



OWNER'S MANUAL

AXOPAR 37 SPYDER
AXOPAR 37 SUN-TOP

MODEL YEAR 2020-2024

AXOPAR 

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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.

⚠ 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 (STB) and the left side as port.

1.4 Copyright

Copyright ©2024 Axopar Boats. All rights reserved.

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.

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.

- 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 behavior 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.

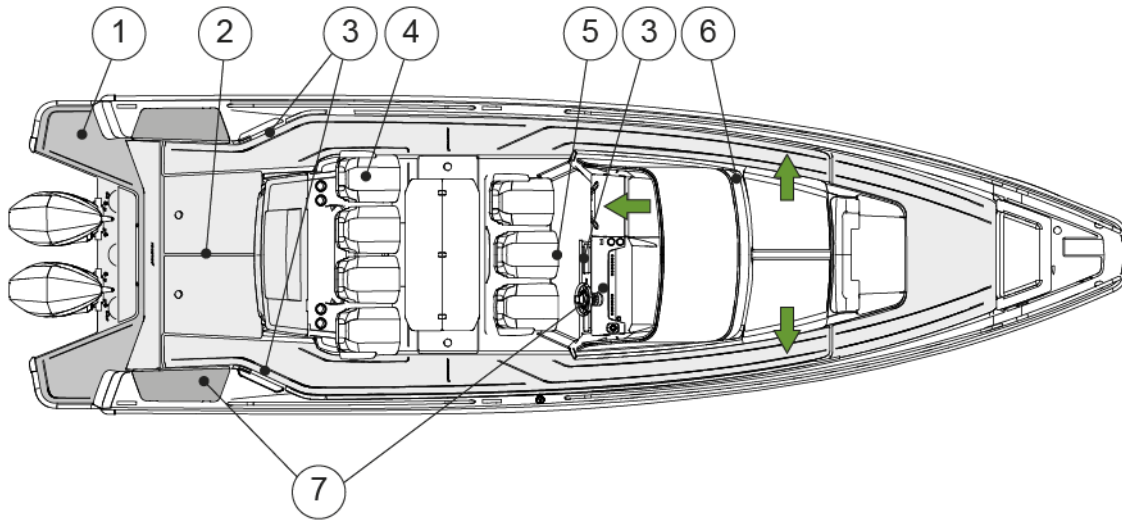
⚠ DANGER**Slipping hazard**

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.

2.2 Safety diagram



- (1) Swim ladder
- (2) Life raft storage
- (3) Fire extinguisher
- (4) Fire blanket
- (5) Main switch
- (6) Shut-off valve for LPG system
- (7) Gas cylinder

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.

⚠ 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 the LPG cooker or other equipment with naked flames.
- Never leave the boat unattended when the cooker or 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 a hand-held fire extinguisher with a fire rating of at least 13A/89B (2 kg).

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.
- Keep a fire blanket beside the LPG cooker.

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.

- Check the fire extinguishing equipment regularly at the intervals specified for the equipment.
- Replace equipment with expired date immediately with equivalent or better equipment.
- Advise 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.
- Shut off fuel, LPG and main power switches.
- 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.

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.

- **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.

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.

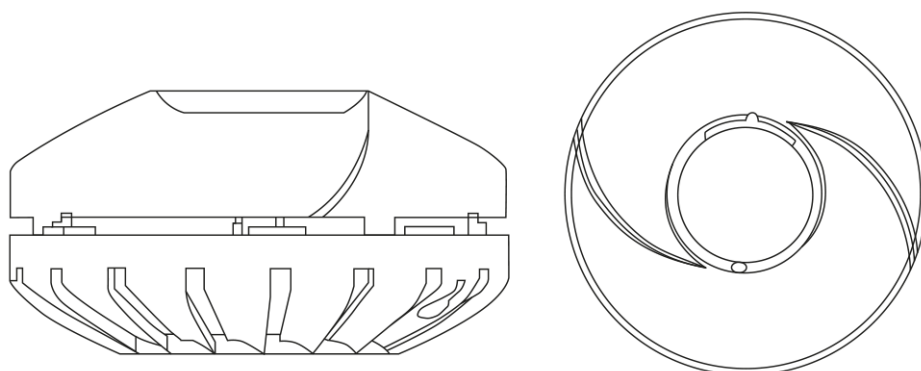


Figure 2.1 Smoke alarm

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

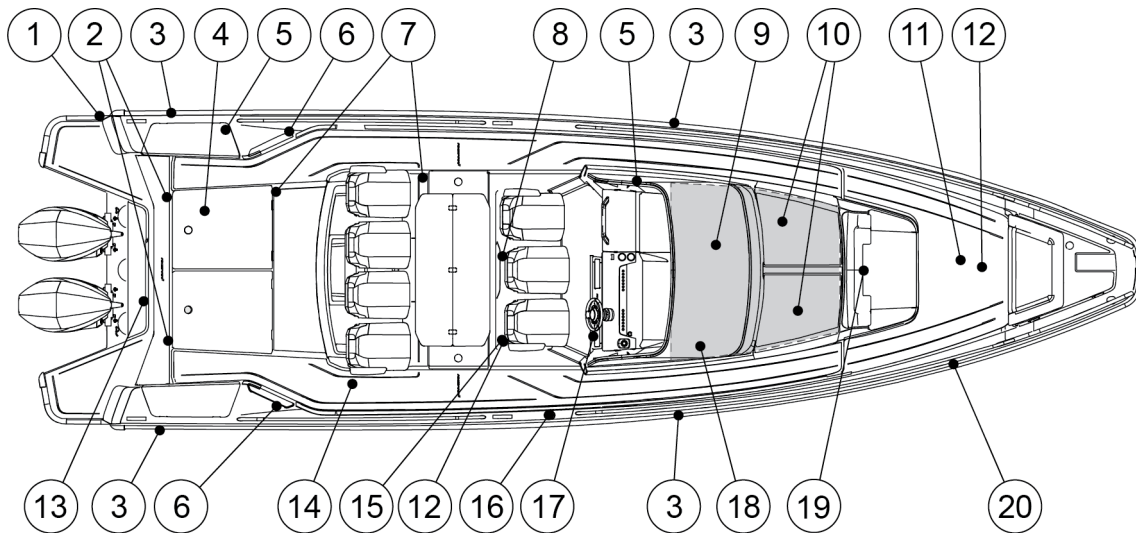
The life raft must be tied to the stern of the boat and prepared for use.

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.


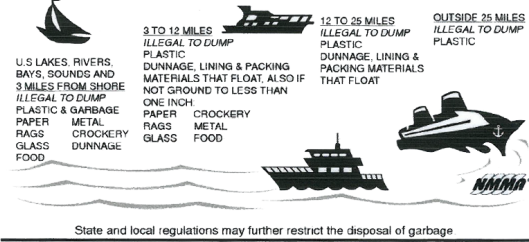



Follow the life raft manufacturer’s instructions.






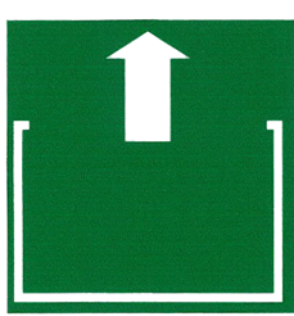
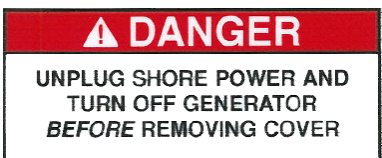
2.8 Safety labels on board


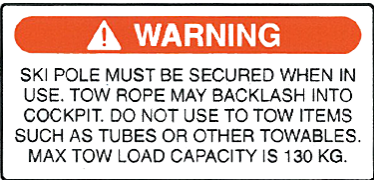


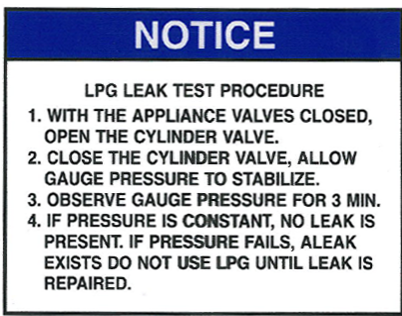
The following picture and table present the location and description of the safety labels on board.

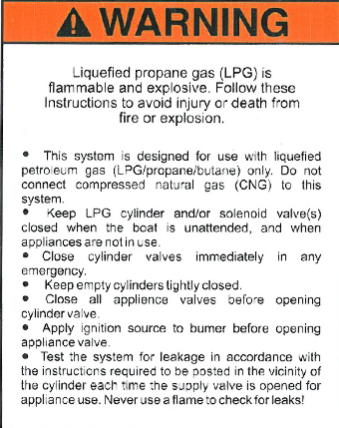


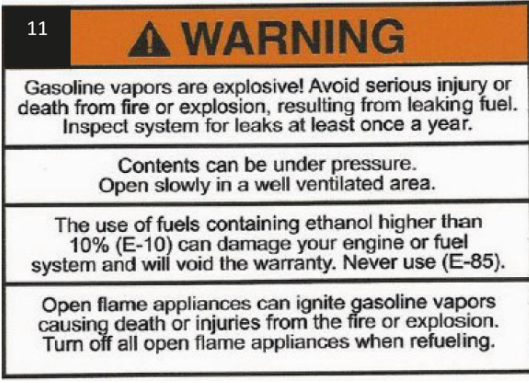





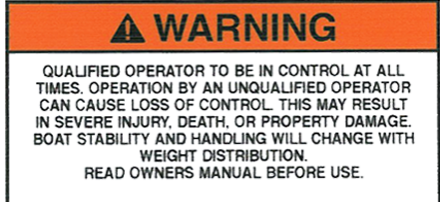
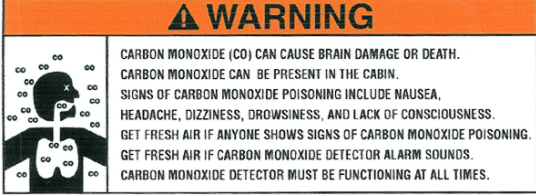
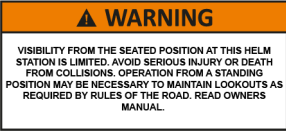
Position	Label	Description
1		<p>Warning</p> <p>Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running.</p>
1		<p>Danger</p> <p>Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon 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.</p>




Position	Label	Description
2	<p align="center">DISCHARGE OF OIL PROHIBITED</p> <p align="center">THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR 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 MANAGMENT AUTHORITY OF THE UNITED STATES, IF SUCH DISCHARGE CAUSES A FILM OR DISCOLORATION OF THE SURFACE 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.</p> 	<p>Discharge of oil prohibited</p> <p>The federal water pollution control act prohibits the discharge of oil or 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 United 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.</p>
2	<p><small>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</small></p> <p><small>INTERNATIONAL LAW FOR A CLEANER, SAFER MARINE ANVIROMENT. VIOLATION OF THESE REQUIREMENTS MAY RESULT IN CIVIL PENALTY UP TO \$25,000, FINE AND IMPRISONMENT.</small></p> 	<p>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 anviroment., 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.</p> <p>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</p> <p>12 to 25 miles illegal to dump plastic, dunnage, lining & packing materials that float</p> <p><u>Outside 25 miles</u> illegala do dump plastic</p> <p>State and local regulations may further restrict the disposal of garbage.</p>
3		<p>Fastening point</p>
4		<p>Warning</p> <p>Installation of maintenance free AGM batteries are only allowed in this area.</p>
5		<p>Sink drain shutoff valve</p>

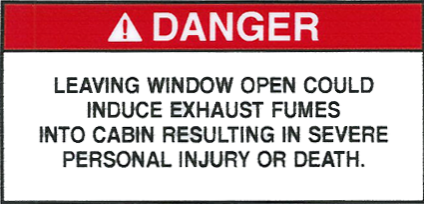
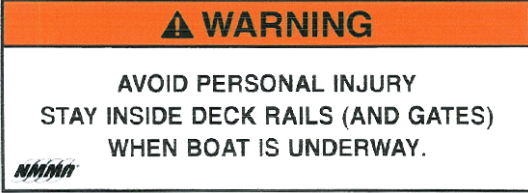
Position	Label	Description
6		Fire extinguisher
7		Warning No ventilation is provided. Fuel vapors are a fire and explosion hazard. To avoid injury and death, do not store fuel or flammable liquids here.
8		Warning Avoid serious injury or death. Unexpected seat rotation may cause ejection of occupant. Lock swivel when speed exceeds 5 mph.
9		Waste tank shutoff valve
10		Warning Door must be secured while vessel is underway.
10		Emergency exit
11		Danger Unplug shore power and turn off generator before removing cover.

Position	Label	Description
12		Pay attention to the warnings and read the manual.
13		<p>Warning</p> <p>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.</p>
14		<p>Notice</p> <p>LPG working pressure</p> <p>Butane: 28mbar</p> <p>Propane: 37mbar</p>
14		LPG shutoff valve
14		<p>Notice</p> <p>LPG leak test procedure</p> <ol style="list-style-type: none"> 1. With the appliance valves closed, open the cylinder valve. 2. Close the cylinder valve, allow gauge pressure to stabilize. 3. Observe gauge pressure for 3 min. 4. If pressure is constant, no leak is present. If pressure fails, a leak exists. Do not use LPG until leak is repaired.

Position	Label	Description
14	 <p>⚠ WARNING</p> <p>Liquefied propane gas (LPG) is flammable and explosive. Follow these instructions to avoid injury or death from fire or explosion.</p> <ul style="list-style-type: none"> • This system is designed for use with liquefied petroleum gas (LPG/propane/butane) only. Do not connect compressed natural gas (CNG) to this system. • Keep LPG cylinder and/or solenoid valve(s) closed when the boat is unattended, and when appliances are not in use. • Close cylinder valves immediately in any emergency. • Keep empty cylinders tightly closed. • Close all appliance valves before opening cylinder valve. • Apply ignition source to burner before opening appliance valve. • Test the system for leakage in accordance with the instructions required to be posted in the vicinity of the cylinder each time the supply valve is opened for appliance use. Never use a flame to check for leaks! 	<p>Warning</p> <p>Liquefied propane gas (LPG) is flammable and explosive. Follow these instructions to avoid injury or death from fire or explosion.</p> <ul style="list-style-type: none"> • The system is designed for use with liquefied petroleum gas (LPG/propane/butane) only. Do not connect compressed natural gas (CNG) to this system. • Keep LPG cylinder and/or solenoid valve(s) closed when the boat is unattended, and when appliances are not in use. • Close cylinder valves immediately in any emergency. • Keep empty cylinders tightly closed. • Close all appliance valves before opening cylinder valve. • Apply ignition source to burner before opening appliance valve. • Test the system for leakage in accordance with the instructions required to be posted in the vicinity of the cylinder each time the supply valve is opened for appliance use. Never use a flame to check for leaks.
14	 <p>⚠ WARNING</p> <p>DO NOT CLOSE THE WETBAR LID UNTIL THE GRILL HAS COMPLETELY COOLED DOWN</p>	<p>Warning</p> <p>Do not close the wetbar lid until the grill has completely cooled down.</p>
15	 <p>⚠ CAUTION</p> <p>IF SWITCH IS TURNED OFF WHILE ENGINE IS RUNNING ALTERNATOR WILL BE DAMAGED.</p>	<p>Caution</p> <p>If switch is turned off while engine is running alternator will be damaged.</p>
16	 <p>11 ⚠ WARNING</p> <p>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.</p> <p>Contents can be under pressure. Open slowly in a well ventilated area.</p> <p>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).</p> <p>Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling.</p>	<p>Warning</p> <p>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.</p> <p>Contents can be under pressure. Open slowly in a well ventilated aread.</p> <p>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).</p> <p>Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling.</p>

Position	Label	Description
17		NMMA certificate
17		<p>Certification plate US</p> <p>Design compliance with NMMA requirements and US Coast Guard safety standards.</p> <p>Meets EVAP standards using certified components.</p>
17		<p>Warning</p> <p>Use caution with skier in tow as tow rope may backlash into cockpit when released.</p>
17		<p>Warning</p> <p>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 distribution.</p> <p>Read owners manual before use.</p>
17		<p>Warning</p> <p>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 fresh air if anyone shows signs of carbon monoxide poisoning. See owner's manual for information regarding carbon monoxide poisoning.</p>
17		<p>Warning</p> <p>Visibility from the seated position at this helm station is limited. Avoid serious injury or death from collisions. Operation from a standing position may be necessary to maintain lookout as required by rules of the road. Reas owners manual.</p>

Position	Label	Description
17	<p style="text-align: center;">BOATMAN'S CHECK LIST</p> <p>For maximum enjoyment and safety, check each of these items BEFORE you start your engine:</p> <ul style="list-style-type: none"> ✓ 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?) ✓ WEATHER CONDITIONS (Safe to go out?) ✓ ELECTRICAL EQUIPMENT (Lights, horn, pump, etc.?) ✓ EMERGENCY GEAR (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc.?)  <p style="text-align: right;">© NMMA 1981</p>	<p>Boatman's checklist</p> <p>For maximum enjoyment and safety, check each of these items before you start your engine:</p> <ul style="list-style-type: none"> - 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.?)
17	<p style="text-align: center;">⚠ WARNING</p> <p style="text-align: center;">ROTATING PROPELLER MAY CAUSE SERIOUS INJURY OR DEATH. SHUT OFF ENGINE WHEN NEAR PERSONS IN THE WATER.</p> 	<p>Warning</p> <p>Rotating propeller may cause serious injury or death.</p> <p>Shut off engine when near persons in water.</p>
17	<p style="text-align: center;">⚠ WARNING</p> <p style="text-align: center;">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.</p>	<p>Warning</p> <p>Attach shut down switch lanyard to qualified operator while engine is in operation. Uncontrolled boat may cause injury or death.</p> <p>Read owners manual before use.</p>
18	<p style="text-align: center;">⚠ WARNING</p> <div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>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 FRESH 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.</p> </div> </div>	<p>Warning</p> <p>Carbon monoxide (CO) can cause brain damage or death.</p> <p>Carbon monoxide can be present in the cabin.</p> <p>Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.</p> <p>Get fresh air if anyone shows signs of carbon monoxide poisoning.</p> <p>Get fresh air if carbon monoxide detector alarm sounds.</p> <p>Carbon monoxide detector must be functioning at all times.</p>

Position	Label	Description
19		<p>Danger</p> <p>Leaving window open could induce exhaust fumes into cabin resulting in severe personal injury or death.</p>
19	<p>WARNING WATERTIGHT CLOSURE KEEP SHUT WHEN UNDER WAY</p>	<p>Warning</p> <p>Watertight closure. Keep shut when underway.</p>
20		<p>Warning</p> <p>Avoid personal injury. Stay inside deck rails (and gates) when boat is underway.</p>

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 – AXO7A001F920	Data
FI	Country of manufacturer: Finland
-	Hyphen
AXO	Manufacturer: Axopar Boats
7A	Boat model <ul style="list-style-type: none"> • A = S Spyder • B = ST Sun Top • C = XC Cross Cabin
001	Boat number
F	Manufacturing month <ul style="list-style-type: none"> • A = January • B = February • C = March • etc.
9	Last digit of the manufacturing year
20	Model year

3.3 Builder's plate

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

Eurofins Expert Services Oy has inspected that the boat fulfills the Recreational Boat Directive and related standards' requirements.

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

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.

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
A. Ocean	The boat is designed for extended voyages, where conditions experienced may exceed wind force 8 on Beaufort Scale and include significant wave heights of at least 4 meters. Under such conditions, the boat must be largely self-sufficient.
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)	11.5 m	37 ft 9 in
Overall length (LMAX) (excluding engine)	11.5 m	37 ft 9 in

Dimension	SI units	US units
Hull beam (BH)	3.3 m	10 ft 9 in
Draught at max. load (excluding engine)	0.85 m	2 ft 8 in
Height measured from waterline at light load	2.95 m	9 ft 4 in

Power

	SI units	US units
Maximum recommended engine power	2 x 261 kW	2 x 350 hp

Weight and loading

	SI units	US units
Hull weight (excluding engine)	4181 kg	9218 lb

	Category B	Category C
Maximum number of persons	10	12
Default weights:		
• Adult: 75 kg		
• Child: 37.5 kg		

	Category B		Category C	
	SI units	US units	SI units	US units
Total weight of all persons	750 kg	1653 lb	900 kg	1984 lb
Weight of unloaded boat with maximum weight outboard engines	4430 kg	9767 lb	4679 kg	10315 lb
Maximum recommended load	2247 kg	4954 lb	2397 kg	5285 lb
Boat weight at maximum load	6677 kg	14720 lb	7076 kg	15600 lb

of which

	SI units	US units
Maximum recommended engine weight	750 kg	1653 lb
Personal luggage	200 kg	441 lb
Fresh water	95 kg	209 lb
Septic water	80 kg	176 lb
Fuel	556 kg	1226 lb
Optional equipment and fittings	566 kg	1248 lb
Life raft weight	0 kg	0 lb
Total weight of fuel, water and other liquids	1297 kg	2859 lb
Mass on trailer	5002 kg	11028 lb

Tank capacity

	SI units	US units
Fuel tank	730 l	193 gal
Fresh water tank	95 l	25 gal
Septic tank	80 l	21 gal

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

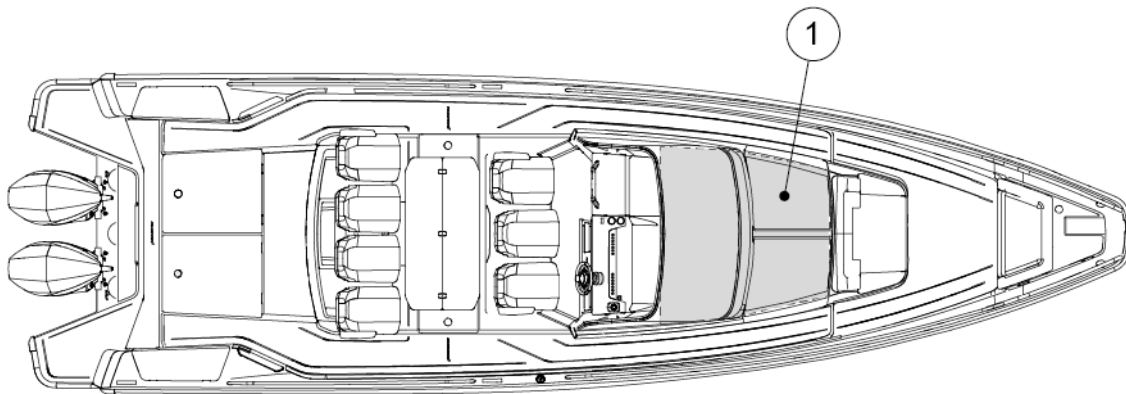
The maximum recommended load only contains the weight components mentioned above.

3.6 Boat layout

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

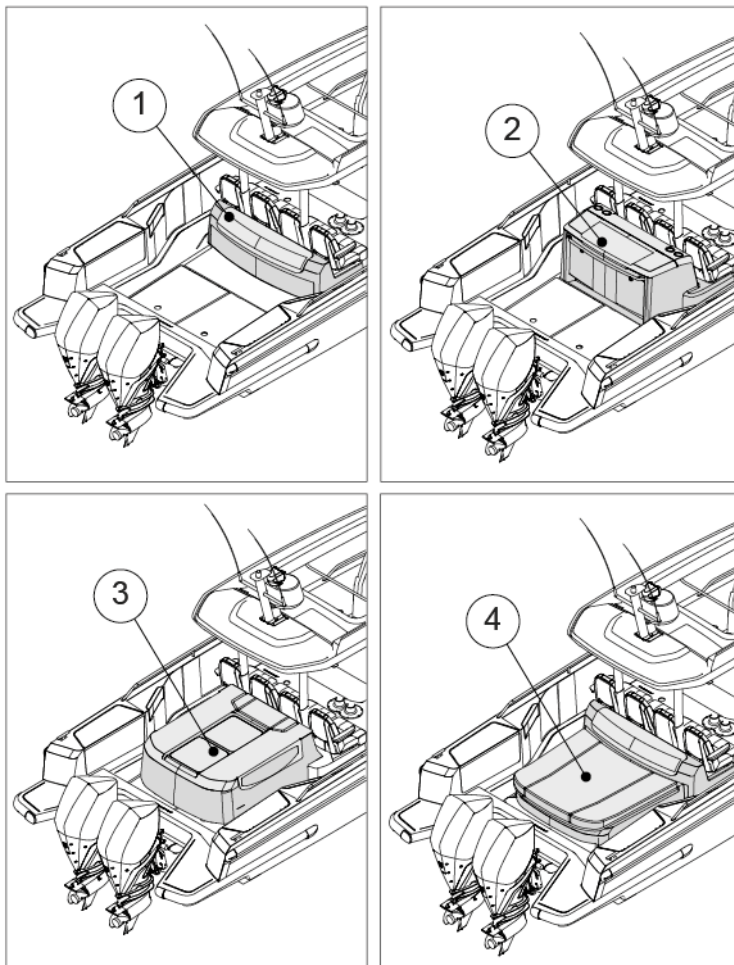
The standard boat has an open aft deck equipped with an aft-facing perch.

The front cabin of the boat can be equipped with gullwing doors.



(1) Gullwing doors

The boat can be equipped with a wetbar, an aft cabin or a multi-storage compartment.



- (1) Open aft deck with perch
- (2) Wetbar
- (3) Aft cabin
- (4) Multi-storage

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).

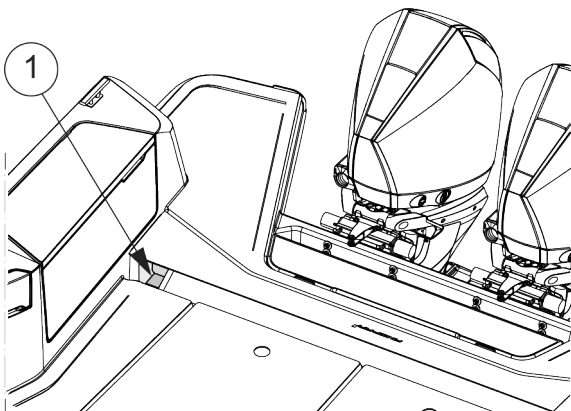
4.1.1 Self-draining systems

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.



(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.

There is a recess under the front seats which is separately drained. There are two drains on aft corners of the recess. Recess drains via seacocks which are located on hull sides of the boat. Access to valves for the seacocks are from inspection hatch next to drains.

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.

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.

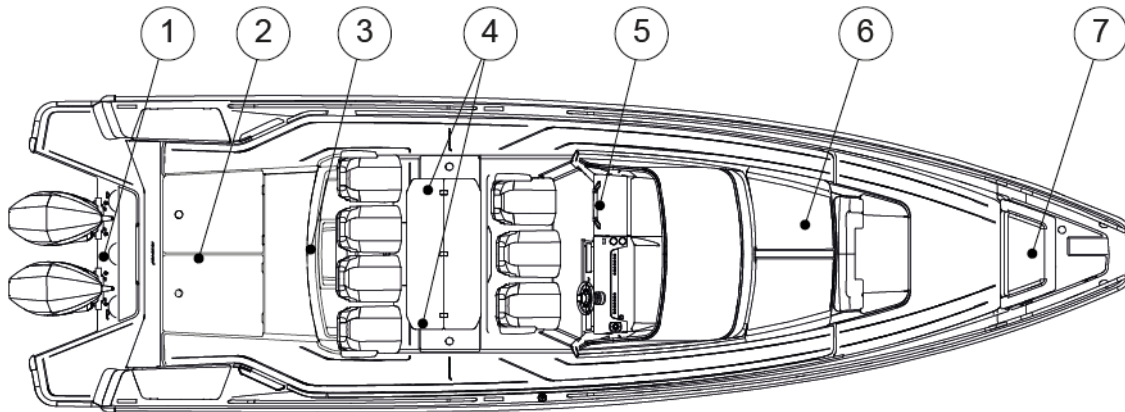
We recommend that you keep the windows, doors, deck hatches, roof hatches, vents and interior doors closed while driving. In stormy weather, always keep them securely closed to minimize the risk of water getting into the boat and to avoid any personal injuries.

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

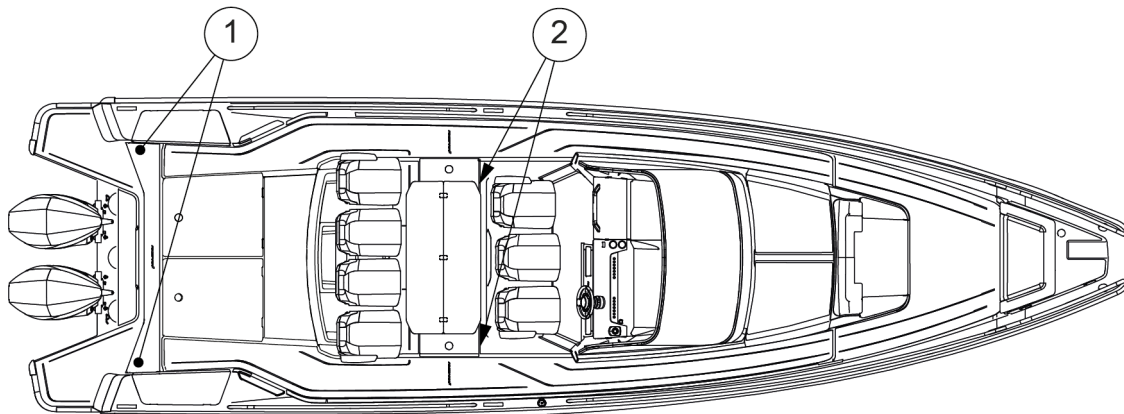
All doors and hatches must be kept shut when under way.

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

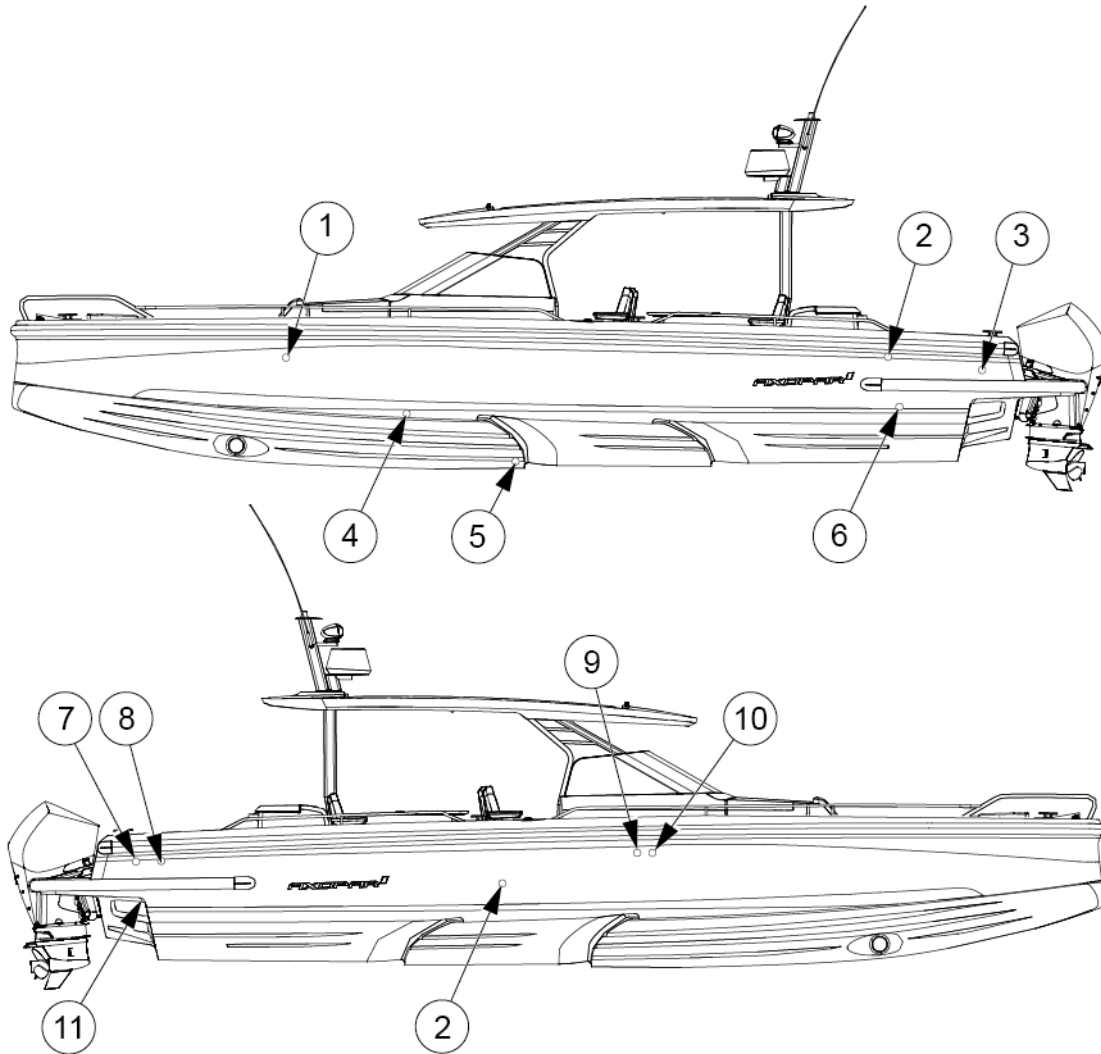


- (1) Inspection hatch in the engine bracket
- (2) Aft cabin roof hatches or storage box hatches
- (3) Aft cabin door
- (4) Cockpit floor hatches
- (5) Front cabin door
- (6) Gullwing doors of front cabin
- (7) Bow storage box hatch

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



- (1) Outlet of aft deck and cockpit draining seacocks
- (2) Outlet seacocks of cockpits



- (1) Fresh water tank ventilation
- (2) Fuel tank ventilation
- (3) Manual bilge pump outlet
- (4) Front cabin sink outlet
- (5) Toilet seat water inlet
- (6) Wetbar sink outlet
- (7) Aft bilge pump outlet
- (8) Heater fuel tank ventilation
- (9) Septic tank ventilation
- (10) Bow bilge pump outlet
- (11) Aft deck and cockpit draining seacocks

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.

4.1.3.1 Bilge pumps and outlets

Bilge pump output

- The manual bilge pump output is 33 liters (9 gallons) per minute.
- The automatic bilge pump output is 41 liters (11 gallons) per minute.

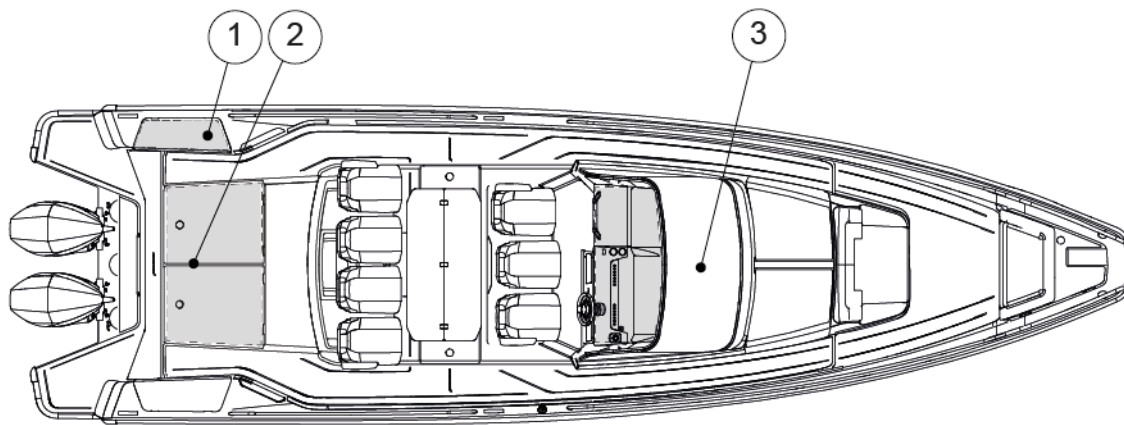
Bilge pump locations

The manual bilge pump's control handle is located in the port side stowage casing of the aft deck.

The electric bilge pumps are submersible. One electric bilge pump is located under the berth of the aft cabin or under the storage hatch. Another electric bilge pump is located under the front cabin floor.

The electric bilge pumps are by default in the 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.

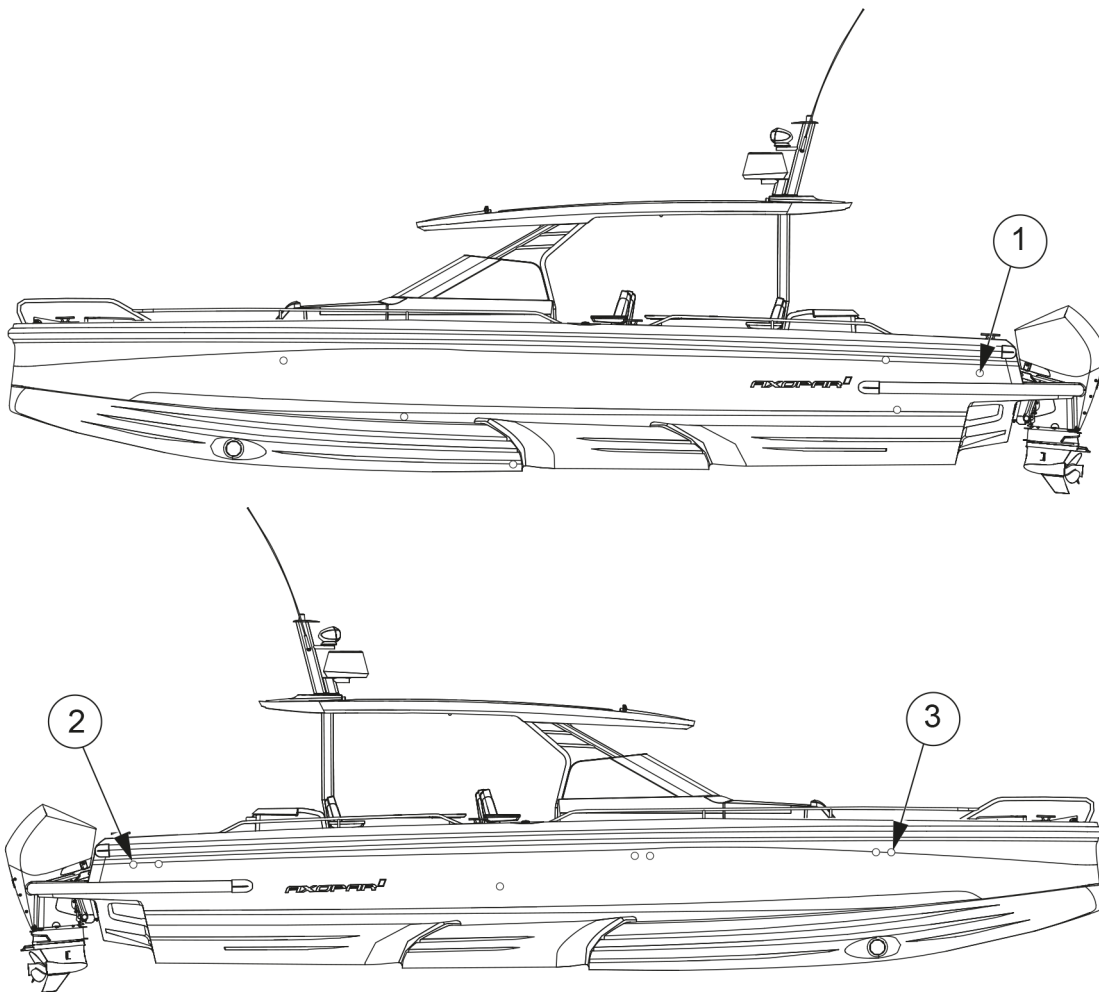
One bilge pump is located in the technical space. It is operated from the technical space control panel.



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

Bilge pump outlets

The figure shows the bilge pump outlets through the side. Always check in the spring when launching that the outlets through the side and bottom are tightly closed.



- (1) Manual bilge pump outlet
- (2) Aft bilge pump outlet
- (3) Bow bilge pump outlet

4.2 Technical systems

4.2.1 Electrical system

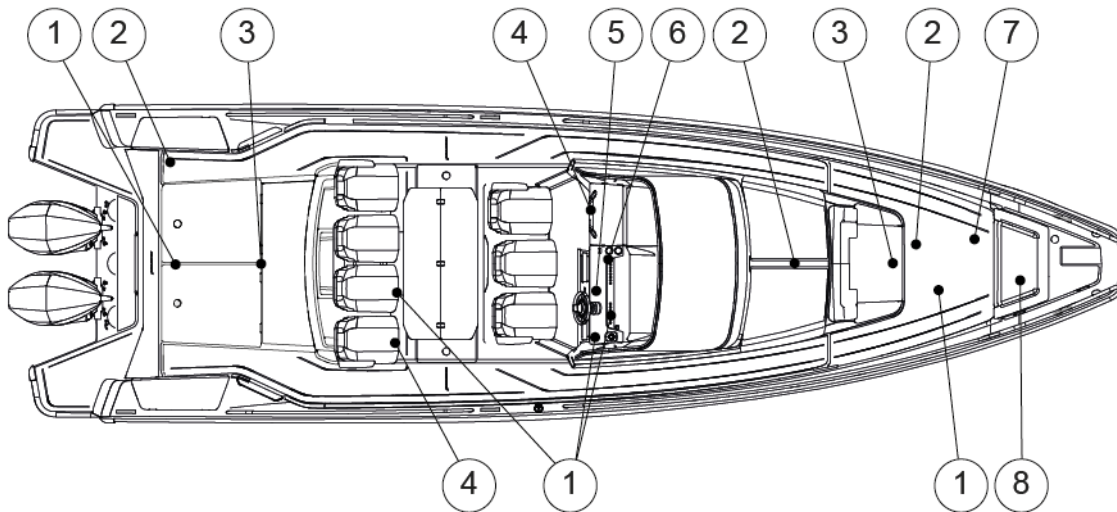
⚠ WARNING

Risks of fire, explosion and electric shock!

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

Improper use of electric AC systems may result in electric shock.

Follow the instructions carefully.



- (1) 12 V output
- (2) High-current fuses
- (3) Batteries
- (4) 230 V socket
- (5) Remote controlled main switches
- (6) Fuse panel
- (7) Shorepower charger and fuses
- (8) Shorepower socket

4.2.2 12 V system

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

The 12 V 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.

4.2.3 Main switches

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

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.

When the main switches are active, the text "On" is visible and a led above the text is illuminated.

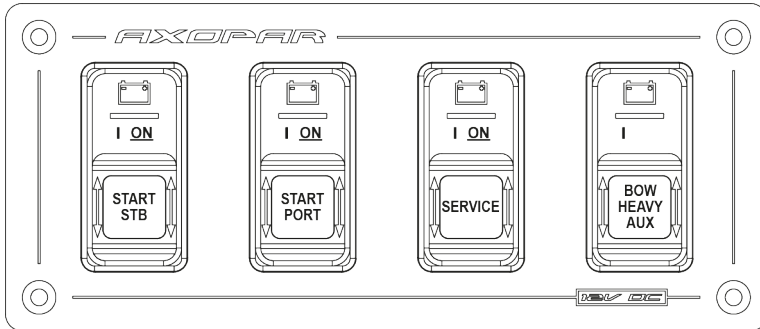
Devices that constantly need current are active regardless of the position of the main switches.

The design drawing of the boat's electrical system is presented in **Appendix II**. The location of the main switches is presented in the section **Electric system**.

The main switches of the boat are located in the driver's seat base. Power supply to the engines and devices is enabled by pulling the Start or Service switch to the lower position and pressing the On button. There is a main switch for each engine and one switch for the service batteries. The optional bow thruster or windlass has a separate remote switch. The boat's main switch panel is located on the lower part of the steering console.

The manually operated main switches are located under the aft deck, behind hatches. These switches are only for emergency use. In normal situations, use the switches in the steering console.

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.



- (1) Starboard (STB) engine
- (2) Port engine
- (3) Service
- (4) Heavy Aux

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

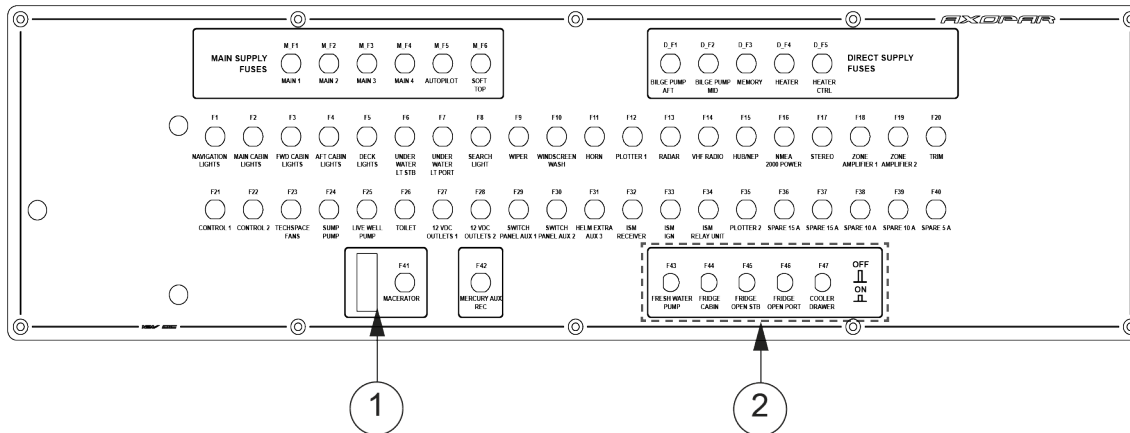
The fuse panel includes fuses for the boat’s equipment.

The 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.

⚠ 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.

The fuse panel is located on the aft wall of the front cabin. The panel has a combined switch and fuse for macerator, fresh water pump and fridge. The fuse panel also has a 12 V output.



- (1) Macerator switch and fuse
- (2) Fresh water pump and fridge switch and fuse

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 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.

⚠ 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 boat is equipped with four or five batteries, of which the two start batteries supply current to the engine and engine-related equipment, and the two service batteries for other appliances and equipment on the boat. There can also be a separate battery for the optional bow thruster.

The dual battery system has been designed and built so that the boat's engine starts even if its service battery is empty. When the dual battery system has been installed, the start battery only supplies current for the engine system. All other power consuming devices have been connected on to service battery. The batteries are charged by the engine alternator. Charging of the batteries is arranged so that the start batteries are always prioritized. Once the start batteries are full, charging of the service batteries starts automatically.

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 current from the main switch.
- 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

- Make sure that the battery compartment is always well ventilated when charging batteries.
- Only charge batteries in the boat with the boat's own chargers. In other cases, remove the batteries from the boat.
- 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 12.3-12.7 V.
 - 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.

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

4.2.8 110/230 V system

You can choose to equip your boat with the optional 110/230 V 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 230 V and in the American market 110 V.

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.

⚠ 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 the 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.

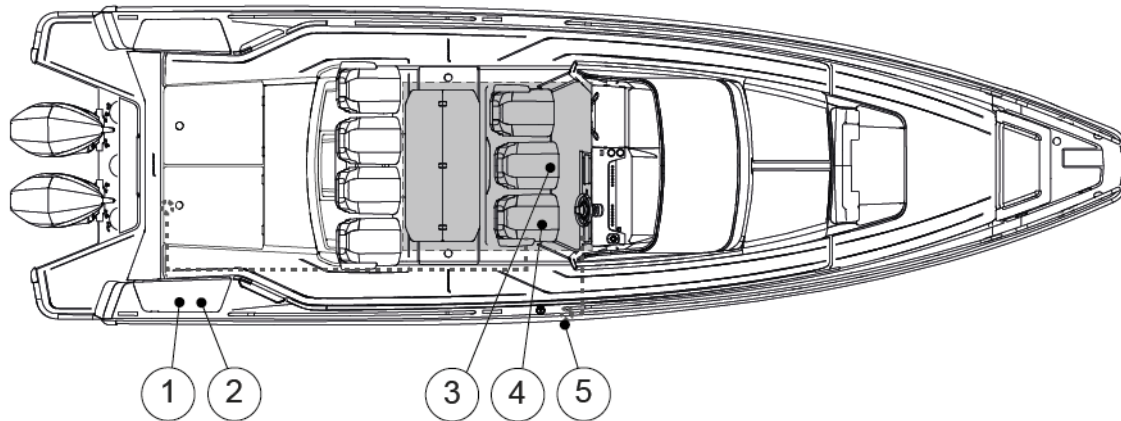
⚠ WARNING

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 this 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 inlet pipe for fuel is located in the starboard side of the deck.
- If the boat has been equipped with an extra diesel tank, the inlet fitting and tank are located in the aft of the boat.
- The fuel tank valves and the fuel filter are located under the driver's seat. The EPA fuel system is equipped with an automatic fuel valve.



- (1) Diesel tank
- (2) Diesel tank inlet fitting (under hatch)
- (3) Fuel tank
- (4) Fuel filter
- (5) 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.

- 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.

4.3 Optional equipment

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

4.3.1 Fresh water system

You can choose to equip your boat with an optional fresh water system.

The fresh water system consists of a fresh water tank, pump and filter. The fresh water tank is filled via the filling cap.

The fresh water system is turned on by switching on the fresh water pump. The system maintains a working pressure automatically, which is why the pump does not need to be shut after use.

- Switch off the system when the boat is left unattended.
- Check the filter regularly.

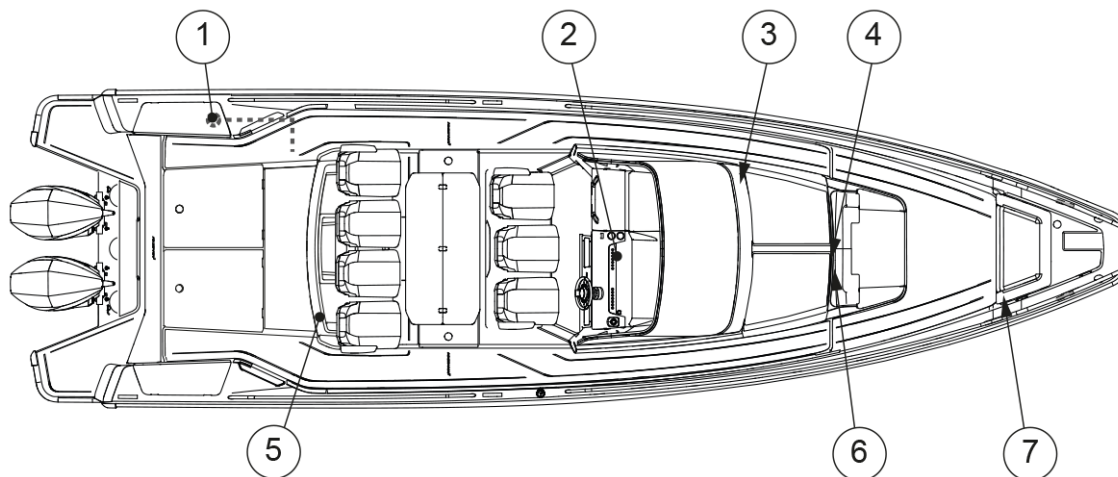
Antifreeze is added during production phase of the boat, and the dealer is responsible for disinfecting the fresh water tank before sale.

NOTICE

The water from the system is not meant for drinking.

The fresh water system must be thoroughly emptied for winter storage.

It is not recommended to use any anti-freeze products in the fresh water system.



- (1) Deck shower
- (2) Pilothouse pantry tap
- (3) Fresh water pump
- (4) Fresh water tank
- (5) Wetbar tap
- (6) Switch for water system
- (7) Fresh water filling cap

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.

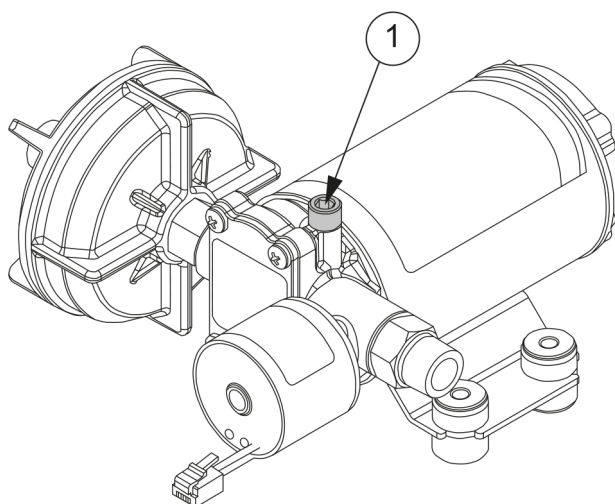


Figure 4.1 Water pump and air release valve

Fresh water 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. Fresh water 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 Warm water system

The boat can be equipped with the warm water system as an option.

The warm water system consists of a water boiler and associated hardware.

The water boiler is located in the bow of the boat, behind a sealed hatch in the anchor box.

- To reach the boiler, unscrew the screws in the service hatch.
- Switch on the water boiler from the switchboard located in the anchor box.
 -  Switch on the fresh water pump before switching on the water boiler.
 - Operating the water heater empty damages the system.
- Adjust the water temperature by rotating the thermostat dial mounted on the boiler.

 **WARNING**

Water might reach scalding temperature if the thermostat is set to high setting (above 5).

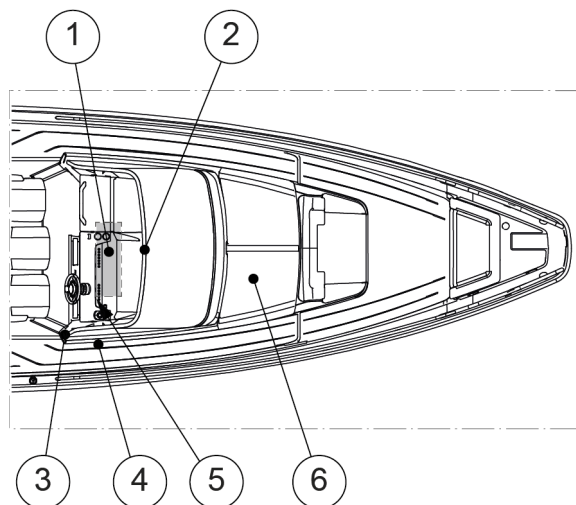
For more information on the thermostat adjustment, see the manufacturer's manual.

Maintenance

See the manufacturer's manual for maintenance instructions for the water boiler. Inspect the boiler's hose connections regularly for signs of leaks.

4.3.3 Septic system

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



- (1) Septic tank
- (2) Shower sump pump
- (3) Deck suction fitting
- (4) Macerator pump
- (5) Toilet
- (6) Septic tank 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.

4.3.3.1 Toilet seat

The boat is equipped with an electrical toilet seat system that uses fresh water.

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.

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.

4.3.3.2 Septic tank



Avoid environmental pollution!

The black water 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 tanks 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.

4.3.3.3 Shower sump pump

The boat's shower floor is equipped with an automatic drainage pump.

The pump starts automatically when there is water on the shower floor. The pump drains the water from the boat's shower into the sea as the shower is below the waterline.

Regular checks

- Clear the shower sump pump regularly of any accumulated debris and hair.
- Test that the float switch is in working order.

Before winter storage

- Empty the shower sump pump of water.

4.3.4 Heating system

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

The heater unit is located behind the toilet room wall. In addition, there are a different number of heating vents available, depending on the boat's equipment.

The heater tank is located in the aft of the boat. The filling cap for the heater tank is located in the starboard afthatch.

⚠ 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.

4.3.5 Air conditioning

The boat can be equipped with a 230V/110V air conditioning (AC) as an optional system. Depending on the selected setup, the air conditioning allows climate control in the main cabin, the front cabin, and the aft cabin.

The optional air conditioning system consists of an air conditioning unit, a water pump, a strainer, a water intake valve and a ducting arrangement.

The air conditioning is controlled by control panel displays located in the main cabin and front cabin. When you set the desired temperature from the control panel displays, the unit automatically activates when the ambient temperature goes over or under the set value.

Before starting the unit:

- Ensure the sea water intake valve and the sea water outlet valves are open. The location of the valves is presented in the section **Openings in the hull and deck**.
- Ensure that the air conditioning circuit breaker is switched on.

NOTICE

Running the air conditioning unit when the water intake valve is shut can cause the unit to overheat and get damaged.

Maintenance

- Check and clean the air filter near the air conditioning unit monthly.
- Inspect the sea water circuit regularly for leaks.
- Inspect the electrical wiring and electrical connections annually for corrosion and firm seating.
- Coolant refills should be performed by a certified service provider.

Refer to the supplier's manual for complete operations, maintenance, and warranty instructions. In case of the air conditioning unit fails, please contact your boat dealer.

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 on the mast of the boat.



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 located under the front deck inside the front cabin.

The bow thruster is powered by the Aux battery. The main switch is located in the seatbase.

The control switch is located in the steering console.

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

⚠ 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 a bow, and in some cases aft, anchor windlass (optional equipment).

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.

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.

- ⚠ DANGER**

⚠ 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.

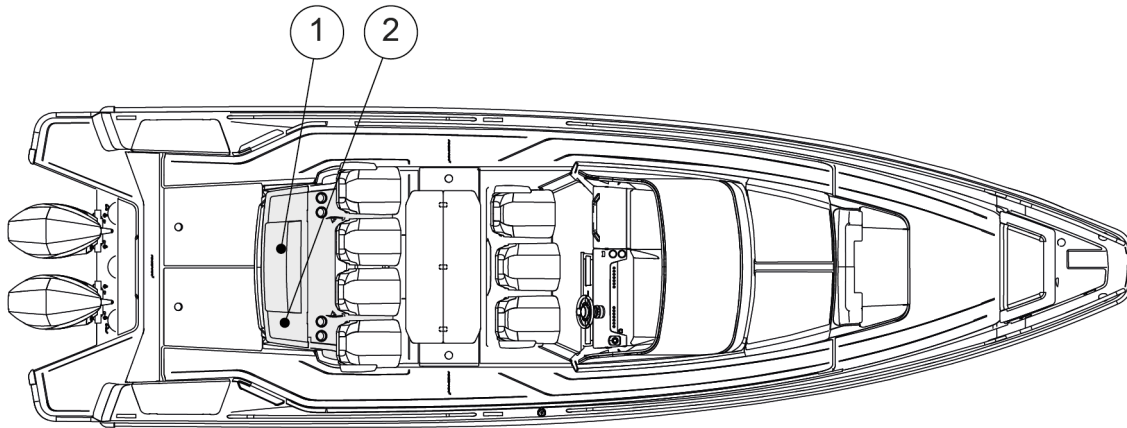
Maintenance

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 LPG system

The boat can be equipped with an LPG system for a cooker as an optional extra. The system is tested and approved before delivery.

The system consists of a cooker and gas cylinder. The apparatus is equipped with a shut-off valve (in connection with the cooker) and a decompression valve. A ventilation hole is provided on the outside of the hull in the space where the gas cylinder is installed. A fire blanket must be installed right next to the cooker.



- (1) Cooker
- (2) Gas cylinder

Fuels that produce a naked flame consume oxygen and discharge combustion products into the boat. Good ventilation is therefore essential when an appliance is in use. The cabin door must be kept open when the cooker is in use.

⚠ WARNING

Fuel-burning open flame appliances consume cabin oxygen and discharge combustion products into the boat.

Ventilation is required when appliances are in use.

Open designated vent openings as indicated when appliances are in use.

- Before opening the valve to the gas container, make sure that the appliance valves are properly closed.
- Store the fire blanket in the required location.

⚠ WARNING

- Never use an open flame when detecting leaks.
- Never use the cooker or oven for heating the boat.
- Never leave the boat unattended when LPG appliances are in use.
- Never smoke or use open flames when a gas container is being replaced.
- 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.

The boat owner shall keep information about the locations and types of the ventilation openings in every space where a gas appliance is installed.

NOTICE

Never use a wrong type of fuel in the cooker as this may damage the cooker.

4.3.9.1 Lighting the LPG cooker

1. Open both shut-off valves.

Each burner has an ignition cut-out which cuts the gas supply when the flame is out.

2. Press in the knob for the required burner and turn to max. position while holding the lighter beside the burner.
3. Keep the knob pressed in for about 20 seconds after the burner lights. If it is released sooner, the burner may go out.

The reason for the burner going out is that the ignition cut-out might not be hot enough.

If the burner does not light, it may be because a valve is closed, the knob is incorrectly set or the gas container is empty.

4.3.9.2 Using the LPG cooker

⚠ WARNING

- Do not use solutions that contain ammonia.
- Keep the LPG container in a space designed for it.
- Do not use areas intended for LPG containers for storing other equipment.
- Never leave the boat unattended when LPG appliances are in use.
- Do not smoke or use open flames when a container is being replaced.



- Make sure that you always have free and rapid access to the LPG system.
- The ambient temperature for LPG systems is $-20 - +60^{\circ}\text{C}$.

Ventilation

Appliances which burn fuel consume oxygen and discharge combustion products into the boat. Good ventilation is essential when an appliance is in use.

- Never use the LPG cooker for heating the boat.
- Never cover the ventilation openings.

Valves

- Close the valves on the supply pipes and the container valve when the appliance is not in use.
- Close the valves before refuelling and immediately in an emergency.
- Check that the appliance valves are closed before opening the container valve.
- Keep the valves of empty cylinders closed and disconnected.
- Fit the protective covers, caps or plugs.
- Store spare or empty cylinders on the open deck or in drained areas designed for the purpose.



Replace the regulating valve every 10 years.

The valve contains a thin rubber diaphragm which eventually dries out or swells up. If the diaphragm breaks, gas can escape from the cylinder with full pressure into the system, thus causing a fire.

Inspections

- Regularly test the LPG system for leaks by brushing with soapy water or a detergent solution which does not contain ammonia.
- Check all the connections for leakages.
 - If a leakage is detected, close the container valve and repair the system before using it again.
 - Repairs must be carried out by a qualified gas fitter.
- Inspect the hoses and pipes in the system regularly, at least once a year.
 - Replace parts if there is any deterioration or damage.
- Replace the LPG hoses outside the cabin every second year, and the LPG hoses inside the cabin every 3 to 5 years.
- Check the flue ducts at least once a year.
 - Replace the flue ducts if there is any deterioration or damage.
- Check the connection gaskets for the regulating valve always when containers are replaced, and replace the connection gaskets annually.

Maintenance

For the LPG cooker maintenance schedule and instructions, see the manufacturer's manual.

4.3.10 Solar panels

The boat can be equipped with solar panels.

The solar panels are located on the roof. The solar panel system includes a charger and a transformer which are located under the aft deck.

Follow the recommended instructions for use, maintenance and warranty schedule in the owner's manual of the solar panel.

4.3.11 Bait livewell

Boat can be equipped with bait livewell. Livewell allows to keep bait fish alive by circulating sea water for the fish. Livewell is located on aft in the starboard side fender box.

To run livewell, the water intake valve must be open. Intake valve and livewell pump are located under hatch in the stern of the boat, near the battery compartment. Livewell pump switch is located next to the starboard fender box.

1. Open intake valve through the hatch
2. Turn the pump on from the switch located next to starboard fender box
3. The pump will start filling up the livewell until water starts to run out from the overflow pipe

4. Leave the pump running for continuous exchange of water
5. Close the seacock when the livewell is not in use

4.3.12 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.

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 boatyard 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.

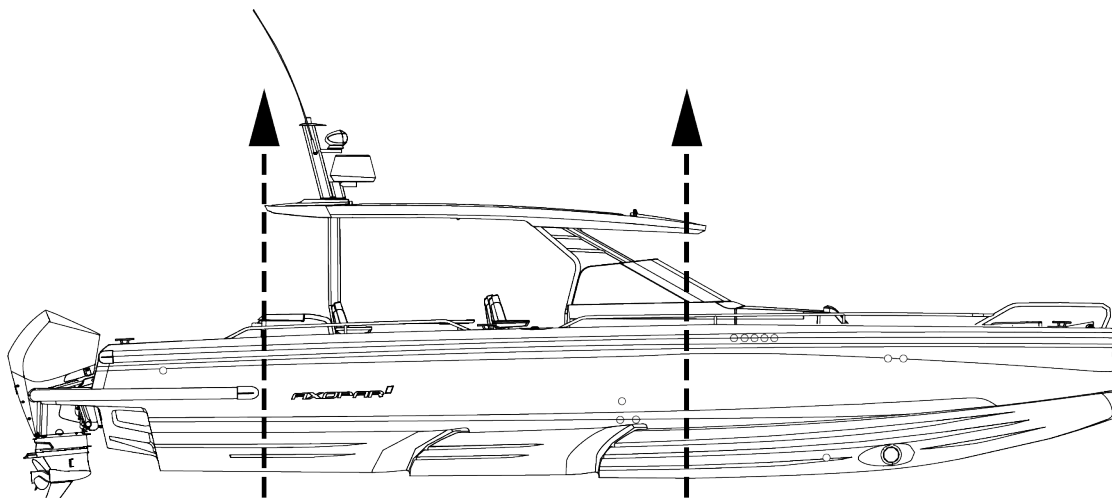
The lifting beam must be exactly the same width as the boat. Always take great precautions near and around the boat when lifting.

⚠ CAUTION

Risk of damage to the hull.

Do not lift the boat with a forklift.

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 engine, 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.

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 engine, 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 engine 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.

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.

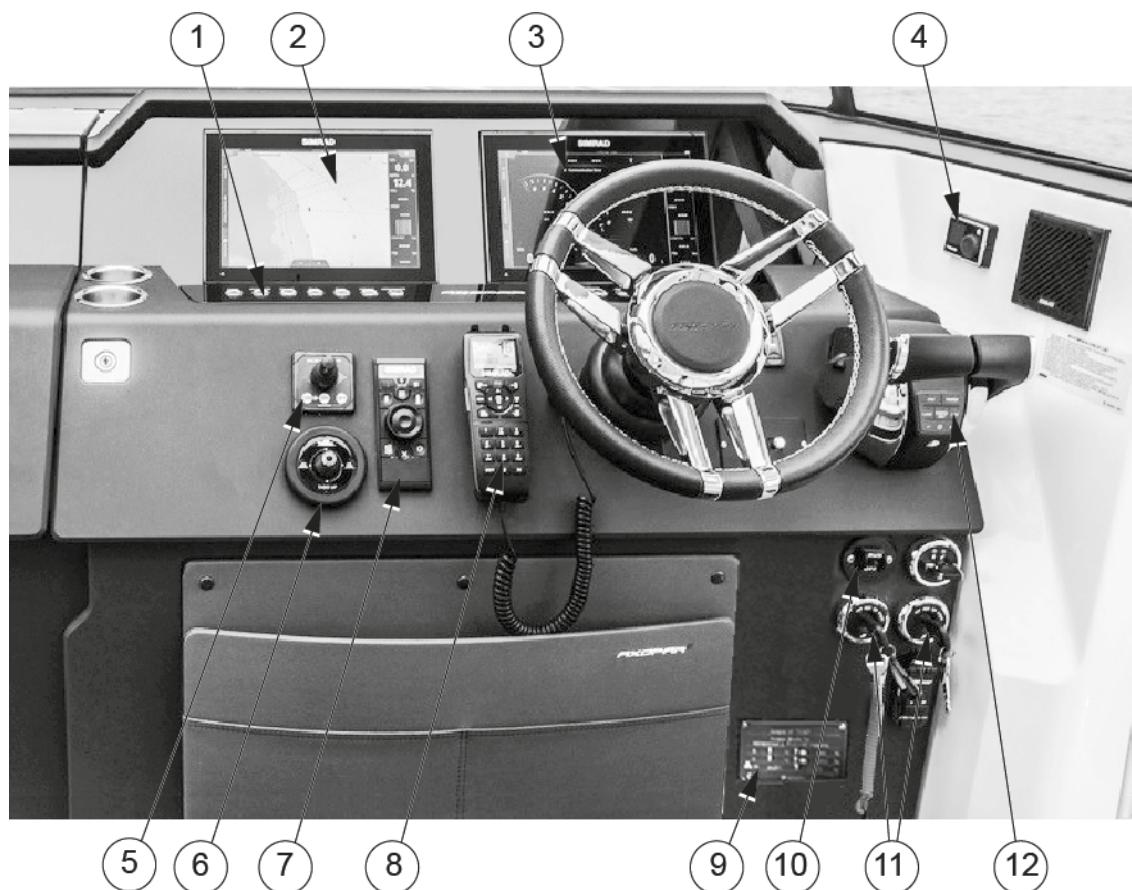
Always maintain the boat properly and make allowance for the deterioration that occurs over time and as a result of heavy use or misuse of the boat. Any boat, no matter how strong it may be, can be severely damaged if not used properly. Inappropriate use of this boat not compatible with safe boating 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.



- (1) Steering console switch panel
- (2) Chart plotter
- (3) Chart plotter
- (4) Heater control unit
- (5) Bow thruster control panel
- (6) Trim tabs control unit
- (7) Chart plotter remote unit
- (8) VHF
- (9) Builder's plate
- (10) Emergency stop
- (11) Ignition keys
- (12) Engine remote control

6.1.2 Windscreen wipers

The boat's windscreen wipers are controlled by the switches in the boat's steering console. A switch for the windscreen washer is installed next to the switch for the windscreen wipers. The windscreen wash-fluid tank is located beside the fresh water tank.

6.1.3 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.

6.1.3.1 Checking and topping up oil

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

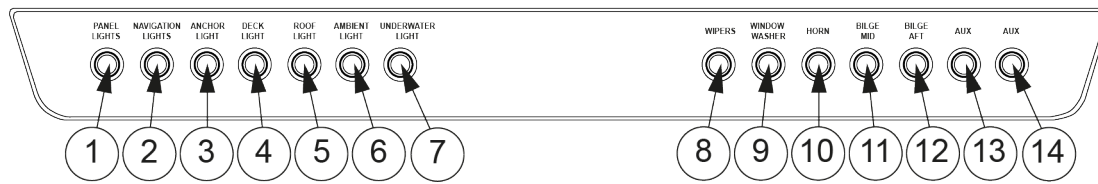
- Check the oil level in the pump before casting off.
- For detailed instructions and the steering system oil recommendation, see the manufacturer's documentation.

6.1.3.2 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.

6.1.3.3 Steering console switch panel



- (1) Panel lights
- (2) Navigation lights
- (3) Anchor lights
- (4) Deck lights
- (5) Roof lights
- (6) Ambient light
- (7) Underwater light
- (8) Wipers
- (9) Window washer
- (10) Horn
- (11) Bilge mid
- (12) Bilge aft
- (13) Aux
- (14) Aux

6.1.4 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.
4. Check that the gauges for oil pressure and volt meter 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.

6.1.5 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

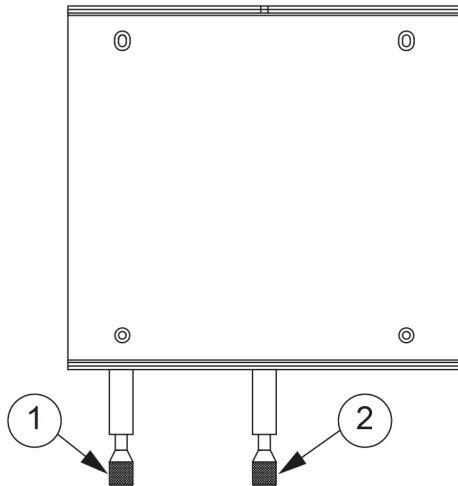
Raising the engines out of the water without paying attention to surrounding equipment such as aft deck gates, foldable seats or waterski frame may cause damage to the engines.

6.2 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

- 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.

- The deck drain system is clean and the valves are open.
- 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.

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.

6.4 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.
- Using a bow thruster, move the bow out and then engage the propeller.
- 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.

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.

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.

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:

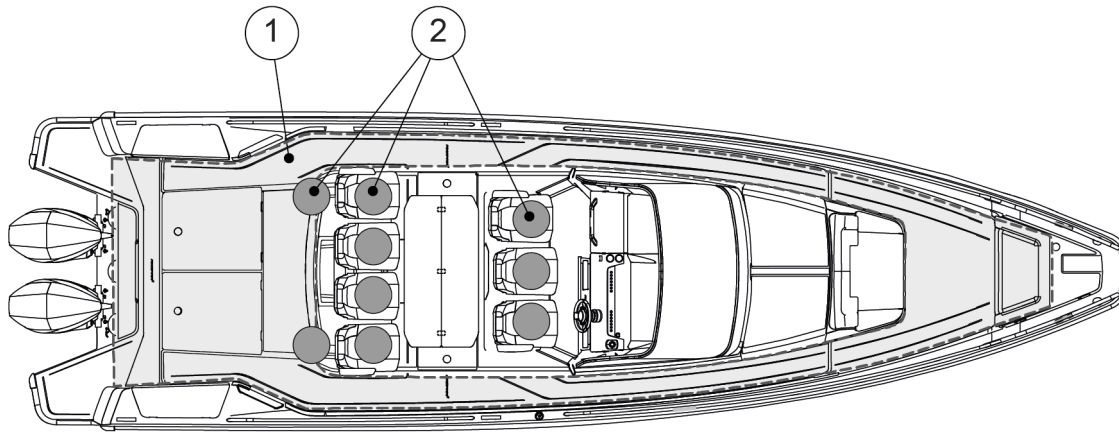
- When it is desirable to trim the bow down in a rising sea and at speeds between going up planing and cruising speed.
- When running with a strong beam wind.

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.

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 the boat is equipped with aft deck gates, keep them closed while under way.

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.



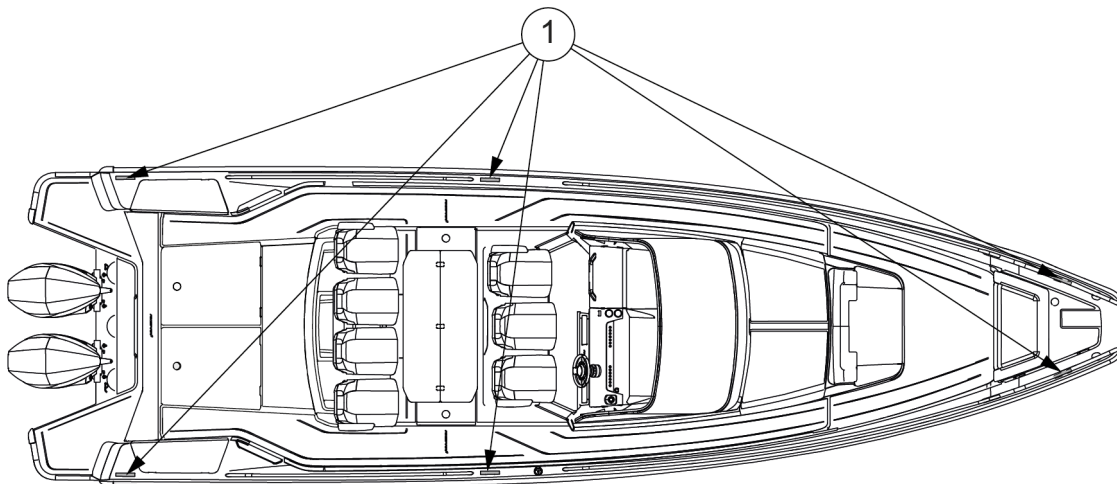
If the sun deck cushions or the front deck table are in place, observe the maximum speed of 15 knots to avoid the cushions or table detaching at speed or in high waves.

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 37,6 kN.
- When mooring the forward force is 30,7 kN.
- When mooring the rearward force is 26,2 kN.



(1) Fastening points

⚠ CAUTION

The breaking strength of lines shall in general not exceed 80% of the breaking strength of the fastening points.

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).
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.

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 waxing.

Wet sanding is recommended to be performed by an 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.

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 an Axopar dealer or a trained professional.

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.

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.

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.

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 air conditioner.
 - Switch off the power and disconnect the power supply.
 - Close the seacocks.
 - Drain the cooling water circuits and pumps, or fill them with antifreeze.
 - Check the more detailed instruction in the manufacturer's manual.
- 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.

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.

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 fine 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.

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 black water 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,

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).

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.
- Shut off fuel, LPG and main power switches.
- 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.
- If a liferaft 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.
- The deck drain system is clean and the valves are open.
- 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.

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).
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 air conditioner.
 - Switch off the power and disconnect the power supply.
 - Close the seacocks.
 - Drain the cooling water circuits and pumps, or fill them with antifreeze.
 - Check the more detailed instruction in the manufacturer's manual.
- 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.

NOTICE

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

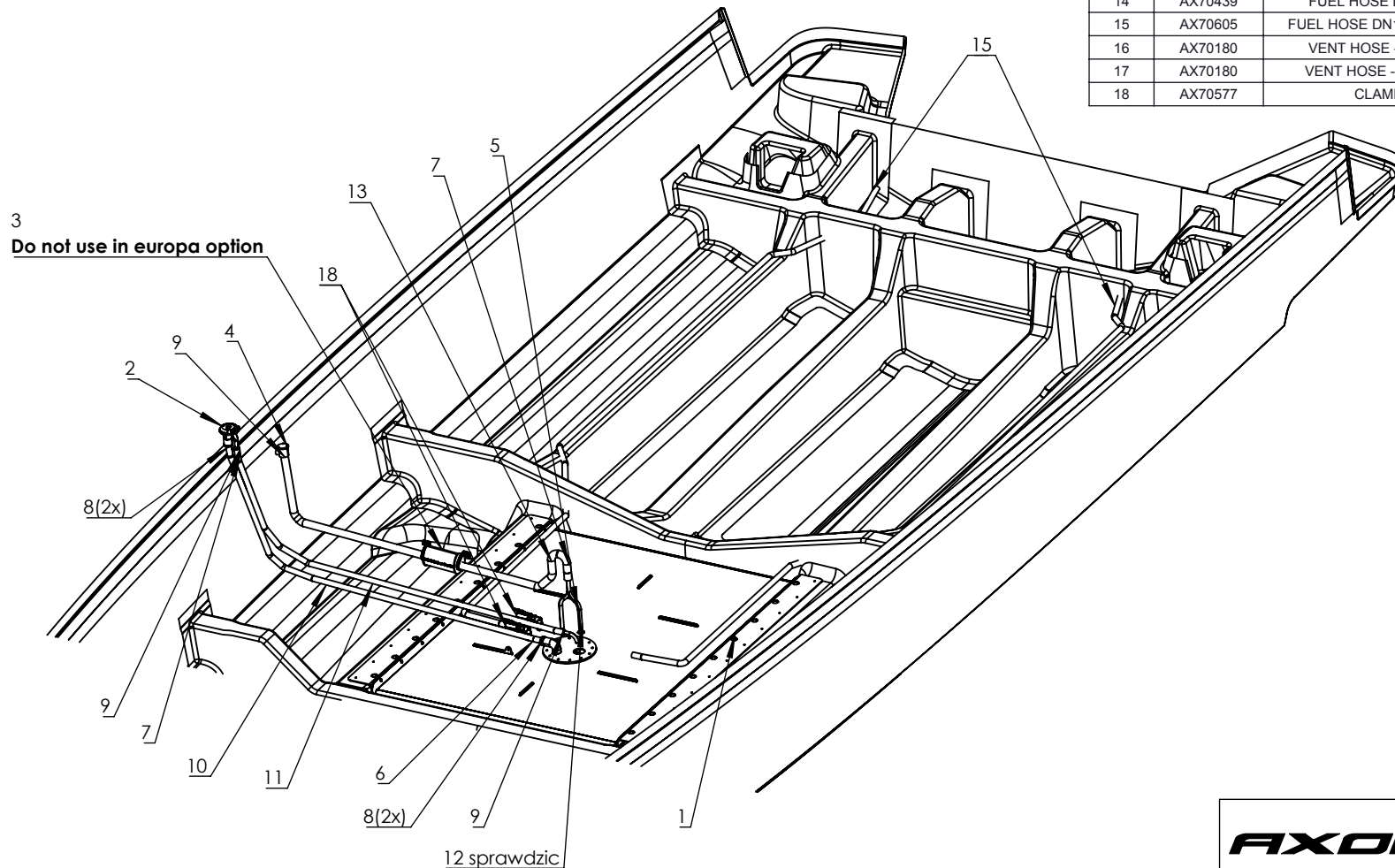
9.9 Checklist: Before launching

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.
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.

10 Appendix II: Fuel system

FIND NO	CODE	PART LIST	LENGHT [m]	QTY
1	AX81692	FUEL TANK		1
2	AX80817	FUEL INLET		1
3	AX81635	CARBON CANISTER		1
4	AX81636	P-TRAP		1
5	AX81720	TEE-ALU		1
6	AX81632	ONE DIRECTION VALVE FI 38		1
7	AX81633	ONE DIRECTION VALVE FI 16		1
8	AX70575	CLAMP 35X50		4
9	AX70576	CLAMP 16X27		10
10	AX70440	FUEL HOSE DN38 - FUEL INLET	4,8	1
11	AX70439	FUEL HOSE DN16 - MAIN VENT	4,7	1
12	AX70439	FUEL HOSE DN16 - TEE	0,1	11
13	AX70439	FUEL HOSE DN16 - CARBON CANISTER	1,9	1
14	AX70439	FUEL HOSE DN16 - P-TRAP	0,1	1
15	AX70605	FUEL HOSE DN12 - FUEL POWER	11,6	1
16	AX70180	VENT HOSE - AFT - FI75MM		1
17	AX70180	VENT HOSE - BOW - FI75MM		1
18	AX70577	CLAMP 12X22		2



3 Do not use in europa option

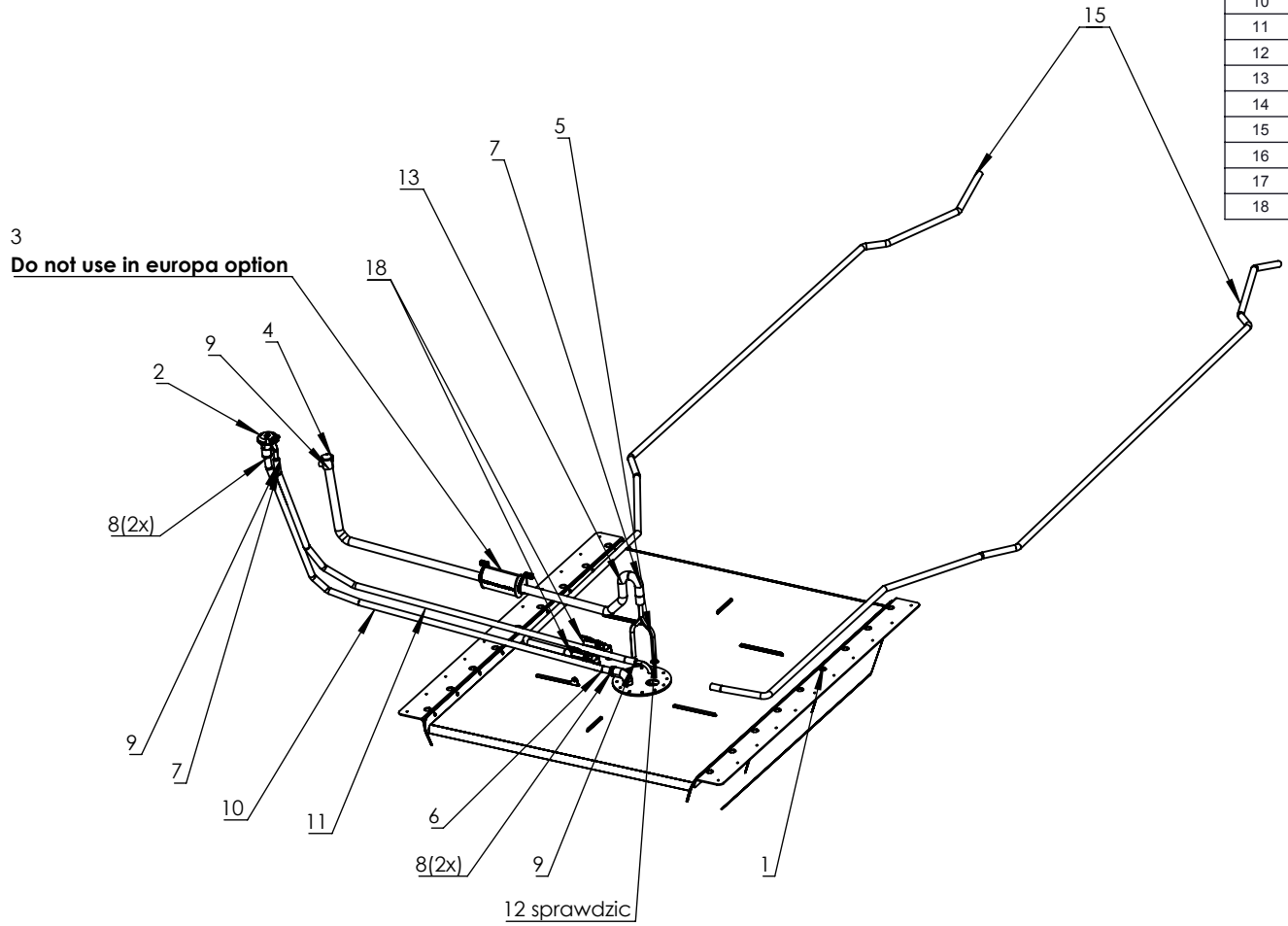
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NOTICE:

1. Do NOT use Sikalfex on fuel Hoses
2. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
3. See instruction **"INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS"**


		BOAT MODEL	
		AXOPAR 37L	
DRAWN	Maciej Buklaho	TITLE	
MODEL ASSEMBLY	Maciej Buklaho	FUEL SYSTEM - PERKO	
APPROVED	PROTOTYPE	DATE	DWG. NO.
		02.07.2019	SY-AX37L-01
		Rev.	SHEET
		A	1 OF 1

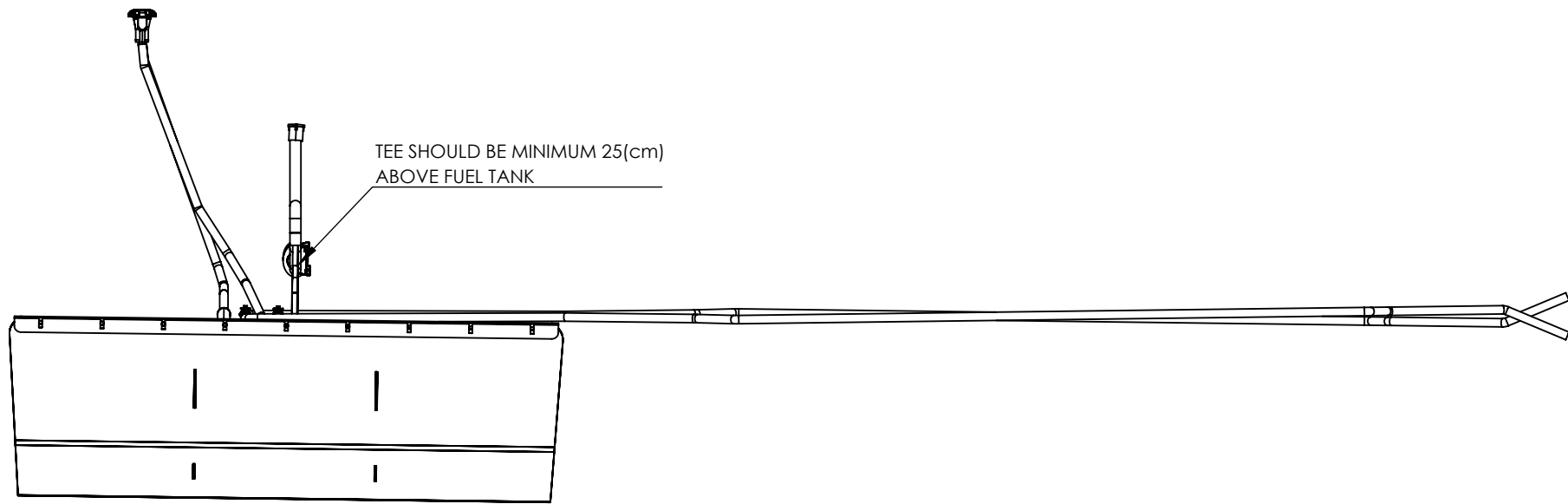
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7	AX81633	ONE DIRECTION VALVE FI 16		1
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12	AX70439	FUEL HOSE DN16 - TEE	0,1	11
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15	AX70605	FUEL HOSE DN12 - FUEL POWER	11,6	1
16	AX70180	VENT HOSE - AFT - FI75MM		1
17	AX70180	VENT HOSE - BOW - FI75MM		1
18	AX70577	CLAMP 12X22		2



3
Do not use in europa option

- NOTICE:
1. Do NOT use Sikalfex on fuel Hoses
 2. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
 3. See instruction "**INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS**"

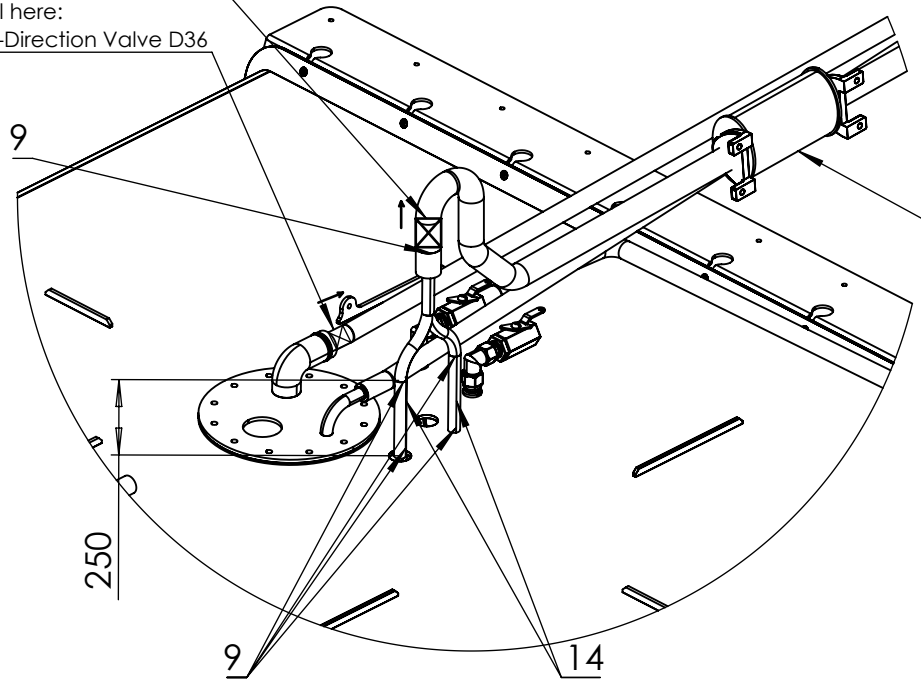
		BOAT MODEL	
		AXOPAR 37L	
DRAWN	Maciej Buklaho	TITLE	
MODEL ASSEMBLY	Maciej Buklaho	FUEL SYSTEM - PERKO	
APPROVED	PROTOTYPE	DATE	DWG NO.
		02.07.2019	SY-AX37L-01
		Rev.	SHEET
		A	1 OF 1



TEE SHOULD BE MINIMUM 25(cm)
ABOVE FUEL TANK

Instal here:
One-Direction Valve D16


Instal here:
One-Direction Valve D36



3
Do not use in europa option

NOTICE:

1. Do NOT use Sikalfex on fuel Hoses
2. One direction Valve should be instaled in vertical position, or it is allowed to have 30deg tolerance from vertical position
3. Fuel hose should have minimum 3deg drop
4. When Hose is bended its need to keep clearance
5. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
6. See instruction "**INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS**"

		BOAT MODEL	
		AXOPAR 37L	
DRAWN	Maciej Bukłaho	TITLE	
MODEL ASSEMBLY	Maciej Bukłaho	FUEL SYSTEM - PERKO	
APPROVED	PROTOTYPE	DATE	DWG NO.
		02.07.2019	SY-AX37L-01
		Rev.	SHEET
		A	1 OF 1

11 Appendix III: Electrical diagrams

Axopar 37 MY20

ELECTRICAL DIAGRAM / PRODUCTION DRAWINGS

DOCUMENT INCLUDES:
 BOAT HARNESS / PANEL GENERAL LAYOUT
 ELECTRICAL STRUCTURE OF 12V DC SYSTEM (EURO/USA); 230V, 50 Hz AC, EURO SYSTEM; 120V, 60 Hz AC, USA SYSTEM
 12V DC DIAGRAM
 230V, 50 Hz, AC, EURO DIAGRAM
 120V, 60 Hz, AC, USA DIAGRAM (NOT DEFINED)
 PRODUCTION DRAWINGS
 NOTE! THIS DOCUMENT APPLIES ONLY TO B3-REVISION.
 NOTE! ALL CABLE AREAS ARE IN METRIC SYSTEM (mm2).

REVISION B4

10.10.2019	PN	B4: NEW REVISION.	Date	26.4.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
16.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	COVER	HL	1 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	

	1	2	3	4	5	6	7	8
A								
B								
C								
D	NOT DEFINED							
E								
F								
	10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019	Axopar		
	1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM	Boat	Sub-product code	Product code
	17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	37 MY20	EL. STRUCTURE -	HL
	Date of modification	Modified by	Description	Project rev.	B	Boat model	230Vac/50Hz SYSTEM, EURO	Loc
	1	2	3	4	5	6	7	8
								3 / 149
								Sheet

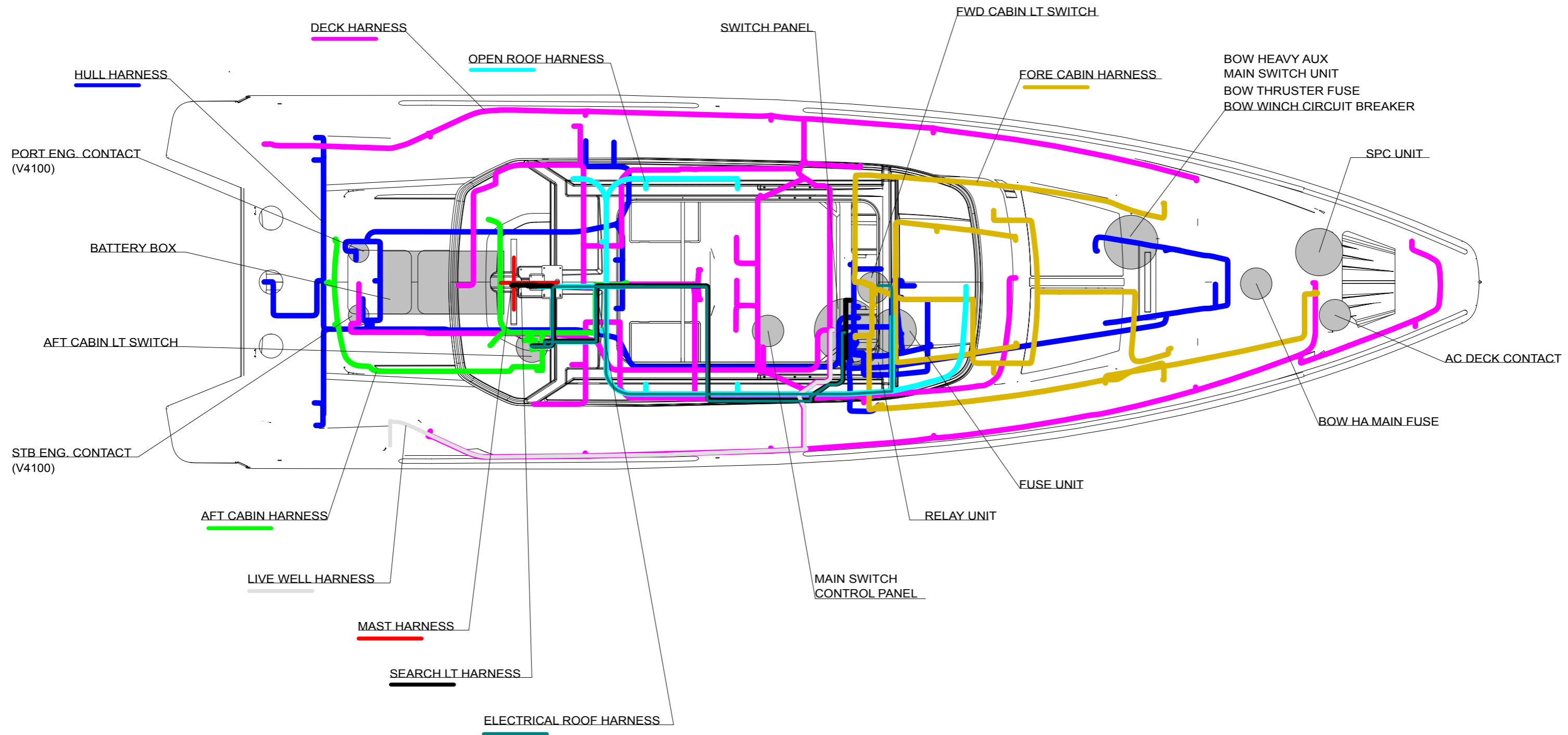
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T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

TOP VIEW

NOTE!
LAYOUT GIVES ONLY APPROXIMATE LOCATION OF PANEL AND HARNESS.



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

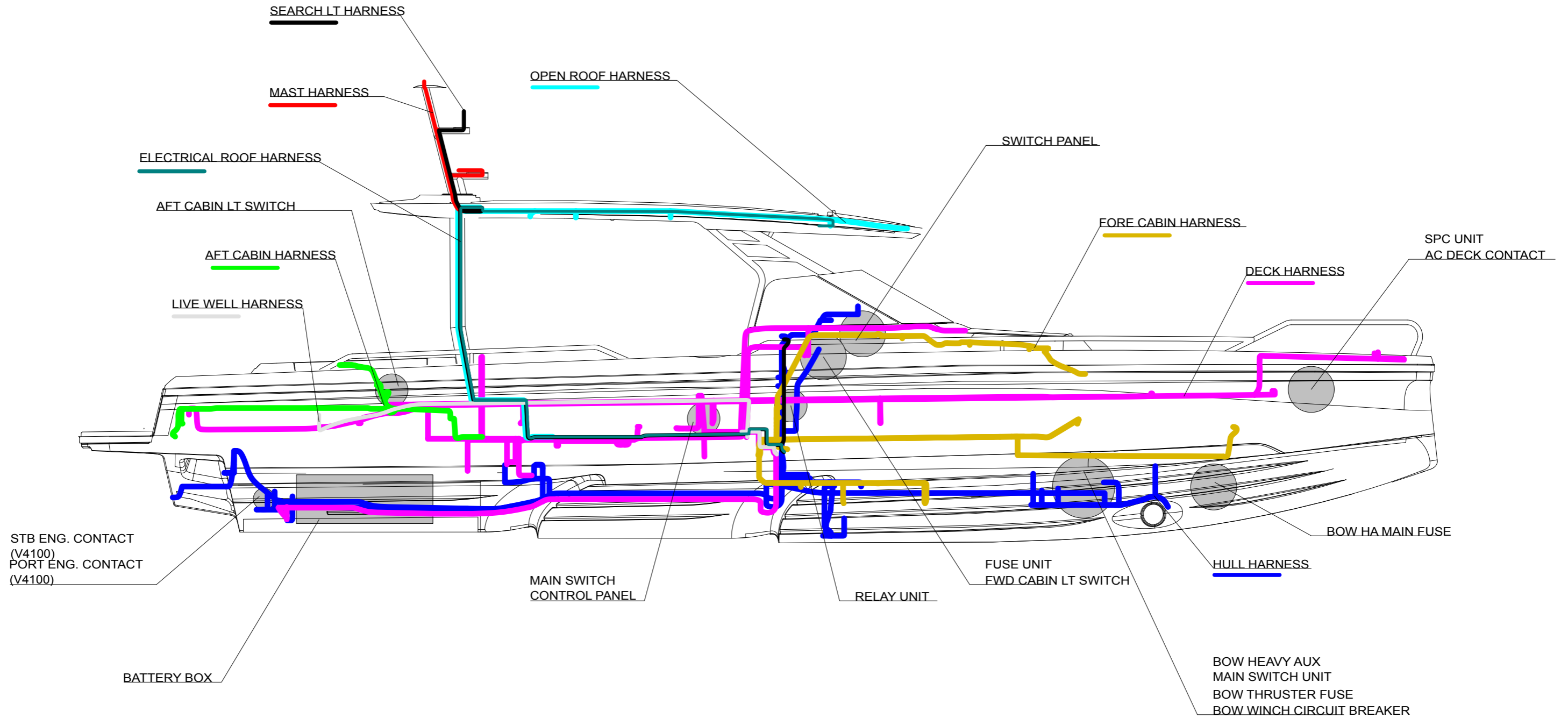


Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		HARNESS LAYOUT - T-TOP (TT)	HL	5 / 149
		Title	Loc	Sheet

T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

SIDE VIEW

NOTE!
LAYOUT GIVES ONLY APPROXIMATE LOCATION OF PANEL AND HARNESS.



10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

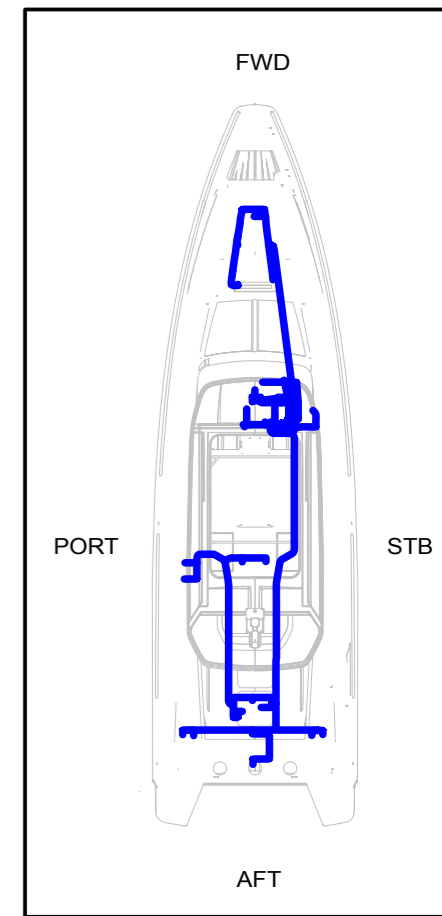
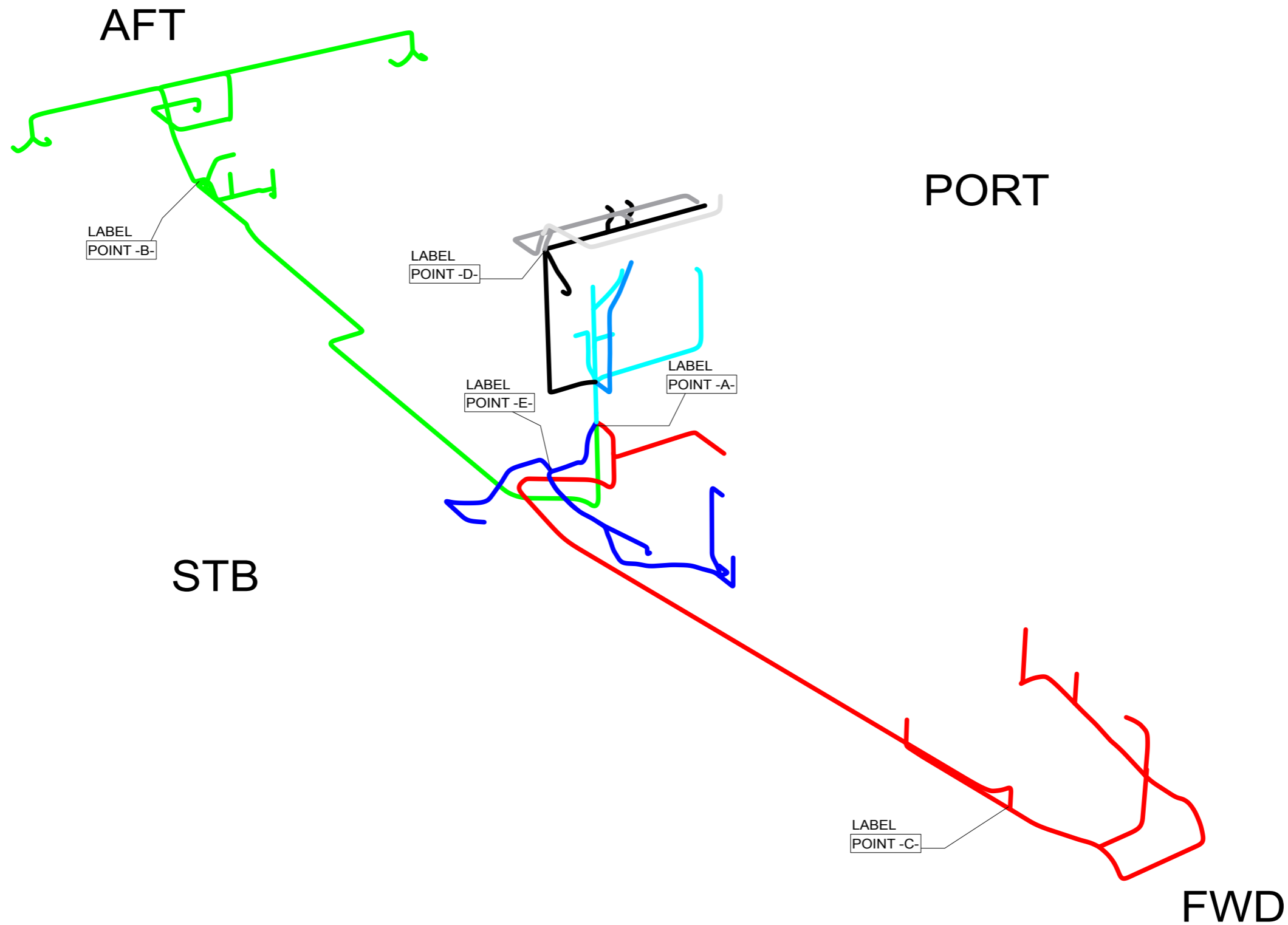
Date	11.7.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B

NAVIX
designed solutions
Copyright by

Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
HARNES LAYOUT - T-TOP (TT)		HL
Title	Loc	6 / 149 Sheet

HULL HARNESS - LAYOUT



10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

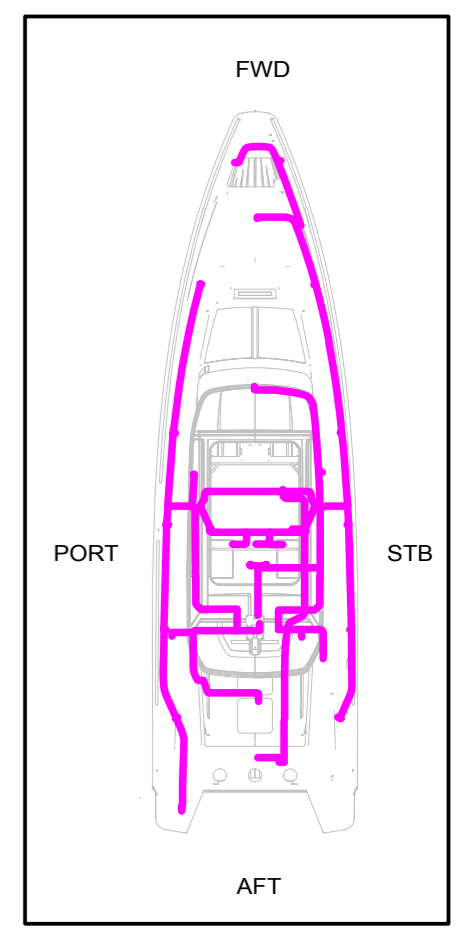
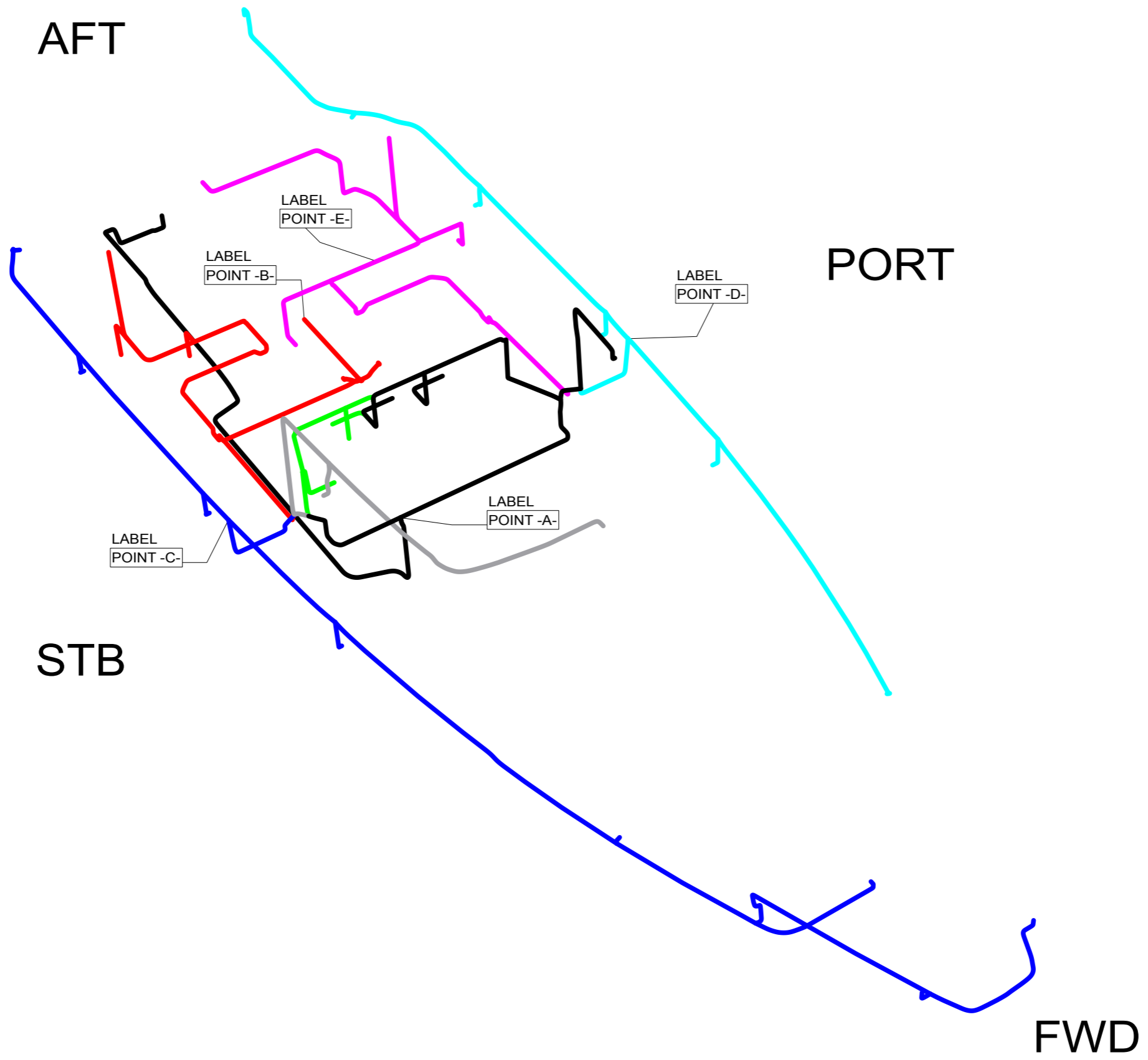
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Drawing by	TuM
Sheet rev.	5
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
HULL HARNESS - LAYOUT		7 / 149
Title	HL	Sheet
	Loc	

DECK HARNESS - LAYOUT

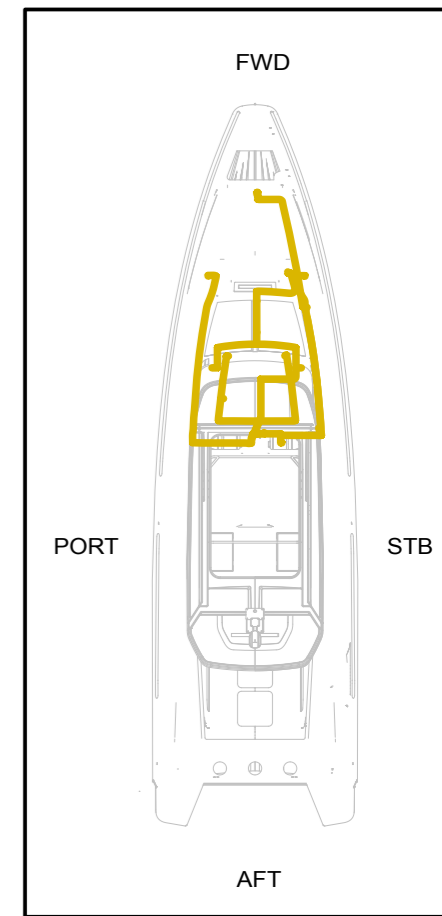
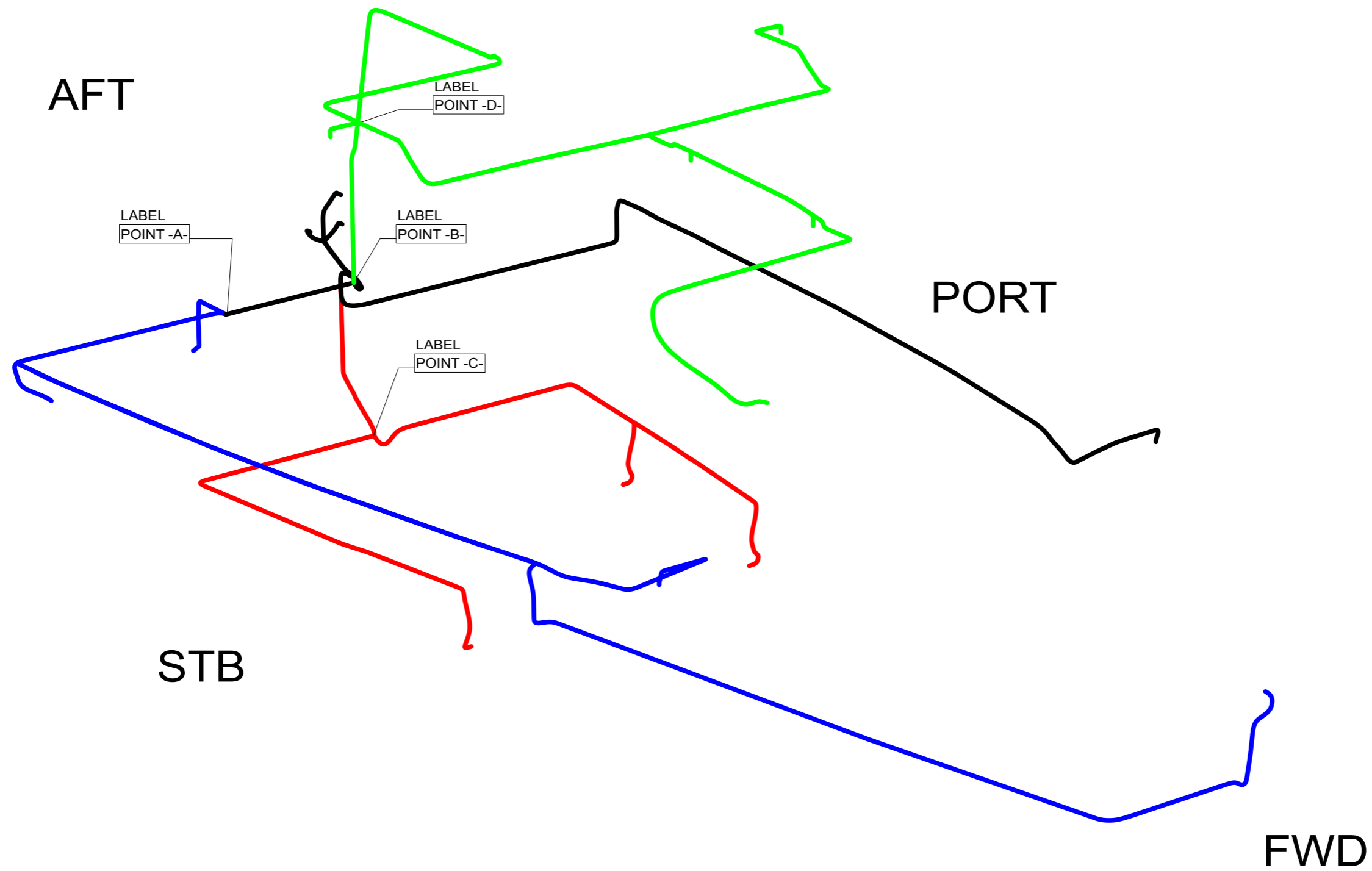


10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		DECK HARNESS - LAYOUT	HL	8 / 149
		Title	Loc	

FORE CABIN HARNESS - LAYOUT



10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

Date	14.7.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B

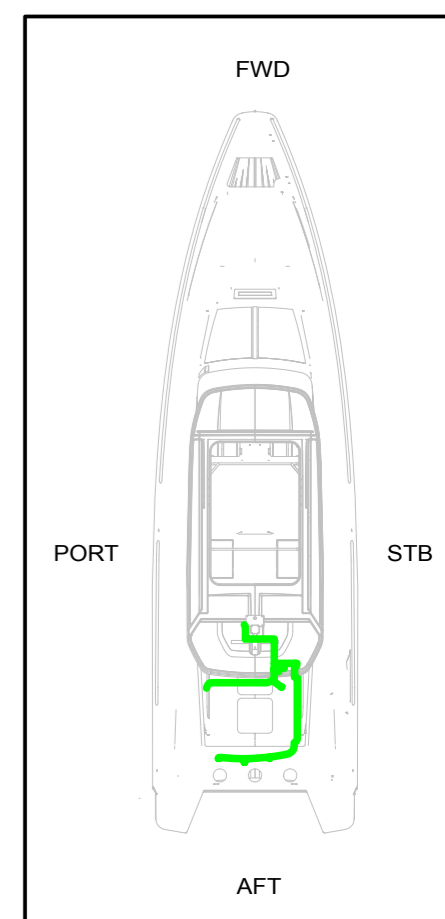
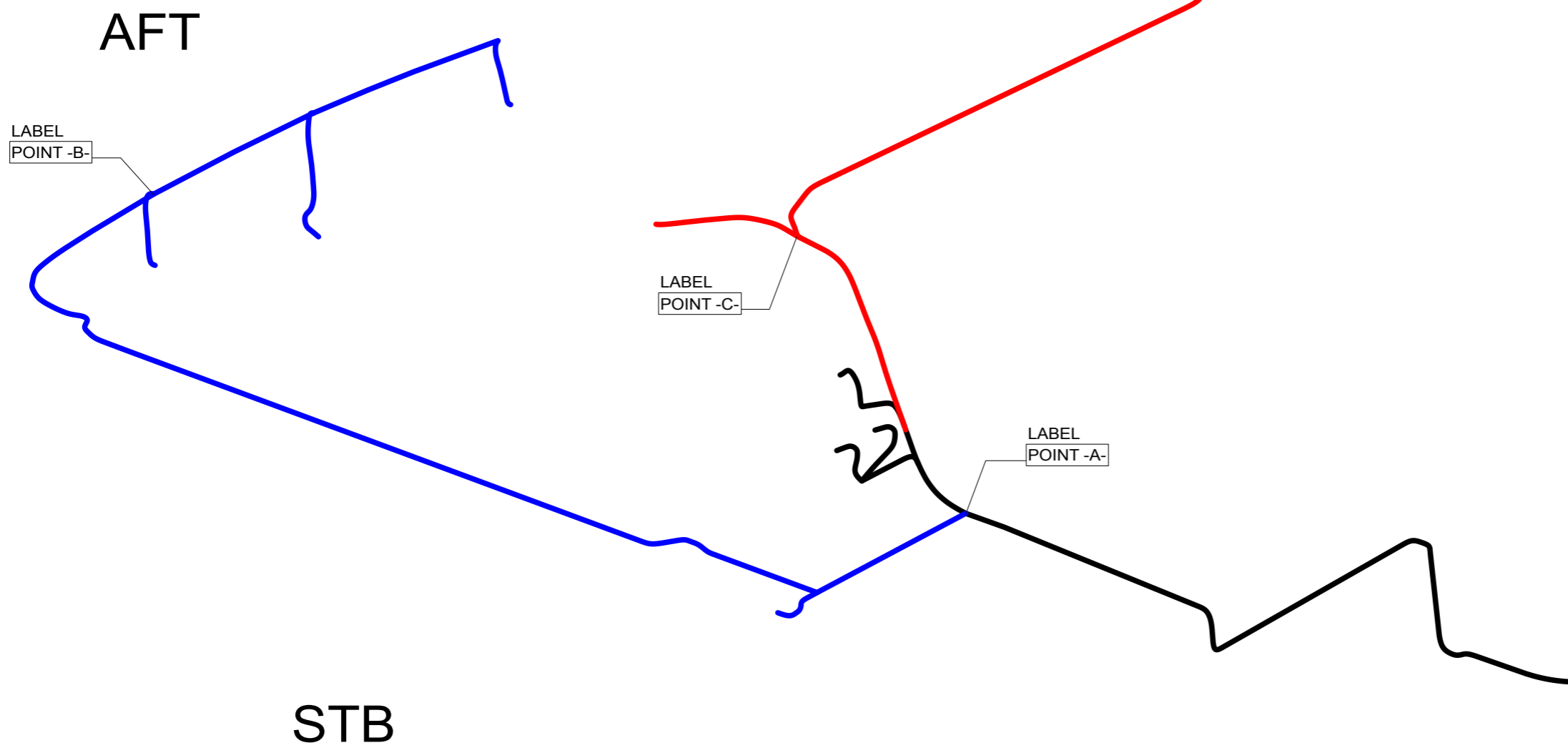



Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
FORE CABIN HARNESS		TL
LAYOUT		Loc
Title		

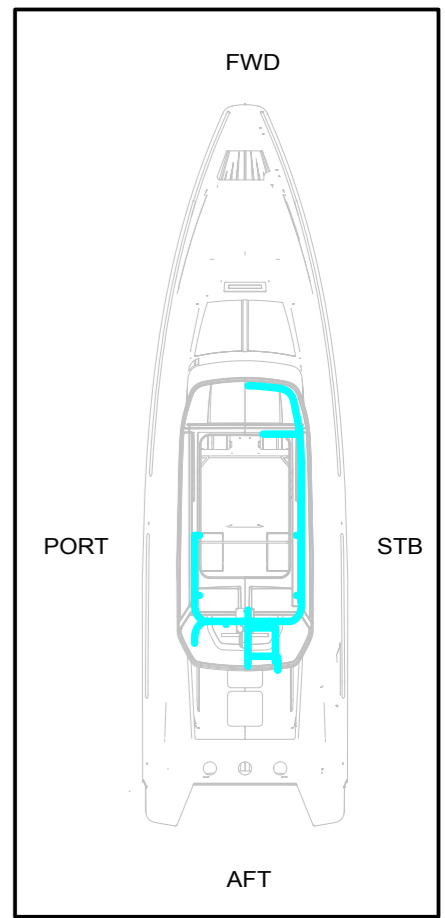
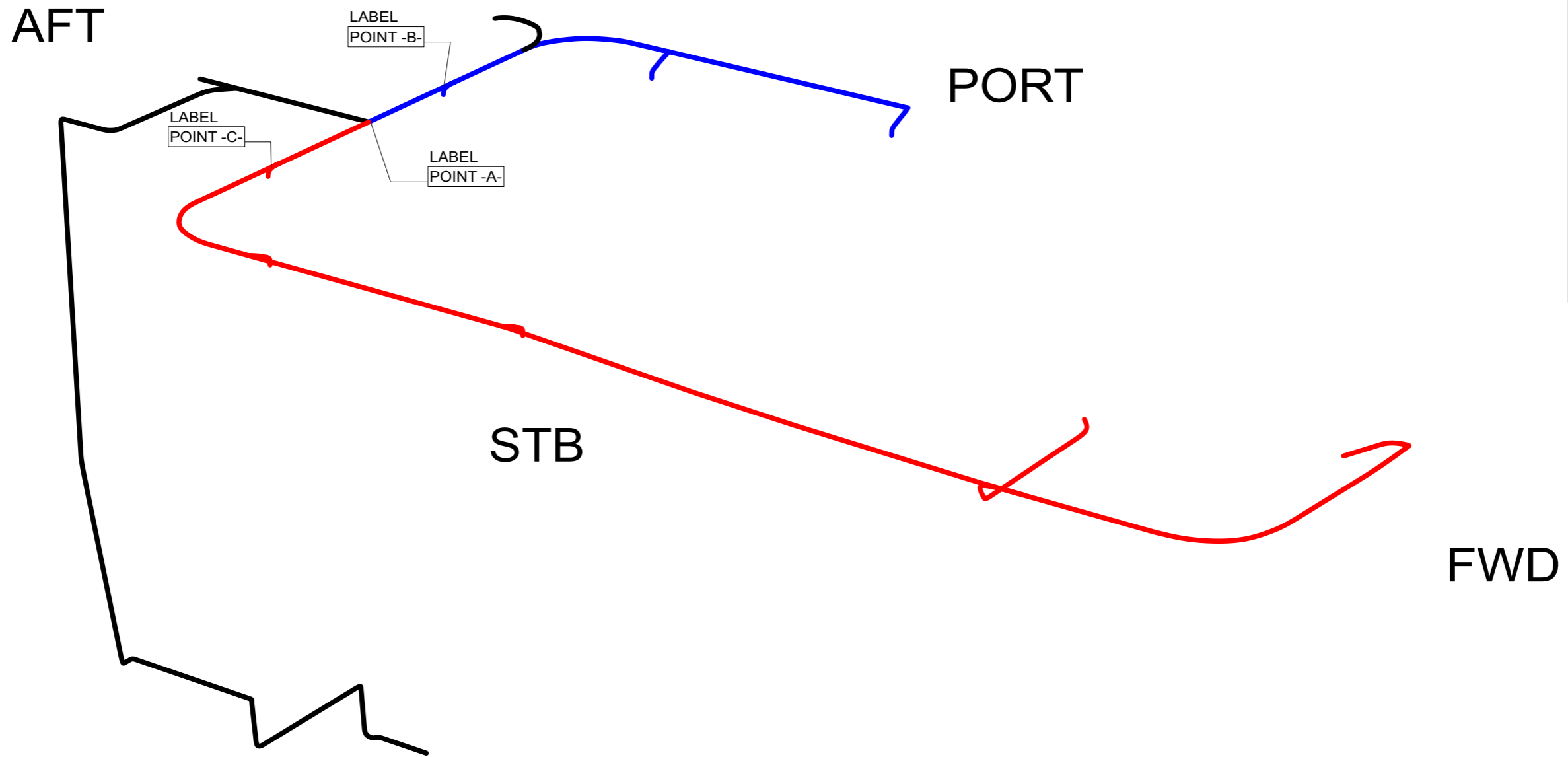
9 / 149	
Sheet	


AFT CABIN HARNESS - LAYOUT



10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019		Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		Boat model	37 MY20	AFT CABIN HARNESS - LAYOUT	HL	10 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by		Title	Loc	Sheet	

(OPEN/ CABIN) ROOF HARNESS - LAYOUT



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.7.2019	 Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	37 MY20	ROOF HARNESS - LAYOUT	HL	11/ 149
Date of modification	Modified by	Description	Project rev.	B	Boat model		Title	

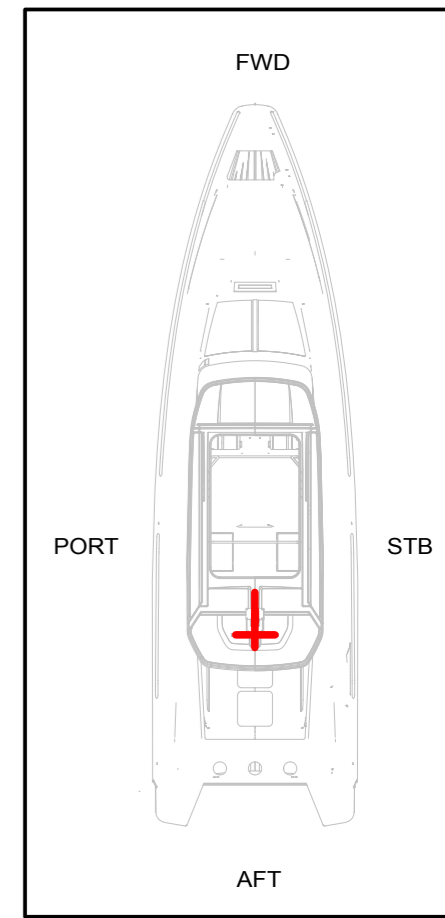
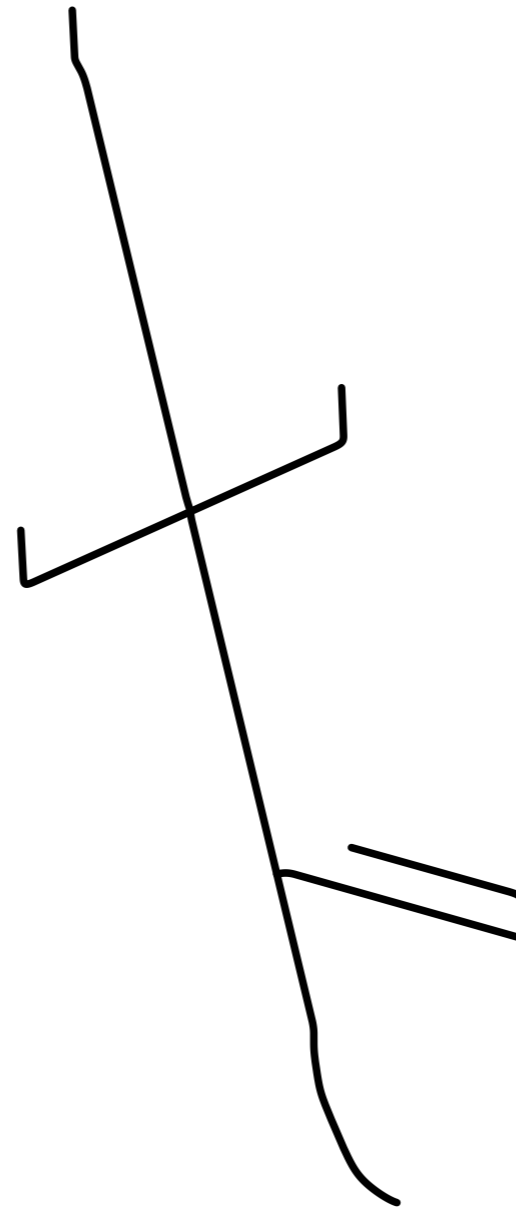
MAST HARNESS - LAYOUT

AFT

PORT

STB

FWD

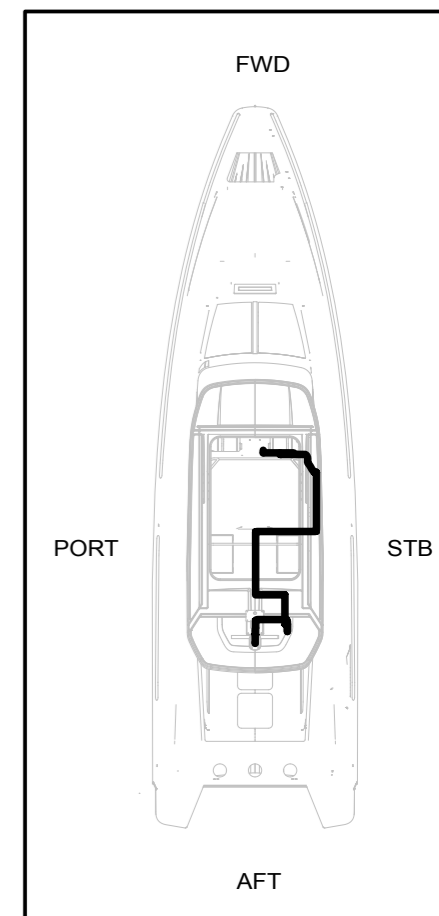
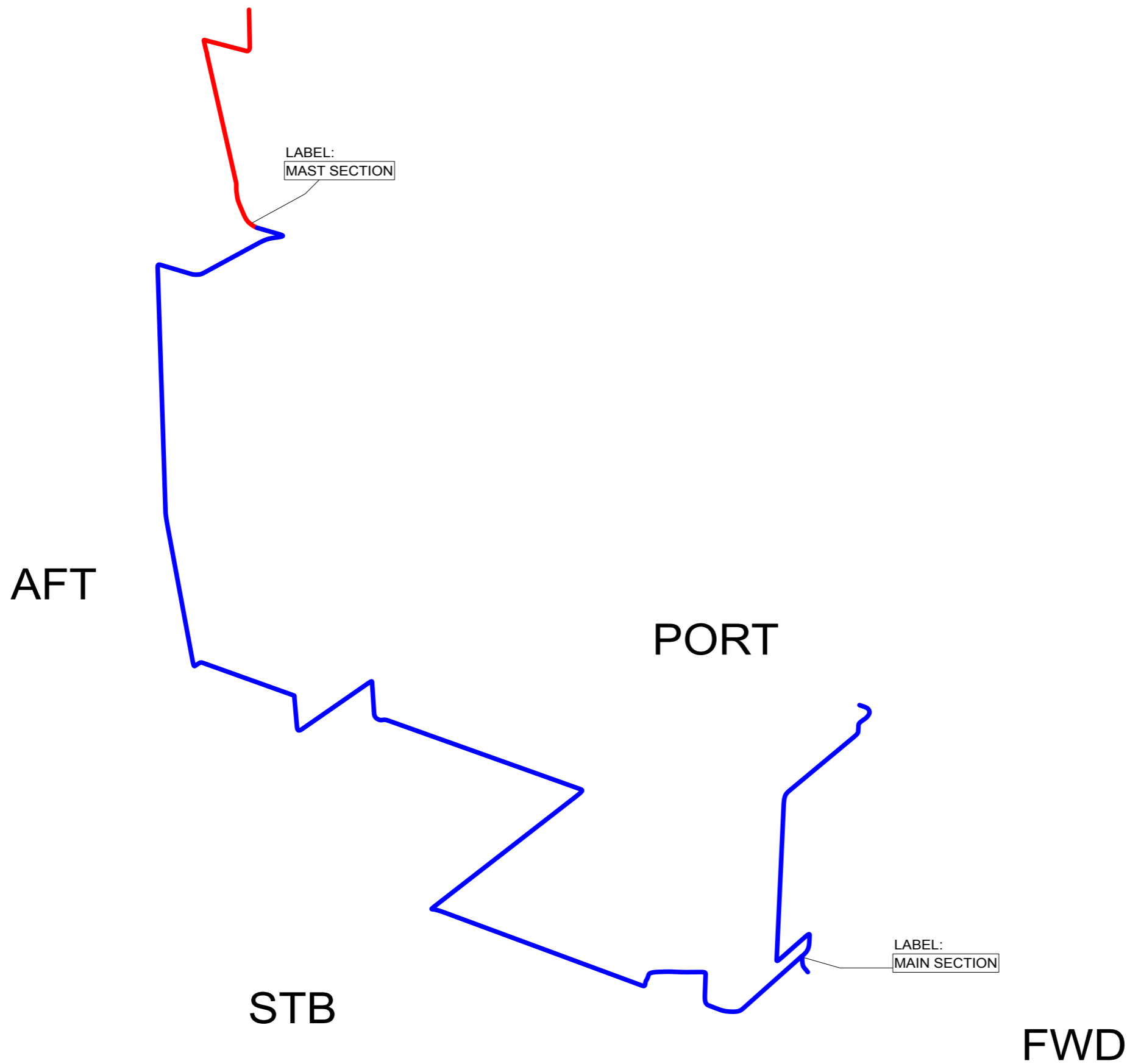


10.10.2019	PN	B4: NOT MODIFIED.	Date	14.7.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		MAST HARNESS - LAYOUT	HL	12 / 149
		Title	Loc	Sheet

SEARCH LT HARNESS - LAYOUT



10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

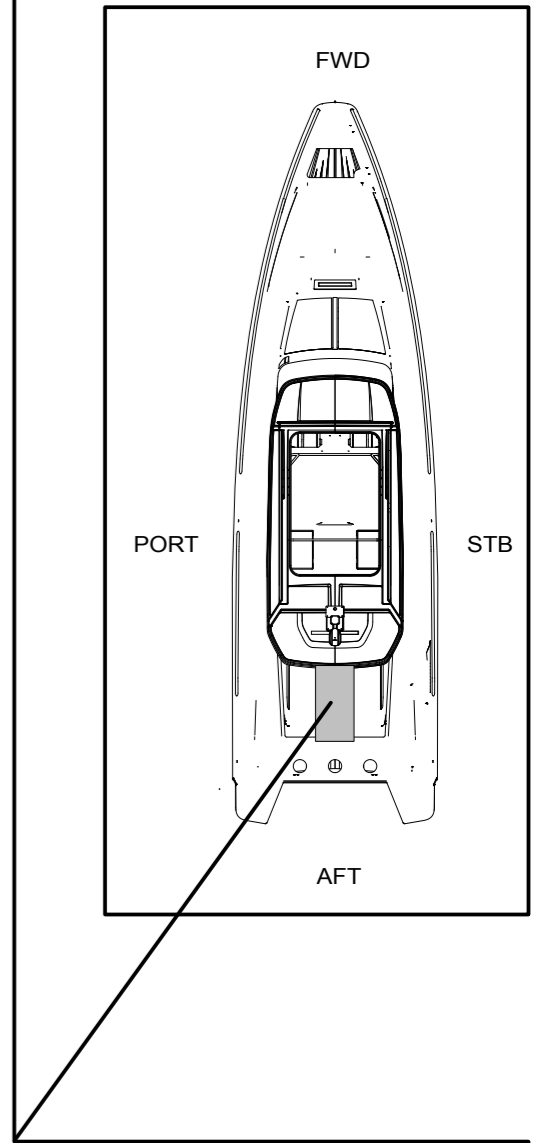
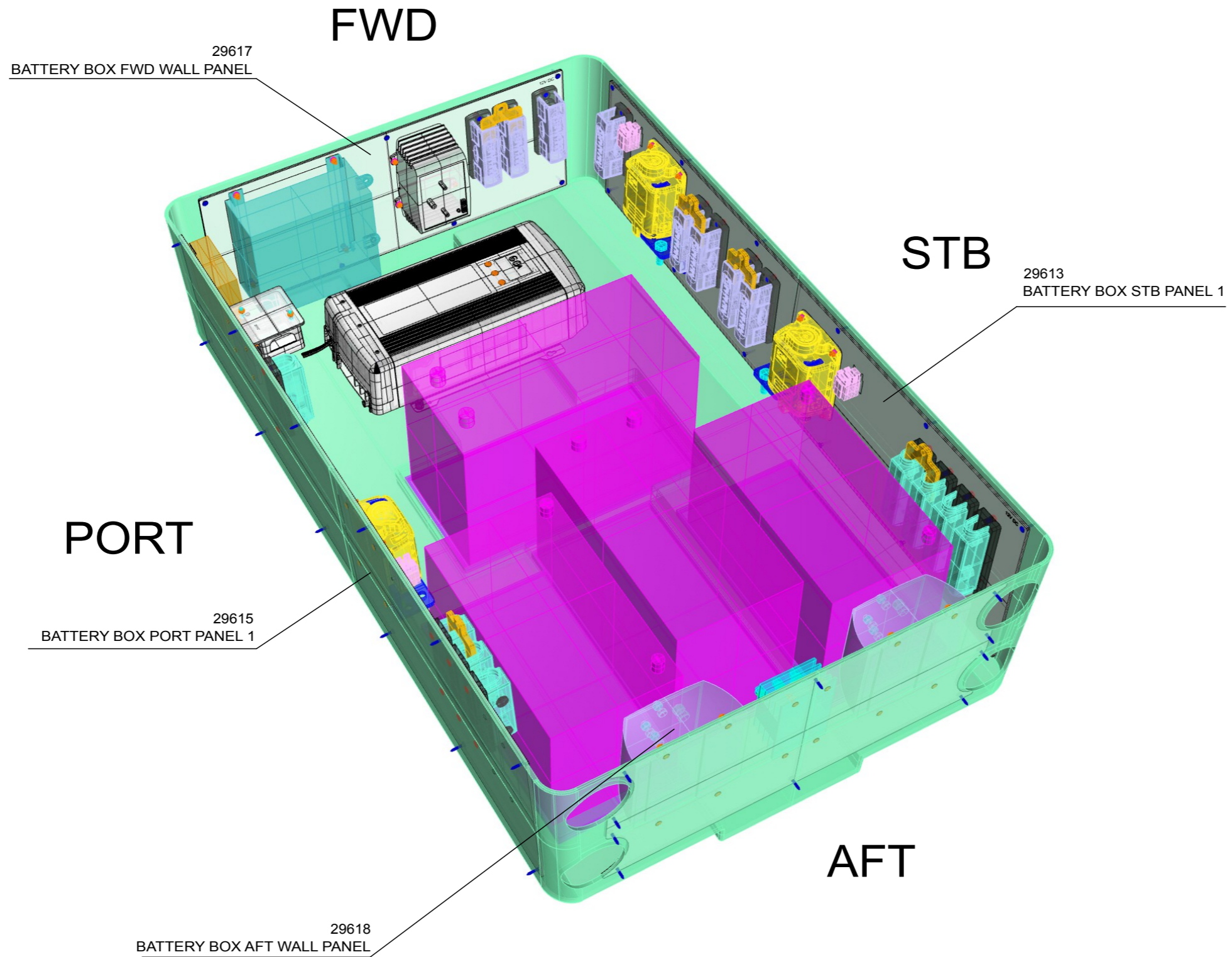
Date	14.7.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
SEARCH LT HARNESS		HL
LAYOUT		Loc
Title		13 / 149 Sheet

BATTERY BOX PANEL LAYOUT



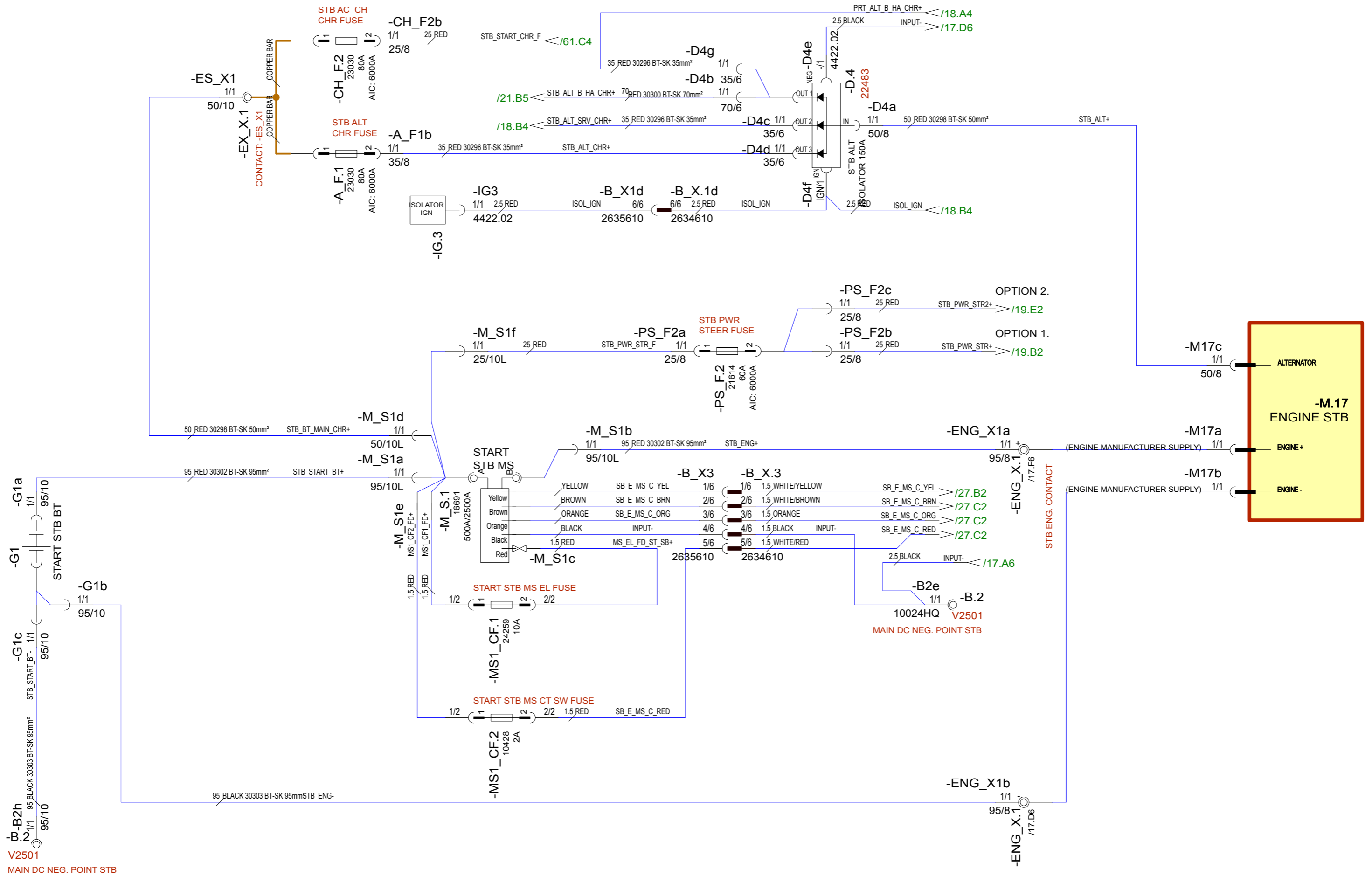
10.10.2019	PN	B4: SEVERAL MODIFICATIONS FOR PANELS.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

Date	11.7.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B




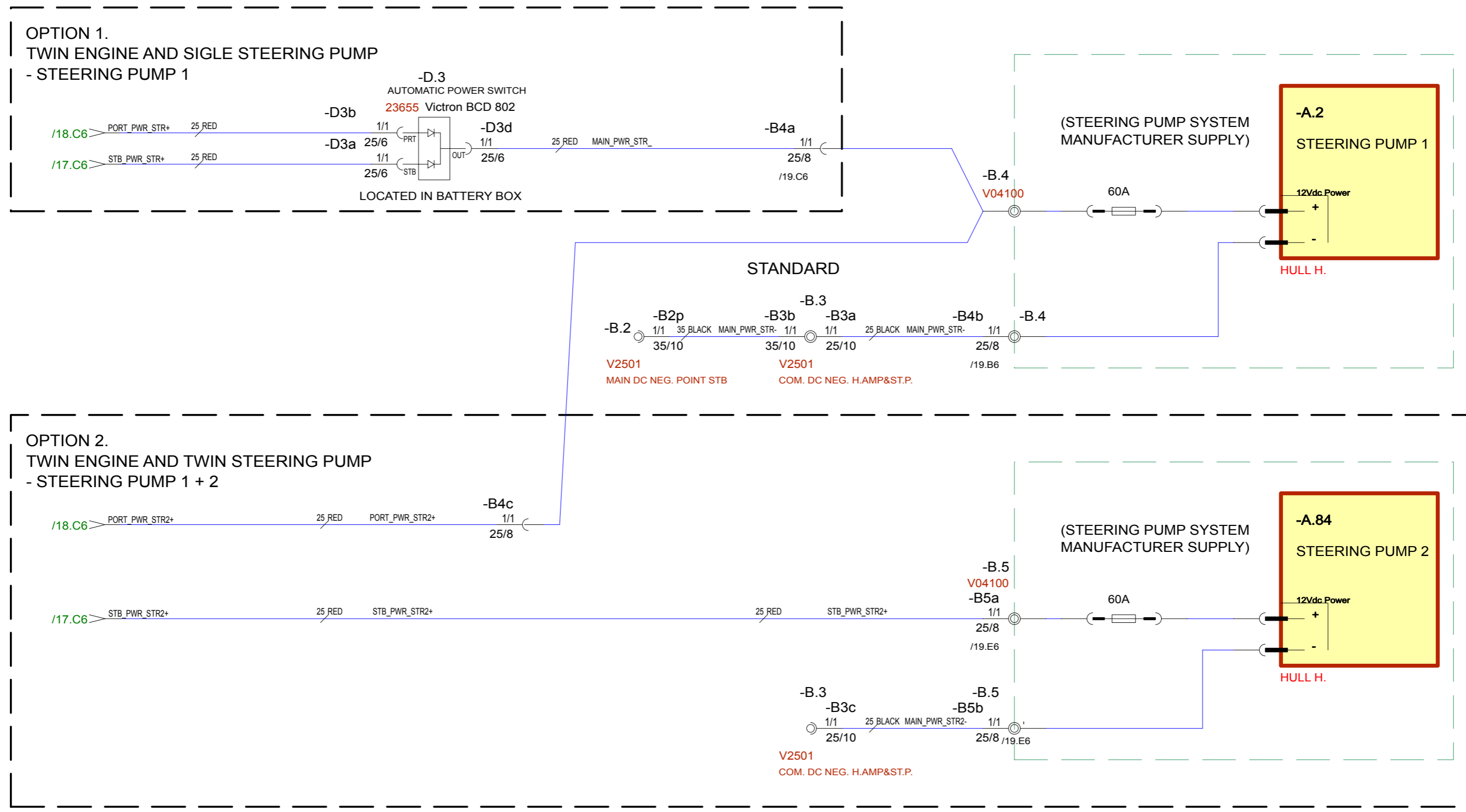
Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
BATTERY BOX - PANEL LAYOUT		HL
Title	Loc	16 / 149 Sheet



V2501
MAIN DC NEG. POINT STB

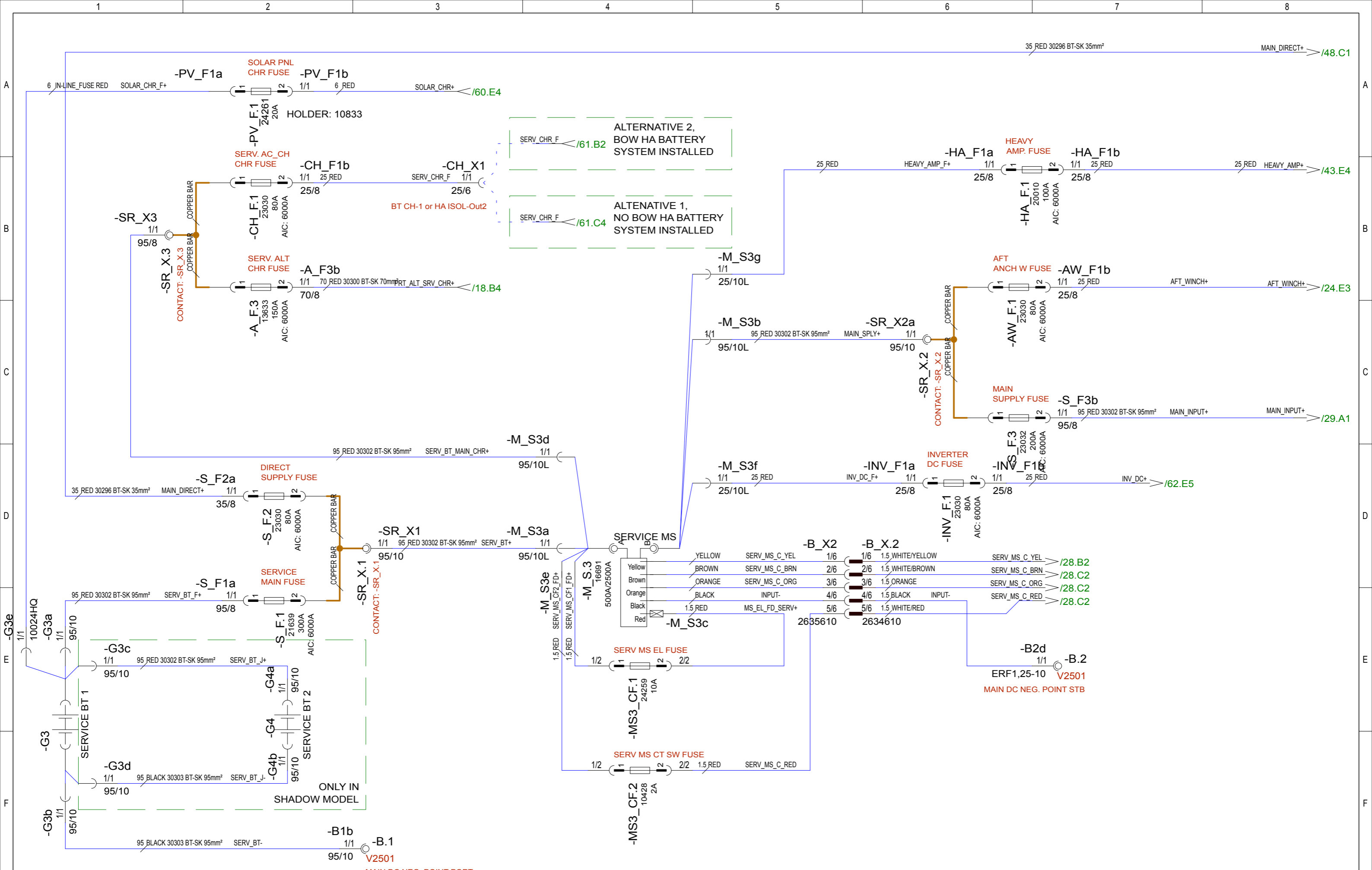
10.10.2019	PN	B4: ADDED POWER CABLE FOR STEERING PUMP OPTION 2.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	ENGINE STB - DIAGRAM	HL	17 / 149
1	2	3	4	5	6	7	8	9	



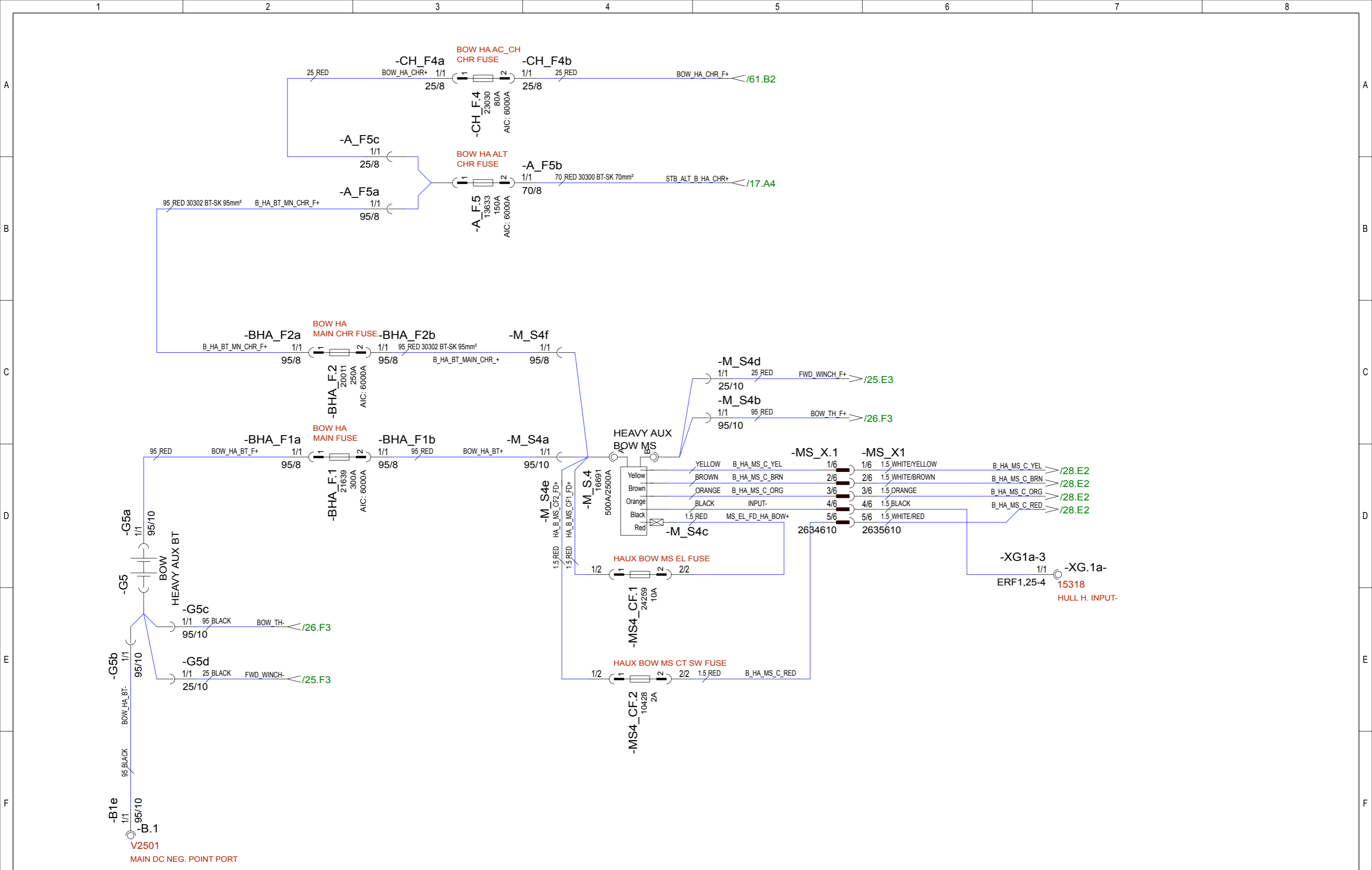
10.10.2019	PN	B4: ADDED STEERING PUMP 2. (OPTION 2.)	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		POWER STEER - DIAGRAM	HL	19 / 149
		Title	Loc	Sheet



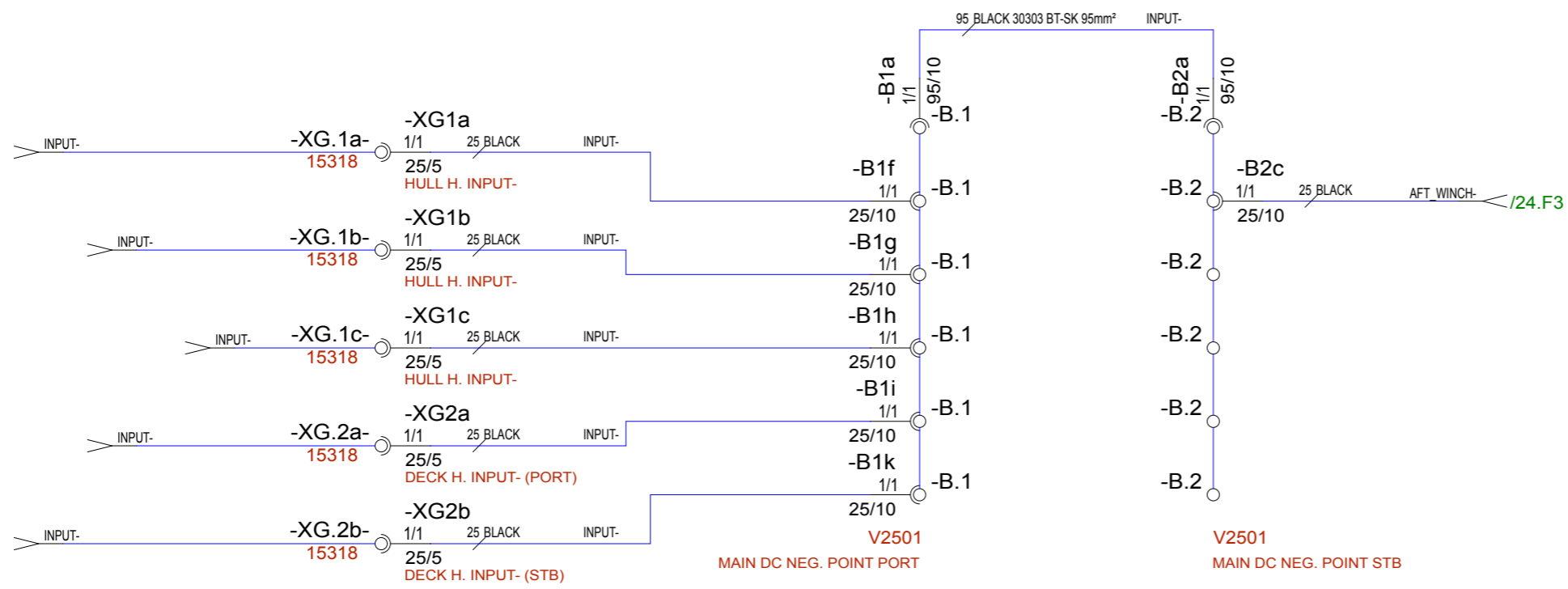
10.10.2019	PN	B4: REMOVED -SB_X.2, -SB_X.3, -SB_X.4 & -PB_X.3.	Date	14.1.2019		Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		Boat model		SERVICE - DIAGRAM	HL	20 / 149
Date of modification	Modified by	Description	Project rev.	B					Loc	



10.10.2019	PN	B4: CHARGER CABLES CIRCUIT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

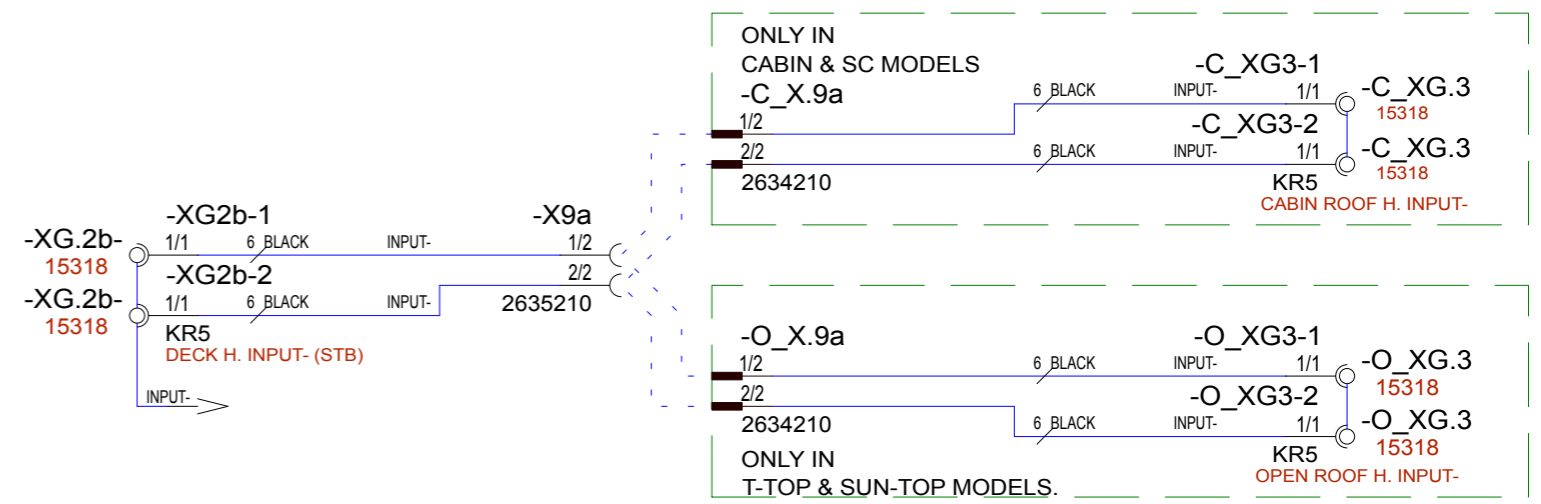


Axopar					
Boat	37 MY20	Sub-product code	Product code	Project ID	
Boat model		HEAVY AUX BOW - DIAGRAM		HL	21/ 149 Sheet
		Title		Loc	

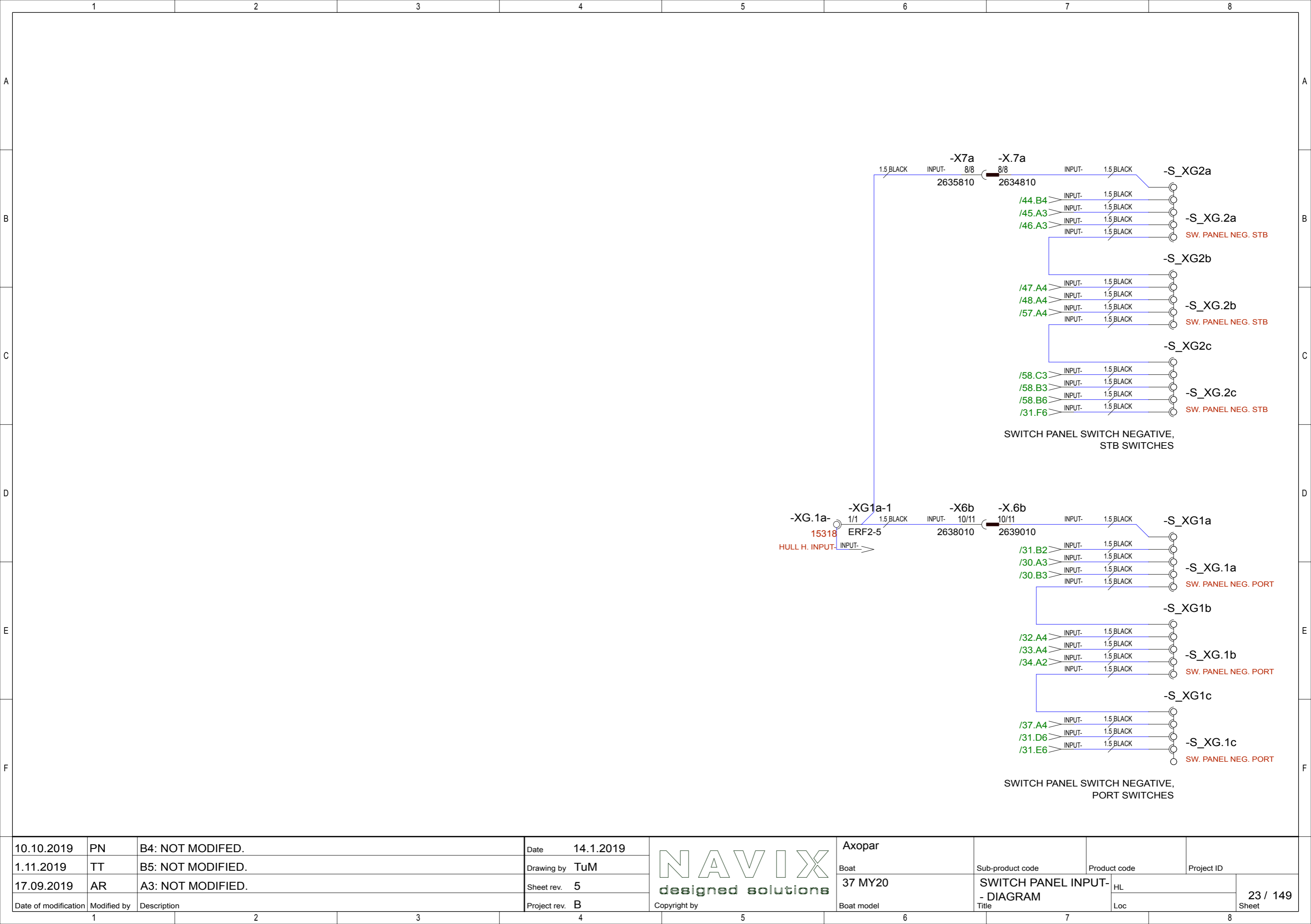


NOTICE!
INSTALL CABLES TO DEVICE SO THAT LARGEST TERMINALS ARE CLOSEST TO DEVICES CONDUCTIVE AREA.

EXAMPLE
PRB RING TERMINAL
25/8 CABLE LUG
35/8 CABLE LUG
DEVICE / BUSBAR CONDUCTIVE AREA



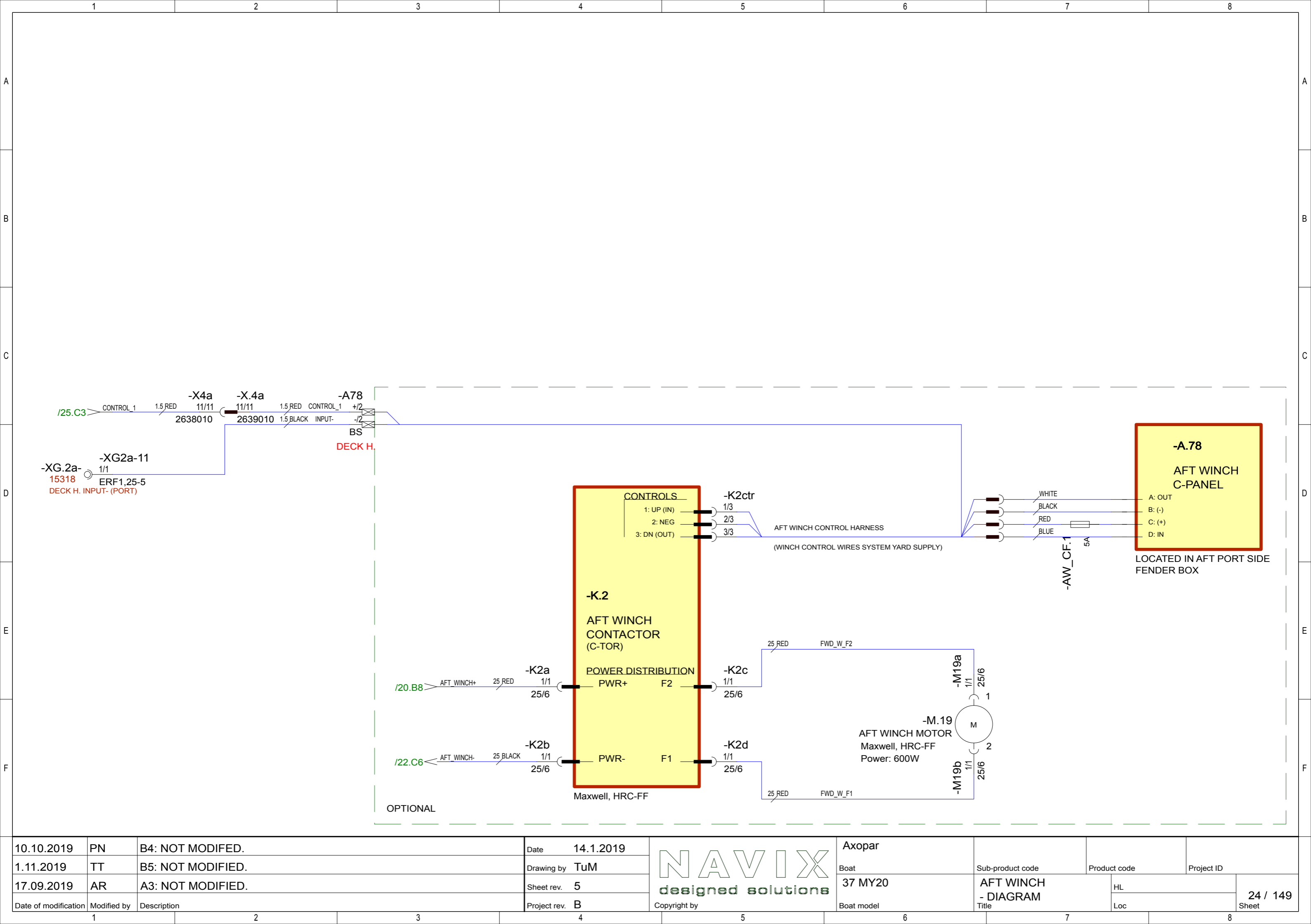
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID	
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	MAIN DC NEGATIVE POINT - DIAGRAM		HL	22 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	Sheet	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		SWITCH PANEL INPUT- - DIAGRAM	Project ID
		HL	23 / 149
		Loc	Sheet



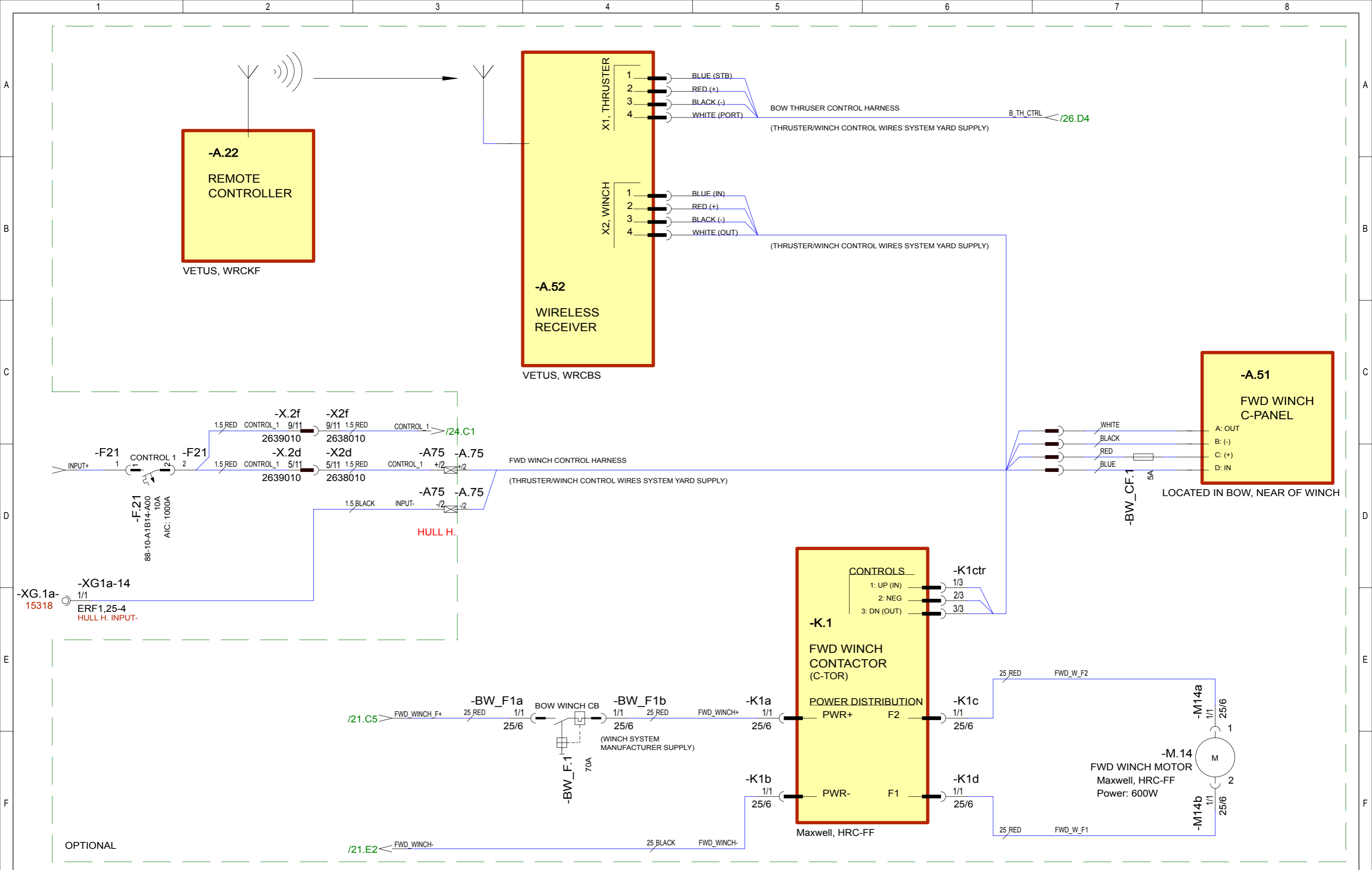
10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

Date	14.1.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code	Product code	Project ID
AFT WINCH - DIAGRAM		HL
Title	Loc	

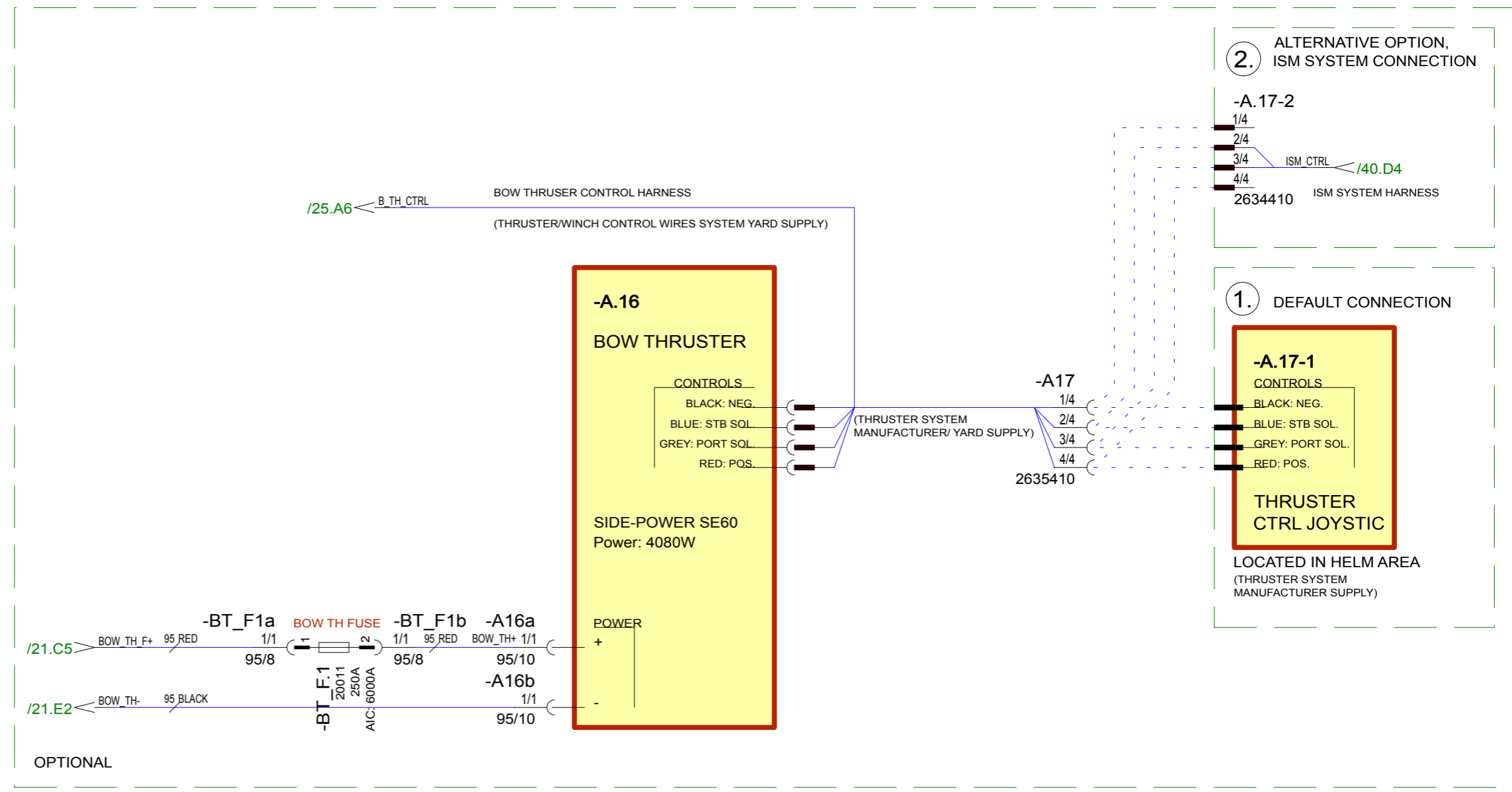
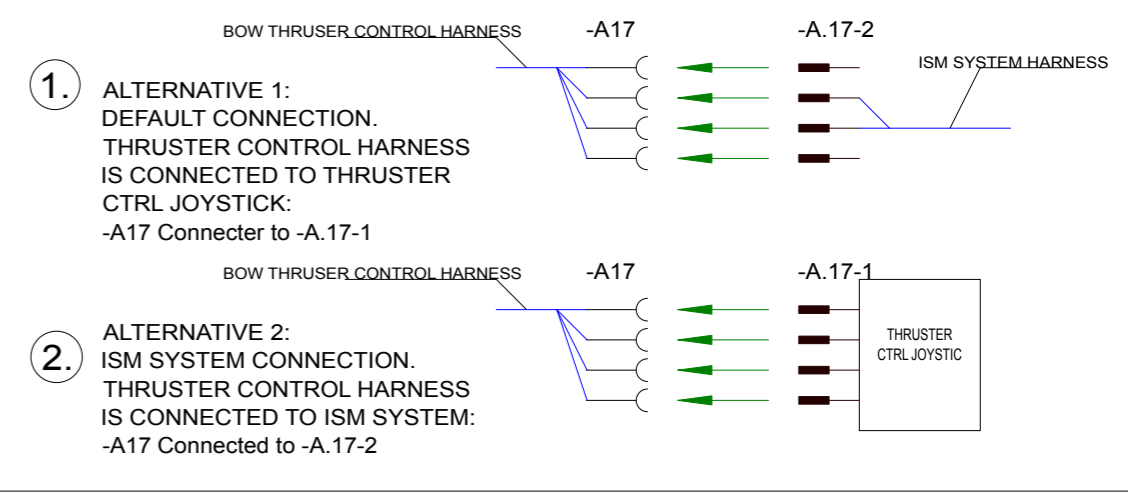


10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

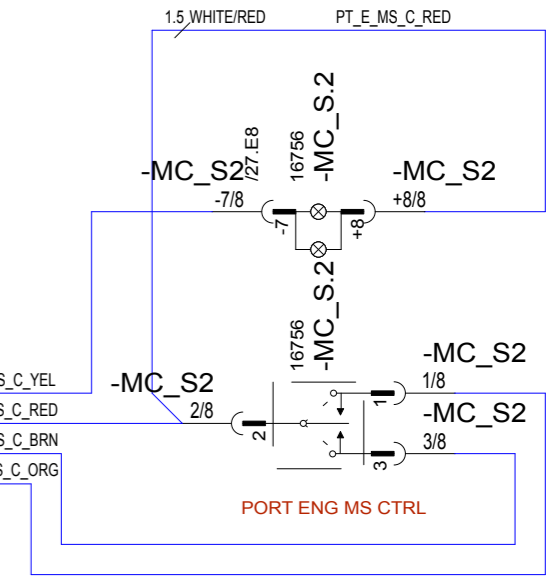
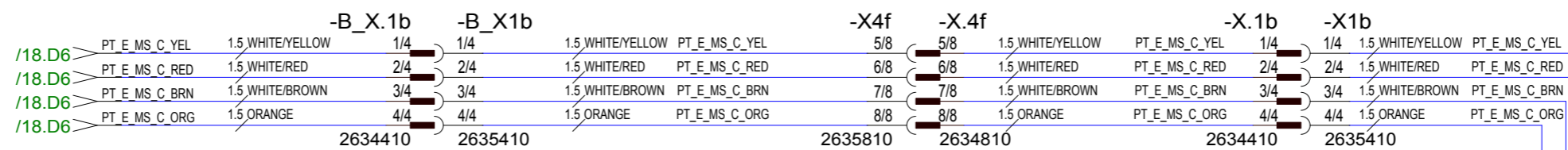
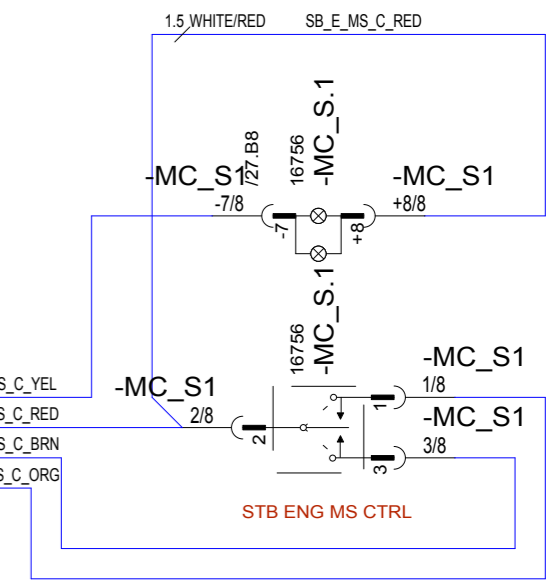
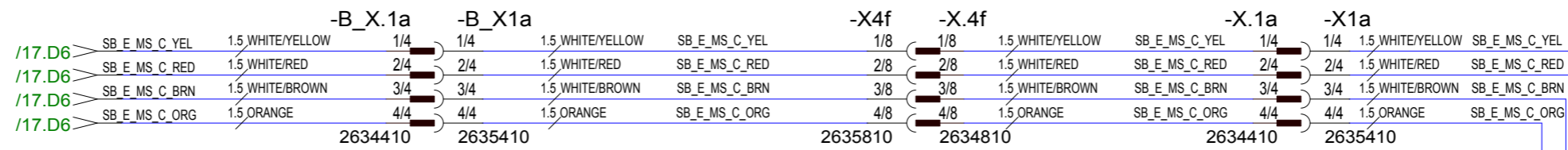


Axopar	Boat	37 MY20	Boat model	Sub-product code	Product code	Project ID
FWD WINCH/ WIRELESS REMOTE - DIAGRAM			Loc	25 / 149		
Title			Sheet			

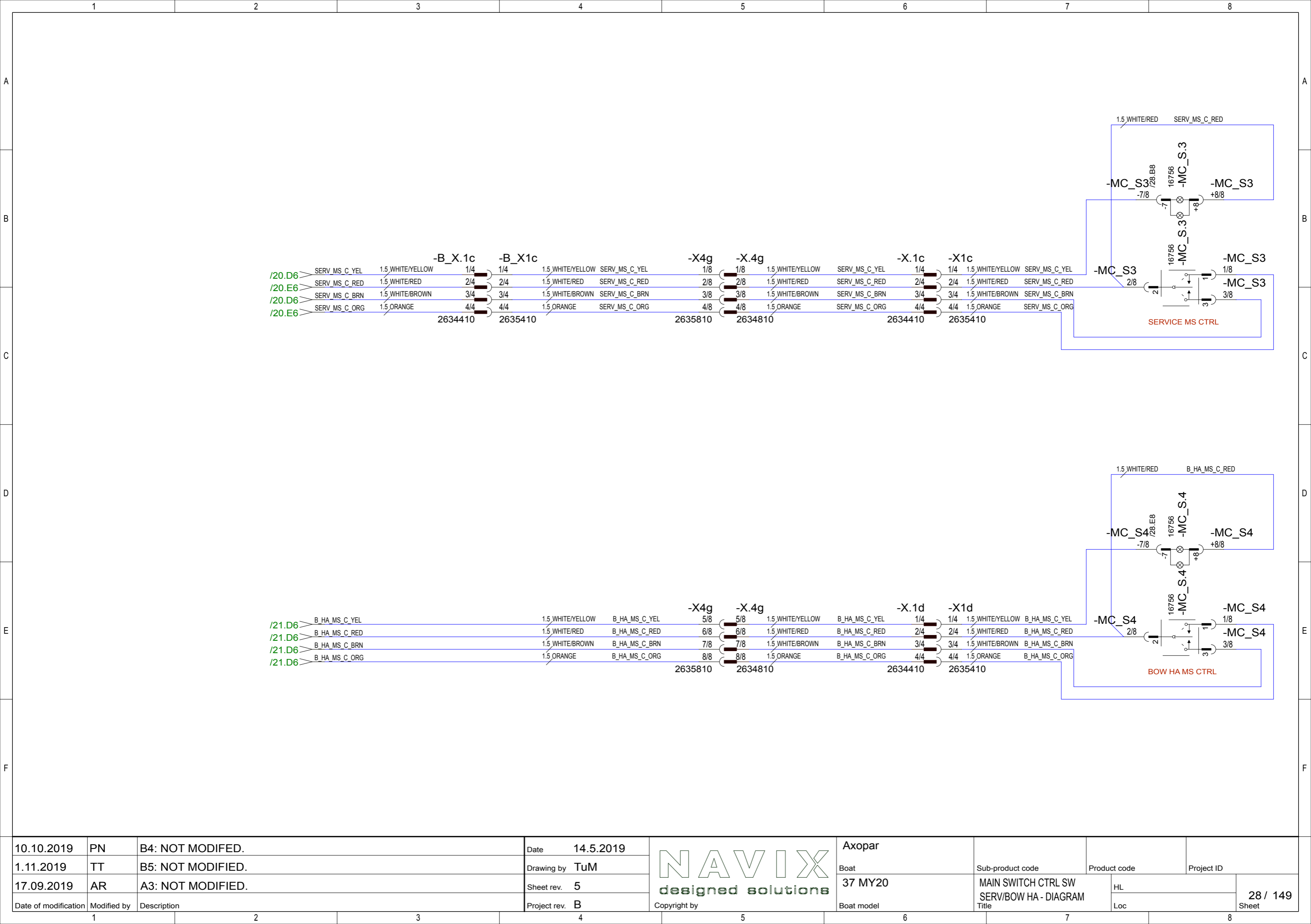
BOW THRUSTER CONTROL ALTERNATIVES:



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	Copyright by	Boat model	BOW THRUSTER - DIAGRAM	HL	26 / 149 Sheet
Date of modification	Modified by	Description	Project rev.	B			Title	Loc	



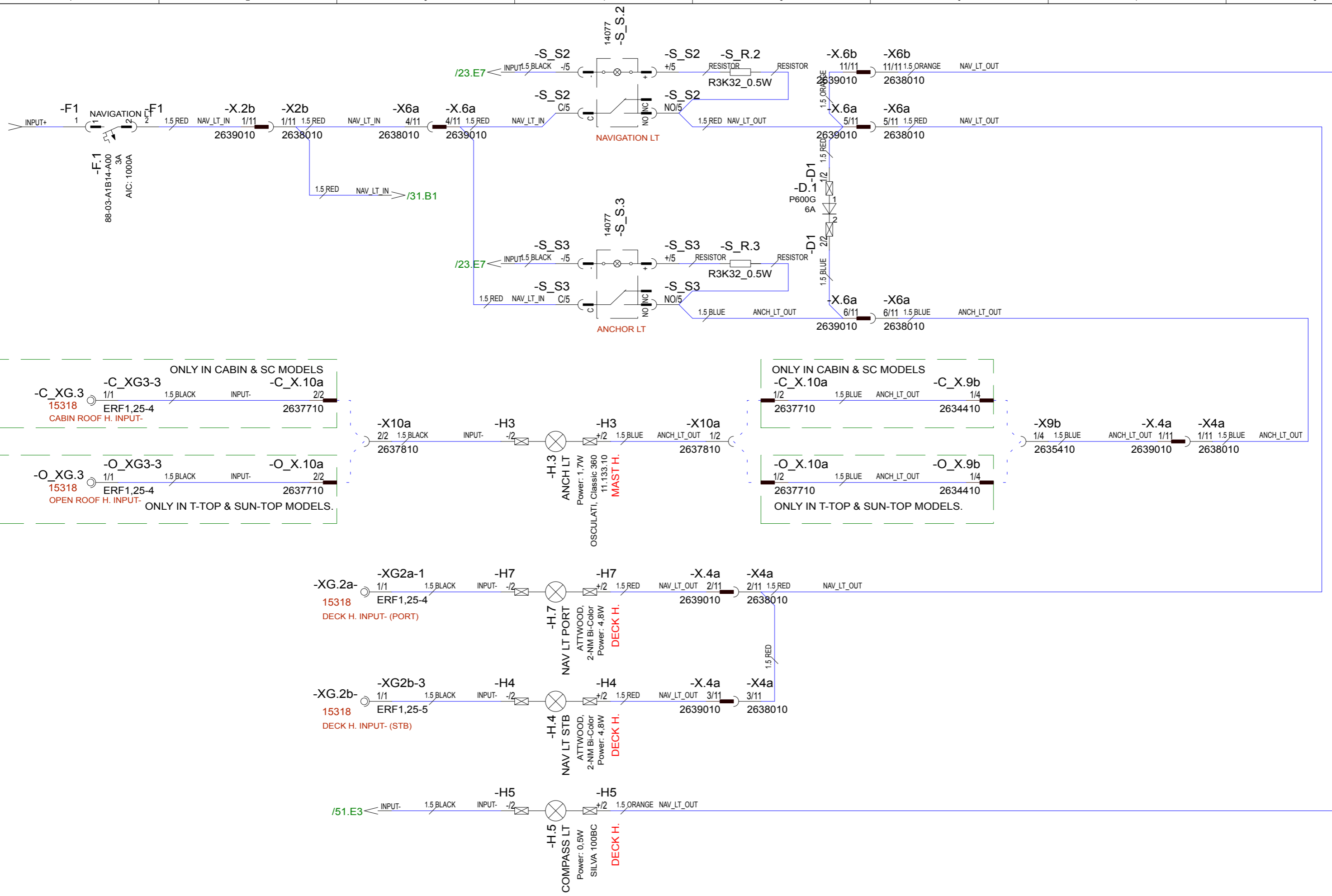
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	MAIN SWITCH CTRL SW START STB/PORT - DIAGRAM	HL	27 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model		Title	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



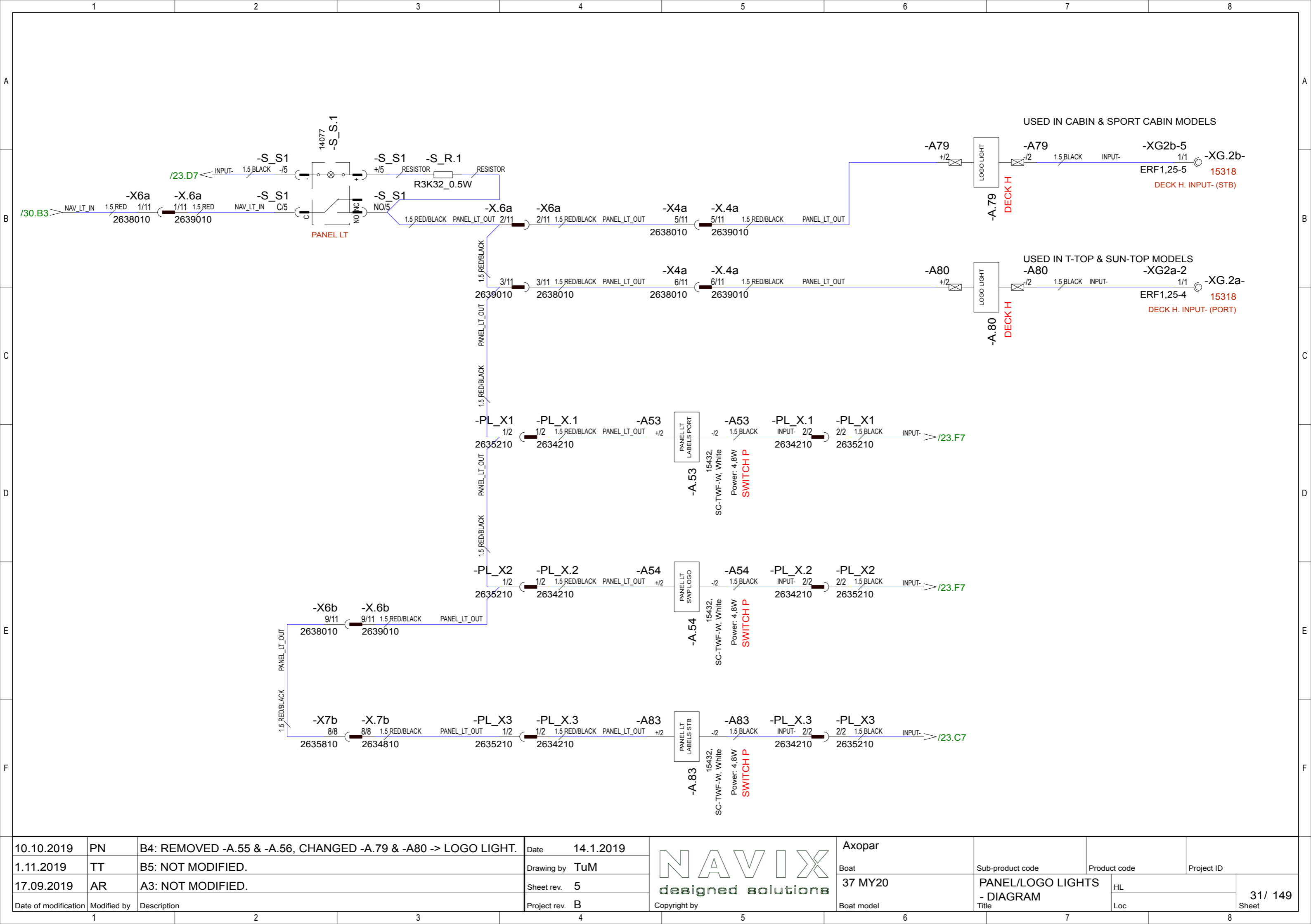
Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		MAIN SWITCH CTRL SW	Project ID
		SERV/BOW HA - DIAGRAM	HL
		Title	Loc
			28 / 149
			Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



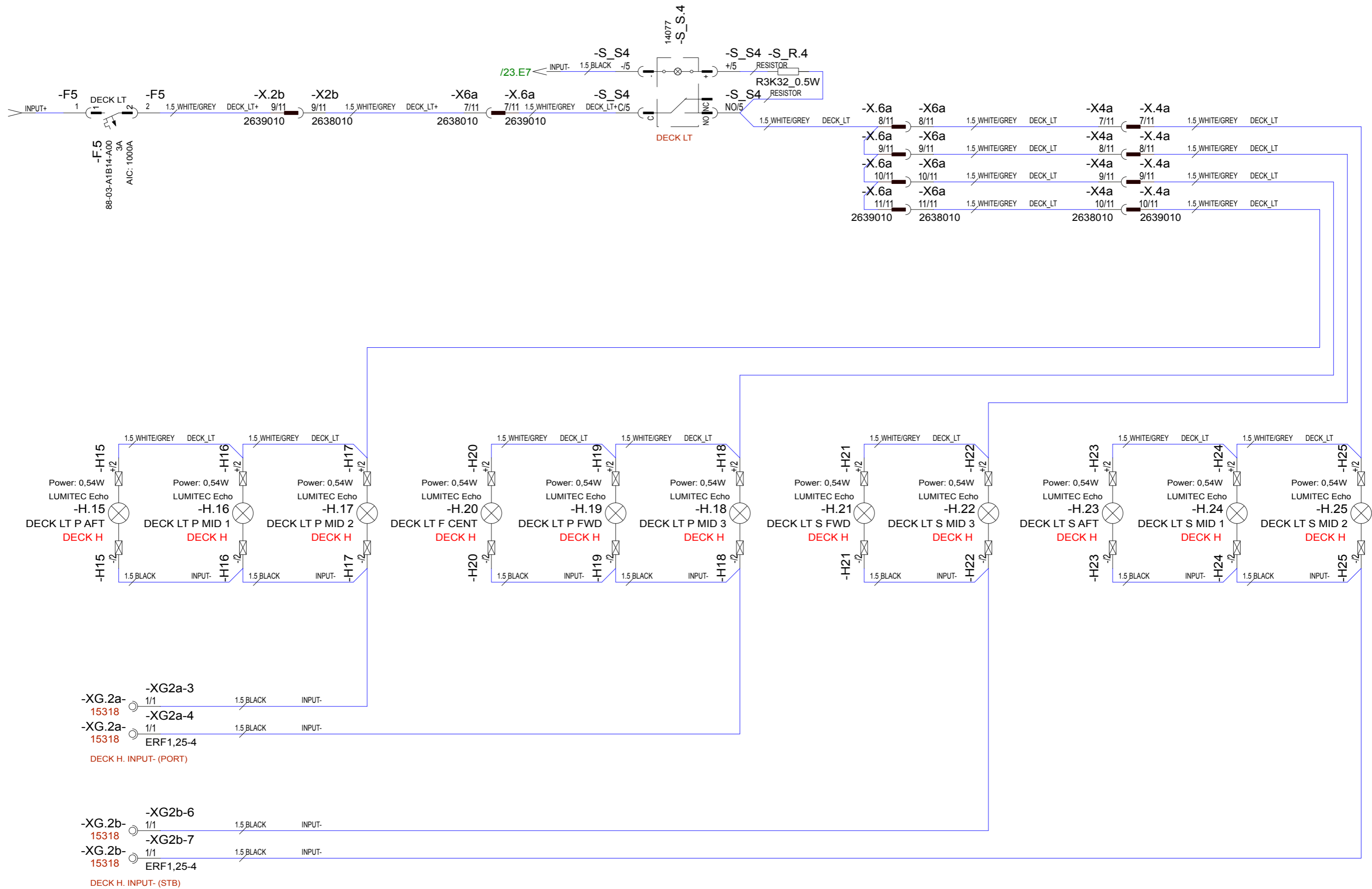
Axopar	Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model	NAVIGATION LIGHTS - DIAGRAM		HL	30 / 149	
			Loc	Sheet	



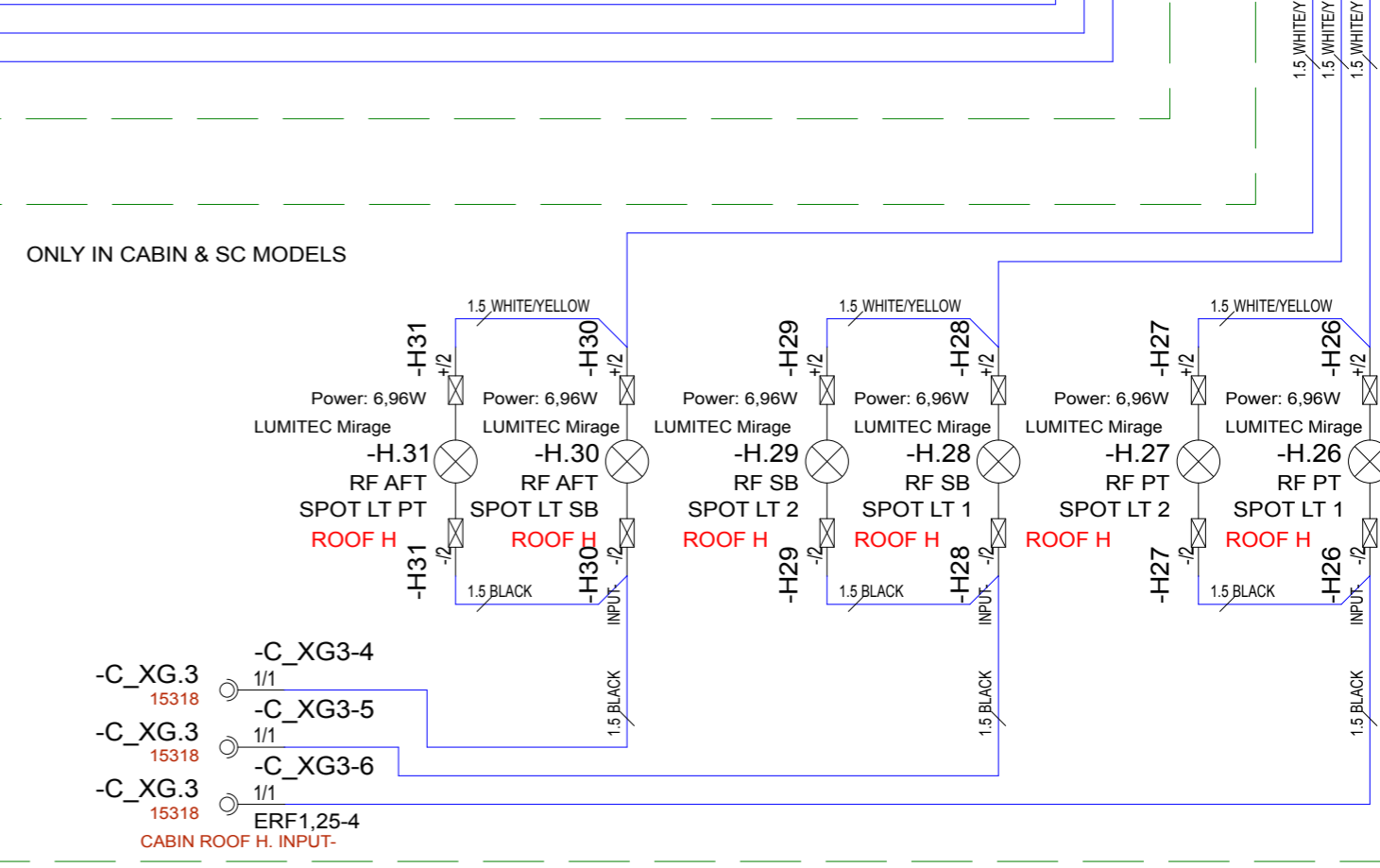
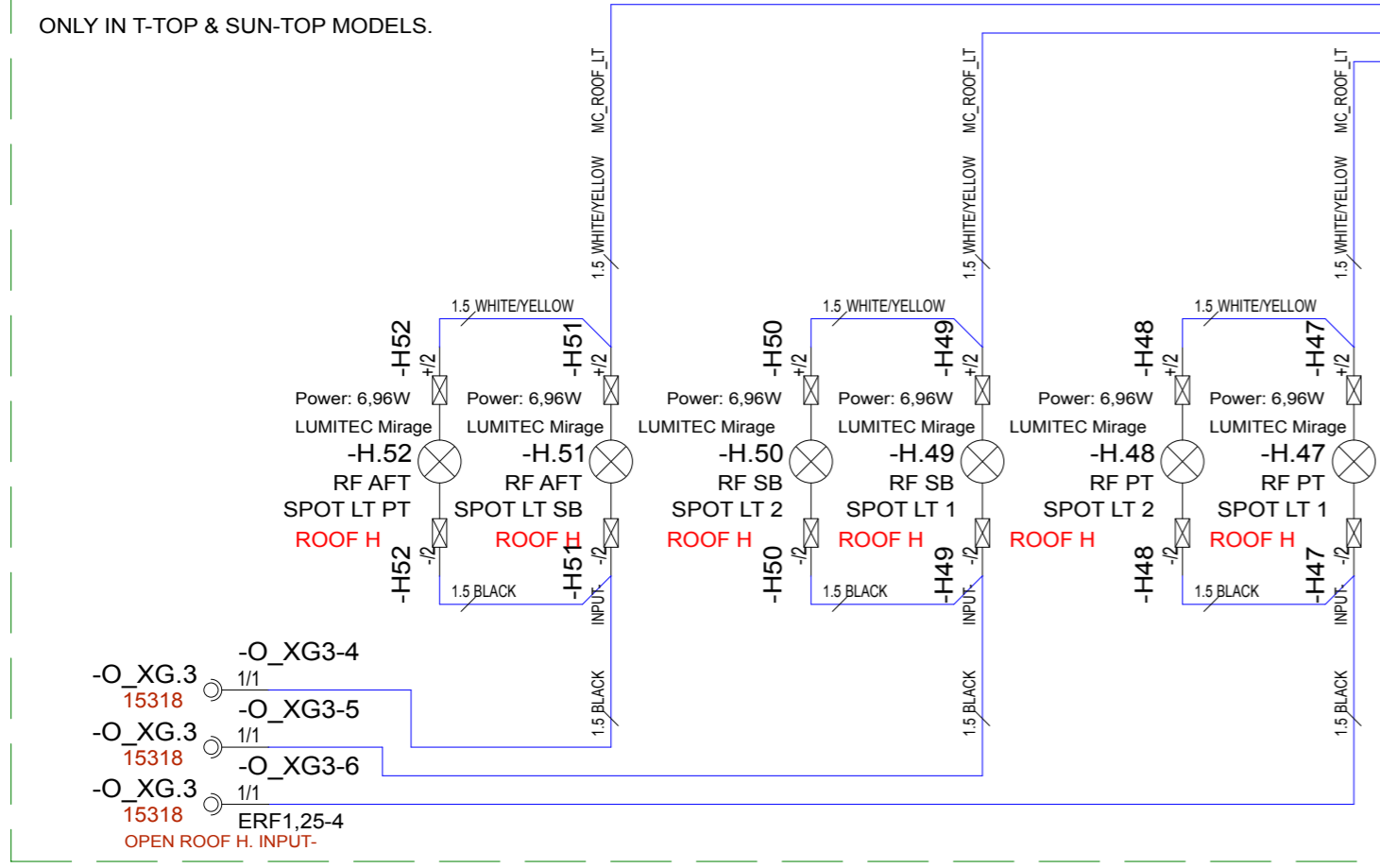
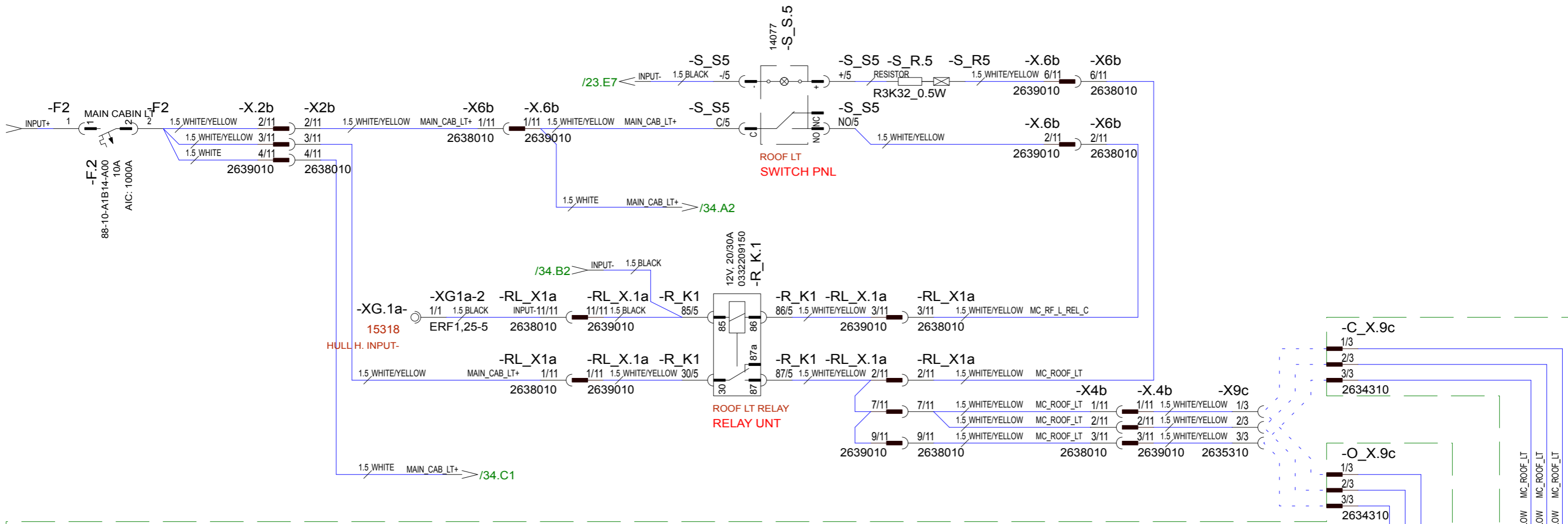
10.10.2019	PN	B4: REMOVED -A.55 & -A.56, CHANGED -A.79 & -A.80 -> LOGO LIGHT.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



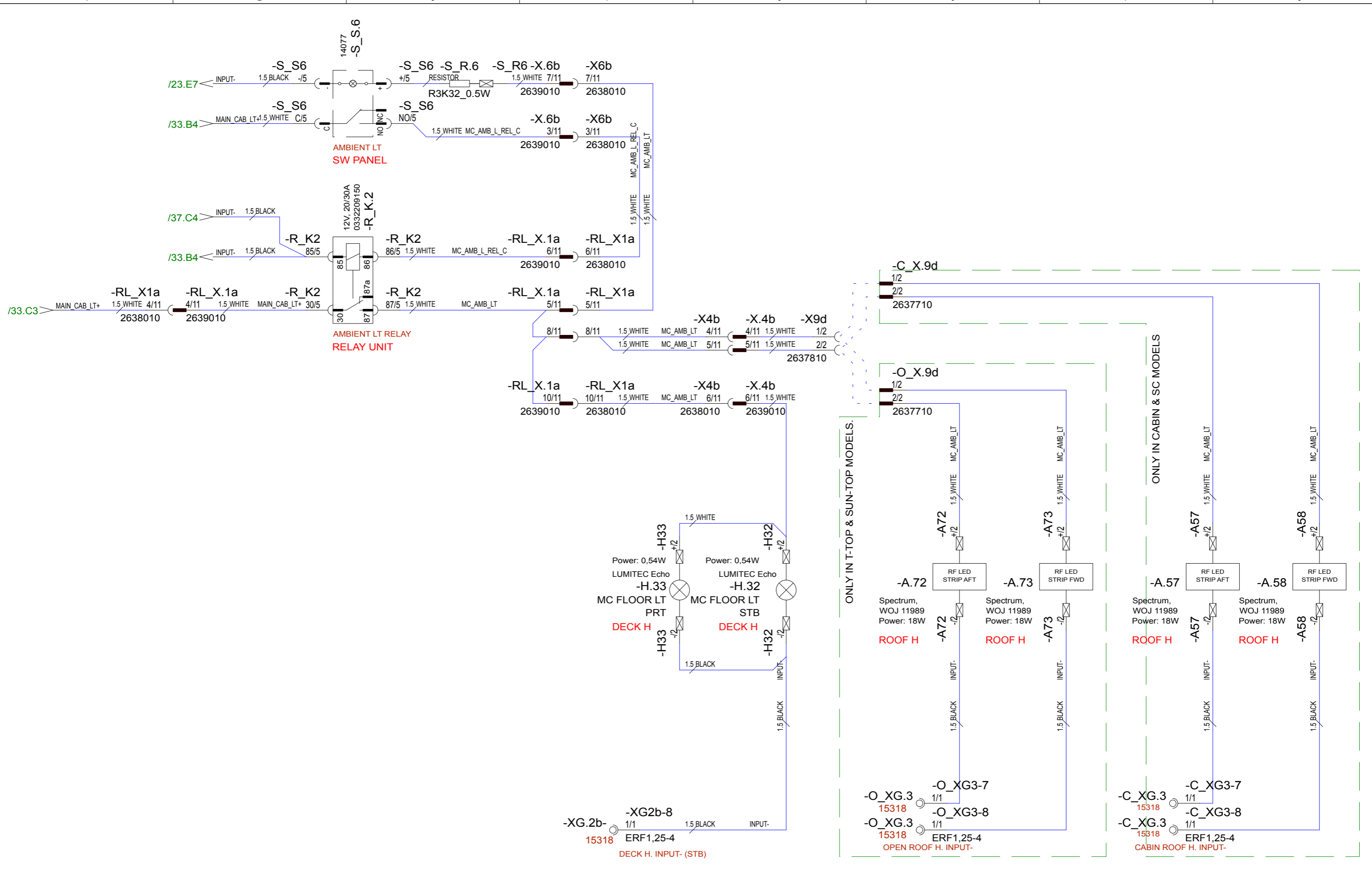
Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		PANEL/LOGO LIGHTS - DIAGRAM	
		HL	Project ID
		Loc	31/ 149 Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		Boat model		DECK LIGHT - DIAGRAM	HL	32 / 149
Date of modification	Modified by	Description	Project rev.	B				Title	Loc	



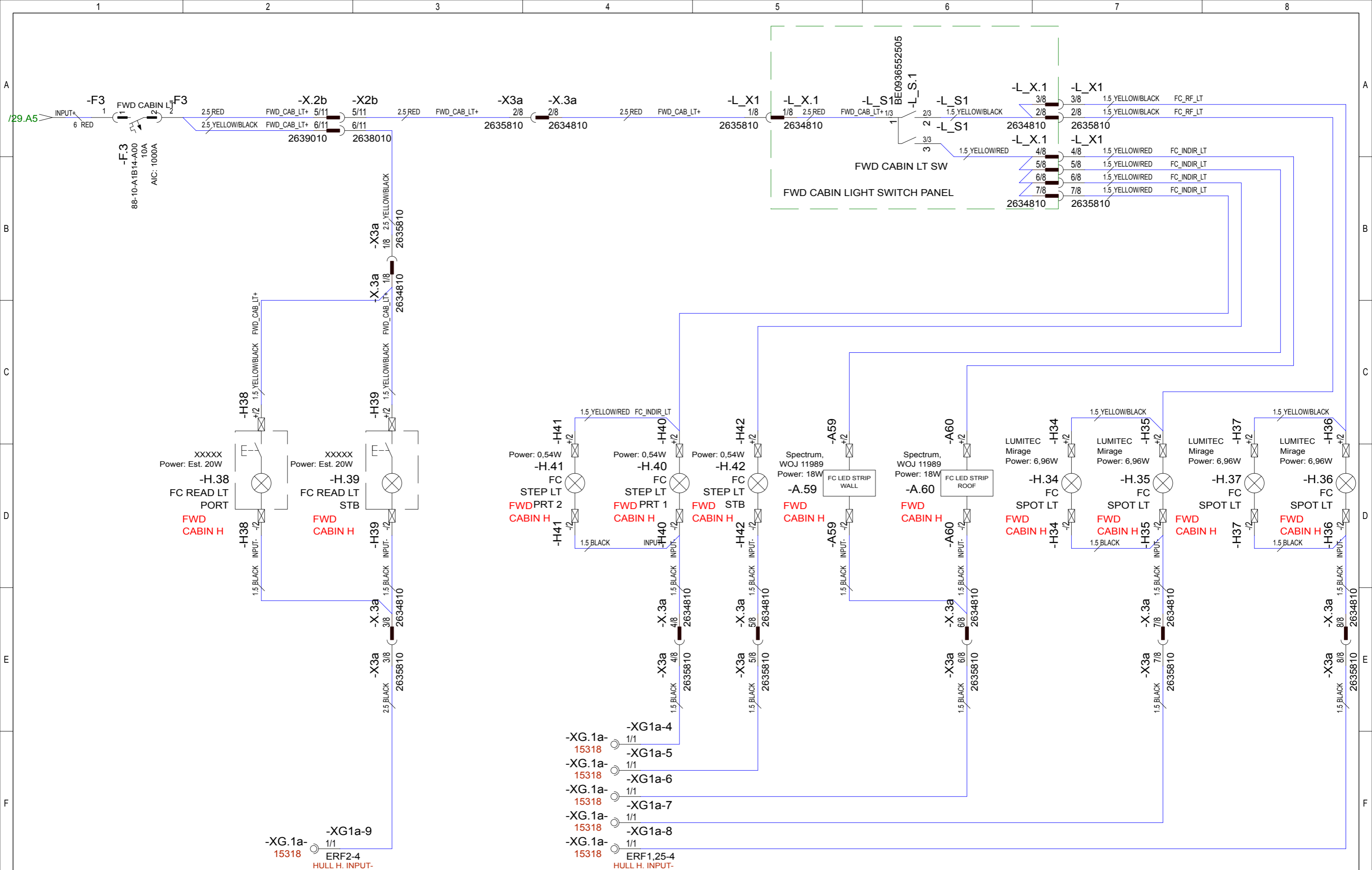
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	MAIN CABIN LIGHT, SPOT - DIAGRAM	HL	33 / 149
1	2	3	4	5	6	7	8	9	




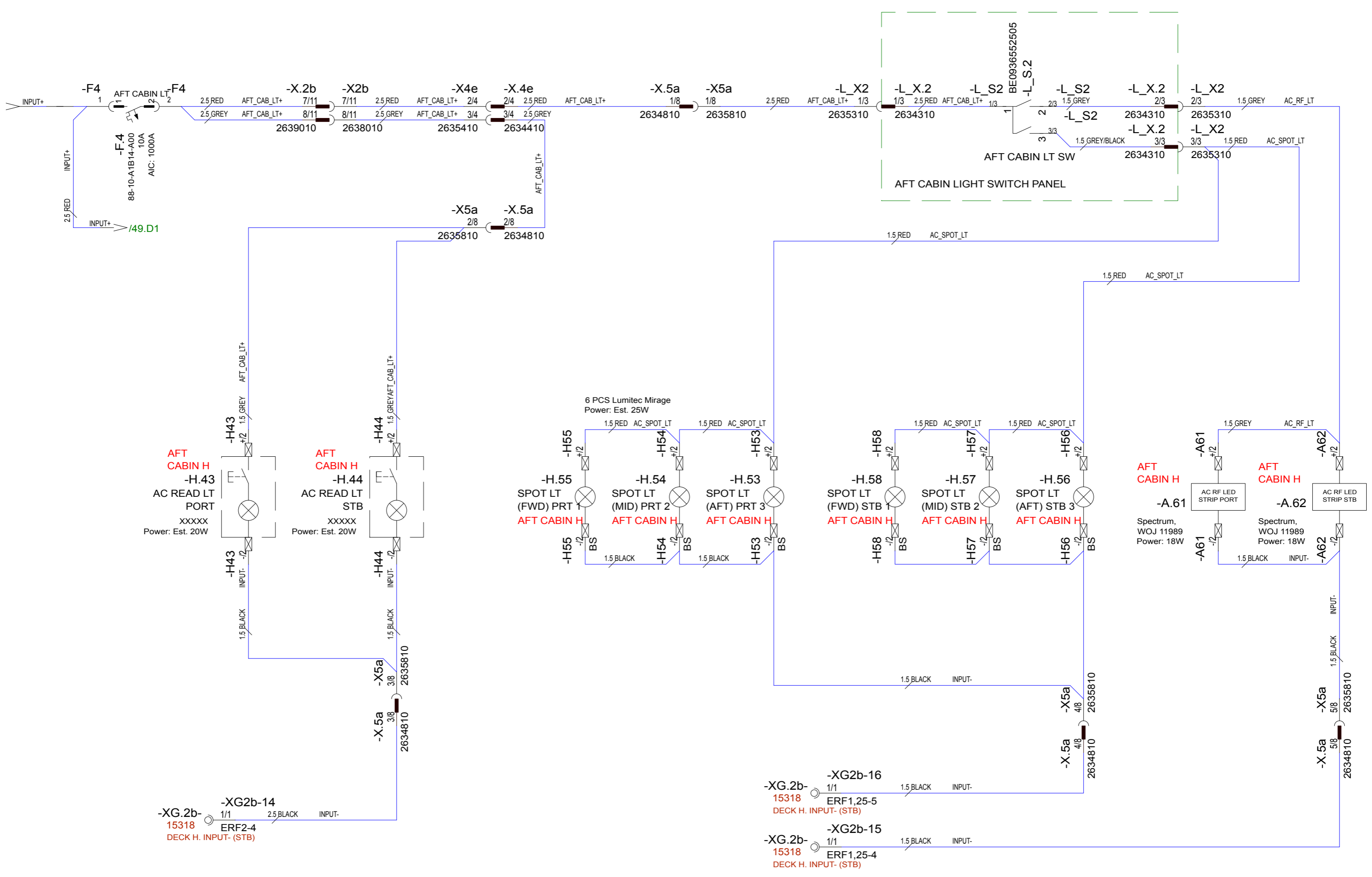
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar	Boat	Sub-product code	Product code	Project ID
37 MY20				
Boat model	MAIN CABIN LIGHT, AMBIENT - DIAGRAM		HL	34 / 149
	Title		Loc	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	 Copyright by	Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		Boat model		FWD CABIN LIGHTS		HL
Date of modification	Modified by	Description	Project rev.	B				- DIAGRAM		Loc
1	2	3	4	5	6	7	8	35 / 149		
							Title		Sheet	

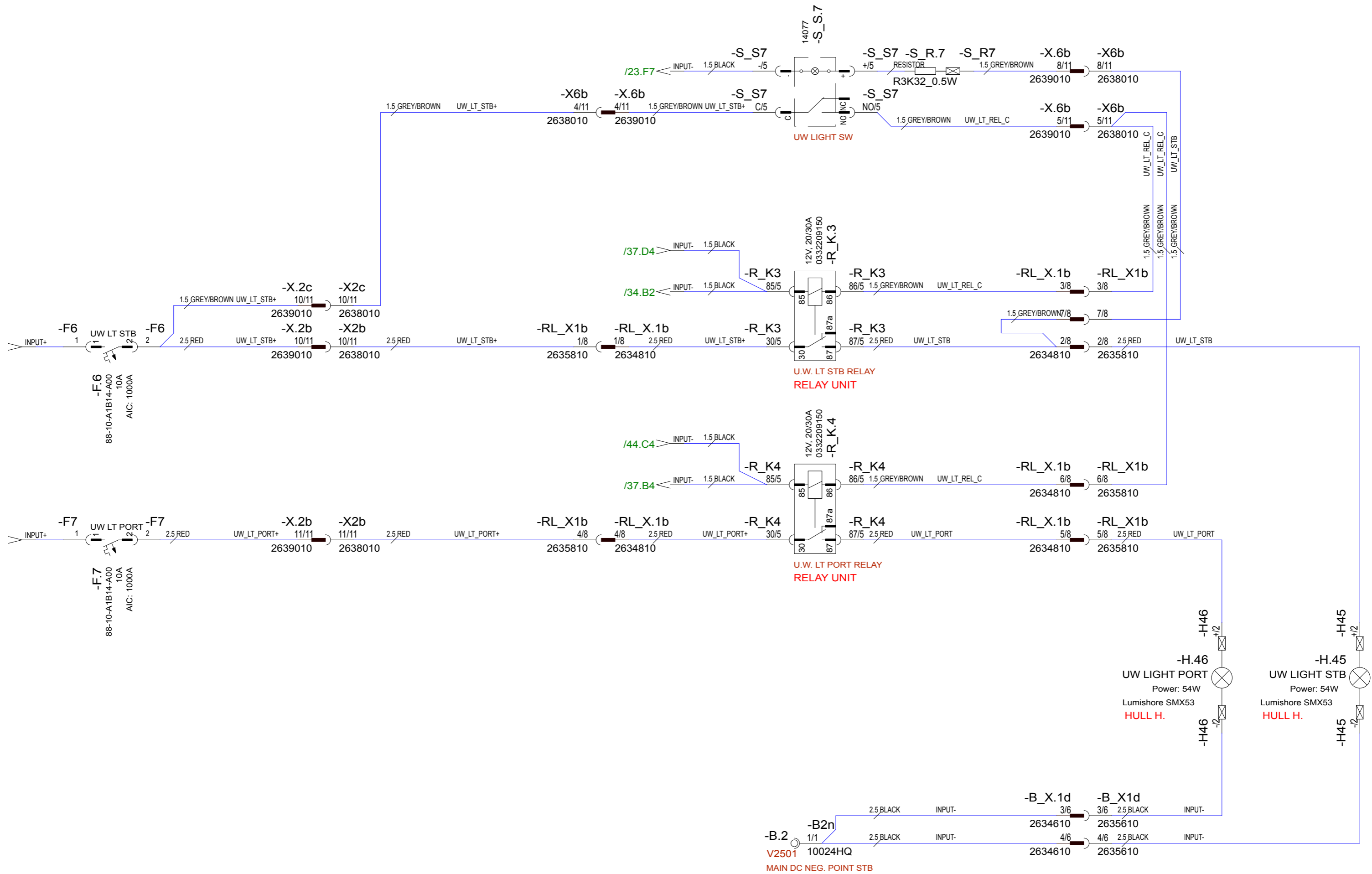


10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

Date	14.1.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B



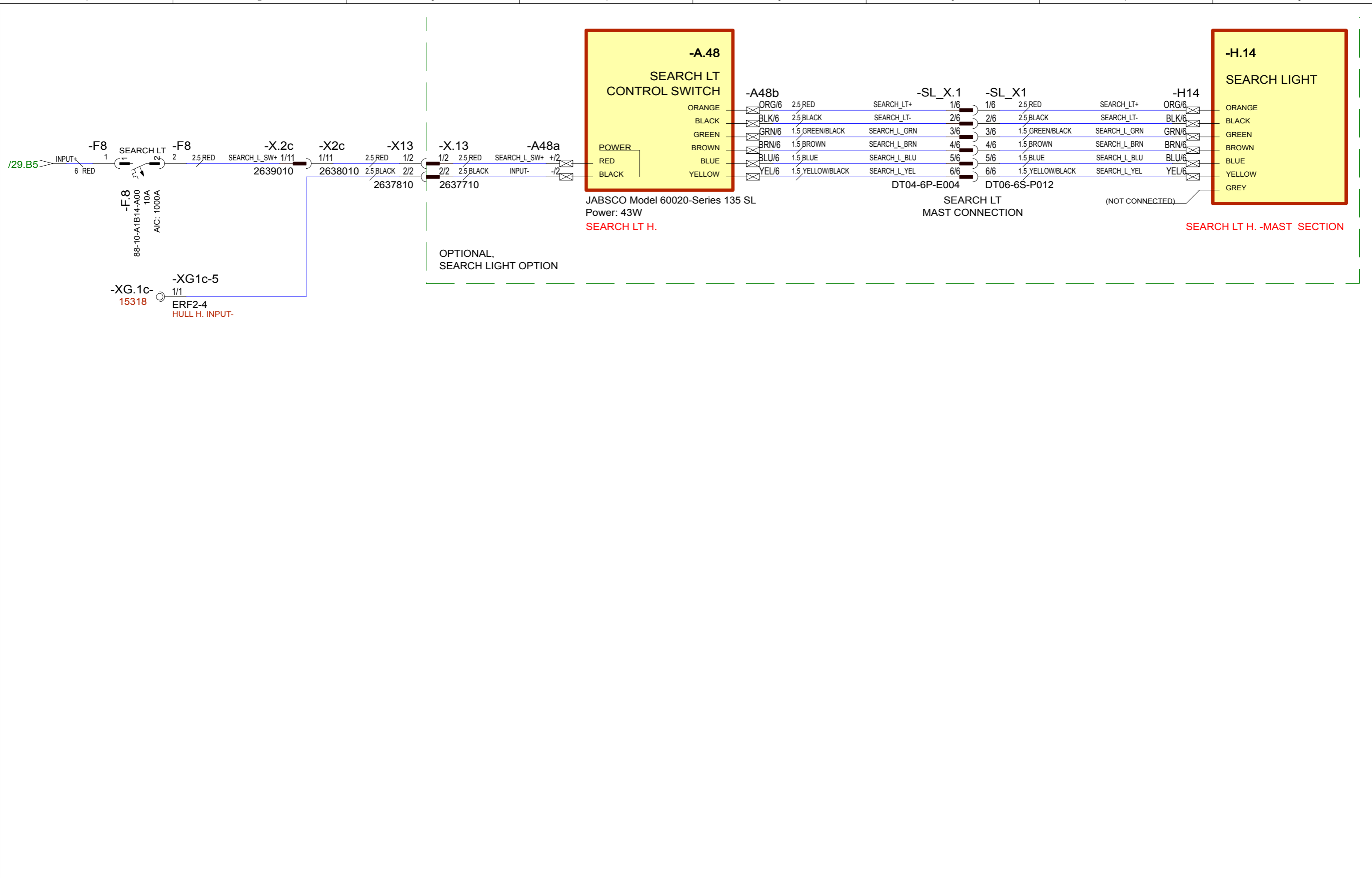
Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		AFT CABING LIGHTS - DIAGRAM	
		HL	Project ID
		Loc	36 / 149
			Sheet



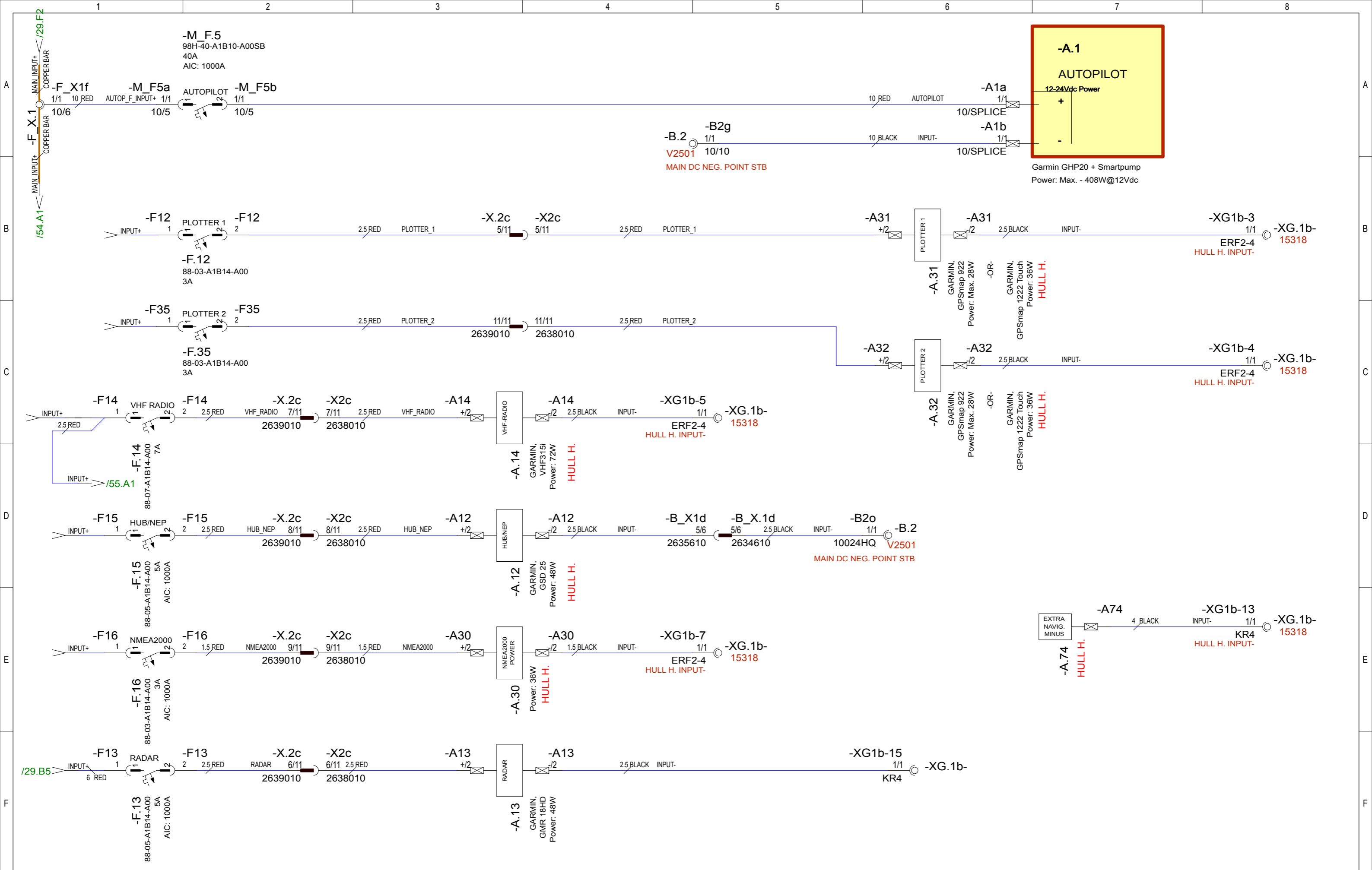
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



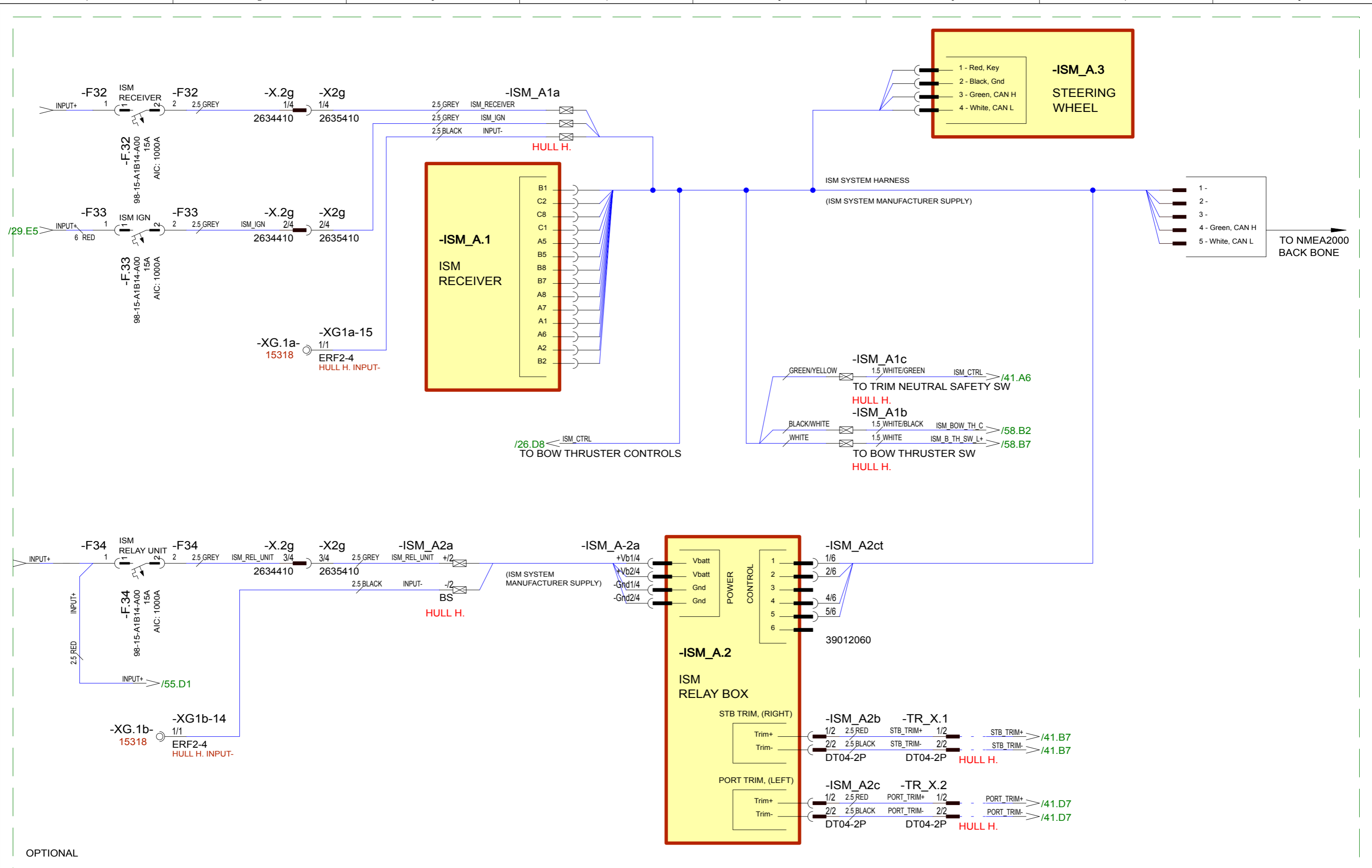
Axopar	Sub-product code	Product code	Project ID
Boat	37 MY20	UNDER WATER LT - DIAGRAM	HL
Boat model		Title	Loc
			37 / 149 Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	SEARCH LIGHT - DIAGRAM	HL	38 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model		Title	

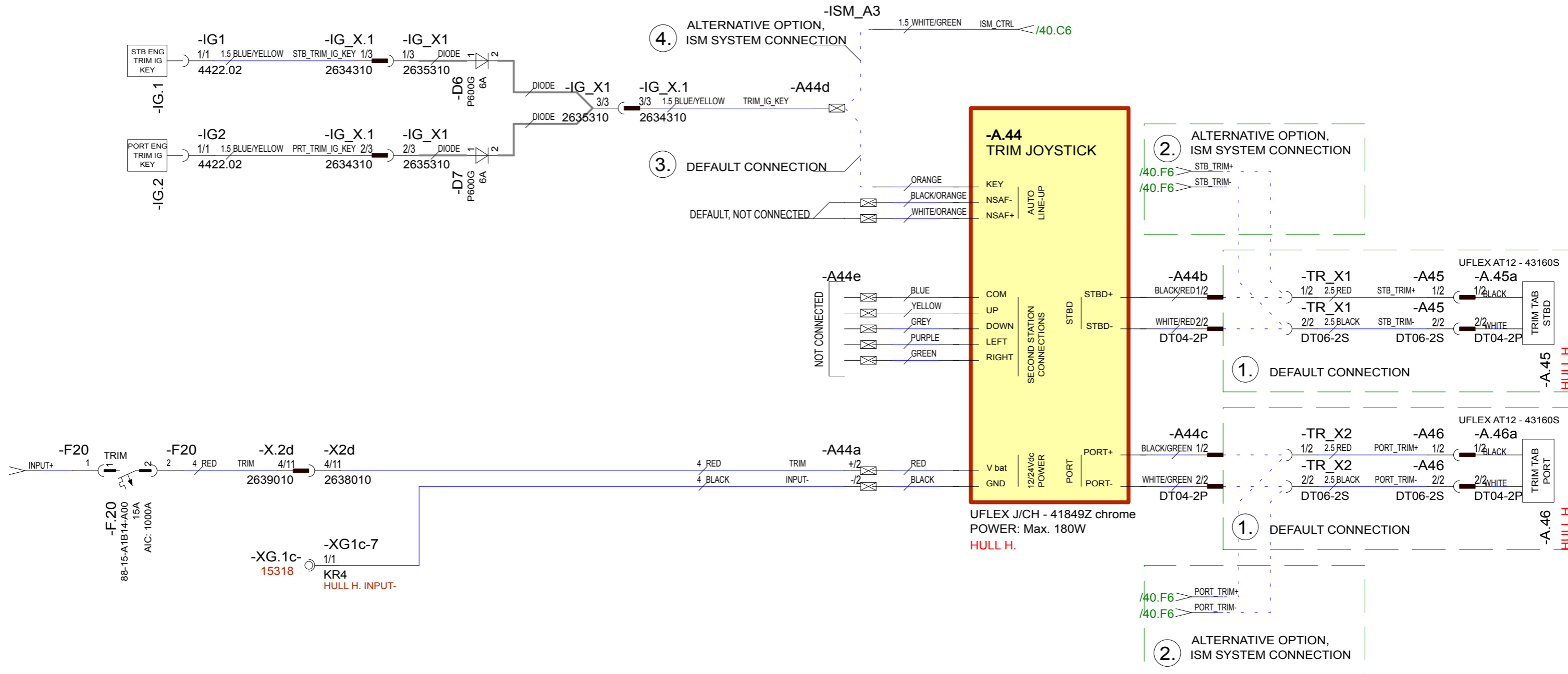


10.10.2019	PN	B4: RADAR MOVED TO HULL HARNESS.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	NAV. EQUIPMENT - DIAGRAM	HL	39 / 149
						Title	Loc	Sheet	



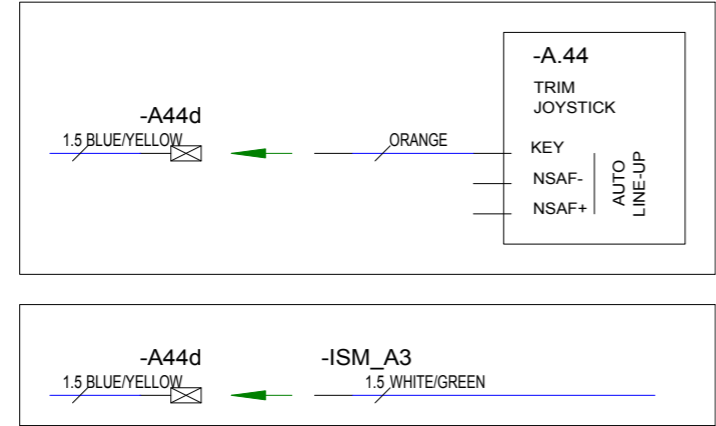
OPTIONAL

10.10.2019	PN	B4: ISM HARNESS CREATED 30735.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	ISM SYSTEM - DIAGRAM	HL	40 / 149
1	2	3	4	5	6	7	8	Sheet	



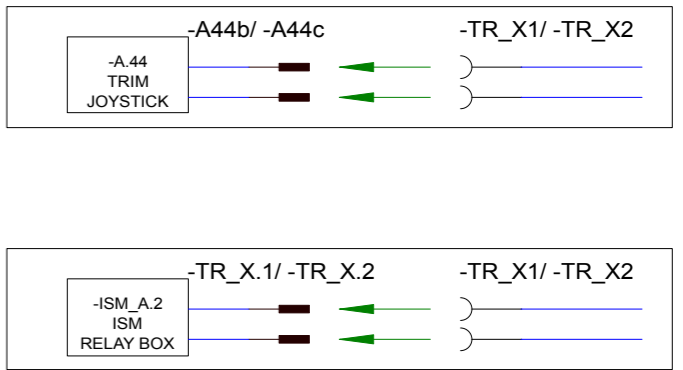
TRIM AUTO LINE-UP ALTERNATIVES:

- 3. ALTERNATIVE 1: DEFAULT CONNECTION.** IGN KEY CONNECTED TO TRIM JOYSTICK: -A44d connected to -A.44/KEY
- 4. ALTERNATIVE 2: ISM SYSTEM CONNECTION.** IGN KEY CONNECTED TO ISM CONTROL HARNESS: -A44d connected to -ISM_A3.



TRIM CONTROL ALTERNATIVES:

- 1. ALTERNATIVE 1: DEFAULT CONNECTION.** TRIM TAB ARE CONNECTED TO TRIM JOYSTICK: -TR_X1 connected to -A44b, -TR_X2 connected to -A44c
- 2. ALTERNATIVE 2: ISM SYSTEM CONNECTION.** TRIM TABS ARE CONNECTED TO ISM RELAY BOX: -TR_X1 connected to -TR_X.1, -TR_X2 connected to -TR_X.2

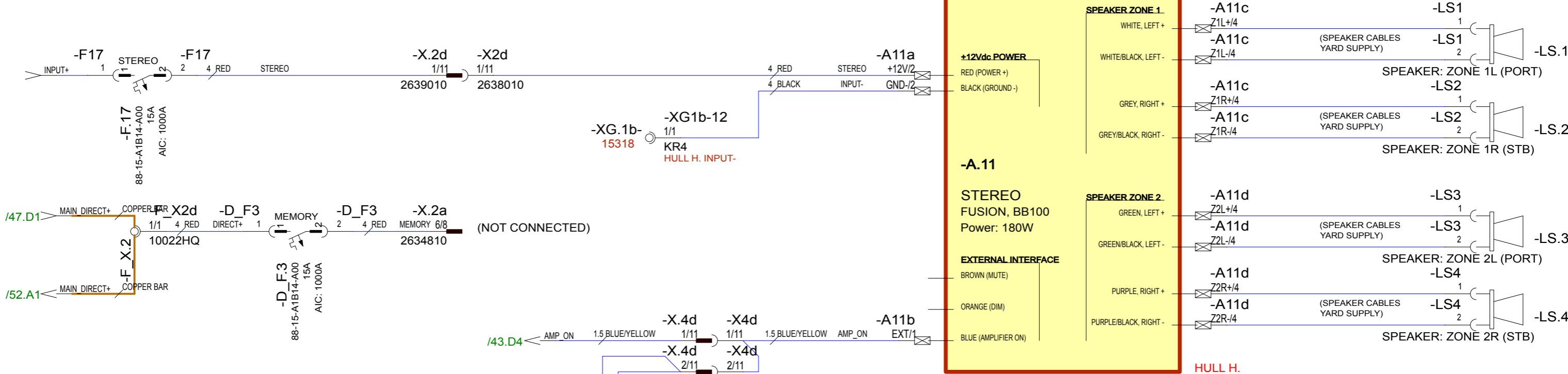


10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

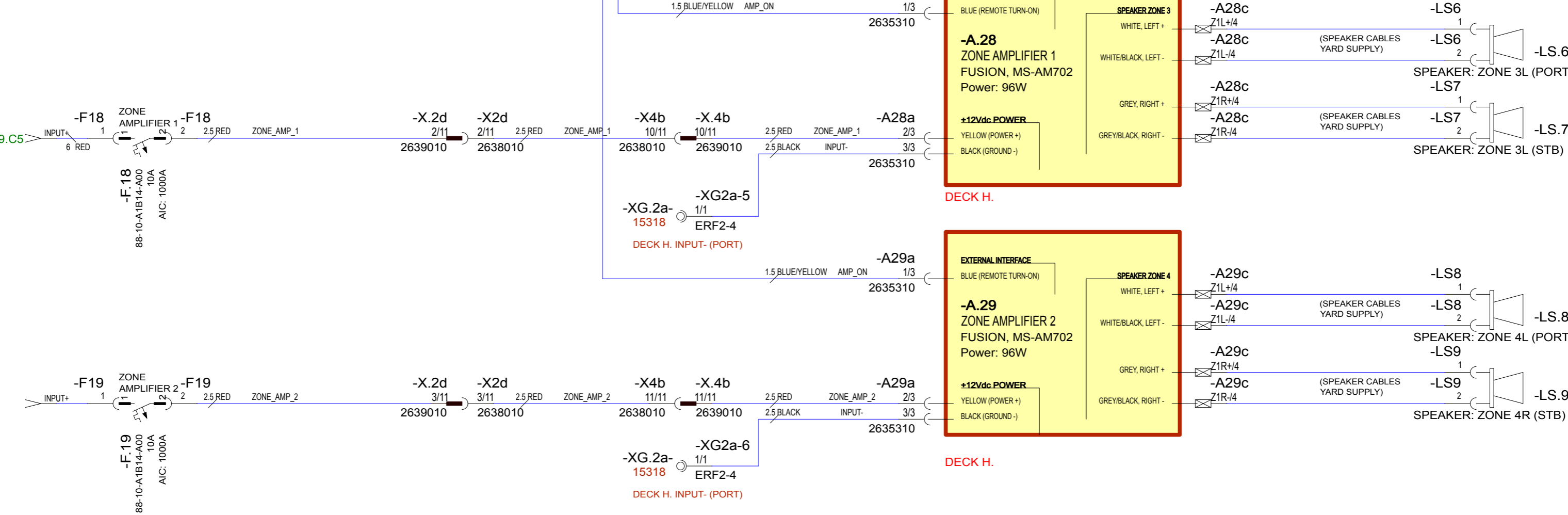


Axopar	Boat	37 MY20	Boat model	Sub-product code	Product code	Project ID	HL	41/ 149
				TRIM - DIAGRAM			Loc	Sheet

OPTIONAL, FUSION ENTERTAINMENT SYSTEM



OPTIONAL, AUDIO UPGRADE 1

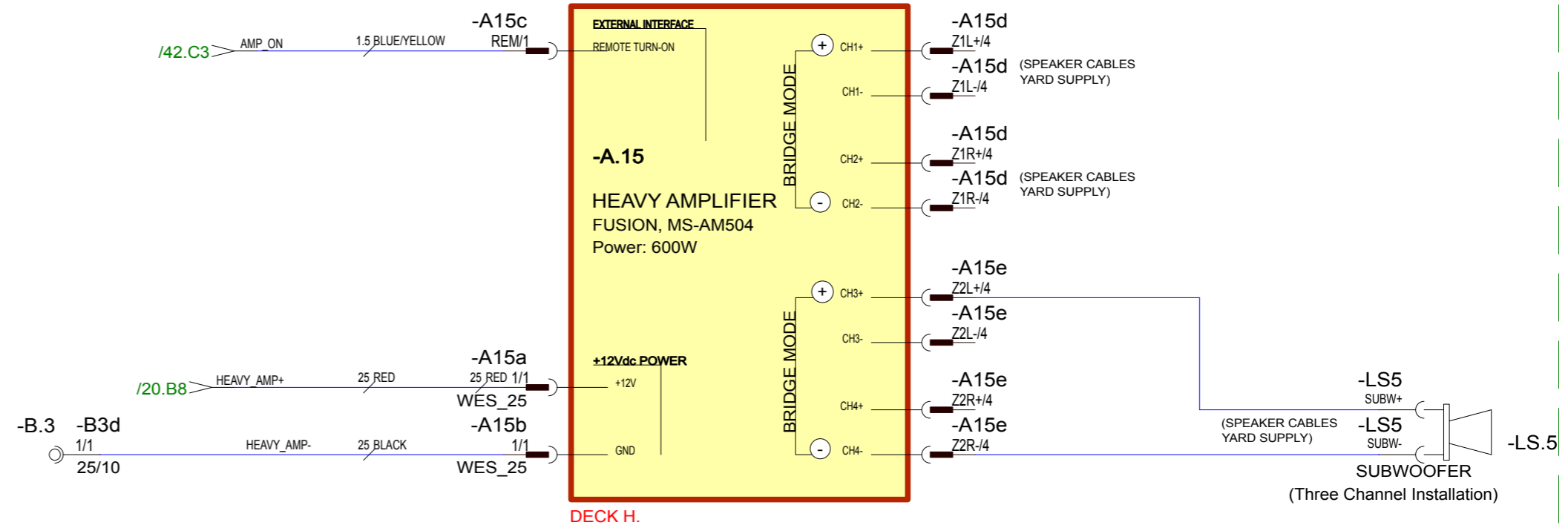



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

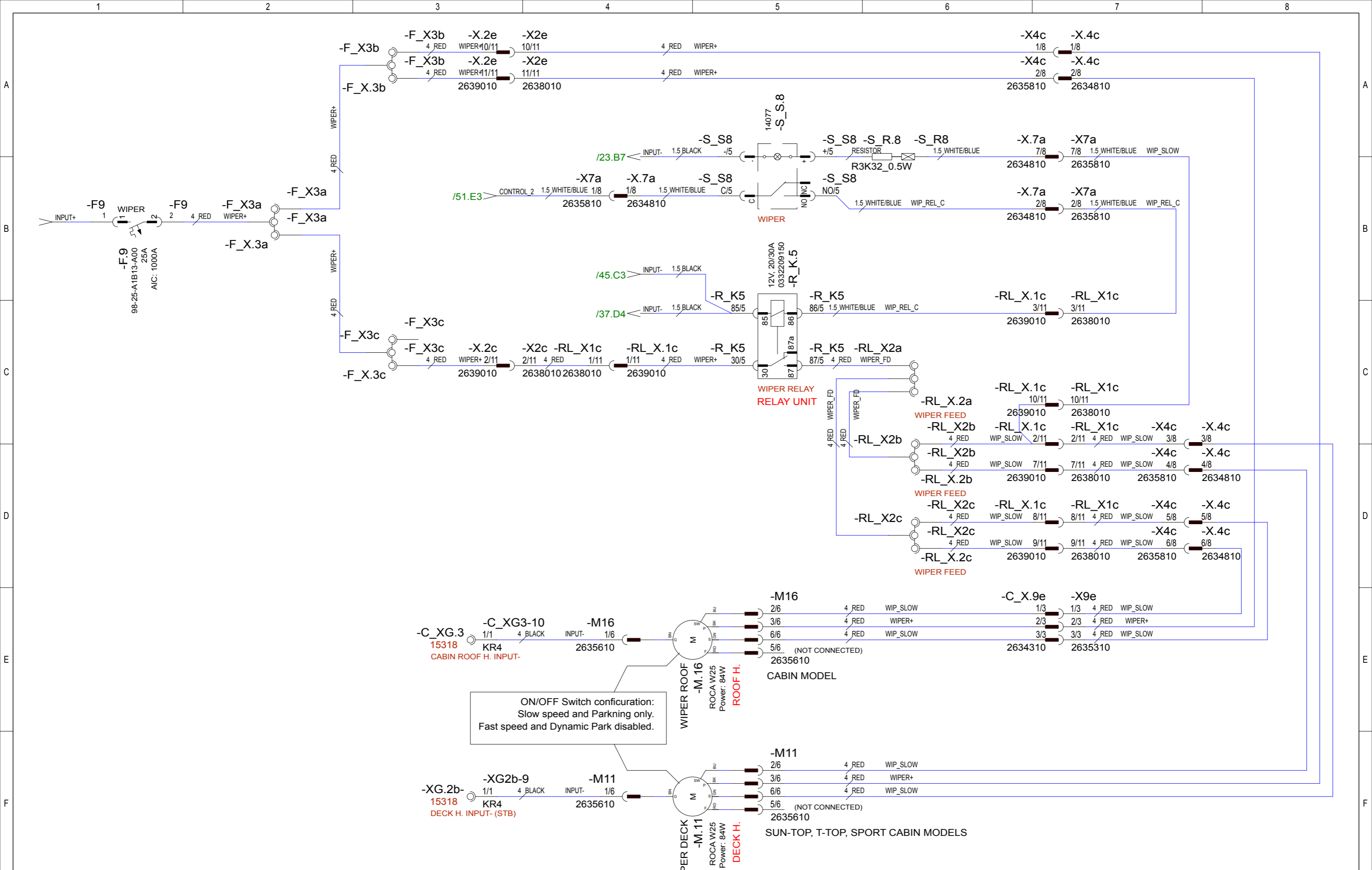


Axopar	Boat	37 MY20	Sub-product code	STEREO - DIAGRAM	Product code	Project ID	42 / 149
	Boat model		Title		HL		Sheet
					Loc		

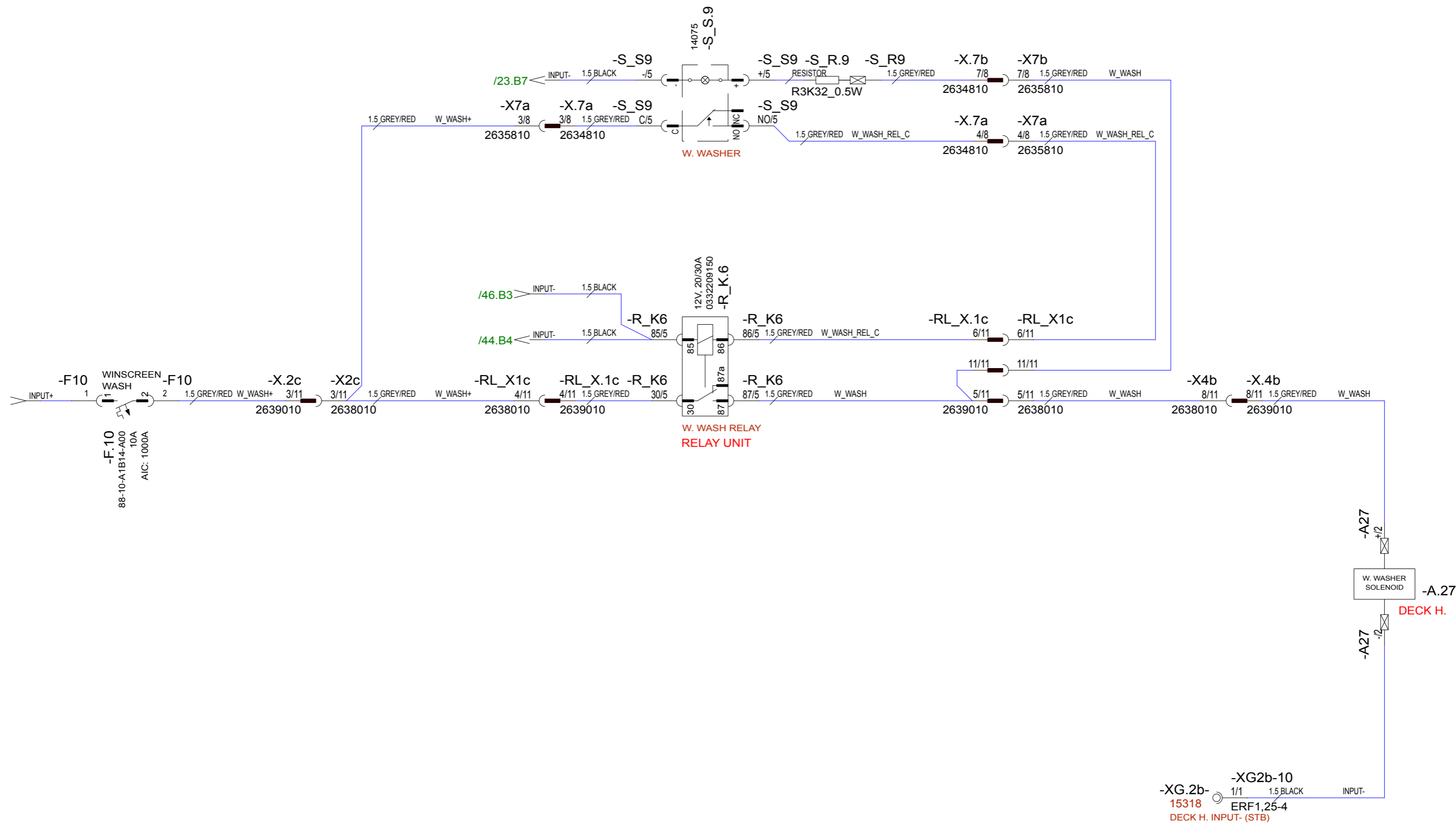
OPTIONAL, AUDIO UPGRADE 2



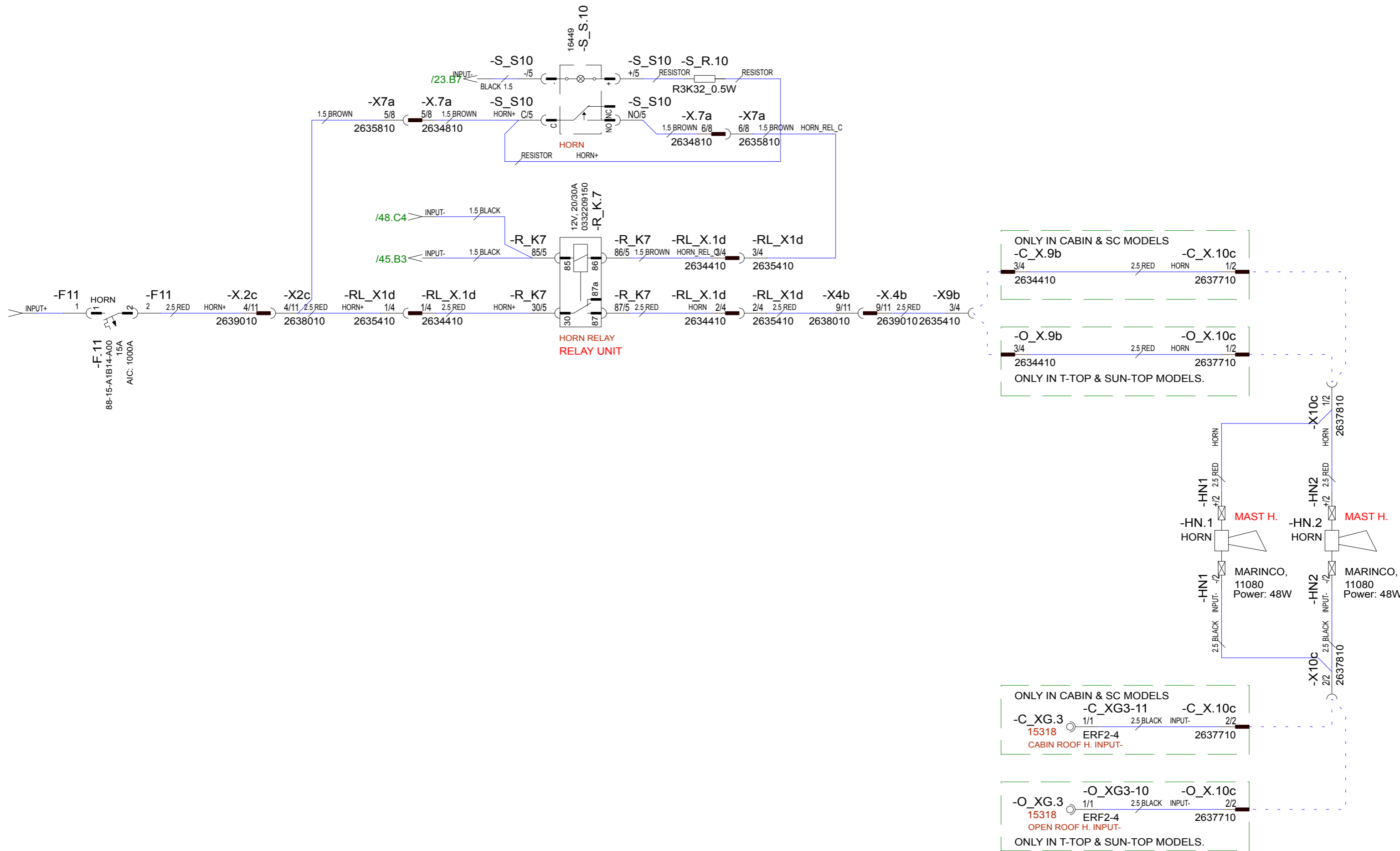
10.10.2019	PN	B4: MINUS BUSBAR ADDED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	Copyright by		HEAVY AMPLIFIER - DIAGRAM	HL	43 / 149 Sheet
Date of modification	Modified by	Description	Project rev.	B	Boat model			Loc	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		Boat model	37 MY20	WIPERS	HL	44 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	37 MY20	- DIAGRAM	Loc	



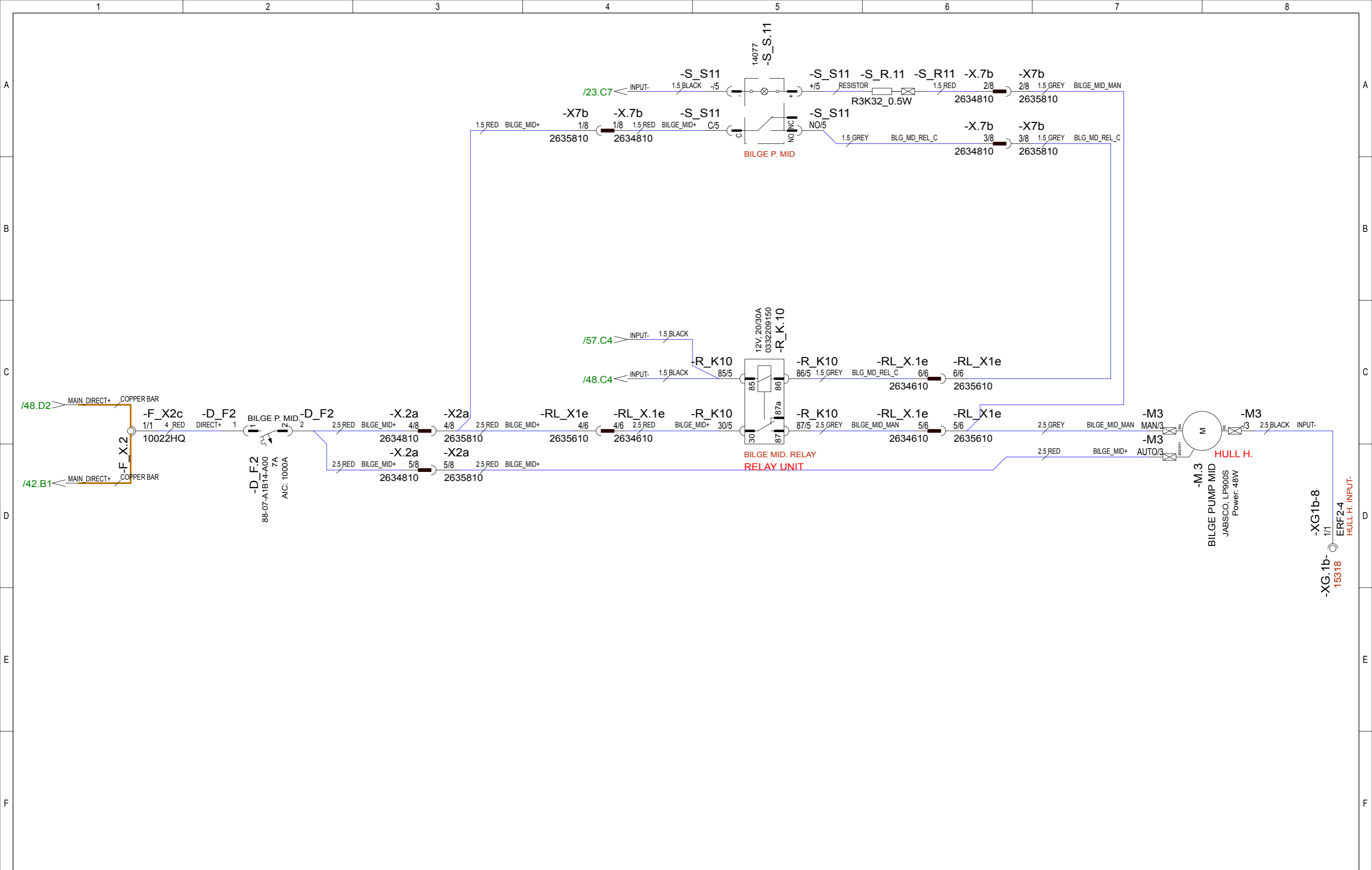
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	WINDSCREEN WASH		HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	- DIAGRAM	
1	2	3	4	5	6	7	8	9	10
								Loc	45 / 149 Sheet



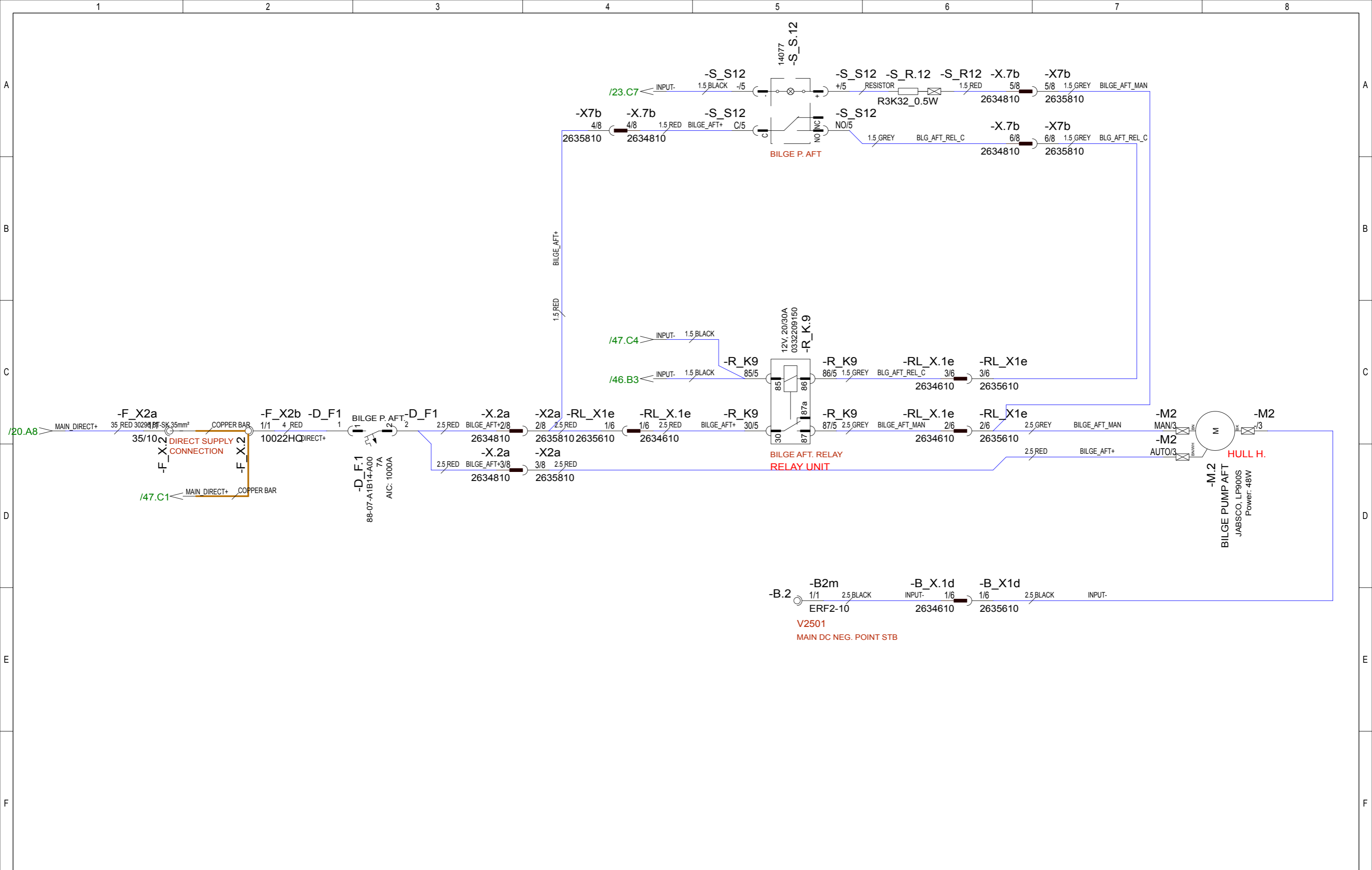
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		HORN - DIAGRAM	HL	46 / 149
		Title	Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	BILGE PUMP MID		HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	- DIAGRAM		Loc
1	2	3	4	5	6	7	47 / 149		
						Title		Sheet	



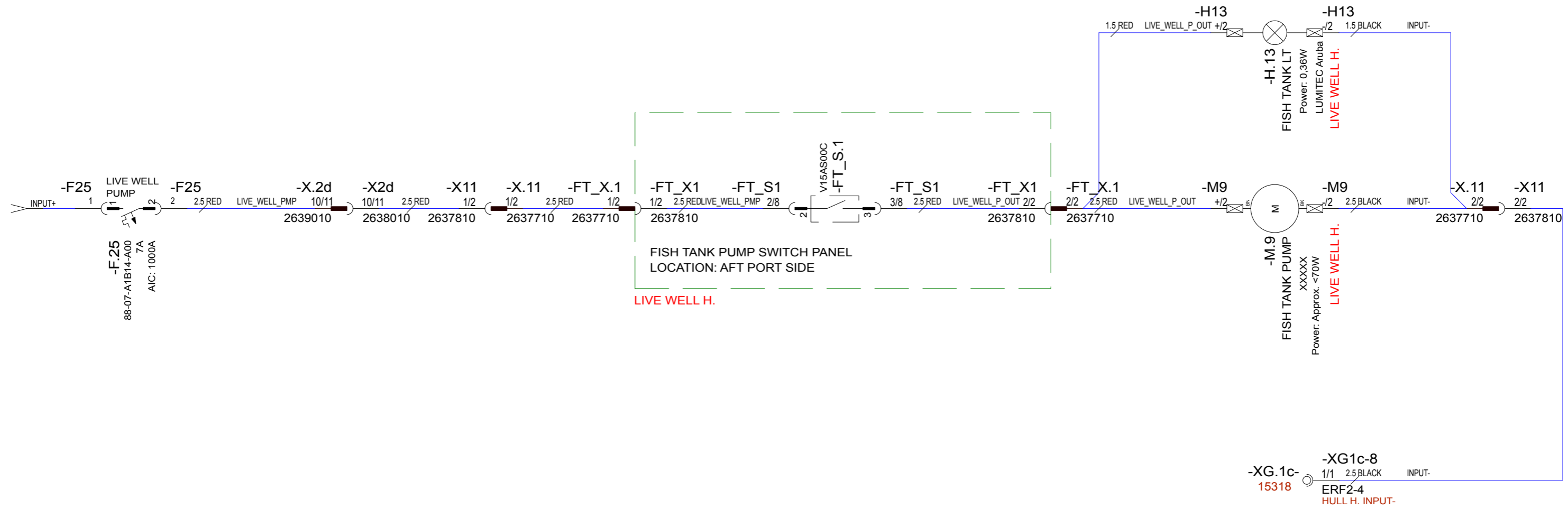
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	 Copyright by	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	BILGE PUMPAFT - DIAGRAM	HL	48 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model		Title	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		Title	PUMPS - DIAGRAM
		HL	49 / 149
		Loc	Sheet

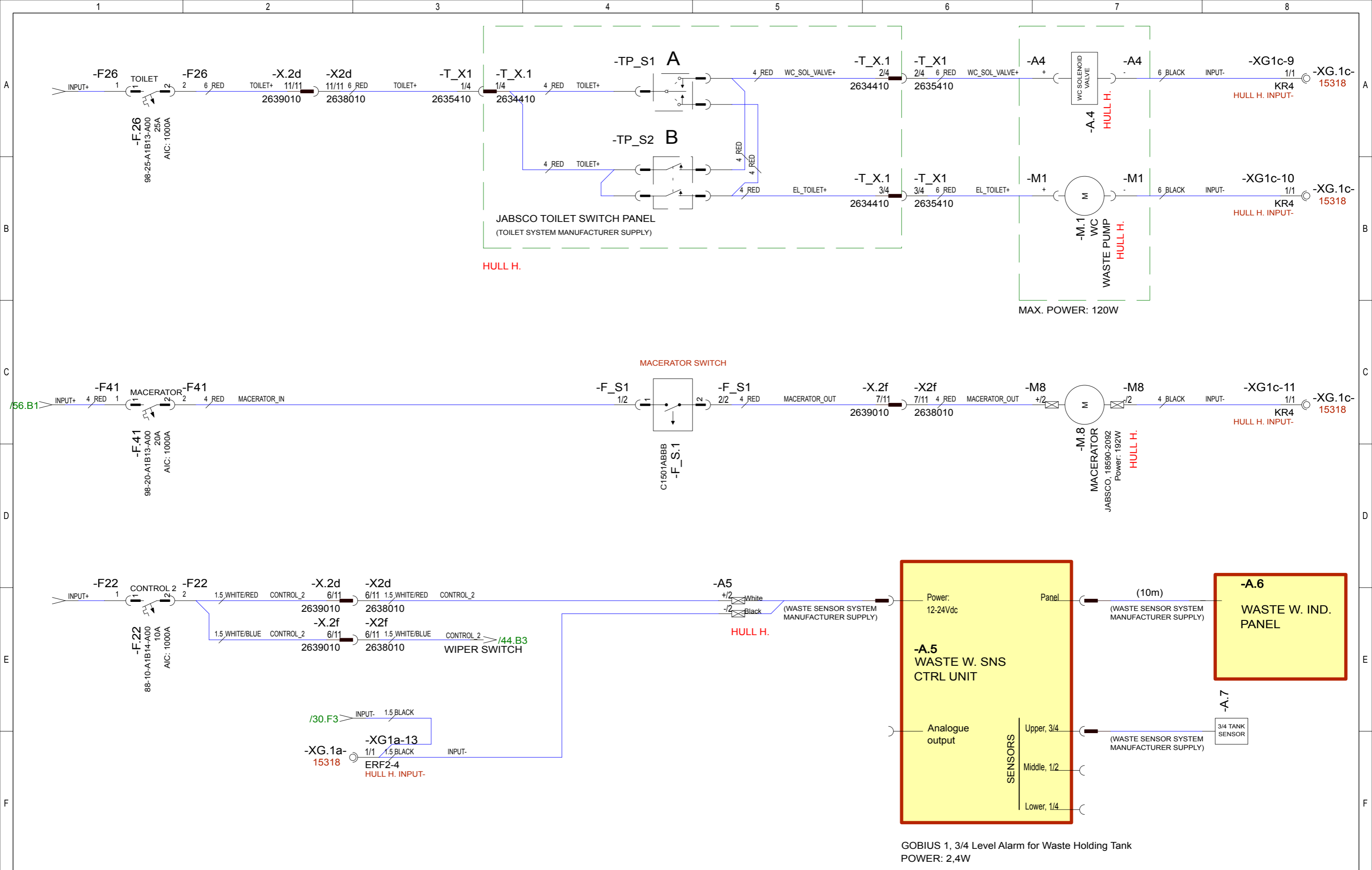


V15AS00C
 -FT_S.1
 -FT_S1
 -FT_X1
 -FT_X1
 FISH TANK PUMP SWITCH PANEL
 LOCATION: AFT PORT SIDE
 LIVE WELL H.

10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

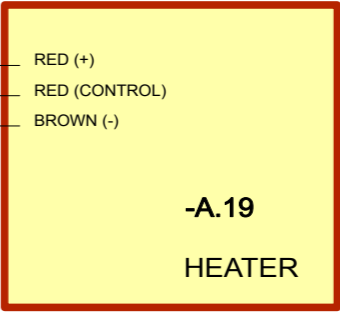
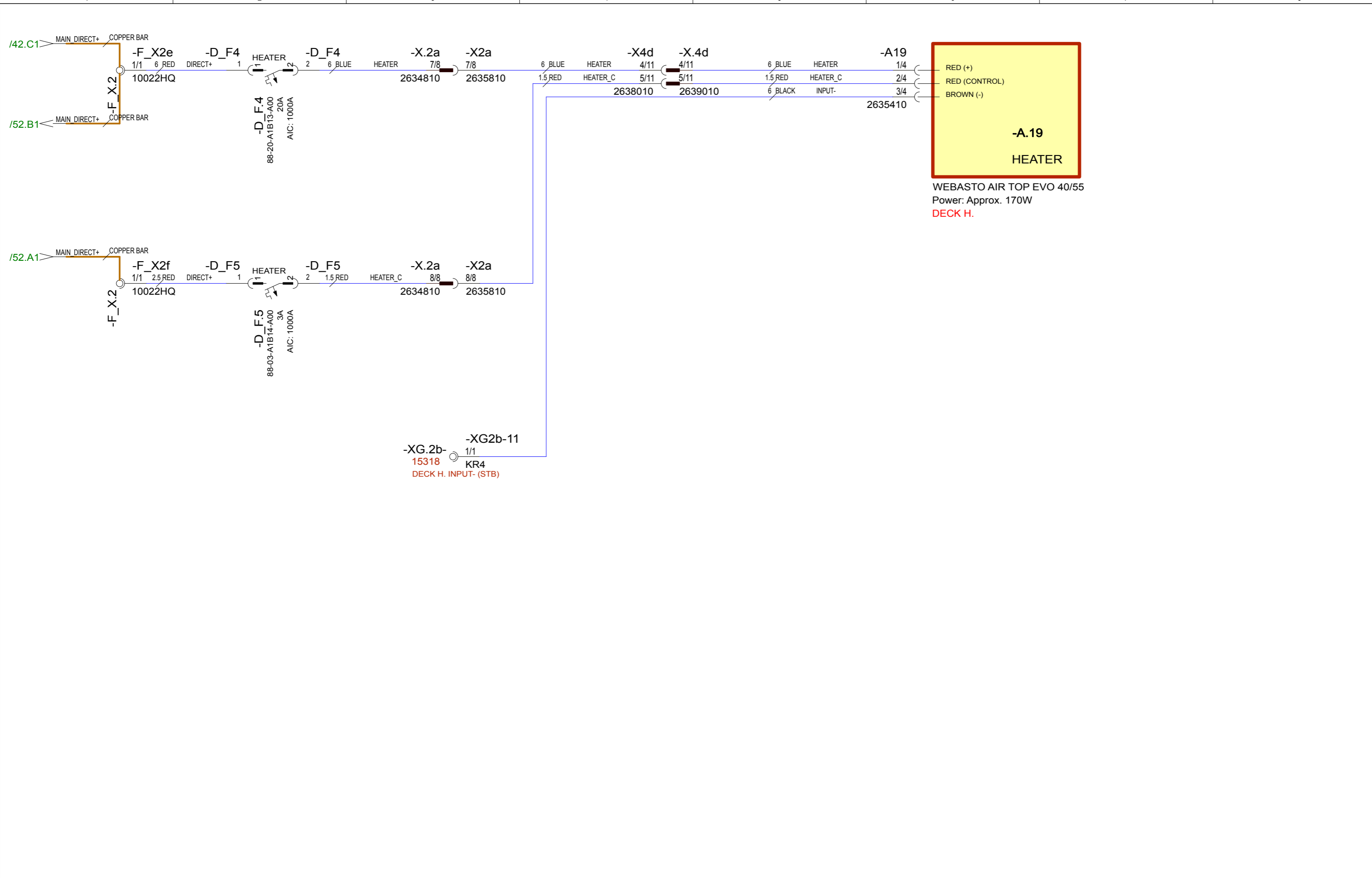


Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		LIVE WELL PUMP	Project ID
		- DIAGRAM	
		HL	50 / 149
		Loc	Sheet



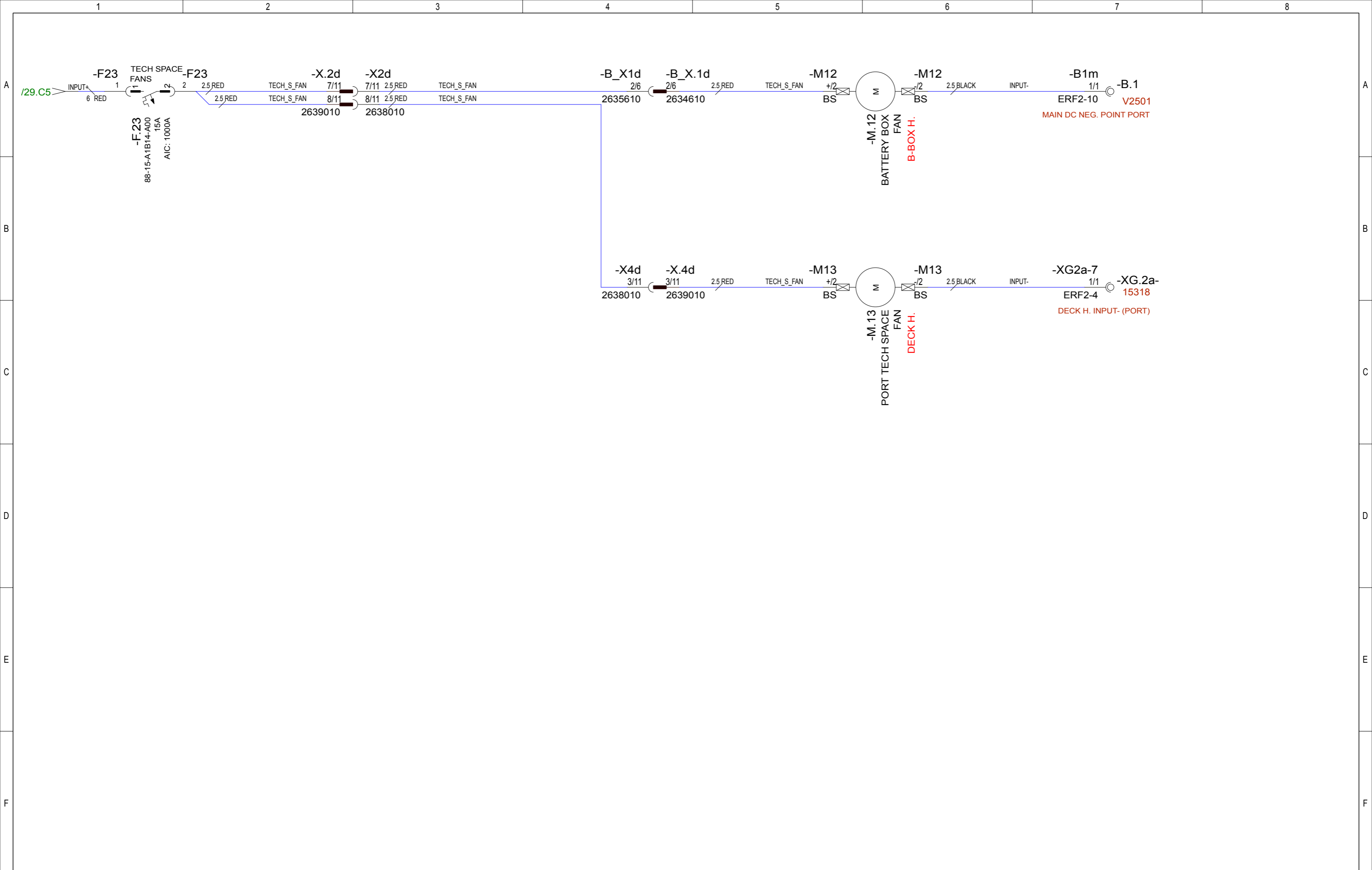
GOBIUS 1, 3/4 Level Alarm for Waste Holding Tank
POWER: 2,4W


10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	TOILET/ MACERATOR/ WASTE TANK SNS - DIAGRAM	HL	51/ 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	

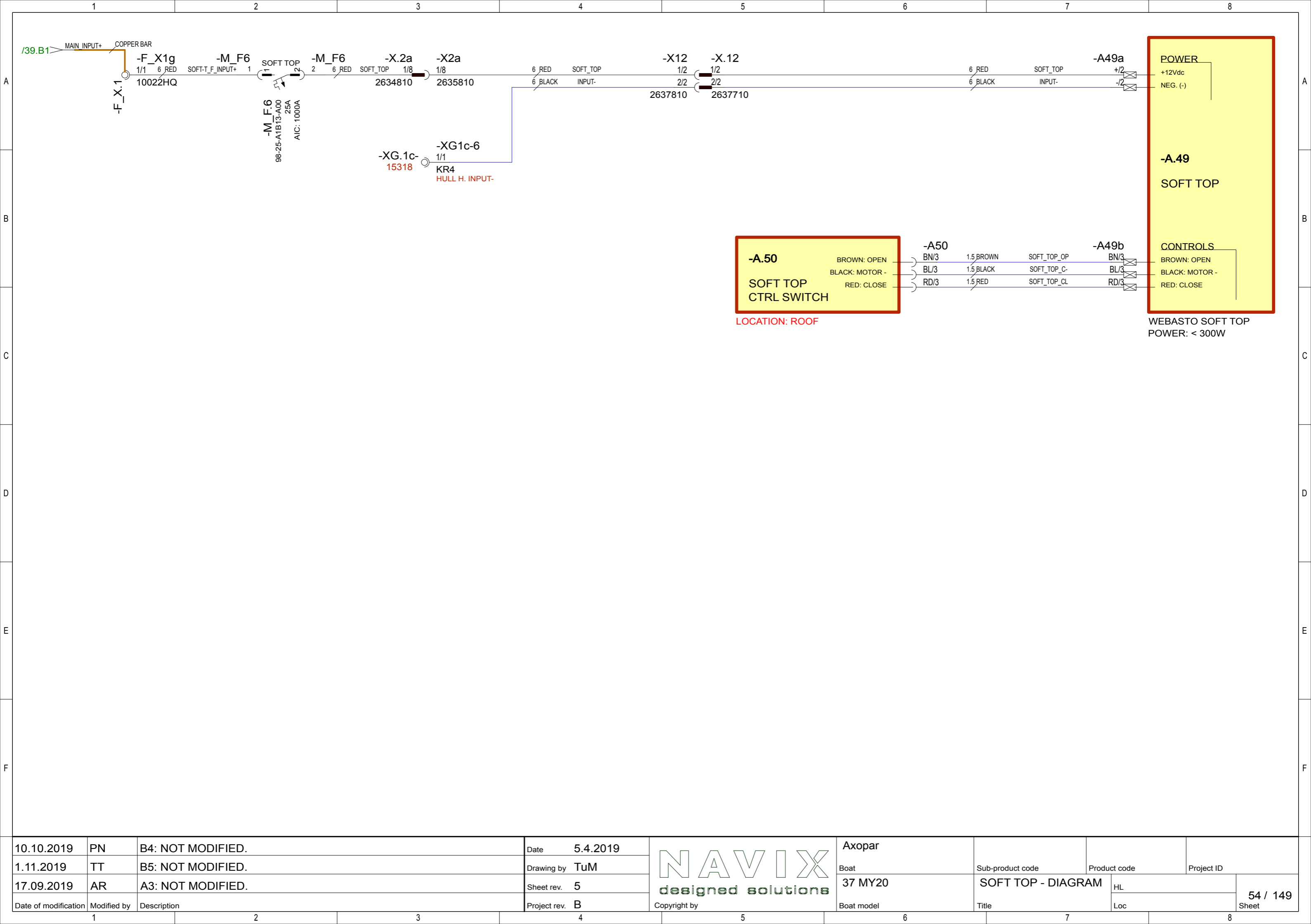


WEBASTO AIR TOP EVO 40/55
Power: Approx. 170W
DECK H.

10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	HEATER		HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	- DIAGRAM		Loc



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	 Copyright by	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	TECH SPACE FANS		HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	53 / 149 Sheet

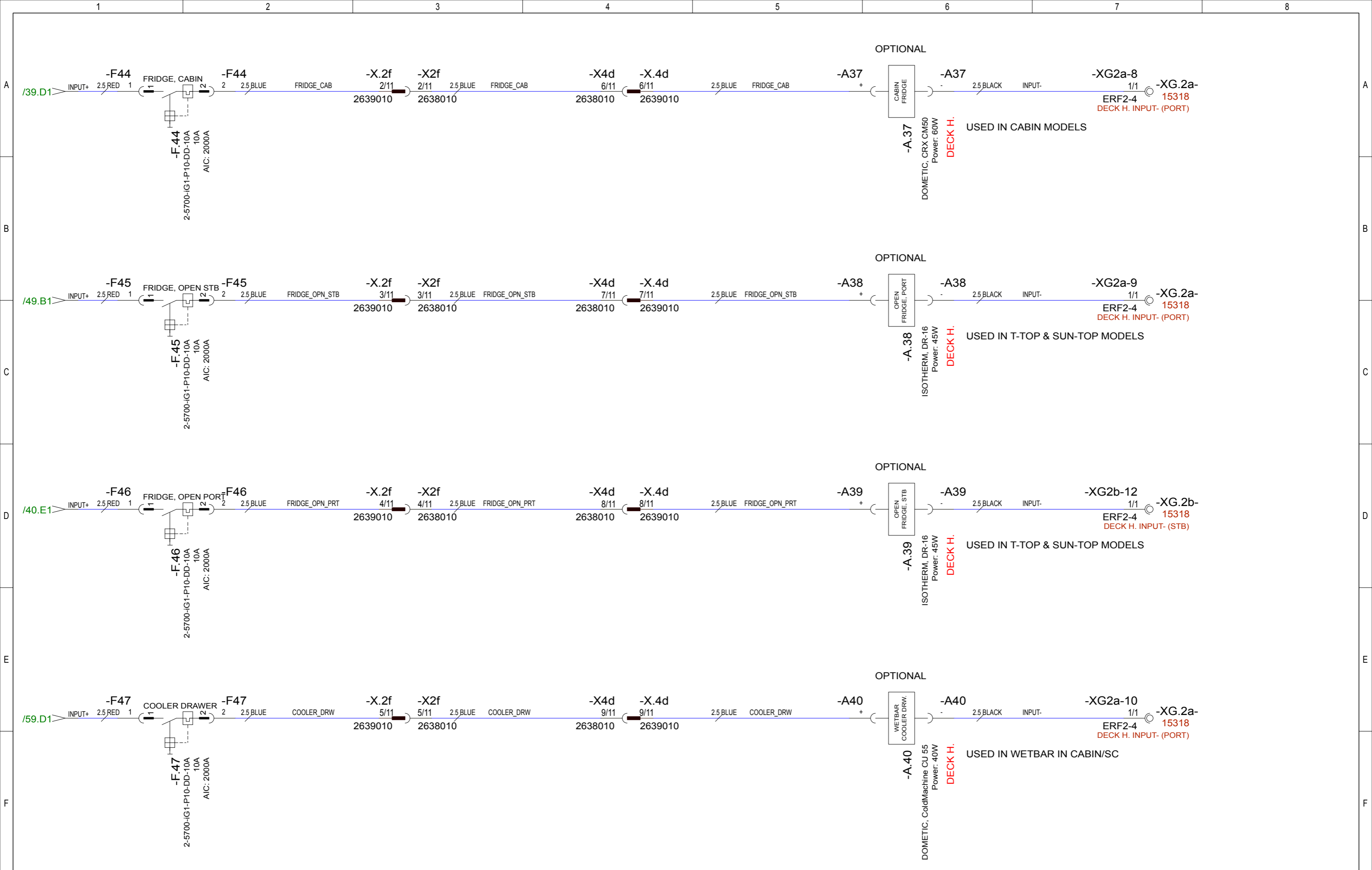


10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

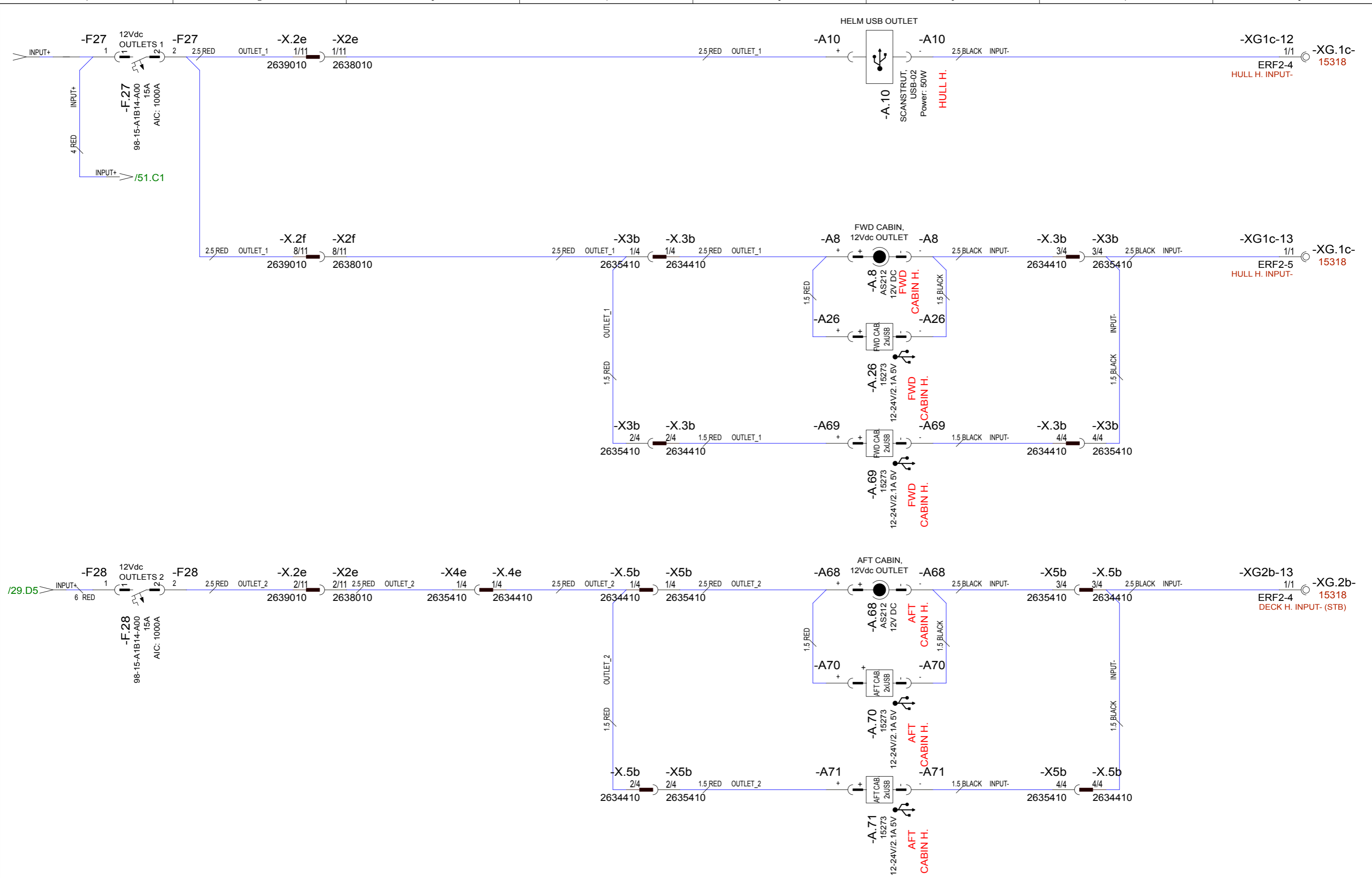
Date	5.4.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B



Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		Title	Project ID
		HL	54 / 149
		Loc	Sheet



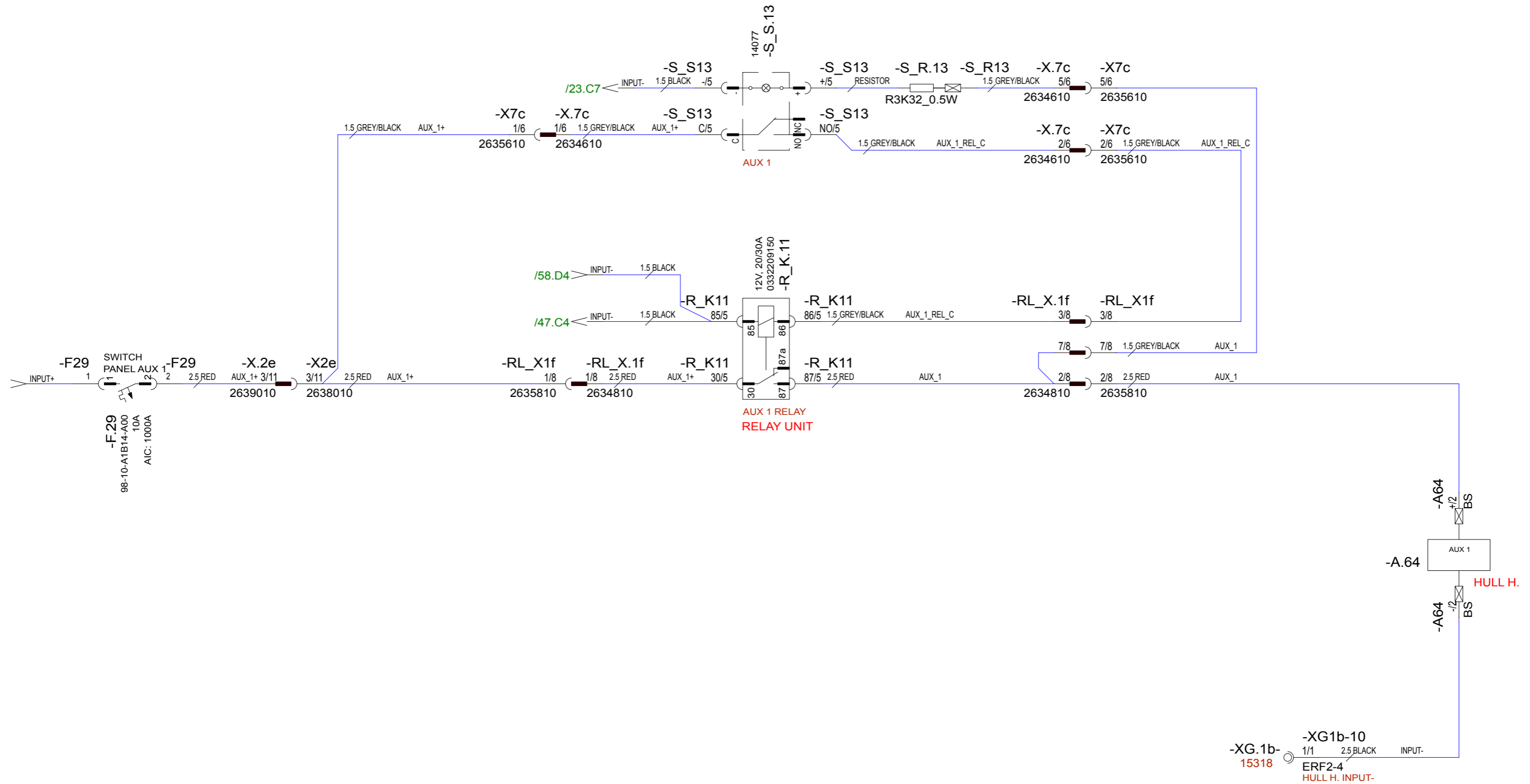
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	REFRIGERATORS	HL	55 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	- DIAGRAM	Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



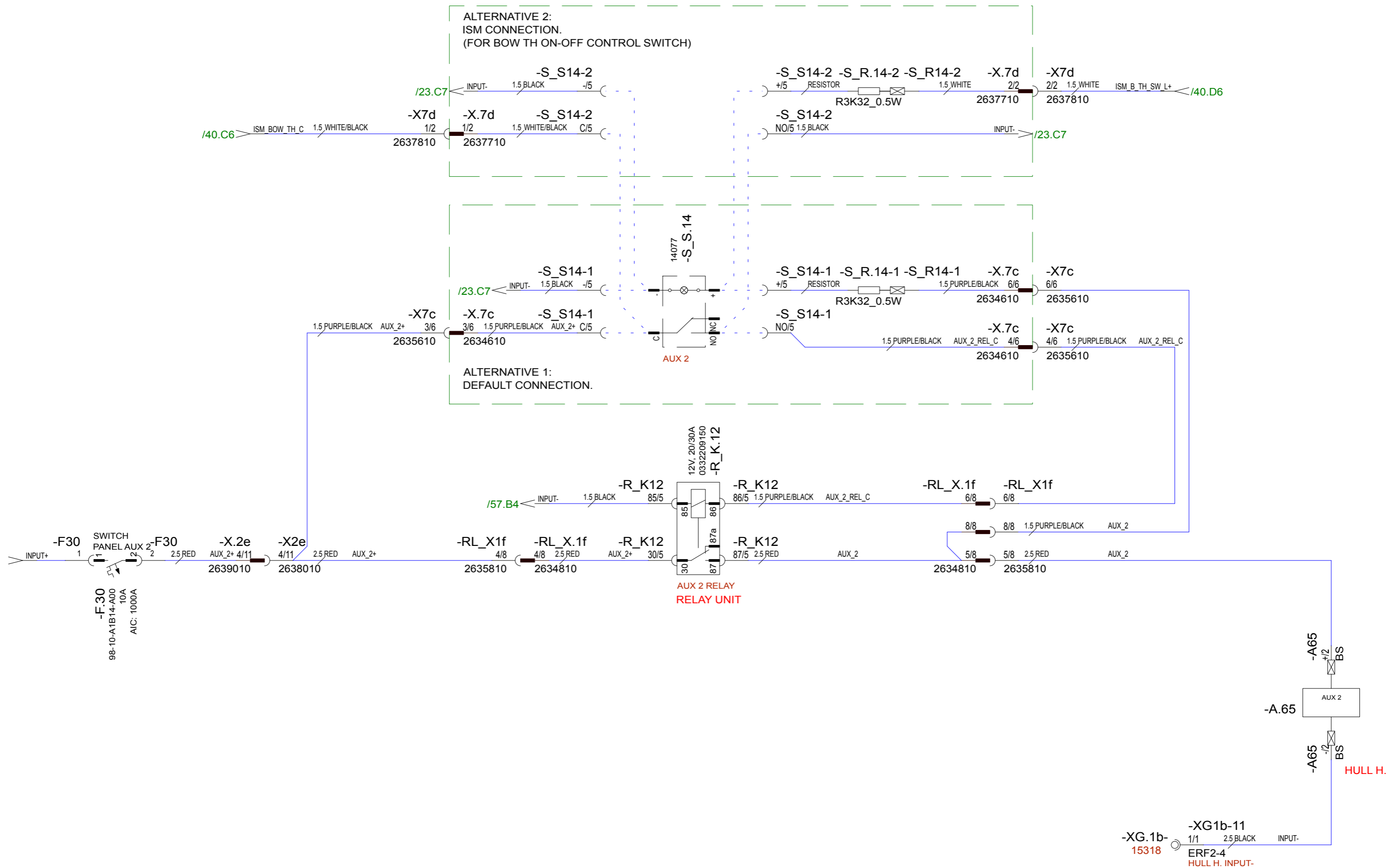
Axopar					
Boat	37 MY20	Sub-product code	Product code	Project ID	
Boat model		12Vdc OUTLETS/ USB - DIAGRAM		HL	56 / 149 Sheet
		Title		Loc	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



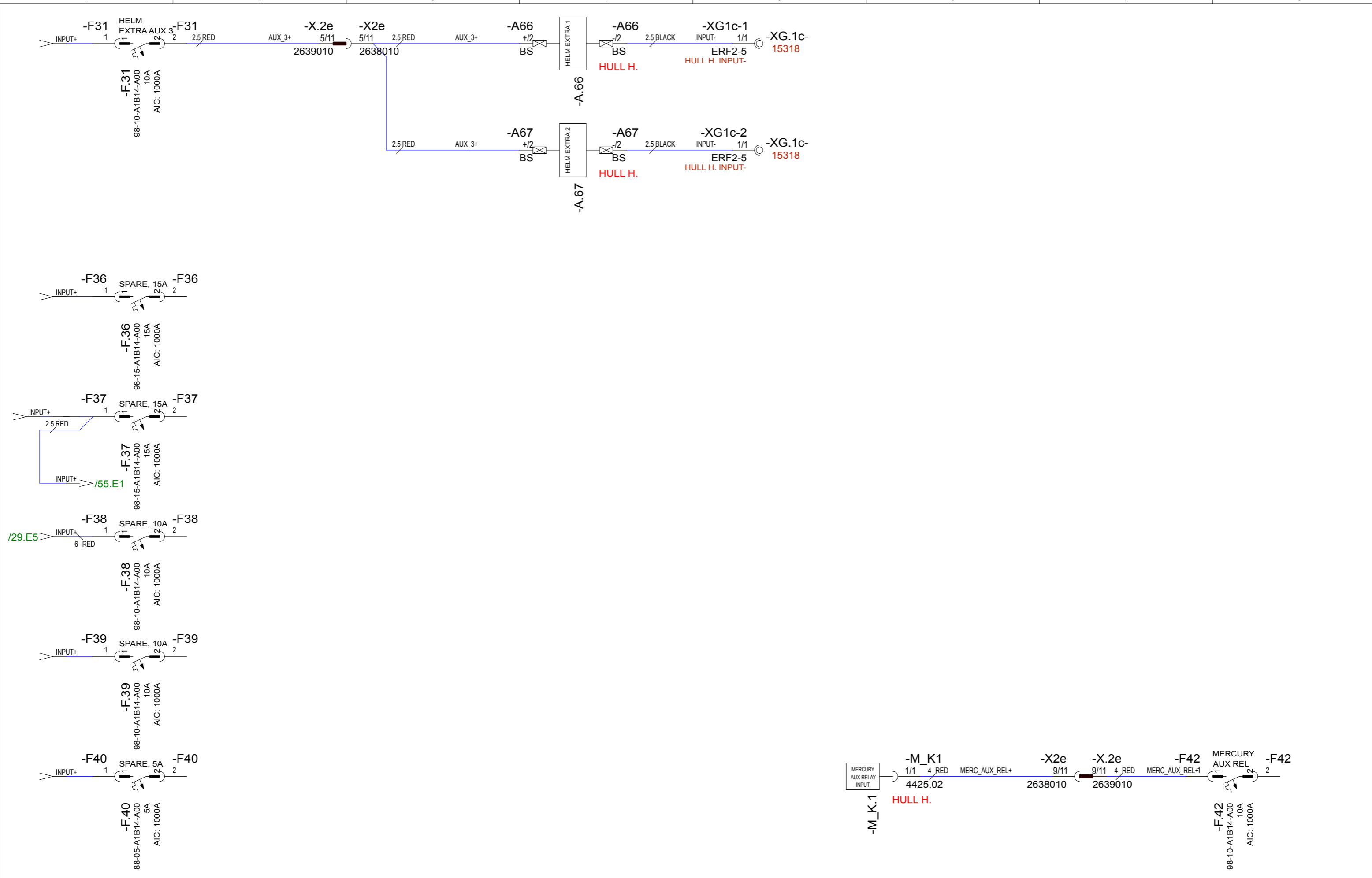
Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		AUX 1 - DIAGRAM		57 / 149
		Title	HL	Sheet
			Loc	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



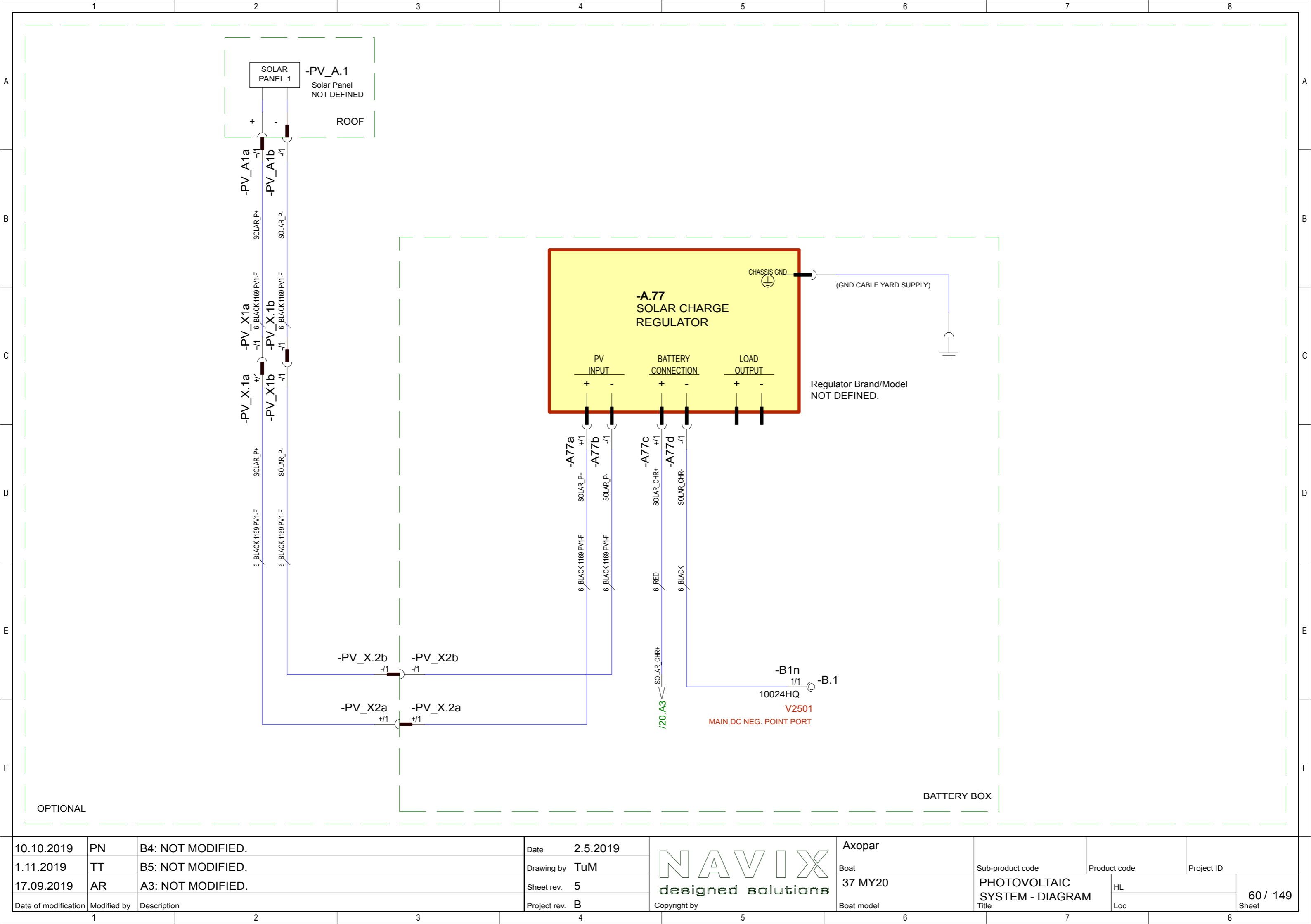
Axopar				
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		AUX 2 - DIAGRAM		
		Title	HL	58 / 149
			Loc	Sheet




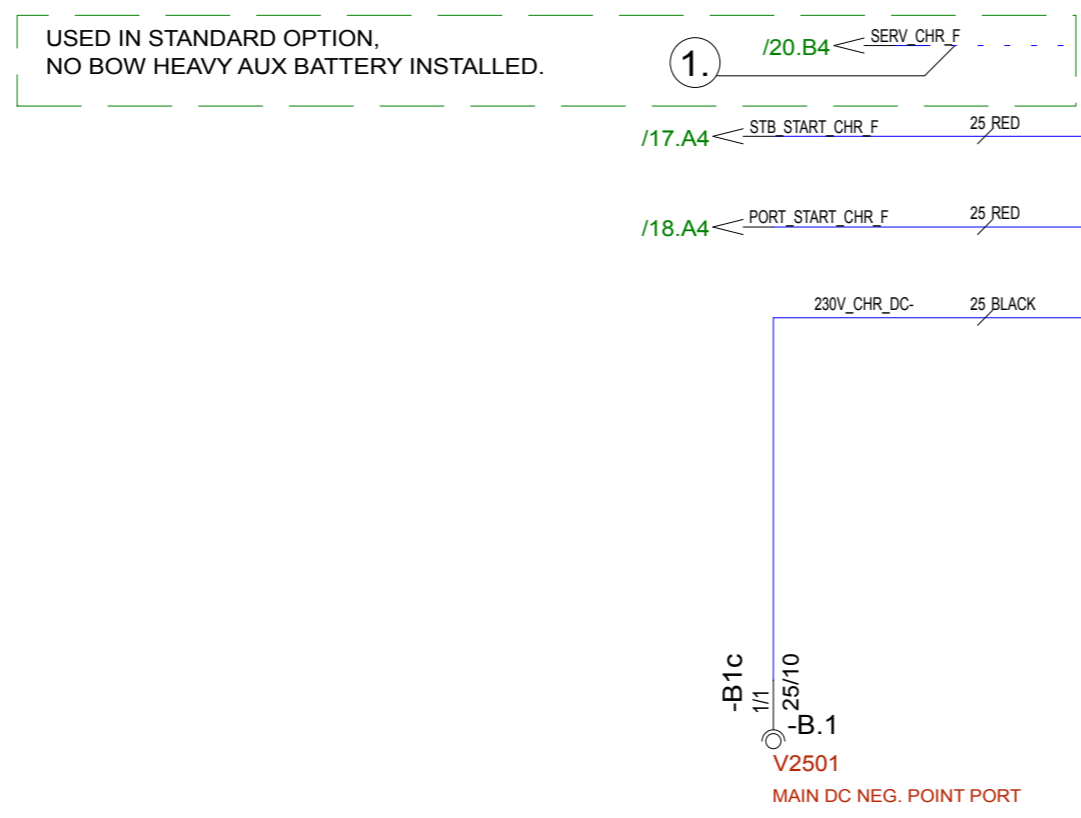
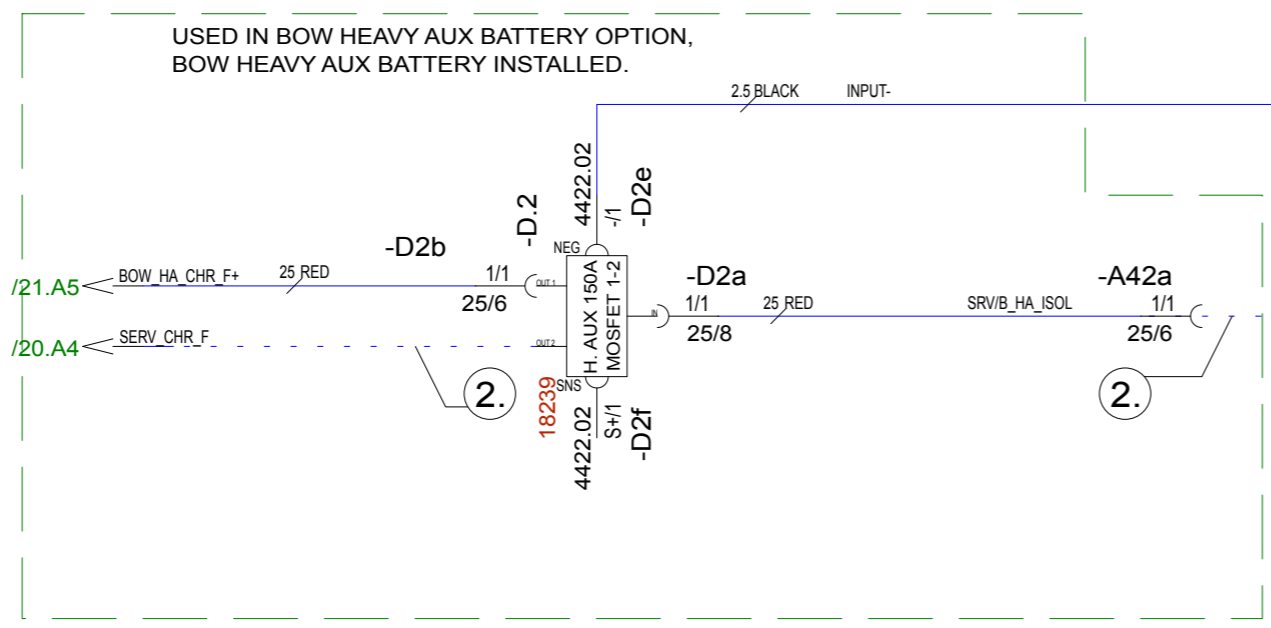
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B



Axopar					
Boat	37 MY20	Sub-product code	AUX 3, SPARE, EXTRA,	Product code	HL
Boat model		Title	MERCURY AUX - DIAGRAM	Loc	
					59 / 149
					Sheet

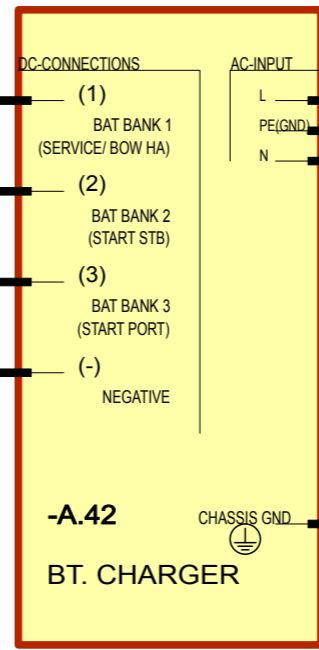


10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019	 Copyright by	Axopar				
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID	
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	PHOTOVOLTAIC SYSTEM - DIAGRAM		HL	60 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	Sheet	



BATTERY CHARGER ALTERNATIVES:

- ALTERNATIVE 1,
NO BOW HA BATTERY SYSTEM INSTALLED:
CONNECT "-CH_X1" TO "A.42"
BATTERY CHARGER'S PIN (1).
- ALTERNATIVE 2,
BOW HA BATTERY SYSTEM INSTALLED:
CONNECT "-CH_X1" TO "D.2" OUT 2 AND
CONNECT "-A42a" TO "A.42"
BATTERY CHARGER'S PIN (1).



STANDARD: Whisper Power WBC Supreme 40A
SHADOW: Whisper Power WBC Supreme 60A
40A Charger: 3,0A
60A Charger: 4,6A
Max. Power: 1058W

INCLUDES IN CHARGER OUTPUT:
50A FUSES/LINE WITH 40 CHARGER
80A FUSES/LINE WITH 60 CHARGER

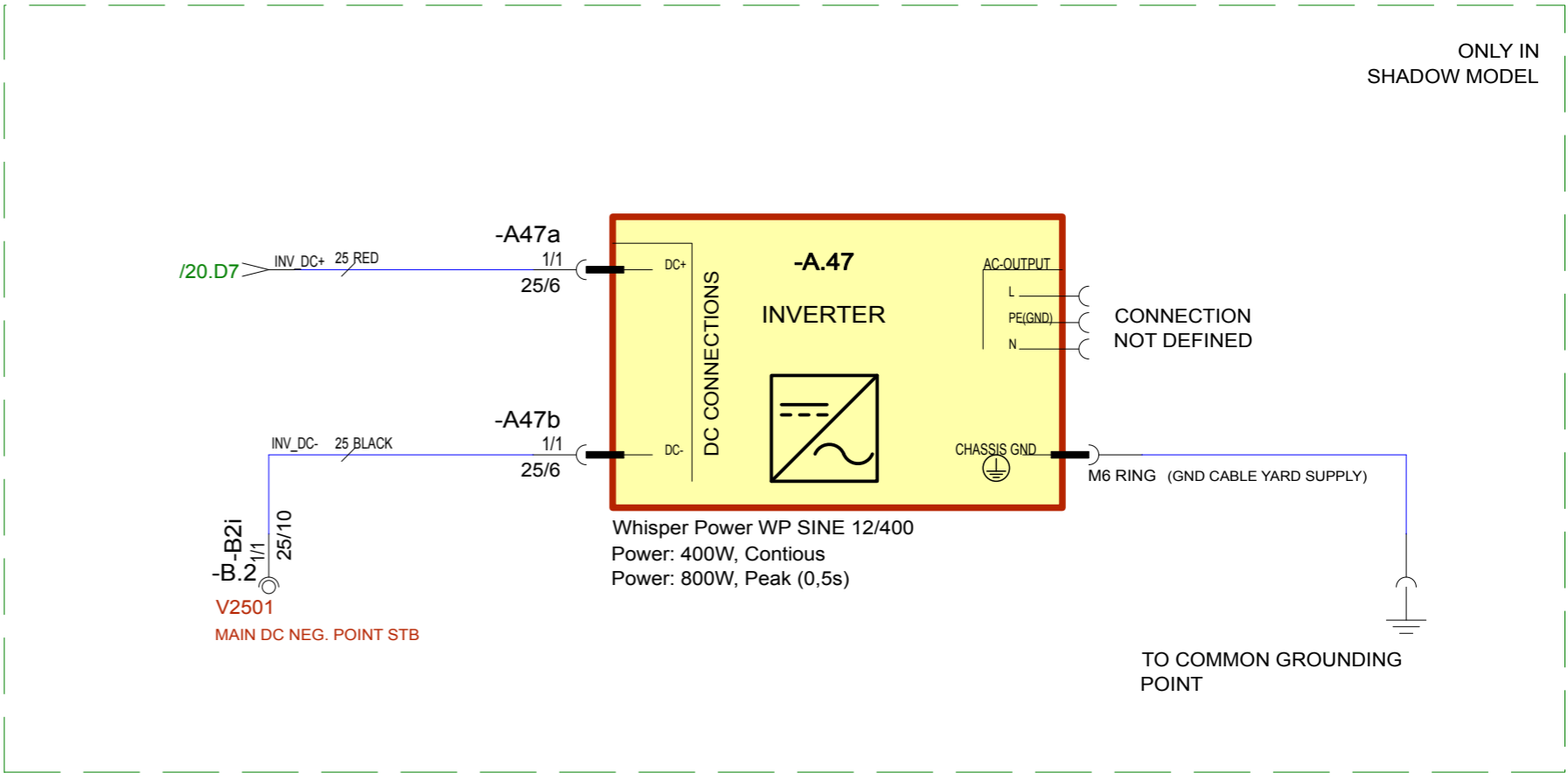
LINE 1 (BANK 1) IS SEPARATE LINE
LINES 2 & 3 (BANKS 2 & 3) ARE PARALLEL LINES BUT SEPARATED WITH DIODES.

10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B

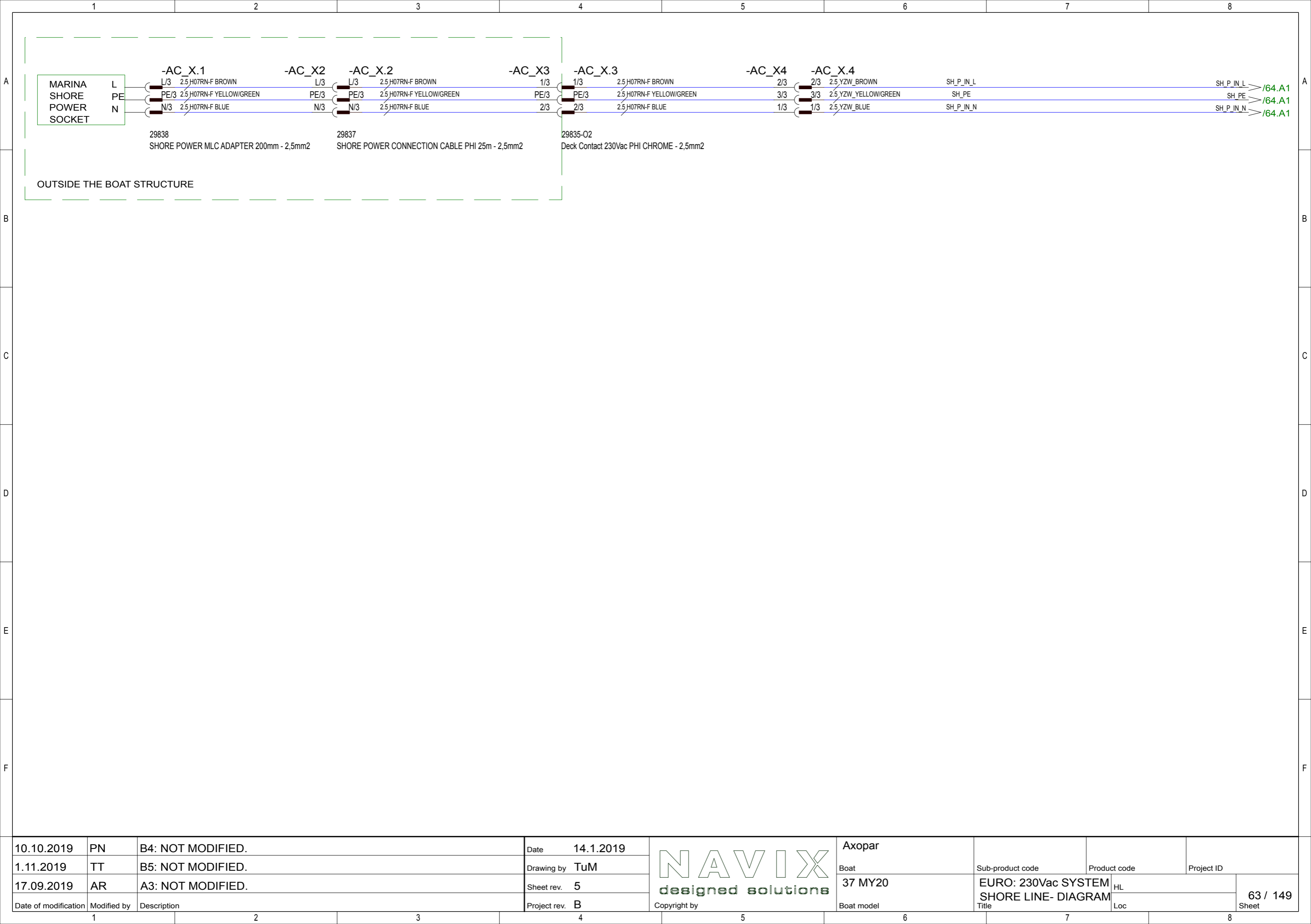


Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		BATTERY CHARGER - DIAGRAM	
		HL	61/ 149
		Loc	Sheet

	1	2	3	4	5	6	7	8
A								
B								
C								
D								
E								
F								



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM	designed solutions	Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5	Copyright by	37 MY20	INVERTER - DIAGRAM		
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	HL	62 / 149
1	2	3	4	5	6	7	8	Loc	Sheet

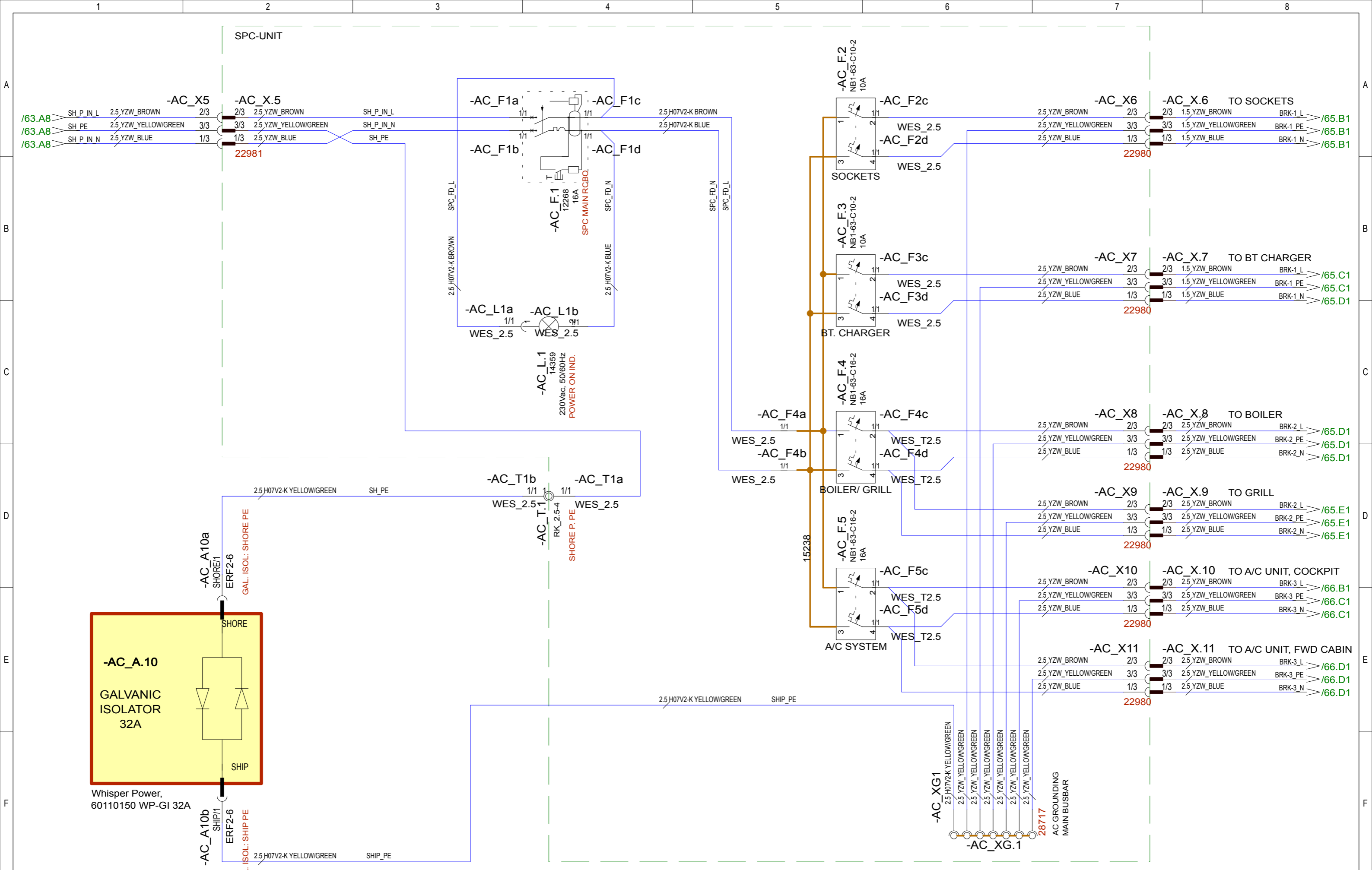


10.10.2019	PN	B4: NOT MODIFIED.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.
Date of modification	Modified by	Description

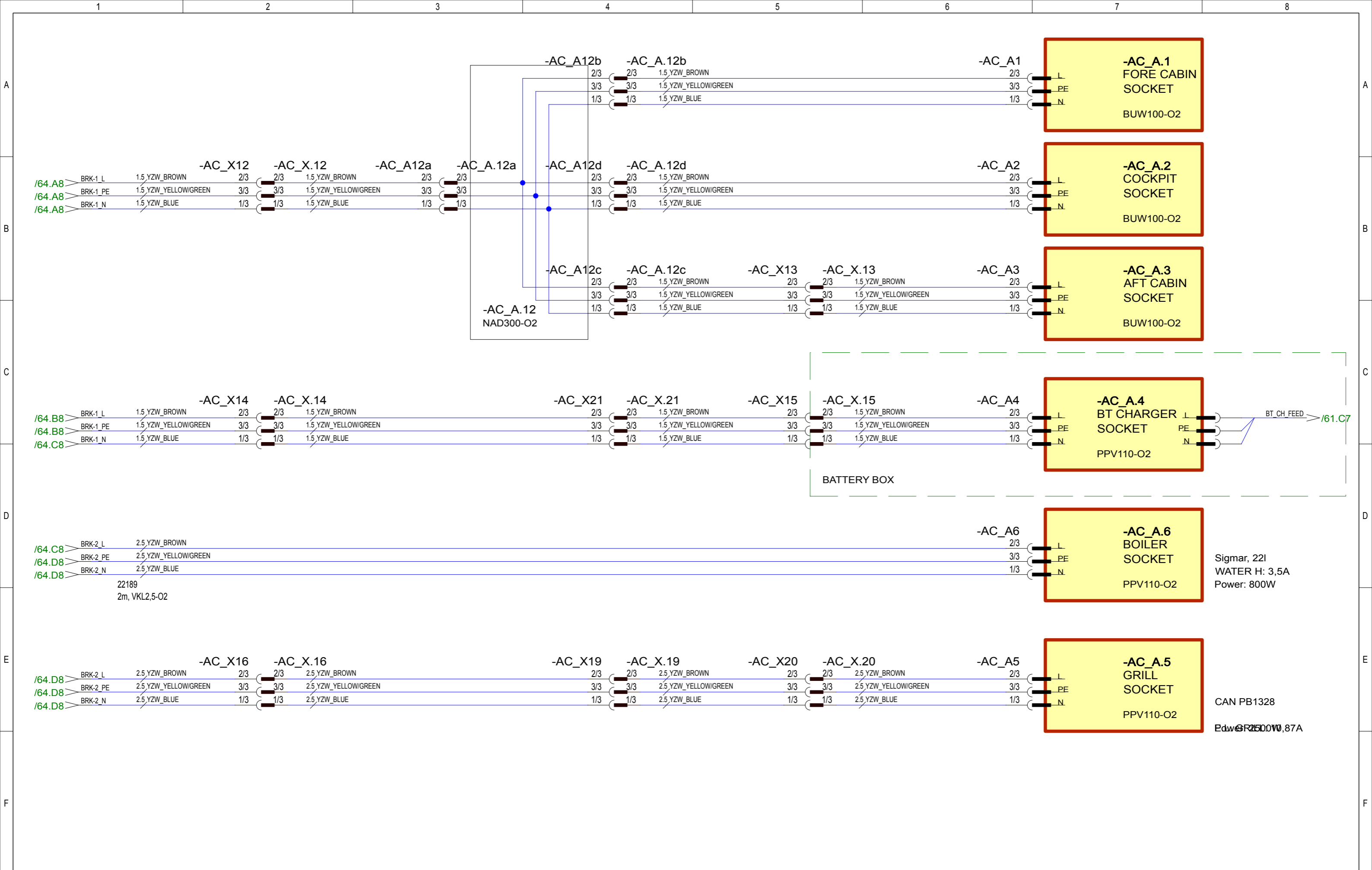
Date	14.1.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B



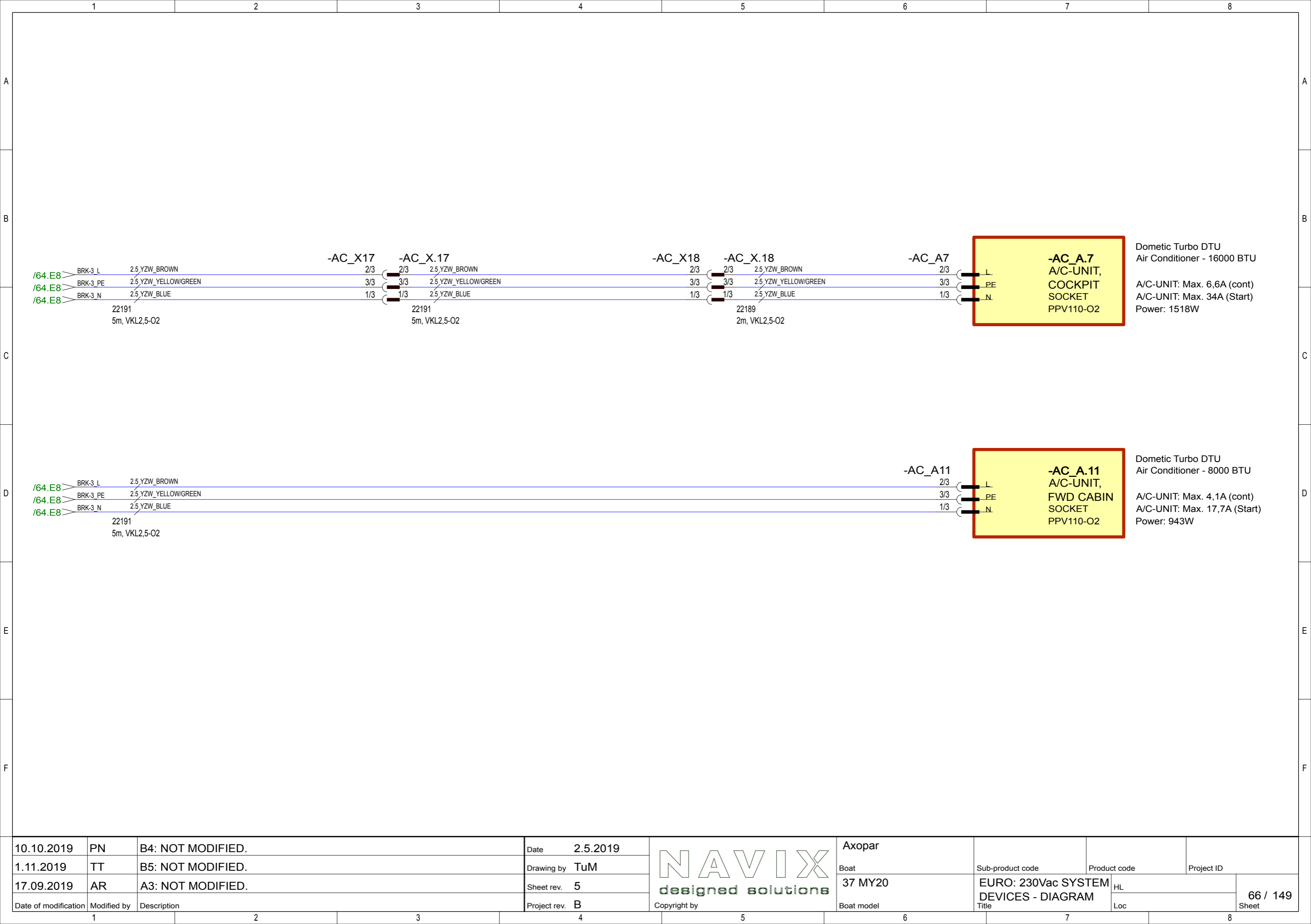
Axopar			
Boat	37 MY20	Sub-product code	Product code
Boat model		EURO: 230Vac SYSTEM SHORE LINE- DIAGRAM	Project ID
		HL	63 / 149
		Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	EURO: 230Vac SYSTEM SPC UNIT/GAL. ISOL.- DIAGRAM	HL	
						Title	Loc	64 / 149	
1	2	3	4	5	6	7	8	Sheet	



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat			
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	EURO: 230Vac SYSTEM DEVICES - DIAGRAM	HL	
1	2	3	4	5		6	Title	Loc	65 / 149 Sheet



/64.E8 BRK-3 L 2.5 YZW_BROWN
 /64.E8 BRK-3 PE 2.5 YZW_YELLOW/GREEN
 /64.E8 BRK-3 N 2.5 YZW_BLUE
 22191
 5m, VKL2,5-02

-AC_X17 2/3 2/3 2.5 YZW_BROWN
 3/3 3/3 2.5 YZW_YELLOW/GREEN
 1/3 1/3 2.5 YZW_BLUE
 22191
 5m, VKL2,5-02

-AC_X18 2/3 2/3 2.5 YZW_BROWN
 3/3 3/3 2.5 YZW_YELLOW/GREEN
 1/3 1/3 2.5 YZW_BLUE
 22189
 2m, VKL2,5-02

-AC_A7 2/3 L
 3/3 PE
 1/3 N

-AC_A.7
 A/C-UNIT,
 COCKPIT
 SOCKET
 PPV110-02

Dometic Turbo DTU
 Air Conditioner - 16000 BTU
 A/C-UNIT: Max. 6,6A (cont)
 A/C-UNIT: Max. 34A (Start)
 Power: 1518W

/64.E8 BRK-3 L 2.5 YZW_BROWN
 /64.E8 BRK-3 PE 2.5 YZW_YELLOW/GREEN
 /64.E8 BRK-3 N 2.5 YZW_BLUE
 22191
 5m, VKL2,5-02

-AC_A11 2/3 L
 3/3 PE
 1/3 N

-AC_A.11
 A/C-UNIT,
 FWD CABIN
 SOCKET
 PPV110-02

Dometic Turbo DTU
 Air Conditioner - 8000 BTU
 A/C-UNIT: Max. 4,1A (cont)
 A/C-UNIT: Max. 17,7A (Start)
 Power: 943W

10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
Date of modification	Modified by	Description	Project rev.	B




Axopar			
Boat	Sub-product code	Product code	Project ID
37 MY20	EURO: 230Vac SYSTEM		
Boat model	DEVICES - DIAGRAM	HL	66 / 149
		Loc	Sheet

1 2 3 4 5 6 7 8

A
B
C
D
E
F

A
B
C
D
E
F

10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	USA: 120Vac SYSTEM	HL	67 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	SHORE LINE- DIAGRAM	Loc	
1	2	3	4	5	6	7	8		

1 2 3 4 5 6 7 8

A

A

B

B

C

C

NOT DEFINED

D

D

E

E

F

F

10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	USA: 120Vac SYSTEM	HL	68 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	SPC UNIT/GAL. ISOL.- DIAGRAM	Loc	

1 2 3 4 5 6 7 8

	1	2	3	4	5	6	7	8
A								
B								
C								
D	NOT DEFINED							
E								
F								
	10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019	Axopar		
	1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM	Boat	Sub-product code	Product code
	17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	37 MY20	USA: 120Vac SYSTEM	HL
	Date of modification	Modified by	Description	Project rev.	B	Boat model	DEVICES - DIAGRAM	Loc
	1	2	3	4	5	6	7	8
								69 / 149
								Sheet

NOT DEFINED




Axopar			
Boat	Sub-product code	Product code	Project ID
37 MY20	USA: 120Vac SYSTEM	HL	69 / 149
Boat model	DEVICES - DIAGRAM	Loc	Sheet

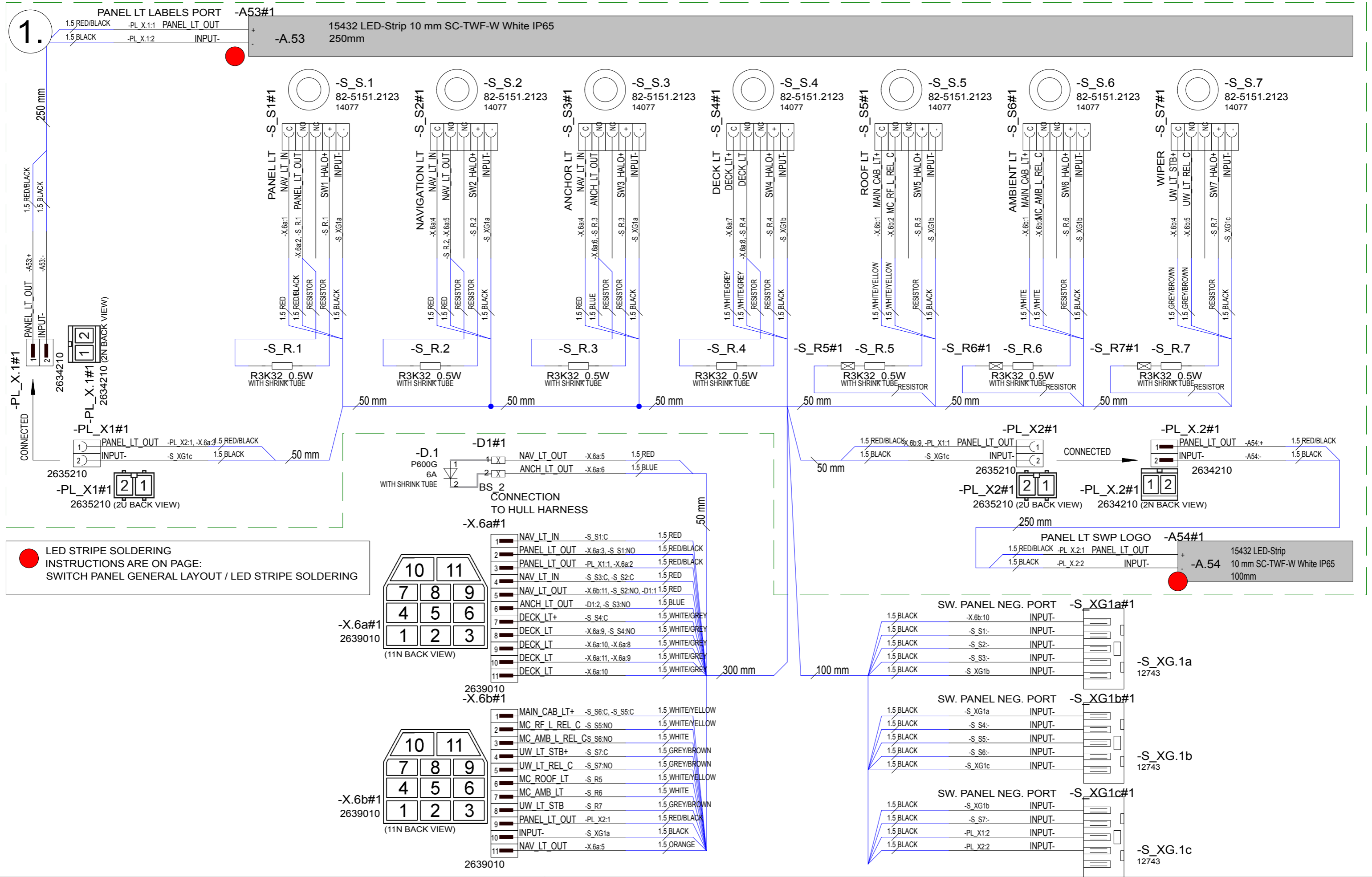
1 2 3 4 5 6 7 8

A
B
C
D
E
F

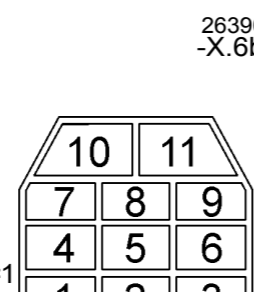
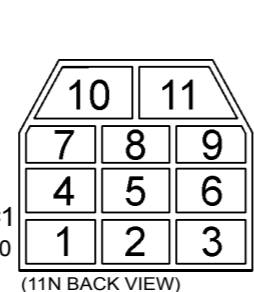
NOT DEFINED

A
B
C
D
E
F

10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019		Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	USA: 120Vac SYSTEM DEVICES - DIAGRAM	HL	70 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model		Loc	
1	2	3	4	5	6	7	8		



LED STRIPE SOLDERING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT / LED STRIPE SOLDERING



2639010

1	NAV LT IN	-S S1:C	1.5 RED
2	PANEL LT_OUT	-X.6a:3, -S S1:NO	1.5 RED/BLACK
3	PANEL LT_OUT	-PL X1:1, -X.6a:2	1.5 RED/BLACK
4	NAV LT IN	-S S3:C, -S S2:C	1.5 RED
5	NAV LT_OUT	-X.6b:11, -S S2:NO, -D1:1	1.5 RED
6	ANCH LT_OUT	-D1:2, -S S3:NO	1.5 BLUE
7	DECK LT+	-S S4:C	1.5 WHITE/GREY
8	DECK LT	-X.6a:9, -S S4:NO	1.5 WHITE/GREY
9	DECK LT	-X.6a:10, -X.6a:8	1.5 WHITE/GREY
10	DECK LT	-X.6a:11, -X.6a:9	1.5 WHITE/GREY
11	DECK LT	-X.6a:10	1.5 WHITE/GREY

1	MAIN CAB LT+	-S S6:C, -S S5:C	1.5 WHITE/YELLOW
2	MC RF L_REL C	-S S5:NO	1.5 WHITE/YELLOW
3	MC AMB L_REL Cs	S6:NO	1.5 WHITE
4	UW LT_STB+	-S S7:C	1.5 GREY/BROWN
5	UW LT_REL C	-S S7:NO	1.5 GREY/BROWN
6	MC ROOF_LT	-S R5	1.5 WHITE/YELLOW
7	MC AMB_LT	-S R6	1.5 WHITE
8	UW LT_STB	-S R7	1.5 GREY/BROWN
9	PANEL LT_OUT	-PL X2:1	1.5 RED/BLACK
10	INPUT-	-S_XG1a	1.5 BLACK
11	NAV LT_OUT	-X.6a:5	1.5 ORANGE

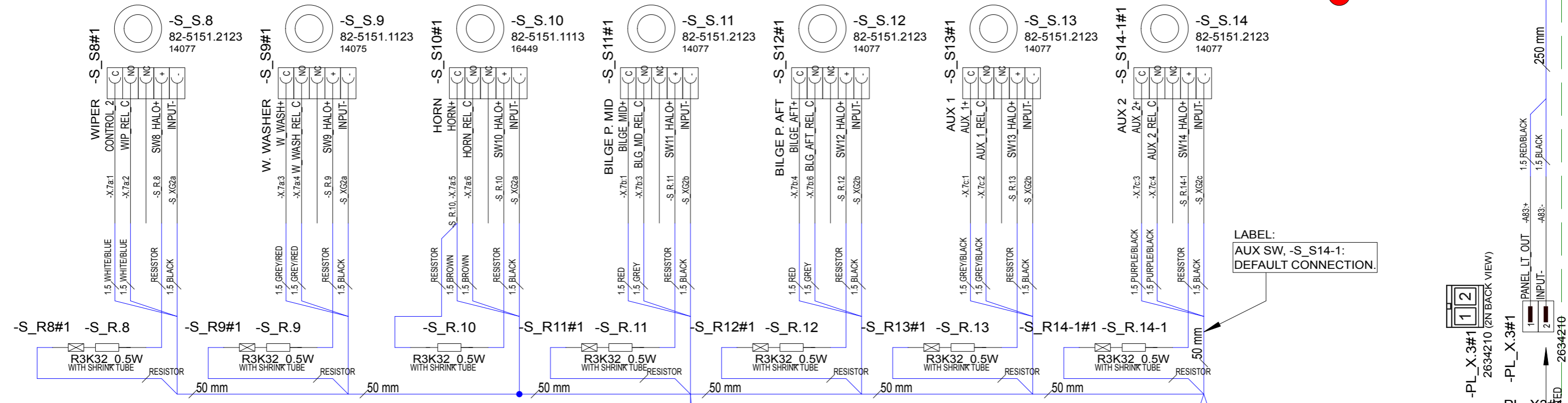
22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	Axopar	SEE EXP VIEW	29211	Project ID	
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM	Boat	Sub-product code	Product code		
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2	37 MY20	SWITCH PANEL	HL		71/ 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc		Sheet



2.

15432 LED-Strip 10 mm SC-TWF-W White IP65 250mm

-A83#1 PANEL LT LABELS STB
 PANEL_LT_OUT -PL_X3.1 1.5 RED/BLACK
 INPUT- -PL_X3.2 1.5 BLACK



LABEL:
 AUX SW, -S_S14-1:
 DEFAULT CONNECTION.

LABEL:
 AUX SW, -S_S14-2:
 OPTIONAL ISM CONNECTION

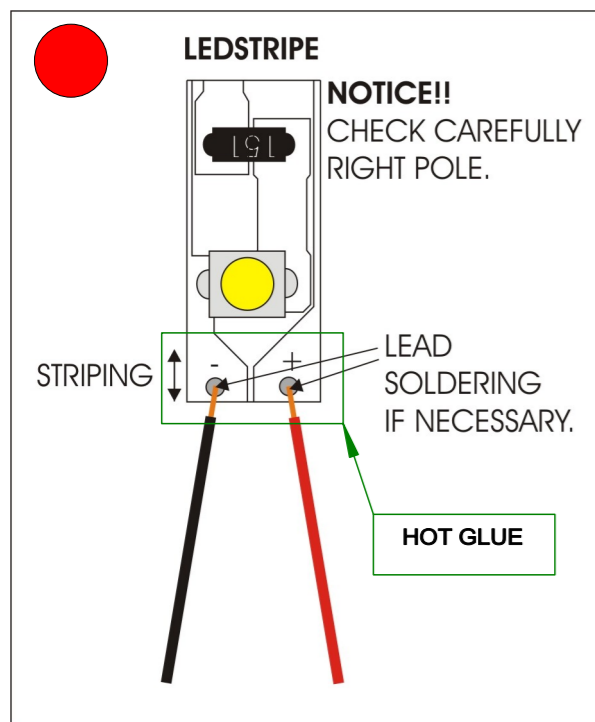
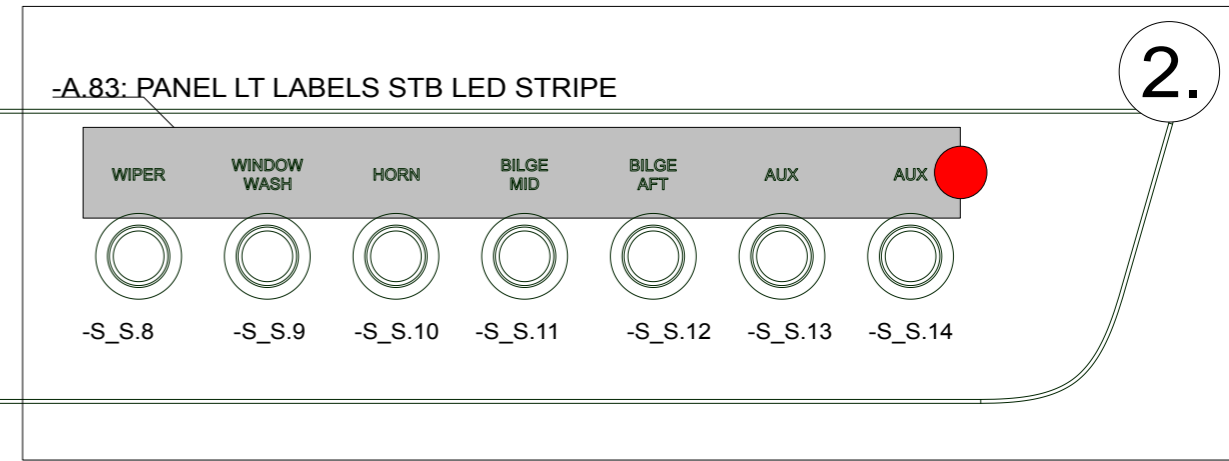
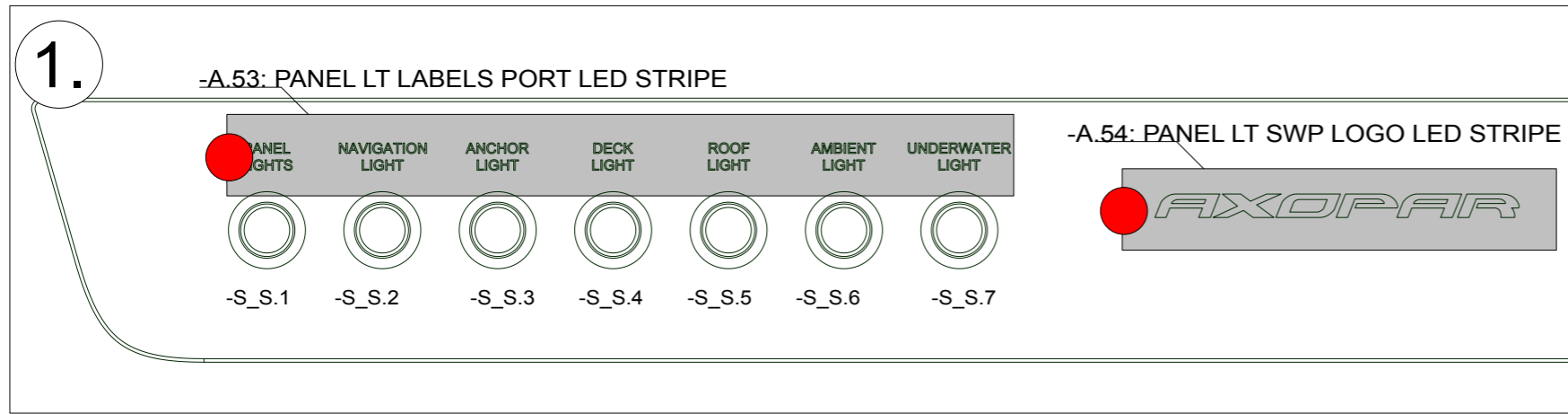
LED STRIPE SOLDERING
 INSTRUCTIONS ARE ON PAGE:
 SWITCH PANEL GENERAL LAYOUT / LED STRIPE SOLDERING

22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	SEE EXP VIEW	29211	Project ID
Boat	Sub-product code	Product code	
37 MY20	SWITCH PANEL	HL	72 / 149
Boat model	Title	Loc	

SWITCH PANEL GENERAL LAYOUT / LED STRIPE SOLDERING



NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

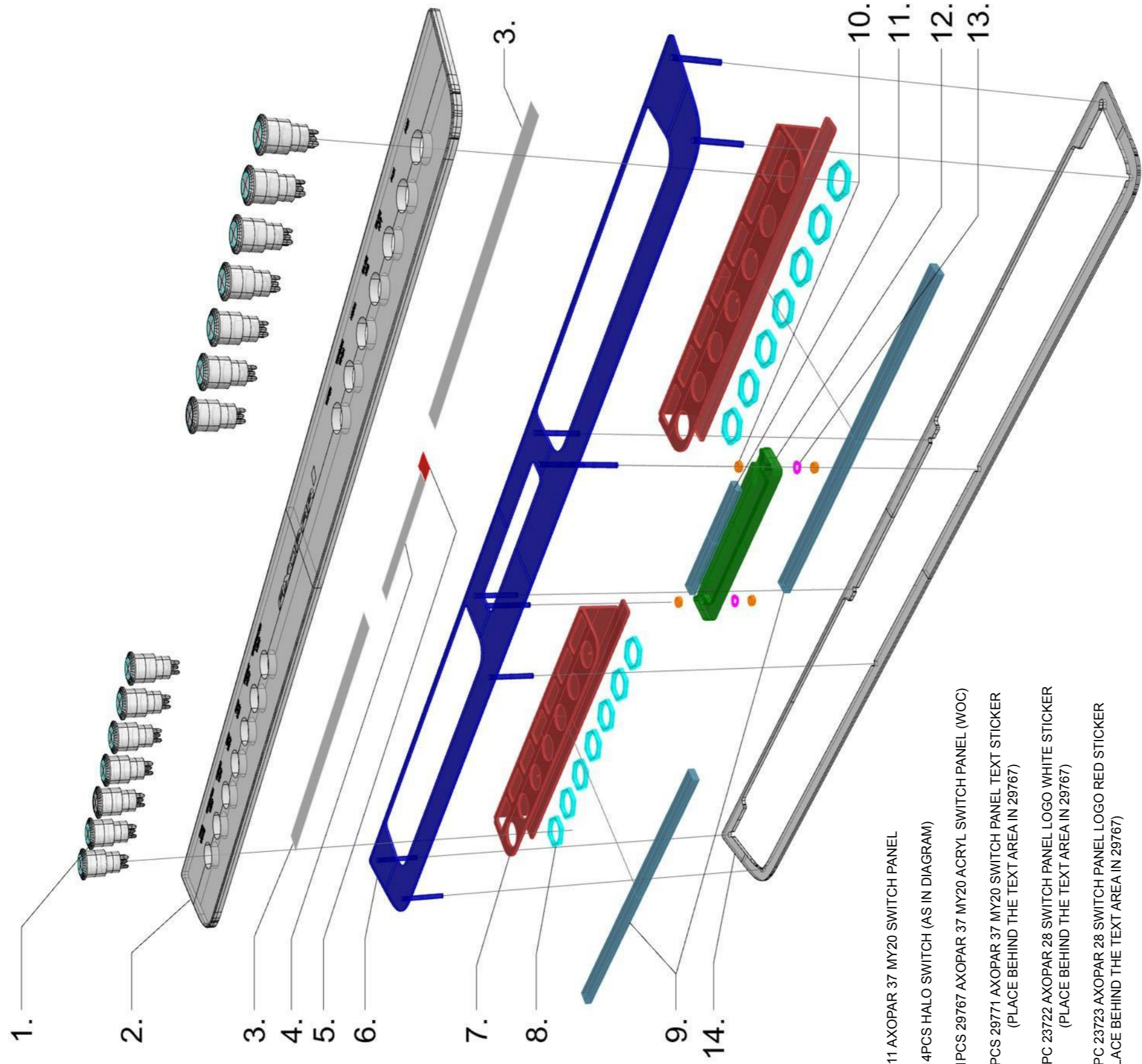
R2 ISO 6722 100V AWG16 +100 C

CABLE

EXAMPLE: RED 1,5mm² WIRE MARKINGS.

22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29211	Project ID
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2	Copyright by	37 MY20	SWITCH PANEL	HL	73 / 149 Sheet
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	

29211_AXOPAR_37_MY20_SWITCH_PANEL



29211 AXOPAR 37 MY20 SWITCH PANEL

1. 14PCS HALO SWITCH (AS IN DIAGRAM)
 2. 1PCS 29767 AXOPAR 37 MY20 ACRYL SWITCH PANEL (WOC)
 3. 2PCS 29771 AXOPAR 37 MY20 SWITCH PANEL TEXT STICKER (PLACE BEHIND THE TEXT AREA IN 29767)
 4. 1PC 23722 AXOPAR 28 SWITCH PANEL LOGO WHITE STICKER (PLACE BEHIND THE TEXT AREA IN 29767)
 5. 1PC 23723 AXOPAR 28 SWITCH PANEL LOGO RED STICKER (PLACE BEHIND THE TEXT AREA IN 29767)
 6. 1PC 29768 AXOPAR 37 MY20 SWITCH PANEL METAL BACK FRAME ATTACH TO 29767 WITH BLACK MS-POLYMER GLUE
 7. 2PCS 29770 AXOPAR_37 MY20 SWITCH PANEL LIGHT BRACKET (WOC)
 8. 14PCS HALO SWITCH NUT
 9. 2PCS 250mm LED STRIP (AS IN DIAGRAM) ATTACH TO BRACKET WITH CABLE TIES AND 2-SIDED TAPE
 10. 4PCS M4 NUT A4
 11. 1PC 100mm LED STRIP (AS IN DIAGRAM) ATTACH TO BRACKET WITH 2-SIDED TAPE
 12. 1PC 30604 AXOPAR 37 MY20 SWITCH PANEL LOGO LIGHT BRACKET
 13. 2PCS M4 SPRING WASHER A4
- ADJUST THE DISTANCE OF THE LED BRACKET SO THE LIGHT SHINES TO LOGO CORRECTLY.
14. 1PCS 29769 AXOPAR 37 MY20 SWITCH PANEL GASKET (WOC) GLUE WITH 2-SIDED TAPE TO THE BACKSIDE OF 29768

TE 20.05.2019
TE 11.09.2019

EXP VIEW

22.5.2019	TuM	A1: INTRODUCED DRAWING.
11.09.2019	PN	A2: NEW PANEL ADDED
10.10.2019	PN	B2: NOT MODIFIED
Date of modification	Modified by	Description

Date	22.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

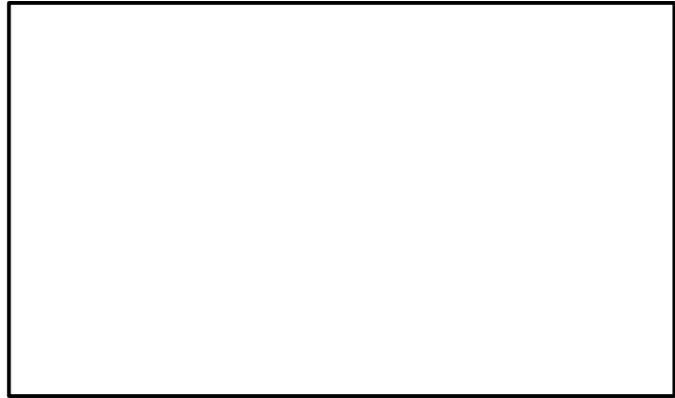
SEE EXP VIEW
Sub-product code
SWITCH PANEL
Title

29211
Product code
HL
Loc

Project ID
74 / 149
Sheet

Axopar 37 MY20 SWITCH PANEL 29211 INSPECTION SHEET

PRUDUCT LABEL



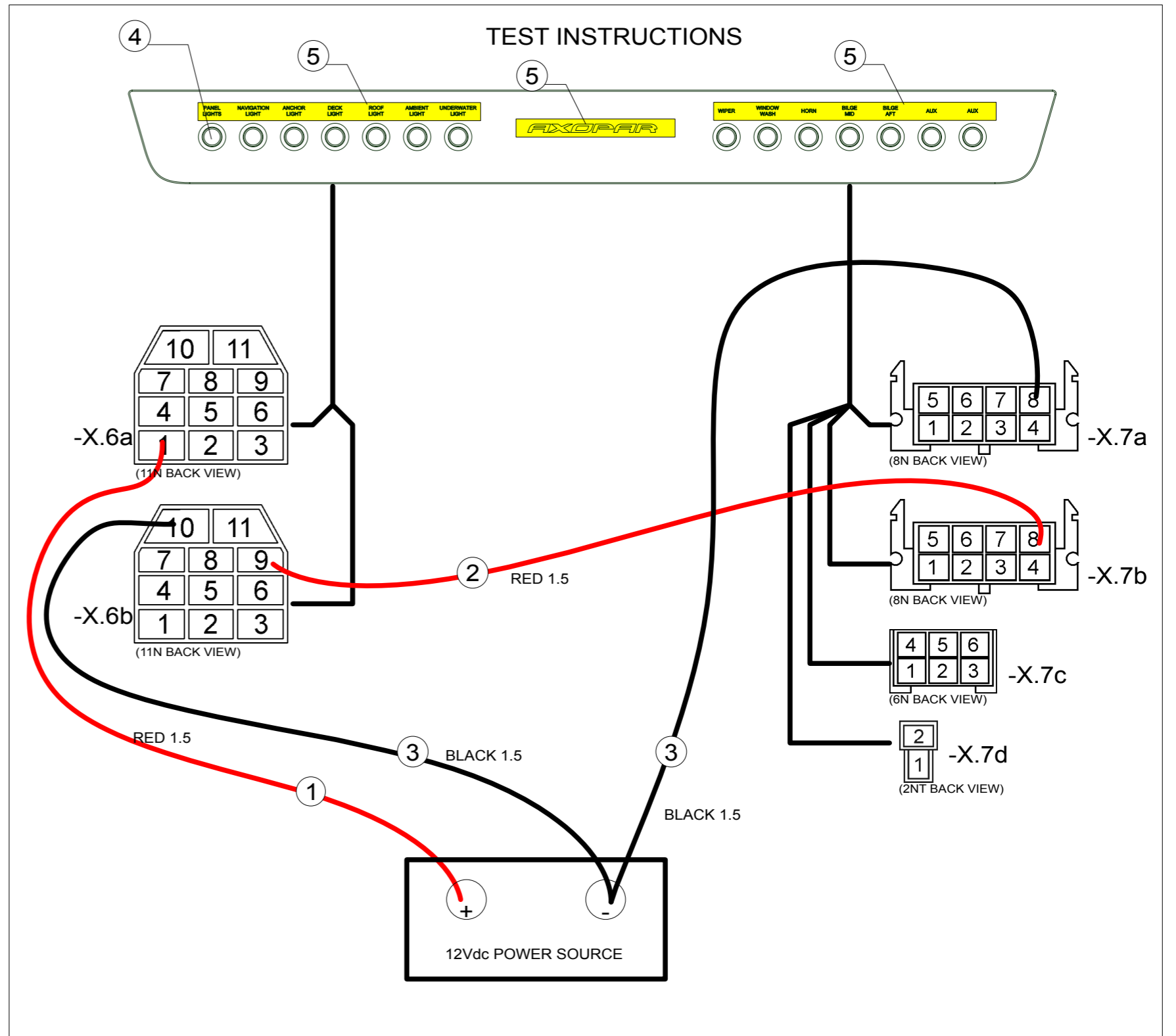
TEST

- 1) Put +12V to -X.6a/1
- 2) Put jump wire to -X.6b/9 -> -X.7b/8
- 3) Put MINUS (-) to -X.6b/10 and -X.7a/8
- 4) Press PANEL LT (-S_S1) -switch on
- 5) Check you have panel texts illuminated

PASS / FAIL

DATE

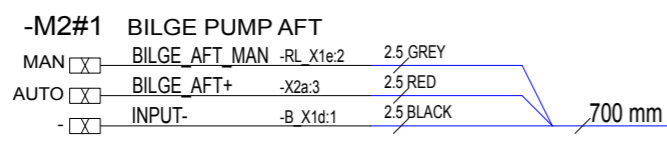
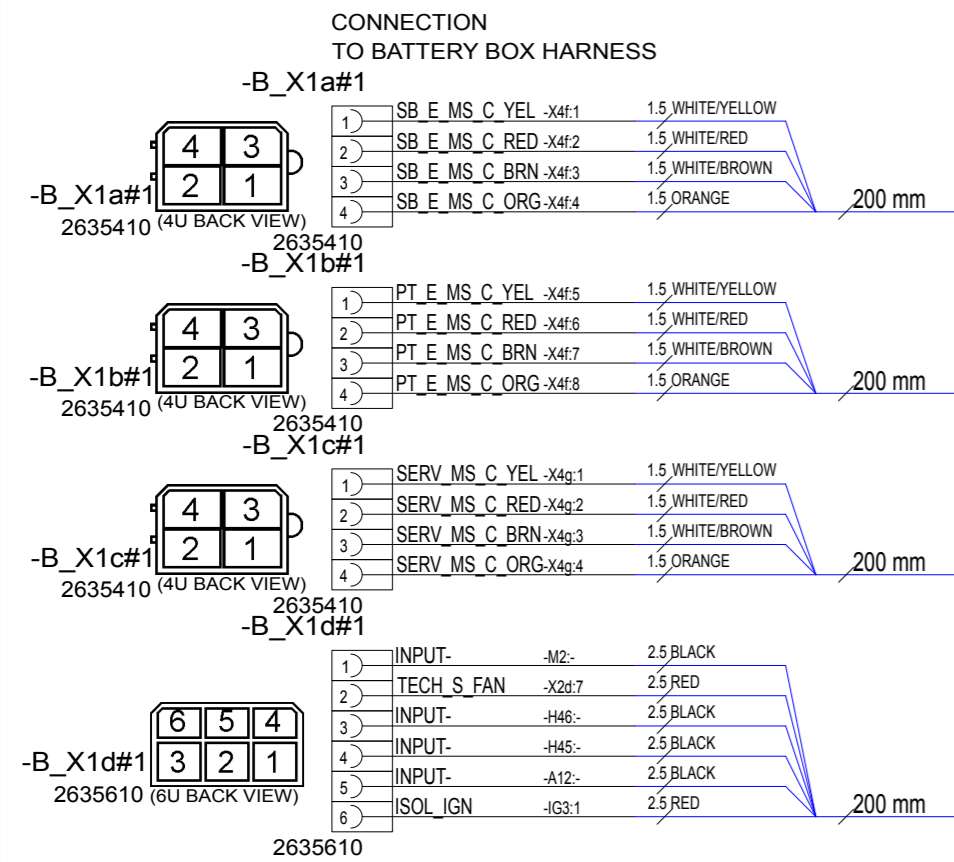
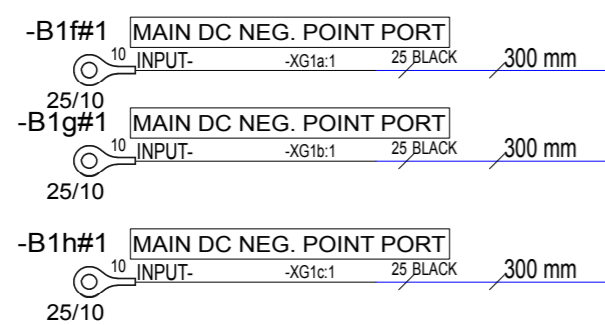
TESTED BY



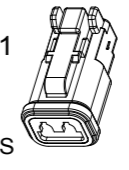
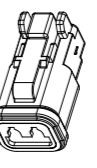
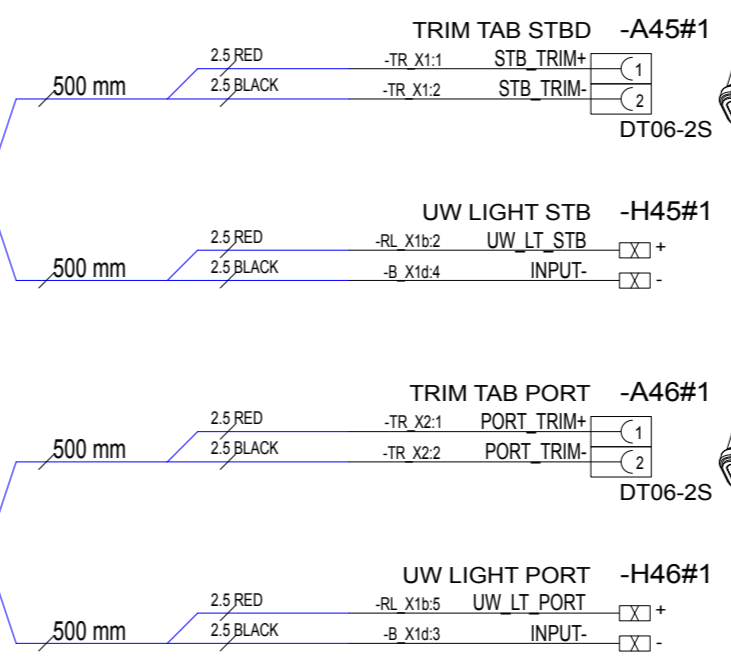
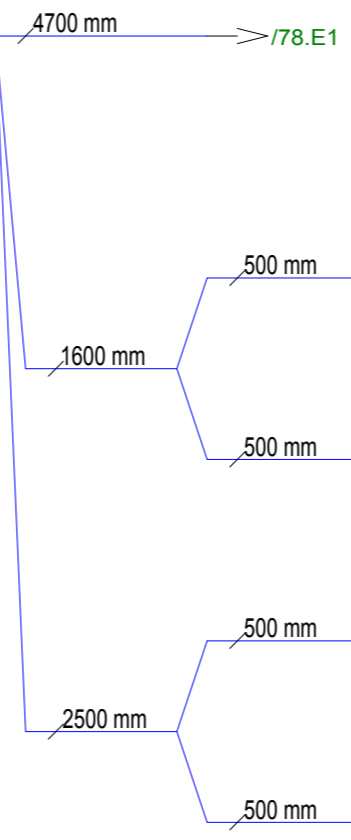
22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	SEE EXP VIEW	29211	Project ID
Boat	Sub-product code	Product code	
37 MY20	SWITCH PANEL	HL	75 / 149 Sheet
Boat model	Title	Loc	



LABEL POINT -B-



NOTICE!
 BATTERY CABLES NEED TO ADD MARKINGS SHOWN IN EXAMPLE BELOW.
 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.

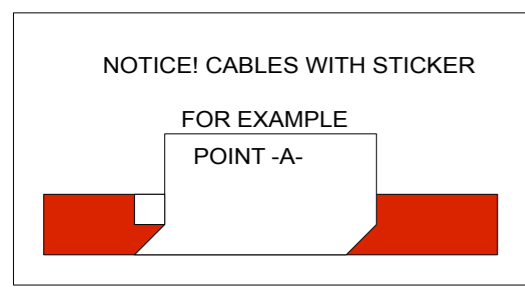
EQUIVALENCY:	
mm ²	AWG
10 mm ²	= AWG8
16 mm ²	= AWG6
25 mm ²	= AWG3
35 mm ²	= AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm² AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
 CABLE SIZE IS 25mm² → MARKING AWG3.

DELIVERED SEPARATELY

-A.45a & -A.46a
 2 PCS DT04-2P 16461
 + 2PCS WEDGELOCK: W2P 16467
 + 4 PCS DLU 10931852



Date	20.5.2019	TuM	A1: INTRODUCED DRAWING.
Date of modification	10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13
Date of modification		Modified by	
Date of modification		Description	

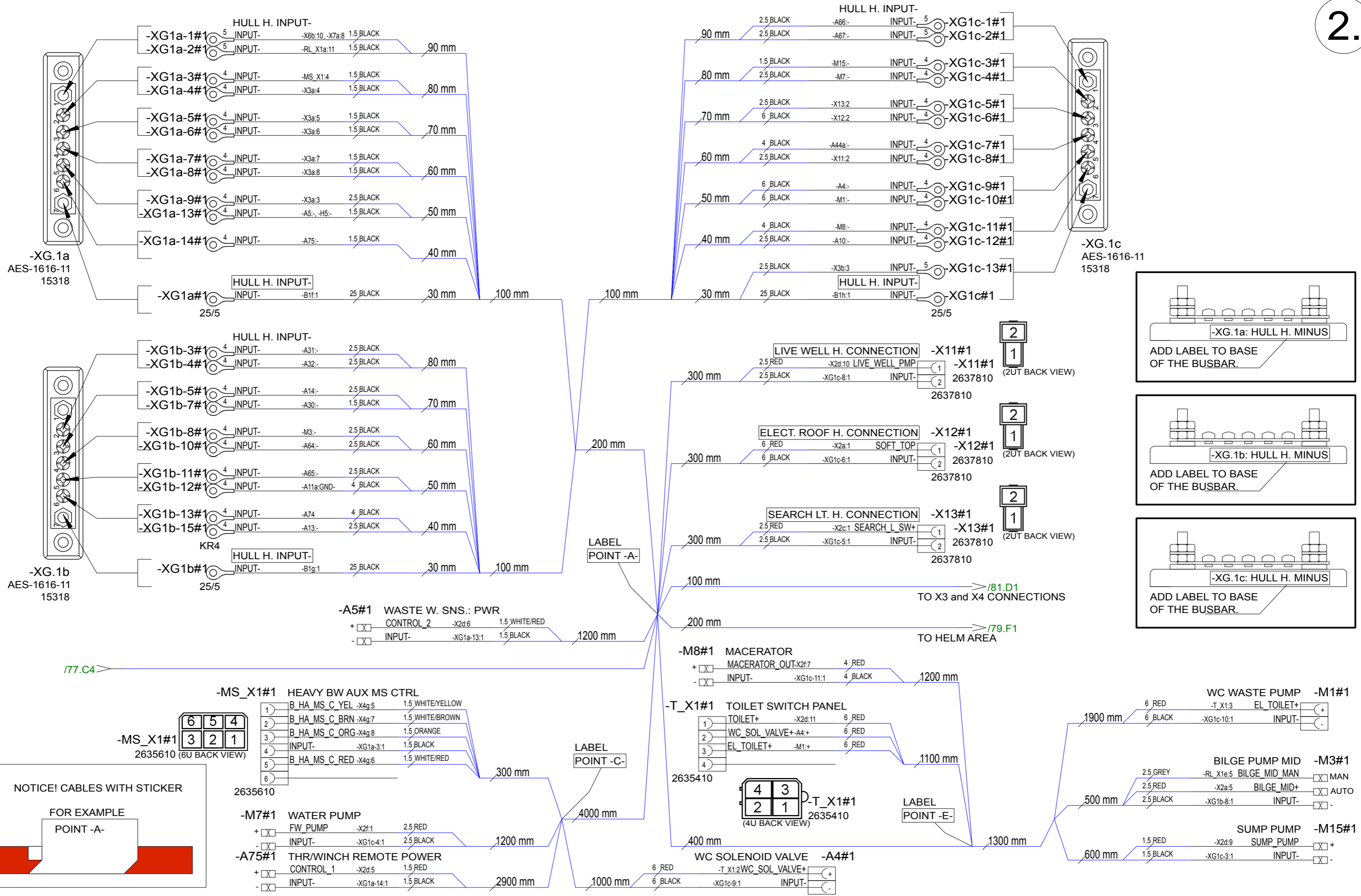
Date	20.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code	HULL HARNESS
Title	

29585	Product code	Project ID
HL	Loc	77 / 149
		Sheet



20.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13
Date of modification	Modified by	Description


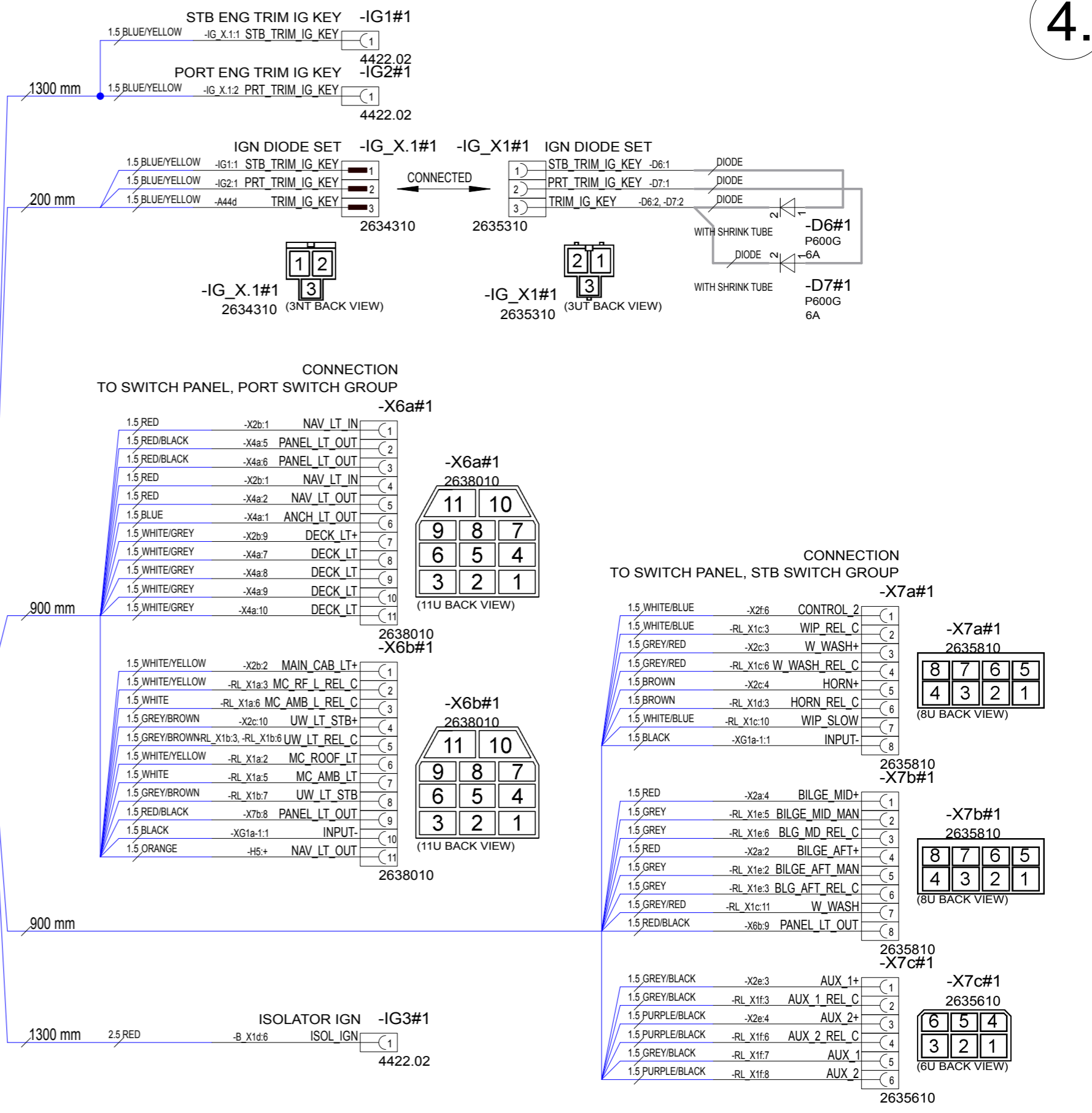
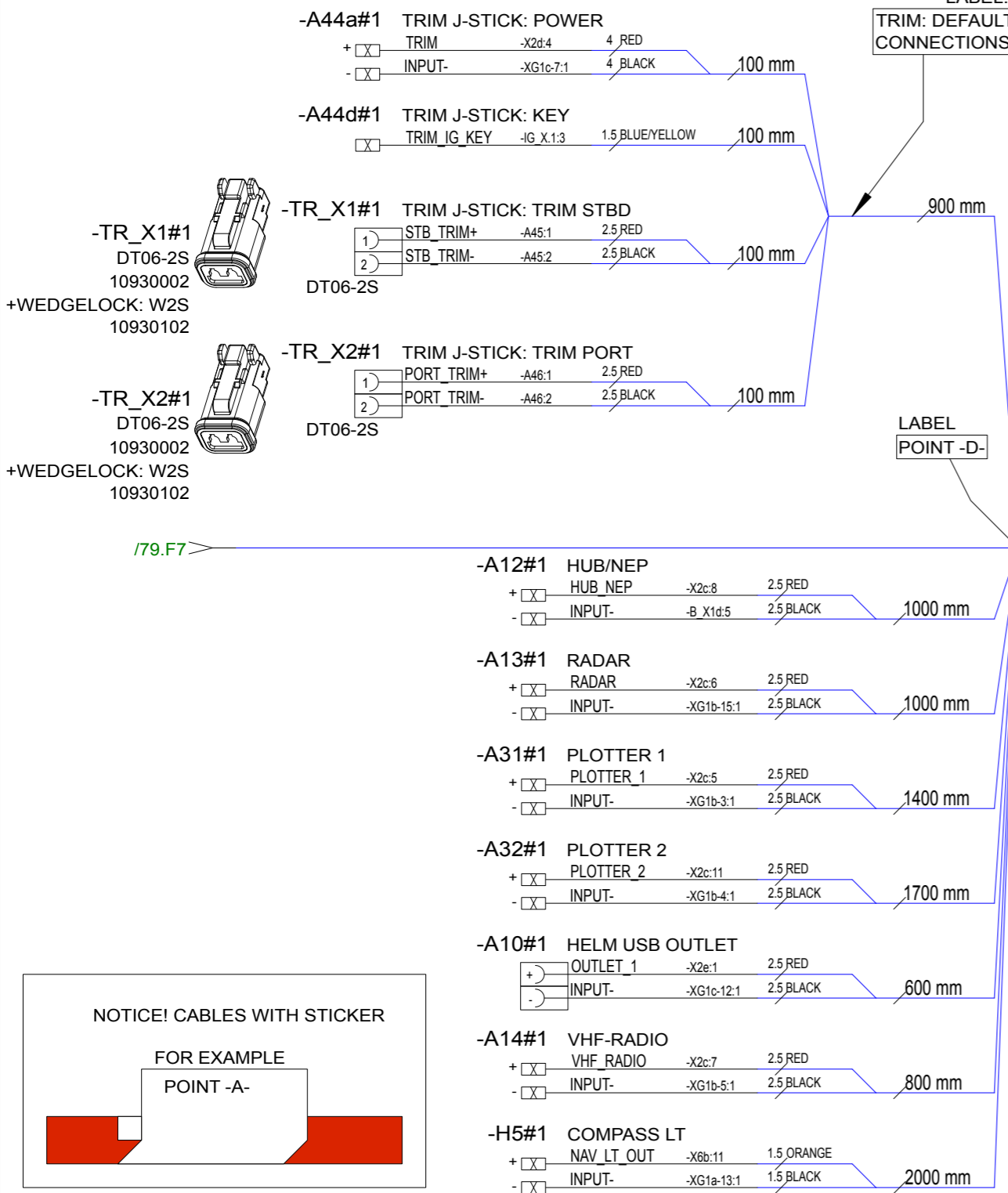
Date	20.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar	Boat	37 MY20	Boat model	Sub-product code	HULL HARNESS	Product code	29585	Project ID	HL	78 / 149
				Title		Loc				Sheet


DELIVERED SEPARATELY

2PCS DT04-2P
16461
+ 2PCS WEDGELOCK: W2P
16467
+ 4 PCS DLU 10931852

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
POINT -A-

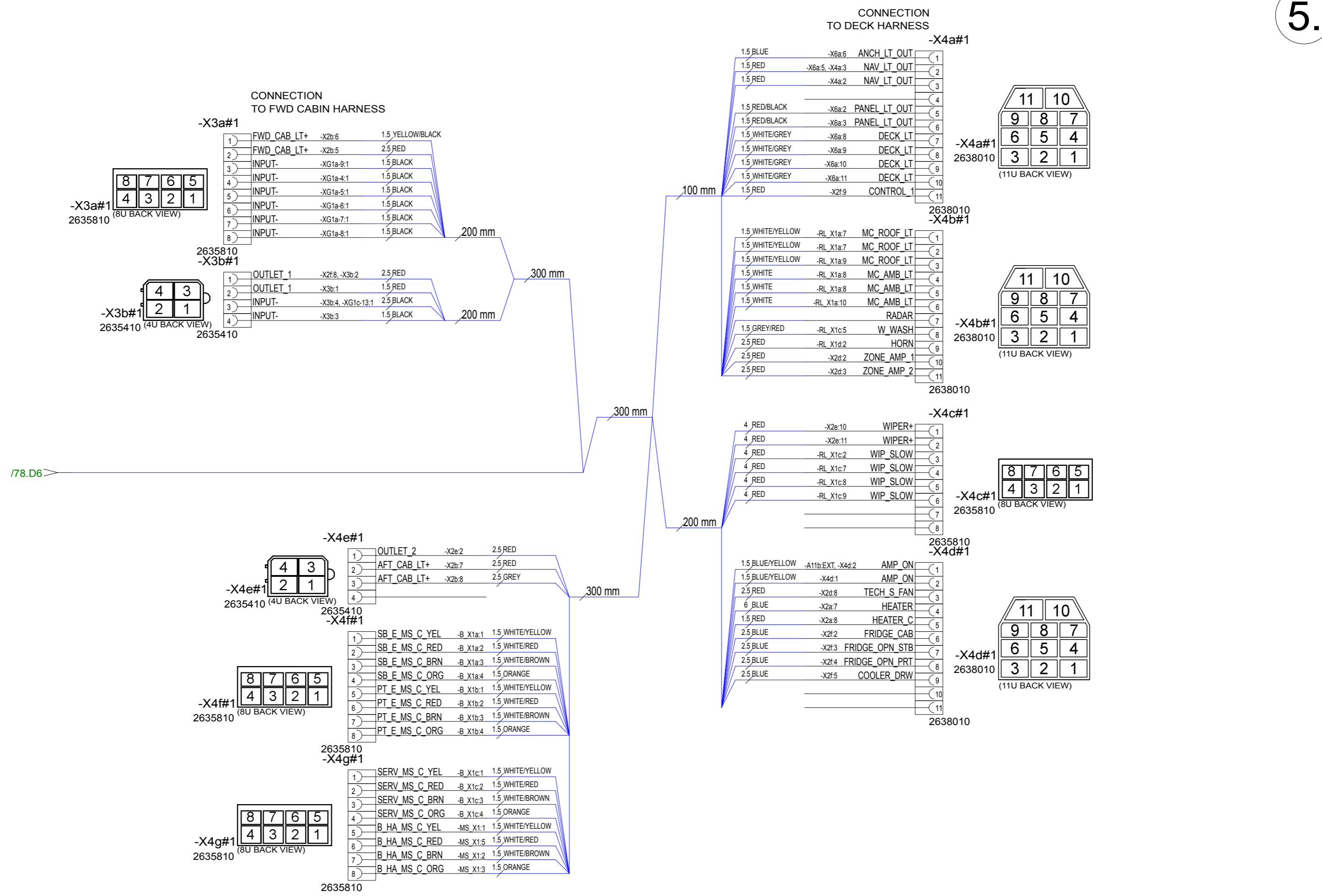


20.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13
Date of modification	Modified by	Description

Date	20.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar	29585	Project ID
Boat	Product code	
37 MY20	HULL HARNESS	
Boat model	Title	
	HL	80 / 149
	Loc	Sheet



20.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13
Date of modification	Modified by	Description

Date	20.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar	29585	Project ID
Boat	37 MY20	HULL HARNESS
Boat model		HL
		Loc
		81/ 149
		Sheet

HARNESS GENERAL LAYOUT



1.

4.

3.

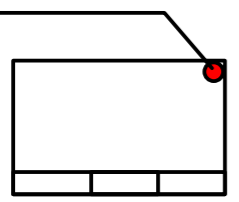
2.

NOTICE!
THIS PAGE SHOWS ONLY GENERAL LAYOUT OF HARNESS.
MORE DETAILED DRAWINGS ARE SEEN IN FOLLOWED PAGES.

NUMBER INSIDE CIRCLE, FOR IN AREA SHOWS PAGE WHERE ACTUAL DRAWING INCLUDES.

FOR EXAMPLE:

1.



NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 1,5mm² WIRE MARKINGS.

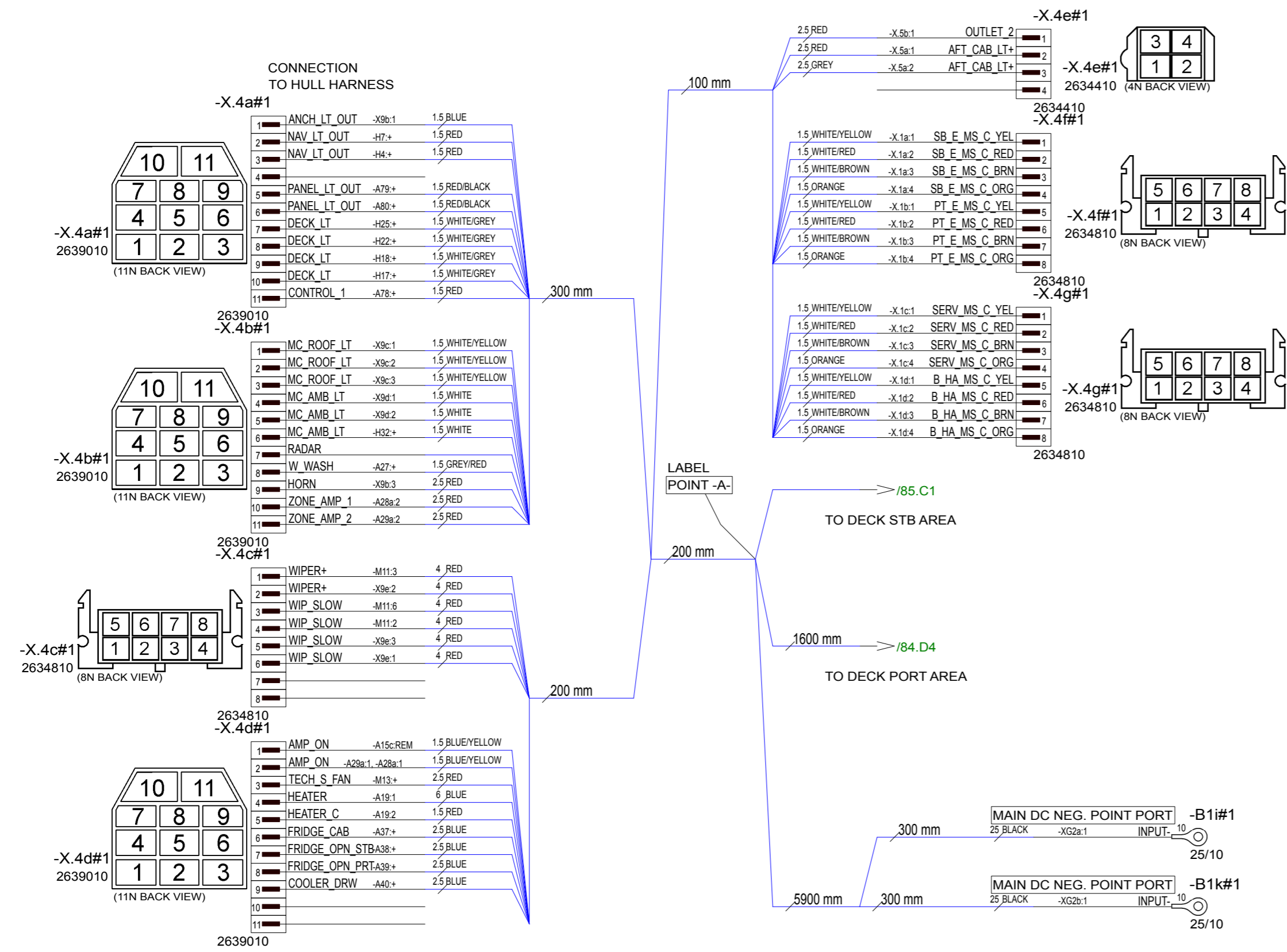
20.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT
Date of modification	Modified by	Description

Date	20.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code	29586	Product code	Project ID
DECK HARNESS	HL		
Title	Loc		82 / 149
			Sheet



NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRWING.
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT
Date of modification	Modified by	Description

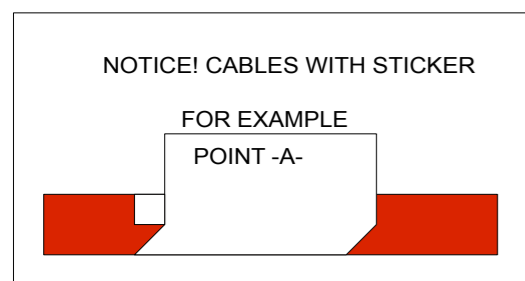
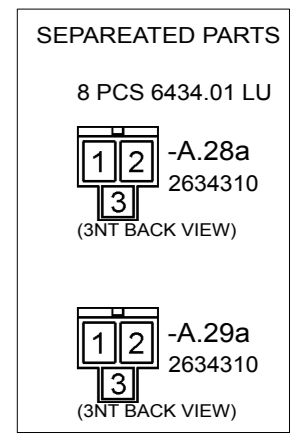
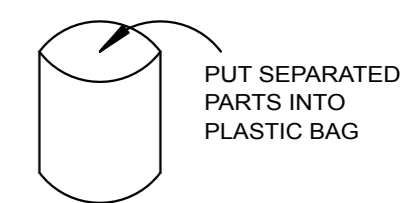
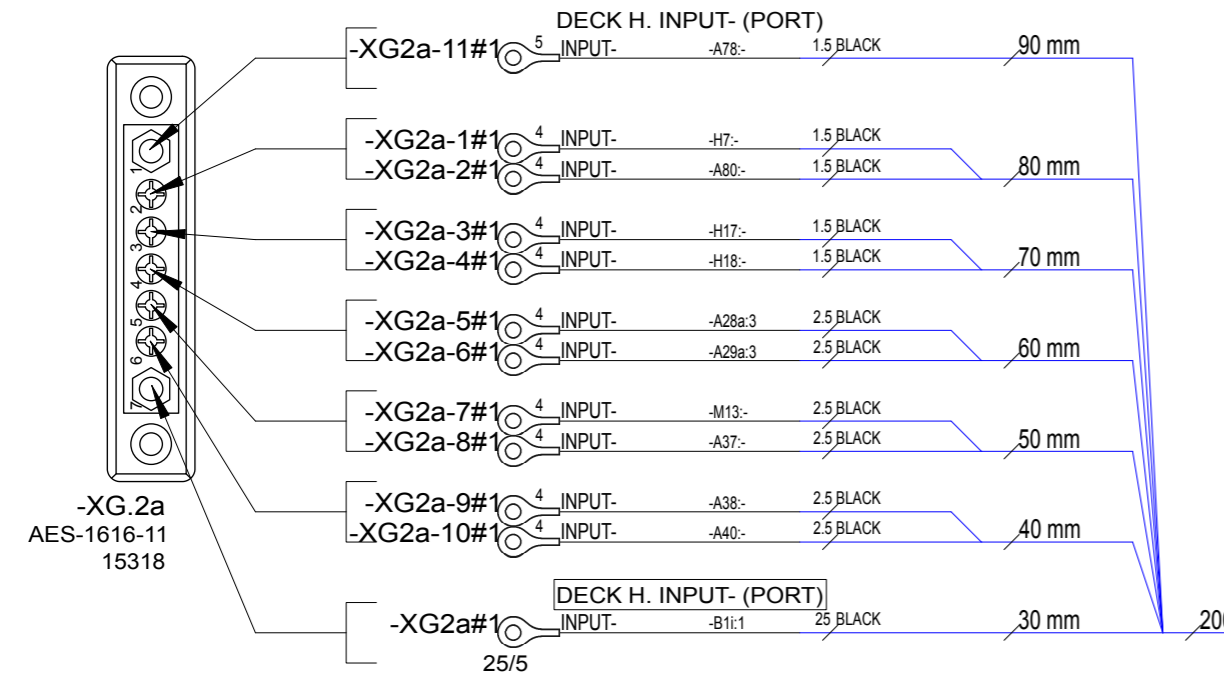
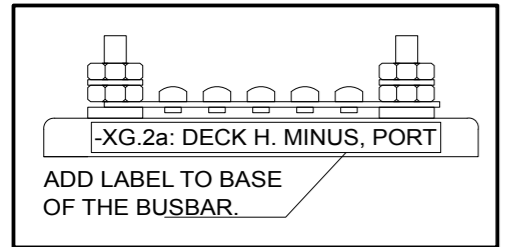
Date	17.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

Sub-product code
DECK HARNESS
Title

29586	Product code	Project ID
HL	Loc	83 / 149
		Sheet

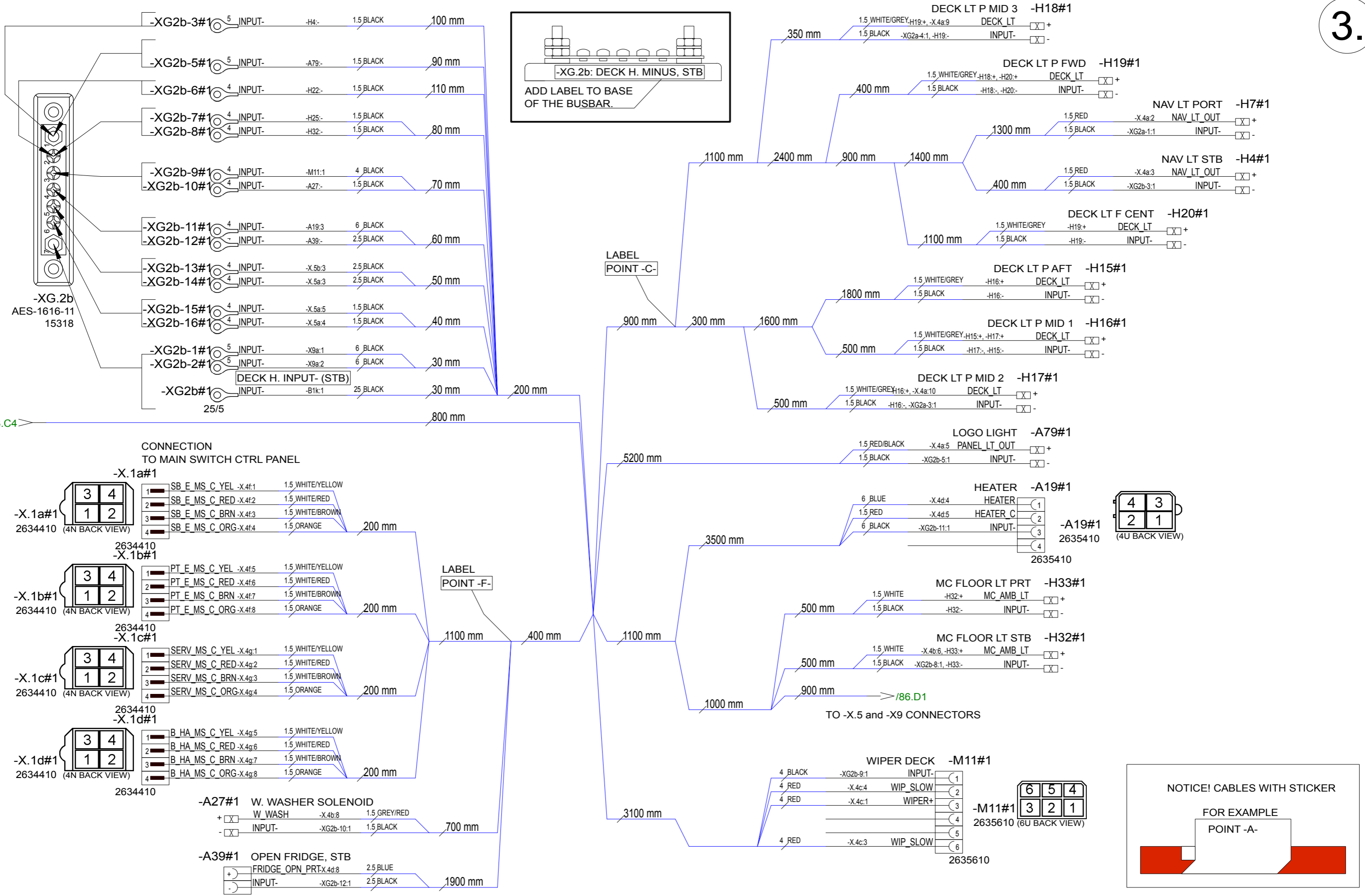


17.5.2019	TuM	A1: INTRODUCED DRWING.
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT
Date of modification	Modified by	Description

Date	17.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar	29586	Project ID
Boat	37 MY20	DECK HARNESS
Boat model	37 MY20	Title
Sub-product code	HL	84 / 149
Product code	Loc	Sheet



-XG.2b: DECK H. MINUS, STB

ADD LABEL TO BASE OF THE BUSBAR.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

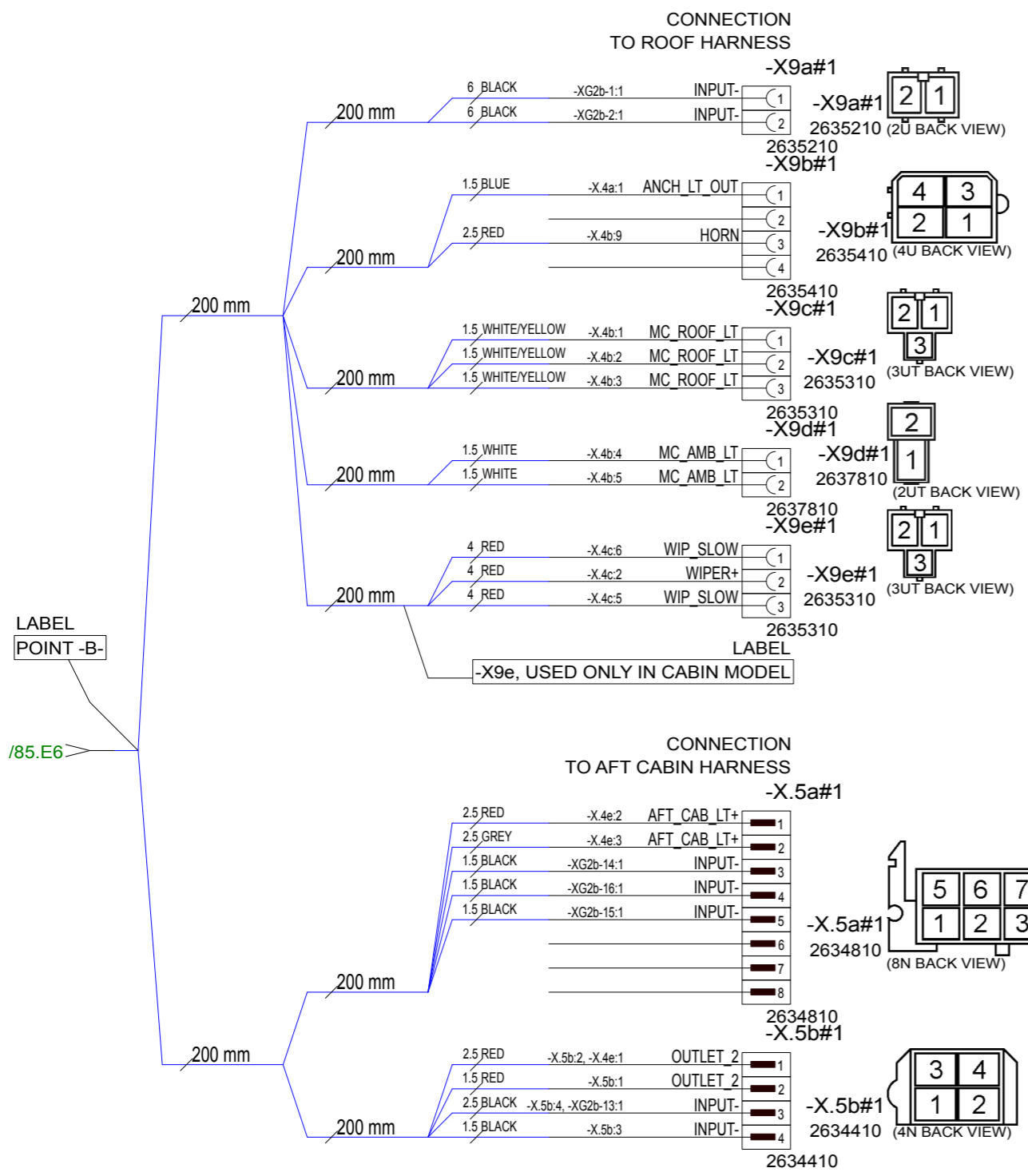
POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRWING.
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT
Date of modification	Modified by	Description

Date	17.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar	29586	Project ID
Boat	Product code	
37 MY20	DECK HARNESS	
Boat model	Title	
	HL	85 / 149
	Loc	Sheet



NOTICE! CABLES WITH STICKER

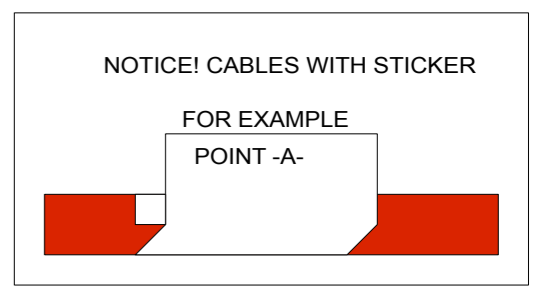
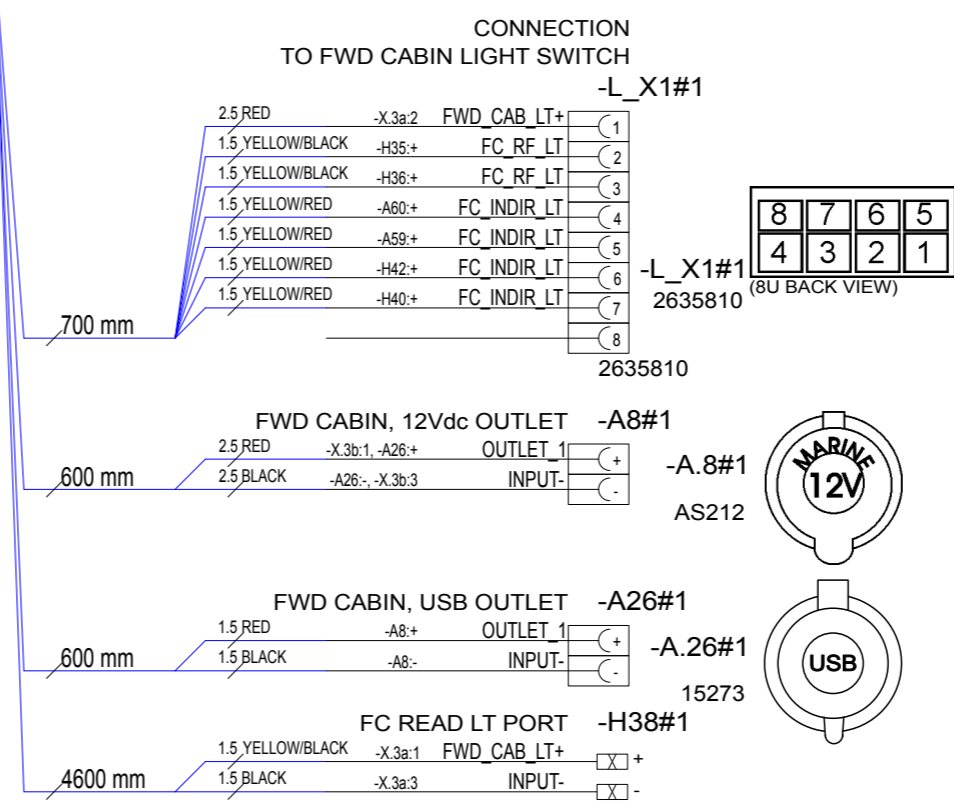
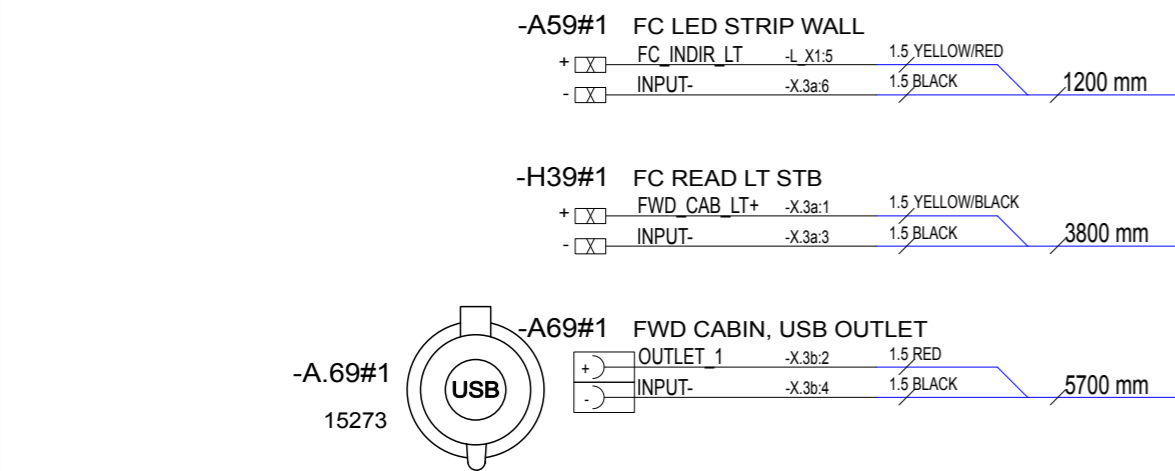
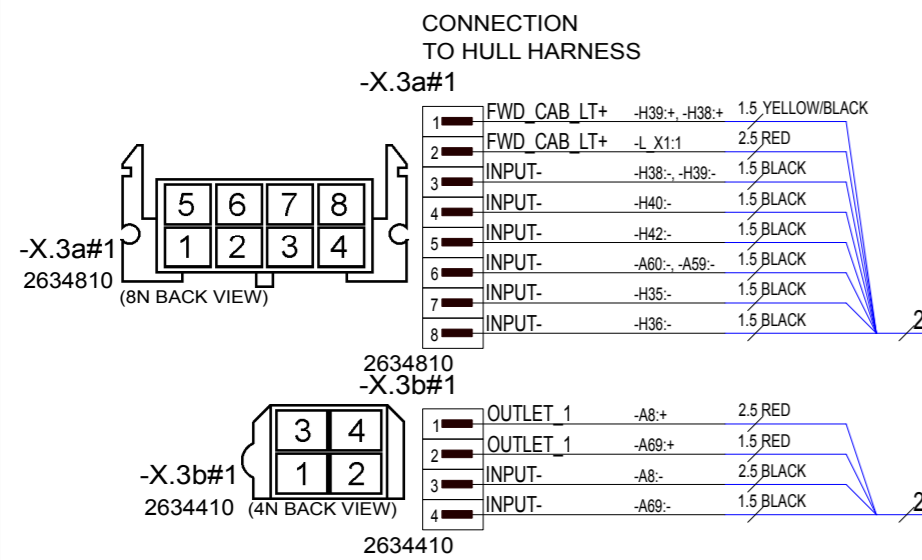
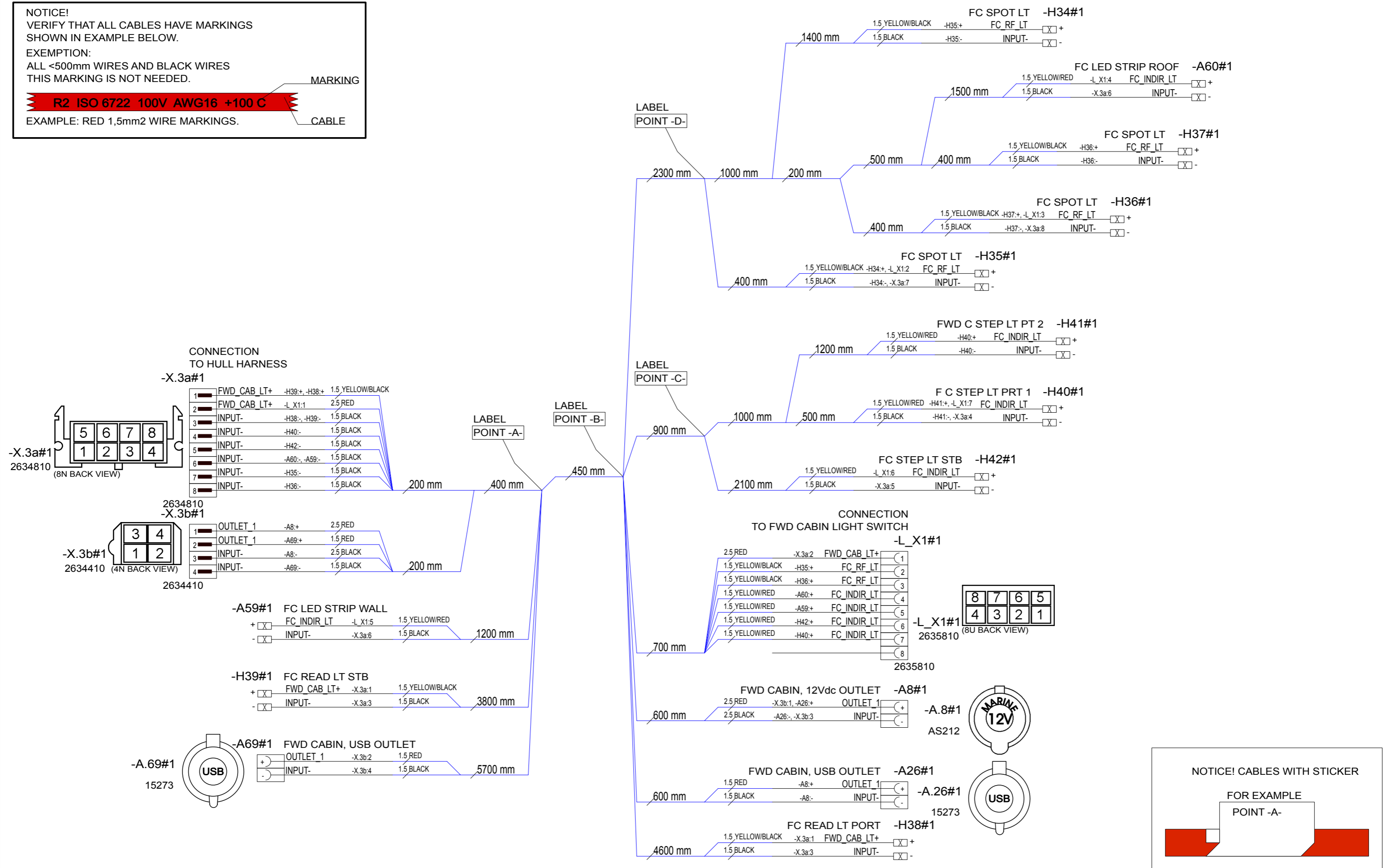
FOR EXAMPLE
POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRWING.	Date	17.5.2019
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	29586	Project ID
Boat	Product code	HL
37 MY20	DECK HARNESS	86 / 149
Boat model	Title	Sheet

NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.

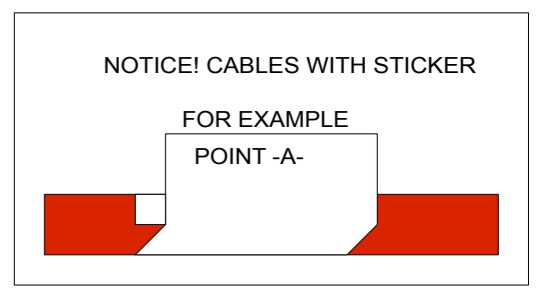
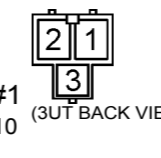
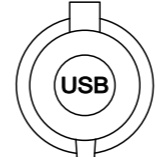
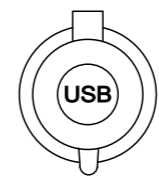
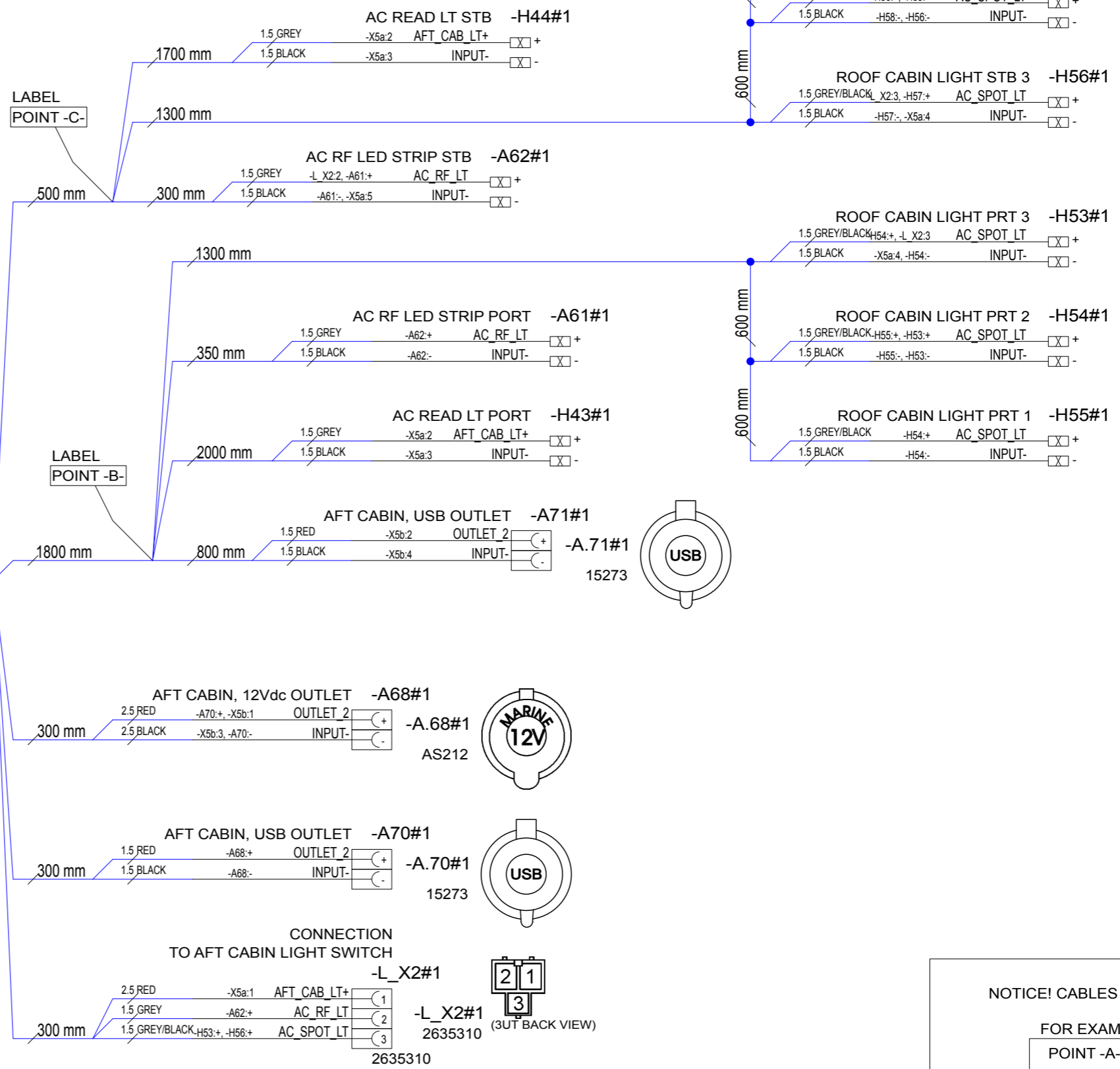
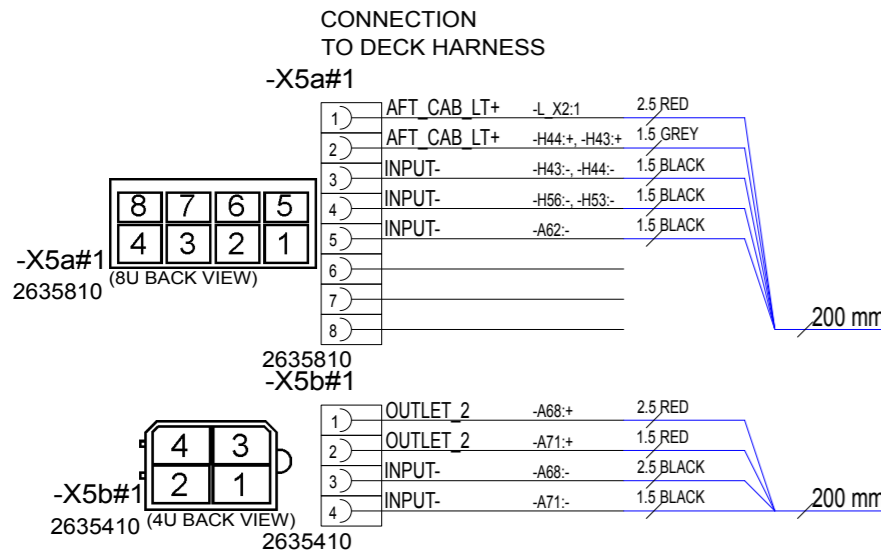


16.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	16.5.2019	NAVIX designed solutions	Axopar	29587	Project ID	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat			37 MY20
			Sheet rev.	1	Copyright by		Sub-product code	FORE CABIN HARNESS	87 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	Sheet

NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.

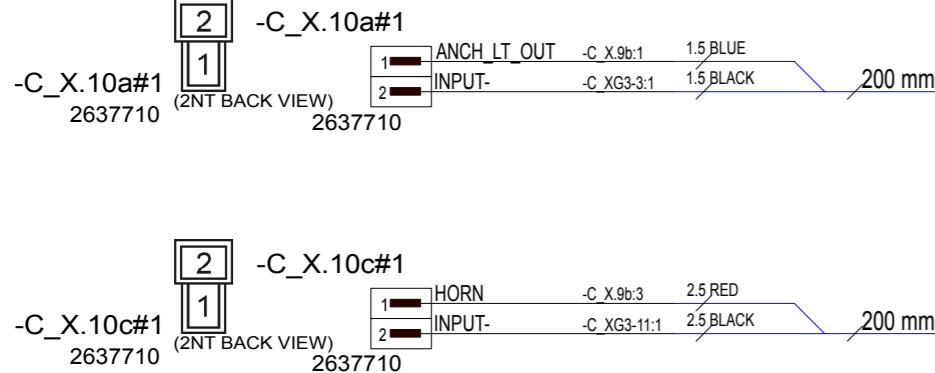


EXAMPLE: RED 1,5mm² WIRE MARKINGS.

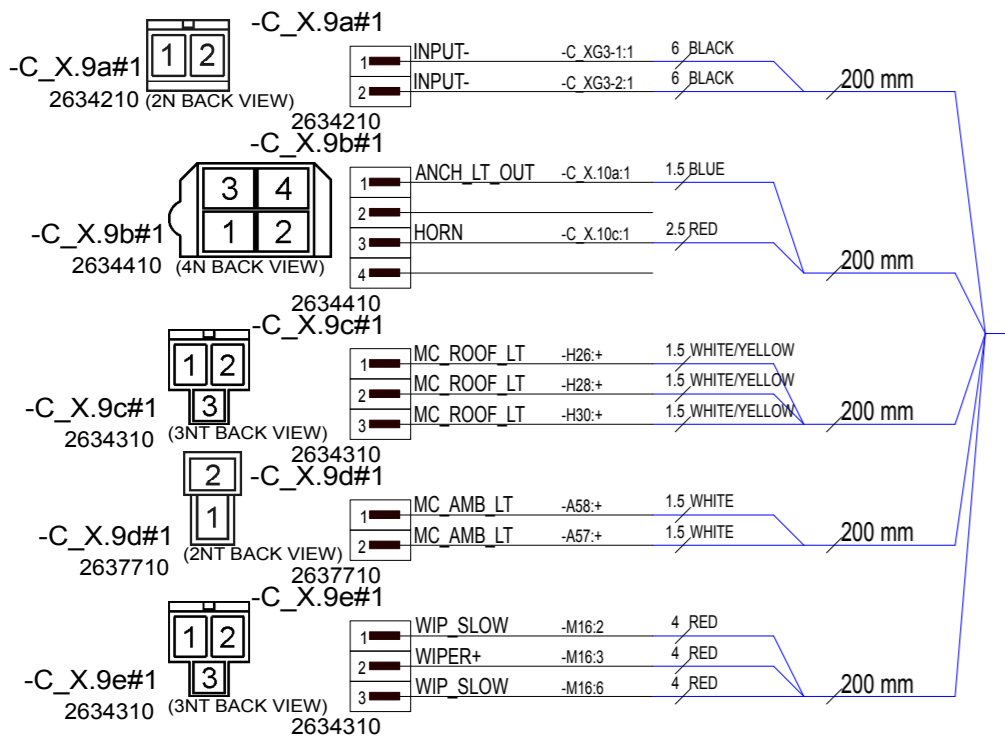


16.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	16.5.2019	NAVIX designed solutions	Axopar	29588	Project ID
10.10.2019	PN	B2: ADDED 6 SPOT LTS, SEVERAL MEASUREMENTS CHANGED.	Drawing by	TuM		Boat		
			Sheet rev.	2	Copyright by			
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	88 / 149 Sheet

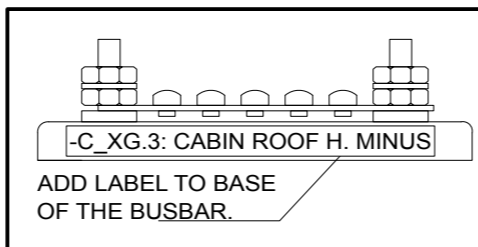
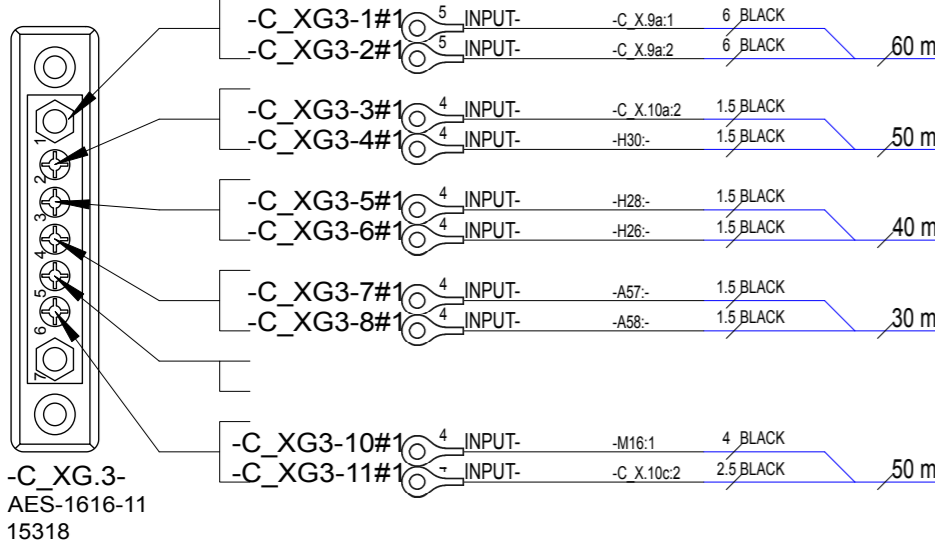
CONNECTION TO MAST HARNESS



CONNECTION TO DECK HARNESS

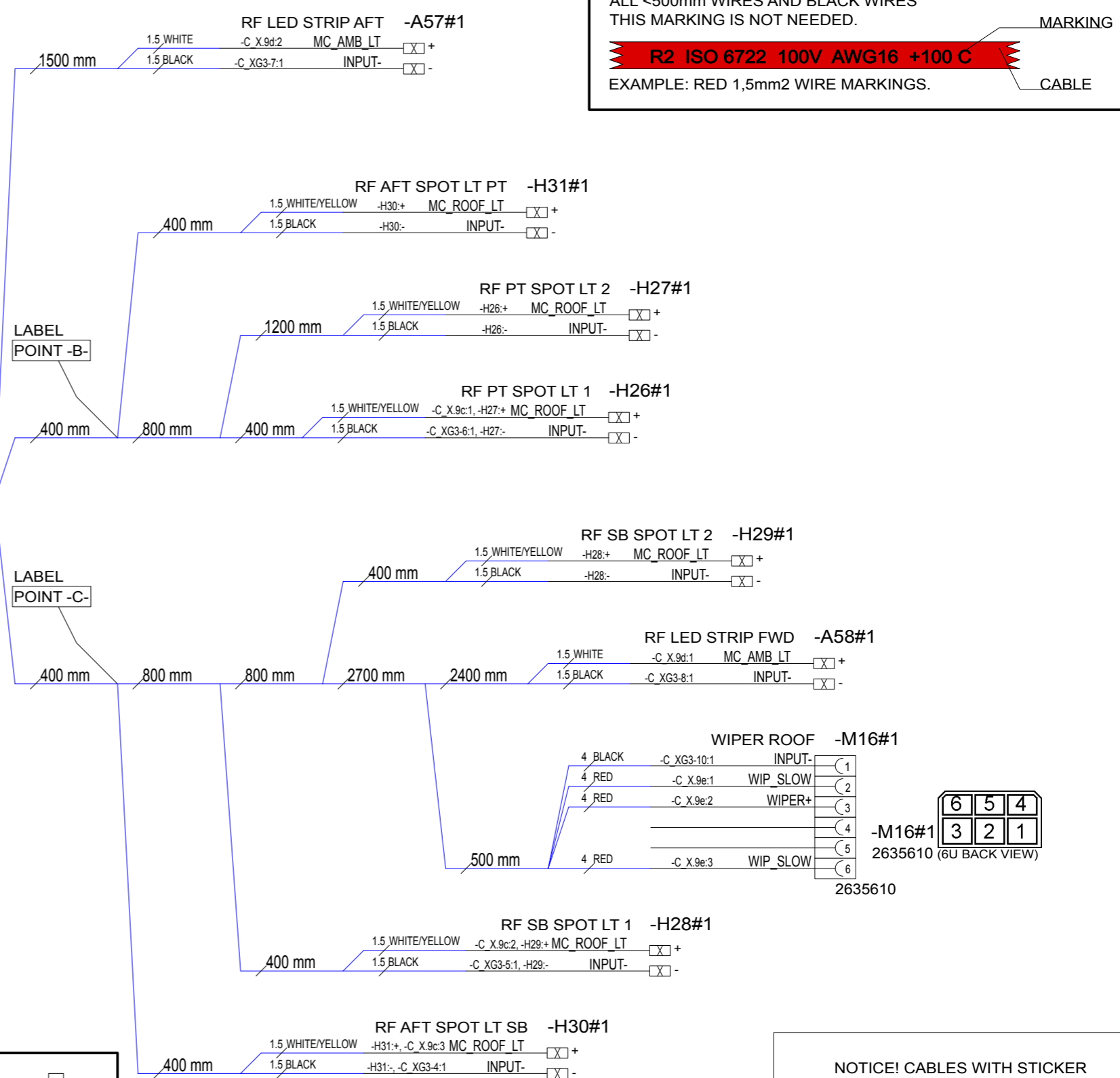


CABIN ROOF H. INPUT-



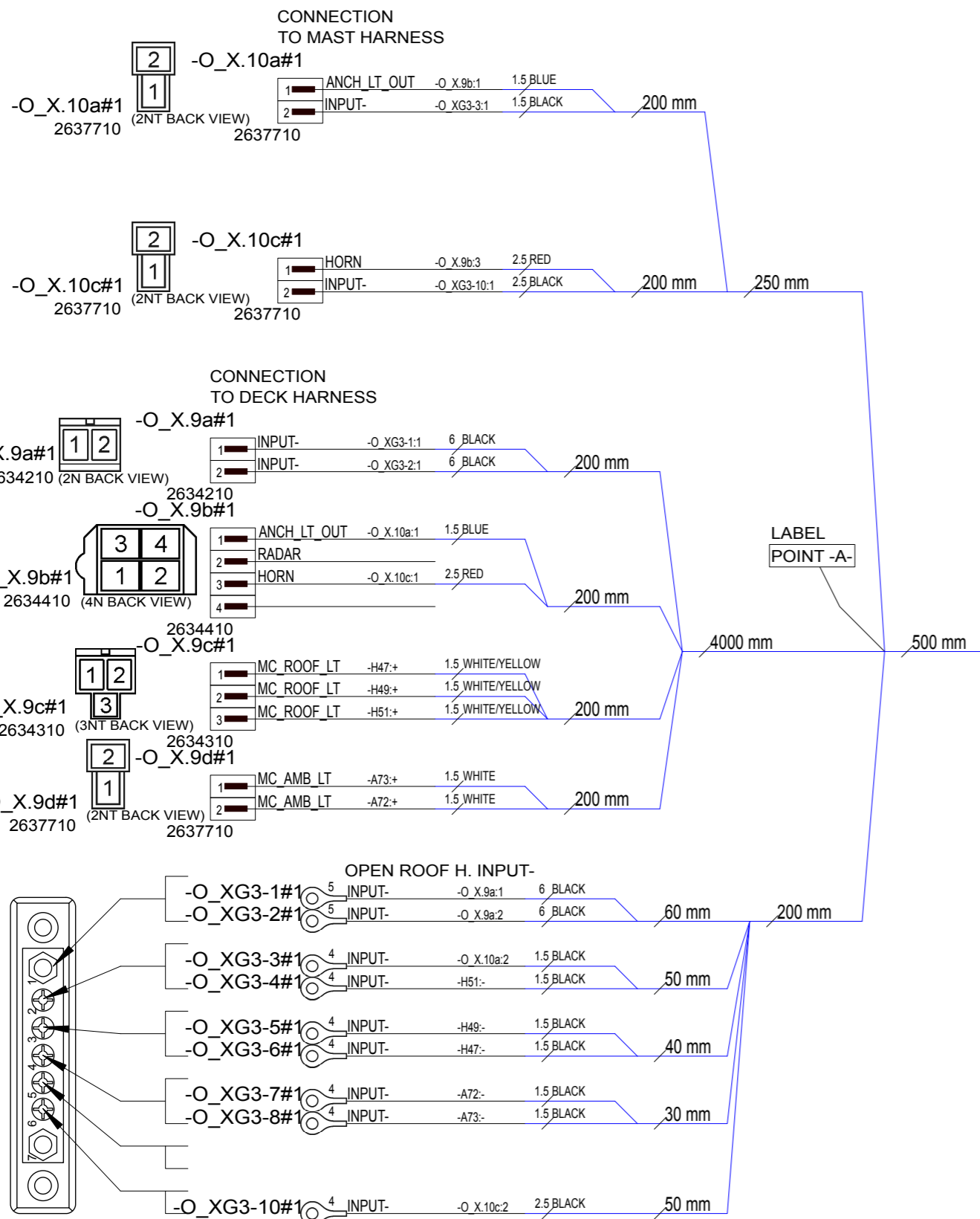
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES THIS MARKING IS NOT NEEDED.

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



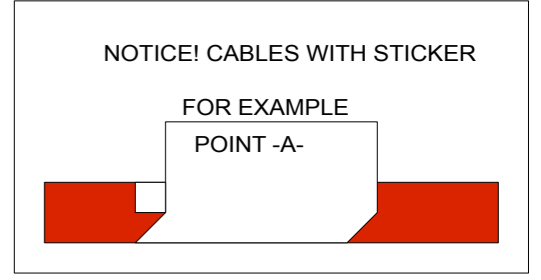
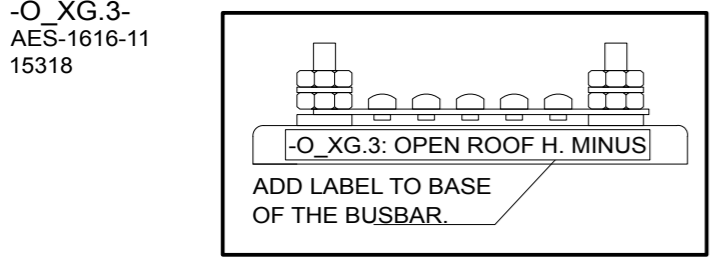
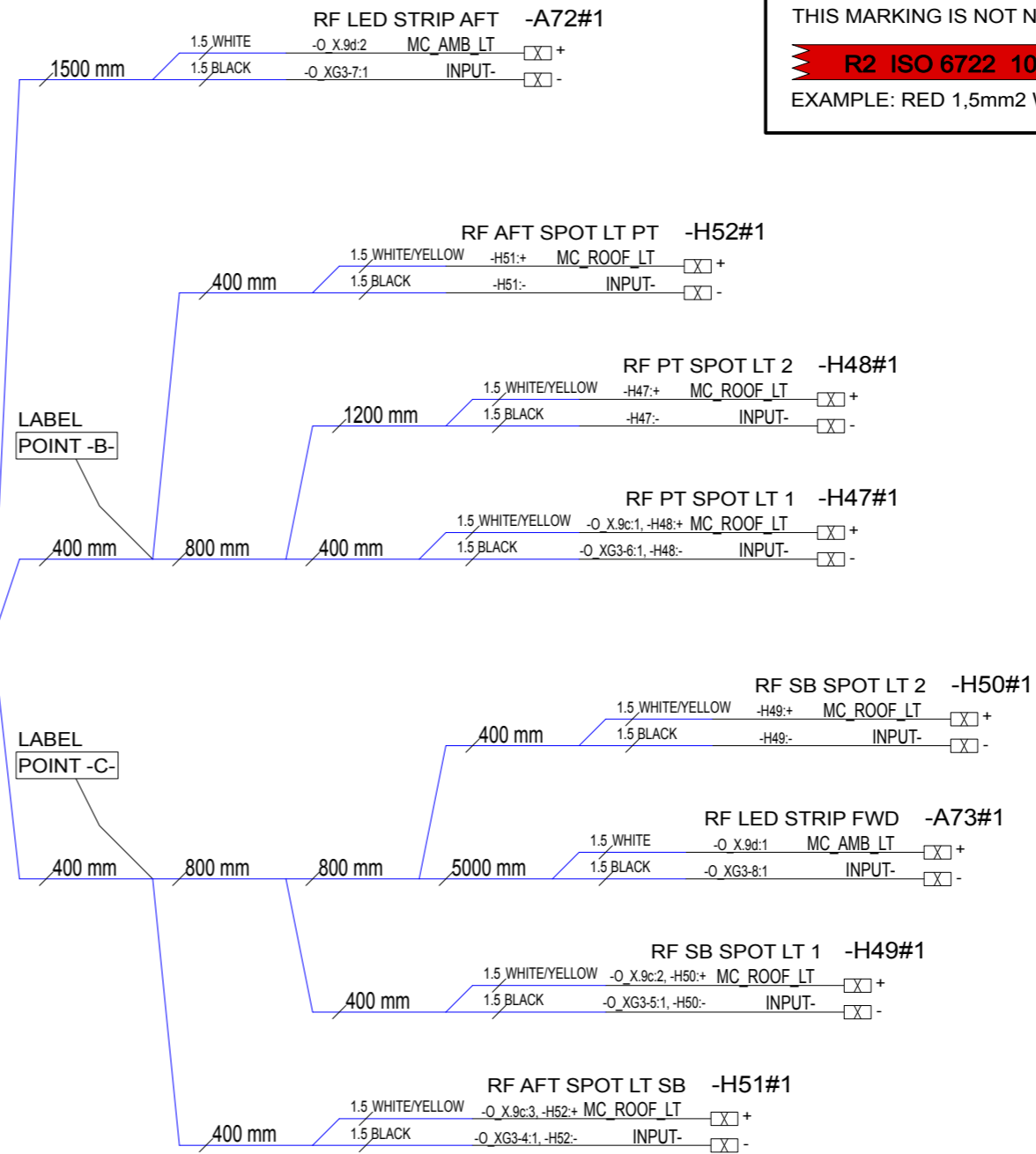
NOTICE! CABLES WITH STICKER FOR EXAMPLE POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	17.5.2019	NAVIX designed solutions	Axopar			
10.10.2019	PN	B2: RADAR WIRING REMOVED	Drawing by	TuM		Boat	37 MY20	Sub-product code	29589
			Sheet rev.	2	Copyright by		CABIN ROOF HARNESS	HL	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	89 / 149 Sheet



NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.

EXAMPLE: RED 1,5mm² WIRE MARKINGS.

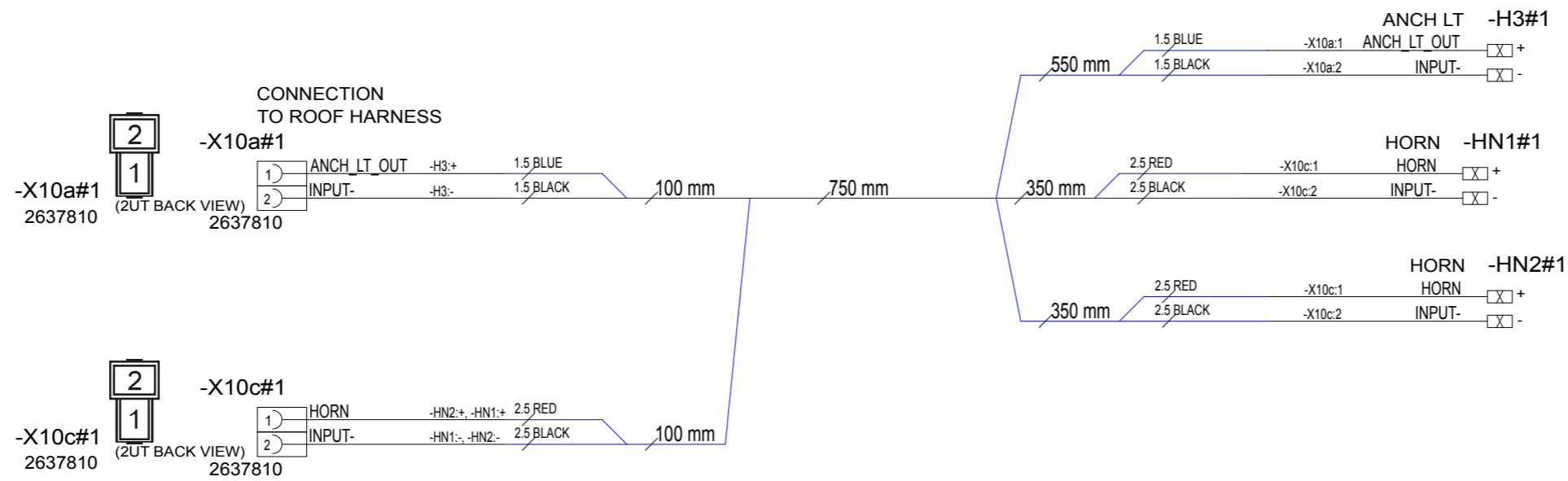
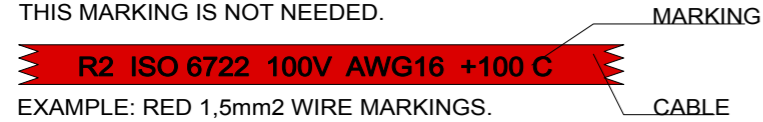


17.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	17.5.2019
10.10.2019	PN	B2: RADAR WIRING REMOVED	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	29590	Project ID	
Boat	37 MY20	Product code	HL
Boat model		Title	90 / 149
		Loc	Sheet

NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.



16.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	16.5.2019
10.10.2019	PN	B2: RADAR MOVED TO HULL HARNESS	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



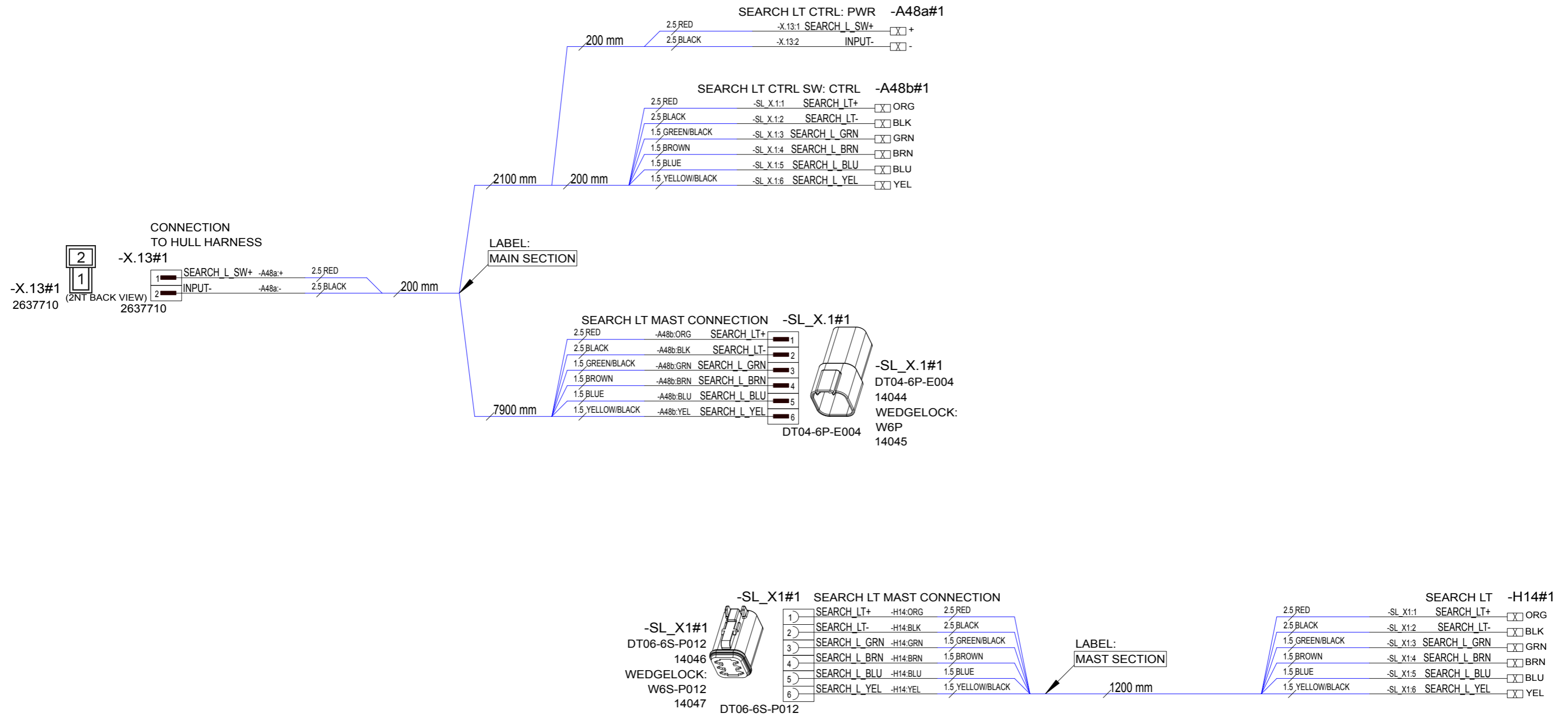
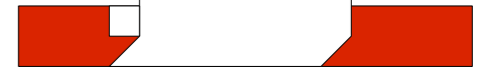
Axopar			29591	
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		MAST HARNESS	HL	91/ 149
		Title	Loc	Sheet

NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.



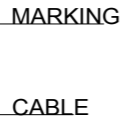
NOTICE! CABLES WITH STICKER

FOR EXAMPLE
 POINT -A-

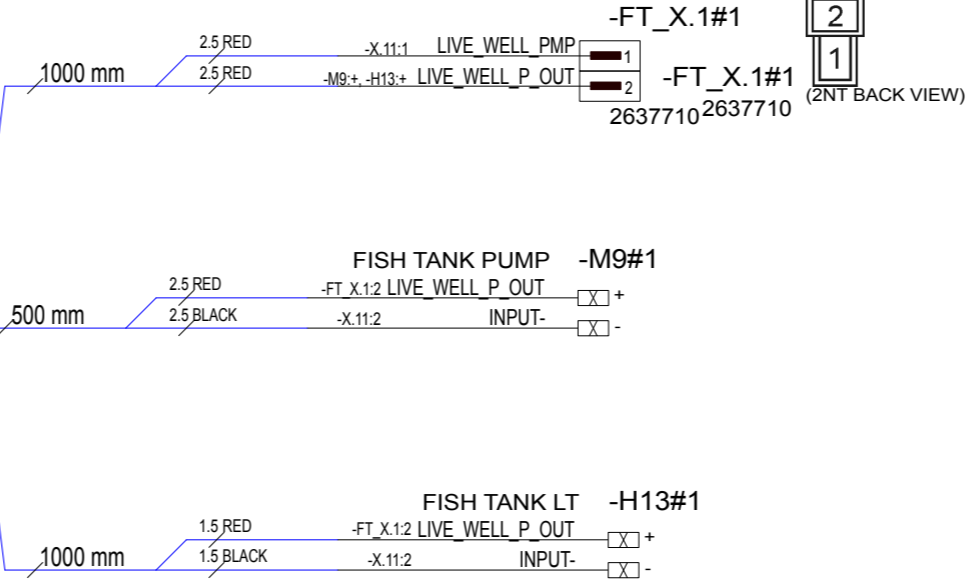


21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019		Axopar	29592		Project ID HL Loc	92 / 149 Sheet	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code			Project ID
Date of modification	Modified by	Description	Sheet rev.	1		Boat model	Title	HL			Project ID
			Project rev.	B	Copyright by	SEARCH LT HARNESS					

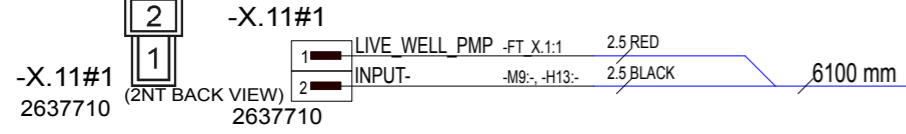
NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.
 EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



CONNECTION
 TO FISH TANK SWITCH PANEL

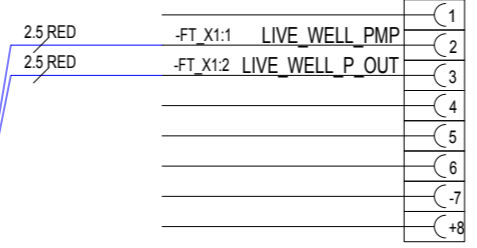


CONNECTION
 TO HULL HARNESS

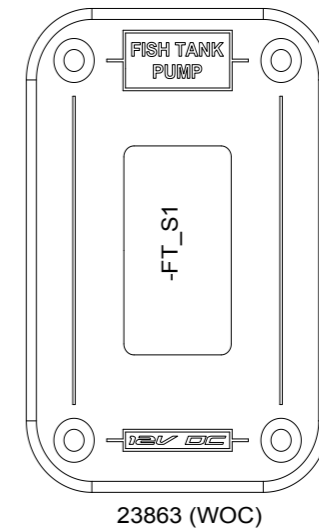
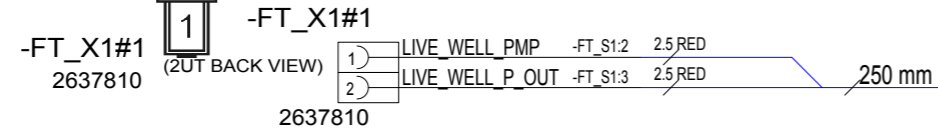


VVAZC00
 ACTUATOR BLANCO, CONTURA II
 -FT_S.1#1
 V15AS00C

FISH TANK PUMP SW -FT_S1#1



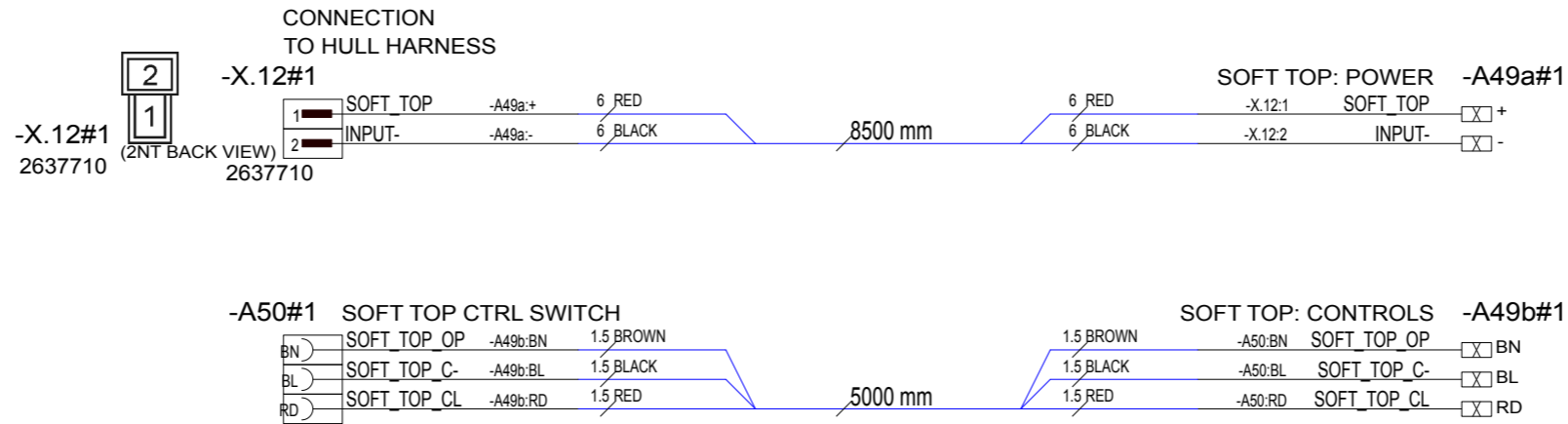
CONNECTION
 TO LIVE WELL HARNESS



FISH TANK SWITCH PANEL

21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019	NAVIX designed solutions	Axopar	23863	29593	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	1	Copyright by	37 MY20	LIVE WELL HARNESS		HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	93 / 149 Sheet

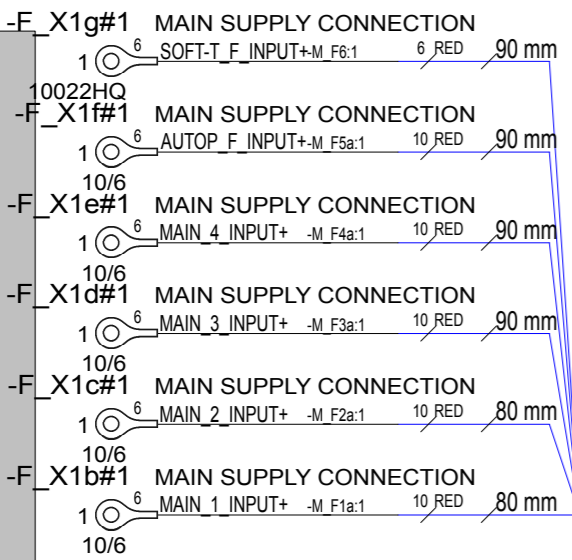
NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.



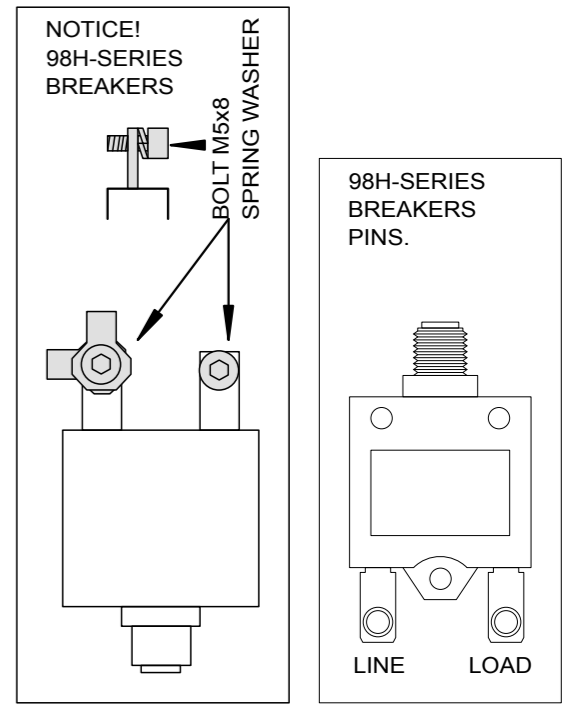
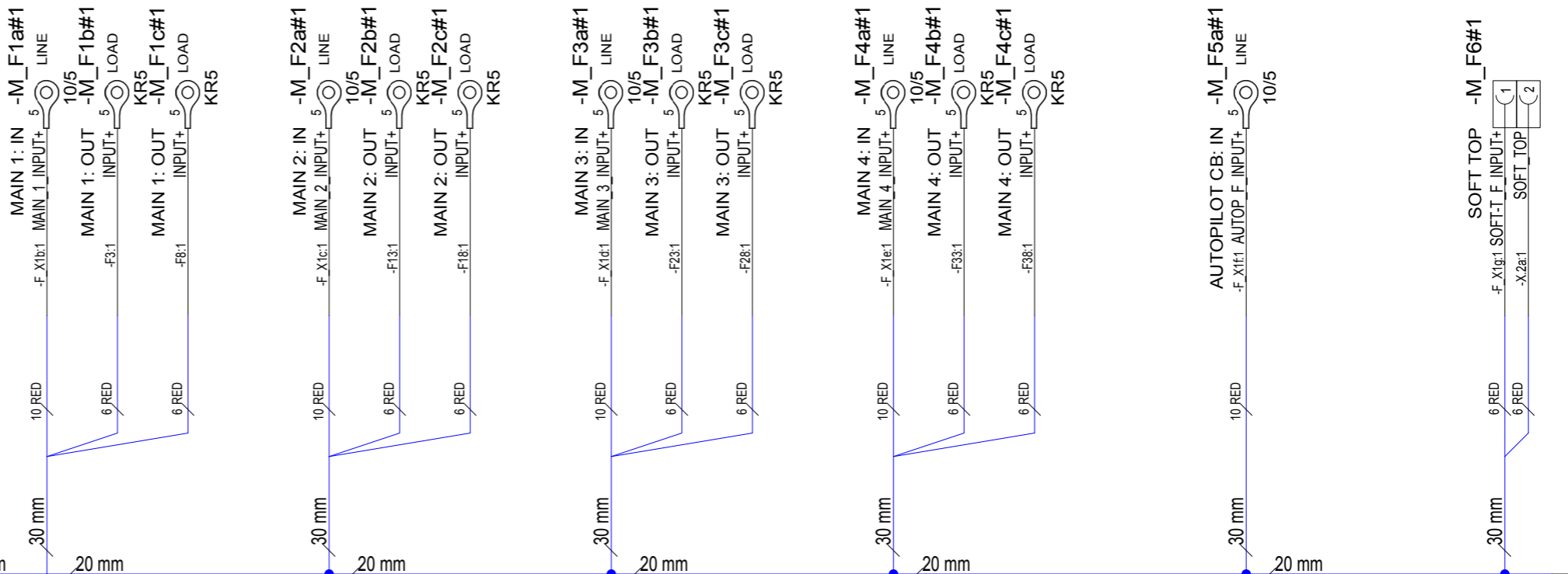
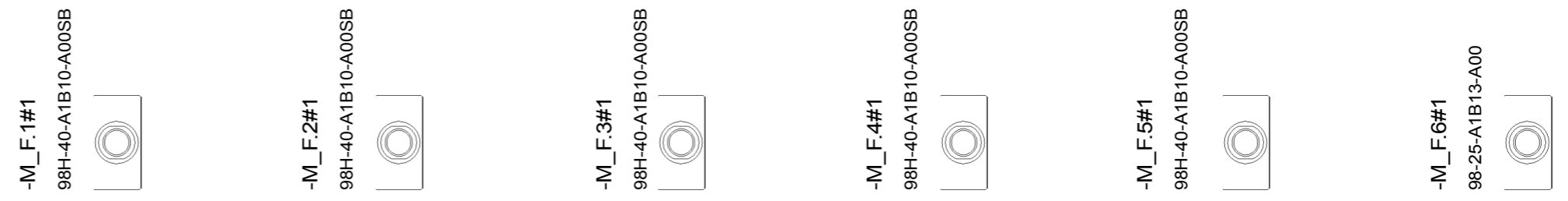
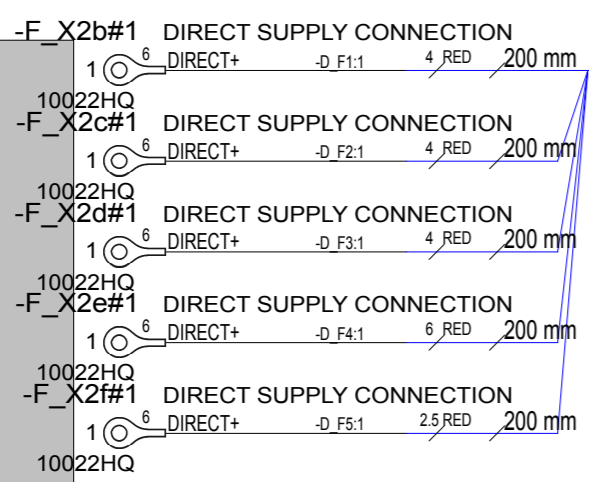
21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019		Axopar	Sub-product code 29594	Product code Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat		
			Sheet rev.	1	Copyright by		ELECTRICAL ROOF HARNESS	HL
Date of modification	Modified by	Description	Project rev.	B	Boat model			Loc

1.

-F_X.1
MAIN SUPPLY CONNECTION
COPPER BAR



-F_X.2
DIRECT SUPPLY CONNECTION
COPPER BAR



11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B

NAVIX
designed solutions

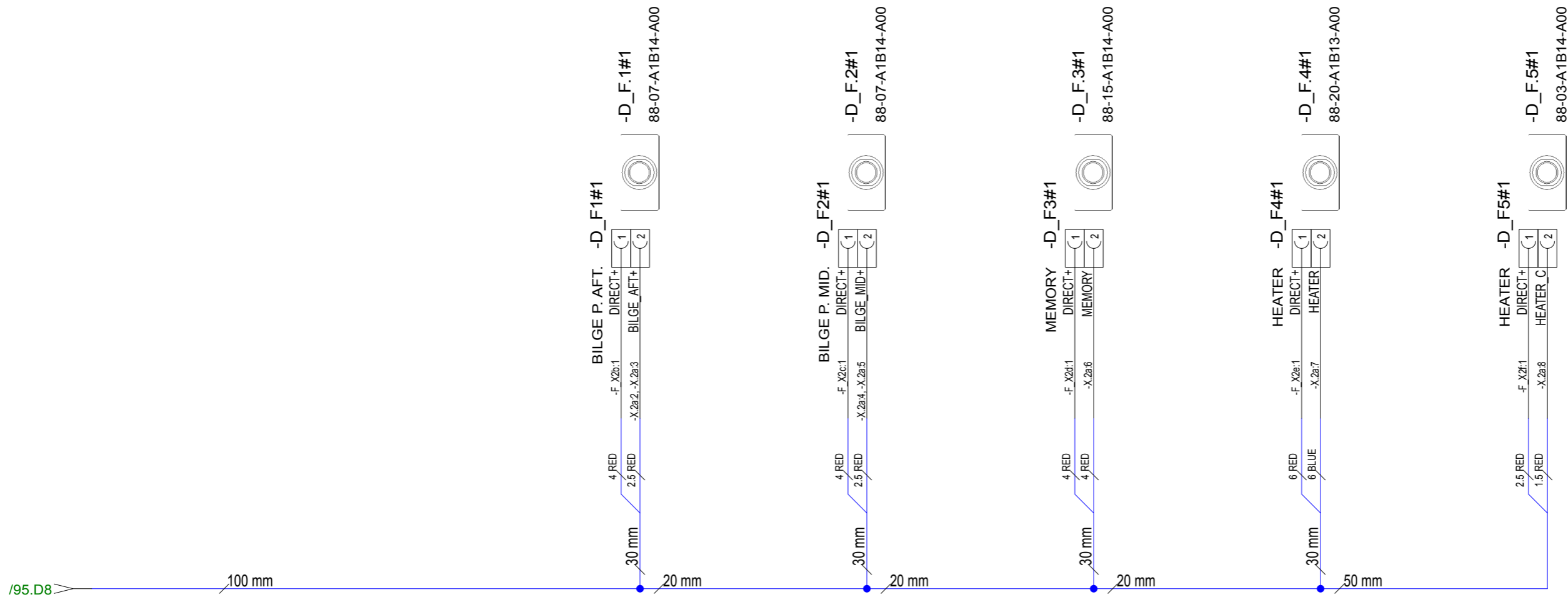
Copyright by

Axopar
Boat
37 MY20
Boat model

SEE EXP. VIEW
Sub-product code
FUSE UNIT
Title

29595
Product code
HL
Loc
Project ID
95 / 149
Sheet

2.



11.3.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREMENT, PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP
Date of modification	Modified by	Description

Date	11.6.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

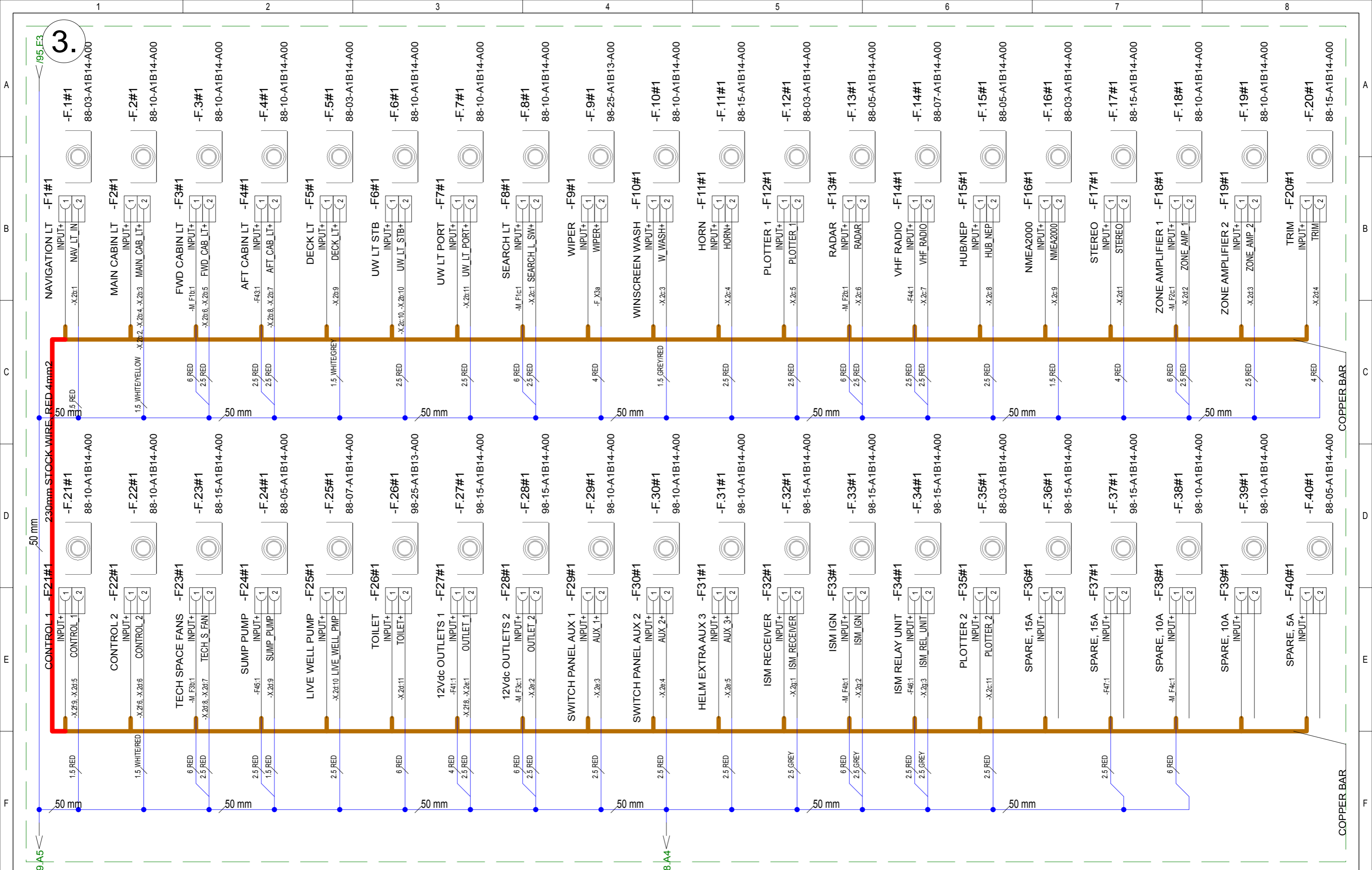


Copyright by

Axopar
Boat
37 MY20
Boat model

SEE EXP. VIEW
Sub-product code
FUSE UNIT
Title

29595	Product code	Project ID
HL	Loc	96 / 149
Sheet		



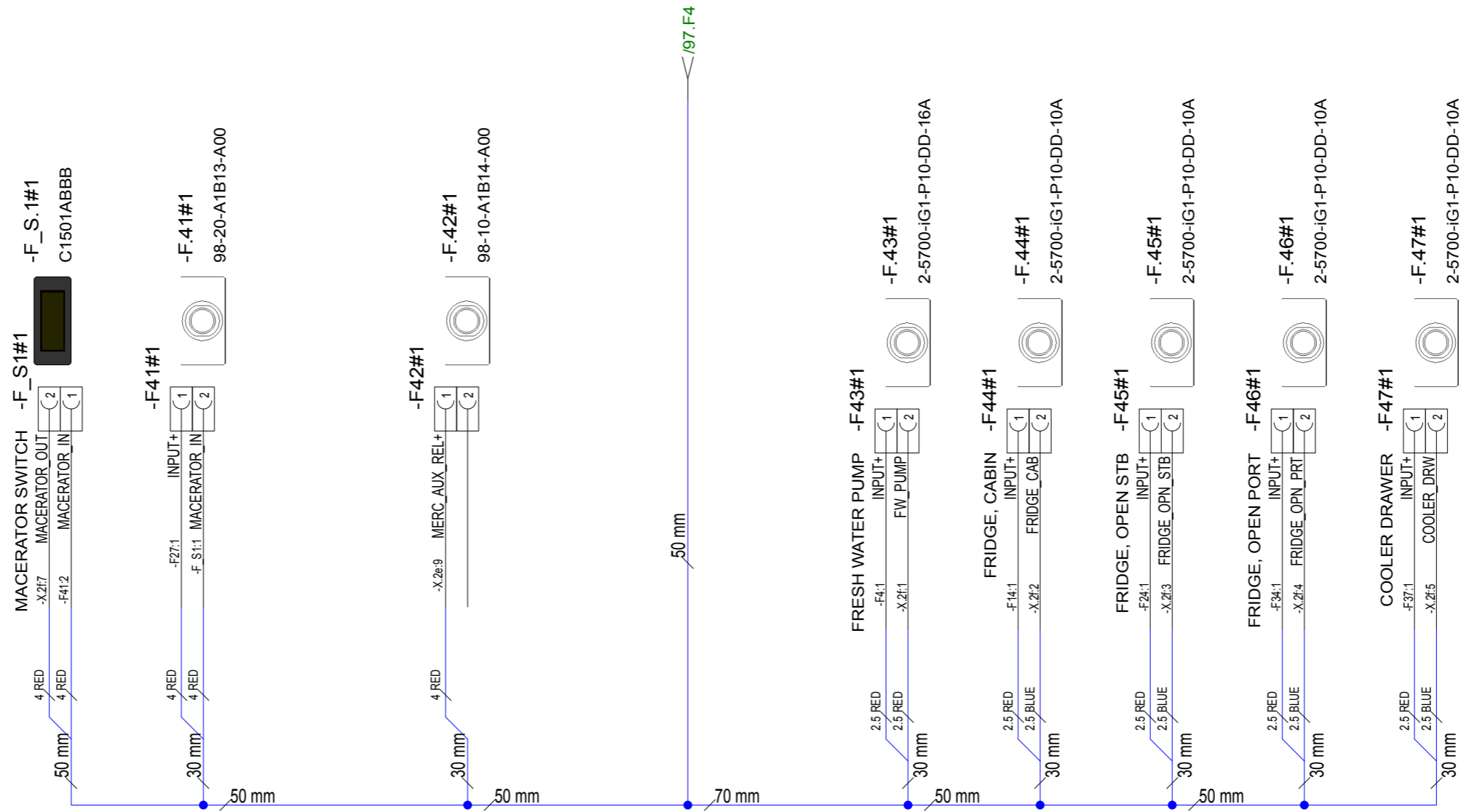
11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar
Boat
37 MY20
Boat model

SEE EXP. VIEW	29595	
Sub-product code	Product code	Project ID
FUSE UNIT	HL	97 / 149
Title	Loc	Sheet

4.



11.3.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREMENT, PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP
Date of modification	Modified by	Description

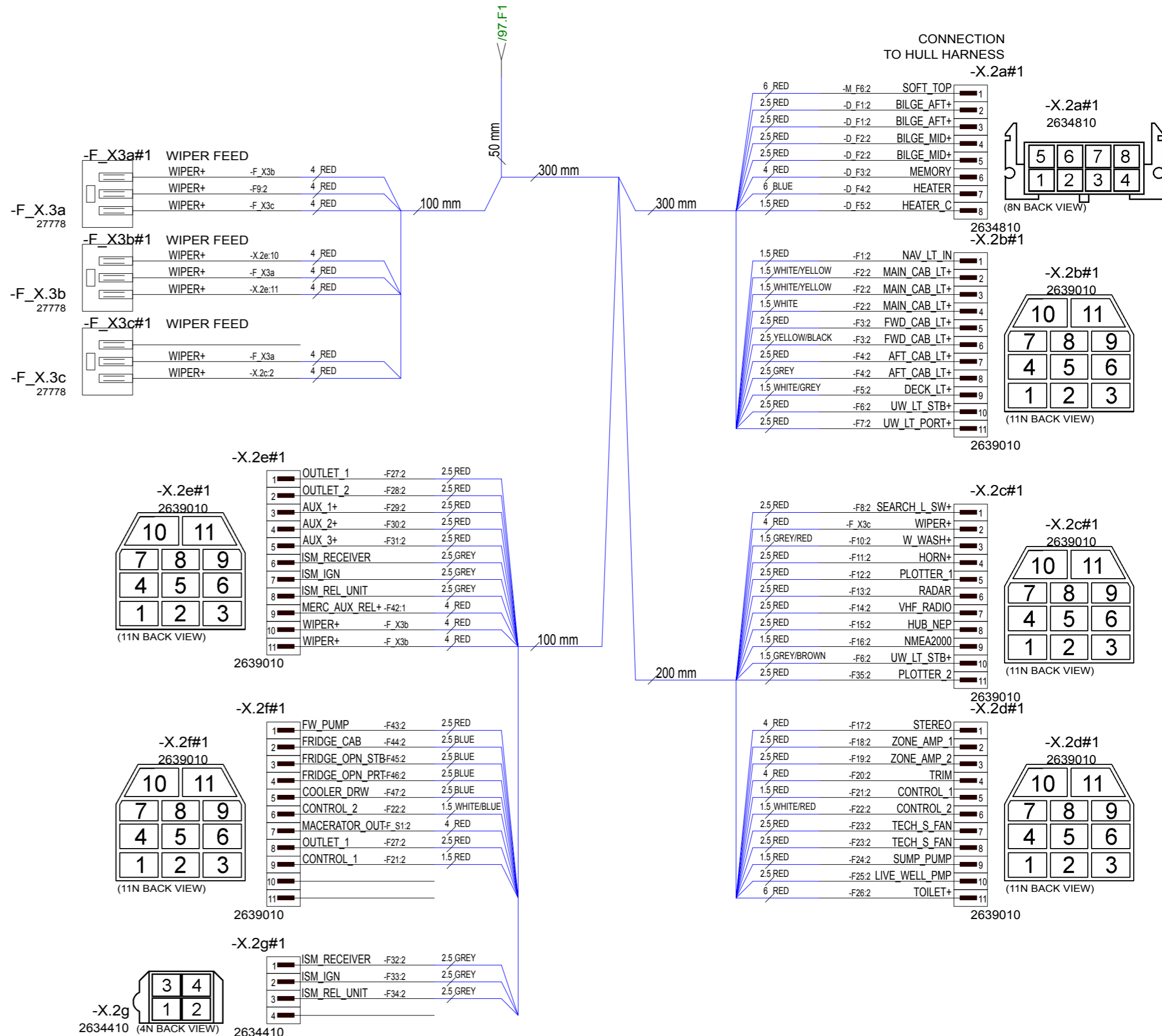
Date	11.6.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

SEE EXP. VIEW	29595
Sub-product code	Product code
FUSE UNIT	HL
Title	Loc

Project ID	98 / 149
Sheet	



NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.

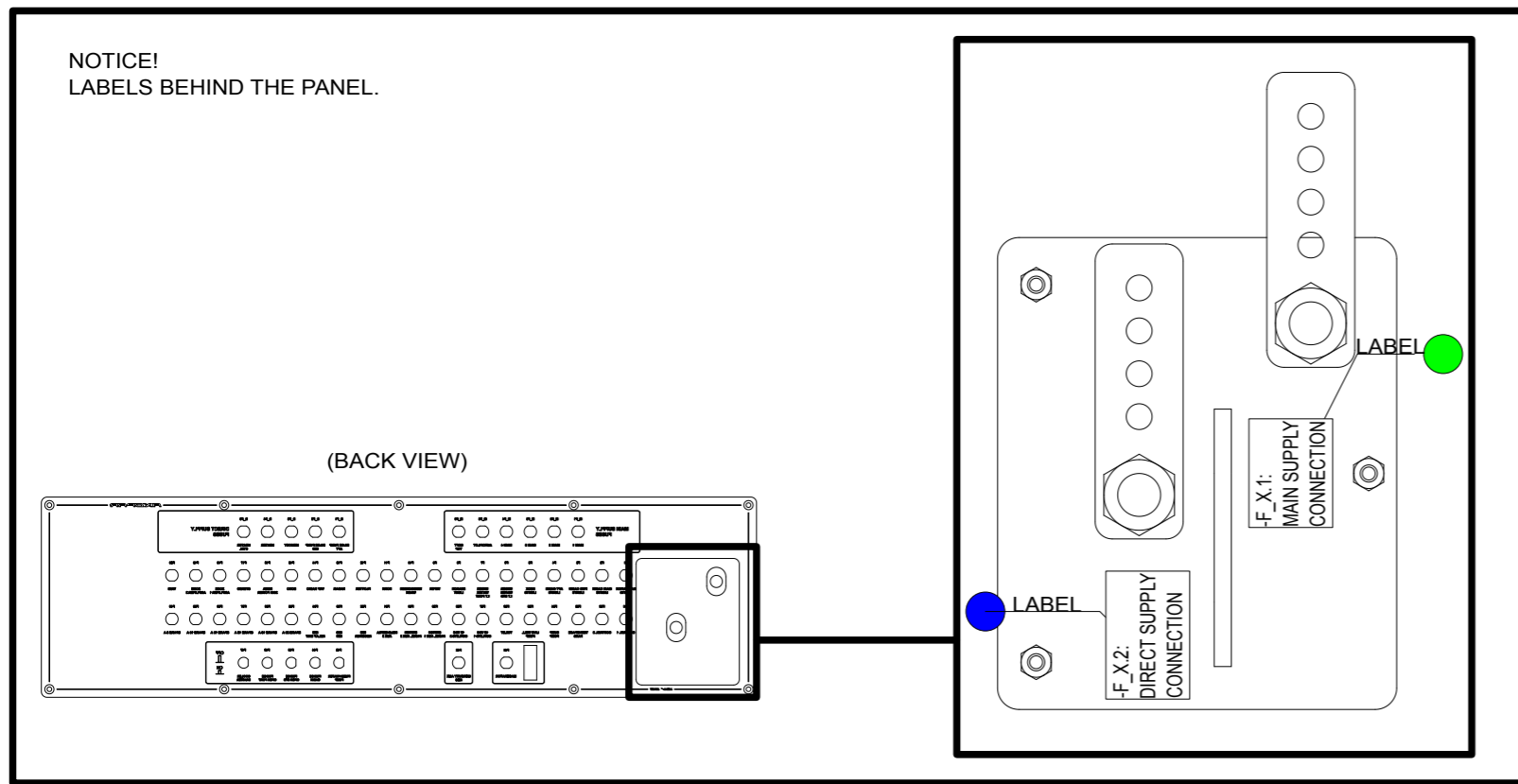
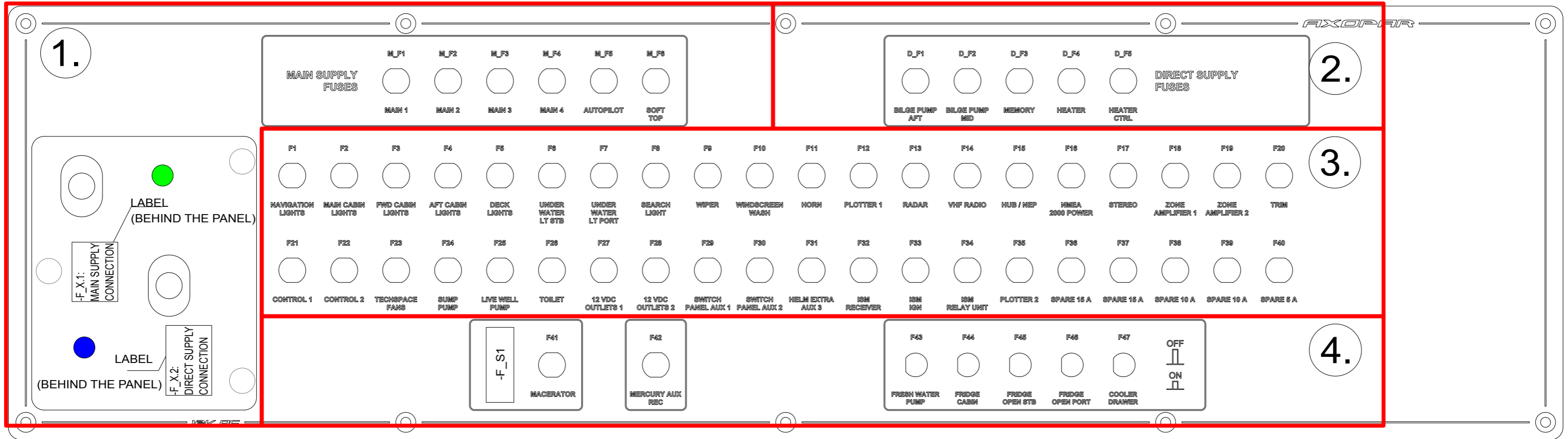
EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES THIS MARKING IS NOT NEEDED.

EXAMPLE: RED 1,5mm² WIRE MARKINGS.

11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019	Axopar	SEE EXP. VIEW	29595	
10.10.2019	PN	B2: CHANGED MEASUREMENT, PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2	37 MY20	FUSE UNIT	HL	99 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	Sheet



FUSE PANEL GENERAL LAYOUT/ LABELS



2.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREMENT, PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP
Date of modification	Modified by	Description

Date	2.7.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B



Axopar
Boat
37 MY20
Boat model

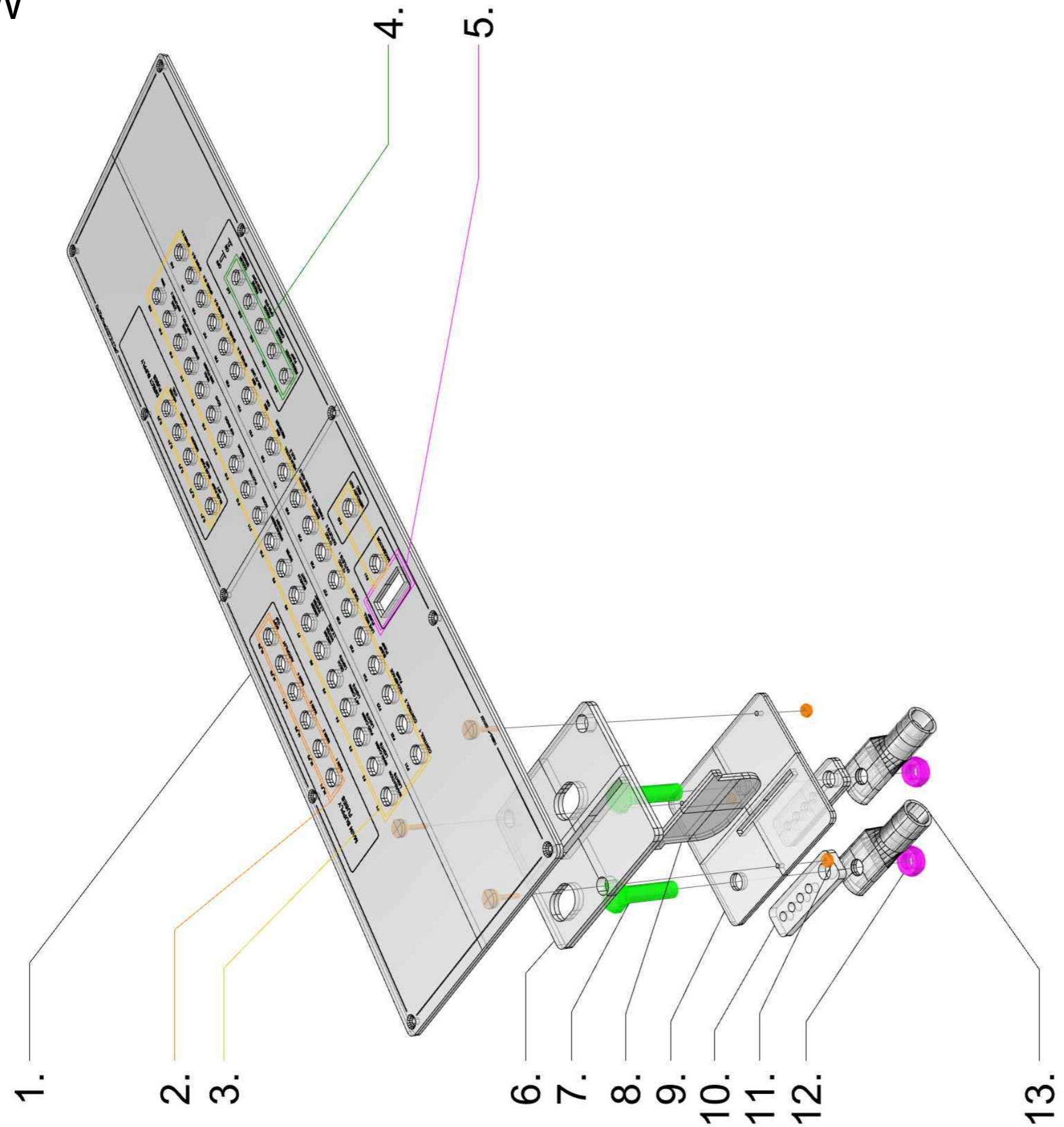
SEE EXP VIEW
Sub-product code
FUSE UNIT
Title

29595
Product code
HL
Loc

Project ID
100 / 149
Sheet

EXP VIEW

29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL



- 29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL
- 1. 1PC 29916_AXOPAR_37_MY20_FUSE_UNIT_PANEL_(WOC)
 - 2. 6PCS KUOYUH_98H_SERIES
 - 3. 47PCS KUOYUH_98_SERIES
 - 4. 5PCS ETA 1140 FUSE
 - 5. 1PC ARCOLECTRIC_15..B.33.4X14.0
 - 6. 1PC 29918_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_BTM_PANEL_(WOC)
 - 7. 2PCS M10 L40
 - 8. 1PC 29920_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_SPACER_PANEL_(WOC)
 - 9. 1PC 29919_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_TOP_PANEL_(WOC)
 - 10. 2PCS 30167_NAVIX_LINE_VIRTAKISKO_FOUR_SPOT_SMALL
 - 11. 3PCS M4 NUT A4
 - 12. 2PCS M10 SPRING WASHER
2PCS M10 NUT A4
 - 13. 2PCS CABLE SHOES (AS IN DIAGRAM)

TE 01.07.2019
TE 11.09.2019

Date of modification	Modified by	Description
11.6.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREMENT., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP

Date	11.6.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

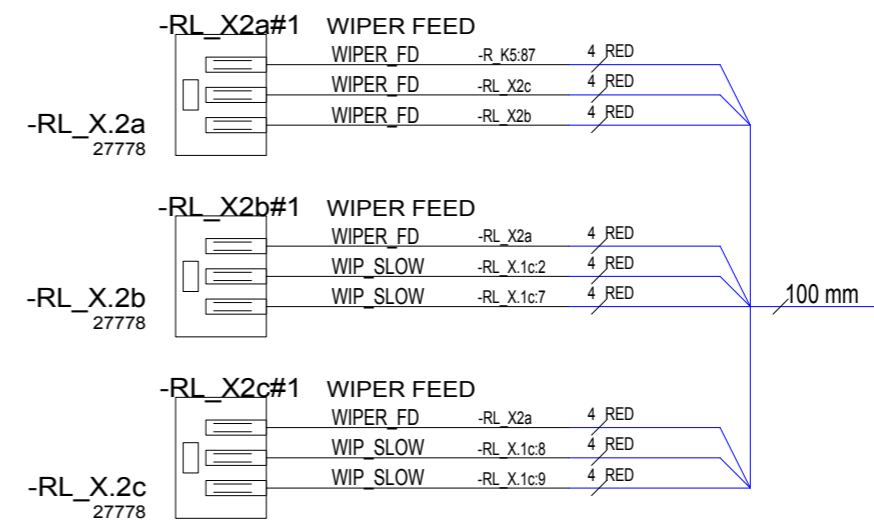
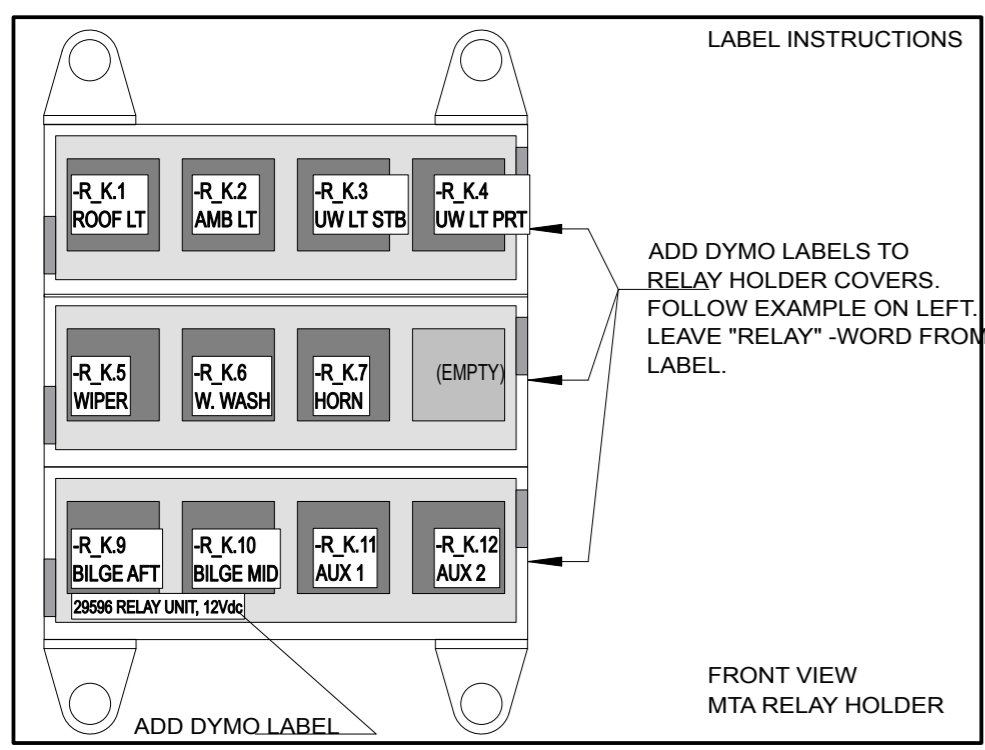
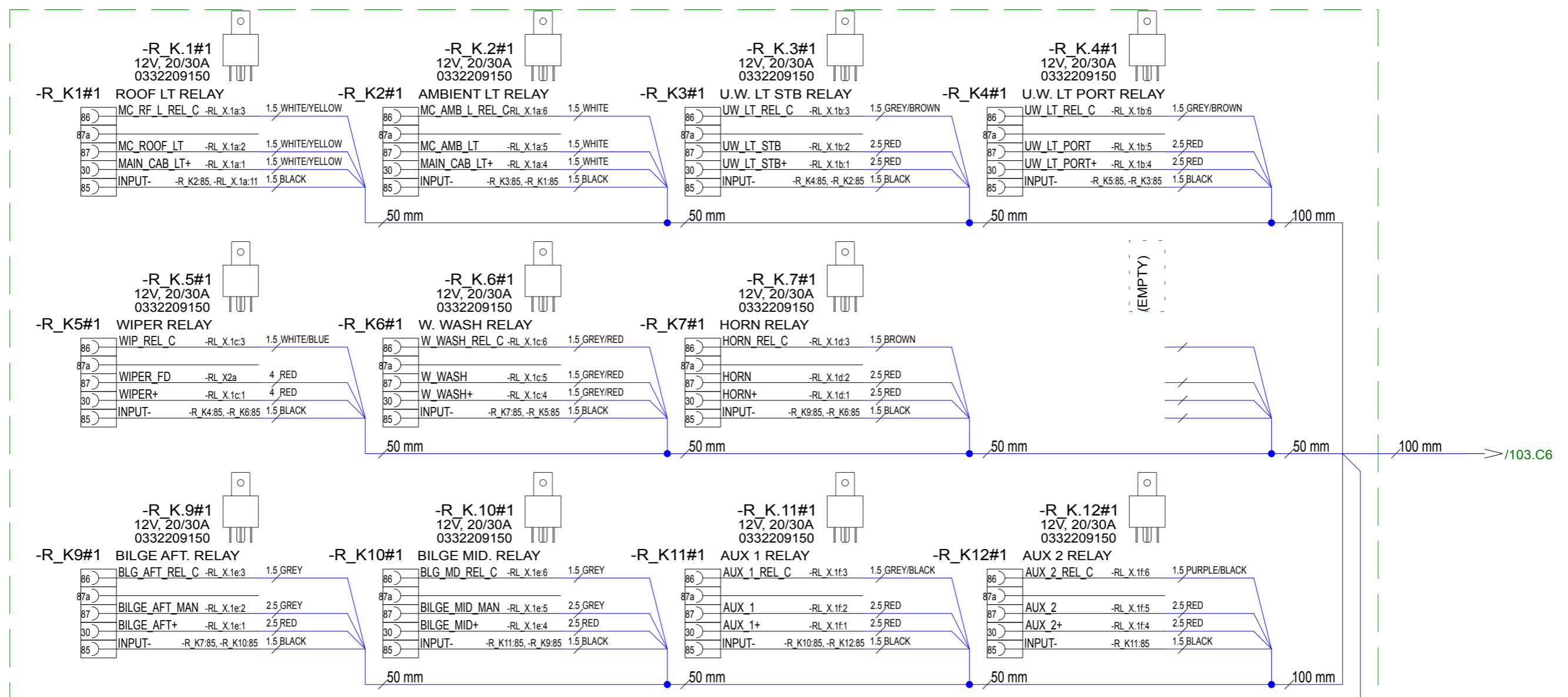


Axopar
Boat
37 MY20
Boat model

SEE EXP. VIEW
Sub-product code
FUSE UNIT
Title

29595
Product code
HL
Loc

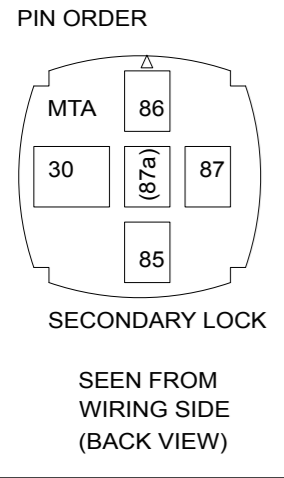
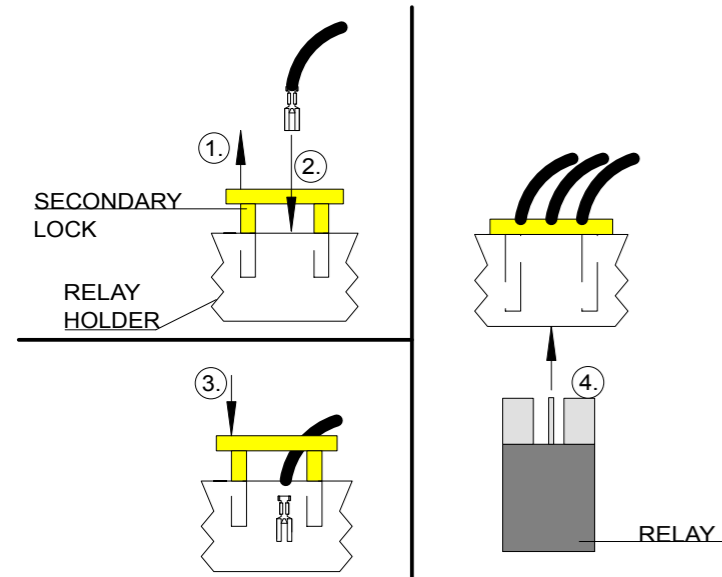
Project ID
101/ 149
Sheet



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019		Axopar						
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	RELAY UNIT	29596	Product code	Project ID
Date of modification	Modified by	Description	Sheet rev.	1		Boat model		Title		HL	102 / 149	Sheet
			Project rev.	B	Copyright by				Loc			

INSTRUCTIONS FOR ATTACHING CABLES/ RELAYS TO RELAY HOLDER:

1. PULL SECONDARY LOCK OUT OF RELAY HOLDER APPROX 1cm WITH TOOL IF NEEDED (DO NOT PULL COMPLETELY OUT)
2. MOUNT WIRES
3. PUSH SECONDARY LOCK BACK IN
4. MOUNT RELAY TO RELAY HOLDER

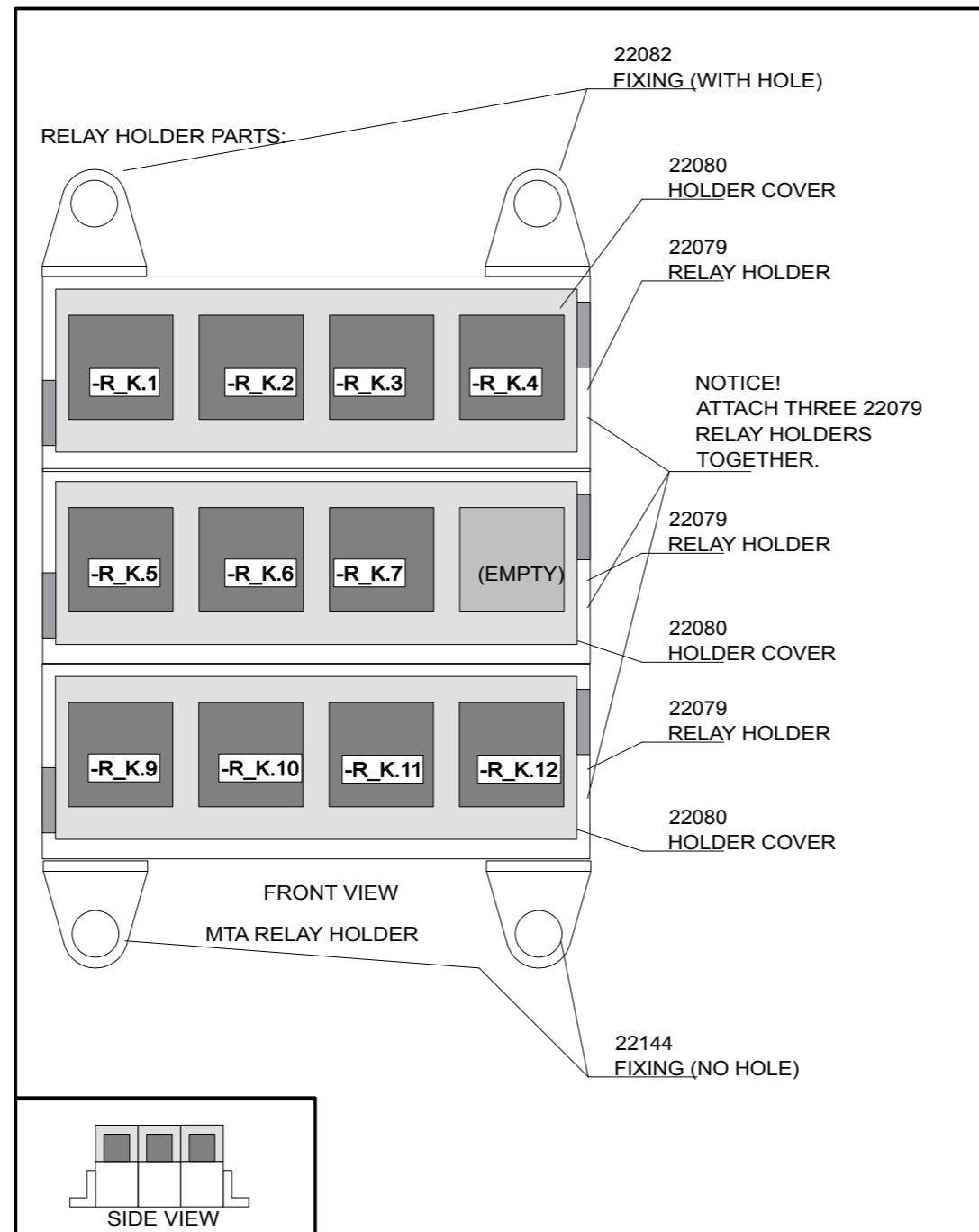


NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES THIS MARKING IS NOT NEEDED.

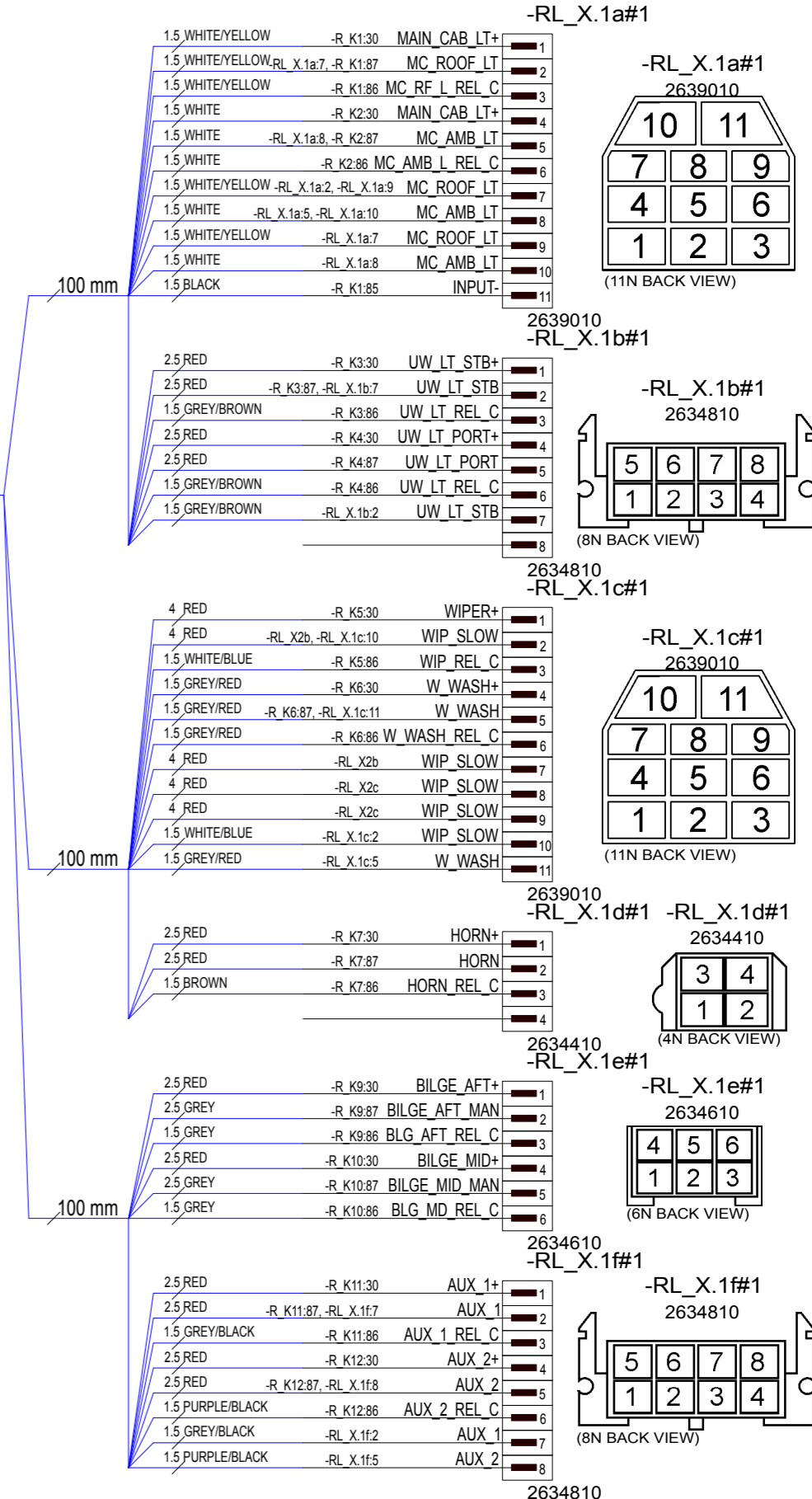
MARKING

CABLE

EXAMPLE: RED 1,5mm² WIRE MARKINGS.



/102.C8

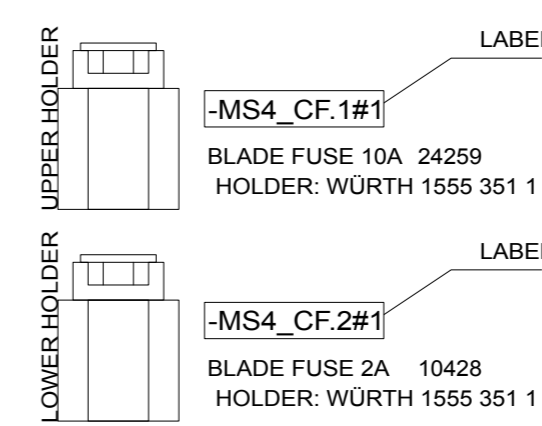
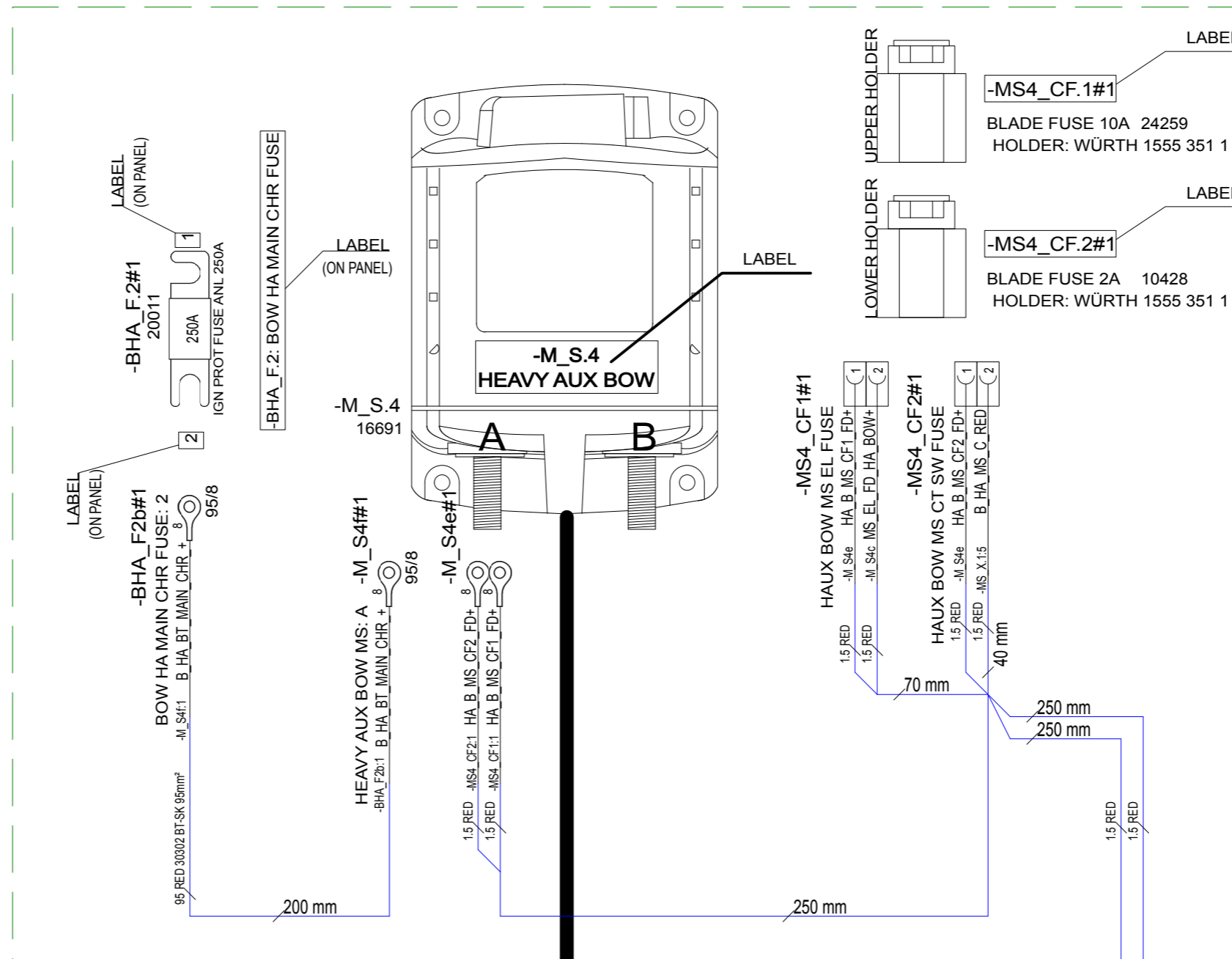


22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	29596	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat		
			Sheet rev.	1	Copyright by	37 MY20	RELAY UNIT	HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc
1	2	3	4	5	6	7	8	103 / 149 Sheet

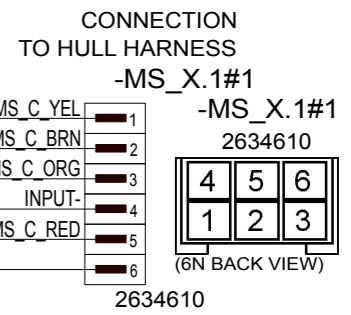
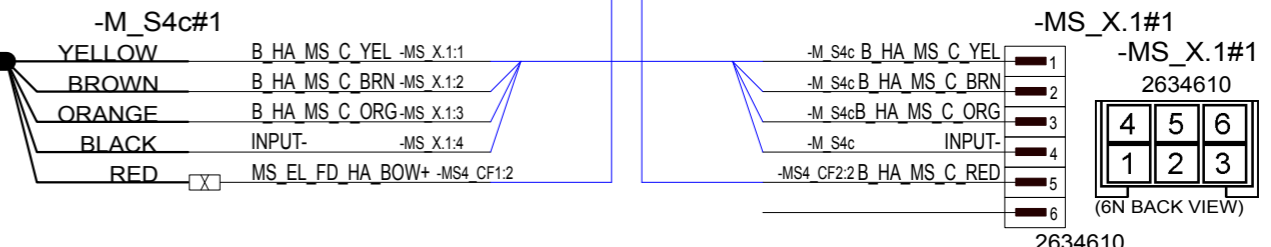
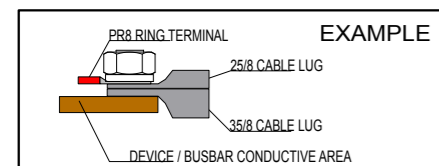
NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
 THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 1,5mm² WIRE MARKINGS.

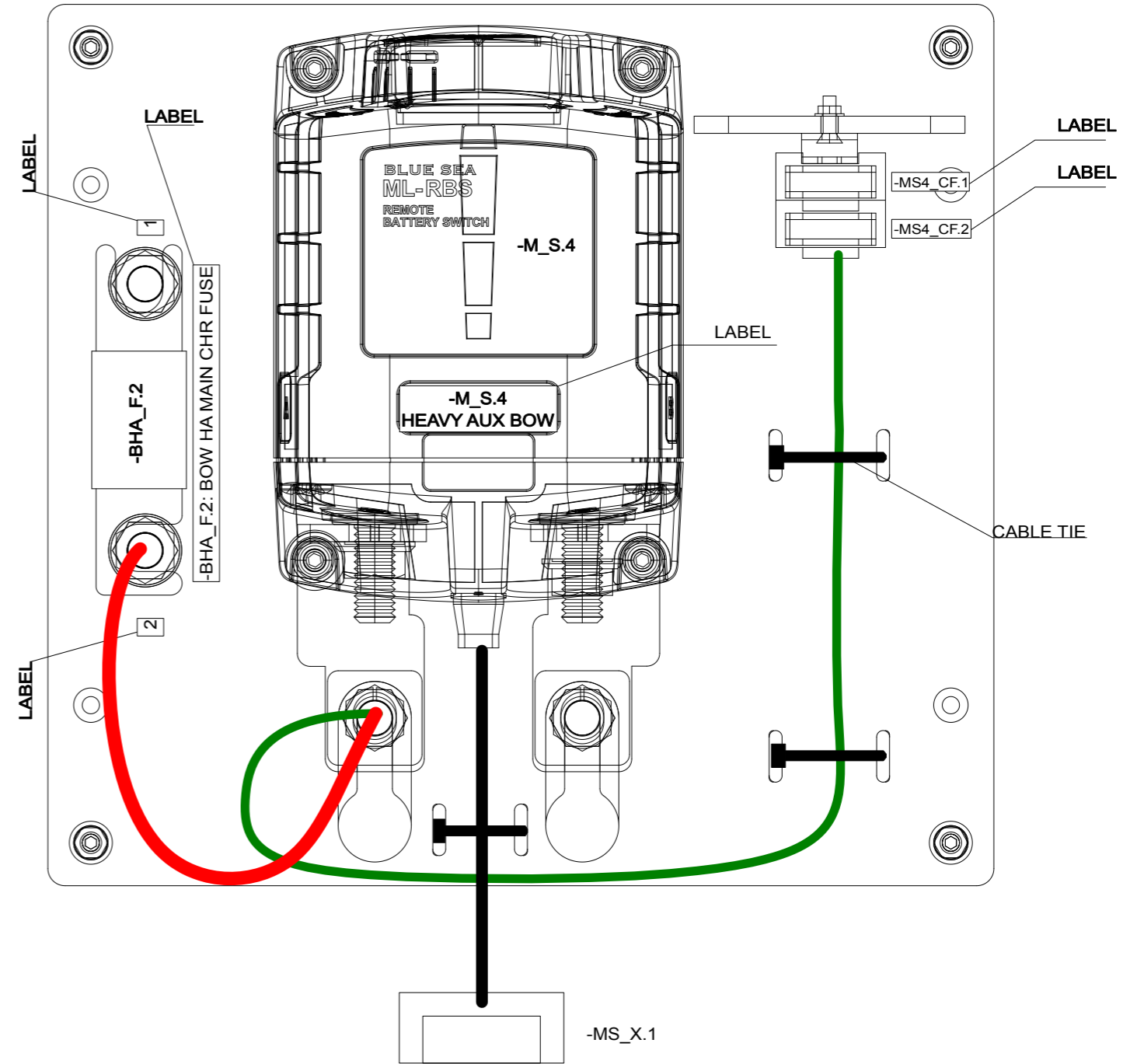
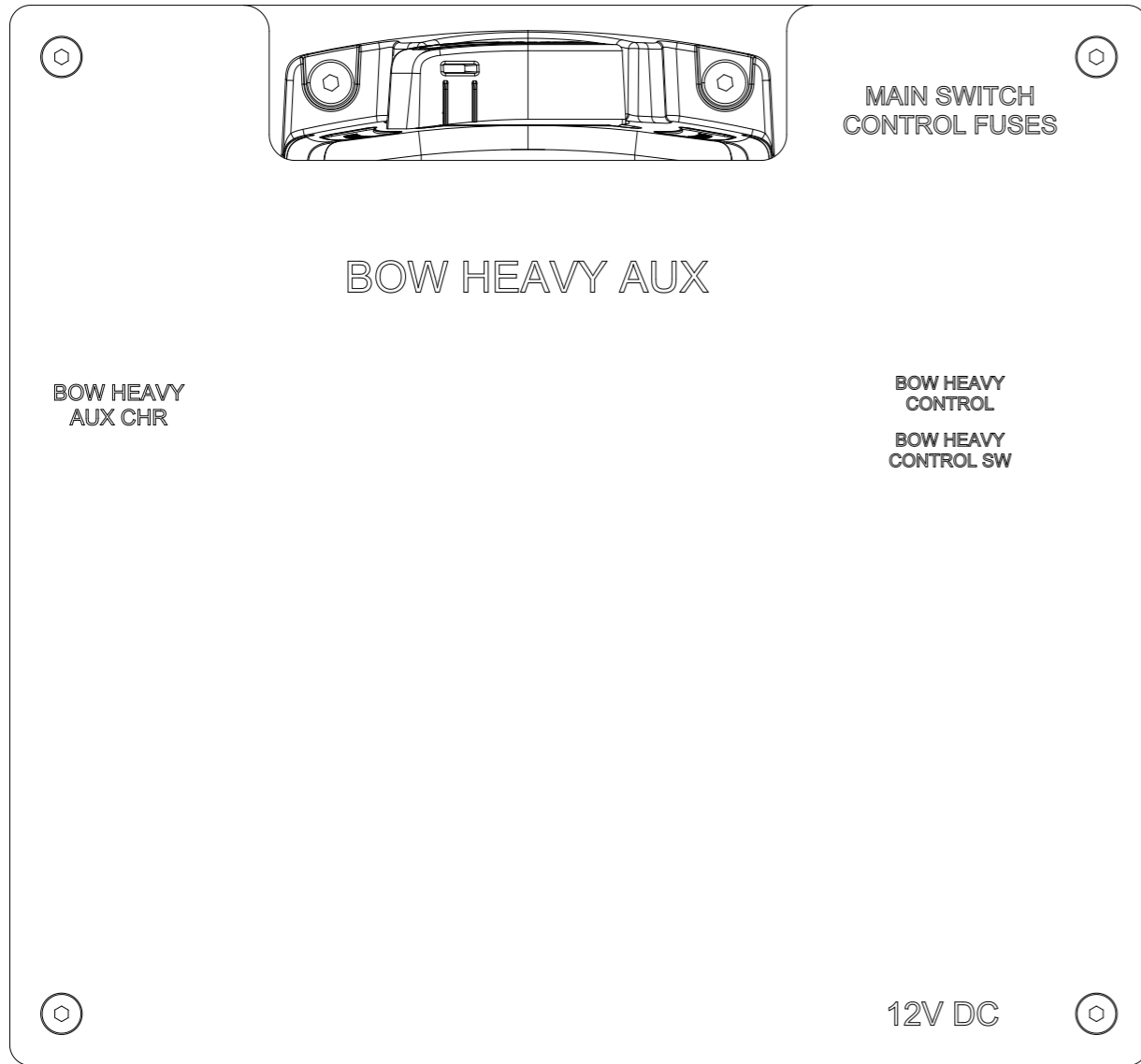


NOTICE!
 INSTALL CABLES TO DEVICE SO THAT
 LARGEST TERMINALS ARE CLOSEST
 TO DEVICES CONDUCTIVE AREA.



23.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	23.5.2019	 designed solutions	Axopar	SEE EXP VIEW	29597	Project ID Title Loc	104 / 149 Sheet
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM		Boat	Sub-product code	Product code		
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.	Sheet rev.	3		37 MY20	BOW HEAVY AUX	HL		
Date of modification	Modified by	Description	Project rev.	B		Boat model	Main Switch Unit	Loc		

GENERAL LAYOUT / LABELS / CABLE ROUTES

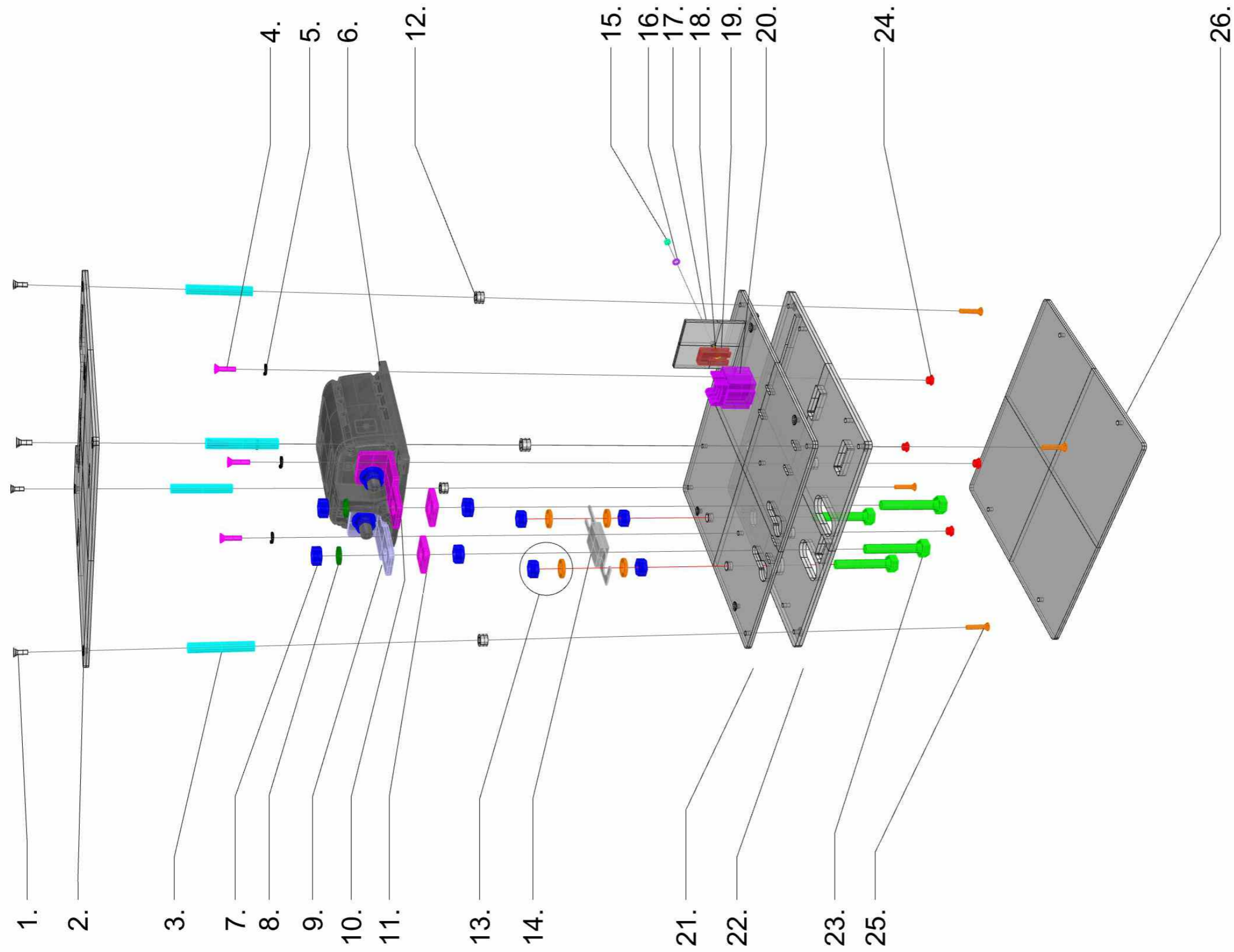


23.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	23.5.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar	SEE EXP VIEW	29597	Project ID
Boat	Sub-product code	Product code	
37 MY20	BOW HEAVY AUX MAIN SWITCH UNIT	HL	105 / 149
Boat model	Title	Loc	Sheet

EXP VIEW



29597_AXOPAR_37_MY20_BOW_HEAVY_AUX_MAIN_SWITCH_UNIT

- 14. 1PC ANL
- 15. 1PC M3 NUT
- 16. 1PC M3 WASHER
- 17. 1PC 29872_AXOPAR_37_MY20_FUSE HOLDER_PLATE_1_SPOT_(WOC)
- 18. 1PC M3 BOLT
- 19. 1PC FUSE HOLDER
- 20. 2PCS FUSE
- 21. 1PC 29869_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_TOP_(WOC)
- 22. 1PC 29870_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_MID_(WOC)
- 23. 4PCS M8X50 BOLT
- 24. 4PCS EMHART M4
- 25. 4PCS M4 x 20 COUNTERSINK HEX BOLT
- 26. 1PC 29871_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_BOTTOM_(WOC)
- 4PCS CONNECT 29871 WITH CABLE
- TIE DURING TRANSPORTATION

- 29597_AXOPAR_37_MY20_BOW_HEAVY_AUX_MAIN_SWITCH_UNIT
- 1. 4PCS M4 x 10 COUNTERSINK HEX BOLT
- 2. 1PC 29868_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_COVER_(WOC)
- 3. 4PCS EXTENSION BOLT_L50mm
- 4. 4PCS M4 X 12 COUNTERSINK
- 5. 4PCS M4 SPRING WASHER
- 6. 1PC BLUE SEA ML-RBS
- 7. 4PCS M8 NUT
- 8. 2PCS M8 SPRING WASHER
- 9. 1PC 20329_VIRTAKISKO_BLUE_SEA_ML_SHORT_LEFT
- 10. 1PC 20330_VIRTAKISKO_BLUE_SEA_ML_SHORT_RIGHT
- 11. 2PCS 3667
- 12. 4PCS 18455_NAVIX_LINE_6mm_ABS_SPACER_FOR_M5
- 13. 4PCS M8_WASHER
- 4PCS M8 NUT

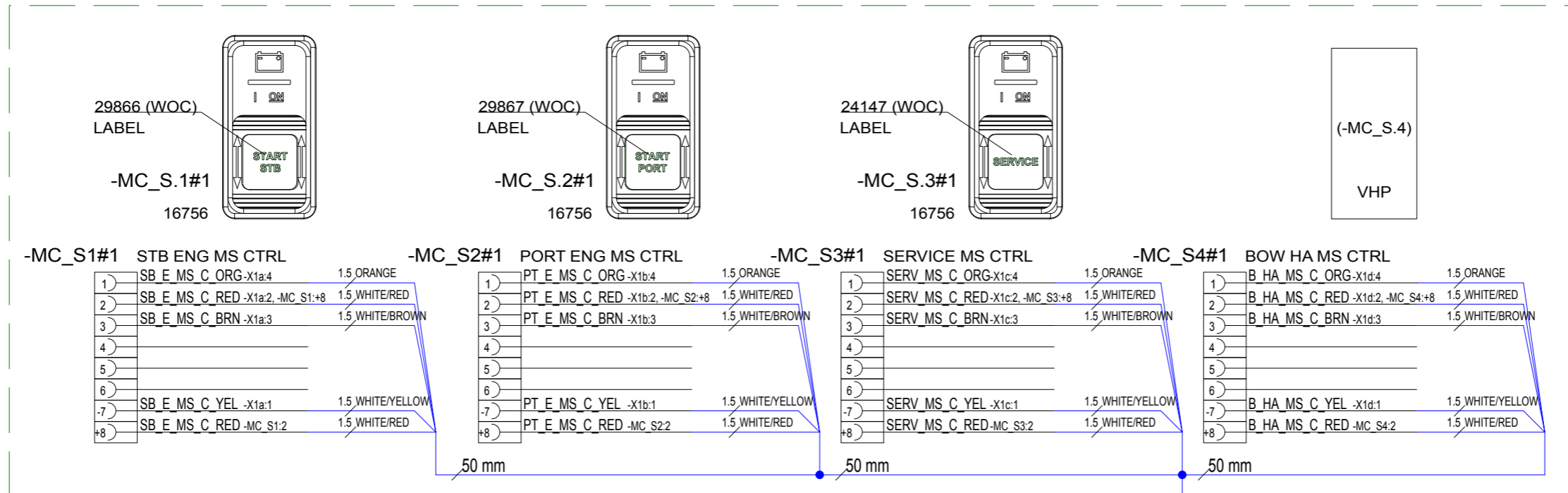
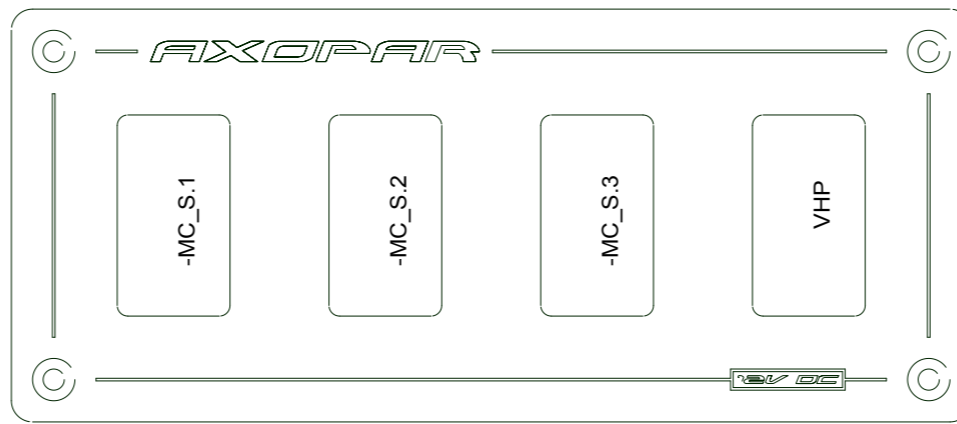
TE 10.06.2019

23.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	2.10.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B

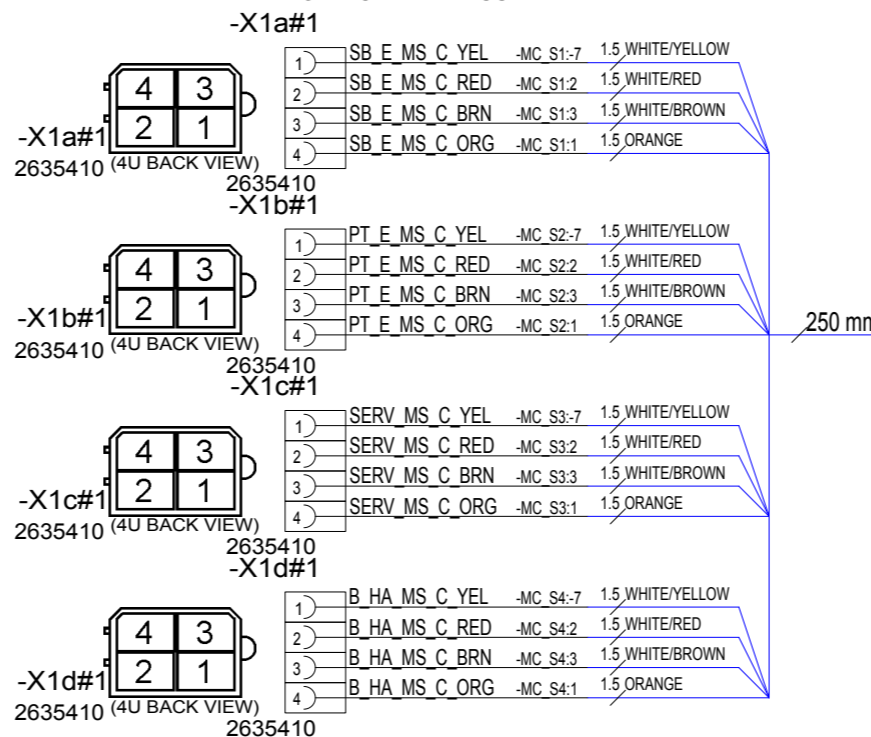


Axopar
Boat
37 MY20
Boat model

SEE EXP VIEW	29597	
Sub-product code	Product code	Project ID
BOW HEAVY AUX MAIN SWITCH UNIT	HL	106 / 149
Title	Loc	Sheet



CONNECTION TO DECK HARNESS

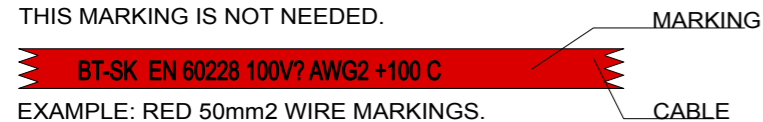


NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES THIS MARKING IS NOT NEEDED.

MARKING
 R2 ISO 6722 100V AWG16 +100 C
 CABLE

22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019		Axopar	29865	29599	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	1		37 MY20	MAIN SWITCH CONTROL PANEL	HL	
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	107 / 149 Sheet

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:

mm ²	=	AWG
25 mm ²	=	AWG3
35 mm ²	=	AWG2
50 mm ²	=	AWG0
70 mm ²	=	AWG2/0
95 mm ²	=	AWG3/0
120 mm ²	=	250 kcmil

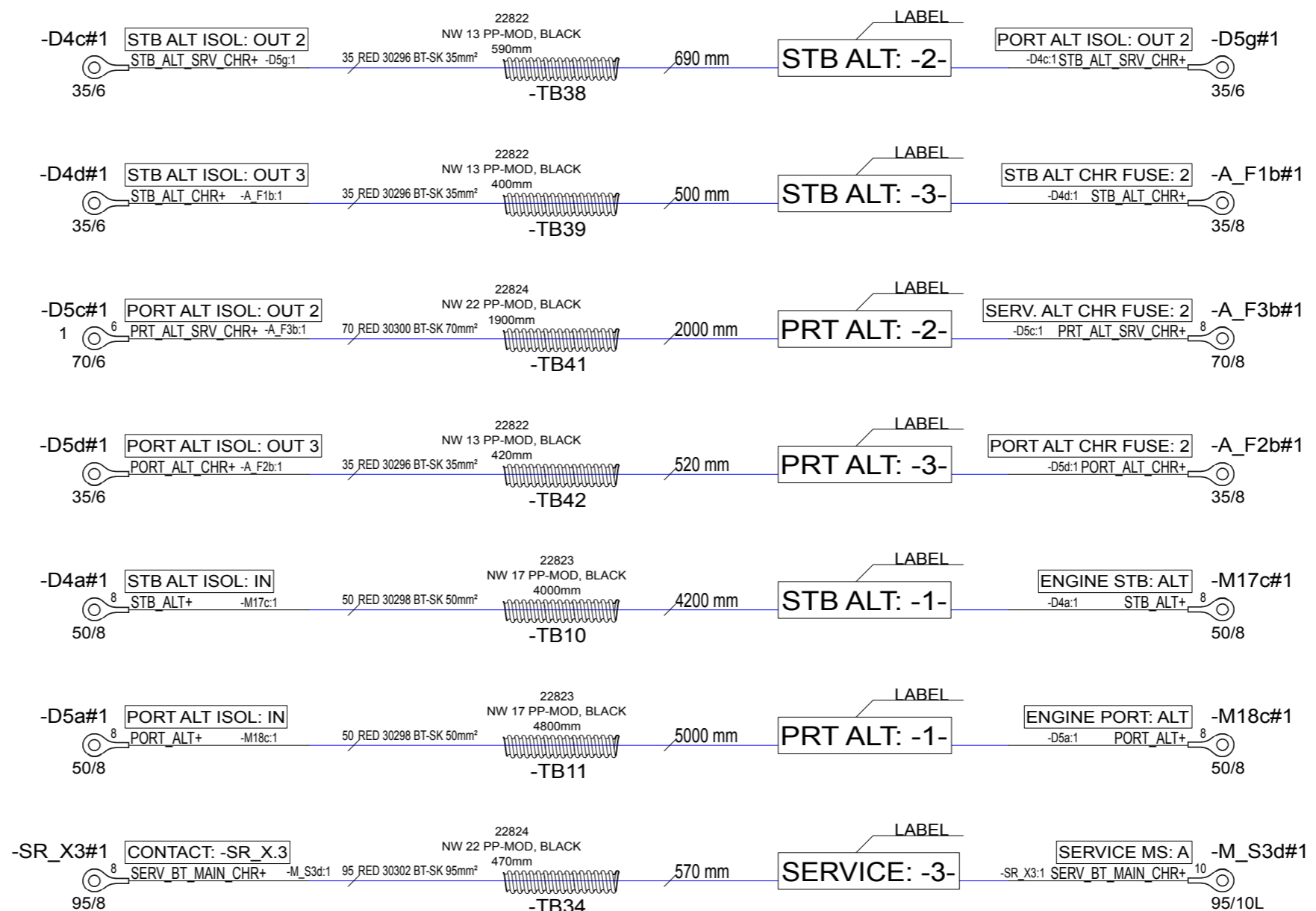
LOOK FOR EQUIVALENT AWG SIZE FOR mm²
 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
 CABLE SIZE IS 70mm² --> MARKING AWG2/0.

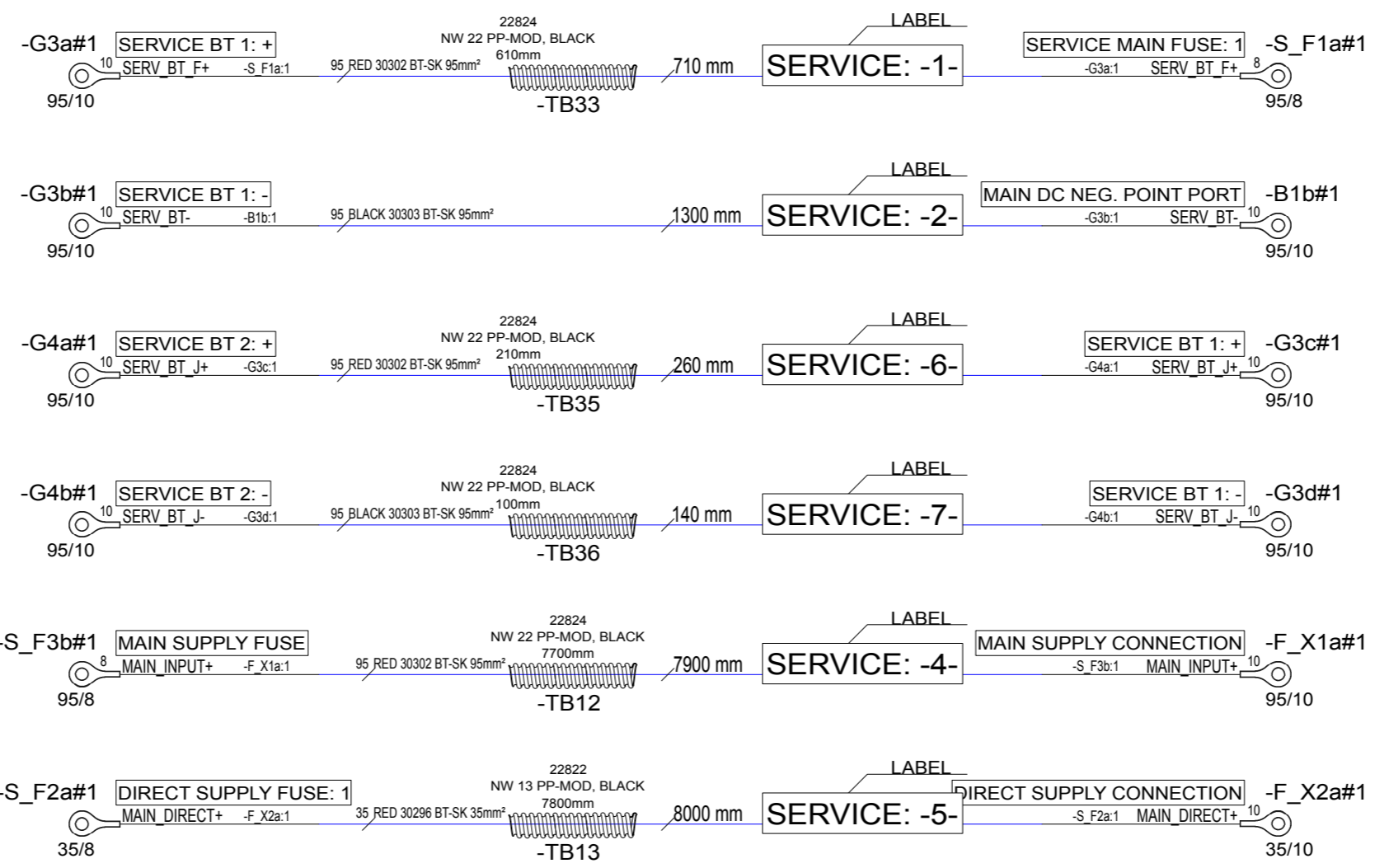
NOTICE! CABLES WITH STICKER

FOR EXAMPLE

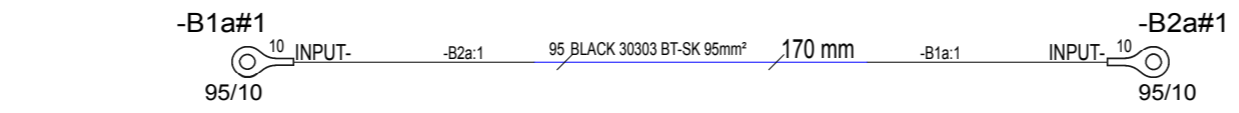
HEAVY AMP: POWER+



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	29600	Project ID
10.10.2019	PN	B2: ALTERNATOR CABLES COMBINED TO THIS PRODUCT.	Drawing by	TuM		Boat		
			Sheet rev.	2	Copyright by	Boat model	ALTERNATOR CABLES	HL
Date of modification	Modified by	Description	Project rev.	B			Title	Loc
1	2	3	4	5	6	7	8	108 / 149 Sheet



NOTICE! CABLES WITH STICKER
FOR EXAMPLE
HEAVY AMP: POWER+



NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.
EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

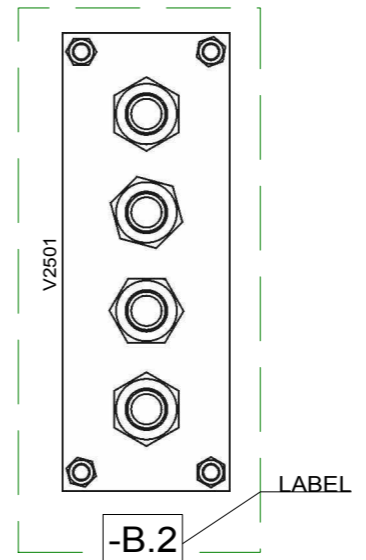
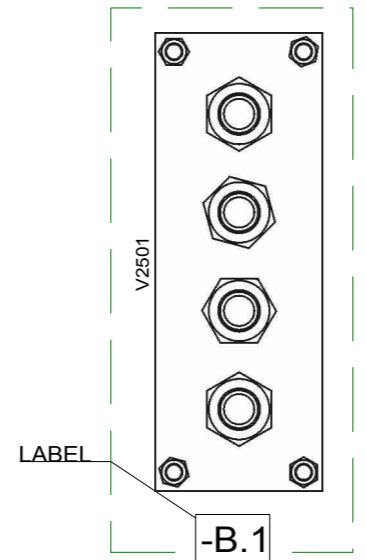
EXAMPLE: RED 50mm² WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:	
mm ²	AWG
25 mm ²	= AWG3
35 mm ²	= AWG2
50 mm ²	= AWG0
70 mm ²	= AWG2/0
95 mm ²	= AWG3/0
120 mm ²	= 250 kcmil

LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm² --> MARKING AWG2/0.



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	29601	Project ID
10.10.2019	PN	B2: SERVICE CABLES COMBINED TO THIS PRODUCT.	Drawing by	TuM		Boat		
			Sheet rev.	2	Copyright by	Boat model	SERVICE MAIN SUPPLY CABLES	HL
Date of modification	Modified by	Description	Project rev.	B			Title	Loc
1	2	3	4	5	6	7	8	109 / 149 Sheet

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS SHOWN IN EXAMPLE BELOW.

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.

EQUIVALENCY:	
mm2	AWG
50 mm2	= AWG0
70 mm2	= AWG2/0
95 mm2	= AWG3/0
120 mm2	= 250 kcmil

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

BT-SK EN 60228 100V? AWG2 +100 C

CABLE

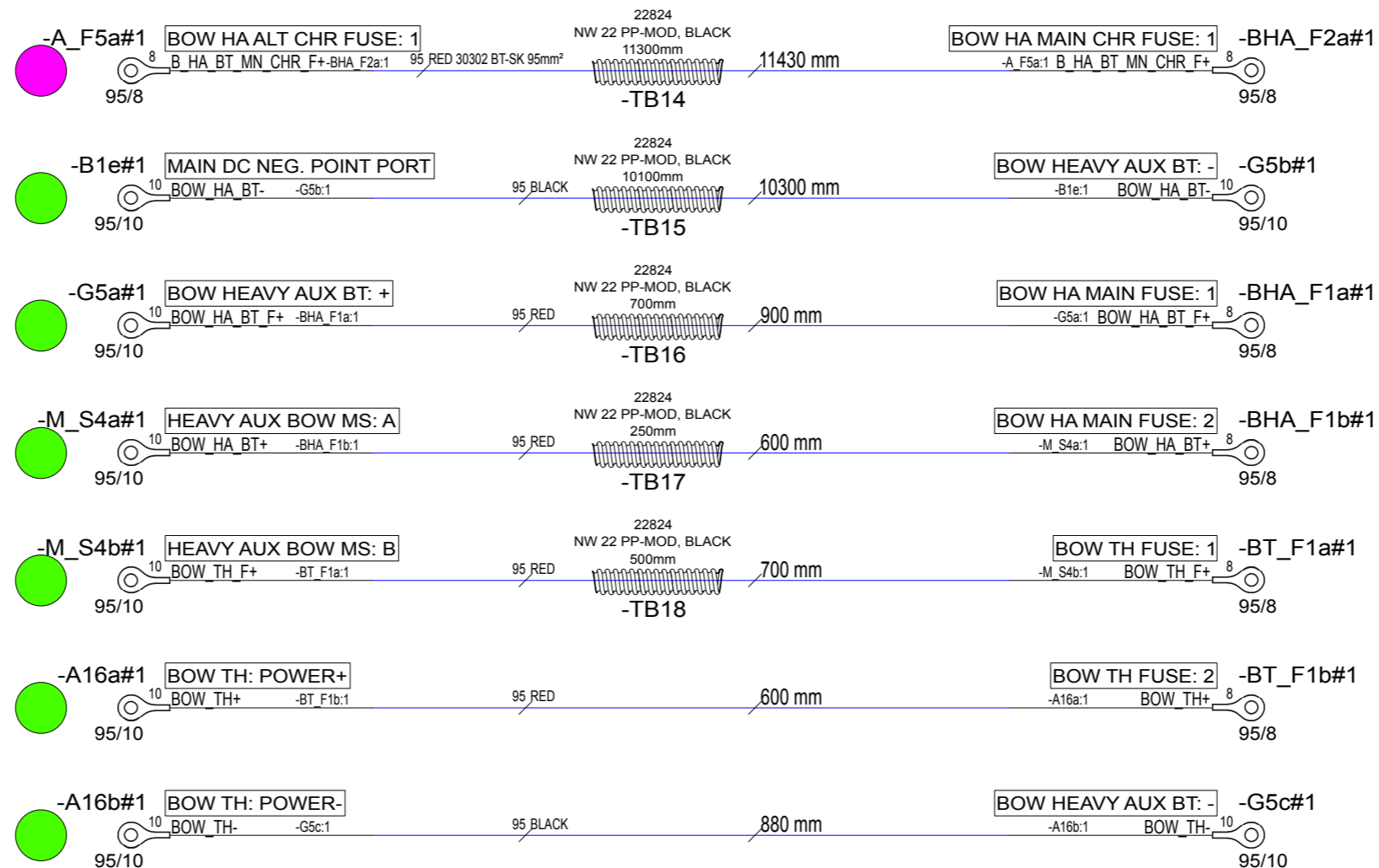
EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:	
mm2	AWG
25 mm2	= AWG3
35 mm2	= AWG2
50 mm2	= AWG0
70 mm2	= AWG2/0
95 mm2	= AWG3/0
120 mm2	= 250 kcmil

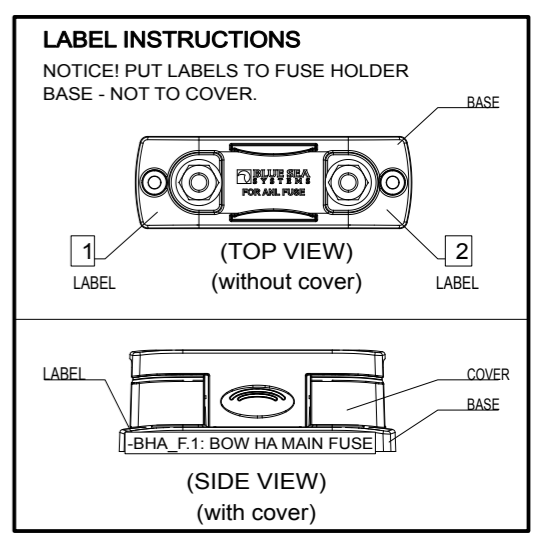
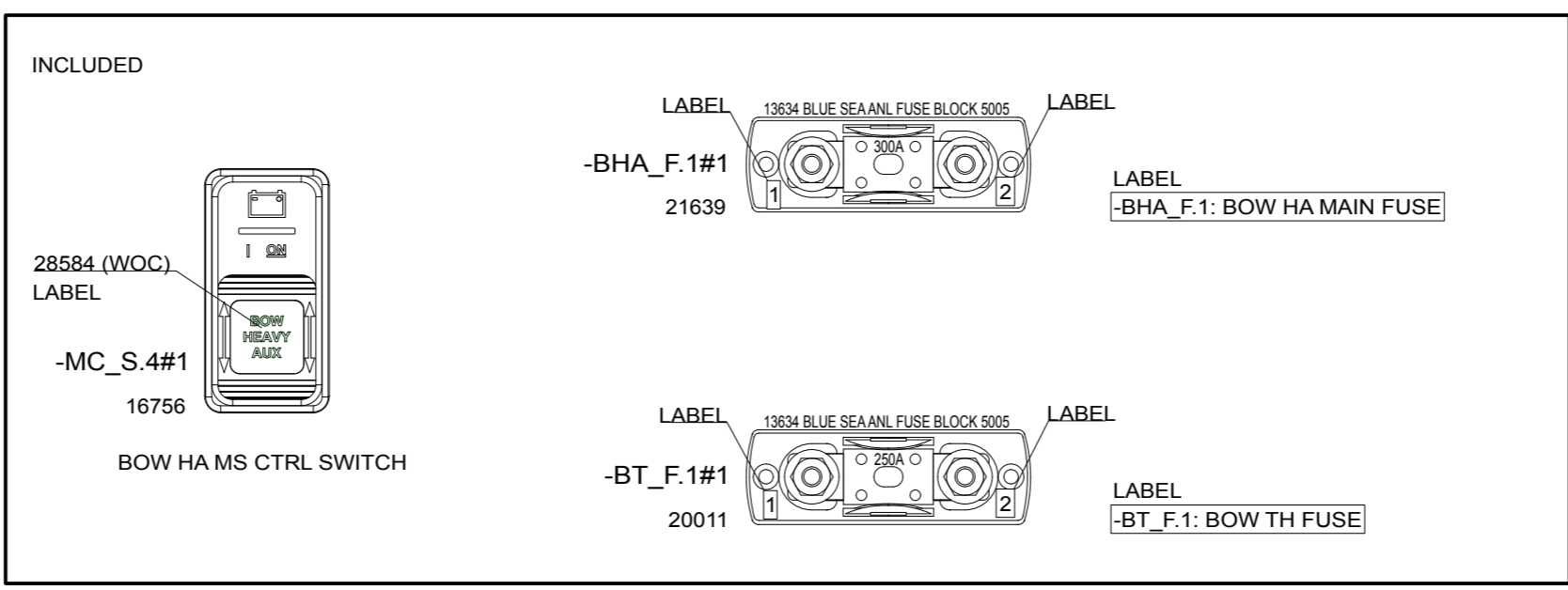
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.



NOTICE! CABLES WITH STICKER

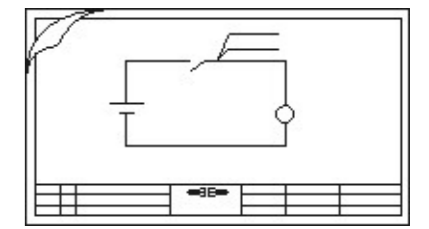
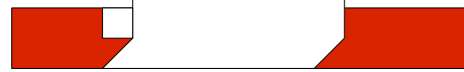
FOR EXAMPLE
HEAVY AMP: POWER+



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	28584	29602	Project ID
			Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B3: BOW HA CABLES (29608) COMBINED TO THIS PRODUCT	Sheet rev.	3		37 MY20	BOW THRUSTER CABLE SET	HL	
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	110 / 149 Sheet

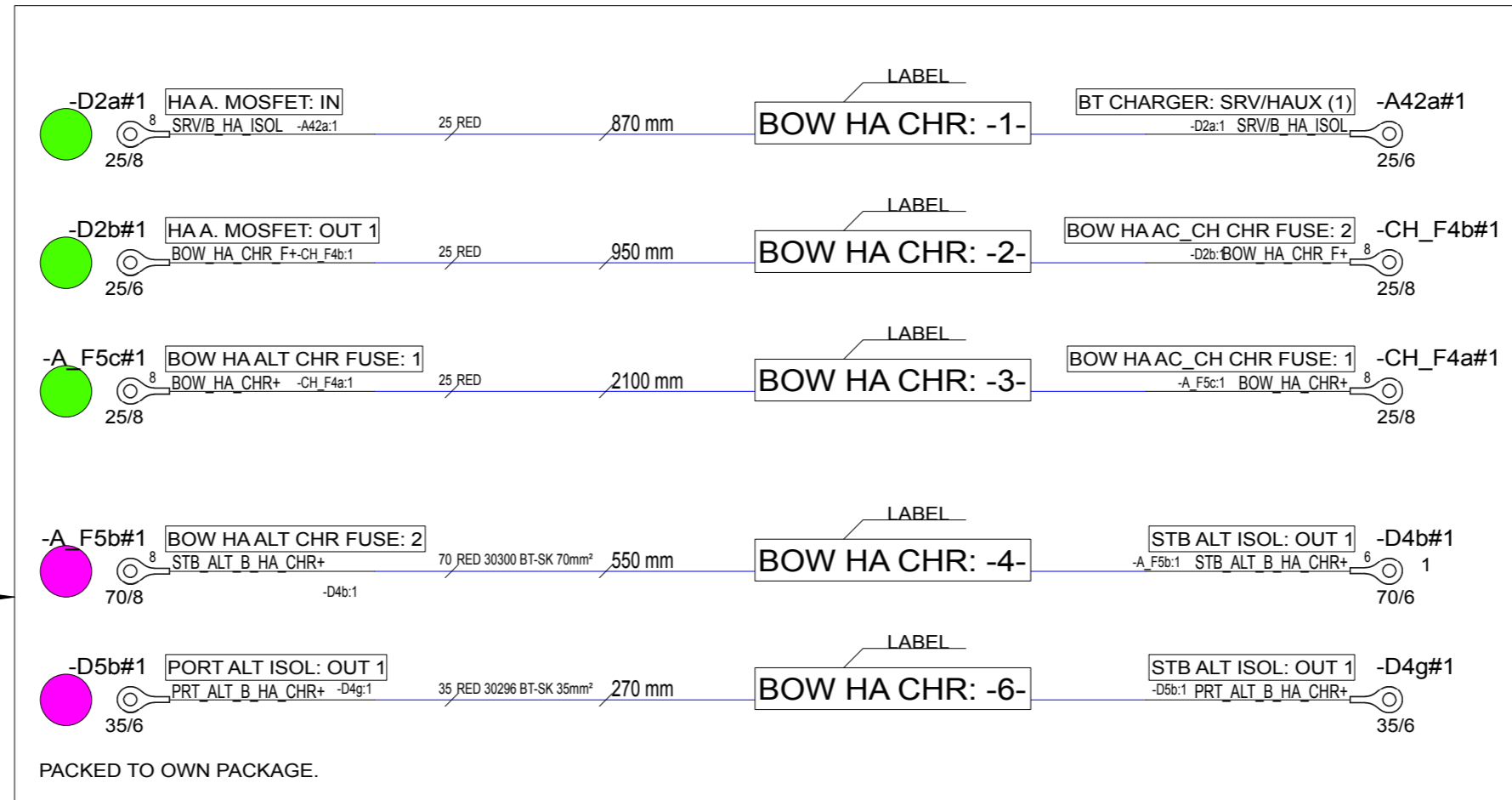
NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+



DOCUMENTS INCLUDED:

29608 BATTERY BOX
BOW HEAVY AUX CHR CABLE SET

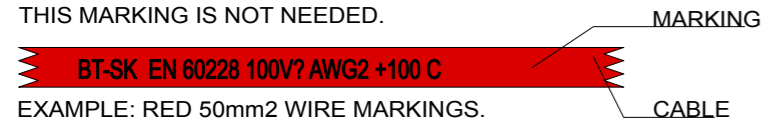


LABEL
BOW HA CHR CABLES

(TO TOP OF PACKAGE)

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:

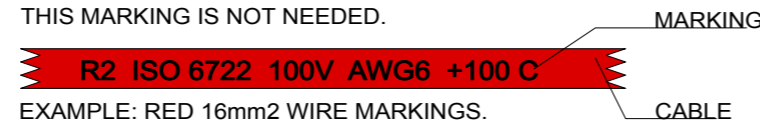
mm ²	=	AWG
25 mm ²	=	AWG3
35 mm ²	=	AWG2
50 mm ²	=	AWG0
70 mm ²	=	AWG2/0
95 mm ²	=	AWG3/0
120 mm ²	=	250 kcmil

LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm² --> MARKING AWG2/0.

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 16mm² WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:

mm ²	=	AWG
10 mm ²	=	AWG8
16 mm ²	=	AWG6
25 mm ²	=	AWG3
35 mm ²	=	AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 25mm² --> MARKING AWG3.

7.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	6.7.2019		Axopar			
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM		Boat		29602	
10.10.2019	PN	B3: BOW HA CABLES (29608) COMBINED TO THIS PRODUCT	Sheet rev.	3		37 MY20	Sub-product code	Product code	Project ID
Date of modification	Modified by	Description	Project rev.	B		Boat model	BOW THRUSTER CABLE SET	HL	111/ 149
1	2	3	4	5	6	7	8	Sheet	

NOTICE!
 BATTERY CABLES NEED TO ADD MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL BLACK WIRES
 THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:

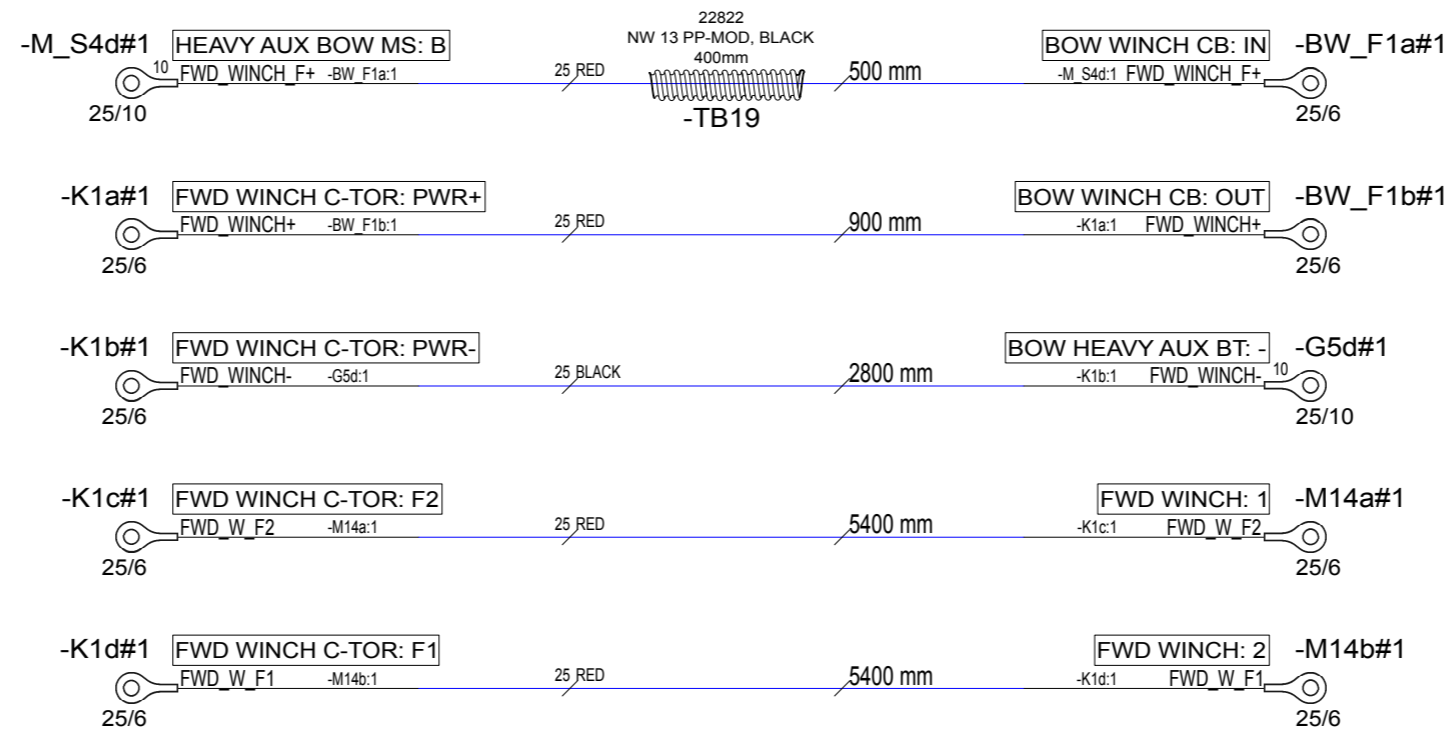
mm2	AWG
10 mm2	= AWG8
16 mm2	= AWG6
25 mm2	= AWG3
35 mm2	= AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
 CABLE SIZE IS 25mm2 --> MARKING AWG3.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
 HEAVY AMP: POWER+



22.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1:NOT MODIFIED.
Date of modification	Modified by	Description

Date	22.5.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B



Axopar	29603	Project ID
Boat	37 MY20	Sub-product code
Boat model		BOW WINCH CABLE SET
		HL
		Loc
		112 / 149
		Sheet

NOTICE!
 BATTERY CABLES NEED TO ADD MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL BLACK WIRES
 THIS MARKING IS NOT NEEDED.

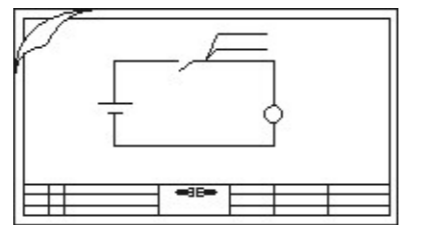
R2 ISO 6722 100V AWG6 +100 C
 EXAMPLE: RED 16mm2 WIRE MARKINGS.

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

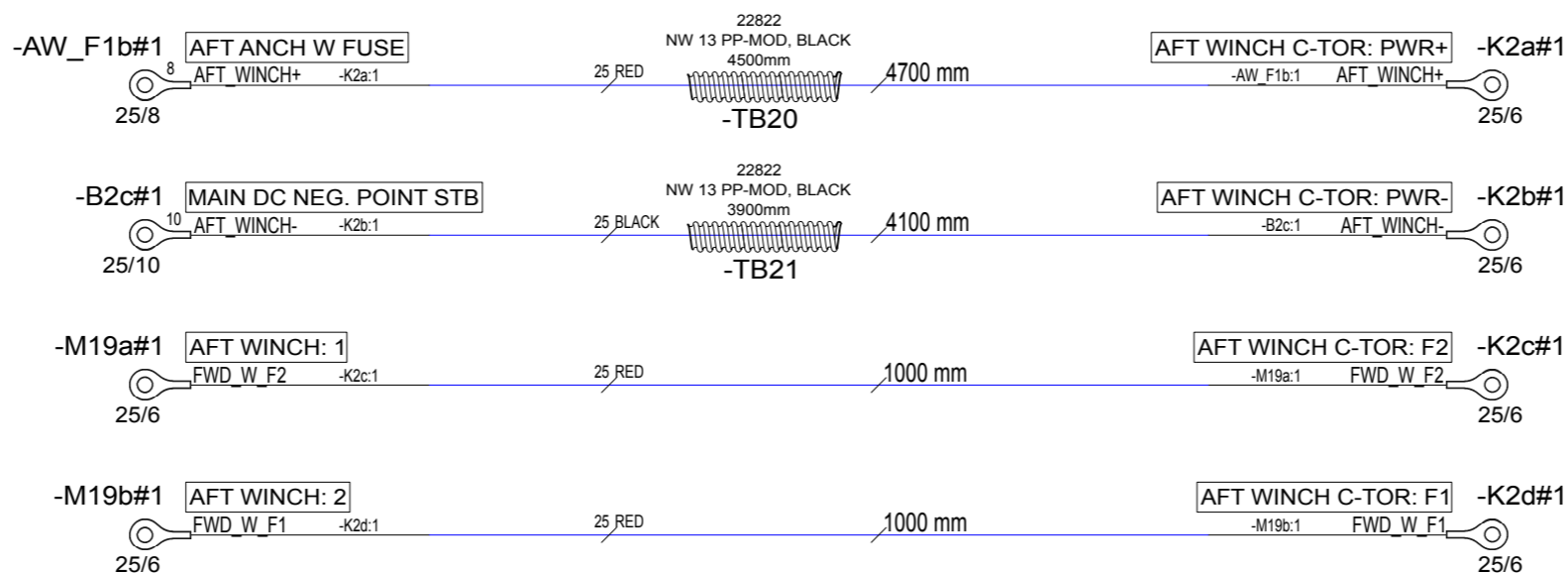


DOCUMENTS INCLUDED:

29604 BATTERY BOX
 ANCH WINCH CABLE SET

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
 HEAVY AMP: POWER+



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019
10.10.2019	PN	B2: CABLE FROM K2a CONNECTED DIRECT TO THE FUSE -AW_F1b	Drawing by	TuM
			Sheet rev.	2
			Project rev.	B
Date of modification	Modified by	Description		



Axopar	29604	Project ID
Boat	37 MY20	Sub-product code
Boat model	AFT WINCH CABLE SET	HL
		Loc
		113 / 149
		Sheet

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

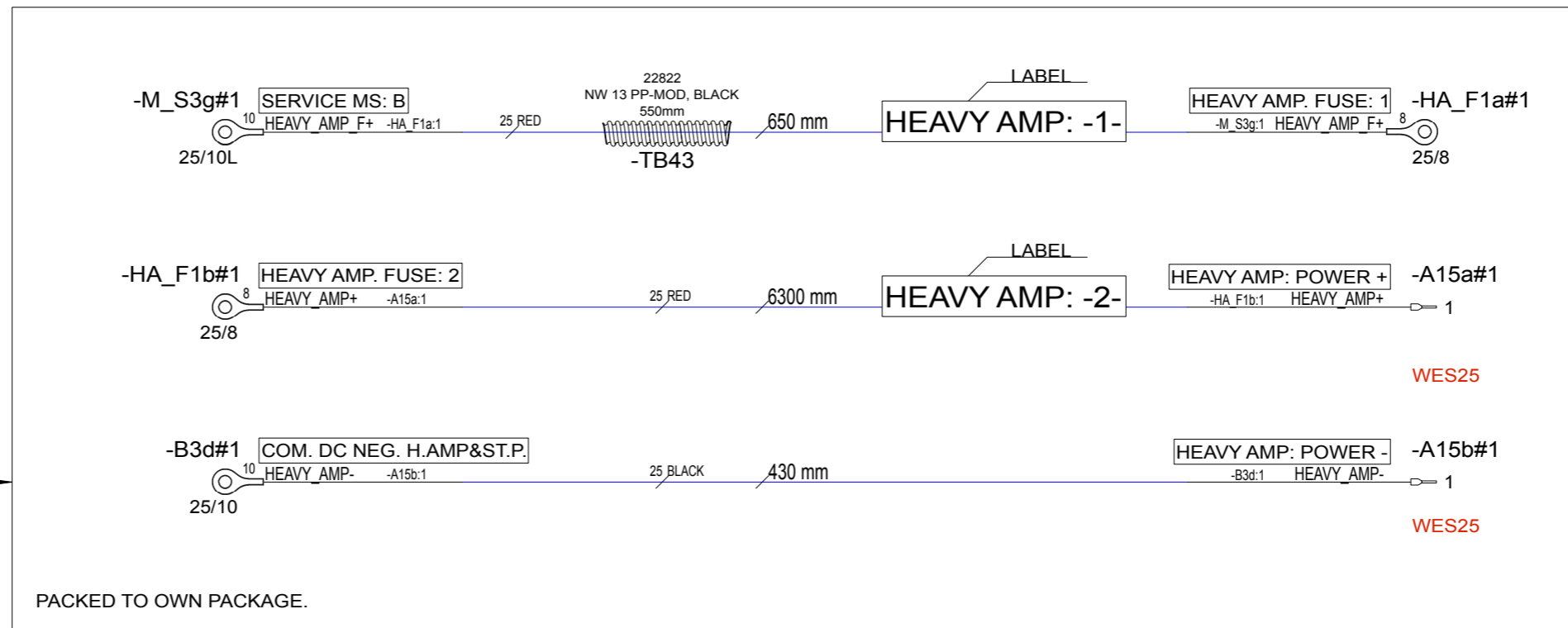
R2 ISO 6722 100V AWG6 +100 C
EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	EQUIVALENCY:	
	mm2	AWG
	10 mm2	= AWG8
	16 mm2	= AWG6
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	= AWG3
	35 mm2	= AWG2

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+



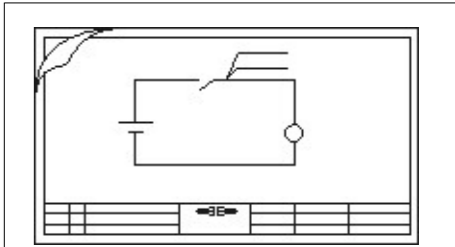
21.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: -M_S3g- -HA_F1a CABLE MOVED TO 29605, HA_Fb1 CONNECTED TO A15
Date of modification	Modified by	Description

Date	21.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

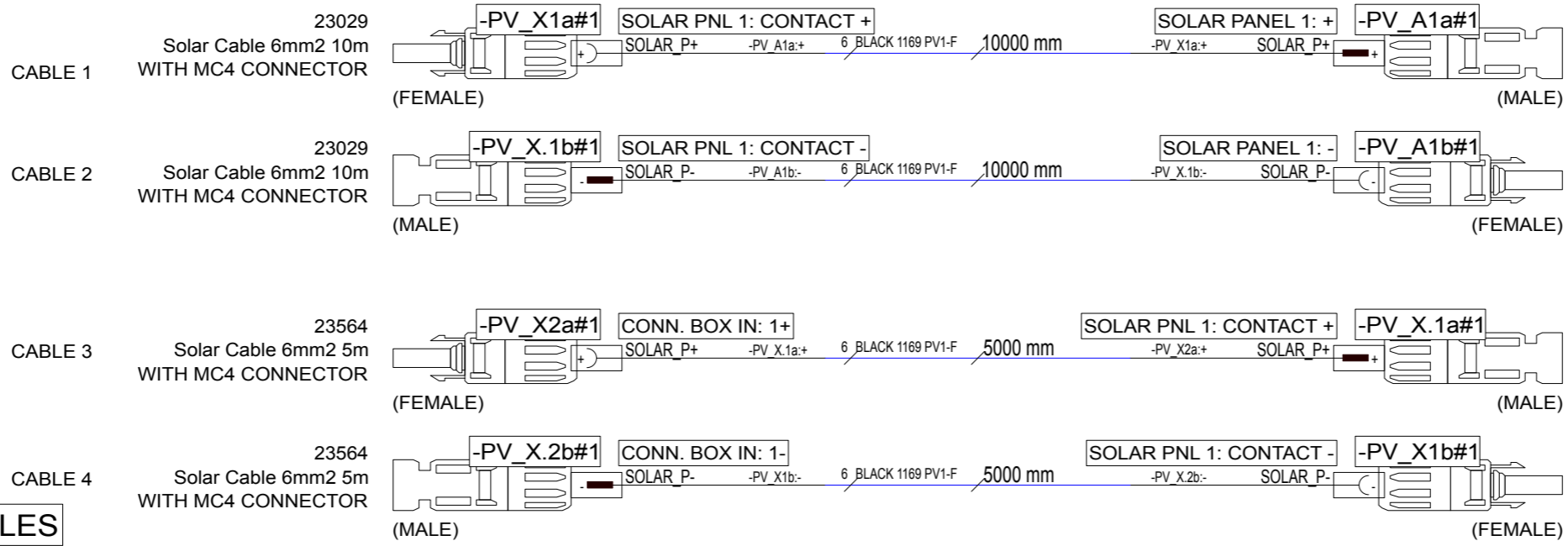
NAVIX
designed solutions
Copyright by

Axopar	29605	Project ID
Boat	37 MY20	Sub-product code
Boat model	HEAVY AMPLIFIER CABLES	Product code
		HL
		Loc
		114 / 149
		Sheet

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

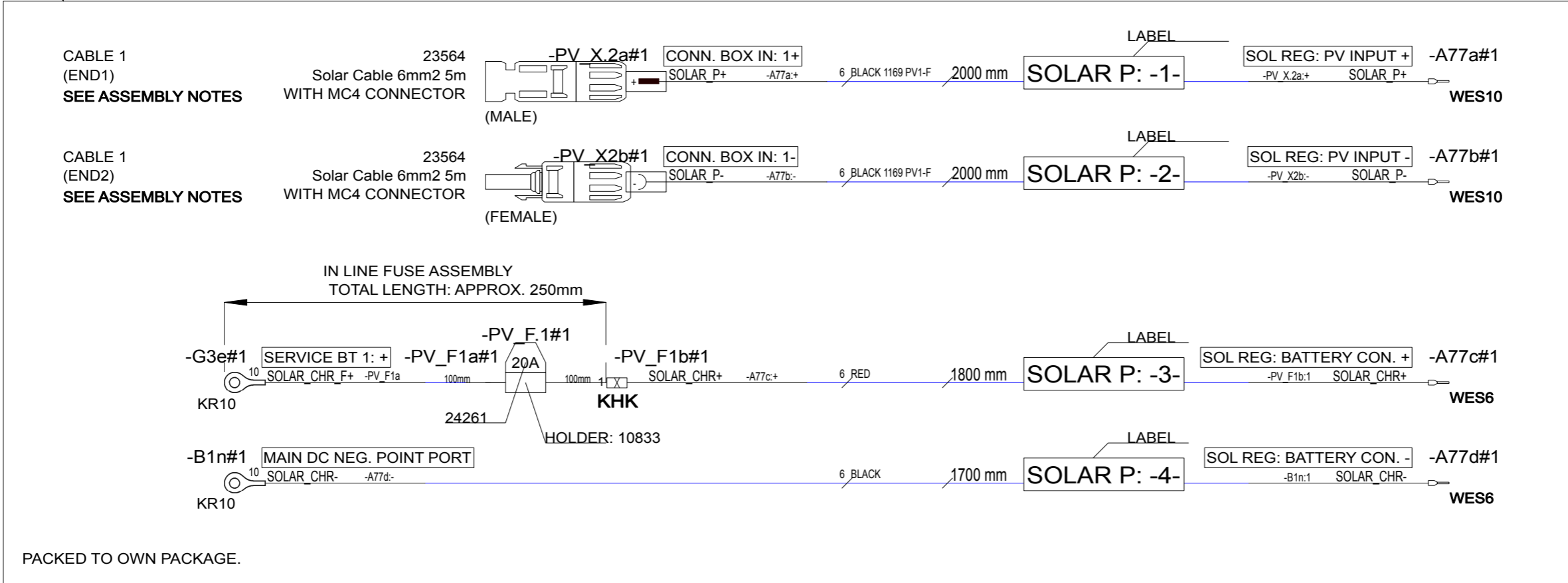


DOCUMENTS INCLUDED:
29606 BATTERY BOX
SOLAR PANEL CABLES



SOLAR PANEL CABLES

(TO TOP OF PACKAGE)



PACKED TO OWN PACKAGE.

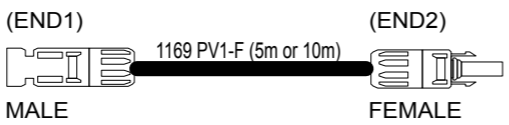
21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019
10.10.2019	PN	B2: 29612 CABLES MOVED TO THE 29606	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



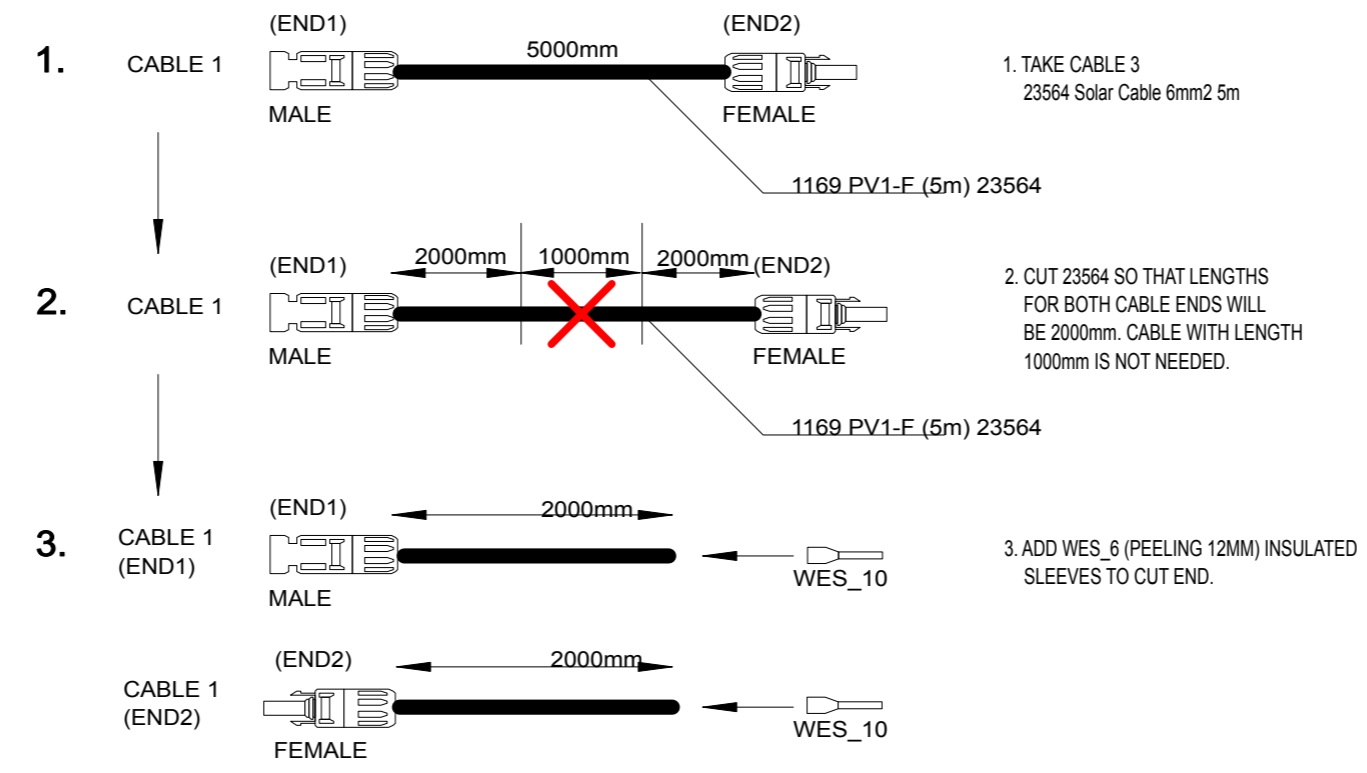
Axopar	29606	Project ID
Boat	37 MY20	SUB-PRODUCT CODE
Boat model	SOLAR PANEL CABLES	Product code
		HL
		Loc
		115 / 149
		Sheet

ASSEMBLY NOTES FOR SOLAR PANEL CABLES

1169 PV1-F CABLES NEEDED:
1x 23564 (5m)
SOLAR CABLECONNECTORS NEEDED:



(END1) MALE (END2) FEMALE



1. CABLE 1 (END1) MALE (END2) FEMALE 5000mm
1169 PV1-F (5m) 23564
1. TAKE CABLE 3 23564 Solar Cable 6mm2 5m

2. CABLE 1 (END1) MALE (END2) FEMALE
2000mm 1000mm 2000mm
1169 PV1-F (5m) 23564
2. CUT 23564 SO THAT LENGTHS FOR BOTH CABLE ENDS WILL BE 2000mm. CABLE WITH LENGTH 1000mm IS NOT NEEDED.

3. CABLE 1 (END1) MALE (END2) FEMALE
2000mm WES_10
2000mm WES_10
3. ADD WES_6 (PEELING 12MM) INSULATED SLEEVES TO CUT END.

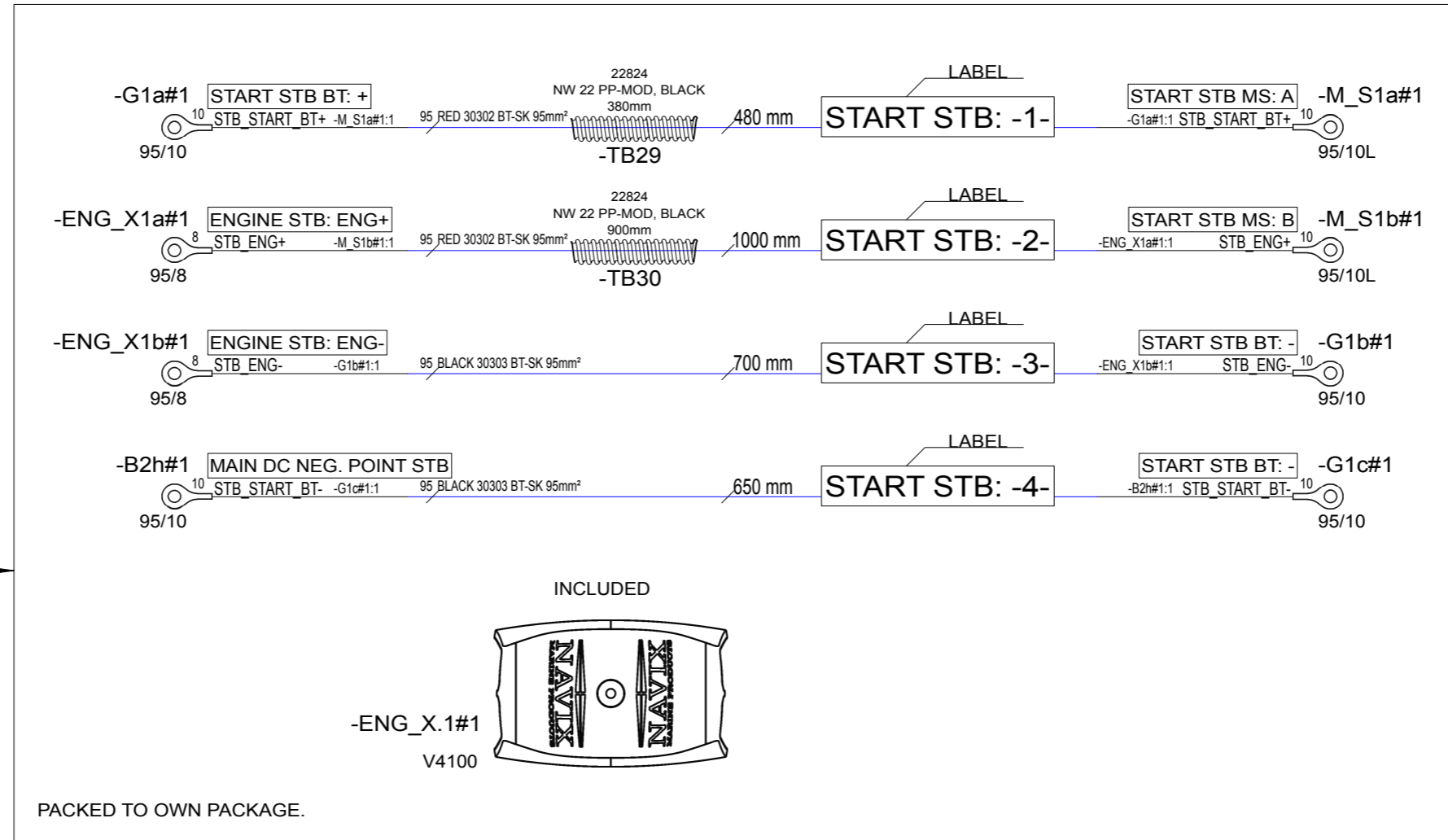
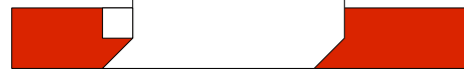
7.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	6.7.2019
10.10.2019	PN	B2: 29612 CABLES MOVED TO THE 29606	Drawing by	TuM
			Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	Product code	29606	Project ID	
Boat	Sub-product code	SOLAR PANEL CABLES	HL	116 / 149
37 MY20	Title		Loc	Sheet
Boat model				

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+



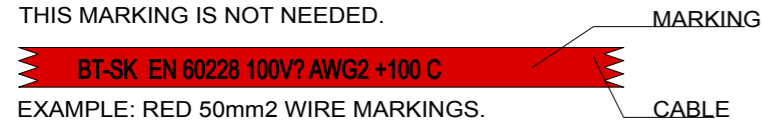
START STB CABLES

LABEL

(TO TOP OF PACKAGE)

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:

mm ²	=	AWG
25 mm ²	=	AWG3
35 mm ²	=	AWG2
50 mm ²	=	AWG0
70 mm ²	=	AWG2/0
95 mm ²	=	AWG3/0
120 mm ²	=	250 kcmil

LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm² --> MARKING AWG2/0.

6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	6.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Copyright by

Axopar

Boat
37 MY20

Boat model

Sub-product code

**BATTERY BOX
CABLES STANDARD**
Title

29607
Product code

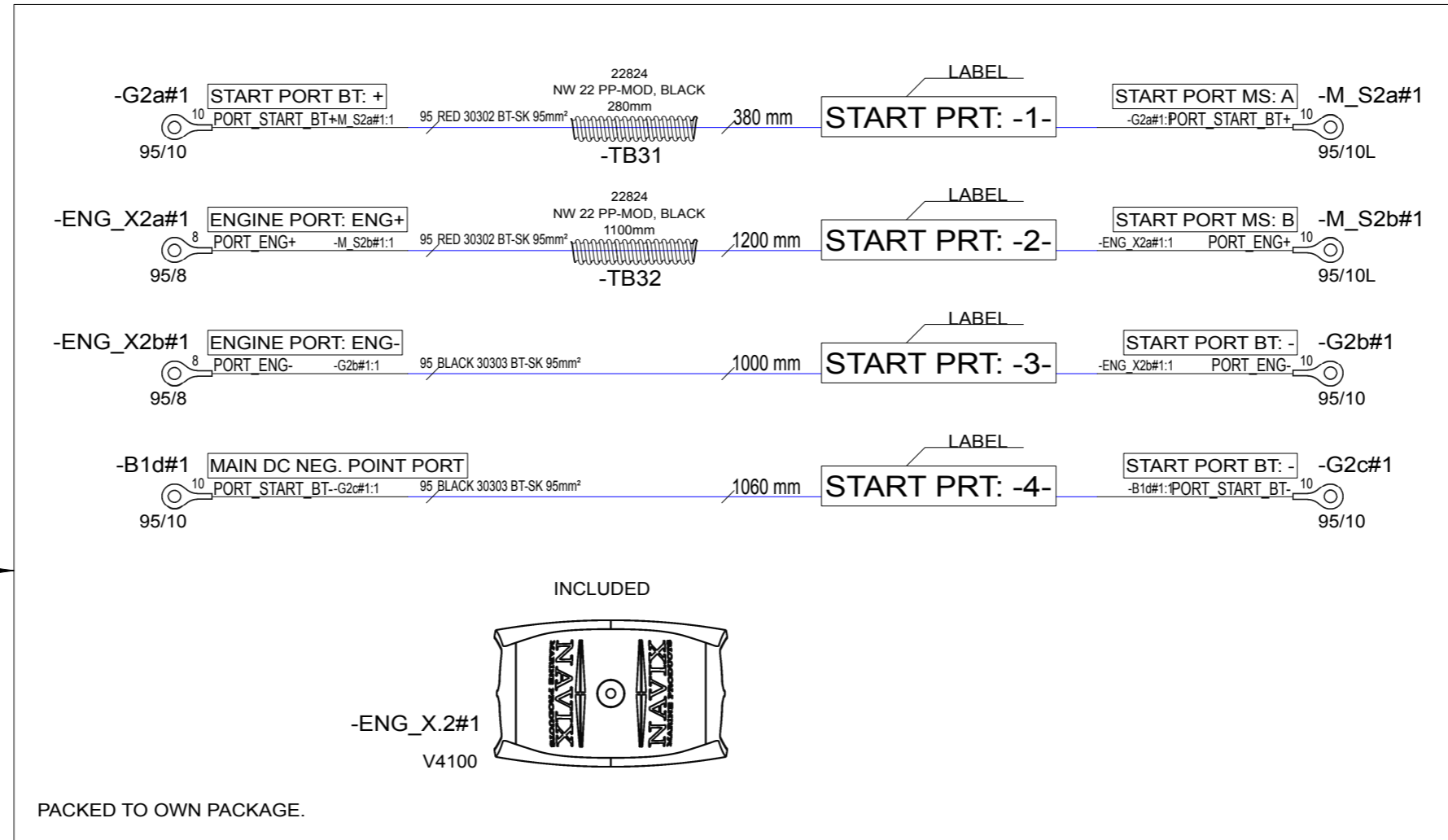
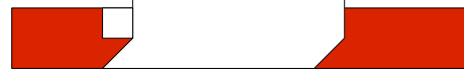
HL
Loc

Project ID

117 / 149
Sheet

NOTICE! CABLES WITH STICKER

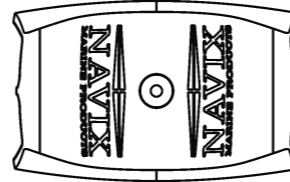
FOR EXAMPLE
HEAVY AMP: POWER+



START PRT CABLES

(TO TOP OF PACKAGE)

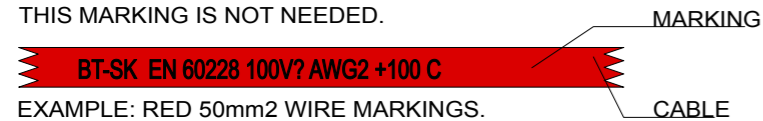
INCLUDED



PACKED TO OWN PACKAGE.

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
25 mm2	=	AWG3
35 mm2	=	AWG2
50 mm2	=	AWG0
70 mm2	=	AWG2/0
95 mm2	=	AWG3/0
120 mm2	=	250 kcmil

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

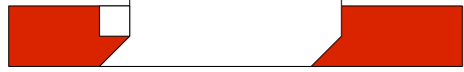
6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	5.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar	29607	Project ID
Boat	37 MY20	Sub-product code
Boat model	BATTERY BOX CABLES STANDARD	Product code
	HL	118 / 149
	Loc	Sheet

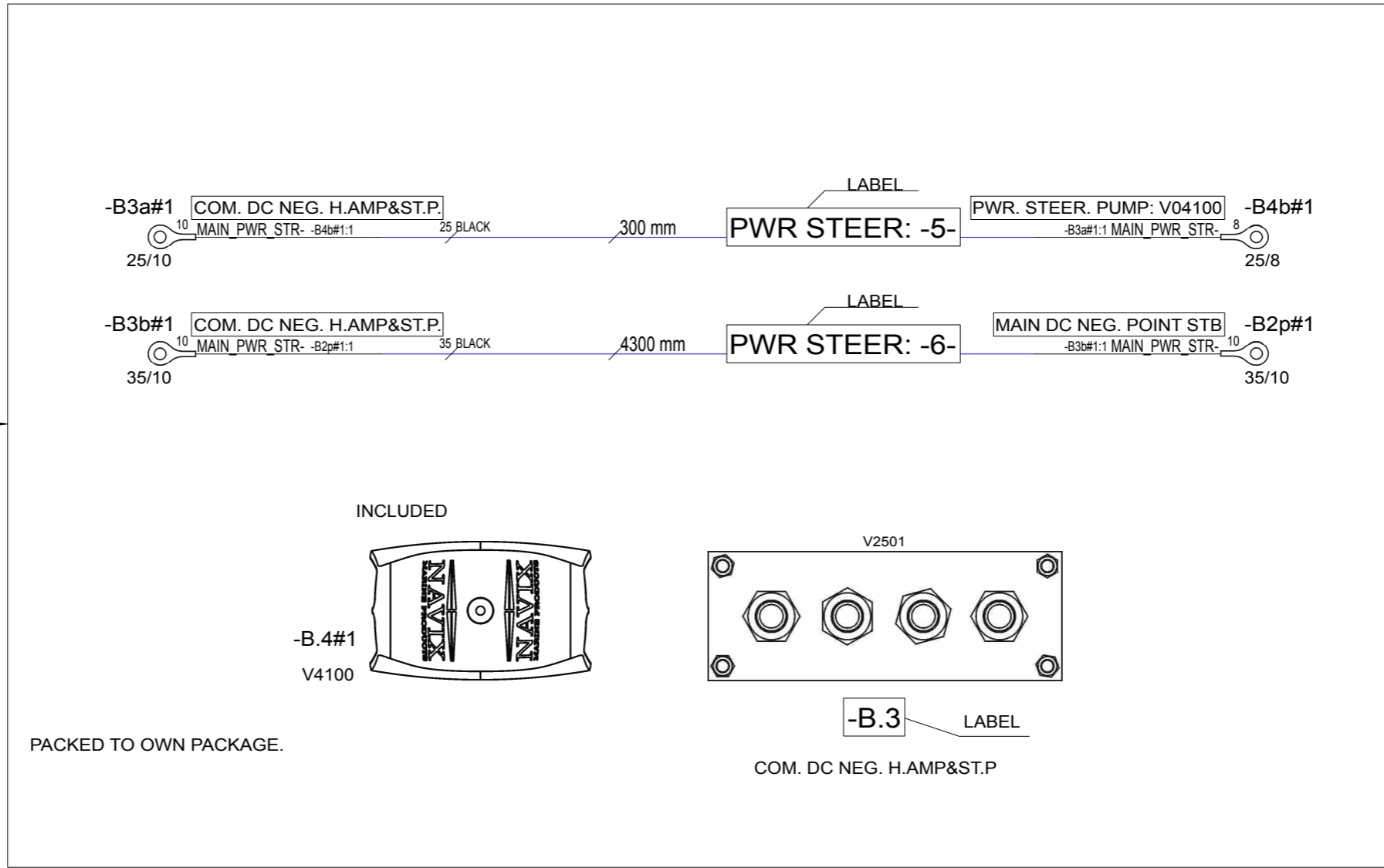
NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+



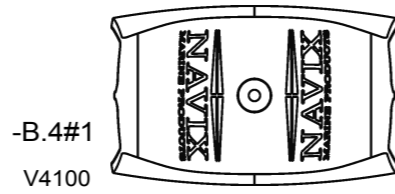
LABEL
POWER STEER CABLES

(TO TOP OF PACKAGE)

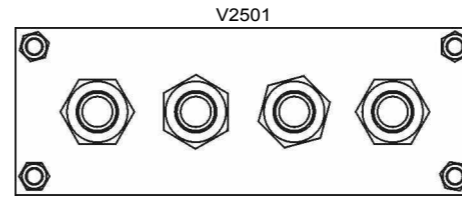


PACKED TO OWN PACKAGE.

INCLUDED



-B.4#1
V4100



-B.3 LABEL

COM. DC NEG. H.AMP&ST.P

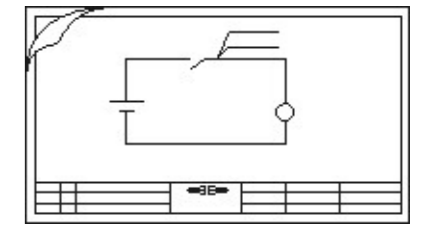
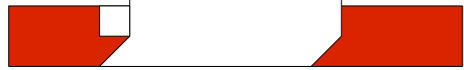
6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	5.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar	29607	Project ID
Boat	Sub-product code	Product code
37 MY20	BATTERY BOX	HL
Boat model	CABLES STANDARD	Loc
	Title	119 / 149
		Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+

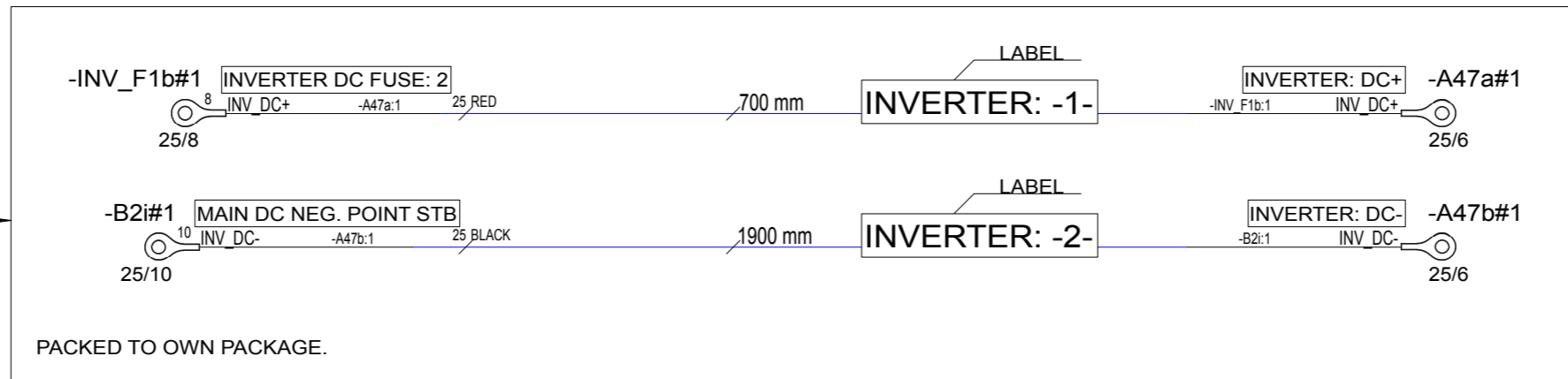


DOCUMENTS INCLUDED:

29611 BATTERY BOX
INVERTER CABLE SET

INVERTER CABLES

(TO TOP OF PACKAGE)



PACKED TO OWN PACKAGE.

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

R2 ISO 6722 100V AWG6 +100 C

EXAMPLE: RED 16mm² WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:

mm ²	=	AWG
10 mm ²	=	AWG8
16 mm ²	=	AWG6
25 mm ²	=	AWG3
35 mm ²	=	AWG2

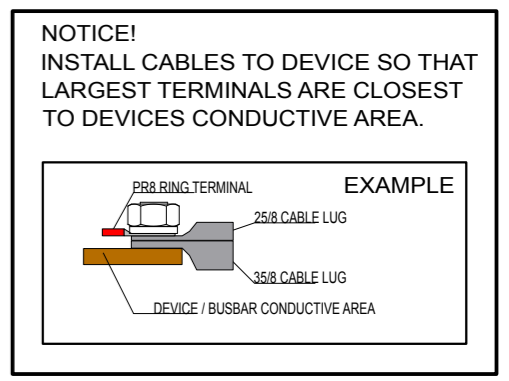
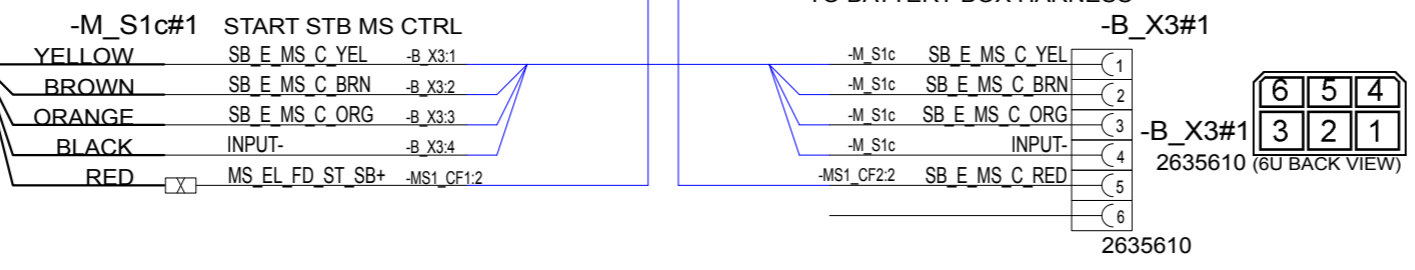
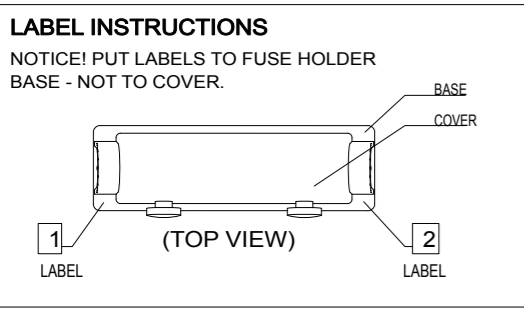
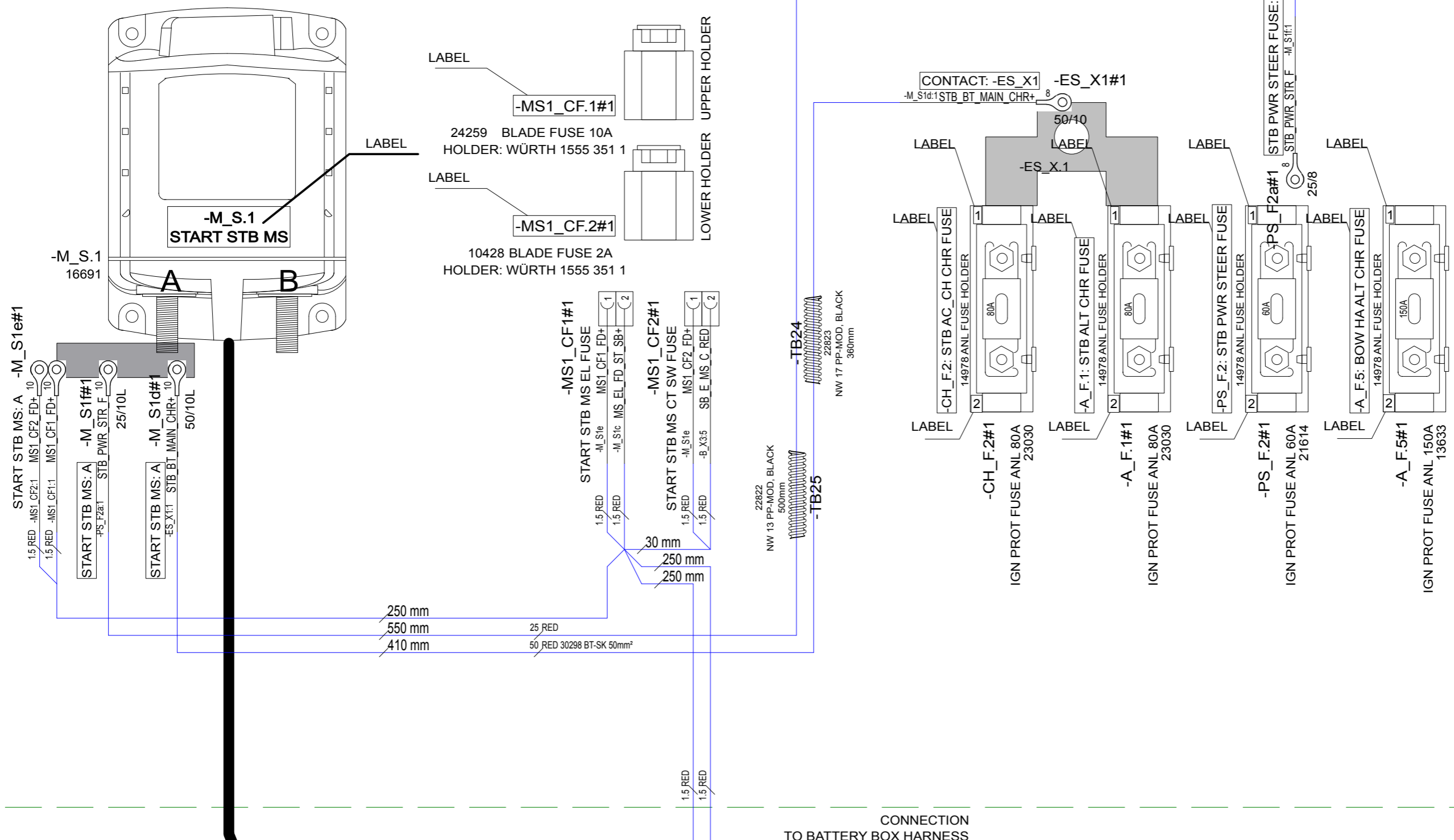
LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 25mm² --> MARKING AWG3.

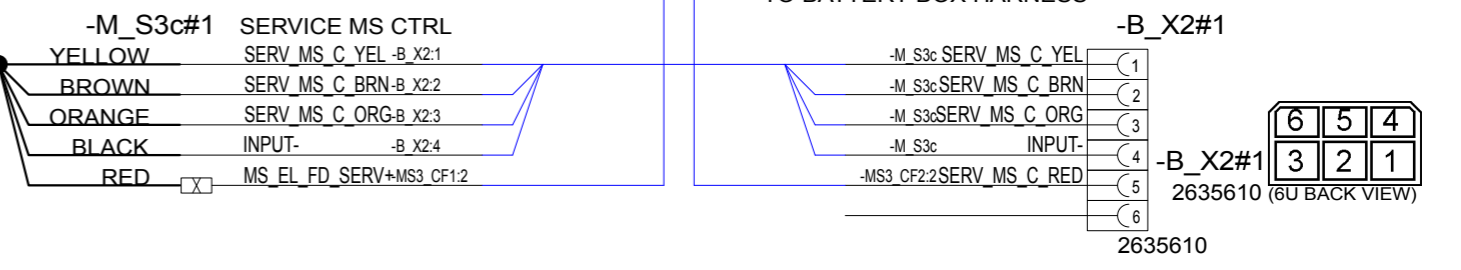
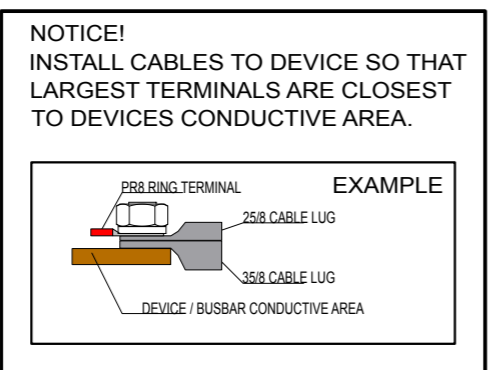
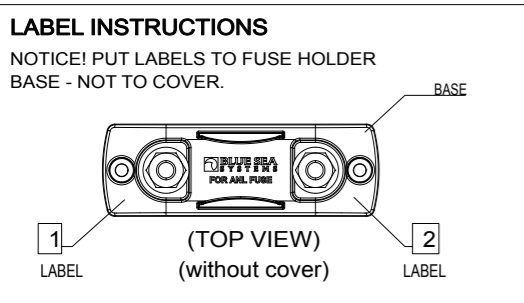
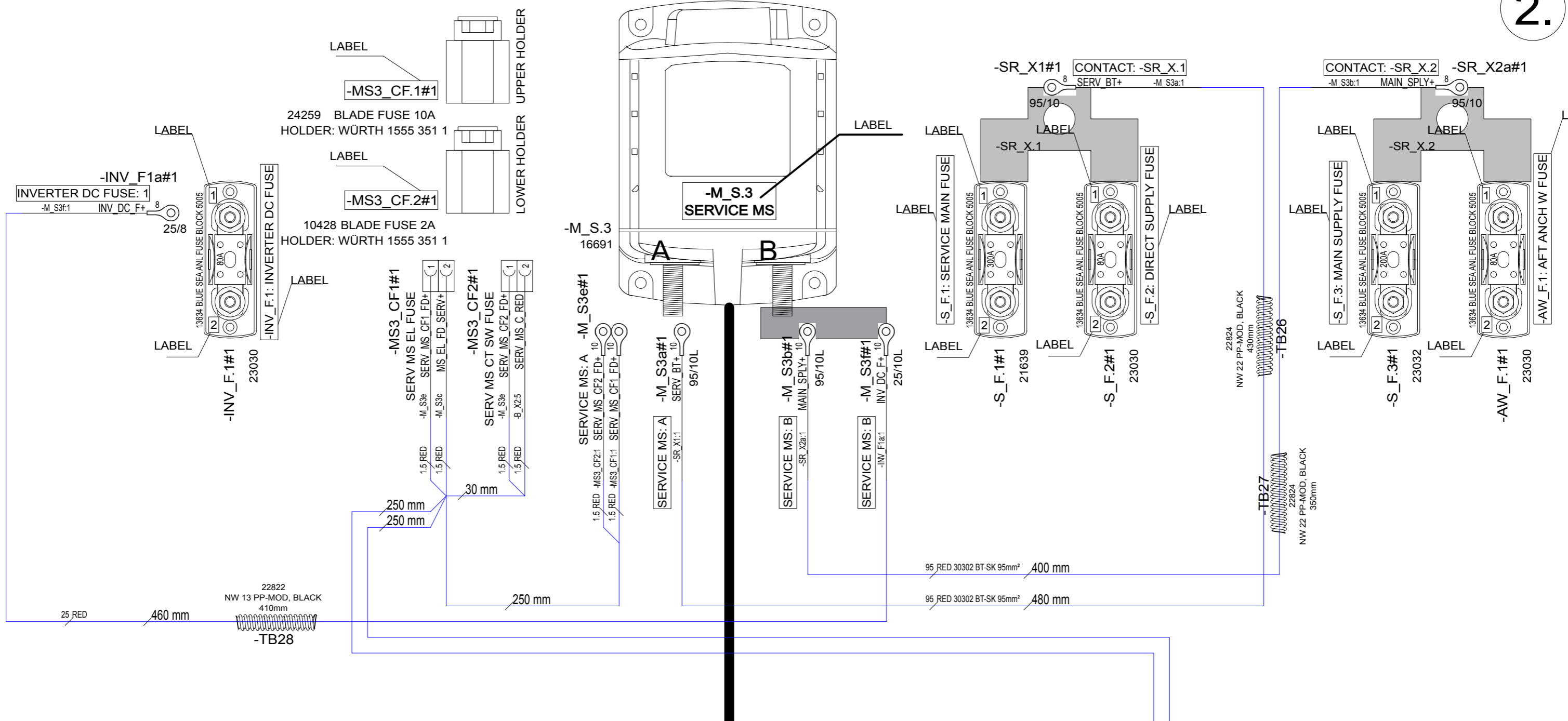
7.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	6.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM
10.10.2019	PN	B2: NOT MODIFIED.	Sheet rev.	2
Date of modification	Modified by	Description	Project rev.	B



Axopar	29611	Project ID
Boat	Sub-product code	Product code
37 MY20	BATTERY BOX	HL
Boat model	INVERTER CABLE SET	Loc
		120 / 149
		Sheet



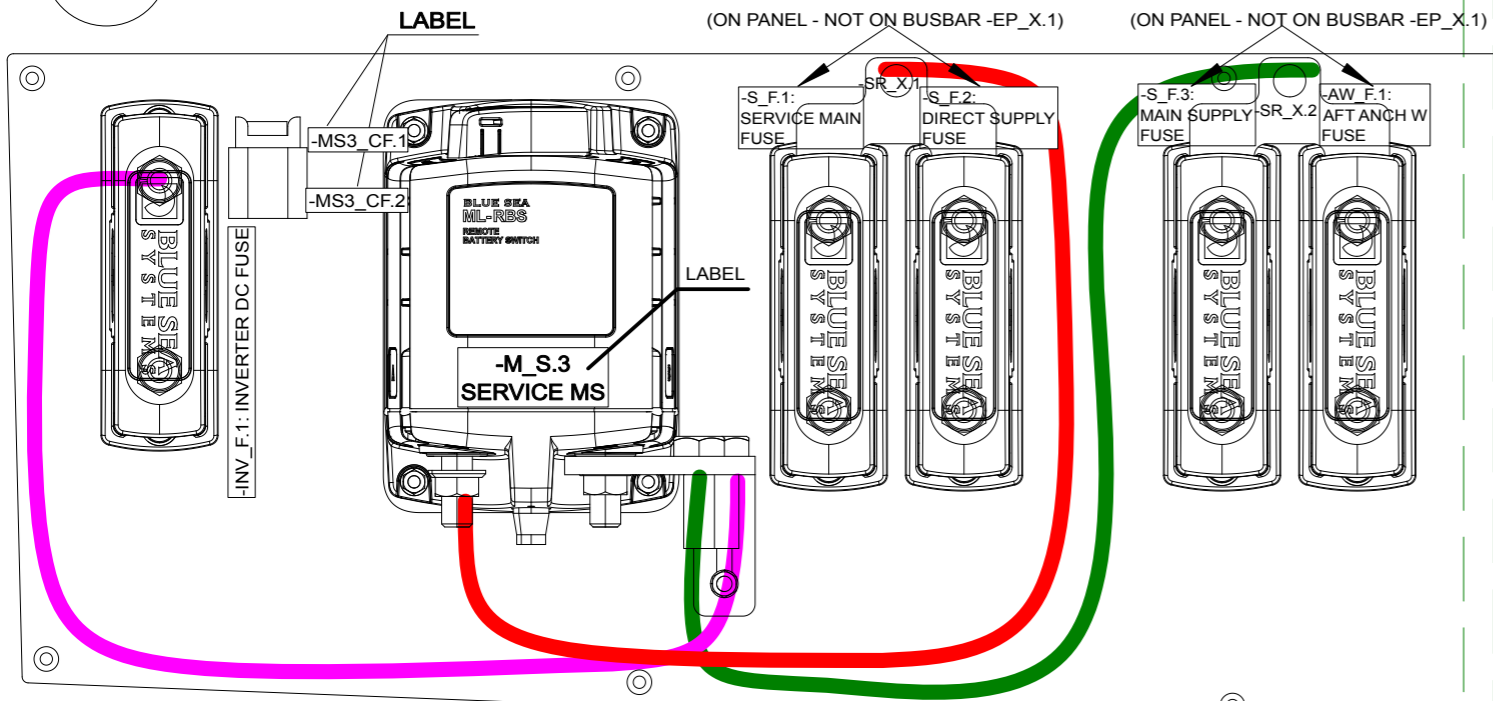
3.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	2.7.2019		Axopar	SEE EXP VIEW	29613	Project ID
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .	Sheet rev.	3	37 MY20	BATTERY BOX STB PANEL 1	HL	121/ 149	
Date of modification	Modified by	Description	Project rev.	B	Boat model		Title		Loc



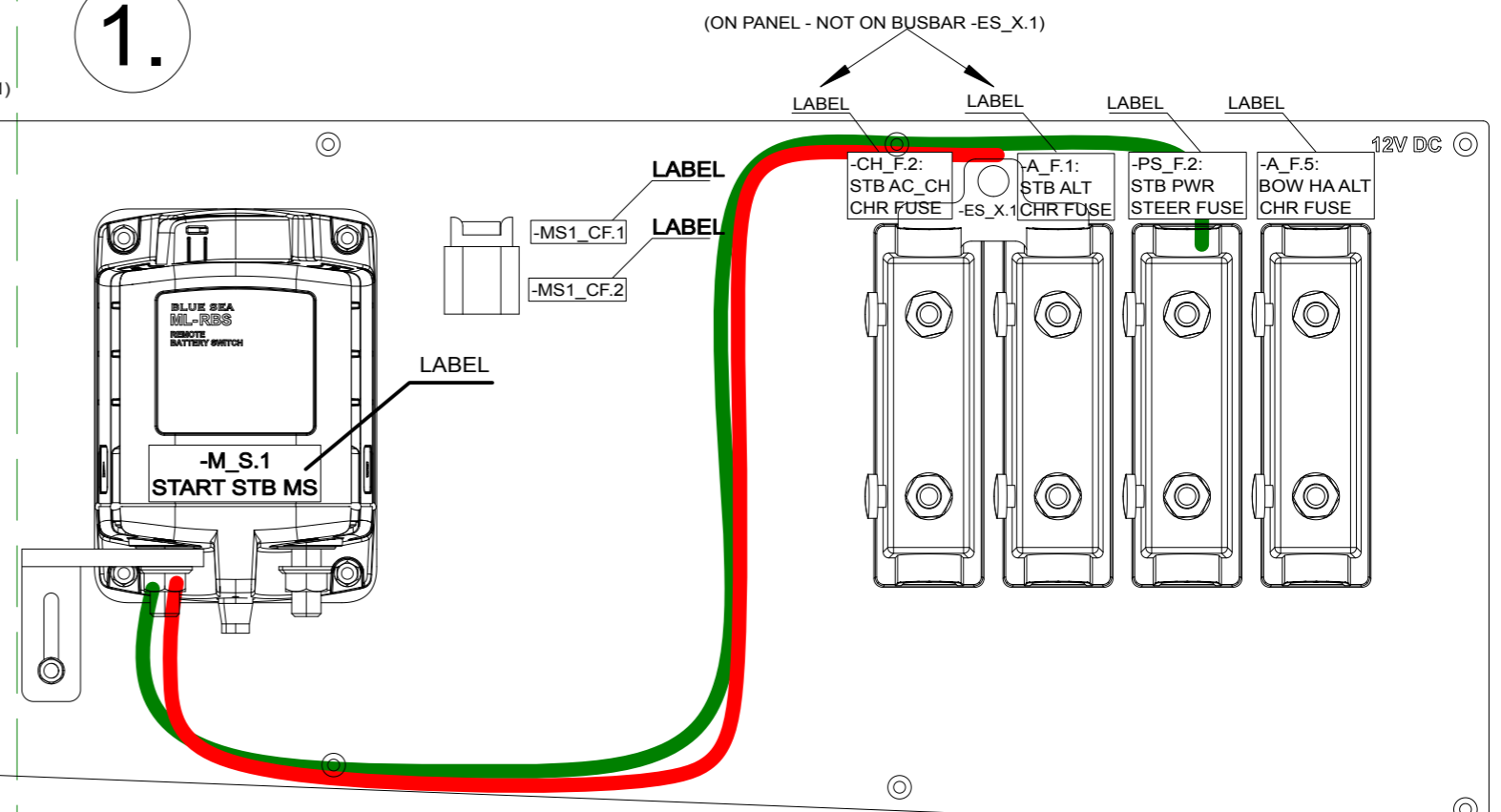
3.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	3.7.2019	 designed solutions	Axopar	SEE EXP VIEW	29613	Project ID
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .	Sheet rev.	3		37 MY20	BATTERY BOX	HL	122 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

GENERAL LAYOUT/ LABELS / CABLE ROUTING

2.



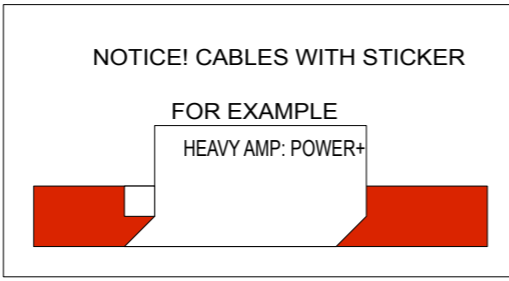
1.




NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES THIS MARKING IS NOT NEEDED.

R2 ISO 6722 100V AWG16 +100 C

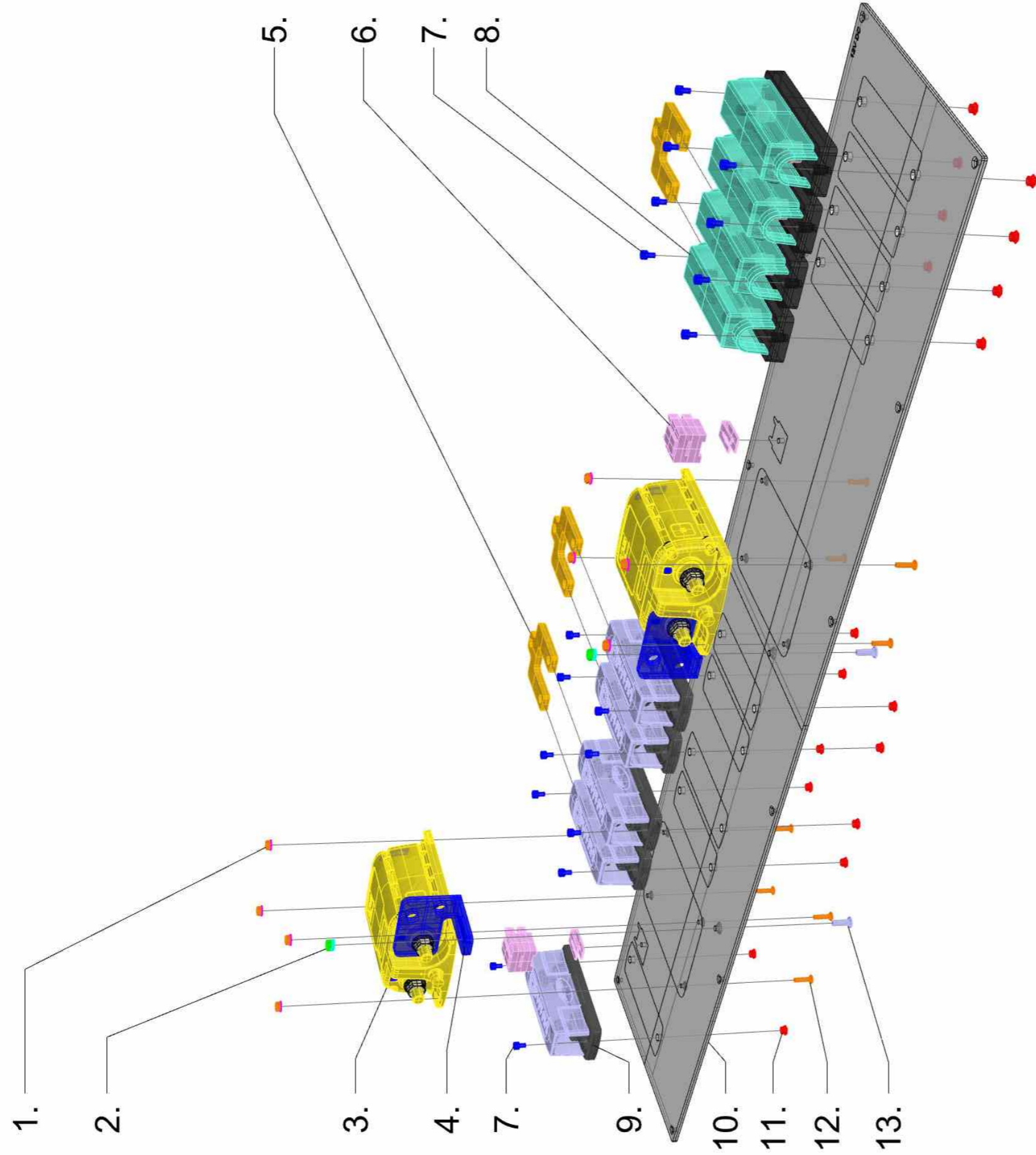
EXAMPLE: RED 1,5mm² WIRE MARKINGS.



3.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	3.7.2019	 Axopar	SEE EXP VIEW	29613	Project ID HL Loc	123 / 149 Sheet
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM		Boat	Sub-product code		
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .	Sheet rev.	3	37 MY20	BATTERY BOX			
Date of modification	Modified by	Description	Project rev.	B	Boat model	STB PANEL 1	Title		

EXP VIEW

29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1



29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1

- 1. 8 PCS M4 NUT A4
- 8 PCS M4 SPRING WASHER
- 2. 2 PCS M5 NUT
- 2 PCS M5 SPRING WASHER
- 3. 2 PCS BLUE SEA
- 4. 2 PCS 30141_VIRTAKISKO_L_BLUE_SEA_ML_THREE_SPOT_LONG
- 5. 3 PCS 30142_ANL_CONNECTION_BAR_DOUBLE
- 6. 4 PCS FUSE HOLDERS
- 2 PC AL RIVET 4 X 10
- 7. 18 PCS M4 X 6 BH HEX BOLT A4
- 8. 4 PCS 14978_ANL_FUSE HOLDER
- 9. 5 PCS Blue Sea 5005 ANL FUSE BLOCK 35A to 300A
- 10. 1 PC 29896_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1_(WOC)
- 11. 18 PCS EMHART M4
- 12. 8 PCS M4 L16 CS HEX BOLTS A4
- 13. 2 PCS M5 L16 CS HEX BOLTS A4

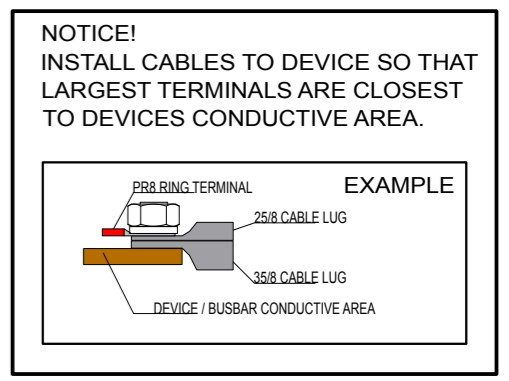
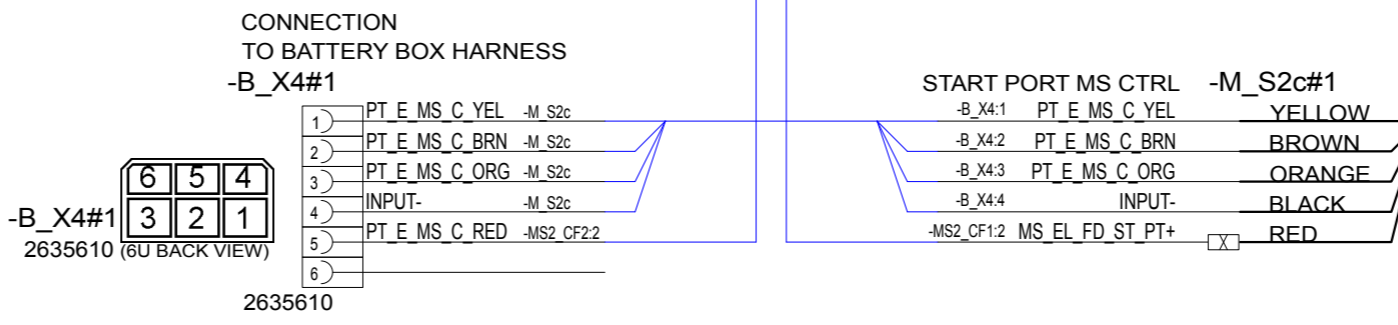
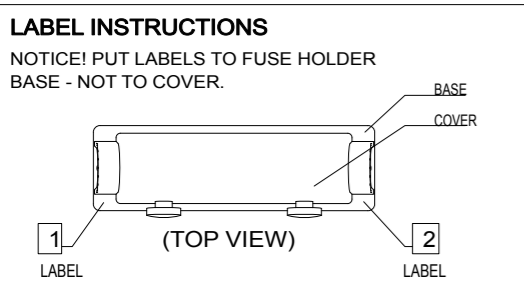
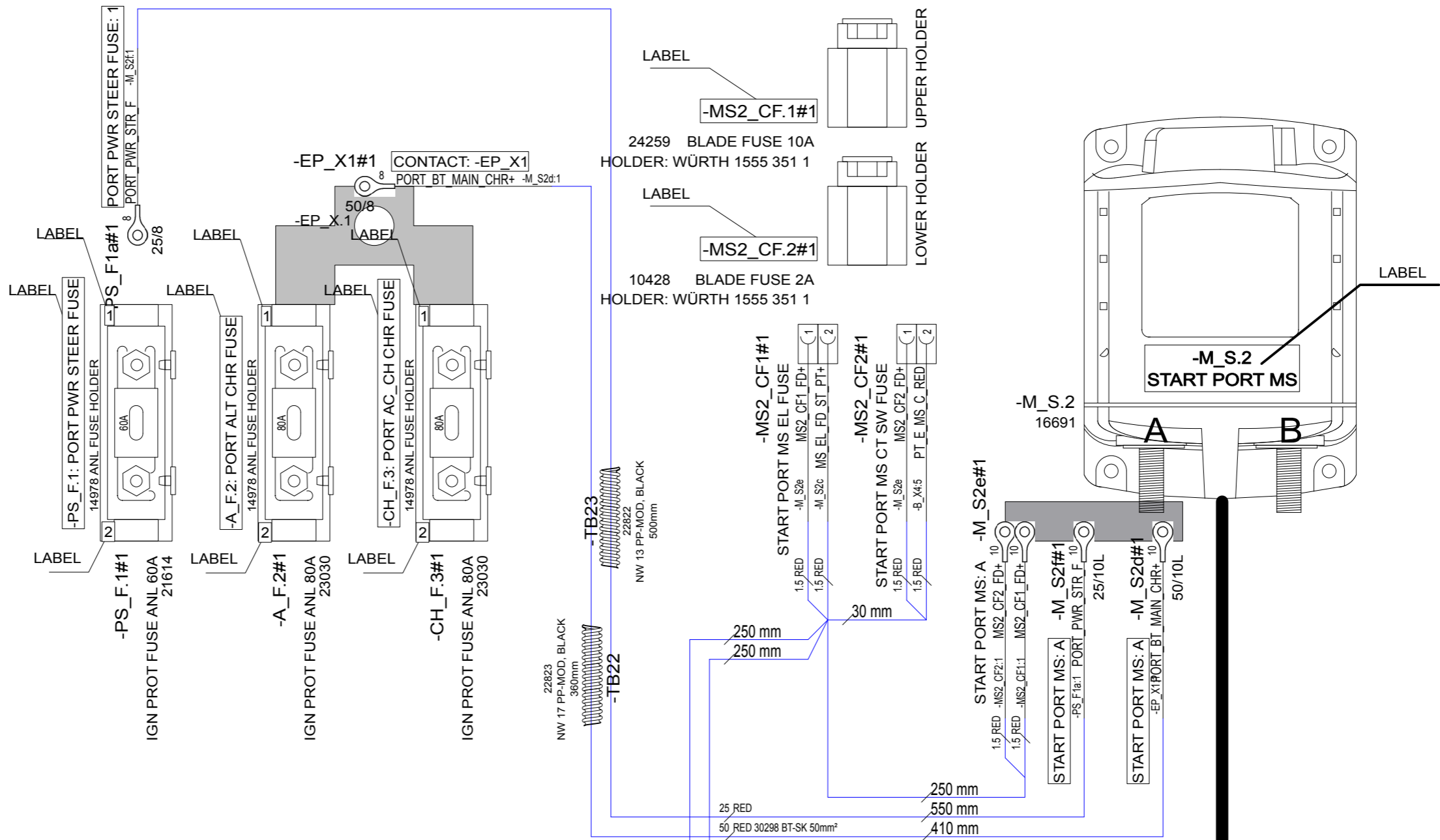
TE 28.06.-19
TE 30.09.-19

3.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	3.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar
Boat
37 MY20
Boat model

SEE EXP VIEW	29613	Project ID
Sub-product code	Product code	
BATTERY BOX	HL	124 / 149
STB PANEL 1	Loc	
Title		Sheet

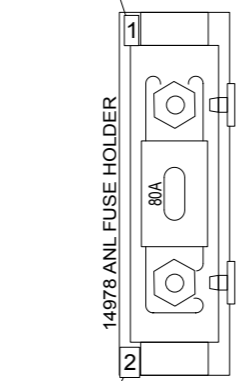


2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019	 designed solutions Copyright by	Axopar	SEE EXP VIEW	29615	Project ID HL Loc	125 / 149 Sheet
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM		Boat	Sub-product code	Product code		
10.10.2019	PN	B3: 29615 & 29616 ARE COMBINED TO ONE PRODUCT 29615	Sheet rev.	3		37 MY20	BATTERY BOX			
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title			

4.

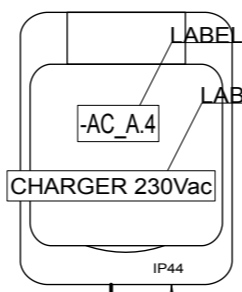
LABEL

LABEL

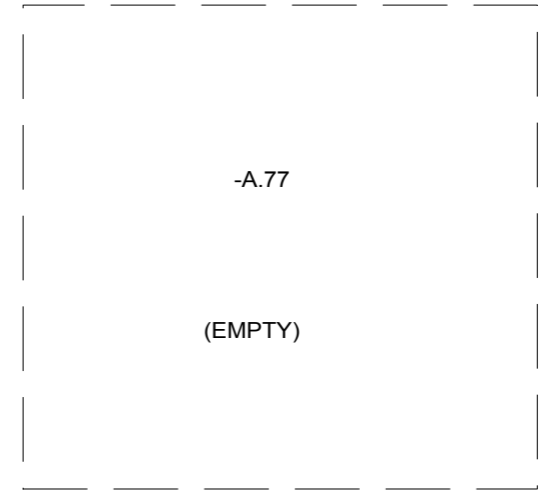


-CH_F.4: BOW HAAC_CH CHR FUSE

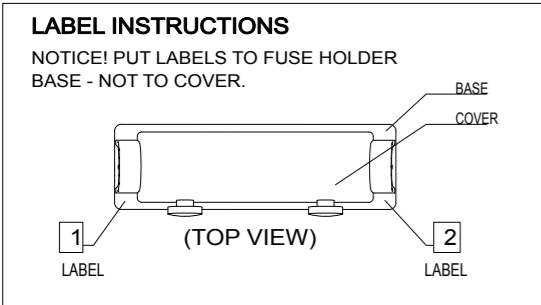
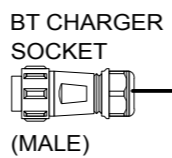
-CH_F.4#1
IGN PROT FUSE ANL 80A
23030



-AC_A.4
PPV110-02
WALL SOCKET,
Single-position,
surface mounting



NOTICE!
-AC_A.4, PPV110-02 MUST TO BE TESTED.



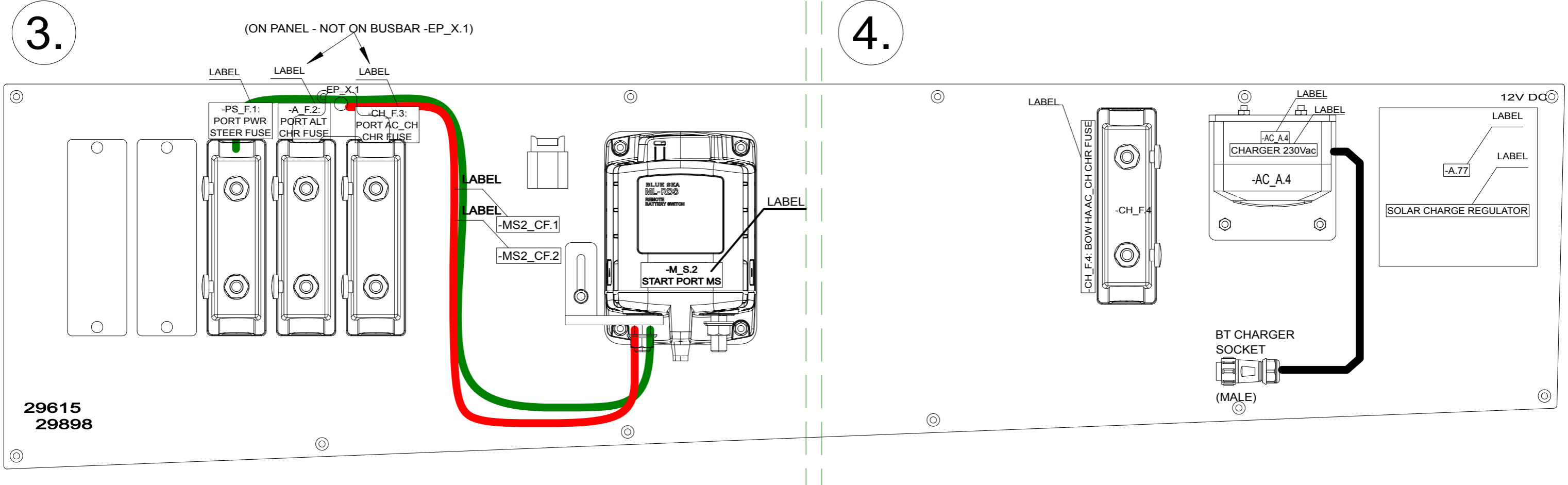
2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: 29615 & 29616 ARE COMBINED TO ONE PRODUCT 29615	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar
Boat
37 MY20
Boat model

SEE EXP VIEW	29615	Project ID
Sub-product code	Product code	
BATTERY BOX	HL	126 / 149
PORT PANEL 1	Loc	
Title	Loc	Sheet

GENERAL LAYOUT/ LABELS/ CABLE ROUTINGS



NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES THIS MARKING IS NOT NEEDED.

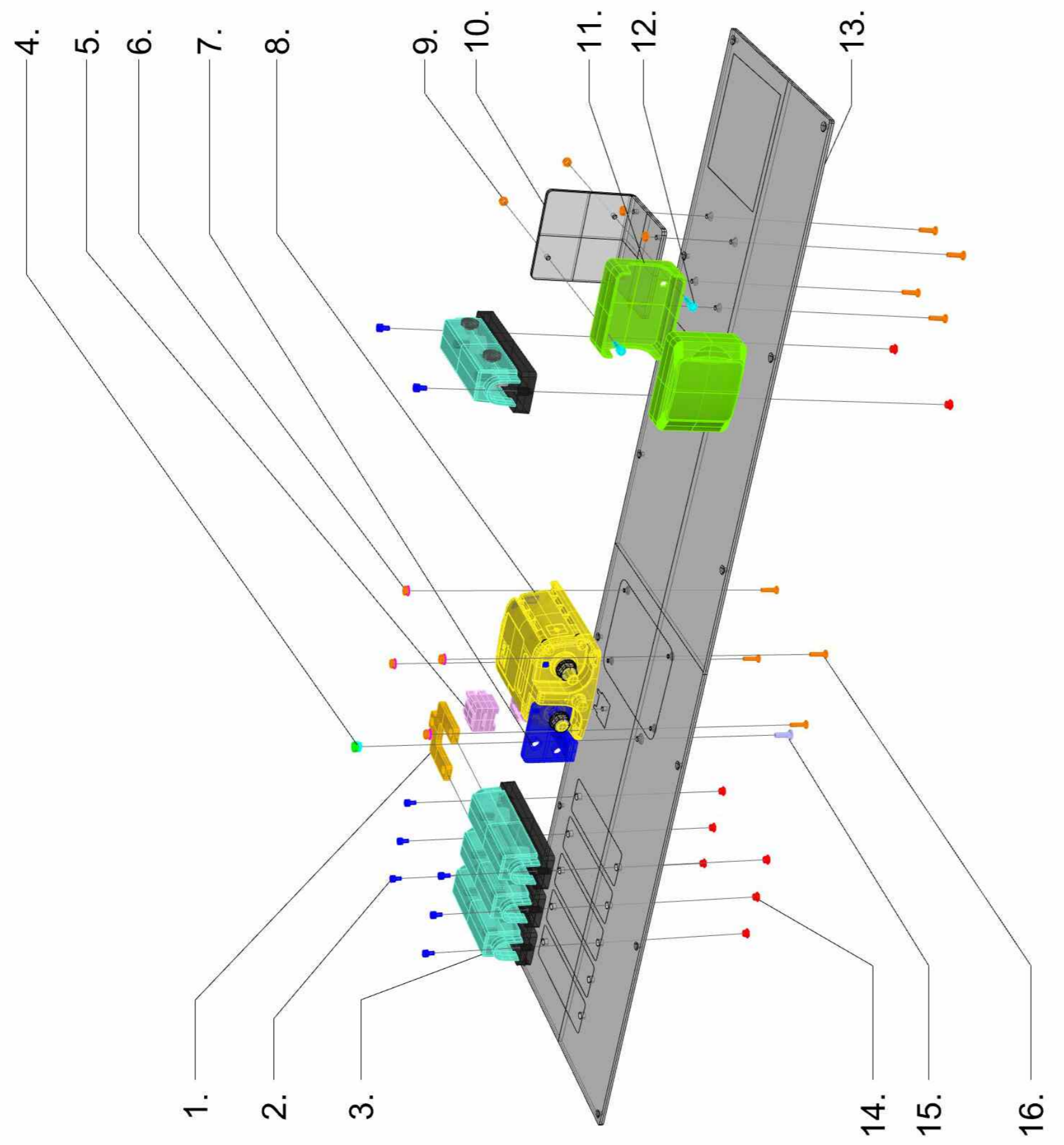
MARKING
R2 ISO 6722 100V AWG16 +100 C
 CABLE
 EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER
 FOR EXAMPLE
 HEAVY AMP: POWER+

2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019		Axopar	SEE EXP VIEW	29615	Project ID
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B3: 29615 & 29616 ARE COMBINED TO ONE PRODUCT 29615	Sheet rev.	3		37 MY20	BATTERY BOX PORT PANEL 1	HL	127 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	Sheet	

EXP VIEW

29615_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1



29615_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1

- 1. 1 PC 30142_ANL_CONNECTION_BAR_DOUBLE
- 2. 8 PCS M4 X 6 BH HEX BOLT A4
- 3. 4 PCS 14978_ANL_FUSE HOLDER
- 4. 1 PC M5 NUT
- 5. 1 PC M5 SPRING WASHER
- 6. 2 PCS FUSE HOLDERS
- 7. 1 PC AL RIVET 4 X 10
- 8. 4 PCS M4 NUT A4
- 9. 4 PCS M4 SPRING WASHER
- 10. 1 PC 30141_VIRTAKISKO_L_BLUE_SEA_ML_THREE_SPOT_LONG
- 11. 1 PC BLUE SEA
- 12. 6 PCS M4 NUT A4
- 13. 1 PC 30137_NAVIX_LINE_SOCKET_PPV110-02_BRACKET_(WOC)
- 14. 2 PCS M4 X 12 BH HEX BOLT A4
- 15. 1 PC 29898_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1_(WOC)
- 16. 8 PCS EMHART M4
- 17. 1 PC M5 L16 CS HEX BOLTS A4
- 18. 8 PCS M4 L16 CS HEX BOLTS A4

TE 28.06.-19
TE 11.10.-19

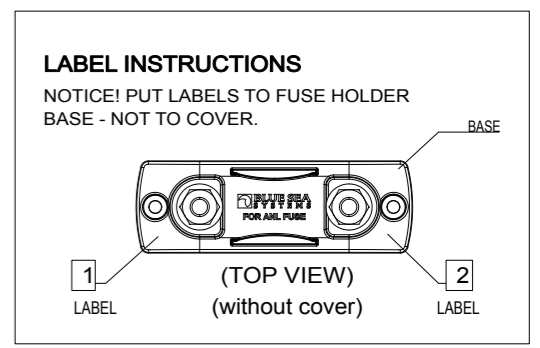
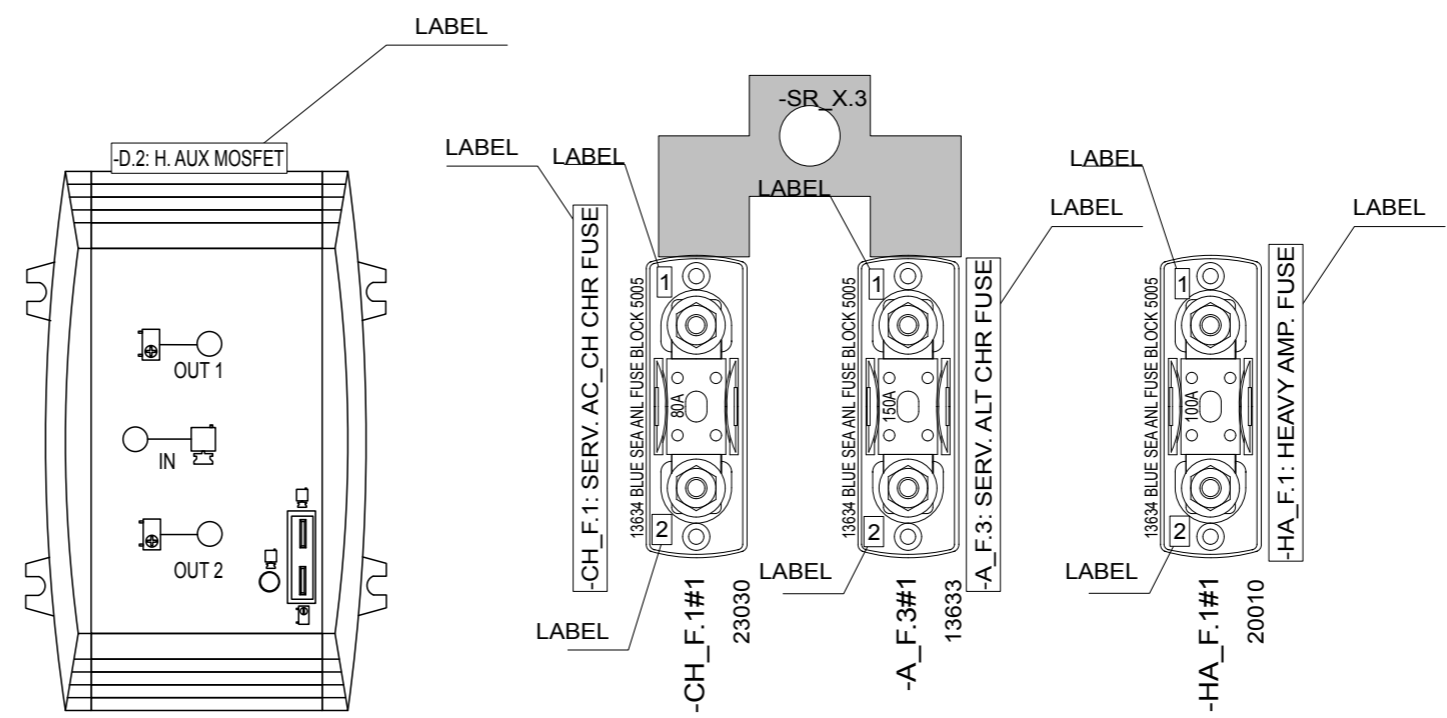
2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: 29615 & 29616 ARE COMBINED TO ONE PRODUCT 29615	Sheet rev.	3
Date of modification	Modified by	Description	Project rev.	B



Axopar
Boat
37 MY20
Boat model

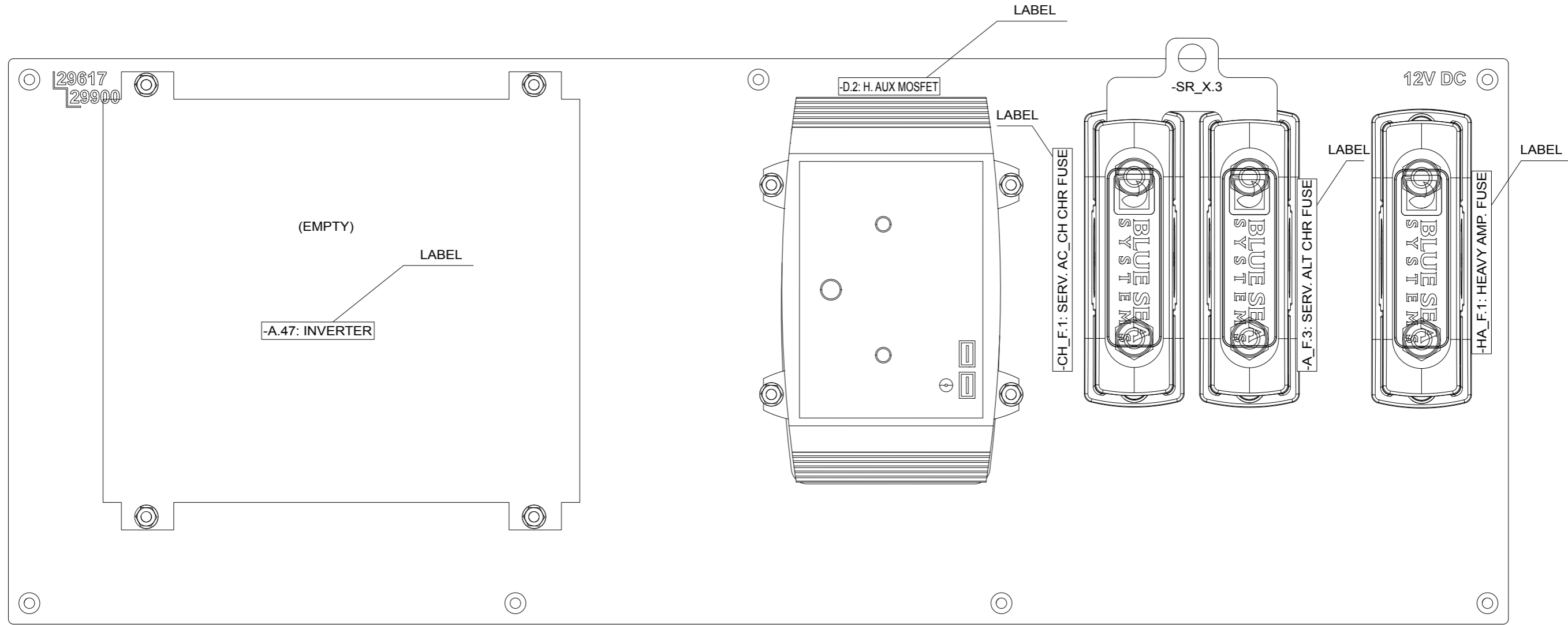
SEE EXP VIEW	29615	
Sub-product code	Product code	Project ID
BATTERY BOX	HL	128 / 149
PORT PANEL 1	Loc	
Title		Sheet


-D.2
18239
Battery Isolator 150A 1 input- 2 outputs
Cristec RCE/150-1E-2IG
H. AUX 150A MOSFET 1-2



2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29617	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	1	Copyright by	37 MY20	BATTERY BOX	HL	129 / 149 Sheet
Date of modification	Modified by	Description	Project rev.	B		Boat model	FWD WALL PANEL	Loc	

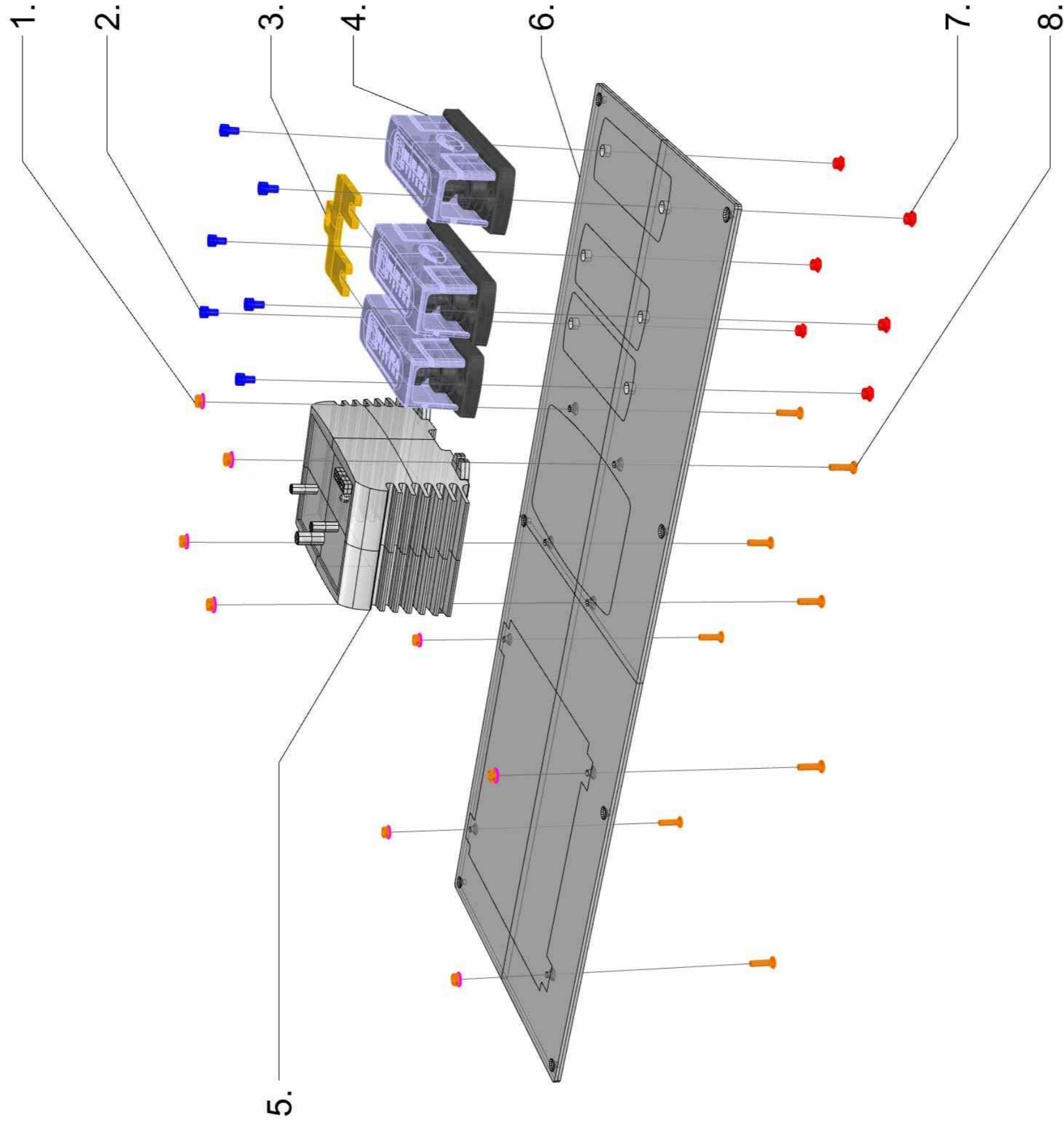
GENERAL LAYOUT/ LABELS



2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019		Axopar	SEE EXP VIEW	29617	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	1	37 MY20	BATTERY BOX		HL	130 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	FWD WALL PANEL	Title	Loc	

EXP VIEW

29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL



29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL

- 1. 4 PCS M4 NUT A4
- 2. 4 PCS M4 SPRING WASHER
- 3. 1 PC 30142_ANL_CONNECTION_BAR_DOUBLE
- 4. 4 PCS Blue Sea 5005 ANL FUSE BLOCK 35A to 300A
- 5. 1 PC CHR ISOLATOR
- 6. 1 PC 29900_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL_(WOC)
- 7. 6 PCS EMHART M4
- 8. 4 PCS M4 L16 CS HEX BOLTS A4

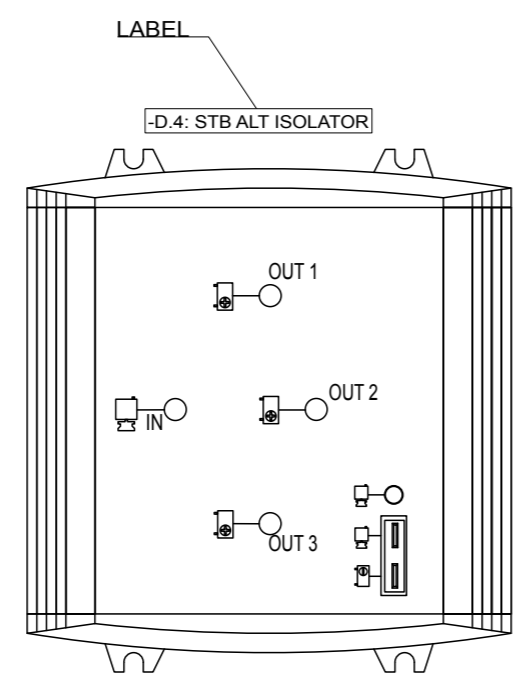
ASSEMBLE FOR INVERTER
 4 PCS M4 NUT A4
 4 PCS M4 SPRING WASHER
 4 PCS M4 L16 CS HEX BOLTS A4

TE 28.06.-19

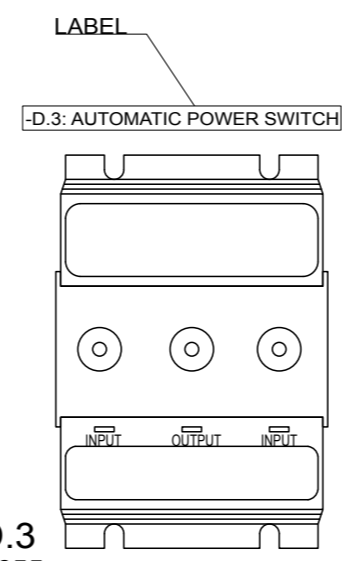
2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	1.7.2019
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM
			Sheet rev.	1
Date of modification	Modified by	Description	Project rev.	B



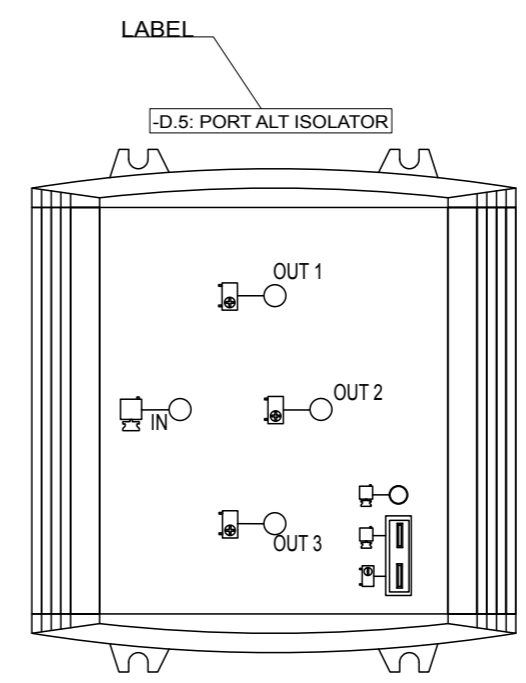
Axopar	SEE EXP VIEW	29617	
Boat	Sub-product code	Product code	Project ID
37 MY20	BATTERY BOX	HL	
Boat model	FWD WALL PANEL	Loc	131/ 149
	Title		Sheet




-D.4
22483
Battery Isolator 150A 1 input- 3 outputs
Cristec RCE/150-1E-3IG



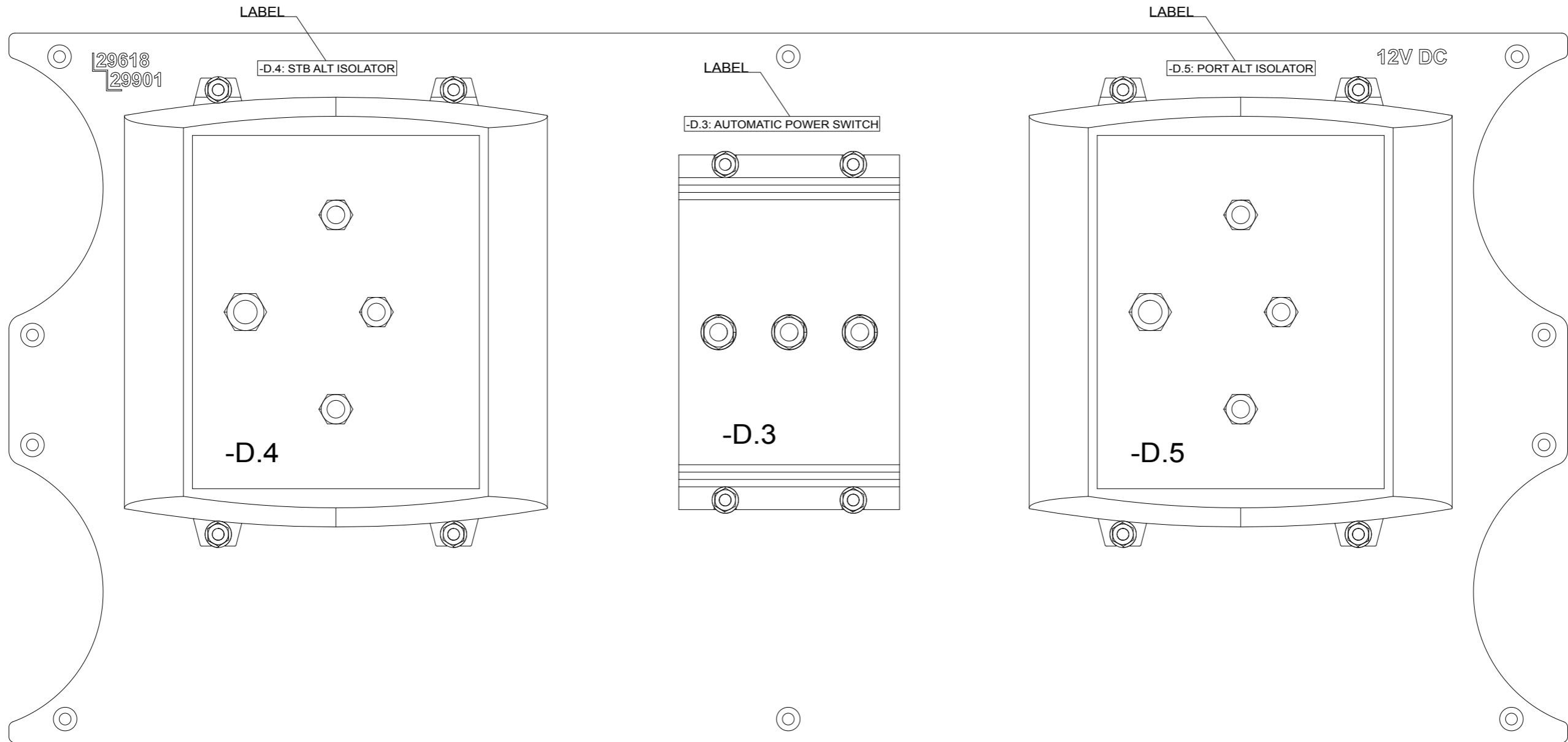
-D.3
23655
Battery Combiner 80A, 2 batteries
Victron BCD 802




-D.5
22483
Battery Isolator 150A 1 input- 3 outputs
Cristec RCE/150-1E-3IG

27.6.2019	TuM	A1: INTRODUCED DRAWING.	Date	27.6.2019	 Copyright by	Axopar	SEE EXP. VIEW	29618	Project ID
10.10.2019	PN	B2: DESIGN MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	2	Boat model	37 MY20	BATTERY BOX	HL	132 / 149 Sheet
Date of modification	Modified by	Description	Project rev.	B			AFT WALL PANEL	Loc	

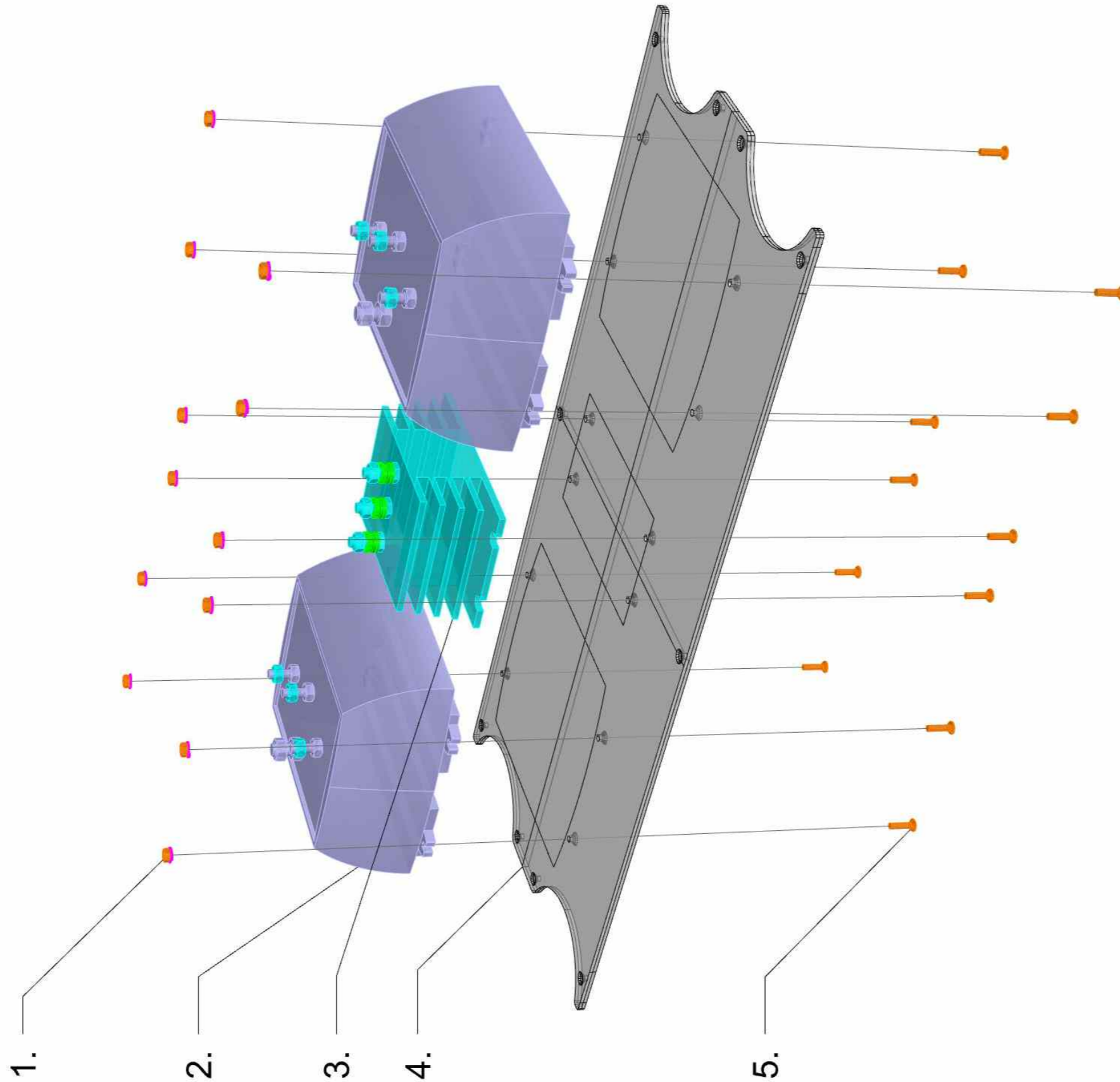
GENERAL LAYOUT/ LABELS



27.6.2019	TuM	A1: INTRODUCED DRAWING.	Date	27.6.2019		Axopar	SEE EXP. VIEW	29618	Project ID
10.10.2019	PN	B2: DESIGN MODIFIED.	Drawing by	TuM		Boat	37 MY20	Sub-product code	
			Sheet rev.	2	Copyright by		BATTERY BOX	HL	133 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	AFT WALL PANEL	Loc	

EXP VIEW


29618_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL



29618_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL

- 1. 12 PCS M4 NUT A4
- 12 PCS M4 SPRING WASHER
- 2. 2 PCS 22483 CRISTEC RCE/ISO-1E-3IG BATTERY ISOLATOR
- 3. 1 PC 23655 VICTOR BCD 802 SOURCE COMBINER
- 4. 1 PC 29901_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL_(WOC)
- 5. 12 PCS M4 L16 CS HEX BOLTS A4

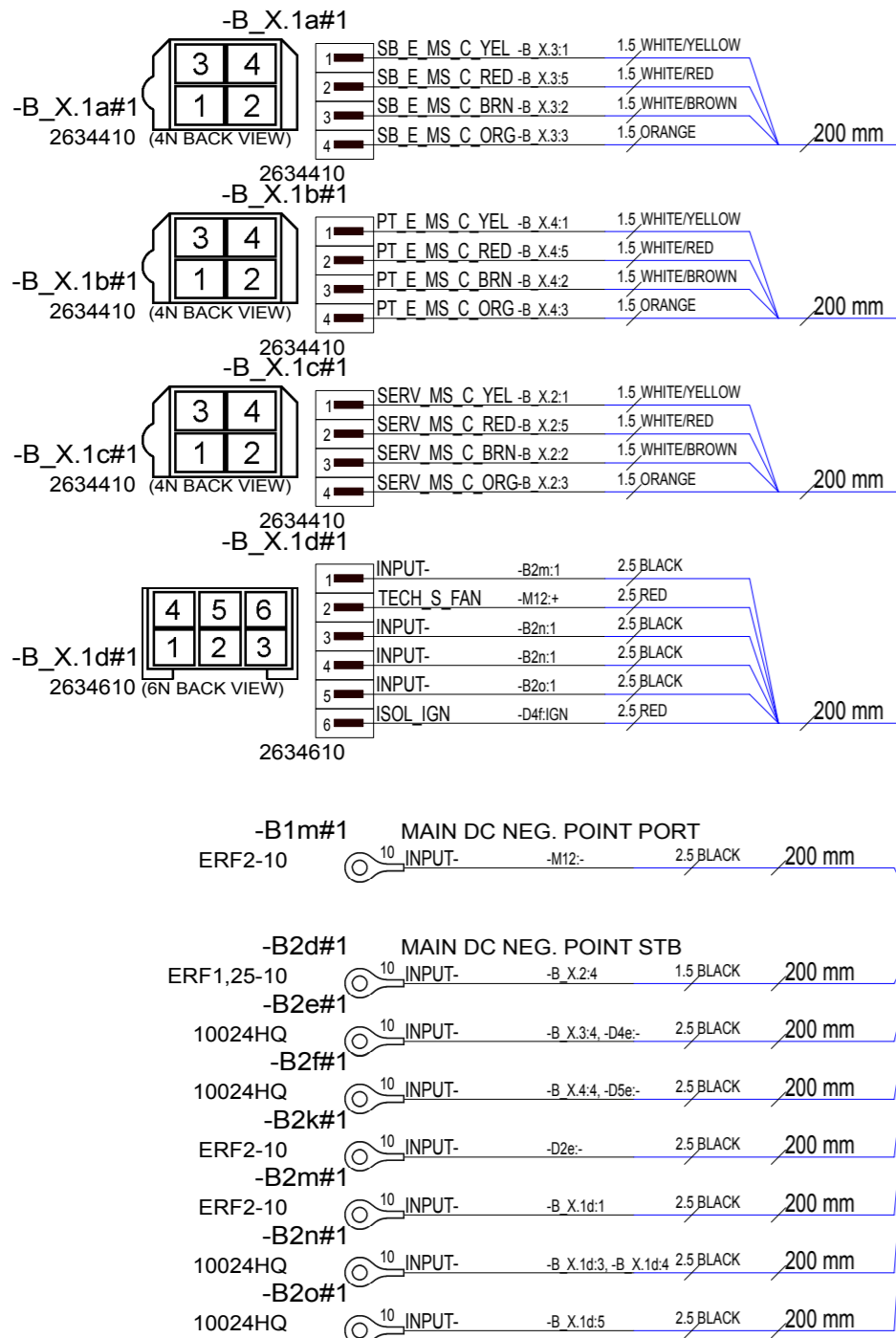
TE 28.06.-19
TE 07.10.-19

27.6.2019	TuM	A1: INTRODUCED DRAWING.	Date	27.6.2019	 NAVIX designed solutions Copyright by	Axopar	SEE EXP. VIEW	29618	Project ID
10.10.2019	PN	B2: DESIGN MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
			Sheet rev.	2	37 MY20	BATTERY BOX		HL	134 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	AFT WALL PANEL	Title	Loc	

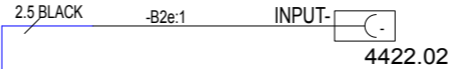
NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES THIS MARKING IS NOT NEEDED.

R2 ISO 6722 100V AWG16 +100 C
 EXAMPLE: RED 1,5mm² WIRE MARKINGS.

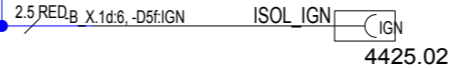
CONNECTION TO HULL HARNESS



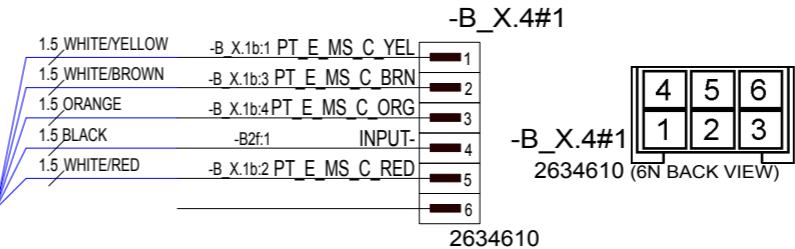
STB ALT ISOL: NEG -D4e#1



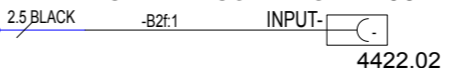
STB ALT ISOL: IGN -D4f#1



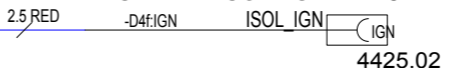
CONNECTION TO PORT PANEL 1



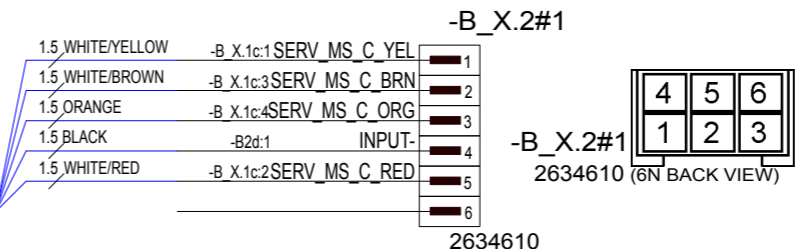
STB ALT ISOL: NEG -D5e#1



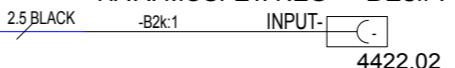
STB ALT ISOL: IGN -D5f#1



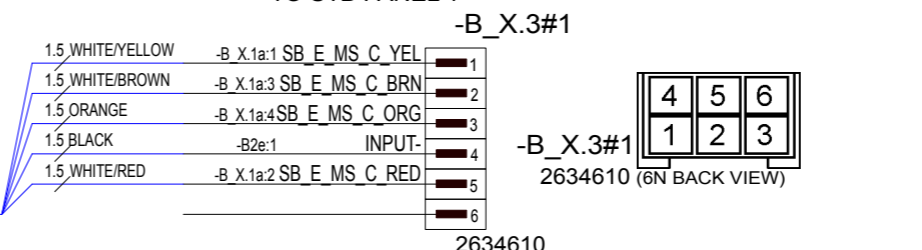
CONNECTION TO STB PANEL 2



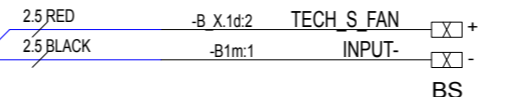
HAA. MOSFET: NEG -D2e#1



CONNECTION TO STB PANEL 1



BATTERY BOX FAN -M12#1

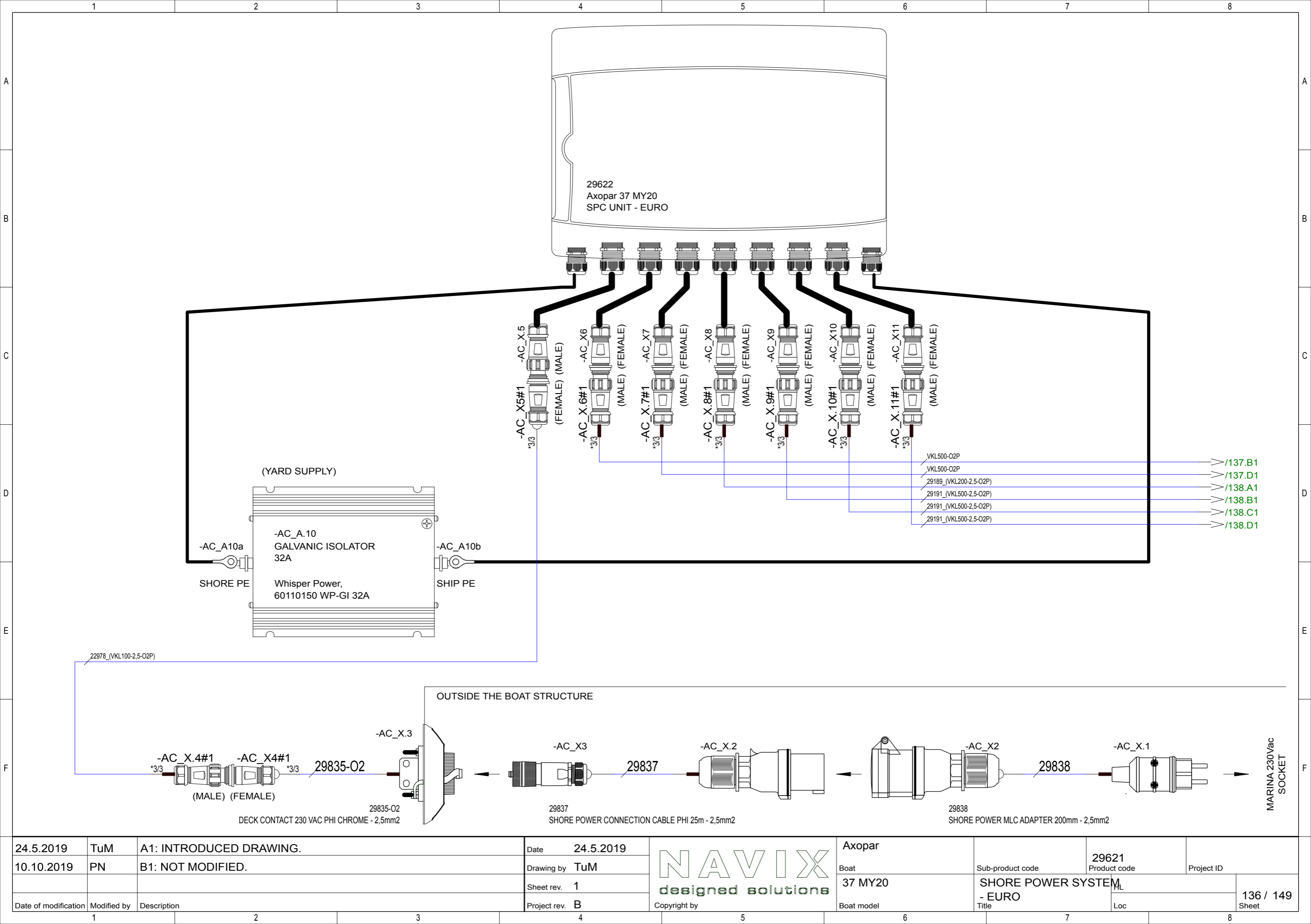


9.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.
Date of modification	Modified by	Description

Date	8.7.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B



Axopar	29620	Project ID
Boat	Product code	
37 MY20	BATTERY BOX HARNESS	135 / 149
Boat model	Title	Sheet
	HL	
	Loc	

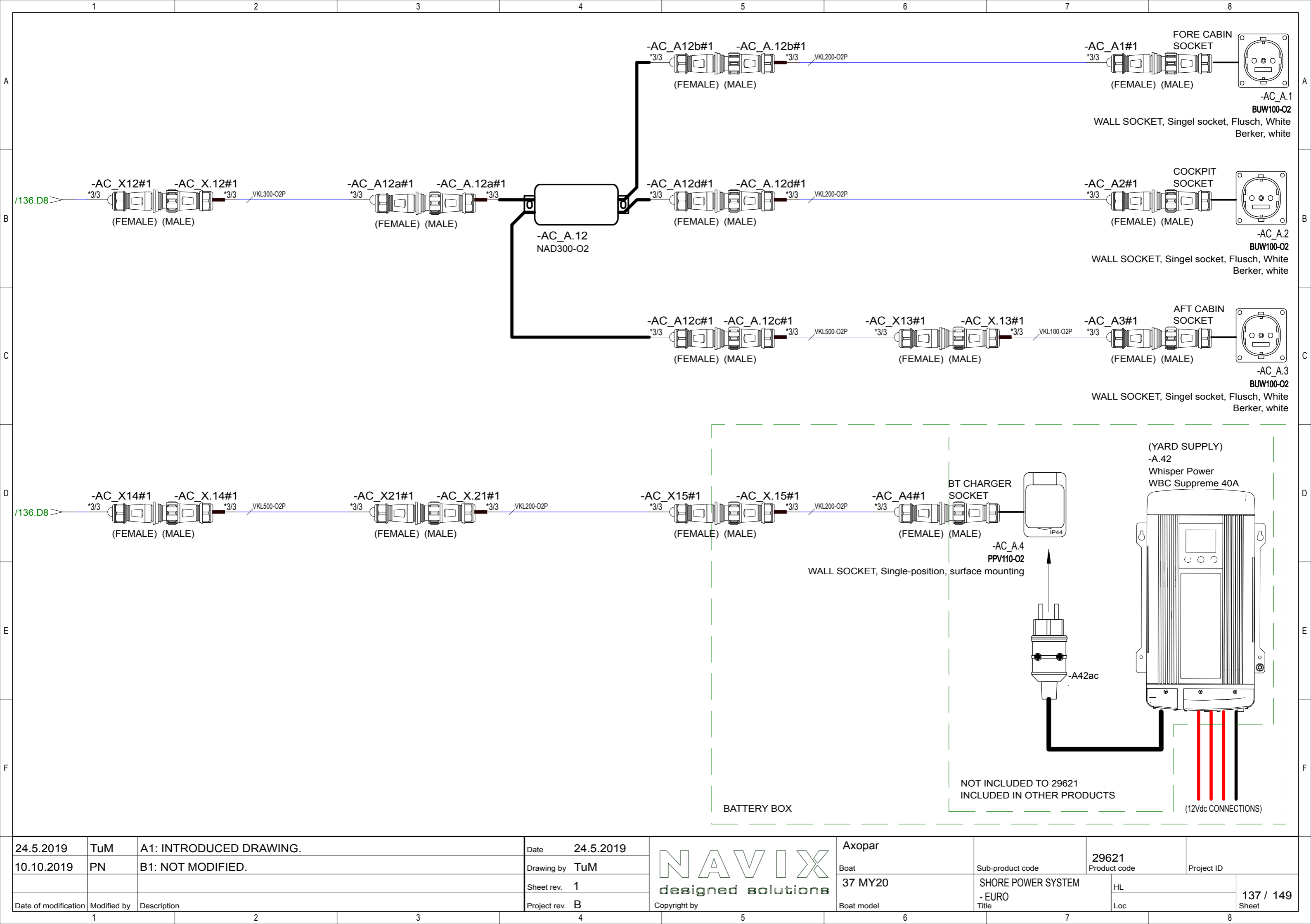


24.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.
Date of modification	Modified by	Description

Date	24.5.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B



Axopar	29621	Project ID
Boat	37 MY20	Product code
Boat model	37 MY20	Loc
SHORE POWER SYSTEM - EURO		136 / 149
Title		Sheet

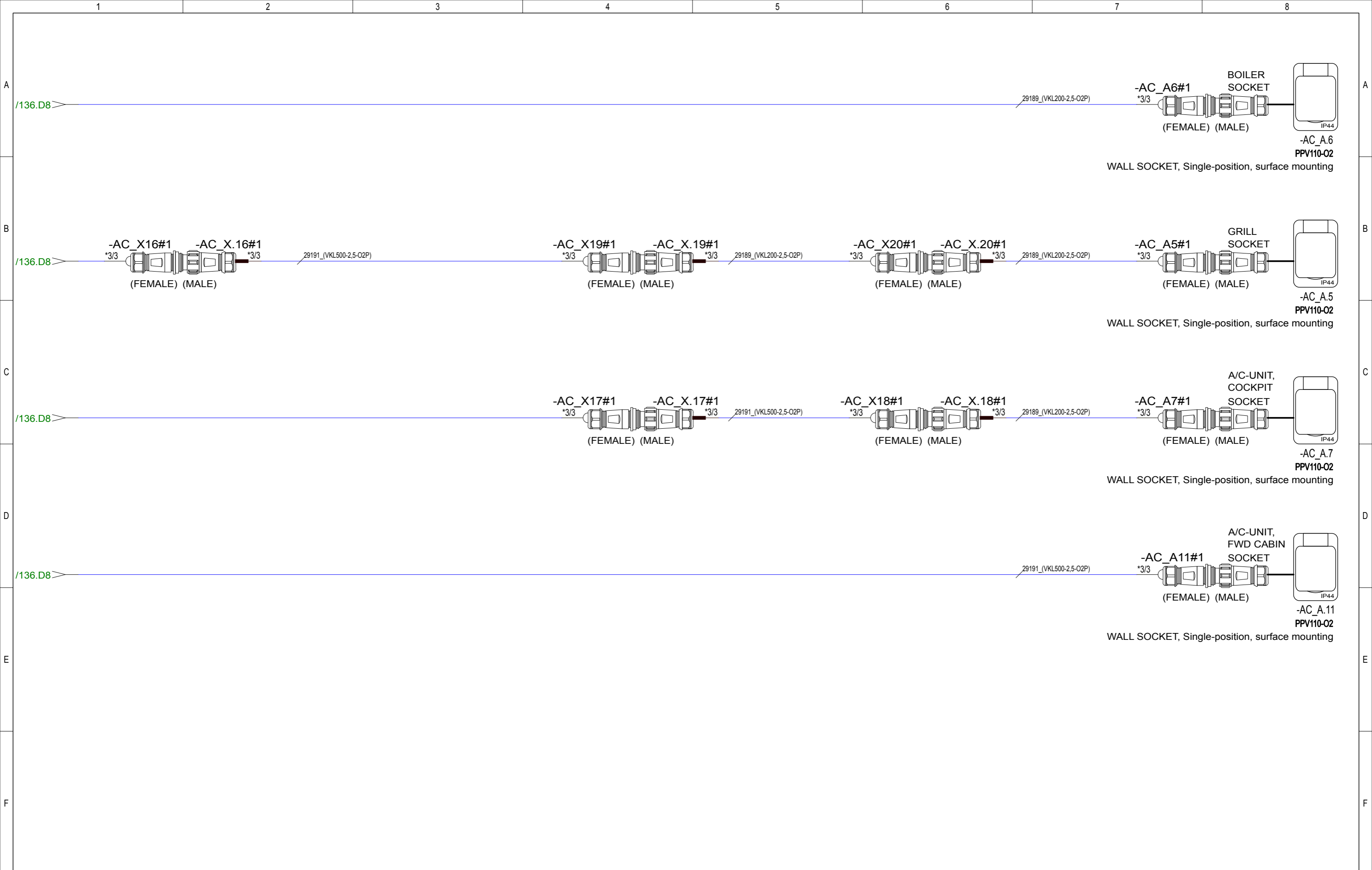


24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM
			Sheet rev.	1
Date of modification	Modified by	Description	Project rev.	B

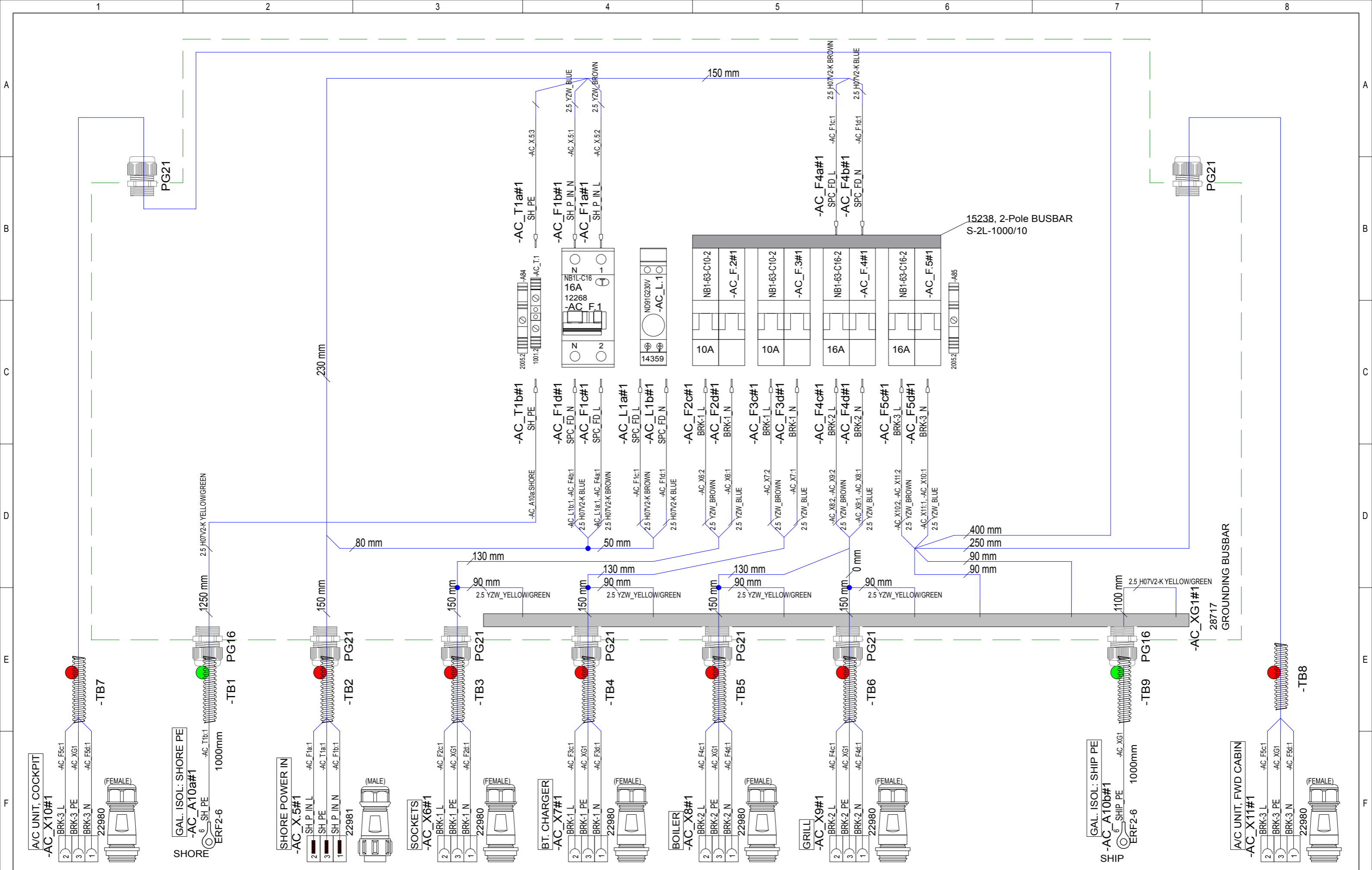
NAVIX
designed solutions

Copyright by

Axopar			29621	
Boat	37 MY20	Sub-product code	Product code	Project ID
Boat model		SHORE POWER SYSTEM	HL	137 / 149
		- EURO	Loc	Sheet



24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019		Axopar			
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	29621	Project ID
			Sheet rev.	1		37 MY20	SHORE POWER SYSTEM	Product code	
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	- EURO	HL	138 / 149
							Title	Loc	Sheet



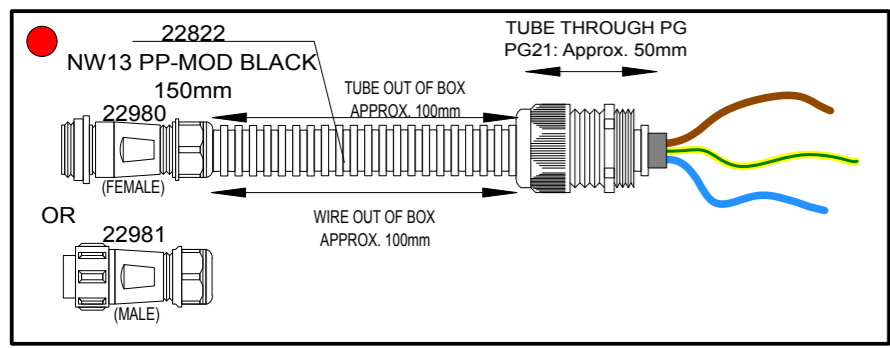
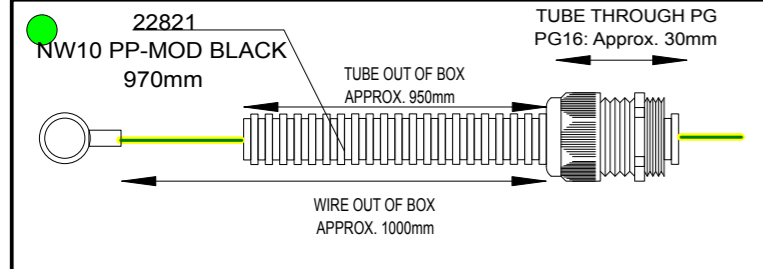
24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019		Axopar	SEE EXP VIEW	29622	Project ID
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	
Date of modification	Modified by	Description	Sheet rev.	1		37 MY20	SPC UNIT - EURO	HL	
			Project rev.	B	Copyright by	Boat model	Title	Loc	139 / 149

INSTRUCTIONS FOR FIRST PAGE.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

BOW CAB. SOCKET



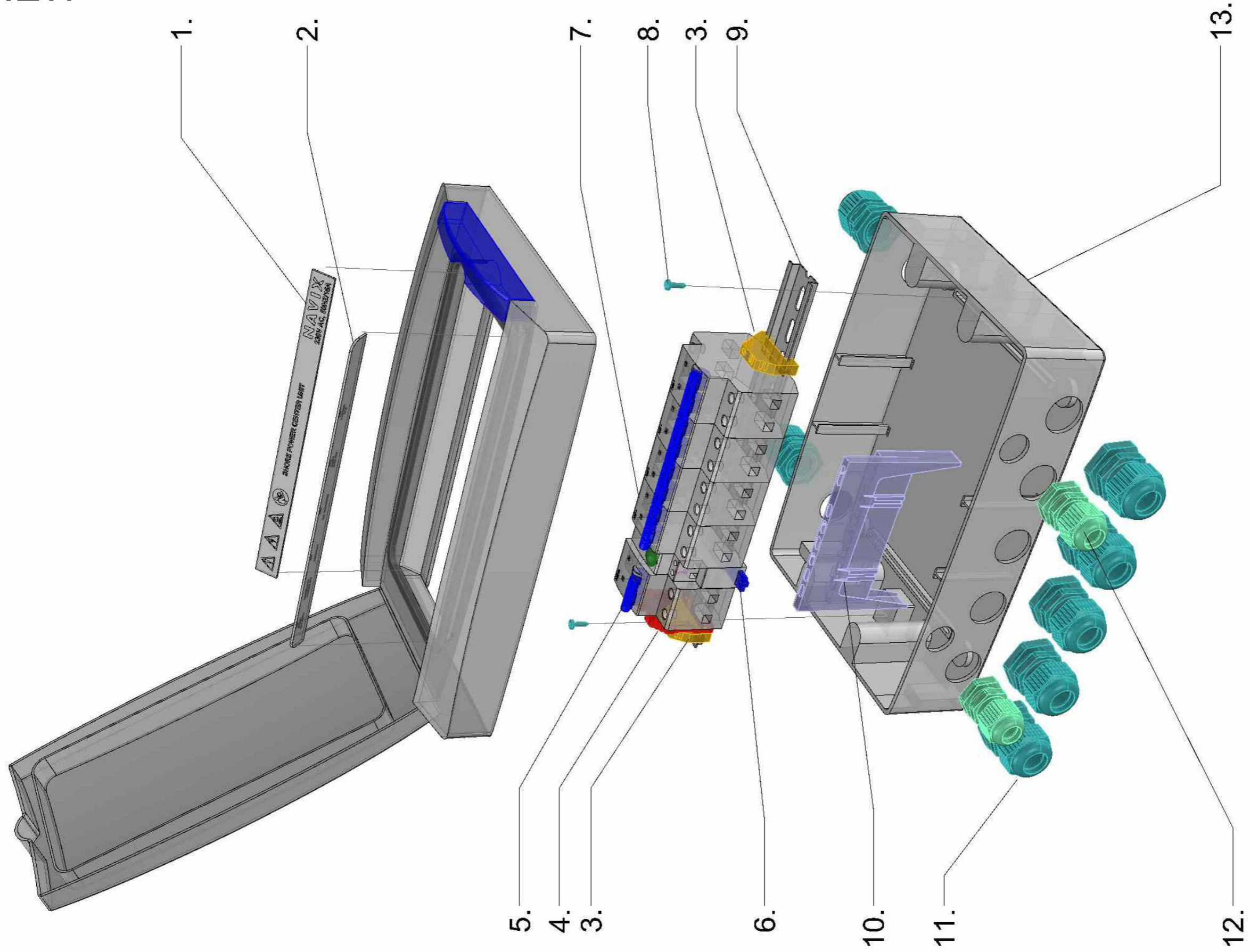
24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM
			Sheet rev.	1
Date of modification	Modified by	Description	Project rev.	B



Axopar	SEE EXP VIEW	29622	Project ID
Boat	Sub-product code	Product code	
37 MY20	SPC UNIT - EURO	HL	140 / 149
Boat model	Title	Loc	Sheet

EXP VIEW

29622_AXOPAR_37_MY20_SCP_UNIT-EURO



29622_AXOPAR_37_MY20_SCP_UNIT-EURO

1. 1PC 30208_AXOPAR_37_MY20_SCP_UNIT-EURO_SIGN_LABEL_(WOC)_V1

2. 1PC 30207_AXOPAR_37_MY20_SCP_UNIT-EURO_TEXT_LABEL_(WOC)_V1

3. 2PCS 2005.2

4. 1PC 1001.2

5. 1PC CHINT_WIDE NB1L-C16 (AS IN DIAGRAM)

6. 1PC CHINT_NARROW ND91G230V(AS IN DIAGRAM)

7. 4PCS CHINT_WIDE NB1 (AS IN DIAGRAM)

8. 2PCS M3.5 L13 LEVYRUUVI KUPUKANTA

9. 1PC DIN_RAIL_300mm

10. 1PC 28717_GROUNDING_BUSBAR (FAMATEL SPTA-12)

11. 7PC PG21

12. 2PC PG16

13. 1PC 30206_AXOPAR_37_MY20_SCP_UNIT-EURO_BOX_(WOC)_V1

TE 10.07.2019

11.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.
Date of modification	Modified by	Description

Date	11.7.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

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Copyright by

Axopar
Boat
37 MY20
Boat model

SEE EXP VIEW
Sub-product code
SPC UNIT - EURO
Title

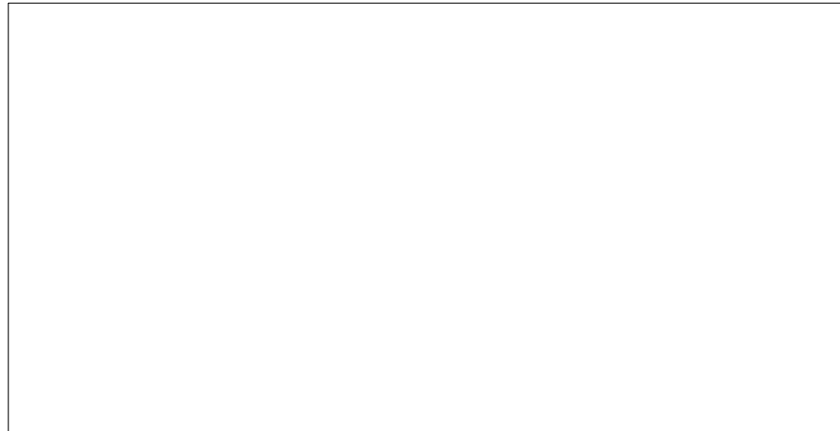
29622
Product code
HL
Loc

Project ID
141/ 149
Sheet

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

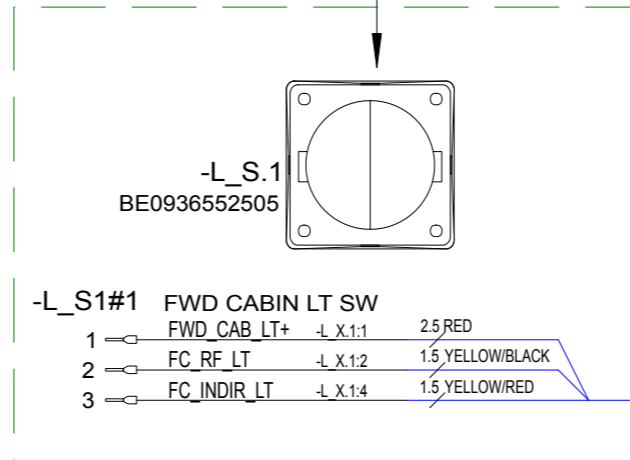
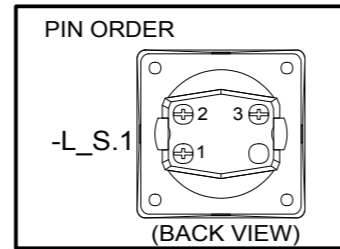
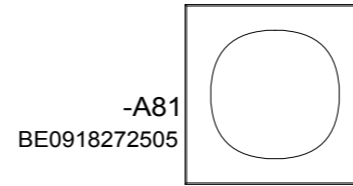
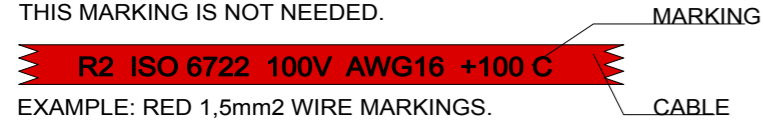
RAJA-ARVOT / LIMITS:

ERISTYSVASTUS / ISOLATING RESISTOR 1000V = <20mA

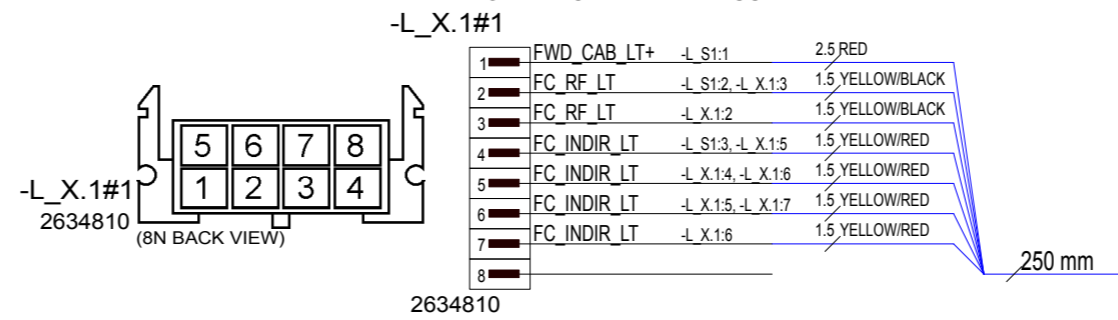
MAAPIIRI / GROUND CIRCUIT 10A = <0,2 Ohm

11.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.7.2019	Axopar	SEE EXP VIEW	29622	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1	37 MY20	INSPECTION SHEET		HL
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	142 / 149 Sheet

NOTICE!
 VERIFY THAT ALL CABLES HAVE MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL <500mm WIRES AND BLACK WIRES
 THIS MARKING IS NOT NEEDED.



CONNECTION
 TO FWD CABIN HARNESS



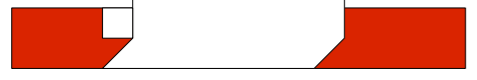
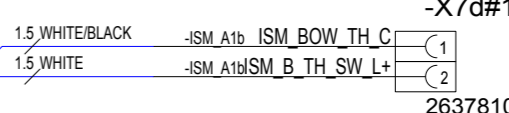
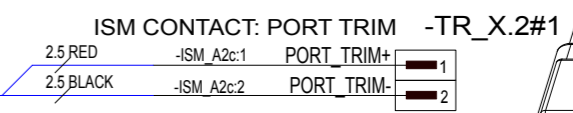
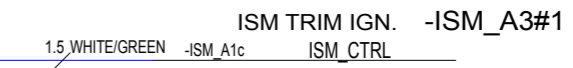
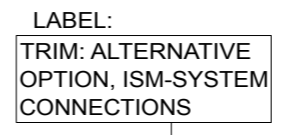
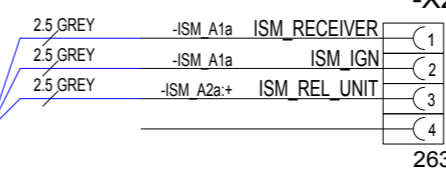
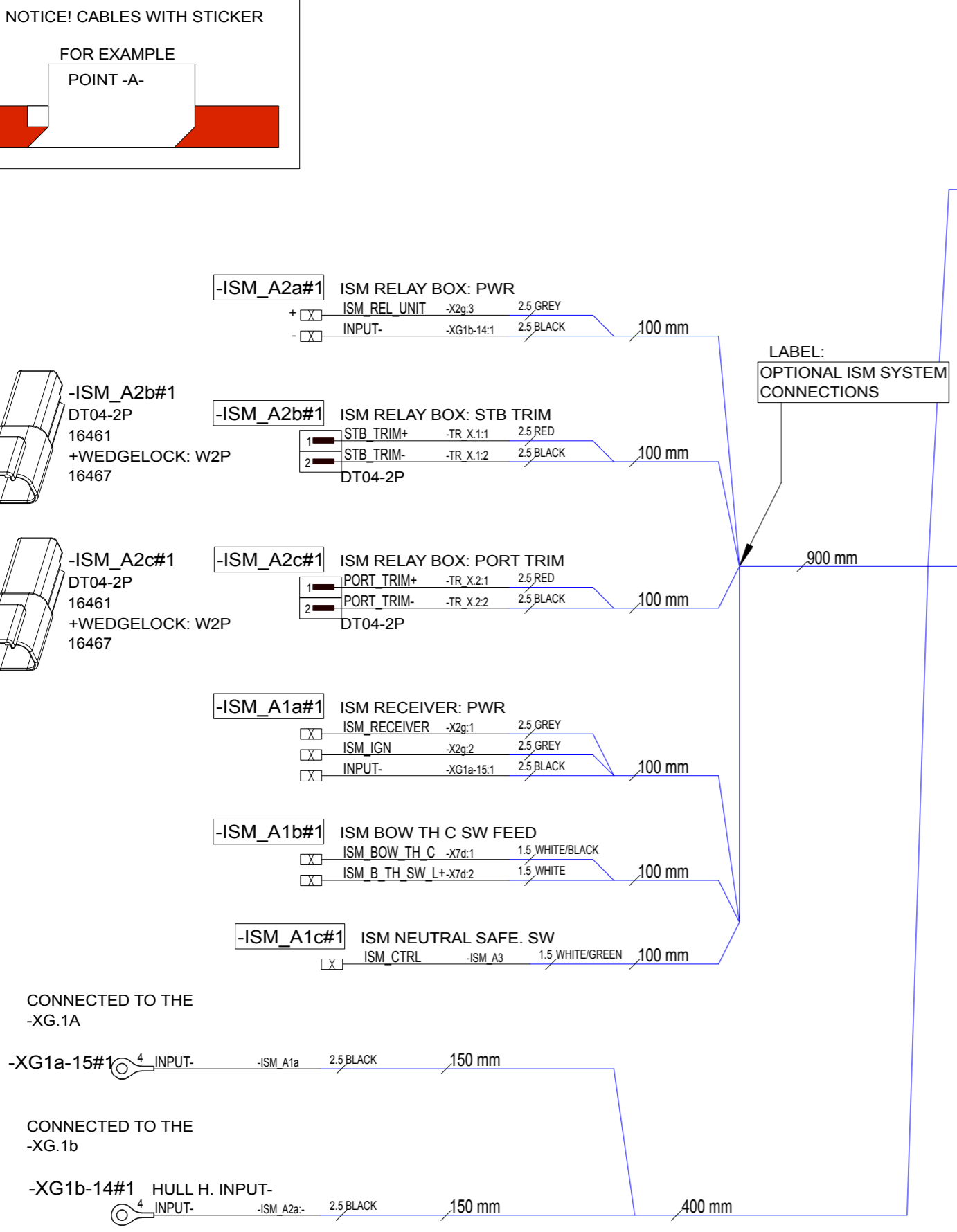
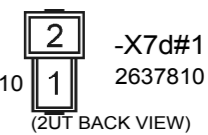
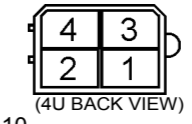
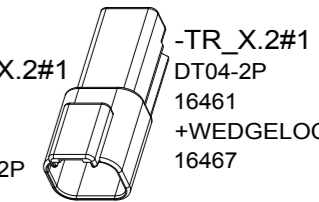
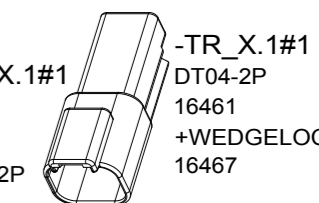
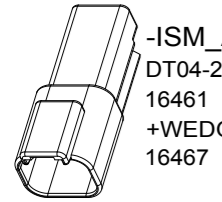
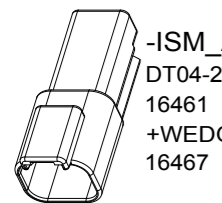
22.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.
1.11-2019	TT	B2: SWITCH AND FRAME CHANGED
Date of modification	Modified by	Description

Date	22.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

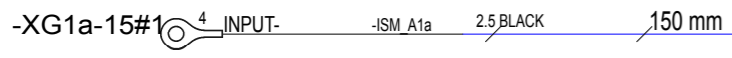


Axopar	29635	Project ID
Boat	37 MY20	FWD CABIN LIGH SWITCH
Boat model		HL
		Loc
		143 / 149
		Sheet

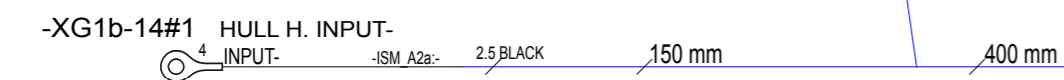
NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

CONNECTED TO THE
-XG.1A



CONNECTED TO THE
-XG.1b

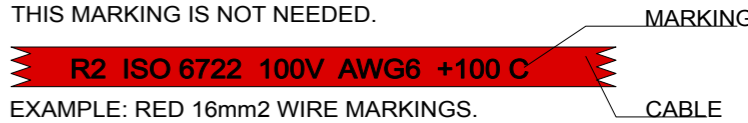


10.10.2019	PN	B1: INTRODUCED ISM HARNESS	Date	25.9.2019
			Drawing by	TuM
			Sheet rev.	1
Date of modification	Modified by	Description	Project rev.	B



Axopar	30735	Project ID
Boat	Product code	
37 MY20	ISM HARNESS	HL
Boat model	Title	Loc
		145 / 149
		Sheet

NOTICE!
 BATTERY CABLES NEED TO ADD MARKINGS
 SHOWN IN EXAMPLE BELOW.
 EXEMPTION:
 ALL BLACK WIRES
 THIS MARKING IS NOT NEEDED.



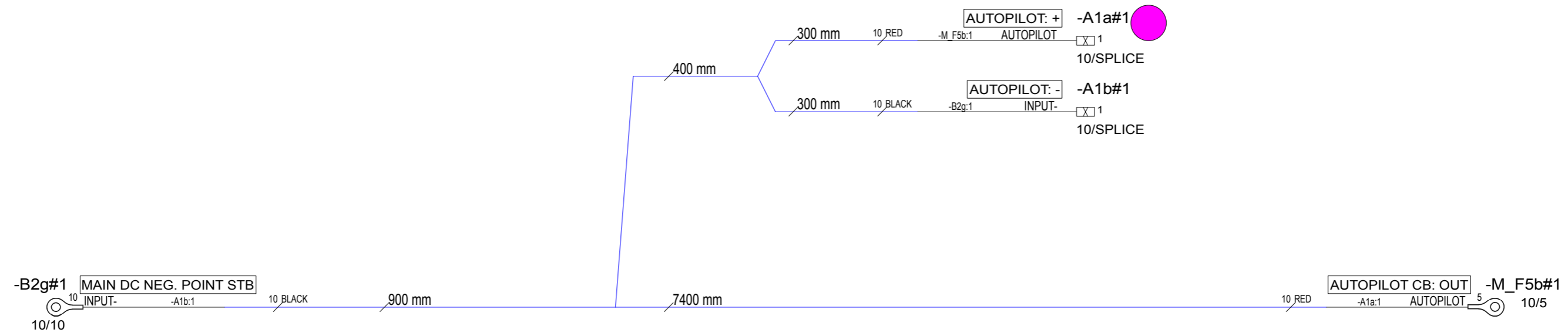
EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

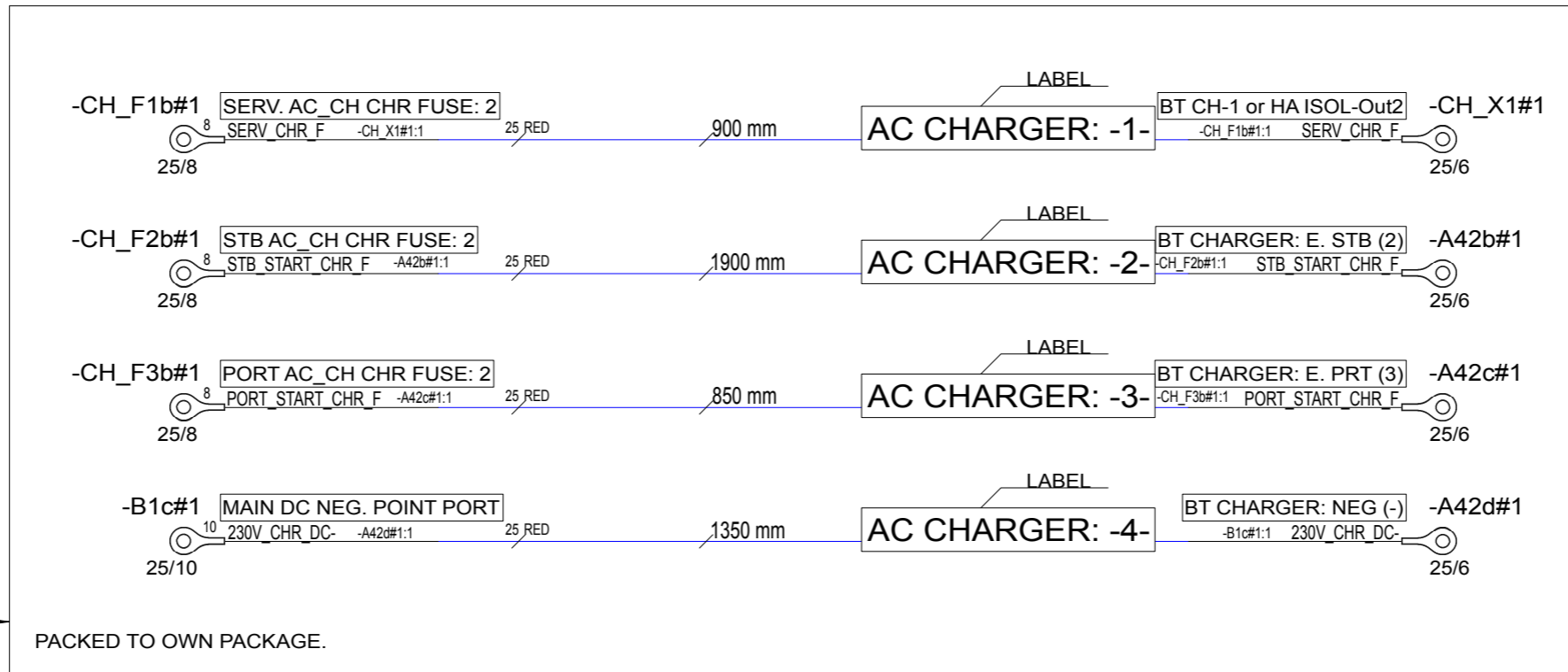
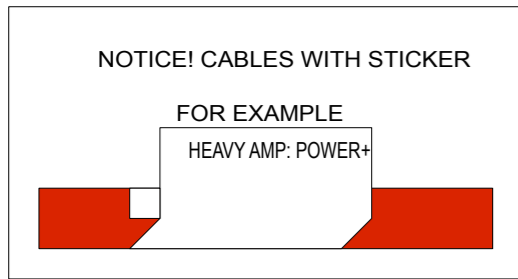
EQUIVALENCY:	
mm2	AWG
10 mm2	= AWG8
16 mm2	= AWG6
25 mm2	= AWG3
35 mm2	= AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
 AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
 CABLE SIZE IS 25mm2 --> MARKING AWG3.



10.10.2019	PN	B1: INTRODUCED AUTOPILOT HARNESS	Date	25.9.2019	NAVIX designed solutions	Axopar			
			Drawing by	TuM	Copyright by	Boat	30736	Product code	Project ID
			Sheet rev.	1		37 MY20	AUTOPILOT HARNESS	HL	146 / 149
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc	Sheet
1			4		5	6	7		8

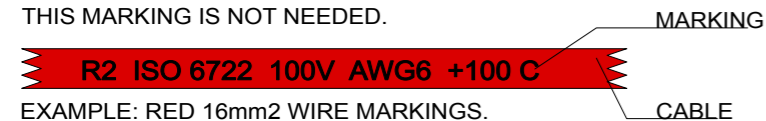


AC CHARGER CABLES

(TO TOP OF PACKAGE)

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 16mm² WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

EQUIVALENCY:

mm ²	=	AWG
10 mm ²	=	AWG8
16 mm ²	=	AWG6
25 mm ²	=	AWG3
35 mm ²	=	AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm²
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 25mm² -> MARKING AWG3.

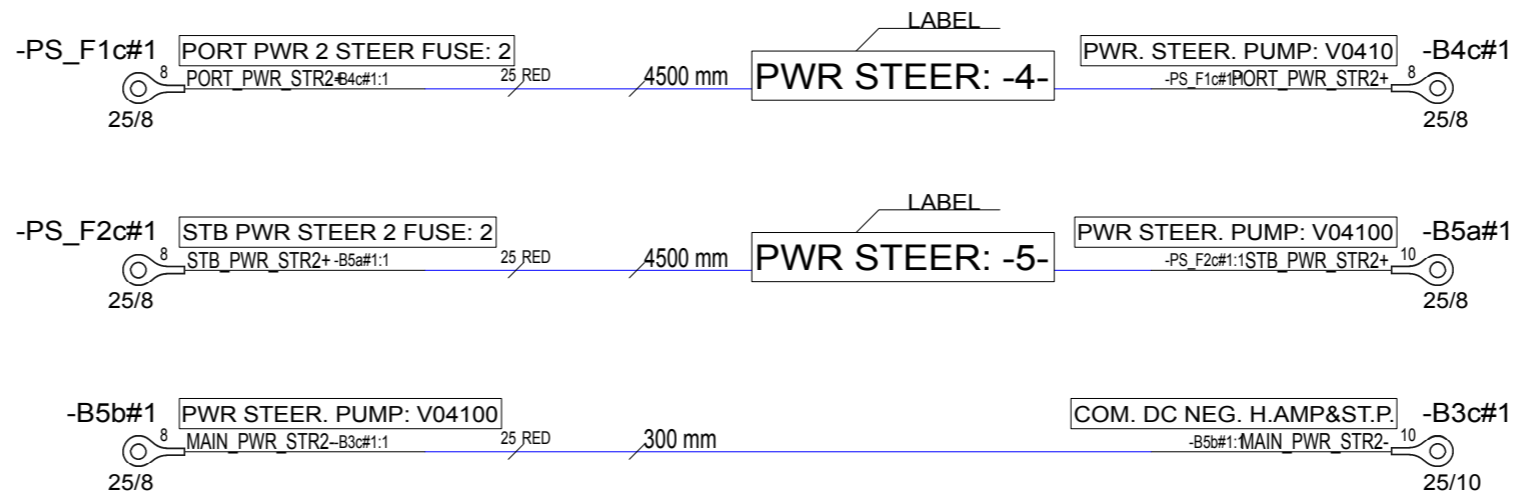
10.10.2019	PN	B1: INTRODUCED CHARGER CABLES PRODUCT	Date	26.9.2019	NAVIX designed solutions	Axopar		30737		
			Drawing by	TuM	Boat	37 MY20	Sub-product code	HL	Project ID	147 / 149
			Sheet rev.	1	Boat model		BATTERY BOX CHARGER CABLES	Loc		Sheet
Date of modification	Modified by	Description	Project rev.	B	Copyright by		Title			

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
HEAVY AMP: POWER+

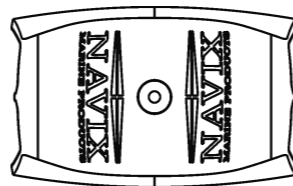


OPTION 2.
-TWIN EMGINE, TWIN STEERING PUMP



LABEL
POWER STEER 2. CABLES
(TO TOP OF PACKAGE)

INCLUDED

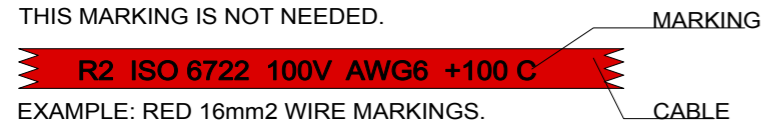


-B.5#1
V4100

PACKED TO OWN PACKAGE.

NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

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
10 mm2	= AWG8
16 mm2	= AWG6
25 mm2	= AWG3
35 mm2	= AWG2

LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

FOR EXAMPLE:
CABLE SIZE IS 25mm2 --> MARKING AWG3.

10.10.2019 PN B1: INTRODUCED DRAWING.

Date 5.7.2019

Drawing by TuM

Sheet rev. 1

Project rev. B

NAVIX
designed solutions

Copyright by

Axopar

Boat

37 MY20

Boat model

Sub-product code

**POWER STEERING
CABLES 2xPUMP**
Title

30881

Product code

HL

Loc

Project ID

149 / 149
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 mufflers), 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.*

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.

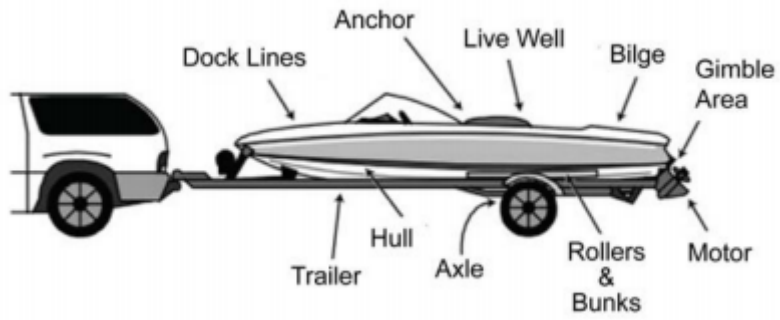
- Rinse, scrub or wash, as appropriate, away from storm drains, ditches, or waterways.
- Rinse watercraft, trailer, and equipment with hot water, when possible.
- Flush motor according to owner's manual.

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.



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.

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

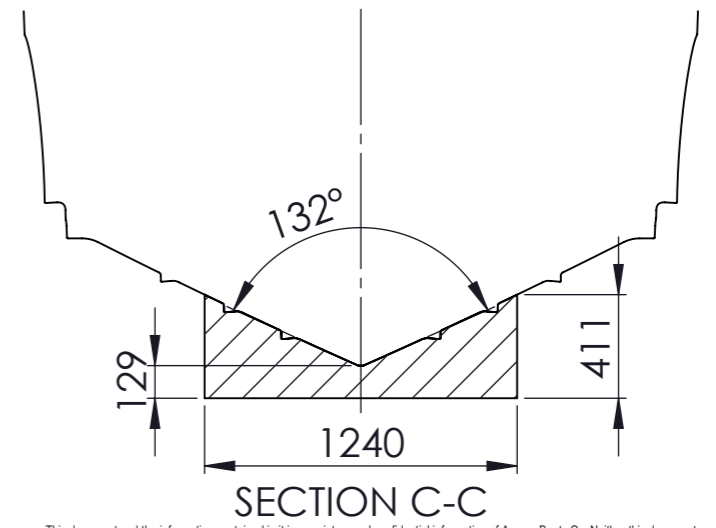
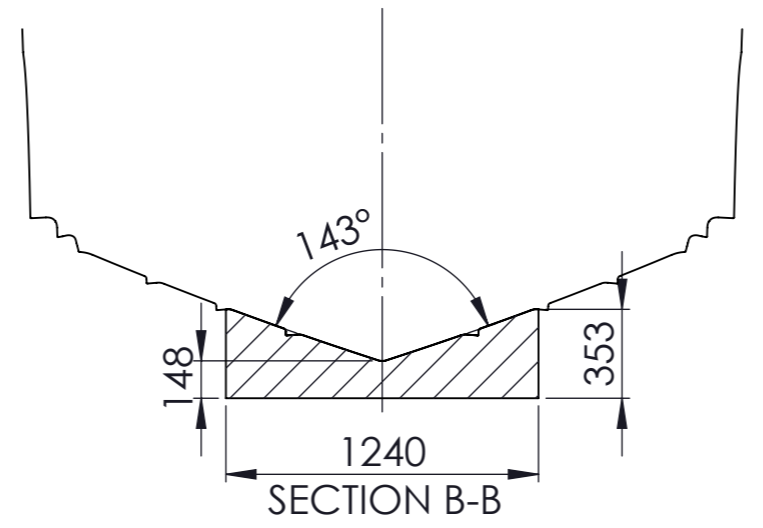
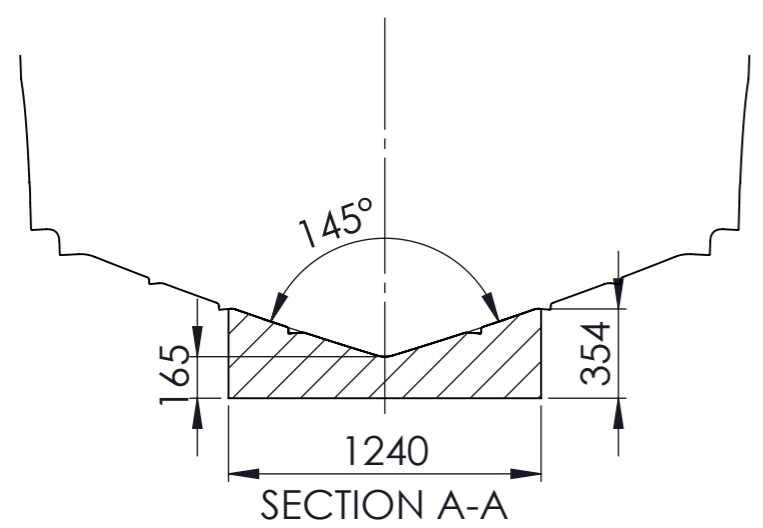
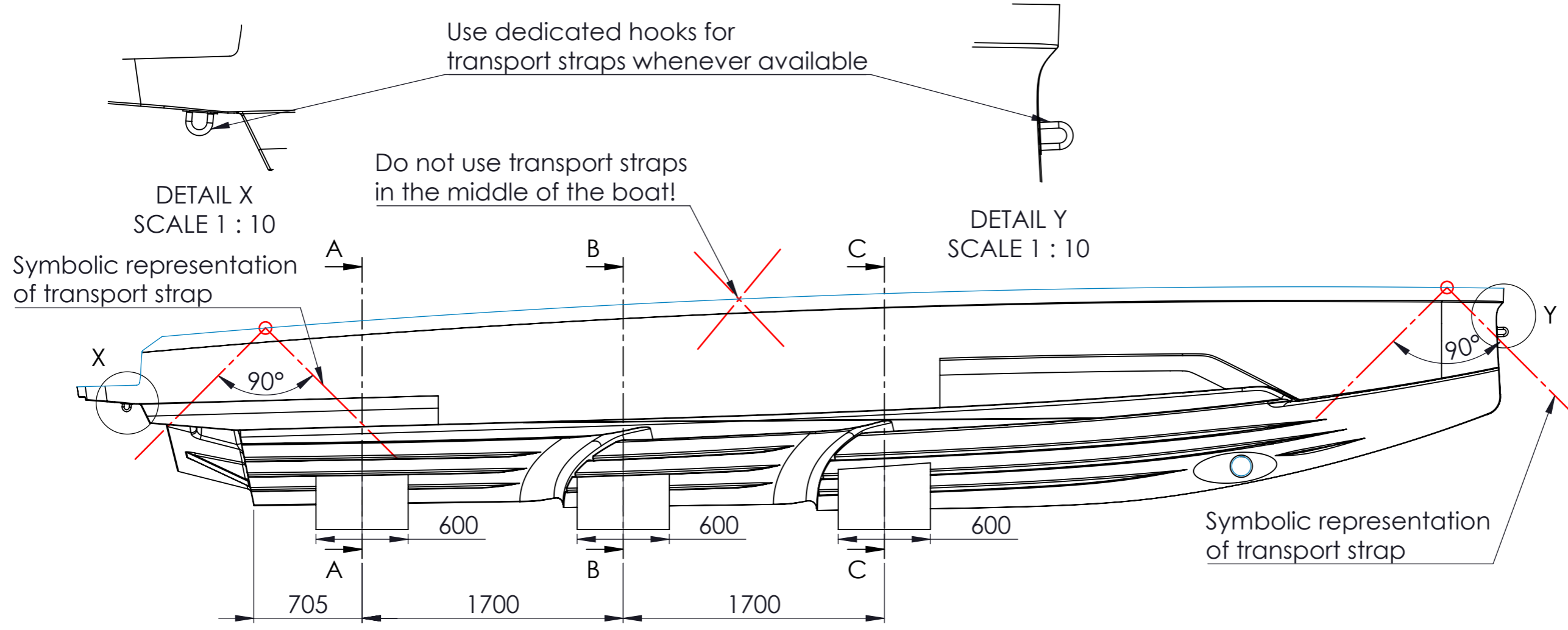
- **Inspect** and **clean** motor or engine, including the gimbal area; trailer, including axles, bunkers, and rollers; anchors; dock lines; and equipment before leaving the water body.
- **Drain** live wells, bait containers, ballast and bilge tanks, and engine cooling systems.

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.

13 Appendix V: Strapping and transport

REVISIONS			
REV.	DESCRIPTION	DATE	APPROVED



NOTE:
 1. Material of cradles: Foam.
 2. For transporting and securing the boat, use transport straps only in the indicated places (aft and bow side).

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AXOPAR		ITEM	REV
BOAT MODEL AX28 MK3		DRAWING	A
MODEL YEAR 2023		REV	0
BY	DATE	DESCRIPTION	SCALE
CREATED	ANTMIH	03.10.2023	Strapping and Transport
CHECKED	L.C.	03.10.2023	TECHNICAL DESCRIPTION
ACCEPTED	AJU	08.11.2023	Manufacturing specification
			PAGE
			1 / 1

