deck.
- Make sure the boat is steadily positioned and secured. The weight of the boat needs to rest on the keel.
- Protect the areas of the hull and deck being supported with some form of padding.
- Keep the engines in a downward position.

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6 Operation

The boat owner must take local and international regulations into consideration concerning the boat crew, equipment and handling of the boat. In some countries, a driving license or a separate authorization is required for driving the boat. Special regulations may also apply.

Ensure that the anticipated wind and wave conditions do not exceed the design category of the boat, and that the crew is able to handle the boat in these conditions. Even though the boat is designed for such conditions, they can still be very dangerous. Only a capable, fit and trained crew, using a well maintained boat, can satisfactorily operate in such conditions.

If the boat is fitted with a life raft, carefully read its operation manual. Onboard, the boat must have the appropriate safety equipment according to the boat type and weather conditions. This equipment is compulsory in some countries. The crew must be familiar with the use of all safety equipment and the most important actions in different emergency situations. Sailing schools and clubs regularly organize rescue drills.

The equipment in the boat may differ from the equipment used in the figures in this manual. This might be due to any optional equipment chosen or modifications made after producing this manual. In such cases, contact your local dealer for the operation instructions and additional information regarding the operation of the equipment in question.

Always maintain the boat properly and make allowance for the deterioration that occurs over time and as a result of heavy use or misuse of the boat. Any boat, no matter how strong it may be, can be severely damaged if not used properly. Inappropriate use of this boat not compatible with safe boating is not allowed. It is always important to adjust the handling of the boat to the sea conditions and own boating experience. The gelcoat parts, especially the colored parts, need to be polished and waxed approximately every fourth months to prevent the parts from fading or getting other visual defects.

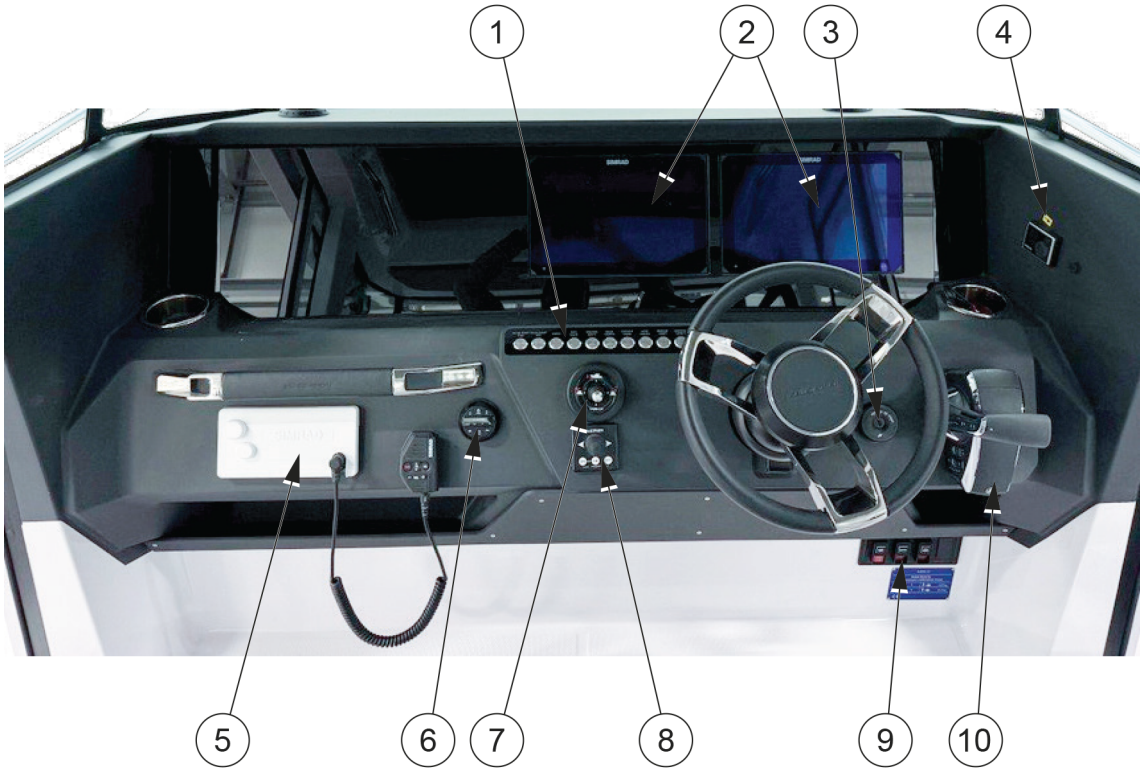
6.1 Handling devices

6.1.1 Steering console

The controllers are situated so that the driver can easily manage them from the steering console.

The location and quantity of the devices depend on what optional equipment and engine models have been chosen. See the device manuals for further information on the devices.

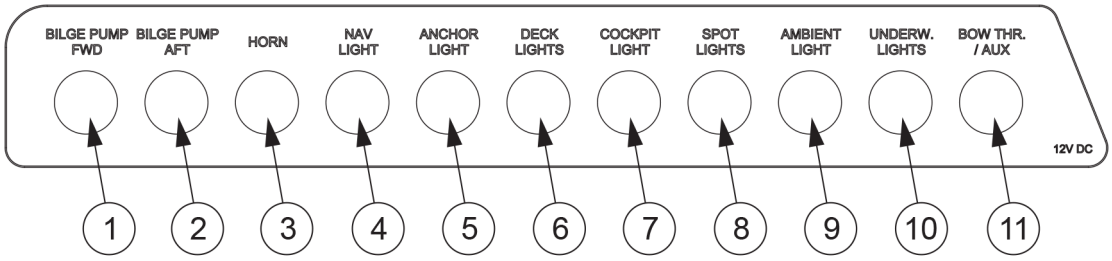
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(1) Steering console switch panel
(2) Chart plotters (second one optional)
(3) Ignition key
(4) Heater control (optional) (Moved to port side)
(5) VHF radio
(6) Audio remote (optional)
(7) Trim tabs control
(8) Bow thruster control
(9) Remote main switches
(10) Engine remote control

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6.1.2 Steering console switch panel



(1) Bilge pump forward
(2) Bilge pump aft
(3) Horn
(4) Navigation light
(5) Anchor lights
(6) Deck lights
(7) Cockpit light
(8) Spot lights
(9) Ambient light
(10) Underwater light
(11) Bow thruster / Aux

6.1.3 Windscreen wipers

The boat’s windscreen wipers are controlled by the switches in the boat’s steering console.

6.1.4 Steering system

The steering system is one of the most vital systems related to safe boating.

The boats are equipped with a hydraulic steering system with the alternatives of power steering and non-power steering systems. Please refer to the collateral manuals provided by the outboard engine and steering system manufacturer included in the manual package provided with the boat.

The non-power steering system consists of a steering wheel, a helm pump, a hydraulic hosing, and a hydraulic steering cylinder.

The power steering system includes a steering pump to help with the handling of the vessel.

6.1.4.1 Checking and topping up oil

Effective and properly working steering is crucial for the safety of the boat.

- Check the oil level in the pump before casting off.
- For detailed instructions and the steering system oil recommendation, see the manufacturer's documentation.

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6.1.4.2 Steering maintenance

For the regular maintenance of the steering system components, please refer to supplier's manual.

If you encounter issues beyond regular maintenance needs, please contact your boat dealer immediately for service.

6.1.5 Throttle lever

The engine throttle and shift are controlled by the electronic throttle lever. To start the engine, the lever must be in the neutral position. The throttle lever is used to control the engine's RPM which affects the speed of the boat.

Moving the lever forward shifts engine into the forward gear, and moving the lever backwards shifts the engine into the reverse gear. Progressively moving the lever in one direction will increase the speed of the boat in that same direction.

For detailed guidelines about safe boating and component maintenance, please refer to the provided outboard engine literature. If you encounter issues beyond regular maintenance needs, or if noticeable failures occur, please contact your boat dealer immediately for service.

⚠ WARNING Always make sure no one is close to the propeller when starting the engine or engaging the propeller! Acknowledge the information provided on the helm's warning labels.

6.1.5.1 Trim and tilt

The engine can be raised or lowered with the trim controls in the throttle lever.

Raising and lowering the engine is needed when trailering or launching the boat. Adjusting the trim angle of the engine also allows optimizing the run angle for the boat to achieve optimal performance or fuel efficiency.

When raising the engine(s) all the way, make sure the engines are facing straight aft, and no optional equipment such as foldable seats or aft deck gates are in the way.

Refer to the supplier's manuals for detailed operation instructions, maintenance, and warranty information.

⚠ WARNING Raising the engines out of the water without paying attention to surrounding equipment such as aft deck gates, foldable seats or waterski frame may cause damage to the engines.

6.1.6 Starting the engine

See the engine manufacturer's manual for engine information.

1. Set the engine lever in neutral.
2. Turn the ignition on and check the fuel level.
3. Start the engine by turning the ignition key.

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4. Check that the gauges for oil pressure and voltmeter show normal values.
5. Run the engine to operating temperature at idling speed. Never rev up a cold engine.

⚠ DANGER

Risk of carbon monoxide poisoning.

Be aware of the risks with engine exhausts. For example, under turbulence or disadvantageous wind conditions, exhaust can enter the boat. If this happens, avoid idling the engines. If these problems occur under way, do not open the hatches and ventilators, as it can worsen the problems. Instead, you may try solving the problems by changing the boat's speed or weight distribution.

⚠ WARNING

Never step onto the swim ladder when the engine is running. Stop the engine while the steering and propeller are being inspected.

⚠ WARNING

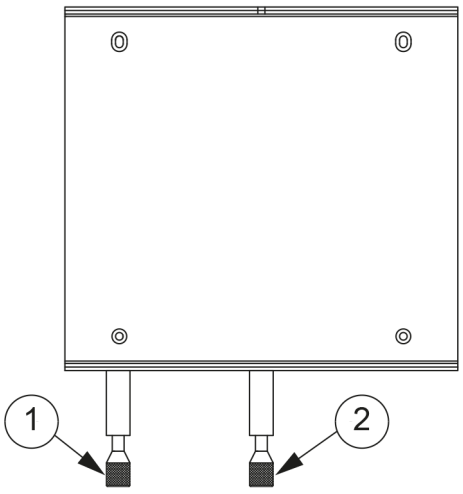
Do not operate this boat with an engine that exceeds the maximum engine power recommended by the manufacturer.

6.2 Swivel seat - Driver and passenger seats

The driver and passenger seats are operated with locking handles.

⚠ DANGER

The locking handles must be in the locked position before the boat speed exceed 5 knots.



(1) Rotation locking handle
(2) Moving locking handle

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- For the rotating function, press the locking handle down to release the lock.

  This allows you to rotate the seat on the post.
- For the moving function, lift the locking handle up to release the lock.

  This allows you to move seat from back to front.

6.3 Inspecting the boat

Due to safety reasons, the below listed inspections must be carried out before and after using the boat.

6.3.1 Checklist: Regular inspection before leaving harbor

Safety

Make sure that:

- All the people onboard have life jackets.
- The wind and wave conditions do not exceed the design category of the boat.
- The dead man's switch is switched to driver.
- There is a fire extinguisher (or several) onboard and their approval/inspection date has not expired.
- The needed ropes and anchor are onboard.

Draining and tightness

Check that:

- There is no water in the bilge.
- All the bilge pumps are functional.
- The bilge has no signs of fuel or oil leaks.
- All deck hatches are tightly closed.

Electrical and engine

Check that:

- All the fuses are intact.
- The main switches are switched on.
- The batteries have enough power.
- The engine works properly.
- The engine cooling water flows as expected.
- The fuel level is sufficient.

⚠ WARNING The specified tank capacity is not necessarily fully available, depending on the trim and load on board. The tank must always be kept at least 20% full.

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6.3.2 Checklist: After using the boat

Make sure that:

- The main switches are switched off.
- The septic tank discharge valve is closed.
- There is no water in the bilge.
- The bilge pumps are functional.
- The deck draining works properly and all the draining valves are open.
- All deck hatches, roof canvas and doors are tightly closed.

6.3.3 Checklist: After grounding

If the boat hits a rock, the damage may be easily visible or hidden.

- Make sure that everyone on board is wearing a life jacket.
- Check that everyone on board is up on the deck.
- If necessary, make an emergency call or use a distress signaling device.
- Immediately after a capsize, check the bilge for leaks. Even if the bilge pump is not rated for leaks, you may try to empty the boat using it.
- Stop the engines and lift them out of the water.
- Turn off all the main electrical switches.
- If you can detach the boat after a rock slide, check the condition of the engine.
- Inspect the boat for leaks.
- To avoid further damage to the engine, do not drive the boat if, for example, you notice an oil leak or the engine blade is damaged.
- If the leak is small, the boat is detached and at least one of the engines is functioning, drive to the nearest shore to prevent the boat from sinking.
- If a life raft is available and required, prepare it for use.
- If you detect a leak, close all doors and hatches. Open doors and hatches may cause the boat to drown more quickly.
- Do not go inside of the boat if it has a leak.
- Call for towing assistance from local authorities or other agencies.
- A professional should inspect the boat after grounding. Even if there is no visible leak, the hull may be damaged and in need of repair.

⚠ WARNING A big leak may cause the boat to sink quickly. Do not go or stay in and wear a life jacket.

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6.4 Handling the boat

6.4.1 Checklist: Boat handling before leaving harbor

For safe navigation under all weather conditions, proper sound signaling equipment in compliance with regulations (COLREG, 1972) must be carried on board. Make sure that the sound signaling equipment on the boat is compliant with these regulations.

⚠ CAUTION

According to national regulations in some countries, it is a legal requirement to wear a life vest at all times.

- Check that the boat and its equipment are in seaworthy condition.
- Always listen to long-term weather forecasts when planning longer trips.
- Always make sure there is enough fuel and freshwater in the tanks.
- Check that all items on board are properly stowed and adequately secured to manage rough sea and wind conditions.
- Make sure that the swim ladder is raised out of the water before moving off.
- Make sure that the steering is correctly positioned before starting.
- All persons on board must wear an appropriate life vest when on deck.

6.4.2 Leaving the jetty

Before casting off, consider how to best leave the jetty.

- Check what the wind direction is.
- If the boat has two engines, move away from the jetty by engaging the engine nearer the jetty astern at idling speed and engaging the other engine ahead at idling speed on.
- The boat will swing out from the jetty astern. As the bow will move against the jetty, fend off properly.

With only one engine this can be a little more challenging, especially if the wind is pressing the boat firmly against the jetty, you have to use a spring to get the stern out.

- Firmly fend off the bow from the jetty.
- Take a line from the bow around a bollard or cleat, so that it can be easily let go.
- Engage idling speed ahead and turn the rudder so that the stern glides out from the jetty.
- When the boat has reached a position, where it can safely be reversed, release and retrieve the line, quickly center the rudder and engage astern.

⚠ CAUTION

Gather in all lines and fenders while you are still in sheltered water. A rope around the propeller can disable a boat.

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6.4.3 Driving the boat

Going out in a motor boat involves responsibility not just to those on board, but also to others we meet on the water. Showing consideration for others makes boating comfortable. Everyone has the same right to be at sea, whatever kind of boat they go afloat in.

The physical laws that apply to a boat are rather different from, for example, those affecting a car, as are the possibilities of controlling it.

You can influence a boat’s behavior and the level of comfort on board primarily by adapting the speed to the prevailing sea conditions and by the intelligent use of the trim tabs. A planing boat rides almost level in the water at maximum speed. As the speed of the boat is reduced the trim angle increases and the bow rises slightly. This is normal, and is a prerequisite for good performance.

6.4.3.1 Dead man's switch

If the boat is equipped with a dead man’s switch, attach its lanyard to yourself immediately after detaching the mooring lines. For more detailed instructions, see the engine manual.

It is very important that the boat stops if you for some reason fall overboard or stumble on board, particularly if you are alone. However, remember to detach the lanyard from your wrist before docking or beaching operations to prevent the engine from stopping unintentionally.

6.4.3.2 Driving at high speed

Although the boats have passed the CE requirements for swerve tests at full speed, Axopar Boats does not recommend making sharp turns at high speed. When exceeding a certain speed limit any hull construction might lose its grip. This might lead to passengers hurtling out of the boat, especially in a single engine configuration.

- Do not use the boat if it has an engine with a higher power rating than indicated on the capacity plate.
- Do not drive the boat at high speed if the engine's rig angle is negative (bow down).
- Do not drive at full speed on congested waterways or if the visibility is limited because of weather conditions or waves.
- Reduce your speed and wake as a matter of courtesy, and also for the safety of yourself and others.
- Observe and obey speed limits and prohibitions associated with a swell.
- Follow the rules of navigation and the requirements of COLREG (Convention on the International Regulations for Preventing Collisions at Sea).
- Always make sure that you have the space needed for avoiding collisions and coming to a halt and for evasive maneuvers.
- Always use a dead man's switch if available.
- Reduce speed in high seas for increased comfort and safety.
- Learn the boat's speed potential. Utilize this knowledge for economical and safe cruising.
- Avoid using high speed along with large rudder movements when going astern, because that places great strain on the rudder and steering mechanism.
- Avoid sudden steering maneuvers at high speeds.
- Avoid staying in the bow area when driving at high speeds.

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Avoid sudden changes in travel direction at high speed. Let the boat come to a stop, and the engine rev down before shifting between forward and reverse. Otherwise excessive strain is put on the engine, which could cause the engine to stop. In the worst case, sea water may enter the engine.

A right-handed propeller rotates clockwise and a left-handed propeller anti-clockwise, seen from the stern. The rotation of the propeller is critical for steering the boat. The right-handed propeller pushes the stern of the boat to starboard when the engine is engaged ahead and to port when it is going astern. The direction of rotation of the propeller has a major impact on the turning radius. A right-handed propeller gives a smaller turning radius to port than to starboard. This is called the propeller's paddlewheel effect.

The boat's propellers have considerable propulsion power that provides powerful acceleration. Take this into consideration to avoid dangerous situations arising from this.

⚠ DANGER

A revolving propeller is life-threatening to a swimmer or a person who has fallen overboard.

Use the dead man’s switch and turn off the engine when someone is climbing on board.

6.4.3.3 Driving in rough seas

Never go out in rough seas, if you are uncertain whether the boat and those on board can cope. Follow these simple rules.

- Be well prepared.
- Remember to secure loose equipment.
- Always have a sea anchor and other emergency equipment easily accessible.
- Avoid breaking seas that can appear close to land and over shallows.
- If there are significant waves, always reduce speed to guarantee the safety of the persons on board.
- Use the trim tab to trim the bow down to reduce hull slamming in a head sea.

In a head sea

- Adjust speed to suit the size of the waves.
- Adjust the trim angle to the size of the waves. Avoid taking seas beam on.

In a following sea

Remember to keep the bow high in a following sea. Avoid crashing through waves, maintain low speed. If necessary, deploy the sea anchor to reduce speed.

Planing boats can be particularly exposed in rough following seas. The stern of the boat rises and the rudder does not answer, so the boat broaches while the bow cuts down into the sea.

6.4.3.4 Maneuvering in narrow channels

When maneuvering the boat in narrow channels, the engine speed must be kept as low as possible so that maneuvers are calm and steady.

In difficult wind and current conditions, more revs might be necessary to make full use of the power of the engine. In these conditions, it is important that maneuvers are made quickly and precisely to prevent the boat from drifting into trouble for example.

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A good rule before starting a maneuver under difficult conditions, is to think through the different situations which could arise. Pay attention to the wind and current conditions and decide in advance which maneuver you will make. It is also important to brief crew members on what they need to do in different situations.

Always keep in mind that the stability of the boat may be reduced when towing.

⚠ CAUTION Even a nonslip molding can be slippery to walk on when the deck is wet.

6.4.4 Visibility from steering position

The International Regulations for Preventing Collisions at Sea (COLREG) demand that a proper lookout is kept at all times, and the *right of way* rule is followed.

The following factors can considerably reduce visibility, among other things:

- Gear trim angle
- Trim tab angle
- Load and load position
- Speed
- Rapid acceleration
- Changeover from displacement speed to planing
- Sea conditions
- Rain and thunderstorms
- Darkness and fog
- Inner lighting when under way in the dark
- Position of curtains
- People and equipment that block the driver's view.

⚠ WARNING Make only small adjustments at a time. Holding down the button for the trim tab for any length of time can result in partial loss of control of the boat.

6.4.5 Using the trim tabs

A boat does not need trim tabs to get up on the plane or to give good performance. However, trim tabs are a very useful aid when used correctly.

There are two situations in particular where the trim tabs need to be used:

- When it is desirable to trim the bow down in a rising sea and at speeds between going up planing and cruising speed.
- When running with a strong beam wind.

A planing boat always leans into a strong side wind. This reduces the boat’s seakeeping qualities, which is why listing to one side needs to be eliminated as far as possible. Lowering the trim tab on the windward side brings the boat back into normal attitude.

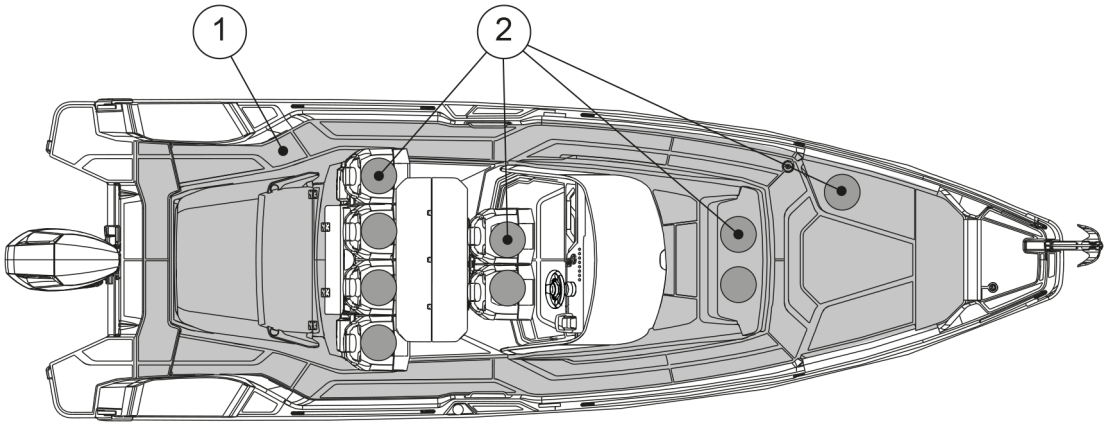
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For trimming the bow down, both trim tabs are used in parallel. Begin by retracting both trim tabs completely, then lower both of them a little at a time, so that you retain complete control over how the boat is affected. When running with a following sea, both trim tabs always need to be fully raised. The reason for this is that boats have a tendency to “dive” in a strong following sea, which can result in uncontrollable slowing. Therefore you must run the boat with a high bow angle in a following sea.

6.5 Preventing falling overboard

The boat’s working decks are areas where people can move about when the boat is being maneuvered.

The working deck area is shown in grey in the figure.



(1) Working deck area
(2) Seats

Do not sit, stand or spend time in other parts of the boat while the boat is under way.

Moving about in the aft part of the aft deck and on the front deck while the boat is under way is not recommended.

If a person has fallen into the water, the easiest way to get back on board is to use the swim ladder. The ladder can be pulled down also from the water.

Staying on deck

⚠ WARNING Staying in the bow of the boat is not recommended in speeds exceeding 30 knots.

⚠ DANGER A revolving propeller is life-threatening to a swimmer or a person who has fallen overboard.

- Use the dead man’s switch.
- Turn off the engine when someone is climbing on board.

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If the sun deck cushions or the front deck table are in place, observe the maximum speed of 15 knots to avoid the cushions or table detaching at speed or in high waves.

6.6 Anchoring, docking and mooring

6.6.1 Fastening points

Fastening points (or cleats) are located both at the stern, midship and bow.

- When anchoring or towing, the forward force is 32.2 kN.
- When mooring the forward force is 26.3 kN.
- When mooring the rearward force is 22.5 kN.

6.6.2 Docking

Always brief your crew how you are planning to dock. Fenders and at least one mooring line fore and aft must be in place before approaching the jetty.

It is always easiest to dock against the wind. Try to hold the bow exactly into the wind and maintain sufficient speed for the boat to answer the rudder. If the bow is blown off in one direction, back out and repeat the maneuver. Bring the bow up to the jetty, and make sure you get a line ashore quickly.

Docking with a side wind is a little more difficult. Do not steer parallel to the jetty letting the boat blow in as there is always a risk of the bow being blown off towards other boats or the jetty. Instead, try to maneuver the boat so that the wind comes directly from astern. Then the boat can be maneuvered straight ahead since the wind helps hold the boat on a straight course. It is good to have someone on the foredeck that can go ashore and quickly turn the bow in the desired direction after the boat has stopped completely.

Try to always avoid sharp movements of the throttle, since idling speed in ahead and astern is generally adequate. Sharp movements of the throttle can lead to panic maneuvers.

⚠ CAUTION The tensile strength of the lines or chains should normally not exceed the strength of the fastening point in question.

6.6.3 Checklist: Before anchoring

1. Check the chart to see if anchoring is permitted in the area.
2. Listen to the weather forecast for the area and take note of the expected wind conditions.
3. Switch on the echo sounder.
4. Study the seabed conditions and make sure that there is good holding ground.
5. Check that the safety chain has been released from the anchor.
6. Wait until you have reached the intended anchoring point before lowering the anchor.
7. Let out the anchor line equal to at least three times the depth of the water.
8. Put the engine in astern to check that the anchor has taken hold (only when bow anchoring).

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9. Note your position on the GPS. Regularly check that the boat has not moved from its position.
10. Set the echo sounder to “Anchor Watch”.

⚠ WARNING Always fix the anchor in such a way that it is securely fastened onto the boat. An anchor that falls off when under way may cause serious damage to the boat and mortal danger to the crew.

6.6.4 Towing and mooring

⚠ CAUTION When towing another boat or being towed, always drive slowly. If the boat you are towing is of the displacement hull type, never exceed its hull speed.

- Always attach the tow line so that it can be detached under load. It is the owner’s and users' responsibility to ensure that the mooring lines, towing lines, anchor chains, anchor lines and anchors are adequate for the vessel’s intended use.
- Always remember that the stability of the boat may decrease when being towed.

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7 Maintenance

7.1 Cleaning and maintaining the gelcoat surface

The gelcoat surface of the boat is subjected to environmental conditions which can, under certain circumstances, lead to deterioration of the surface. Overtime, these external factors such as saltwater, high UV exposure and temperature variation, can have an effect on the gelcoat surface.

Generally, gelcoat should last 3 years without showing any significant signs of yellowing, chalking, or other deterioration in typical conditions.

NOTICE

Clean and maintain regularly all the gelcoat surfaces on the boat.

If the regular cleaning and maintenance is neglected, or if the boat is exposed to certain environmental conditions where it is berthed, deterioration of the surface finish such as fading, discoloration and brittles may become visible over time.

- Wash and clean the boat after every trip, and weekly if it is stored outside uncovered.
- Wax the boat twice a year if used all year, otherwise annually.
- Inspect the gelcoat surface annually for signs of deterioration, such as brittle surfaces or changed color tones.
- Small scratches or discolorations can be fixed by buffing or polishing.
- Severe scratches, discoloration or oxidation may require wet sanding before buffing, polishing and vaxing.

  Wet sanding is recommended to be performed by your Axopar dealer or a trained professional.
- When the boat is not in use, keep the gelcoat surface out of the sun or cover the boat with a canvas tarpaulin.

  Do not use plastic or other non-porous materials, which can trap moisture between the cover and the surface.

Washing

NOTICE

Use a cleaning product specially made for boats. Do not use household cleaning products, chlorine, acids or similar as they may damage the boat surface due to their improper pH value.

Wash the boat after every trip by using a mild cleaning product. Dilute the cleaning product with fresh water according to the instructions on the product label.

1. Rinse the deck and hull with fresh water to remove loose dirt.
2. Wash the surfaces with the diluted cleaning product and a soft-bristled brush.
3. Rinse off with fresh water.

Waxing

Waxing the gelcoat surface restores gloss and protects the finish. Only use wax recommended for gelcoat, and follow the product instructions carefully.

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Wax can either be applied by hand using a clean rag, or with an orbital-motion buffing machine.

NOTICE If using a buffing machine, do not exceed the speed of 1200 rpm. Using a higher speed may burn the gelcoat.

NOTICE Do not wax a gelcoat surface in direct sunlight.

1. Apply wax and wait for a few minutes until the wax looks dry.
2. Buff the wax either by hand using a clean rag, or by using a buffing machine.

   Buff in circular motions until the surface is clean and glossy.
3. Finish by wiping the potential wax residues off with a clean rag.

Polishing and buffing

Small scratches or discolorations can be fixed by polishing and buffing the boat. If the surface has severe discoloration or oxidation, wet sanding is recommended before polishing and buffing.

- Polishing compounds remove small scratches and discolorations.
- Buffing compounds contain abrasive and remove deeper scratches or oxidation.

  Buffing compounds can be used, for example, to remove scratches on the hull caused by the fenders.
- After using the buffing compound, use polishing compound to achieve the best possible finish.
- Follow the product instructions of the compound carefully.

Polishing and buffing compounds can either be applied by hand using a clean rag, or with an orbital-motion buffing machine with a polishing pad.

NOTICE When using a buffing machine, do not exceed the speed of 1200 rpm. Using a higher speed may burn the gelcoat.

NOTICE Do not polish or buff a gelcoat surface in direct sunlight.

1. Apply polishing or buffing compound on the surface and wait for a few minutes until the compound looks dry.
2. Polish or buff the compound either by hand using a clean rag, or by using a buffing machine with a polishing pad.

   Buff in circular motions until the surface is glossy.
3. Wax the surface.

Wet sanding

NOTICE Wet sanding is recommended to be performed by your Axopar dealer or a trained professional.

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Severe scratches, discoloration or oxidation of the gelcoat surface may require wet sanding. Wet sanding can be done either by hand or by using a machine.

NOTICE When using a machine, do not exceed the speed of 1200 rpm.

Using a higher speed may burn the gelcoat.

NOTICE Do not wet sand a gelcoat surface in direct sunlight.

1. Spray water to the area that needs to be sanded.

   NOTICE Keep the surface continuously moist while sanding.

2. Sand the surface with a 1000 grit sandpaper (for example Mirka Abralon).

   If you use a machine, use a low rpm speed to get the best result.

   Keep sanding until the entire surface is equally matt.
3. Sand the surface with a finer 1400 grit sandpaper.
4. Sand the surface once more with an even finer-grit sandpaper.

   This saves time in the buffing and polishing stage.
5. After sanding, when the surface looks equally matt, rinse the surface with fresh water and allow to dry.
6. Buff and polish the surface to get the gloss back.
7. Wax the surface.

7.2 Antifouling

Painting your boat's hull with antifouling paint is worth considering if your boat is most of the season in water.

Boats that are frequently lifted out of the water and relaunched during the boating season can be affected by antifouling oxidization. Out-of-the water, antifouling paint will oxidize, which will prevent the biocide release and slowly cause antifouling to lose its effectiveness. Follow the paint manufacturer's specifications for launching window.

Antifouling wears gradually over time, depending on factors such as the location where the boat is used and how often the boat is used. As a rule of thumb, antifouling lasts one season once applied. When the antifouling needs to be repainted, it is important to use the same antifouling paint as the existing antifoul, or to scrub off old antifouling paint down to gel coat. If different antifouling paints are used, there is a risk that the composition of the paints are incompatible, preventing the antifouling paint from working.

Contact your nearest Axopar dealer in antifouling repainting and condition inspection related matters.

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7.3 Maintaining the interiors

7.3.1 Wooden interiors

The interior details of the boat, such as the locker doors and drawer fronts and wooden strips, are made of oiled wood.

- Clean the wooden interior details with a damp cloth and a small amount of soapy water.
- Treat the wooden surfaces again every year to protect the wood.

7.3.2 Plastic and painted surfaces

1. Wet the surface evenly with water before the actual cleaning.
2. Remove stains.
    - Remove regular stains with a brush and a lightly diluted cleaner.
    - Remove grease with a brush or a sponge and window cleaner.
3. Clean the surface afterwards with sponge and water.
4. Wipe dry with a piece of cloth.

7.3.3 Fabrics

The interior fabrics are washed according to separate washing instructions (marking on the fabric).

In case the marking is not visible:

1. Wash in 40°C with a light spin cycle.
2. Hang to drip dry.

The material may slightly shrink. If you want to avoid shrinking, take the fabrics to a dry cleaner.

7.3.4 Doors and hatches

- Clean the tracks of sliding doors and hatches regularly and lubricate, if necessary.
- Lubricate handles and locks with regular lock lubricant.

7.4 Maintaining the cover

New covers may leak initially, as the seams need to swell.

During use

To prevent quick deterioration of the cover, secure it tightly in a folded-up position to prevent flapping.

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After use

NOTICE

- Hang to dry. Never use a drying cabinet or iron to speed up drying.
- Check that the cover is completely dry before stowing. Stowing a moist cover can cause mold damage.
- Store the cover in dry indoor conditions for the winter.
- The cover must not be stored in the boat.

7.4.1 Cleaning the cover

The cover needs to be thoroughly cleaned two or three times a year.

NOTICE

Never use high pressure washers or chemical cleaning agents.

1. Let the fabric cover soak for at least 24 hours.
2. After soaking, wash the inside and outside of the cover with a sponge or a soft brush.

   Use mild soapy water and plenty of water, max. 30°C.
3. Rinse thoroughly with freshwater.

   Mix 12% vinegar in the final rinsing water to neutralize the soap residues.
4. Hang the cover to drip dry.

7.5 Protecting underwater metal parts

Boat's underwater metal components, such as thru-hulls, seacocks, trim tabs, engine internal components and propellers, are subject to electrolytic corrosion. Electrolysis and galvanic corrosion (corrosion of dissimilar metals in salt water) can occur in marine environment due to external factors such as stray currents, polluted waters, or proximity of other vessels. It is important for boat owner to be aware of the phenomena, as they can cause serious deterioration over time.

Signs of electrolytic corrosion are, for example, white, powdery substance on exposed metal such as propellers or breakers, or thru-hulls and seacocks turning greenish. If the corrosion has progressed far, even deep pitting can appear on the part’s surface.

The boats are equipped with sacrificial anodes to protect the metal parts from galvanic corrosion. Additionally, boats equipped with shore power have galvanic isolators to stop low voltage currents from flowing through the boat.

All underwater metal parts need to be inspected annually for signs of corrosion. Additionally, underwater thru-hulls and seacocks are recommended to be replaced every 5 years. Please refer to chapter ***Preventing corrosion*** for more details.

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7.6 Preventing corrosion

Sacrificial anodes are installed on the boat's trim tabs and engines to protect metallic parts from corrosion damage. The anodes need to be replaced regularly as they wear out to protect other metallic parts.

- Inspect the anodes monthly.
- Replace them when approximately fifty percent of the anode has deteriorated.

In general, anodes need replacement once a year in fresh water, and more frequently in saltwater environment. If there is an increase in the consumption speed, it can be a sign of electrical issue and the root cause should be investigated.

7.7 Preventing frost damage

- The bilge pump system is fitted with a water lock on the hose.
  - Detach the hose and fully drain the water from the water lock and run the pumps dry. Otherwise the pumps may freeze and break.
- Unscrew the frost plug on the underside of the shower fittings.
  - If there is no frost plug, unscrew the shower hose.
- Drain the water tank and all other components containing water in order to avoid frost damage.
- Run the freshwater pump dry to drain out all the water.
- Make sure that no water remains in the boat under any circumstances. Leave the hatches in the cabin partially open.

7.8 Checklist: Before winter lay-up

- Wash the hull and bottom immediately after lifting the vessel out of the water.
- Wash all parts inside, also under the floorboards.
- Leave all lockers, drawers, and cabin and wardrobe doors open.
- Remove the carpets.
  - Store the carpets and cushions indoors in a dry place.
  - If this is not possible, make sure that the cushions are dry and position them on their side.
- Disconnect and service the fridge.
  - Switch off the power and disconnect the power supply.
  - Defrost the fridge.
  - Clean and dry the exterior and the interior of the fridge.
  - Empty and dry the condensate water tray.
  - Leave the door slightly ajar to enable ventilation.
  - Check the more detailed instruction in the manufacturer's manual.
- Ensure good ventilation in the boat.

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- Make sure that there is no water beneath the fuel tank. Any water present can be extracted using the suction pipe that is attached to the tank's exterior.
- Make sure that the rubber O-ring between the fuel tank inlet and the fuel tank cap is intact. Otherwise there is risk of water getting inside the fuel tank.

NOTICE If the batteries are left aboard, make sure they are fully charged, otherwise the batteries can freeze and crack.

7.9 Checklist: Before launching

1. Remove the tarpaulin in good time before launching.
2. Wash the hull with a regular shampoo and a soft brush.
3. Wax the hull, if necessary.

   Use a standard boat wax.
4. If there are small scratches on the hull or if some of the surface gelcoat has lost its shine, use a rubbing compound on these areas before polishing.
5. Paint the bottom with antifouling paint.
6. If the batteries have been removed, put them back and check the electrolyte level in the cells.

   Check the condition of the batteries.
7. Check all cables, clamps, engine mountings and other fastenings.
8. Check the steering before launching.
9. Check the instrumentation.
10. Close all water drain plugs.
11. Check that the seacocks are tight and in order, check for any frost damage.
12. Check all pipes, hoses and cocks.
13. Make a note of any frost damage.

7.10 Corrective maintenance

7.10.1 Deposits

Mild detergents and fine rubbing compounds reduce the weathering and calcium deposits accumulated on the surfaces.

NOTICE Do not apply the rubbing compound in direct sunlight.

- Use only a fine grit compound, and follow the label instructions carefully.
- For the best result, wax the surface after treating it with the rubbing compound.

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7.10.2 Scratches and nicks

Most scratches and nicks can be removed by using a rubbing compound followed by waxing.

7.10.3 Stains

Most stains can be removed by washing with a mild detergent.

- For stubborn stains, use a tine abrasive household cleanser followed by waxing to restore original luster.
- For non-water-soluble stains, such as grease, oil, and rubber heel marks, use a solvent such as acetone, rubbing alcohol, toluene or xylene, followed by a mild detergent.
    - If these solvents are not effective, try a rubbing compound or fine sanding followed by waxing.

7.10.4 Deep marks, gouges and holes

Deep marks, gouges and holes should be repaired professionally.

Gelcoats can be well repaired by professionals, and in most cases the repair will be undetectable.

NOTICE

In cases where the damage has pierced the gelcoat layer, further exposure to water or chemicals should be avoided.

Failure to observe this precaution may result in extensive and potentially costly damage to the underlying laminate structure.

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8 Environment

When handling environmentally hazardous substances such as fuel, oils, solvents, grease, bottom coats, you need to consider the following:

- Always read the instructions for each product carefully and handle the product with care.
  - Make sure that the used packaging, cans and similar items are discarded in designated collection points.
  - If you are in any doubt whether the product is hazardous or not, contact the supplier or vendor of the product.
- The backwash from boats wears down the shoreline and creates problems for other boats near you.
  - Always adjust your speed to the situation and the surroundings to avoid unnecessary backwash.
- Always drive the boat at the most economical engine revs possible, taking the prevailing conditions into account, to avoid unnecessary emissions and noise.
- Make sure that the engine is properly serviced at regular intervals so that noise and emission levels are minimized.
  - Read the engine manufacturer's manual carefully.
- As a boat owner you must be aware of the local environmental laws, and respect codes of good practice.
  - Never empty the septic or blackwater tank into water.
  - Familiarize yourself with the international regulations on the prevention of marine pollution (MARPOL) and comply with these regulations.
- Always investigate the source of any oil leaks as soon as possible.
- Dispose of recovered spilt oil correctly.
- Keep oil-absorbing cloths or rolls on board.
- Never dispose of overboard any oil, paint or other chemical that is potentially harmful to the environment. Sanctions are in place in most parts of the world for those who disregard this rule!

⚠ WARNING Any oil must be treated as chemical waste.

8.1 Requirements for North America

The EPA standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage.

The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnected waterways,

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freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).

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9 Appendix I: Checklists

9.1 Checklist: Fire in the engine

- Stop the engine.
- Steer the boat up against the wind, if possible.
- Make sure all passengers have life jackets.
- If necessary:
  - Evacuate the passengers.
  - Call for sea rescue.
- Extinguish the fire.
- Wait until fully certain that the fire has been extinguished before opening the engine cover.

  Carefully open the engine cover and be prepared to use the handheld fire extinguisher if necessary for post-fire extinguishing.
- Put out possible smoldering fires with water.

9.2 Checklist: After fire

- Open doors and windows for better ventilation.
- Inspect the boat and its equipment, and repair any damages.
- Contact local authorities, if needed.
- Make sure that the fire extinguishing equipment is refilled or replaced after use.

9.3 Checklist: After grounding

If the boat hits a rock, the damage may be easily visible or hidden.

- Make sure that everyone on board is wearing a life jacket.
- Check that everyone on board is up on the deck.
- If necessary, make an emergency call or use a distress signaling device.
- Immediately after a capsize, check the bilge for leaks. Even if the bilge pump is not rated for leaks, you may try to empty the boat using it.
- Stop the engines and lift them out of the water.
- Turn off all the main electrical switches.
- If you can detach the boat after a rock slide, check the condition of the engine.
- Inspect the boat for leaks.
- To avoid further damage to the engine, do not drive the boat if, for example, you notice an oil leak or the engine blade is damaged.
- If the leak is small, the boat is detached and at least one of the engines is functioning, drive to the nearest shore to prevent the boat from sinking.

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- If a life raft is available and required, prepare it for use.
- If you detect a leak, close all doors and hatches. Open doors and hatches may cause the boat to drown more quickly.
- Do not go inside of the boat if it has a leak.
- Call for towing assistance from local authorities or other agencies.
- A professional should inspect the boat after grounding. Even if there is no visible leak, the hull may be damaged and in need of repair.

⚠ WARNING A big leak may cause the boat to sink quickly. Do not go or stay in and wear a life jacket.

9.4 Checklist: Regular inspection before leaving harbor

Safety

Make sure that:

- All the people onboard have life jackets.
- The wind and wave conditions do not exceed the design category of the boat.
- The dead man's switch is switched to driver.
- There is a fire extinguisher (or several) onboard and their approval/inspection date has not expired.
- The needed ropes and anchor are onboard.

Draining and tightness

Check that:

- There is no water in the bilge.
- All the bilge pumps are functional.
- The bilge has no signs of fuel or oil leaks.
- All deck hatches are tightly closed.

Electrical and engine

Check that:

- All the fuses are intact.
- The main switches are switched on.
- The batteries have enough power.
- The engine works properly.
- The engine cooling water flows as expected.
- The fuel level is sufficient.

⚠ WARNING The specified tank capacity is not necessarily fully available, depending on the trim and load on board. The tank must always be kept at least 20% full.

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9.5 Checklist: After using the boat

Make sure that:

- The main switches are switched off.
- The septic tank discharge valve is closed.
- There is no water in the bilge.
- The bilge pumps are functional.
- The deck draining works properly and all the draining valves are open.
- All deck hatches, roof canvas and doors are tightly closed.

9.6 Checklist: Boat handling before leaving harbor

For safe navigation under all weather conditions, proper sound signaling equipment in compliance with regulations (COLREG, 1972) must be carried on board. Make sure that the sound signaling equipment on the boat is compliant with these regulations.

⚠ CAUTION

According to national regulations in some countries, it is a legal requirement to wear a life vest at all times.

- Check that the boat and its equipment are in seaworthy condition.
- Always listen to long-term weather forecasts when planning longer trips.
- Always make sure there is enough fuel and freshwater in the tanks.
- Check that all items on board are properly stowed and adequately secured to manage rough sea and wind conditions.
- Make sure that the swim ladder is raised out of the water before moving off.
- Make sure that the steering is correctly positioned before starting.
- All persons on board must wear an appropriate life vest when on deck.

9.7 Checklist: Before anchoring

1. Check the chart to see if anchoring is permitted in the area.
2. Listen to the weather forecast for the area and take note of the expected wind conditions.
3. Switch on the echo sounder.
4. Study the seabed conditions and make sure that there is good holding ground.
5. Check that the safety chain has been released from the anchor.
6. Wait until you have reached the intended anchoring point before lowering the anchor.
7. Let out the anchor line equal to at least three times the depth of the water.
8. Put the engine in astern to check that the anchor has taken hold (only when bow anchoring).

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9. Note your position on the GPS. Regularly check that the boat has not moved from its position.
10. Set the echo sounder to “Anchor Watch”.

⚠ WARNING Always fix the anchor in such a way that it is securely fastened onto the boat. An anchor that falls off when under way may cause serious damage to the boat and mortal danger to the crew.

9.8 Checklist: Before winter lay-up

- Wash the hull and bottom immediately after lifting the vessel out of the water.
- Wash all parts inside, also under the floorboards.
- Leave all lockers, drawers, and cabin and wardrobe doors open.
- Remove the carpets.
  - Store the carpets and cushions indoors in a dry place.
  - If this is not possible, make sure that the cushions are dry and position them on their side.
- Disconnect and service the fridge.
  - Switch off the power and disconnect the power supply.
  - Defrost the fridge.
  - Clean and dry the exterior and the interior of the fridge.
  - Empty and dry the condensate water tray.
  - Leave the door slightly ajar to enable ventilation.
  - Check the more detailed instruction in the manufacturer's manual.
- Ensure good ventilation in the boat.
- Make sure that there is no water beneath the fuel tank. Any water present can be extracted using the suction pipe that is attached to the tank's exterior.
- Make sure that the rubber O-ring between the fuel tank inlet and the fuel tank cap is intact. Otherwise there is risk of water getting inside the fuel tank.

NOTICE If the batteries are left aboard, make sure they are fully charged, otherwise the batteries can freeze and crack.

9.9 Checklist: Before launching

1. Remove the tarpaulin in good time before launching.
2. Wash the hull with a regular shampoo and a soft brush.
3. Wax the hull, if necessary.

   Use a standard boat wax.
4. If there are small scratches on the hull or if some of the surface gelcoat has lost its shine, use a rubbing compound on these areas before polishing.

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5. Paint the bottom with antifouling paint.
6. If the batteries have been removed, put them back and check the electrolyte level in the cells.

   Check the condition of the batteries.
7. Check all cables, clamps, engine mountings and other fastenings.
8. Check the steering before launching.
9. Check the instrumentation.
10. Close all water drain plugs.
11. Check that the seacocks are tight and in order, check for any frost damage.
12. Check all pipes, hoses and cocks.
13. Make a note of any frost damage.

9.10 Maintenance log

Regular maintenance tasks are presented in the following table. If you feel confident enough, you can perform all these tasks yourself. If not, please contact your local Axopar dealer for help.

Depending on vessel model and components, every task might not be relevant.

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MAINTENANCE LOG	Frequency				
Task to be performed	Every trip	Every month	Every 3 months	Every 6 months	Annually
Bilge system Remove, clean and inspect bilge pump, check valve and its surroundings for damage or debris that may reduce the performance of the pump	●				
Waste system - Replace the no-smell carbon filters					●
Waste system - Run the macerator pump					●
Heating system - Run the heater for 10 minutes		●			
Air conditioning system - Clean air filter, seawater strainer and check the system for leaks		●			
Water system - Clean inline filter			●		
Inspect Zinc anodes Replace all zinc anodes if 50 % has been eaten up				●	
Fire extinguisher inspection					●
CO alarm - Push test button for 1 sec			●		
Smoke alarm - Push test button for 3 sec			●		
Seacocks - Turn handle Open and Close					●
Batteries - Charge state, terminals securely attached and free from corrosion					●
LPG system - Check condition of LPG lines, connectors and LPG shut off valve					●
Fuel system - Check condition of fuel lines, connectors and fuel shutoff valves			●		
Inspect fuel tank compartment bilge for water				●	
Livewell pump - Check condition of hoses and connectors			●		
Gelcoat waxing				●	
Clean hull & deck from saltwater	●				
Keep bilge dry and clean	●				
Boat covers - Clean upholstery covers and sunroof cover				●	

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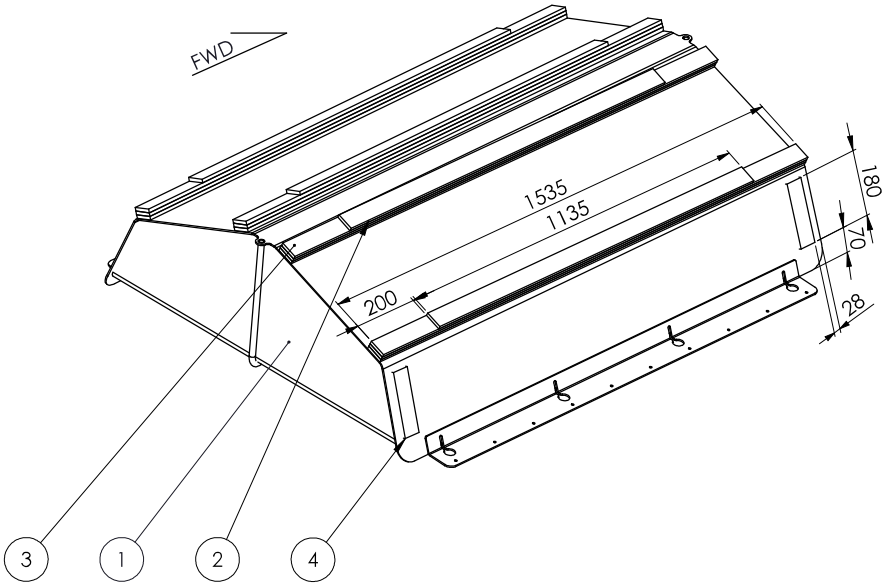
10 Appendix II: Fuel system

10.1 Fuel system: EU

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Insulation foam on tank

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filter and 2x fittings from structure	18.10.2024.	
B	Updated according to production	07.12.2024.	
C	Protective hose removed, note added.	17.12.2024.	
D	Insulation updated.	28.1.2025.	
E	Surge protector location updated	21.3.2025.	



Total length of AXO1001170: 23,68m ~ 24m

PART NO.	ITEM	DESCRIPTION	MATERIAL	SIZE, CAPACITY	LENGTH (mm)	QTY.
1	AXO8000383, A	FUEL TANK	ALUMINIUM		-	1
2	AXO1001170, A	INSULATION	FOAM	2000x50x10	1135	4
3	AXO1001170, A	INSULATION	FOAM	2000x50x10	1535	12
4	AXO7001170, A	INSULATION	FOAM	2000x50x10	180	4

D

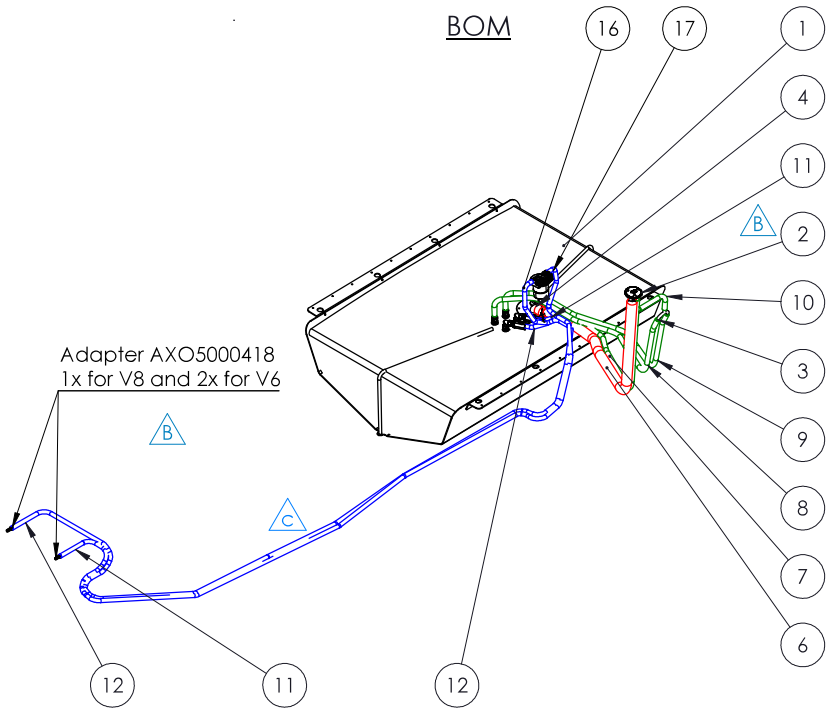
NOTE:
D - No part of fuel tank should directly touch laminate, add foams accordingly in case of laminate manufacturing inconsistency.

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AXOPAR		ITEM	REV
		AXO9001502	D
BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01088	E

	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	23.05.2023	FUEL SYSTEM	1:10	1 / 4
CHECKED	L.C.	23.05.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specificatiom		

PULS YACHT DESIGN



REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
B	Updated according to production	7.12.2023	
A	Removed fuel filter and 2x fittings from structure	18.10.2023	
C	Protective hose removed, note added	17.12.2024.	
E	Surge protector location updated	21.3.2025.	

NOTE:

Fuel supply:

A - 2nd line OPTION for 2x V6 engines

- Fuel tank 2nd line connector AXO8000452

B - Fuel filter kit OPTION (AXO5000407) for 1xV10 engine + fuel tank 2nd line 2x connector axo8000452

C - Fuel lines are passing through the corrugated pipe,laminated into the stringer

PART NO.	ITEM	DESCRIPTION	MATERIAL	SIZE, CAPACITY	QTY.
1	AXO8000383, A	FUEL TANK	ALUMINIUM		1
2	AXO8000031, A	DECK FILLER (FUEL)	PLASTIC /CHROME	ø38, ø16	1
3	AXO8000086, A	T-CONNECTOR	ALUMINIUM	ø16	1
4	AXO8000090, A	T-CONNECTOR	PLASTIC, POM	ø16	1
5	AXO8000081, A	CHECK VALVE		ø38MM, (1-1/2")	1
6	AXO8000040, A	FUEL HOSE	NBR RUBBER	ø38	1
7	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
8	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
9	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
10	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
11	AXO8000042, A	FUEL HOSE	NBR RUBBER	ø12	1
12	AXO8000042, A	FUEL HOSE	NBR RUBBER	ø12	1
13	AXO5000087, A	FITTING	BRASS	ø12MM (3/8-18 X 1/2")	2
14	AXO8000122, A	IN-LINE SURGE PROTECTOR	PLASTIC	ø16	1
15	AXO5000407, A	FUEL FILTER KIT			1
16	AXO8000042, A	FUEL HOSE	NBR RUBBER	ø12	1
17	AXO8000042, A	FUEL HOSE	NBR RUBBER	ø12	1

B

HOSES PLAN				
DESCRIPTION	ITEM	SIZE, m	LENGTH, m	COLOR
Fuel fill	AXO8000040	Ø38	1,8	
Fuel supply (single engine)	AXO8000042	Ø12	8	
Fuel supply (double engine)	AXO8000042	Ø12	13	
Vent	AXO8000041	Ø16	5,6	
Protective	AXO0000270	Ø46	4,3	

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AXOPAR

ITEM	REV
AXO9001502	D

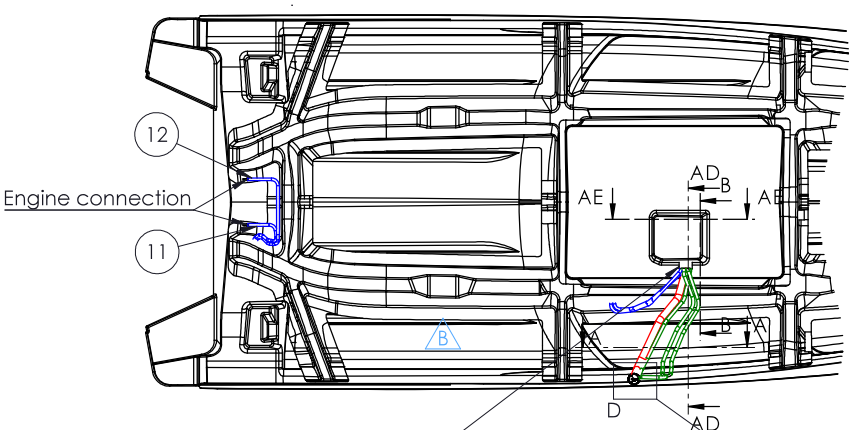
BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01088	E

	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	23.05.2023	FUEL SYSTEM	1:20	2 / 4
CHECKED	L.C.	23.05.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specificatiom		

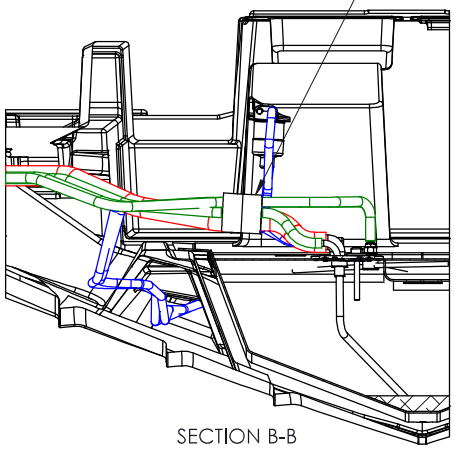
PULS YACHT DESIGN

Positions

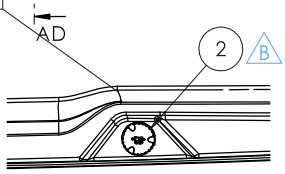
REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filter and 2x fittings from structure	18.10.2023.	AJu
B	Updated according to production	7.12.2023.	



Bypass all hoses through GRP pipe ∅100



SECTION B-B
SCALE 1 : 10



Detail D
Position on Deck
SCALE 1:10

NOTE:
Fuel supply:
- 2nd line OPTION for 2x V6 engines
- Fuel tank 2nd line connector AXO8000452
- Fuel filter kit OPTION (AXO5000407) for 1xV10 engine + fuel tank 2nd line 2x connector axo8000452

B

HOSES PLAN				
DESCRIPTION	ITEM	SIZE, m	LENGTH, m	COLOR
Fuel fill	AXO8000040	∅38	1,8	
Fuel supply (single engine)	AXO8000042	∅12	8	
Fuel supply (double engine)	AXO8000042	∅12	13	
Vent	AXO8000041	∅16	5,6	
Protective	AXO0000270	∅46	4,3	

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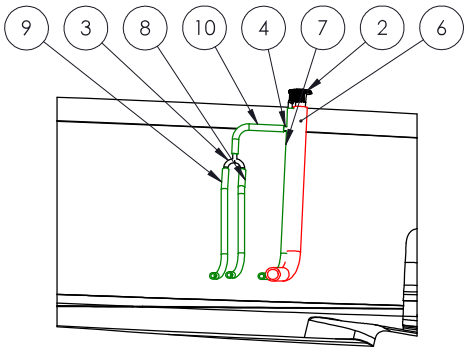
AXOPAR		ITEM	REV
		AXO9001502	D
BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01088	E

	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	23.05.2023	FUEL SYSTEM	1:30	3 / 4
CHECKED	L.C.	23.05.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specificatiom		

PULSE YACHT DESIGN

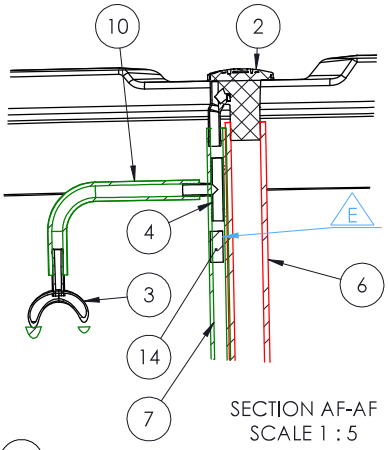
Positions

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filter and 2x fittings from structure	18.10.2023.	AJu
B	Updated according to production	7.12.2023.	
E	Surge protector location updated	21.3.2025.	



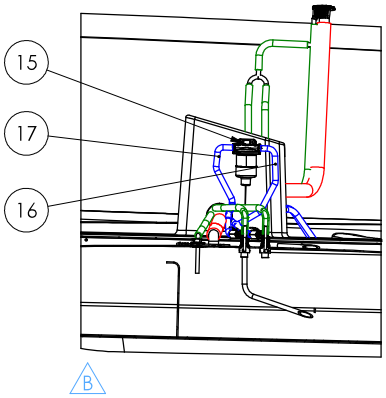
AF SECTION A-A
SCALE 1 : 15

Inline surge protector



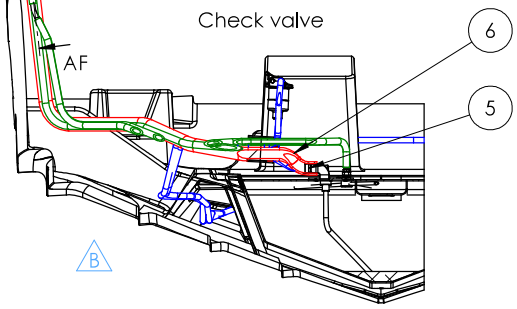
SECTION AF-AF
SCALE 1 : 5

Fuel filter position



SECTION AE-AE
SCALE 1 : 15

Check valve



SECTION AD-AD
SCALE 1 : 15

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AXOPAR				ITEM	REV
				AXO9001502	D
BOAT MODEL			MODEL YEAR	DRAWING	REV
AX28			2023	DRW01088	E
	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	23.05.2023	FUEL SYSTEM	1:15	4 / 4
CHECKED	L.C.	23.05.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specificatiom		

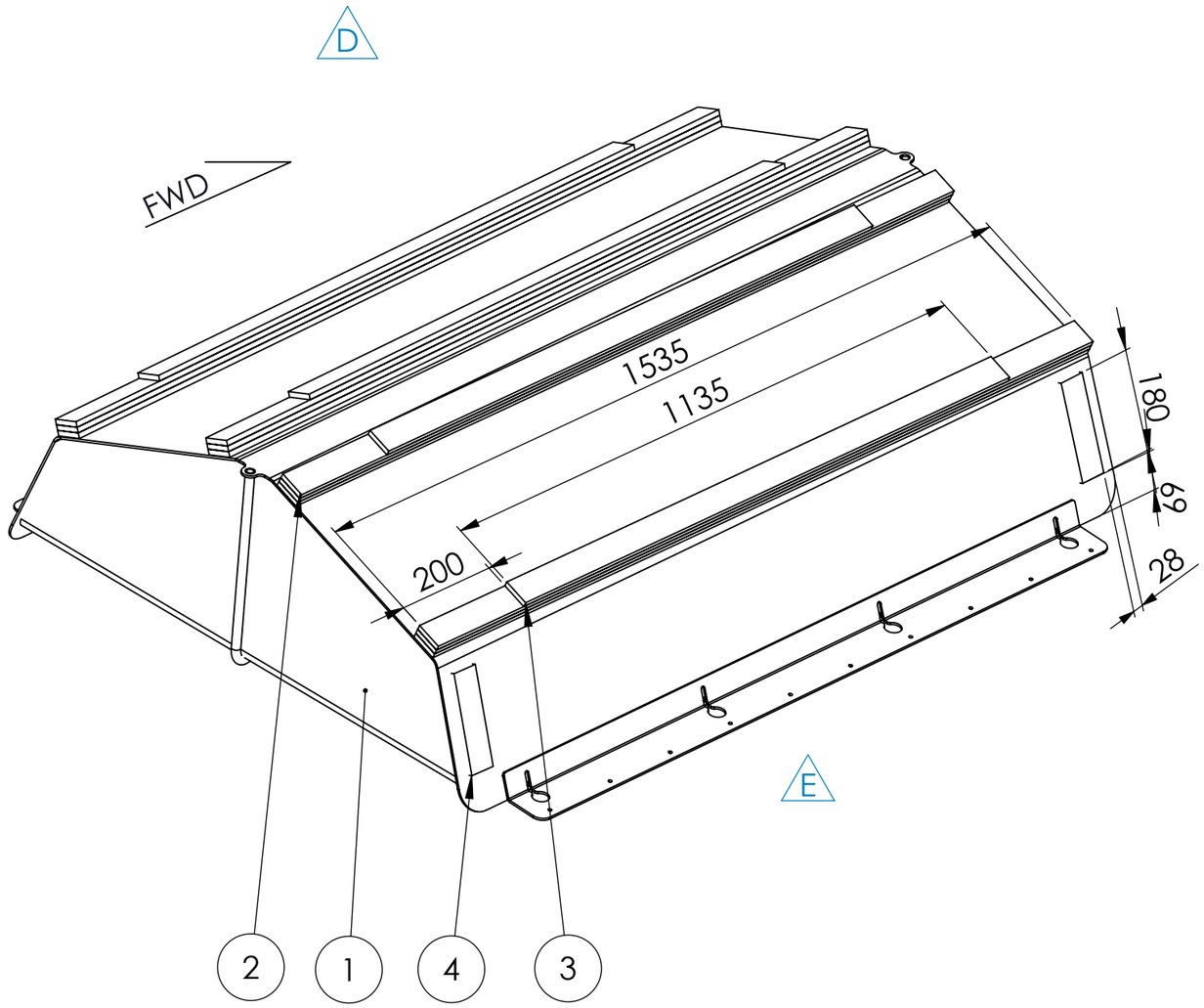
PULS YACHT DESIGN

10.2 Fuel system: USA (EPA)

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Insulation foam on tank

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filter and 2x fittings from structure	19.10.2023.	AJu
B	Changed fuel supply hoses	7.12.2023.	
C	Added inline surge protector, check valve and fuel filter kit	11.3.2024	
D	Updated according to production	2.8.2024.	
E	Y connector added, foam updated, protective hose removed.	21.1.2025.	



Total length of AXO1001170: 23,68m ~ 24m

PART NO.	ITEM	DESCRIPTION	MATERIAL	SIZE, CAPACITY	LENGTH (mm)	QTY.
1	AXO8000383, A	FUEL TANK	ALUMINIUM		-	1
2	AXO1001170, A	INSULATION	FOAM	2000x50x10	1535	12
3	AXO1001170, A	INSULATION	FOAM	2000x50x10	1135	4
4	AXO1001170, A	INSULATION	FOAM	2000x50x10	180	4

E

NOTE:
- No part of fuel tank should directly touch the laminate, add foams accordingly in case of laminate manufacturing inconsistency.

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AXOPAR

ITEM	REV
AXO9001503	E

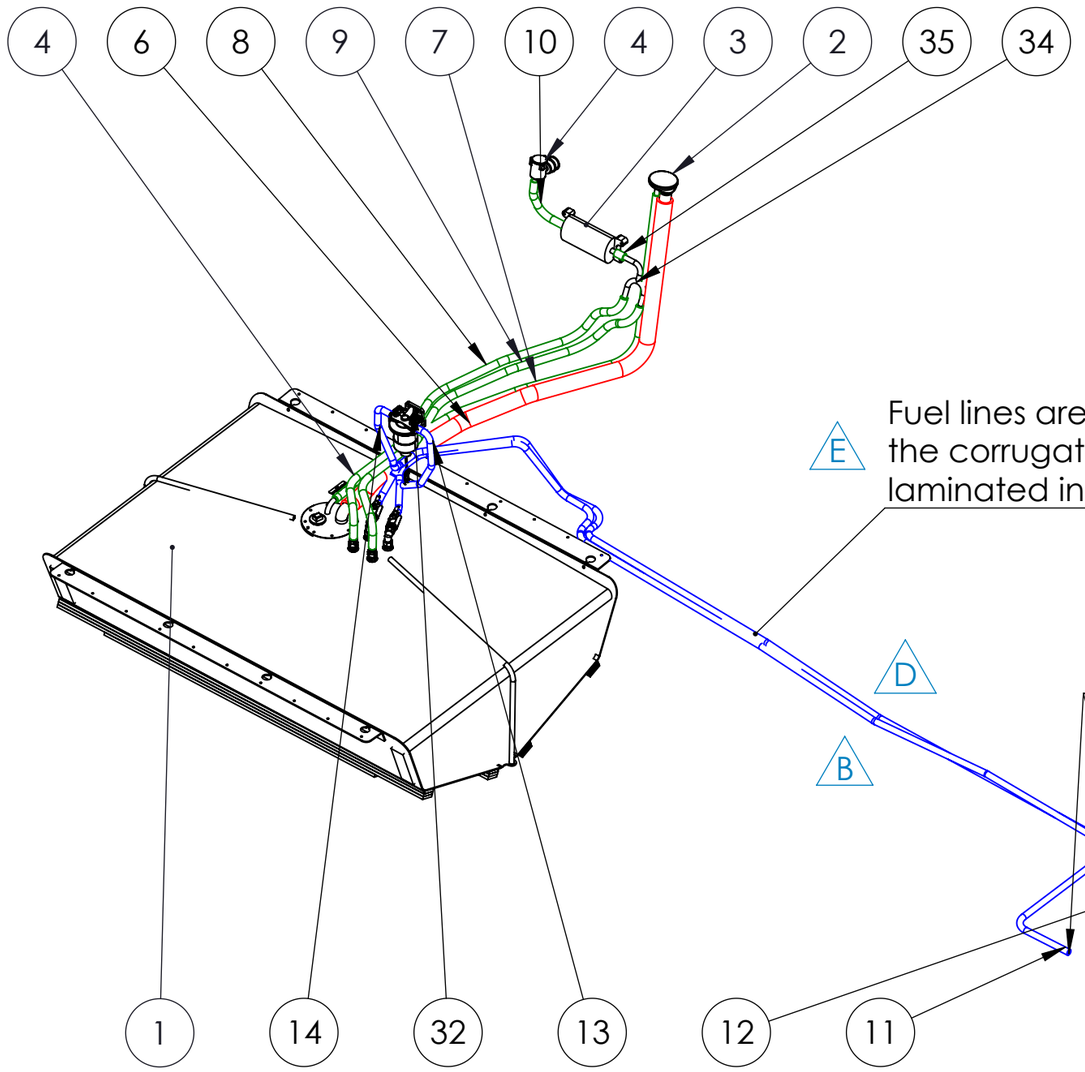
BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01195	E

	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	01.06.2023	FUEL SYSTEM	1:10	1 / 4
CHECKED	L.C.	01.06.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specification		

PULS YACHT DESIGN

BOM

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filler and 2x fittings from structure	19.10.2023	AJu
B	Changed fuel supply hoses	7.12.2023	
C	Added fuel filter kit and inline surge protector	11.3.2024	
D	Fuel supply and protective hoses path updated	2.8.2024	
E	Y connector added, protective hose removed.	21.1.2025.	



NOTE:
-Fuel supply:
- 2nd line OPTION for 2 engines
- Fuel tank 2nd line connector AXO8000452
- Fuel filter kit OPTION (AXO5000407) for 1xV10 engine + fuel tank 2nd line 2x connector AXO8000452

PART NO.	ITEM	DESCRIPTION	MATERIAL	SIZE, CAPACITY	QTY.
1	AXO8000383, A	FUEL TANK	ALUMINIUM		1
2	AXO8000324, A	DECK FILLER	BRONZE, CHROMED CAP, PLASTIC BODY	ø38MM / ø16MM	1
3	AXO8000083, A	CARBON CANISTER		ø16MM/ ø16MM (5/8" - 5/8")	1
4	AXO8000082, A	TANK VENTILATOR		ø16MM, (5/8")	1
5	AXO8000081, A	CHECK VALVE		ø38MM, (1-1/2")	1
6	AXO8000040, A	FUEL HOSE	NBR RUBBER	ø38	1
7	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
8	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
9	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
10	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1
11	AXO8000418, A	FUEL HOSE		ø12.7	1
12	AXO8000418, A	FUEL HOSE		ø12.7	1
13	AXO8000418, A	FUEL HOSE		ø12.7	1
14	AXO8000418, A	FUEL HOSE		ø12.7	1
32	AXO5000407, A	FUEL FILTER KIT			1
33	AXO8000122, A	IN-LINE SURGE PROTECTOR	PLASTIC	ø16	1
34	AXO8000522, A	Y-CONNECTOR			1
35	AXO8000041, A	FUEL HOSE	NBR RUBBER	ø16	1

HOSES PLAN				
DESCRIPTION	ITEM	SIZE, m	LENGTH, m	COLOR
Fuel fill	AXO8000040	Ø38	1,8	
Fuel supply (single engine)	AXO8000418	Ø12	8	
Fuel supply (double engine)	AXO8000418	Ø12	13	
Vent	AXO8000041	Ø16	5,5	
Protective	AXO0000270	Ø46	4,3	

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AXOPAR

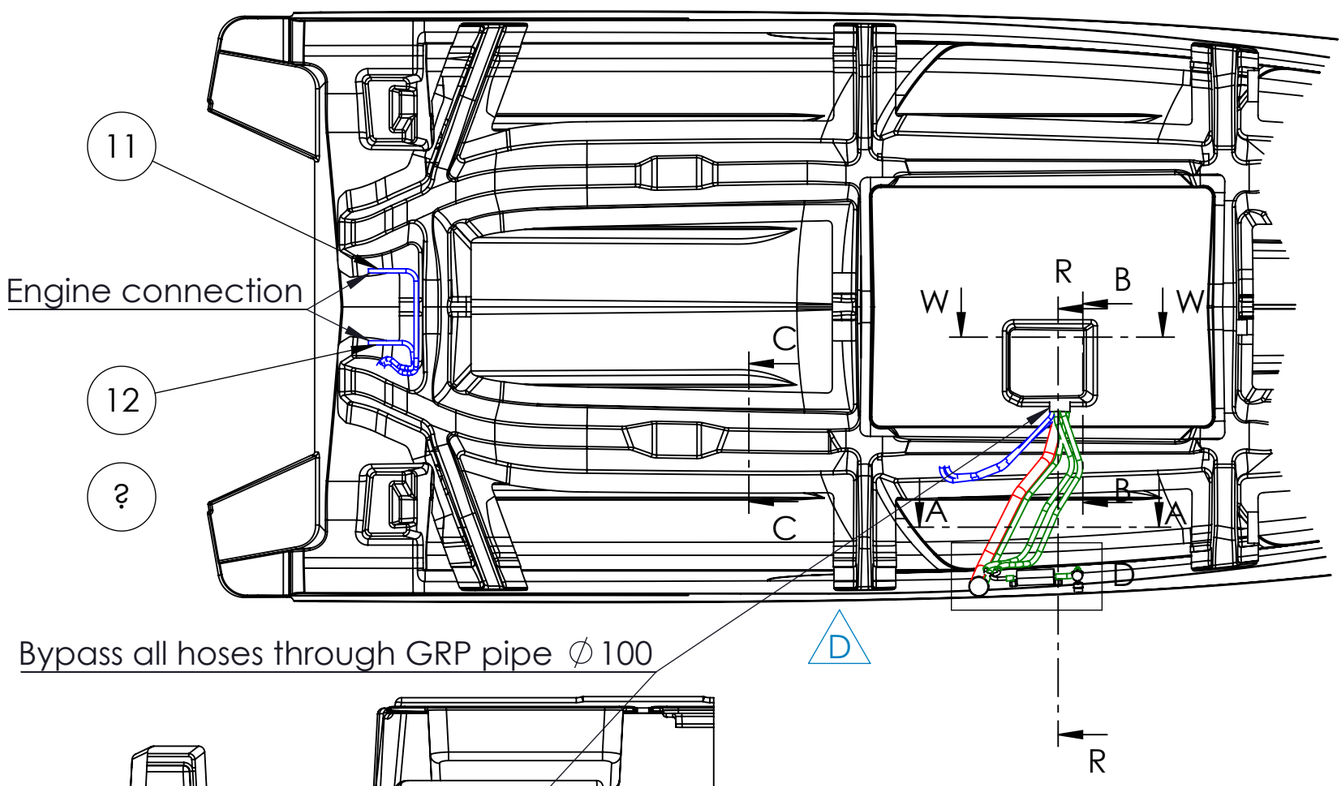
ITEM	REV
AXO9001503	E

BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01195	E

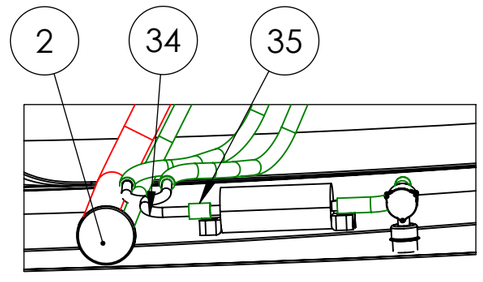
	BY	DATE	DESCRIPTION	SCALE	PAGE
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CHECKED	L.C.	01.06.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specification		

PULS YACHT DESIGN

Positions

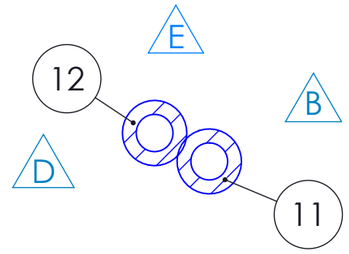


SECTION B-B
SCALE 1 : 10



DETAIL D
SCALE 1 : 10

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
A	Removed fuel filter and 2x fittings from structure	19.10.2023.	AJu
B	Changed fuel supply hoses	7.12.2023.	
D	Fuel supply and protective hoses path updated	2.8.2024.	
E	Y connector added, protective hose removed.	21.1.2025.	



Fuel line in protective hose
SECTION C-C
SCALE 1 : 2

A NOTE:
-Fuel supply:
- 2nd line OPTION for 2 engines
- Fuel tank 2nd line connector AXO8000452
D - Fuel filter kit OPTION (AXO5000407) for 1xV10 engine + fuel tank 2nd line 2x connector AXO8000452

HOSES PLAN				
DESCRIPTION	ITEM	SIZE, m	LENGTH, m	COLOR
Fuel fill	AXO8000040	∅38	1,8	
Fuel supply (single engine)	AXO8000418	∅12	8	
Fuel supply (double engine)	AXO8000418	∅12	13	
Vent	AXO8000041	∅16	5,5	
Protective	AXO0000270	∅46	4,3	

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AXOPAR

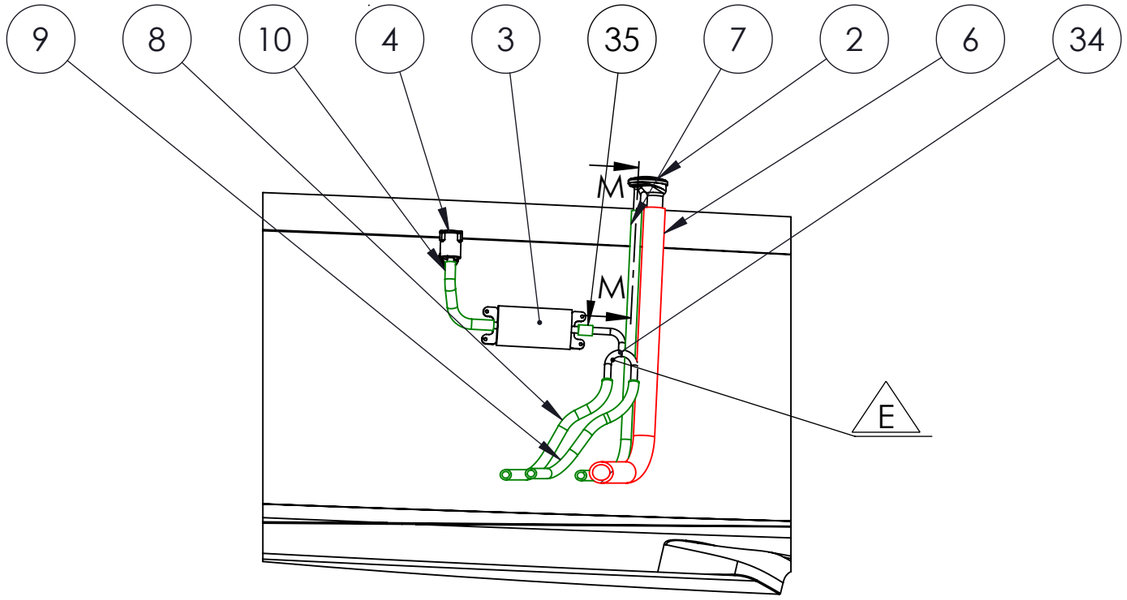
ITEM	REV
AXO9001503	E

BOAT MODEL	MODEL YEAR	DRAWING	REV
AX28	2023	DRW01195	E

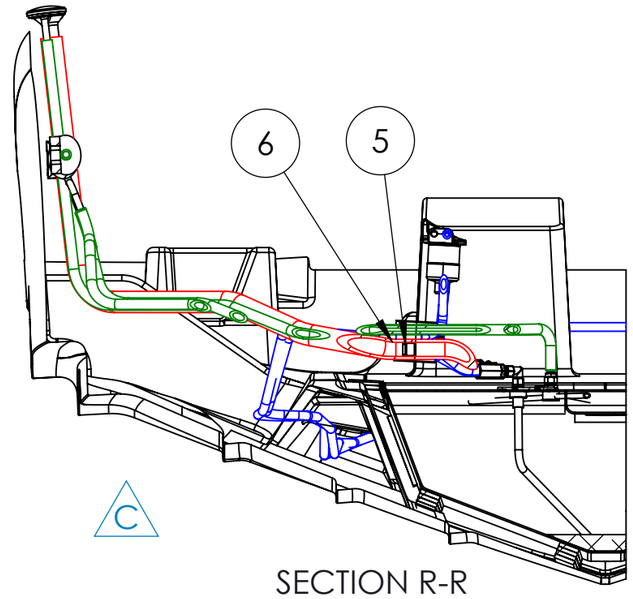
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CREATED	ANTMIH	01.06.2023	FUEL SYSTEM	1:30	3 / 4
CHECKED	L.C.	01.06.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specification		

PULS YACHT DESIGN

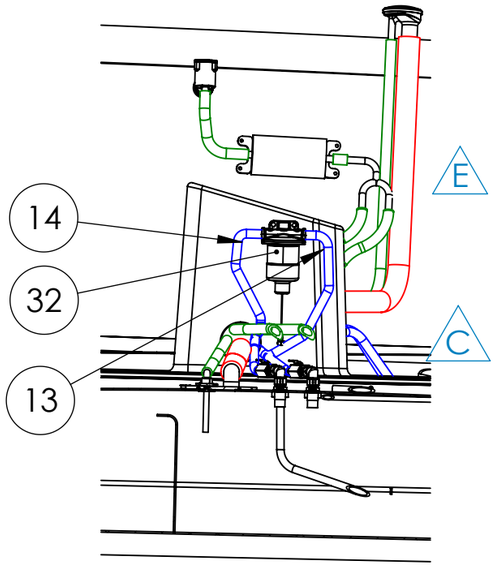
REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED
C	Added sections R, M and W	11.3.2024	
E	Y connector added	21.1.2025.	



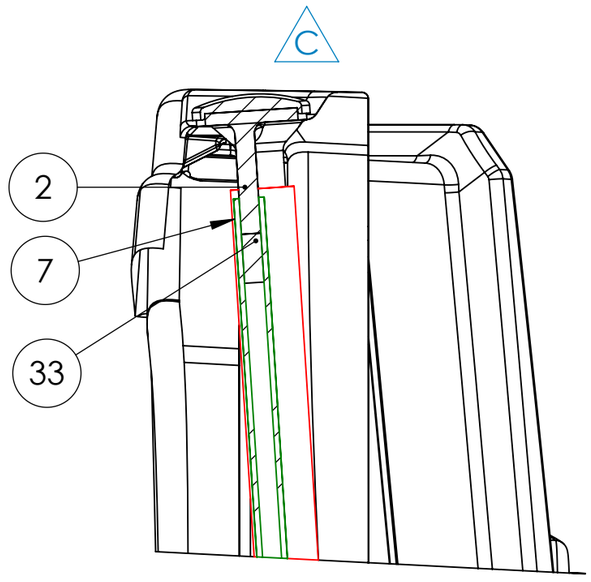
SECTION A-A
SCALE 1 : 15



SECTION R-R
Check valve
SCALE 1 : 15



SECTION W-W
Fuel filter position
SCALE 1 : 15



SECTION M-M
SCALE 1 : 5

NOTE :
-Check valve (AXO8000081) is installed inside fuel fill line, near tank connection, aprox 200 mm.
- Fuel filter kit OPTION (AXO5000407) for 1x V10 engine

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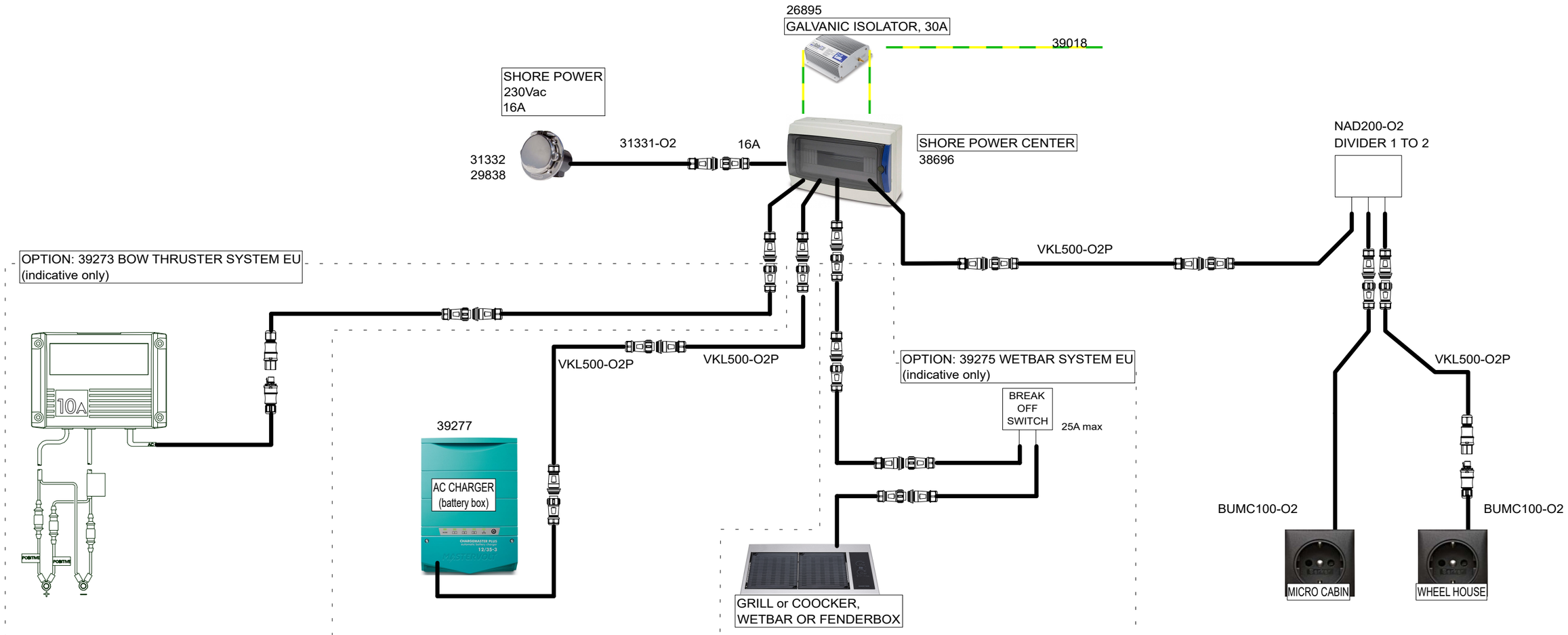
AXOPAR				ITEM AXO9001503	REV E
BOAT MODEL AX28			MODEL YEAR 2023	DRAWING DRW01195	REV E
	BY	DATE	DESCRIPTION	SCALE	PAGE
CREATED	ANTMIH	01.06.2023	FUEL SYSTEM	1:30	4 / 4
CHECKED	L.C.	01.06.2023	TECHNICAL DESCRIPTION		
ACCEPTED	VILVUO	12.09.2023	Manufacturing specification		

PULS YACHT DESIGN

11 Appendix III: Electrical diagrams

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Axopar 28 Mk3 230Vac SYSTEM LAYOUT



BASIC COMPONENTS
31332 - Shore Power Cable 16A/250V 25m - Ratio Electric 2822
29838 - SHORE POWER MLC ADAPTER 200mm - 2,5mm2 -
31331-O2 - Deck Contact 16A/250V S.S. IP56 - Ratio Electric MP16-10

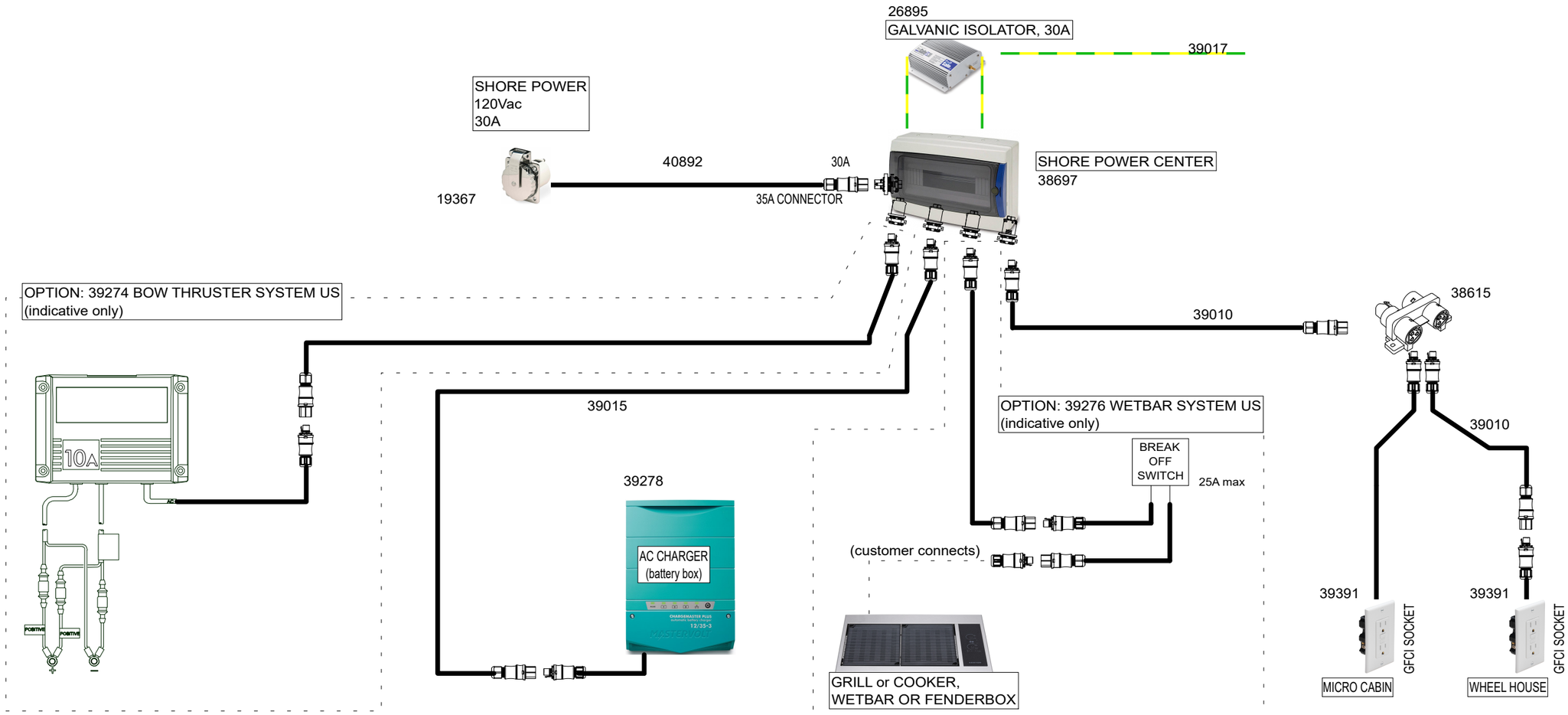
26895 - Galvanic Isolator 30A, 120/240 VAC - ProSafe FS30
39018 - AC GROUNDING CABLE EURO - 1000CM 6mm2 WITH TUBE

38696 - Axopar 28 SHORE POWER CENTER EU -

4pcs VKL500-O2P - CONNECTION CABLE 500CM IP68 1,5 mm2 WITH TUBE -
39277 ChargeMaster Plus 12/35-3 with O2
NAD200-O2 - DIVIDER -
2pcs BUMC100-O2 - WALL SOCKET, single pos. flush mounting - Berker, matt chrome

13.2.2024	PF	B2: Removed 29189 (from inlet) & VKL100-O2P (from cabin socket)	Date 5.5.2023	NAVIX.	Axopar		38694	
			Drawing by PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 2		28 MK3	SHORE POWER SYSTEM EU	HL	1/ 4
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

Axopar 28 Mk3 120Vac SYSTEM LAYOUT



STANDARD COMPONENTS - parts list
19367 - Shore Power Cable 30A/125V 15m Yellow - Marinco 199119
40892 - DECK CONTACT MARINCO US PHOENIX - 70cm AWG 10 WITH TUBE

26895 - Galvanic Isolator 30A, 120/240 VAC - ProSafe FS30
39017 - AC GROUNDING CABLE US - 1000cm AWG 10 WITH TUBE

38697 - Axopar 28 SHORE POWER CENTER US -

39015 - 10m RST CONNECTION CABLE, AWG14 - USA -
39278 ChargeMaster Plus 12/35-3 with RST

2pcs 39010 - 5m RST CONNECTION CABLE, AWG14 - USA -
38615 - Distribution block 1I / 3O, parallel connection - Wieland 96.030.0153.1
2pcs 39391 GFCI RECEP. NEMA 5-15R, White, RST20 - USA A

Date of modification	Modified by	Description
13.2.2024	PF	B2: 2005055; Replaced 39021->40892, removed 39006

Date	5.5.2023
Drawing by	PF
Sheet rev.	2
Project rev.	B

Copyright by NAVIX.

Boat	Sub-product code	38695 Product code	Project ID
Boat model	SHORE POWER SYSTEM US Title	HL Loc	1/ 3 Sheet

18114

NOTICE! ADD LABELS TO CABLES

FOR EXAMPLE

SERVICE BT: +

28717

-PE_SHIP#1

PE_SHIP -D1:SHIP YELLOW/GREEN_2.5
PE_SHIP -X3:3-PE
PE_SHIP -X4:3-PE
PE_SHIP -X5:3-PE
PE_SHIP -X2:3-PE
PE_SHIP -H1:2 YELLOW/GREEN_2.5

150 mm
200 mm
40 mm
350 mm
300 mm

-F1#1 BLUE_2.5,BLUE_2.5 N_JMP -H2:1,-RCD1:N
BROWN_2.5,BROWN_2.5 JMP -RCD1:1,-H2:2
-H1#1 BLUE_2.5 POLAR -XJ1:1
YELLOW/GREEN_2.5 PE_SHIP -PE SHIP:6
-H2#1 BLUE_2.5,BLUE_2.5 N_JMP -F1:1,-XJ2:1
BROWN_2.5,BROWN_2.5 JMP -F1:3
-RCD1#1 BROWN_2.5 JMP -F1:3
BLUE_2.5 JMP -F1:1
N JMP
-F2#1 BLUE_2.5 N_ON -F3:1
BROWN_2.5 ON -F3:3
-F3#1 BLUE_2.5,BLUE_2.5 N_ON -F2:1,-F4:1
BROWN_2.5,BROWN_2.5 ON -F2:3,-F4:3
-F4#1 BLUE_2.5,BLUE_2.5 N_ON -F3:1,-RCD1:N
BROWN_2.5,BROWN_2.5 ON -F3:3,-RCD1:2
-XJ1#1 BLUE_2.5 POLAR -H1:1
-XJ2#1 BLUE_2.5 N_JMP -H2:1

3270715 -F1
REVERSE POLARITY 14359 -H1
POWER ON 14359 -H2
-RCD1 12268 16A
3270711 -F2
3270711 -F3
3270715 -F4
1001.2
1001.2
2005.2

-R1#1
38629
R25K_5W
+70mm K32-9 - HEAT SHRINK TUBE 9,4/4,5MM

-PE_SHORE#1 YELLOW/GREEN_2.5 PE_SHORE -D1:SHORE B
-PE_SHORE A
2005.2
1212.2
-X1:3-PE PE_SHORE
-X1:2-L N_IN
-X1:1-N L_IN
BROWN_2.5 -F4:3 L_ON
BLUE_2.5 -F4:1 N_ON
-X2:2-L, -X3:2-L N_CH
-X2:1-N, -X3:1-N L_CH
-X4:2-L N_OUTLET
-X4:1-N L_OUTLET
-X5:2-L N_STOVE
-X5:1-N L_STOVE

140 mm
100 mm
120 mm
1200 mm
340 mm

PG11
PG16
PG13.5
PG11

-D1#1 SHORE 3560.02 PE_SHORE YELLOW/GREEN_2.5 -PE_SHORE:B
27041 1000 mm NW7.5 PP-MOD BLACK
22822 95 mm 95 mm NW13 PP-MOD BLACK
INPUT -X1 22981
BATTERY CHARGER -X2 22980
BATTERY CHARGER -X3 22980
OUTLET -X4 22980
STOVE -X5 22980
1100 mm
50MM 27161 SHRINKTUBE

-D1#1 SHIP 3560.02 PE_SHIP -PE_SHIP:1 YELLOW/GREEN_2.5
27041 1100 mm NW7.5 PP-MOD BLACK
1200 mm
50MM 27161 SHRINKTUBE

Date of modification	Modified by	Description
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19.2.2024	PF	B3: 2005055; PE length changes

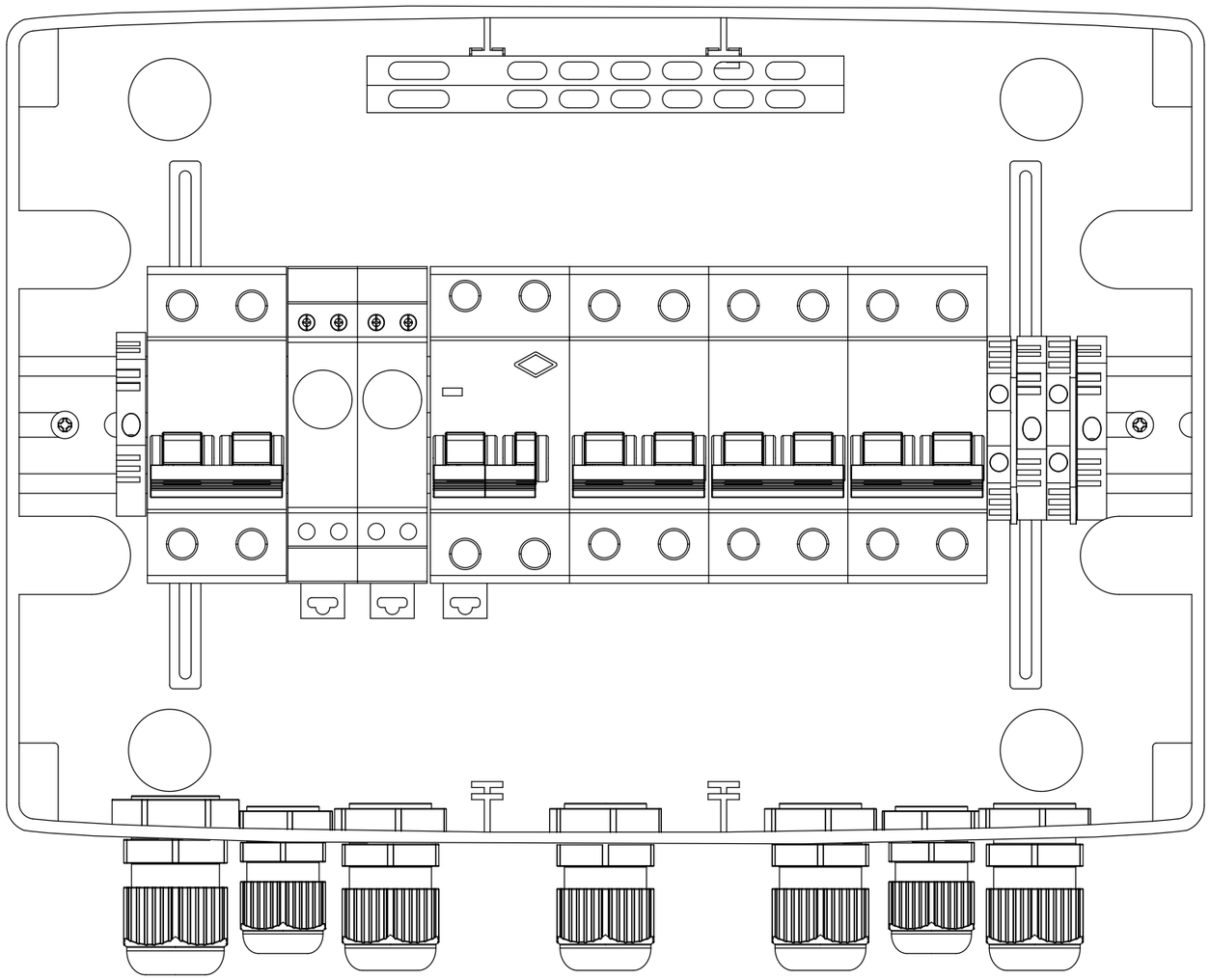
Date 11.4.2023
Drawing by PF
Sheet rev. 3
Project rev. B

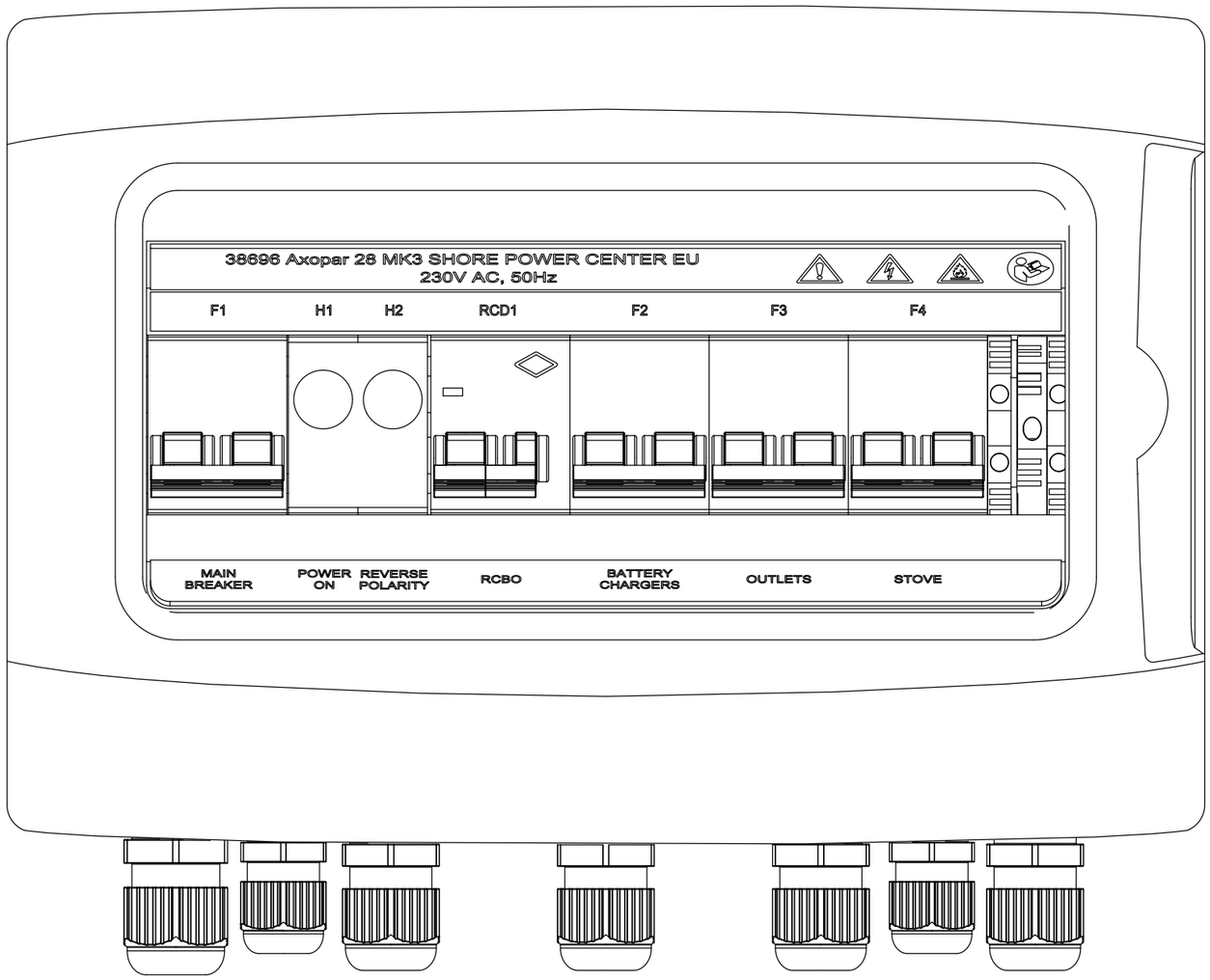
Copyright by NAVIX.

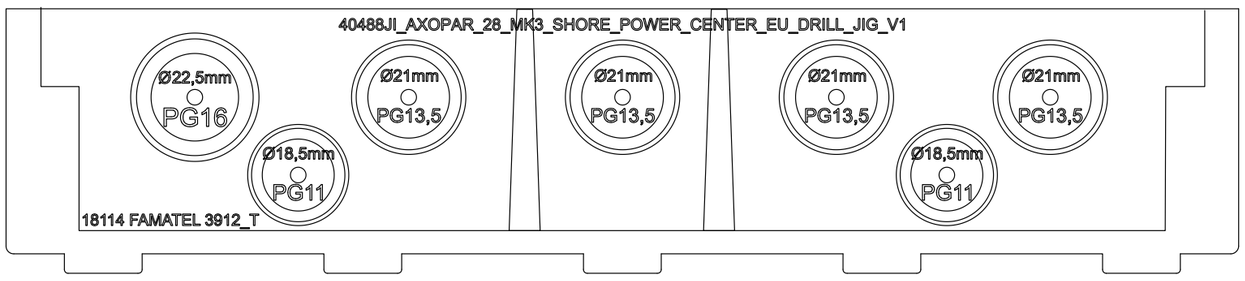
Axopar
Boat
28
Boat model

Sub-product code
38696
Product code
Project ID

SHORE POWER CENTER EU
Title
HL
Loc
2 / 4
Sheet







DRILL HOLES WITH 39478JI_V1 AND 40488JI_V1 AS GUIDE

40487_AXOPAR_28_MK3_SHORE_POWER_CENTER_EU_LABEL_SET_V1

Label 1

38696 Axopar 28 MK3 SHORE POWER CENTER EU
230V AC, 50Hz

Label 2

F1 H1 H2 RCD1 F2 F3 F4

Label 3

MAIN BREAKER | POWER ON | REVERSE POLARITY | RCBO | BATTERY CHARGERS | OUTLETS | STOVE

Date of modification	Modified by	Description
8.12.2023	PF	A2: 2004976; Layout corrected, pe ship moved
19.2.2024	PF	B3: 2005055; PE length changes

Date 11.4.2023
Drawing by PF
Sheet rev. 3
Project rev. B

Copyright by

Boat: Axopar
Boat model: 28
Sub-product code:
Product code: 38696
Project ID:
Title: SHORE POWER CENTER EU
HL
Loc
Sheet: 3 / 4

SPC TARKASTUSPÖYTÄKIRJA
SPC INSPECTION SHEET

TUOTE TARRA /
PRODUCT LABEL

* PPKKVV-JÄRJESTYSNUMERO / DDMMYY-RUNNING NUMBER (Esim. 11. maaliskuuta 2013 tehty tuote on sarjanumeroltaan 110313-01, seuraava on 110313-02 jne.)

SARJANUMERO* / SERIAL NUMBER*						
JOHDOT KIINNI OIKEIN / CORRECT CONNECTIONS						
MAADOITUS TULEVAT JA LÄHTEVÄT / GROUND CONNECTION IN AND OUT						
VVS JA TOTSIT I-ASENNOSSA / RCBO AND CIRCUIT BREAKERS IN I-POSITION						
ERISTYSVASTUS (mA) max lukema ** / ISOLATION RESISTOR (mA) max **						
MAAPIIRI 10A (Ohm) max lukema ** / GROUND CIRCUIT 10A (Ohm) max **						
TOIMINNALLINEN JA VVS TESTAUS / FUNCTIONAL AND RCBO TEST						
SARJANUMERO TARRA / SERIAL NUMBER STICKER						
PVM / DATE						
TESTASI / TESTED BY						

Tehty CENELEC EN 50106 mukaan / Made according to CENELEC EN 50106

**ERISTYSVASTUS JA MAAPIIRI TESTATTAVA JOKAISEEN SISÄÄNTULOON JA ULOSMENOON / ISOLATION RESISTOR AND GROUND CIRCUIT SHOULD BE TESTED FOR EVERY IN AND OUT

RAJA-ARVOT / LIMITS:

ERISTYSVASTUS / ISOLATING RESISTOR 1000V = <20mA

MAAPIIRI / GROUND CIRCUIT 10A = <0,2 Ohm

Date of modification	Modified by	Description
8.12.2023	PF	A2: 2004976; Layout corrected, pe ship moved
19.2.2024	PF	B3: 2005055; PE length changes

Date 27.4.2023
Drawing by PF
Sheet rev. 3
Project rev. B

Copyright by NAVIX.

Boat: Axopar
Boat model: 28
Sub-product code:
Product code: 38696
Project ID:
Title: SHORE POWER CENTER EU
HL:
Loc:
Sheet: 4 / 4

NOTICE! ADD LABELS TO CABLES

FOR EXAMPLE

SERVICE BT: +

18114

28717

PE SHIP

-PE_SHIP#1

1 PE_SHIP -D1:SHIP AWG_10_Green
2 PE_SHIP -X3:PE AWG_14_Green
3 PE_SHIP -X4:PE AWG_14_Green
4 PE_SHIP -X5:PE AWG_12_Green
5 PE_SHIP -X2:PE AWG_14_Green
6 PE_SHIP -H1:2 AWG_10_Green

-PE_SHORE#1 PE_SHORE -D1:SHORE AWG_10_Green

2005.2

-PE_SHORE

1212.2

-F1#1 MAIN 38365
N_JMP -H2:1,-RCD1:N AWG_10_White,AWG_10_White
L_JMP -H2:2,-RCD1:1 AWG_10_Black,AWG_10_Black

-H1#1 REVERSE POLARITY 34541 -H1
POLAR -XJ1:1 AWG_10_White
PE_SHIP PE_SHIP:6 AWG_10_Green

-H2#1 POWER ON 34541 -H2
N_JMP -F1:1 AWG_10_White
L_JMP -F1:3 AWG_10_Black

-RCD1#1 63A 14366 NL1-63-63A -RCD1
N_JMP -XJ2:1,-F4:3 AWG_10_White,AWG_10_White
L_JMP -F1:3 AWG_10_Black

-F2#1 BATT CH 38416
N_ON -F3:1 AWG_10_White
L_ON -F3:3 AWG_10_Black

-F3#1 OUTLET 38417
N_ON -F2:1,-F4:1 AWG_10_White,AWG_10_White
L_ON -F2:3,-F4:3 AWG_10_Black,AWG_10_Black

-F4#1 STOVE 38419
N_ON -F3:1,-RCD1:N AWG_10_White,AWG_10_White
L_ON -F3:3,-RCD1:2 AWG_10_Black,AWG_10_Black

-XJ1#1
POLAR -H1:1 AWG_10_White

-XJ2#1
N_JMP -RCD1:N AWG_10_White

1001.2

1001.2

2005.2

-R1#1

38629
R25K_5W

+70mm K32-9 - HEAT SHRINK TUBE 9,4/4,5MM

150 mm
240 mm
260 mm
40 mm
20 mm
60 mm
350 mm
250 mm
200 mm
140 mm
100 mm
120 mm
10 mm

N_ON -F4:1 AWG_10_White
L_ON -F4:3 AWG_10_Black
N_CH -X3:N,-X2:N AWG_14_White,AWG_14_White
L_CH -X3:L,-X2:L AWG_14_Black,AWG_14_Black
N_OUTLET -X4:N AWG_14_White
L_OUTLET -X4:L AWG_14_Black
N_STOVE -X5:N AWG_12_White
L_STOVE -X5:L AWG_12_Black

-D1#1 PE_SHORE 3560.02
AWG_10_Green PE_SHORE:B
1100 mm

PG11 VMI32474 +VMI32475
NW7.5 PP-MOD BLACK 1000 mm 27041

PG16 28222 +11574
NW13 PP-MOD BLACK 200 mm 22822

AWG10 UL 1426 Round Triplex 30149

-X2 35778
-X3 35778
-X4 35778
-X5 38605

-X1 38207

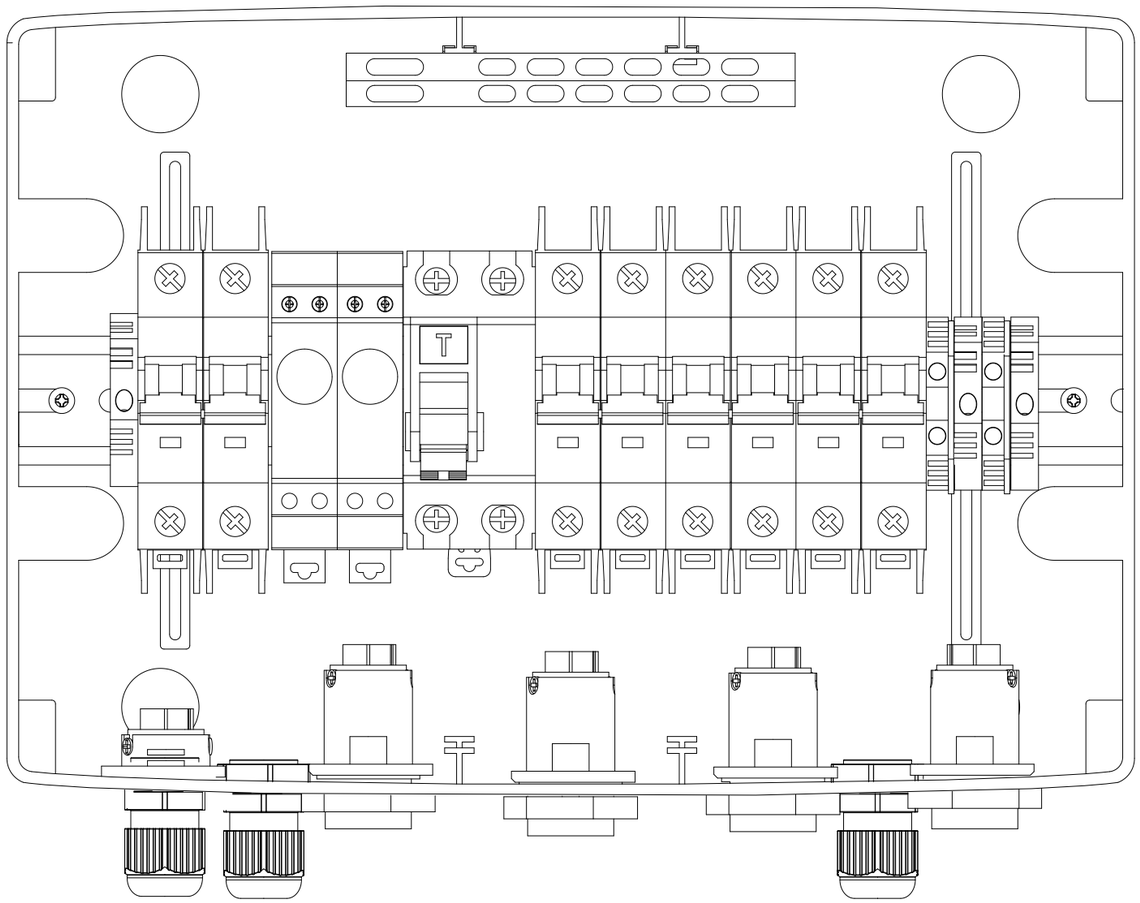
PG11 VMI32474 +VMI32475
NW7.5 PP-MOD BLACK 1100 mm 27041
1200 mm

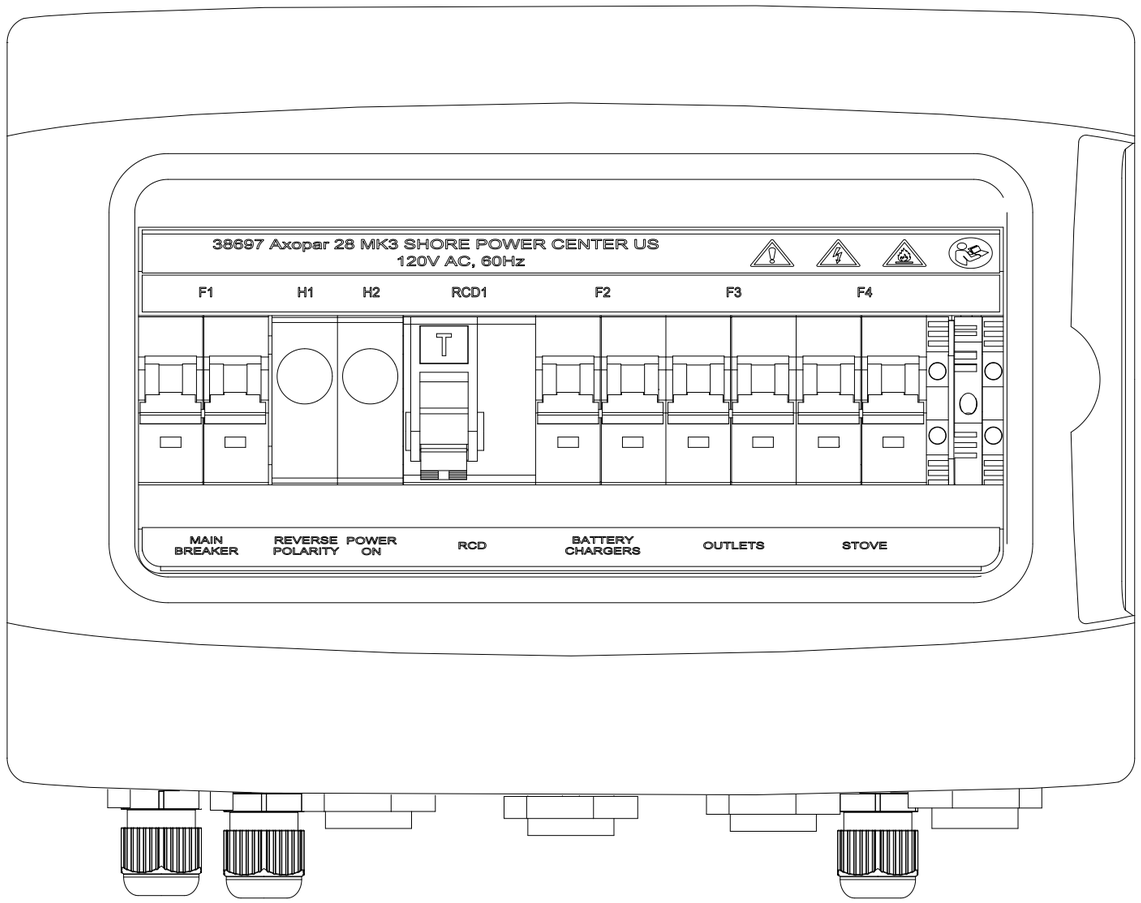
-D1#1 PE_SHIP 3560.02
AWG_10_Green -PE_SHIP:1

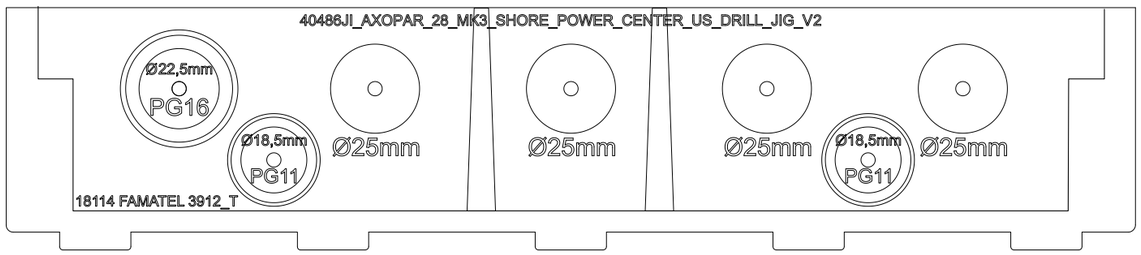
50MM 27161 SHRINKTUBE

50MM 27161 SHRINKTUBE

8.12.2023	PF	A2: 2004976; Layout corrected, X1 -> flange model, pe ship moved	Date	11.4.2023	NAVIX.	Axopar		38697	
19.2.2024	PF	B3: 2005055; PE length changes	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
15.4.2024	PF	B4 2005137; X1 connector type, RCD1 38366->14366	Sheet rev.	4		28	SHORE POWER CENTER US	HL	2 / 4
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet







40485_AXOPAR_28_MK3_SHORE_POWER_CENTER_US_LABEL_SET_V1

Label 1

38697 Axopar 28 MK3 SHORE POWER CENTER US
120V AC, 60Hz

Label 2

F1 H1 H2 RCD1 F2 F3 F4

Label 3

MAIN BREAKER | REVERSE POLARITY | POWER ON | RCD | BATTERY CHARGERS | OUTLETS | STOVE

DRILL HOLES WITH 39478JI_V1 AND 40486JI_V2 AS GUIDE

Date of modification	Modified by	Description
8.12.2023	PF	A2: 2004976; Layout corrected, X1 -> flange model, pe ship moved
19.2.2024	PF	B3: 2005055; PE length changes
15.4.2024	PF	B4 2005137; X1 connector type, RCD1 38366->14366

Date	11.4.2023
Drawing by	PF
Sheet rev.	4
Project rev.	B

Copyright by

Axopar Boat		38697 Product code	Project ID
28 Boat model	SHORE POWER CENTER US Title	HL Loc	3 / 4 Sheet

USA SPC INSPECTION SHEET

PRODUCT LABEL

* DDMMYY-RUNNING NUMBER (For example. 11th March 2019 made product has serial number 110319-01, next is 110319-02 etc.)

	SERIAL NUMBER*						
VISUAL/ MANUAL	1. PERFORM FULL SYSTEM TEST -LABEL IN PLACE						
	2. CORRECT COMPONENTS AND CONNECTIONS						
	3. GROUND CONNECTION IN AND OUT						
	4. RCBO AND CIRCUIT BREAKERS IN I-POSITION						
TESTER	5. ISOLATION RESISTANCE (mA) max **						
	6. GROUND CIRCUIT 10A (Ohm) max **						
	7. RCD TEST, (ms @30mA) max						
	8. POLARITY TEST, PASS or FAIL **						
115Vac VOLTAGE LIVE	9. FUNCTIONAL AND RCD*** TEST, PASS or FAIL						
	SERIAL NUMBER STICKER						
	DATE						
	TESTED BY						

Made according to CENELEC EN 50106:2008 WITH ADDITION OF (8) POLARITY TEST AND (9) 115Vac FUNCTIONAL AND RCD TEST

** (5) ISOLATION RESISTANCE, (6) GROUND CIRCUIT AND (8) POLARITY TEST SHOULD BE TESTED FOR EVERY IN AND OUT

*** (9) RDC TEST-BUTTON OPERATION VERIFICATION

LIMITS:

ISOLATING RESISTOR 1000V = <5mA

GROUND CIRCUIT 10A = <0,2 Ohm

RDC TEST, Time <100mS @30mA

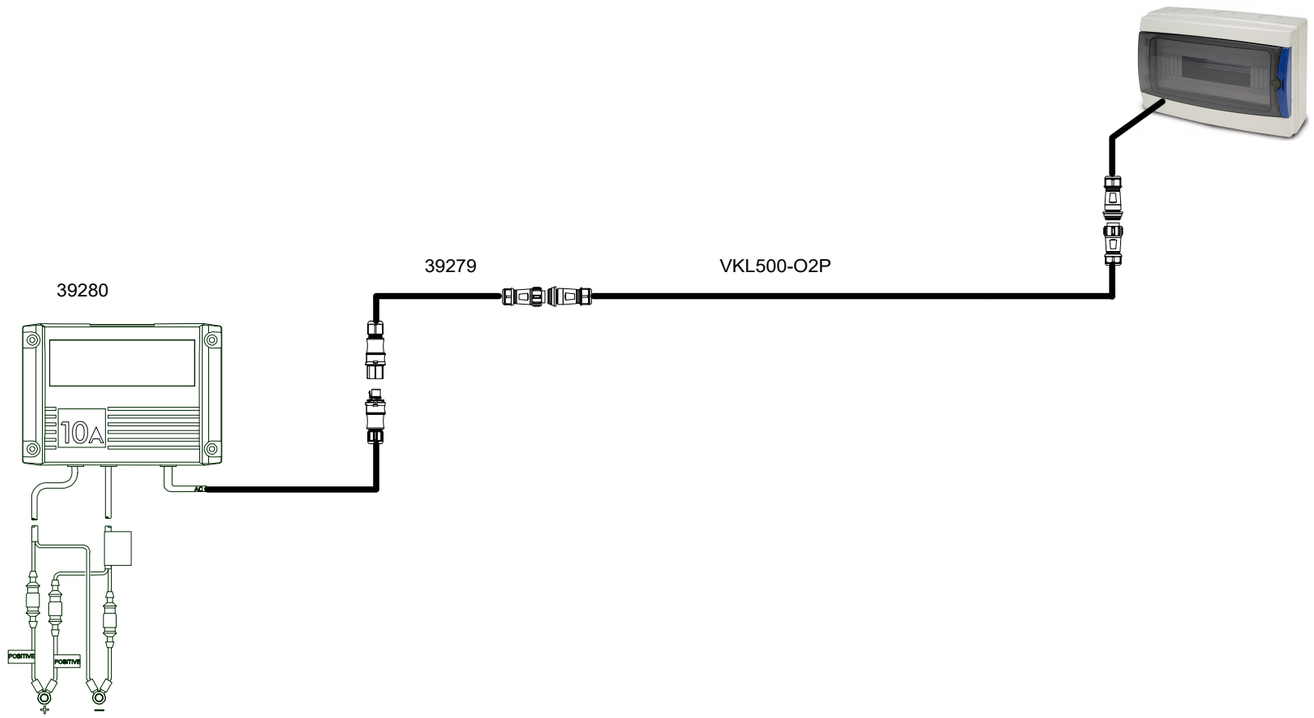
REVISION B

Date of modification	Modified by	Description						
8.12.2023	PF	A2: 2004976; Layout corrected, X1 -> flange model, pe ship moved	Date	27.4.2023	NAVIX.	Axopar		38697
19.2.2024	PF	B3: 2005055; PE length changes	Drawing by	PF		Boat	Sub-product code	Product code
15.4.2024	PF	B4 2005137; X1 connector type, RCD1 38366->14366	Sheet rev.	4		28	SHORE POWER CENTER US	HL
			Project rev.	B	Copyright by	Boat model	Title	Loc

Project ID

4 / 4 Sheet

Axopar 28 Mk3 230Vac BOW THRUSTER SYSTEM LAYOUT



OPTION: BOW THRUSTER - parts list
VKL500-O2P - CONNECTION CABLE 500CM IP68 1,5 mm2 WITH TUBE -
39279 O2 male - RST female adapter
39280 EasyCharge 10A with RST

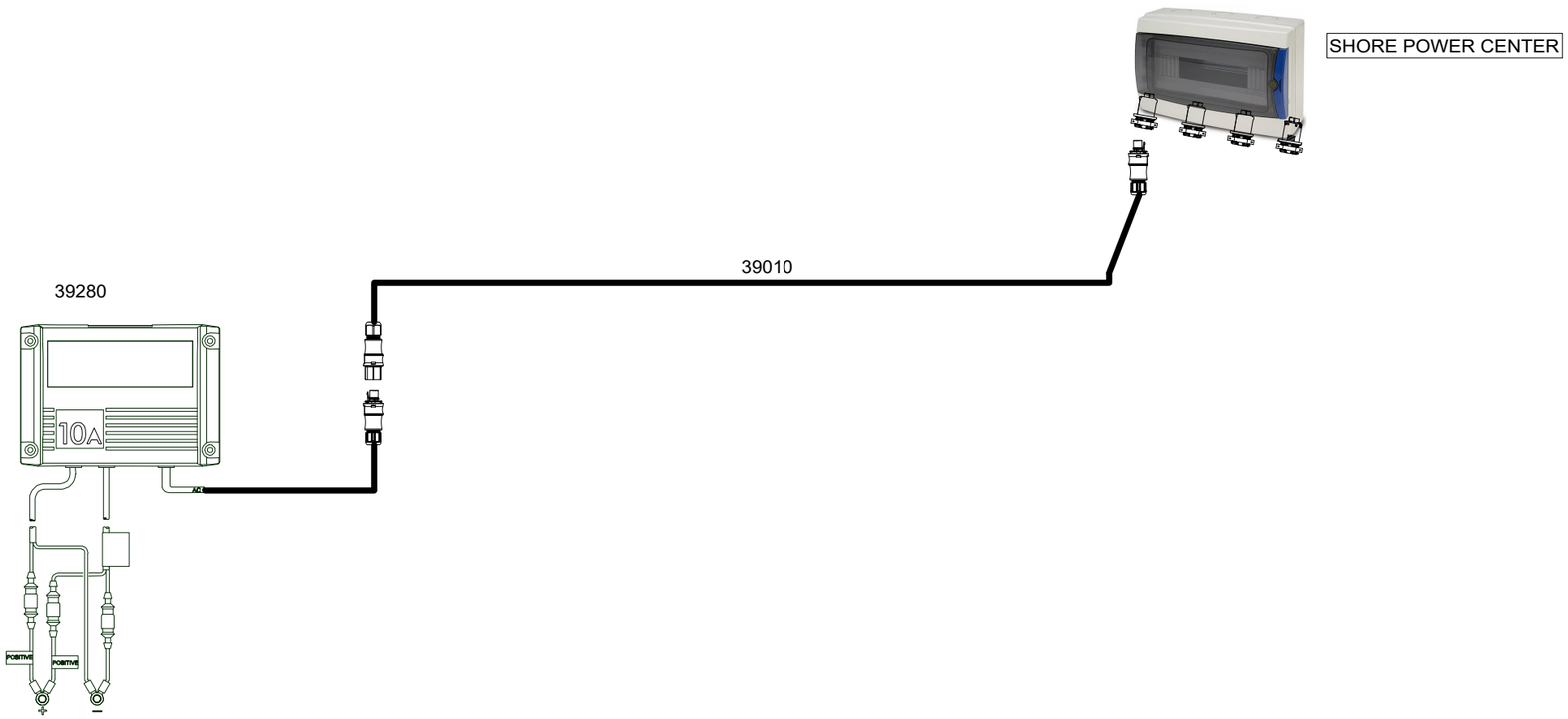
Date of modification	Modified by	Description
13.2.2024	PF	B2: Lenght extended to 5m

Date	1.6.2023
Drawing by	PF
Sheet rev.	2
Project rev.	B

Copyright by

Axopar Boat		39273 Product code	Project ID
28 MK3 Boat model	BOW THRUSTER SYSTEM EU Title	HL Loc	2 / 4 Sheet

Axopar 28 Mk3 120Vac BOW THRUSTER SYSTEM LAYOUT



OPTION: BOW THRUSTER - parts list
39010 - 5m RST CONNECTION CABLE, AWG14 - USA -
39280 EasyCharge 10A with RST

Date of modification	Modified by	Description
13.2.2024	PF	B2: 2005055; Replaced 39007->39010

Date	31.5.2023
Drawing by	PF
Sheet rev.	2
Project rev.	B

Copyright by

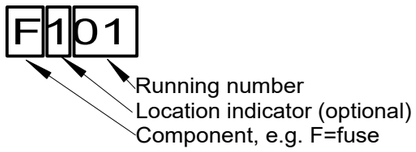
Boat	Sub-product code	39274 Product code	Project ID
Boat model	BOW THRUSTER SYSTEM US Title	HL Loc	2 / 3 Sheet

NOTATION

Reference Designators
A Separable assembly or sub-assembly
BT Battery
C Capacitor
D Diode (all types, including LED), diode isolator
DS Display, general light source, lamp, signal light
F Fuse
G Generator or oscillator
H Lamps (Hardware e.g., conduits)
K Relay or contactor
L Inductor or coil or ferrite bead
LS Loudspeaker, buzzer, horn
M Motor
Q Transistor, FET isolator
R Resistor
S Switch (all types, including buttons)
T Transformer
X Connector
XJ Junction, Busbar

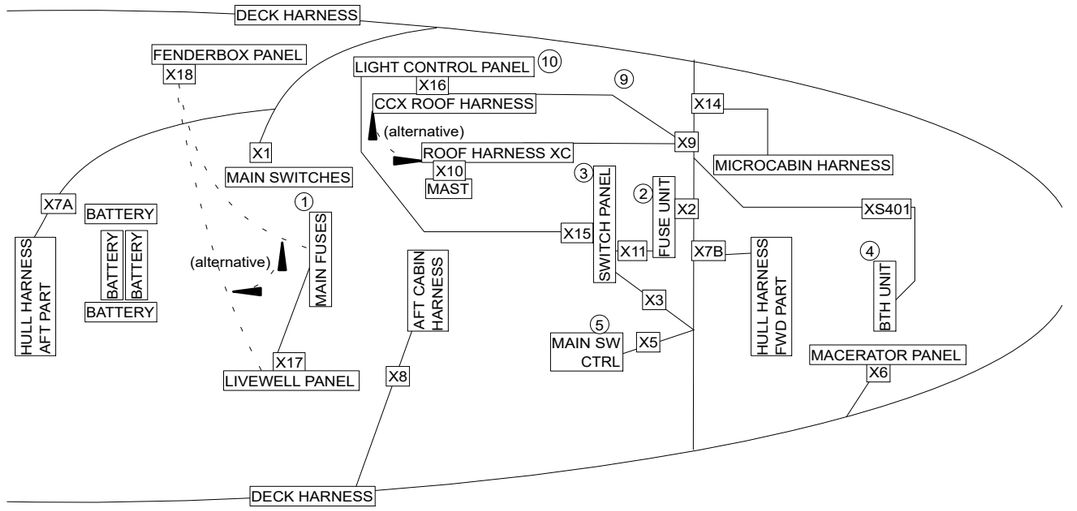
HOW TO INTERPRET
REFERENCE DESIGNATORS
E.G.

DEVICES



LP = optional lighting pack

HARNESS LAYOUT



Navix disclaims all liability for any issues that may arise from the use of devices not specified in this documentation. The electrical system design is based exclusively on the devices listed herein, or on the estimated maximum power (or currents) for each circuit when the specific device model was unknown at the time of engineering. Any substitution of devices or the use of devices with higher power (or current) than specified herein voids all warranties and releases Navix from any responsibility for system performance or safety.

Date of modification	Modified by	Description
23.4.2024	PF	C5: 2005089; Not modified
8.8.2024	PF	C6: 2005089; Harness layout updated
1.10.2024	PF	C7: 2005259; Not modified

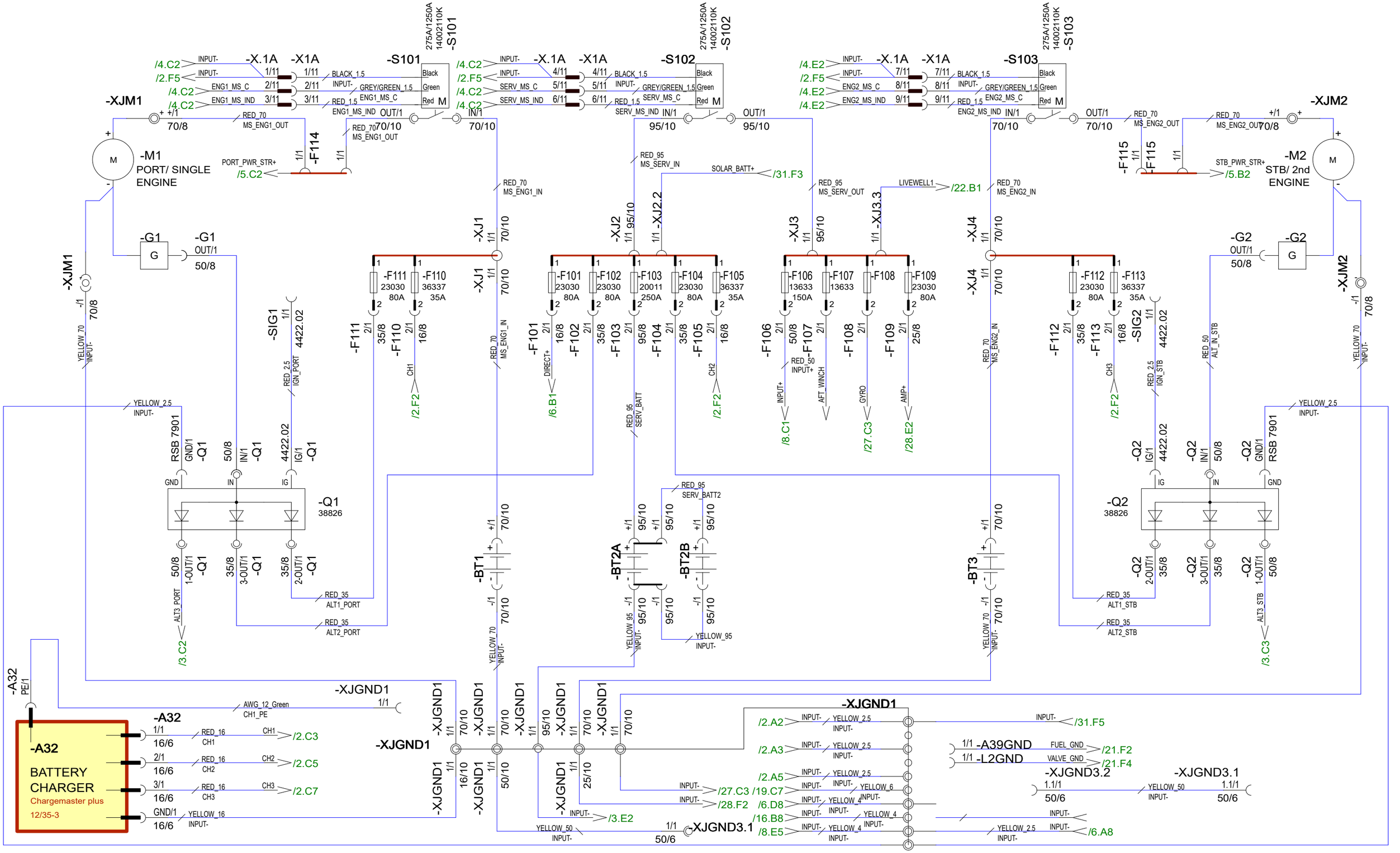
Date	20.3.2023
Drawing by	PF
Sheet rev.	7
Project rev.	C

Copyright by

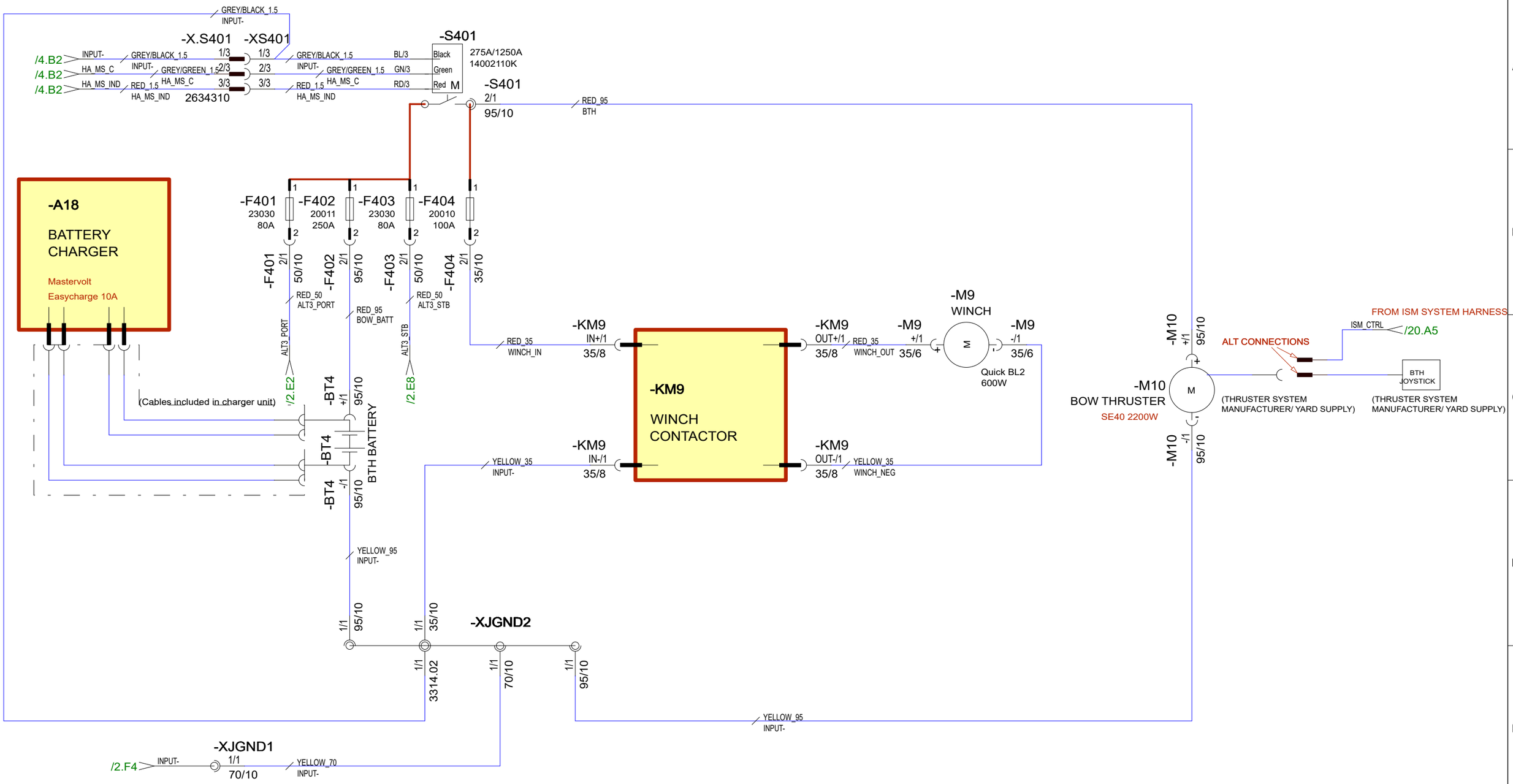
Axopar Boat		DIAGRAM Product code	2004468 Project ID	
28 MK3 Boat model	NOTATION LAYOUT Title	HL Loc	1/ 106 Sheet	

This page varies according to engine setup and main switch type.

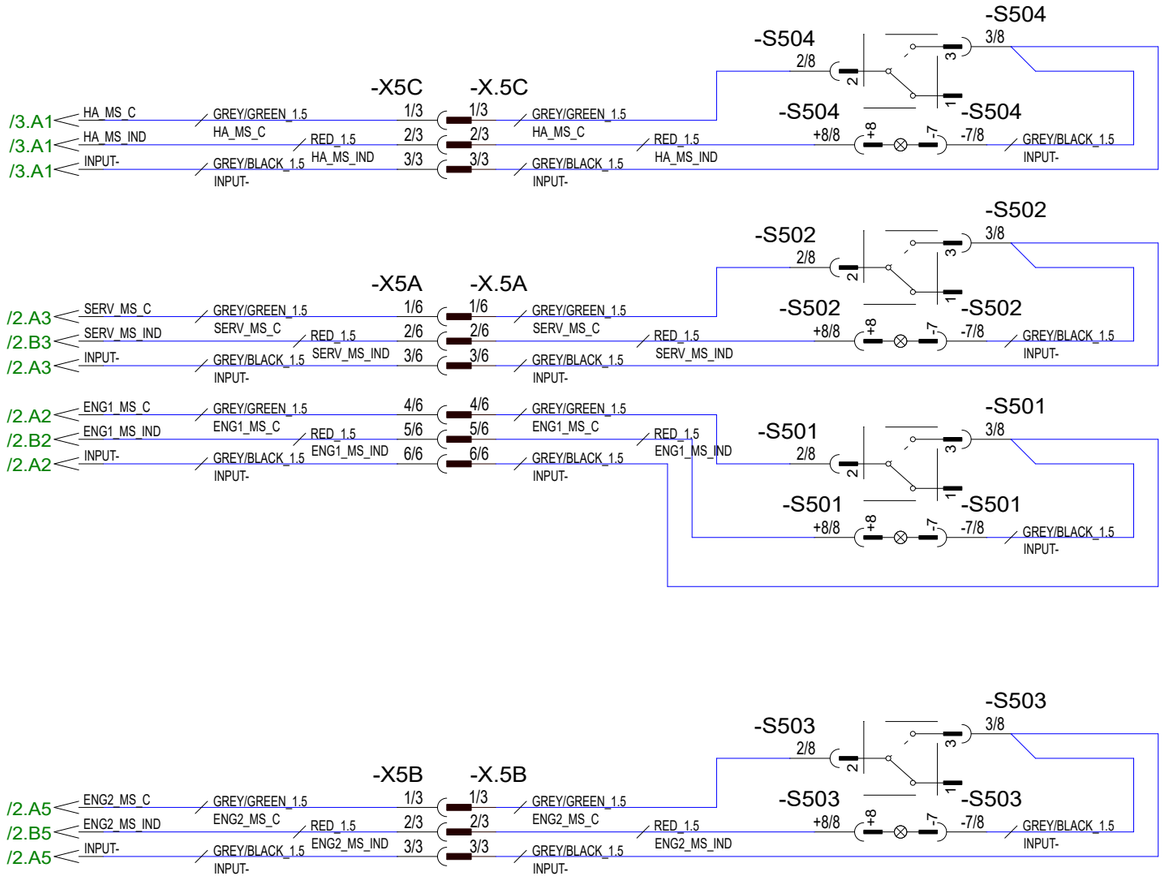
2 ENGINE, REMOTE MAIN SWITCHES



23.4.2024	PF	C5: 2005089; Not modified	Date	20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Added PE wire for A32 (optional route)	Sheet rev.	7		28 MK3	MAIN	HL	2 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



23.4.2024	PF	C5: 2005089; Not modified	Date 20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev. 7		28 MK3	HEAVY AUX	HL	3 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet



23.4.2024	PF	C5: 2005089; Not modified	Date 20.3.2023	NAVIX	Axopar		DIAGRAM 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by PF		Boat	Sub-product code	Product code Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev. 7		28 MK3	REMOTE MAIN SWITCHES	HL
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc 4 / 106 Sheet

*1 1-engine installation

*2 2-engine installation with APS

*1 & *3 2-engine installation with JPO

-F115
34640
80A
MRBF, 58Vdc
Ic: 10kA @14Vdc
IGN. PROTECTED

-F116
34640
80A
MRBF, 58Vdc
Ic: 10kA @14Vdc
IGN. PROTECTED

-Q3
AUTOMATIC POWER SELECTOR

23655
Victron BCD 802

STB_PWR_STR+ /2.B7 -F115 16/8 2/1 RED_16 PORT_PWR_STR+ IN1/1 16/6 IN2/1 16/6 OUT/1 16/6 RED_16 MAIN_PWR_STR_F 1/1 16/10 -F116 -F114/F116 CABLE SUPPLIED WITH PUMP -A33 +/1 -A33 -/1 CABLE SUPPLIED WITH PUMP

PORT_PWR_STR+ /2.B2 -F114 2/1 16/8 RED_16 STB_PWR_STR+

-F114
34640
80A
MRBF, 58Vdc
Ic: 10kA @14Vdc
IGN. PROTECTED

*1

*3 CABLE SUPPLIED WITH PUMP -A34 +/1 -A34 -/1 CABLE SUPPLIED WITH PUMP

-A33

POWER STEERING PUMP

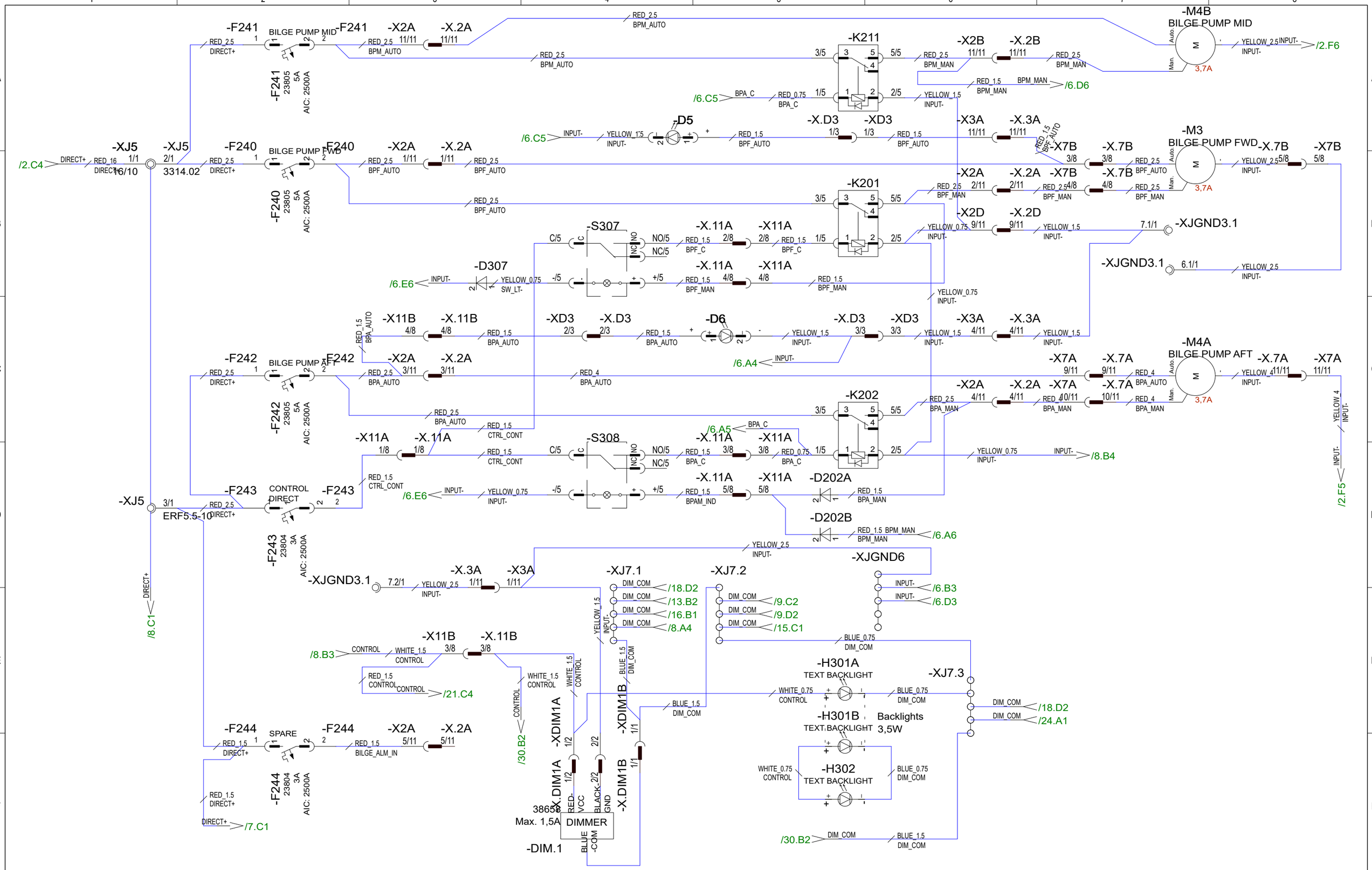
-A34

POWER STEERING PUMP

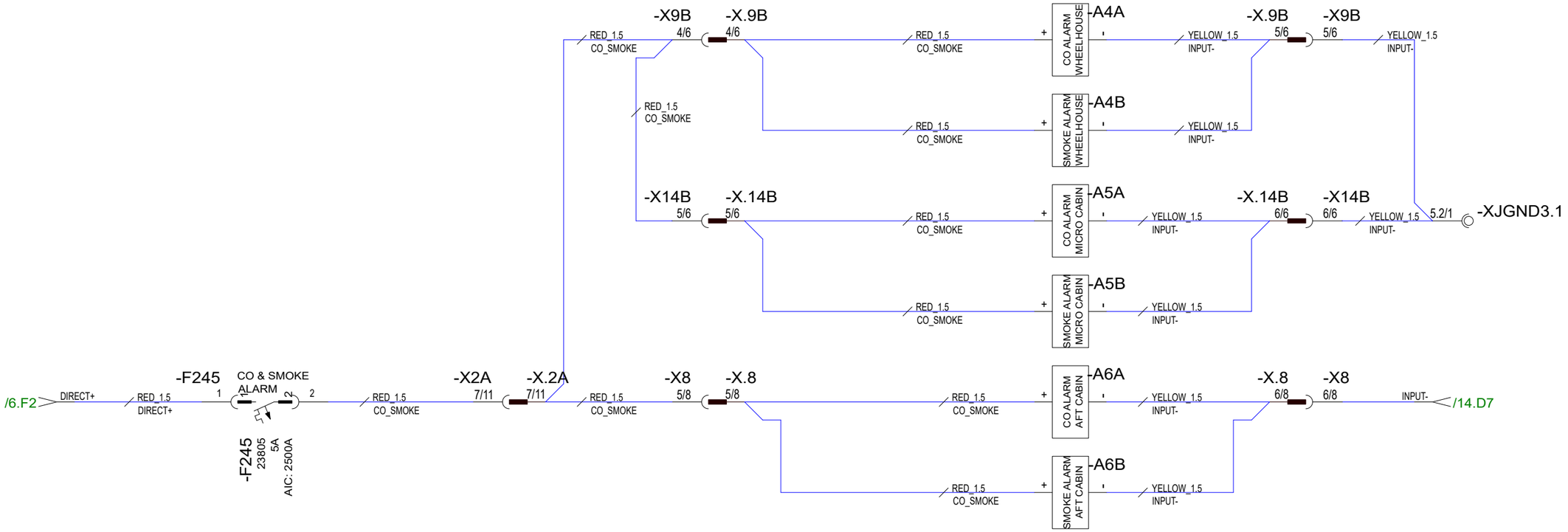
-XJGND1 1/1

-XJGND1 1/1

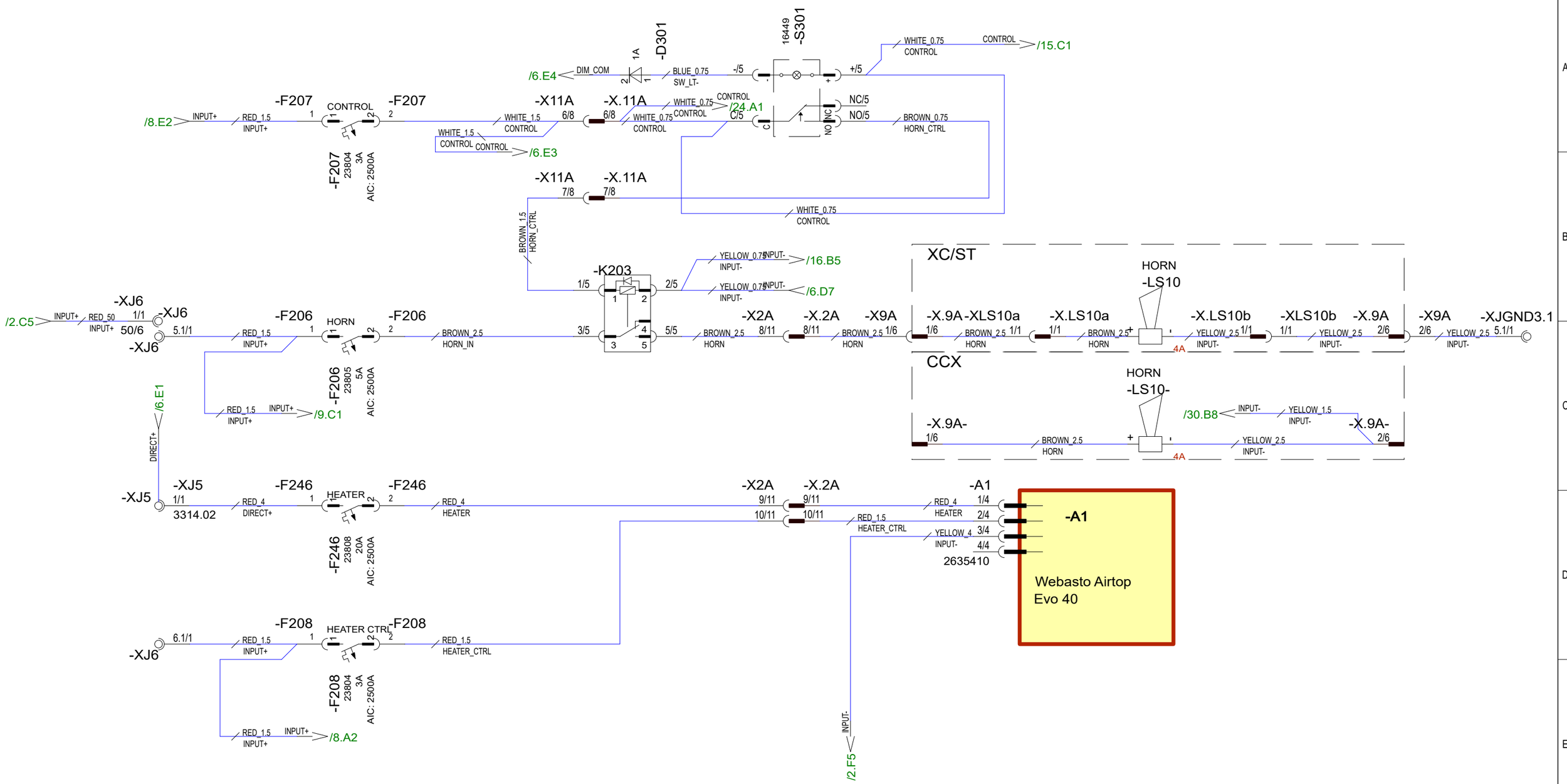
23.4.2024	PF	C5: 2005089; Not modified	Date 24.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev. 7		28 MK3	POWER STEER APS, JPO	HL	5 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet



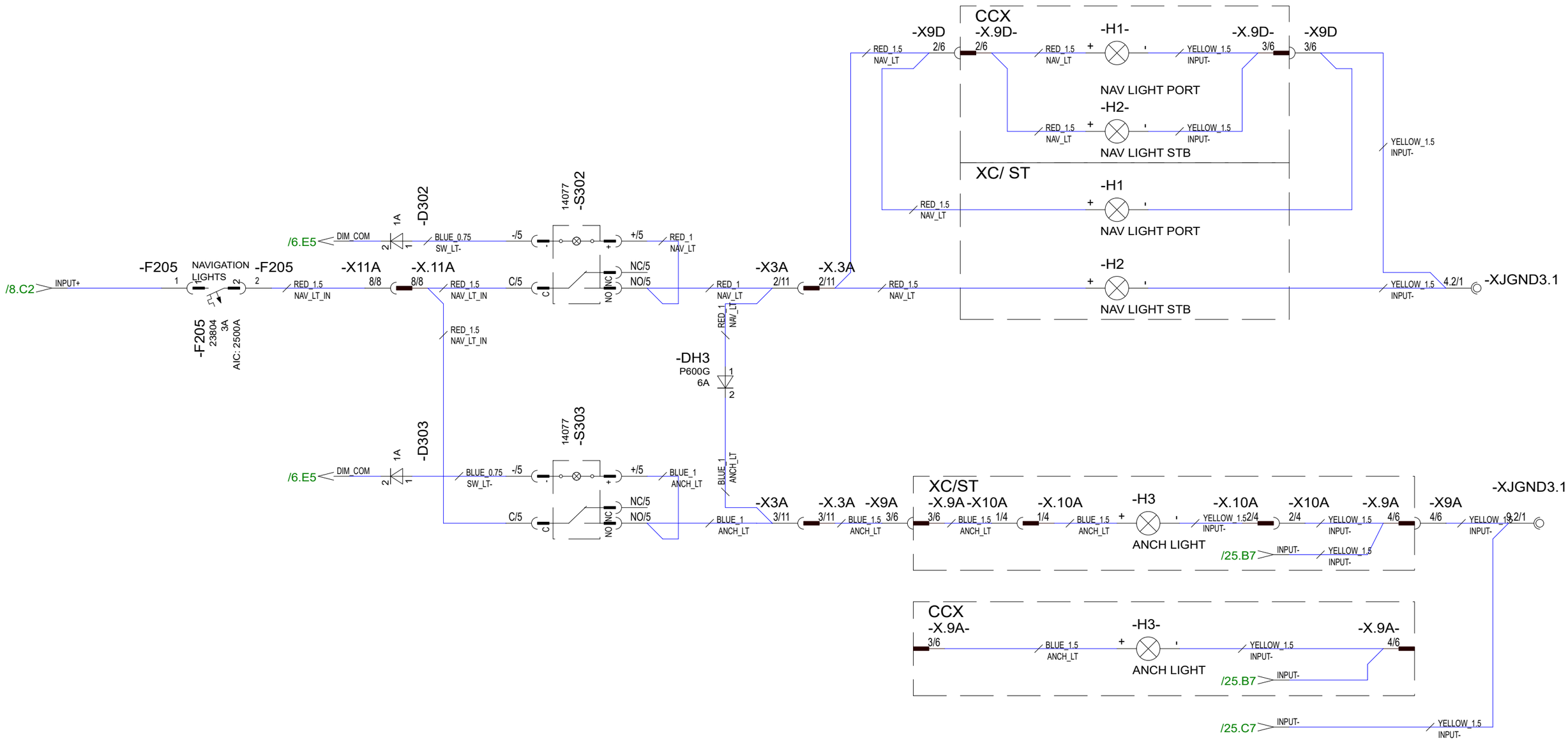
23.4.2024	PF	C5: 2005089; Dimmer wiring, Relay type, added BP M4B, text backlts	Date	20.3.2023	NAVIX	Axopar		DIAGRAM 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3		
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	BILGE PUMPS, SWITCH PANEL DIMMING	HL 6 / 106
							Title	Loc Sheet



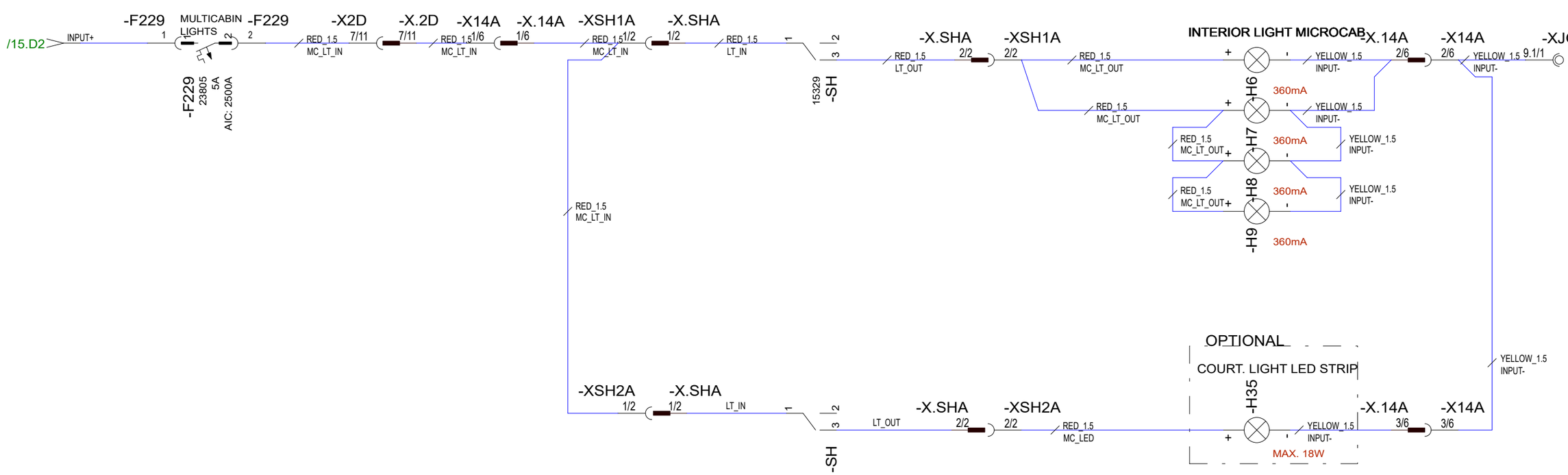
Date of modification	Modified by	Description						
23.4.2024	PF	C5: 2005089; A6B wiring	Date	20.3.2023	Copyright by	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7	NAVIX	28 MK3	FIRE & CO ALARMS	HL / 7 / 106
			Project rev.	C		Boat model	Title	Loc / Sheet



23.4.2024	PF	C5: 2005089; Relay type	Date 20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Horn: mast -> roof (removed from X10A)	Drawing by PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev. 7		28 MK3	HEATER, HORN	HL	8 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet



23.4.2024	PF	C5: 2005089; Nav lt wiring changed (added branch to CCX roof)	Date	20.3.2023	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	NAV LIGHTS	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 9 / 106 Sheet



23.4.2024	PF	C5: 2005089; H35 minus	Date	20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; F229 function updated to "Multicabin lights"	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	LIGHTS MICROCABIN	HL	10 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

-XJ6 10.2/1 RED_1.5 INPUT+ -F231 1 WHEEL HOUSE LIGHTS 1 2 -F231 2 RED_1.5 WH_LT_IN WH_LT_IN /13.B1

-F231 23804 3A AIC: 2500A

-X2E 4/8 -X.2E 4/8 RED_1.5 WH_LT_IN RED_1.5 WH_LT_IN

-XS2A 1/4 -X.S2A-1 1/4 RED_1.5 LIGHT_IN -S2A-1 3/3 2/3 RED_1.5 LIGHT_OUT -X.S2A-1 2/4 -XS2A 2/4 RED_1.5 WH_SPOT

*XC STANDARD LIGHTS

CCX

SPOT LIGHT -H13- YELLOW_1.5 SPOT_DIM- 360mA RED_1.5 WH_SPOT -X.9B- 1/6

SPOT LIGHT -H14- YELLOW_1.5 SPOT_DIM- 360mA RED_1.5 WH_SPOT -X.9B- 2/6

SPOT LIGHT -H10- YELLOW_1.5 SPOT_DIM- 360mA RED_1.5 WH_SPOT

SPOT LIGHT -H11- YELLOW_1.5 SPOT_DIM- 360mA RED_1.5 WH_SPOT

ALTERNATIVE CONNECTIONS

XC/ST

-H10 360mA YELLOW_1.5 INPUT-_NEG

-H11 RED_1.5 WH_SPOT 360mA YELLOW_1.5 INPUT-_NEG

-H15 RED_1.5 WH_SPOT 360mA YELLOW_1.5 INPUT-_NEG

RED_1.5 WH_SPOT

SPOT LIGHT

-H12 RED_1.5 WH_SPOT 360mA YELLOW_1.5 INPUT-_NEG

-H13 RED_1.5 WH_SPOT 360mA YELLOW_1.5 INPUT-_NEG

-H14 RED_1.5 WH_SPOT 360mA YELLOW_1.5 INPUT-_NEG

-X9B 1/6 -X.9B 1/6 -X9B 2/6 -X.9B 2/6

-XS2A-1 -XS2A 3/4 4/4 YELLOW_1.5 INPUT-_NEG

ALTERNATIVE CONNECTIONS

12-48VDC INPUT PUSH DIM OUTPUT Iout=3A 37926 -A43- ROOF

V- V+ IN COM - + -X.S2A-2 2/4 RED_1.5 WH_SPOT 3/4 YELLOW_1.5 WH_SPOT_NEG 4/4

YELLOW_1.5 INPUT-

-X.S2A-2 1/4 RED_1.5 WH_LT_IN

*XC LIGHT PACK

WHITE_1.5 ROOF_DIM S2A-2 BLACK_1.5 MC_COM 2/3 1/3

-X.S2B-2 1/4 3/3

YELLOW_1.5 INPUT- RED_1.5 WH_LED_IN WHITE_1.5 AMB_DIM BLACK_1.5 MC_COM YELLOW_1.5 WH_LED_NEG -X.S2B-2 RED_1.5 WH_LED 2/4 3/4 4/4

V- V+ IN COM - + AMBIENT 12-48VDC INPUT PUSH DIM OUTPUT -A44- 37926 Iout=3A

*Alternative light switches.
See ST & CCX alternatives on next page.

XS2A and XS2B connect to
X.S2A-1... X.S2A-4 and X.S2B-1... X.S2B-4
respectively

ALTERNATIVE CONNECTIONS

*XC STANDARD LIGHTS

-XS2B 1/4 -S2A-1 1/4 1/3 3/3 2/3 -XS2B 2/4 2/4 -XS2B 4/4 3/4 4/4 3/4

-XJGND3.2 5.2/1

YELLOW_1.5 INPUT-_NEG YELLOW_2.5 INPUT-_NEG

CCX

AMBIENT LT -H4A- -X.9C- 1/6 RED_1.5 WH_LED YELLOW_1.5 INPUT-_NEG 26W

-X.9C- 2/6

ALTERNATIVE CONNECTIONS

XC/ST

-X9C -X.9C 1/6 RED_1.5 WH_LED YELLOW_1.5 INPUT-_NEG 13W

-H4B RED_1.5 WH_LED YELLOW_1.5 INPUT-_NEG 13W

-X9C -X.9C 2/6

-X.3B 4/6 YELLOW_1.5 INPUT-_NEG -X3B- -XH20- -X.H20- LP only 4/6 1/2 1/2 RED_1.5 WH_LED RED_0.75 WH_LED

-H20- SWITCH PANEL LIGHT 9W

-X.3B 5/6 -X3B- -XH20- -X.H20- 5/6 2/2 2/2 YELLOW_1.5 INPUT-_NEG YELLOW_0.75 INPUT-_NEG

WHEEL HOUSE LED -F232 1 1 2 2 -F232 RED_1.5 INPUT+ RED_1.5 WH_LED_IN -X2E 8/8 -X.2E 8/8 RED_1.5 WH_LED_IN

-F232 23804 3A AIC: 2500A

-D201 RED_1.5 WH_LED_IN RED_1.5 WASTE_TANK -X2F 1/2 -X.2F 1/2 RED_1.5 WASTE_TANK -A55 WASTE TANK SENSOR

/21.D5 INPUT- YELLOW_1.5 INPUT- 2/2 2/2 YELLOW_1.5 INPUT-

Date of modification	Modified by	Description
23.4.2024	PF	C5: 2005089; Option structure for MC lights built
8.8.2024	PF	C6: 2005089; Not modified
1.10.2024	PF	C7: 2005259; H10&H11->int lts, H4C&H4D->red lts

Date	20.3.2023
Drawing by	PF
Sheet rev.	7
Project rev.	C

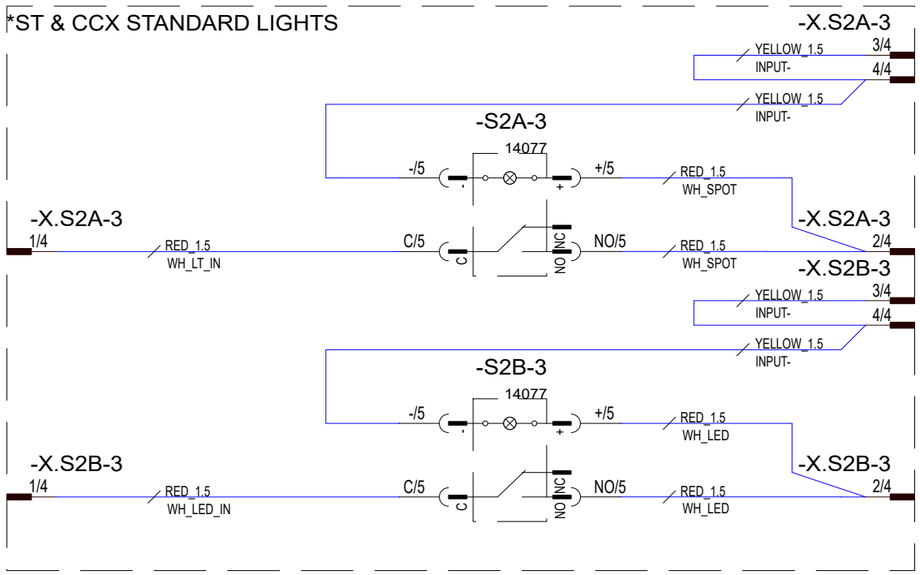
NAVIX

Copyright by

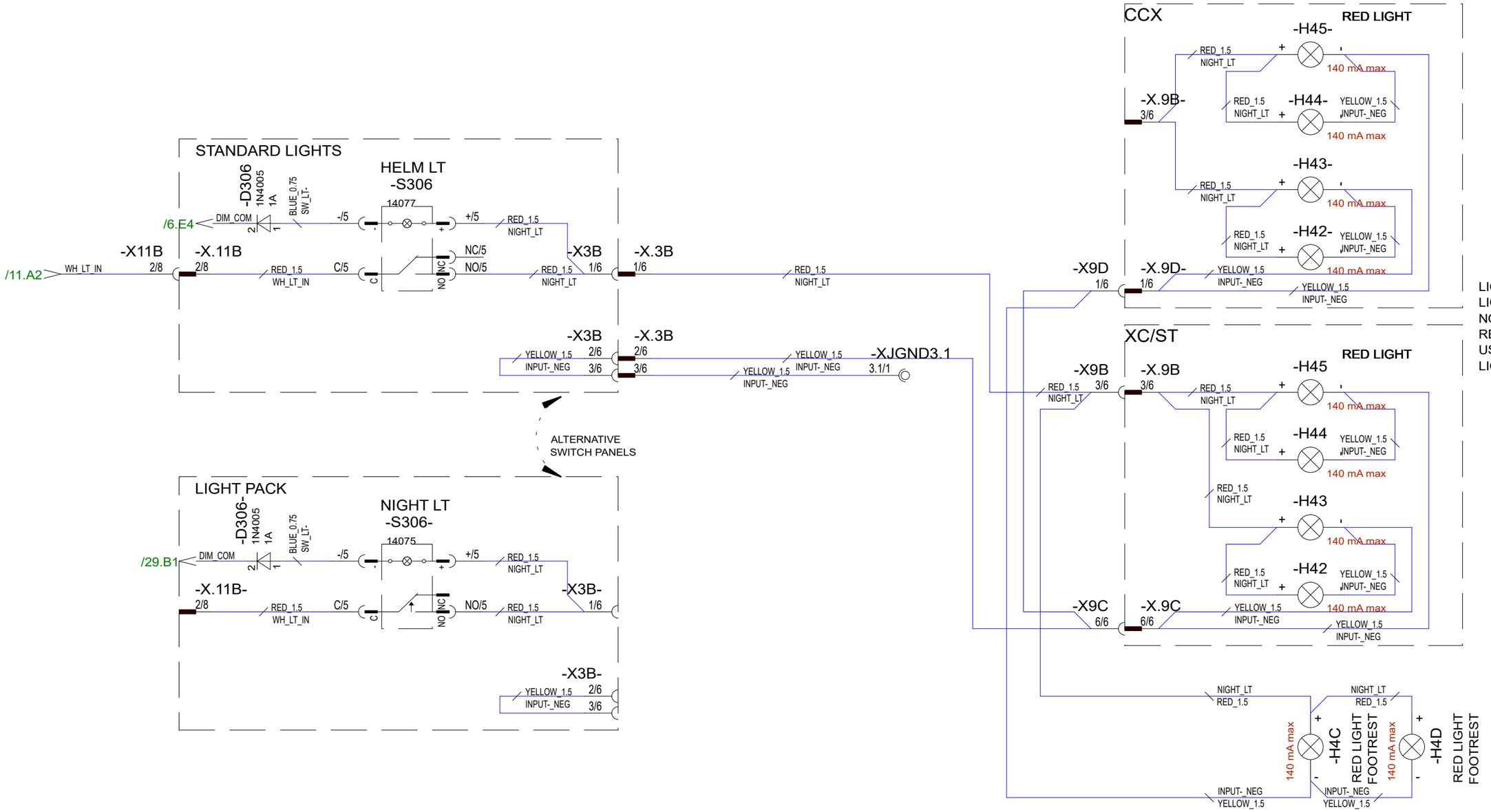
Axopar		DIAGRAM	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	LIGHTS MAIN CABIN XC	HL	11/ 106
Boat model	Title	Loc	Sheet

*Alternative light switches.
See XC alternatives on previous page.

XS2A and XS2B connect to
X.S2A-1... X.S2A-4 and X.S2B-1... X.S2B-4
respectively

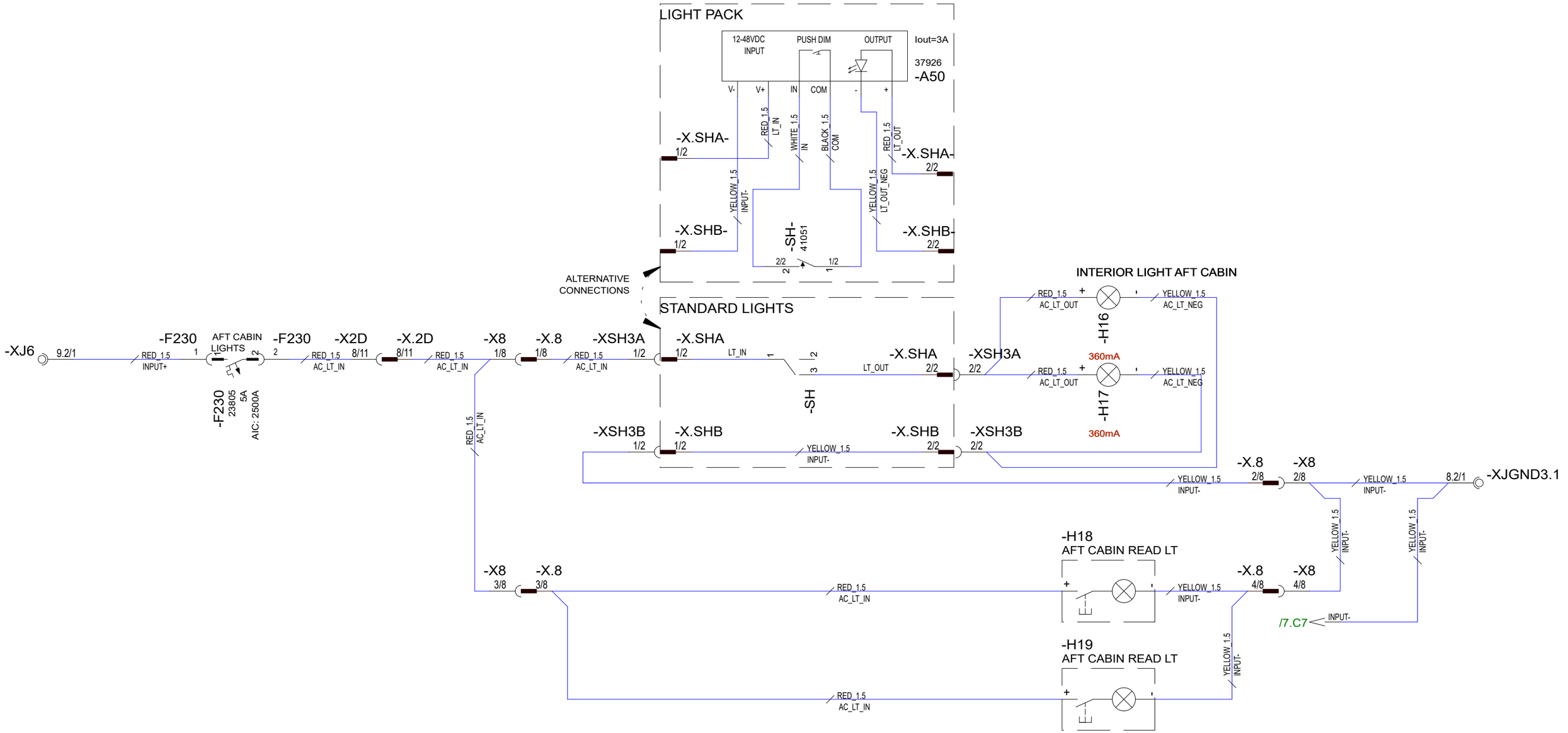


26.4.2024	PF	C5: 2005089; New page	Date	25.4.2024	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; H4A- & H4B- added	Sheet rev.	7		28 MK3	LIGHTS MAIN CABIN ST/CCX	HL	12 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

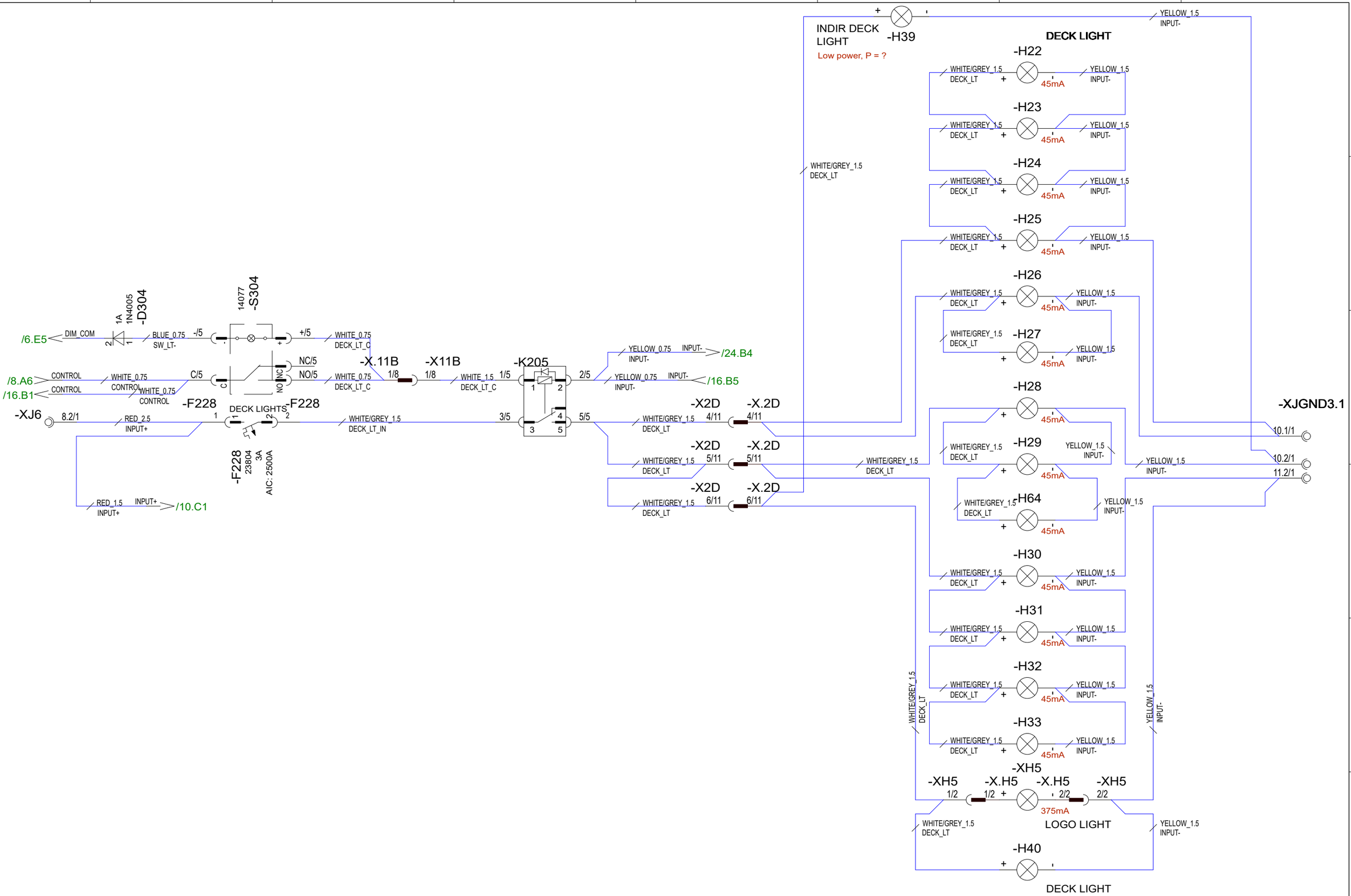


			Date	7.10.2024	NAVIX	Axopar		DIAGRAM / 2004468
			Drawing by	PF				
7.10.2024	PF	C7:2005259;New sheet, ++red lts, helm lts->night lts, helm lts dim A42 remv	Sheet rev.	7		28 MK3	NIGHT LIGHTS	HL / 13 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet

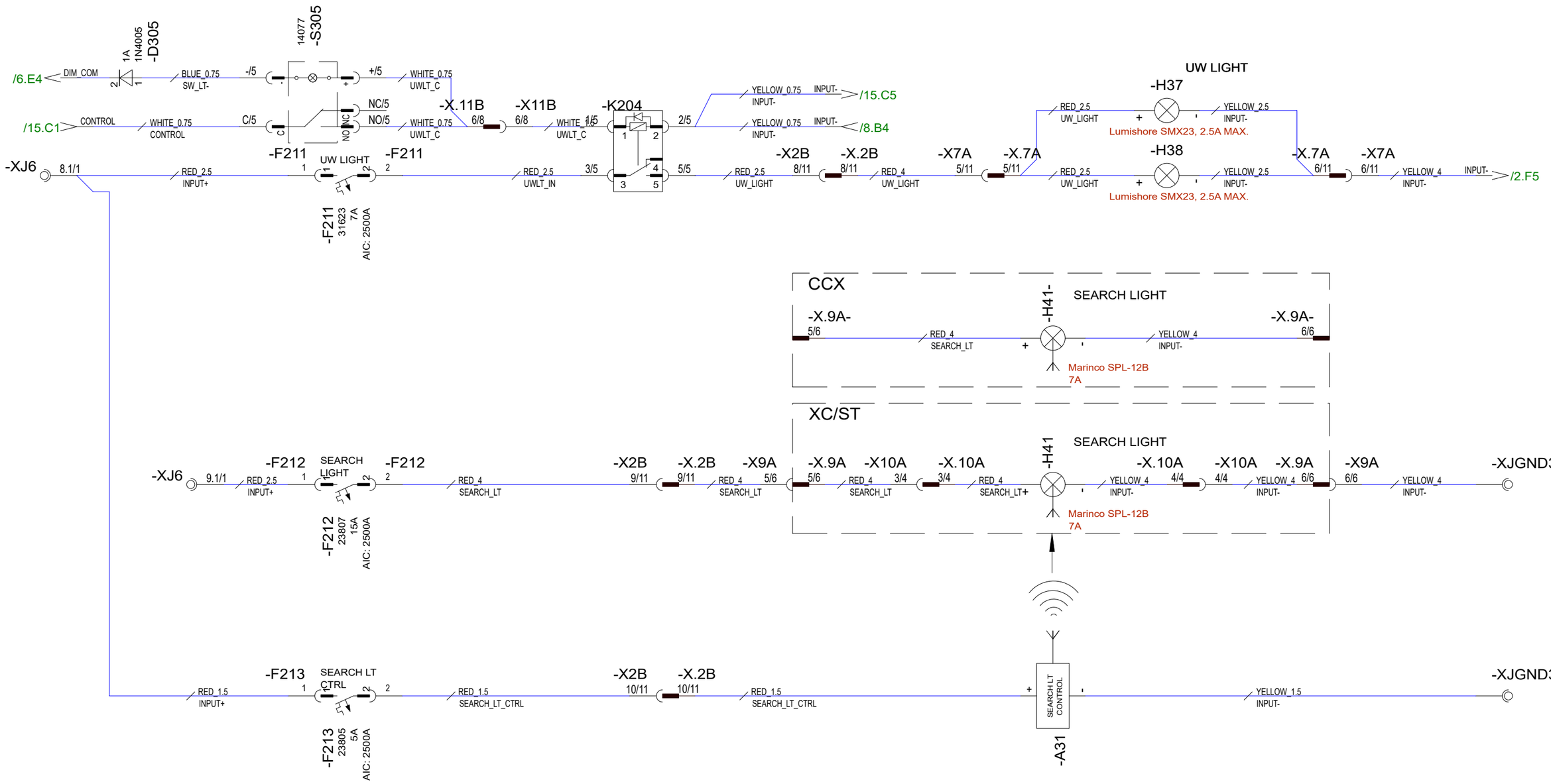
Boat: Axopar | Sub-product code | Product code: DIAGRAM | Project ID: 2004468



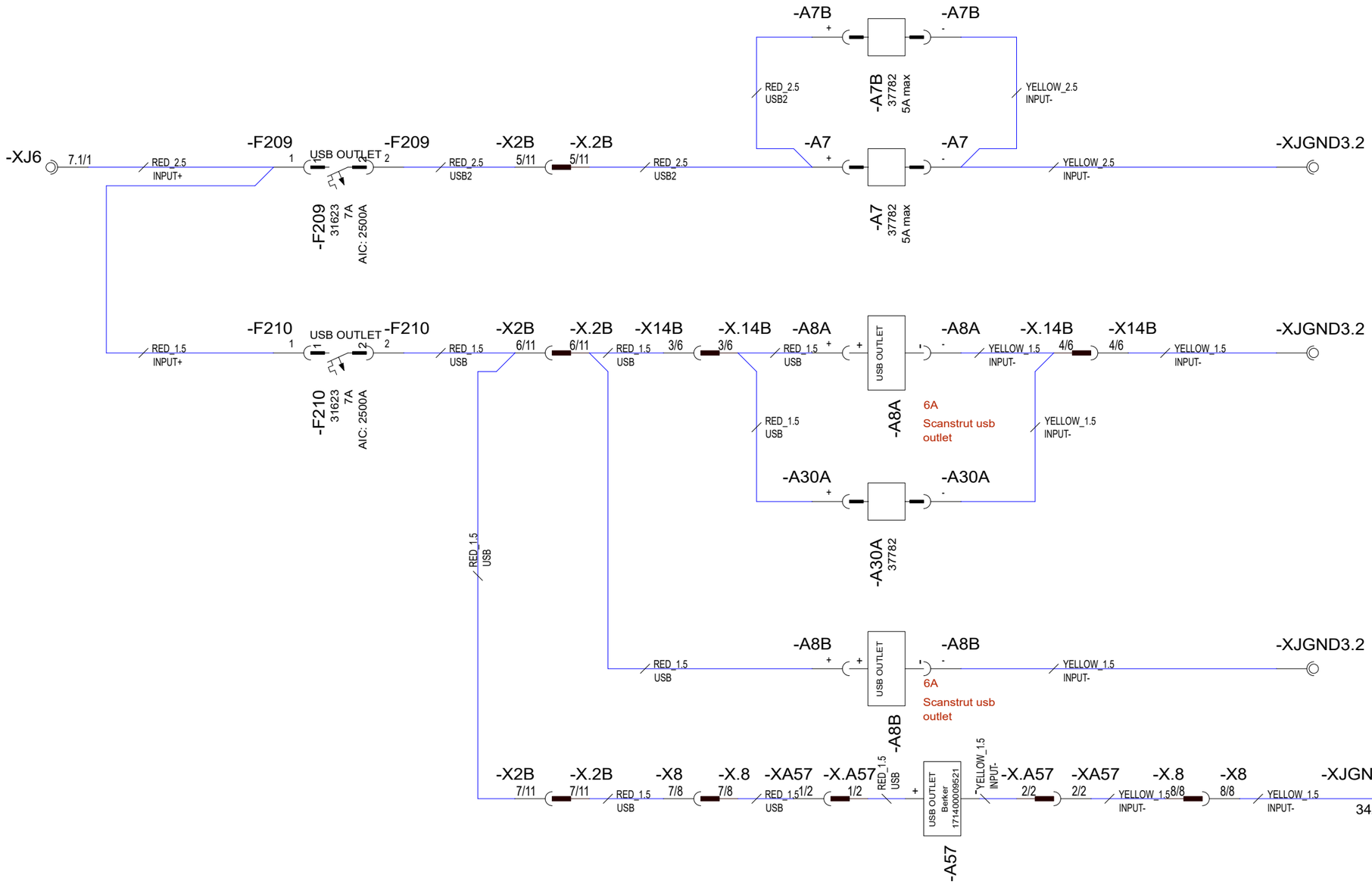
23.4.2024	PF	C5: 2005089; Standard switch neg. wire and LP version of switch added	Date	20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	LIGHTS AFT CABIN	HL	14 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



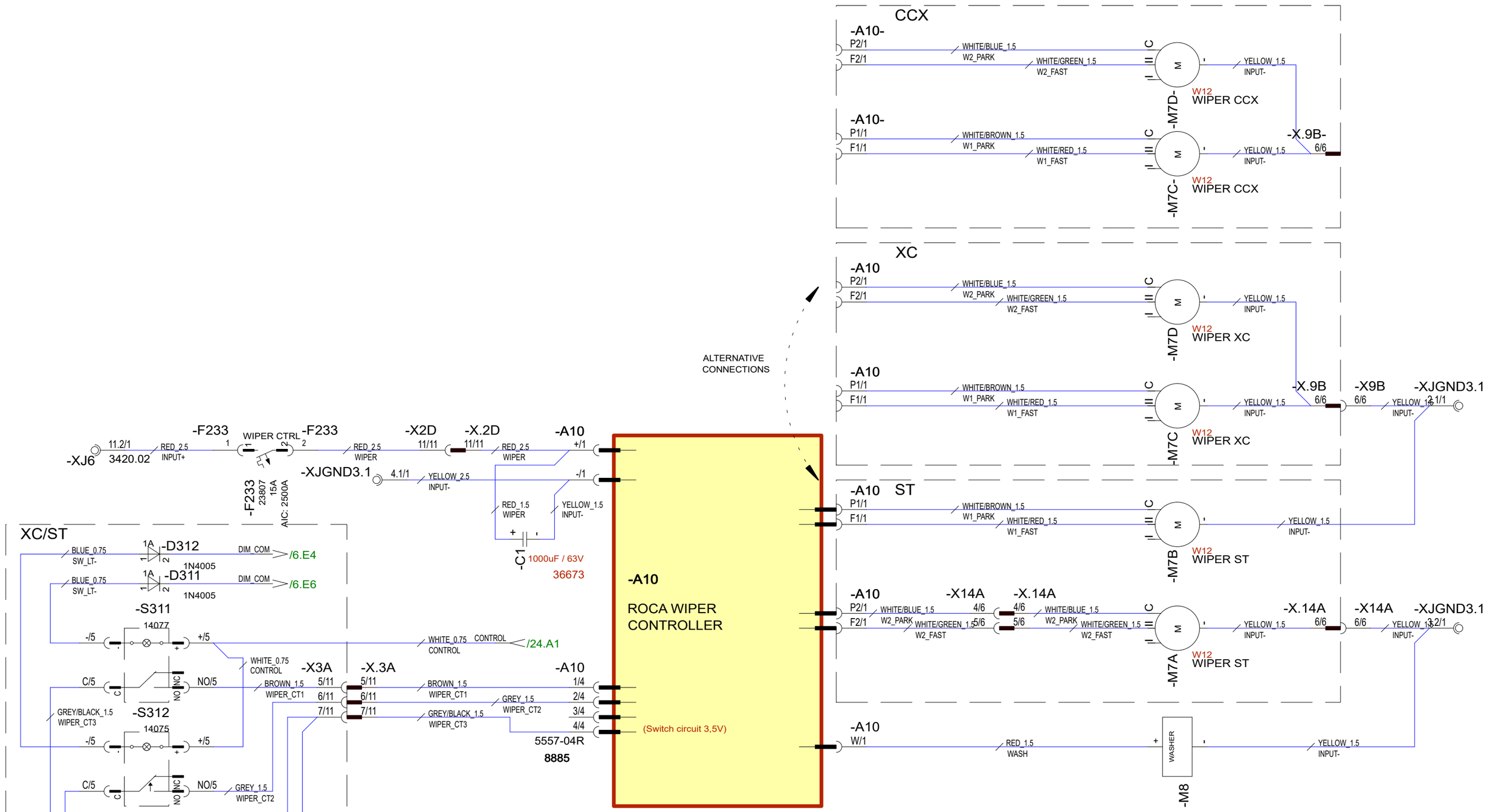
23.4.2024	PF	C5: 2005089; Relay type changed, STB deck lights added	Date	20.3.2023	Copyright by	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Change F228 10A->3A	Sheet rev.	7		28 MK3	DECK LIGHTS	HL	15 / 106
Date of modification	Modified by	Description	Project rev.	C		Boat model	Title	Loc	Sheet



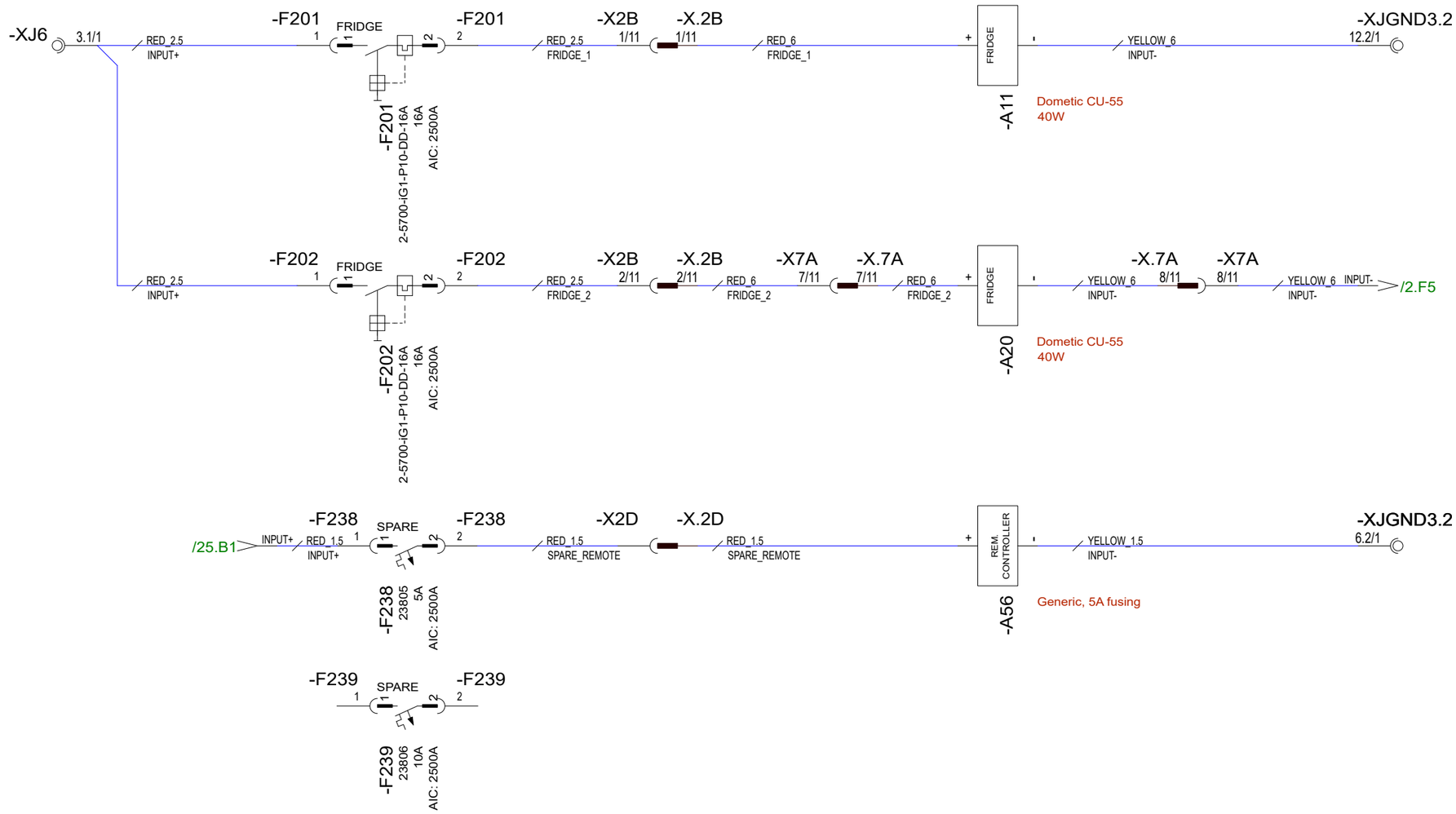
23.4.2024	PF	C5: 2005089; CCX reference added, relay type	Date	20.3.2023	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF				
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	UW LIGHTS, SEARCH LIGHT	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 16 / 106 Sheet



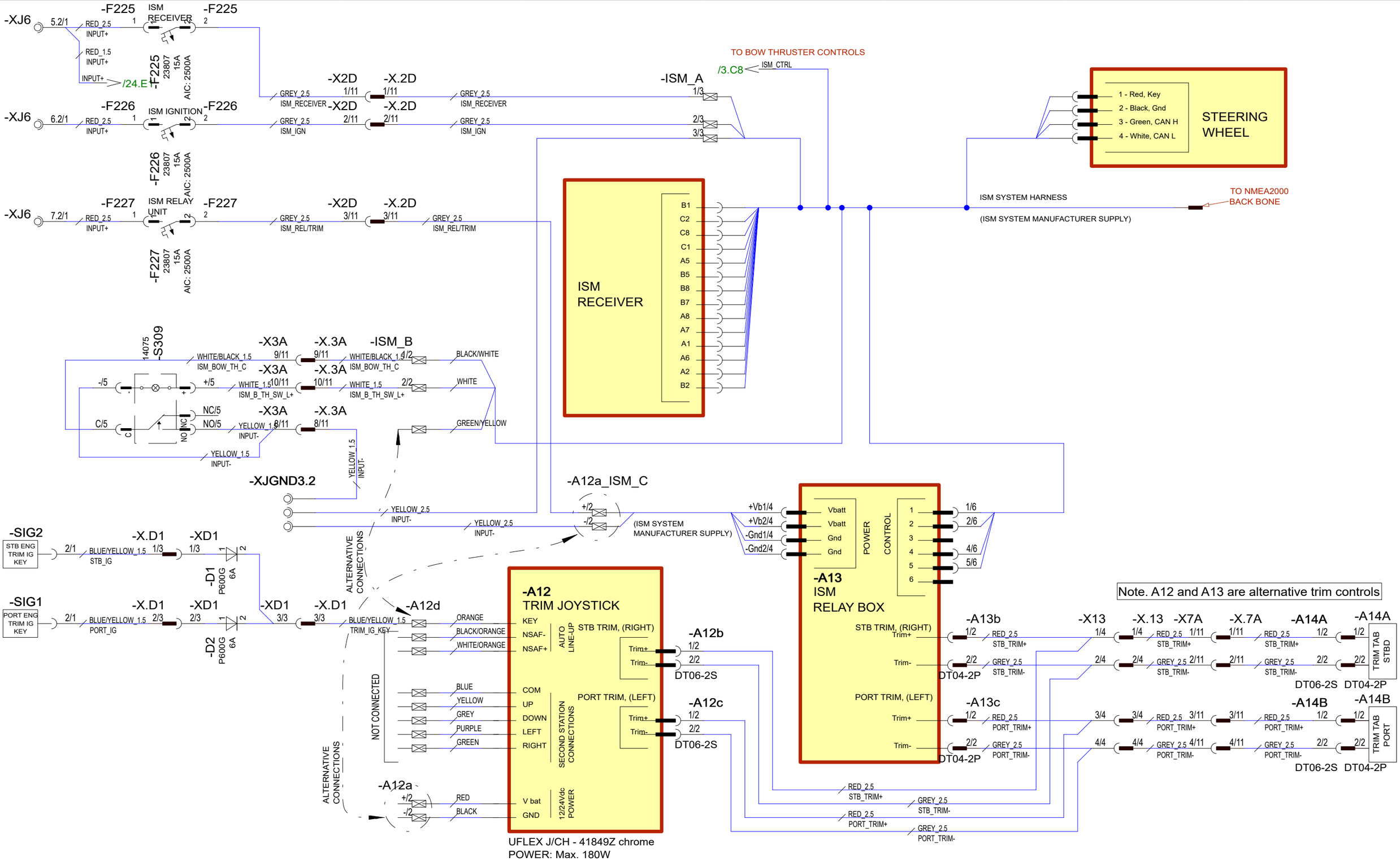
23.4.2024	PF	C5: 2005089; Not modified	Date	20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; A57 added, A7&A7B wless ch->usb outlet, A30A type ch	Sheet rev.	7		28 MK3	USB OUTLET	HL	17 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



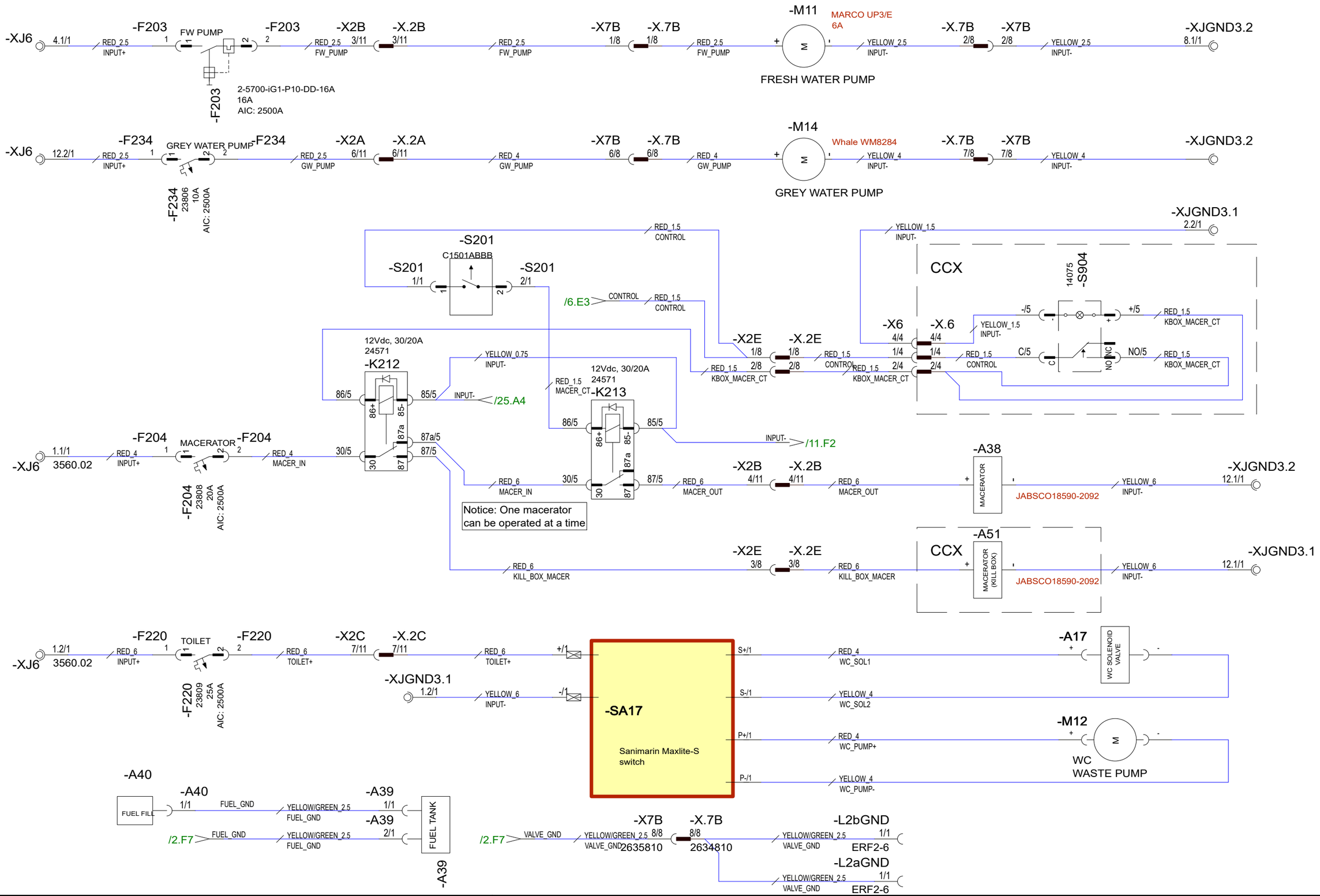
23.4.2024	PF	C5: 2005089;Wip sw->2xEAO &>>swp, CCX ref. & 2nd wiper to XC added	Date	20.3.2023	NAVIX	Axopar		DIAGRAM 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code Project ID
1.10.2024	PF	C7: 2005259; A10 corrected, filter capacitor added	Sheet rev.	7		28 MK3	WIPERS	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc 18 / 106 Sheet



23.4.2024	PF	C5: 2005089; Fridge A20 model changed and moved to fender box	Date	20.3.2023		Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7	NAVIX	28 MK3		FRIDGES, SPARE	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model		Title	Loc



23.4.2024	PF	C5: 2005089; Not modified	Date	20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	TRIM/ISM SYSTEM	HL	20 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



23.4.2024	PF	C5: 2005089; Kill box macerator+ctrl & GW pump added	Date	20.3.2023	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Valve L2 gnd added	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	FRESH WATER, TOILET, KILL BOX	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 21/ 106 Sheet

*X18a is connected with fender box livewell option only when both panels are used. S1005 should be disconnected, switch left as dummy or plugged

-H1002 TEXT BACKLIGHT
-H1003 TEXT BACKLIGHT
-H1004 TEXT BACKLIGHT
GREY_0.75 LW_CTRL
YELLOW_0.75 INPUT-

/22.F7 INPUT- YELLOW_1.5 INPUT- -XJGND10.1
-XJGND10.2
-XJGND10.3
YELLOW_1.5 INPUT-
INPUT- /22.C4
INPUT- /22.D4

GREY_1.5 LW_CTRL
-X17 10/11 -X.17 10/11

-X18a 1/6 *
GREY_1.5 LW_CTRL

1A 1N4005 -D1004
YELLOW_0.75 SW-
14077 -S1005a
-/5 +/5 WHITE_0.75 LW_ENA

1A 1N4005 -D1002
YELLOW_0.75 SW-
-S1001
-/5 +/5 WHITE_1.5 LW_P1_CTRL

-K1001
24571
12Vdc, 30/20A
NC/5 NO/5 C/5 14077
86/5 85/5 30/5 87/5
LW_P1_CTRL WHITE_1.5

/2.B6 LIVEWELL1 RED_10 LIVEWELL1 10/6
-XJ11 1/1 -XJ11 1/1 -F901 1/1 -X17 7/11 -X.17 7/11
GREY_1.5 LW_CTRL C/5 NO/5 WHITE_0.75 LW_ENA

-F901 24255 3A
-XJ11 2/1 -F902 1/1
-F902 24260 15A
-XJ11 3/1 -F903 1/1
-F903 24260 15A
-XJ11 4/1 -F904 1/1
-F904 24261 20A

GREY_1.5 LW_CTRL
YELLOW_0.75 SW-
-D1001 1N4005 1A
C/5 -/5 NO/5 +/5 GREY_1.5 SUMP_LT

1A 1N4005 -D1003
1A 1N4005 -D1005

14077 /22.B6 INPUT- -S1003a
YELLOW_0.75 SW-
-S1002a
-/5 +/5 WHITE_0.75 LW_P2_CTRL
NC/5 NO/5 C/5 14077
WHITE_1.5 LW_P2_CTRL
WHITE_0.75 LW_ENA

-X18a 2/6 *
-K1002a
24571
12Vdc, 30/20A
86/5 85/5 30/5 87/5
YELLOW_1.5 INPUT-

-X.17 4/11 -X17 4/11 RED_4 LWP1_OUT +/2 -M13A Rule 2000 GPH 8,4 A /2 YELLOW_4 INPUT-
BAITWELL PUMP

See next page fo alternative pump control

-X.17 5/11 -X17 5/11 RED_4 LWP2_OUT +/2 -M13B Rule 2000 GPH 8,4 A /2 YELLOW_4 INPUT-
LIVEWELL FENDERBOX PUMP

GREY_1.5 SUMP_LT
1A 1N4005 -D1006
YELLOW_0.75 SW-
-S1006
-/5 +/5 WHITE_0.75 DW_CTRL
NC/5 NO/5 C/5 14077
WHITE_1.5 DW_CTRL

-H1001 LIGHT BAITWELL
Generic, 1A max.
/22.B6 INPUT-
RED_4 LWP2_IN
RED_4 LWP1_IN

-K1003
24571
12Vdc, 30/20A
86/5 85/5 30/5 87/5
YELLOW_1.5 INPUT-

-X17 1/11 -X.17 1/11 RED_6 DECK_WASH_IN
-X17 2/11 -X.17 2/11 RED_4 LWP1_IN
-X17 3/11 -X.17 3/11 RED_4 LWP2_IN
RED_6 DECK_WASH_IN

-M15 Aqua Jet WD 5.2 185W
RED_6 DECK_WASH +/2 /2 YELLOW_6 INPUT-
DECK WASH PUMP

H1005b Optional, used when fenderbox livewell light is to be controlled from tackle station panel. Otherwise use H1005a.

-H1005b LIGHT FENDERBOX LIVEWELL
Generic, 1A max.

-S1004 14075
YELLOW_0.75 SW-
-/5 +/5 WHITE_1.5 LW_VALVE
NC/5 NO/5 C/5 WHITE_0.75 LW_ENA
WHITE_1.5 LW_VALVE

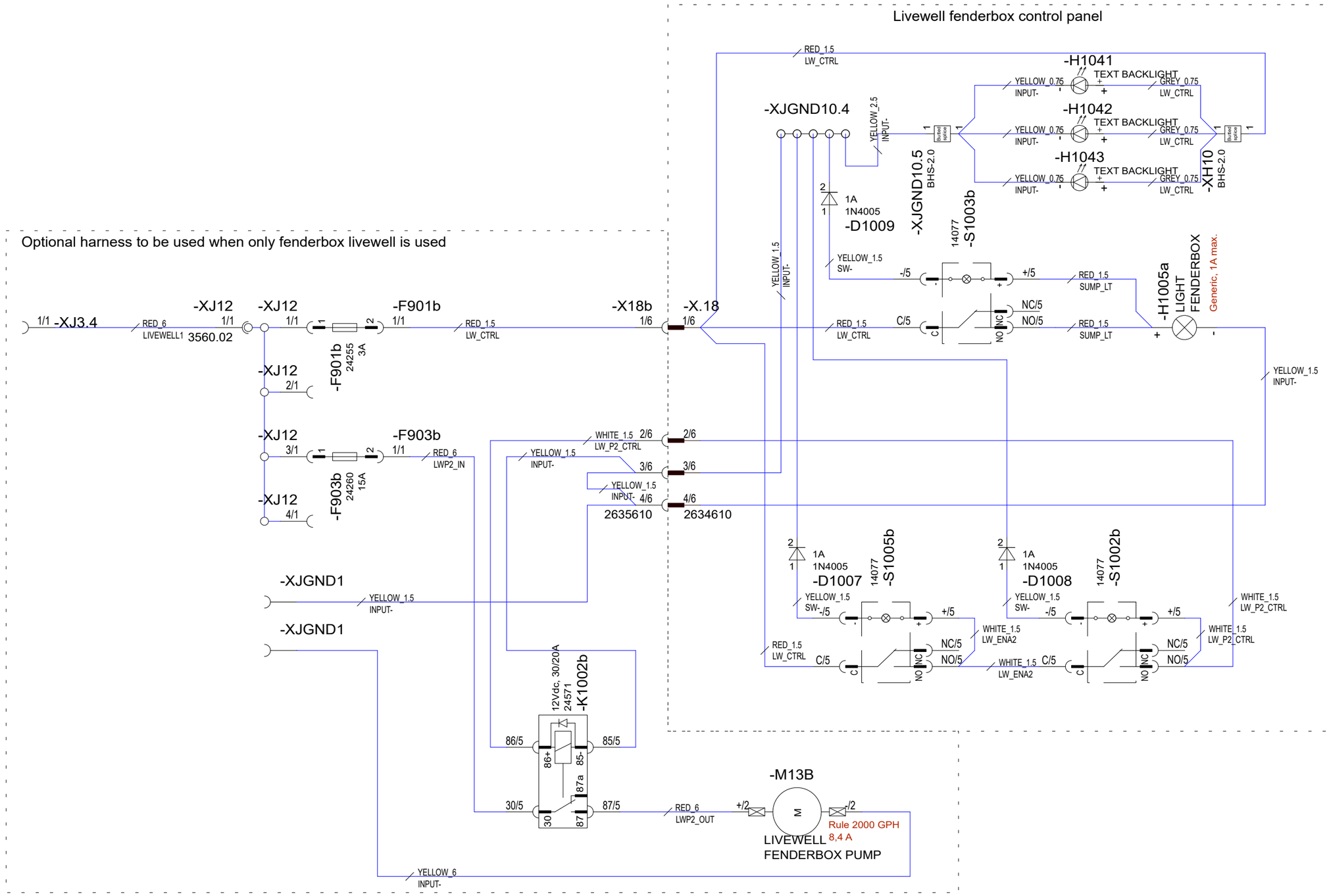
BAITWELL DRAIN VALVE
NC -L1 A1 -L1 A2 -L1
YELLOW_1.5 INPUT-

-X18a 3/6 * YELLOW_1.5 INPUT-
-X18a 4/6 * YELLOW_1.5 INPUT-

-X.17 11/11 -X17 11/11 YELLOW_1.5 INPUT-
YELLOW_2.5 INPUT-
-X17 8/11 -X.17 8/11 YELLOW_2.5 INPUT-
-X17 9/11 -X.17 9/11 YELLOW_1.5 INPUT- /22.A4
-X17 6/11 -X.17 6/11
YELLOW_6 INPUT-
YELLOW_4 INPUT-
-XJGND1

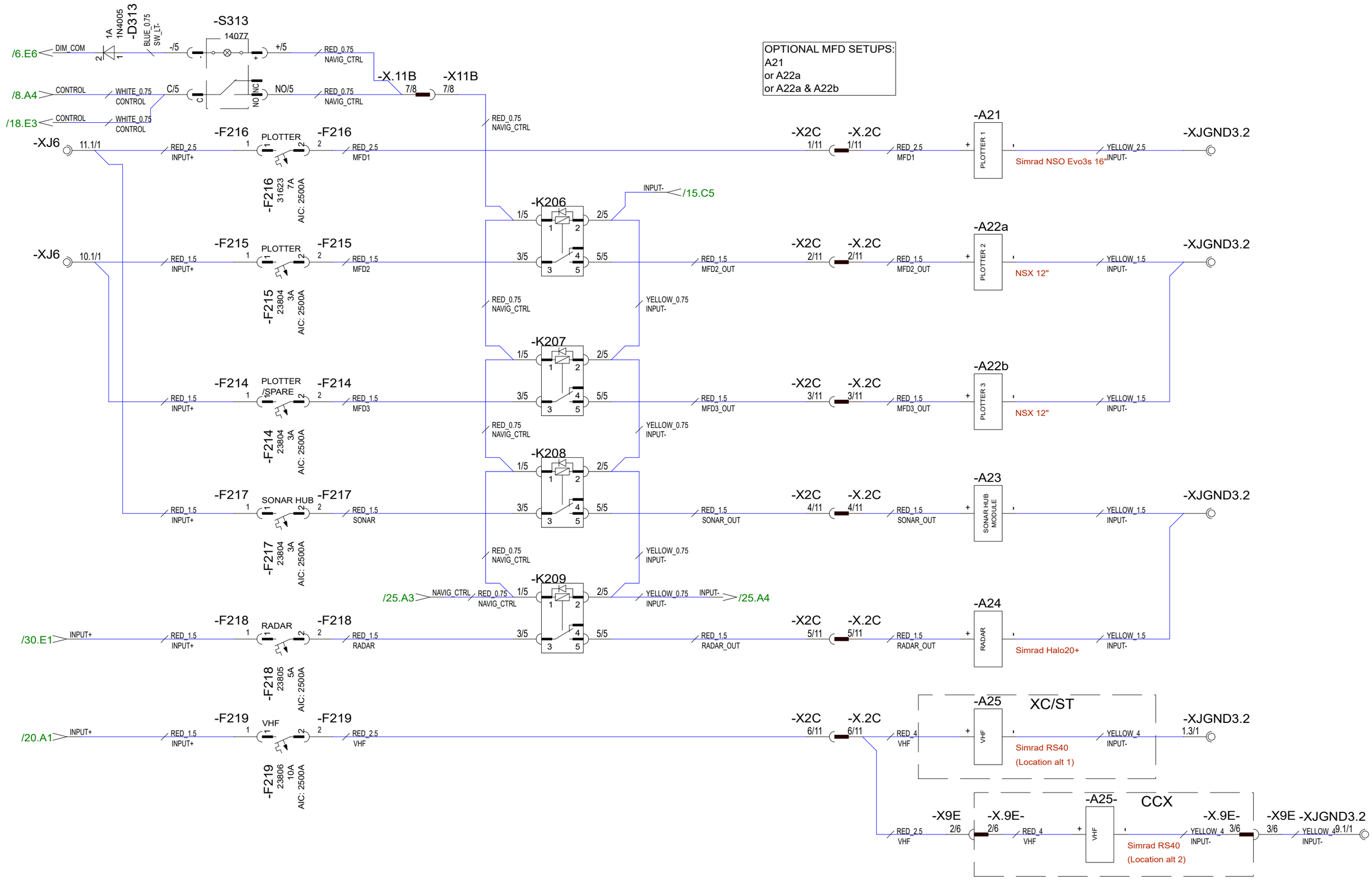
6.5.2024	PF	C5: 2005089; New page	Date	6.5.2024	Axopar		DIAGRAM 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF	Boat	Sub-product code	Product code Project ID
1.10.2024	PF	C7: 2005259; M13C -> M15 (funct. pump->deckwash), Fbox ctrl added	Sheet rev.	7	28 MK3	CCX LIVEWELL	HL 22 / 106
Date of modification	Modified by	Description	Project rev.	C	Boat model	Title	Loc Sheet

NAVIX
Copyright by

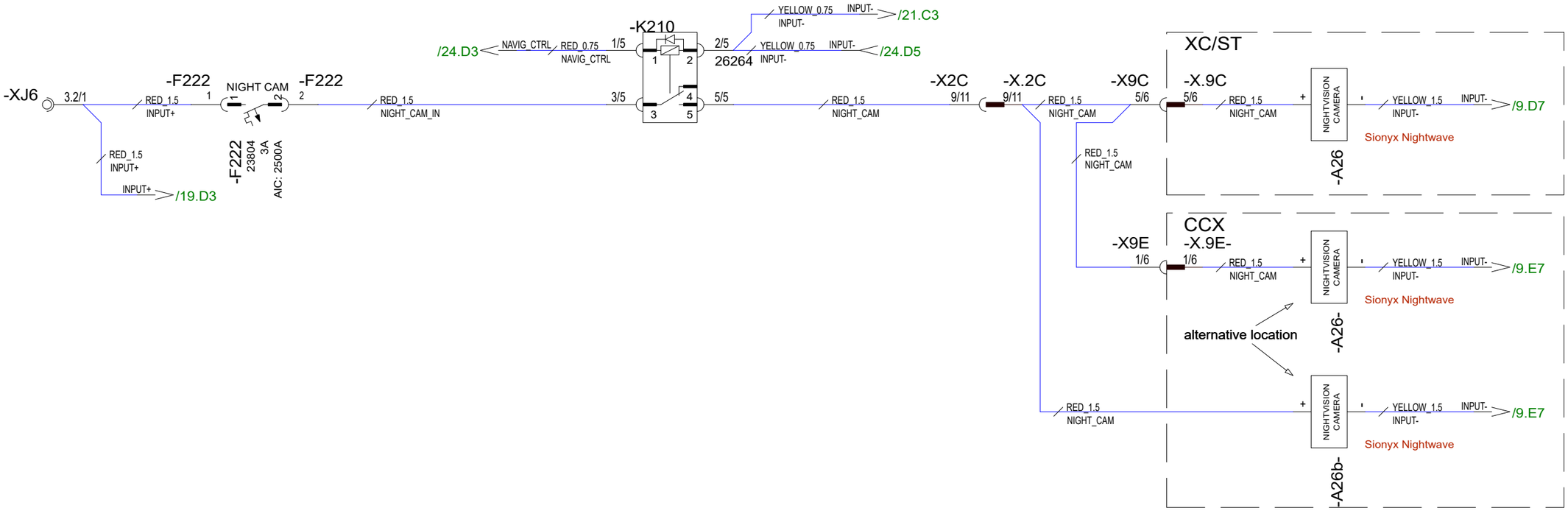


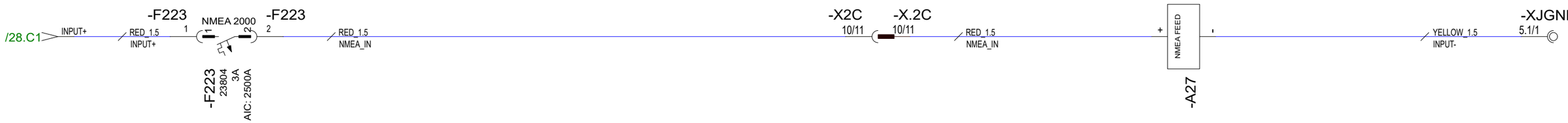
			Date	11.10.2024	NAVIX	Axopar		DIAGRAM / 2004468
			Drawing by	PF				
1.10.2024	PF	C7: 2005259; New sheet, added fenderbox livewell panel and harness	Sheet rev.	7		28 MK3	CCX LIVEWELL FENDER BOX	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 23 / 106 Sheet

Boat: Axopar | Sub-product code: | Product code: DIAGRAM | Project ID: 2004468

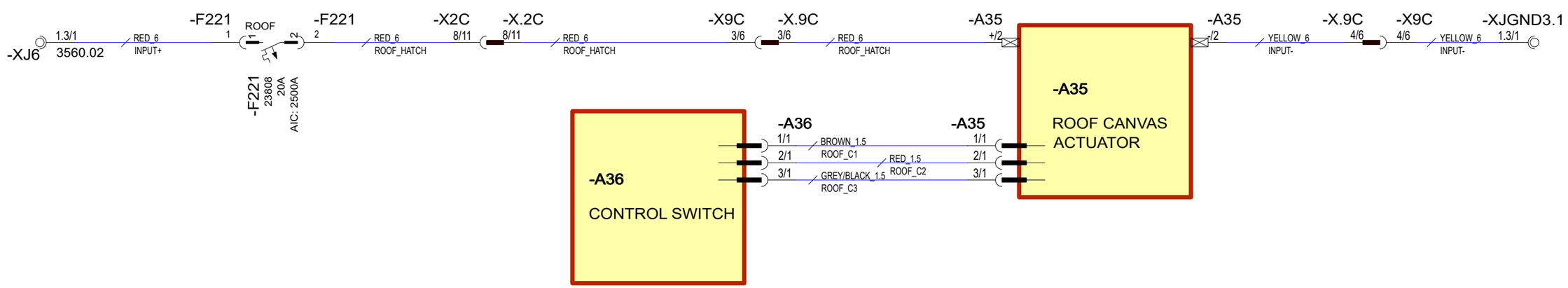


Date of modification	Modified by	Description						
23.4.2024	PF	C5: 2005089;++: K206..K209 & S312 for nav eq., A25- alt. VHF loc in CCX	Date	22.3.2023	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7	Copyright by	28 MK3	NAVIGATION & COMMUNICATION	HL / Loc
			Project rev.	C		Boat model	Title	24 / 106 Sheet

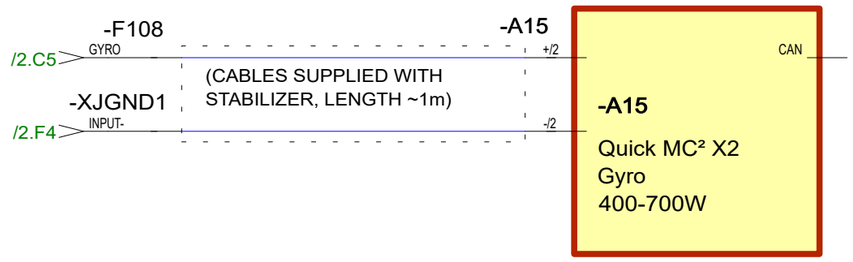




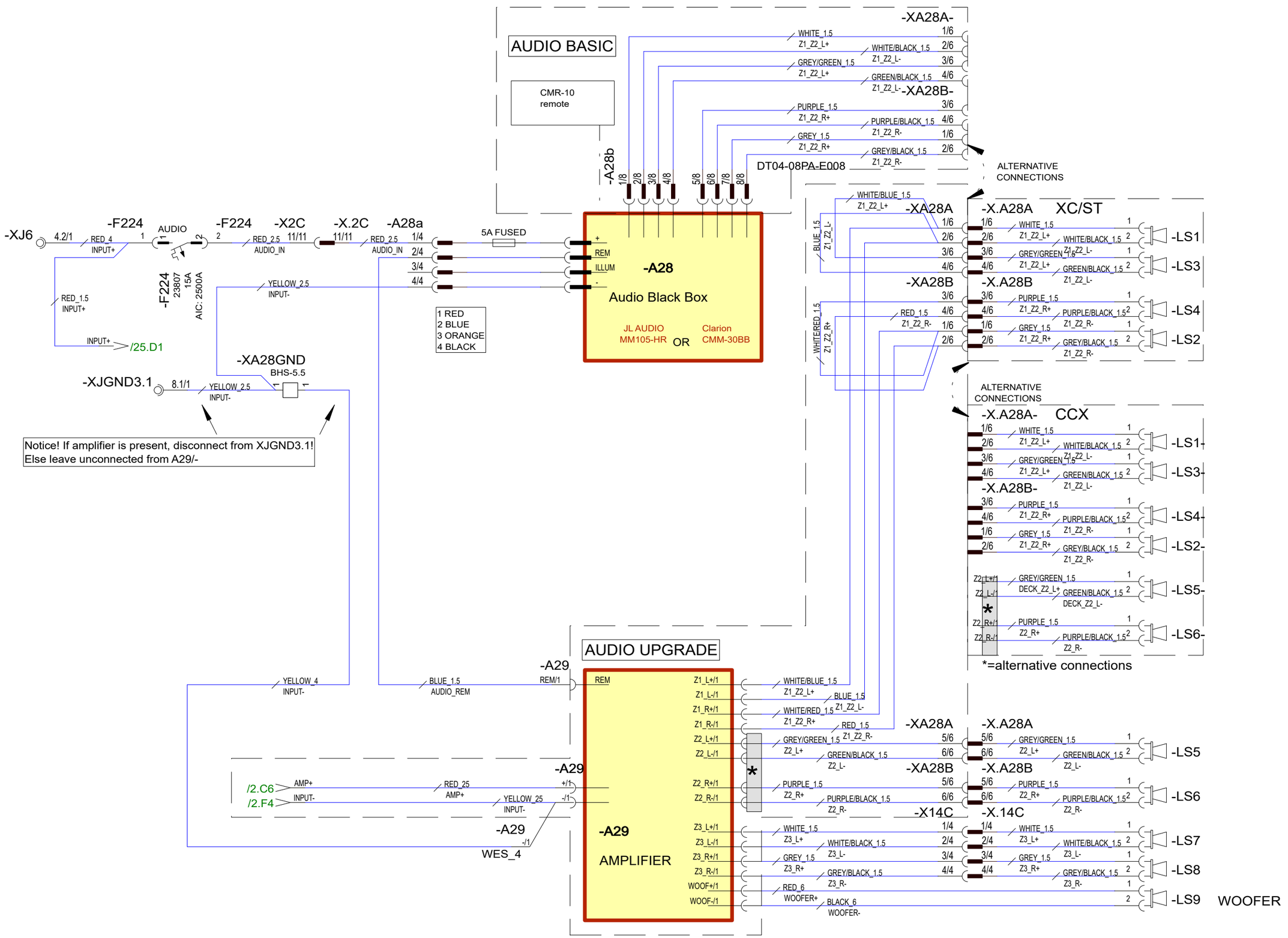
23.4.2024	PF	C5: 2005089; CCX reference and K210 added	Date	22.3.2023	Copyright by	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; A26b- added, alt location for camera feed in CCX	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	CAMERA, BUS FEED	HL	25 / 106
Date of modification	Modified by	Description	Project rev.	C		Boat model	Title	Loc	Sheet



Date of modification	Modified by	Description						
23.4.2024	PF	C5: 2005089; Not modified	Date	20.3.2023	Copyright by	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	ROOF	HL
			Project rev.	C		Boat model	Title	Loc / 26 / 106 Sheet



23.4.2024	PF	C5: 2005089; Not modified	Date 20.3.2023	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev. 7		28 MK3	STABILIZER	HL	27 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

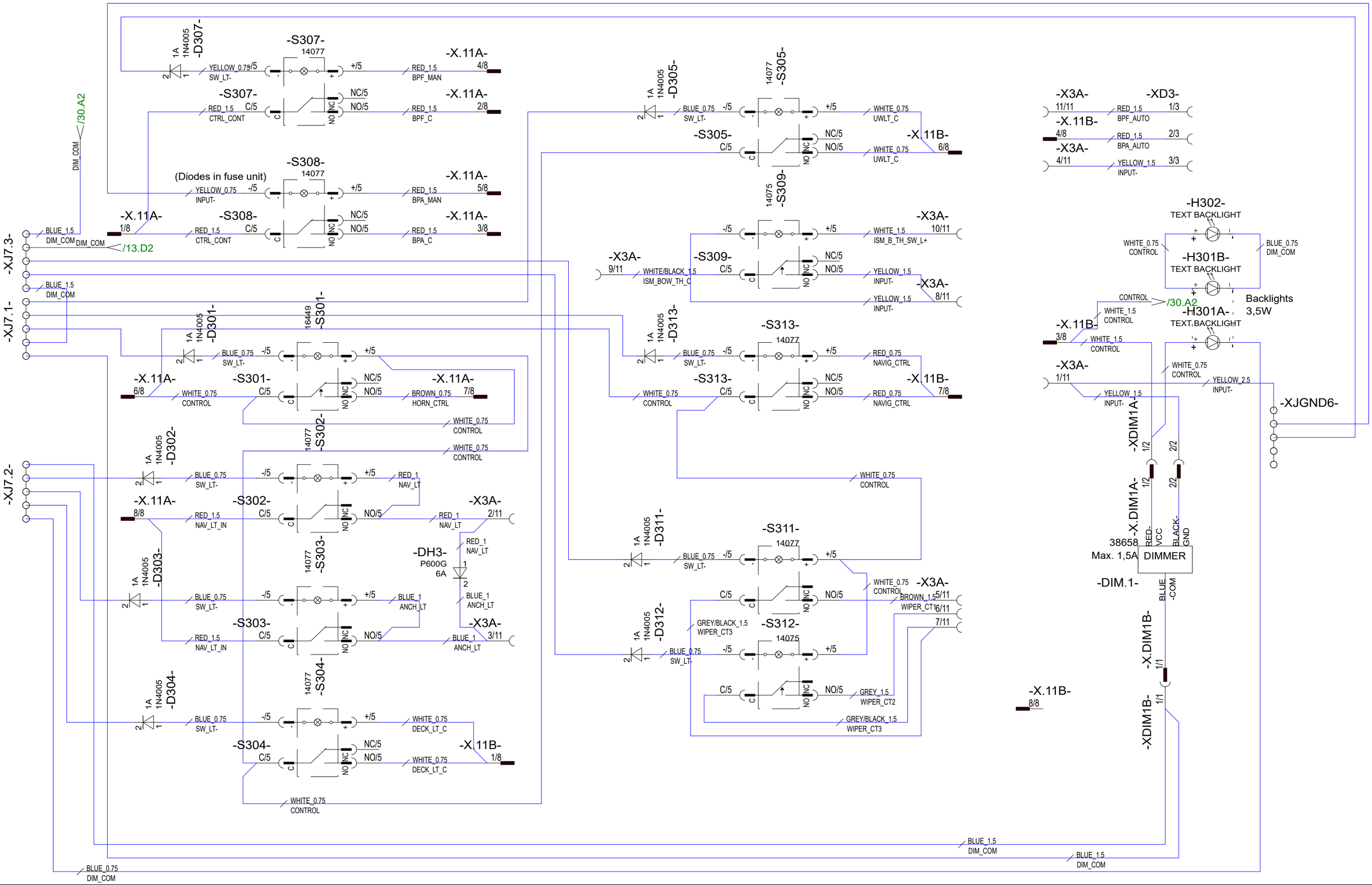


Date of modification	Modified by	Description
23.4.2024	PF	C5: 2005089; CCX reference added, option pages combined
8.8.2024	PF	C6: 2005089; Not modified
1.10.2024	PF	C7: 2005259; LS5-&LS6- (for CCX) added to deck harness

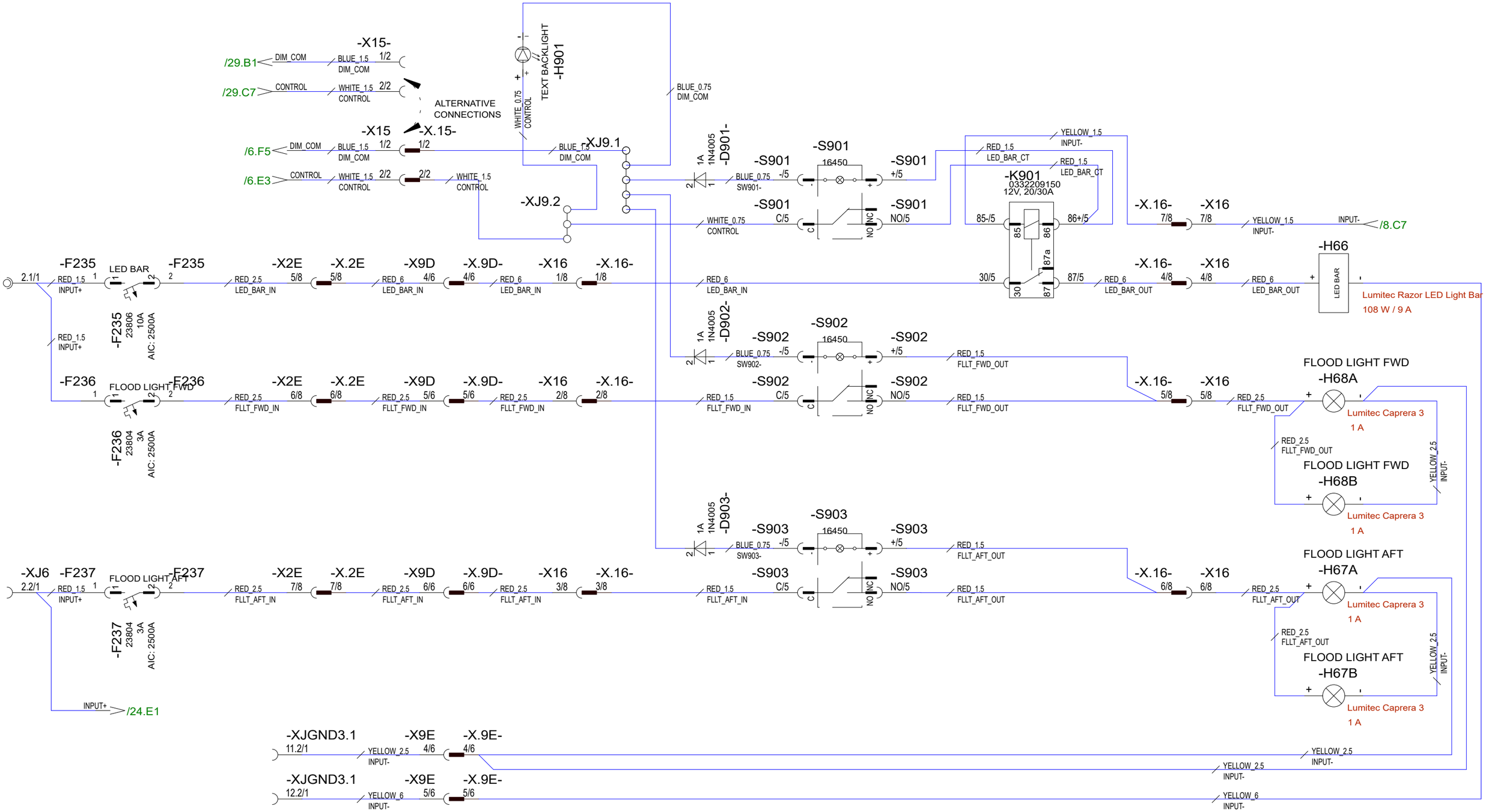
Date	22.3.2023
Drawing by	PF
Sheet rev.	7
Project rev.	C

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Axopar Boat		DIAGRAM Product code	2004468 Project ID
28 MK3 Boat model	AUDIO SYSTEM Title	HL Loc	28 / 106 Sheet

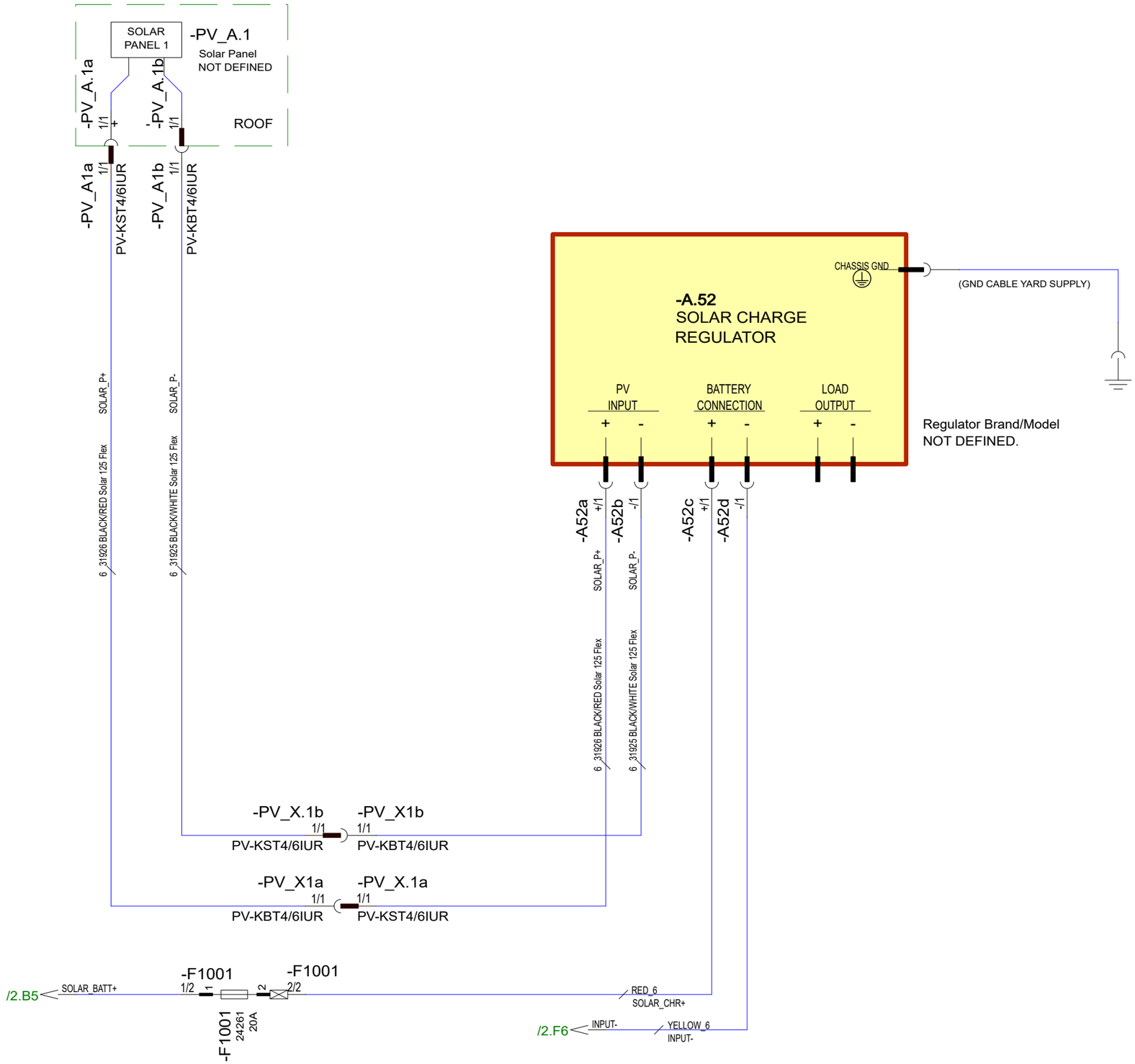


23.4.2024	PF	C5: 2005089; New page	Date	22.4.2024	NAVIX	Axopar		DIAGRAM	2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	LP SWITCH PANEL	HL	29 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



23.4.2024	PF	C5: 2005089; New page	Date	19.4.2024	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF				
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	CCX LIGHT CONTROL PANEL	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 30 / 106 Sheet

Boat: Axopar | Sub-product code | Product code: DIAGRAM | Project ID: 2004468



7.5.2024	PF	C5: 2005089; New page	Date	7.5.2024	NAVIX	Axopar		DIAGRAM / 2004468
8.8.2024	PF	C6: 2005089; Not modified	Drawing by	PF				
1.10.2024	PF	C7: 2005259; Not modified	Sheet rev.	7		28 MK3	SOLAR CHARGE REGULATOR / HL	31/ 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title / Loc	Sheet

Boat: Axopar | Sub-product code: | Product code: DIAGRAM | Project ID: 2004468

Select one

- 38910 MAIN SWITCH UNIT MANUAL SE
- 38909 MAIN SWITCH UNIT REMOTE SE
- 38682 MAIN SWITCH UNIT REMOTE
- 38683 MAIN SWITCH UNIT MANUAL

38698 POWER STEER CABLES NO JPO

Select one

- 39779 CHARGER CABLES 1 ENGINE
- 38679 CHARGER CABLES

38684 MAIN FUSE PANEL

38688 BOW THRUSTER UNIT

- 38699 BOW ANCHOR WINCH CABLES
- 38680 BOW THRUSTER CABLES

41389 CCX SOLAR CABLES

Select one

- 39911 BATTERY CABLES V10
- 38677 BATTERY CABLES

(Additional, optional)

38678 DUAL ENGINE BATTERY CABLES

Only with remote main switches

38687 MAIN SWITCH CONTROL PANEL

Select one

- 41638 AUDIO BASIC ADAPTER
- 38681 AUDIO UPGRADE CABLES

Select one

- 41385 CCX ROOF HARNESS
- 38691 ROOF HARNESS XC

(Used also for ST)

41388 CCX LIGHT CONTROL PANEL

Select one

- 41487 LIGHT SWITCH MAIN CABIN OPEN NON-LP
- 41486 LIGHT SWITCH MAIN CABIN OPEN LP
- 41391 LIGHT SWITCH MAIN CABIN NON-LP*
- 40494 LIGHT SWITCH MAIN CABIN LP

* 1-2 pieces needed

38689 HULL HARNESS

39924 DECK HARNESS

39923 MICROCABIN HARNESS

38911 LIGHT SWITCH **

Select one

- 38911 LIGHT SWITCH **
- 41390 LIGHT SWITCH AFT CABIN LP

** Multiples of same product

38692 AFT CABIN HARNESS

41386 CCX MACERATOR PANEL

Select one

- 38686 SWITCH PANEL
- 39236 SWITCH PANEL EXTENDED

38693 BILGE POWER AVAILABILITY PANEL

Select one

- 40139 FUSE UNIT ANTH
- 41298 BAMBOO FUSE UNIT

Standalone products:

40505 12V OUTLET AIRCOMP PANEL

- 41387 CCX LIVEWELL CONTROL PANEL
- 42475 CCX LIVEWELL HARNESS FENDERBOX
- 42474 CCX LIVEWELL CONTROL PANEL FENDERBOX

Combinations:
41387
OR 41387 AND 42474
OR 42474 AND 42475

Date of modification	Modified by	Description
27.5.2024	PF	C5: 2005089; New page
8.8.2024	PF	C6: 2005089; Structure updated
1.10.2024	PF	C7: 2005259; Structure updated

Date 30.4.2024
Drawing by PF
Sheet rev. 7
Project rev. C

NAVIX
Copyright by

Axopar — Boat
28 MK3 — Boat model
Sub-product code
DIAGRAM — Product code
2004468 — Project ID
PRODUCT STRUCTURE — Title
HL — Loc
32 / 106 — Sheet

AFT HULL

-A20#1 FRIDGE

+	FRIDGE_2	-X.7A:7	RED_6
-	INPUT-	-X.7A:8	YELLOW_6

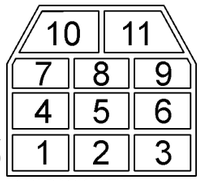
22821 — 1300 mm — NW10 PP-MOD BLACK — 3000 mm

-X.7A#1 DECK HARNESS

1	STB_TRIM+	-A14A:1	RED_2.5
2	STB_TRIM-	-A14A:2	GREY_2.5
3	PORT_TRIM+	-A14B:1	RED_2.5
4	PORT_TRIM-	-A14B:2	GREY_2.5
5	UW_LIGHT	-H37:+, -H38:+	RED_2.5,RED_2.5
6	INPUT-	-H37:-, -H38:-	YELLOW_2.5,YELLOW_2.5
7	FRIDGE_2	-A20:+	RED_6
8	INPUT-	-A20:-	YELLOW_6
9	BPA_AUTO	-M4A:Auto.	RED_4
10	BPA_MAN	-M4A:Man.	RED_4
11	INPUT-	-M4A:-	YELLOW_4

2639010

-X.7A
2639010



(11N BACK VIEW)

100 mm — 800 mm — 35734 — 700 mm — NW17 PP-MOD BLACK - SPLITTED

Included
-A.14B
DT04-2P
16461
16467
W2P
(Counterpart without pins)





-A14B
DT06-2S
10930002
10930102
W2S

-A14A
DT06-2S
10930002
10930102
W2S



-A14A#1 TRIM TAB STBD

1	STB_TRIM+	-X.7A:1	RED_2.5
2	STB_TRIM-	-X.7A:2	GREY_2.5

DT06-2S

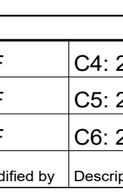
400 mm — 27041 — 300 mm — NW7.5 PP-MOD BLACK
550 mm — 22822 — 550 mm — NW13 PP-MOD BLACK
300 mm — 22823 — 300 mm — NW17 PP-MOD BLACK
250 mm — 22821 — 250 mm — NW10 PP-MOD BLACK
300 mm — 27041 — 200 mm — NW7.5 PP-MOD BLACK

TRIM TAB PORT -A14B#1

RED_2.5	-X.7A:3	PORT_TRIM+	1
GREY_2.5	-X.7A:4	PORT_TRIM-	2

DT06-2S

Included
-A.14A
DT04-2P
16461
16467
W2P
(Counterpart without pins)



-H38#1 UW LIGHT

+	UW_LIGHT	-X.7A:5	RED_2.5
-	INPUT-	-X.7A:6	YELLOW_2.5

300 mm — 27041 — 200 mm — NW7.5 PP-MOD BLACK

UW LIGHT -H37#1

RED_2.5	-X.7A:5	UW_LIGHT	+
YELLOW_2.5	-X.7A:6	INPUT-	-

200 mm — 27041 — 100 mm — NW7.5 PP-MOD BLACK

BILGE PUMP AFT -M4A#1

RED_4	-X.7A:10	BPA_MAN	Man.
RED_4	-X.7A:9	BPA_AUTO	Auto.
YELLOW_4	-X.7A:11	INPUT-	-

300 mm — 22821 — 200 mm — NW10 PP-MOD BLACK

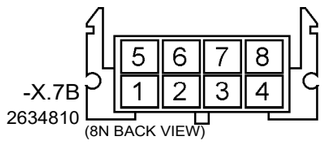
FDW HULL

-X.7B#1

1	FW_PUMP	-M11:+	RED_2.5
2	INPUT-	-M11:-	YELLOW_2.5
3	BPF_AUTO	-M3:Auto.	RED_2.5
4	BPF_MAN	-M3:Man.	RED_2.5
5	INPUT-	-M3:-	YELLOW_2.5
6	GW_PUMP	-M14:+	RED_4
7	INPUT-	-M14:-	YELLOW_4
8	VALVE_GND	-L2bGND:1, -L2aGND:1	YELLOW/GREEN_2.5,YELLOW/GREEN_2.5

2634810

-X.7B
2634810



(8N BACK VIEW)

1700 mm — 22821 — 1700 mm — NW10 PP-MOD BLACK

GREY WATER PUMP -M14#1

RED_4	-X.7B:6	GW_PUMP	+
YELLOW_4	-X.7B:7	INPUT-	-

200 mm

FRESH WATER PUMP -M11#1

RED_2.5	-X.7B:1	FW_PUMP	+
YELLOW_2.5	-X.7B:2	INPUT-	-

100 mm

800 mm — 22821 — 700 mm — NW10 PP-MOD BLACK
22821 — 800 mm — NW10 PP-MOD BLACK
900 mm — 27041 — 50 mm — NW7.5 PP-MOD BLACK
100 mm

BILGE PUMP FWD -M3#1

RED_2.5	-X.7B:4	BPF_MAN	Man.
RED_2.5	-X.7B:3	BPF_AUTO	Auto.
YELLOW_2.5	-X.7B:5	INPUT-	-

300 mm — 27041 — 300 mm — NW7.5 PP-MOD BLACK

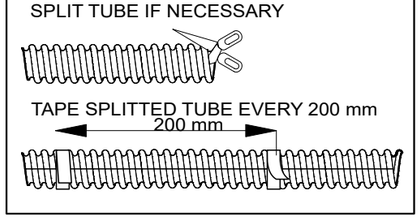
VALVE OUTLET GND -L2bGND#1

100 mm — 21693 — 50 mm — NW4.5 PP-MOD BLACK — YELLOW/GREEN_2.5 — -X.7B:8 — VALVE_GND — 1

VALVE INLET GND -L2aGND#1

300 mm — 21693 — 250 mm — NW4.5 PP-MOD BLACK — YELLOW/GREEN_2.5 — -X.7B:8 — VALVE_GND — 1

SPLIT TUBE IF NECESSARY



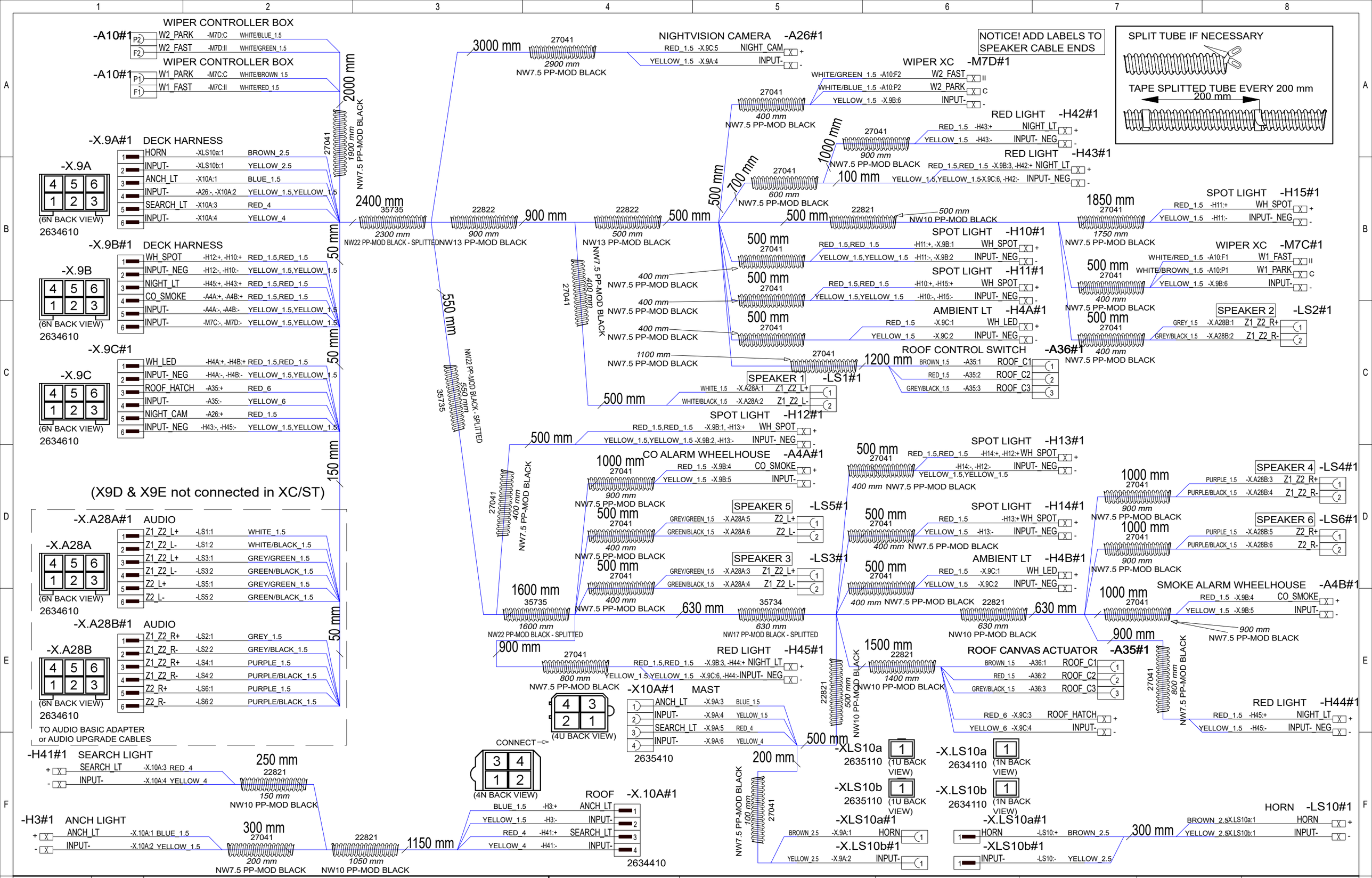
TAPE SPLITTED TUBE EVERY 200 mm
200 mm

Date of modification	Modified by	Description
8.5.2024	PF	C4: 2005089; A20, M14 & trim tab counter connectors added
8.8.2024	PF	C5: 2005089; Length changes
14.10.2024	PF	C6: 2005259; Valve gnds added, fridge moved

Date 6.4.2023
Drawing by PF
Sheet rev. 6
Project rev. C

NAVIX
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Axopar (Boat)	Sub-product code	38689 (Product code)	2004468 (Project ID)
28 MK3 (Boat model)	HULL HARNESS (Title)	HL (Loc)	33 / 106 (Sheet)



8.8.2024	PF	C5: 2005089; Mast harness: X10B removed, XLS10 added	Date	22.3.2023	NAVIX	Axopar		38691 / 2004468
7.10.2024	PF	C6: 2005259; H10&H11->spot lt, H42-H45 added, lt naming changed	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
13.5.2024	PF	C4: 2005089; Second wiper added, CCX adaptations	Sheet rev.	6		28 MK3	ROOF HARNESS XC	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 34 / 106 Sheet

NOTICE! ADD LABELS WHERE INDICATED

-A10-#1 WIPER CONTROLLER BOX
P2 W2_PARK -M7D-:C WHITE/BLUE_1.5
F2 W2_FAST -M7D-:II WHITE/GREEN_1.5

-A10-#1 WIPER CONTROLLER BOX
P1 W1_PARK -M7C-:C WHITE/BROWN_1.5
F1 W1_FAST -M7C-:II WHITE/RED_1.5

2000 mm
27041 1900 mm NW7.5 PP-MOD BLACK

-M7D-#1 WIPER CCX
W2_FAST -A10-:F2 WHITE/GREEN_1.5
W2_PARK -A10-:P2 WHITE/BLUE_1.5
INPUT- -X.9B-:6 YELLOW_1.5
500 mm

-H4A-#1 AMBIENT LT
WH_LED -X.9C-:1 RED_1.5
INPUT- NEG -X.9C-:2 YELLOW_1.5
27041 250 mm NW7.5 PP-MOD BLACK

-X.9A-#1
1 HORN -LS10-:+ BROWN_2.5
2 INPUT- -LS10-:-, -X16:7 YELLOW_2.5,YELLOW_1.5
3 ANCH_LT -H3-:+ BLUE_1.5
4 INPUT- -H3-:-, -A26-:- YELLOW_1.5,YELLOW_1.5
5 SEARCH_LT -H41-:+ RED_4
6 INPUT- -H41-:- YELLOW_4
-X.9A- 2634610 (6N BACK VIEW)

2400 mm
35735 2300 mm NW22 PP-MOD BLACK - SPLITTED
50 mm

-X.9B-#1
1 WH_SPOT -H13-:+, -H10-:+ RED_1.5,RED_1.5
2 SPOT_DIM- -H13-:-, -H10-:- YELLOW_1.5,YELLOW_1.5
3 NIGHT_LT -H45-:+, -H43-:+ RED_1.5,RED_1.5
4 N/C
5 N/C
6 INPUT- -M7D-:-, -M7C-:- YELLOW_1.5,YELLOW_1.5
-X.9B- 2634610 (6N BACK VIEW)
50 mm

-X.9C-#1
1 WH_LED -H4A-:+ RED_1.5
2 INPUT- NEG -H4A-:- YELLOW_1.5
3
4
5
6
-X.9C- 2634610 (6N BACK VIEW)

-X.9D-#1
1 INPUT- NEG -H43-:-, -H45-:- YELLOW_1.5,YELLOW_1.5
2 NAV_LT -H1-:+, -H2-:+ RED_1.5,RED_1.5
3 INPUT- -H1-:-, -H2-:- YELLOW_1.5,YELLOW_1.5
4 LED_BAR_IN -X16:1 RED_6
5 FLLT_FWD_IN -X16:2 RED_2.5
6 FLLT_AFT_IN -X16:3 RED_2.5
-X.9D- 2634610 (6N BACK VIEW)
50 mm

-X.9E-#1
1 NIGHT_CAM -A26-:+ RED_1.5
2 VHF -A25-:+ RED_4
3 INPUT- -A25-:- YELLOW_4
4 INPUT- -H68A:-, -H67A:- YELLOW_2.5,YELLOW_2.5
5 INPUT- -H66:- YELLOW_6
6
-X.9E- 2634610 (6N BACK VIEW)
50 mm

-X.A28A-#1 AUDIO
TO AUDIO BASIC ADAPTER or AUDIO UPGRADE CABLES
1 Z1_Z2_L+ -LS1-:1 WHITE_1.5
2 Z1_Z2_L- -LS1-:2 WHITE/BLACK_1.5
3 Z1_Z2_L+ -LS3-:1 GREY/GREEN_1.5
4 Z1_Z2_L- -LS3-:2 GREEN/BLACK_1.5
5
6
-X.A28A- 2634610 (6N BACK VIEW)
50 mm

-X.A28B-#1 AUDIO
1 Z1_Z2_R+ -LS2-:1 GREY_1.5
2 Z1_Z2_R- -LS2-:2 GREY/BLACK_1.5
3 Z1_Z2_R+ -LS4-:1 PURPLE_1.5
4 Z1_Z2_R- -LS4-:2 PURPLE/BLACK_1.5
5
6
-X.A28B- 2634610 (6N BACK VIEW)
50 mm

500 mm
350 mm
400 mm
800 mm
NW13 PP-MOD BLACK 800 mm
22822 800 mm NW17 PP-MOD BLACK - SPLITTED
400 mm
35735 400 mm NW22 PP-MOD BLACK - SPLITTED
35734 800 mm NW17 PP-MOD BLACK - SPLITTED
350 mm

SPEAKER 1 -LS1-#1
WHITE_1.5 -X.A28A-:1 Z1_Z2_L+ 1
WHITE/BLACK_1.5 -X.A28A-:2 Z1_Z2_L- 2
500 mm

-H42-#1 RED LIGHT
NIGHT_LT -H43-:+ RED_1.5
INPUT- NEG -H43-:- YELLOW_1.5
350 mm

-H43-#1 RED LIGHT
NIGHT_LT -X.9B-:3, -H42-:+ RED_1.5,RED_1.5
INPUT- NEG -X.9D-:1, -H42-:- YELLOW_1.5,YELLOW_1.5
350 mm

FLOOD LIGHT FWD -H68A#1
RED_2.5,RED_2.5 -X16:5, -H68B:+ FLLT_FWD_OUT +
YELLOW_2.5,YELLOW_2.5 -H68B:-, -X.9E-:4 INPUT- -

NAV LIGHT PORT -H1-#1
RED_1.5 -X.9D-:2 NAV_LT
YELLOW_1.5 -X.9D-:3 INPUT-

SEARCH LIGHT -H41-#1
RED_4 -X.9A-:5 SEARCH_LT
YELLOW_4 -X.9A-:6 INPUT-

LED BAR -H66#1
RED_6 -X16:4 LED_BAR_OUT +
YELLOW_6 -X.9E-:5 INPUT- -
400 mm

NW13 PP-MOD BLACK 800 mm
22822 300 mm NW10 PP-MOD BLACK
300 mm

WIPER CCX -M7C-#1
WHITE/RED_1.5 -A10-:F1 W1_FAST
WHITE/BROWN_1.5 -A10-:P1 W1_PARK
YELLOW_1.5 -X.9B-:6 INPUT-
500 mm

FLOOD LIGHT FWD -H68B#1
RED_2.5 -H68A:+ FLLT_FWD_OUT +
YELLOW_2.5 -H68A:- INPUT- -
500 mm

NAV LIGHT STB -H2-#1
RED_1.5 -X.9D-:2 NAV_LT
YELLOW_1.5 -X.9D-:3 INPUT-
350 mm

SPOT LIGHT -H10-#1
RED_1.5,RED_1.5 -H11-:+, -X.9B-:1 WH_SPOT
YELLOW_1.5,YELLOW_1.5 -H11-:-, -X.9B-:2 SPOT_DIM-
350 mm

VHF -A25-#1
RED_4 -X.9E-:2 VHF
YELLOW_4 -X.9E-:3 INPUT-
250 mm

-X16#1
1 RED_6 -X.9D-:4 LED_BAR_IN
2 RED_2.5 -X.9D-:5 FLLT_FWD_IN
3 RED_2.5 -X.9D-:6 FLLT_AFT_IN
4 RED_6 -H66:+ LED_BAR_OUT
5 RED_2.5 -H68A:+ FLLT_FWD_OUT
6 RED_2.5 -H67A:+ FLLT_AFT_OUT
7 YELLOW_1.5 -X.9A-:2 INPUT-
8

-X16 2635810 (8U BACK VIEW)
8 7 6 5
4 3 2 1

250 mm
22822 150 mm NW13 PP-MOD BLACK
700 mm
NW17 PP-MOD BLACK - SPLITTED 700 mm
35734

SPOT LIGHT -H11-#1
RED_1.5 -H10-:+ WH_SPOT
YELLOW_1.5 -H10-:- SPOT_DIM-
500 mm
27041 400 mm NW7.5 PP-MOD BLACK
800 mm

SPEAKER 2 -LS2-#1
GREY_1.5 -X.A28B-:1 Z1_Z2_R+ 1
GREY/BLACK_1.5 -X.A28B-:2 Z1_Z2_R- 2
27041 700 mm NW7.5 PP-MOD BLACK

FLOOD LIGHT AFT -H67A#1
RED_2.5,RED_2.5 -X16:6, -H67B:+ FLLT_AFT_OUT +
YELLOW_2.5,YELLOW_2.5 -H67B:-, -X.9E-:4 INPUT- -
350 mm

HORN -LS10-#1
BROWN_2.5 -X.9A-:1 HORN
YELLOW_2.5 -X.9A-:2 INPUT-
1200 mm

SPEAKER 3 -LS3-#1
GREY/GREEN_1.5 -X.A28A-:3 Z1_Z2_L+ 1
GREEN/BLACK_1.5 -X.A28A-:4 Z1_Z2_L- 2
250 mm

-H44-#1 RED LIGHT
NIGHT_LT -H45-:+ RED_1.5
INPUT- NEG -H45-:- YELLOW_1.5
NW7.5 PP-MOD BLACK 250 mm
27041

SPOT LIGHT -H13-#1
RED_1.5,RED_1.5 -X.9B-:1, -H14-:+ WH_SPOT
YELLOW_1.5,YELLOW_1.5 -X.9B-:2, -H14-:- SPOT_DIM-
27041 600 mm NW7.5 PP-MOD BLACK
700 mm

SPOT LIGHT -H14-#1
RED_1.5 -H13-:+ WH_SPOT
YELLOW_1.5 -H13-:- SPOT_DIM-
250 mm

-H45-#1 RED LIGHT
NIGHT_LT -H44-:+, -X.9B-:3 RED_1.5,RED_1.5
INPUT- NEG -X.9D-:1, -H44-:- YELLOW_1.5,YELLOW_1.5
350 mm

SPEAKER 4 -LS4-#1
PURPLE_1.5 -X.A28B-:3 Z1_Z2_R+ 1
PURPLE/BLACK_1.5 -X.A28B-:4 Z1_Z2_R- 2
250 mm

NW7.5 PP-MOD BLACK 250 mm 27041
NW7.5 PP-MOD BLACK 150 mm 27041
NW7.5 PP-MOD BLACK 250 mm 27041
NW7.5 PP-MOD BLACK 350 mm

1100 mm
22822 1100 mm NW13 PP-MOD BLACK
350 mm
22822 350 mm NW13 PP-MOD BLACK

NW7.5 PP-MOD BLACK 250 mm
27041 250 mm
NW7.5 PP-MOD BLACK 400 mm
27041 500 mm

FLOOD LIGHT AFT -H67B#1
RED_2.5 -H67A:+ FLLT_AFT_OUT +
YELLOW_2.5 -H67A:- INPUT- -

ANCH LIGHT -H3-#1
NW7.5 PP-MOD BLACK 1000 mm
27041 1100 mm
BLUE_1.5 -X.9A-:3 ANCH_LT
YELLOW_1.5 -X.9A-:4 INPUT-

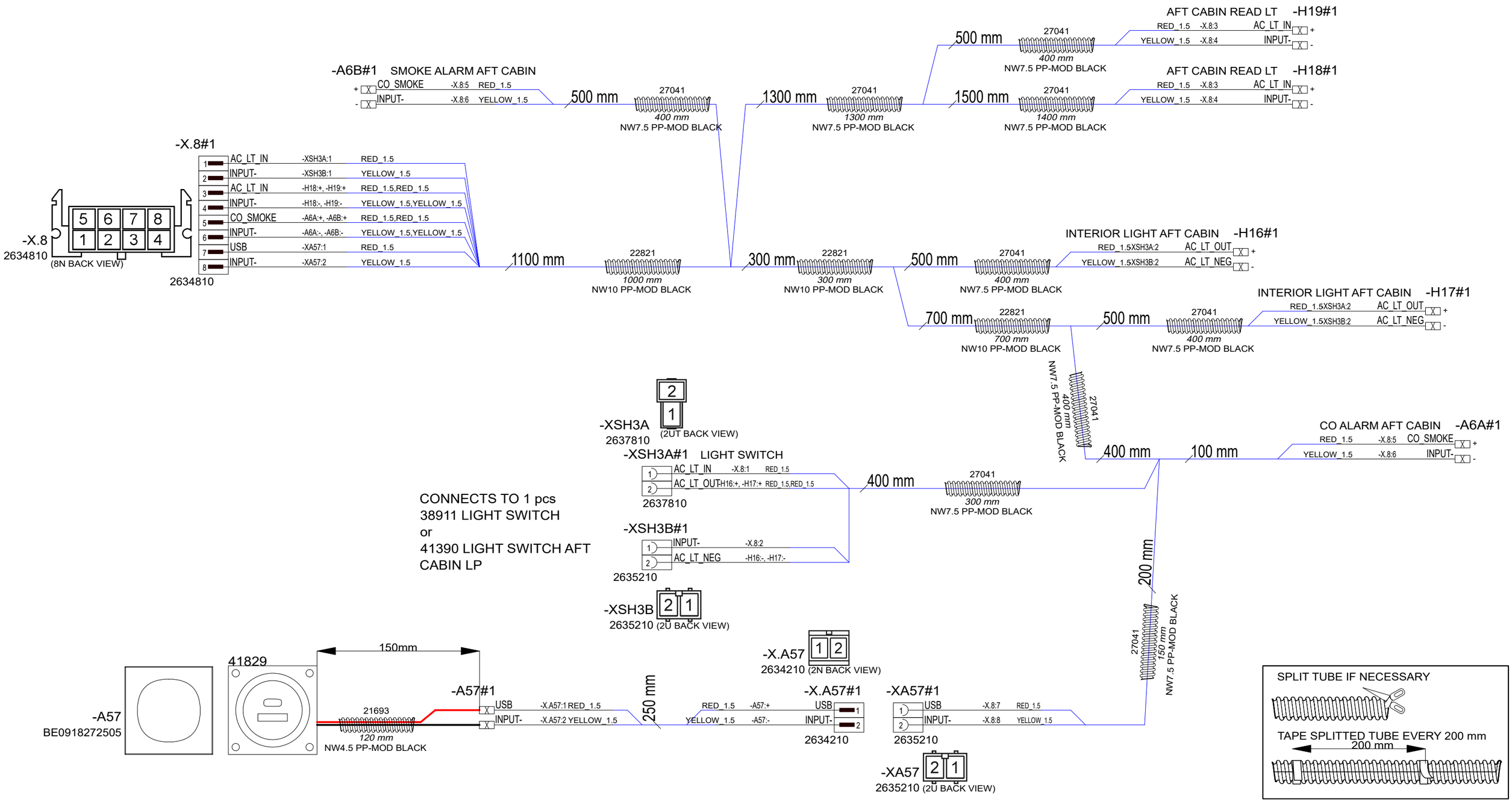
NIGHTVISION CAMERA -A26-#1
RED_1.5 -X.9E-:1 NIGHT_CAM
YELLOW_1.5 -X.9A-:4 INPUT-
3000 mm
27041 2900 mm NW7.5 PP-MOD BLACK

Date of modification	Modified by	Description
6.5.2024	PF	C1: 2005089; New product
14.10.2024	PF	C2: 2005259; H42-H45, H4A added, conduit changes

Date 19.4.2024
Drawing by PF
Sheet rev. 2
Project rev. C

NAVIX
Copyright by

Axopar — Boat
28 MK3 — Boat model
Sub-product code
41385 — Product code
2004468 — Project ID
CCX ROOF HARNESS — Title
HL — Loc
35 / 106 — Sheet



Date of modification	Modified by	Description
14.10.2024	PF	C5: 2005259; Branch & length changes, USB added
8.2.2024	PF	B3: 2005013; Added conduits
26.4.2024	PF	C4: 2005089; XSH3 -> XSH3A & XSH3B (Light pack modification)

Date	27.3.2023
Drawing by	PF
Sheet rev.	5
Project rev.	C

Copyright by

Axopar		38692	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	AFT CABIN HARNESS	HL	36 / 106
Boat model	Title	Loc	Sheet

CONNECTS TO FOLLOWING

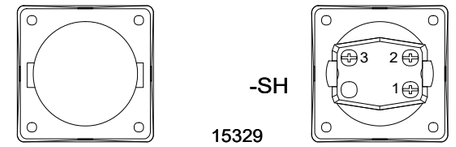
39923 MICRO CABIN HARNESS (1-2 PCS)

38292 AFT CABIN HARNESS (1 PCS)

FRAME

-SH

BE0918272505



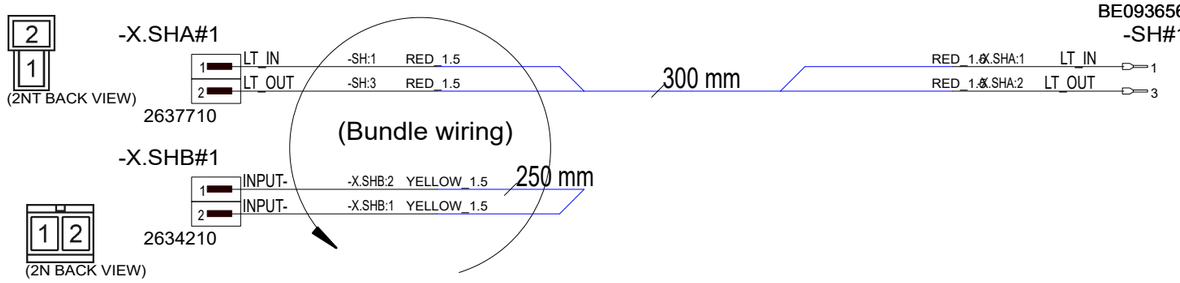
-SH

15329

BE0936562505

-SH#1

(BACK VIEW)



Customer: Only connect -X.SHB when product used in aft cabin. In multicabin leave unconnected.

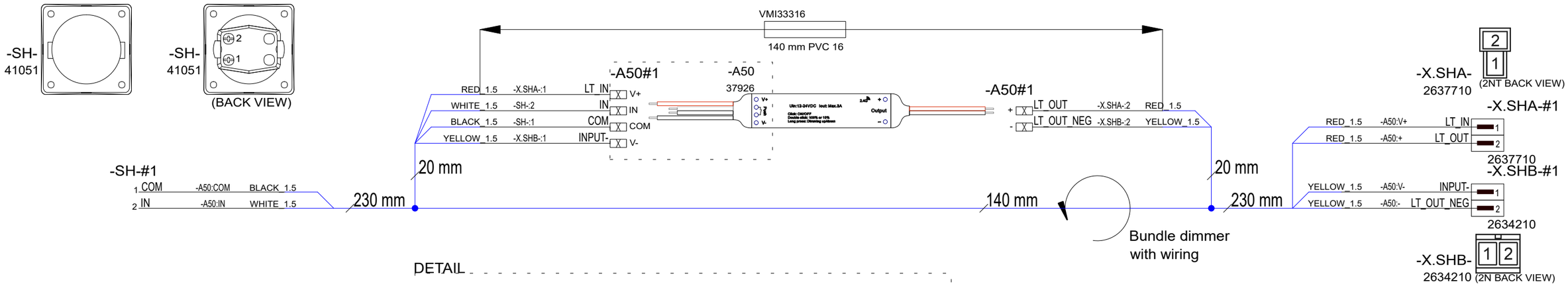
9.2.2024	PF	B1: 2004980, 2004968 - no effect	Date	26.4.2023	NAVIX	Axopar		38911	2004468
26.4.2024	PF	C2: 2005089; Minus wire & B-connector added, wire color changed	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2		28 MK3	LIGHT SWITCH	HL	37 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

CONNECTS TO FOLLOWING

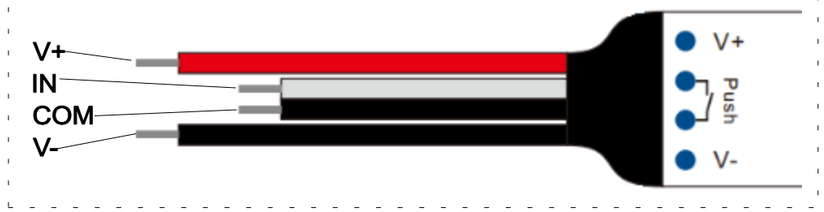
38692 AFT CABIN HARNESS 1 pcs

-SH-
BE0918272505

Cut dimmer wires to ~20mm



DETAIL

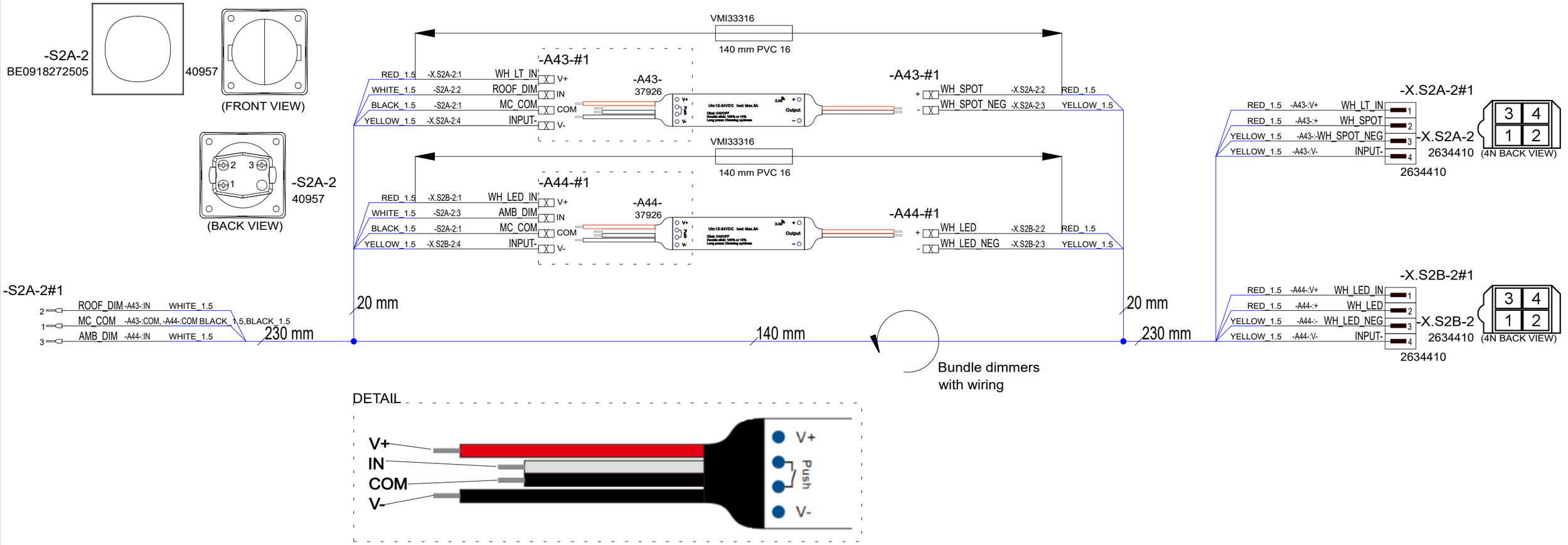


30.4.2024	PF	C1: 2005089; New product	Date	26.4.2024	NAVIX	Axopar		41390	2004468
			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	LIGHT SWITCH AFT CABIN LP	HL	38 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

CONNECTS TO FOLLOWING

39924 DECK HARNESS 1 pcs

Cut dimmer wires to ~20mm

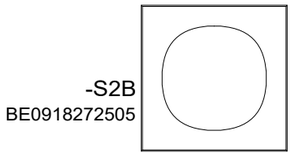


DETAIL

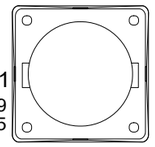
26.4.2024	PF	C1: 2005089; New product	Date	13.12.2023	NAVIX	Axopar		40494	2004468
			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	LIGHT SWITCH MAIN CABIN LP	HL	39 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

CONNECTS TO FOLLOWING

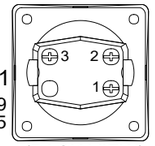
39924 DECK HARNESS (1-2 pcs)



-S2B
BE0918272505



-S2A-1
15329
BE0936562505



-S2A-1
15329
BE0936562505
(BACK VIEW)



30.4.2024	PF	C1: 2005089; New product	Date	26.4.2024	NAVIX	Axopar		41391	2004468
			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	LIGHT SWITCH MAIN CABIN NON-LP	HL	40 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

NOTICE! ADD LABELS TO SPEAKER CABLE ENDS

-A30A
37782
USB

-A30A#1 OUTLET
+ USB -X.14B:3 RED_1.5
- INPUT- -X.14B:4 YELLOW_1.5

1200 mm
27041
1100 mm
NW7.5 PP-MOD BLACK

1400 mm
22821
1300 mm
NW10 PP-MOD BLACK

LT SWITCH MC -XSH1A#1
550 mm
27041
450 mm
NW7.5 PP-MOD BLACK
RED_1.5,RED_1.5 -X.14A:1, -XSH2A:1 MC_LT_IN 1
RED_1.5,RED_1.5 -H6:+, -H7:+ MC_LT_OUT 2
2637810
2 1 (2UT BACK VIEW)

CUSTOMER:
CONNECT HERE 1-2
pcs 38911

LT SWITCH MC (OPT. LED) -XSH2A#1
550 mm
27041
450 mm
NW7.5 PP-MOD BLACK
RED_1.5 -XSH1A:1 MC_LT_IN 1
RED_1.5 -H35:+ MC_LED 2
2637810
2 1 (2UT BACK VIEW)

SPEAKER 7 -LS7#1
550 mm
27041
450 mm
NW7.5 PP-MOD BLACK
WHITE_1.5 -X.14C:1 Z3_L+ 1
WHITE/BLACK_1.5 -X.14C:2 Z3_L- 2

INTERIOR LIGHT MICROCAB -H6#1
600 mm
27041
500 mm
NW7.5 PP-MOD BLACK
RED_1.5 -XSH1A:2 MC_LT_OUT X +
YELLOW_1.5 -X.14A:2 INPUT- X -

CO ALARM MICRO CABIN -A5A#1
1000 mm
27041
900 mm
NW7.5 PP-MOD BLACK
RED_1.5 -X.14B:5 CO_SMOKE X +
YELLOW_1.5 -X.14B:6 INPUT- X -

COURT. LIGHT LED STRIP -H35#1
800 mm
27041
700 mm
NW7.5 PP-MOD BLACK
RED_1.5 -XSH2A:2 MC_LED X +
YELLOW_1.5 -X.14A:3 INPUT- X -

INTERIOR LIGHT MICROCAB -H7#1
250 mm
27041
150 mm
NW7.5 PP-MOD BLACK
RED_1.5,RED_1.5 -XSH1A:2, -H8:+ MC_LT_OUT X +
YELLOW_1.5,YELLOW_1.5 -H8:-, -X.14A:2 INPUT- X -

INTERIOR LIGHT MICROCAB -H9#1
1100 mm
27041
1000 mm
NW7.5 PP-MOD BLACK
RED_1.5 -H8:+ MC_LT_OUT X +
YELLOW_1.5 -H8:- INPUT- X -

SPEAKER 8 -LS8#1
100 mm
400 mm
27041
300 mm
NW7.5 PP-MOD BLACK
GREY_1.5 -X.14C:3 Z3_R+ 1
GREY/BLACK_1.5 -X.14C:4 Z3_R- 2

INTERIOR LIGHT MICROCAB -H8#1
250 mm
27041
150 mm
NW7.5 PP-MOD BLACK
RED_1.5,RED_1.5 -H9:+, -H7:+ MC_LT_OUT X +
YELLOW_1.5,YELLOW_1.5 -H9:-, -H7:- INPUT- X -

WIPER ST -M7A#1
500 mm
27041
450 mm
NW7.5 PP-MOD BLACK
WHITE/GREEN_1.5 -X.14A:5 W2_FAST X II
WHITE/BLUE_1.5 -X.14A:4 W2_PARK X C
YELLOW_1.5 -X.14A:6 INPUT- X -

SMOKE ALARM MICRO CABIN -A5B#1
300 mm
27041
200 mm
NW7.5 PP-MOD BLACK
RED_1.5 -X.14B:5 CO_SMOKE X +
YELLOW_1.5 -X.14B:6 INPUT- X -

USB OUTLET -A8A#1
400 mm
27041
300 mm
NW7.5 PP-MOD BLACK
RED_1.5 -X.14B:3 USB (+)
YELLOW_1.5 -X.14B:4 INPUT- (-)

100 mm
1700 mm
22821
1600 mm
NW10 PP-MOD BLACK

600 mm
22821
600 mm
NW10 PP-MOD BLACK

1000 mm
27041
900 mm
NW7.5 PP-MOD BLACK

-X.14A#1
-X.14A
2634610 (6N BACK VIEW)
1 MC_LT_IN -XSH1A:1 RED_1.5
2 INPUT- -H7:-, -H6:- YELLOW_1.5,YELLOW_1.5
3 INPUT- -H35:- YELLOW_1.5
4 W2_PARK -M7A:C WHITE/BLUE_1.5
5 W2_FAST -M7A:II WHITE/GREEN_1.5
6 INPUT- -M7A:- YELLOW_1.5

-X.14B#1
-X.14B
2634610 (6N BACK VIEW)
2634610
3 USB -A8A:+, -A30A:+ RED_1.5,RED_1.5
4 INPUT- -A8A:-, -A30A:- YELLOW_1.5,YELLOW_1.5
5 CO_SMOKE -A5A:+, -A5B:+ RED_1.5,RED_1.5
6 INPUT- -A5A:-, -A5B:- YELLOW_1.5,YELLOW_1.5

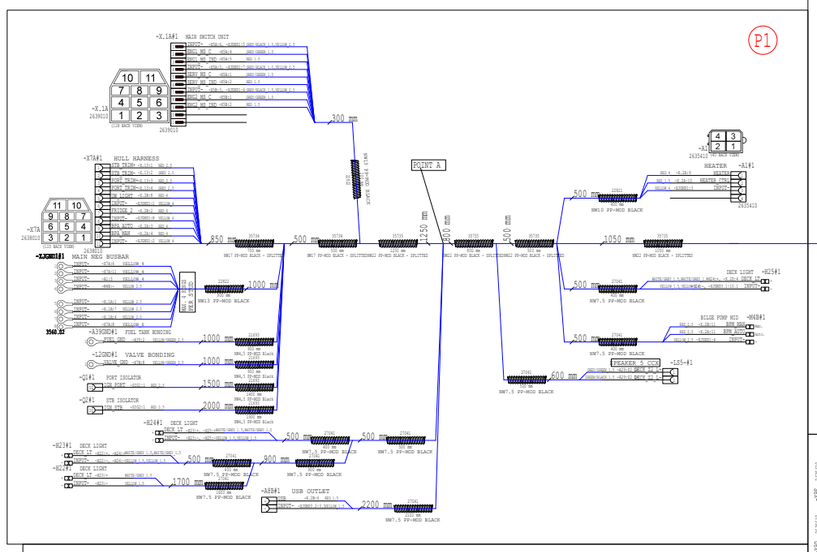
-X.14C#1
-X.14C
2634410 (4N BACK VIEW)
2634410
1 Z3_L+ -LS7:1 WHITE_1.5
2 Z3_L- -LS7:2 WHITE/BLACK_1.5
3 Z3_R+ -LS8:1 GREY_1.5
4 Z3_R- -LS8:2 GREY/BLACK_1.5

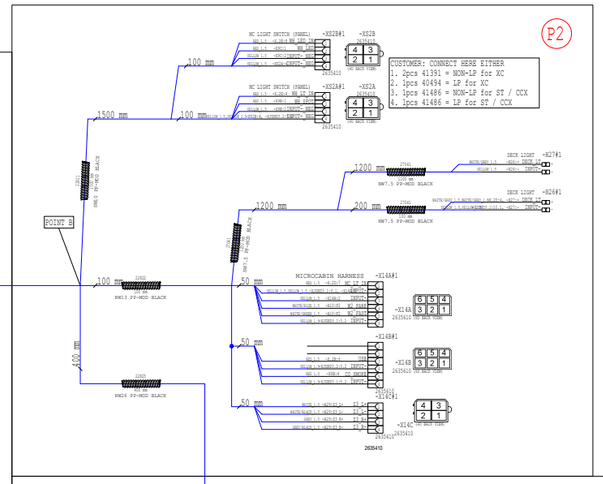
SPLIT TUBE IF NECESSARY
TAPE SPLITTED TUBE EVERY 200 mm
200 mm

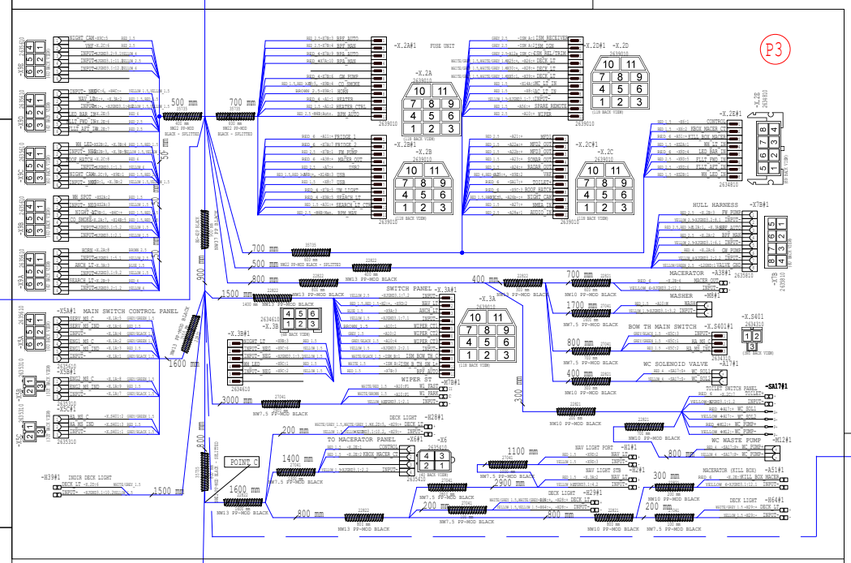
30.4.2024	PF	C3: 2005089; Speaker labels, removed deck lights, length&branch changes	Date	29.9.2023	Axopar		39923 / 2004468
9.8.2024	PF	C4: 2005089; X14 length 500->100	Drawing by	PF			
17.10.2024	PF	C5: 2005259; Lenght changes, A30A type changed	Sheet rev.	5	28 MK3	MICROCABIN HARNESS	HL / 41/ 106
Date of modification	Modified by	Description	Project rev.	C	Boat	Title	Loc / Sheet

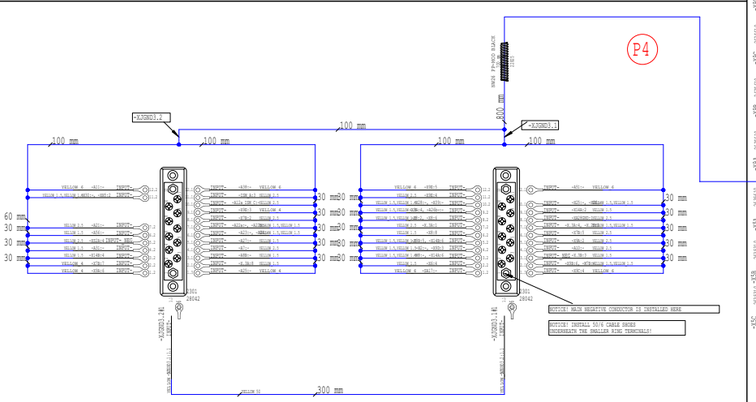
NAVIX
Copyright by
Boat | Sub-product code | Product code | Project ID
Boat model | Title | Loc | Sheet

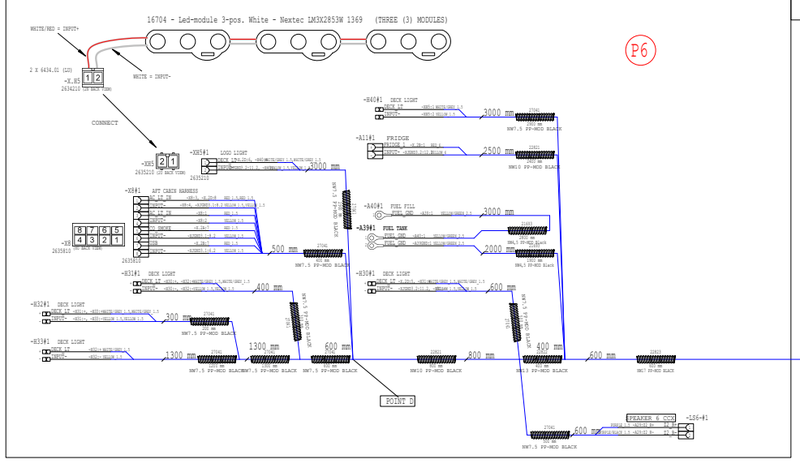
DECK HARNESS - GENERAL LAYOUT

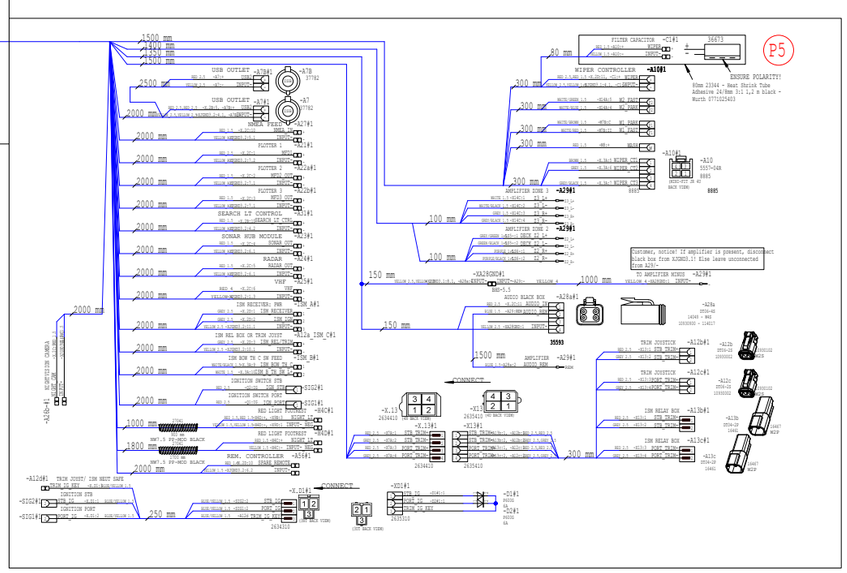












30.4.2024	PF	C4: 2005089; Light pack, branch and length changes	Date	24.4.2023	NAVIX	Axopar		39924 / 2004468
8.8.2024	PF	C5: 2005089; Night cam, length changes	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb	Sheet rev.	6		28 MK3	DECK HARNESS	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 42 / 106 Sheet

NOTE! BOXED TEXTS : MAKE A LABEL AND ATTACH TO SHOWN LOCATION

P1

-X.1A#1 MAIN SWITCH UNIT

-X.1A
2639010
(11N BACK VIEW)

1	INPUT-	-X5A:6, -XJGND1:5	GREY/BLACK_1.5,YELLOW_2.5
2	ENG1_MS_C	-X5A:4	GREY/GREEN_1.5
3	ENG1_MS_IND	-X5A:5	RED_1.5
4	INPUT-	-X5A:3, -XJGND1:7	GREY/BLACK_1.5,YELLOW_2.5
5	SERV_MS_C	-X5A:1	GREY/GREEN_1.5
6	SERV_MS_IND	-X5A:2	RED_1.5
7	INPUT-	-X5B:3, -XJGND1:6	GREY/BLACK_1.5,YELLOW_2.5
8	ENG2_MS_C	-X5B:1	GREY/GREEN_1.5
9	ENG2_MS_IND	-X5B:2	RED_1.5
10			
11			

2639010

300 mm

NW13 PP-MOD BLACK
200 mm
22822

-X7A#1 HULL HARNESS

-X7A
2638010
(11U BACK VIEW)

1	STB_TRIM+	-X.13:1	RED_2.5
2	STB_TRIM-	-X.13:2	GREY_2.5
3	PORT_TRIM+	-X.13:3	RED_2.5
4	PORT_TRIM-	-X.13:4	GREY_2.5
5	UW_LIGHT	-X.2B:8	RED_4
6	INPUT-	-XJGND1:1	YELLOW_4
7	FRIDGE_2	-X.2B:2	RED_6
8	INPUT-	-XJGND1:8	YELLOW_6
9	BPA_AUTO	-X.2A:3	RED_4
10	BPA_MAN	-X.2A:4	RED_4
11	INPUT-	-XJGND1:2	YELLOW_4

2638010

POINT A

850 mm — 35734 — 750 mm — NW17 PP-MOD BLACK - SPLITTED
500 mm — 35734 — 500 mm — NW17 PP-MOD BLACK - SPLITTED
35735 — 1250 mm — NW22 PP-MOD BLACK - SPLITTED
1250 mm
800 mm — 35735 — 800 mm — NW22 PP-MOD BLACK - SPLITTED
500 mm — 35735 — 500 mm — NW22 PP-MOD BLACK - SPLITTED
1050 mm — 35735 — 1050 mm — NW22 PP-MOD BLACK - SPLITTED — /44.D1

-XJGND1#1 MAIN NEG BUSBAR

1	INPUT-	-X7A:6	YELLOW_4
2	INPUT-	-X7A:11	YELLOW_4
3	INPUT-	-A1:3	YELLOW_4
4	INPUT-	-M4B:-	YELLOW_2.5
5	INPUT-	-X.1A:1	YELLOW_2.5
6	INPUT-	-X.1A:7	YELLOW_2.5
7	INPUT-	-X.1A:4	YELLOW_2.5
8	INPUT-	-X7A:8	YELLOW_6

MAX. 4 RINGS PER STUD

22822 — 1000 mm — 900 mm — NW13 PP-MOD BLACK

3560.02

-A39GND#1 FUEL TANK BONDING

1	FUEL_GND	-A39:2	YELLOW/GREEN_2.5	1000 mm — 21693 — 900 mm — NW4,5 PP-MOD Black

-L2GND#1 VALVE BONDING

1	VALVE_GND	-X7B:8	YELLOW/GREEN_2.5	1000 mm — 21693 — 900 mm — NW4,5 PP-MOD Black

-Q1#1 PORT ISOLATOR

IG	IGN_PORT	-SIG1:1	RED_2.5	1500 mm — 21693 — 1400 mm — NW4,5 PP-MOD Black

-Q2#1 STB ISOLATOR

IG	IGN_STB	-SIG2:1	RED_2.5	2000 mm — 21693 — 1900 mm — NW4,5 PP-MOD Black

-H24#1 DECK LIGHT

+	DECK_LT	-H23:+, -H25:+	WHITE/GREY_1.5,WHITE/GREY_1.5	500 mm — 27041 — 400 mm — NW7.5 PP-MOD BLACK
-	INPUT-	-H23:-, -H25:-	YELLOW_1.5,YELLOW_1.5	500 mm — 27041 — 500 mm — NW7.5 PP-MOD BLACK

-H23#1 DECK LIGHT

+	DECK_LT	-H22:+, -H24:+	WHITE/GREY_1.5,WHITE/GREY_1.5	500 mm — 27041 — 400 mm — NW7.5 PP-MOD BLACK
-	INPUT-	-H22:-, -H24:-	YELLOW_1.5,YELLOW_1.5	900 mm — 27041 — 900 mm — NW7.5 PP-MOD BLACK

-H22#1 DECK LIGHT

+	DECK_LT	-H23:+	WHITE/GREY_1.5	1700 mm — 27041 — 1600 mm — NW7.5 PP-MOD BLACK
-	INPUT-	-H23:-	YELLOW_1.5	

-A8B#1 USB OUTLET

+	USB	-X.2B:6	RED_1.5	2200 mm — 27041 — 2100 mm — NW7.5 PP-MOD BLACK
-	INPUT-	-XJGND3.2:3.1	YELLOW_1.5	

-A1
2635410
(4U BACK VIEW)

HEATER -A1#1

RED_4	-X.2A:9	HEATER	1
RED_1.5	-X.2A:10	HEATER_CTRL	2
YELLOW_4	-XJGND1:3	INPUT-	3
			4

2635410

500 mm — 22821 — 400 mm — NW10 PP-MOD BLACK

DECK LIGHT -H25#1

WHITE/GREY_1.5,WHITE/GREY_1.5	-H24:+, -X.2D:4	DECK_LT	+	500 mm — 27041 — 400 mm — NW7.5 PP-MOD BLACK
YELLOW_1.5,YELLOW_1.5	-H24:-, -XJGND3.1:10.1	INPUT-	-	

BILGE PUMP MID -M4B#1

RED_2.5	-X.2B:11	BPM_MAN	Man.	500 mm — 27041 — 400 mm — NW7.5 PP-MOD BLACK
RED_2.5	-X.2A:11	BPM_AUTO	Auto.	
YELLOW_2.5	-XJGND1:4	INPUT-	-	

SPEAKER 5 CCX -LS5-#1

27041 — 500 mm — NW7.5 PP-MOD BLACK — 600 mm

GREY/GREEN_1.5	-A29:Z2_L-	DECK_Z2_L+	1	
GREEN/BLACK_1.5	-A29:Z2_L-	DECK_Z2_L-	2	

SPLIT TUBE IF NECESSARY

TAPE SPLITTED TUBE EVERY 200 mm

Date of modification	Modified by	Description
30.4.2024	PF	C4: 2005089; Light pack, branch and length changes
8.8.2024	PF	C5: 2005089; Night cam, length changes
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb

Date 24.4.2023
Drawing by PF
Sheet rev. 6
Project rev. C

NAVIX
Copyright by

Axopar — Boat
28 MK3 — Boat model
Sub-product code
39924 — Product code
2004468 — Project ID
DECK HARNESS — Title
HL — Loc
43 / 106 — Sheet

P2

MC LIGHT SWITCH (PANEL) -XS2B#1 -XS2B

RED_1.5 -X.2E:8 WH_LED_IN 1
RED_1.5 -X9C:1 WH_LED 2
YELLOW_1.5 -X9C:2 INPUT-_NEG 3
YELLOW_1.5 -XS2A:4 INPUT-_NEG 4

2635410

100 mm

2635410 (4U BACK VIEW): 4 3 / 2 1

MC LIGHT SWITCH (PANEL) -XS2A#1 -XS2A

RED_1.5 -X.2E:4 WH_LT_IN 1
RED_1.5 -X9B:1 WH_SPOT 2
YELLOW_1.5 -X9B:2 INPUT-_NEG 3
YELLOW_1.5,YELLOW_2.5 -XS2B:4, -XJGND3.2:5.2 INPUT-_NEG 4

2635410

100 mm

2635410 (4U BACK VIEW): 4 3 / 2 1

CUSTOMER: CONNECT HERE EITHER
1. 2pcs 41391 = NON-LP for XC
2. 1pcs 40494 = LP for XC
3. 1pcs 41486 = NON-LP for ST / CCX
4. 1pcs 41486 = LP for ST / CCX

1500 mm

22821
1500 mm
NW10 PP-MOD BLACK

DECK LIGHT -H27#1

1200 mm

27041
1100 mm
NW7.5 PP-MOD BLACK

WHITE/GREY_1.5 -H26:+ DECK_LT +
YELLOW_1.5 -H26:- INPUT- -

DECK LIGHT -H26#1

1200 mm

200 mm

27041
100 mm
NW7.5 PP-MOD BLACK

WHITE/GREY_1.5,WHITE/GREY_1.5 -X.2D:4, -H27:+ DECK_LT +
YELLOW_1.5,YELLOW_1.5 -XJGND3.1:10.1, -H27:- INPUT- -

27041
1200 mm
NW7.5 PP-MOD BLACK

POINT B

/43.C8

100 mm

22822
100 mm
NW13 PP-MOD BLACK

MICROCABIN HARNESS -X14A#1

50 mm

RED_1.5 -X.2D:7 MC_LT_IN 1
YELLOW_1.5,YELLOW_1.5 -XJGND3.1:9.1, -X14A:3 INPUT- 2
YELLOW_1.5 -X14A:2 INPUT- 3
WHITE/BLUE_1.5 -A10:P2 W2_PARK 4
WHITE/GREEN_1.5 -A10:F2 W2_FAST 5
YELLOW_1.5 -XJGND3.1:3.2 INPUT- 6

-X14A 2635610 (6U BACK VIEW): 6 5 4 / 3 2 1

-X14B#1

50 mm

RED_1.5 -X.2B:6 USB 3
YELLOW_1.5 -XJGND3.2:3.2 INPUT- 4
RED_1.5 -X9B:4 CO_SMOKE 5
YELLOW_1.5 -XJGND3.1:5.2 INPUT- 6

-X14B 2635610 (6U BACK VIEW): 6 5 4 / 3 2 1

2635610

400 mm

22825
400 mm
NW26 PP-MOD BLACK

/45.A2

-X14C#1

50 mm

WHITE_1.5 -A29:Z3_L+ Z3_L+ 1
WHITE/BLACK_1.5 -A29:Z3_L- Z3_L- 2
GREY_1.5 -A29:Z3_R+ Z3_R+ 3
GREY/BLACK_1.5 -A29:Z3_R- Z3_R- 4

-X14C 2635410 (4U BACK VIEW): 4 3 / 2 1

2635410

30.4.2024	PF	C4: 2005089; Light pack, branch and length changes	Date 24.4.2023	NAVIX	Axopar		39924 / 2004468
8.8.2024	PF	C5: 2005089; Night cam, length changes	Drawing by PF		Boat	Sub-product code	Product code / Project ID
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb	Sheet rev. 6		28 MK3	DECK HARNESS	HL
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc / 44 / 106 Sheet

P3

-X9E 2635610 (6U BACK VIEW)
1 NIGHT_CAM -X9C:5 RED_1.5
2 VHF -X.2C:6 RED_2.5
3 INPUT- -XJGND3.2:9.1 YELLOW_4
4 INPUT- -XJGND3.1:11.2 YELLOW_2.5
5 INPUT- -XJGND3.1:12.2 YELLOW_6
6

-X9D 2635610 (6U BACK VIEW)
1 INPUT- NEG -X9C:6, -H4C:- YELLOW_1.5,YELLOW_1.5
2 NAV_LT -H1:+, -X.3A:2 RED_1.5,RED_1.5
3 INPUT- -H1:-, -XJGND3.1:4.2 YELLOW_1.5,YELLOW_1.5
4 LED_BAR_IN -X.2E:5 RED_6
5 FLLT_FWD_IN -X.2E:6 RED_2.5
6 FLLT_AFT_IN -X.2E:7 RED_2.5

500 mm 35735 400 mm NW22 PP-MOD BLACK - SPLITTED
700 mm 35735 600 mm NW22 PP-MOD BLACK - SPLITTED
50 mm

-X9C 2635610 (6U BACK VIEW)
1 WH_LED -XS2B:2, -X.3B:4 RED_1.5,RED_1.5
2 INPUT- NEG -XS2B:3, -X.3B:5 YELLOW_1.5,YELLOW_1.5
3 ROOF_HATCH -X.2C:8 RED_6
4 INPUT- -XJGND3.1:1.3 YELLOW_6
5 NIGHT_CAM -X.2C:9, -X9E:1 RED_1.5,RED_1.5
6 INPUT- NEG -X9D:1, -X.3B:2 YELLOW_1.5,YELLOW_1.5

-X9B 2635610 (6U BACK VIEW)
1 WH_SPOT -XS2A:2 RED_1.5
2 INPUT- NEG -XS2A:3 YELLOW_1.5
3 NIGHT_LT -X.3B:1, -H4C:+ RED_1.5,RED_1.5
4 CO_SMOKE -X.2A:7, -X14B:5 RED_1.5,RED_1.5
5 INPUT- -XJGND3.1:5.2 YELLOW_1.5
6 INPUT- -XJGND3.1:2.1 YELLOW_1.5

50 mm

-X9A 2635610 (6U BACK VIEW)
1 HORN -X.2A:8 BROWN_2.5
2 INPUT- -XJGND3.1:5.1 YELLOW_2.5
3 ANCH_LT -X.3A:3 BLUE_1.5
4 INPUT- -XJGND3.1:9.2 YELLOW_1.5
5 SEARCH_LT -X.2B:9 RED_4
6 INPUT- -XJGND3.2:1.2 YELLOW_4

50 mm

/44.F2

-X.2A#1 FUSE UNIT
RED_2.5 -X7B:3 BPF_AUTO 1
RED_2.5 -X7B:4 BPF_MAN 2
RED_4 -X7A:9 BPA_AUTO 3
RED_4 -X7A:10 BPA_MAN 4
5
RED_4 -X7B:6 GW_PUMP 6
RED_1.5,RED_1.5 -X8:5, -X9B:4 CO_SMOKE 7
BROWN_2.5 -X9A:1 HORN 8
RED_4 -A1:1 HEATER 9
RED_1.5 -A1:2 HEATER_CTRL 10
RED_2.5 -M4B:Auto. BPM_AUTO 11
2639010

-X.2A 2639010 (11N BACK VIEW)
10 11 / 7 8 9 / 4 5 6 / 1 2 3

-X.2B#1 -X.2B 2639010 (11N BACK VIEW)
RED_6 -A11:+ FRIDGE_1 1
RED_6 -X7A:7 FRIDGE_2 2
RED_2.5 -X7B:1 FW_PUMP 3
RED_6 -A38:+ MACER_OUT 4
RED_2.5 -A7:+ USB2 5
RED_1.5,RED_1.5 -A8B:+, -X14B:3 USB 6
RED_1.5 -X8:7 USB 7
RED_4 -X7A:5 UW_LIGHT 8
RED_4 -X9A:5 SEARCH_LT 9
RED_1.5 -A31:+ SEARCH_LT_CTRL 10
RED_2.5 -M4B:Man. BPM_MAN 11
2639010

-X.2D#1 -X.2D 2639010 (11N BACK VIEW)
GREY_2.5 -ISM_A:1 ISM_RECEIVER 1
GREY_2.5 -ISM_A:2 ISM_IGN 2
GREY_2.5 -A12a ISM_C:+ ISM_REL/TRIM 3
WHITE/GREY_1.5,WHITE/GREY_1.5 -H25:+, -H26:+ DECK_LT 4
WHITE/GREY_1.5,WHITE/GREY_1.5 -H30:+, -H28:+ DECK_LT 5
WHITE/GREY_1.5,WHITE/GREY_1.5 -XH5:1, -H39:+ DECK_LT 6
RED_1.5 -X14A:1 MC_LT_IN 7
RED_1.5 -X8:1 AC_LT_IN 8
YELLOW_1.5 -XJGND3.1:7.1 INPUT- 9
RED_1.5 -A56:+ SPARE_REMOTE 10
RED_2.5 -A10:+ WIPER 11
2639010

-X.2C#1 -X.2C 2639010 (11N BACK VIEW)
RED_2.5 -A21:+ MFD1 1
RED_1.5 -A22a:+ MFD2_OUT 2
RED_1.5 -A22b:+ MFD3_OUT 3
RED_1.5 -A23:+ SONAR_OUT 4
RED_1.5 -A24:+ RADAR_OUT 5
RED_4,RED_2.5 -A25:+, -X9E:2 VHF 6
RED_6 -SA17:+ TOILET+ 7
RED_6 -X9C:3 ROOF_HATCH 8
RED_1.5,RED_1.6 X9C:5, -A26b:+ NIGHT_CAM 9
RED_1.5 -A27:+ NMEA_IN 10
RED_2.5 -A28a:1 AUDIO_IN 11
2639010

-X.2E 2634810 (8N BACK VIEW)
-X.2E#1
RED_1.5 -X6:1 CONTROL 1
RED_1.5 -X6:2 KBOX_MACER_CT 2
RED_6 -A51:+ KILL_BOX_MACER 3
RED_1.5 -XS2A:1 WH_LT_IN 4
RED_6 -X9D:4 LED_BAR_IN 5
RED_2.5 -X9D:5 FLLT_FWD_IN 6
RED_2.5 -X9D:6 FLLT_AFT_IN 7
RED_1.5 -XS2B:1 WH_LED_IN 8
2634810

HULL HARNESS -X7B#1
RED_2.5 -X.2B:3 FW_PUMP 1
YELLOW_2.5 -XJGND3.2:8.1 INPUT- 2
RED_2.5,RED_1.5 -X.2A:1, -X.3A:1 BPF_AUTO 3
RED_2.5 -X.2A:2 BPF_MAN 4
YELLOW_2.5 -XJGND3.1:6.1 INPUT- 5
RED_4 -X.2A:6 GW_PUMP 6
YELLOW_4 -XJGND3.2:2.2 INPUT- 7
YELLOW/GREEN_2.5 -L2GND:1 VALVE_GND 8

-X7B 2635810 (8U BACK VIEW)

MACERATOR -A38#1 2635810
RED_6 -X.2B:4 MACER_OUT +
YELLOW_6 -XJGND3.2:12.1 INPUT- -

WASHER -M8#1
RED_1.5 -A10:W WASH +
YELLOW_1.5 -XJGND3.1:3.2 INPUT- -

-X.S401 2634310 (3NT BACK VIEW)
BOW TH MAIN SWITCH -X.S401#1
GREY/BLACK_1.5 -X5C:3 INPUT- 1
GREY/GREEN_1.5 -X5C:1 HA_MS_C 2
RED_1.5 -X5C:2 HA_MS_IND 3
2634310

WC SOLENOID VALVE -A17#1
RED_4 -SA17:S+ WC_SOL1 +
YELLOW_4 -SA17:S- WC_SOL2 -

TOILET SWITCH PANEL -SA17#1
RED_6 -X.2C:7 TOILET+ +
YELLOW_6 -XJGND3.1:1.2 INPUT- -
RED_4 -A17:+ WC_SOL1 S+
YELLOW_4 -A17:- WC_SOL2 S-
RED_4 -M12:+ WC_PUMP+ P+
YELLOW_4 -M12:- WC_PUMP- P-

WC WASTE PUMP -M12#1
RED_4 -SA17:P+ WC_PUMP+ +
YELLOW_4 -SA17:P- WC_PUMP- -

MACERATOR (KILL BOX) -A51#1
RED_6 -X.2E:3 KILL_BOX_MACER +
YELLOW_6 -XJGND3.1:12.1 INPUT- -

DECK LIGHT -H64#1
WHITE/GREY_1.5 -H29:+ DECK_LT +
YELLOW_1.5 -H29:- INPUT- -

-X5A#1 MAIN SWITCH CONTROL PANEL 2635610 (6U BACK VIEW)
1 SERV_MS_C -X.1A:5 GREY/GREEN_1.5
2 SERV_MS_IND -X.1A:6 RED_1.5
3 INPUT- -X.1A:4 GREY/BLACK_1.5
4 ENG1_MS_C -X.1A:2 GREY/GREEN_1.5
5 ENG1_MS_IND -X.1A:3 RED_1.5
6 INPUT- -X.1A:1 GREY/BLACK_1.5
2635610

-X5B#1 2635310 (3UT BACK VIEW)
1 ENG2_MS_C -X.1A:8 GREY/GREEN_1.5
2 ENG2_MS_IND -X.1A:9 RED_1.5
3 INPUT- -X.1A:7 GREY/BLACK_1.5
2635310

-X5C#1 2635310 (3UT BACK VIEW)
1 HA_MS_C -X.S401:2 GREY/GREEN_1.5
2 HA_MS_IND -X.S401:3 RED_1.5
3 INPUT- -X.S401:1 GREY/BLACK_1.5
2635310

-H39#1 INDIR DECK LIGHT
DECK_LT -X.2D:6 WHITE/GREY_1.5
INPUT- -XJGND3.1:10.2 YELLOW_1.5
1500 mm

NW13 PP-MOD BLACK 1500 mm 22822
1600 mm

1500 mm 22822 1400 mm NW13 PP-MOD BLACK
2634610 -X.3B (6N BACK VIEW)
4 5 6 / 1 2 3

-X.3B#1 2634610
1 NIGHT_LT -X9B:3 RED_1.5
2 INPUT- NEG -X9C:6 YELLOW_1.5
3 INPUT- NEG -XJGND3.1:3.1 YELLOW_1.5
4 WH_LED -X9C:1 RED_1.5
5 INPUT- NEG -X9C:2 YELLOW_1.5
6

SWITCH PANEL -X.3A#1
YELLOW_2.5 -XJGND3.1:7.2 INPUT- 1
RED_1.5,RED_1.5 -H2:+, -X9D:2 NAV_LT 2
BLUE_1.5 -X9A:3 ANCH_LT 3
YELLOW_1.5 -XJGND3.1:7.1 INPUT- 4
BROWN_1.5 -A10:1 WIPER_CT1 5
GREY_1.5 -A10:2 WIPER_CT2 6
GREY/BLACK_1.5 -A10:4 WIPER_CT3 7
YELLOW_1.5 -XJGND3.2:2.1 INPUT- 8
WHITE/BLACK_1.5 -ISM_B:1 ISM_BOW_TH_C 9
WHITE_1.5 -ISM_B:2 ISM_B_TH_SW_L+ 10
RED_1.5 -X7B:3 BPF_AUTO 11

WIPER ST -M7B#1
WHITE/RED_1.5 -A10:F1 W1_FAST II
WHITE/BROWN_1.5 -A10:P1 W1_PARK C
YELLOW_1.5 -XJGND3.1:2.1 INPUT- -

3000 mm 27041 2900 mm NW7.5 PP-MOD BLACK

DECK LIGHT -H28#1
WHITE/GREY_1.5,WHITE/GREY_1.5 -X.2D:5, -H29:+ DECK_LT +
YELLOW_1.5,YELLOW_1.5 -XJGND3.1:10.2, -H29:- INPUT- -

/47.A1

TO MACERATOR PANEL -X6#1 -X6 2635410 (4U BACK VIEW)
RED_1.5 -X.2E:1 CONTROL 1
RED_1.5 -X.2E:2 KBOX_MACER_CT 2
3
YELLOW_1.5 -XJGND3.1:2.2 INPUT- 4
4 3 / 2 1

1400 mm 27041 1300 mm NW7.5 PP-MOD BLACK
1600 mm 22822 1600 mm NW13 PP-MOD BLACK
POINT C
800 mm 22822 800 mm NW13 PP-MOD BLACK
/48.E8

400 mm 22822 300 mm NW13 PP-MOD BLACK
-X.3A 2639010 (11N BACK VIEW)
10 11 / 7 8 9 / 4 5 6 / 1 2 3

1100 mm 27041 1000 mm NW7.5 PP-MOD BLACK
2900 mm 27041 2800 mm NW7.5 PP-MOD BLACK
200 mm 27041 100 mm NW7.5 PP-MOD BLACK

NAV LIGHT PORT -H1#1
RED_1.5 -X9D:2 NAV_LT +
YELLOW_1.5 -X9D:3 INPUT- -

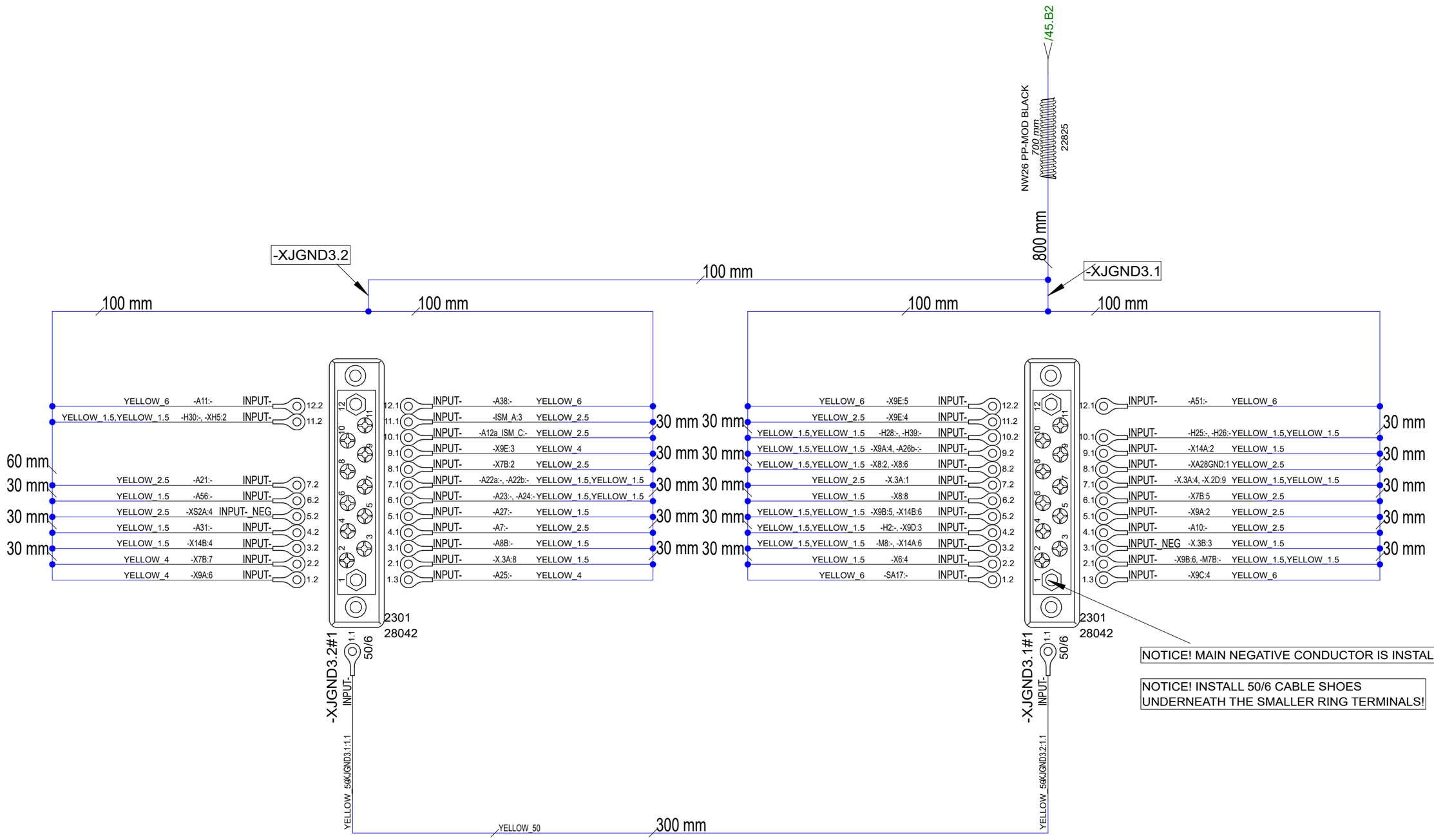
NAV LIGHT STB -H2#1
RED_1.5 -X.3A:2 NAV_LT +
YELLOW_1.5 -XJGND3.1:4.2 INPUT- -

DECK LIGHT -H29#1
WHITE/GREY_1.5,WHITE/GREY_1.5 -H64:+, -H28:+ DECK_LT +
YELLOW_1.5,YELLOW_1.5 -H64:-, -H28:- INPUT- -

700 mm 22821 600 mm NW10 PP-MOD BLACK
1700 mm 27041 1600 mm NW7.5 PP-MOD BLACK
800 mm 27041 700 mm NW7.5 PP-MOD BLACK
400 mm 22821 300 mm NW10 PP-MOD BLACK
300 mm
22821 200 mm NW10 PP-MOD BLACK
22821 700 mm NW10 PP-MOD BLACK
800 mm 22821 800 mm NW10 PP-MOD BLACK
300 mm 22821 200 mm NW10 PP-MOD BLACK
200 mm 27041 100 mm NW7.5 PP-MOD BLACK

30.4.2024	PF	C4: 2005089; Light pack, branch and length changes	Date	24.4.2023	NAVIX	Axopar	
8.8.2024	PF	C5: 2005089; Night cam, length changes	Drawing by	PF		Boat	Sub-product code: 39924 Product code; 2004468 Project ID
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb	Sheet rev.	6		28 MK3	DECK HARNESS
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title; HL; Loc; 45 / 106 Sheet

P4



Date of modification	Modified by	Description
30.4.2024	PF	C4: 2005089; Light pack, branch and length changes
8.8.2024	PF	C5: 2005089; Night cam, length changes
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb

Date	24.4.2023
Drawing by	PF
Sheet rev.	6
Project rev.	C

Copyright by

NAVIX

Axopar		39924	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	DECK HARNESS	HL	46 / 106
Boat model	Title	Loc	Sheet

/45.E3

1500 mm
1400 mm
1350 mm
1500 mm

USB OUTLET -A7B#1 -A7B 37782
RED_2.5 -A7:+ USB2
YELLOW_2.5 -A7:- INPUT-
2500 mm

USB OUTLET -A7#1 -A7 37782
RED_2.5,RED_2.5 -X.2B:5, -A7B:+ USB2
YELLOW_2.5,YELLOW_2.5 -XJGND3.2:4.1, -A7B:- INPUT-
2000 mm

NMEA FEED -A27#1
RED_1.5 -X.2C:10 NMEA_IN
YELLOW_1.5-XJGND3.2:5.1 INPUT-
2000 mm

PLOTTER 1 -A21#1
RED_2.5 -X.2C:1 MFD1
YELLOW_2.5-XJGND3.2:7.2 INPUT-
2000 mm

PLOTTER 2 -A22a#1
RED_1.5 -X.2C:2 MFD2_OUT
YELLOW_1.5-XJGND3.2:7.1 INPUT-
2000 mm

PLOTTER 3 -A22b#1
RED_1.5 -X.2C:3 MFD3_OUT
YELLOW_1.5-XJGND3.2:7.1 INPUT-
2000 mm

SEARCH LT CONTROL -A31#1
RED_1.5 -X.2B:10 SEARCH_LT_CTRL
YELLOW_1.5-XJGND3.2:4.2 INPUT-
2000 mm

SONAR HUB MODULE -A23#1
RED_1.5 -X.2C:4 SONAR_OUT
YELLOW_1.5-XJGND3.2:6.1 INPUT-
2000 mm

RADAR -A24#1
RED_1.5 -X.2C:5 RADAR_OUT
YELLOW_1.5-XJGND3.2:6.1 INPUT-
2000 mm

VHF -A25#1
RED_4 -X.2C:6 VHF
YELLOW_4-XJGND3.2:1.3 INPUT-
2000 mm

ISM RECEIVER: PWR -ISM_A#1
GREY_2.5 -X.2D:1 ISM_RECEIVER 1
GREY_2.5 -X.2D:2 ISM_IGN 2
YELLOW_2.5 -XJGND3.2:11.1 INPUT- 3
2000 mm

ISM REL BOX OR TRIM JOYST -A12a_ISM_C#1
GREY_2.5 -X.2D:3 ISM_REL/TRIM +
YELLOW_2.5 -XJGND3.2:10.1 INPUT- -
2000 mm

ISM BOW TH C SW FEED -ISM_B#1
WHITE/BLACK_1.5 -X.3A:9 ISM_BOW_TH_C 1
WHITE_1.5 -X.3A:10 ISM_B_TH_SW_L+ 2
2000 mm

IGNITION SWITCH STB
RED_2.5 -Q2:IG IGN_STB 1 -SIG2#1

IGNITION SWITCH PORT
RED_2.5 -Q1:IG IGN_PORT 1 -SIG1#1
2000 mm

RED LIGHT FOOTREST -H4C#1
RED_1.5,RED_1.5 -H4D:+, -X9B:3 NIGHT_LT
YELLOW_1.5,YELLOW_1.5 -H4D:-, -X9D:1 INPUT- NEG
1000 mm
27041
900 mm
NW7.5 PP-MOD BLACK

RED LIGHT FOOTREST -H4D#1
RED_1.5 -H4C:+ NIGHT_LT
YELLOW_1.5 -H4C:- INPUT- NEG
1800 mm
27041
1700 mm
NW7.5 PP-MOD BLACK

REM. CONTROLLER -A56#1
RED_1.5 -X.2D:10 SPARE_REMOTE
YELLOW_1.5 -XJGND3.2:6.2 INPUT-
2000 mm

2000 mm
-A26b-#1 NIGHTVISION CAMERA
NIGHT_CAM -X.2C:9 RED_1.5
INPUT- -XJGND3.2:11.1 YELLOW_1.5

-A12d#1 TRIM JOYST/ ISM NEUT SAFE
TRIM_IG_KEY -X.D1:3 BLUE/YELLOW_1.5
IGNITION STB
-SIG2#1 STB_IG -X.D1:1 BLUE/YELLOW_1.5
IGNITION PORT
-SIG1#1 PORT_IG -X.D1:2 BLUE/YELLOW_1.5
250 mm
BLUE/YELLOW_1.5 -SIG2:2 STB_IG 1
BLUE/YELLOW_1.5 -SIG1:2 PORT_IG 2
BLUE/YELLOW_1.5 -A12d TRIM_IG_KEY 3
-X.D1#1 CONNECT
1 2 3
2634310 (3NT BACK VIEW)
2 1 3 (3UT BACK VIEW)

-XD1#1
STB_IG -D1#1:1
PORT_IG -D2#1:1
TRIM_IG_KEY
2635310
-D1#1 P600G 6A
-D2#1 P600G 6A

FILTER CAPACITOR -C1#1 36673
RED_1.5 -A10:+ WIPER +
YELLOW_1.5 -A10:- INPUT- -
ENSURE POLARITY!
80mm 23344 - Heat Shrink Tube
Adhesive 24/8mm 3:1 1,2 m black -
Wurth 0771025403

80 mm
WIPER CONTROLLER -A10#1
RED_2.5,RED_1.5 -X.2D:11, -C1:+ WIPER +
YELLOW_2.5,YELLOW_1.5 -XJGND3.1:4.1, -C1:- INPUT- -
300 mm

WHITE/GREEN_1.5 -X14A:5 W2_FAST F2
WHITE/BLUE_1.5 -X14A:4 W2_PARK P2
300 mm

WHITE/BROWN_1.5 -M7B:C W1_PARK P1
WHITE/RED_1.5 -M7B:II W1_FAST F1
300 mm

RED_1.5 -M8:+ WASH W
300 mm

-A10#1
BROWN_1.5 -X.3A:5 WIPER_CT1 1
GREY_1.5 -X.3A:6 WIPER_CT2 2
3
GREY/BLACK_1.5 -X.3A:7 WIPER_CT3 4
8885
(MINI-FIT JR 4U BACK VIEW)
-A10 5557-04R 8885
8885

AMPLIFIER ZONE 3 -A29#1
100 mm
WHITE_1.5 -X14C:1 Z3_L+ Z3_L+
WHITE/BLACK_1.5 -X14C:2 Z3_L- Z3_L-
GREY_1.5 -X14C:3 Z3_R+ Z3_R+
GREY/BLACK_1.5 -X14C:4 Z3_R- Z3_R-

AMPLIFIER ZONE 2 -A29#1
100 mm
GREY/GREEN_1.5 -LS5-:1 DECK_Z2_L+ Z2_L+
GREEN/BLACK_1.5 -LS5-:2 DECK_Z2_L- Z2_L-
PURPLE_1.5 -LS6-:1 Z2_R+ Z2_R+
PURPLE/BLACK_1.5 -LS6-:2 Z2_R- Z2_R-

Customer, notice! If amplifier is present, disconnect black box from XJGND3.1! Else leave unconnected from A29/-

150 mm
-XA28GND#1
YELLOW_2.5,YELLOW_2.5 -XJGND3.1:8.1, -A28a:4 INPUT- INPUT- -A29:- YELLOW_4
BHS-5.5
1000 mm
TO AMPLIFIER MINUS -A29#1
YELLOW_4 -XA28GND:1 INPUT- -

AUDIO BLACK BOX -A28a#1
RED_2.5 -X.2C:11 AUDIO_IN 1
BLUE_1.5 -A29:REM AUDIO_REM 2
3
YELLOW_2.5 -XA28GND:1 INPUT- 4
150 mm
35593
-A28a DT06-4S 14049 - W4S 10930900 - 114017

1500 mm
AMPLIFIER -A29#1
BLUE_1.5 -A28a:2 AUDIO_REM REM

CONNECT
-X.13 3 4 1 2 2634410 (4N BACK VIEW)
-X13 4 3 2 1 2635410 (4U BACK VIEW)

-X.13#1
RED_2.5 -X7A:1 STB_TRIM+ 1
GREY_2.5 -X7A:2 STB_TRIM- 2
RED_2.5 -X7A:3 PORT_TRIM+ 3
GREY_2.5 -X7A:4 PORT_TRIM- 4
2634410

-X13#1
1 STB_TRIM+ -A13b:1, -A12b:1 RED_2.5,RED_2.5
2 STB_TRIM- -A13b:2, -A12b:2 GREY_2.5,GREY_2.5
3 PORT_TRIM+ -A13c:1, -A12c:1 RED_2.5,RED_2.5
4 PORT_TRIM- -A13c:2, -A12c:2 GREY_2.5,GREY_2.5
2635410
300 mm

TRIM JOYSTICK -A12b#1
RED_2.5 -X13:1 STB_TRIM+ 1
GREY_2.5 -X13:2 STB_TRIM- 2
-A12b DT06-2S 10930002 10930102 W2S

TRIM JOYSTICK -A12c#1
RED_2.5 -X13:3 PORT_TRIM+ 1
GREY_2.5 -X13:4 PORT_TRIM- 2
-A12c DT06-2S 10930002 10930102 W2S

ISM RELAY BOX -A13b#1
RED_2.5 -X13:1 STB_TRIM+ 1
GREY_2.5 -X13:2 STB_TRIM- 2
-A13b DT04-2P 16461 16467 W2P

ISM RELAY BOX -A13c#1
RED_2.5 -X13:3 PORT_TRIM+ 1
GREY_2.5 -X13:4 PORT_TRIM- 2
-A13c DT04-2P 16461 16467 W2P

P5

Date of modification	Modified by	Description
30.4.2024	PF	C4: 2005089; Light pack, branch and length changes
8.8.2024	PF	C5: 2005089; Night cam, length changes
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb

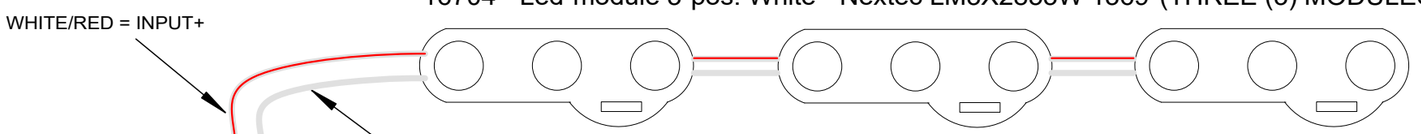
Date	24.5.2024
Drawing by	PF
Sheet rev.	6
Project rev.	C

NAVIX
Copyright by

Axopar		39924	2004468	
Boat	Sub-product code	Product code	Project ID	
28 MK3	DECK HARNESS	HL	47 / 106	
Boat model	Title	Loc	Sheet	

P6

16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369 (THREE (3) MODULES)



WHITE/RED = INPUT+

WHITE = INPUT-

2 X 6434.01 (LU)

-X.H5
2634210 (2N BACK VIEW)

CONNECT

-XH5
2635210 (2U BACK VIEW)

-XH5#1 LOGO LIGHT
DECK_LT -X.2D:6, -H40:+ WHITE/GREY_1.5,WHITE/GREY_1.5
INPUT- -XJGND3.2:11.2, -H40:-YELLOW_1.5,YELLOW_1.5
3000 mm
2635210

-X8#1 AFT CABIN HARNESS
1 AC_LT_IN -X8:3, -X.2D:8 RED_1.5,RED_1.5
2 INPUT- -X8:4, -XJGND3.1:8.2 YELLOW_1.5,YELLOW_1.5
3 AC_LT_IN -X8:1 RED_1.5
4 INPUT- -X8:2 YELLOW_1.5
5 CO_SMOKE -X.2A:7 RED_1.5
6 INPUT- -XJGND3.1:8.2 YELLOW_1.5
7 USB -X.2B:7 RED_1.5
8 INPUT- -XJGND3.1:6.2 YELLOW_1.5
2635810

-X8
2635810 (8U BACK VIEW)

500 mm
27041
400 mm
NW7.5 PP-MOD BLACK

27041
2900 mm
NW7.5 PP-MOD BLACK

-H40#1 DECK LIGHT
DECK_LT -XH5:1 WHITE/GREY_1.5
INPUT- -XH5:2 YELLOW_1.5
3000 mm
27041
2900 mm
NW7.5 PP-MOD BLACK

-A11#1 FRIDGE
FRIDGE_1 -X.2B:1 RED_6
INPUT- -XJGND3.2:12.2 YELLOW_6
2500 mm
22821
2400 mm
NW10 PP-MOD BLACK

-A40#1 FUEL FILL
FUEL_GND -A39:1 YELLOW/GREEN_2.5
3000 mm
21693
2800 mm
NW4,5 PP-MOD Black

-A39#1 FUEL TANK
FUEL_GND -A40:1 YELLOW/GREEN_2.5
FUEL_GND -A39GND:1 YELLOW/GREEN_2.5
2000 mm
21693
1900 mm
NW4,5 PP-MOD Black

-H31#1 DECK LIGHT
DECK_LT -H30:+, -H32:+ WHITE/GREY_1.5,WHITE/GREY_1.5
INPUT- -H30:-, -H32:- YELLOW_1.5,YELLOW_1.5
400 mm
27041
300 mm
NW7.5 PP-MOD BLACK

-H32#1 DECK LIGHT
DECK_LT -H31:+, -H33:+ WHITE/GREY_1.5,WHITE/GREY_1.5
INPUT- -H31:-, -H33:- YELLOW_1.5,YELLOW_1.5
300 mm
27041
200 mm
NW7.5 PP-MOD BLACK

-H33#1 DECK LIGHT
DECK_LT -H32:+ WHITE/GREY_1.5
INPUT- -H32:- YELLOW_1.5
1300 mm
27041
1200 mm
NW7.5 PP-MOD BLACK

1300 mm
27041
1300 mm
NW7.5 PP-MOD BLACK

600 mm
27041
600 mm
NW7.5 PP-MOD BLACK

POINT D

-H30#1 DECK LIGHT
DECK_LT -X.2D:5, -H31:+ WHITE/GREY_1.5,WHITE/GREY_1.5
INPUT- -XJGND3.2:11.2, -H31:- YELLOW_1.5,YELLOW_1.5
600 mm
27041
500 mm
NW7.5 PP-MOD BLACK

22821
800 mm
NW10 PP-MOD BLACK

800 mm

400 mm
22822
400 mm
NW13 PP-MOD BLACK

600 mm
22823
600 mm
NW17 PP-MOD BLACK

/45.F1

SPEAKER 6 CCX -LS6-#1
PURPLE_1.5 -A29:Z2_R+ Z2_R+ 1
PURPLE/BLACK_1.5 -A29:Z2_R- Z2_R- 2
27041
500 mm
NW7.5 PP-MOD BLACK
600 mm

Date of modification	Modified by	Description
30.4.2024	PF	C4: 2005089; Light pack, branch and length changes
8.8.2024	PF	C5: 2005089; Night cam, length changes
7.10.2024	PF	C6: 2005259; A29 Z2, WES, A29/-, C1 added, A7&A7B ->usb

Date	24.4.2023
Drawing by	PF
Sheet rev.	6
Project rev.	C

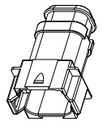
Copyright by

NAVIX

Axopar (Boat)	Sub-product code	39924 (Product code)	2004468 (Project ID)
28 MK3 (Boat model)	DECK HARNESS (Title)	HL (Loc)	48 / 106 (Sheet)

AUDIO BASIC ADAPTER

-A28b
DT04-08PA-E008
27017
14041 W8P



-A28b#1 AUDIO BLACK BOX

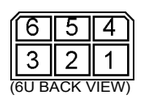
1	Z1_Z2_L+	-XA28A-:1	WHITE_1.5
2	Z1_Z2_L-	-XA28A-:2	WHITE/BLACK_1.5
3	Z1_Z2_L+	-XA28A-:3	GREY/GREEN_1.5
4	Z1_Z2_L-	-XA28A-:4	GREEN/BLACK_1.5
5	Z1_Z2_R+	-XA28B-:3	PURPLE_1.5
6	Z1_Z2_R-	-XA28B-:4	PURPLE/BLACK_1.5
7	Z1_Z2_R+	-XA28B-:1	GREY_1.5
8	Z1_Z2_R-	-XA28B-:2	GREY/BLACK_1.5

DT04-08PA-E008

2000 mm

-XA28A-#1

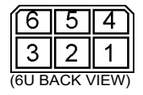
WHITE_1.5	-A28b:1	Z1_Z2_L+	1
WHITE/BLACK_1.5	-A28b:2	Z1_Z2_L-	2
GREY/GREEN_1.5	-A28b:3	Z1_Z2_L+	3
GREEN/BLACK_1.5	-A28b:4	Z1_Z2_L-	4
			5
			6



2635610

-XA28B-#1

GREY_1.5	-A28b:7	Z1_Z2_R+	1
GREY/BLACK_1.5	-A28b:8	Z1_Z2_R-	2
PURPLE_1.5	-A28b:5	Z1_Z2_R+	3
PURPLE/BLACK_1.5	-A28b:6	Z1_Z2_R-	4
			5
			6



2635610

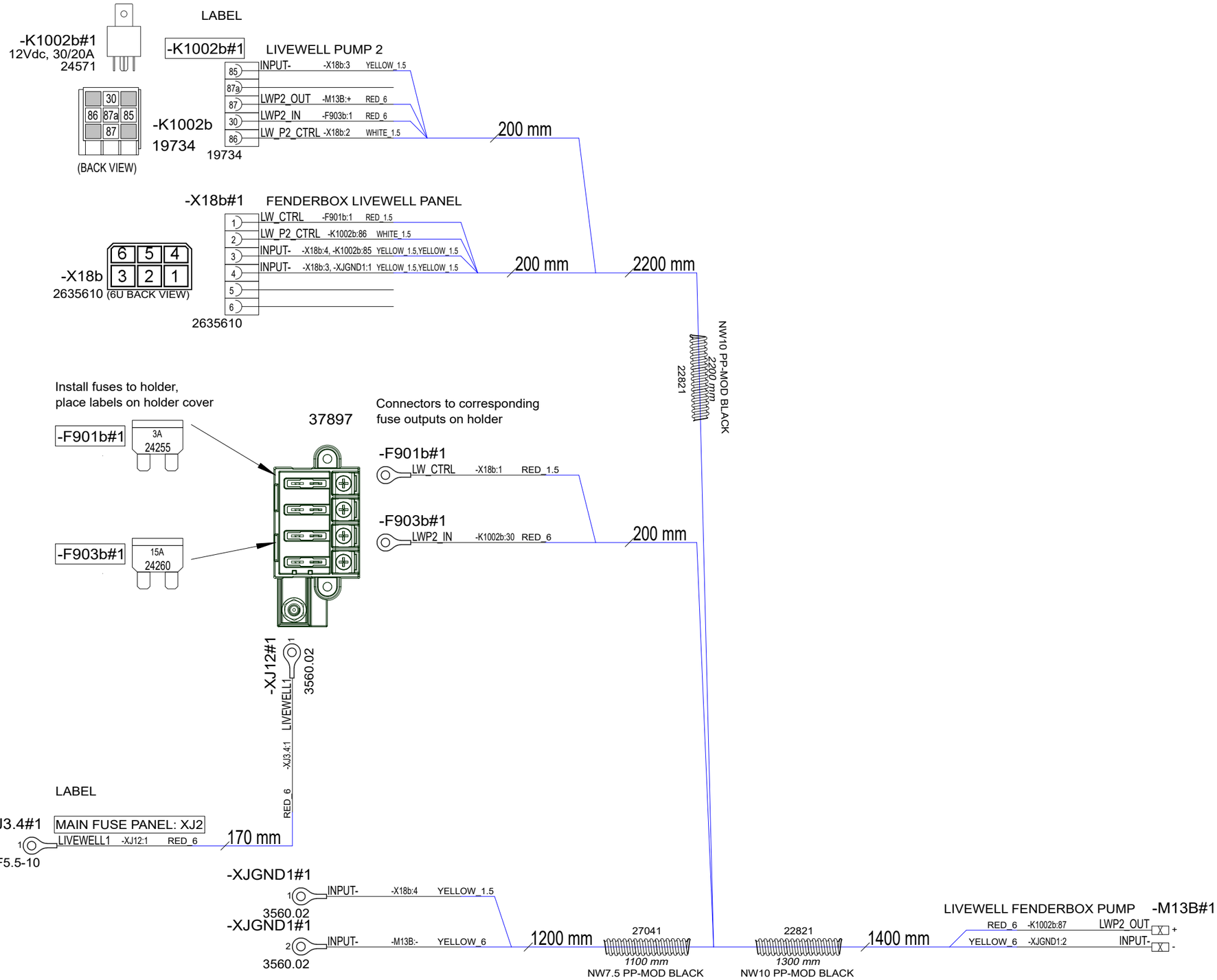
Date of modification	Modified by	Description
29.5.2024	PF	C1: 2005089; New product

Date	29.5.2024
Drawing by	PF
Sheet rev.	1
Project rev.	C

Copyright by

Axopar Boat		41638 Product code	2004468 Project ID	
28 MK3 Boat model	AUDIO BASIC ADAPTER Title	HL Loc	49 / 106 Sheet	

Customer note: This harness is only installed when 42474 IS installed AND 41387 IS NOT

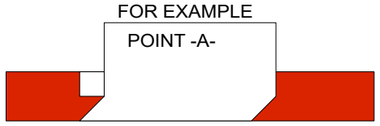


14.10.2024	PF	C1: 2005259; New drawing	Date	14.10.2024	NAVIX	Axopar		42475 / 2004468
			Drawing by	PF		Boat	Sub-product code	Product code / Project ID
			Sheet rev.	1		28 MK3	CCX LIVEWELL HARNESS FENDERBOX	HL / 50 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

RK90/115 750Vac/ 1000Vdc AWG0 GR90/115 C

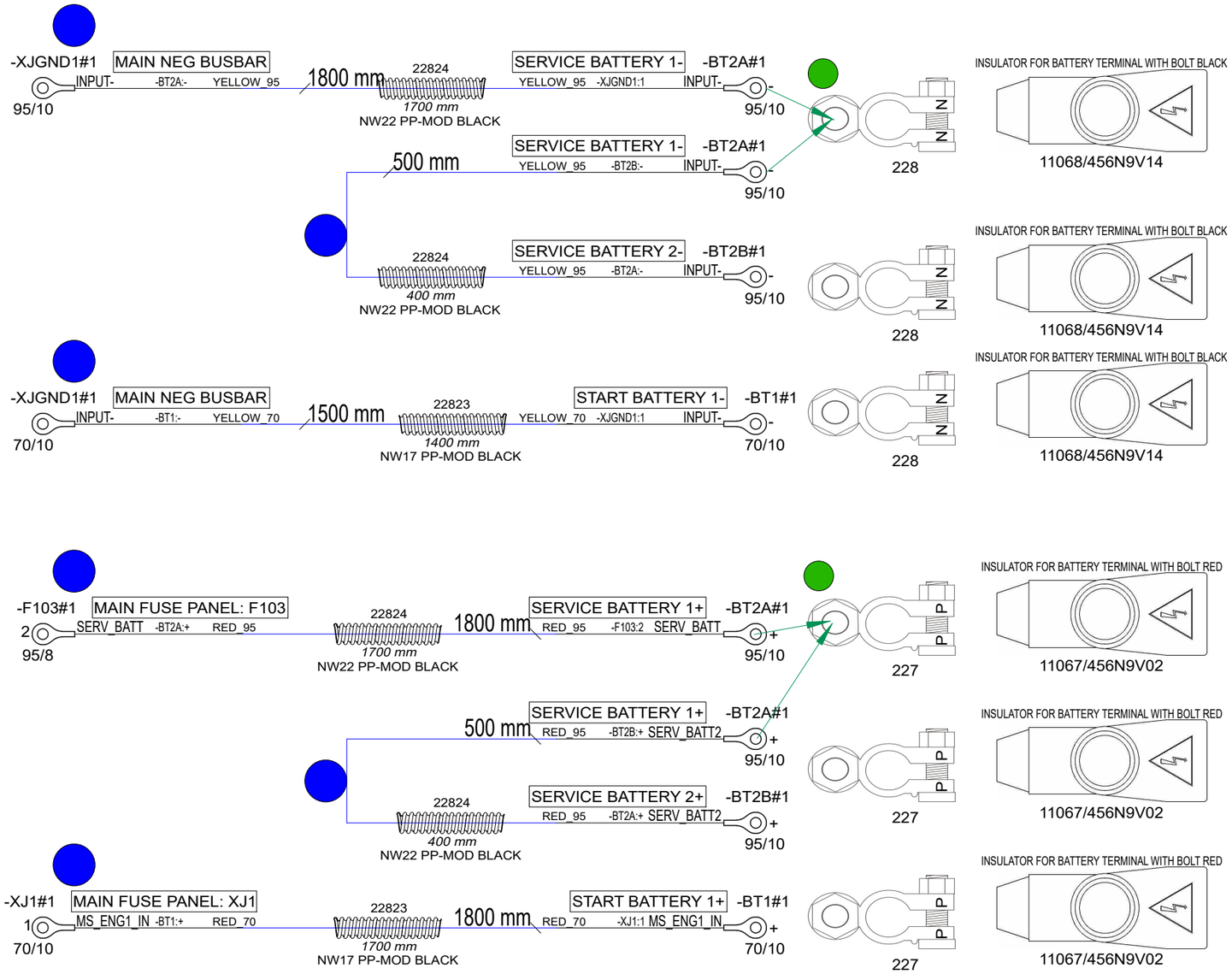
CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

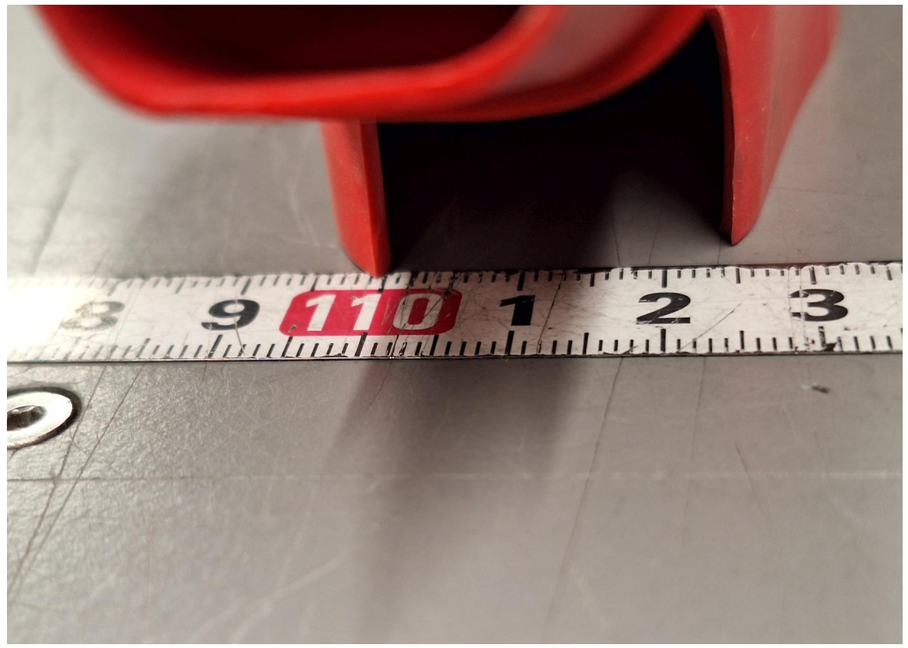
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

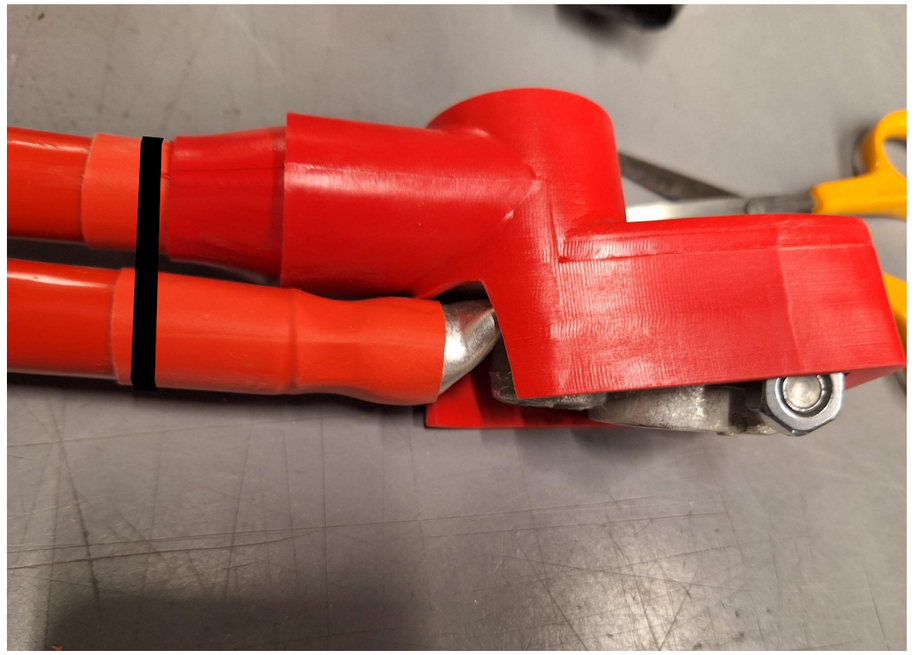
EQUIVALENCY:

mm2		AWG
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil



1. An opening about two centimeters wide is cut in the back wall of the insulator.
2. The insulator is installed only on the upper cable and is moved into place.
3. The position of the insulator is fixed above the beginning of the cable lugs with a cable tie around both cables.

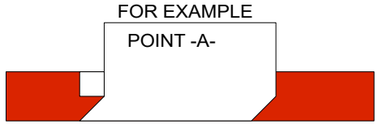




Date of modification	Modified by	Description						
28.9.2023	PF	2004800; labels	Date	20.3.2023	NAVIX	Axopar		38677 / 2004468
26.2.2024	PF	B2: 2004979; port alt cable added, start minus +800mm	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
14.5.2024	PF	C3: 2005089; Added battery terminals, Fuse unit supply cable lengths	Sheet rev.	3	Copyright by	28 MK3	BATTERY CABLES	HL / 51/ 106
			Project rev.	C		Boat model	Title	Loc / Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

RK90/115 750Vac/ 1000Vdc AWG0 GR90/115 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0.	EQUIVALENCY: mm2		AWG
	50 mm2	=	AWG0
	70 mm2	=	AWG2/0
	95 mm2	=	AWG3/0
	120 mm2	=	250 kcmil

NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

R2 ISO 6722 100V AWG6 +100 C

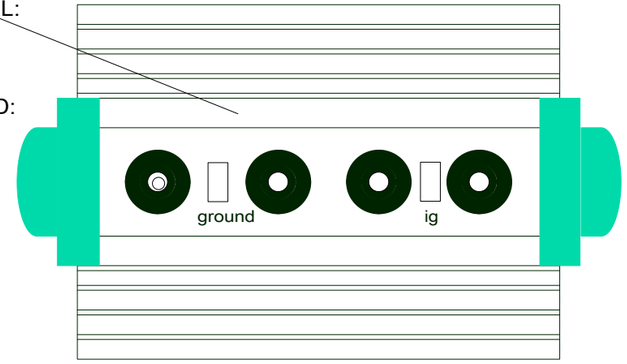
CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	EQUIVALENCY: mm2		AWG
	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
	35 mm2	=	AWG2

LABEL:
-Q1

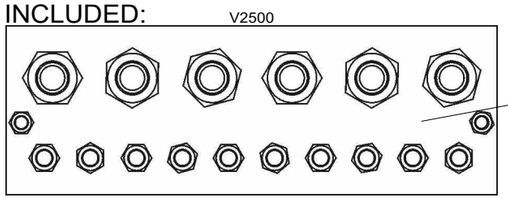
INCLUDED:
38826



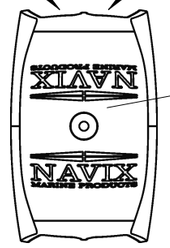
-XJGND1#1 MAIN NEG BUSBAR — INPUT- -XJM1:- YELLOW_70 — 3000 mm — ENGINE 1 JUNCT BOX XJM1 -XJM1#1 — YELLOW_70 -XJGND1:1 INPUT-
70/10 — 70/8

-XJM1#1 ENGINE 1 JUNCT BOX XJM1 — MS_ENG1_OUT -F114:1 RED_70 — 2800 mm — MAIN FUSE PANEL: F114 -F114#1 — RED_70 -XJM1:+ MS_ENG1_OUT
70/8 — 70/10

INCLUDED: V2500



LABEL:
-XJGND1



LABEL:
-XJM1#1

V4100

-G1#1 ENG 1 GENERATOR: OUT — OUT ALT_IN_PORT -Q1:IN RED_50 — 5000 mm — PORT ISOLATOR: IN -Q1#1 — RED_50 -G1:OUT ALT_IN_PORT — IN
50/8 — 50/8

-Q1#1 PORT ISOLATOR: 2-OUT — 2-OUT ALT1_PORT -F111:2 RED_35 — 1300 mm — MAIN FUSE PANEL: F111 -F111#1 — RED_35 -Q1:2-OUT ALT1_PORT — 2
35/8 — 35/8

-Q1#1 PORT ISOLATOR: 3-OUT — 3-OUT ALT2_PORT -F102:2 RED_35 — 1300 mm — MAIN FUSE PANEL: F102 -F102#1 — RED_35 -Q1:3-OUT ALT2_PORT — 2
35/8 — 35/8

-F101#1 MAIN FUSE PANEL: F101 — 2 DIRECT+ -XJ5:1 RED_16 — 5000 mm — FUSE UNIT: XJ5 -XJ5#1 — RED_16 -F101:2 DIRECT+ — 1
16/8 — 16/10

-F106#1 MAIN FUSE PANEL: F106 — 2 INPUT+ -XJ6:1 RED_50 — 5000 mm — FUSE UNIT: XJ6 -XJ6#1 — RED_50 -F106:2 INPUT+ — 1
50/8 — 50/6

-XJGND1#1 MAIN NEG BUSBAR — INPUT- -Q1:GND YELLOW_2.5 — 1000 mm — PORT ISOLATOR: GND -Q1#1 — YELLOW_2.5 -XJGND1:1 INPUT- — GND
3560.02 — RSB 7901

-XJGND1#1 MAIN NEG BUSBAR — INPUT- -XJGND3.1:1 YELLOW_50 — 5000 mm — CONSOLE NEG BUSBAR -XJGND3.1#1 — YELLOW_50 -XJGND1:1 INPUT- — 1
50/10 — 50/6

Date of modification	Modified by	Description						
28.9.2023	PF	2004800; labels	Date	29.8.2024	Copyright by NAVIX	Axopar		38677 Product code / 2004468 Project ID
26.2.2024	PF	B2: 2004979; port alt cable added, start minus +800mm	Drawing by	PF		Boat	Sub-product code	
14.5.2024	PF	C3: 2005089; Added battery terminals, Fuse unit supply cable lengths	Sheet rev.	3		28 MK3	BATTERY CABLES	HL
			Project rev.	C		Boat model	Title	Loc / 52 / 106 Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

RK90/115 750Vac/ 1000Vdc AWG0 GR90/115 C

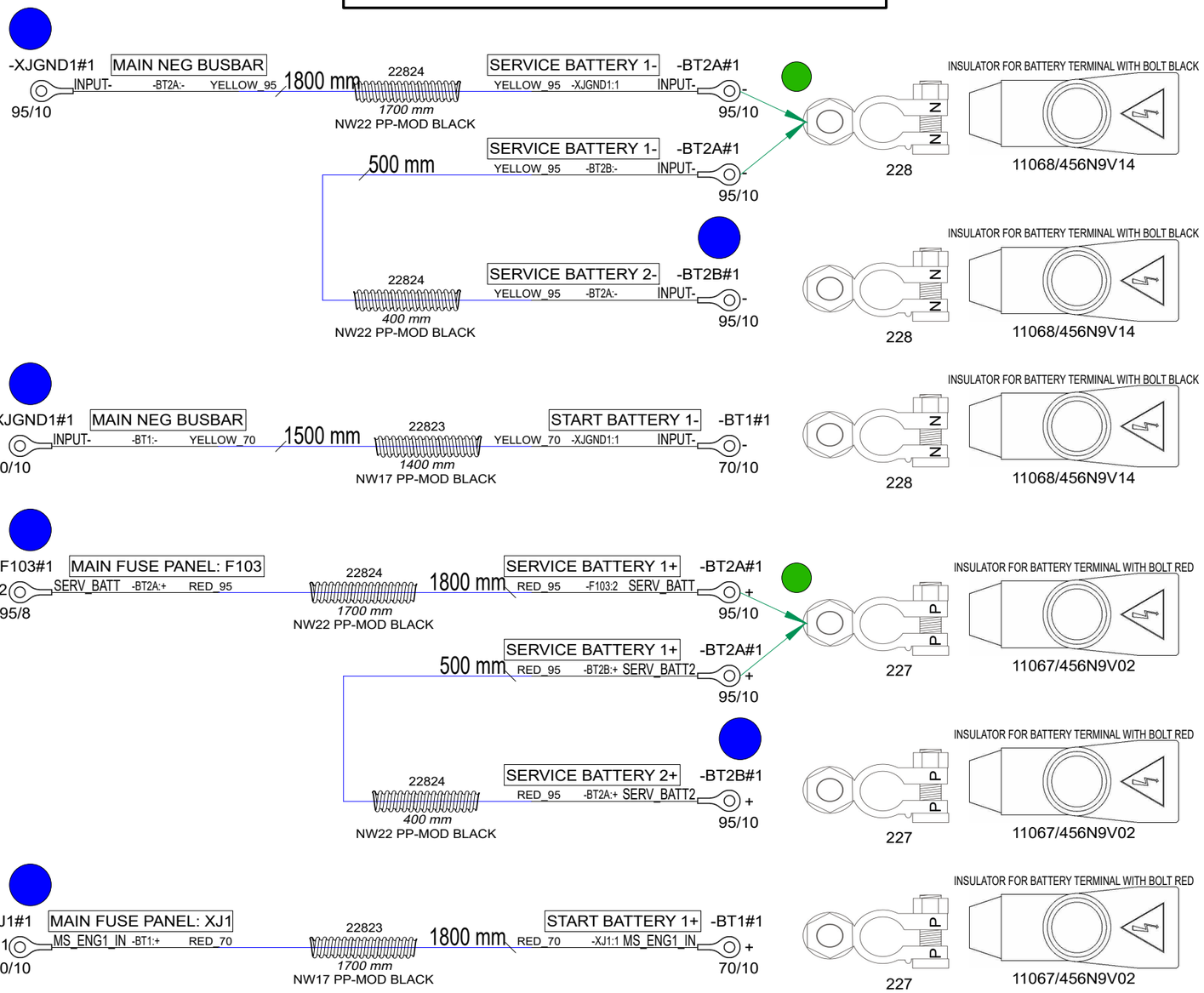
CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

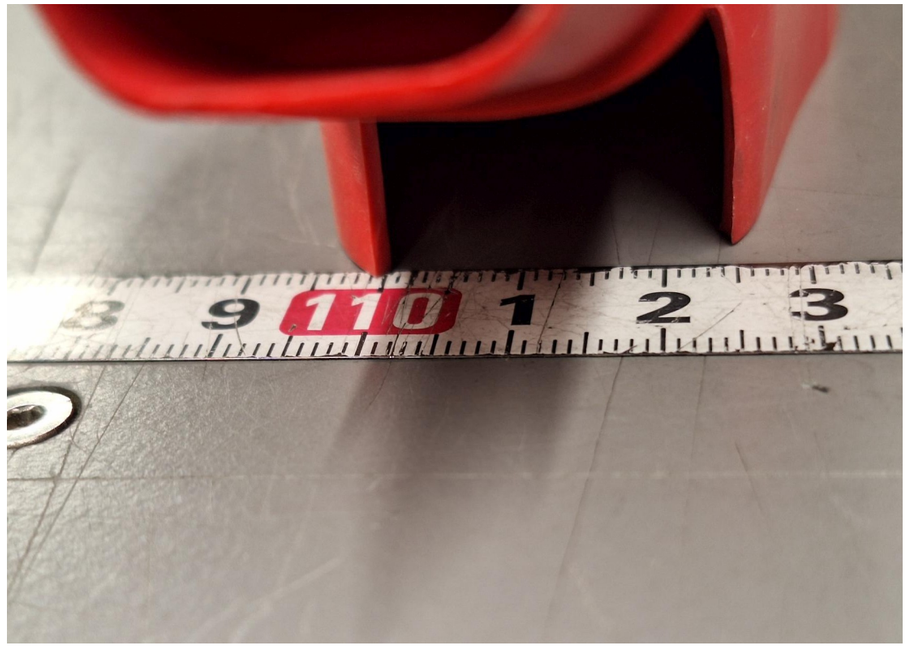
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

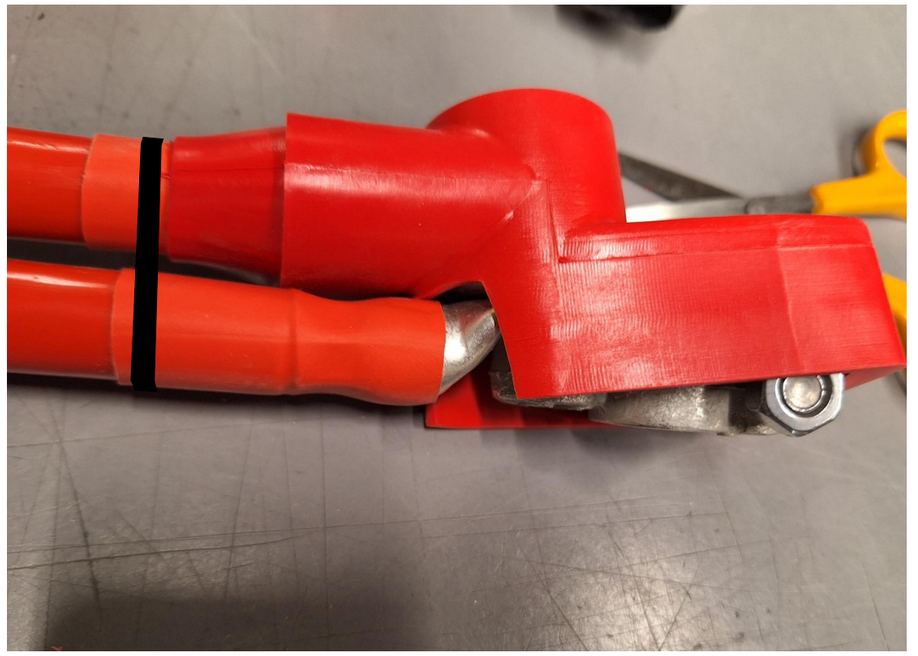
EQUIVALENCY:

mm2		AWG
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil



1. An opening about two centimeters wide is cut in the back wall of the insulator.
2. The insulator is installed only on the upper cable and is moved into place.
3. The position of the insulator is fixed above the beginning of the cable lugs with a cable tie around both cables.





Date of modification	Modified by	Description
9.8.2024	PF	C4: 2005089; G1-Q1: +300mm
26.2.2024	PF	B2: 2004979; alt cable length +1m, start minus +800mm
14.5.2024	PF	C3: 2005089; Added battery terminals, Fuse unit supply cable lengths

Date	28.9.2023
Drawing by	PF
Sheet rev.	4
Project rev.	C

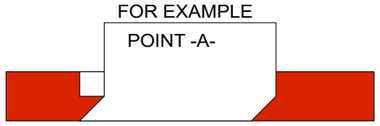
NAVIX

Copyright by

Axopar Boat		39911 Product code	2004468 Project ID
28 MK3 Boat model	BATTERY CABLES V10 Title	HL Loc	53 / 106 Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 50mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0.	EQUIVALENCY: mm2		AWG
	50 mm2	=	AWG0
	70 mm2	=	AWG2/0
	95 mm2	=	AWG3/0
	120 mm2	=	250 kcmil

NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

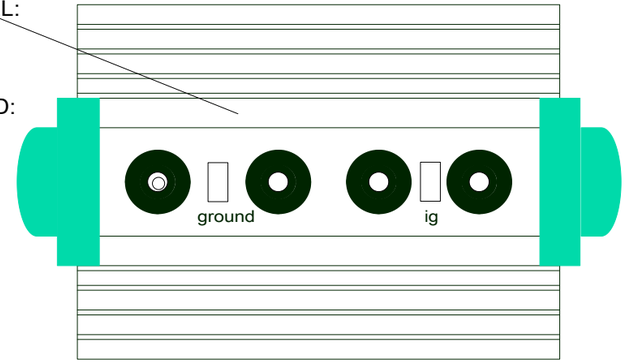


EXAMPLE: RED 16mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	EQUIVALENCY: mm2		AWG
	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
	35 mm2	=	AWG2

LABEL: -Q1

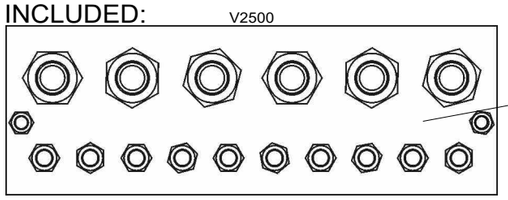
INCLUDED: 38826



-XJGND1#1 MAIN NEG BUSBAR — INPUT- -XJM1:- YELLOW_70 — 3000 mm — YELLOW_70 -XJGND1:1 INPUT- ENGINE 1 JUNCT BOX XJM1 -XJM1#1 — 70/10 — 70/8

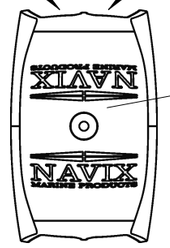
-XJM1#1 ENGINE 1 JUNCT BOX XJM1 — MS_ENG1_OUT -F114:1 RED_70 — 2800 mm — RED_70 -XJM1:MS_ENG1_OUT MAIN FUSE PANEL: F114 -F114#1 — 70/8 — 70/10

INCLUDED: V2500



LABEL: -XJGND1

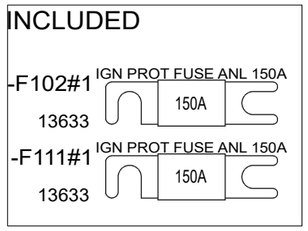
LABEL: -XJM1#1



V4100

Customer replaces F102 and F111 with 150A fuses in 38684 MAIN FUSE PANEL when V10 option is selected

INCLUDED



-G1#1 ENG 1 GENERATOR: OUT — ALT_IN_PORT -Q1:IN RED_70 — 5300 mm — RED_70 -G1:OUT ALT_IN_PORT PORT ISOLATOR:IN -Q1#1 — OUT — IN — 70/8 — 70/8

-Q1#1 PORT ISOLATOR: 2-OUT — 2-OUT — ALT1_PORT -F111:2 RED_70 — 1300 mm — RED_70 -Q1:2-OUT ALT1_PORT MAIN FUSE PANEL: F111 -F111#1 — 70/8 — 70/8 — 2

-Q1#1 PORT ISOLATOR: 3-OUT — 3-OUT — ALT2_PORT -F102:2 RED_70 — 1300 mm — RED_70 -Q1:3-OUT ALT2_PORT MAIN FUSE PANEL: F102 -F102#1 — 70/8 — 70/8 — 2

-F101#1 — 2 — DIRECT+ -XJ5:1 RED_16 — 5000 mm — RED_16 -F101:2 DIRECT+ FUSE UNIT: XJ5 -XJ5#1 — 16/8 — 1 — 16/10

-F106#1 — 2 — INPUT+ -XJ6:1 RED_50 — 5000 mm — RED_50 -F106:2 INPUT+ FUSE UNIT: XJ6 -XJ6#1 — 50/8 — 1 — 50/6

-XJGND1#1 MAIN NEG BUSBAR — INPUT- -Q1:GND YELLOW_2.5 — 1000 mm — YELLOW_2.5 -XJGND1:1 INPUT- PORT ISOLATOR: GND -Q1#1 — GND — RSB 7901 — 3560.02

-XJGND1#1 MAIN NEG BUSBAR — INPUT- -XJGND3.1:1 YELLOW_50 — 5000 mm — YELLOW_50 -XJGND1:1 INPUT- CONSOLE NEG BUSBAR -XJGND3.1#1 — 50/10 — 1 — 50/6

Date of modification	Modified by	Description
9.8.2024	PF	C4: 2005089; G1-Q1: +300mm
26.2.2024	PF	B2: 2004979; alt cable length +1m, start minus +800mm
14.5.2024	PF	C3: 2005089; Added battery terminals, Fuse unit supply cable lengths

Date	29.8.2024
Drawing by	PF
Sheet rev.	4
Project rev.	C

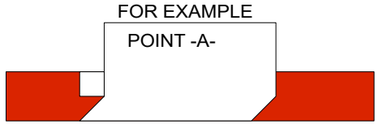
Copyright by

Axopar (Boat)		39911 (Product code)	2004468 (Project ID)
28 MK3 (Boat model)	BATTERY CABLES V10 (Title)	HL (Loc)	54 / 106 (Sheet)

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

RK90/115 750Vac/ 1000Vdc AWG0 GR90/115 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

EQUIVALENCY:

mm2		AWG
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil

NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

R2 ISO 6722 100V AWG6 +100 C

CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

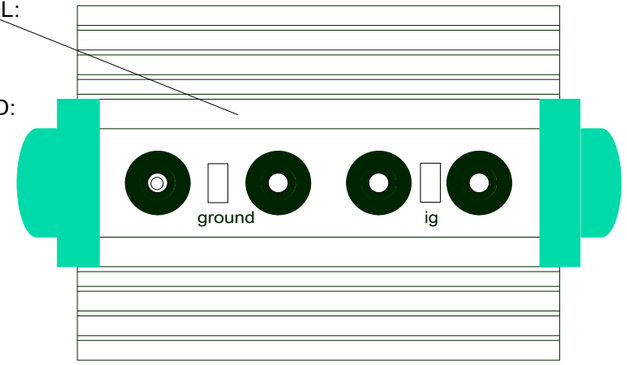
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.
FOR EXAMPLE:
CABLE SIZE IS 25mm2 --> MARKING AWG3.

EQUIVALENCY:

mm2		AWG
10 mm2	=	AWG8
16 mm2	=	AWG6
25 mm2	=	AWG3
35 mm2	=	AWG2

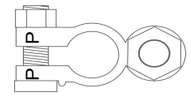
LABEL:
-Q2

INCLUDED:
38826

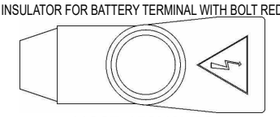


Install in indicated locations. Altogether 1 pcs each.

INSULATOR FOR BATTERY TERMINAL WITH BOLT RED

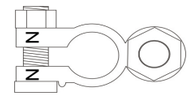


227

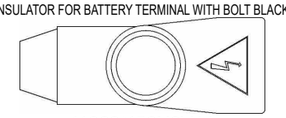


11067/456N9V02

INSULATOR FOR BATTERY TERMINAL WITH BOLT BLACK



228



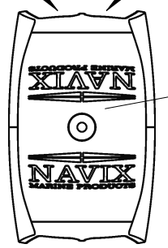
11068/456N9V14

-XJGND1#1 INPUT- 70/10 — MAIN NEG BUSBAR -BT3:- YELLOW_70 — 1800 mm — 22823 1700 mm NW17 PP-MOD BLACK — YELLOW_70 -XJGND1:1 — START BATTERY 2- INPUT- — -BT3#1 - 70/10

-BT3#1 + 70/10 — START BATTERY 2+ MS_ENG2_IN -XJ4:1 — RED_70 — 1800 mm — 22823 1700 mm NW17 PP-MOD BLACK — RED_70 -BT3:+ — MAIN FUSE PANEL: XJ4 MS_ENG2_IN — -XJ4#1 1 70/10

-XJGND1#1 INPUT- 70/10 — MAIN NEG BUSBAR -XJM2:- YELLOW_70 — 3400 mm — YELLOW_70 -XJGND1:1 — ENGINE 1 JUNCT BOX XJM2 INPUT- — -XJM2#1 - 70/8

-XJM2#1 + 70/8 — ENGINE 1 JUNCT BOX XJM2 MS_ENG2_OUT -F115:1 — RED_70 — 2800 mm — RED_70 -XJM2: — MAIN FUSE PANEL: F115 MS_ENG2_OUT — -F115#1 1 70/10



LABEL:
-XJM2#1

V4100

-G2#1 OUT 50/8 — ENG 2 GENERATOR: OUT ALT_IN_STB -Q2:IN — RED_50 — 5000 mm — RED_50 -G2:OUT — STB ISOLATOR: IN ALT_IN_STB — -Q2#1 IN 50/8

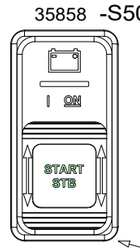
-Q2#1 2-OUT 35/8 — STB ISOLATOR: 2-OUT ALT1_STB -F112:2 — RED_35 — 1300 mm — RED_35 -Q2:2-OUT — MAIN FUSE PANEL: F112 ALT1_STB — -F112#1 2 35/8

-Q2#1 3-OUT 35/8 — STB ISOLATOR: 3-OUT ALT2_STB -F104:2 — RED_35 — 1300 mm — RED_35 -Q2:3-OUT — MAIN FUSE PANEL: F104 ALT2_STB — -F104#1 2 35/8

-XJGND1#1 INPUT- 3560.02 — MAIN NEG BUSBAR -Q2:GND YELLOW_2.5 — 2000 mm — YELLOW_2.5 -XJGND1:1 — STB ISOLATOR: GND INPUT- — -Q2#1 GND RSB 7901

CUSTOMER INSTALLS TO
38687 MAIN SWITCH CONTROL PANEL

-S503
35858 -S503#1 STB ENGINE MAIN SWITCH



29866

1 ENG2_MS_C -X.5B:1 GREY/GREEN_1.5
2 INPUT- -X.5B:3, -S503:-7 GREY/BLACK_1.5,GREY/BLACK_1.5
3
4
5
6
-7 INPUT- -S503:3 GREY/BLACK_1.5
+8 ENG2_MS_IND X.5B:2 RED_1.5

300 mm

GREY/GREEN_1.5 -S503:2 ENG2_MS_C 1
RED_1.5 -S503:+8 ENG2_MS_IND 2
GREY/BLACK_1.5 -S503:3 INPUT- 3

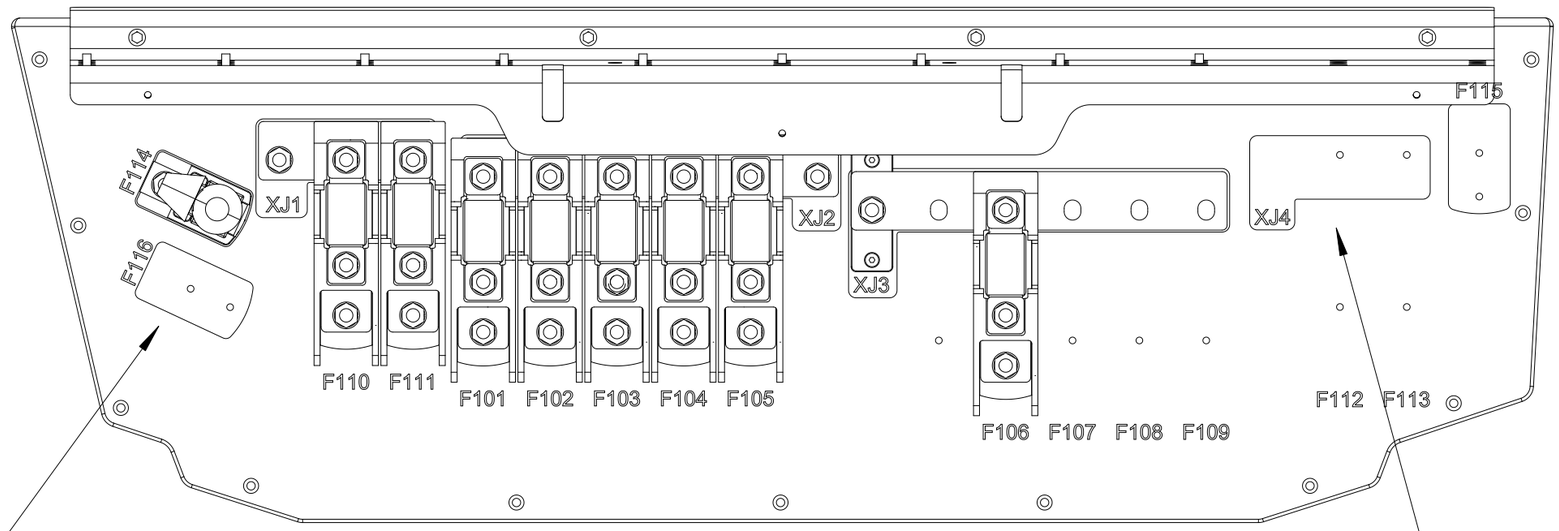
-X.5B
2634310
(3NT BACK VIEW)

-X.5B#1
2634310

28.9.2023	PF	A2: 2004800;Added XJ4 busbar+screws, 90000->90001, labels., lengths	Date	20.3.2023	Axopar	38678	2004468
12.2.2024	PF	B3: 2004979; start cable lengths, port alt cable removed	Drawing by	PF	Boat	Sub-product code	Product code / Project ID
14.5.2024	PF	C4: 2005089; Added battery terminals	Sheet rev.	4	28 MK3	DUAL ENGINE BATTERY CABLES	HL
Date of modification	Modified by	Description	Project rev.	C	Boat model	Title	Loc / 55 / 106 Sheet

Copyright by NAVIX

(DRAWING FOR CUSTOMER REFERENCE)

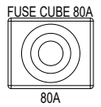


INCLUDED, PACK SEPARATELY
CUSTOMER INSTALLS TO MAIN FUSE UNIT (F115 AND F116)

1. 2pc 34642 CFBAR1-250SP SINGLE STUD

2pc VMI32012 HEX NUT M8 DIN934
2pc VMI32013 FLAT WASHER FOR HEX BOLT
2pc VMI32011 SPRING LOCK WASHER M8 DIN127
2pc 34641 -B.6 CFCOVER-1R SINGLE STUD/RED
2pc 34640 -PS_F.6 CUBE FUSE MRFB-080 80A

-F115#1



34640

2. 2pc VMI32012 HEX NUT M8 DIN934
2pc VMI32013 FLAT WASHER FOR HEX BOLT
2pc VMI32011 SPRING LOCK WASHER M8 DIN127

-F116#1

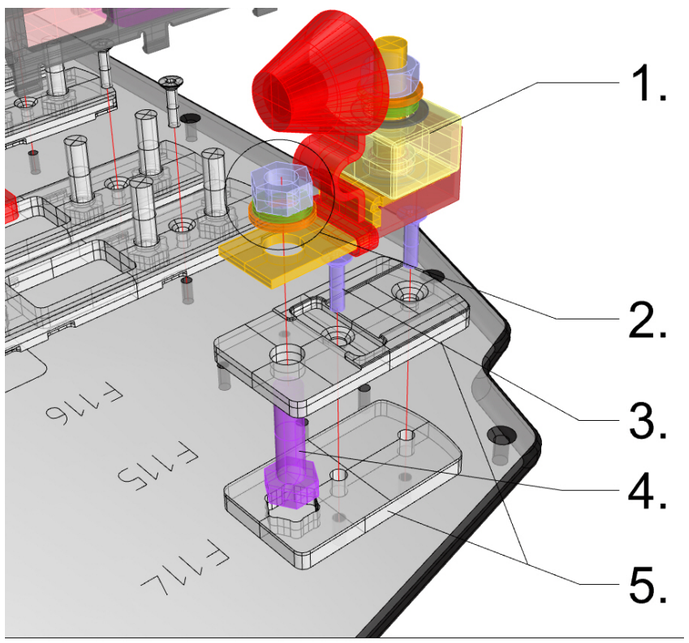


34640

3. 6pcs VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991

4. 2pc VMI32019 - HEX Bolt Full thread M8X30 DIN933

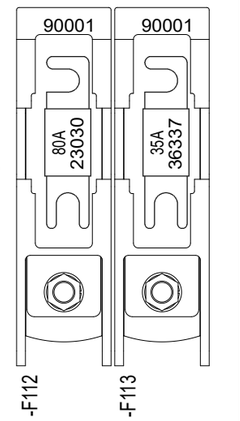
5. 2pc 39047_NAVIX_LINE_CUBE_FUSE_HOLDER_SINGLE



INCLUDED, PACK SEPARATELY
CUSTOMER INSTALLS TO MAIN FUSE UNIT (XJ4, F112 AND F113)

1pc 39057_NAVIX_LINE_BUS_BAR_TYPE5C_3X
1pc VMI32012 HEX NUT M8 DIN934
1pc VMI32013 FLAT WASHER FOR HEX BOLT
1pc VMI32011 SPRING LOCK WASHER M8 DIN127
1pc VMI32018 HEX BOLT FULL THREAD M8X25 DIN933

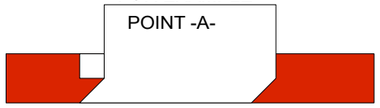
(for attaching holders to panel):
4 pcs VMI30917 COUNTERSUNK HEAD SCREW
HEX SOCKET M4X16 DIN7991

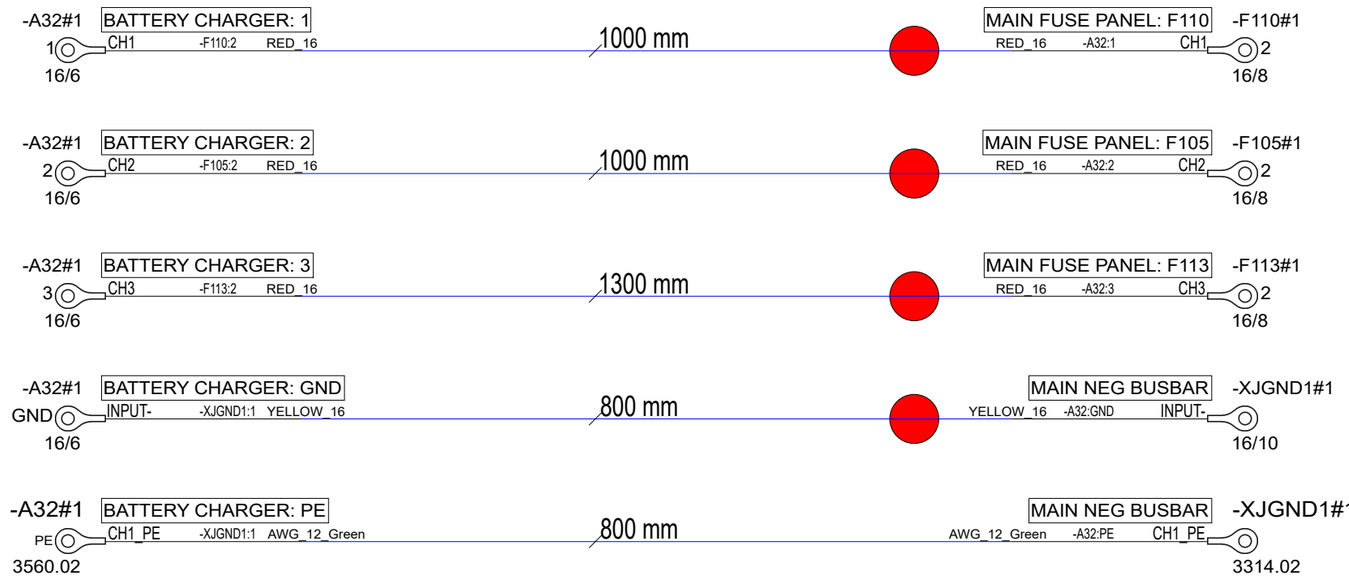


Date of modification	Modified by	Description						
28.9.2023	PF	A2: 2004800;Added XJ4 busbar+screws, 90000->90001, labels., lengths	Date	19.10.2023	Copyright by	Axopar		38678 / 2004468
12.2.2024	PF	B3: 2004979; start cable lengths, port alt cable removed	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
14.5.2024	PF	C4: 2005089; Added battery terminals	Sheet rev.	4		28 MK3	DUAL ENGINE BATTERY CABLES	HL / 56 / 106
			Project rev.	C		Boat model	Title	Loc / Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	35 mm2	=	AWG2

6.10.2023	PF	2004800; labels	Date	20.3.2023	Axopar		38679 / 2004468
28.5.2024	PF	C1: 2005089; Not modified	Drawing by	PF			
17.10.2024	PF	C2: 2005259; Added PE wire	Sheet rev.	2	28 MK3	CHARGER CABLES	HL
Date of modification	Modified by	Description	Project rev.	C	Boat model	Title	Loc / 57 / 106

NAVIX

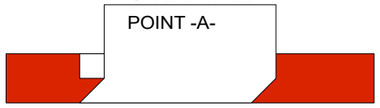
Copyright by

Boat | Sub-product code | Product code | Project ID

Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



-A32#1 BATTERY CHARGER: 1
1 CH1 -F110:2 RED_16
16/6

1000 mm

MAIN FUSE PANEL: F110 -F110#1
RED_16 -A32:1 CH1 2
16/8

-A32#1 BATTERY CHARGER: 2
2 CH2 -F105:2 RED_16
16/6

1000 mm

MAIN FUSE PANEL: F105 -F105#1
RED_16 -A32:2 CH2 2
16/8

-A32#1 BATTERY CHARGER: GND
GND INPUT- -XJGND1:1 YELLOW_16
16/6

800 mm

MAIN NEG BUSBAR -XJGND1#1
YELLOW_16 -A32:GND INPUT-
16/10

-A32#1 BATTERY CHARGER: PE
PE CH1_PE -XJGND1:1 AWG_12_Green
3560.02

800 mm

MAIN NEG BUSBAR -XJGND1#1
AWG_12_Green -A32:PE CH1_PE
3314.02

NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

R2 ISO 6722 100V AWG6 +100 C

CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	35 mm2	=	AWG2

Date of modification	Modified by	Description
17.10.2024	PF	C2: 2005259; Added PE wire
--	PF	B1: Not modified
28.5.2024	PF	C1: 2005089; Not modified

Date 28.9.2023
Drawing by PF
Sheet rev. 2
Project rev. C

Copyright by

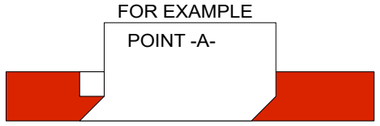
NAVIX

Axopar — Boat
28 MK3 — Boat model
Sub-product code
39779 — Product code
2004468 — Project ID
CHARGER CABLES 1 ENGINE — Title
HL — Loc
58 / 106 — Sheet

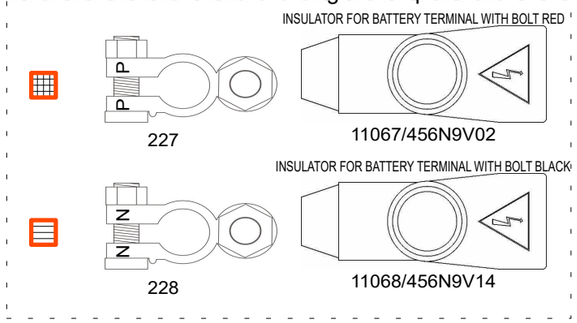
NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

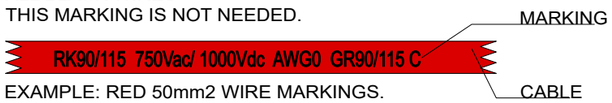


Install in indicated locations. Altogether 1 pcs each.



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

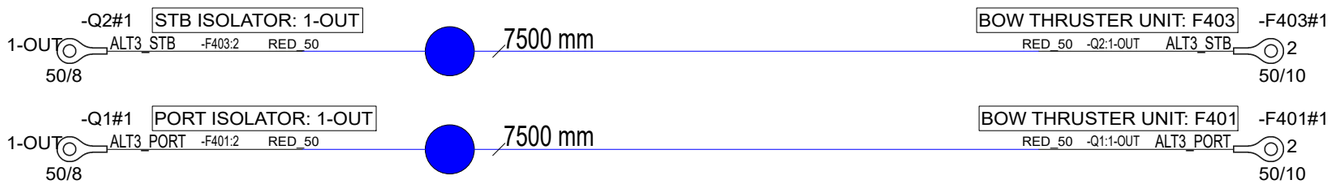


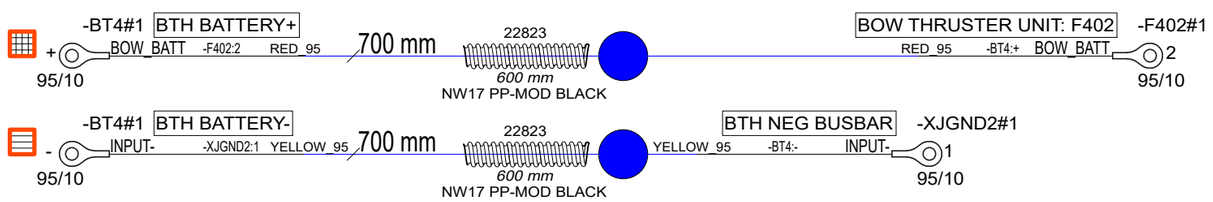
EXAMPLE: RED 50mm2 WIRE MARKINGS.

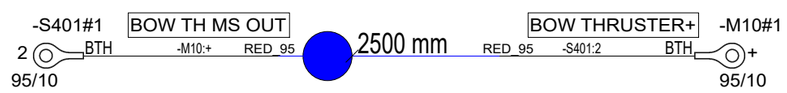
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

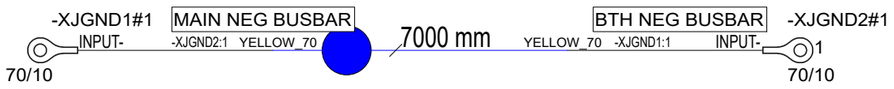
	EQUIVALENCY: mm2	AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	50 mm2	= AWG0
	70 mm2	= AWG2/0
	95 mm2	= AWG3/0
FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0.	120 mm2	= 250 kcmil

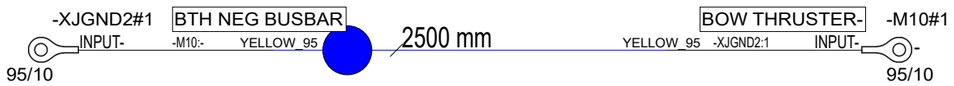
Customer:
Q2:OUT-1 and Q1:OUT-1 are combined to the same isolator output pin when using V10 engine









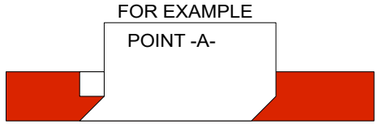


Date of modification	Modified by	Description						
28.9.2023	PF	A2: 2004897; V10 update: Cable Q2-F403 +500mm, labels	Date	22.3.2023	NAVIX	Axopar		38680 / 2004468
1.12.2023	PF	A3: 2004800; Length changes	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
14.5.2024	PF	C4: 2005089; Added battery terminals, cable lug changes	Sheet rev.	4	Copyright by	28 MK3	BOW THRUSTER CABLES	HL / 59 / 106
			Project rev.	C		Boat model	Title	Loc / Sheet

NOTICE! CABLES WITH STICKER

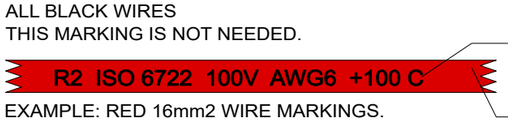
FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

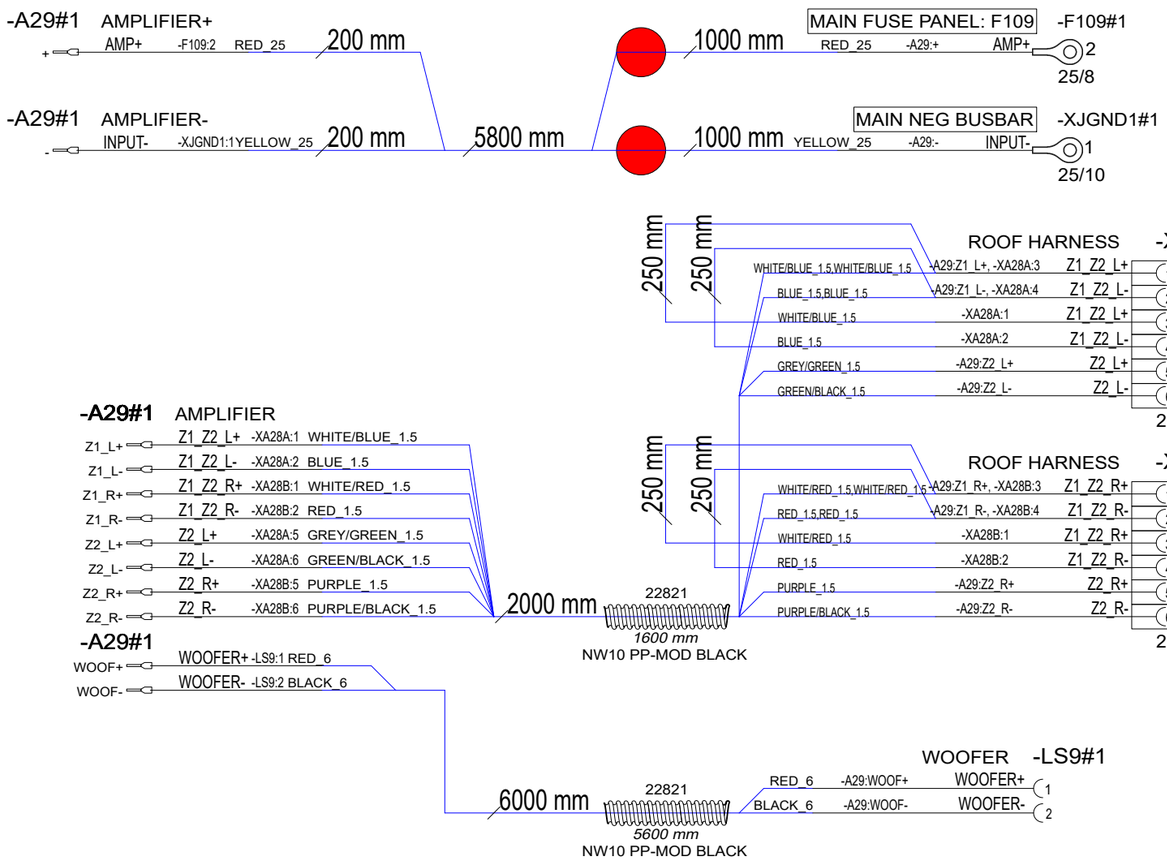
EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



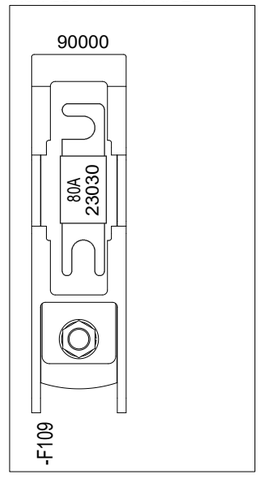
EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	35 mm2	=	AWG2



INCLUDED, CUSTOMER INSTALLS TO MAIN FUSE UNIT



Date of modification	Modified by	Description					
6.10.2023	PF	2004800; labels	Date	23.3.2023	Axopar		
13.5.2024	PF	C2: 2005089; Woofer wire length change	Drawing by	PF	Boat	Sub-product code: 38681	Product code: 2004468 Project ID
7.10.2024	PF	C3: 2005259; Wire end sleeves and conduits added	Sheet rev.	3	28 MK3	AUDIO UPGRADE CABLES	HL
			Project rev.	C	Boat model	Title	Loc: 60 / 106 Sheet

Copyright by NAVIX

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



Cable ends with Reference designator e.g. "BT2A" and pin e.g. "-" should be printed to same label in form BT2A: -

NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

R2 ISO 6722 100V AWG6 +100 C

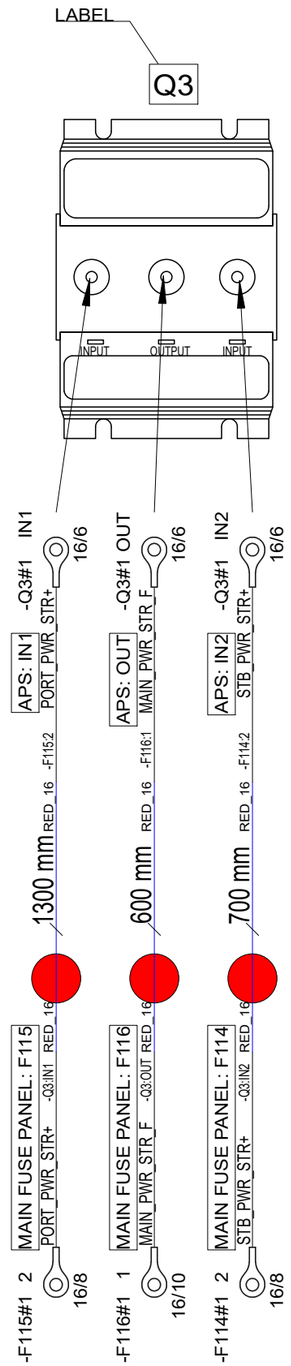
CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	35 mm2	=	AWG2

-Q3
23655
Battery Combiner 80A, 2 batteries
Victron BCD 802

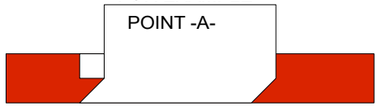


Date of modification	Modified by	Description						
6.10.2023	PF	2004800; labels	Date	3.4.2023	NAVIX Copyright by	Axopar Boat	Sub-product code	38698 Product code	2004468 Project ID
12.2.2024	PF	B2: 2004979; Q3-F114: -300mm, Q3-F116: -400mm, Q3-F115: +300mm	Drawing by	PF					
28.5.2024	PF	C2: 2005089; Not modified	Sheet rev.	2		28 MK3 Boat model	POWER STEER CABLES NO JPO Title	HL Loc	61/ 106 Sheet
			Project rev.	C					

NOTICE! CABLES WITH STICKER

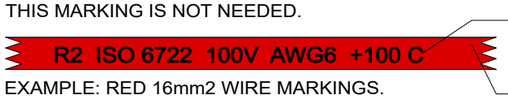
FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED MARKINGS
SHOWN IN EXAMPLE BELOW. PRINTED EVERY 120mm.

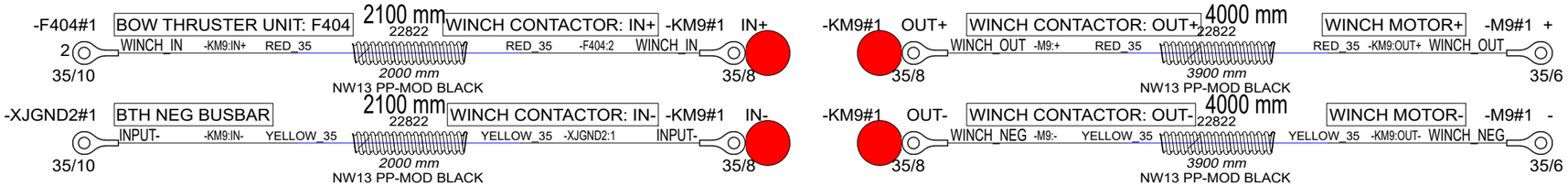
EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



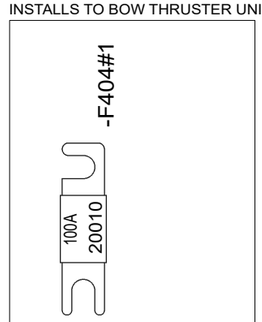
EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	=	AWG3
	35 mm2	=	AWG2

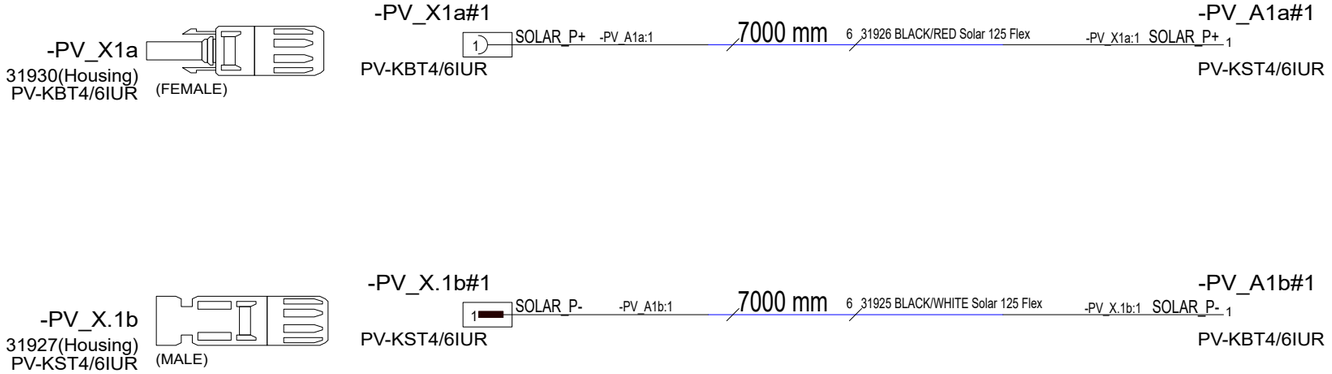


INCLUDED, CUSTOMER INSTALLS TO BOW THRUSTER UNIT



Date of modification	Modified by	Description						
6.10.2023	PF	2004800; labels	Date	3.4.2023	Axopar		38699	2004468
28.5.2024	PF	C1: 2005089; Not modified	Drawing by	PF	Boat	Sub-product code	Product code	Project ID
9.8.2024	PF	C2: 2005089; KM9 in cables +400mm, conduits added	Sheet rev.	2	28 MK3	BOW ANCHOR WINCH CABLES	HL	62 / 106
			Project rev.	C	Boat model	Title	Loc	Sheet

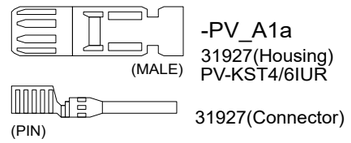
Copyright by NAVIX



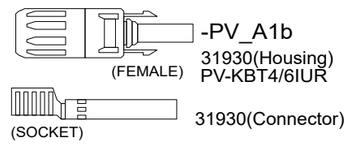
DELIVERED SEPARATELY

SOLAR CABLE CONNECTORS

31927 Solar Connector MC4 Pin inc. housing

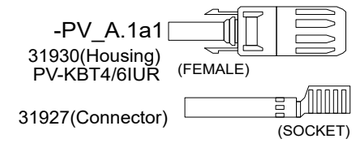


31930 Solar Connector MC4 Socket inc. housing

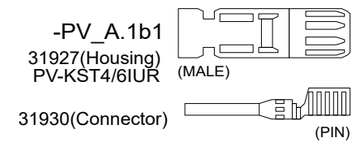


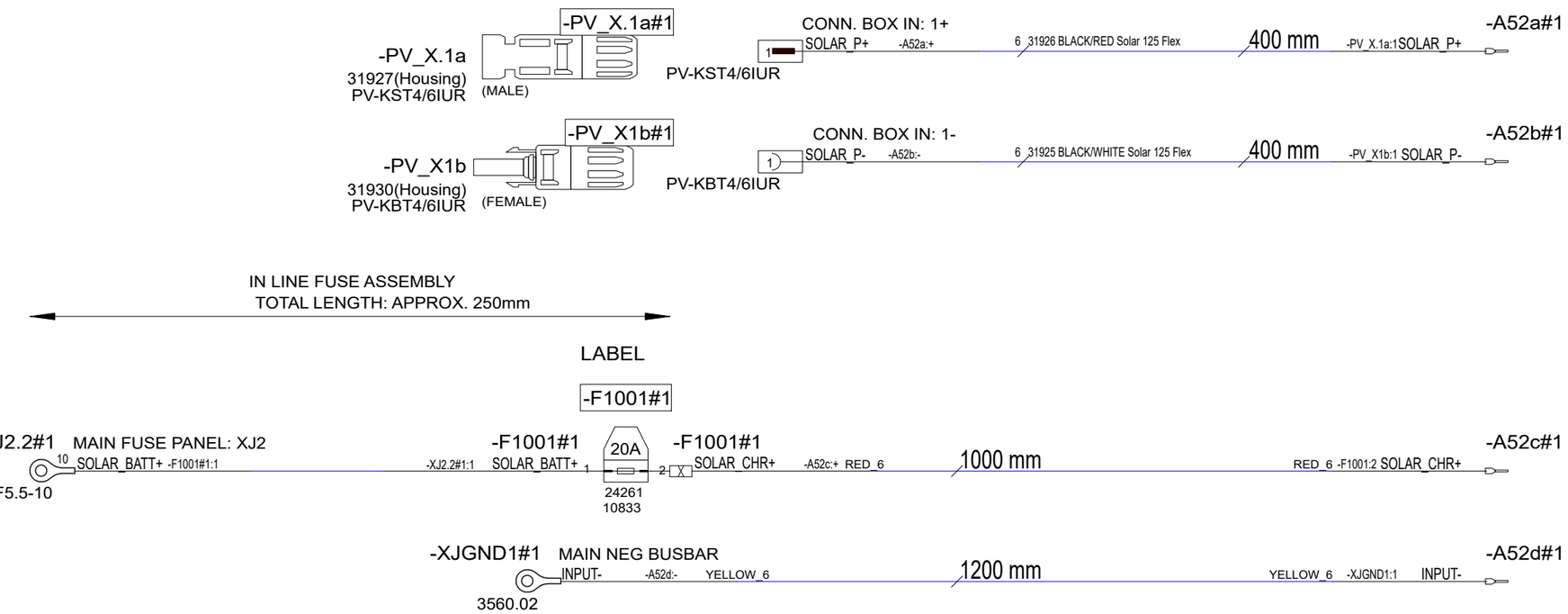
SOLAR PANEL CONNECTORS

31930 Solar Connector MC4 Socket inc. housing

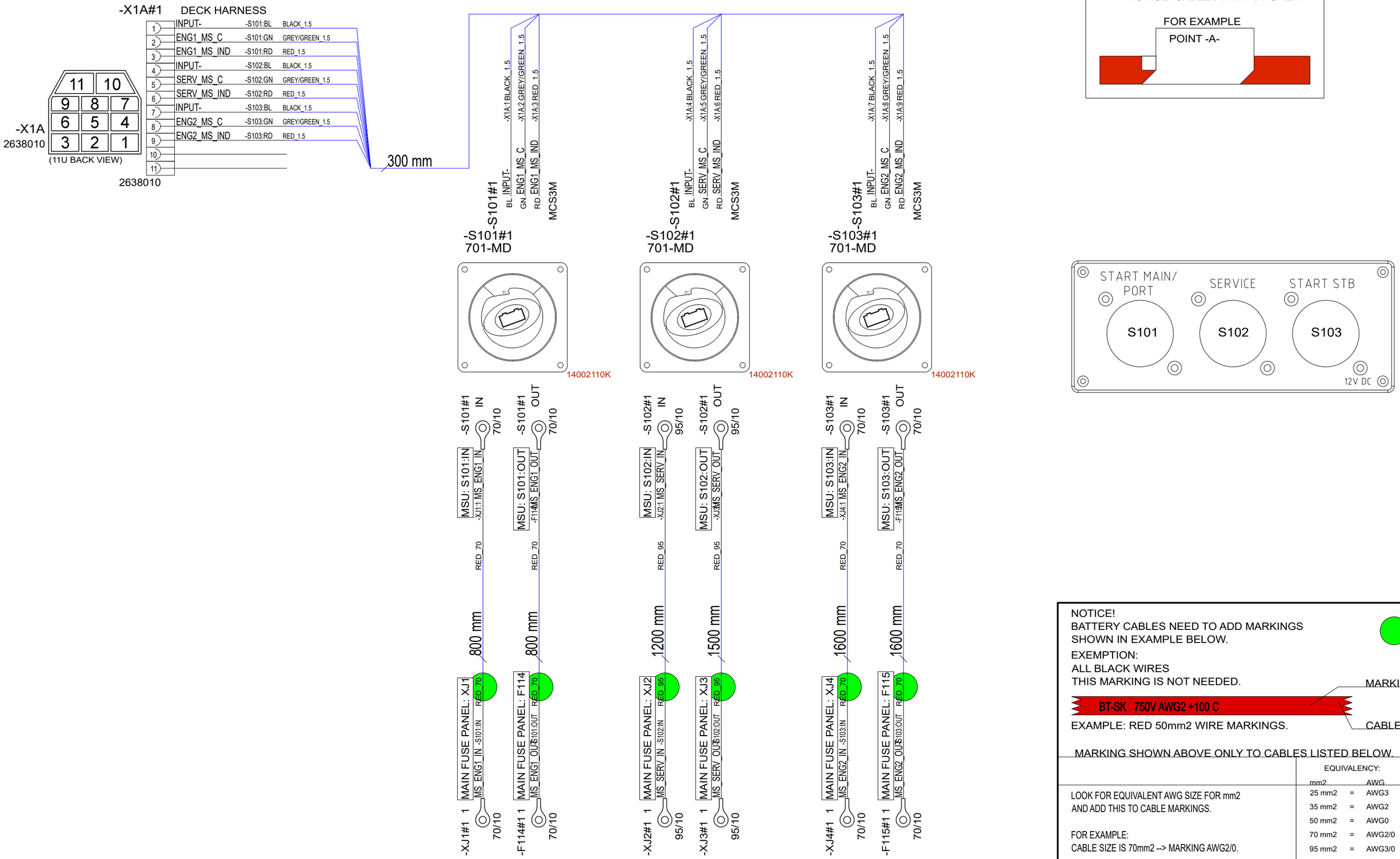


31927 Solar Connector MC4 Pin inc. housing



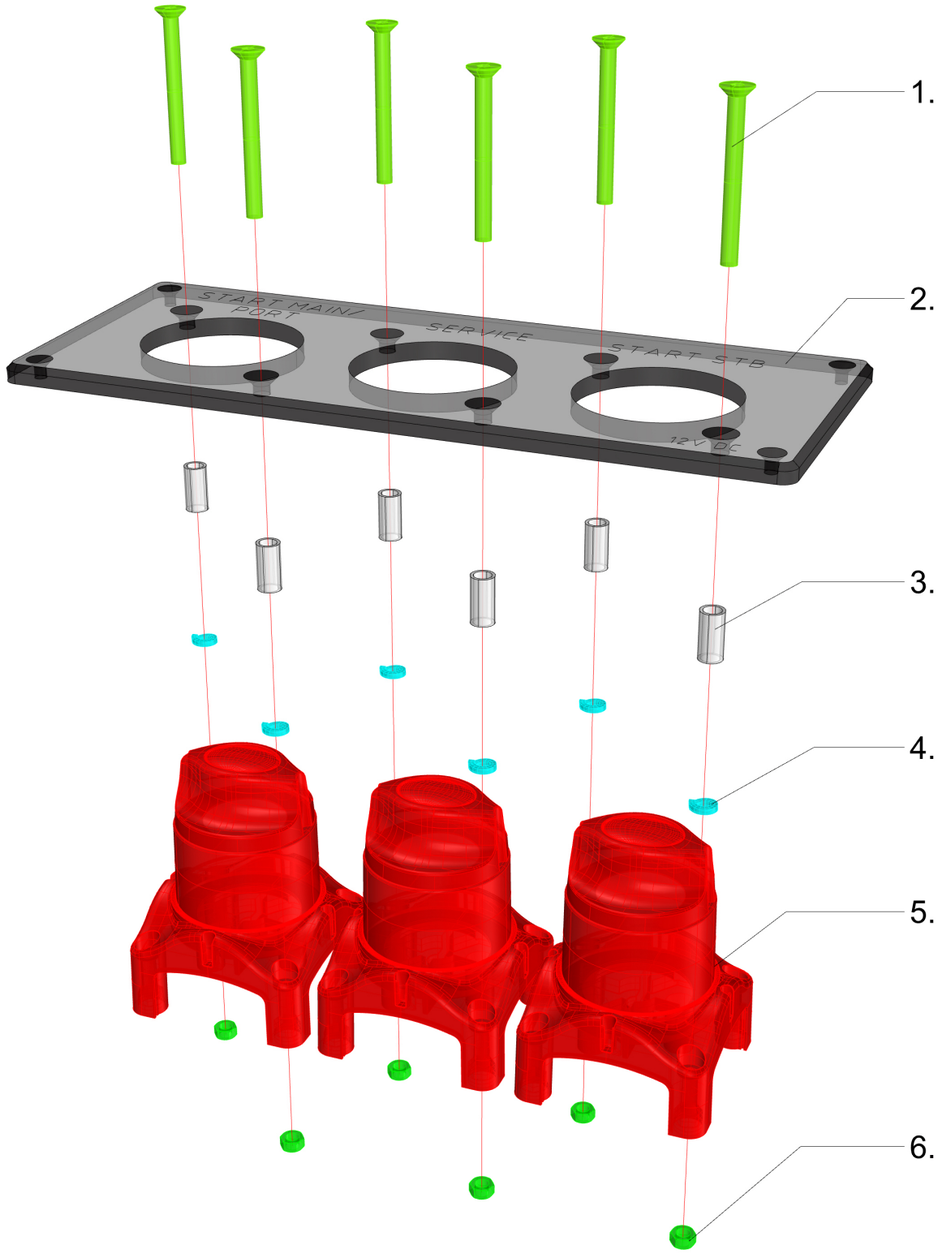


6.5.2024	PF	C1: 2005089; New product	Date 6.5.2024	NAVIX	Axopar		41389	2004468
			Drawing by PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 1		28 MK3	CCX SOLAR CABLES	HL	63 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet



Date of modification	Modified by	Description						
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels	Date	23.3.2023	NAVIX	Axopar		38682 / 2004468
12.2.2024	PF	B3: 2004979; F115-S103: 800mm->1600mm	Drawing by	PF		Boat	Sub-product code / Product code	Project ID
28.5.2024	PF	C3: 2005089; Not modified	Sheet rev.	3		28 MK3	MAIN SWITCH UNIT REMOTE	HL / 64 / 106
			Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet

38682_AXOPAR_28_MAIN_SWITCH_UNIT_REMOTE DUAL ENG.



38682_AXOPAR_28_MAIN_SWITCH_UNIT_REMOTE DUAL ENG.

1. 6pcs VMI31811 - Countersunk head Screw HEX socket M5X50 DIN7991

2. 1pc 39053_AXOPAR_28_MSU_PANEL

3. 6pcs 6440 - HOLKKI NAVIX PÄÄKYTKIMEEN - halk. 8/6mm pituus 16mm

4. 6pcs VMI31540 - Spring Lock Washer M5 DIN127

5. 3pcs 14002110K Remote Controlled Battery Switch

6. 6pcs VMI31538 - HEX Nut M5 DIN934

16.05.-22 / TE

Date of modification	Modified by	Description
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels
12.2.2024	PF	B3: 2004979; F115-S103: 800mm->1600mm
28.5.2024	PF	C3: 2005089; Not modified

Date	23.3.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

Copyright by

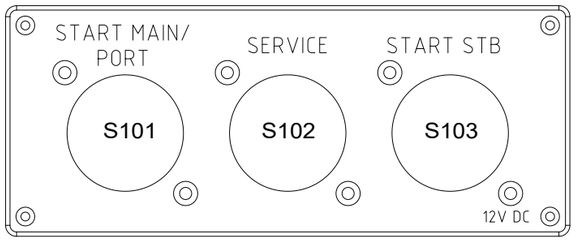
NAVIX

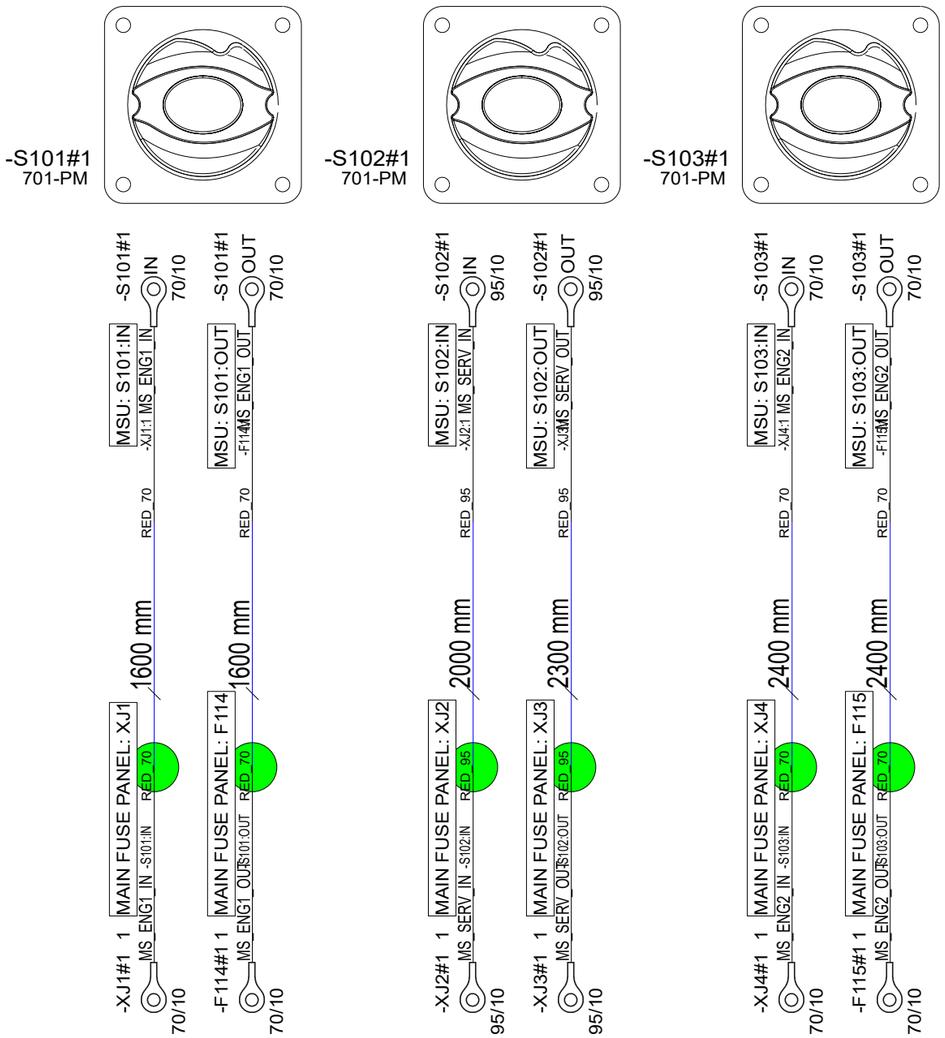
Axopar Boat		38682 Product code	2004468 Project ID	
28 MK3 Boat model	MAIN SWITCH UNIT REMOTE Title	HL Loc	65 / 106 Sheet	

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-





NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

EQUIVALENCY:

mm2		AWG
25 mm2	=	AWG3
35 mm2	=	AWG2
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil

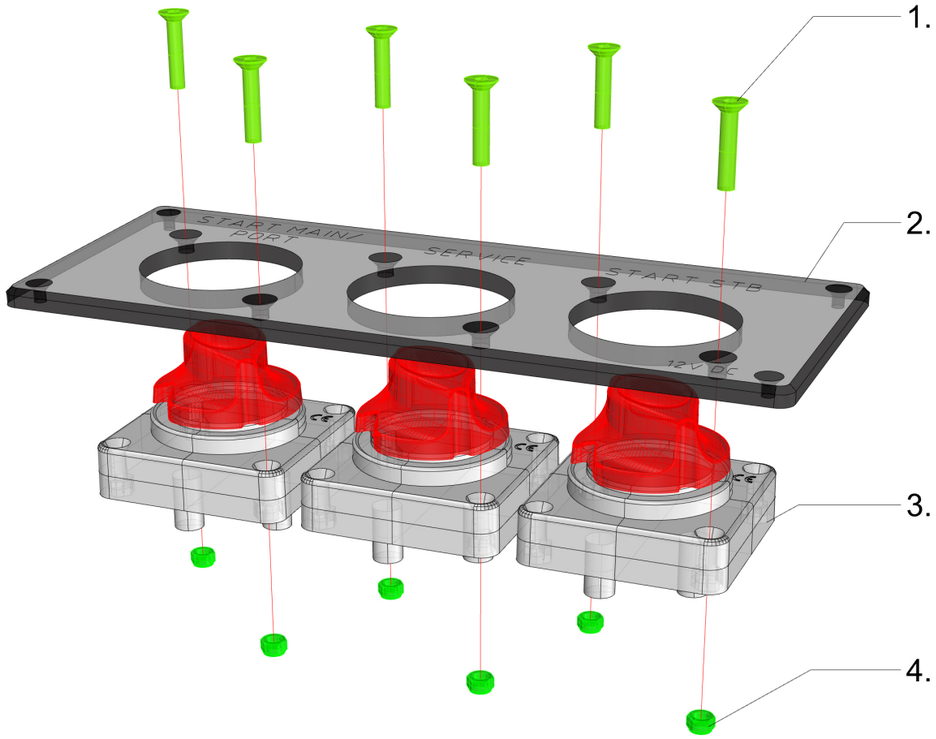
Date of modification	Modified by	Description
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels
12.2.2024	PF	B3: 2004979; F115-S103: 1600mm->2400mm
28.5.2024	PF	C3: 2005089; Not modified

Date	23.3.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

Copyright by

Axopar		38683	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	MAIN SWITCH UNIT MANUAL	HL	66 / 106
Boat model	Title	Loc	Sheet

38683_AXOPAR_28_MAIN_SWITCH_UNIT_MANUAL DUAL ENG.



38683_AXOPAR_28_MAIN_SWITCH_UNIT_MANUAL DUAL ENG.

1. 6pcs VMI31807 - Countersunk head Screw HEX socket M5X25 DIN7991

2. 1pc 39053_AXOPAR_28_MSU_PANEL

3. 3pcs 701-PM - Battery Main Switch 275A, Panel Mounted - Bep 701B-PM

4. 6pcs VMI31539 - Self-locking HEX Nut M5 DIN985

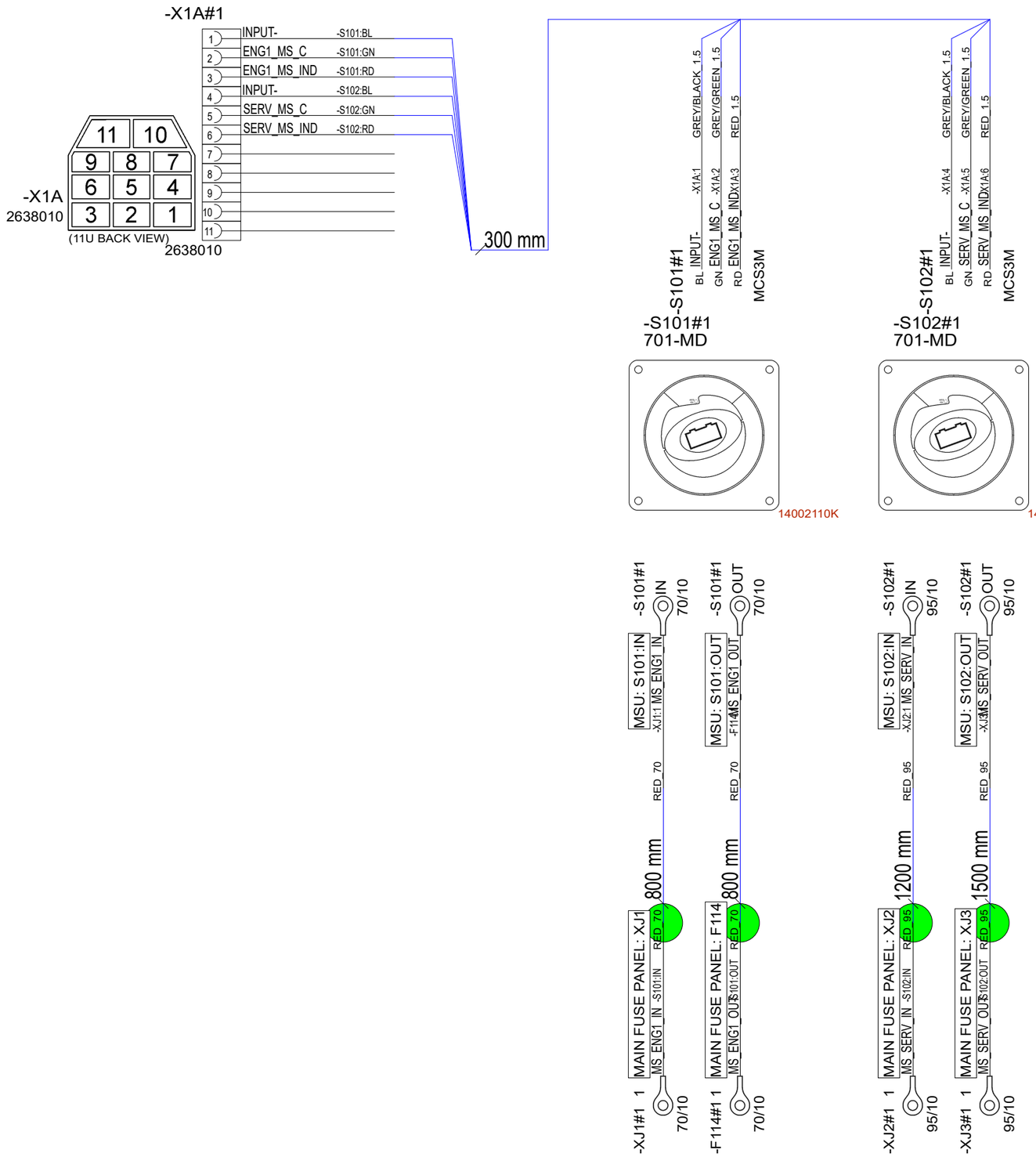
16.05.-22 / TE

Date of modification	Modified by	Description
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels
12.2.2024	PF	B3: 2004979; F115-S103: 1600mm->2400mm
28.5.2024	PF	C3: 2005089; Not modified

Date	23.3.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

Copyright by

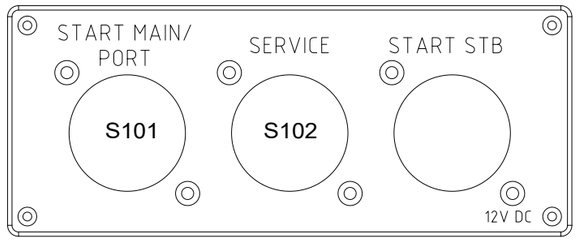
Axopar Boat		38683 Product code	2004468 Project ID	
28 MK3 Boat model	MAIN SWITCH UNIT MANUAL Title	HL Loc	67 / 106 Sheet	



NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

BT-SK 750V AWG2 +100 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

EQUIVALENCY: mm2		AWG
25 mm2	=	AWG3
35 mm2	=	AWG2
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil

Date of modification	Modified by	Description
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels
--	PF	B2: Not modified
28.5.2024	PF	C2: 2005089; Not modified

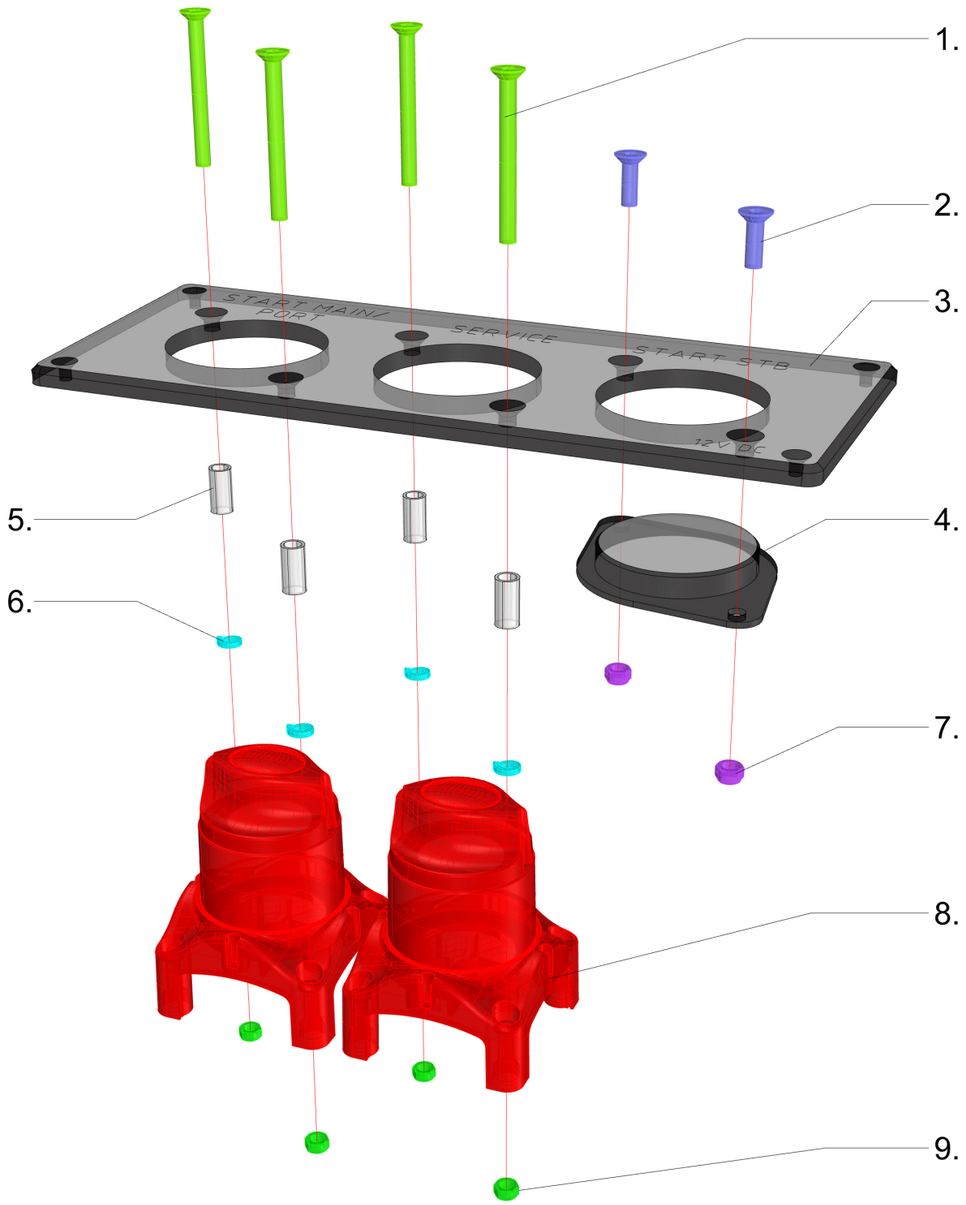
Date 25.4.2023
Drawing by PF
Sheet rev. 2
Project rev. C

Copyright by

NAVIX

Boat: Axopar
Boat model: 28 MK3
Sub-product code:
Product code: 38909
Project ID: 2004468
Title: MAIN SWITCH UNIT REMOTE SE
Loc:
HL:
Sheet: 68 / 106

38909_AXOPAR_28_MAIN_SWITCH_UNIT_REMOTE_SE



38909_AXOPAR_28_MAIN_SWITCH_UNIT_REMOTE_SE

1. 4pcs VMI31811 - Countersunk head Screw HEX socket M5X50 DIN7991

3. 2pc VMI31796 - Countersunk head Screw HEX socket M5X16 DIN7991

3. 1pc 39053_AXOPAR_28_MSU_PANEL

4. 1pc 39054_NAVIX_MS_PLUG_BEP_HPL

5. 4pcs 6440 - HOLKKI NAVIX PÄÄKYTKIMEEN - halk. 8/6mm pituus 16mm

6. 4pcs VMI31540 - Spring Lock Washer M5 DIN127

7. 2pcs VMI31539 - Self-locking HEX Nut M5 DIN985

8. 2pcs 14002110K Remote Controlled Battery Switch

9. 4pcs VMI31538 - HEX Nut M5 DIN934

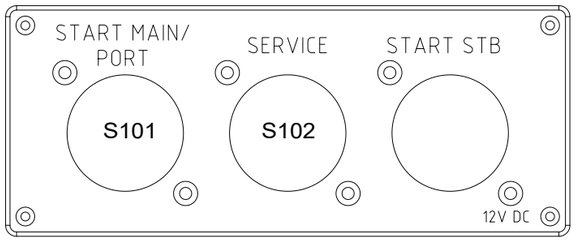
16.05.-22 / TE

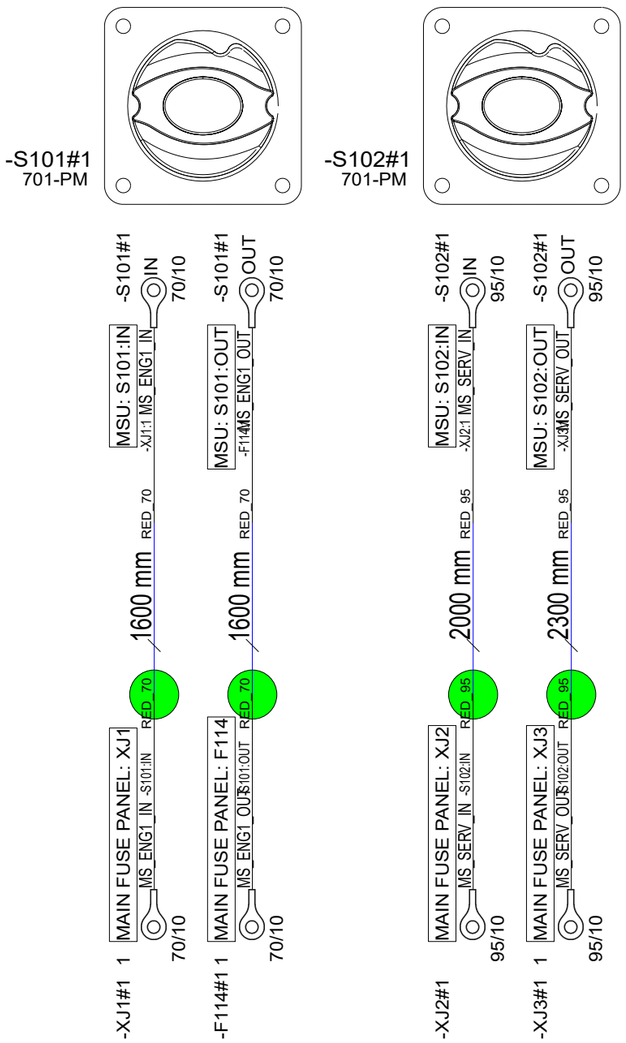
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels	Date 25.4.2023	Copyright by	Axopar Boat		38909 Product code	2004468 Project ID
--	PF	B2: Not modified	Drawing by PF					
28.5.2024	PF	C2: 2005089; Not modified	Sheet rev. 2		28 MK3 Boat model	MAIN SWITCH UNIT REMOTE SE Title	HL Loc	69 / 106 Sheet
Date of modification	Modified by	Description	Project rev. C					

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

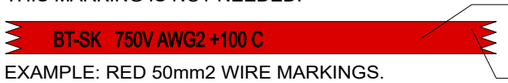
POINT -A-





NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



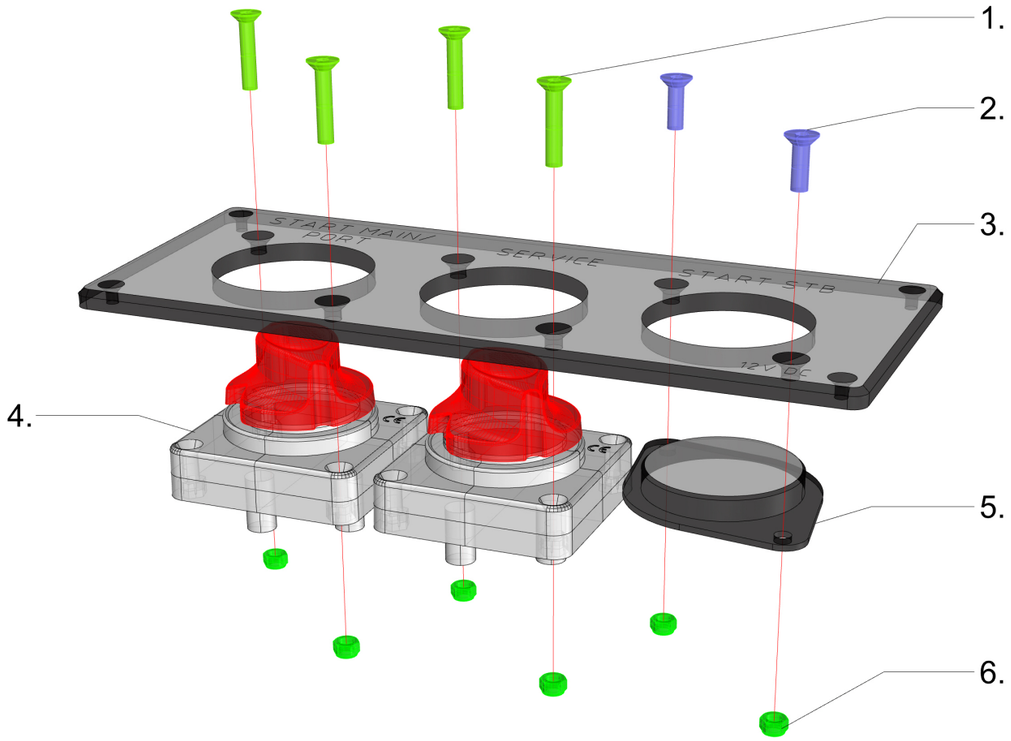
EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	EQUIVALENCY:		
	mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	25 mm2	=	AWG3
	35 mm2	=	AWG2
	50 mm2	=	AWG0
FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0.	70 mm2	=	AWG2/0
	95 mm2	=	AWG3/0
	120 mm2	=	250 kcmil

6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels	Date	25.4.2023	NAVIX	Axopar			
--	PF	B2: Not modified	Drawing by	PF		Boat	Sub-product code	38910 Product code	2004468 Project ID
28.5.2024	PF	C2: 2005089; Not modified	Sheet rev.	2		28 MK3	MAIN SWITCH UNIT MANUAL SE	HL	70 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

38910_AXOPAR_28_MAIN_SWITCH_UNIT_MANUAL_SE



38910_AXOPAR_28_MAIN_SWITCH_UNIT_MANUAL_SE

1. 4pcs VMI31807 - Countersunk head Screw HEX socket M5X25 DIN7991

2. 2pcs VMI31796 - Countersunk head Screw HEX socket M5X16 DIN7991

3. 1pc 39053_AXOPAR_28_MSU_PANEL

4. 2pcs 701-PM - Battery Main Switch 275A, Panel Mounted - Bep 701B-PM

5. 1pc 39054_NAVIX_MS_PLUG_BEP_HPL

6. 6pcs VMI31539 - Self-locking HEX Nut M5 DIN985

16.05.-22 / TE

Date of modification	Modified by	Description		
6.10.2023	PF	A2: 2004800; R2-> BT-SK, labels	Date	25.4.2023
--	PF	B2: Not modified	Drawing by	PF
28.5.2024	PF	C2: 2005089; Not modified	Sheet rev.	2
			Project rev.	C

Copyright by

NAVIX

Boat	Sub-product code	Product code	Project ID
Axopar		38910	2004468

Boat model	Title		Sheet
28 MK3	MAIN SWITCH UNIT MANUAL SE	HL / Loc	71/ 106

38684_AXOPAR_28_MAIN_FUSE_PANEL

38684_AXOPAR_28_MAIN_FUSE_PANEL

1. 4pcs VMI31829 - HEX socket Head Cap Screw M6X20 DIN912
BACKSIDE OF 39046
4pcs VMI31826 - Self-locking HEX Nut M6 DIN985

2. 1pc 40936_AXOPAR_28_MK3_SUPPORT_BRACKET_V1
+ ZIPTIES

DETAIL 1.

1. 1pc 34642 CFBAR1-250SP SINGLE STUD

1pc VMI36860 HEX NUT 1/4" "UNC A4
1pc VMI31830 SPRING LOCK WASHER M6 DIN127
1pc VMI31831 FLAT WASHER FOR HEX BOLTS AND NUTS M6 DIN125A
1pc VMI36859 FLAT WIDE WASHER FOR HEX BOLTS AND NUTS M6
1pc 34641 -B.6 CFCOVER-1R SINGLE STUD/RED
1pc 34640 -PS_F.6 CUBE FUSE MRFB-080 80A

2. 1pc VMI32012 HEX NUT M8 DIN934
1pc VMI32013 FLAT WASHER FOR HEX BOLT
1pc VMI32011 SPRING LOCK WASHER M8 DIN127

3. 2pcs VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991

4. 1pc VMI32019 - HEX Bolt Full thread M8X30 DIN933

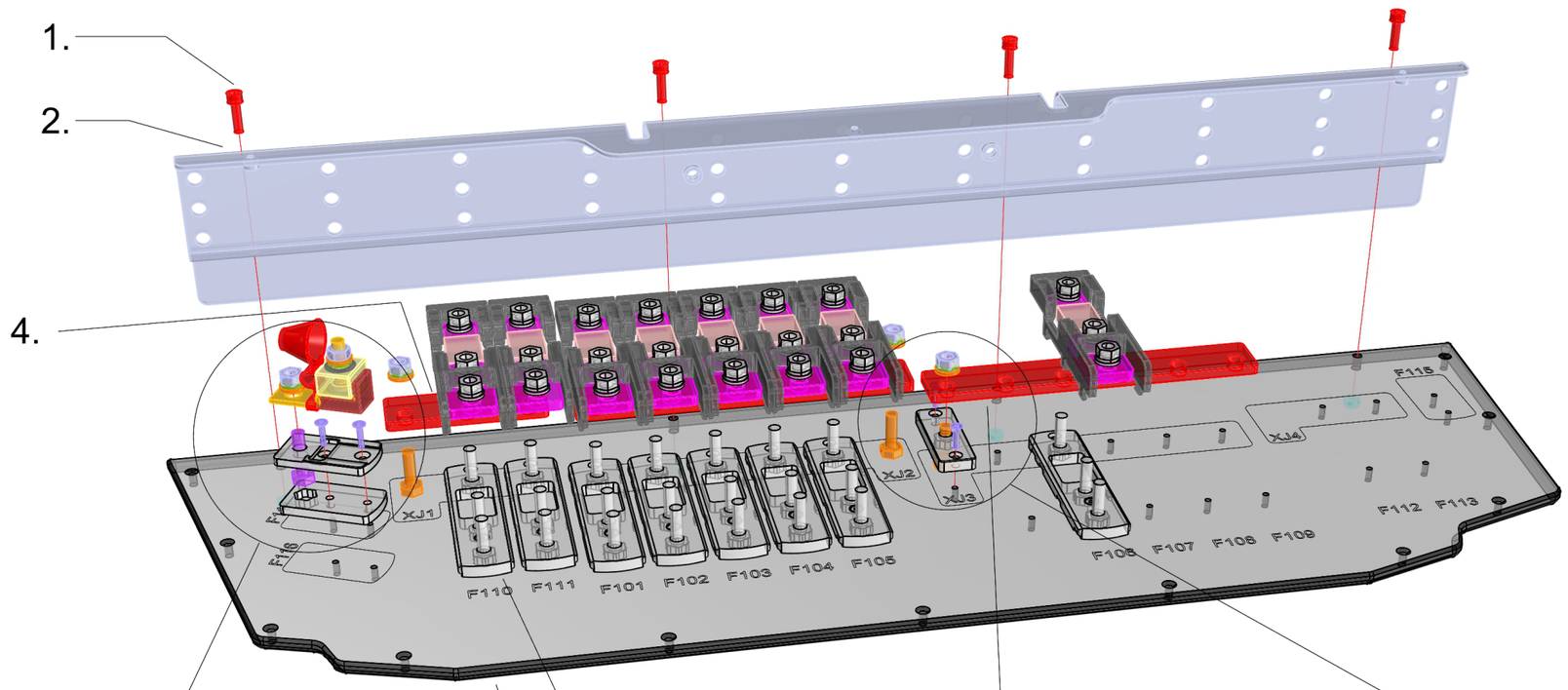
5. 1pc
39047_NAVIX_LINE_CUBE_FUSE_HOLDER_SINGLE_V1

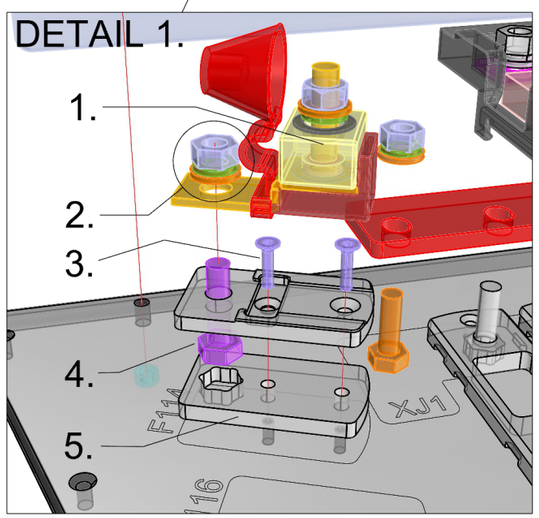
3. 1pc 39058_NAVIX_LINE_BUS_BAR_TYPE5C_6X
1pc VMI32012 HEX NUT M8 DIN934
1pc VMI32013 FLAT WASHER FOR HEX BOLT
1pc VMI32011 SPRING LOCK WASHER M8 DIN127
1pc VMI32018 HEX BOLT FULL THREAD M8X25 DIN933

4. 1pc 39057_NAVIX_LINE_BUS_BAR_TYPE5C_3X
1pc VMI32012 HEX NUT M8 DIN934
1pc VMI32013 FLAT WASHER FOR HEX BOLT
1pc VMI32011 SPRING LOCK WASHER M8 DIN127
1pc VMI32018 HEX BOLT FULL THREAD M8X25 DIN933

5. 8pcs 90001_NAVIX_LINE_ANL_HOLDER_TYPE5

6. 1pc
39046_AXOPAR_28_MAIN_FUSE_PANEL_PLATE_V2





DETAIL 2.

1. 1pc VMI32012 HEX NUT M8 DIN934
1pc VMI32013 FLAT WASHER FOR HEX BOLT
1pc VMI32011 SPRING LOCK WASHER M8 DIN127

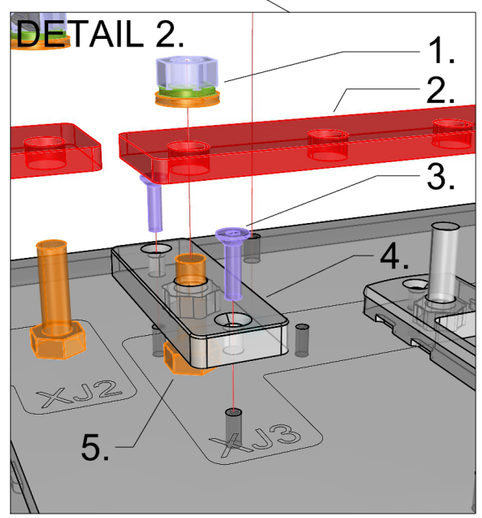
2. 1pc
39058_NAVIX_LINE_BUS_BAR_TYPE5C_6X

3. 2pcs VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991

4. 1pc
39048_NAVIX_LINE_BOLT_BASE_1_V1

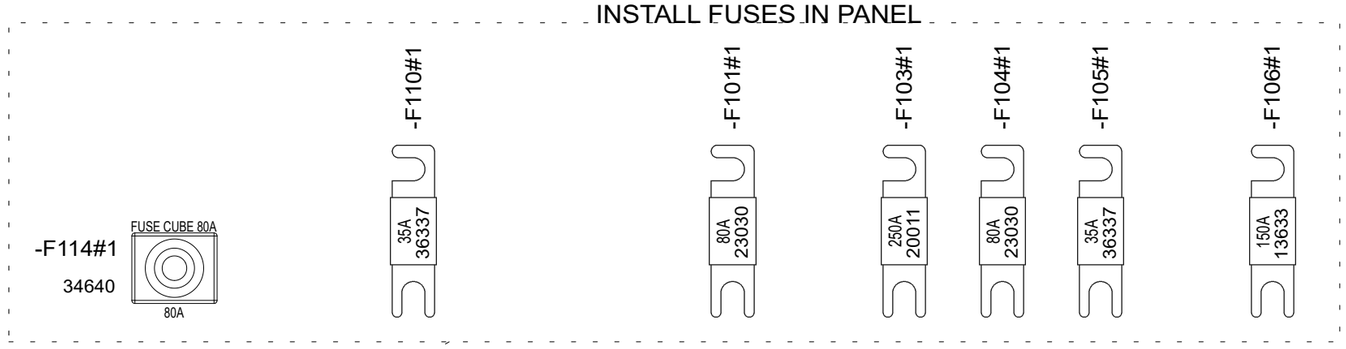
5. 1pc VMI32018 HEX BOLT FULL THREAD M8X25 DIN933

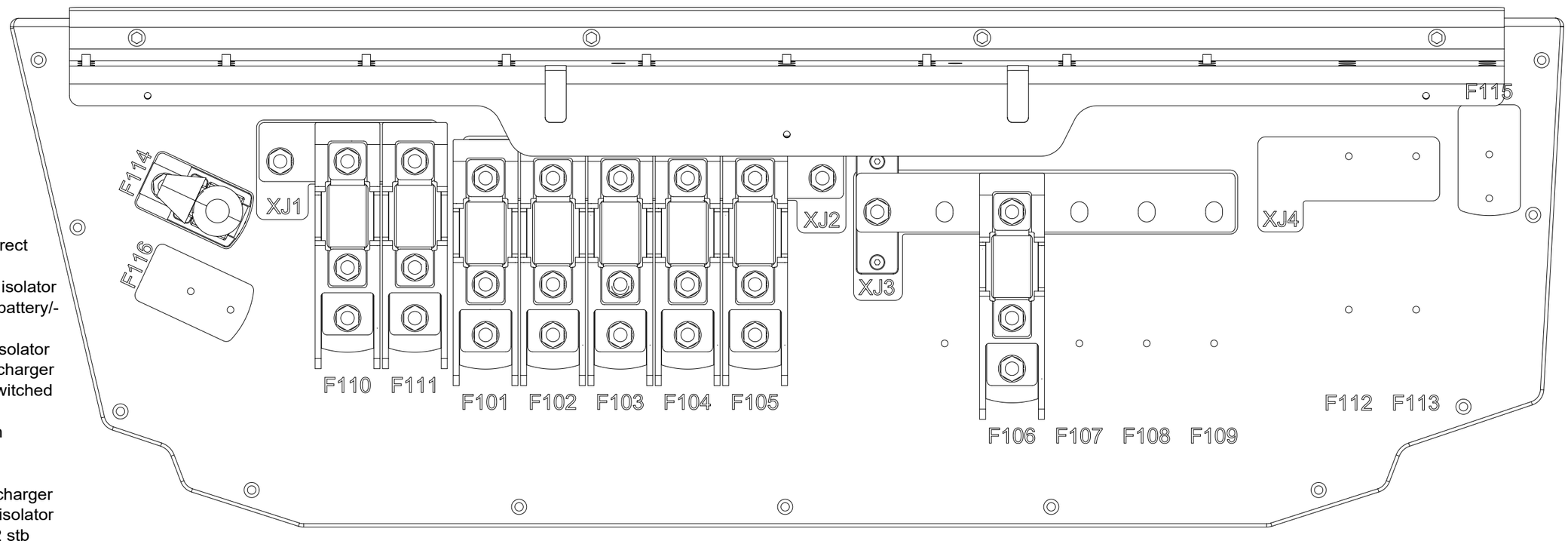
16.05.-23 / TE
27.02.-24 / TS



27.2.2024	PF	B2: 2004979; Fuses repositioned (F115 moved prt->stb)	Date 3.4.2023	NAVIX	Axopar		38684	2004468
30.4.2024	PF	C2: 2005089; Not modified	Drawing by PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 2		28 MK3	MAIN FUSE PANEL	HL	72 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

INSTALL FUSES IN PANEL





FUSE FUNCTION
F101 To console, direct main supply
F102 From Q1 port isolator
F103 From service battery/-ies
F104 From Q2 stb isolator
F105 From battery charger
F106 To console, switched main supply
F107 OPT aft winch
F108 OPT gyro
F109 OPT amplifier
F110 From battery charger
F111 From Q1 port isolator
F112 OPT From Q2 stb isolator
F113 OPT From battery charger
F114 OPT APS or POWER STEERING PUMP
F115 OPT APS or POWER STEERING PUMP
F116 OPT APS

Date of modification	Modified by	Description
27.2.2024	PF	B2: 2004979; Fuses repositioned (F115 moved prt->stb)
30.4.2024	PF	C2: 2005089; Not modified

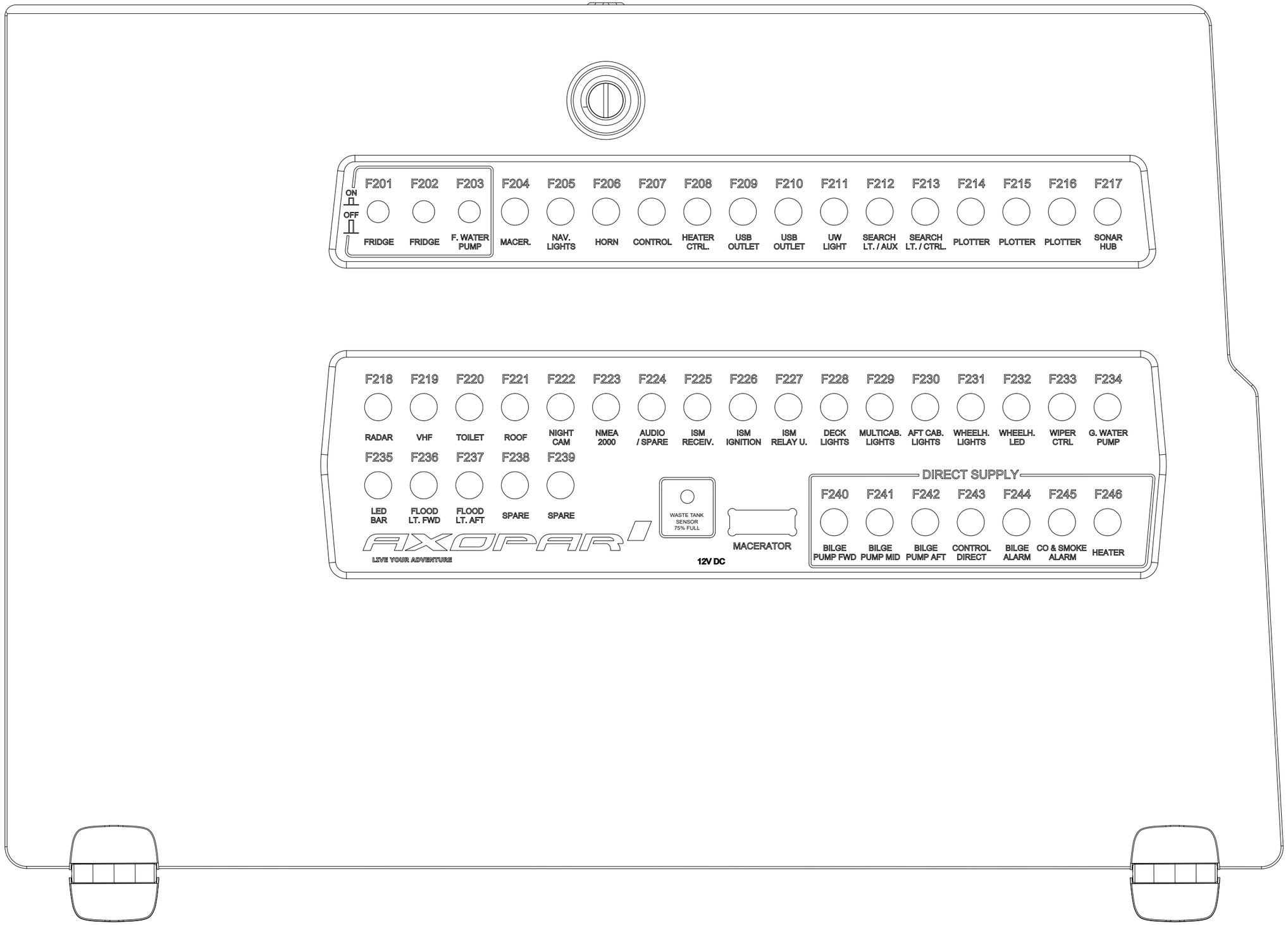
Date	23.3.2023
Drawing by	PF
Sheet rev.	2
Project rev.	C

Copyright by

NAVIX

Axopar Boat	Sub-product code	38684 Product code	2004468 Project ID
28 MK3 Boat model	MAIN FUSE PANEL Title	HL Loc	73 / 106 Sheet

FRONT VIEW



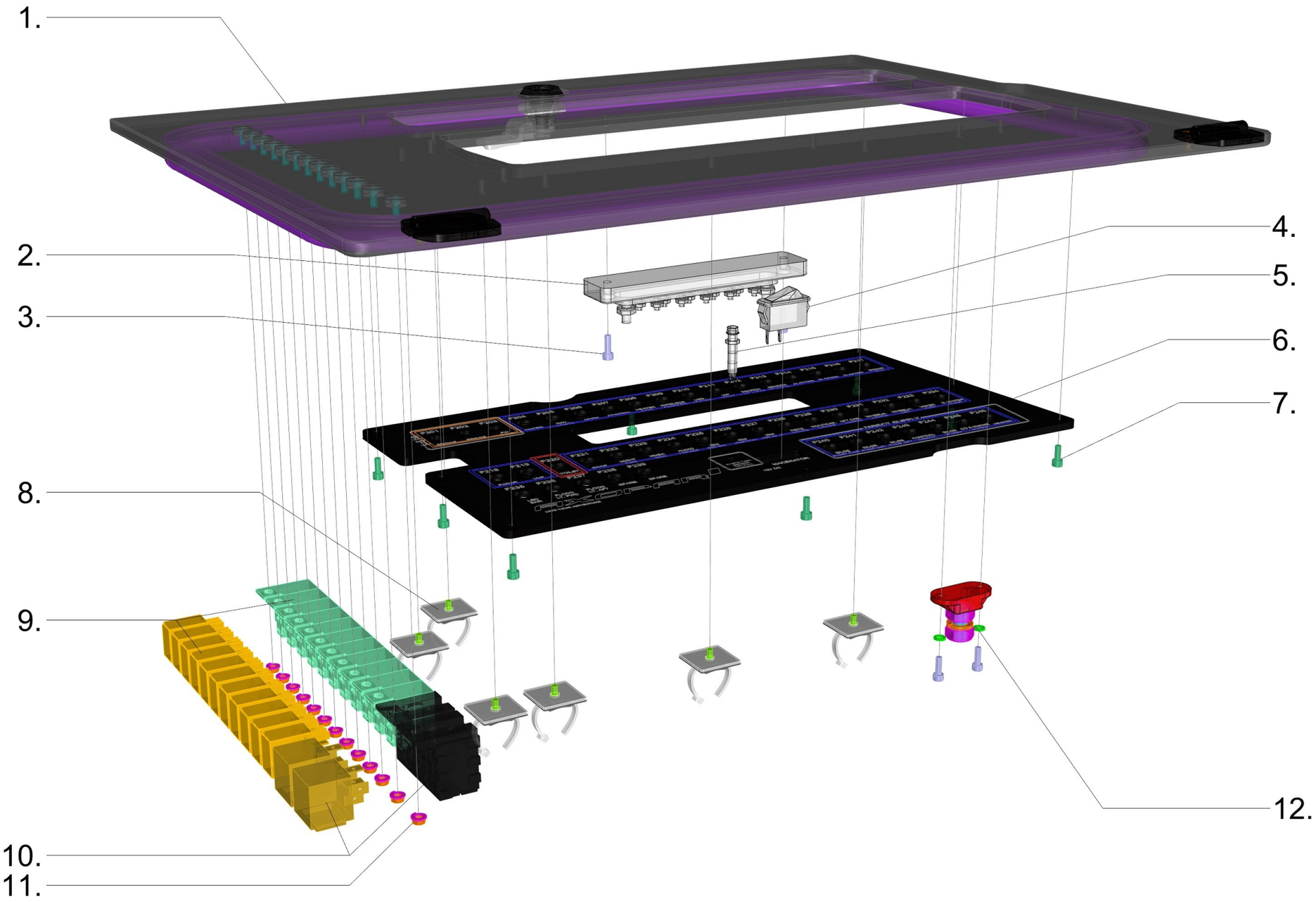
Date of modification	Modified by	Description
19.12.2023	PF	C2:Rel.type->u, fuse no.s, added K206-K213 & F235-F239, input+ rearr.
1.10.2024	PF	C3: 2005259; F228 10A->3A, X2F added, F209 text change

Date	10.11.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

Copyright by

NAVIX

Axopar Boat		40139 Product code	2004468 Project ID	
28 MK3 Boat model	FUSE UNIT ANTH Title	HL Loc	74 / 106 Sheet	



40139_AXOPAR_28_MK3_FUSE_UNIT_ANTH

1. 1 PC
40178_AXOPAR_28_MICROCAB_AFT_WALL_PANEL_ANTH_LOW_PORT_V2

2. 1 PC 28042 - Busbar 10 Gang 150A - Blue Sea 2301

3. 2 PCS VMI30943 HEX SOCKET HEAD CAP SCREW M4X10 DIN912
3.1 2 PCS VMI30906 FLAT WASHER FOR HEX BOLTS AND NUTS M4 DIN125A

4. 1 PC C1501ABBB - KYTKIN 0-1 MOM MUSTA/PUN, MATTA - Arcolectric C1501ABBB

5. 1 PC 19030253 LED PANEL MOUNT INDICATOR, SATIN CHROME BEZEL. RED. 12 VDC, 6mm 20mA, 13MCD, IP40

6. 1 PC 42025_AXOPAR_28_FUSE_PANEL_PLATE_BLACK_V2
42 PCS CARLING CMB SERIES (AS IN DIAGRAM)
1 PC CARLING CLB SERIES (AS IN DIAGRAM)
3 PCS DD FUSE (AS IN DIAGRAM)

7. 8 PCS VMI30943 - HEX socket Head Cap Screw M4X10 DIN912

8. 6 PCS VMI36559 - Self Adhesive Black Cable Tie Mount 5,3mm
6 PCS VMI30913 - Countersunk head Screw HEX socket M4X8 DIN7991
6 PCS ZIP TIES

9. 11 PCS RELAY (AS IN DIAGRAM)

10. 2 PCS RELAY (AS IN DIAGRAM)

11. 13 PCS VMI30904 SPRING LOCK WASHER M4 DIN127
13 PCS VMI30905 HEX NUT M4 DIN934

12. 1 PC 36213 - Insulated Stud, Red - Bep IS-10MM-1R
2 PCS VMI30942 HEX SOCKET HEAD CAP SCREW M4X8 DIN912
2 PCS VMI30906 - Flat Washer for HEX bolts and nuts M4 DIN125A

10.11.2023 / TS (2004937)
12.08.2004 / JS (2005207)
24.10.2024 / TS (2005259)

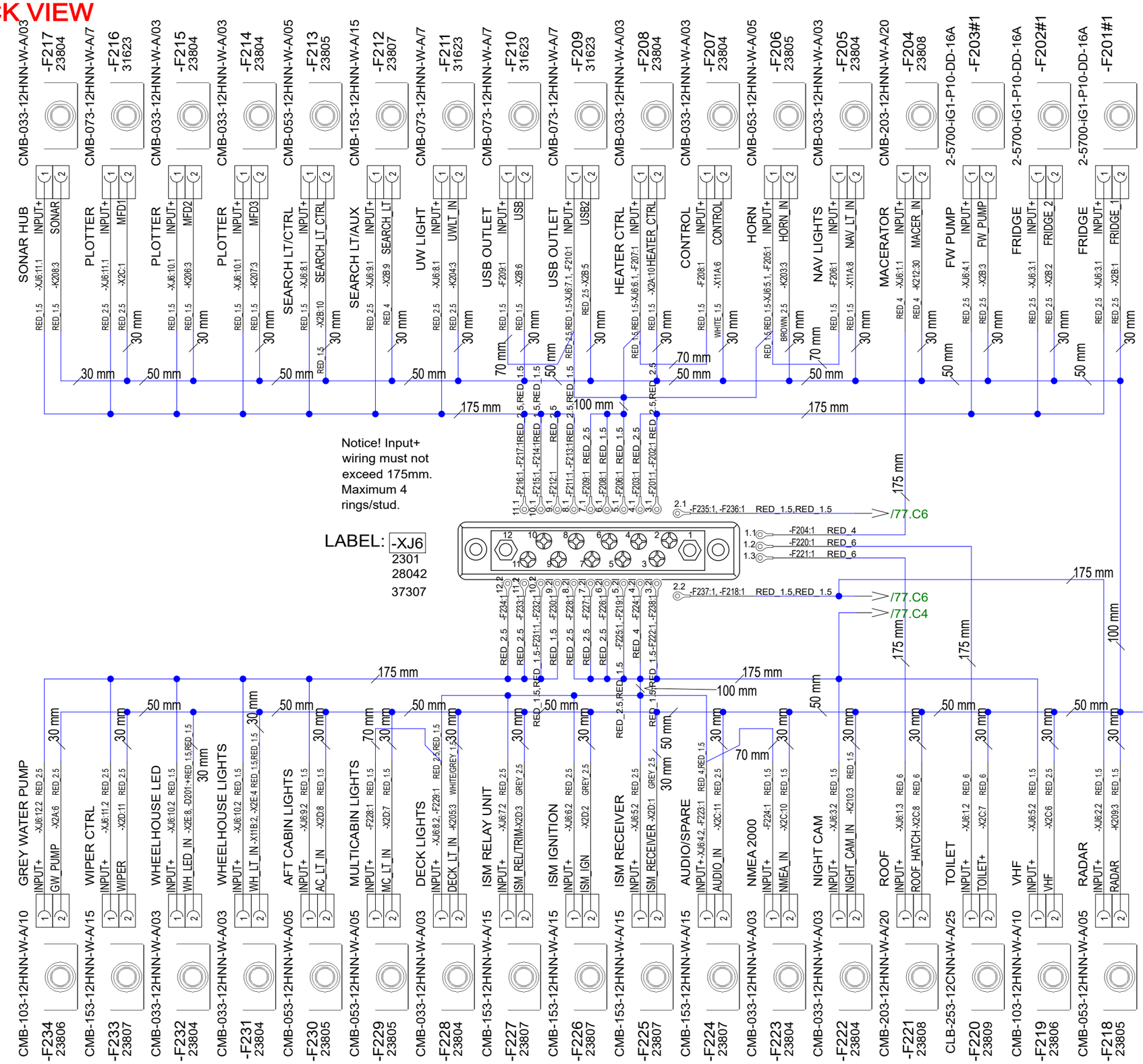
Date of modification	Modified by	Description
19.12.2023	PF	C2:Rel.type->u, fuse no.s, added K206-K213 & F235-F239, input+ rearr.
1.10.2024	PF	C3: 2005259; F228 10A->3A, X2F added, F209 text change

Date	10.11.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

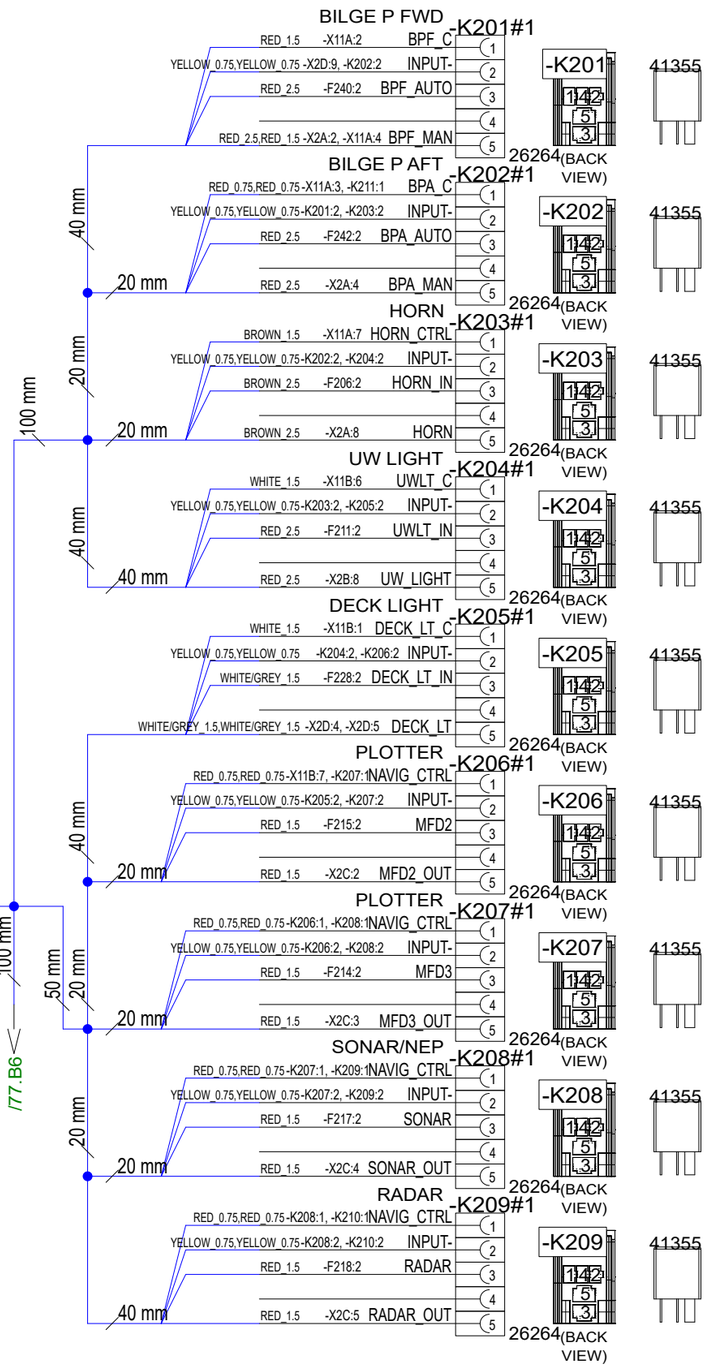
Copyright by

Axopar Boat		40139 Product code	2004468 Project ID	
28 MK3 Boat model	FUSE UNIT ANTH Title	HL Loc	75 / 106 Sheet	

BACK VIEW



Label relays with reference designators!



19.12.2023	PF	C2:Rel.type->u, fuse no.s, added K206-K213 & F235-F239, input+ rearr.	Date	24.3.2023	NAVIX	Axopar		40139 / 2004468
1.10.2024	PF	C3: 2005259; F228 10A->3A, X2F added, F209 text change	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
			Sheet rev.	3		28 MK3	FUSE UNIT ANTH	HL / 76 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet

BACK VIEW

(DIRECT)

CMB-203-12HNN-W-A/20 23808 -F246
CMB-053-12HNN-W-A/05 23805 -F245
CMB-033-12HNN-W-A/03 23804 -F244
CMB-033-12HNN-W-A/03 23804 -F243
CMB-053-12HNN-W-A/05 23805 -F242
CMB-053-12HNN-W-A/05 23805 -F241
CMB-053-12HNN-W-A/05 23805 -F240

-D201#1 1105212 19030253

C1501ABBB (FRONT VIEW)

CMB-103-12HNN-W-A/10 23806 -F239
CMB-053-12HNN-W-A/05 23805 -F238
CMB-033-12HNN-W-A/03 23804 -F237
CMB-033-12HNN-W-A/03 23804 -F236
CMB-103-12HNN-W-A/10 23806 -F235

-D201#1

HEATER DIRECT+ -XJ5:1 RED_4 — HEATER -X2A:9 RED_4
CO & SMOKE ALARM DIRECT+ -F244:1 RED_1.5 — CO_SMOKE -X2A:7 RED_1.5
SPARE DIRECT+ -XJ5:3, -F245:1 RED_1.5 — BILGE_ALM_IN -X2A:5 RED_1.5
CONTROL DIRECT DIRECT+ -XJ5:3, -F242:1 RED_2.5 — CTRL_CONT -X11A:1 RED_1.5
BILGE PUMP AFT DIRECT+ -F243:1 RED_2.5 — BPA_AUTO -X2A:3, -K202:3 RED_2.5
BILGE PUMP MID DIRECT+ -XJ5:2 RED_2.5 — BPM_AUTO -X2A:11, -K211:3 RED_2.5
BILGE PUMP FWD DIRECT+ -XJ5:2 RED_2.5 — BPF_AUTO -X2A:1, -K201:3 RED_2.5

-D201#1 + WH_LED_IN -F232:2 RED_1.5
- WASTE_TANK -X2F:1WASTE_TANK RED_1.5

MACERATOR -S201#1 CONTROL -X2E:1 RED_1.5 — MACER_CT -K213:86 RED_1.5

SPARE -F216:2 RED_2.5
SPARE INPUT+ -XJ63:2 RED_1.5 — SPARE_REMOTE -X2D:10 RED_1.5
FLOOD LIGHT AFT INPUT+ -XJ62:2 RED_1.5 — FLLT_AFT_IN -X2E:7 RED_2.5
FLOOD LIGHT FWD INPUT+ -XJ62:1 RED_1.5 — FLLT_FWD_IN -X2E:6 RED_2.5
LED BAR INPUT+ -XJ62:1 RED_1.5 — LED_BAR_IN -X2E:5 RED_2.5

/76.E6
/76.D5
/76.C5

CAMERA -K210#1
RED_0.75 -K209:1 NAVIG_CTRL
YELLOW_0.75,YELLOW_0.75 -K209:2, -K212:85 INPUT-
RED_1.5 -F222:2 NIGHT_CAM_IN
RED_1.5 -X2C:9 NIGHT_CAM
-K210 41355 (BACK VIEW) 26264

BILGE P MID -K211#1
RED_0.75 -K202:1 BPA_C
YELLOW_1.5 -X2D:9 INPUT-
RED_2.5 -F241:2 BPM_AUTO
RED_2.5 -X2B:11 BPM_MAN
-K211 41355 (BACK VIEW) 26264

KILL BOX MACER -K212#1
YELLOW_0.75,YELLOW_0.75 -K210:2, -K213:85 INPUT-
RED_6 -K213:30 MACER_IN
RED_6 -X2E:3 KILL_BOX_MACER
RED_4 -F204:2 MACER_IN
RED_1.5 -X2E:2 KBOX_MACER_CT
-K212 24571 (BACK VIEW) 19734

MACERATOR -K213#1
YELLOW_0.75,YELLOW_1.5 -K212:85, -X2F:2 INPUT-
RED_6 -X2B:4 MACER_OUT
RED_6 -K212:87a MACER_IN
RED_1.5 -S201:2 MACER_CT
-K213 24571 (BACK VIEW) 19734

40 mm, 20 mm, 30 mm, 30 mm, 50 mm

30 mm, 30 mm, 70 mm, 30 mm, 30 mm, 70 mm, 30 mm, 30 mm, 30 mm, 50 mm, 50 mm, 50 mm, 50 mm, 150 mm, 50 mm, 50 mm, 150 mm, 175 mm, 175 mm, 100 mm, 50 mm, 175 mm, 175 mm

Cable tie mount (see exp. view)
Cable tie mount (see exp. view)
Cable tie mount (see exp. view)

250 mm, 150 mm, 250 mm, 100 mm, 100 mm, 1450 mm, 50 mm

CONNECT X2F AND BUNDLE

-X2F 2637810 (2UT BACK VIEW)
-X.2F 2637710 (2NT BACK VIEW)

-X2F#1
1 WASTE_TANK -D201:- RED_1.5
2 INPUT- -K213:85 YELLOW_1.5

-X.2F#1
1 WASTE_TANK -A55:+ RED_1.5
2 INPUT- -A55:- YELLOW_1.5

27041 2650 mm NW7.5 PP-MOD BLACK

-A55#1 WASTE TANK SENSOR
WASTE_TANK -X.2F:1 RED_1.5
INPUT- -X.2F:2 YELLOW_1.5
2750 mm

-D202A#1 BPA_MAN -X2A:4 RED_1.5
-D202B#1 BPM_MAN -X2B:11 RED_1.5

LABEL
-XJ5
36213+31588

DIRECT+ -F246:1 RED_4
DIRECT+ -F240:1, -F241:1 RED_2.5,RED_2.5,RED_1.5
DIRECT+ -F243:1, -F244:1 RED_2.5,RED_2.5,RED_1.5

-X2A#1 DECK HARNESS
BPF_AUTO -F240:2 RED_2.5
BPF_MAN -K201:5 RED_2.5
BPA_AUTO -F242:2, -X11B:4 RED_2.5,RED_1.5
BPA_MAN -K202:5, -D202A:RED_2.5,RED_1.5
BILGE_ALM_IN -F244:2 RED_1.5
GW_PUMP -F234:2 RED_2.5
CO_SMOKE -F245:2 RED_1.5
HORN -K203:5 BROWN_2.5
HEATER -F246:2 RED_4
HEATER_CTRL -F208:2 RED_1.5
BPM_AUTO -F241:2 RED_2.5

-X2B#1
FRIDGE_1 -F201:2 RED_2.5
FRIDGE_2 -F202:2 RED_2.5
FW_PUMP -F203:2 RED_2.5
MACER_OUT -K213:87 RED_6
USB2 -F209:2 RED_2.5
USB -F210:2, -X2B:7 RED_1.5,RED_1.5
USB -X2B:6 RED_1.5
UW_LIGHT -K204:5 RED_2.5
SEARCH_LT -F212:2 RED_4
SEARCH_LT_CTRL -F213:2 RED_1.5
BPM_MAN -K211:5, -D202B:1 RED_2.5,RED_1.5

-X2C#1 DECK HARNESS
MFD1 -F216:2 RED_2.5
MFD2_OUT -K206:5 RED_1.5
MFD3_OUT -K207:5 RED_1.5
SONAR_OUT -K208:5 RED_1.5
RADAR_OUT -K209:5 RED_1.5
VHF -F219:2 RED_2.5
TOILET+ -F220:2 RED_6
ROOF_HATCH -F221:2 RED_6
NIGHT_CAM -K210:5 RED_1.5
NMEA_IN -F223:2 RED_1.5
AUDIO_IN -F224:2 RED_2.5

-X2D#1
ISM_RECEIVER -F225:2 GREY_2.5
ISM_IGN -F226:2 GREY_2.5
ISM_REL/TRIM -F227:2 GREY_2.5
DECK_LT -K205:5 WHITE/GREY_1.5
DECK_LT -X2D:6, -K205:5 WHITE/GREY_1.5,WHITE/GREY_1.5
DECK_LT -X2D:5 WHITE/GREY_1.5
MC_LT_IN -F229:2 RED_1.5
AC_LT_IN -F230:2 RED_1.5
INPUT- -K201:2, -K211:2 YELLOW_0.75,YELLOW_1.5
SPARE_REMOTE -F238:2 RED_1.5
WIPER -F233:2 RED_2.5

-X2E#1
CONTROL -X11B:3, -S201:1 RED_1.5,RED_1.5
KBOX_MACER_CT -K212:86 RED_1.5
KILL_BOX_MACER -K212:87 RED_6
WH_LT_IN -F231:2 RED_1.5
LED_BAR_IN -F235:2 RED_2.5
FLLT_FWD_IN -F236:2 RED_2.5
FLLT_AFT_IN -F237:2 RED_2.5
WH_LED_IN -F232:2 RED_1.5

-X11A#1 SWITCH PANEL
CTRL_CONT -F243:2 RED_1.5
BPF_C -K201:1 RED_1.5
BPA_C -K202:1 RED_0.75
BPF_MAN -K201:5 RED_1.5
BPAM_IND
CONTROL -F207:2, -X11B:3 WHITE_1.5,WHITE_1.5
HORN_CTRL -K203:1 BROWN_1.5
NAV_LT_IN -F205:2 RED_1.5

-X11B#1
DECK_LT_C -K205:1 WHITE_1.5
WH_LT_IN -F231:2 RED_1.5
CONTROL -X11A:6, -X2E:1 WHITE_1.5,RED_1.5
BPA_AUTO -X2A:3 RED_1.5
UWLT_C -K204:1 WHITE_1.5
NAV/G_CTRL -K206:1 RED_0.75

-X2A 2638010 (11U BACK VIEW)
-X2B 2638010 (11U BACK VIEW)
-X2C 2638010 (11U BACK VIEW)
-X2D 2638010 (11U BACK VIEW)
-X2E 2635810 (8U BACK VIEW)
-X11A 2635810 (8U BACK VIEW)
-X11B 2635810 (8U BACK VIEW)

Date of modification	Modified by	Description
19.12.2023	PF	C2:Rel.type->u, fuse no.s, added K206-K213 & F235-F239, input+ rearr.
1.10.2024	PF	C3: 2005259; F228 10A->3A, X2F added, F209 text change

Date 17.4.2023
Drawing by PF
Sheet rev. 3
Project rev. C

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Axopar		40139	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	FUSE UNIT ANTH	HL	77 / 106
Boat model	Title	Loc	Sheet

39257 JL-RCOB-480-40K-12V

-H301B#1 TEXT BACKLIGHT
WHITE 0.75 -H302:+ CONTROL +
BLUE 0.75 -H302:- DIM_COM -

300mm

-H301A#1 TEXT BACKLIGHT
CONTROL -XDIM1A:1 WHITE 0.75
DIM_COM -XJ7.3 BLUE 0.75

Connect with 2pcs 41574

200 mm
250 mm >/79.E1

-S301 82-5151.1113 16449
-S302 82-5151.2123 14077
-S303 82-5151.2123 14077
-S304 82-5151.2123 14077
-S305 82-5151.2123 14077
-S306 82-5151.2123 14077
-S307 82-5151.2123 14077
-S308 82-5151.2123 14077
-S309 82-5151.1123 14075
-S310 82-5151.1123 14075 AUX

-S301 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S302 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S303 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S304 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S305 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S306 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S307 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S308 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +
-S309 36345 GREY CONNECTOR (BACK VIEW) NC NO C - +

HORN -S301#1 (C) (NO) (NC) (+) (-)
WHITE_0.75,WHITE_0.75>X.11A:6, -S301:+CONTROL
BROWN 0.75 -X.11A:7 HORN_CTRL
WHITE_0.75,WHITE_0.75>S304:C, -S301:CCONTROL
BLUE 0.75 -D301:1 SW_LT-

NAV LIGHT -S302#1 (C) (NO) (NC) (+) (-)
RED 1,5 -X.11A:8 NAV_LT_IN
RED 1,RED 1>X3A:2, -S302:+ NAV_LT
RED 1 -S302:NO NAV_LT
BLUE 0.75 -D302:1 SW_LT-

ANCHOR LIGHT -S303#1 (C) (NO) (NC) (+) (-)
RED 1,5 -X.11A:8 NAV_LT_IN
BLUE 1,BLUE 1>X3A:3, -S303:+ ANCH_LT
BLUE 1 -S303:NO ANCH_LT
BLUE 0.75 -D303:1 SW_LT-

DECK LIGHTS -S304#1 (C) (NO) (NC) (+) (-)
WHITE_0.75,WHITE_0.75>S305:C, -S301:+CONTROL
WHITE_0.75 -X.11B:1 DECK_LT_C
WHITE_0.75 -X.11B:1 DECK_LT_C
BLUE 0.75 -D304:1 SW_LT-

UNDERWATER LIGHTS -S305#1 (C) (NO) (NC) (+) (-)
WHITE 0.75 -S304:C CONTROL
WHITE 0.75 -X.11B:6 UWLT_C
WHITE_0.75 -X.11B:6 UWLT_C
BLUE 0.75 -D305:1 SW_LT-

HELM LIGHTS -S306#1 (C) (NO) (NC) (+) (-)
RED 1,5 -X.11B:2 WH_LT_IN
RED 1,5 -X3B:1 NIGHT_LT
RED 1,5 -X3B:1 NIGHT_LT
BLUE 0.75 -D306:1 SW_LT-

BILGE PUMP FWD -S307#1 (C) (NO) (NC) (+) (-)
RED 1,5 -X.11A:1 CTRL_CONT
RED 1,5 -X.11A:2 BPF_C
RED 1,5 -X.11A:4 BPF_MAN
YELLOW 0.75 -D307:1 SW_LT-

BILGE PUMP AFT -S308#1 (C) (NO) (NC) (+) (-)
RED 1,5 -X.11A:1 CTRL_CONT
RED 1,5 -X.11A:3 BPA_C
RED 1,5 -X.11A:5 BPAM_IND
YELLOW 0.75 -XJGND6 INPUT-

AUX (BOW THRUSTER) -S309#1 (C) (NO) (NC) (+) (-)
WHITE/BLACK 1.5 -X3A:9 ISM_BOW_TH_C
YELLOW 1.5 -X3A:8 INPUT-
WHITE_1.5 -X3A:10 ISM_B_TH_SW_L+
YELLOW 1.5 -X3A:8 INPUT-

100 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 500 mm
/79.B3 <

-DH3#1
NAV_LT -X3A:2 RED_1
ANCH_LT -X3A:3 BLUE_1
-DH3 P600G
6A
Shrink tube

-XD3#1 BILGE INDICATION PANEL 2635310
BPF_AUTO -X3A:11 RED 1,5
BPA_AUTO -X.11B:4 RED 1,5
INPUT- -X3A:4 YELLOW 1,5
-XD3 2635310 (3UT BACK VIEW)

-X3A#1 DECK HARNESS 2638010
INPUT- -XDIM1A:2, -XJGND6 YELLOW 1,5,YELLOW 2,5
NAV_LT -S302:NO, -DH3:1 RED 1,RED 1
ANCH_LT -DH3:2, -S303:NO BLUE 1,BLUE 1
INPUT- -XD3:3 YELLOW 1,5
WIPER_CT1 -S311:NO BROWN 1,5
WIPER_CT2 -S312:NO GREY 1,5
WIPER_CT3 -S311:C, -S312:C GREY/BLACK 1,5,GREY/BLACK 1,5
INPUT- -S309:NO, -S309:- YELLOW 1,5,YELLOW 1,5
ISM_BOW_TH_C -S309:C WHITE/BLACK 1,5
ISM_B_TH_SW_L+ -S309:+ WHITE 1,5
BPF_AUTO -XD3:1 RED 1,5
-X3A 2638010 (11U BACK VIEW)

-X3B#1 2635610
NIGHT_LT -S306:+, -S306:NO RED 1,5,RED 1,5
INPUT- NEG -X3B:3 YELLOW 1,5
INPUT- NEG -X3B:2 YELLOW 1,5
-X3B 2635610 (6U BACK VIEW)

-X.11A#1 FUSE UNIT 2634810
CTRL_CONT -S308:C, -S307:C RED 1,5,RED 1,5
BPF_C -S307:NO RED 1,5
BPA_C -S308:NO RED 1,5
BPF_MAN -S307:+ RED 1,5
BPAM_IND -S308:+ RED 1,5
CONTROL -S301:C, -S313:C WHITE 0,75,WHITE 0,75
HORN_CTRL -S301:NO BROWN 0,75
NAV_LT_IN -S302:C, -S303:C RED 1,5,RED 1,5
-X.11A 2634810 (8N BACK VIEW)

-X15#1 TO LIGHT CONTROL PANEL 2637810
DIM_COM -XJ7.3 BLUE 1,5
CONTROL -X.11B:3 WHITE 1,5
-X15 2637810 (2UT BACK VIEW)

-X.11B#1 FUSE UNIT 2634810
DECK_LT_C -S304:+, -S304:NO WHITE 0,75,WHITE 0,75
WH_LT_IN -S306:C RED 1,5
CONTROL -XDIM1A:1, -X15:2 WHITE 1,5,WHITE 1,5
BPA_AUTO -XD3:2 RED 1,5
UWLT_C -S305:+, -S305:NO WHITE 0,75,WHITE 0,75
NAVIG_CTRL S313:NO, -S313:+ RED 0,75,RED 0,75
-X.11B 2634810 (8N BACK VIEW)

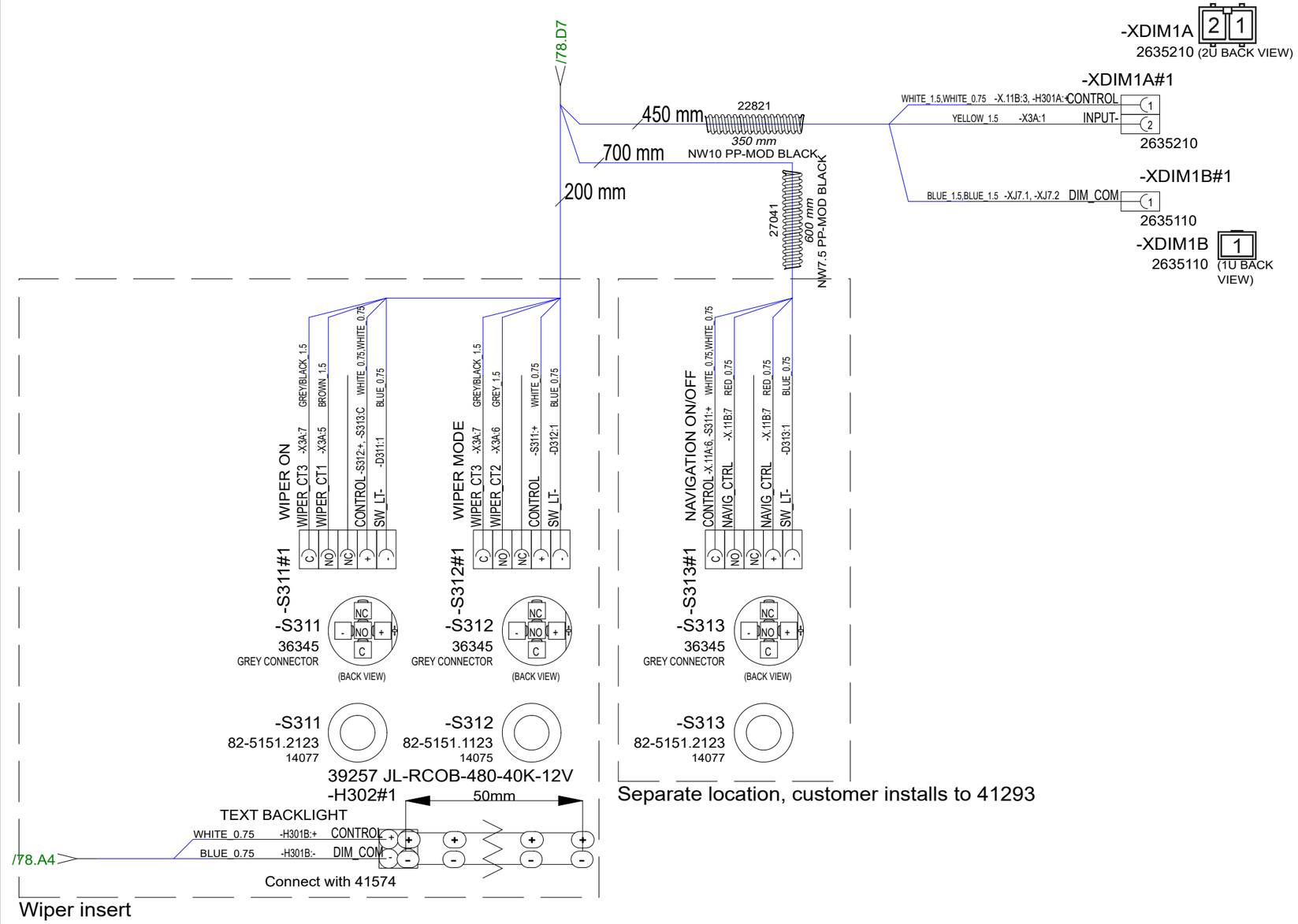
-XJ7.1 12743
-XJ7.2 12743
-XJ7.3 12743
-XJGND6 12743

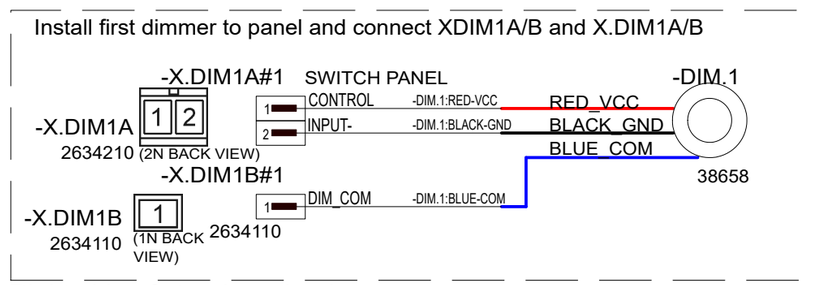
50 mm | 100 mm | 50 mm | 50 mm | 50 mm | 50 mm | 50 mm | 200 mm | 50 mm | 150 mm | 100 mm | 100 mm | 150 mm | 100 mm

14.10.2024	PF	C5: 2005259; S313 +200mm, pinbolts	Date	23.3.2023	
5.1.2024	PF	B3: 2004980; ---	Drawing by	PF	
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev.	5	
Date of modification	Modified by	Description	Project rev.	C	

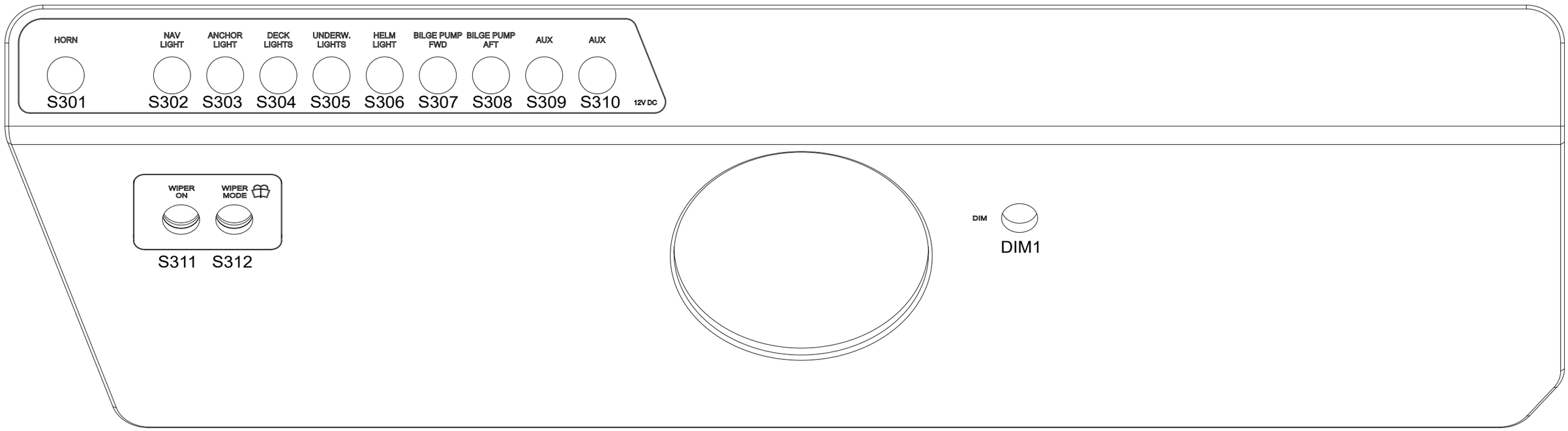
NAVIX Copyright by

Axopar	38686	2004468	
Boat	Sub-product code	Product code	Project ID
28 MK3	SWITCH PANEL	HL	78 / 106
Boat model	Title	Loc	Sheet



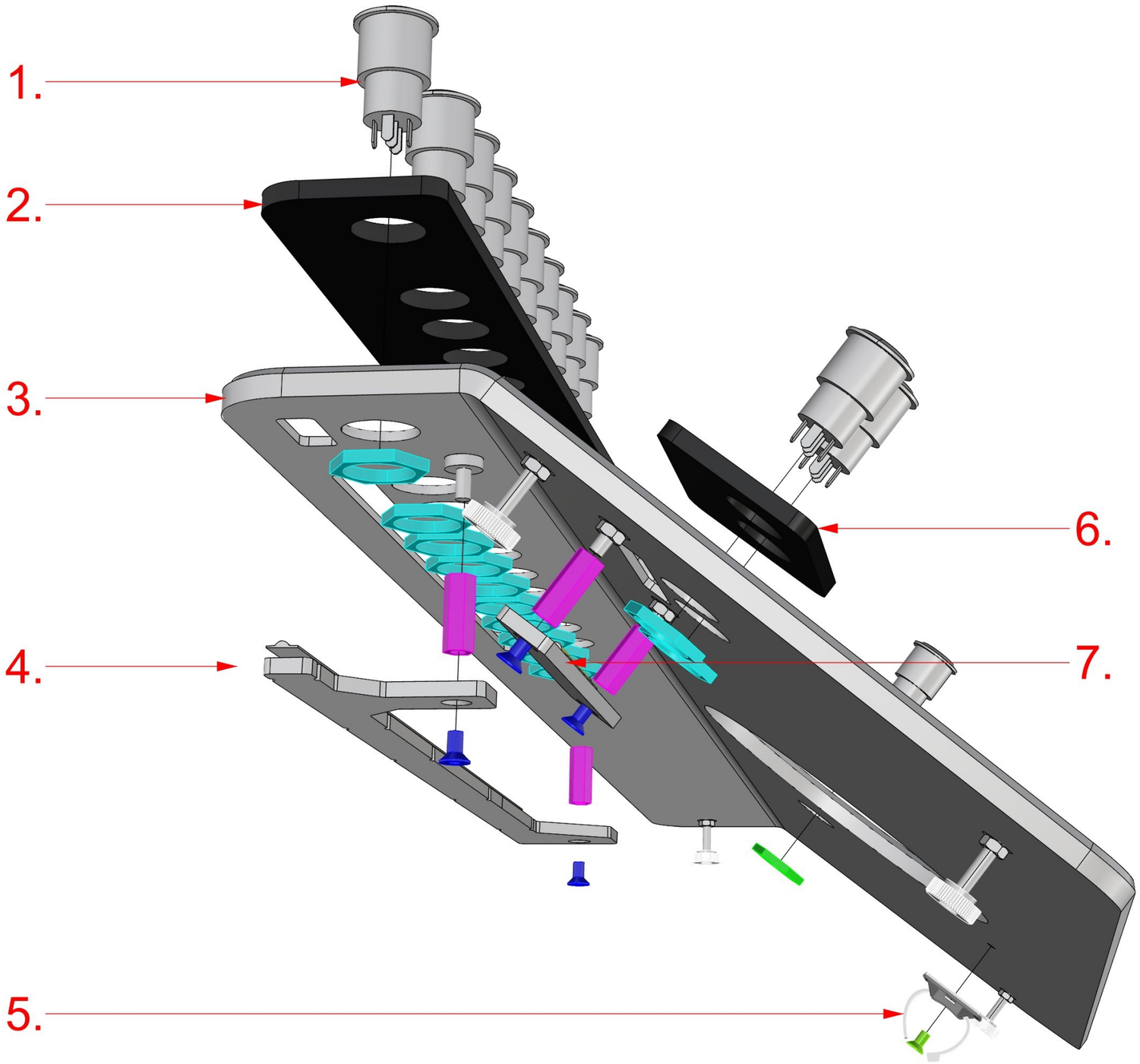


14.10.2024	PF	C5: 2005259; S313 +200mm, pinbolts	Date	30.4.2024	NAVIX	Axopar		38686 / 2004468
5.1.2024	PF	B3: 2004980; ---	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev.	5		28 MK3	SWITCH PANEL	HL
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / 79 / 106 Sheet



14.10.2024	PF	C5: 2005259; S313 +200mm, pinbolts	Date 19.4.2023		Axopar		38686	2004468
5.1.2024	PF	B3: 2004980; ---	Drawing by PF		Boat	Sub-product code	Product code	Project ID
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev. 5		28 MK3	SWITCH PANEL	HL	80 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

38686_AXOPAR_28_SWITCH_PANEL



38686_AXOPAR_28_SWITCH_PANEL

1. 13PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC 39239_AXOPAR_28_SWITCH_PANEL_INSERT_PORT

3. 1PC 39271_AXOPAR_28_SWITCH_PANEL_BASE_V3

4. 1PC 41504_AXOPAR_28_SWITCH_PANEL_LED_HOLDER_LONG_V2
39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (300mm)
2pcs VMI32036 EXTENSION BOLT M4 L-20
2pcs VMI30913 COUNTERSUNK HEAD SCREW HEX SOCKET M4X8 DIN7991

5. 1PC VMI36559 - Self Adhesive Black Cable Tie Mount 5,3mm
VMI30913 - Countersunk head Screw HEX socket M4X8 DIN7991

6. 1PC 41485_AXOPAR_28_SWITCH_PANEL_INSERT_2_PORT

7. 1PC 41505_AXOPAR_28_SWITCH_PANEL_LED_HOLDER_SHORT
39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (50mm)
2pcs VMI32036 EXTENSION BOLT M4 L-20
2pcs VMI30913 COUNTERSUNK HEAD SCREW HEX SOCKET M4X8 DIN7991

01.06.2023 / TE (2004468)
23.05.2024 / TE (2005089)
23.09.2024 / HL (2005254 E-SUPPORT CASE)
24.10.2024 / TS (2005259)

Date of modification	Modified by	Description
14.10.2024	PF	C5: 2005259; S313 +200mm, pinbolts
5.1.2024	PF	B3: 2004980; ---
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes

Date	23.5.2024
Drawing by	PF
Sheet rev.	5
Project rev.	C

Copyright by

NAVIX

Axopar Boat		38686 Product code	2004468 Project ID	
28 MK3 Boat model	SWITCH PANEL Title	HL Loc	81/ 106 Sheet	

39257 JL-RCOB-480-40K-12V

-H301B-#1
TEXT BACKLIGHT
WHITE 0.75 -H302-:+ CONTROL +
BLUE 0.75 -H302-:- DIM_COM -

300mm

-H301A-#1
TEXT BACKLIGHT
+ CONTROL -XDIM1A-:1 WHITE 0.75
- DIM_COM -XJ7.2- BLUE 0.75

Connect with 2pcs 41574

250 mm /83.E1

200 mm

-S301- 82-5151.1113 16449
-S302- 82-5151.2123 14077
-S303- 82-5151.2123 14077
-S304- 82-5151.2123 14077
-S305- 82-5151.2123 14077
-S306- 82-5151.1123 14075
-S307- 82-5151.2123 14077
-S308- 82-5151.2123 14077
-S309- 82-5151.1123 14075
-S310- 82-5151.1123 14075 AUX (Not connected)

-S301- 36345 GREY CONNECTOR
-S302- 36345 GREY CONNECTOR
-S303- 36345 GREY CONNECTOR
-S304- 36345 GREY CONNECTOR
-S305- 36345 GREY CONNECTOR
-S306- 36345 GREY CONNECTOR
-S307- 36345 GREY CONNECTOR
-S308- 36345 GREY CONNECTOR
-S309- 36345 GREY CONNECTOR

(BACK VIEW)

-S301-#1 HORN
C WHITE_0.75,WHITE_0.75X:11A-:6, -S301-:-CONTROL
NO BROWN 0.75 -X:11A-:7 HORN_CTRL
NC
+ WHITE_0.75,WHITE_0.75S301-:C, -S304-:CONTROL
- BLUE 0.75 -D301-:1 SW_LT-

-S302-#1 NAV LIGHT
C RED_1,5 -X:11A-:8 NAV_LT_IN
NO RED_1,RED_1,5 -S302-:+, -X3A-:2 NAV_LT
NC
+ RED_1 -S302-:NO NAV_LT
- BLUE_0,75 -D302-:1 SW_LT-

-S303-#1 ANCHOR LIGHT
C RED_1,5 -X:11A-:8 NAV_LT_IN
NO BLUE_1,BLUE_1,5 -S303-:+, -X3A-:3 ANCH_LT
NC
+ BLUE_1 -S303-:NO ANCH_LT
- BLUE_0,75 -D303-:1 SW_LT-

-S304-#1 DECK LIGHTS
C WHITE_0,75,WHITE_0,75 -S305-:C, -S301-:+CONTROL
NO WHITE_0,75 -X:11B-:1 DECK_LT_C
NC
+ WHITE_0,75 -X:11B-:1 DECK_LT_C
- BLUE_0,75 -D304-:1 SW_LT-

-S305-#1 UNDERWATER LIGHTS
C WHITE_0,75 -S304-:C CONTROL
NO WHITE_0,75 -X:11B-:6 UWLT_C
NC
+ WHITE_0,75 -X:11B-:6 UWLT_C
- BLUE_0,75 -D305-:1 SW_LT-

-S306-#1 NIGHT LIGHTS
C RED_1,5 -X:11B-:2 WH_LT_IN
NO RED_1,5 -X3B-:1 NIGHT_LT
NC
+ RED_1,5 -X3B-:1 NIGHT_LT
- BLUE_0,75 -D306-:1 SW_LT-

-S307-#1 BILGE PUMP FWD
C RED_1,5 -X:11A-:1 CTRL_CONT
NO RED_1,5 -X:11A-:2 BPF_C
NC
+ RED_1,5 -X:11A-:4 BPF_MAN
- YELLOW_0,75 -D307-:1 SW_LT-

-S308-#1 BILGE PUMP AFT
C RED_1,5 -X:11A-:1 CTRL_CONT
NO RED_1,5 -X:11A-:3 BPA_C
NC
+ RED_1,5 -X:11A-:5 BPA_MAN
- YELLOW_0,75 -XJGND6- INPUT-

-S309-#1 AUX (BOW THRUSTER)
C WHITEBLACK 1,5 -X3A-:9 ISM_BOW_TH_C
NO YELLOW_1,5 -X3A-:- INPUT-
NC
+ WHITE_1,5-X3A-:10 ISM_B_TH_SW_L+
- YELLOW_1,5 -X3A-:8 INPUT-

100 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 30 mm | 500 mm

/83.A3

-XH20-#1 SWITCH PANEL LIGHT
1 WH_LED -X3B-:4 RED_1.5
2 INPUT-_NEG -X3B-:5 YELLOW_1.5
2637810

150 mm

-XH20- 2637810 (2UT BACK VIEW)

200 mm

50 mm

-XJ7.1-
DIM_COM -XJ7.3- BLUE_1.5
-D305-#1 SW_LT- -S305-:- BLUE_0.75
-D313-#1 SW_LT- -S313-:- BLUE_0.75
-D301-#1 SW_LT- -S301-:- BLUE_0.75
DIM_COM -XDIM1B-:1 BLUE_1.5

-XJ7.2-
DIM_COM -H301A-:- BLUE_0.75
-D302-#1 SW_LT- -S302-:- BLUE_0.75
-D303-#1 SW_LT- -S303-:- BLUE_0.75
-D304-#1 SW_LT- -S304-:- BLUE_0.75
DIM_COM -XDIM1B-:1 BLUE_1.5

-XJ7.3-
DIM_COM -XJ7.1- BLUE_1.5
DIM_COM -X15-:1 BLUE_1.5
-D311-#1 SW_LT- -S311-:- BLUE_0.75
-D312-#1 SW_LT- -S312-:- BLUE_0.75
-D306-#1 SW_LT- -S306-:- BLUE_0.75

-XJGND6-
-D307-#1 SW_LT- -S307-:- YELLOW_0.75
INPUT- -S308-:- YELLOW_0.75
INPUT- -X3A-:1 YELLOW_2.5

12743 | 12743 | 12743 | 12743

-DH3-#1
NAV_LT -X3A-:2 RED_1
ANCH LT -X3A-:3 BLUE_1
-DH3- P600G
6A
Shrink tube

-XD3-#1 BILGE INDICATION PANEL
BPF_AUTO -X3A-:11 RED_1.5
BPA_AUTO -X:11B-:4 RED_1.5
INPUT- -X3A-:4 YELLOW_1.5
-XD3- 2635310 (3UT BACK VIEW)

-X3A-#1 DECK HARNESS
INPUT- -XDIM1A-:2, -XJGND6- YELLOW_1.5,YELLOW_2.5
NAV_LT -S302-:NO, -DH3-:1 RED_1,RED_1
ANCH_LT -S303-:NO, -DH3-:2 BLUE_1,BLUE_1
INPUT- -XD3-:3 YELLOW_1.5
WIPER_CT1 -S311-:NO BROWN_1.5
WIPER_CT2 -S312-:NO GREY_1.5
WIPER_CT3 -S311-:C, -S312-:C GREY/BLACK_1.5,GREY/BLACK_1.5
INPUT- -S308-:NO, -S309-:- YELLOW_1.5,YELLOW_1.5
ISM_BOW_TH_C -S309-:C WHITE/BLACK_1.5
ISM_B_TH_SW_L+ -S309-:+ WHITE_1.5
BPF_AUTO -XD3-:1 RED_1.5
-X3A- 2638010 (11U BACK VIEW)

-X3B-#1
NIGHT_LT -S306-:+, -S306-:NO RED_1.5,RED_1.5
INPUT-_NEG -X3B-:3 YELLOW_1.5
INPUT-_NEG -X3B-:2 YELLOW_1.5
WH_LED -XH20-:1 RED_1.5
INPUT-_NEG -XH20-:2 YELLOW_1.5
-X3B- 2635610 (6U BACK VIEW)

-X11A-#1 FUSE UNIT
CTRL_CONT -S307-:C, -S308-:C RED_1.5,RED_1.5
BPF_C -S307-:NO RED_1.5
BPA_C -S308-:NO RED_1.5
BPF_MAN -S307-:+ RED_1.5
BPA_MAN -S308-:+ RED_1.5
CONTROL -S313-:C, -S301-:C WHITE_0.75,WHITE_0.75
HORN_CTRL -S301-:NO BROWN_0.75
NAV_LT_IN -S302-:C, -S303-:C RED_1.5,RED_1.5
-X11A- 2634810 (8N BACK VIEW)

-X15-#1 TO LIGHT CONTROL PANEL
DIM_COM -XJ7.3- BLUE_1.5
CONTROL -X:11B-:3 WHITE_1.5
-X15- 2637810 (2UT BACK VIEW)

-X11B-#1 FUSE UNIT
DECK_LT_C -S304-:+, -S304-:NO WHITE_0.75,WHITE_0.75
WH_LT_IN -S306-:C RED_1.5
CONTROL -XDIM1A-:1, -X15-:2 WHITE_1.5,WHITE_1.5
BPA_AUTO -XD3-:2 RED_1.5
UWLT_C -S305-:NO, -S305-:+ WHITE_0.75,WHITE_0.75
NAVIG_CTRL -S313-:NO, -S313-:+ RED_0.75,RED_0.75
-X11B- 2634810 (8N BACK VIEW)

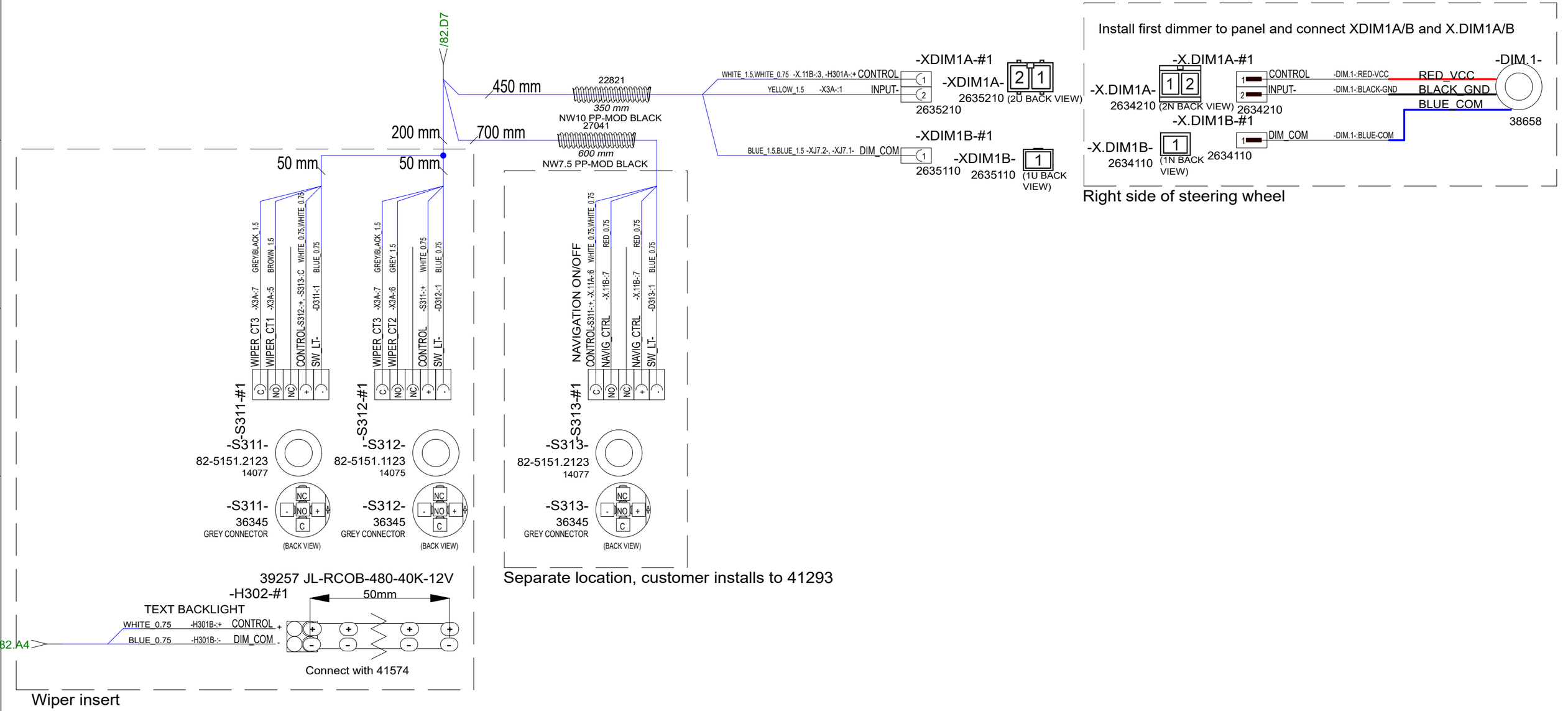
Date of modification	Modified by	Description
14.10.2024	PF	C5: 2005259; Helm lts->night lts, dimmer remv, S313 +200mm, pinbolts
5.1.2024	PF	B3: 2004980; ----------
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes

Date 7.6.2023
Drawing by PF
Sheet rev. 5
Project rev. C

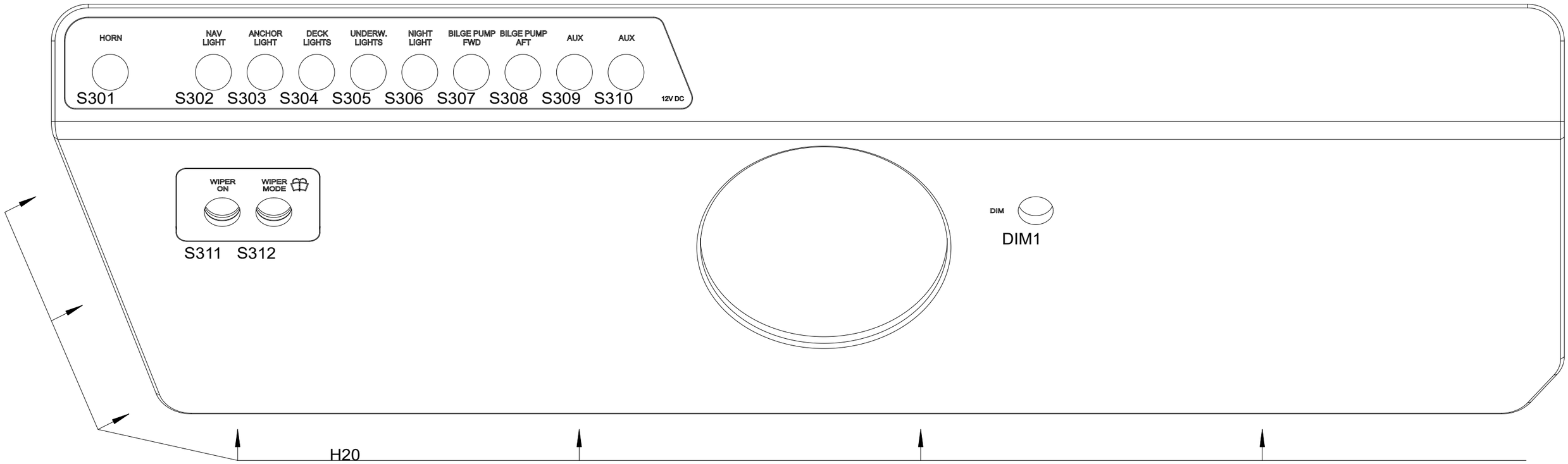
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Copyright by

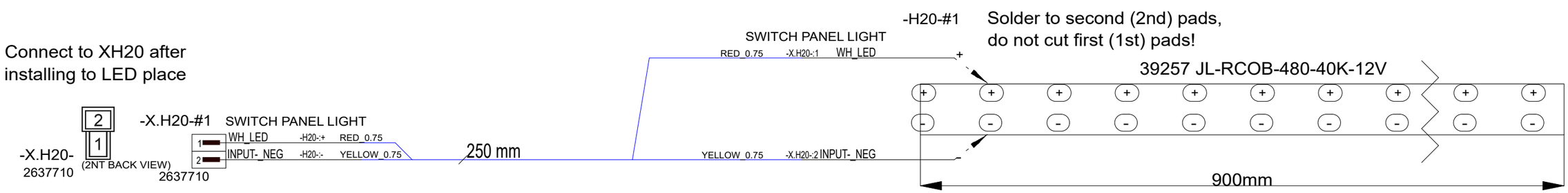
Axopar
Boat
28 MK3
Boat model

Sub-product code
39236
Product code
2004468
Project ID
SWITCH PANEL EXTENDED
Title
HL
Loc
82 / 106
Sheet



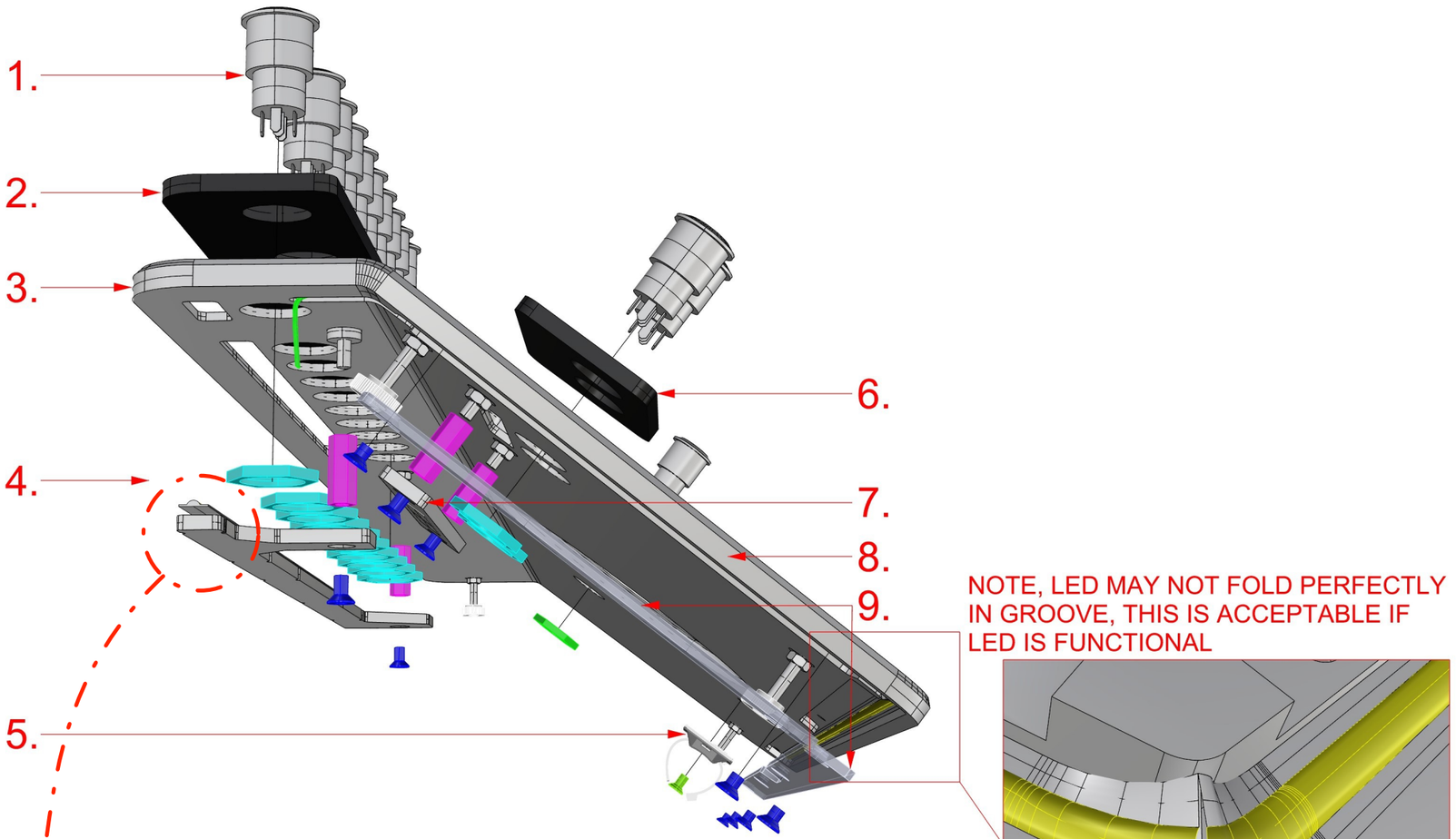
14.10.2024	PF	C5: 2005259; Helm lts->night lts, dimmer remv, S313 +200mm, pinbolts	Date	30.5.2023	NAVIX	Axopar		39236 / 2004468
5.1.2024	PF	B3: 2004980; ----------	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev.	5		28 MK3	SWITCH PANEL EXTENDED	HL / 83 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet



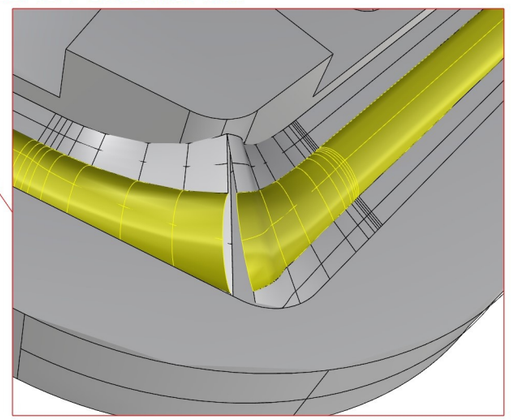


14.10.2024	PF	C5: 2005259; Helm lts->night lts, dimmer remv, S313 +200mm, pinbolts	Date 29.5.2023	NAVIX	Axopar		39236	2004468
5.1.2024	PF	B3: 2004980; ----------	Drawing by PF		Boat	Sub-product code	Product code	Project ID
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev. 5		28 MK3	SWITCH PANEL EXTENDED	HL	84 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

39236_AXOPAR_28_SWITCH_PANEL_EXTENDED



NOTE, LED MAY NOT FOLD PERFECTLY IN GROOVE, THIS IS ACCEPTABLE IF LED IS FUNCTIONAL



NOTICE. LED WIRING OUT FROM THIS END OF GROOVE

39236_AXOPAR_28_SWITCH_PANEL_EXTENDED

1. 13PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC
42670_AXOPAR_28_MK3_SWITCH_PANEL_EXT_INSERT_PORT_V1

3. 1PC 39240_AXOPAR_28_SWITCH_PANEL_EXT_BASE_V3

4. 1PC 41504_AXOPAR_28_SWITCH_PANEL_LED_HOLDER_LONG_V2
39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (300mm)
2pcs VMI32036 EXTENSION BOLT M4 L-20
2pcs VMI30913 COUNTERSUNK HEAD SCREW HEX SOCKET M4X8 DIN7991

5. 1PC VMI36559 - Self Adhesive Black Cable Tie Mount 5,3mm
VMI30913 - Countersunk head Screw HEX socket M4X8 DIN7991

6. 1PC 41485_AXOPAR_28_SWITCH_PANEL_INSERT_2_PORT

7. 1PC 41505_AXOPAR_28_SWITCH_PANEL_LED_HOLDER_SHORT
39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (50mm)
2pcs VMI32036 EXTENSION BOLT M4 L-20
2pcs VMI30913 COUNTERSUNK HEAD SCREW HEX SOCKET M4X8 DIN7991

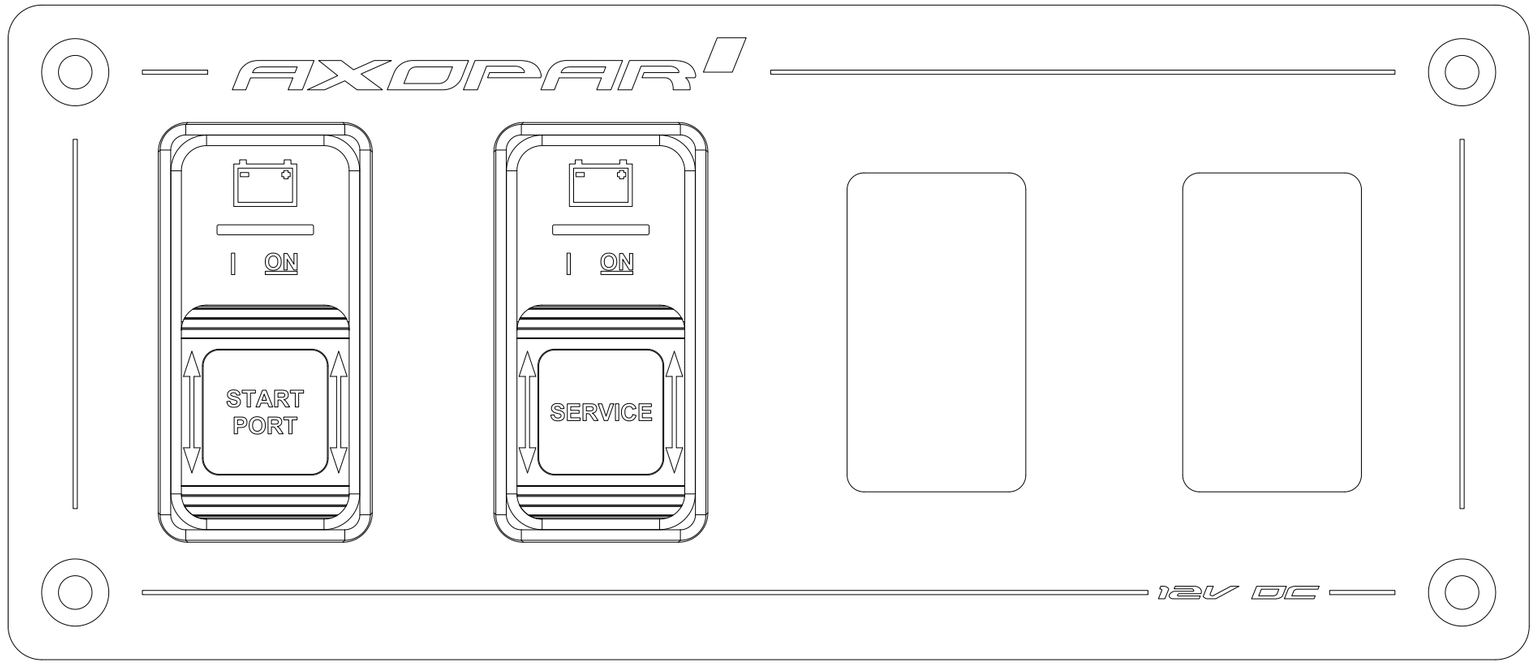
8. 1PC LED (AS IN DIAGRAM)

9. 1PC 39241_AXOPAR_28_SWITCH_PANEL_EXT_COVER
6PCS VMI30912 - Countersunk Screw HEX socket head M4X6 DIN7991
DO NOT OVER TIGHTEN

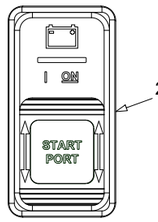
01.06.2023 / TE (2004468)
23.05.2024 / TE (2005089)
23.09.2024 / HL (2005254 E-SUPPORT CASE)
24.10.2024 / TS (2005259)

Date of modification	Modified by	Description						
14.10.2024	PF	C5: 2005259; Helm lts->night lts, dimmer remv, S313 +200mm, pinbolts	Date	24.4.2024	Axopar		39236	2004468
5.1.2024	PF	B3: 2004980; ----------	Drawing by	PF	Boat	Sub-product code	Product code	Project ID
30.4.2024	PF	C4: 2005089; Light pack and MY25 changes	Sheet rev.	5	28 MK3	SWITCH PANEL EXTENDED	HL	85 / 106
			Project rev.	C	Boat model	Title	Loc	Sheet

Copyright by NAVIX



-S501
35858



-S502
35858



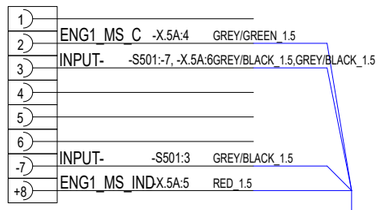


RESERVATION FOR S503
(SECOND/STB ENGINE)

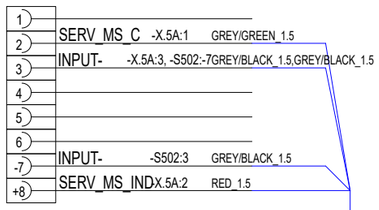


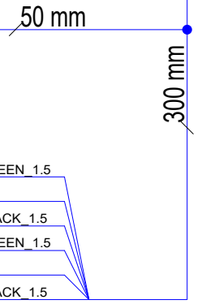
RESERVATION FOR S504
(HEAVY AUX)

-S501#1 PORT ENGINE MAIN SWITCH

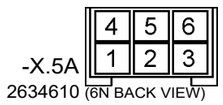


-S502#1 SERVICE MAIN SWITCH

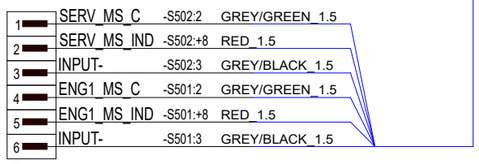




-X.5A#1



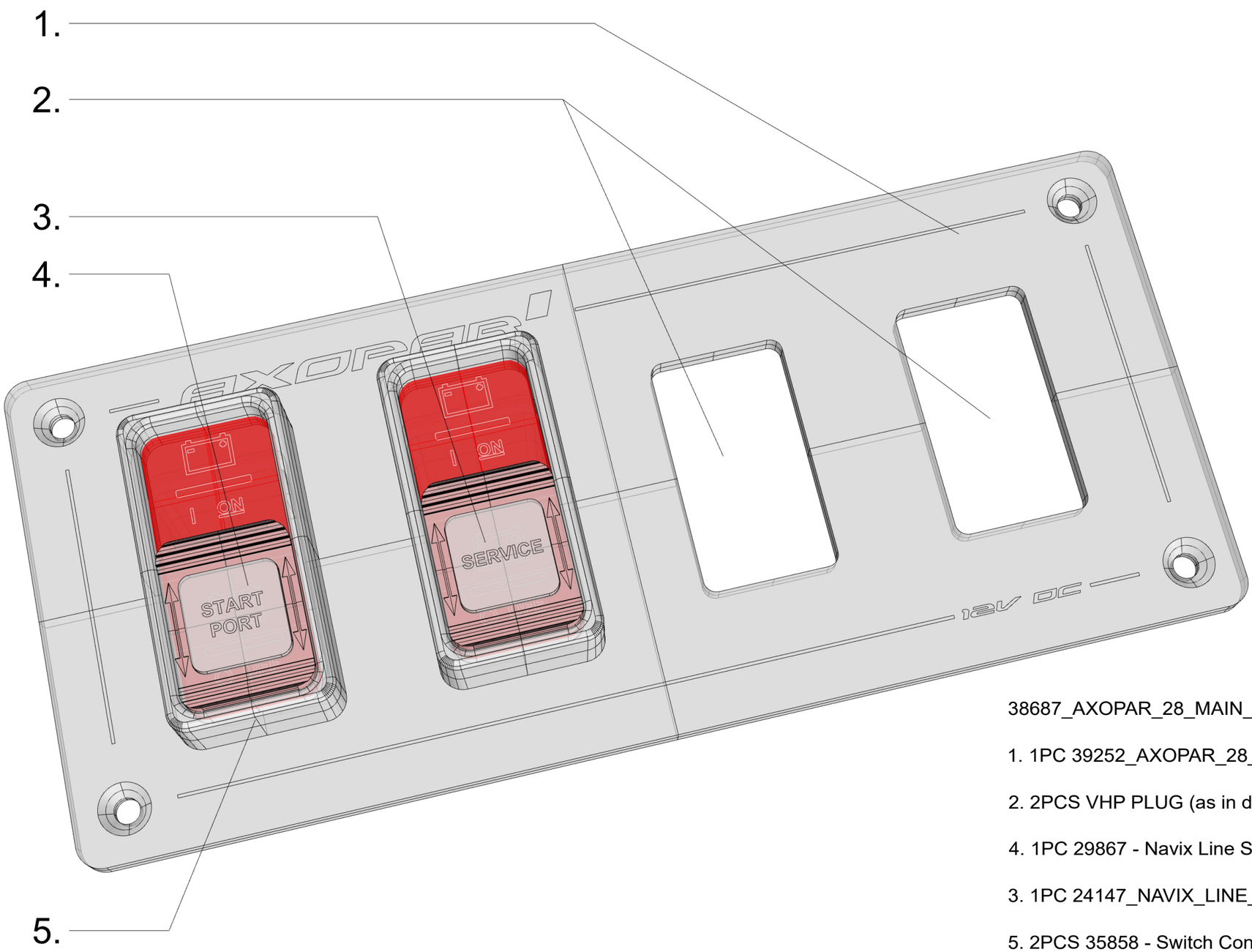
-X.5A
2634610 (6N BACK VIEW)



2634610

14.5.2024	PF	C1: 2005089; Not modified	Date 27.3.2023	NAVIX	Axopar		38687	2004468
			Drawing by PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 1		28 MK3	MAIN SWITCH CONTROL PANEL	HL	86 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

38687_AXOPAR_28_MAIN_SWITCH_CONTROL_PANEL



38687_AXOPAR_28_MAIN_SWITCH_CONTROL_PANEL

1. 1PC 39252_AXOPAR_28_MAIN_SW_CONTROL_PANEL_(WOC)

2. 2PCS VHP PLUG (as in diagram)

4. 1PC 29867 - Navix Line START PORT LABEL FOR 16756 SPDT -

3. 1PC 24147_NAVIX_LINE_SERVICE_LABEL_FOR_16756_SPDT

5. 2PCS 35858 - Switch Contura SPDT -ON-ON - Blue Sea 2155B-BSS (as in diagram)

01.06.-23 / TE (2004468)

Date of modification	Modified by	Description
14.5.2024	PF	C1: 2005089; Not modified

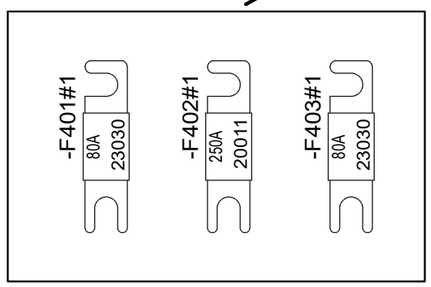
Date	8.5.2023
Drawing by	PF
Sheet rev.	1
Project rev.	C

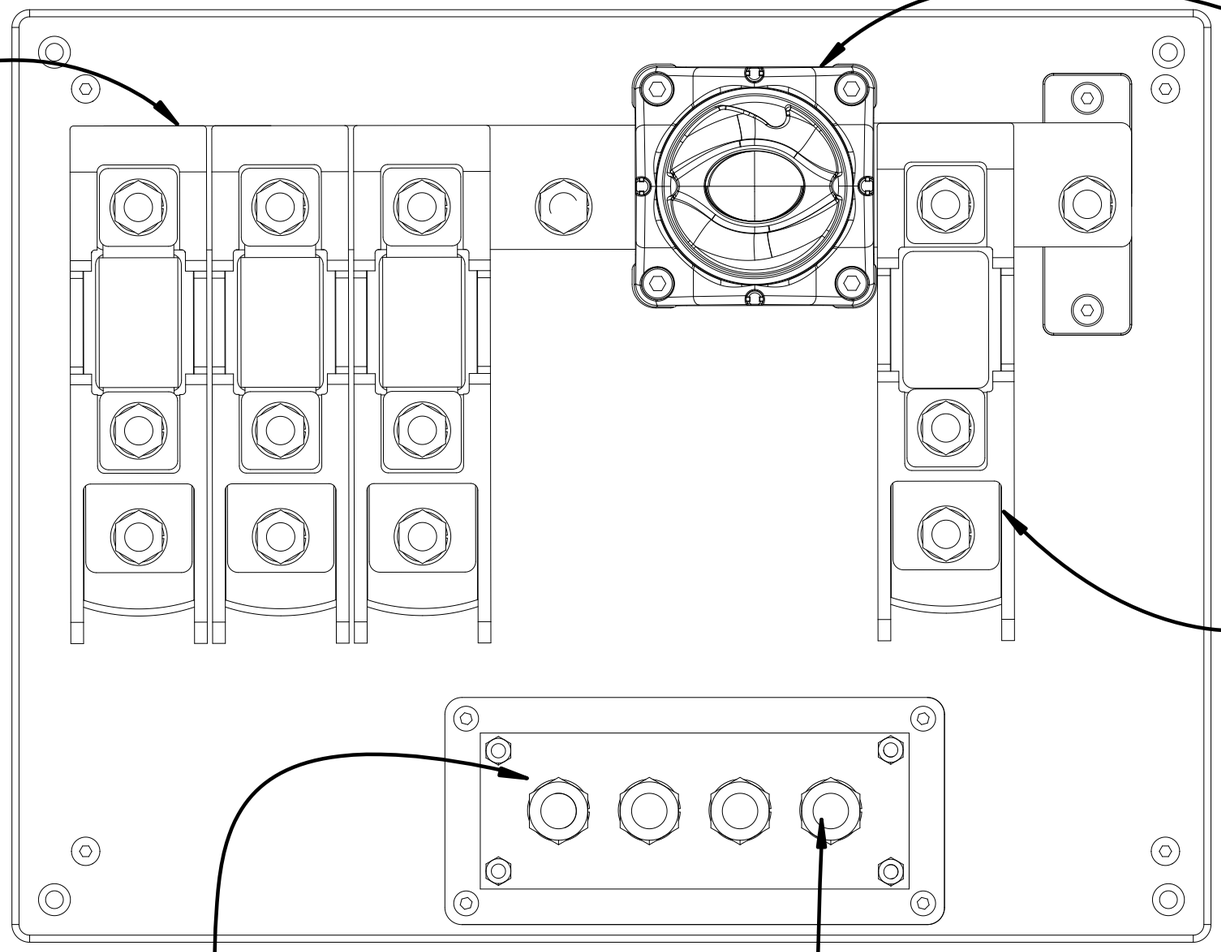
Copyright by

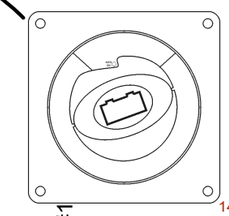
NAVIX

Axopar Boat		38687 Product code	2004468 Project ID
28 MK3 Boat model	MAIN SWITCH CONTROL PANEL Title	HL Loc	87 / 106 Sheet

PLACEMENT OF ELECTRICAL COMPONENTS

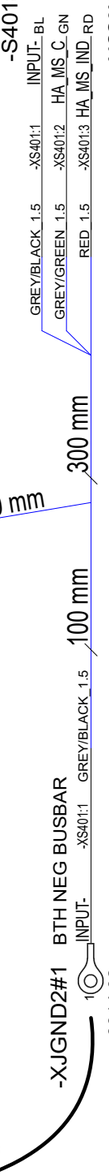






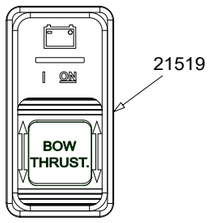
14002110K

(HOLDER RESERVED FOR BOW WINCH FUSE)



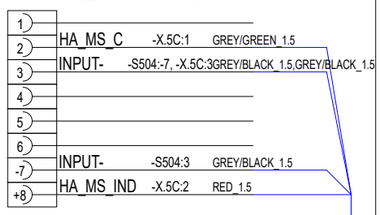
INCLUDED. CUSTOMER INSTALLS TO 38687 MAIN SWITCH CONTROL PANEL

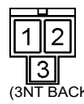
-S504
35858



21519

-S504#1 HEAVY AUX MAIN SWITCH

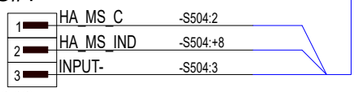




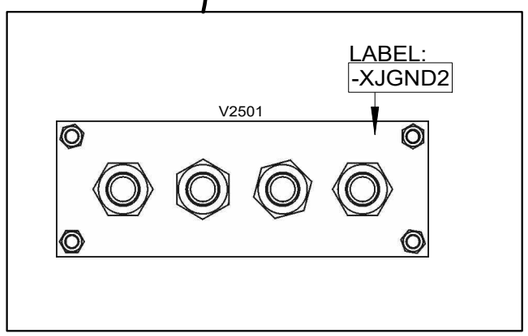
-X.5C
2634310
(3NT BACK VIEW)

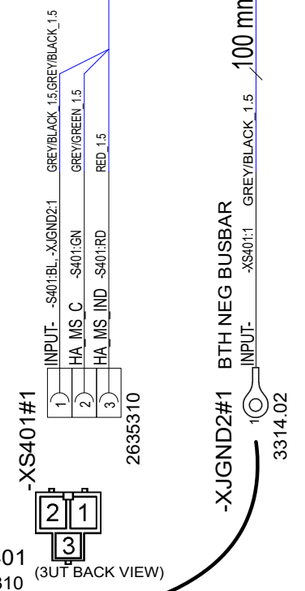
300 mm

-X.5C#1



2634310





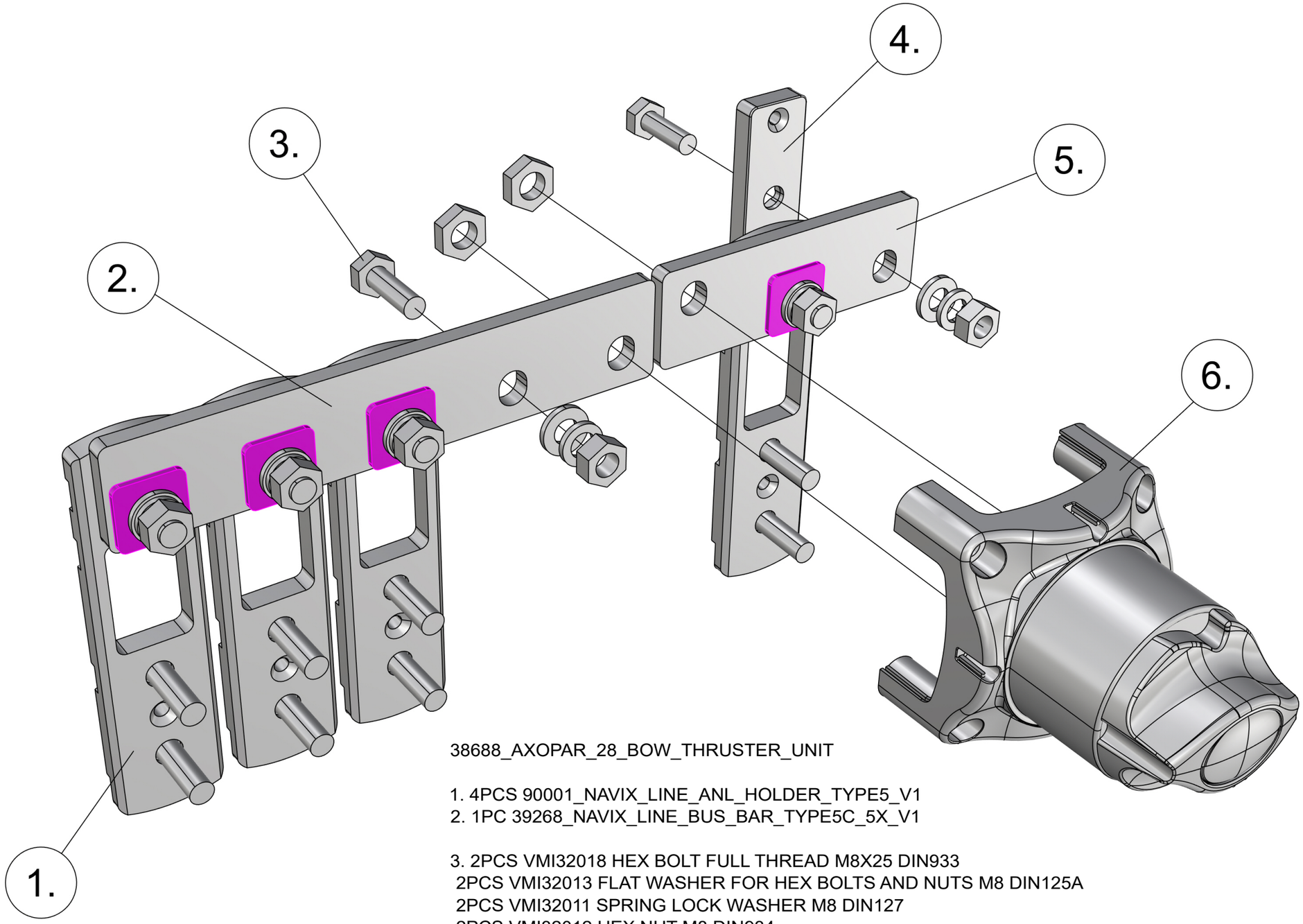
2635310

-XS401
2635310
(3UT BACK VIEW)

-XJGND2#1
BTH NEG BUSBAR
INPUT- -XS401:1 GREY/BLACK_1.5
3314.02

Date of modification	Modified by	Description						
9.8.2024	PF	C3: 2005089; Wire lenght changes	Date	8.5.2023	Copyright by NAVIX	Axopar		38688 / 2004468
		B2: Not modified	Drawing by	PF		Boat	Sub-product code / Product code	Project ID
30.4.2024	PF	C2: 2005089; Not modified	Sheet rev.	3		28 MK3	BOW THRUSTER UNIT / HL	88 / 106
			Project rev.	C		Boat model	Title / Loc	Sheet

PANEL ASSEMBLY



38688_AXOPAR_28_BOW_THRUSTER_UNIT

1. 4PCS 90001_NAVIX_LINE_ANL_HOLDER_TYPE5_V1
2. 1PC 39268_NAVIX_LINE_BUS_BAR_TYPE5C_5X_V1

3. 2PCS VMI32018 HEX BOLT FULL THREAD M8X25 DIN933
   2PCS VMI32013 FLAT WASHER FOR HEX BOLTS AND NUTS M8 DIN125A
   2PCS VMI32011 SPRING LOCK WASHER M8 DIN127
   2PCS VMI32012 HEX NUT M8 DIN934

4. 1PC 39048_NAVIX_LINE_BOLT_BASE_1X
5. 1PC 39269_NAVIX_LINE_BUS_BAR_TYPE5_BEP_RIGHT_2X_V1
6. - (AS IN DIAGRAM)

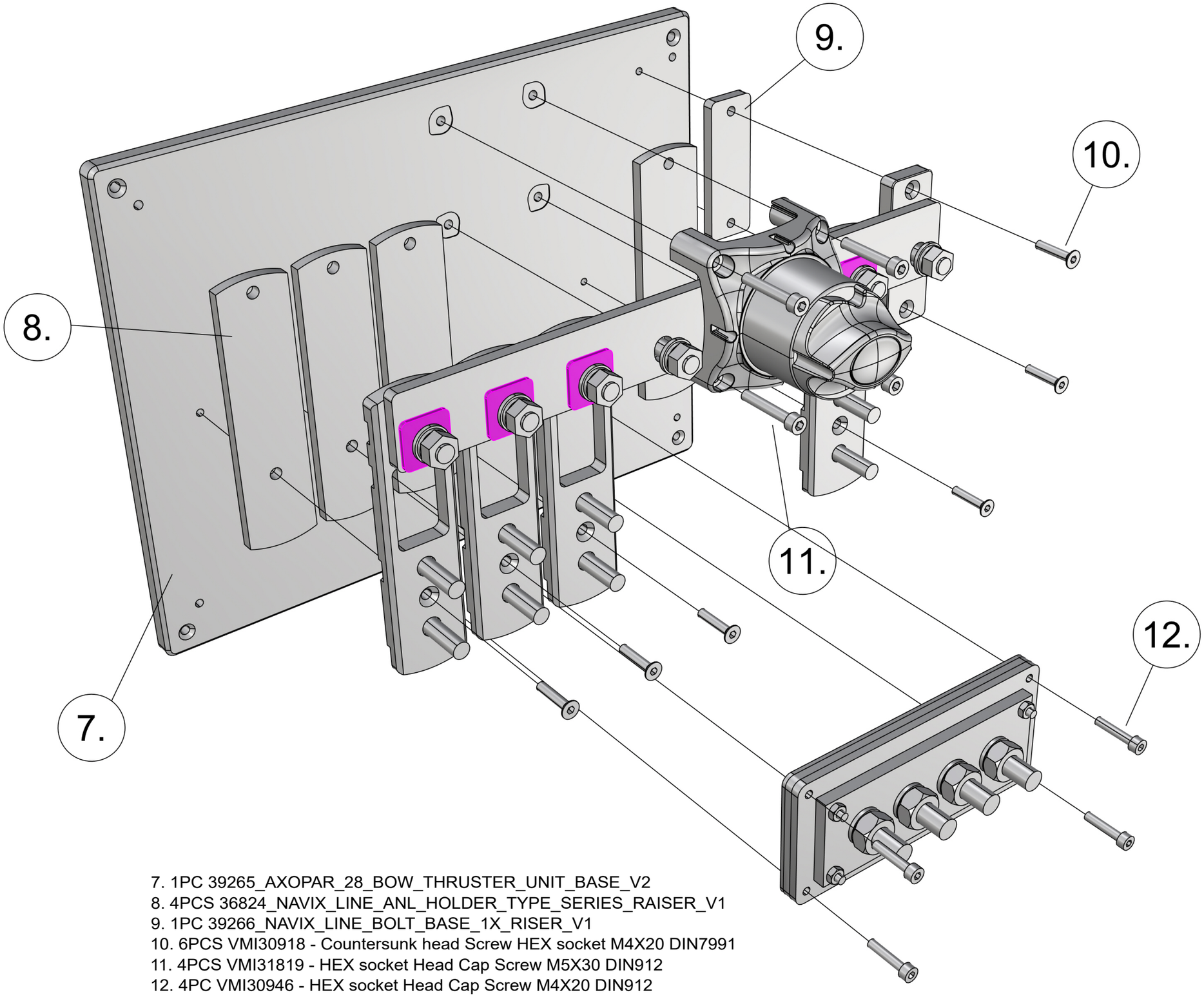
Date of modification	Modified by	Description
9.8.2024	PF	C3: 2005089; Wire lenght changes
		B2: Not modified
30.4.2024	PF	C2: 2005089; Not modified

Date	1.6.2023
Drawing by	PF
Sheet rev.	3
Project rev.	C

Copyright by

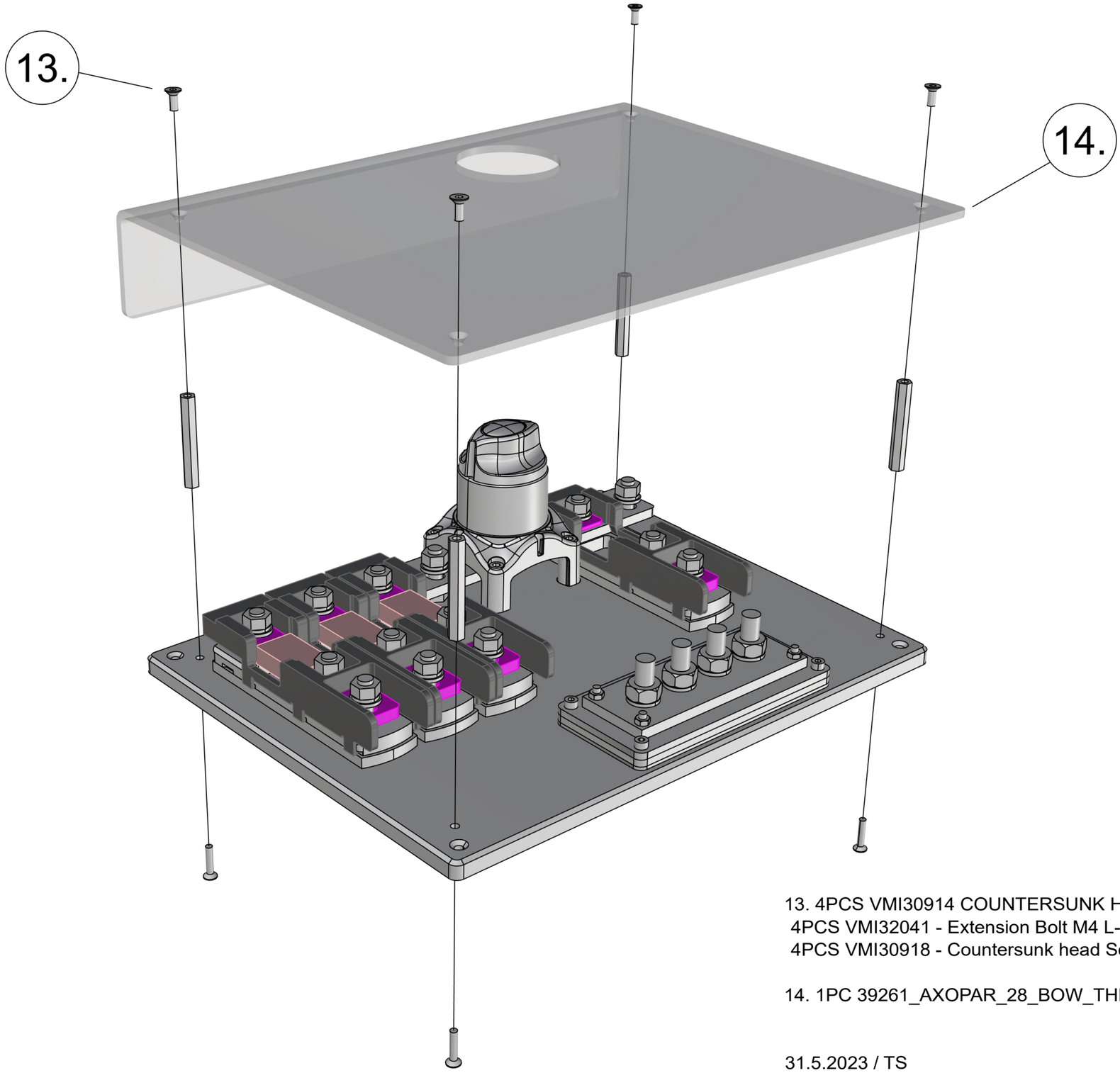
NAVIX

Axopar		38688	2004468
Boat	Sub-product code	Product code	Project ID
28 MK3	BOW THRUSTER UNIT	HL	89 / 106
Boat model	Title	Loc	Sheet



7. 1PC 39265_AXOPAR_28_BOW_THRUSTER_UNIT_BASE_V2
8. 4PCS 36824_NAVIX_LINE_ANL_HOLDER_TYPE_SERIES_RAISER_V1
9. 1PC 39266_NAVIX_LINE_BOLT_BASE_1X_RISER_V1
10. 6PCS VMI30918 - Countersunk head Screw HEX socket M4X20 DIN7991
11. 4PCS VMI31819 - HEX socket Head Cap Screw M5X30 DIN912
12. 4PC VMI30946 - HEX socket Head Cap Screw M4X20 DIN912

Date of modification	Modified by	Description						
9.8.2024	PF	C3: 2005089; Wire lenght changes	Date	1.6.2023	NAVIX	Axopar		38688 / 2004468
		B2: Not modified	Drawing by	PF		Boat	Sub-product code	Product code / Project ID
30.4.2024	PF	C2: 2005089; Not modified	Sheet rev.	3		28 MK3	BOW THRUSTER UNIT	HL
			Project rev.	C	Copyright by	Boat model	Title	Loc / 90 / 106 Sheet

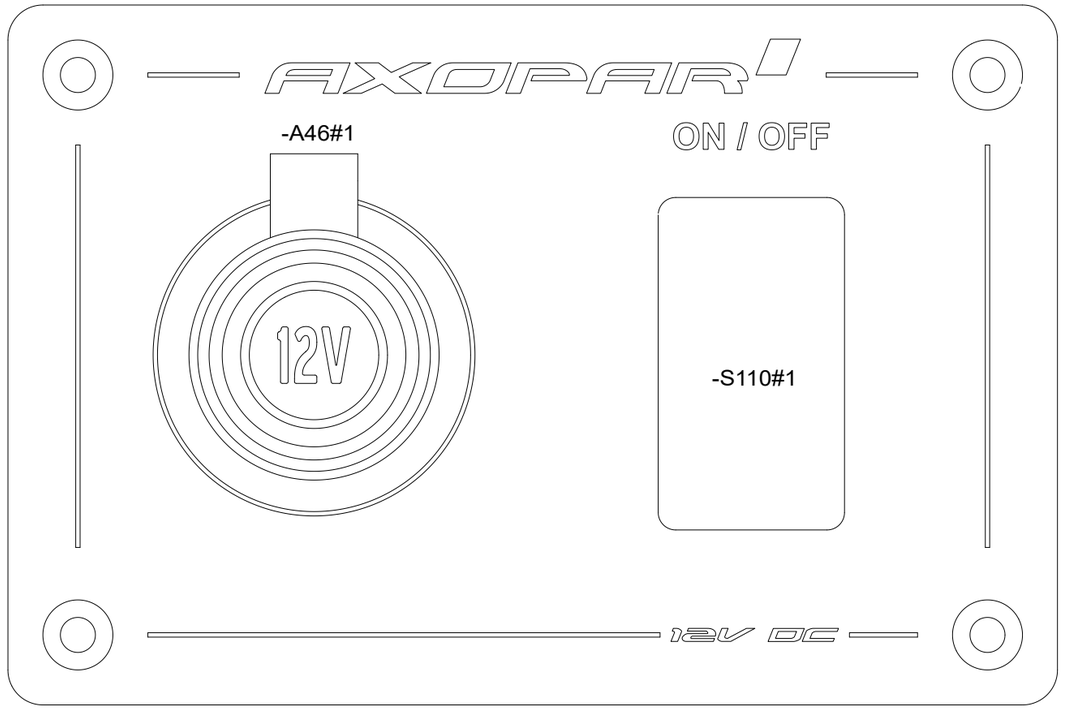


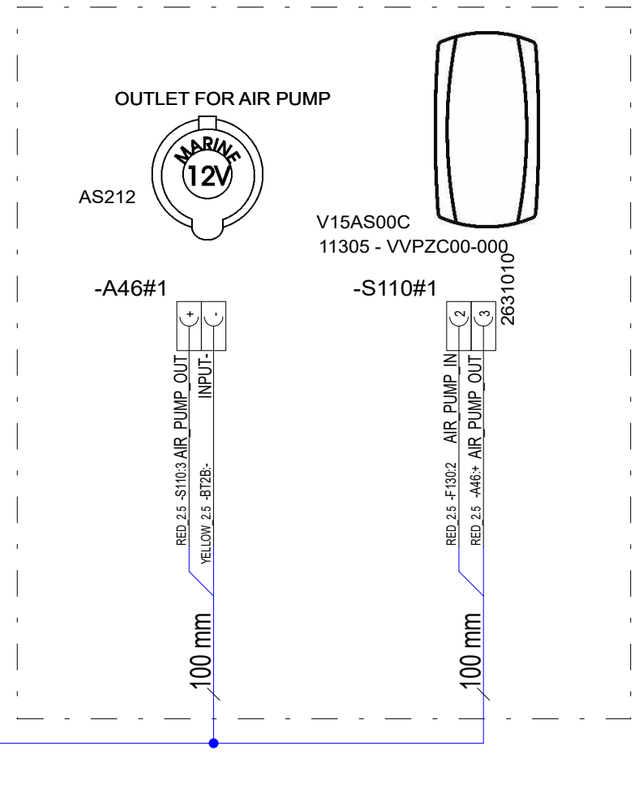
13. 4PCS VMI30914 COUNTERSUNK HEAD SCREW HEX SOCKET M4X10 DIN7991
4PCS VMI32041 - Extension Bolt M4 L-50
4PCS VMI30918 - Countersunk head Screw HEX socket M4X20 DIN7991

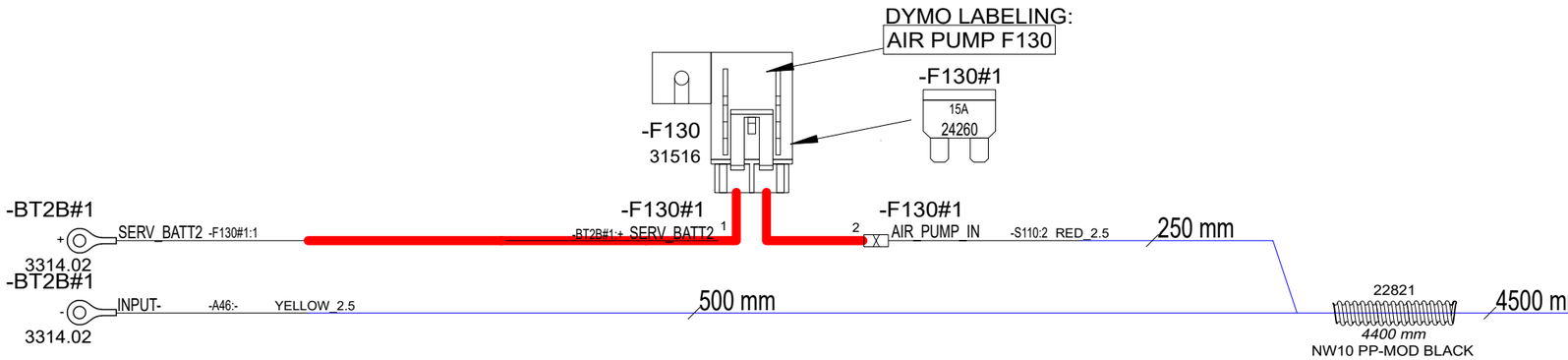
14. 1PC 39261_AXOPAR_28_BOW_THRUSTER_UNIT_COVER_V2

31.5.2023 / TS
19.10.2023 / TS (2004800)

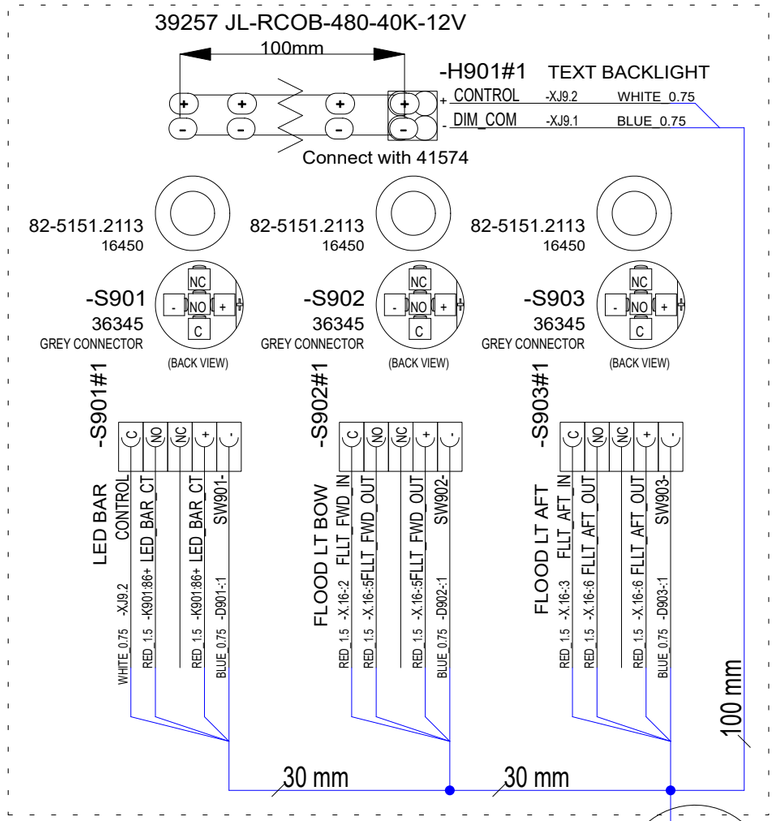
9.8.2024	PF	C3: 2005089; Wire lenght changes	Date 1.6.2023	NAVIX	Axopar		38688	2004468
		B2: Not modified	Drawing by PF		Boat	Sub-product code	Product code	Project ID
30.4.2024	PF	C2: 2005089; Not modified	Sheet rev. 3		28 MK3	BOW THRUSTER UNIT	HL	91/ 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet

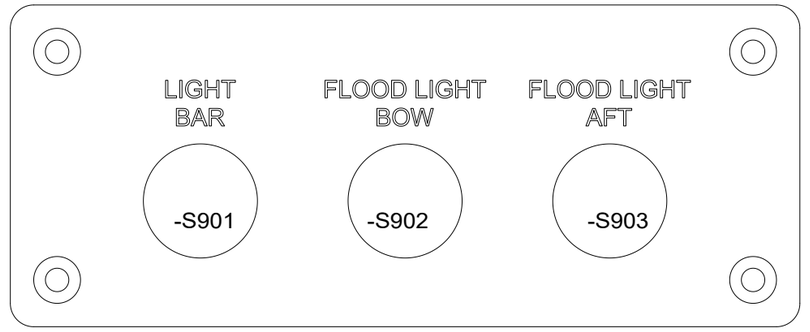






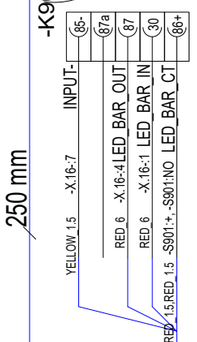
9.8.2024	PF	C3: 2005089; Length +1500mm	Date	15.12.2023	NAVIX	Axopar	40527	40505	2004468
		B1: Not modified	Drawing by	PF		Boat	Sub-product code	Product code	Project ID
30.4.2024	PF	C2: 2005089; Fuse wiring modified	Sheet rev.	3		28 MK3	12V OUTLET AIRCOMP PANEL	HL	92 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet





Bundle relay to wiring with zip tie through bracket hole

-K901#1
12V, 20/30A
0332209150



-X.16-#1 TO ROOF HARNESS CCX

-X.16-
2634810
(8N BACK VIEW)

1	LED_BAR_IN	-K901:30	RED_6
2	FLLT_FWD_IN	-S902:C	RED_1.5
3	FLLT_AFT_IN	-S903:C	RED_1.5
4	LED_BAR_OUT	-K901:87	RED_6
5	FLLT_FWD_OUT	-S902:NO, -S902:+	RED_1.5,RED_1.5
6	FLLT_AFT_OUT	-S903:NO, -S903:+	RED_1.5,RED_1.5
7	INPUT-	-K901:85-	YELLOW_1.5
8			

200 mm

-X.15-#1 TO SWITCH PANEL

-X.15-
2637710
(2NT BACK VIEW)
2637710

1	DIM_COM	-XJ9.1	BLUE_1.5
2	CONTROL	-XJ9.2	WHITE_1.5

3000 mm

27041
2900 mm
NW7.5 PP-MOD BLACK

100 mm
50 mm

LABELS

50 mm
WHITE 0.75 -H901:+ CONTROL
WHITE 0.75 -S901:C CONTROL
WHITE_1.5 -X.15-:2 CONTROL
-XJ9.2
14070

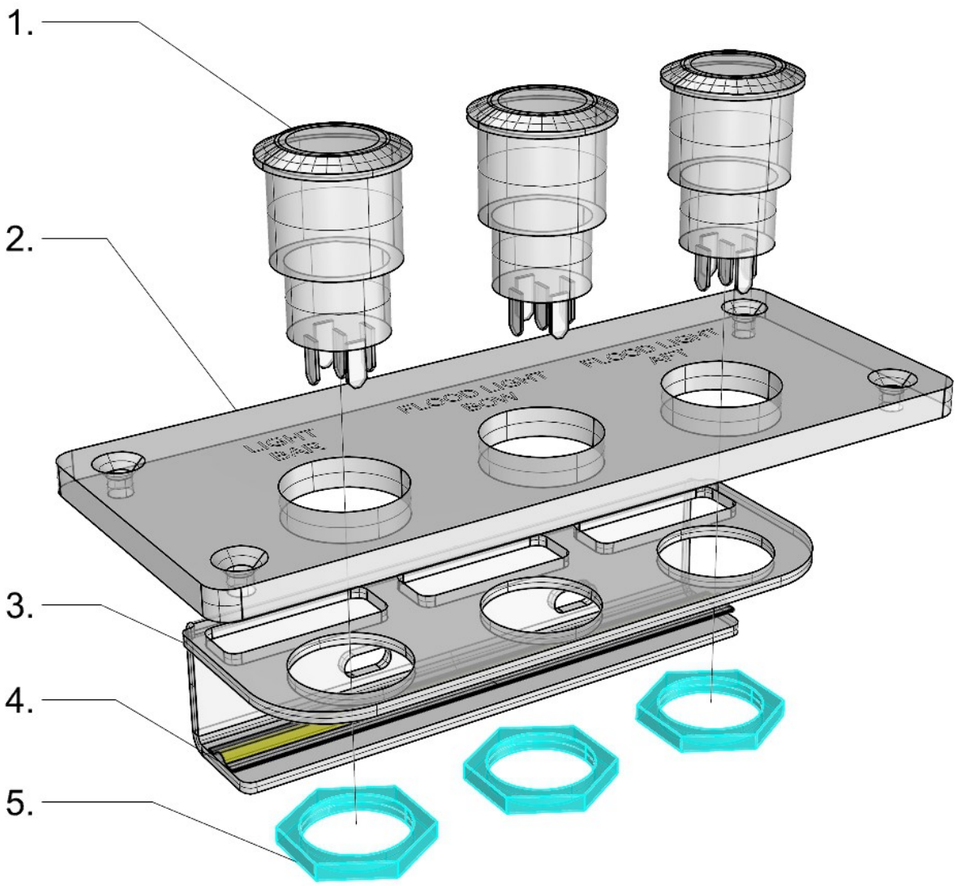
50 mm
BLUE_1.5 -X.15-:1 DIM_COM
50 mm
BLUE_0.75 -H901:- DIM_COM
-XJ9.1
12743

BLUE_0.75 -S901:- SW901- -D901-#1
BLUE_0.75 -S902:- SW902- -D902-#1
BLUE_0.75 -S903:- SW903- -D903-#1

6.5.2024	PF	C1: 2005089; New product	Date	30.4.2024	Axopar		41388 / 2004468
			Drawing by	PF	Boat	Sub-product code / Product code	Project ID
			Sheet rev.	1	28 MK3	CCX LIGHT CONTROL PANEL	HL / 93 / 106
Date of modification	Modified by	Description	Project rev.	C	Boat model	Title	Loc / Sheet

NAVIX
Copyright by

41388_AXOPAR_28_MK3_LIGHT_CONTROL_PANEL



41388_AXOPAR_28_MK3_LIGHT_CONTROL_PANEL

1. 3PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC 41595_AXOPAR_28_MK3_LIGHT_CONTROL_PANEL_(WOC)

3. 1PC 41596_AXOPAR_28_MK3_LIGHT_CONTROL_PANEL_LED_BRACKET

4. 1PC 39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (100mm)

5. 3PCS HALO SWITCH NUT

23.05.2024 / TE (2005089)

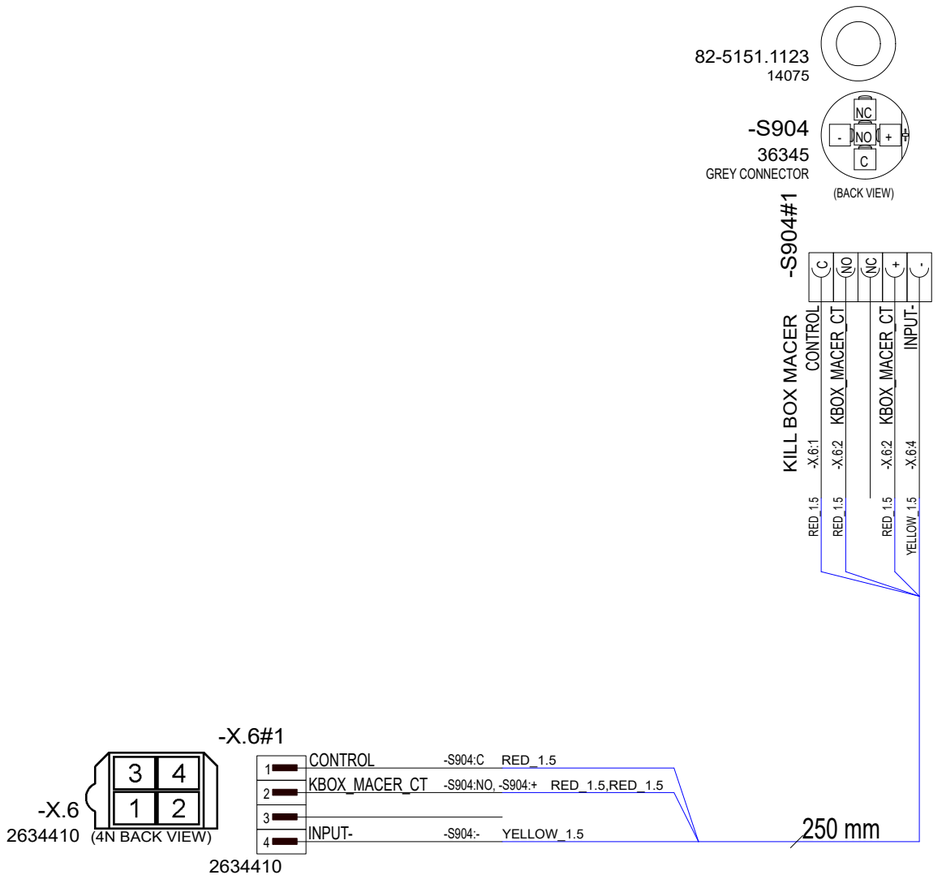
Date of modification	Modified by	Description
6.5.2024	PF	C1: 2005089; New product

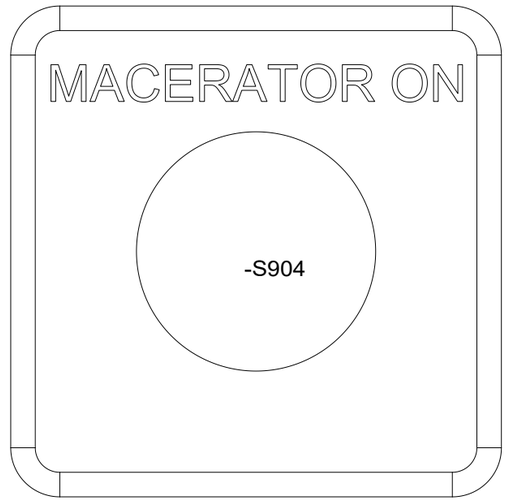
Date	23.5.2024
Drawing by	PF
Sheet rev.	1
Project rev.	C

Copyright by

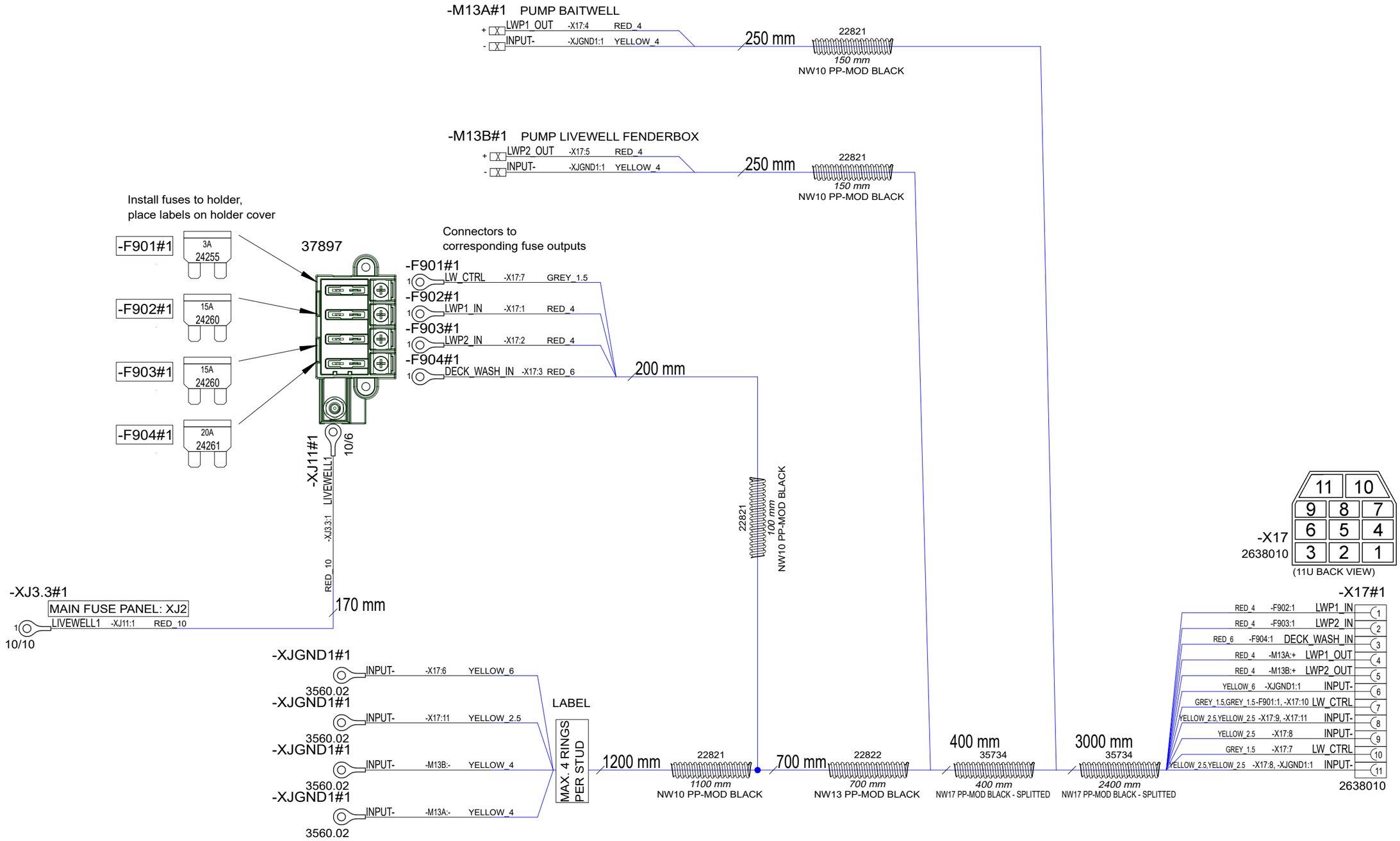
NAVIX

Axopar Boat		41388 Product code	2004468 Project ID	
28 MK3 Boat model	CCX LIGHT CONTROL PANEL Title	HL Loc	94 / 106 Sheet	





6.5.2024	PF	C1: 2005089; New product	Date 6.5.2024	NAVIX	Axopar	41584	41386	2004468
			Drawing by PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 1		28 MK3	CCX MACERATOR PANEL	HL	95 / 106
Date of modification	Modified by	Description	Project rev. C	Copyright by	Boat model	Title	Loc	Sheet



Date of modification	Modified by	Description
6.5.2024	PF	C1: 2005089; New product
14.10.2024	PF	C2: 2005259; X18 added, relay type, M13C->M15 dwash, sw order, lengths

Date	6.5.2024
Drawing by	PF
Sheet rev.	2
Project rev.	C

Copyright by NAVIX

Axopar Boat		41387 Product code	2004468 Project ID
28 MK3 Boat model	CCX LIVEWELL CONTROL PANEL Title	HL Loc	96 / 106 Sheet

NOTICE! ADD LABELS WHERE INDICATED

CUSTOMER, NOTICE: Install hole plug to S2 position if switch not needed

-S1001
82-5151.2123
14077
-S1001#1 BAITWELL
-S1001
36345
GREY CONNECTOR
(BACK VIEW)
LW_ENA -S1005a:NO, -S1002a:C WHITE_0.75,WHITE_0.75
LW_P1_CTRL -K1001:86 WHITE_1.5
LW_P1_CTRL -K1001:86 WHITE_1.5
SW- -D1002:1 YELLOW_0.75

-S1002a
82-5151.2123
14077
-S1002a#1 FENDERBOX LIVEWELL
-S1002a
36345
GREY CONNECTOR
(BACK VIEW)
LW_ENA -S1001:C, -S1006:C WHITE_0.75,WHITE_0.75
LW_P2_CTRL -K1002a:86 WHITE_1.5
LW_P2_CTRL -X18a:2 WHITE_0.75
SW- -D1005:1 YELLOW_0.75

39257 JL-RCOB-480-40K-12V
50mm
Connect with 41574
-H1004#1 TEXT BACKLIGHT
LW_CTRL -X.17:10 GREY_0.75
INPUT- -XJGND10.3 YELLOW_0.75

39257 JL-RCOB-480-40K-12V
50mm
Connect with 41574
-H1003#1 TEXT BACKLIGHT
LW_CTRL -X.17:10 GREY_0.75
INPUT- -XJGND10.3 YELLOW_0.75

39257 JL-RCOB-480-40K-12V
50mm
Connect with 41574
-H1002#1 TEXT BACKLIGHT
LW_CTRL -X.17:10 GREY_0.75
INPUT- -XJGND10.3 YELLOW_0.75

-S1003a
82-5151.2123
14077
-S1003a#1 LIGHTS BAITWELL/ LIVEWELL
-S1003a
36345
GREY CONNECTOR
(BACK VIEW)
LW_CTRL -X.17:7 GREY_1.5
SUMP_LT -H1001:+ GREY_1.5
SUMP_LT -H1005b:+ GREY_1.5
SW- -D1001:1 YELLOW_0.75

-S1004
82-5151.1123
14075
-S1004#1 DRAIN BAITWELL
-S1004
36345
GREY CONNECTOR
(BACK VIEW)
LW_ENA -S1006:C WHITE_0.75
LW_VALVE -L1:A1 WHITE_1.5
LW_VALVE -L1:A1 WHITE_1.5
SW- -D1003:1 YELLOW_0.75

-S1005a
82-5151.2123
14077
-S1005a#1 LOCK
-S1005a
36345
GREY CONNECTOR
(BACK VIEW)
LW_CTRL -X.17:7 GREY_1.5
LW_ENA -S1001:C, -S1005a:+ WHITE_0.75,WHITE_0.75
LW_ENA -S1005a:NO WHITE_0.75
SW- -D1004:1 YELLOW_0.75

-S1006
82-5151.2123
14077
-S1006#1 DECK WASH
-S1006
36345
GREY CONNECTOR
(BACK VIEW)
LW_ENA -S1002a:C, -S1004:C WHITE_0.75,WHITE_0.75
DW_CTRL -S1006:+, -K1003:86 WHITE_0.75,WHITE_1.5
DW_CTRL -S1006:NO WHITE_0.75
SW- -D1006:1 YELLOW_0.75

80 mm
80 mm
80 mm
80 mm
70 mm
70 mm
80 mm
120 mm
160 mm

-M15#1 DECK WASH PUMP
DECK_WASH -K1003:87 RED_6
INPUT- -X.17:6 YELLOW_6
800 mm
22821
700 mm
NW10 PP-MOD BLACK

-L1#1 BAITWELL DRAIN VALVE
LW_VALVE -S1004:NO, -S1004:+ WHITE_1.5,WHITE_1.5
INPUT- -X.17:8 YELLOW_1.5
1000 mm
22821
1900 mm
NW10 PP-MOD BLACK

-H1001#1 LIGHT BAITWELL
SUMP_LT -S1003a:NO, -H1005b:+ GREY_1.5,GREY_1.5
INPUT- -X.17:11 YELLOW_1.5
1200 mm
27041
1100 mm
NW7.5 PP-MOD BLACK

-X.17
2639010
10 11
7 8 9
4 5 6
1 2 3
(11N BACK VIEW)

-X.17#1
1 LWP1_IN -K1001:30 RED_4
2 LWP2_IN -K1002a:30 RED_4
3 DECK_WASH_IN -K1003:30 RED_6
4 LWP1_OUT -K1001:87 RED_4
5 LWP2_OUT -K1002a:87 RED_4
6 INPUT- -M15:- YELLOW_6
7 LW_CTRL -X18a:1, -S1005a:C, -S1003a:C GREY_1.5,GREY_1.5,GREY_1.5
8 INPUT- -L1:A2, -K1003:85 YELLOW_1.5,YELLOW_1.5
9 INPUT- -XJGND10.1 YELLOW_1.5
10 LW_CTRL -H1002:+, -H1003:+, -H1004:+ GREY_0.75,GREY_0.75,GREY_0.75
11 INPUT- -H1001:-, -X18a:3 YELLOW_1.5,YELLOW_1.5
2639010

200 mm
4000 mm
BUNDLE
NW10 PP-MOD BLACK
4000 mm
22821

-X18a#1 FENDER BOX LIVEWELL PANEL
-X18a
6 5 4
3 2 1
(6U BACK VIEW)
2635610
1 LW_CTRL -X.17:7 GREY_1.5
2 LW_P2_CTRL -K1002a:86, -S1002a:+ WHITE_1.5,WHITE_0.75
3 INPUT- -X.17:11, -X18a:4 YELLOW_1.5,YELLOW_1.5
4 INPUT- -X18a:3, -H1005b:- YELLOW_1.5,YELLOW_1.5
5
6
500 mm
27041
400 mm
NW7.5 PP-MOD BLACK

-H1005b#1 LIGHT FENDERBOX LIVEWELL
SUMP_LT -S1003a:+, -H1001:+ GREY_1.5,GREY_1.5
INPUT- -X18a:4 YELLOW_1.5
NW7.5 PP-MOD BLACK
400 mm
27041
500 mm

190 mm
120 mm
50 mm

-K1001#1
-K1001#1
12Vdc, 30/20A
24571
-K1001
19734
(BACK VIEW)
YELLOW_1.5 -K1002a:85 INPUT-
RED_4 -X.17:4 LWP1_OUT
RED_4 -X.17:1 LWP1_IN
WHITE_1.5,WHITE_1.5 -S1001:NO, -S1001:+ LW_P1_CTRL

-K1002a#1
-K1002a#1
12Vdc, 30/20A
24571
-K1002a
19734
(BACK VIEW)
YELLOW_1.5,YELLOW_1.5 -K1001:85, -K1003:85 INPUT-
RED_4 -X.17:5 LWP2_OUT
RED_4 -X.17:2 LWP2_IN
WHITE_1.5,WHITE_1.5 -S1002a:NO, -X18a:1 LW_P2_CTRL

-K1003#1
-K1003#1
12Vdc, 30/20A
24571
-K1003
19734
(BACK VIEW)
YELLOW_1.5,YELLOW_1.5 -K1002a:85, -X.17:8 INPUT-
RED_6 -M15:+ DECK_WASH
RED_6 -X.17:3 DECK_WASH_IN
WHITE_1.5 -S1006:NO DW_CTRL

250 mm
Bundle relay holders to wiring with zip tie through hole

200 mm
LABEL
-XJGND10.1
100 mm

-XJGND10.3#1
YELLOW_0.75 -H1002:- INPUT-
YELLOW_0.75 -H1003:- INPUT-
YELLOW_0.75 -H1004:- INPUT-
YELLOW_1.5 -XJGND10.2 INPUT-
12743

-XJGND10.2#1
80 mm
YELLOW_1.5 -XJGND10.3 INPUT-
YELLOW_0.75 -S1002a:- SW- -D1005#1
YELLOW_0.75 -S1006:- SW- -D1006#1
YELLOW_0.75 -S1001:- SW- -D1002#1
YELLOW_1.5 -XJGND10.1 INPUT-
12743

-XJGND10.1#1
80 mm
YELLOW_1.5 -XJGND10.2 INPUT-
YELLOW_1.5 -X.17:9 INPUT-
YELLOW_0.75 -S1004:- SW- -D1003#1
YELLOW_0.75 -S1005a:- SW- -D1004#1
YELLOW_0.75 -S1003a:- SW- -D1001#1
12743

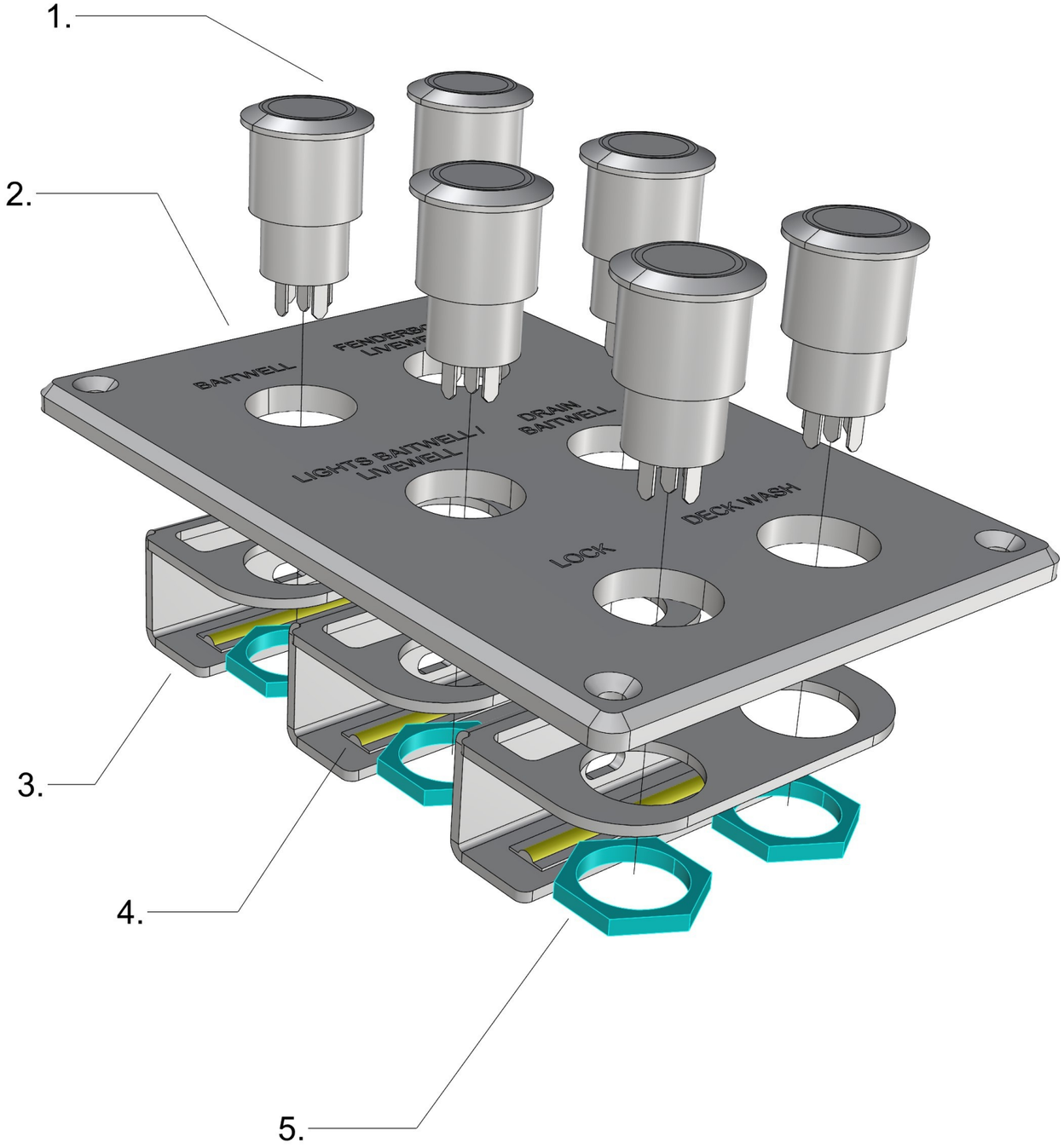
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14.10.2024	PF	C2: 2005259; X18 added, relay type, M13C->M15 dwash, sw order, lengths

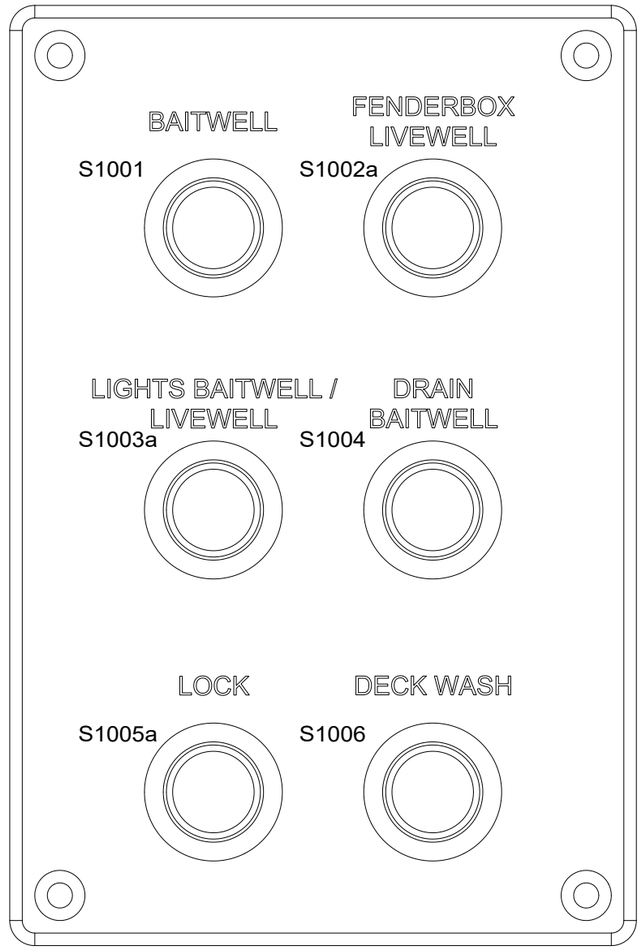
Date	6.5.2024
Drawing by	PF
Sheet rev.	2
Project rev.	C

NAVIX
Copyright by

Axopar Boat		41387 Product code	2004468 Project ID
28 MK3 Boat model	CCX LIVEWELL CONTROL PANEL Title	HL Loc	97 / 106 Sheet

41387_AXOPAR_28_MK3_LIVEWELL_CONTROL_PANEL





41387_AXOPAR_28_MK3_LIVEWELL_CONTROL_PANEL

1. 6PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC 41597_AXOPAR_28_MK3_LIVEWELL_CONTROL_PANEL_(WOC)_V2

3. 3PCS 41598_AXOPAR_28_MK3_LIVEWELL_CONTROL_PANEL_LED_BRACKET_V1

4. 3PCS 39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (50mm)

5. 6PCS HALO SWITCH NUT

1PC INCLUDE IN SHIPMENT!
35534 - Hole Plug, Ø19,1 mm

23.05.2024 / TE (2005089)
24.10.2024 / TS (2005259)

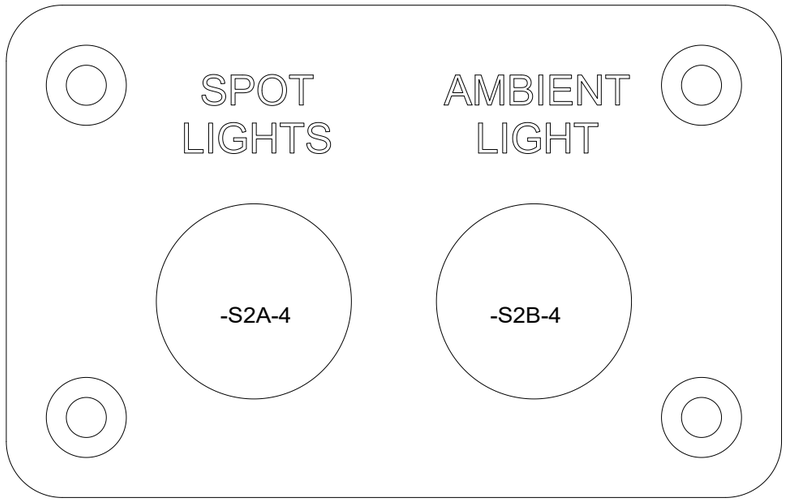
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Date	30.5.2024
Drawing by	PF
Sheet rev.	2
Project rev.	C

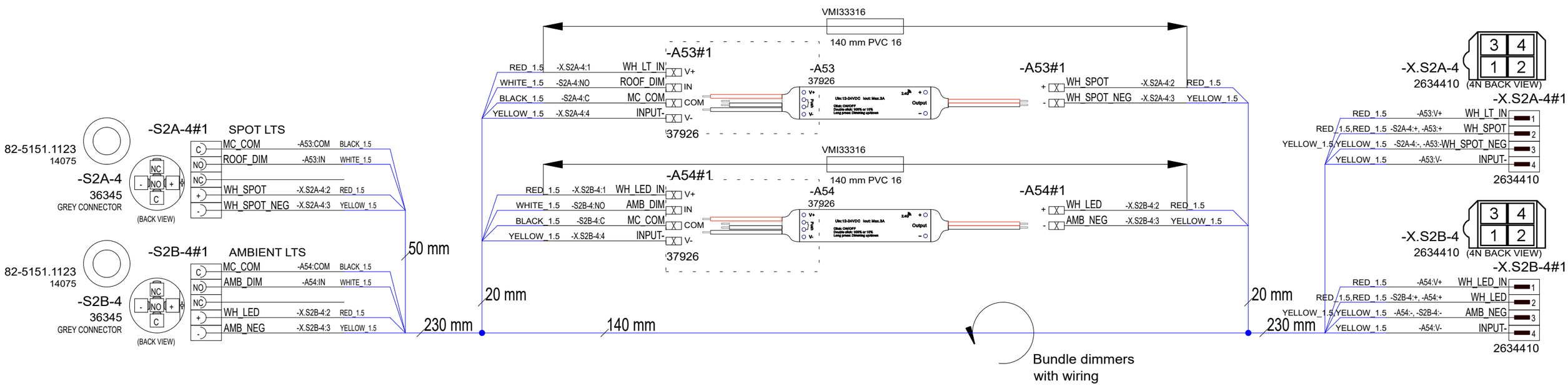
Copyright by

NAVIX

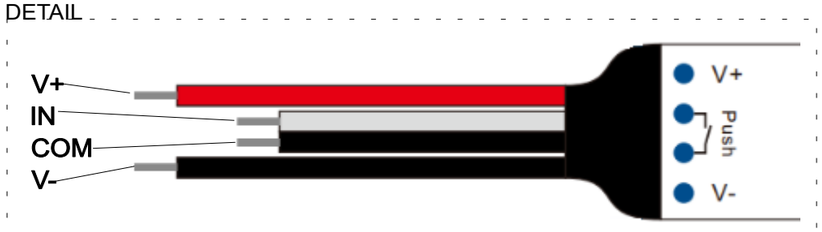
Axopar Boat		41387 Product code	2004468 Project ID	
28 MK3 Boat model	CCX LIVEWELL CONTROL PANEL Title	HL Loc	98 / 106 Sheet	



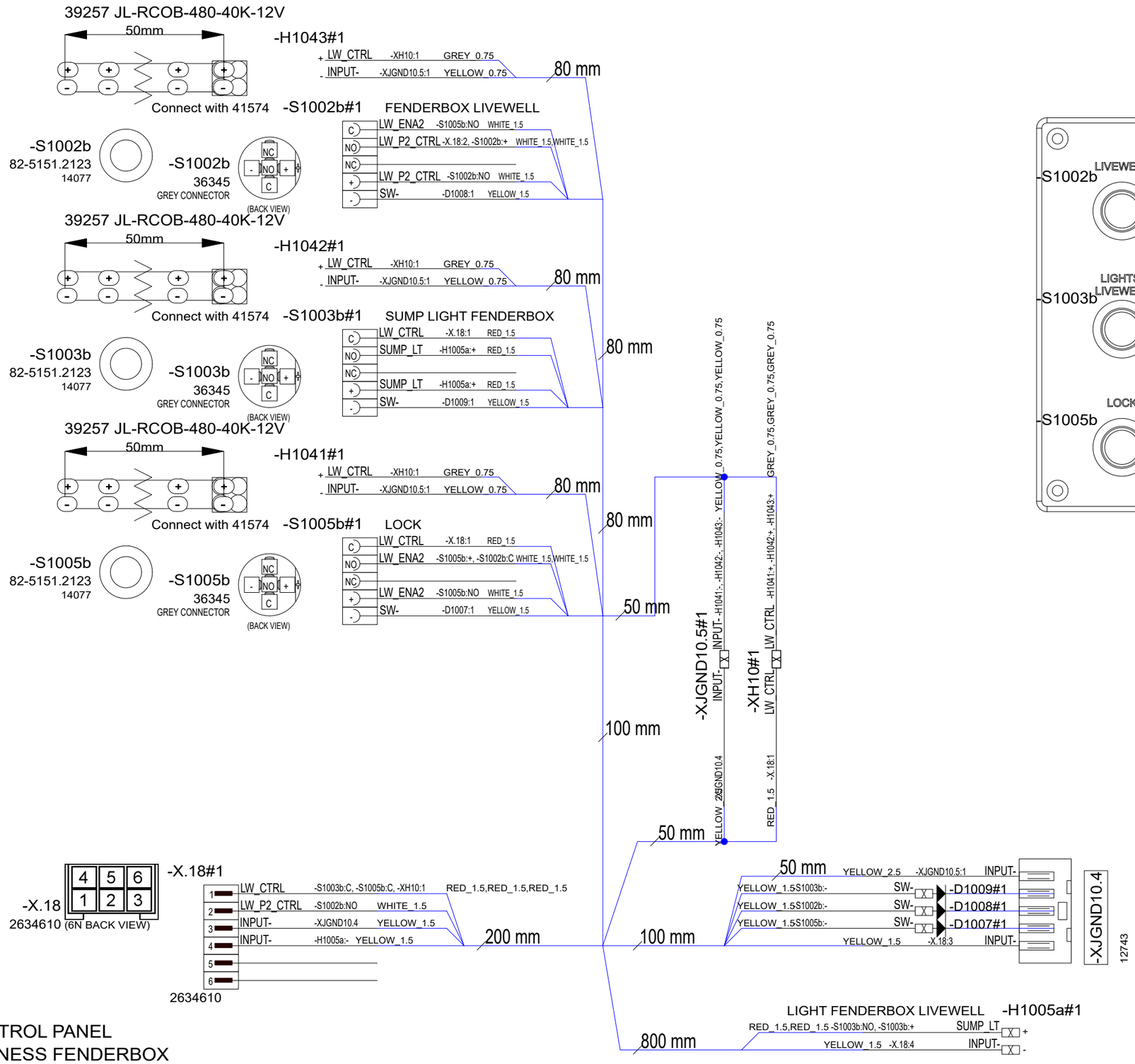
Cut dimmer wires to ~20mm



DETAIL



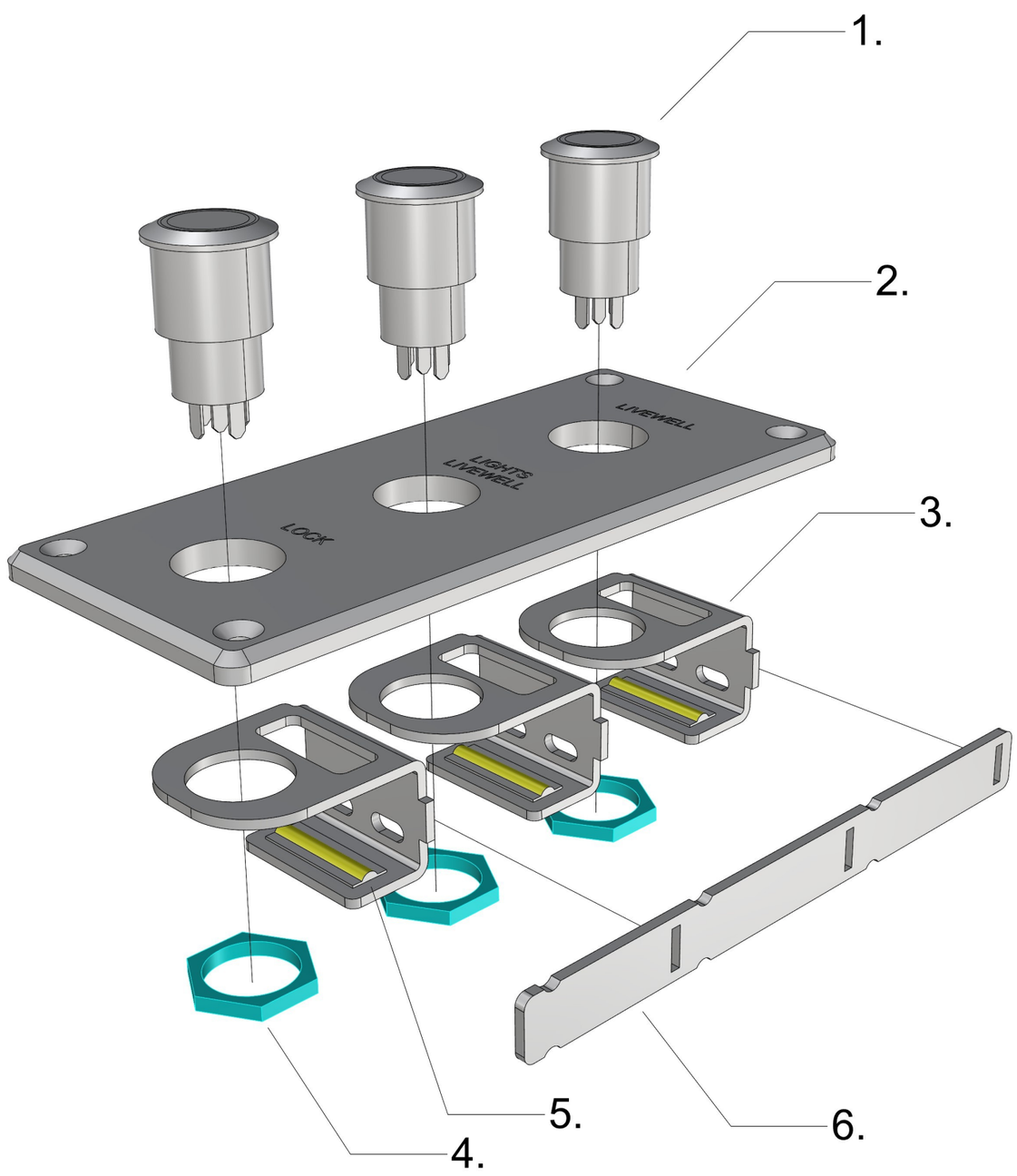
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			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	LIGHT SWITCH MAIN CABIN OPEN LP	HL	99 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet



Customer note: Connect to either one of below
41387 - Axopar 28 MK3 CCX LIVEWELL CONTROL PANEL
42475 - Axopar 28 MK3 CCX LIVEWELL HARNESS FENDERBOX
If connected to 41387, remove S1002 and leave as dummy or cover with hole plug.

14.10.2024	PF	C1: 2005259; New drawing	Date	11.10.2024	NAVIX	Axopar		42474 / 2004468
			Drawing by	PF		Boat	Sub-product code / Product code / Project ID	
			Sheet rev.	1		28 MK3	CCX LIVEWELL CONTROL PANEL FENDERBOX	HL / 100 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc / Sheet

42474_AXOPAR_28_MK3_CCX_LIVEWELL_ CONTROL_PANEL_FENDERBOX



42474_AXOPAR_28_MK3_CCX_LIVEWELL_CONTROL_PANEL_FENDERBOX

1. 3PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC 42261_AXOPAR_28_MK3_LIVEWELL_CONTROL_PANEL_FENDERBOX_V1

3. 3PCS 42662_AXOPAR_28_MK3_LIVEWELL_CTRL_PANEL_LED_BRACKET_V1

4. 3PCS HALO SWITCH NUT

5. 3PCS 39257 - LED-Strip RCOB 12V 3800-4300K 5m/reel - JL-RCOB-480-40K-12V (25mm)

6. 1PCS 42663_AXOPAR_28_MK3_LIVEWELL_CTRL_PANEL_LED_BRACKET_BAR_V1
! ALIGN 42662s STRAIGHT AND GLUE WITH 37790 - Araldite 2051 !

24.10.2024 / TS (2005259)

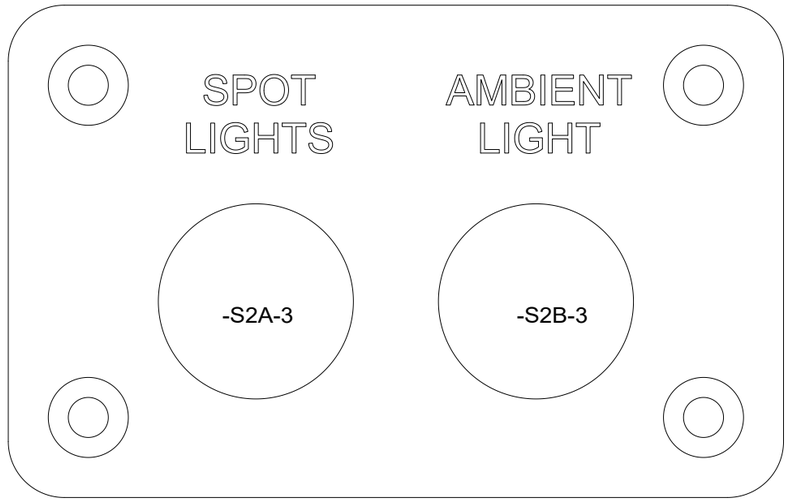
Date of modification	Modified by	Description
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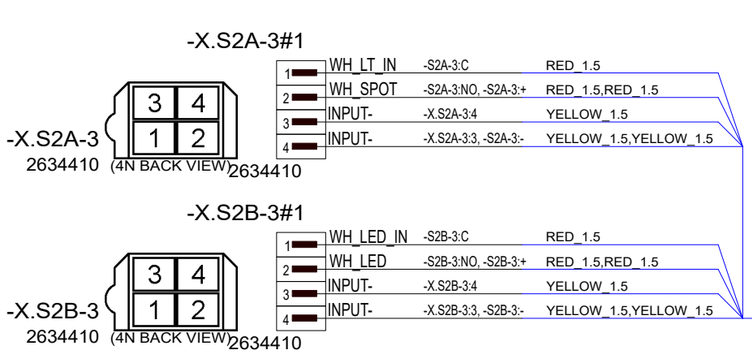
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Drawing by	PF
Sheet rev.	1
Project rev.	C

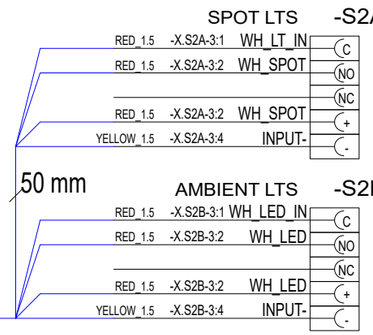
Copyright by

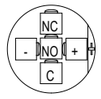
NAVIX

Axopar Boat		42474 Product code	2004468 Project ID
28 MK3 Boat model	CCX LIVEWELL CONTROL PANEL FENDERBOX Title	HL Loc	101/ 106 Sheet







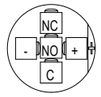


-S2A-3
36345
GREY CONNECTOR

(BACK VIEW)

82-5151.2123
14077





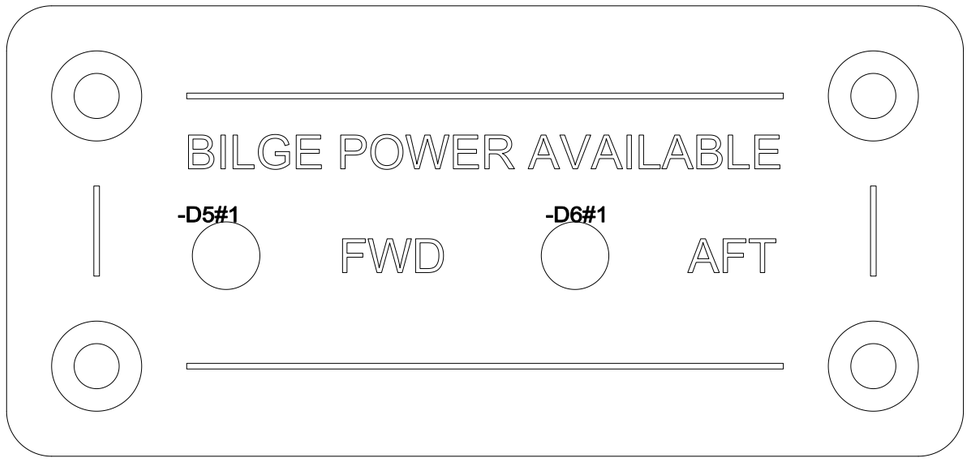
-S2B-3
36345
GREY CONNECTOR

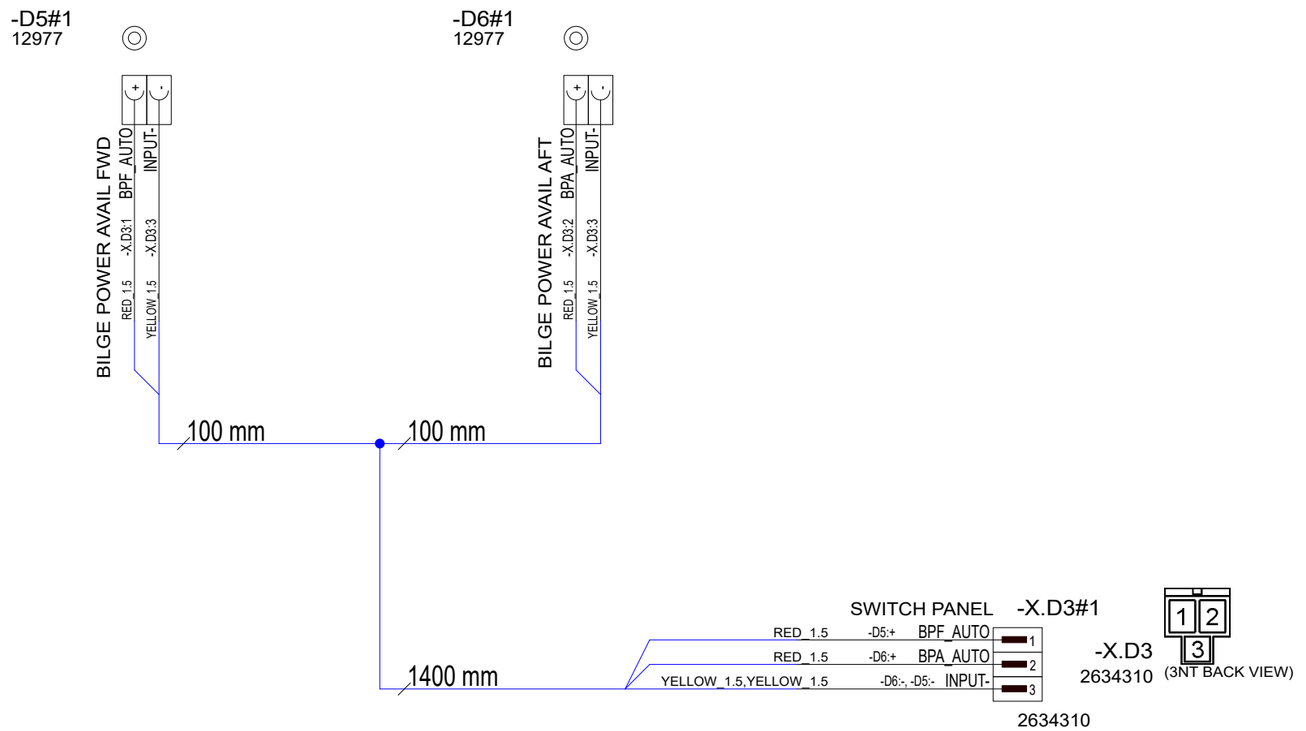
(BACK VIEW)

82-5151.2123
14077



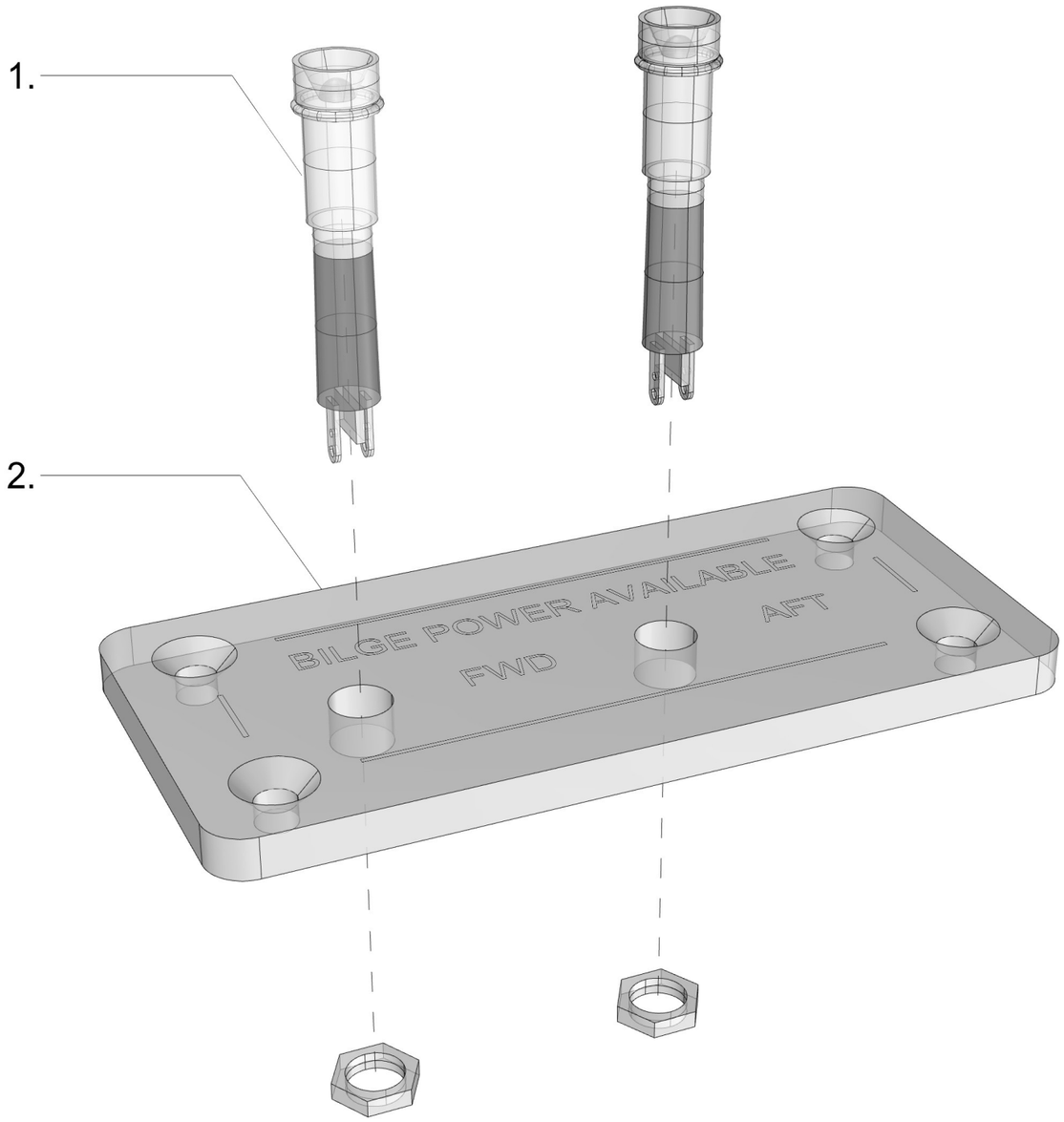
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			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	LIGHT SWITCH MAIN CABIN OPEN NON-LP	HL	101/ 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet





28.5.2024	PF	C1: 2005089; Not modified	Date	22.5.2023	NAVIX	Axopar		38693	2004468
			Drawing by	PF		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		28 MK3	BILGE POWER AVAILABILITY PANEL	HL	102 / 106
Date of modification	Modified by	Description	Project rev.	C	Copyright by	Boat model	Title	Loc	Sheet

38693_AXOPAR_28_BILGE_POWER_AVAILABILITY_PANEL



38693_AXOPAR_28_BILGE_POWER_AVAILABILITY_PANEL

1. 2 pcs Led Indicator ø3/6mm, 12V, Chrome frame (as in diagram)

2. 1 pc 39184_AXOPAR_28_BILGE_POWER_AVAILABILITY_PANEL_(WOC)_V1

22.05.2023 / TE (project 2004468)

Date of modification	Modified by	Description
28.5.2024	PF	C1: 2005089; Not modified

Date	22.5.2023
Drawing by	PF
Sheet rev.	1
Project rev.	C

Copyright by

NAVIX

Axopar Boat		38693 Product code	2004468 Project ID	
28 MK3 Boat model	BILGE POWER AVAILABILITY PANEL Title	HL Loc	103 / 106 Sheet	

12 Appendix IV: AIS Decontamination – North America

According to

ABYC T-32 Design and Construction in Consideration of Aquatic Invasive Species 7/21

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1 Decontamination criteria based on UMPS III, Table 3

The table is a summary of scientific research indicating the lethal water temperature at point of contact and duration for decontamination. Information is grouped by the location of the boat that is targeted and the life form of Dreissenid mussel targeted (e.g., adult mussel or veliger). Please refer to the *Student Training Curriculum for Watercraft Inspectors and Decontaminators to Prevent and Contain the Spread of Aquatic Invasive Species in the USA* for complete step by step procedures.

	Boat part/ location	Water temperature	Duration[1] (sec)	Type of application	Target life stage
Exterior	Hull	140°F	10	High pressure spray[2]	Adult
	Trailer	140°F	70	Low pressure spray[3]	Adult
	PFDs, anchor, paddle	140°F	10	Low pressure spray	Adult or Veliger
Propulsion system	Gimbal	140°F	132	Low pressure spray	Adult
	Engine	140°F[5], [6]	See note[7].	Flush[6]	Veliger
Interior	Ballast tanks	120°F	130	*Low risk* – Flush[4]	Veliger
				High risk – Fill and flush	
	Live well/bait well	120°F	130	Low pressure spray or flush	Veliger
	Bilge	120°F	130	Flush or low pressure spray	Veliger

1) The times listed are the minimum times necessary to achieve mortality.
2) High pressure = 3000 psi.
3) Low pressure = using the pressure from the decontamination unit with no nozzle, not to exceed 60 psi (essentially a garden hose flow).
4) Flush = adding water to a compartment of a boat to treat or force the water out.
5) These temperatures denote the exit temperature (i.e., temperature of water exiting the boat not exiting the wand or flush attachment).
6) When flushing engines with a dedicated connection (not muffs), the pressure should be limited to less than 60 psi to prevent internal engine damage. The maximum input temperature during flushing should not exceed 140°F.
7) *NOTE: Engine flushing relies on the exit temperature as a guideline for decontamination duration.*

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2 Example of AIS Owner's Manual Information

Aquatic invasive species

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway.

As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatichitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.



Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.

- Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways.
- Rinse watercraft, trailer, and equipment with hot water, when possible.
- Flush motor according to owner's manual.

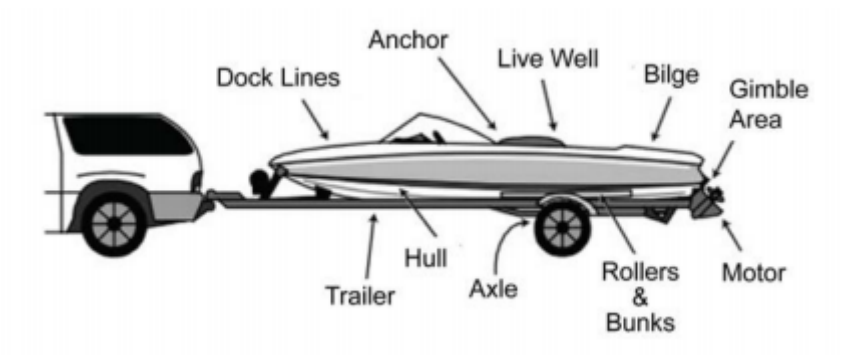
Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

Dry

Allow the boat to completely dry before visiting any other bodies of water.

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NOTE: Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

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3 Additional boat-specific recommendations

Nonmotorized watercraft

Canoes, rafts, kayaks, rowboats, paddleboats, inflatables, sculls, and other nonmotorized recreational watercraft also require proper treatment.

- **Clean** straps, gear, paddles, floats, ropes, anchors, dip nets, and trailer before leaving the water body.
- **Dry** everything completely between each use and before storing.
- **Wear** quick-dry footwear or bring a second pair of footwear with you when portaging between waterbodies.

Sailboats

- **Clean** centerboard, bilge board, wells, rudderpost, trailer, and other equipment before leaving the water body.
- **Drain** water from boat, motor, bilge, ballast, wells, and portable bait containers before leaving the water body.

Motorized watercraft

- **Inspect** and **clean** motor or engine, including the gimbal area; trailer, including axles, bunkers, and rollers; anchors; dock lines; and equipment before leaving the water body.
- **Drain** live wells, bait containers, ballast and bilge tanks, and engine cooling systems.

Jet boats and personal watercraft (PWCs)

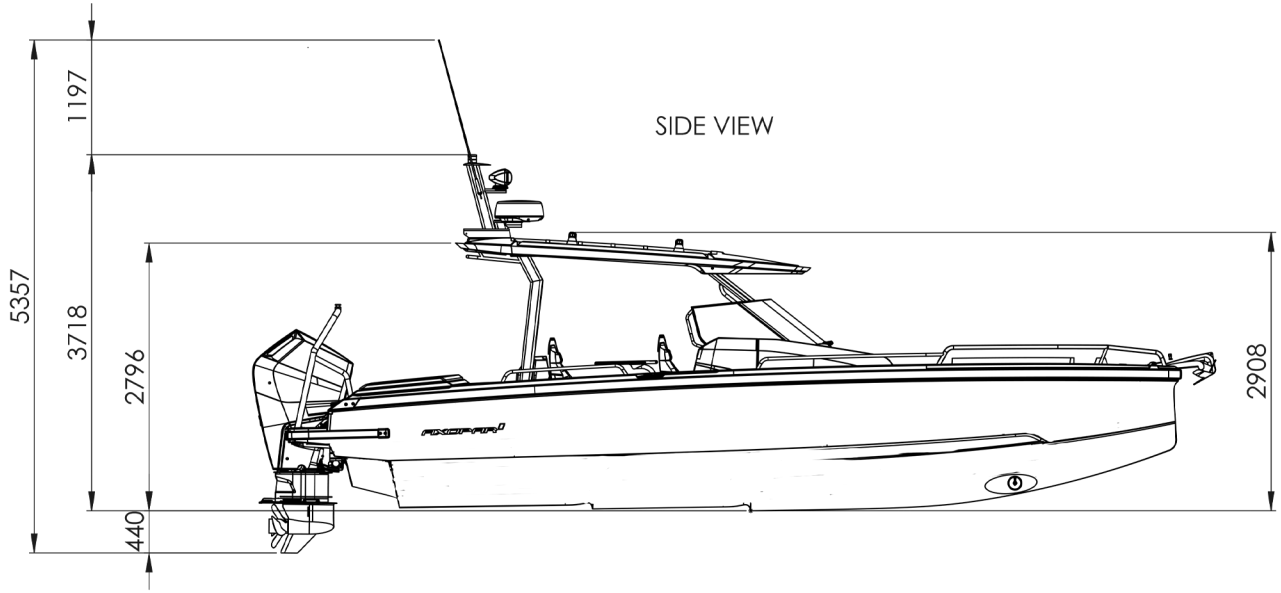
- **Inspect** and **clean** hull, trailer, intake grate, and steering nozzle, etc.
- **Clean** hull, trailer, intake grate, and steering nozzle, etc before leaving the water access.
- **Run** engine 5-10 sec to blow out excess water and vegetation from internal drive before leaving the waterbody.

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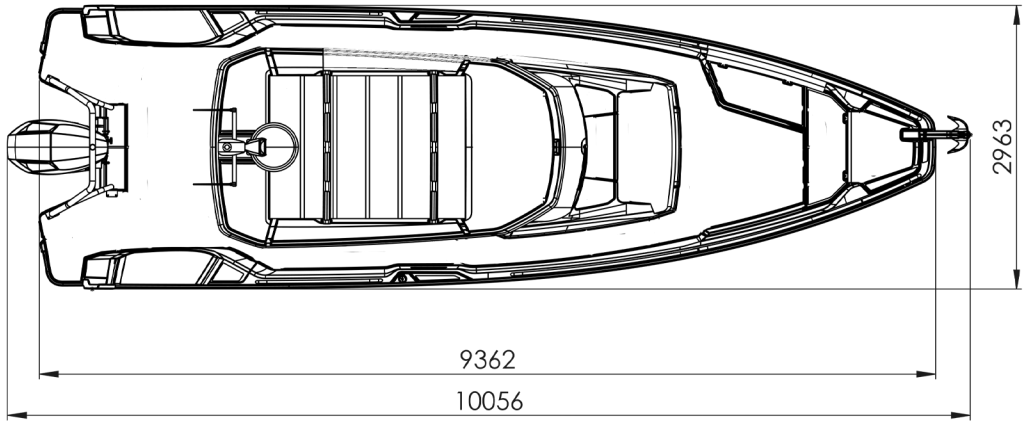
13 Appendix V: Transport dimensions

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AXOPAR 29 SUN TOP



SIDE VIEW



TOP VIEW

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