


# OWNER'S MANUAL

## AXOPAR 37 SPYDER
## AXOPAR 37 SUN-TOP

MODEL YEAR 2025-2026

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.


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

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

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

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

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

## 1.3 Document conventions

### Units

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

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

### Terminology

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

## 1.4 Copyright

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## 1.5 Disclaimer

The material in this manual is for information purposes only.

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

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

## 1.6 Warranty

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

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


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# 2 Safety

**⚠ WARNING**

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

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

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

**⚠ WARNING**

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

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

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

**⚠ WARNING**

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

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

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

**⚠ CAUTION**

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

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

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

## 2.1 Safe and responsible boat operation

Please familiarize yourself to these safety aspects before using the boat.

The person controlling the boat is in charge of the safety of all the passengers as well as other seafarers.

**⚠ CAUTION**

The owner is responsible for ensuring that the normal mode of operation is maintained. This means that the speed of the craft needs to be matched to the prevailing sea state, the craft being used "with good seamanship behaviour."

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


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- 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 behaviour of people on board.
- For every passenger on board, the boat must carry one wearable personal flotation device (PFD).

**⚠ WARNING**

**Speed hazard**

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

**⚠ WARNING**

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

**⚠ DANGER**

**Slipping hazard**

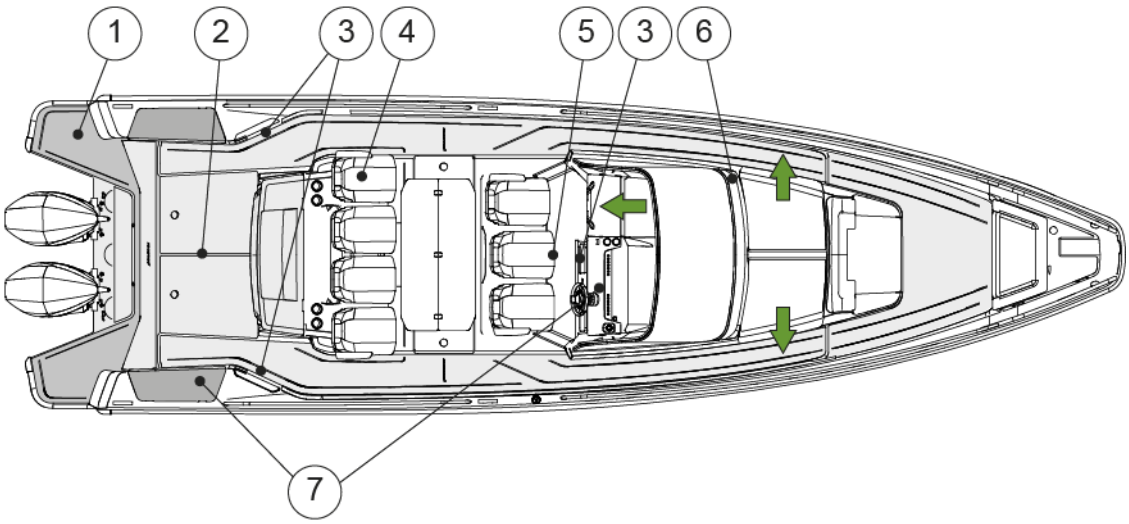
Deck might be slippery when wet, even on non-skid areas. Be extremely cautious on slippery surfaces and wear suitable footwear.

**⚠ DANGER**

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


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## 2.2 Safety diagram




(1) 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
→ Exit

## 2.3 Fire protection and control

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

**⚠ WARNING**

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

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

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

**⚠ WARNING**

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

Do not use water!

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


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**⚠ WARNING** If the fire reaches the fuel tank, 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.
- Advice the crew and guests of the location and instructions for use of the fire control equipment, and the location of evacuation routes and emergency exits.


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### 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.


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

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

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

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

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

**⚠ DANGER**

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

  Seek immediate medical attention.

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

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

Dangerous concentrations of carbon monoxide are present if:

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

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

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


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## 2.5 Carbon monoxide monitor

There is a carbon monoxide monitor system in the boat.

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

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

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

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

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

## 2.6 Smoke alarm

Boat is equipped with smoke alarms.

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

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

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

Smoke alarms should be replaced at minimum every 5 years.


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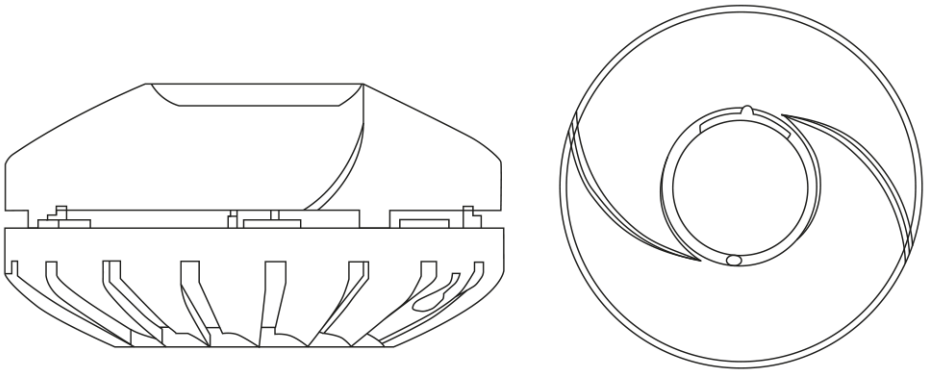


*Figure 2.1 Smoke alarm*

## 2.7 Life raft

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

**Storing a life raft**

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

**Using the life raft**

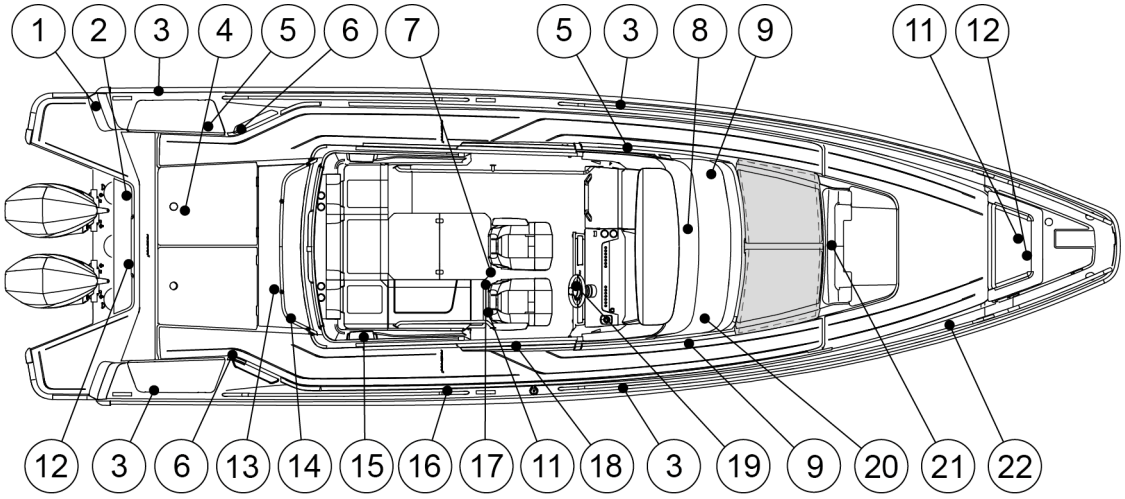
The life raft must be tied to the stern of the boat and prepared for use.

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

Follow the life raft manufacturer’s instructions.

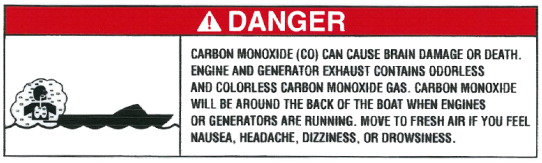
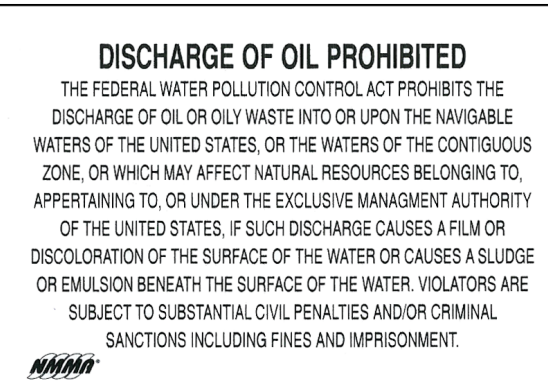
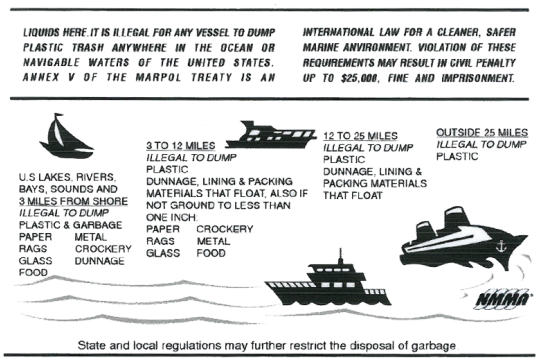
## 2.8 Safety labels on board

The following picture and table present the location and description of the safety labels on board. Location of the labels may vary depending on the chosen options.

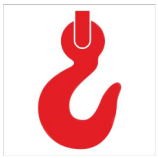




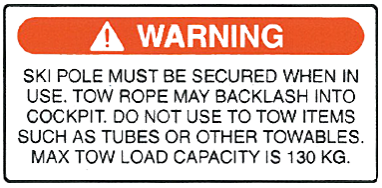
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| Position | Label | Description |
|---|---|---|
| 1 |  | **Danger**<br>Contact with spinning propeller will cause serious injury or death.<br>Stay clear of boat and stay off swim platform and boarding ladder while engine is running. |
| 1 |  | **Danger**<br>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. |
| 2 |  | **Discharge of oil prohibited**<br>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 Unites States, if such discharge causes a film or discoloration of the surfaces of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment.<br>**NMMA** |
| 2 |  | 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 environment. 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.<br>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<br>12 to 25 miles illegal to dump plastic, dunnage, lining & packing materials that float<br>Outside 25 miles illegal to dump plastic<br>State and local regulations may further restrict the disposal of garbage. |

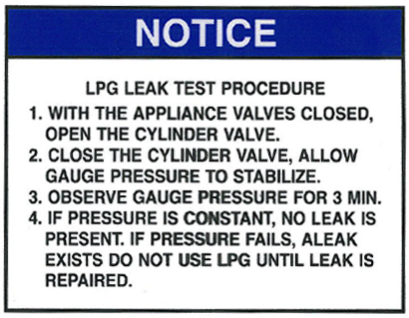
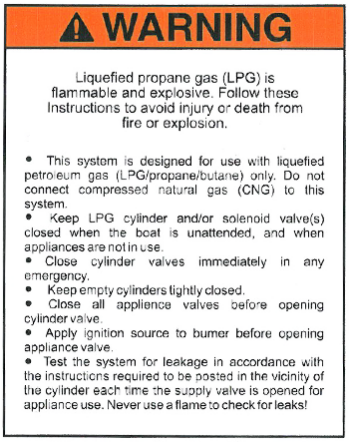
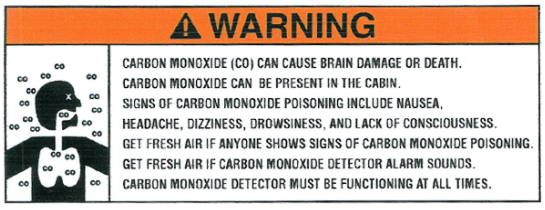

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| Position | Label | Description |
|---|---|---|
| 3 |  | Fastening point |
| 4 |  | **Warning**<br>Installation of maintenance free AGM batteries are only allowed in this area. |
| 5 |  | Sink drain shutoff valve |
| 6 |  | Fire extinguisher |
| 7 |  | **Warning**<br>Avoid serious injury or death. Unexpected seat rotation may cause ejection of occupant.<br>Lock swivel when speed exceeds 5 mph. |
| 8 |  | Waste tank shutoff valve |
| 9 |  | Warning<br>Door must be secured while vessel is underway. |

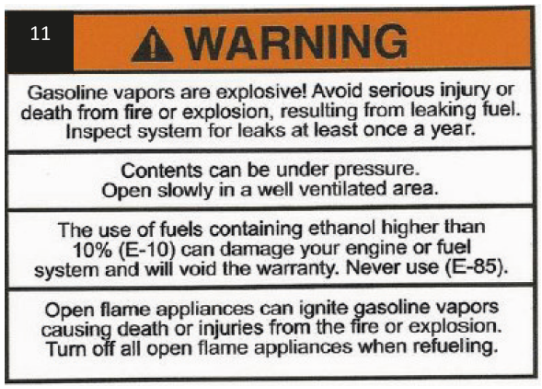
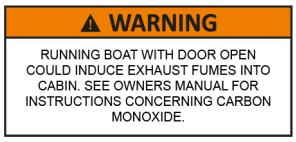

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| Position | Label | Description |
|---|---|---|
| 9 |  | Emergency exit |
| 9 |  | **Warning**<br>Keep shut while underway. |
| 10 |  | **Danger**<br>Unplug shore power and turn off generator before removing cover. |
| 11 |  | Pay attention to the warnings and read the manual. |
| 12 |  | **Warning**<br>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. |
| 13 |  | **Notice**<br>LPG working pressure<br>Butane: 28mbar<br>Propane: 37mbar |
| 13 |  | LPG shutoff valve |

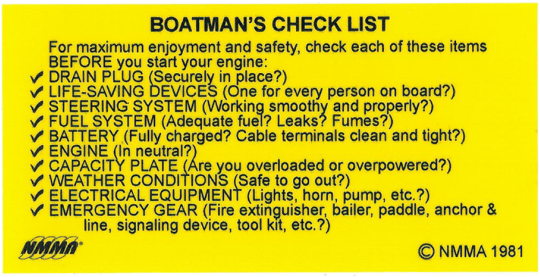
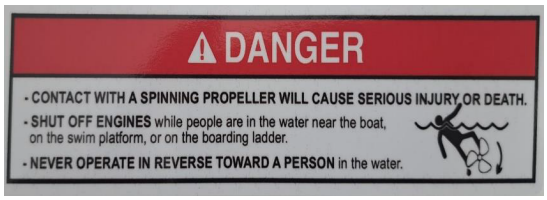
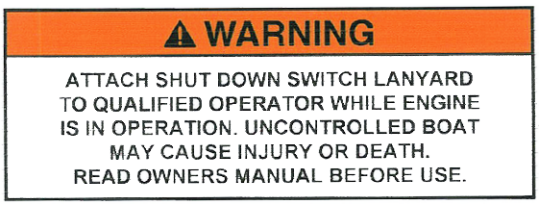

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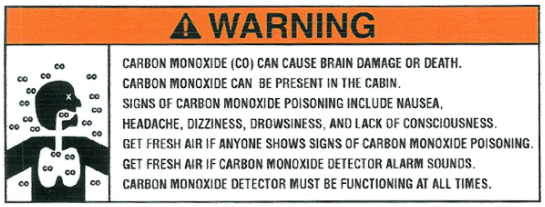
| Position | Label | Description |
|---|---|---|
| 13 |  | **Notice**<br>LPG leak test procedure<br>**1.**With the appliance valves closed, open the cylinder valve.<br>**2.**Close the cylinder valve, allow gauge pressure to stabilize.<br>**3.**Observe gauge pressure for 3 min.<br>**4.**If pressure is constant, no leak is present. If pressure fails, a leak exists. Do not use LPG until leak is repaired. |
| 13 |  | **Warning**<br>Liquefied propane gas (LPG) is flammable and explosive. Follow these instructions to avoid injury or death from fire or explosion.<br>• The system is designed for use with liquefied petroleum gas (LPG/propane/butane) only. Do not connect compressed natural gas (CNG) to this system.<br>• Keep LPG cylinder and/or solenoid valve(s) closed when the boat is unattended, and when appliances are not in use.<br>• Close cylinder valves immediately in any emergency.<br>• Keep empty cylinders tightly closed.<br>• Close all appliance valves before opening cylinder valve.<br>• Apply ignition source to burner before opening appliance valve.<br>• 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 |  | **Warning**<br>Do not close the wetbar lid until the grill has completely cooled down. |
| 15 |  | **Warning**<br>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. |


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| Position | Label | Description |
|---|---|---|
| 16 |  | **Warning**<br>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.<br>Contents can be under pressure. Open slowly in a well ventilated area.<br>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).<br>Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling. |
| 17 |  | Caution<br>If switch is turned off while engine is running alternator will be damaged. |
| 18 |  | **Warning**<br>Running boat with door open could induce exhaust fumes into cabin. See owners manual for instructions concerning carbon monoxide. |
| 19 |  | **Warning**<br>Use caution with skier in tow as tow rope may backlash into cockpit when released. |
| 19 |  | NMMA certificate |
| 19 |  | **Certification plate US**<br>Design compliance with NMMA requirements and US Coast Guard safety standards.<br>Meets EVAP standards using certified components. |


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| Position | Label | Description |
|---|---|---|
| 19 |  | **Warning**<br>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.<br>Read owners manual before use. |
| 19 |  | **Boatman's checklist**<br>For maximum enjoyment and safety, check each of these items before you start your engine:<br>- Drain plug (Securely in place?)<br>- Life-saving devices (One for every person on board?)<br>- Steering system (Working smoothy and properly?)<br>- Fuel system (Adequate fuel? Leaks? Fumes?)<br>- Battery (Fully charged? Cable terminals clean and tight?)<br>- Engine (In neutral?)<br>- Capacity plate (Are you overloaded or overpowered?)<br>- Electrical equipment (Lights, horn, pump, etc?)<br>- Emergency gear (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc.?) |
| 19 |  | **Warning**<br>Contact with spinning propeller will cause serious injury or death.<br>Shut off engines while people are in the water near the boat, on the swim platform, or on the boarding ladder.<br>Never operate in reverse toward a person in the water. |
| 19 |  | **Warning**<br>Attach shut down switch lanyard to qualified operator while engine is in operation. Uncontrolled boat may cause injury or death.<br>Read owners manual before use. |
| 19 |  | Fore and aft sun pads should not be used when vessel is under way. |

| Position | Label | Description |
|---|---|---|
| 19 |  | Press to unlock gas spring. |
| 20 |  | **Warning**<br>Carbon monoxide (CO) can cause brain damage or death.<br>Carbon monoxide can be present in the cabin.<br>Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.<br>Get fresh air if anyone shows signs of carbon monoxide poisoning.<br>Get fresh air if carbon monoxide detector alarm sounds.<br>Carbon monoxide detector must be functioning at all times. |
| 21 |  | **Danger**<br>Leaving window open could induce exhaust fumes into cabin resulting in severe personal injury or death. |
| 21 |  | **Warning**<br>Watertight closure. Keep shut when underway. |
| 22 |  | **Warning**<br>Avoid personal injury. Stay inside deck rails (and gates) when boat is underway. |


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# 3 Product overview

## 3.1 Purpose of use

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

## 3.2 Identification

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

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

| **Example: FI – AXO7A001F920** | **Data** |
|---|---|
| FI | Country of manufacturer: Finland |
| - | Hyphen |
| AXO | Manufacturer: Axopar Boats |
| 7A | Boat model<br>• A = S Spyder<br>• B = ST Sun-Top<br>• C = XC Cross Cabin |
| 001 | Boat number |
| F | Manufacturing month<br>• A = January<br>• B = February<br>• C = March<br>• etc. |
| 9 | Last digit of the manufacturing year |
| 20 | Model year |


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## 3.3 Builder's plate

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

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 |
|---|---|
| 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)<br>(excluding engine) | 11.5 m | 37 ft 9 in |
| Hull beam (BH) | 3.3 m | 10 ft 9 in |


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| Dimension | SI units | US units |
|---|---|---|
| Draught at max. load<br>(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 298 kW | 2 x 400 hp |

**Weight and loading**

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

| | Category B | Category C |
|---|---|---|
| Maximum number of persons<br>Default weights:<br>• Adult: 75 kg<br>• Child: 37.5 kg | 10 | 12 |

| | 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


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| | 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 | 40 kg | 89 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.

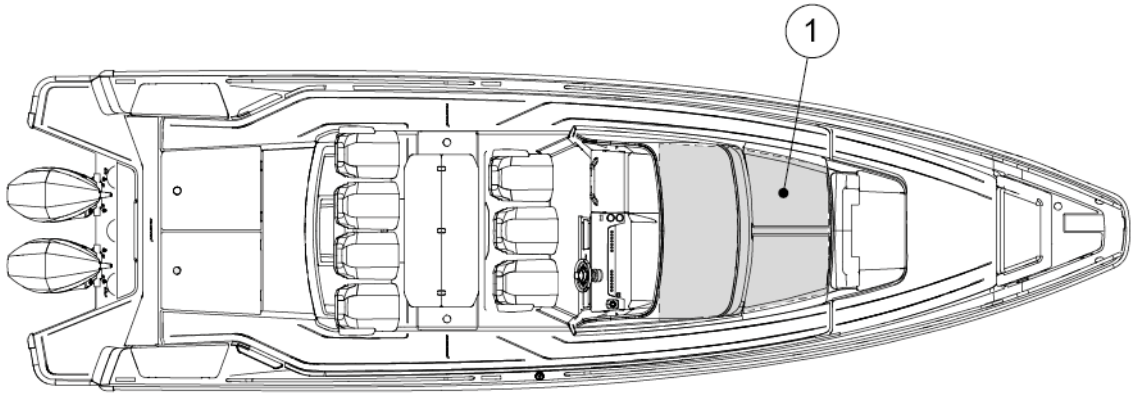
# 3.6 Boat layout

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.


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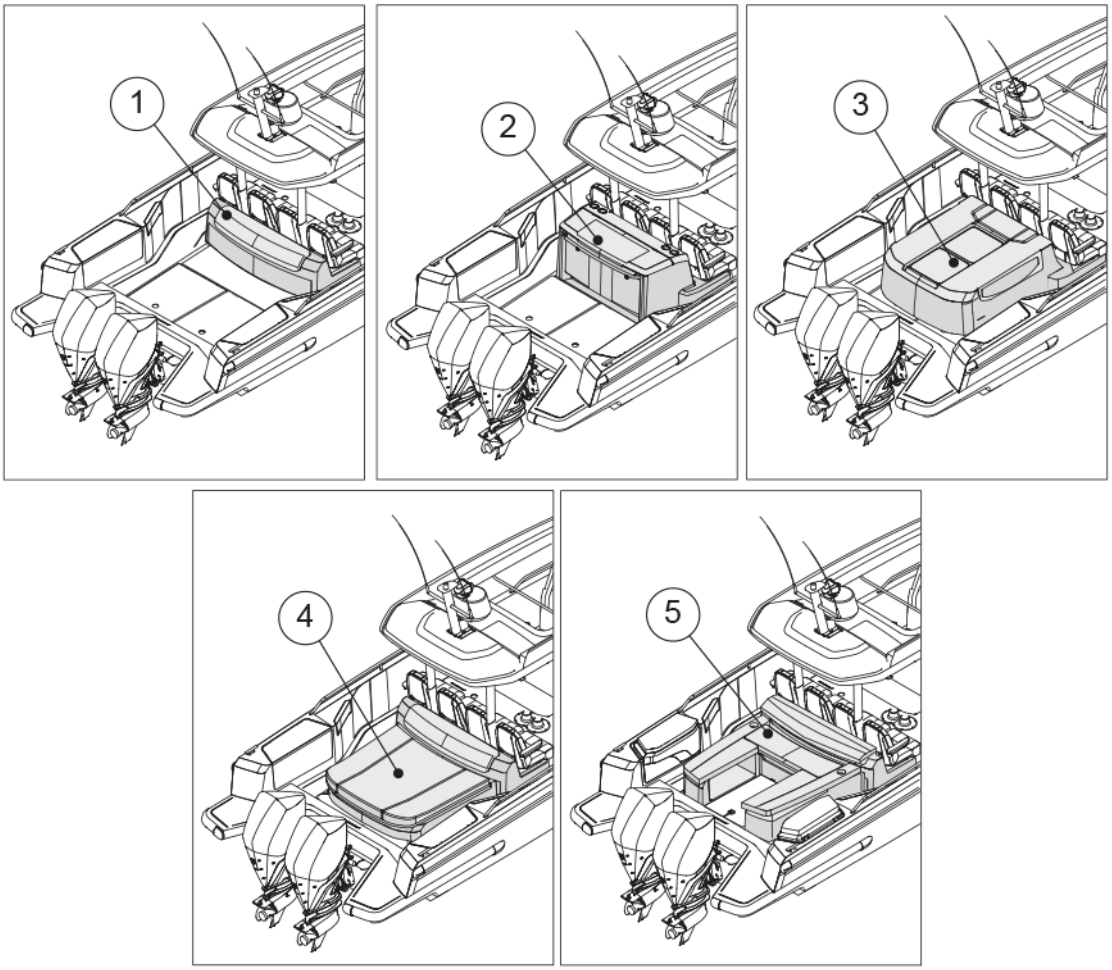
The front cabin of the boat can be equipped with gullwing doors.




(1) Gullwing doors


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The boat can be equipped with an aft cabin, aft bench with storage, a wet bar, a U-sofa or a multi-storage.




(1) Open aft deck with perch
(2) Wet bar
(3) Aft cabin
(4) Multi-storage
(5) U-sofa


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# 4 Product description

## 4.1 Stability and buoyancy

Pay attention to the stability and buoyancy of the boat.

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

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

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

Breaking waves represent a significant danger to stability.

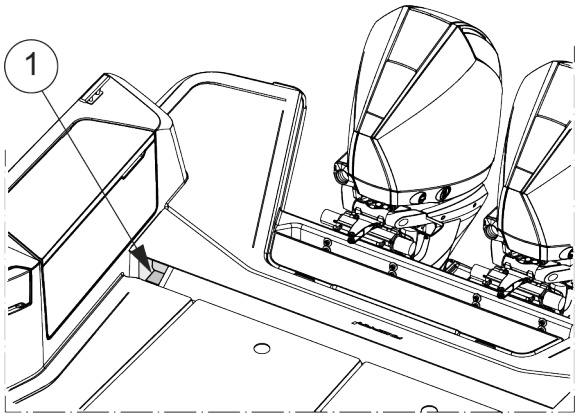
**⚠ WARNING** To avoid the risk of flooding, always keep the seacocks closed when not in use (for example, the seacock for the toilet's flushing water).

### 4.1.1 Self-draining systems

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

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

**⚠ CAUTION** Do not block the drain holes when using the boat.




(1) Drain hole


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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.

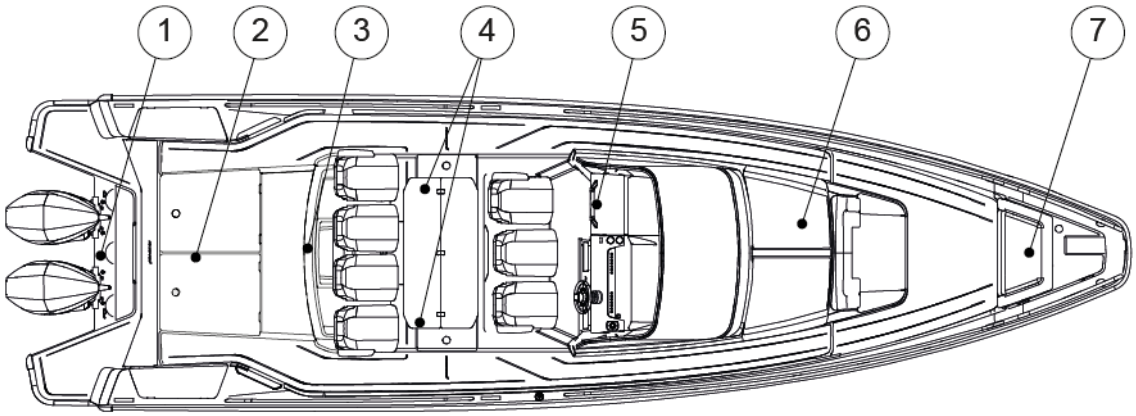
To prevent water intrusion, please make sure the radar mast is protected if it is left in folded position during storage.

**⚠ WARNING**

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

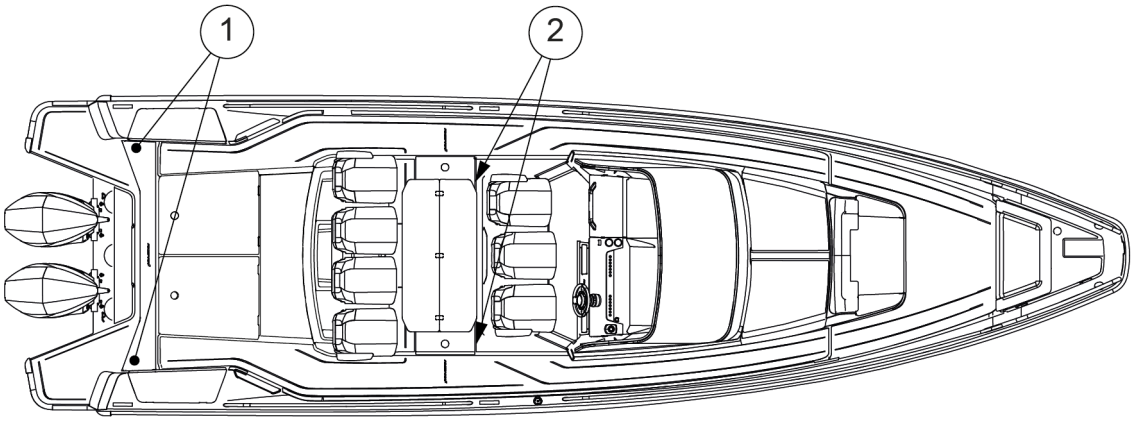

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The figure shows the hatches and seacocks that must be kept closed when the boat is left unmanned. Keep hatches closed also while underway.




(1) Inspection hatch of 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

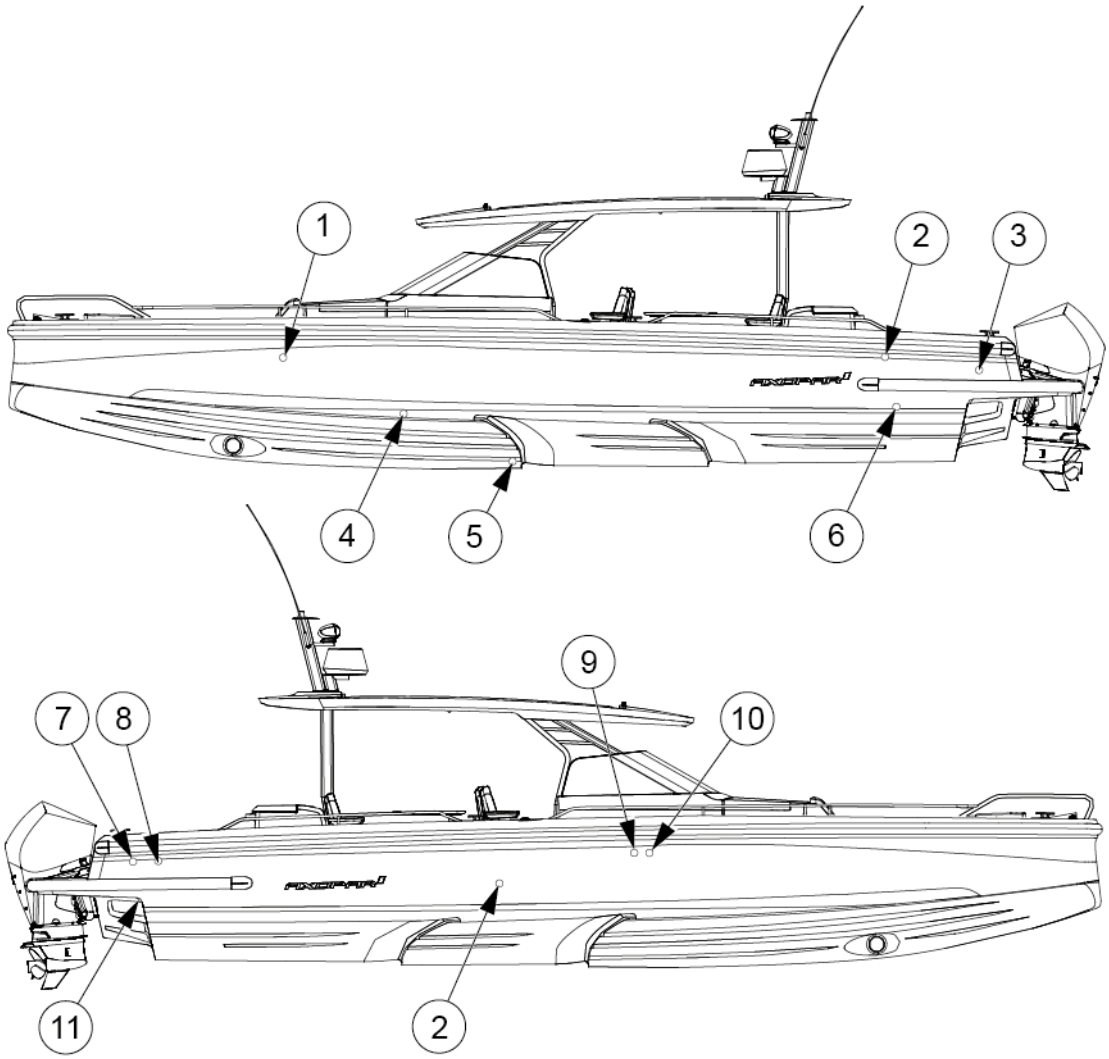
The location and number of these components depend on the level of the equipment on the boat.




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

The figure shows locations of through hull fittings installed to the boat.


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(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) Wet bar 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.


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The boat is equipped with both manual and electric bilge pumps.

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.

***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.

When replacing bilge pump, ensure minimum capacity requirement is fulfilled.

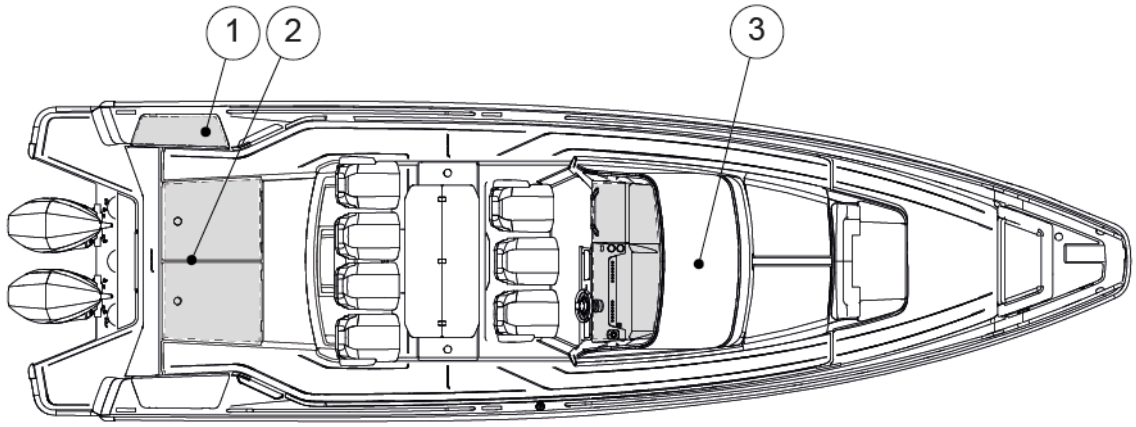

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### Bilge pump locations

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.

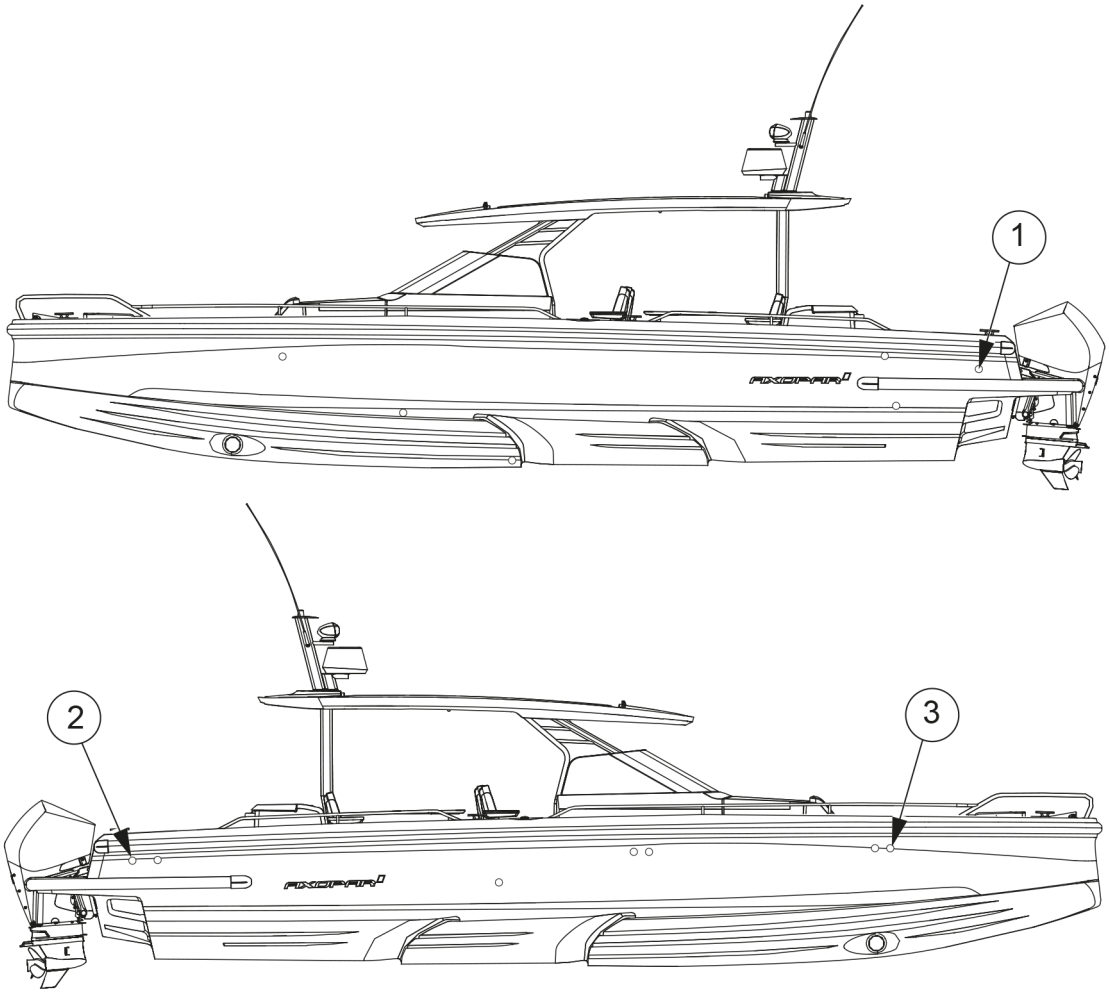



(1) Manual bilge pump
(2) Aft electric bilge pump
(3) Front electric bilge pump


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**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


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# 4.2 Technical systems

## 4.2.1 Electrical system

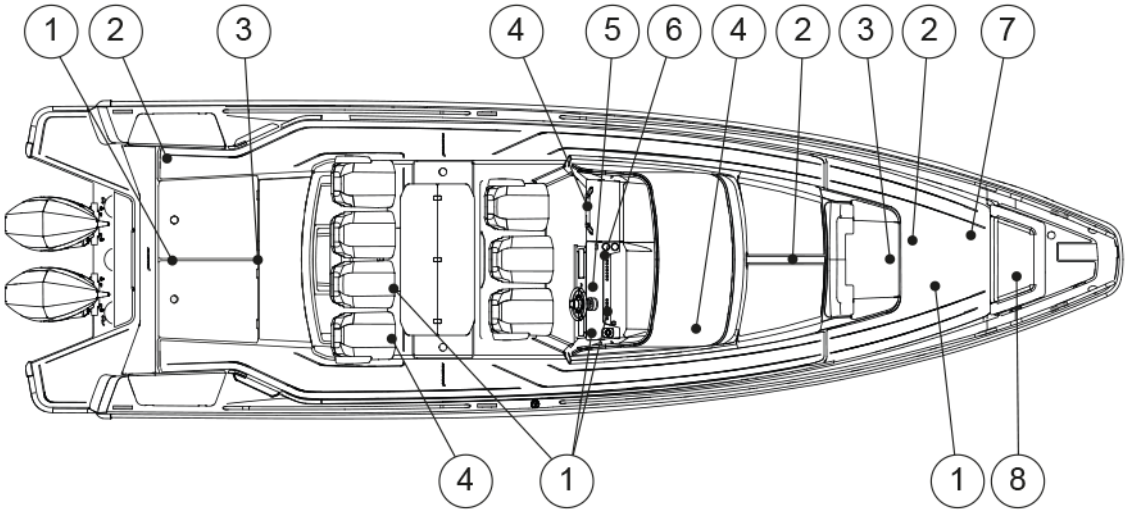
**⚠ WARNING**

**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 12V system

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

The 12V system consists of engine driven alternators, battery chargers for shore-side electricity, batteries and equipment.

The power is supplied to the batteries via diodes from either the engine alternator or the shore power charger.


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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.

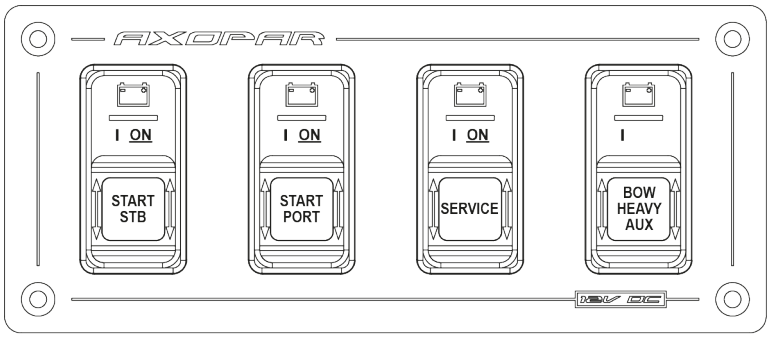
The design drawing of the boat's electrical system is presented in appendix ***Electrical diagrams***. The location of the main switches is presented in the section ***Electric system***.

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.


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(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.

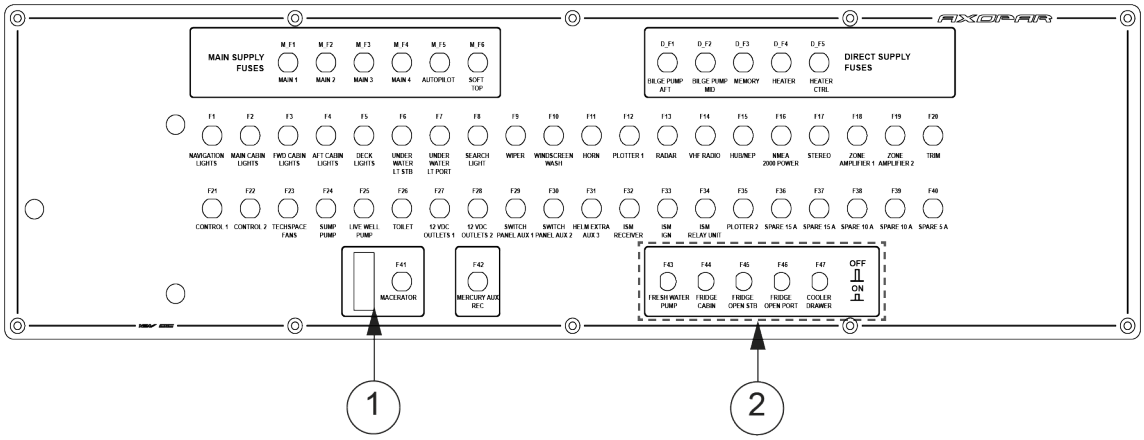
The fuses are in the form of trip switches that break the circuit and spring up when tripped. Do not reset the switch before you have found out the reason for the breaker tripping. After that press the switch back down.

**⚠ 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.


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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.


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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 12.3-12.7V.
  - During charging, the voltage increases and the charging regulator stops the charging process automatically at a preset level.
  - The voltage measurement must be taken at the battery terminals, not the alternator, to achieve the correct result.

### 4.2.7.2 Winter storage

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

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

### 4.2.7.3 Cleaning the batteries

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

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

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


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## 4.2.8 110/230V system

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

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

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

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

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

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

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

**⚠ DANGER** Risk of electric shock and fire!

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


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**⚠ DANGER**

To avoid an electric shock and risk of fire:

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

## 4.2.9 Fuel system

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

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

See the fuel system drawing in appendix ***Fuel system***. 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**

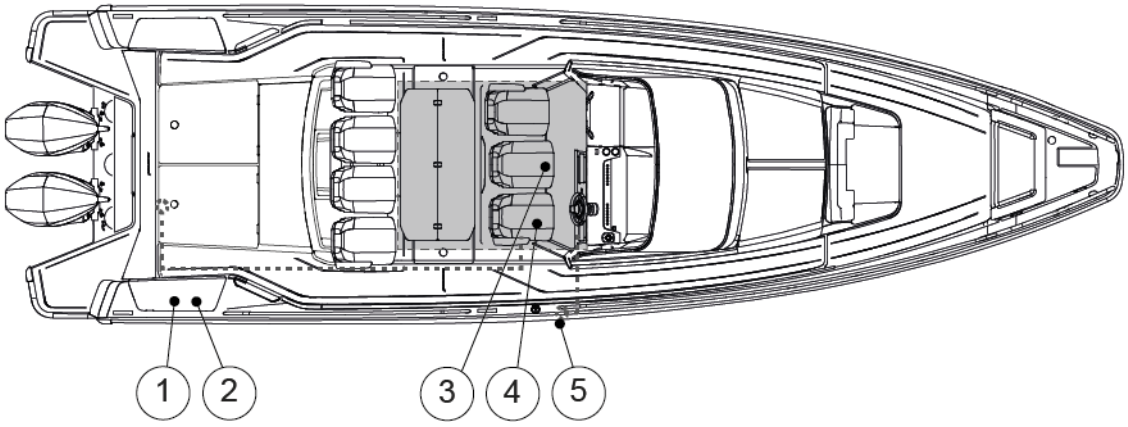
Do not smoke or handle open flames when refueling.

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.


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(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

The boat's engines run on gasoline. Optional heater system uses diesel fuel.

Before refueling, stop the engine and any electrical equipment. Make sure that the boat is securely docked.

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.

Never leave the nozzle unattended during fueling. The nozzle will automatically shut off when the tank is full. Do not try to top off or overfill the tank.

After refueling, make sure the tank cap is properly closed. Before starting engines, ventilate areas where gasoline vapors may have accumulated.

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.


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**⚠ WARNING**

- The fuel system grounding is effective only when the boat is in the water and the system is filled using the nozzle. If filling from canisters, only use plastic containers and pay attention to not overfilling the system. Do not top off.
- 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 Freshwater system

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

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

The freshwater system is turned on by switching on the freshwater 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 unmanned.
- Check the filter regularly.

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

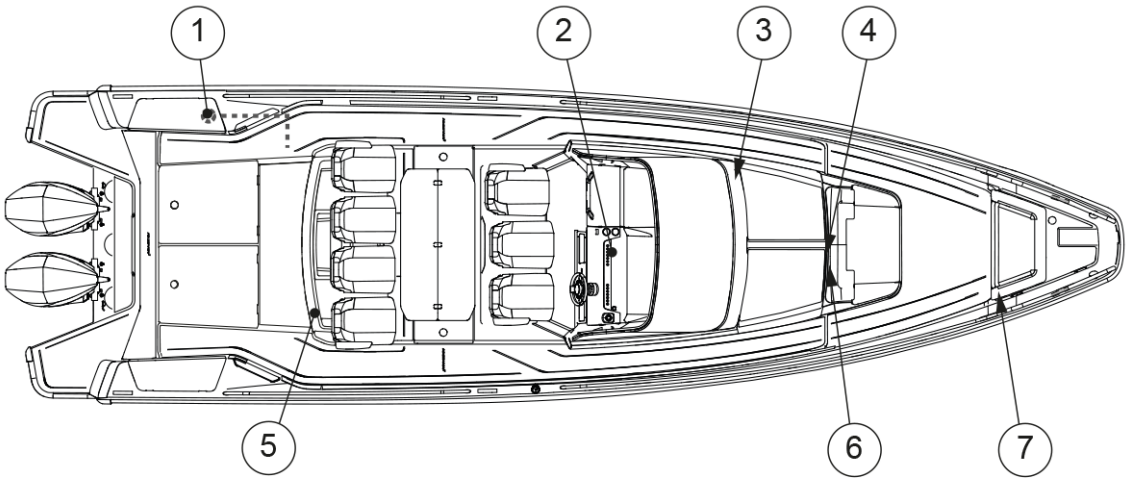

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**NOTICE**

The water from the system is not meant for drinking.

The freshwater system must be thoroughly emptied for winter storage.

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




(1) Deck shower
(2) Pilothouse pantry tap
(3) Freshwater pump
(4) Freshwater tank
(5) Wetbar tap
(6) Switch for water system
(7) Freshwater 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.


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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.

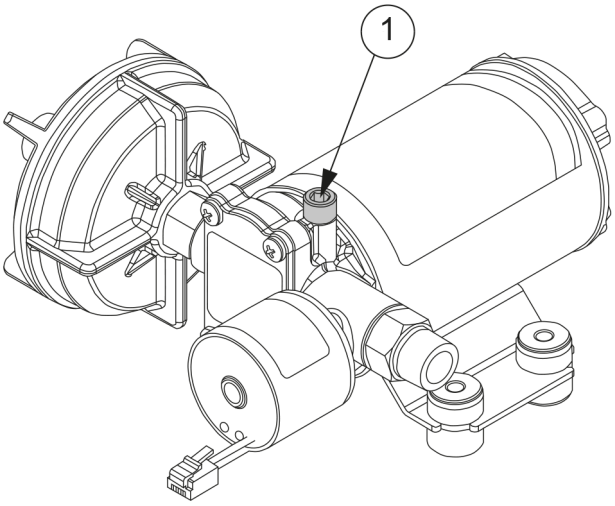



*Figure 4.1 Water pump and air release valve*

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

Disinfection procedure is described below:

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

**Maintenance**

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

## 4.3.2 Warmwater system

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

The warmwater 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 freshwater pump before switching on the water boiler.
- Operating the water heater empty damages the system.


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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 Wet bar in port fender box

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

Wet bar is equipped with a faucet, sink, and a cooled compartment. The fresh water in the wet bar is either cold or cold/warm water depending on whether warmwater system is installed or not.
The cooling unit for the cooled compartment is located towards the bow from the fender box.
The shut-off valve for the sink drain can be accessed via the round inspection hole at the bottom of the cooled compartment.

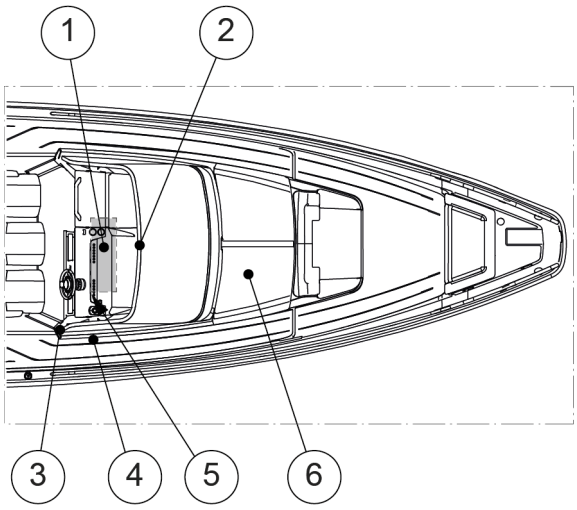
**Maintenance**

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

## 4.3.4 Septic system

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


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(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.

### 4.3.4.1 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.


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**Maintaining the toilet**

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

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

### 4.3.4.2 Septic tank

Avoid environmental pollution!

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

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

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

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

**NOTICE**

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

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

This measure prevents frost damage, bacteria growth and smells.

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

### 4.3.4.3 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.


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**Before winter storage**

- Empty the shower sump pump of water.

## 4.3.5 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.

## 4.3.6 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**


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- 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.

## 4.3.7 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.

### 4.3.7.1 VHF equipment

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

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

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

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

### 4.3.7.2 Radar

Use the radar in poor visibility conditions, such as fog, rain, or darkness. The radar helps to identify shorelines, fixed obstacles, and other vessels, and to assess their distance and bearing. Effective use of the radar requires that the operator is familiar with the device’s operation and settings in order to interpret observations correctly.

For safety reasons, it is important to remember that the radar is an aid and does not replace visual observations or good seamanship. The radar display should be monitored regularly; however, a continuous lookout must also be maintained.


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## 4.3.8 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.

## 4.3.9 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.


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### 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.

**⚠ 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

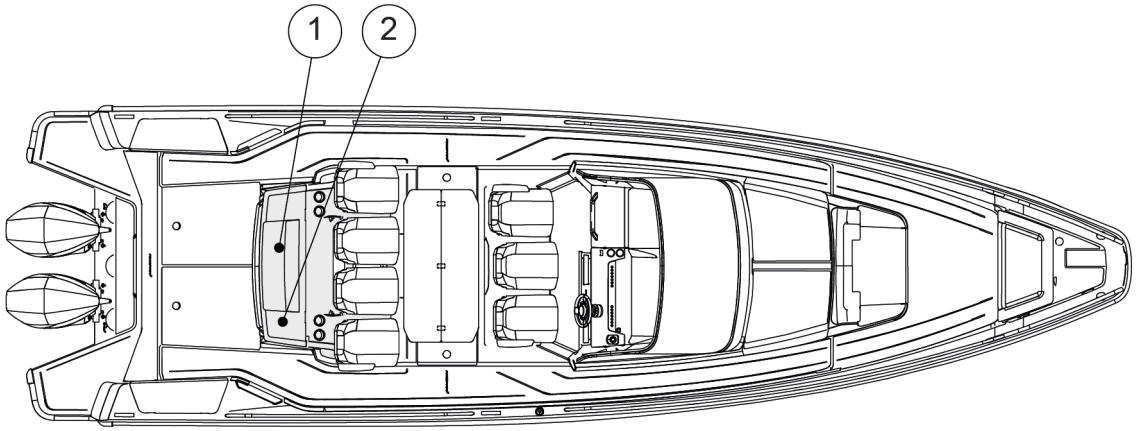
Salt deposit accumulating on the windlass should be washed away with fresh water regularly to prevent corrosion. For more information, please refer to the manufacturer's manual.

## 4.3.10 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.


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(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. If cooker is installed inside cabin, ensure good ventilation and keep doors open.

LPG cylinder housing shall not be used for storage of any other equipment.

**⚠ WARNING**

When installed inside, fuel burning open flame appliances consume cabin oxygen and release products of combustion into the craft; do not use the stove for space heating. Ventilation is required when appliances are in use. Never obstruct any ventilation openings. The ventilation requirements have been calculated to suit the LPG appliances as installed.

- 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.

### 4.3.10.1 Using the LPG cooker

Follow these instructions to safely use the LPG cooker.

#### 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.

#### Lightning the LPG cooker

1. Ignite the burner by pushing the knob down. Then turn the gas knob to its maximum position, listen for the gas flow, and hold the knob down.
2. Light the flame by lighting the burner with a match, lighter, or built-in ignition system. Keep pushing the knob for 10 seconds. If released earlier, flame sensor might shut down gas.


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3. Adjust the flame by turning the knob to the desired size.
4. Turn off the LPG cooker by turning the knob back to its original, off position to stop the gas.

Always read the manufacturer's operating instructions for your specific cooker model.

Use pots and pans that are the appropriate size for the burner to prevent spillage and ensure efficient heat use. Keep combustible material like plastic containers and dry ingredients away from cooker. Clean the cooker after use.

### 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

System has pressure gauge installed to LPG cylinder connection. LPG system shall be checked for leakage before each use.

- Close appliance valve.
- Open LPG cylinder valve.
- Allow indicated gauge pressure to stabilize.
- Close LPG cylinder valve, and observe pressure gauge reading for 3 min.
- Pressure gauge reading should remain constant if no leak in the LPG system is present.
- Gauge does not provide an indication of liquid LPG remaining in the cylinder, only its vapor pressure, which is a constant at any given temperature.

If LPG leakage is detected or suspected, the following action shall be taken immediately.

- Shut off the LPG supply at the main supply valve.
- Extinguish naked flames and other ignition sources (heaters, cooking appliances etc.).
- Do not operate electric switches.
- Evacuate the area if possible.

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.


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- 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.

**⚠ WARNING**

- Never use an open flame when detecting leaks.
- Do not use solutions that contain ammonia for manual leak testing.
- Never smoke or use open flames when a gas container is being replaced.
- If a leak is detected, shut off the main LPG supply valve and do not use LPG appliances.
- Do not use an installation that has leaked until it has been inspected and repaired by a competent person.

**Maintenance**

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

**⚠ WARNING**

- Keep the LPG container in a space designed for it.
- Never leave the boat unattended when LPG appliances are in use.
- Do not smoke or use open flame when replacing LPG cylinders. Close cylinder valves on empty cylinders before disconnecting for replacement.
- Do not modify the craft's LPG system. Installation, alterations and maintenance shall be performed by a competent person. Have the system inspected at regular intervals or as required by national requirements.

- Make sure that you always have free and rapid access to the LPG system.
- The ambient temperature for LPG systems is –20 - +60°C.

***NOTICE***

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

## 4.3.11 Solar panel trickle charger

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

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

**Maintenance**

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


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

## 4.3.12 Lithium power bank

The boat can be equipped with optional lithium power bank. The power bank is integrated with the boat's electrical circuit, providing electrical power for AC devices when shore power is unavailable, such as when you are out on the sea. The system includes lithium battery bank, inverters, battery chargers, and battery management system (BMS) in one package.

The lithium power bank is in the centerline deck recess of the boat. The power bank manual main switch is located next to the power bank, and remote battery switch is located next to the remote switch panel.

The power bank is charged by the engines, optional solar power trickle charger, and shore power.

**Maintenance**

To maintain the power bank's efficiency, regularly check connections for corrosion or wear. Never open the lithium power batteries. Ensure the area around the power bank is well-ventilated to dissipate heat effectively. For long term storage, please see the manufacturer’s manual for storage temperature and charge level.

**Operation**

Operating the power bank is straightforward. Switch on the power bank manual and remote main switches to switch on the power bank and to activate the inverter, which will convert the stored DC power into AC for your appliances. Monitor the BMS for real-time battery status and to manage power consumption effectively. The power bank is equipped with a transfer switch, which allows the current to by-pass the power bank when the boat is connected to shore power.

**⚠ WARNING** Do not store wet items on top of the power bank.

**⚠ WARNING** Do not attempt to charge or use a damaged battery.

## 4.3.13 Inverter and battery monitor

The boat can be equipped with optional sine wave 12V 3kW inverter. Inverter provides power and allows the use of small AC equipment whilst out of reach from shore power. The inverter comes with its own display, please see the manufacturer's manual for the functionality.

Inverter is located in the port side under the deck behind access hatch.

Battery monitor brings the battery charge level information to your multifunction display via the NMEA 2000 network.

Although the inverter can provide high surge power up to two times the rated output power, high surge loads may still trigger the inverter protection system.


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## 4.3.14 Fender box livewell

You can choose to convert a fender box into a bait livewell. Baitwell keeps the bait fish alive by circulating sea water in the well. The baitwell gets its raw water through the baitwell pump located under the deck in the aft. The baitwell has a drain to prevent the baitwell from overflowing.

**Running the baitwell**

To run the water in baitwell, the water intake valve must be open.

Intake valve is located adjacent to the thru-hull fitting under aft deck, exact location depends on boat model. Baitwell pump switch is located next to the fender box.

1. Open intake valve through the hatch.
2. Turn the pump on. The switch is located next to fender box. If the boat is also equipped with a main baitwell and a tackle station, the switch is located in the main baitwells switch panel. The pump fills up the baitwell until the water starts to run out from the overflow pipe.
3. Leave the pump running for continuous exchange of water.
4. Close the seacock when the baitwell is not in use.

**Maintenance**

Inspect and clean the overflow drain and pump strainer from gunk after each use.

1. Clean the inside of the baitwell with distilled vinegar and hydrogen peroxide.
2. Circulate freshwater through the system a few times to rinse it.

Avoid using harsh cleaners, as they can cause the bait fish to die.

## 4.3.15 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 50 kg / 110 lbs.

## 4.3.16 Searchlight

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

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


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

## 4.3.17 Gas grill

You may choose to equip your boat with an external gas grill. The gas grill option comes with rail mounts, storage bag, and a gas grill. Combining this option with the wet bar in fender box option allows you to create a cooking area in the aft of the boat.

The gas grill can be mounted on the side rails and requires an LPG canister. The gas canister storage is in the bow anchor locker. Wet bar gas grill and external gas grill introduce a ventilated storage canister under the anchor hatch.

For grill specific usage instructions, please refer to the manufacturer manual.

**Maintenance**

Cleaning the grill and its internal components thoroughly after each outing is recommended. Clean the grill with soap and water, rinse with fresh water, and dry to prevent crevice corrosion. Avoid using stainless steel polishes on grill exterior as most leave residue that may discolor when grill is heated.

The gas bottle must be stored in a ventilated area.

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

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

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

**⚠ WARNING** Never leave hot grill unattended.

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

## 4.3.18 Sunshades

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


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

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

**Setting up a sunshade**

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

## 4.3.19 Axopar connectivity

Axopar Connect app and Axopar Connectivity hardware is available as an option on your boat.

This option provides remote monitoring capability and recording of boat usage as trip logs.

Data sources used for the remote monitoring functionality are the dedicated GPS receiver connected to the Axopar Connectivity hardware and the sensor data from the boats NMEA 2000 network (i.e. engine data).

The system also monitors the operation of the bilge pumps and alerts the user if bilge pump is activated either automatically or manually while underway or when the boat is docked.

System will also alert in case bilge pump runs for an extended period and a certain time threshold has been exceeded.

Notifications for the bilge pump operation are saved in the mobile app’s notifications section.


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# 5 Transportation

## 5.1 Lifting the boat

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

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

**⚠ DANGER**

Risk of serious injury or death by falling load.

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

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

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

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

**⚠ CAUTION**

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

- Protect the hull sides well to avoid damages.

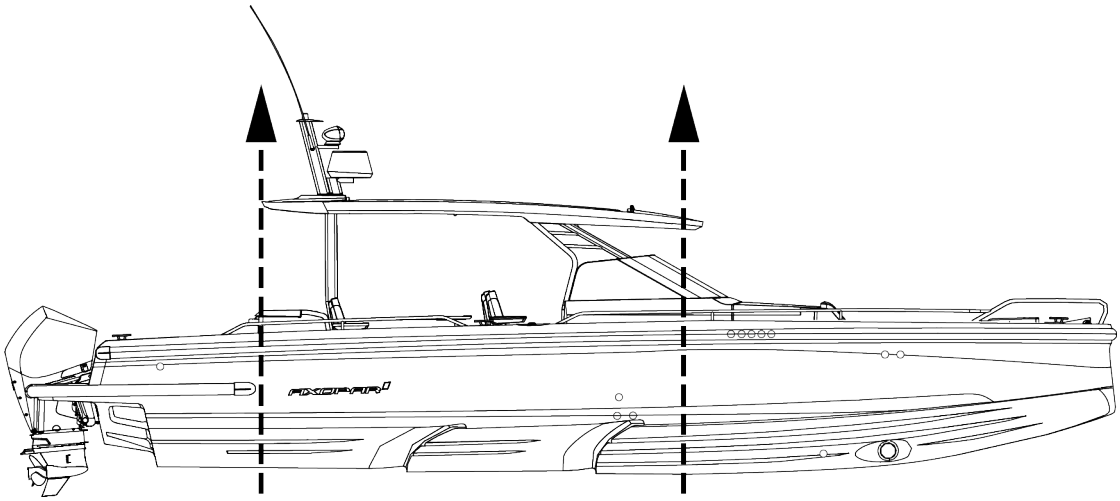
The lifting beam must be exactly the same width as the boat. Always take great precautions near and around the boat when lifting.

**⚠ CAUTION**

Risk of damage to the hull.

Do not lift the boat with a forklift.

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




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Before operating any lifting equipment:

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

During lifting:

- Check the boat for bilge water before lifting.

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

## 5.2 Transporting and storing the boat

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

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

**⚠ CAUTION**

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

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

Before loading the boat on the trailer:

- Remove any unnecessary weight from the boat.
- Drain the bilge water.


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

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

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

**Boat storing**

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


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# 6 Operation

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

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

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

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

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

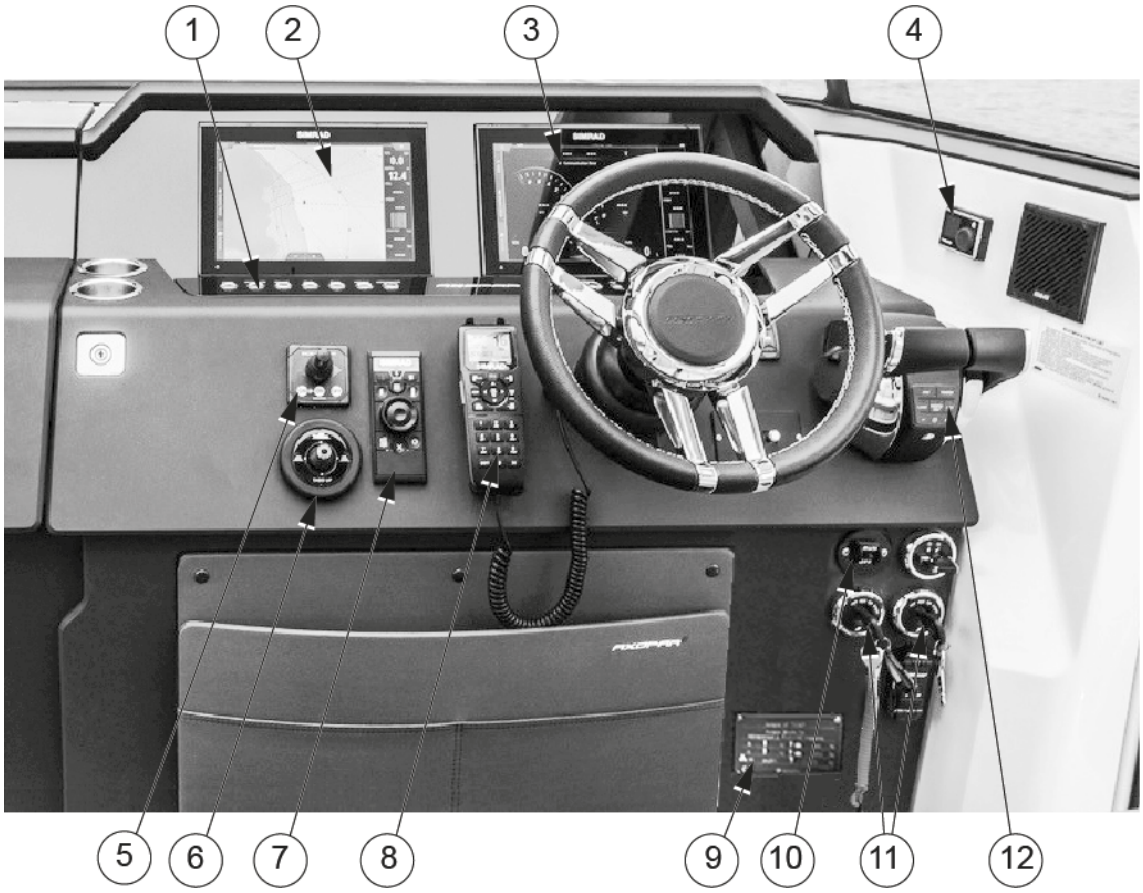
## 6.1 Handling devices

### 6.1.1 Steering console

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

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


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(1) Steering console switch panel
(2) Chart 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.


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## 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

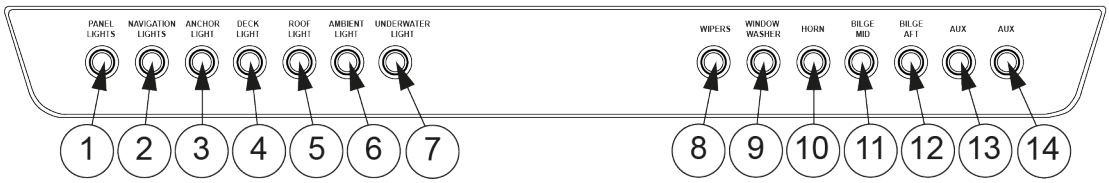
For the regular maintenance of the steering system components, please refer to supplier’s manual.

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

### 6.1.3.3 Steering console switch panel

Here you can see details on the steering console switch panel.


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(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 voltmeter show normal values.
5. Run the engine to operating temperature at idling speed. Never rev up a cold engine.

**⚠ DANGER**

Risk of carbon monoxide poisoning.

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

**⚠ WARNING**

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

**⚠ WARNING**

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


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## 6.1.5 Throttle lever

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

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

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

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

### 6.1.5.1 Trim and tilt

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

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

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

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

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

## 6.1.6 Joystick piloting

Your boat may be equipped with a joystick piloting (JPO) system. This system allows you to intuitively control the vessel at slow speeds with the joystick located in the helm area.

Operating the boat with the joystick is well suited for close quarter operations and when docking. The JPO system is ready to be used when the engine remote control levers are both in neutral position and the indicator light around the joystick turns green.

The joystick gives three axis control: fore and aft, port and starboard, and rotational, or any combination thereof. Moving the the joystick to starboard causes the boat to move sideways to starboard. Rotating the joystick causes the boat to rotate around its center. The joystick is proportional, which means that the further the joystick is moved from the center, the more thrust is applied into that direction.

The JPO system also comes with autopilot modes such as Skyhook, auto heading, and route mode (waypoint sequencing).

Please read the manufacturers user manual thoroughly before using any features of the joystick piloting system.


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**⚠ CAUTION** Factors such as wind, water conditions, thruster battery voltage (if equipped), and boat loading may degrade the accuracy and response of the JPO system.

**⚠ WARNING** Avoid serious injury or death.

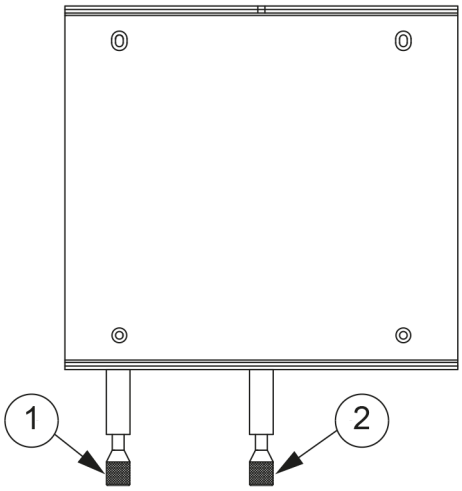
Even when engaging autopilot features of the JPO system, the operator must always stay at the helm. The JPO systems autopiloting features does not respond to hazards, obstacles, or swimmers in the vicinity of the boat.

**⚠ DANGER** Before activating autopilot features such as Skyhook, auto heading or route mode, check that no one is in the water and tell passengers not to enter the water. Stop the engines immediately whenever someone is in the water near the boat.

## 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.


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# 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 emergency stop lanyard is attached 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.


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- 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.

Before leaving the harbor, check the following:

- 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.


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- 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 Emergency stop

If the boat is equipped with an emergency stop, 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.

Unintended activation of the emergency stop during normal operation can occur and may lead to hazardous situations, including:

- Sudden loss of forward motion: passengers, especially those seated at the bow, may be thrown forward unexpectedly. In severe cases, individuals could be ejected overboard and risk injury from the gearcase or propeller.
- Loss of power and steering control: this can be critical in challenging conditions such as heavy seas, strong currents, or high winds.
- Reduced maneuverability during docking: unexpected engine shutdown may result in loss of control when approaching docks or other vessels.

The emergency stop is designed to stop the engine immediately if the lanyard is pulled with enough force to detach from the switch. This feature helps prevent accidents if the operator falls overboard or loses control.

To reset the emergency stop, thread the loop at the end of the lanyard around the emergency stop and push the emergency stop back up. The emergency stop can also be reset without the lanyard by pushing the emergency stop back to up position if the situation requires it.

If your boat is equipped with an emergency stop model that cannot be reset without the lanyard, you must keep a spare lanyard on board. Store the spare lanyard near the steering console for quick access. If your boat did not come with a spare lanyard, request one from your dealer.

Always inform passengers about how the emergency system works before departure.


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### 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 an emergency stop 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 emergency stop 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.


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- 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


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- 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.

If boat is driven under clear planing speeds, visibility of operator may be blocked by bow. Use of trim tabs and engine trim may be used to lower the bow.

**⚠ WARNING** Visibility from the seated position is limited. Maintain lookout and control the trim of the boat if needed.

**⚠ WARNING** Make only small adjustments to trim tab positions 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.

**⚠ WARNING** Visibility from the seated position at the 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.

### 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.

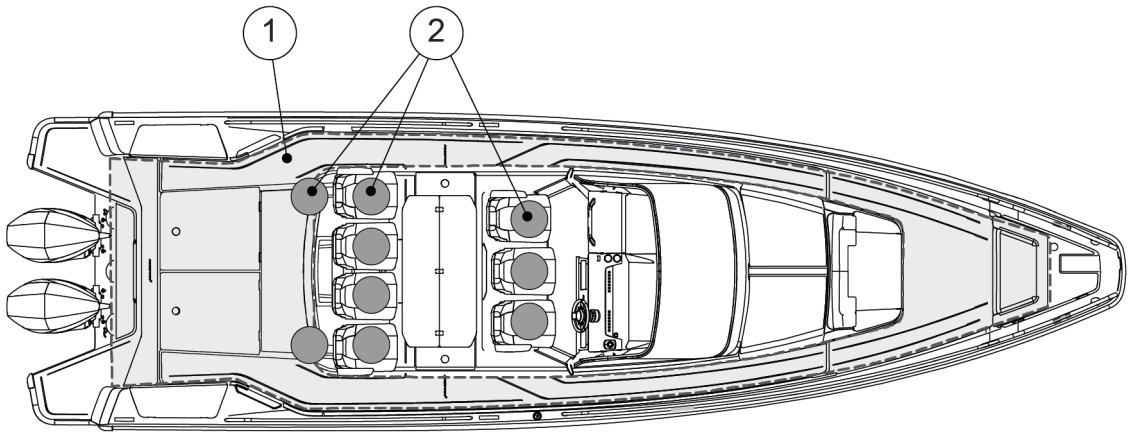
For trimming the bow down, both trim tabs are used in parallel. Begin by retracting both trim tabs completely, then lower both of them a little at a time, so that you retain complete control over how the boat is affected. When running with a following sea, both trim tabs always need to be fully raised. 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.


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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 emergency stop.
- 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.

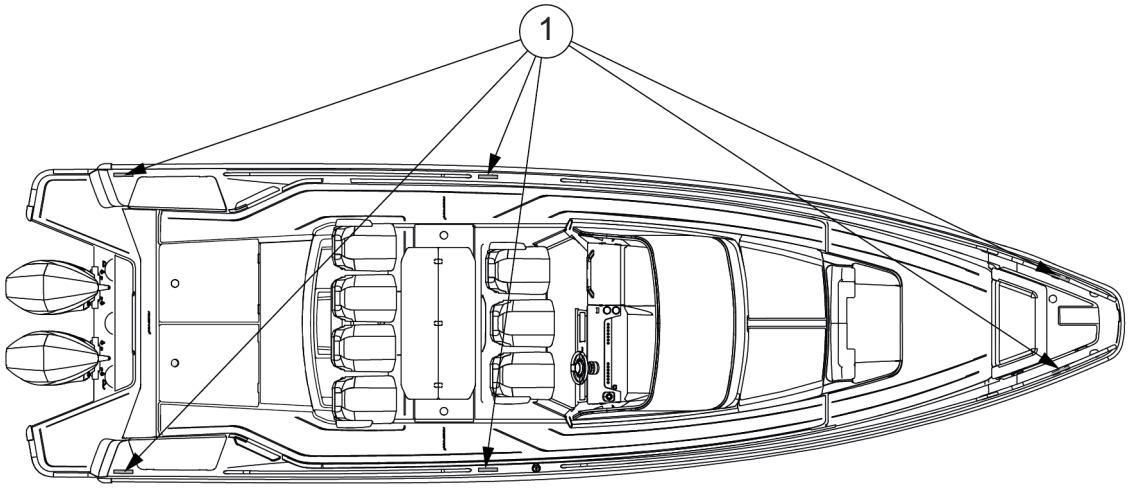

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# 6.6 Anchoring, docking and mooring

## 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.


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**⚠ 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.


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# 7 Maintenance

## 7.1 Cleaning and maintaining the gelcoat surface

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

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

**NOTICE**

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

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

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

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

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

### Washing

**NOTICE**

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

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

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

### Waxing

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


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

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

**NOTICE** Do not wax a gelcoat surface in direct sunlight.

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

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

**Polishing and buffing**

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

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

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

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

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

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

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

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

**Wet sanding**

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


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

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

Using a higher speed may burn the gelcoat.

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

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

   **NOTICE** Keep the surface continuously moist while sanding.

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

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

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

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

## 7.2 Antifouling

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

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

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

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


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# 7.3 Maintaining the interiors

## 7.3.1 Wooden interiors

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

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

## 7.3.2 Plastic and painted surfaces

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

## 7.3.3 Fabrics

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

In case the marking is not visible:

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

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

## 7.3.4 Doors and hatches

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

# 7.4 Maintaining the cover

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

**During use**

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


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**After use**

**NOTICE**

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

### 7.4.1 Cleaning the cover

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

**NOTICE** Never use high pressure washers or chemical cleaning agents.

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

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

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

## 7.5 Protecting underwater metal parts

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

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

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

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


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## 7.6 Preventing corrosion

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

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

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

## 7.7 Preventing frost damage

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

## 7.8 Checklist: Before winter lay-up

- Wash the hull and bottom immediately after lifting the vessel out of the water.
- Wash all parts inside, also under the floorboards.
- Leave all lockers, drawers, and cabin and wardrobe doors open.
- Remove the carpets.
  - Store the carpets and cushions indoors in a dry place.
  - If this is not possible, make sure that the cushions are dry and position them on their side.
- Disconnect and service the 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.


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- Empty and dry the condensate water tray.
- Leave the door slightly ajar to enable ventilation.
- Check the more detailed instruction in the manufacturer's manual.

- Ensure good ventilation in the boat.
- Make sure that the rubber O-ring between the fuel tank inlet and the fuel tank cap is intact. Otherwise there is risk of water getting inside the fuel tank.

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

## 7.9 Checklist: Before launching

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

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

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

## 7.10 Corrective maintenance

### 7.10.1 Deposits

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

**NOTICE** Do not apply the rubbing compound in direct sunlight.


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

## 7.10.4 Deep marks, gouges and holes

Deep marks, gouges and holes should be repaired professionally.

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

**NOTICE**

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

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


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# 8 Environment

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

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

**⚠ WARNING** Any oil must be treated as chemical waste.

## 8.1 Requirements for North America

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

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


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


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# 9 Appendix I: Checklists

## 9.1 Checklist: Fire in the engine

- Stop the engine.
- Steer the boat up against the wind, if possible.
- Make sure all passengers have life jackets.
- If necessary:
  - Evacuate the passengers.
  - Call for sea rescue.
- 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.


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

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

## 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 emergency stop lanyard is attached 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.


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**⚠ 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.

Before leaving the harbor, check the following:

- 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.


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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.
- Make sure that the rubber O-ring between the fuel tank inlet and the fuel tank cap is intact. Otherwise there is risk of water getting inside the fuel tank.

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


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## 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.

## 9.10 Checklist: Fuel system

Check the fuel system before launch and winter lay-up:

- Ensure the fuel fill caps are properly labelled.
- Check that the fuel fill cap is retained (hinge or chain) to prevent falling overboard.
- Inspect any O-rings or gaskets for damage.
- Carefully inspect all hoses, primer bulbs, filters, and connections; recommend replacement as needed.
- Verify proper and secure routing of ventilation ducts.
- Inspect and lean, if possible, all vent fittings.

**⚠ WARNING** Avoid serious injury or death from fire or explosion resulting from leaking fuel. Inspect system for leaks at least once a year.

## 9.11 Maintenance log

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


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


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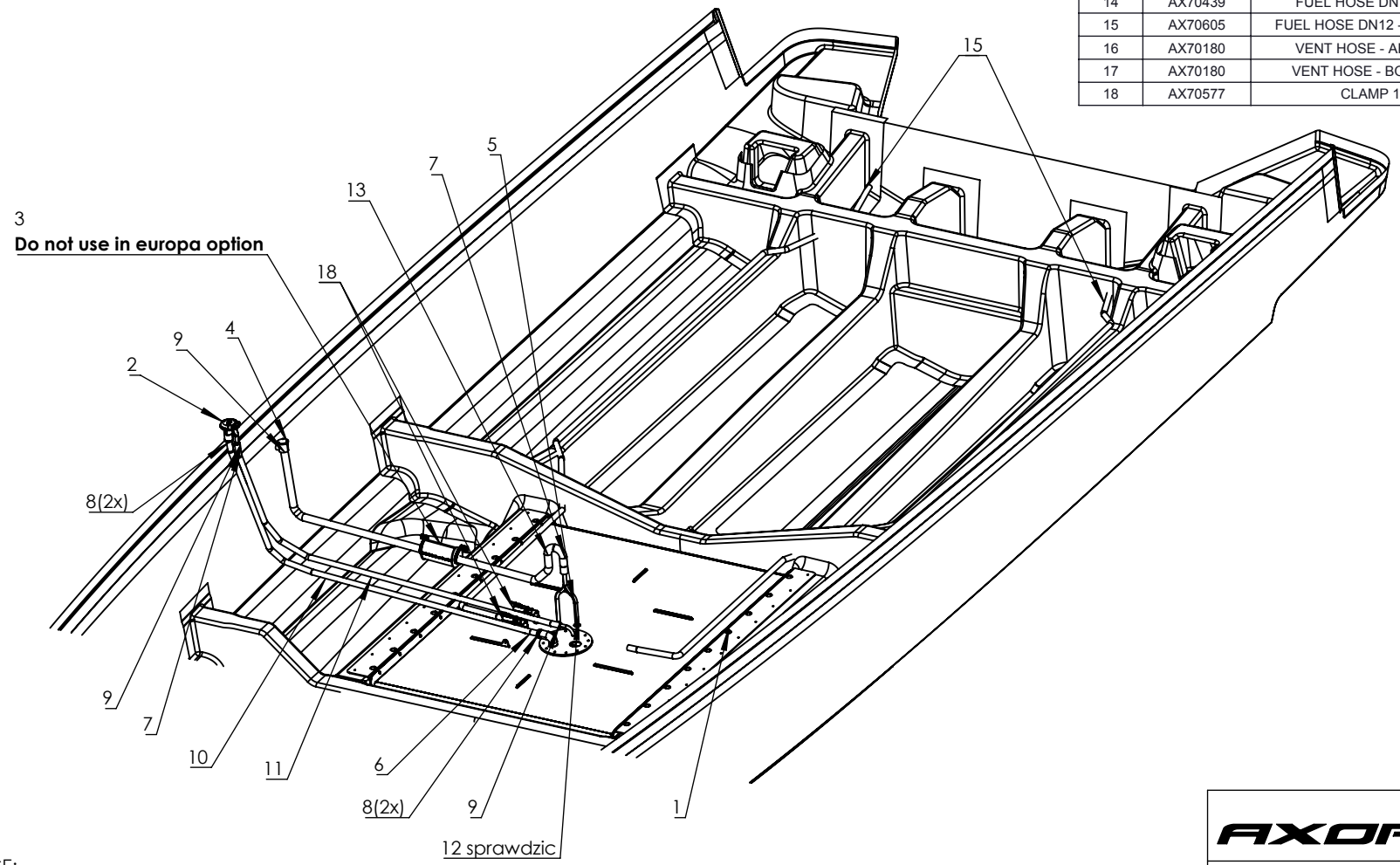
| MAINTENANCE LOG | Frequency | | | | |
|---|---|---|---|---|---|
| **Task to be performed** | Every trip | Every month | Every 3 months | Every 6 months | Annually |
| **Bilge system -** Remove, clean and inspect bilge pump, check valve and its surroundings for damage or debris that may reduce the performance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


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# 10 Appendix II: Fuel system


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| 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 |




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**"

AXOPAR

BOAT MODEL: AXOPAR 37L

DRAWN: Maciej Bukłaho

MODEL ASSEMBLY: Maciej Bukłaho

APPROVED: PROTOTYPE

TITLE: FUEL SYSTEM - PERKO

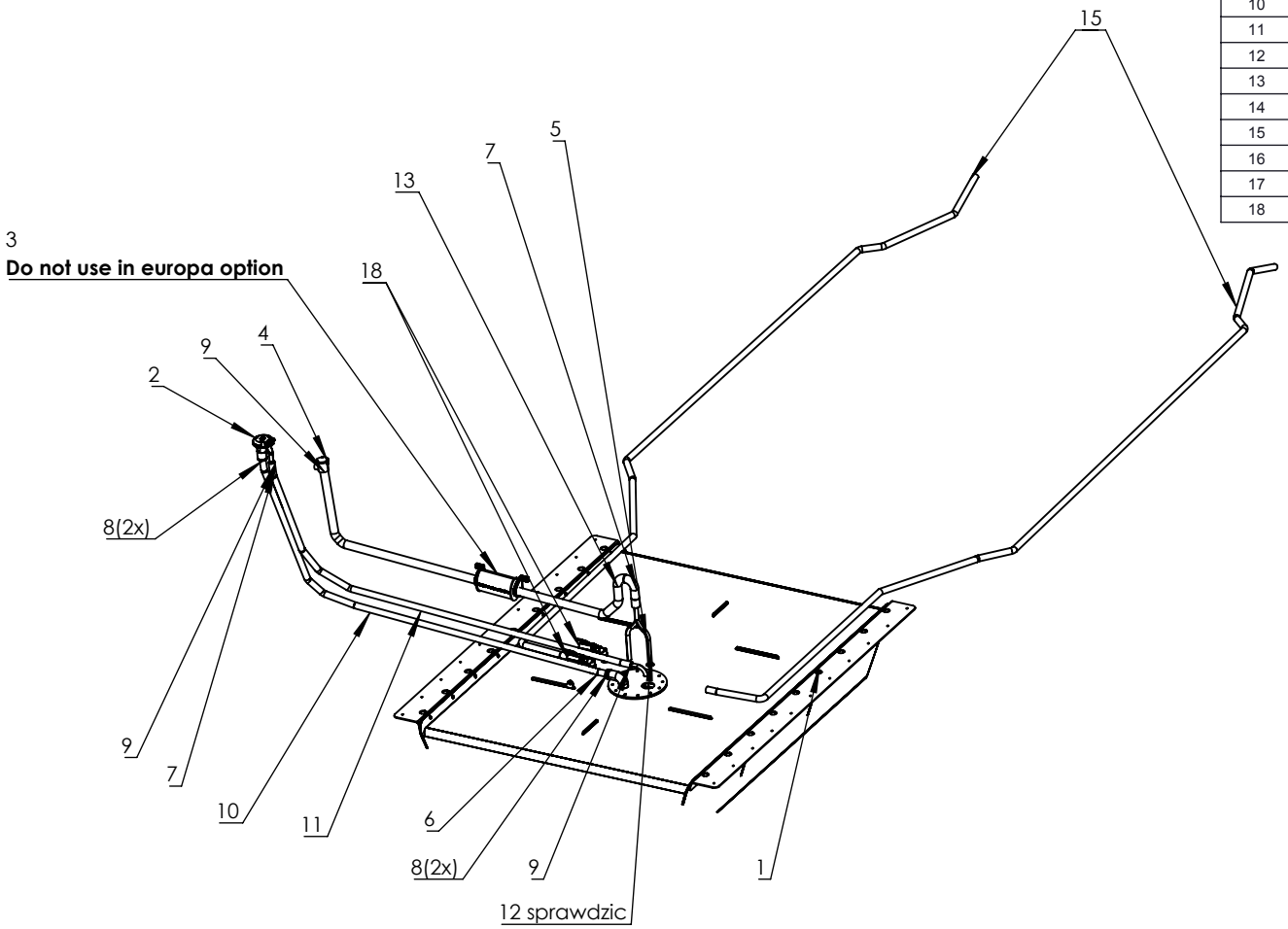
DATE: 02.07.2019

DWG NO.: SY-AX37L-01

Rev.: A

SHEET: 1 OF 1

| 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 |



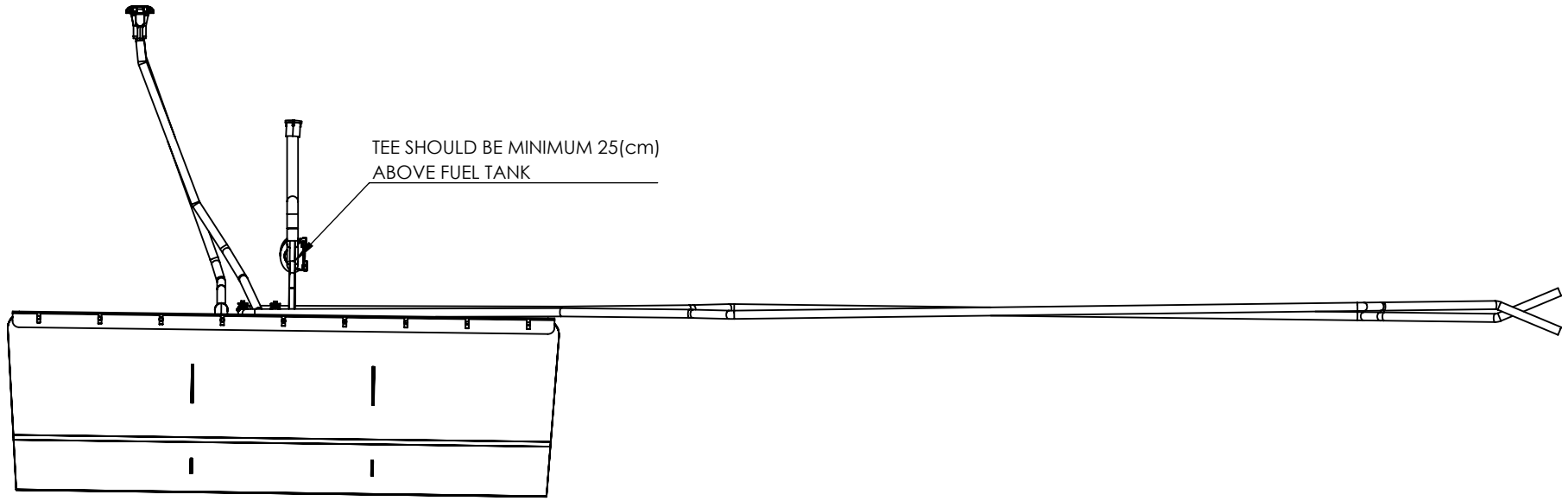

NOTICE:

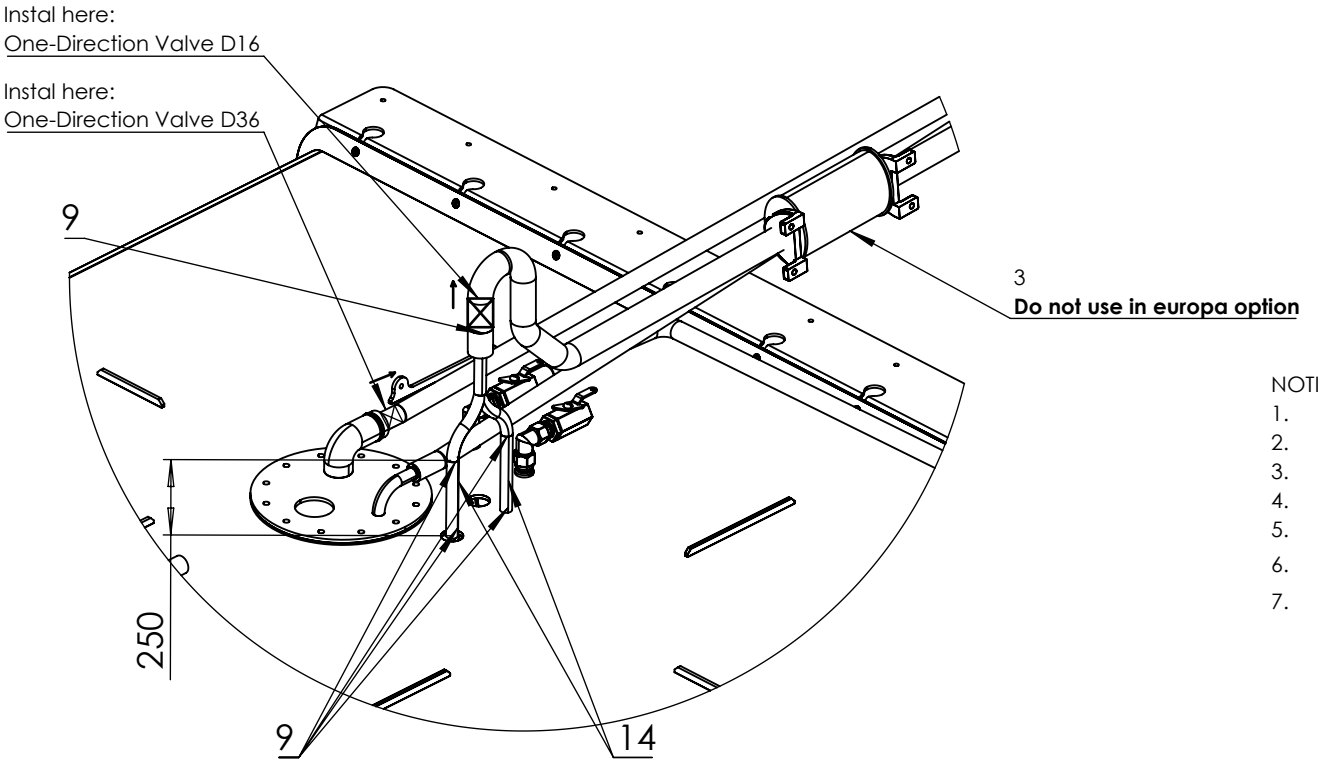
1. Do NOT use Sikalfex on fuel Hoses
2. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
3. See instruction "**INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS**"

AXOPAR

BOAT MODEL: AXOPAR 37L

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




NOTICE:

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

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

# 11 Appendix III: Electrical diagrams


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# Axopar 37 MY20
# Axopar 37 MY20 SHADOW

## ELECTRICAL DIAGRAM / PRODUCTION DRAWINGS

DOCUMENT INCLUDES:
BOAT HARNESS / PANEL GENERAL LAYOUT
ELECTRICAL STRUCTURE OF 12V DC SYSTEM (EURO/USA)
12V DC DIAGRAM
PRODUCTION DRAWINGS

NOTE! ALL CABLE AREAS ARE IN METRIC SYSTEM (mm2).

## REVISION G24

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 26.4.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | COVER | HL | 1/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# STRUCTURE OF 12Vdc SYSTEM, EURO/USA

## 12Vdc HARNESS STRUCTURE:

LEGEND:
(APPLIES ONLY THIS PAGE)

-X.3 / -X3
SOCKET CONNECTOR
(INCLUDES PIN CONTACTS)
PLUG CONNECTOR
(INCLUDES SOCKET CONTACTS)

OR
ALL PRODUCTS TIED "OR" -LABEL ARE ALTERNATIVE OPTIONS DEPENDING THE SET-UP OR MODEL OF BOAT. BOTH PRODUCTS WITH "OR" -LABEL CANNOT INSTALL TO BOAT.

NOTE! CONNECTOR NAME LIKE "X3" IS HEADER ONLY FOR EXAMPLE X3 CONNECTORS INCLUDES VARIOUS CONNECTORS:
X3a, X3b, X3c, X3d, X3e, X3f and X3g.
MORE DETAILS IN ELECTRIC SCHEMATIC AND PRODUCTION DRAWINGS.

**SYSTEM GROUPS:**
NOTICE!
ALL PRODUCTS INCLUDED INDICATED SYSTEM GROUP NEED TO INSTALL TO BOAT.

● BOW BATTERY SYSTEM PRODUCTS

## 12Vdc BATTERY BOX PRODUCTS: STANDARD

SEPARATE PANELS:

(STANDARD) BATTERY BOX FWD WALL PANEL 29617
(STANDARD) BATTERY BOX AFT WALL PANEL 29618

BATTERY CABLES:

(STANDARD) BATTERY BOX CABLES STANDARD 29607

(STANDARD) BATTERY BOX STB PANEL 29613
(STANDARD) BATTERY BOX PORT PANEL 29615
-B_X2, -B_X2, -B_X3, -B_X3, -B_X4, -B_X4

(STANDARD) BATTERY BOX HARNESS 29620
MAIN DC NEG. POINT: -B1, -B2
-B_X1, -B_X1

**29637 BATTERY BOX STANDARD**

(BASIC MODELS WITH LIGHT PACK) (STANDARD) SWITCH PANEL LIGHT PACK 41161 **
-X.6, -X.7

(OPTIONAL) AFT CABIN LIGHT SWITCH 29636
-L_X.2

(ONLY LIGHT PACK) FRONT AND AFT CABIN LIGHT SWITCH 41196
LX1

(USED ONLY IN BASIC MODELS) (STANDARD) MAIN SW CONTROL PANEL 29599
-X1

(USED ONLY IN SHADOW MODELS) (STANDARD) SHADOW MAIN SW CONTROL PANEL 30812
-SH_X1

(OPTIONAL) SEARCH LT HARNESS 29592
-X.13, -X13

(USED ONLY IN BASIC MODELS) (STANDARD) SWITCH PANEL 29211
-X.6, -X.7

(USED ONLY IN SHADOW MODELS) (STANDARD) SHADOW SWITCH PANEL 30810
-SH_X.6, -SH_X.7

OR

L_X2

(ONLY NON-LIGHT PACK) 4 pcs BASIC LIGHT SWITCH 41158
LX3.a,b,c,d

(ONLY LIGHT PACK) 2 pcs LIGHT PACK SWITCH 41159 **
LX3a,b

(See assembly diagram for connection details)

(OPTIONAL) LIVE WELL HARNESS 29593
-X.11, -X11

(OPTIONAL) ELECTRICAL ROOF HARNESS 29594
-X.12, -X12

-X6, -X7

(STANDARD) HULL HARNESS 29585
NEG. BUS: -XG1a, - XG1b, -XG1c

-X4, -X4

(OPTIONAL) AFT CABIN HARNESS 29588
-X5, -X.5

-X.1

LX3a/b/c/d

(STANDARD) DECK HARNESS 29586
NEG. BUS: -XG2a, - XG2b

-X9

(USED IN XC CROSS CABIN VARIANT) (STANDARD) CABIN ROOF HARNESS 29589
NEG. BUS: -C_XG3
-C_X.9, -C_X.10

(USED IN SUN TOP VARIANT) (STANDARD) OPEN ROOF HARNESS 29590
NEG. BUS: -O_XG3
-O_X.9, -O_X.10

-X10

(STANDARD) MAST HARNESS 29591

-X2
-RL_X1, -RL_X.1
-X3, -X.3
-MS_X1, -MS_X.1
-X.15, -X15
-X35, -X.35

(STANDARD) RELAY UNIT 29596
(See assembly diagram for connection details)

(STANDARD) FORE CABIN HARNESS 29587

(OPTIONAL) BOW HEAVY AUX MAIN SWITCH UNIT 29597 ●

(OPTIONAL) MULTISTORAGE LT HARNESS 32188

(OPTIONAL) WETBAR LIGHTS HARNESS 38425

OR

-SH_X.2, -X.2, -X.2

(USED ONLY IN SHADOW MODELS) (STANDARD) SHADOW FUSE UNIT 30811

(STANDARD) FUSE UNIT 29595

(USED ONLY IN BASIC MODELS)

FUSE SHOWER OPTION 32110

-L_X1

-D_S1, -D_S.1

(OPTIONAL) AXOPAR 28 LIGHT SWITCH 16538

OR

-L_X.1, -L_X.1

(ONLY LIGHT PACK)

(LIGHT PACK) DIMMER KIT 41160 **
(See assembly diagram for connection details)

(STANDARD) FORE CABIN LIGHT SWITCH 29635

FRONT AND AFT CABIN LIGHT SWITCH 41196

**= must be used together, may not be mixed with standard lighting products

## 12Vdc SOLAR PANEL SYSTEM:

(OPTIONAL) SOLAR PANEL CABLES 29606

## 12Vdc BATTERY BOX PRODUCTS: OPTIONAL

(OPTIONAL) STERN THRUSTER CABLES 41197
(OPTIONAL) INVERTER CABLE SET 29611
(OPTIONAL) AUTOPILOT HARNESS 30736
(OPTIONAL) POWER STEERING CABLES 1xPUMP 30880
(OPTIONAL) ISM HARNESS 30735
(OPTIONAL) BATTERY BOX CHARGER CABLES 30737
(OPTIONAL) POWER STEERING CABLES 2xPUMP 30881

## 12Vdc BATTERY CABLES:

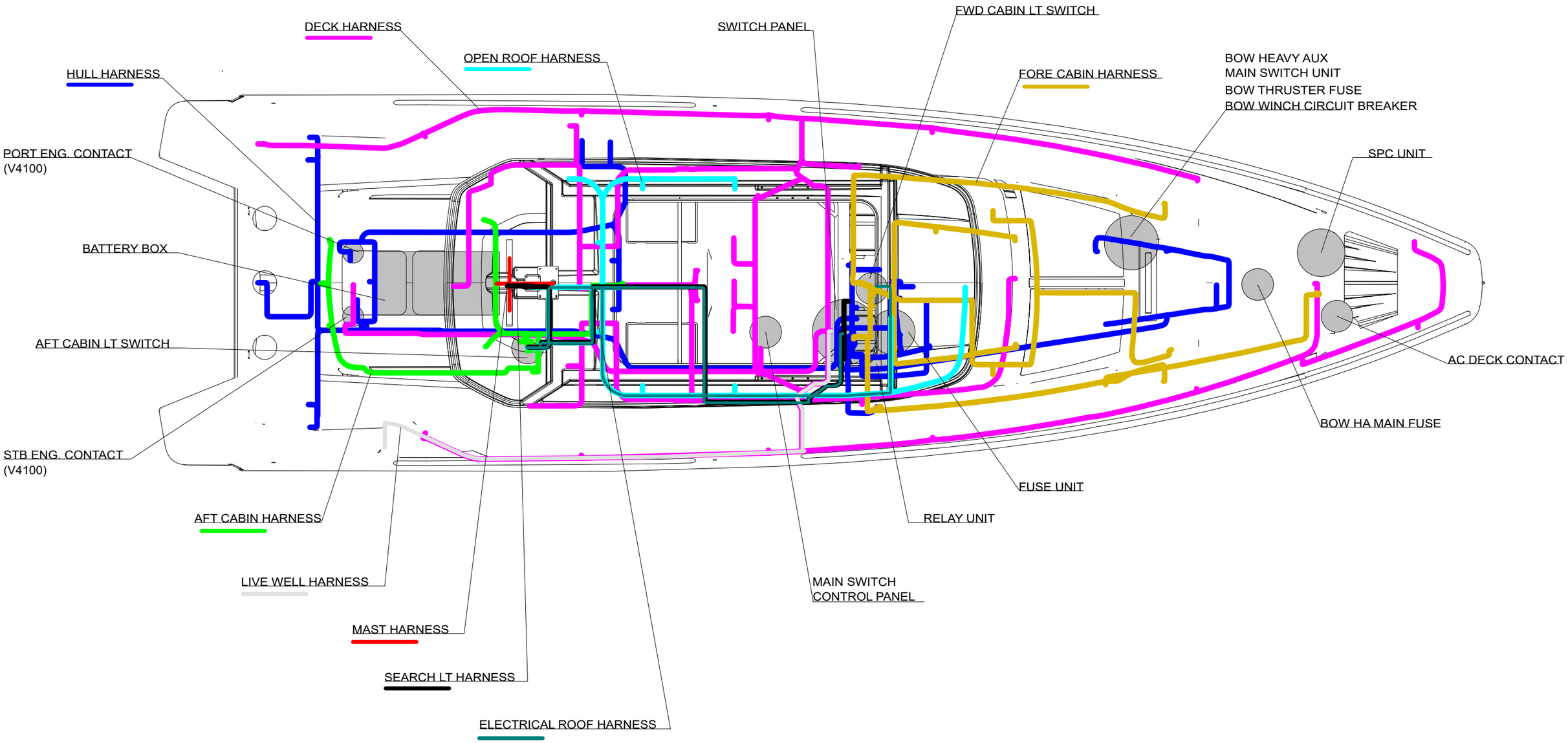
(STANDARD) ALTERNATOR CABLES 29600
(STANDARD) SERVICE MAIN SUPPLY CABLES 29601
(OPTIONAL) BOW THRUSTER CABLE SET 29602 ●
(OPTIONAL) AFT WINCH CABLE SET 29604
(OPTIONAL) BOW WINCH CABLE SET 29603
(ONLY WITH BOW THRUSTER CABLE SET)
(OPTIONAL) HEAVY AMPLIFIER CABLES 29605

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Added: 41158, 41159, 41160, 41161, 41196, 41197 | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | EL. STRUCTURE - 12Vdc SYSTEM, EURO/USA | HL | 2 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

# TOP VIEW

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



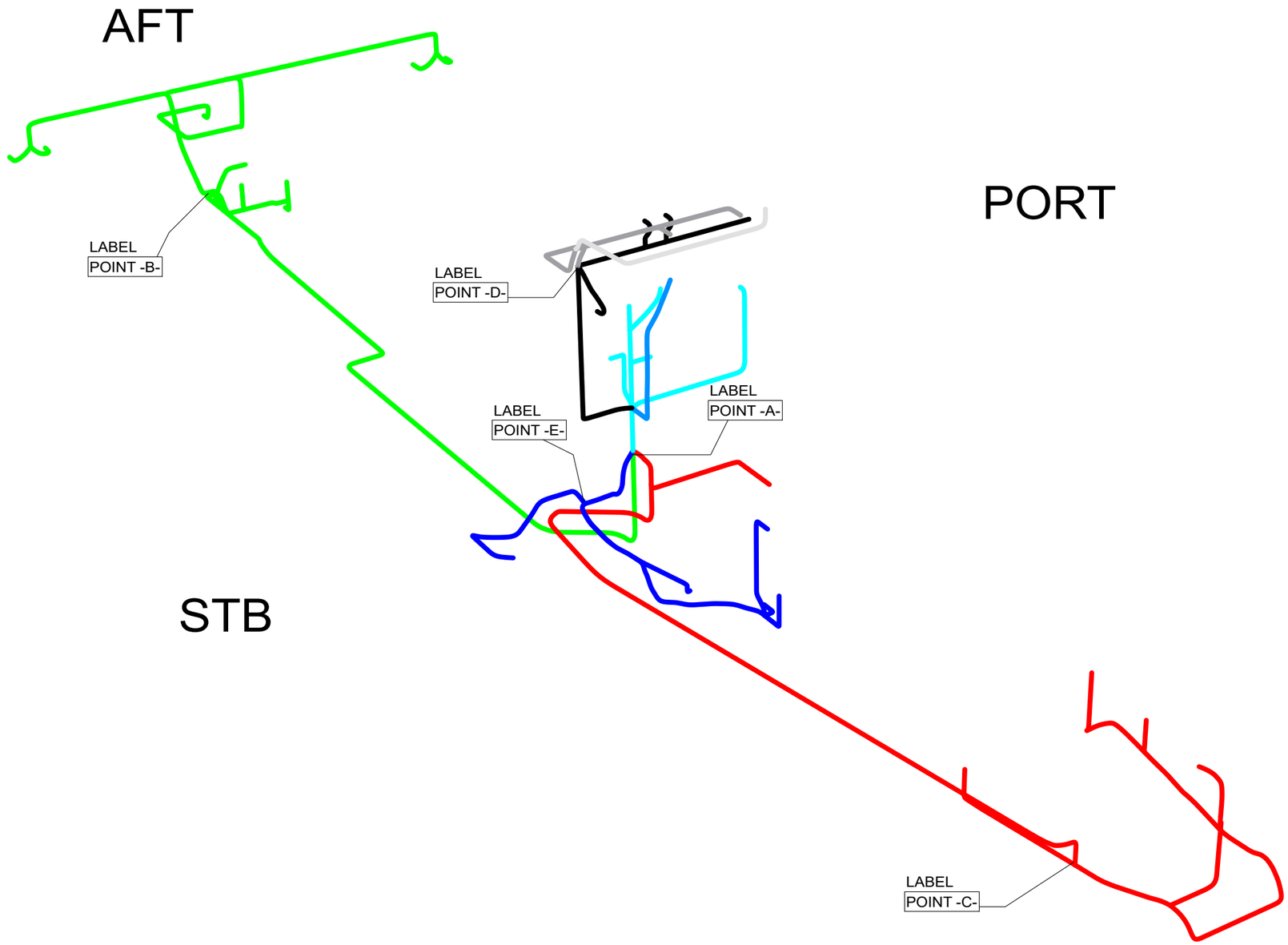

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 |
| | | | Project rev. | G |

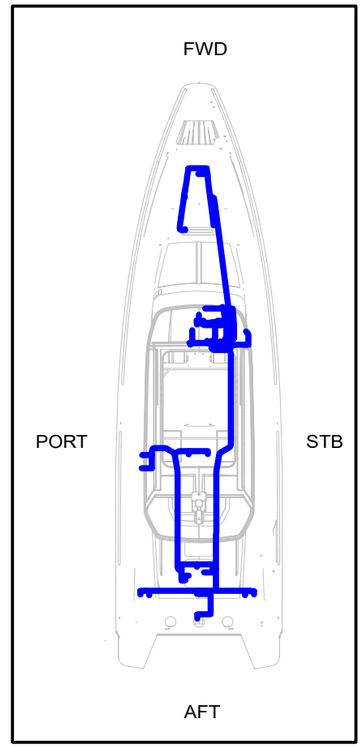
Copyright by

NAVIX designed solutions

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | | **Loc** | **Sheet** |
| 37 MY20 | HARNESS LAYOUT - T-TOP (TT) | HL | 3 / 210 |

# HULL HARNESS - LAYOUT



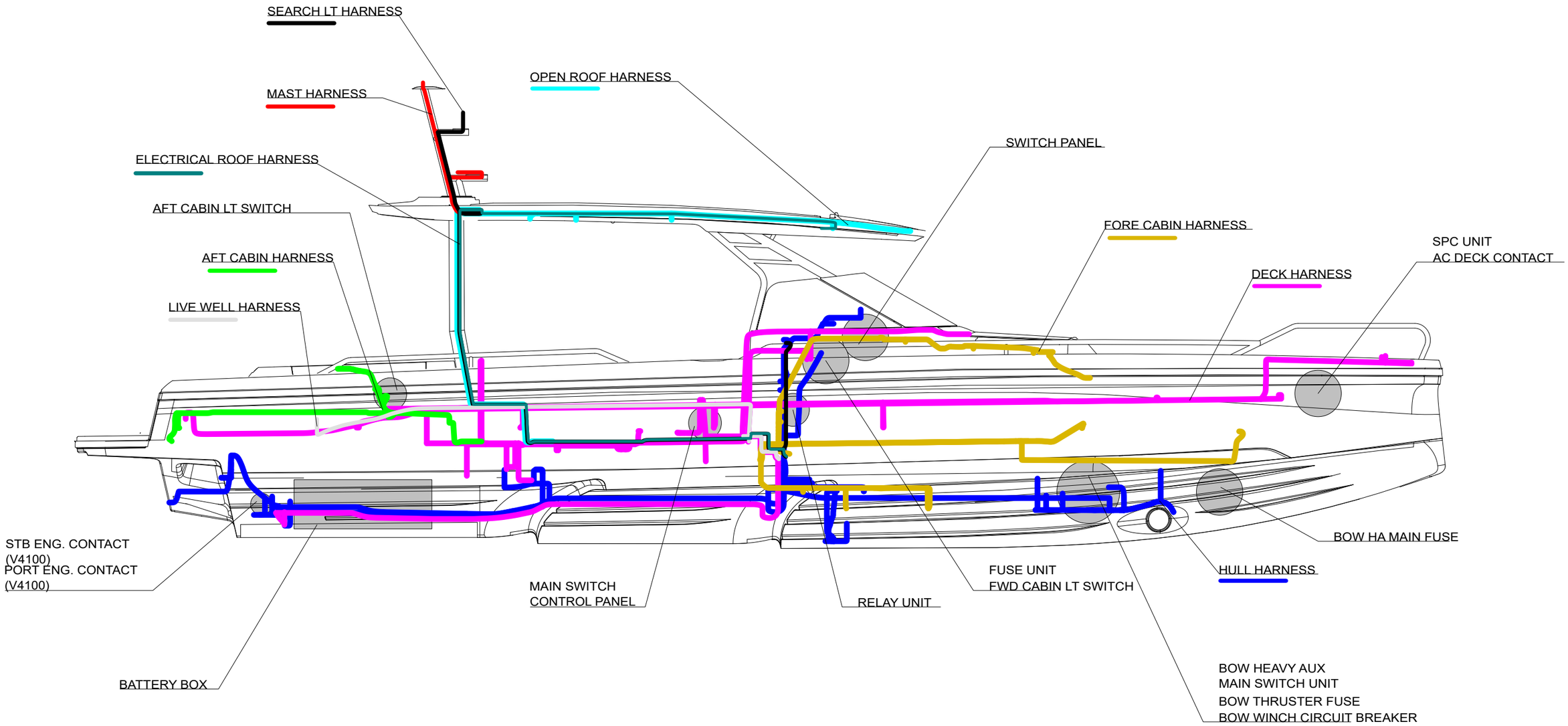




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | HULL HARNESS - LAYOUT | HL | 4 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

# T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

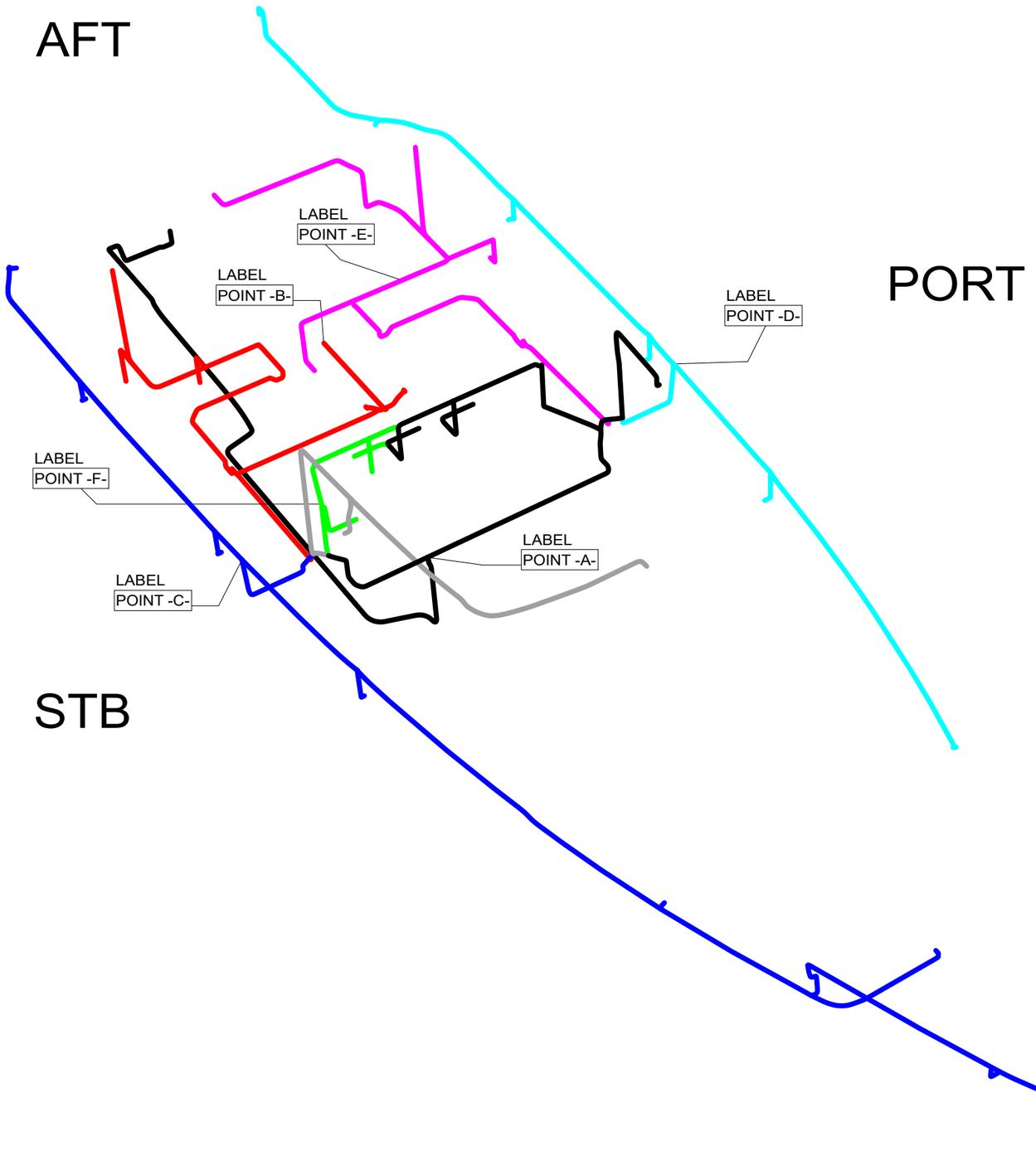
# SIDE VIEW

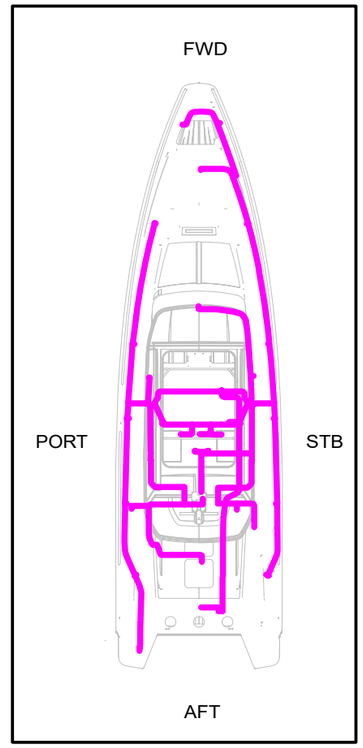
NOTE!
LAYOUT GIVES ONLY APPROXIMATE LOCATION OF PANEL AND HARNESS.




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 11.7.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | HARNESS LAYOUT - T-TOP (TT) | HL | 5 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

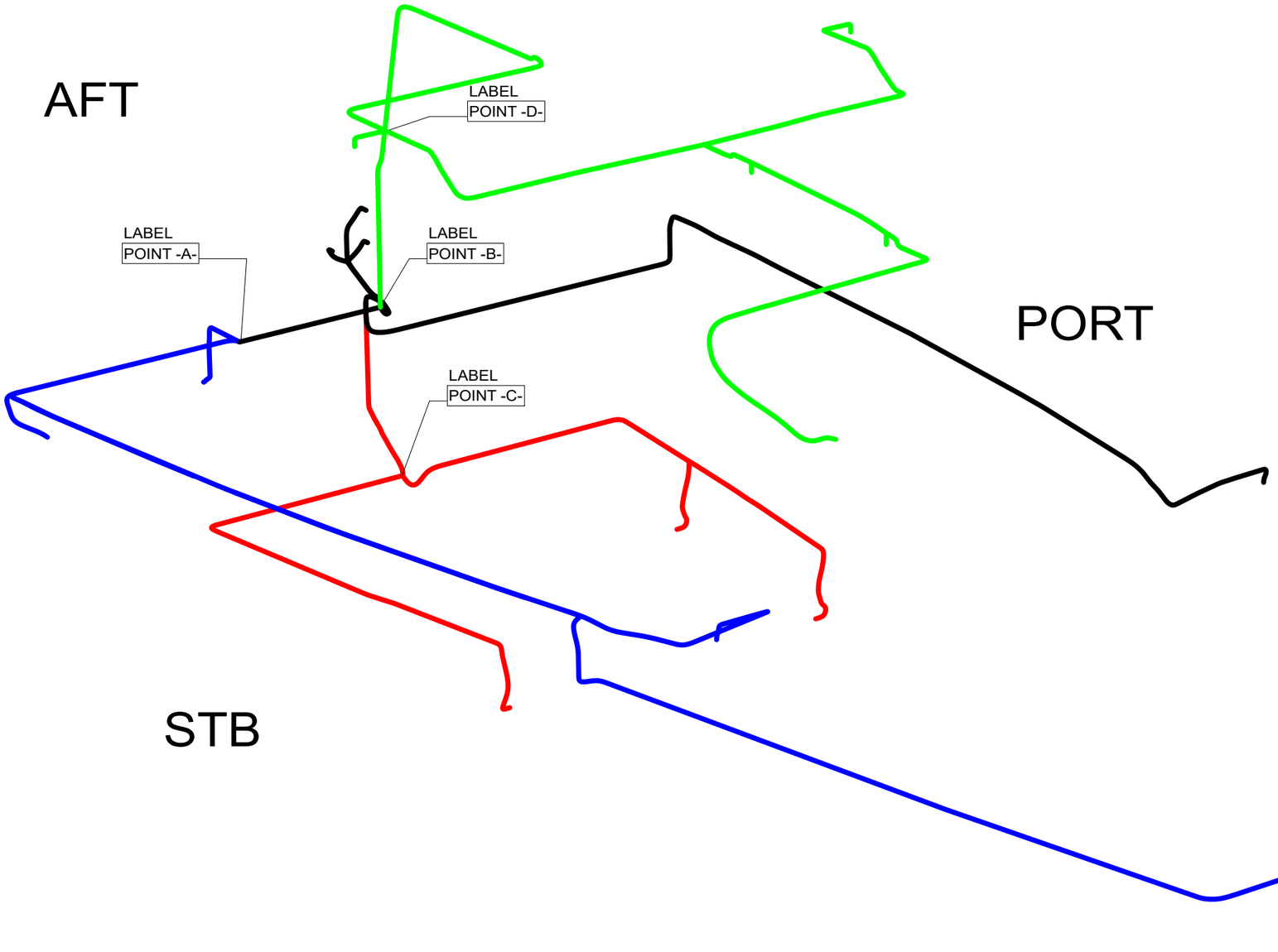
# DECK HARNESS - LAYOUT

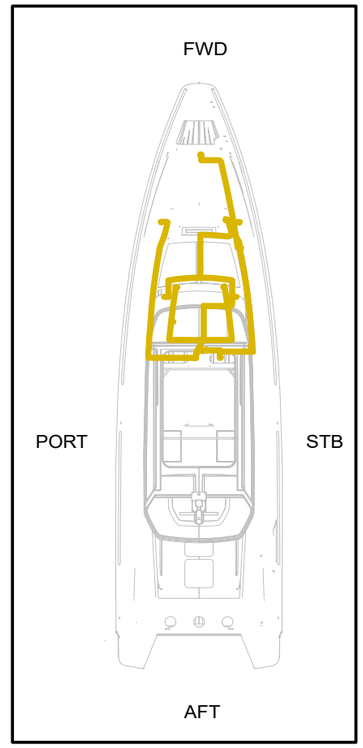



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 2.5.2019 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | DECK HARNESS - LAYOUT | HL / 6 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / Sheet |

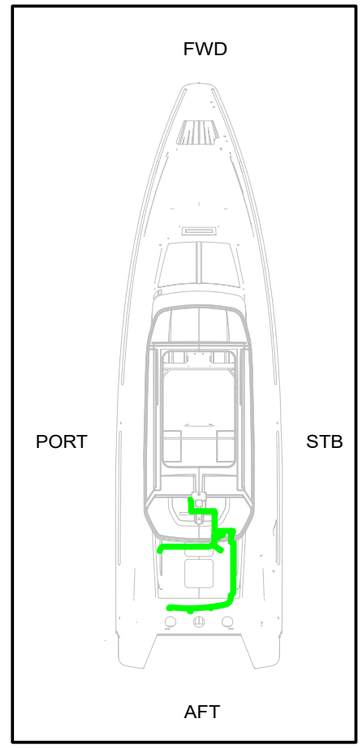
# FORE CABIN HARNESS - LAYOUT

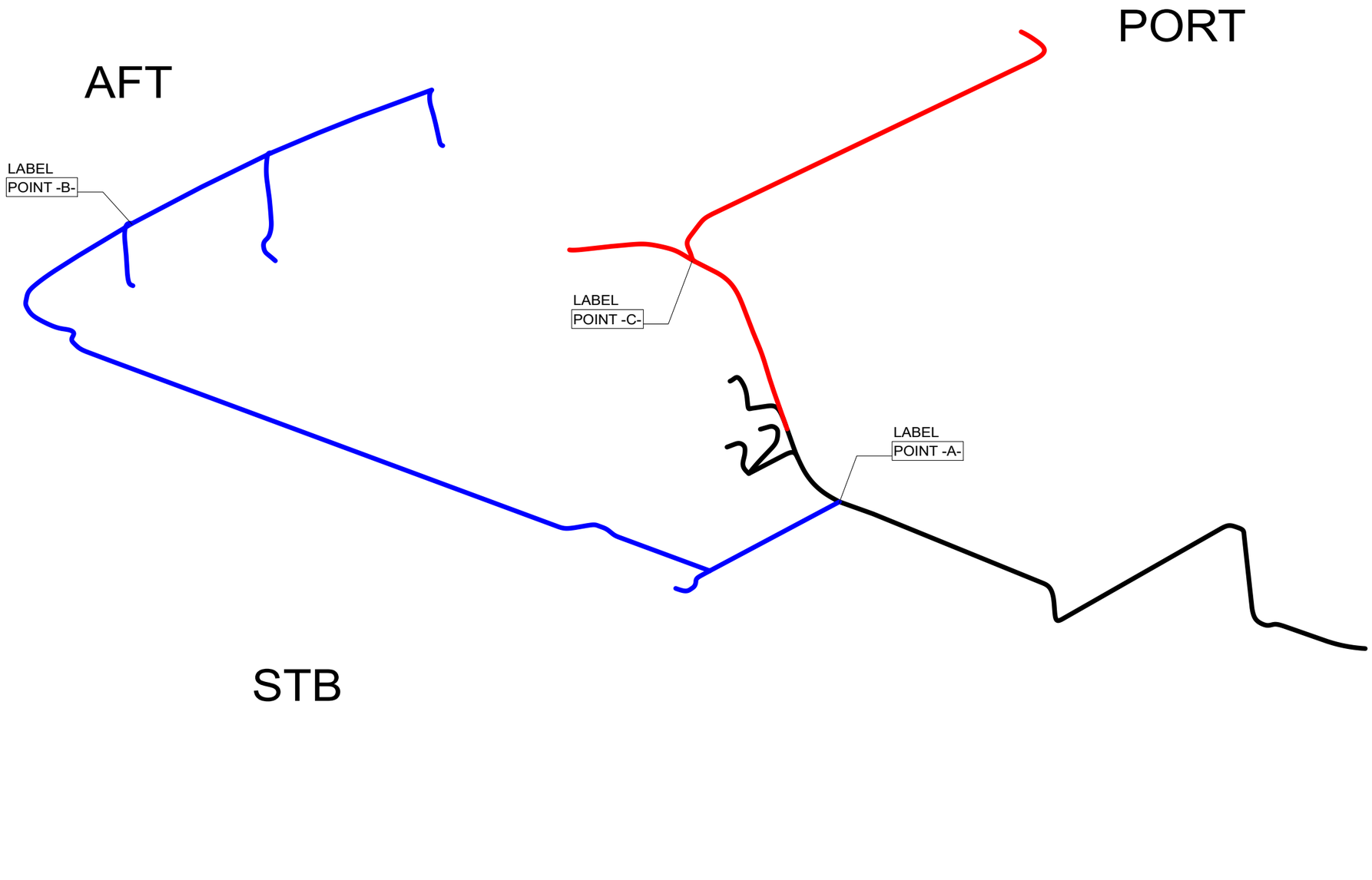



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.7.2019 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | FORE CABIN HARNESS LAYOUT | THL / 7 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / Sheet |

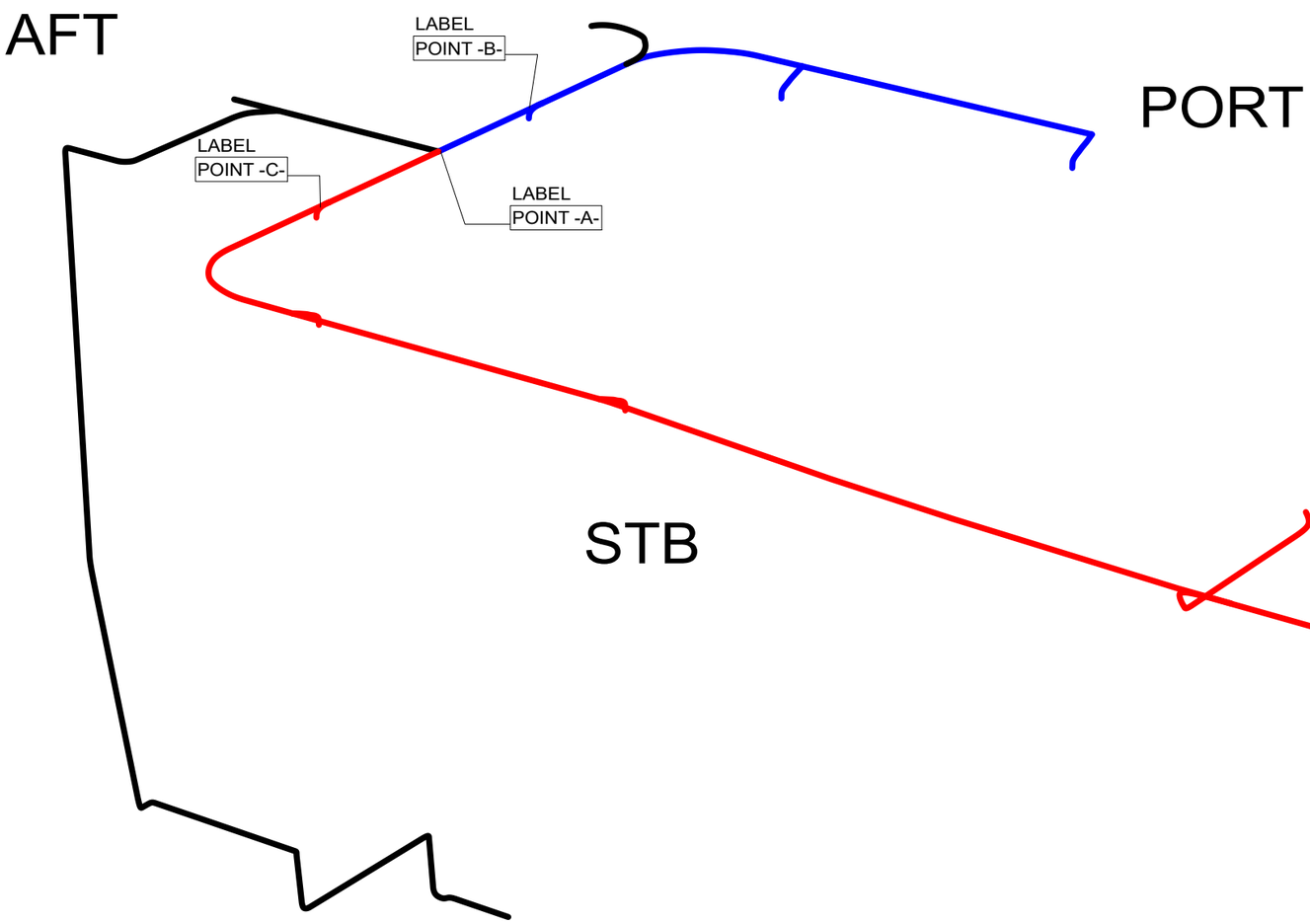
# AFT CABIN HARNESS - LAYOUT

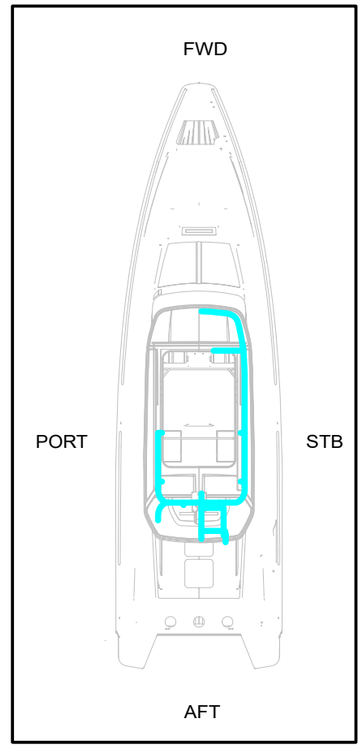



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AFT CABIN HARNESS - LAYOUT | HL | 8 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

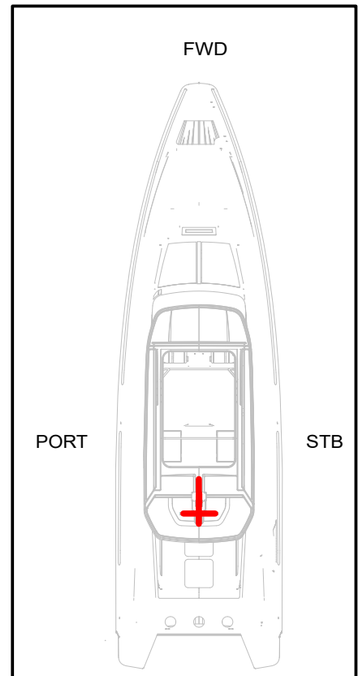
# (OPEN/ CABIN) ROOF HARNESS - LAYOUT

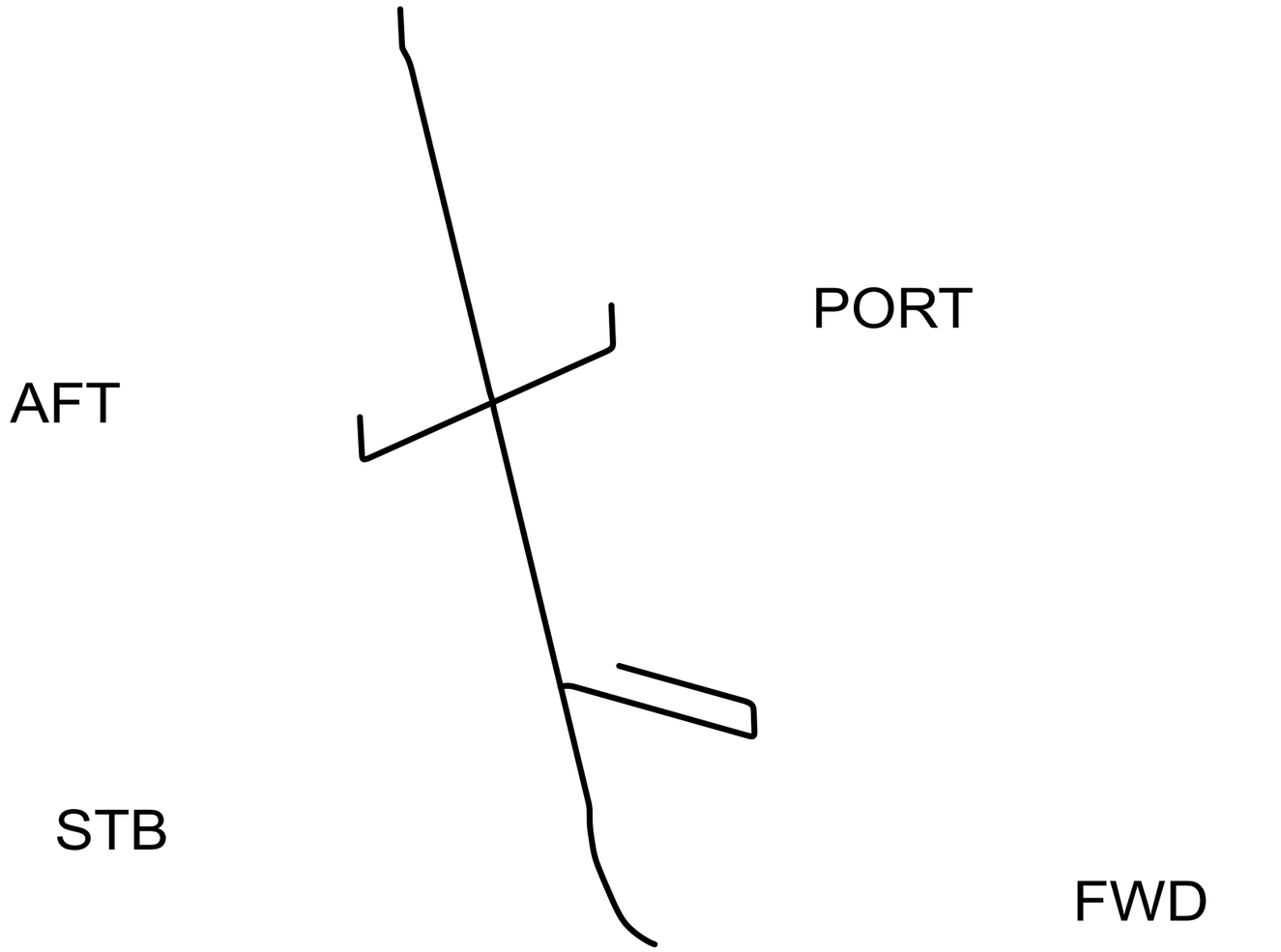



| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ROOF HARNESS - LAYOUT | HL | 9 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

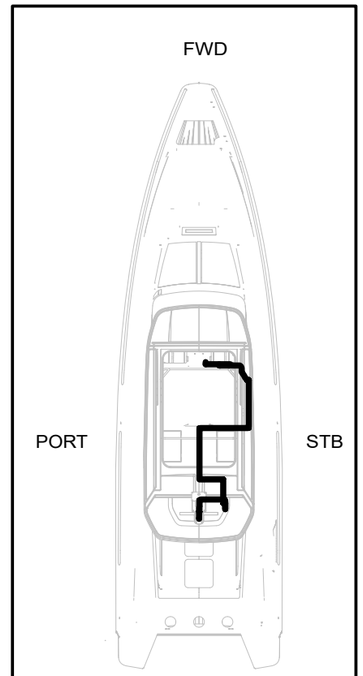
# MAST HARNESS - LAYOUT

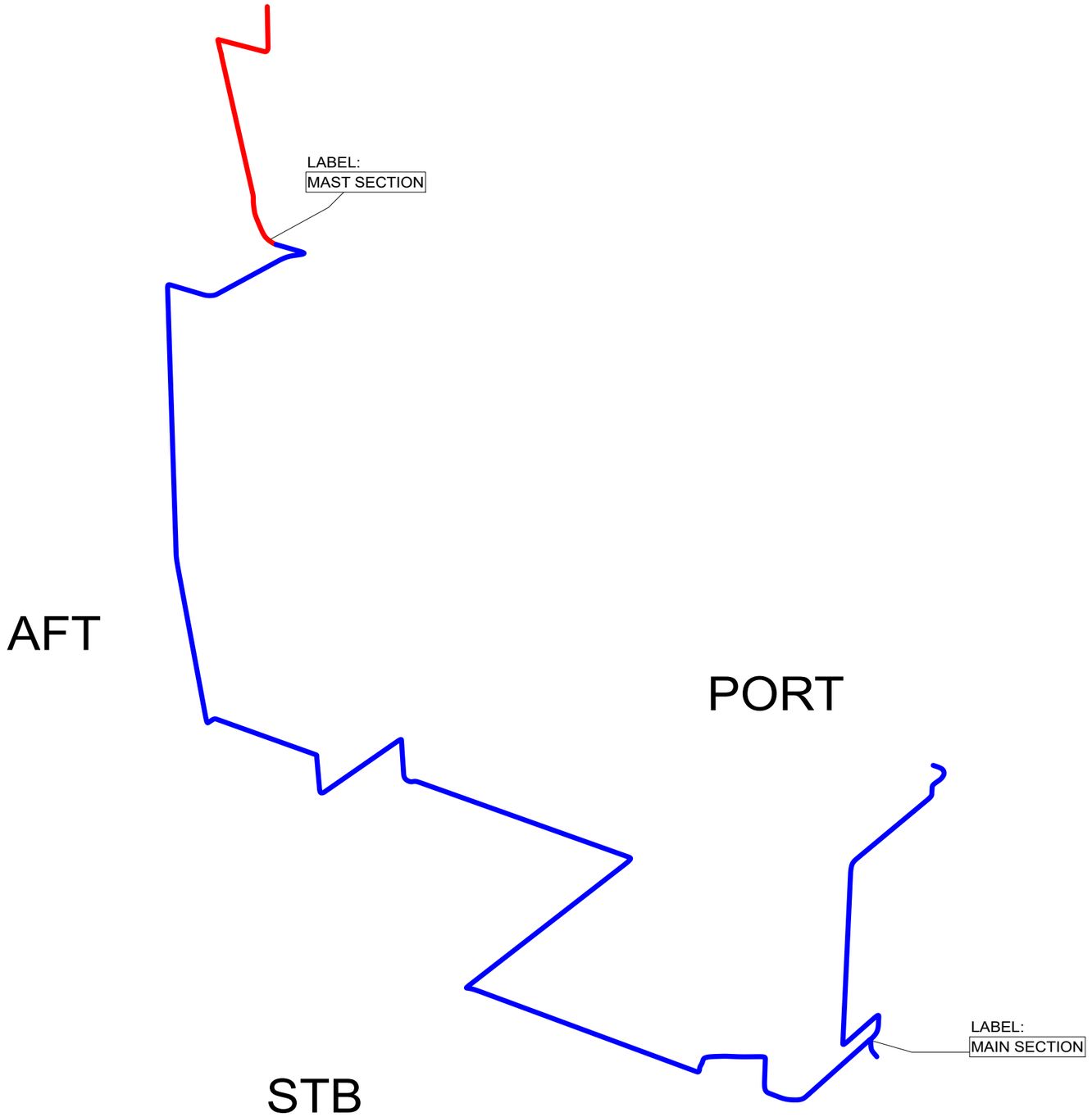



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAST HARNESS - LAYOUT | HL | 10 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

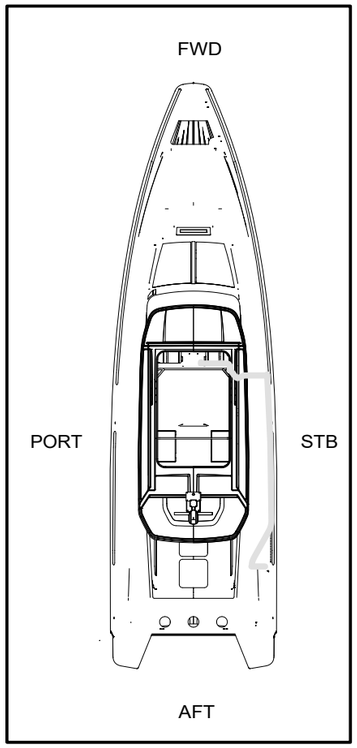
# SEARCH LT HARNESS - LAYOUT

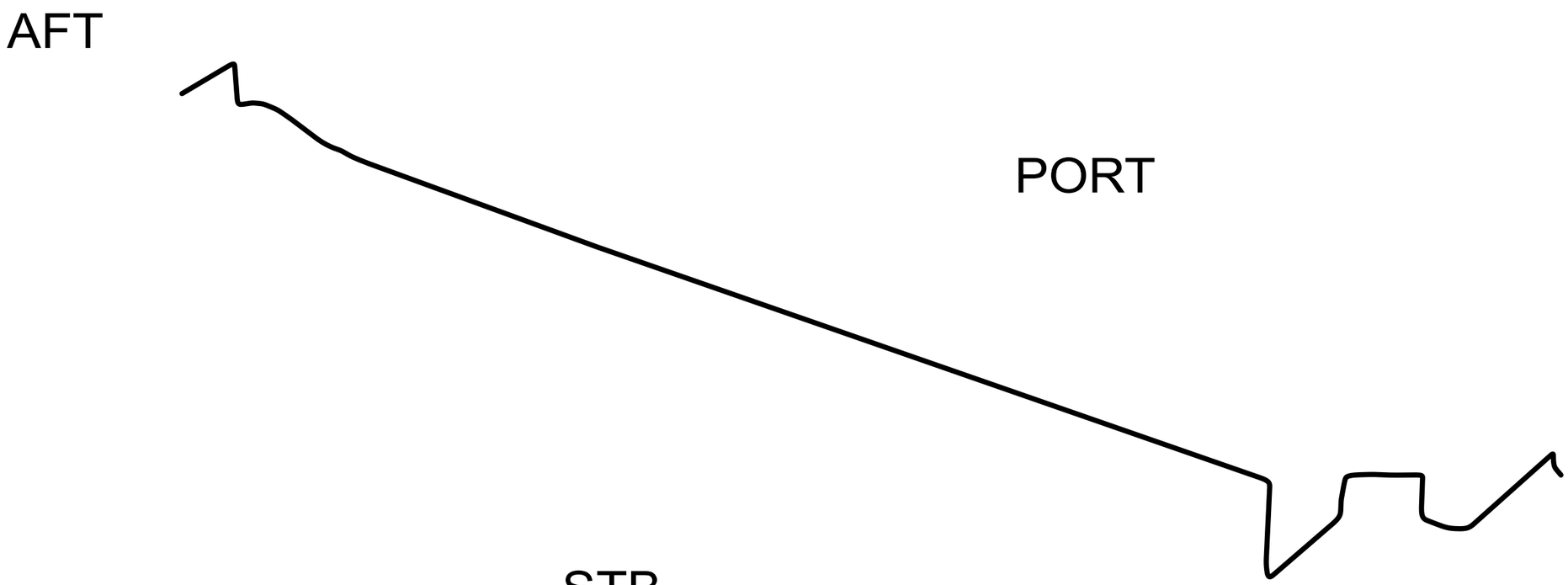



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | SEARCH LT HARNESS - LAYOUT | HL | 11/ 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

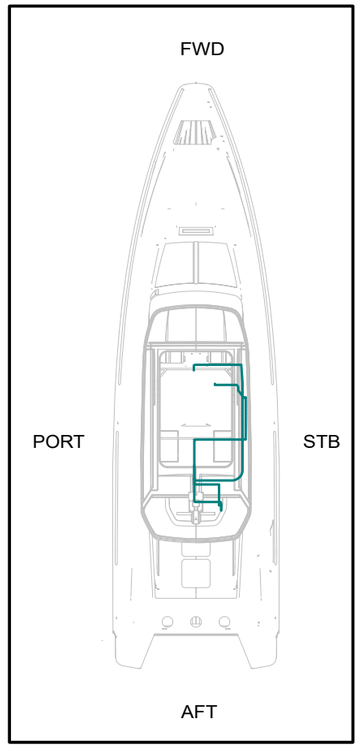
# LIVE WELL HARNESS - LAYOUT

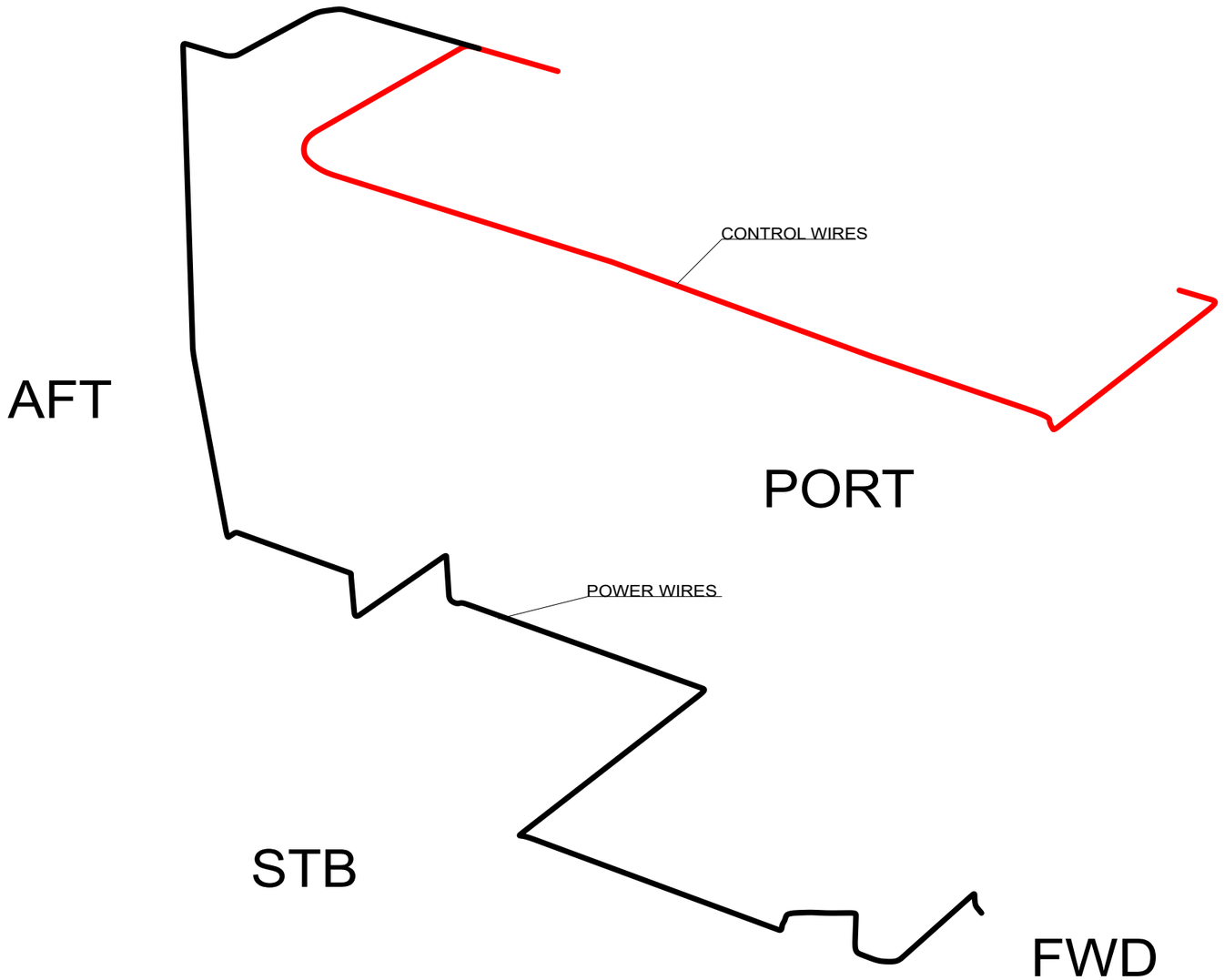



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | LIVE WELL HARNESS - LAYOUT | HL | 12 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

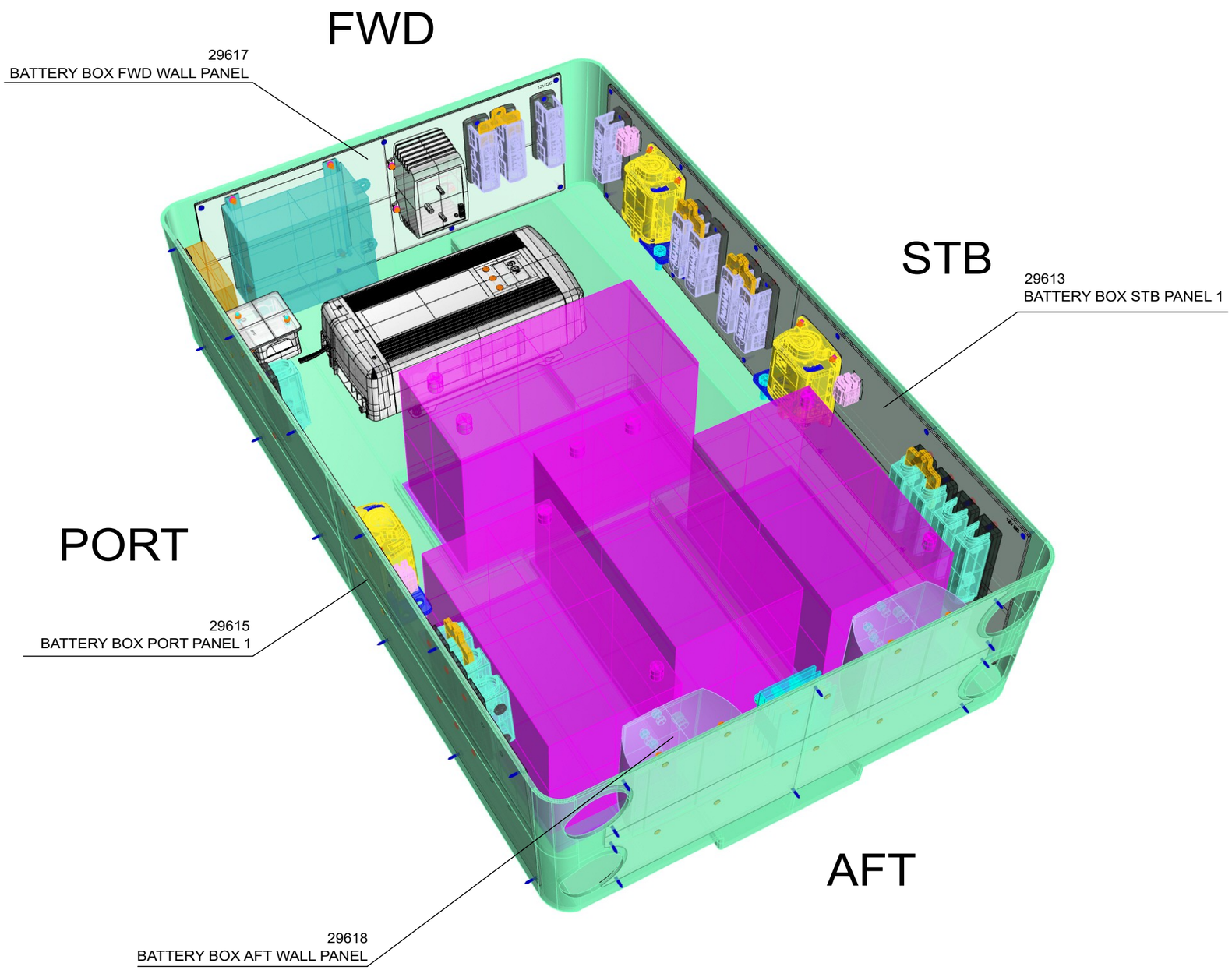
# ELECTRICAL ROOF HARNESS - LAYOUT

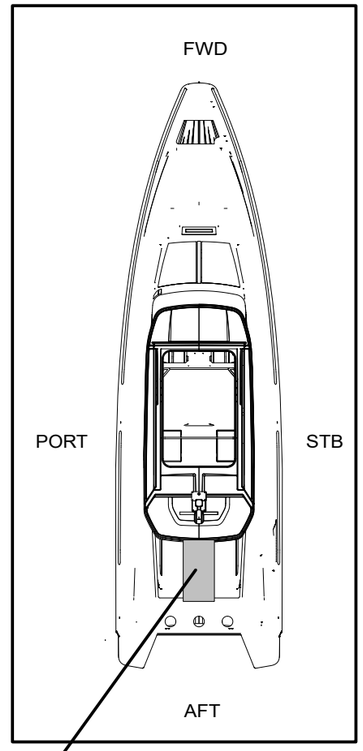



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.7.2019 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ELECTRICAL ROOF HARNESS - LAYOUT | HL / 13 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / Sheet |

# BATTERY BOX PANEL LAYOUT



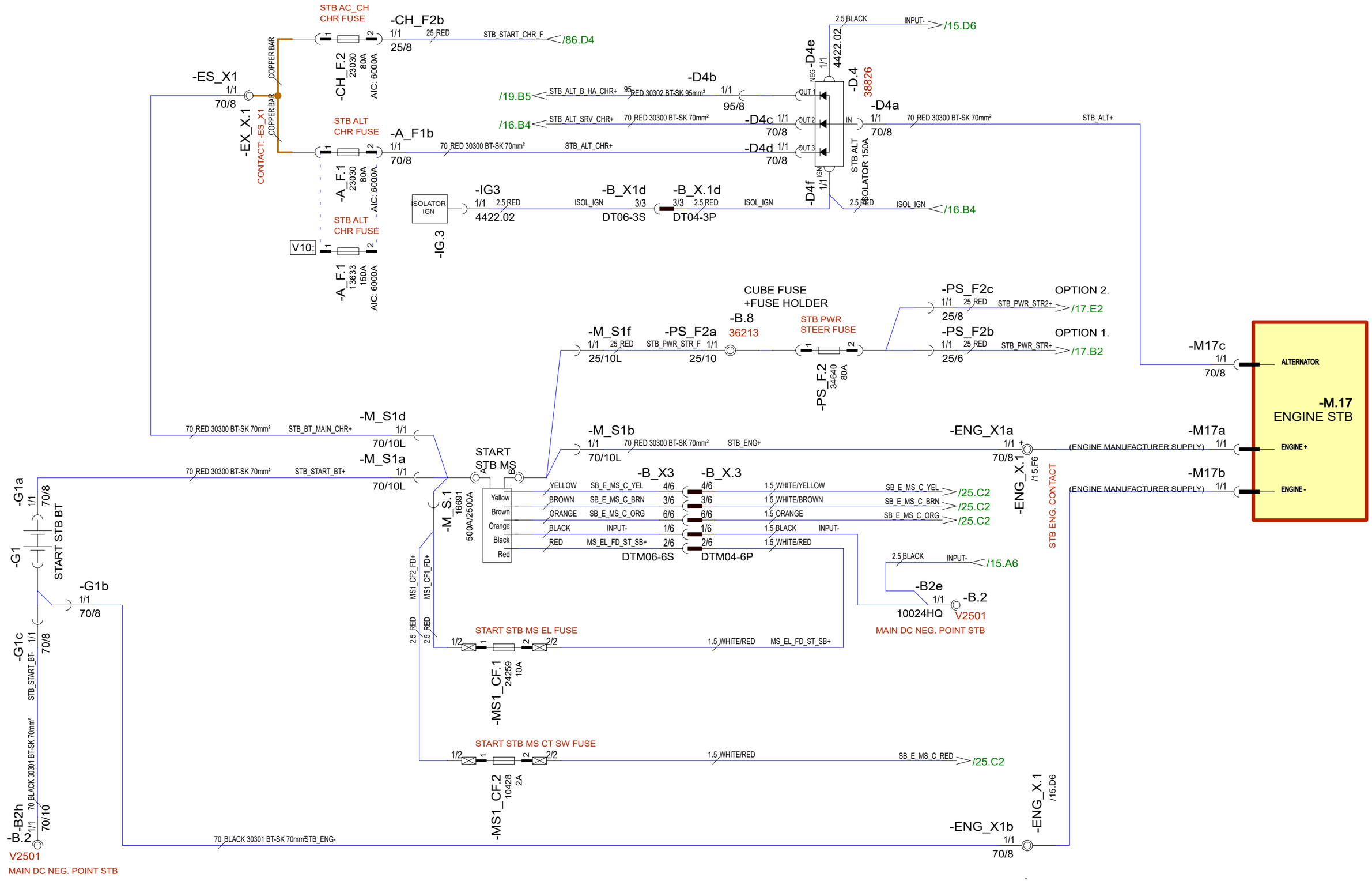




| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 11.7.2019 |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 |
| | | | Project rev. | G |

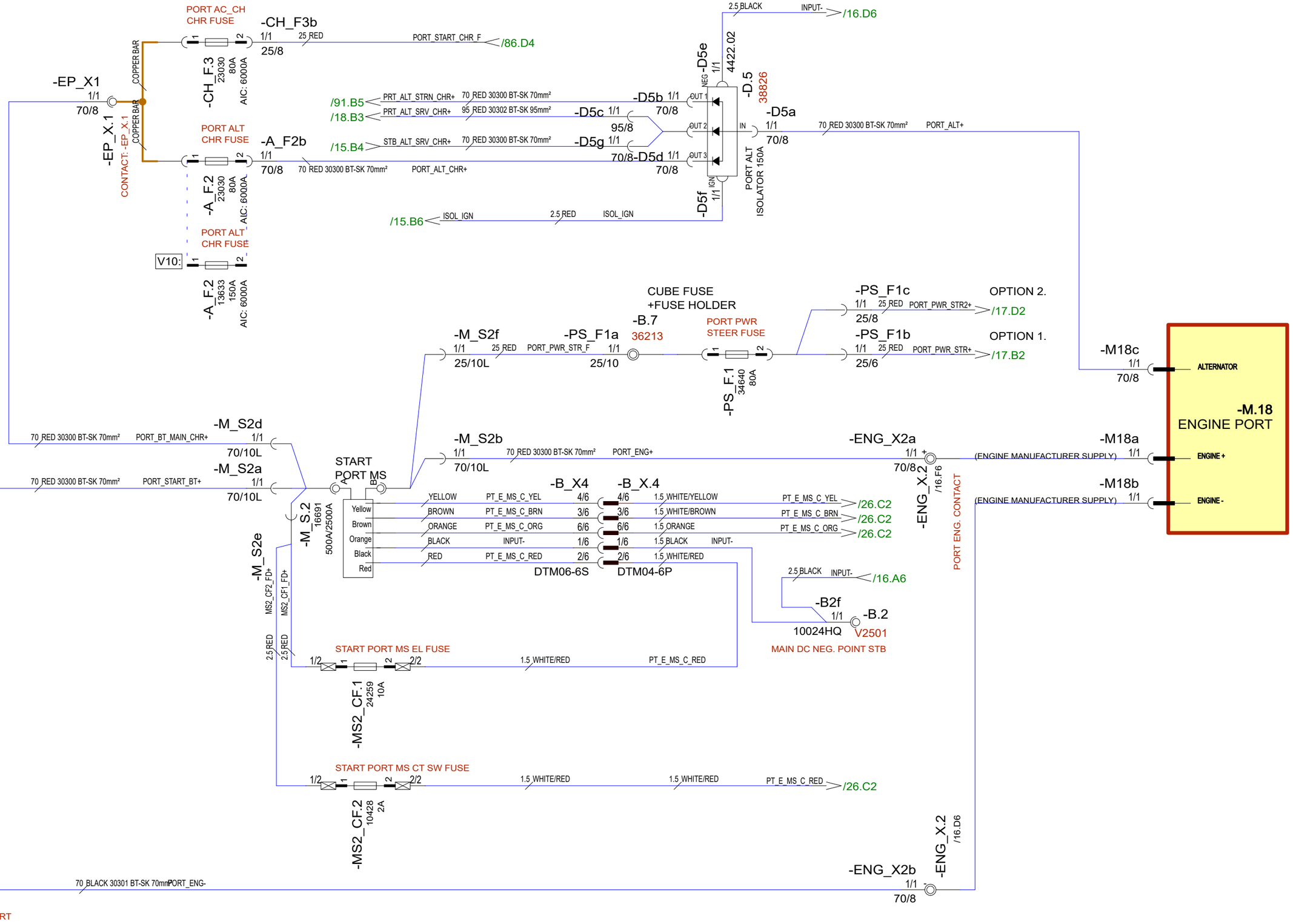
Copyright by

NAVIX designed solutions

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| Boat model | Title | Loc | Sheet |
| 37 MY20 | BATTERY BOX - PANEL LAYOUT | HL | 14 / 210 |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004855; V10 update to cables and fusing, isolator | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Isolator link to removed (bow th) | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ENGINE STB - DIAGRAM | HL | 15 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004855; V10 update to cables and fusing, isolator | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Isolator link removed->charging to stern batt | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ENGINE PORT - DIAGRAM | HL | 16 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

OPTION 1.
TWIN ENGINE AND SIGLE STEERING PUMP
- STEERING PUMP 1

-D.3
AUTOMATIC POWER SWITCH
23655 Victron BCD 802

/16.C7 PORT_PWR_STR+ 25 RED -D3b 1/1 -D3a 25/6 PRT
/15.C6 STB_PWR_STR+ 25 RED 1/1 25/6 STB
OUT 1/1 25/6 -D3d 25 RED MAIN_PWR_STR_F 1/1 25/10 -B.6 36213
-PS_F.6 34640 80A 1 2 1/1 25/6 -PS_F6b 25 RED MAIN_PWR_STR_F 1/1 25/8 -B4a /17.C6
CUBE FUSE
+FUSE HOLDER

LOCATED IN BATTERY BOX

(STEERING PUMP SYSTEM
MANUFACTURER SUPPLY)

-B.4
V04100
60A

-A.2
STEERING PUMP 1
12Vdc Power
+
-
HULL H.

STANDARD

-B.3
-B.2 -B2p 1/1 35/10 35 BLACK MAIN_PWR_STR- -B3b 1/1 35/10 -B3a 1/1 25/10 25 BLACK MAIN_PWR_STR- -B4b 1/1 25/8 -B.4
V2501
MAIN DC NEG. POINT STB
V2501
COM. DC NEG. H.AMP&ST.P.
/17.B6

OPTION 2.
TWIN ENGINE AND TWIN STEERING PUMP
- STEERING PUMP 1 + 2

/16.C7 PORT_PWR_STR2+ 25 RED PORT_PWR_STR2+ -B4c 1/1 25/8
/15.C6 STB_PWR_STR2+ 25 RED STB_PWR_STR2+ 25 RED STB_PWR_STR2+ -B5a 1/1 25/8 /17.E6

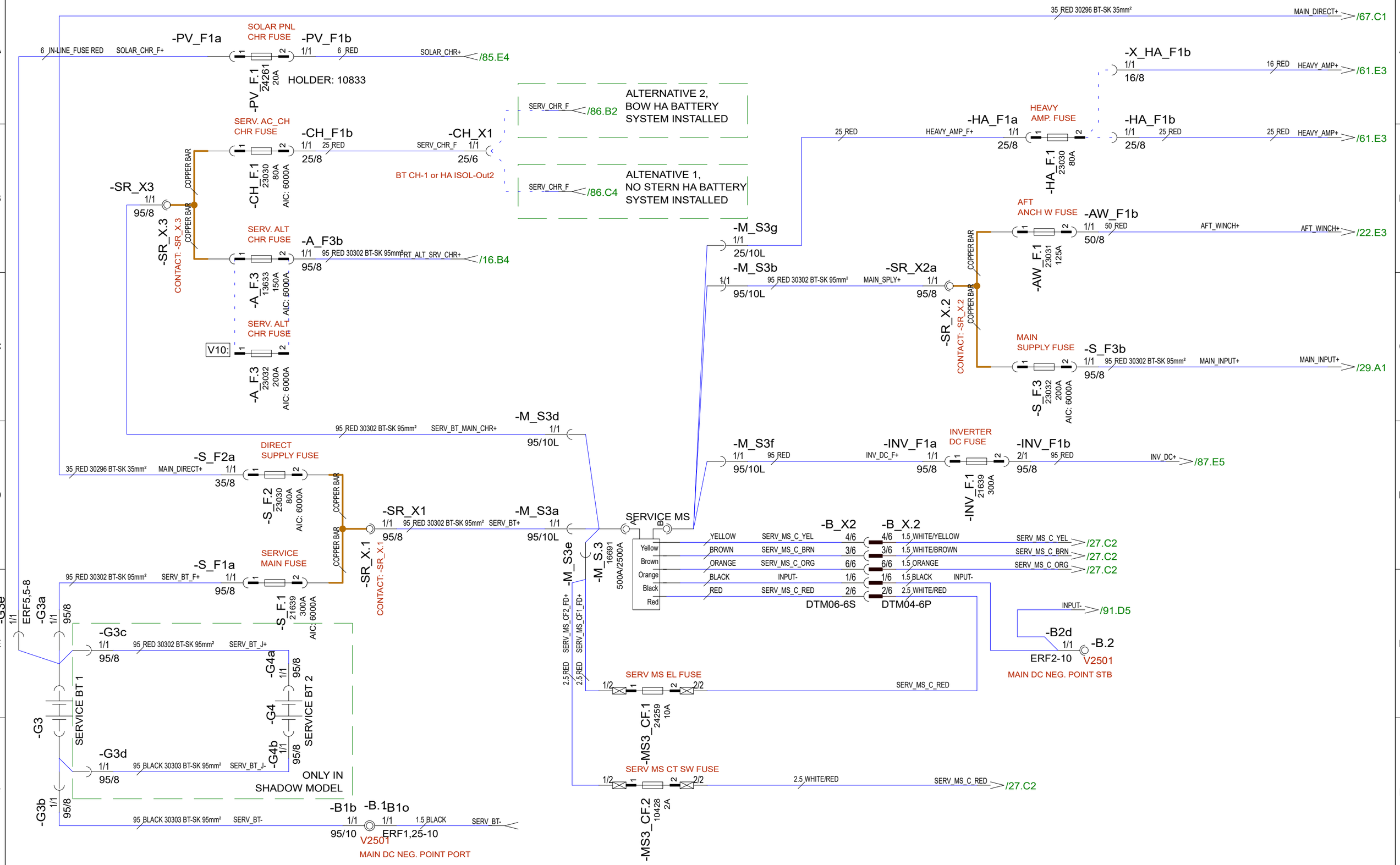
(STEERING PUMP SYSTEM
MANUFACTURER SUPPLY)

-B.5
V04100
60A

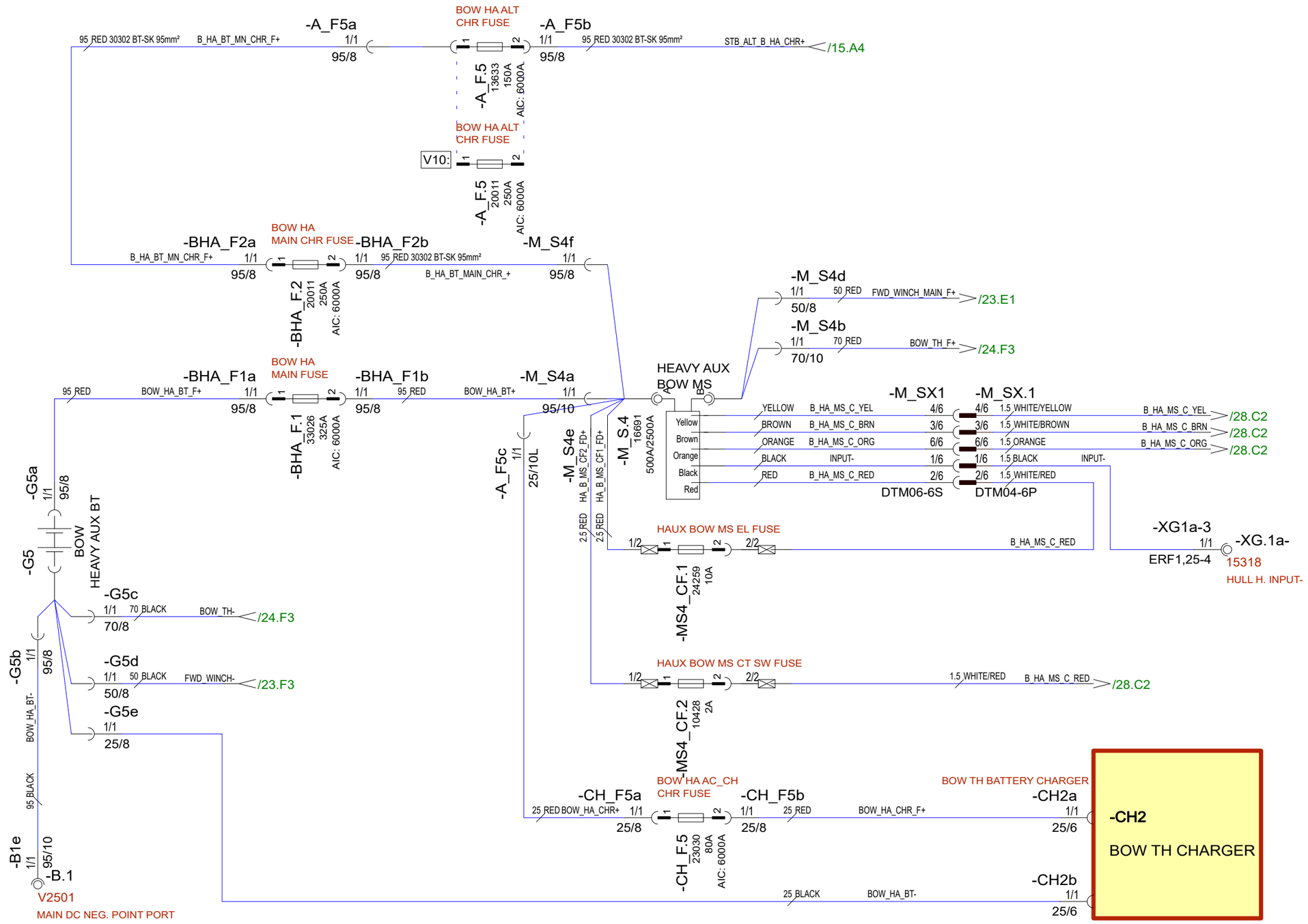
-A.84
STEERING PUMP 2
12Vdc Power
+
-
HULL H.

-B.3 -B3c 1/1 25/10 25 BLACK MAIN_PWR_STR2- -B.5 -B5b 1/1 25/8 /17.E6
V2501
COM. DC NEG. H.AMP&ST.P.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | POWER STEER - DIAGRAM | HL | 17 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004855; V10 update to cables and fusing | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Service bt 3 added, inverter cables ->95mm2 & fuse 300A | Sheet rev. | 24 | | 37 MY20 | SERVICE - DIAGRAM | HL | 18 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

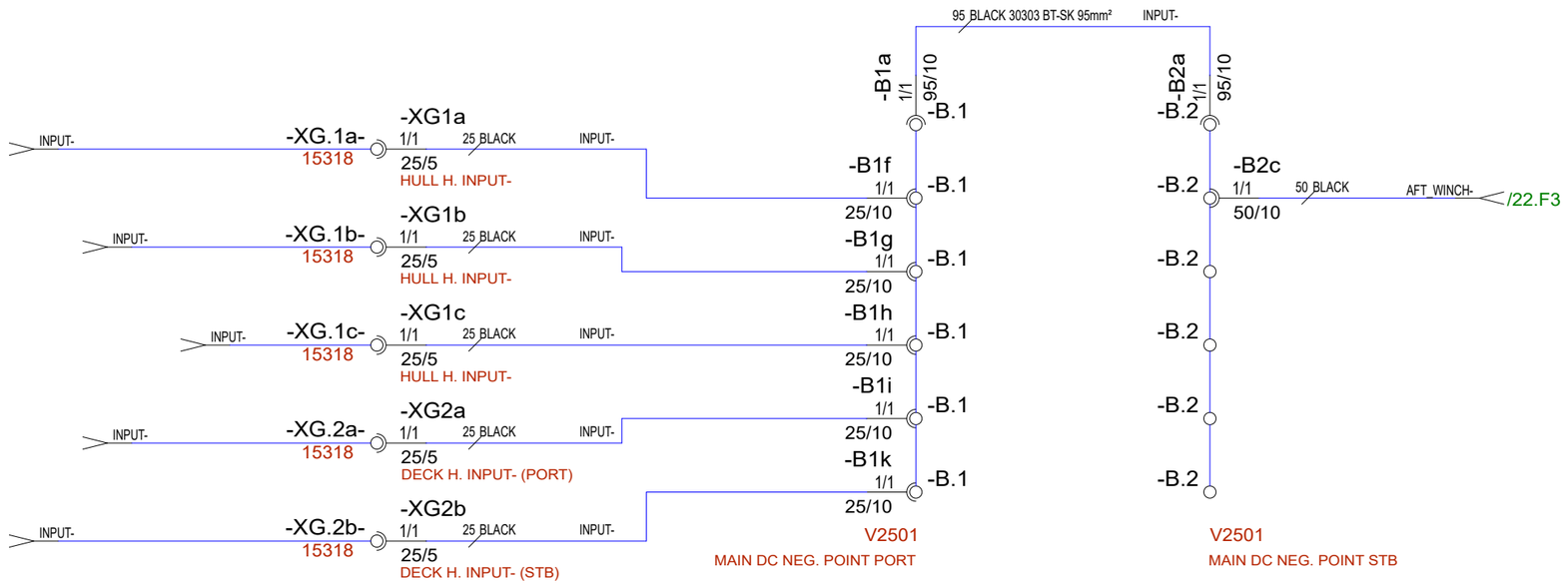


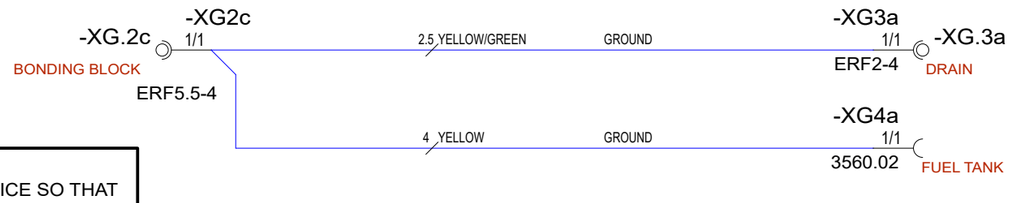

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004855; V10 update to cables and fusing |
| 20.2.2024 | PF | G23; 2005054; Removed std chrgr, added cables for dedicated bow chrgr |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

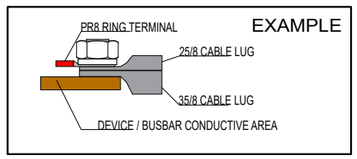
NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | HEAVY AUX BOW - DIAGRAM | HL | 19 / 210 |
| Boat model | Title | Loc | Sheet |



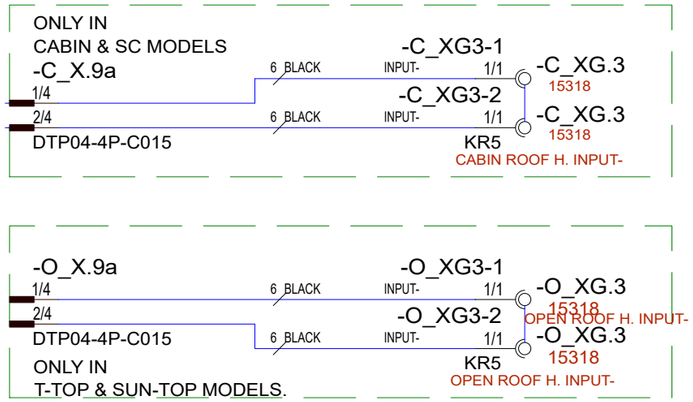




NOTICE!
INSTALL CABLES TO DEVICE SO THAT LARGEST TERMINALS ARE CLOSEST TO DEVICES CONDUCTIVE AREA.

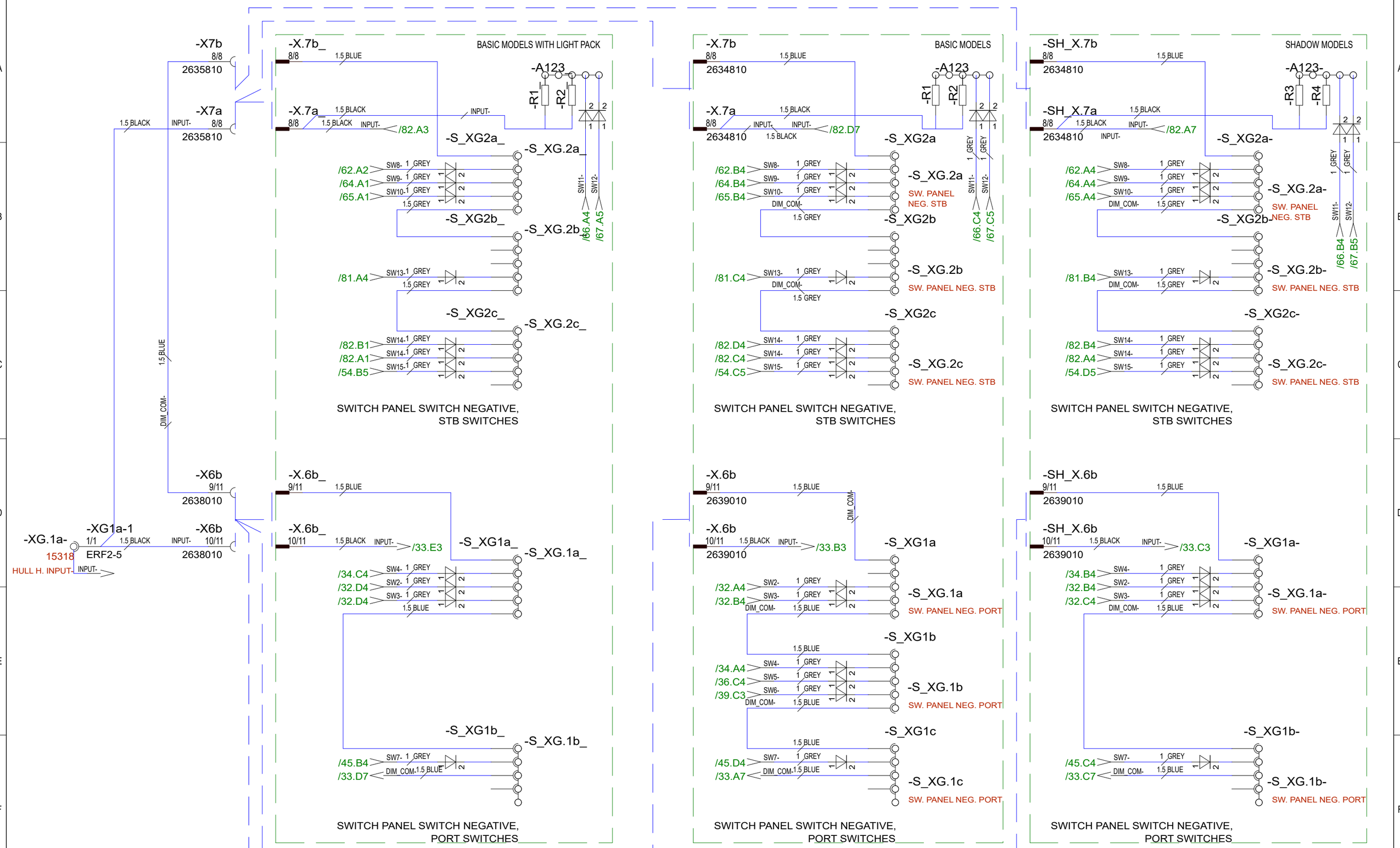




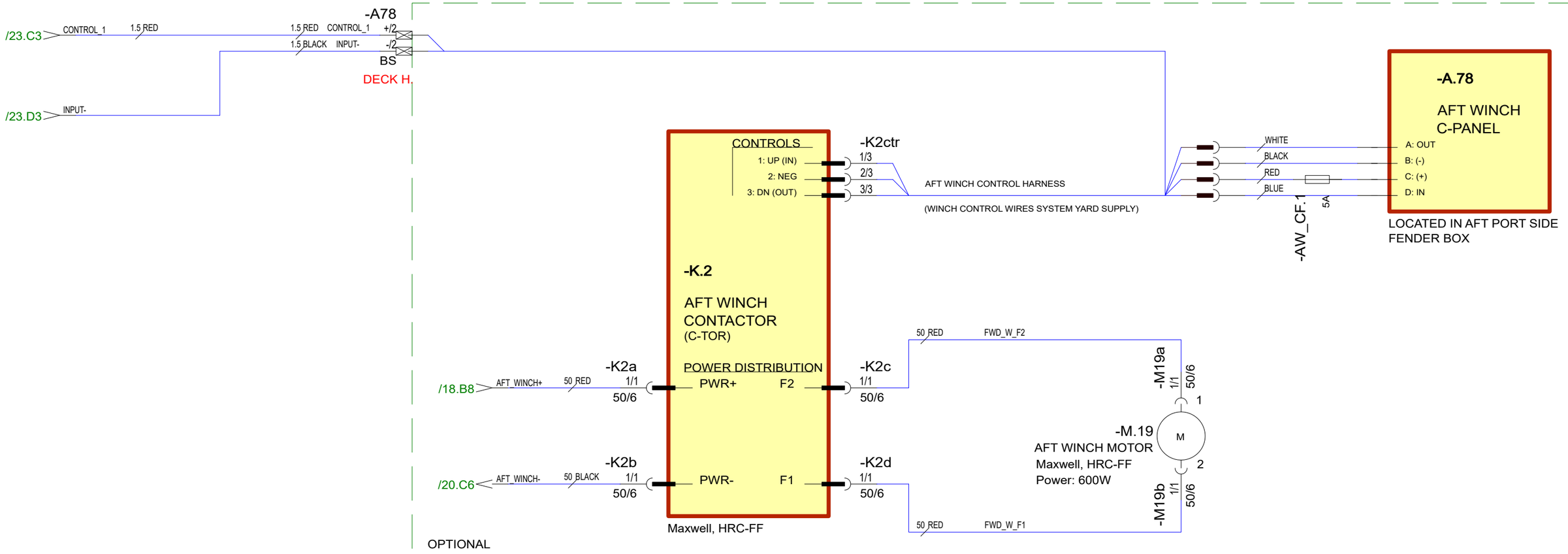





| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN DC NEGATIVE POINT - DIAGRAM | HL | 20 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Added dimmer and diodes | Date | 14.1.2019 | NAVIX designed solutions | Axopar | |
| 20.2.2024 | PF | G23; 2005054; LP version of swp added | Drawing by | TuM | | Boat | Sub-product code / Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | SWITCH PANEL INPUT- - DIAGRAM |
| | | | Project rev. | G | Copyright by | Boat model | Title / HL / Loc / 21/ 210 Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AFT WINCH - DIAGRAM | HL | 22 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

-A.22

REMOTE CONTROLLER

VETUS, WRCKF

-A.52

WIRELESS RECEIVER

VETUS, WRCBS

X1, THRUSTER

1 BLUE (STB)
2 RED (+)
3 BLACK (-)
4 WHITE (PORT)

BOW THRUSER CONTROL HARNESS

(THRUSTER/WINCH CONTROL WIRES SYSTEM YARD SUPPLY)

B_TH_CTRL /24.D4

X2, WINCH

1 BLUE (IN)
2 RED (+)
3 BLACK (-)
4 WHITE (OUT)

(THRUSTER/WINCH CONTROL WIRES SYSTEM YARD SUPPLY)

-A.51

FWD WINCH C-PANEL

WHITE A: OUT
BLACK B: (-)
RED C: (+)
BLUE D: IN

5A

LOCATED IN BOW, NEAR OF WINCH

-BW_CF.1

USED IN EU VERSION MODELS

-E_X.2f 1.5 RED CONTROL_1 9/11 2639010

-F10-- INPUT+ 1 CONTROL 1 1 2

-F10-- 2 -E_X.2d 1.5 RED CONTROL_1 5/11 2639010

-F.10-- 88-10-A1B14-A00 10A

USED IN BASIC MODELS

-X.2f 1.5 RED CONTROL_1 9/11 2639010

-F10 INPUT+ 1 CONTROL 1 1 2

-F10 2 -X.2d 1.5 RED CONTROL_1 5/11 2639010

-F.10 23806 10A AIC: 2500A

-X2f 9/11 1.5 RED CONTROL_1 /22.C1 2638010

-X2d 5/11 1.5 RED CONTROL_1 -A75 +/2 -A.75 +/2 2638010

FWD WINCH CONTROL HARNESS

(THRUSTER/WINCH CONTROL WIRES SYSTEM YARD SUPPLY)

-A75 -/2 -A.75 -/2

1.5 BLACK INPUT- /22.D1

INPUT- HULL H.

USED IN SHADOW MODELS

-SH_X.2f 1.5 RED CONTROL_1 9/11 2639010

-F10- INPUT+ 1 CONTROL 1 1 2

-F10- 2 -SH_X.2d 1.5 RED CONTROL_1 5/11 2639010

-F.10- 23806 10A AIC: 2500A

-XG.1a- 15318

-XG1a-14 1/1 ERF1,25-4 HULL H. INPUT-

OPTIONAL

/19.C5 FWD_WINCH_MAIN_F+ 50 RED

-BW_F2a 1/1 50/8

BOW WINCH MAIN FUSE

-BW_F.2 23031 125A

-BW_F2b 1/1 50/8

FWD_WINCH_F+

-BW_F1a 1/1 50/6

BOW WINCH CB

-BW_F.1 80A

-BW_F1b 1/1 50/6 50 RED FWD_WINCH+

(WINCH SYSTEM MANUFACTURER SUPPLY)

-K1a 1/1 50/6

-K1b 1/1 50/6

-K.1

FWD WINCH CONTACTOR (C-TOR)

CONTROLS
1: UP (IN)
2: NEG
3: DN (OUT)

POWER DISTRIBUTION
PWR+ F2
PWR- F1

-K1ctr 1/3 2/3 3/3

-K1c 1/1

-K1d 1/1

(WINCH SYSTEM MANUFACTURER SUPPLY)

-M14a 1/1

-M.14 FWD WINCH MOTOR

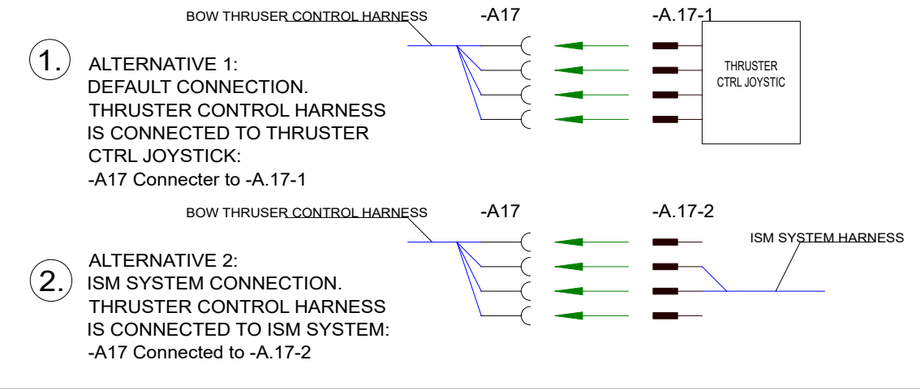
-M14b 1/1

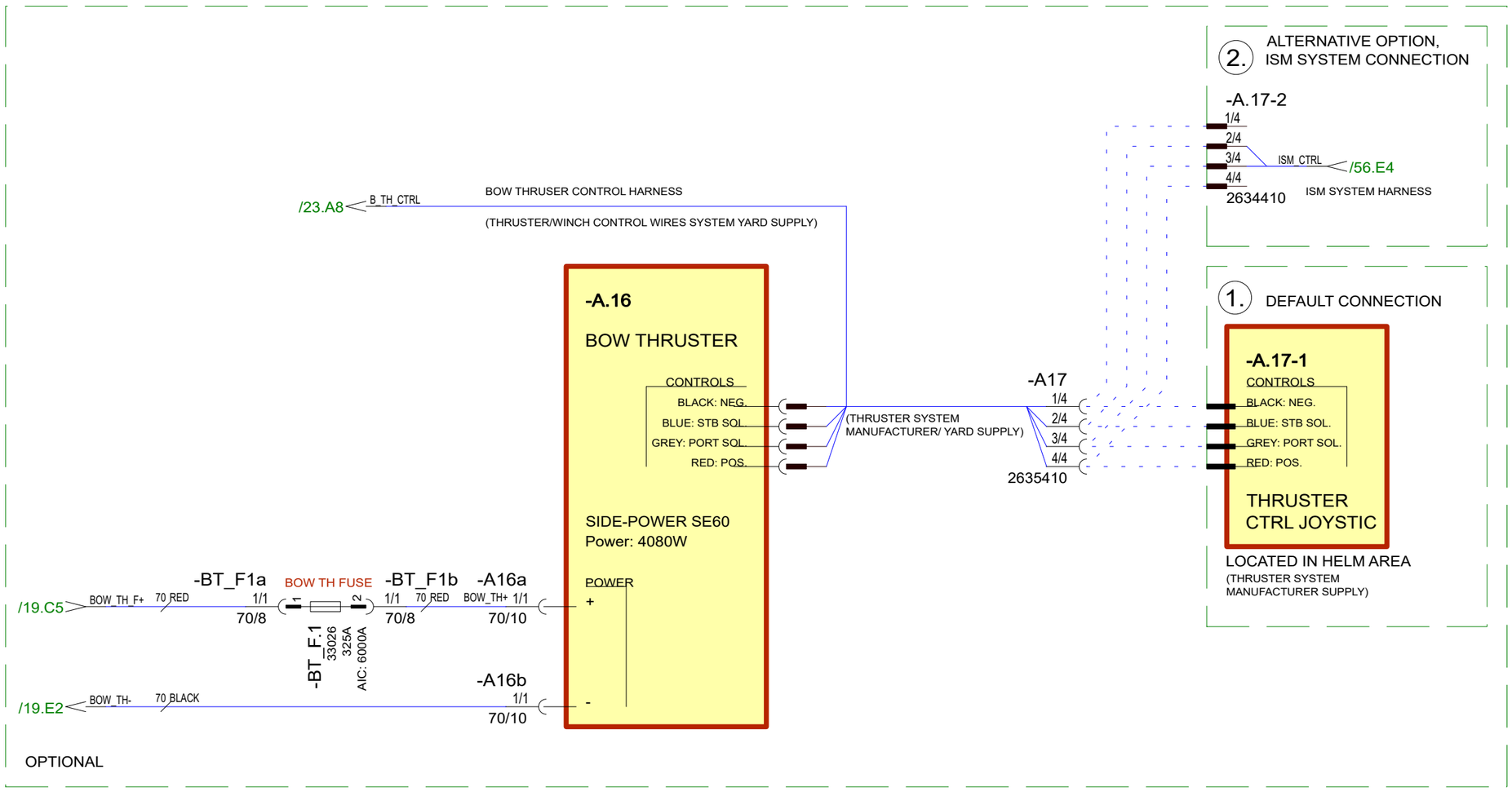
(WINCH SYSTEM MANUFACTURER SUPPLY)

/19.E2 FWD_WINCH- 50 BLACK FWD_WINCH-

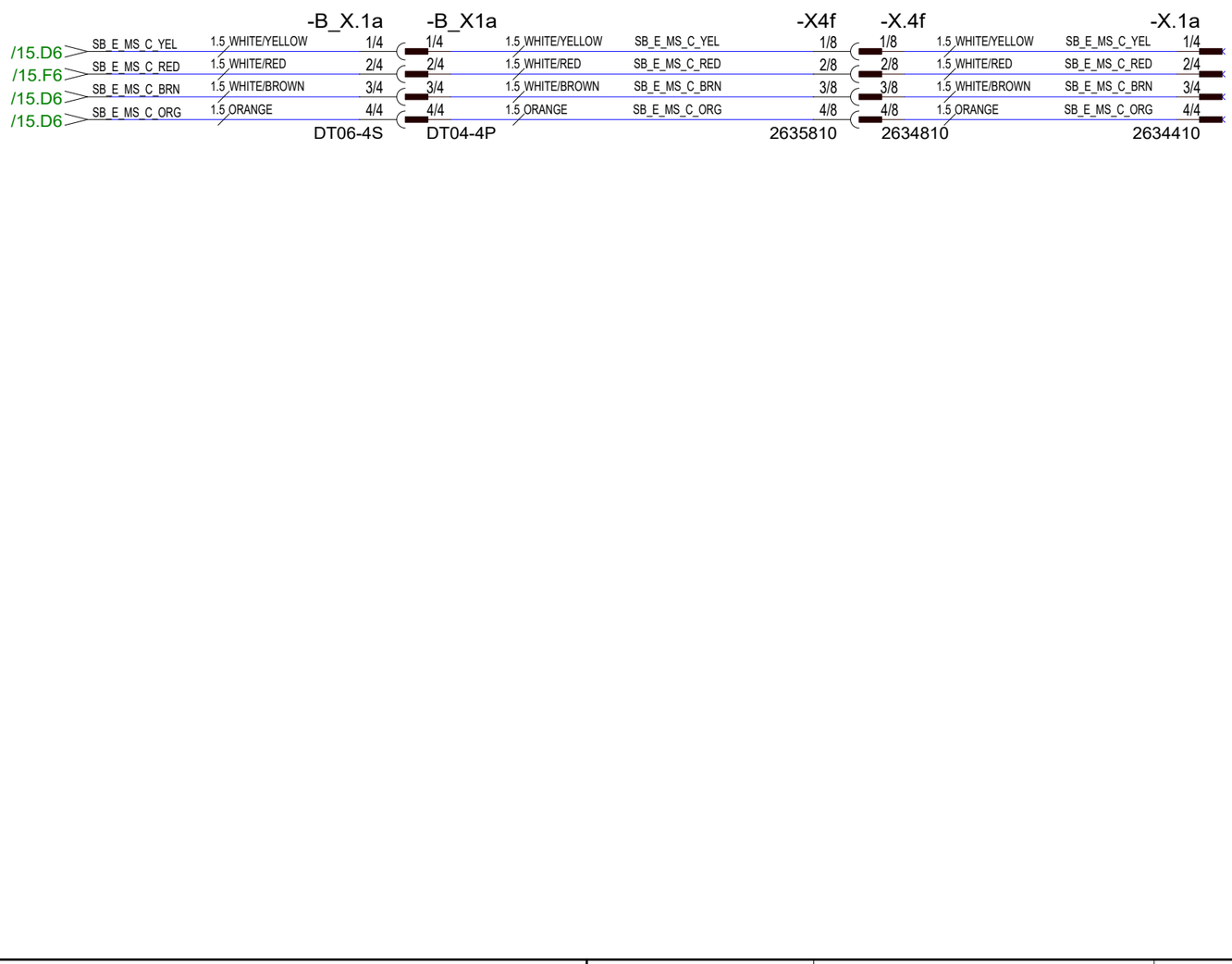
| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Winch fuse ->125A, cables ->50m2 | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | FWD WINCH/ WIRELESS REMOTE - DIAGRAM | HL |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | 23 / 210 Sheet |

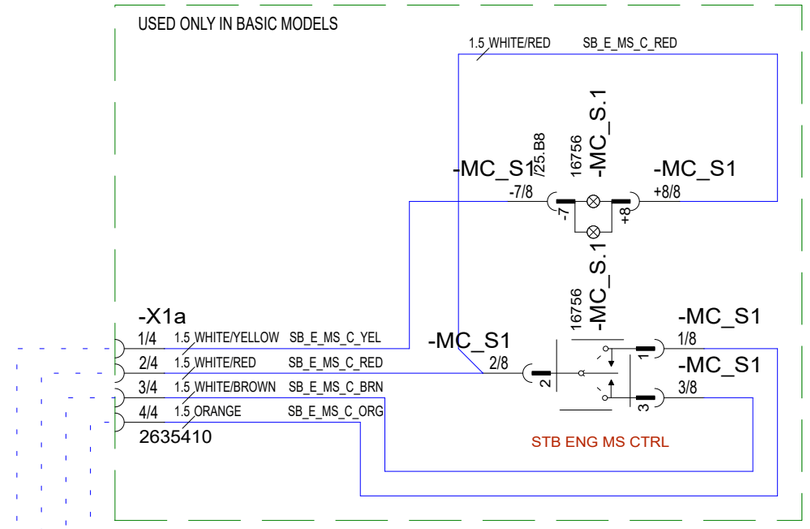
# BOW THRUSTER CONTROL ALTERNATIVES:

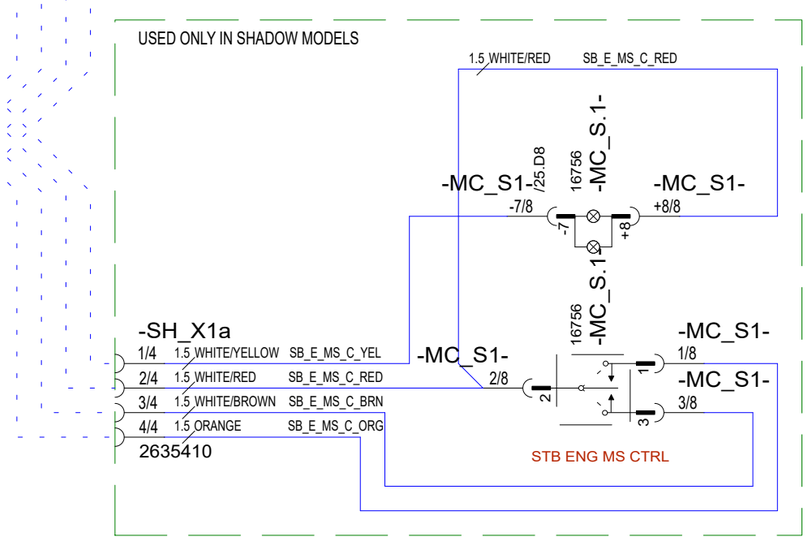


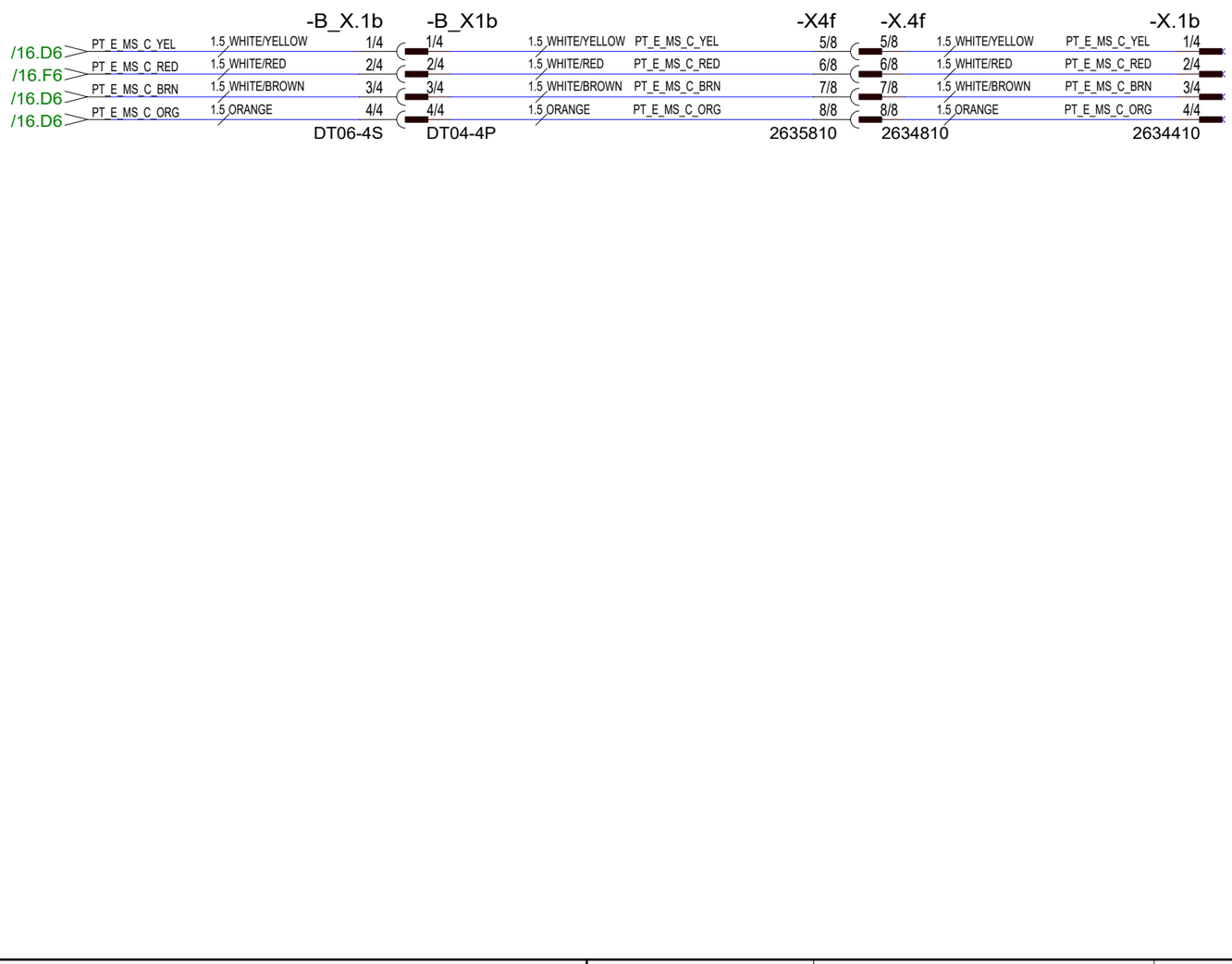

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | BOW THRUSTER - DIAGRAM | HL | 24 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

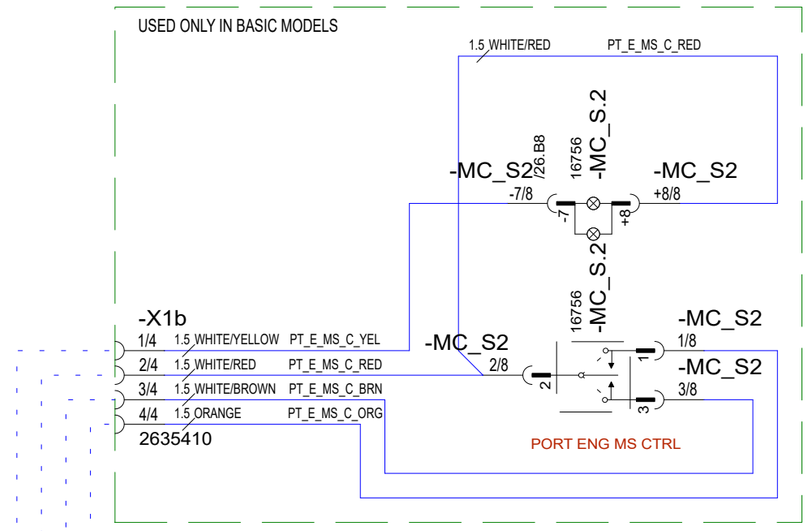


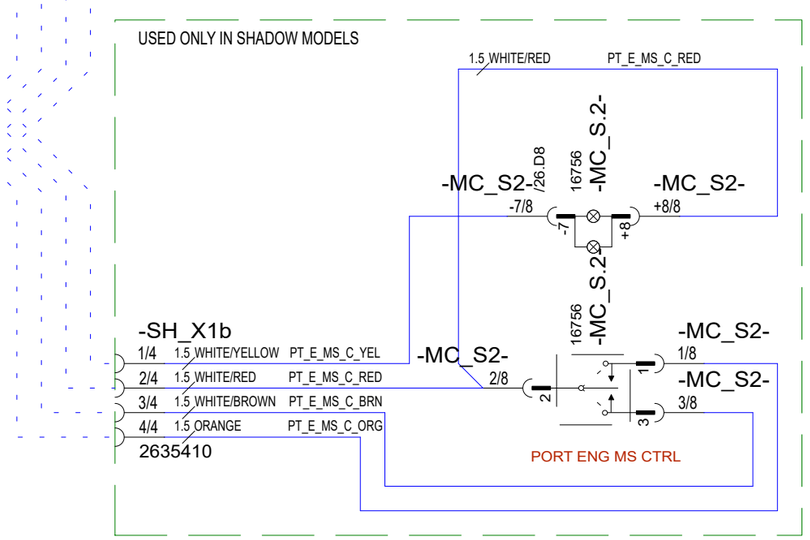



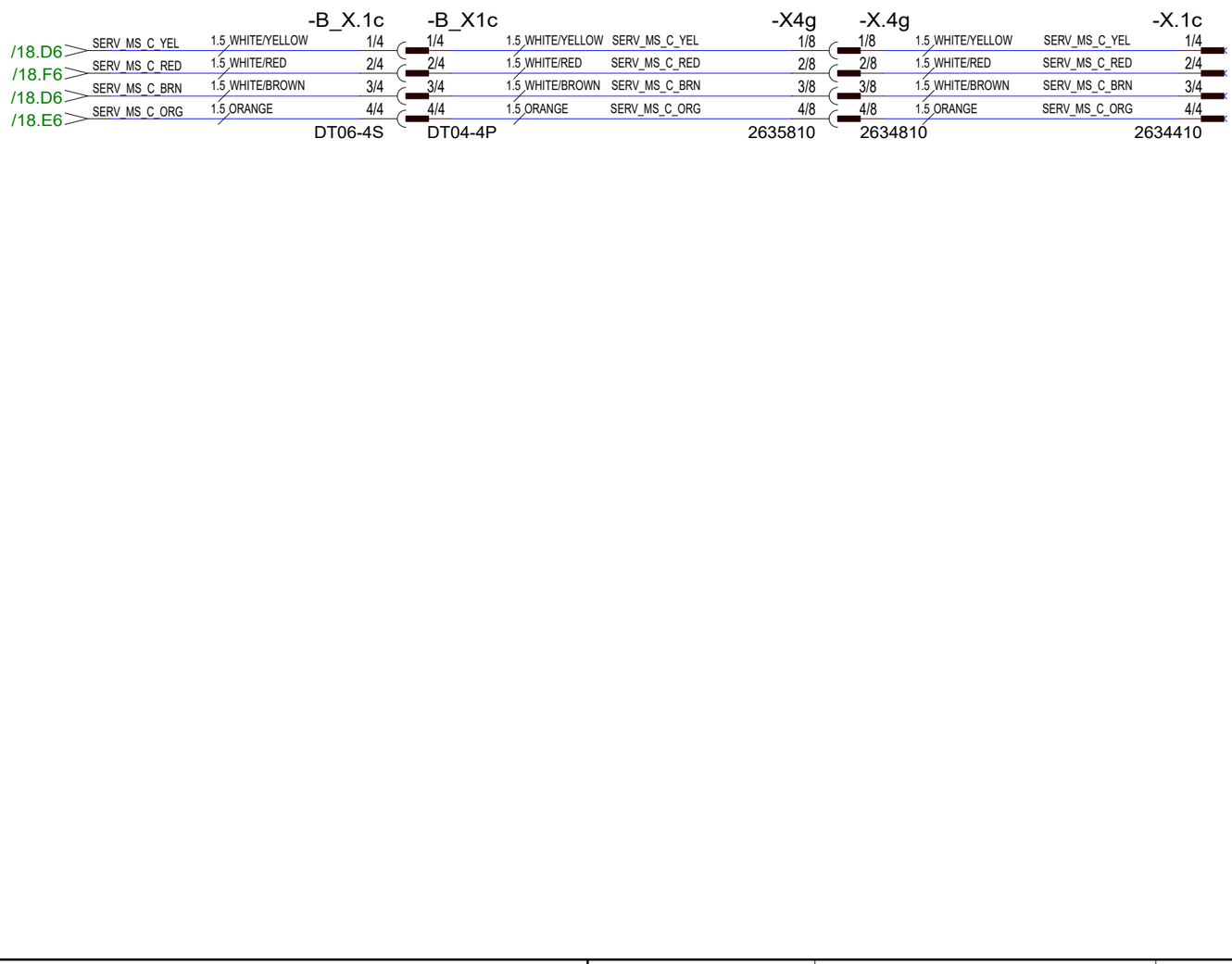

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| 10.10.2023 | PF | F22: 2004916; Not modified | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | MAIN SWITCH CTRL SW START STB - DIAGRAM | HL | 25 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

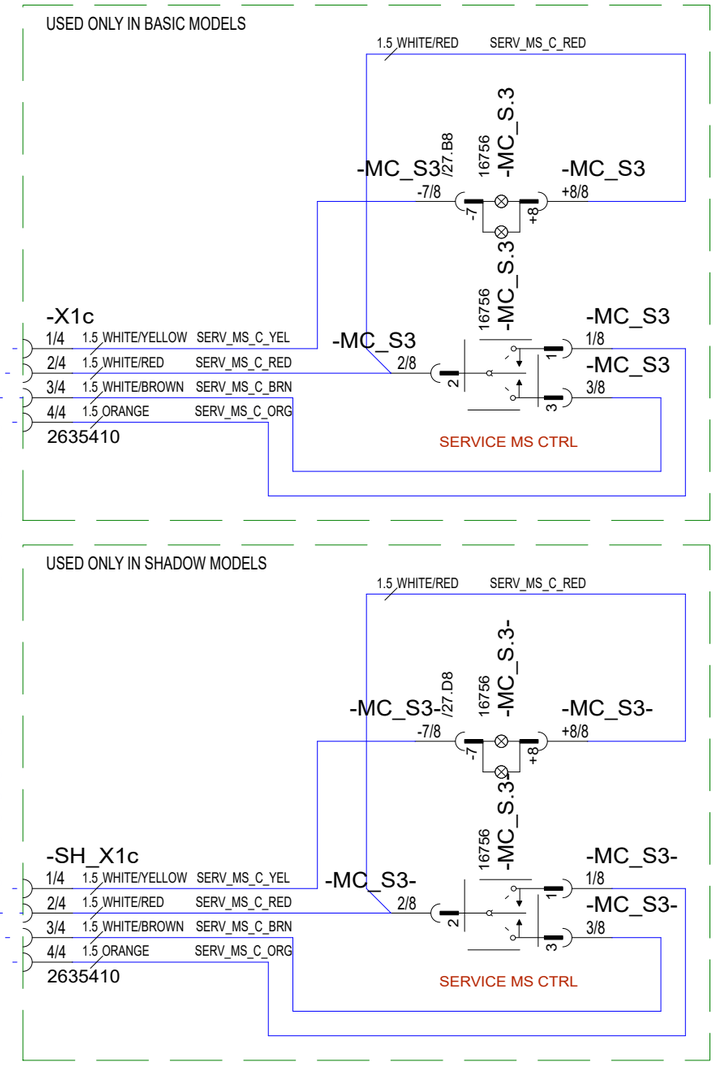



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| 10.10.2023 | PF | F22: 2004916; Not modified | Date 16.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | MAIN SWITCH CTRL SW START PORT - DIAGRAM | HL | 26 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

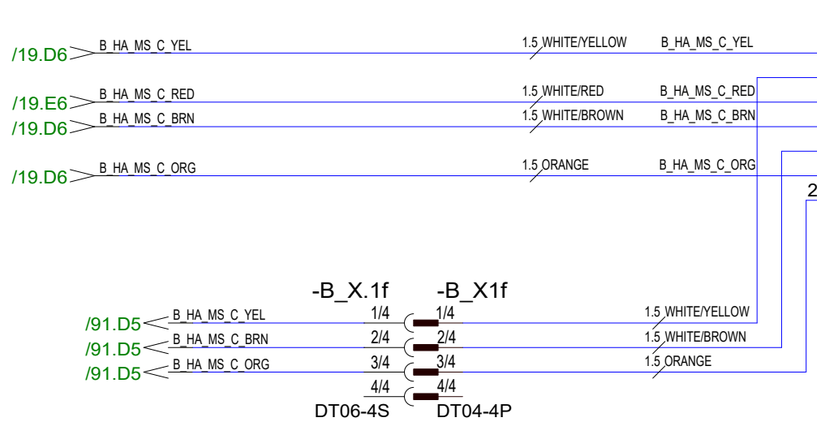


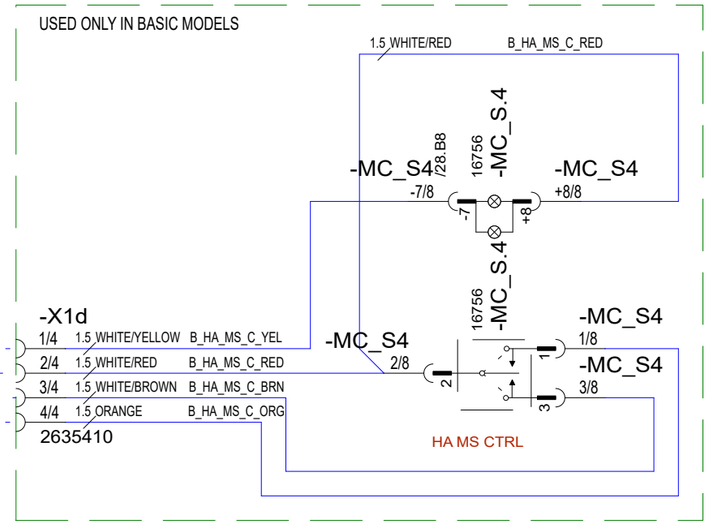



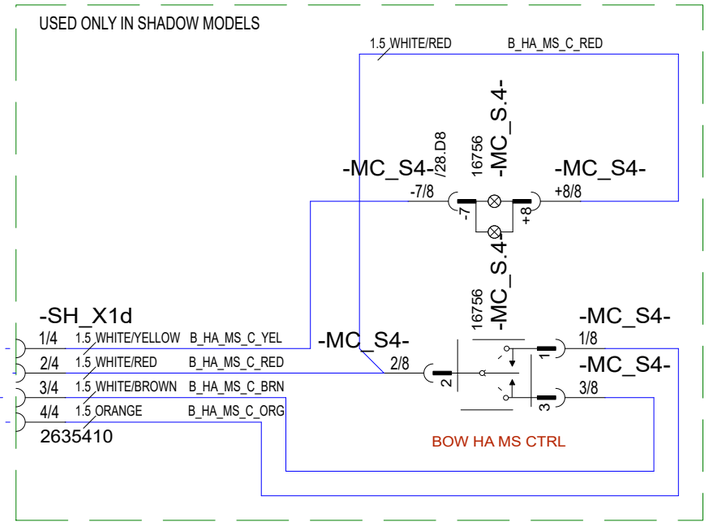




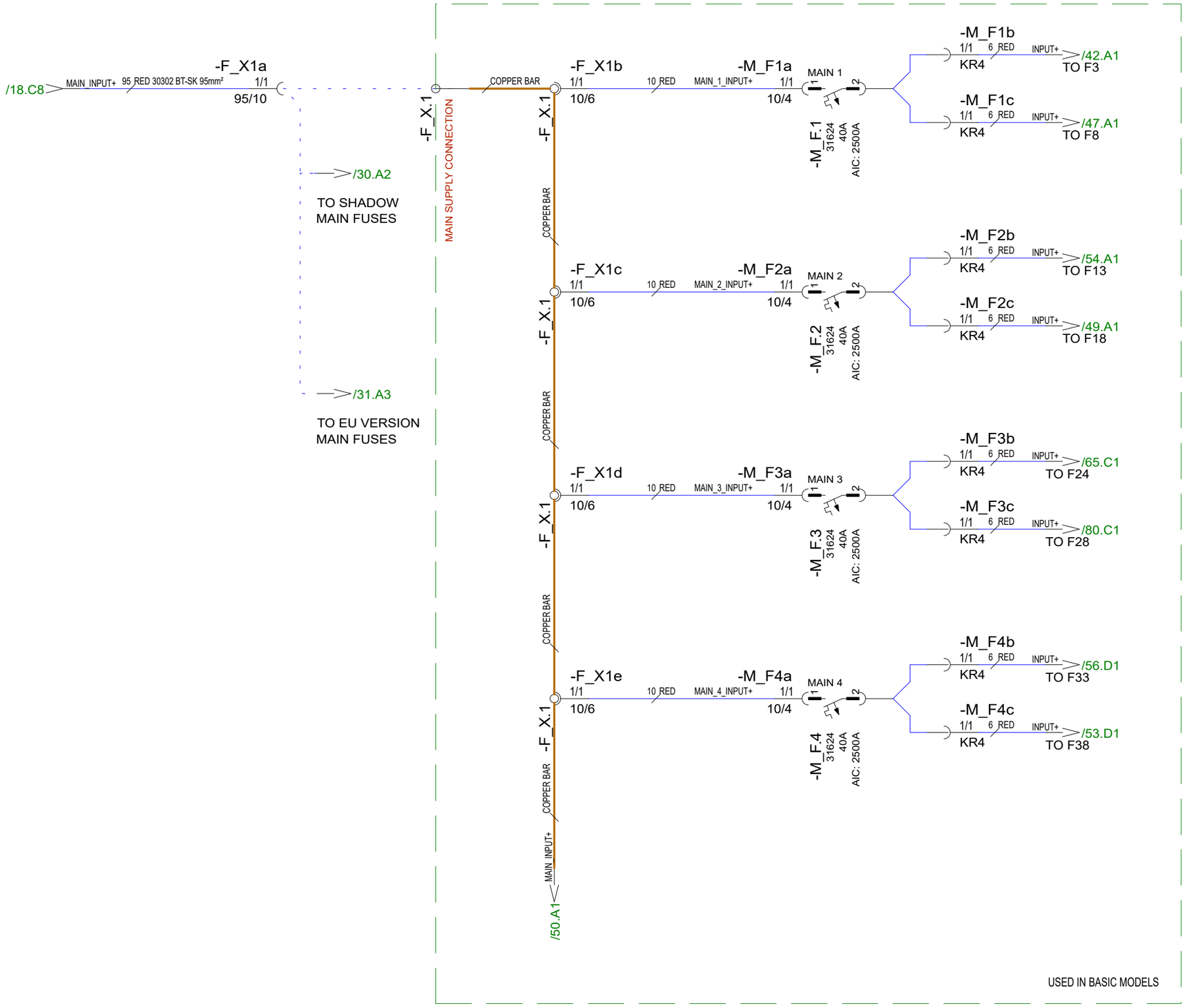
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| 10.10.2023 | PF | F22: 2004916; Not modified | Date 14.5.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | MAIN SWITCH CTRL SW SERVICE - DIAGRAM | HL | 27 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |



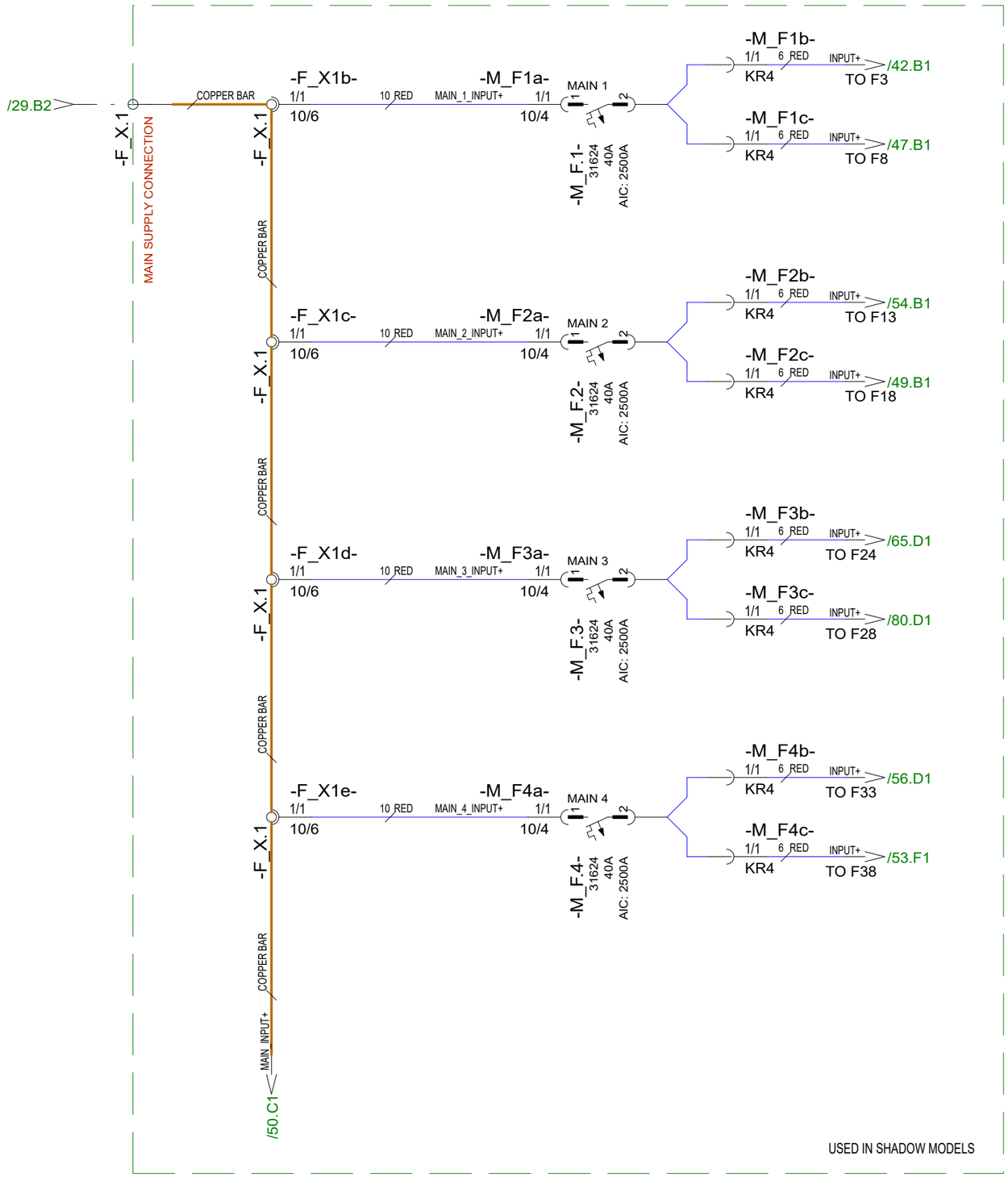




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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 16.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Control to stern th ms added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN SWITCH CTRL SW BOW H AUX - DIAGRAM | HL | 28 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN SUPPLY - DIAGRAM | HL | 29 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

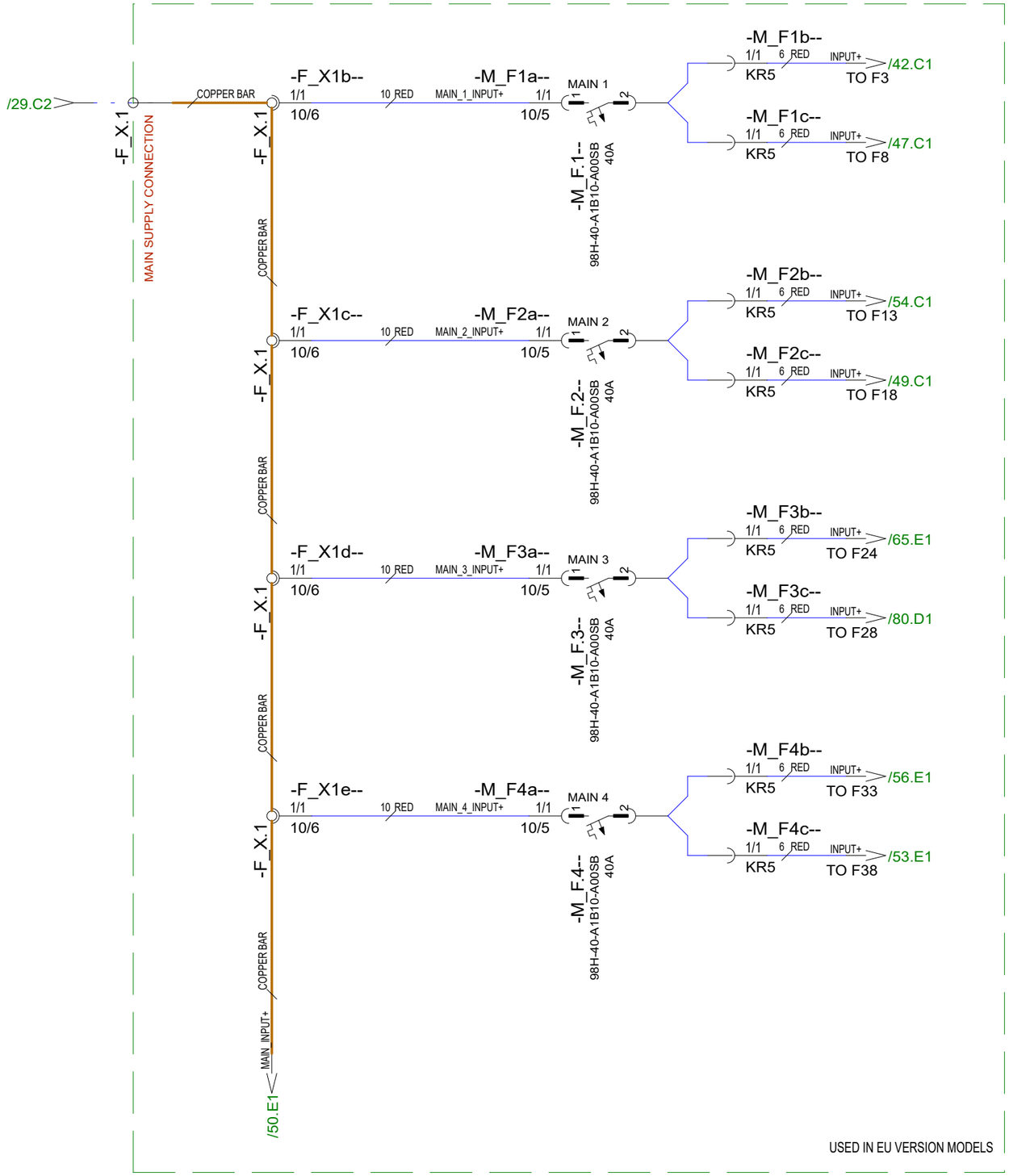



| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Not modified |
| 18.6.2024 | PF | G24: 2005139; Not modified |

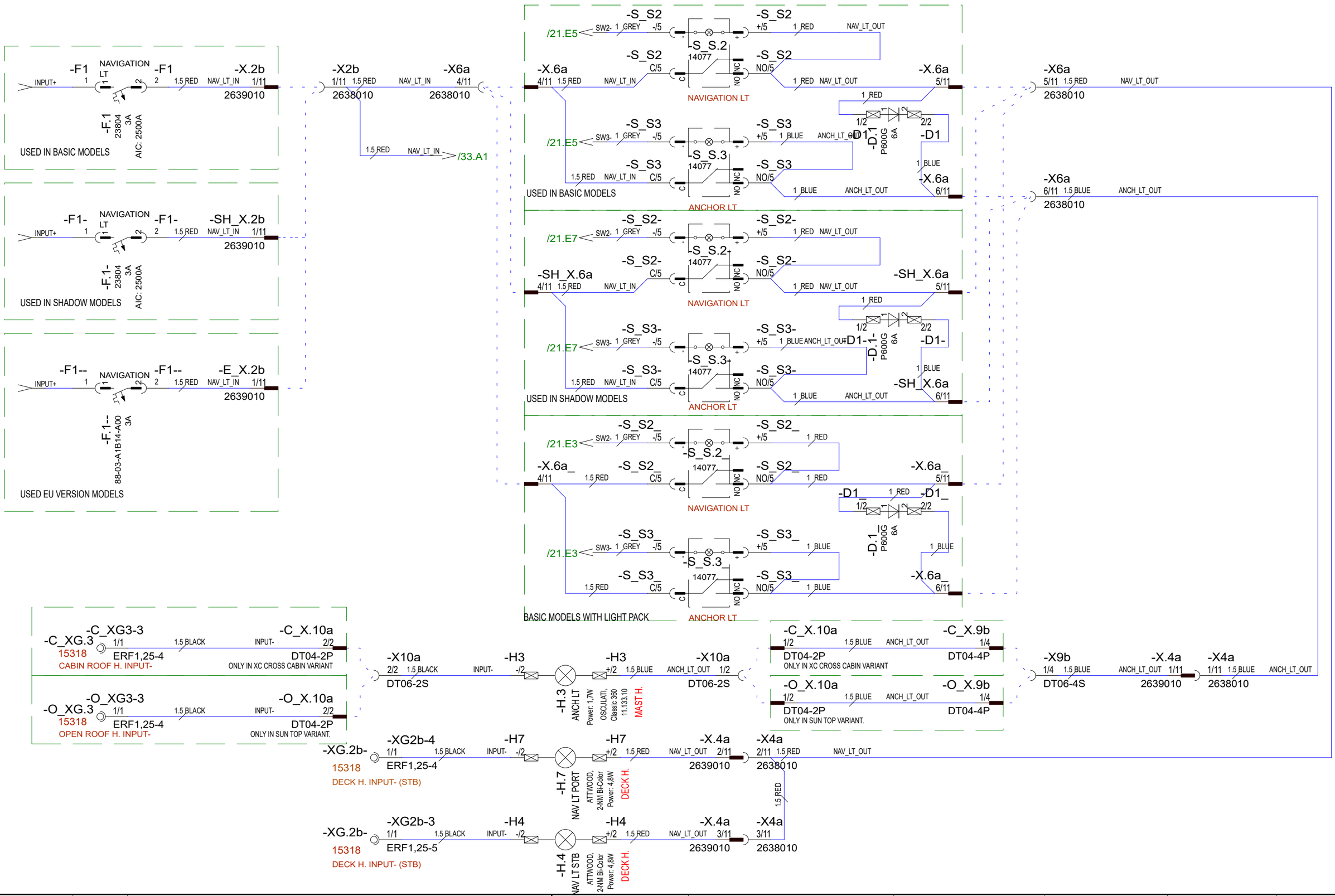
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| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

Copyright by

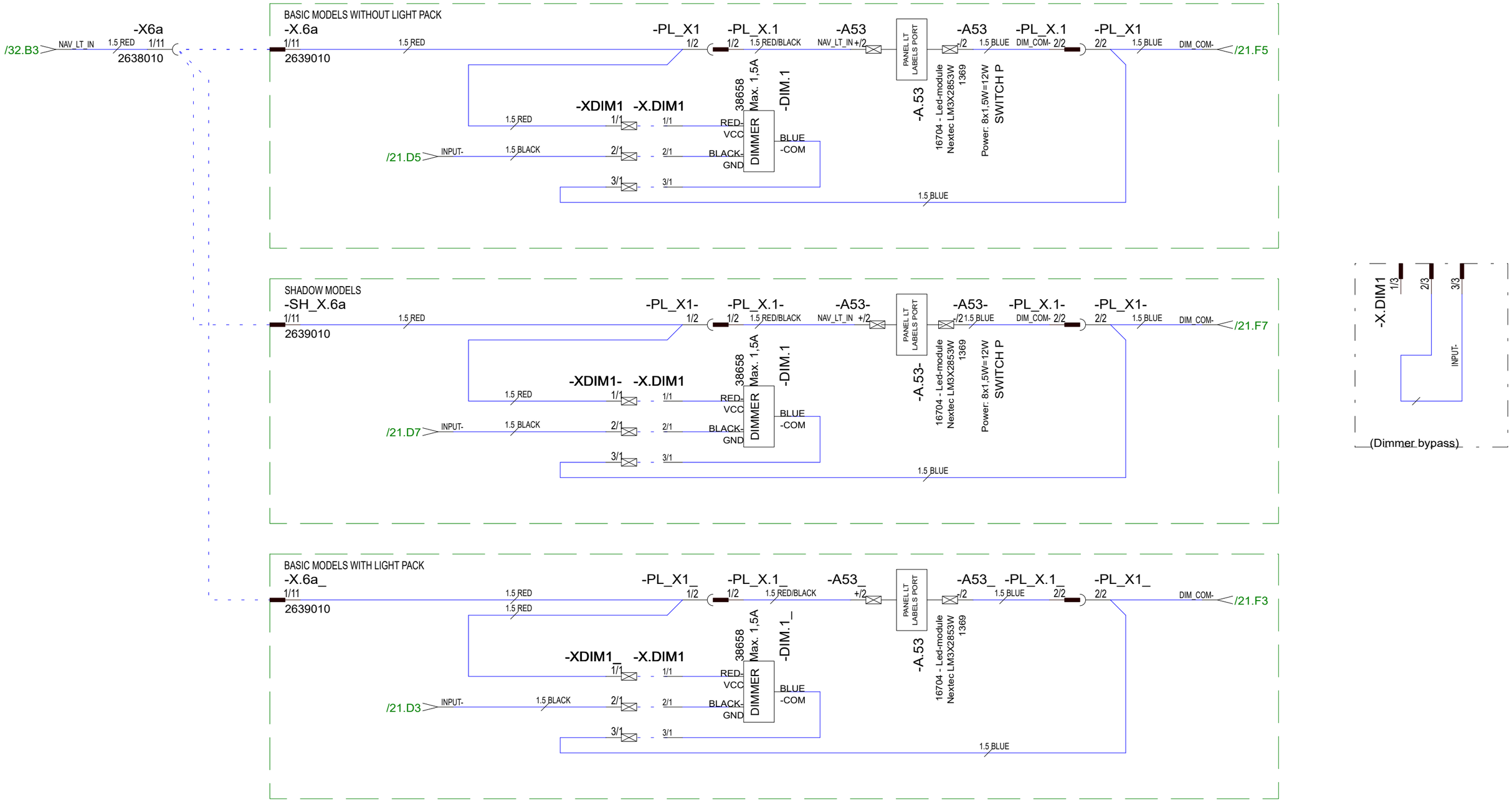
| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | **Loc** | **Sheet** |
| 37 MY20 | MAIN SUPPLY - DIAGRAM | HL | 30 / 210 |



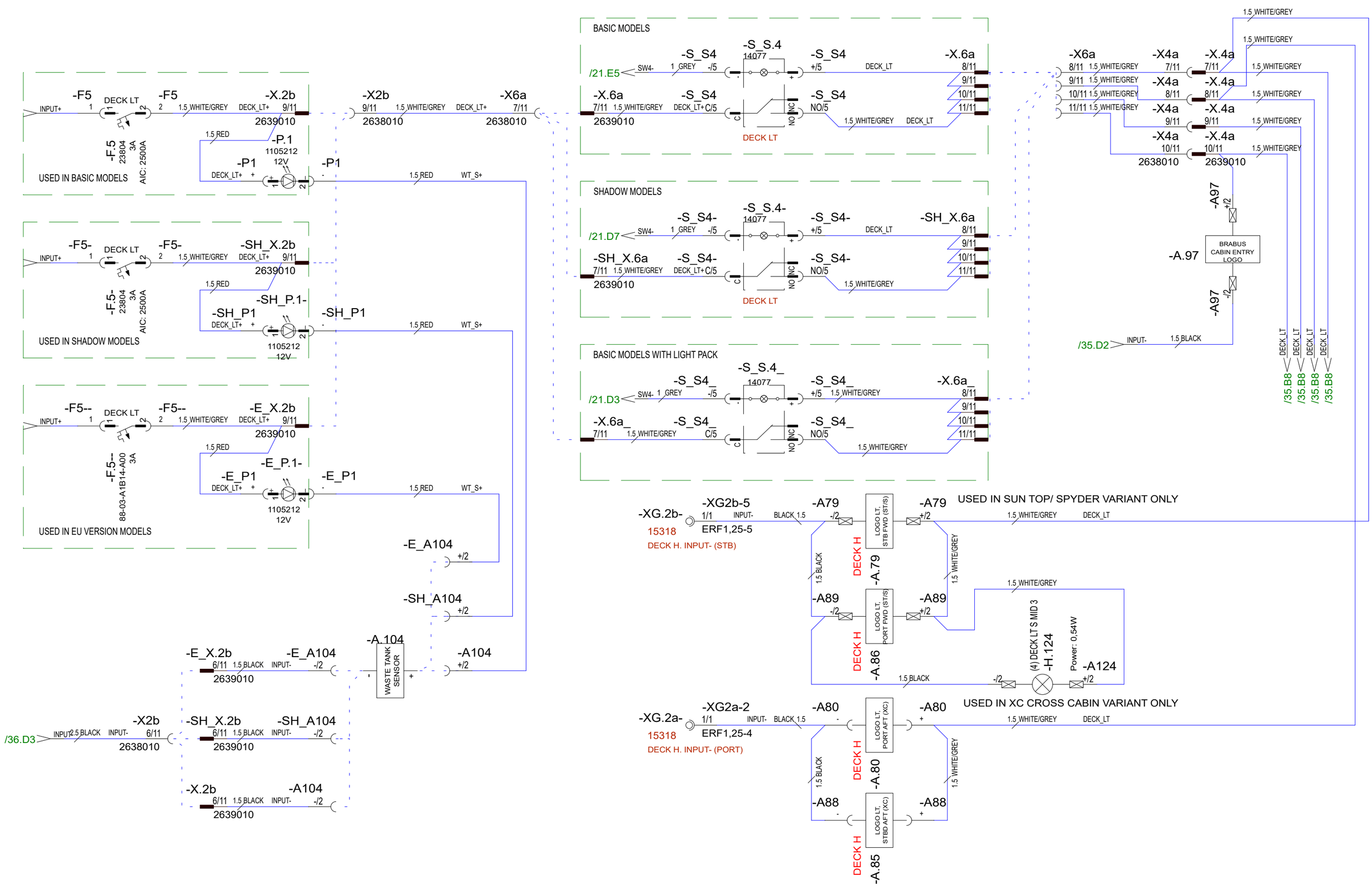

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| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 23.04.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN SUPPLY - DIAGRAM | HL | 31/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Light pack version added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | NAVIGATION LIGHTS - DIAGRAM | HL | 32 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Logo lt supply ->deck lt, panel lt switch repl. with dimmer | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | PANEL LIGHTS - DIAGRAM | HL | 33 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



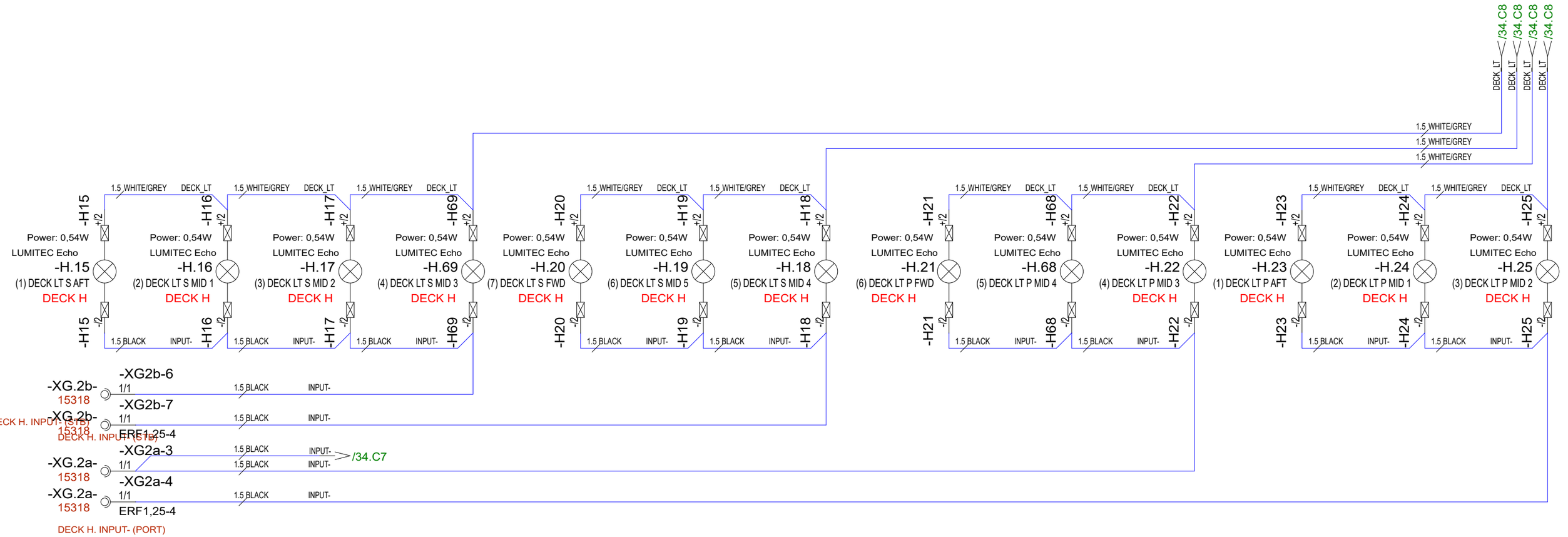

| Date of modification | Modified by | Description |
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| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Logo lts moved to deck lts |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

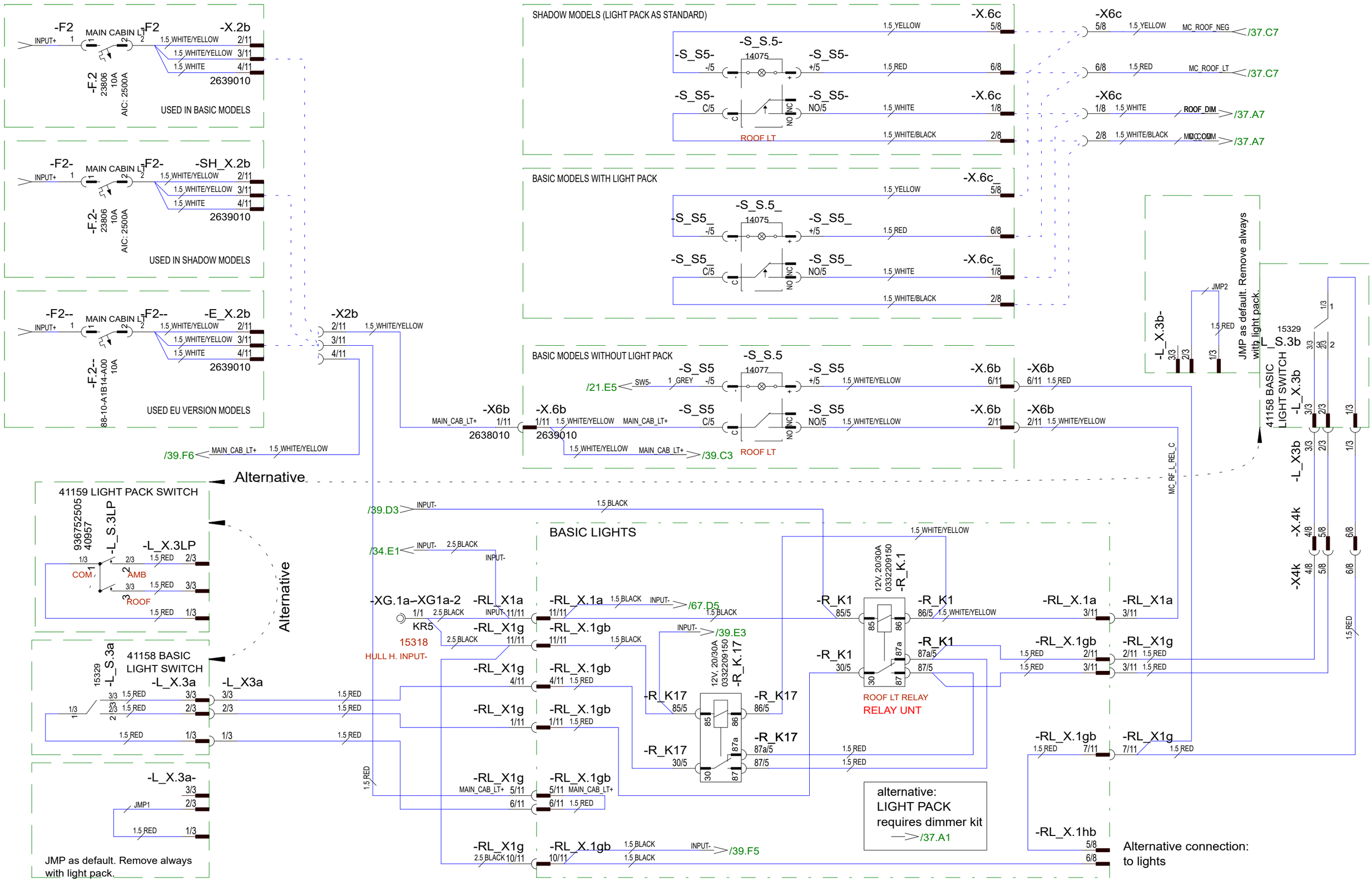
NAVIX designed solutions

Copyright by

| | | | |
|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | DECK LIGHT, LOGO LIGHT - DIAGRAM | HL | 34 / 210 |
| Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | DECK LIGHT - DIAGRAM | HL | 35 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 12.3.2024 | PF | G23; 2005054; Added LX3 switches & R_K17, LP option built, S5->mom | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Added jump connectors | Sheet rev. | 24 | | 37 MY20 | MAIN CABIN LIGHT, SPOT - DIAGRAM | HL | 36 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

BASIC LIGHTS
/36.F6
/39.F4

MAIN CABIN DIMMING, LIGHT PACK

-RL_X.1ga
input-
11/11 1.5 BLACK
1.5 BLACK
input+
5/11 1.5 RED
1.5 RED
-RL_X.1ga 1.5 WHITE/BLACK
berker com
6/11 1.5 WHITE/BLACK
berker com
7/11 1.5 WHITE/BLACK

-RL_X.1ga
aft spot
1/11 1.5 WHITE
1.5 WHITE
aft amb
4/11 1.5 WHITE
1.5 WHITE
-RL_X.1ga
fw amb
2/11 1.5 WHITE
fw spot
3/11 1.5 WHITE

-RL_X.1ga
N/C 8/11
N/C 9/11
N/C 10/11

-RL_X.1ha
1.5 WHITE
1.5 WHITE
1.5 WHITE/BLACK
1.5 WHITE/BLACK
1.5 WHITE
1.5 WHITE
1.5 WHITE/BLACK
1/8
2/8
3/8
4/8

from swp
-RL_X1h
1/8 1.5 WHITE ROOF_DIM /36.A7
2/8 1.5 WHITE/BLACK MC_COM /36.B7
3/8 1.5 WHITE AMB_DIM AMB_DIM /39.A7
4/8 1.5 WHITE/BLACK MC_COM MC_COM /39.B7

to lights & switch indication
-RL_X1h
-RL_X.1ha
1.5 RED
1.5 YELLOW
5/8
6/8
5/8 1.5 RED MC_ROOF_LT /38.B3
6/8 1.5 YELLOW MC_ROOF_NEG /38.C3
1.5 RED MC_ROOF_LT /36.A7
1.5 YELLOW MC_ROOF_NEG /36.A7

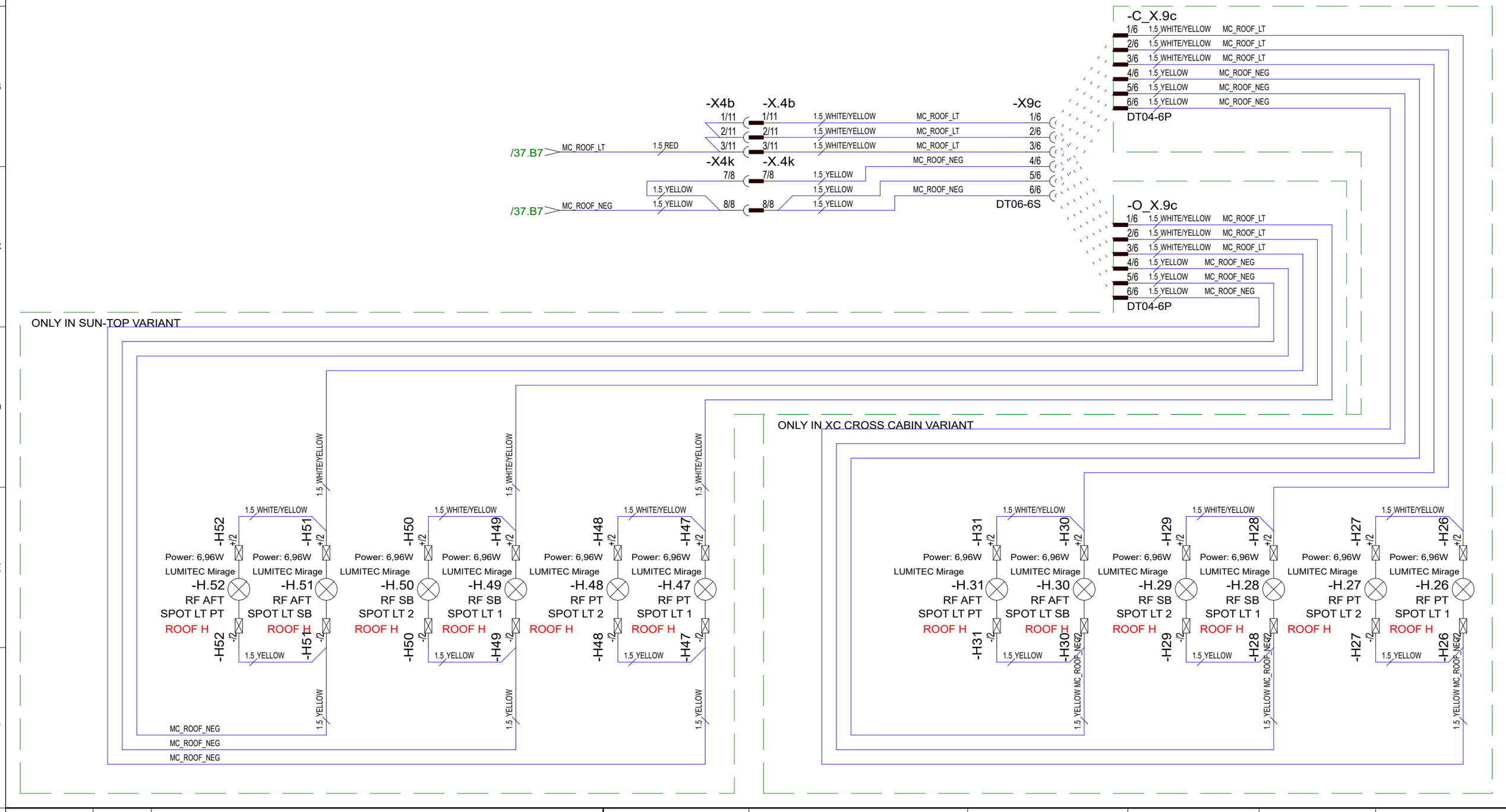
-RL_X.1ha
7/8
8/8
-RL_X1h
7/8 1.5 RED MC_AMB_LT /40.A2
8/8 1.5 YELLOW MC_AMB_NEG /40.C2
1.5 RED MC_AMB_LT /39.A7
1.5 YELLOW MC_AMB_NEG /39.A7

1.5 RED
1.5 YELLOW
1.5 WHITE/BLACK
1.5 WHITE
1.5 RED
1.5 BLACK

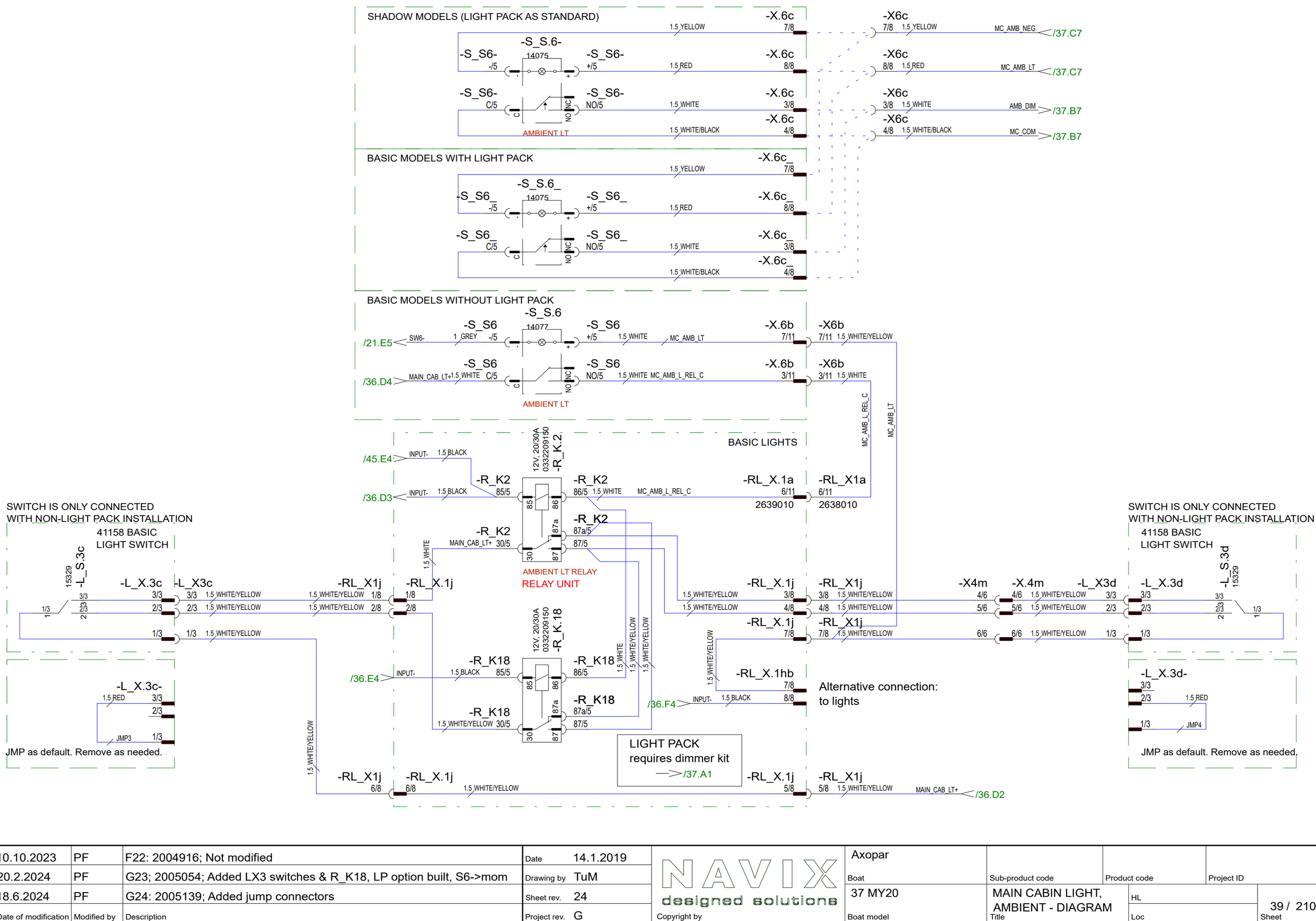
-A120
37927
Iout=8A
+ - COM IN V+ V-
OUTPUT PUSH DIM 12-48VDC INPUT
main cabin spot

-A121
37927
Iout=8A
+ - COM IN V+ V-
OUTPUT PUSH DIM 12-48VDC INPUT
main cabin ambient

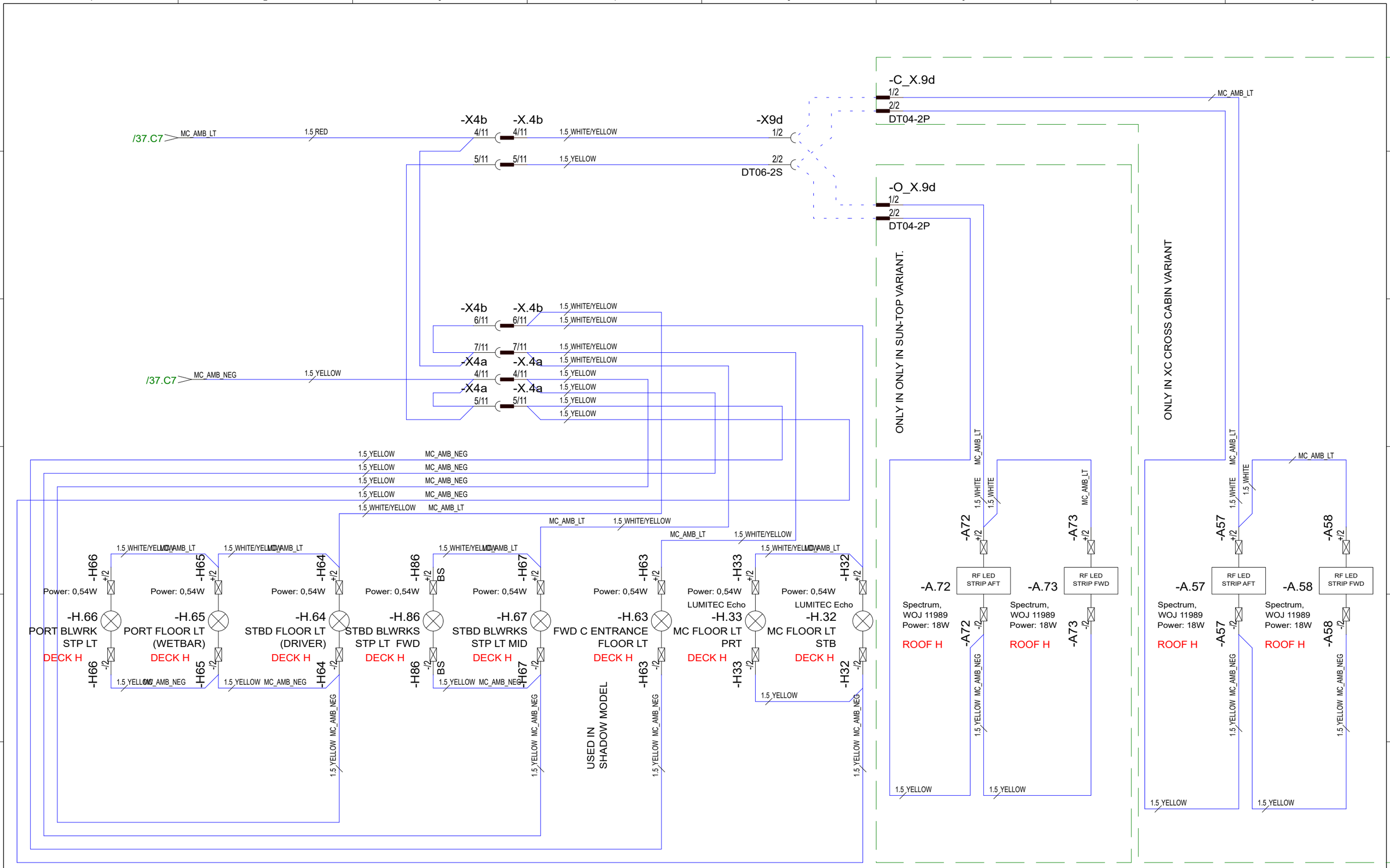
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|---|---|---|---|---|---|---|---|---|
| | | | Date 12.3.2024 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; New sheet | Drawing by PF | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 SHADOW | MAIN CABIN DIMMERS - DIAGRAM | HL | 37 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |



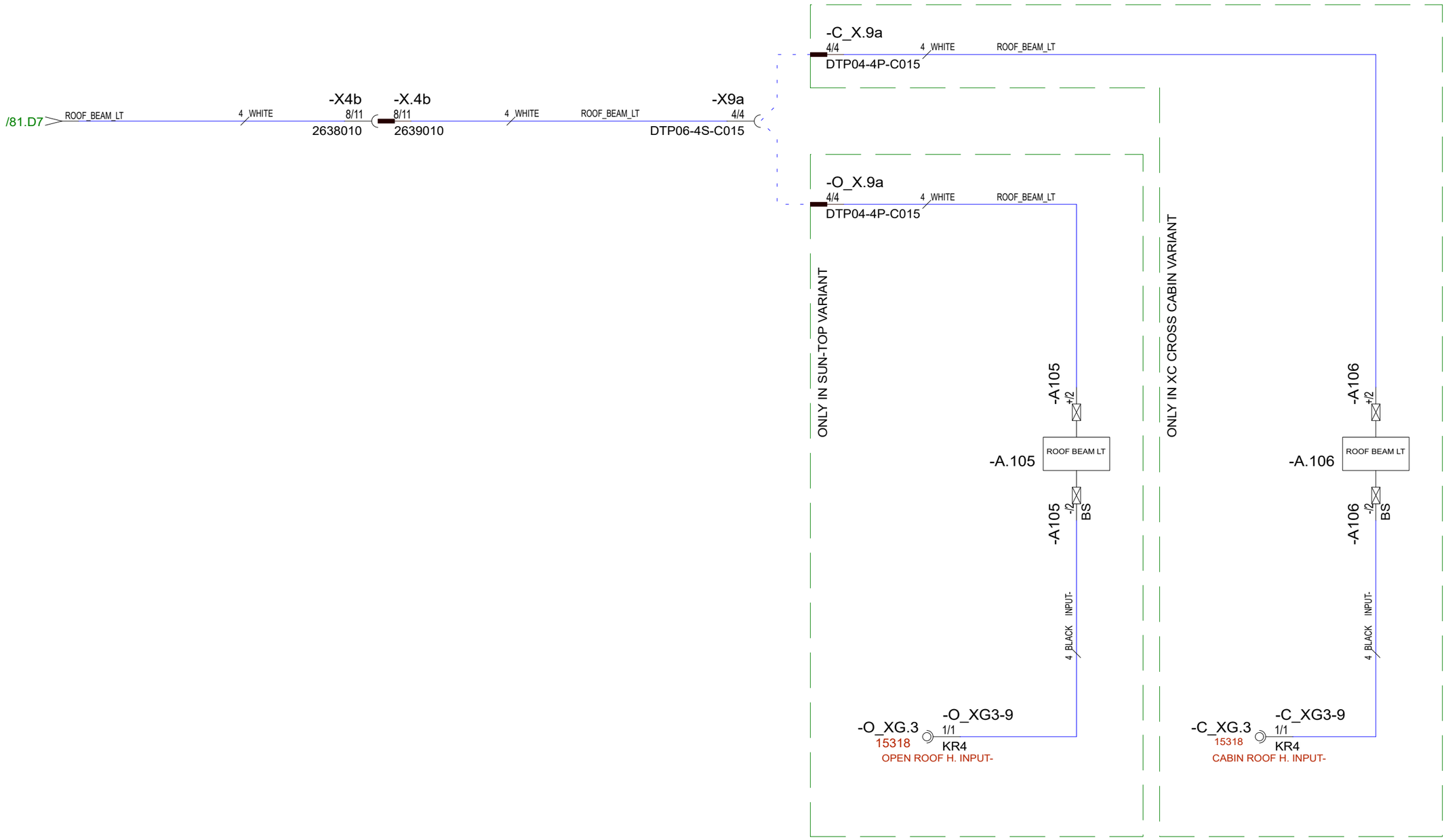

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 20.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Light return paths modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN CABIN LIGHT, SPOT - DIAGRAM | HL | 38 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



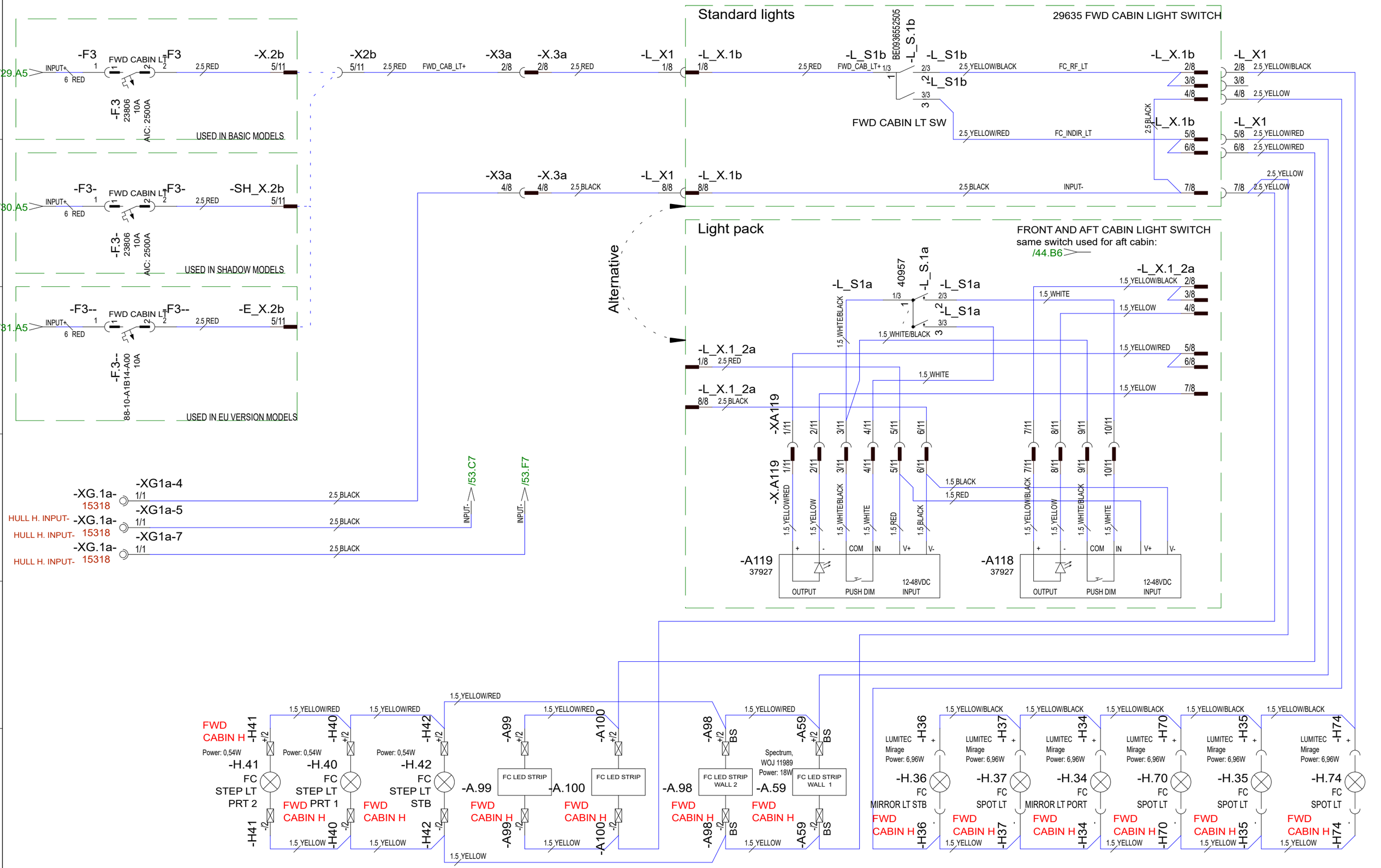

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Added LX3 switches & R_K18, LP option built, S6->mom | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Added jump connectors | Sheet rev. | 24 | | 37 MY20 | MAIN CABIN LIGHT, AMBIENT - DIAGRAM | HL | 39 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



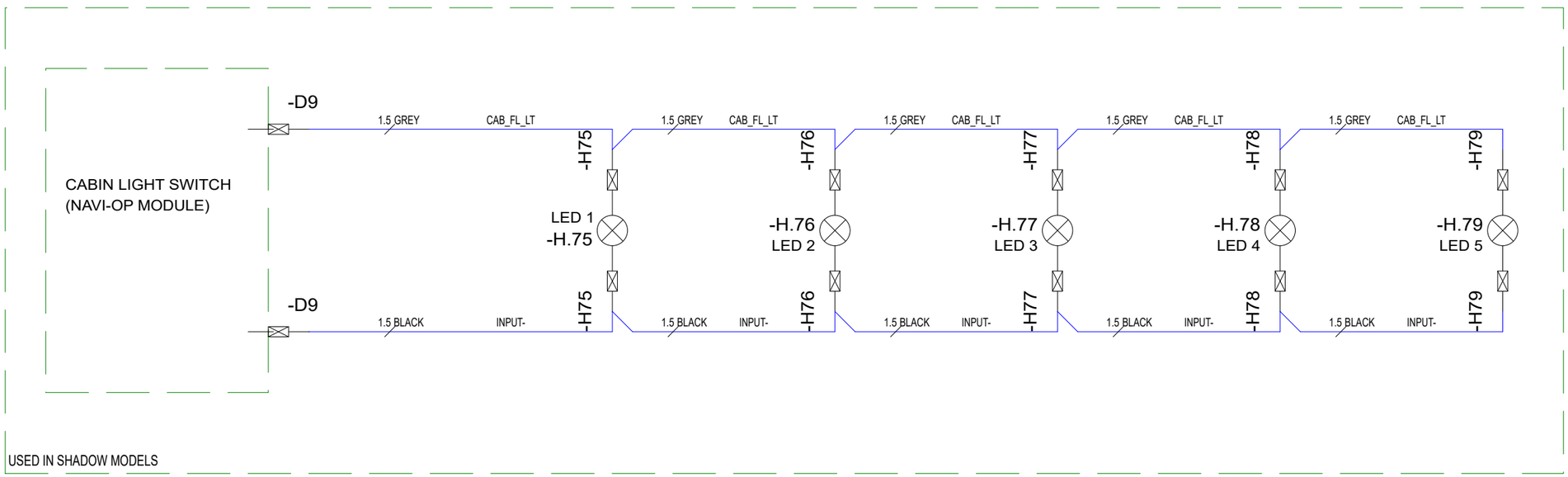

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 20.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Light return paths modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MAIN CABIN LIGHT, AMBIENT - DIAGRAM | HL | 40 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



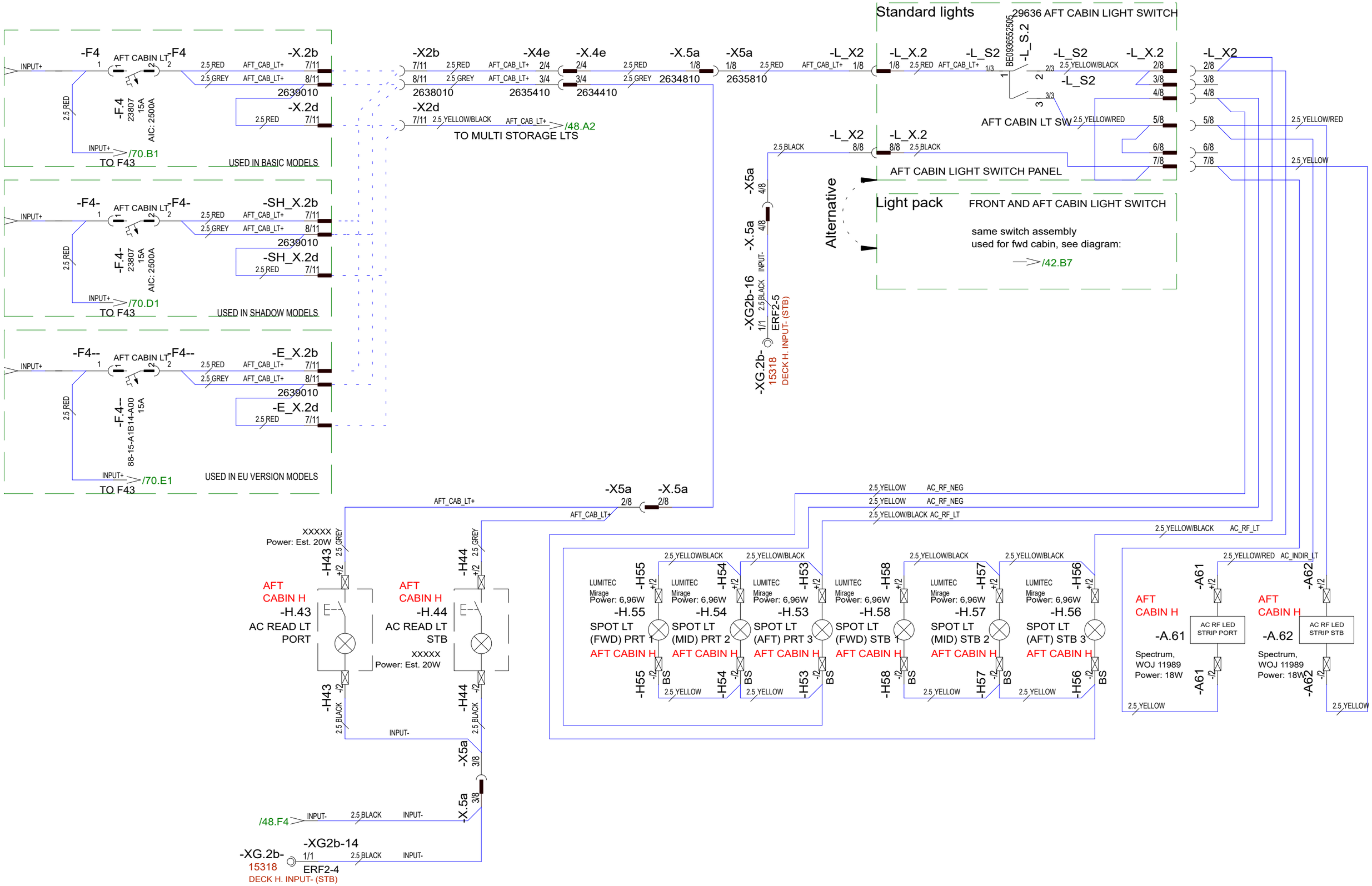

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 30.03.2021 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ROOF BEAM LIGHT - DIAGRAM | HL | 41/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



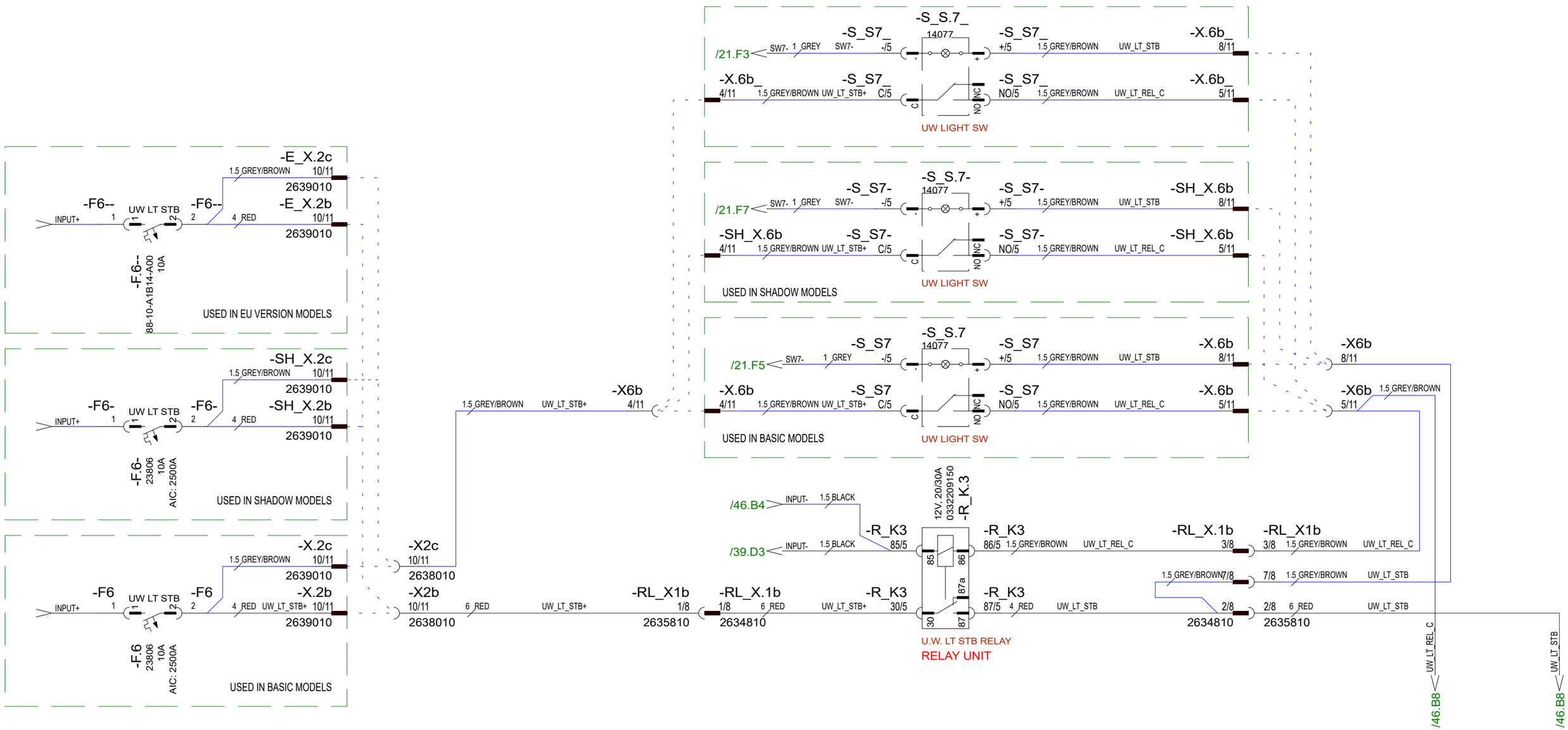

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Std switch modif., LP option built, light return paths modif. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; F3 15A->10A | Sheet rev. | 24 | | 37 MY20 | FWD CABIN LIGHTS - DIAGRAM | HL | 42 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



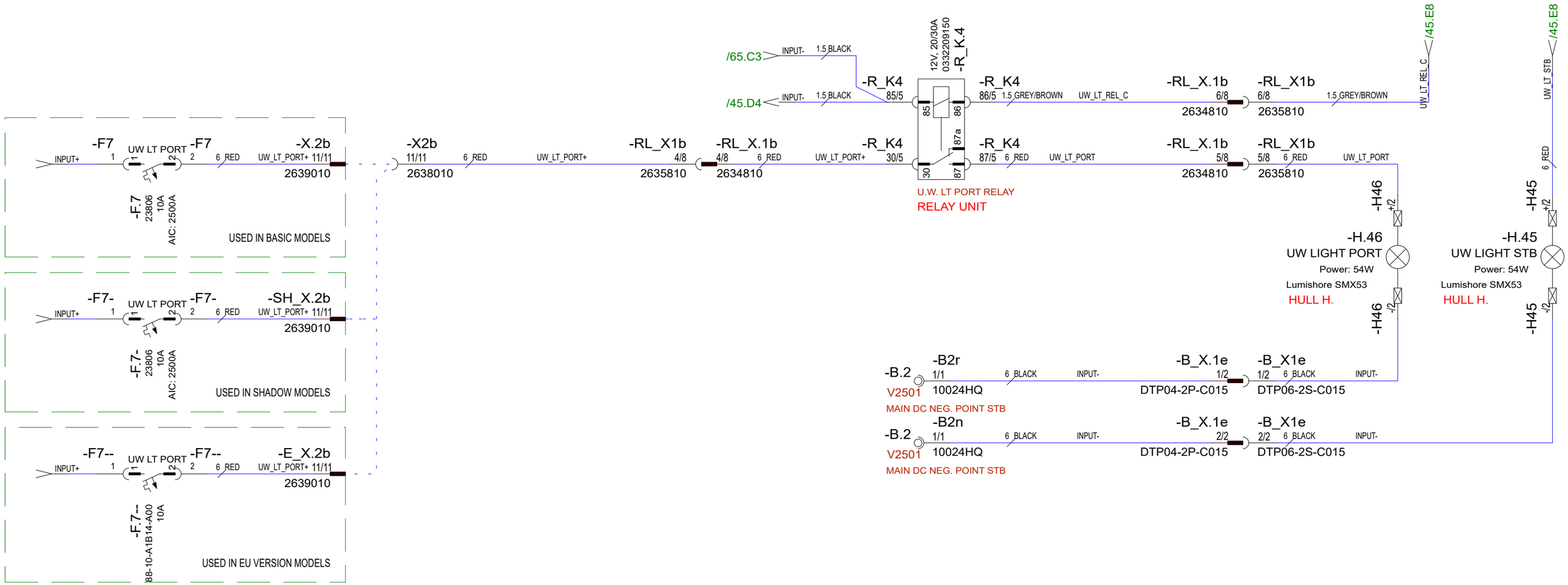

| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 6.11.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | FWD CABIN FLOOR LIGHTS - DIAGRAM | HL | 43 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



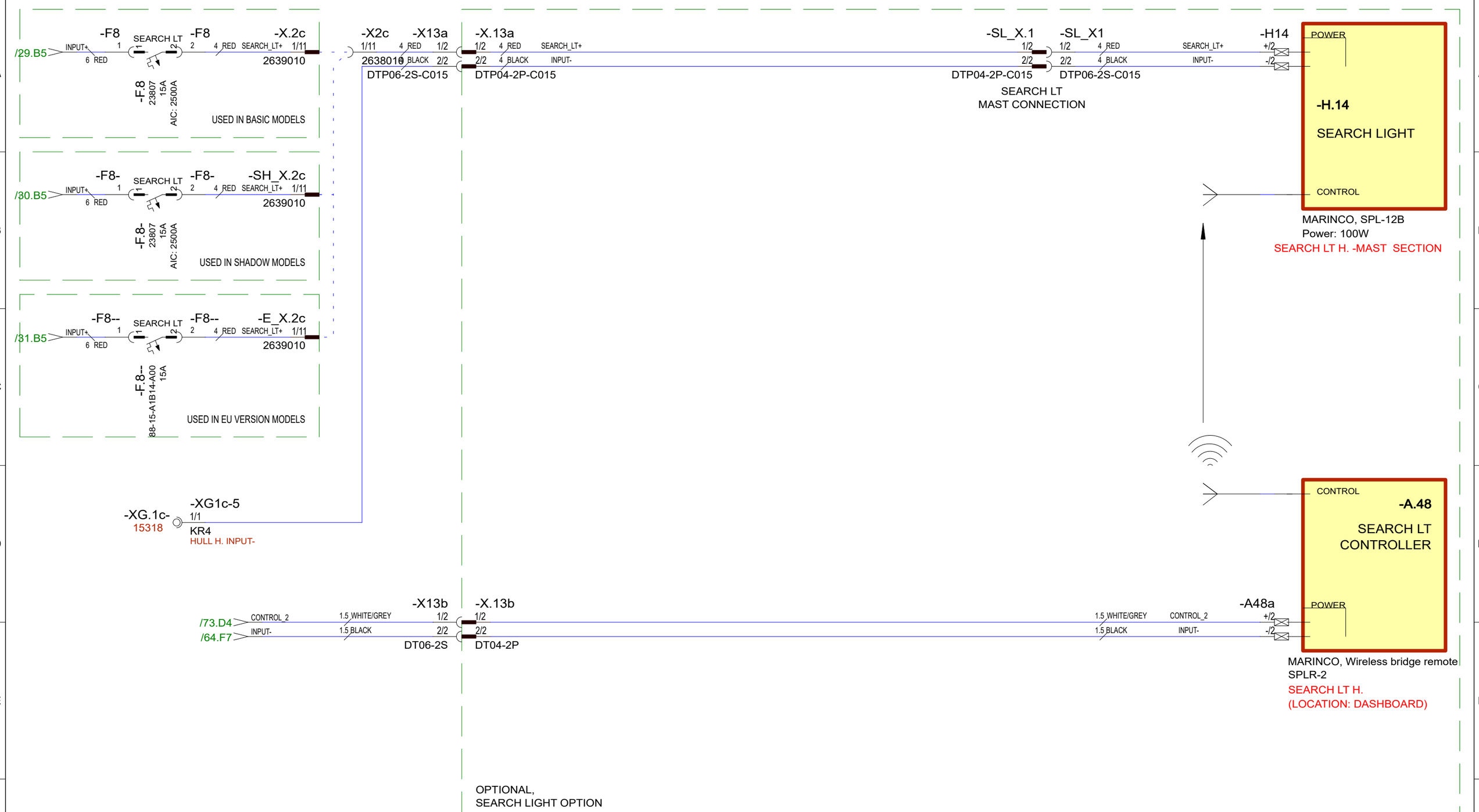

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | | |
| 20.2.2024 | PF | G23; 2005054; Std switch modif., LP option built, light return paths modif. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AFT CABING LIGHTS - DIAGRAM | HL | 44 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



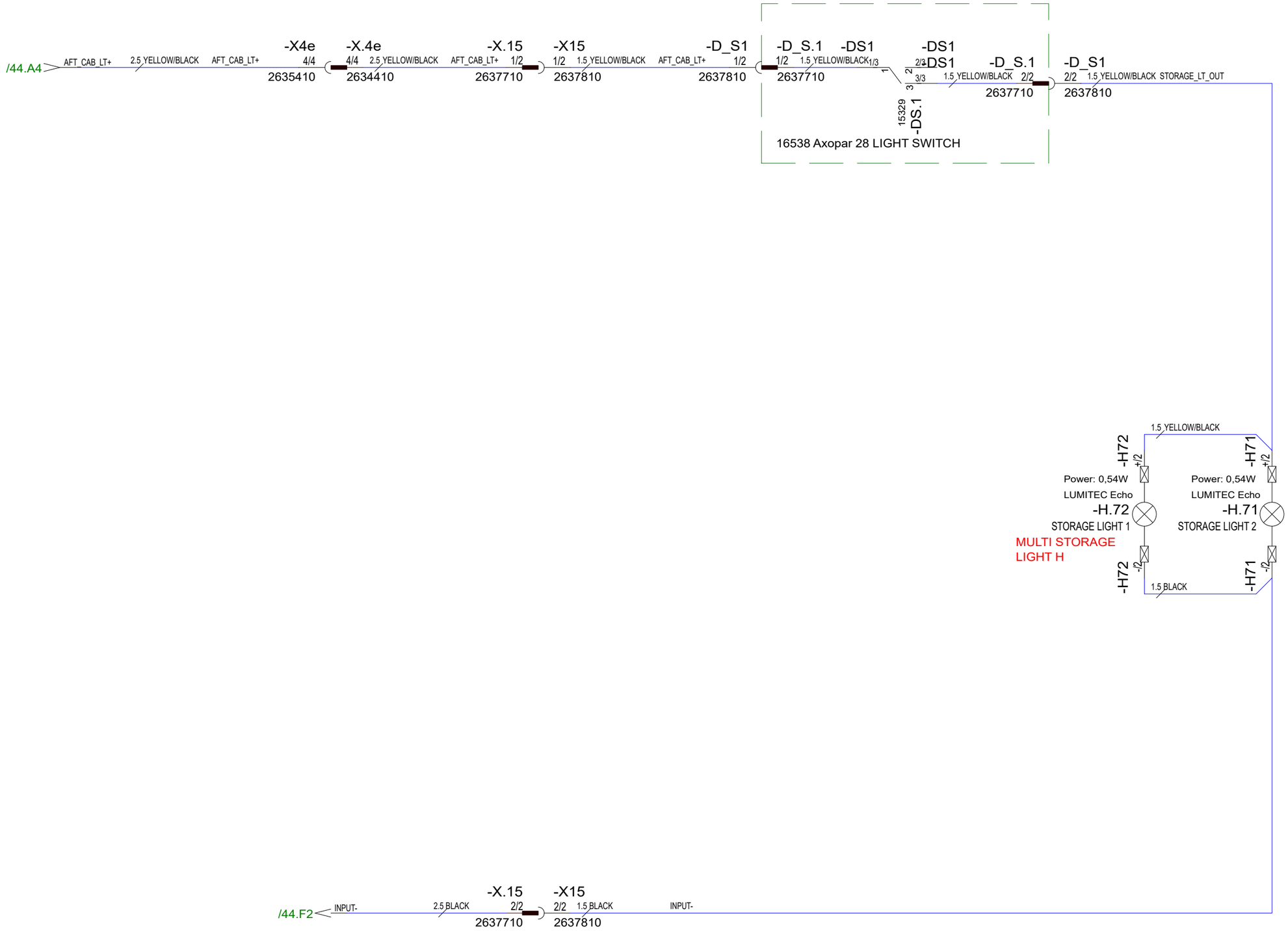

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; LP swp added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | UNDER WATER LT - DIAGRAM | HL | 45 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



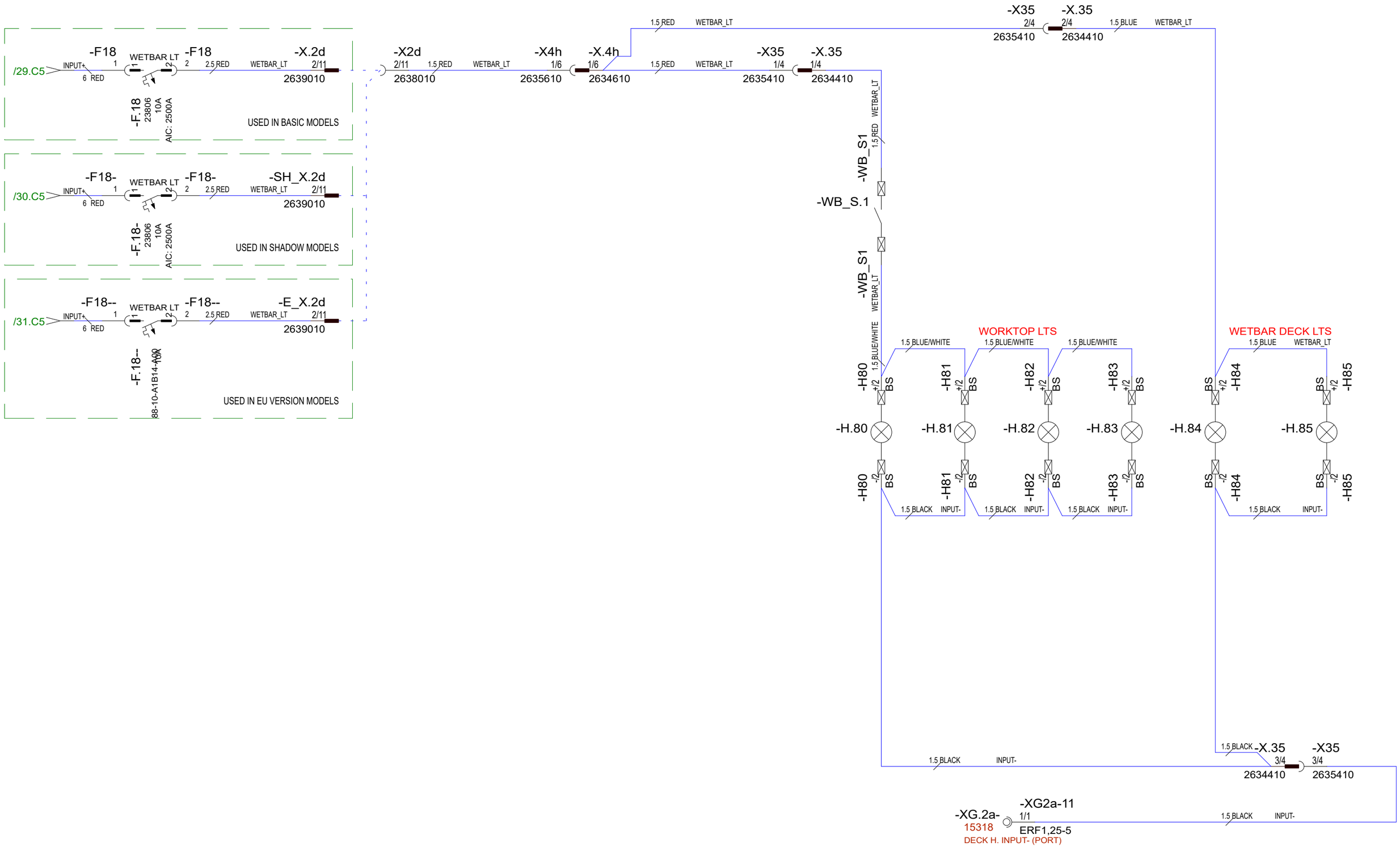

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | UNDER WATER LT - DIAGRAM | HL | 46 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



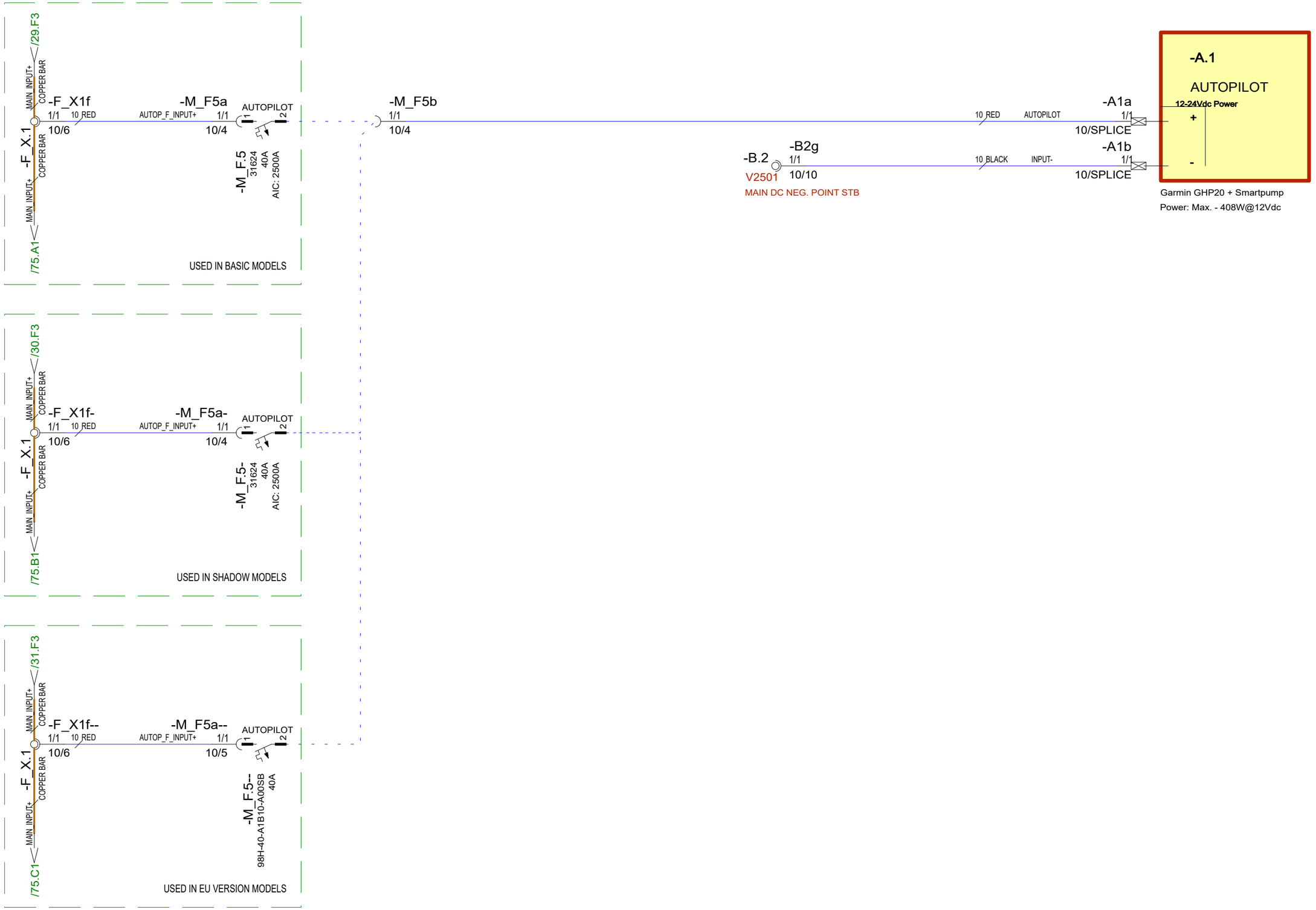

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | SEARCH LIGHT - DIAGRAM | HL | 47 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



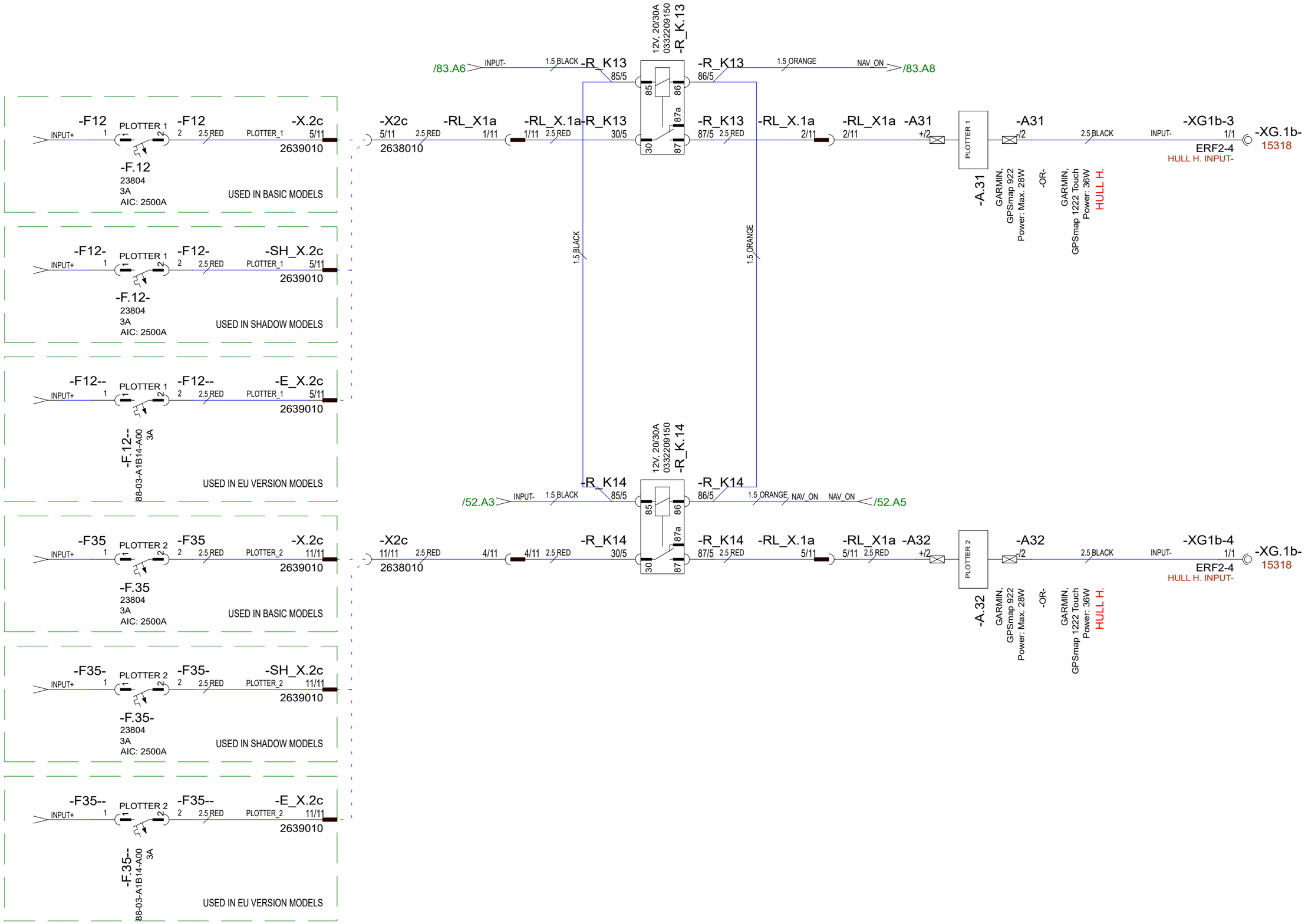

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 6.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | MULTISTORAGE LIGHT - DIAGRAM | HL | 48 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



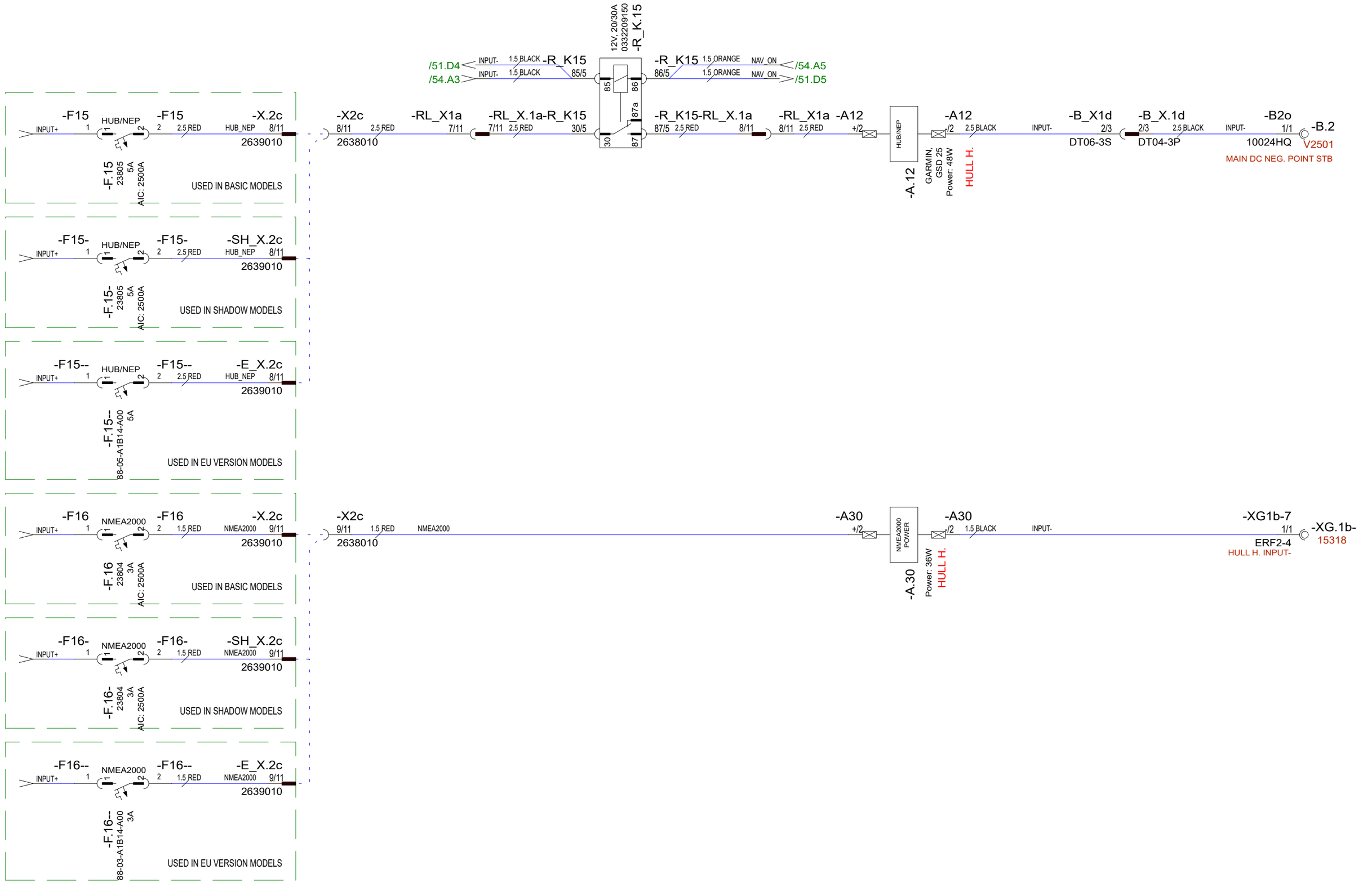

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 6.2.2023 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 SHADOW | WETBAR LIGHTS HARNESS | HL | 49 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



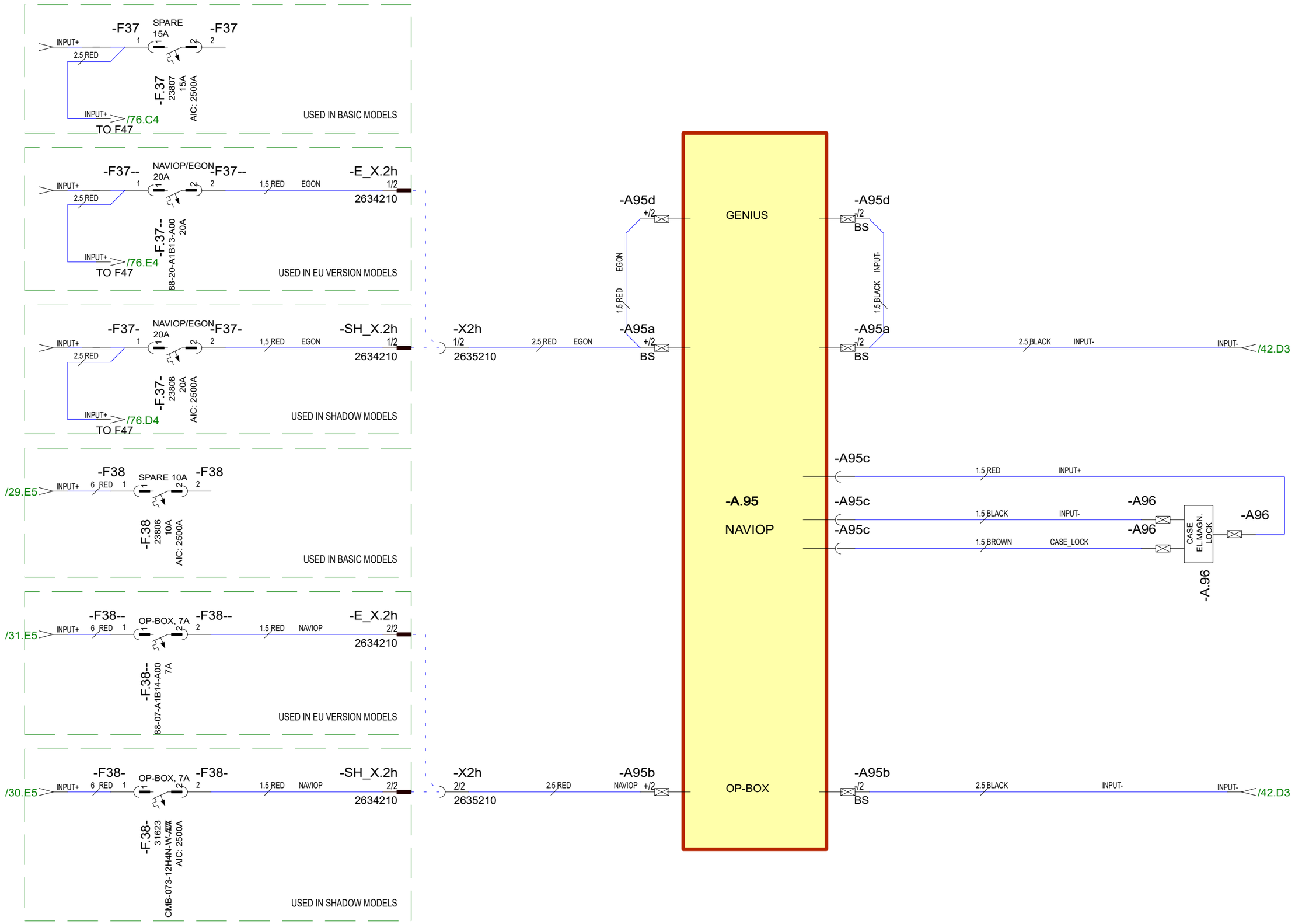

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 21.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AUTOPILOT - DIAGRAM | HL | 50 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; R_K13 & R_K14 added (nav on/off) | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | NAV. EQUIPMENT - DIAGRAM | HL | 51/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 21.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; R_K15 added (nav on/off) | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | NAV. EQUIPMENT - DIAGRAM | HL | 52 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

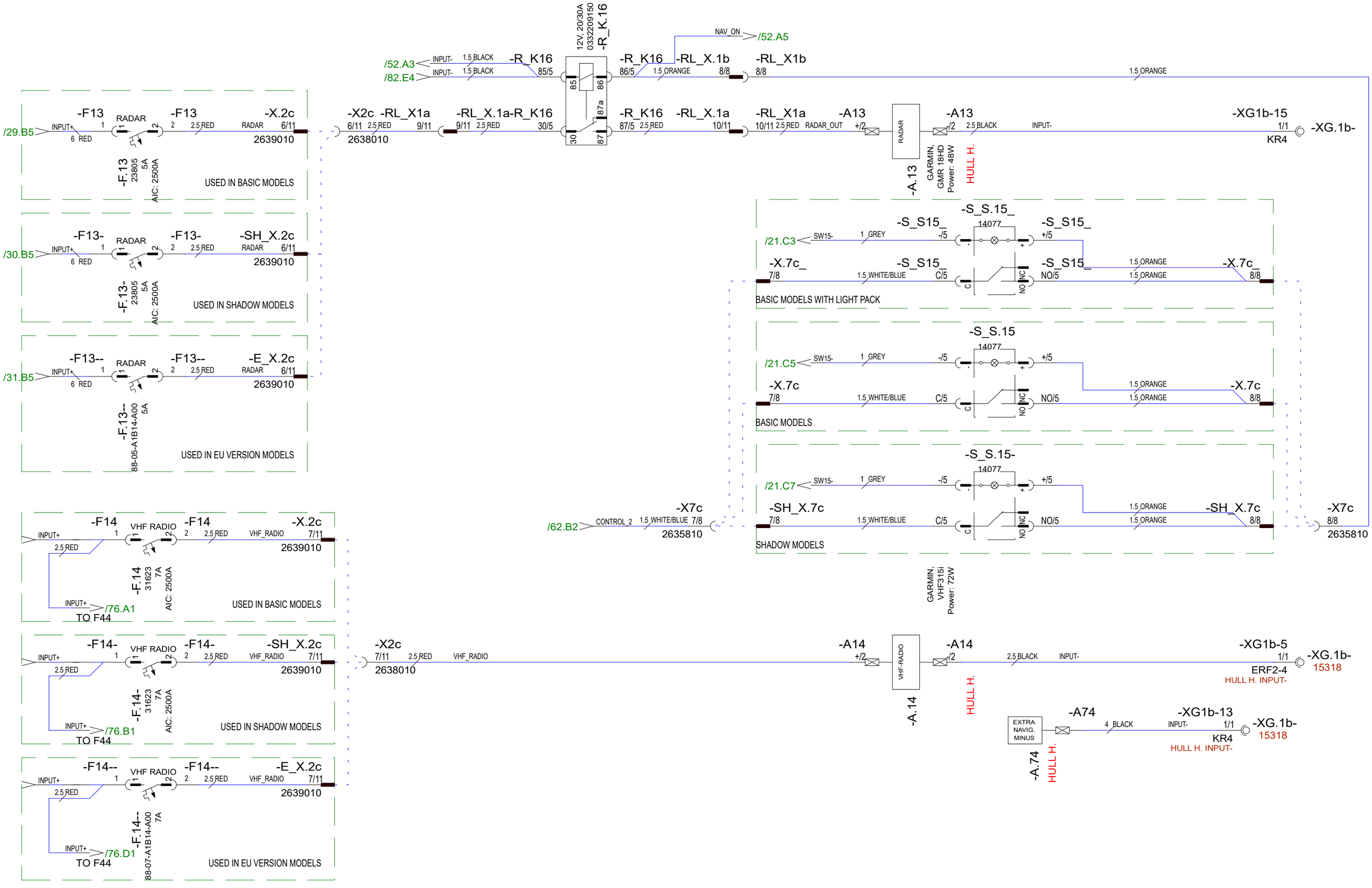



| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Not modified |
| 18.6.2024 | PF | G24: 2005139; Not modified |

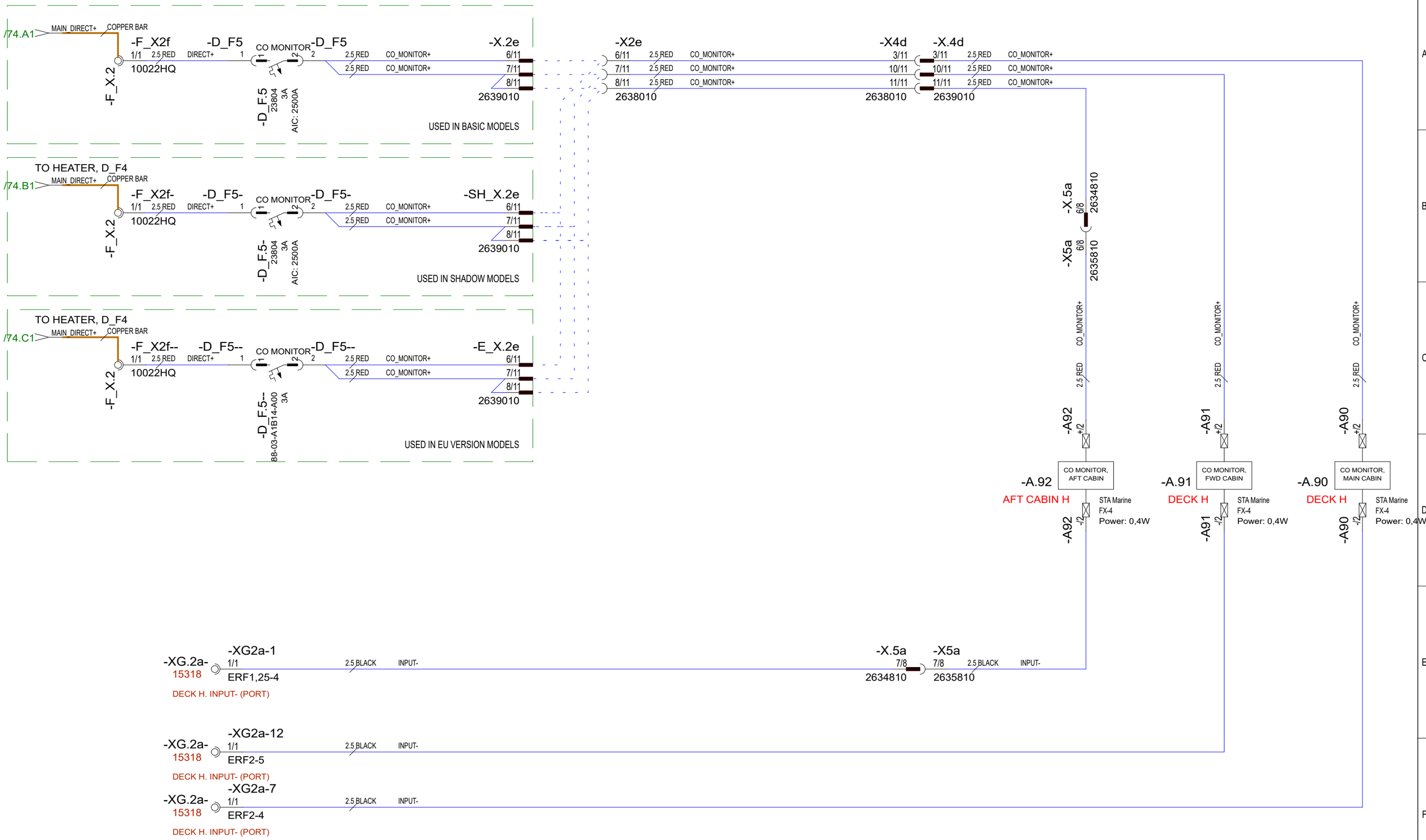
| | |
|---|---|
| Date | 23.10.2020 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | NAV. EQUIPMENT - DIAGRAM | HL | 53 / 210 |
| Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 23.10.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; R_K16 and S15 added (nav on/off) | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | NAV. EQUIPMENT - DIAGRAM | HL | 54 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 6.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | CO MONITORS - DIAGRAM | HL | 55 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

-F32- ISM RECEIVER -F32- -SH_X.2g
INPUT+ 1 1 2 2 2.5 GREY 1/4
2634410
-F.32- 23807 15A AIC: 2500A
USED IN SHADOW MODELS

-F32 ISM RECEIVER -F32 -X.2g
INPUT+ 1 1 2 2 2.5 GREY 1/4
2634410
-F.32 23807 15A AIC: 2500A
USED IN BASIC MODELS

-F32-- ISM RECEIVER -F32-- -E_X.2g
INPUT+ 1 1 2 2 2.5 GREY 1/4
2634410
-F.32-- 88-15-A1B14-A00 15A
USED IN EU VERSION MODELS

-F33 ISM IGN -F33 -X.2g
/29.D5 INPUT+ 1 1 2 2 2.5 GREY ISM_IGN 2/4
6 RED
2634410
-F.33 23807 15A AIC: 2500A
USED IN BASIC MODELS

-F33- ISM IGN -F33- -SH_X.2g
/30.D5 INPUT+ 1 1 2 2 2.5 GREY ISM_IGN 2/4
6 RED
2634410
-F.33- 23807 15A AIC: 2500A
USED IN SHADOW MODELS

-F33-- ISM IGN -F33-- -E_X.2g
/31.D5 INPUT+ 1 1 2 2 2.5 GREY ISM_IGN 2/4
6 RED
2634410
-F.33-- 88-15-A1B14-A00 15A
USED IN EU VERSION MODELS

-X2g 1/4 2635410
2.5 GREY ISM_RECEIVER
2.5 GREY ISM_IGN
2.5 BLACK INPUT-
-ISM_A1a
HULL H.

-X2g 2/4 2635410

-ISM_A.1
ISM RECEIVER
B1
C2
C8
C1
A5
B5
B8
B7
A8
A7
A1
A6
A2
B2

/24.D8 ISM_CTRL
TO BOW THRUSTER CONTROLS

-XG.1a- 15318
-XG1a-15 1/1
ERF2-4
HULL H. INPUT-

1 - Red, Key
2 - Black, Gnd
3 - Green, CAN H
4 - White, CAN L
-ISM_A.3
STEERING WHEEL

ISM SYSTEM HARNESS
(ISM SYSTEM MANUFACTURER SUPPLY)

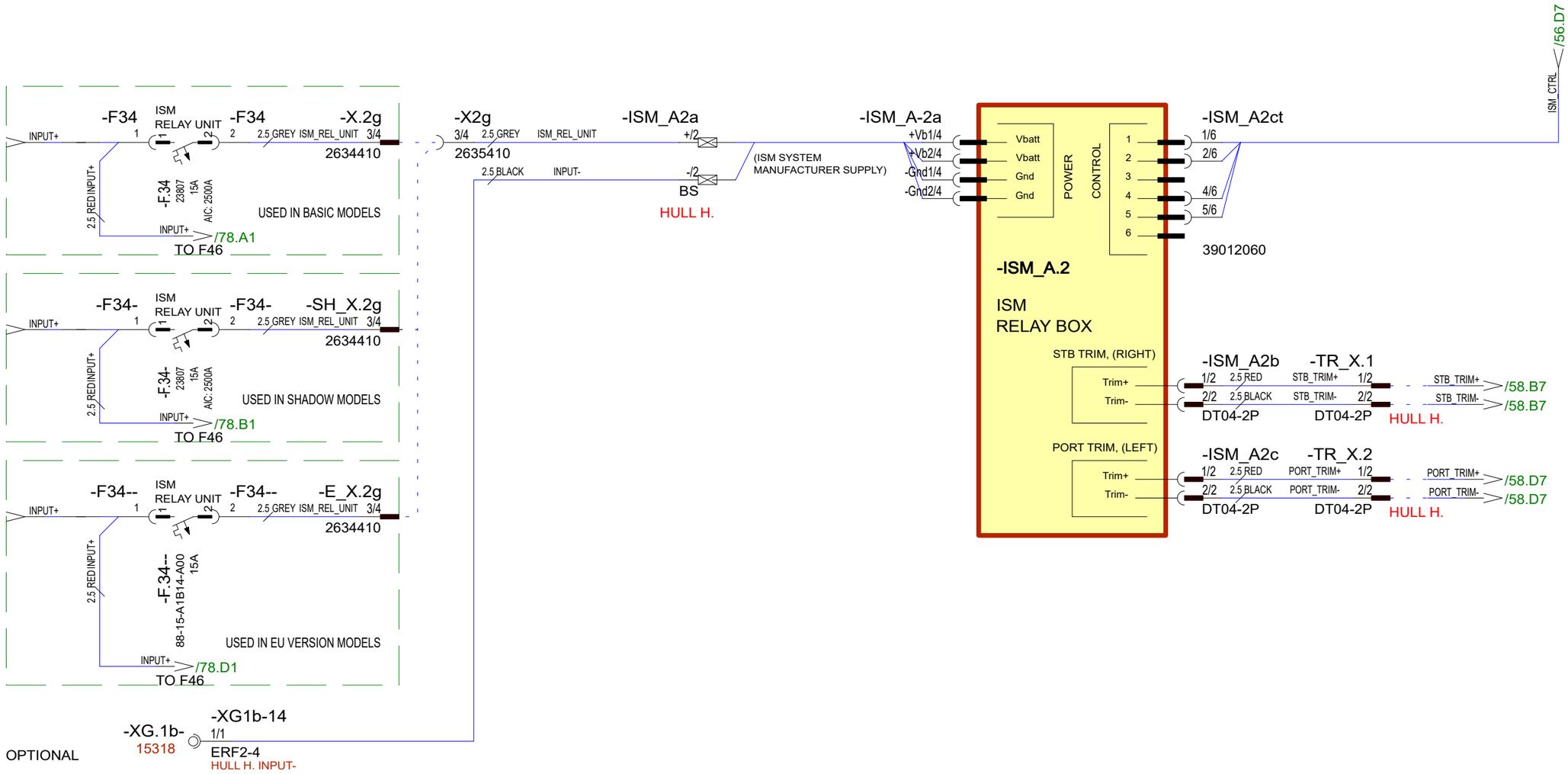
1 -
2 -
3 -
4 - Green, CAN H
5 - White, CAN L
TO NMEA2000 BACK BONE

-ISM_A1c
GREEN/YELLOW 1.5 WHITE/GREEN ISM_CTRL /58.A6
TO TRIM NEUTRAL SAFETY SW
HULL H.

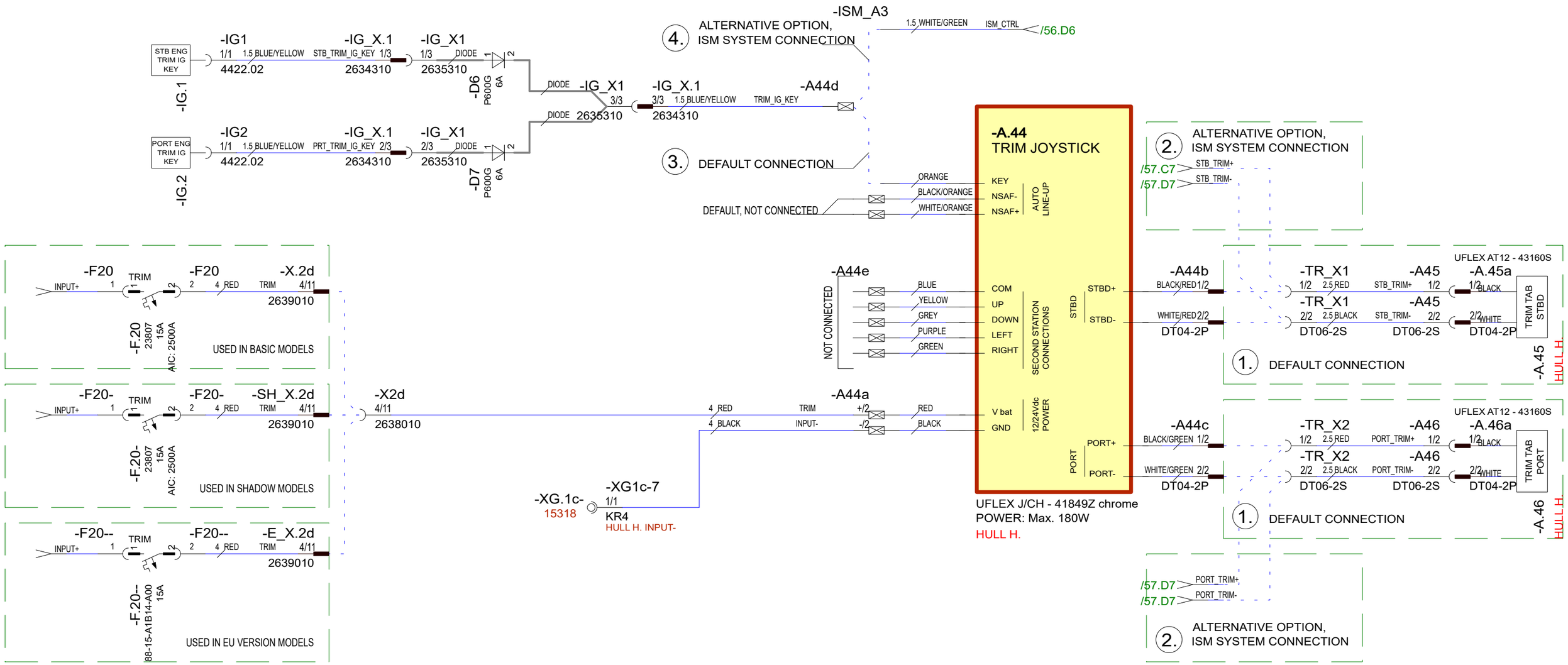
-ISM_A1b
BLACK/WHITE 1.5 WHITE/BLACK ISM_BOW_TH_C /82.D2
WHITE 1.5 WHITE ISM_B_TH_SW_L+ /82.C8
TO BOW THRUSTER SW
HULL H.

ISM_CTRL /57.B7

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | ISM SYSTEM - DIAGRAM | HL | 56 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

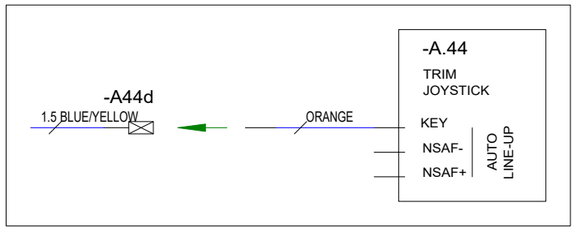



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2021 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | Copyright by | 37 MY20 | ISM SYSTEM - DIAGRAM | HL | 57 / 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | Sheet |

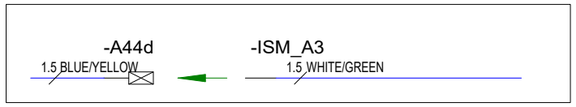



## TRIM AUTO LINE-UP ALTERNATIVES:

3. ALTERNATIVE 1:
DEFAULT CONNECTION.
IGN KEY CONNECTED
TO TRIM JOYSTICK:
-A44d connected to -A.44/KEY

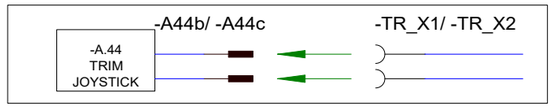



4. ALTERNATIVE 2:
ISM SYSTEM CONNECTION.
IGN KEY CONNECTED
TO ISM CONTROL HARNESS:
-A44d connected to -ISM_A3.

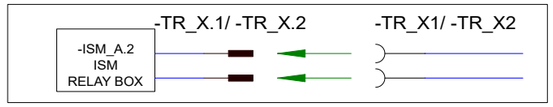



## TRIM CONTROL ALTERNATIVES:

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




| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID | |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | TRIM - DIAGRAM | HL | 58 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

OPTIONAL, FUSION ENTERTAINMENT SYSTEM

-F17 STEREO -F17 -X.2d
INPUT+ 1 1 2 2 4 RED STEREO 1/11
2639010
-F.17 23807 15A AIC: 2500A
USED IN BASIC MODELS

-F17- STEREO -F17- -SH_X.2d
INPUT+ 1 1 2 2 4 RED STEREO 1/11
2639010
-F.17- 23807 15A AIC: 2500A
USED IN SHADOW MODELS

-F17-- STEREO -F17-- -E_X.2d
INPUT+ 1 1 2 2 4 RED STEREO 1/11
2639010
-F.17-- 88-15-A1B14-A00 15A
USED IN EU VERSION MODELS

-X2d 1/11 2638010
4 RED STEREO +12V/3
4 BLACK INPUT- GND-/3
4 RED MEMORY MEMORY/3
-XG.1b- 15318 -XG1b-12 1/1 KR4 HULL H. INPUT-
/59.D4 MEMORY

-X.4d 1/11 -X4d 1/11
/61.D4 AMP_ON 1.5 BLUE/YELLOW 1.5 BLUE/YELLOW AMP_ON -A11b EXT/1

-A.11
STEREO
FUSION, BB100
Power: 180W

+12Vdc POWER
RED (POWER +)
BLACK (GROUND -)
MEMORY
EXTERNAL INTERFACE
BROWN (MUTE)
ORANGE (DIM)
BLUE (AMPLIFIER ON)

SPEAKER ZONE 1
WHITE, LEFT + -A11c Z1L+/4 -LS1 1 -LS.1
WHITE/BLACK, LEFT - -A11c Z1L-/4 (SPEAKER CABLES YARD SUPPLY) -LS1 2
SPEAKER: ZONE 1L (PORT)
GREY, RIGHT + -A11c Z1R+/4 -LS2 1 -LS.2
GREY/BLACK, RIGHT - -A11c Z1R-/4 (SPEAKER CABLES YARD SUPPLY) -LS2 2
SPEAKER: ZONE 1R (STB)

SPEAKER ZONE 2
GREEN, LEFT + -A11d Z2L+/4 -LS3 1 -LS.3
GREEN/BLACK, LEFT - -A11d Z2L-/4 (SPEAKER CABLES YARD SUPPLY) -LS3 2
SPEAKER: ZONE 2L (PORT)
PURPLE, RIGHT + -A11d Z2R+/4 -LS4 1 -LS.4
PURPLE/BLACK, RIGHT - -A11d Z2R-/4 (SPEAKER CABLES YARD SUPPLY) -LS4 2
SPEAKER: ZONE 2R (STB)

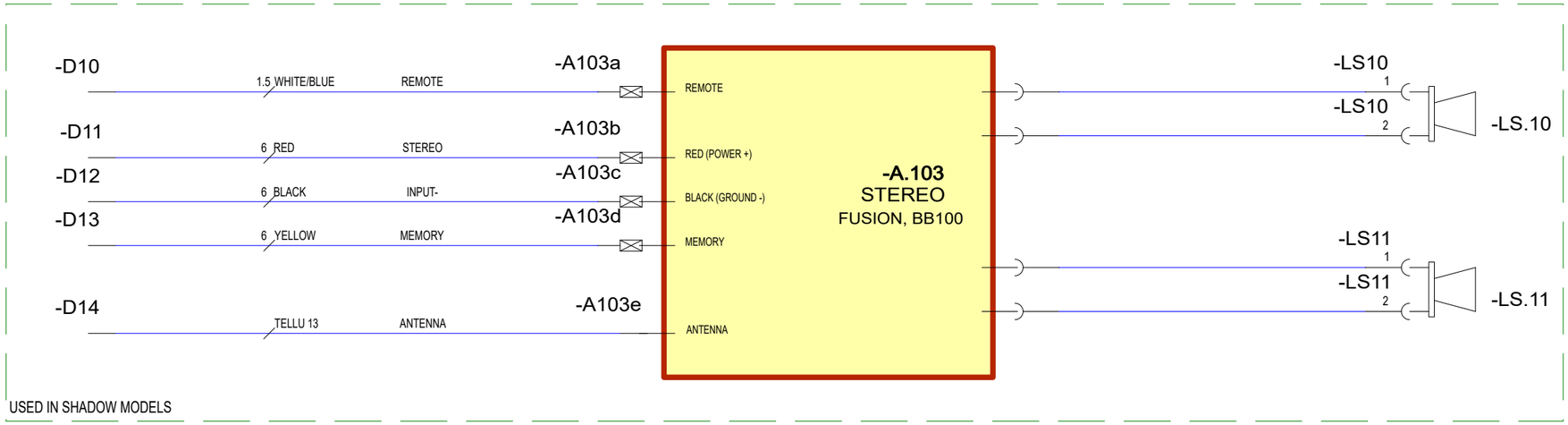
HULL H.

/66.D1 MAIN_DIRECT+ COPPER BAR -F_X2d 1/1 4 RED 10022HQ -D_F3 DIRECT+ 1 MEMORY -D_F3 2 4 RED MEMORY 6/8 -X.2a 2634810
-F_X.2
/74.A1 MAIN_DIRECT+ COPPER BAR
-D_F.3 23807 15A AIC: 2500A
USED IN BASIC MODELS
-X2a 6/8 2635810 4 RED MEMORY /59.B4

/66.E1 MAIN_DIRECT+ COPPER BAR -F_X2d- 1/1 4 RED 10022HQ -D_F3- DIRECT+ 1 MEMORY -D_F3- 2 4 RED -SH_X.2a MEMORY 6/8 2634810
-F_X.2
/74.B1 MAIN_DIRECT+ COPPER BAR
-D_F.3- 23807 15A AIC: 2500A
USED IN SHADOW MODELS

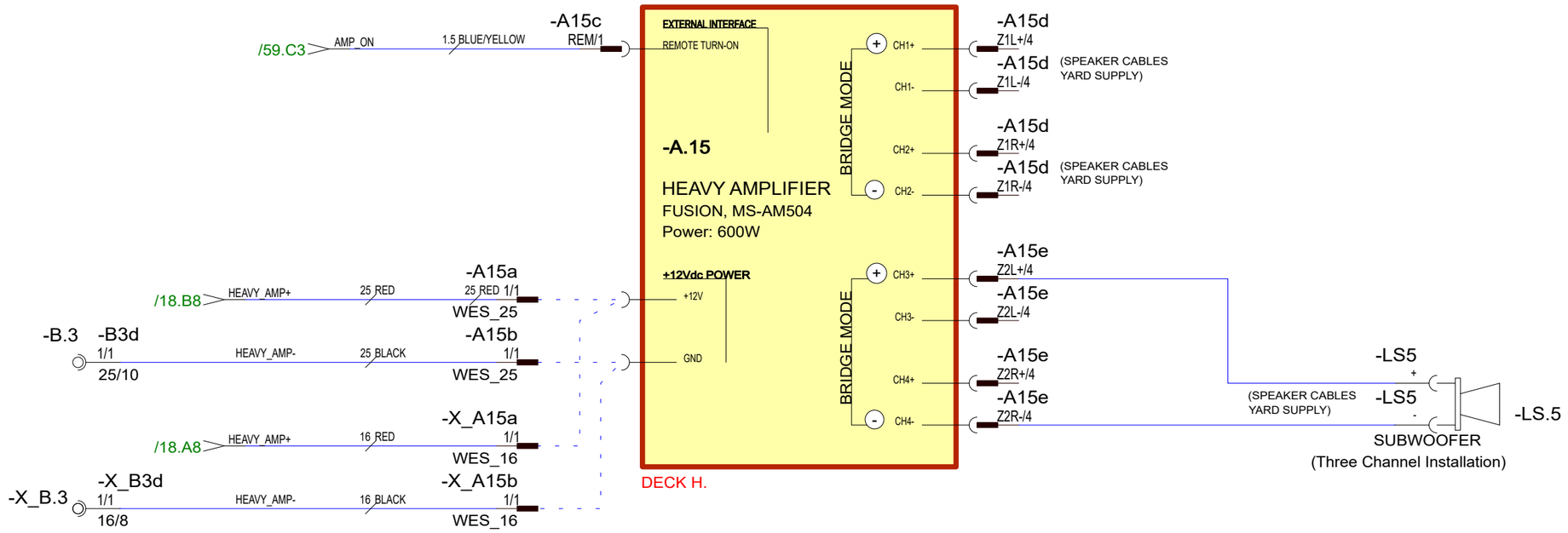
/66.F1 MAIN_DIRECT+ COPPER BAR -F_X2d-- 1/1 4 RED 10022HQ -D_F3-- DIRECT+ 1 MEMORY -D_F3-- 2 4 RED -E_X.2a MEMORY 6/8 2634810
-F_X.2
/74.C1 MAIN_DIRECT+ COPPER BAR
-D_F.3-- 88-15-A1B14-A00 15A
USED IN EU VERSION MODELS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | STEREO - DIAGRAM | HL | 59 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 6.11.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | STEREO ADAPTER - DIAGRAM | HL | 60 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

OPTIONAL, AUDIO UPGRADE 2




| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | Copyright by | Axopar | Sub-product code | Product code | Project ID |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | | | |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | HEAVY AMPLIFIER - DIAGRAM | HL | 61/ 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | Sheet |

BASIC MODELS WIT LIGHT PACK

-S_S.8_ 14077

/21.B3 SW8- 1 GREY -/5 -S_S8_ +/5 1.5 WHITE/BLUE 7/8

-X.7a_ 1/8 1.5 WHITE/BLUE -S_S8_ C/5 NO/5 1.5 WHITE/BLUE -X.7a_ 2/8

WIPER

/21.B7 SW8- 1 GREY -/5 -S_S.8- 14077 -S_S8- +/5 1.5 WHITE/BLUE WIP_SLOW -SH_X.7a 7/8 2634810

-SH_X.7a 1/8 1.5 WHITE/BLUE 2634810 -S_S8- C/5 NO/5 1.5 WHITE/BLUE WIP_REL_C -SH_X.7a 2/8 2634810

SHADOW MODELS

WIPER

/21.B5 SW8- 1 GREY -/5 -S_S8 14077 -S_S8 +/5 1.5 WHITE/BLUE WIP_SLOW -X.7a 7/8 2634810

-X.7a 1/8 1.5 WHITE/BLUE 2634810 -S_S8 C/5 NO/5 1.5 WHITE/BLUE WIP_REL_C -X.7a 2/8 2634810

BASIC MODELS

WIPER

CONTROL_2 /54.D4

/73.C4 CONTROL_2 1.5 WHITE/BLUE 1.5 WHITE/BLUE -X7a 1/8 2635810

-X7a 7/8 1.5 WHITE/BLUE WIP_SLOW

-X7a 2/8 1.5 WHITE/BLUE WIP_REL_C

-R_K.5 0332209150 12V, 20/30A

/64.D4 INPUT- 1.5 BLACK -R_K5 85/5 85 86 -R_K5 86/5 1.5 WHITE/BLUE WIP_REL_C -RL_X.1c 3/11 2639010 -RL_X1c 3/11 2638010

-X2c 2/11 4 RED 2638010 -RL_X1c 1/11 4 RED 2638010 -RL_X.1c 1/11 4 RED 2639010 WIPER+ -R_K5 30/5 30 87a 87 -R_K5 87/5 4 RED WIPER_FD

WIPER RELAY

RELAY UNIT

-RL_X.1c 10/11 2639010 -RL_X1c 10/11 2638010

-RL_X.2a -RL_X2a 4 RED

-RL_X.1c 2/11 WIP_SLOW 2639010 -RL_X1c 2/11 4 RED WIP_SLOW 3/8 2635810 -X4c 3/8 -X.4c 3/8 2634810

-RL_X.1c 7/11 WIP_SLOW 4/8 -RL_X1c 7/11 4 RED WIP_SLOW 4/8 -X4c 4/8 -X.4c 4/8

-RL_X.1c 8/11 WIP_SLOW 5/8 -RL_X1c 8/11 4 RED WIP_SLOW 5/8 -X4c 5/8 -X.4c 5/8

-RL_X.1c 9/11 WIP_SLOW 6/8 -RL_X1c 9/11 4 RED WIP_SLOW 6/8 -X4c 6/8 -X.4c 6/8

-X4c 2/8 -X.4c 2/8

-F_X3c 4 RED WIPER+ 2/11 -X.2c 2639010

-F_X3c -F_X3a -F_X.3a -F_X3a -F_X3b -F_X3b 4 RED WIPER+ 10/11 -X.2e 4 RED WIPER+ 11/11 2639010

-F22 INPUT+ 1 WIPER 2 2 4 RED -F_X3a -F_X3a -F_X3b -F_X.3b

-F_22 23809 25A AIC: 2500A

USED IN BASIC MODELS

-X2e 10/11 4 RED WIPER+ 11/11 4 RED WIPER+ 2638010

-F_X3c- -F_X3c-SH_X.2c 4 RED WIPER+ 2/11 2639010

-F_X3a- -F_X.3c- -F_X3a- -F_X3b-SH_X.2e 4 RED WIPER+ 10/11 -F_X3b-SH_X.2e 4 RED WIPER+ 11/11 2639010

-F22- INPUT+ 1 WIPER 2 2 4 RED -F_X3a- -F_X.3a- -F_X3b- -F_X.3b-

-F_22- 23809 25A AIC: 2500A

USED IN SHADOW MODELS

-F_X3c-- -F_X3c---E_X.2c 4 RED WIPER+ 2/11 2639010

-F_X3a-- -F_X.3c-- -F_X3a-- -F_X3b---E_X.2e 4 RED WIPER+ 10/11 -F_X3b---E_X.2e 4 RED WIPER+ 11/11 2639010

-F22-- INPUT+ 1 WIPER 2 2 4 RED -F_X3a-- -F_X.3a-- -F_X3b-- -F_X.3b--

-F_22-- 98-25-A1B13-A00 25A

USED IN EU VERSION MODELS

-C_XG.3 15318 CABIN ROOF H. INPUT- -C_XG3-10 1/1 4 BLACK KR4 -M16 INPUT- 1/6 2635610

-XG.2b- 15318 DECK H. INPUT- (STB) -XG2b-9 1/1 4 BLACK KR4 -M11 INPUT- 1/6 2635610

ON/OFF Switch conficuration:
Slow speed and Parkning only.
Fast speed and Dynamic Park disabled.

WIPER ROOF -M.16 ROCA W25 Power: 84W ROOF H.

WIPER DECK -M.11 ROCA W25 Power: 84W DECK H.

-M16 2/6 4 RED WIP_SLOW 1/4 -C_X.9e 1/4 -X9e 1/4 4 RED WIP_SLOW

3/6 4 RED WIPER+ 2/4 2/4 4 RED WIPER+

6/6 4 RED WIP_SLOW 3/4 3/4 4 RED WIP_SLOW

5/6 (NOT CONNECTED) DTP04-4P-C015 DTP06-4S-C015

2635610

XC CROSS CABIN VARIANT

-M11 2/6 4 RED WIP_SLOW

3/6 4 RED WIPER+

6/6 4 RED WIP_SLOW

5/6 (NOT CONNECTED)

2635610

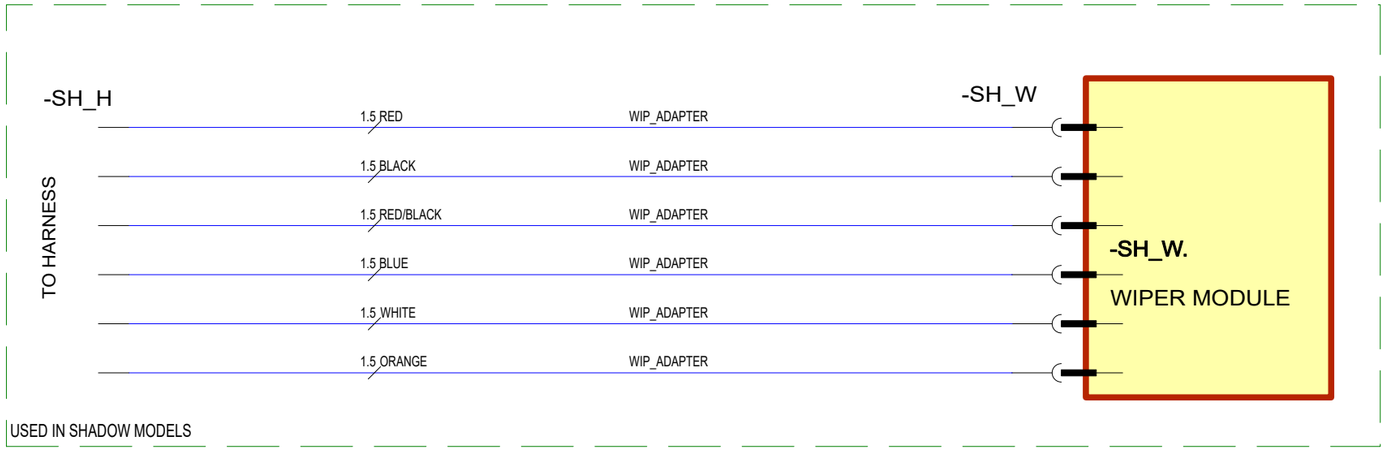
SPYDER & SUN-TOP VARIANT

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; -S_S.8_ added |
| 18.6.2024 | PF | G24: 2005139; Not modified |

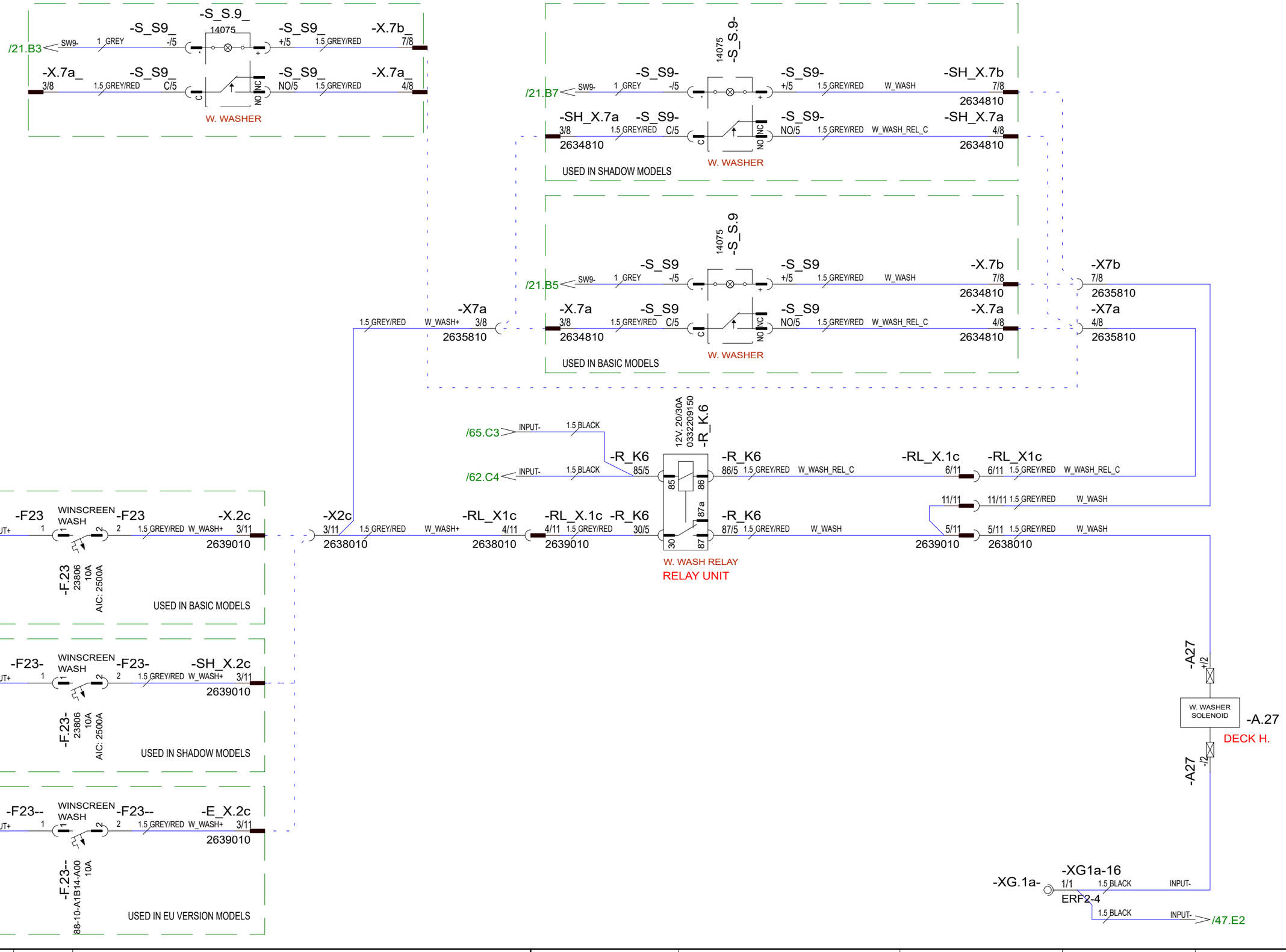
| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

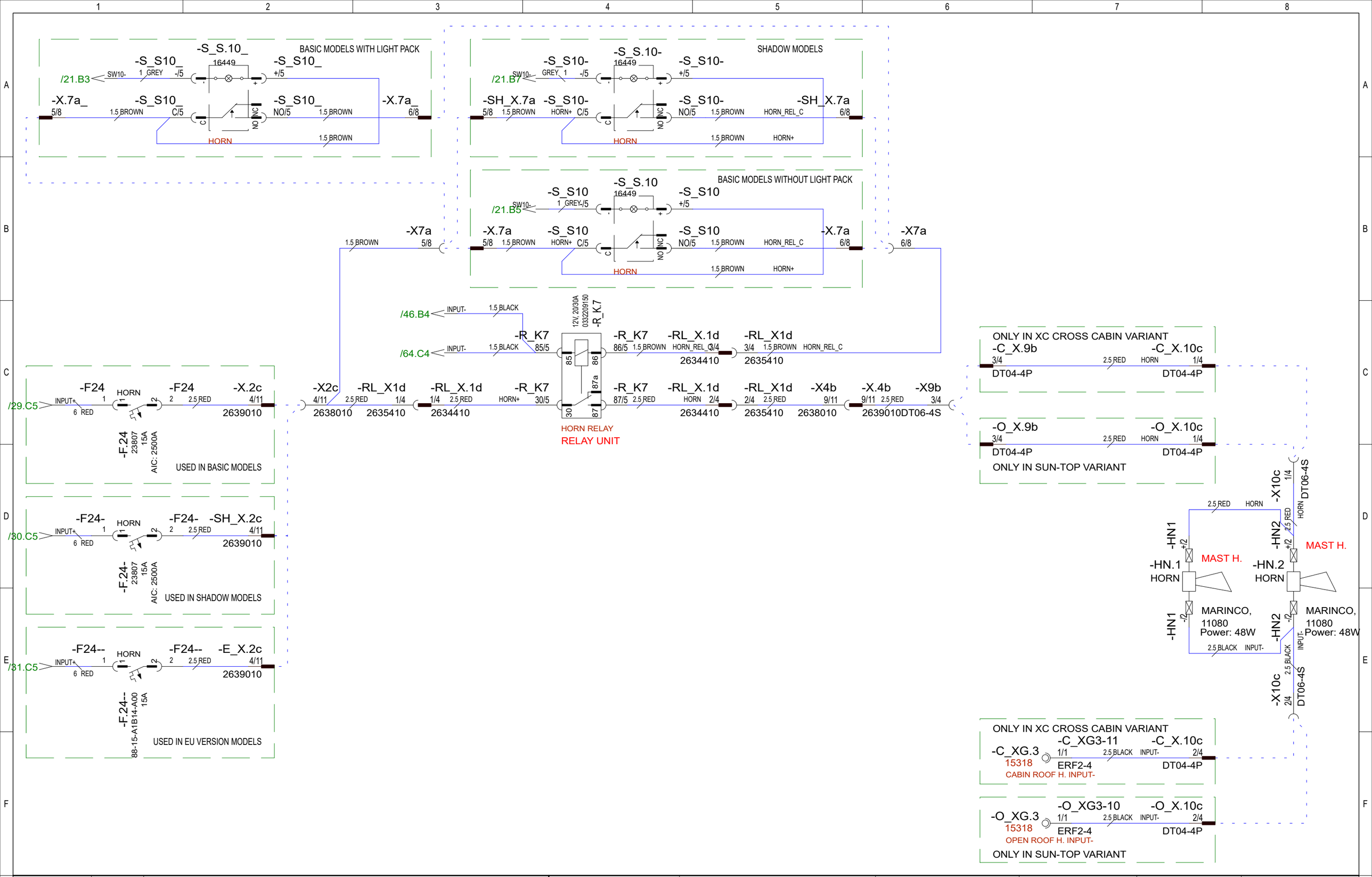
| | | | |
|---|---|---|---|
| Boat: Axopar | Sub-product code | Product code | Project ID |
| Boat model: 37 MY20 | Title: WIPERS - DIAGRAM | Loc: HL | Sheet: 62 / 210 |



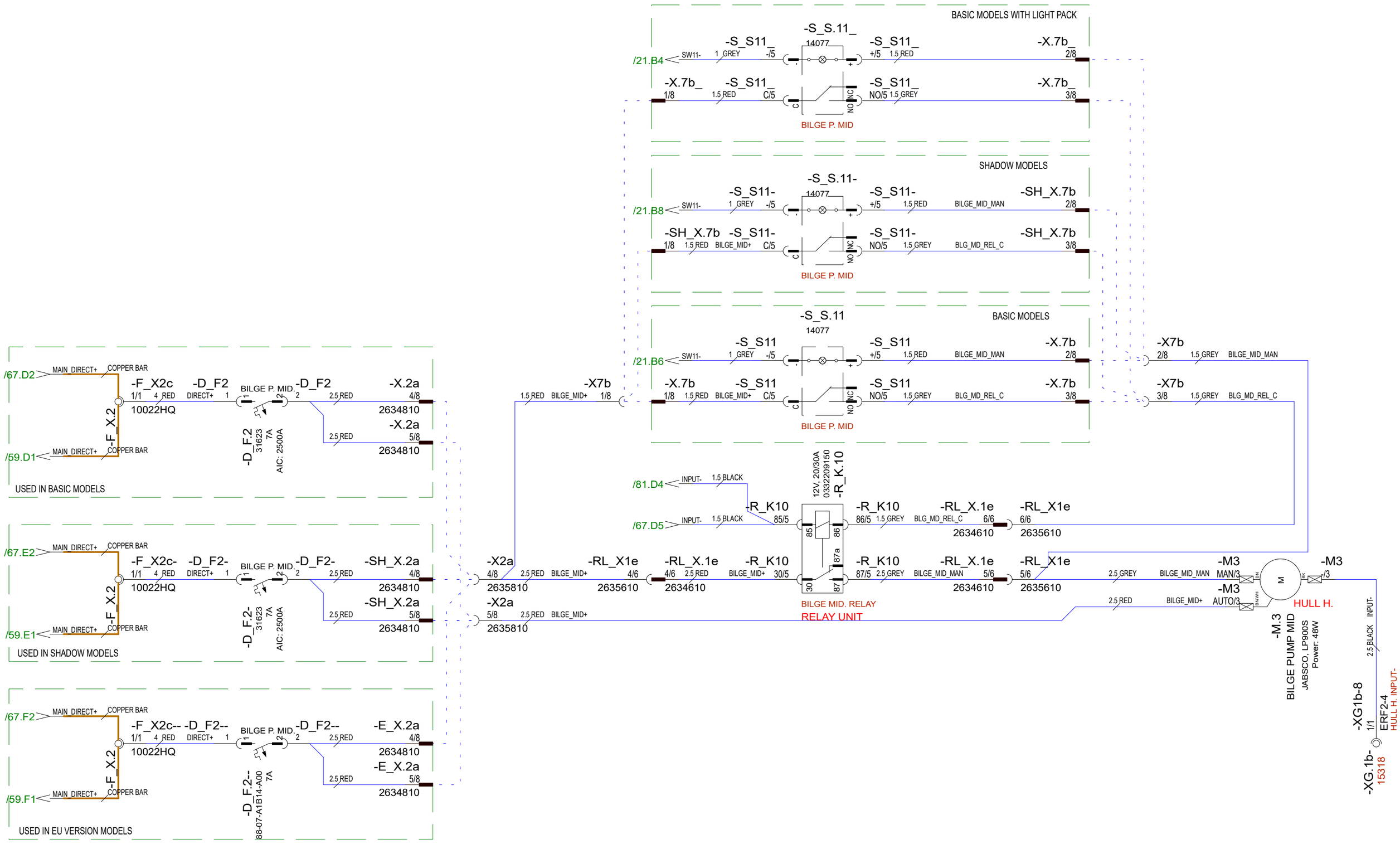

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 14.01.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | WIPER ADAPTER - DIAGRAM | HL | 63 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |



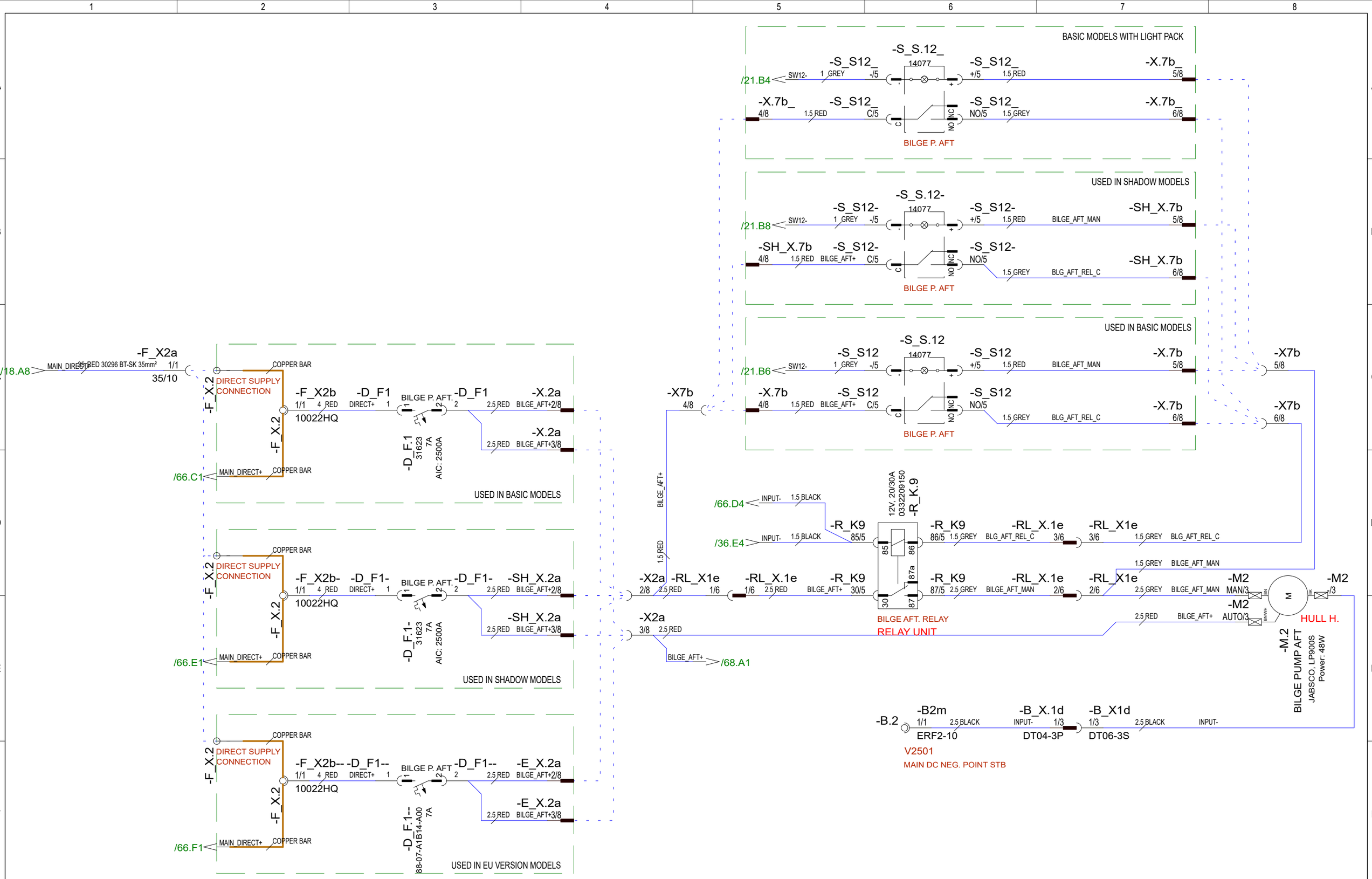

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; -S_S.9_ added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | WINDSCREEN WASH - DIAGRAM | HL | 64 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



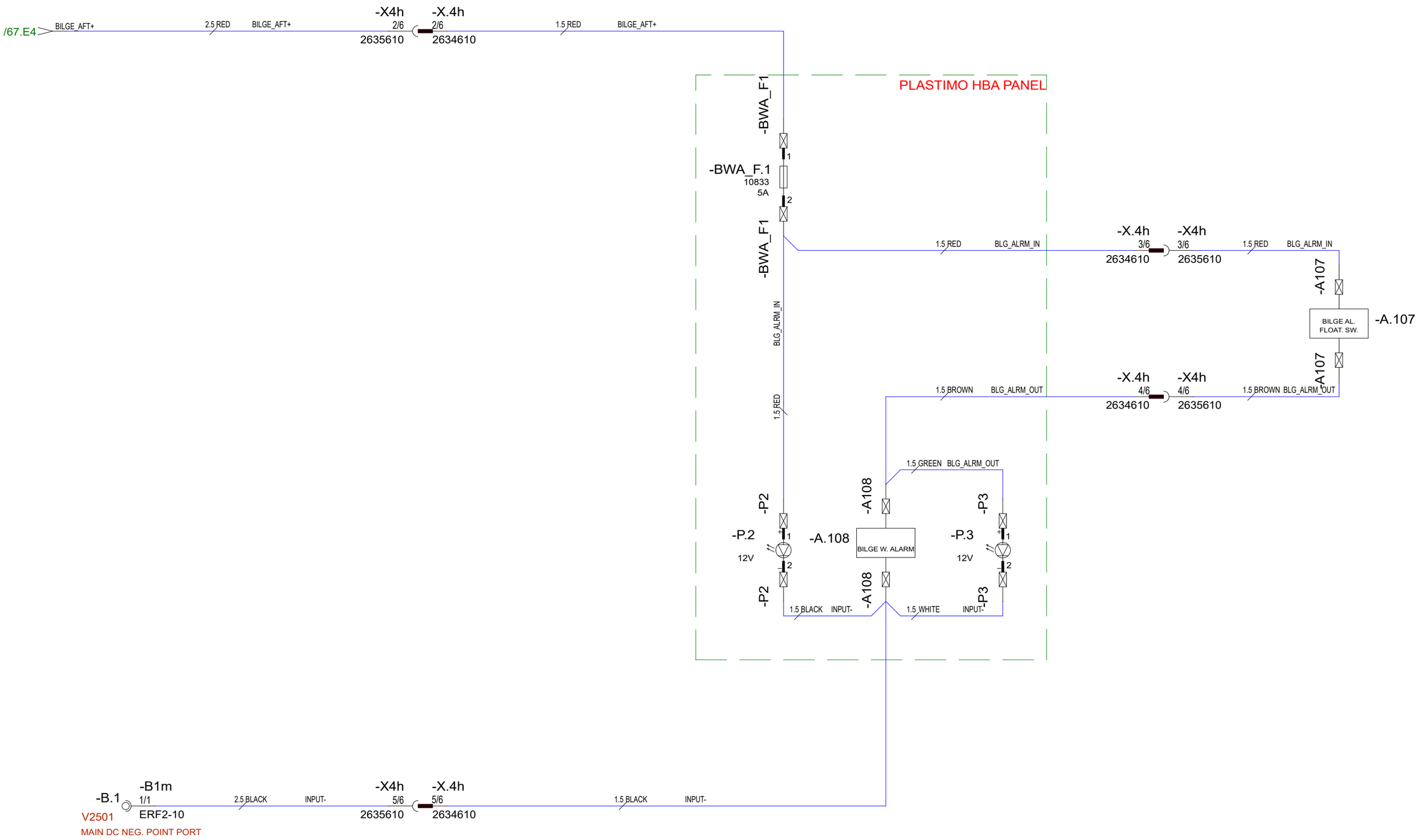

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; -S_S.10_ added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | HORN - DIAGRAM | HL | 65 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



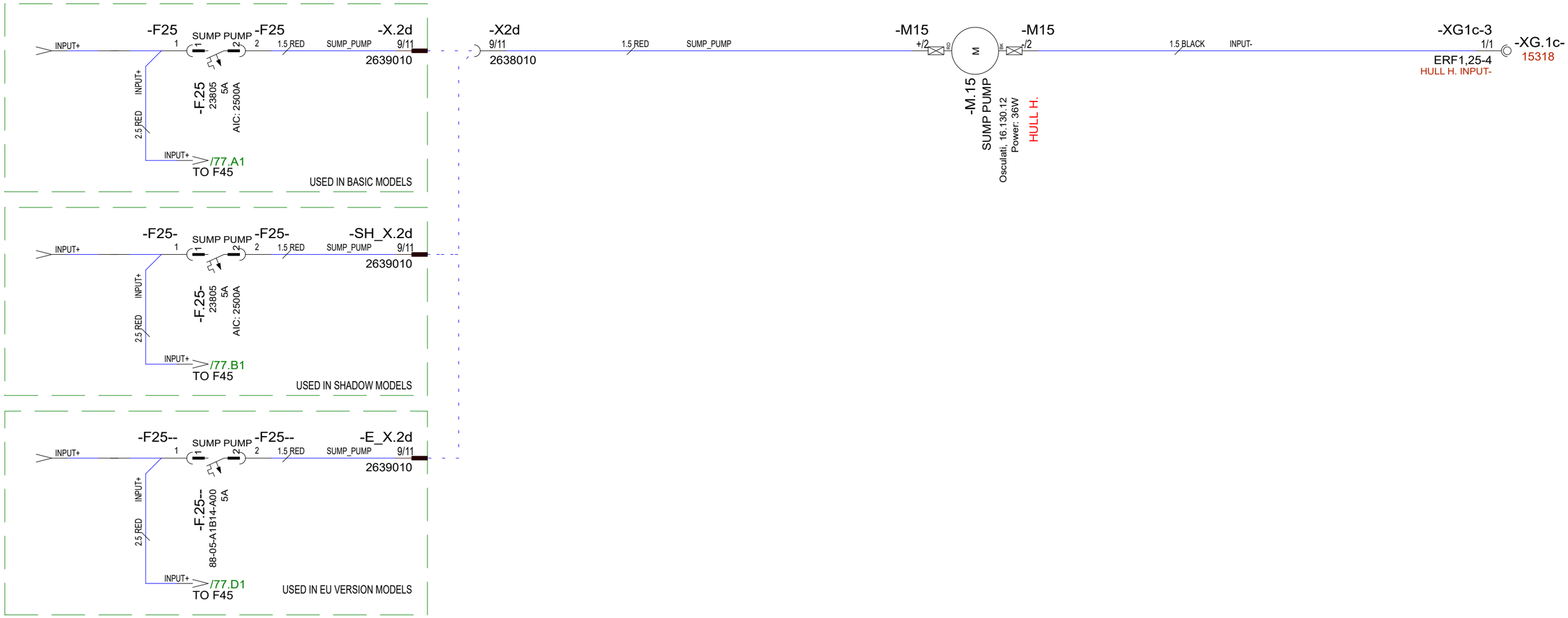

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; -S_S.11_ added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | BILGE PUMP MID - DIAGRAM | HL | 66 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



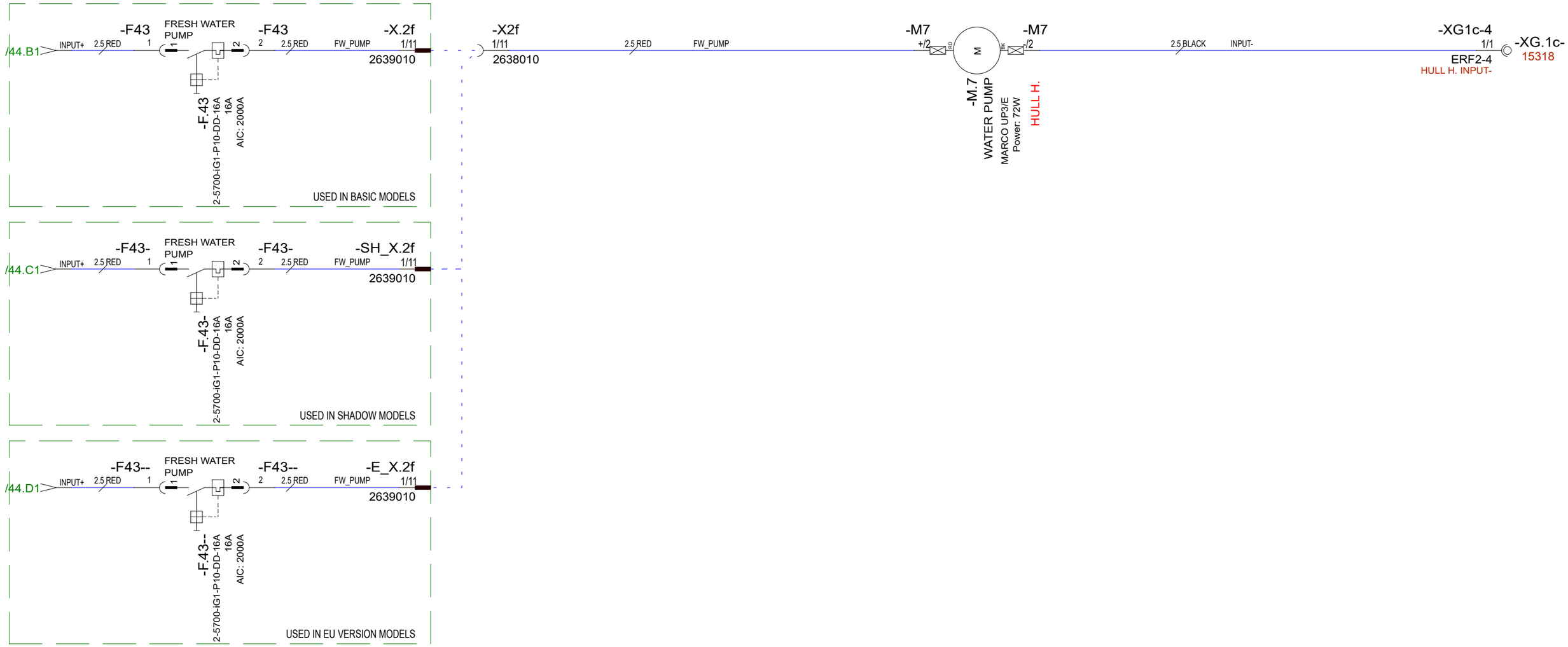

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; -S_S.12_ added | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | BILGE PUMP AFT - DIAGRAM | HL |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc / 67 / 210 Sheet |



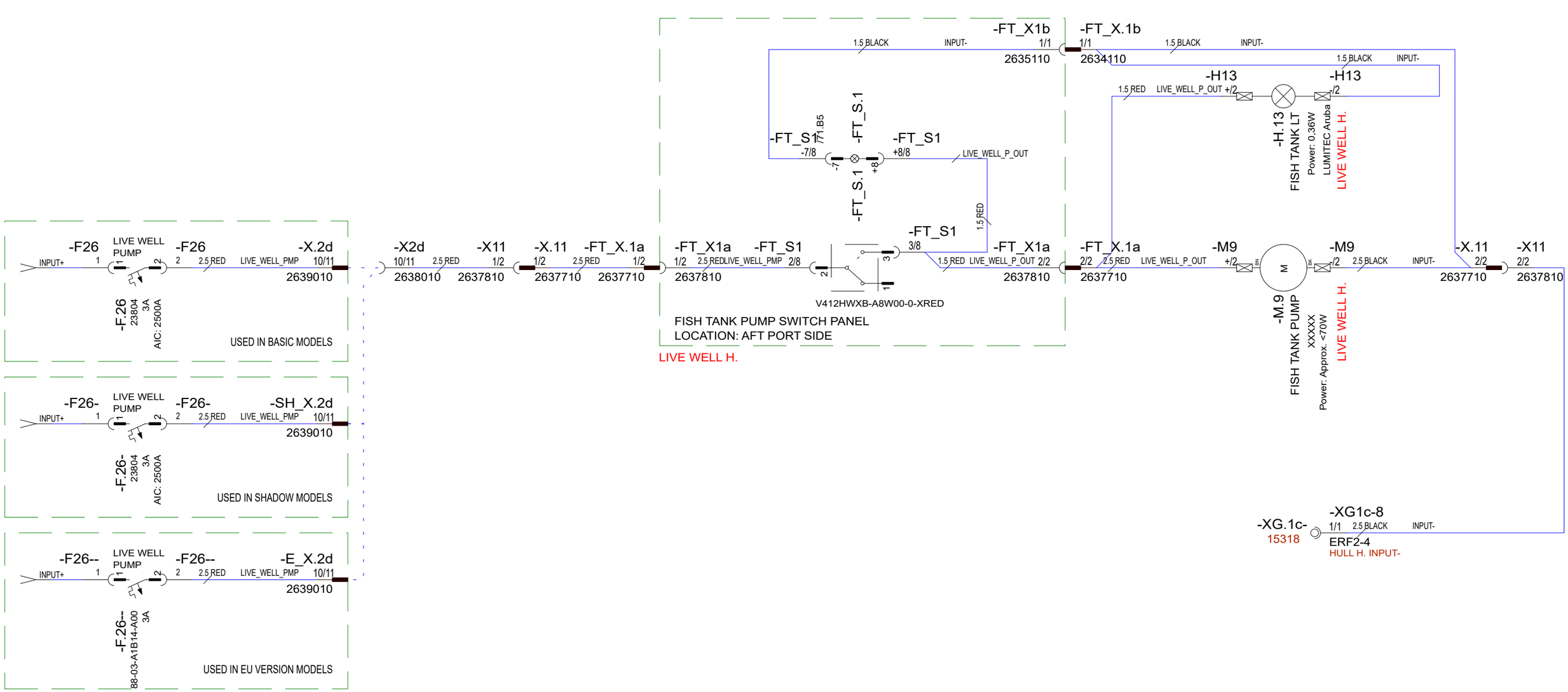

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 16.2.2023 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 SHADOW | BILGE ALARM | HL | 68 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



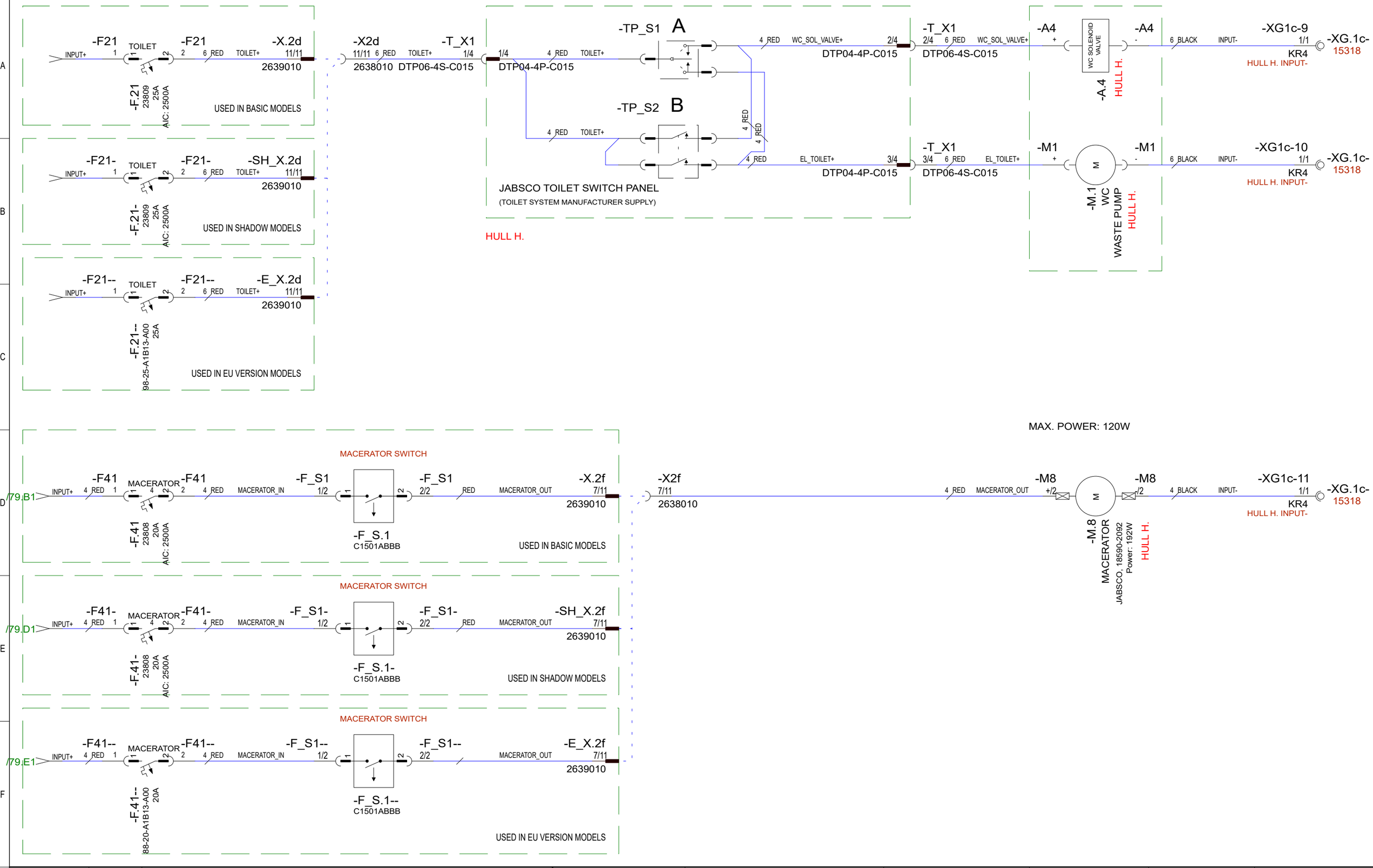

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | PUMPS - DIAGRAM | HL | 69 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | PUMPS - DIAGRAM | HL | 70 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified, 2004954; Livewell fuse to 3A+retrofit version | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | LIVE WELL PUMP - DIAGRAM | HL | 71/ 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

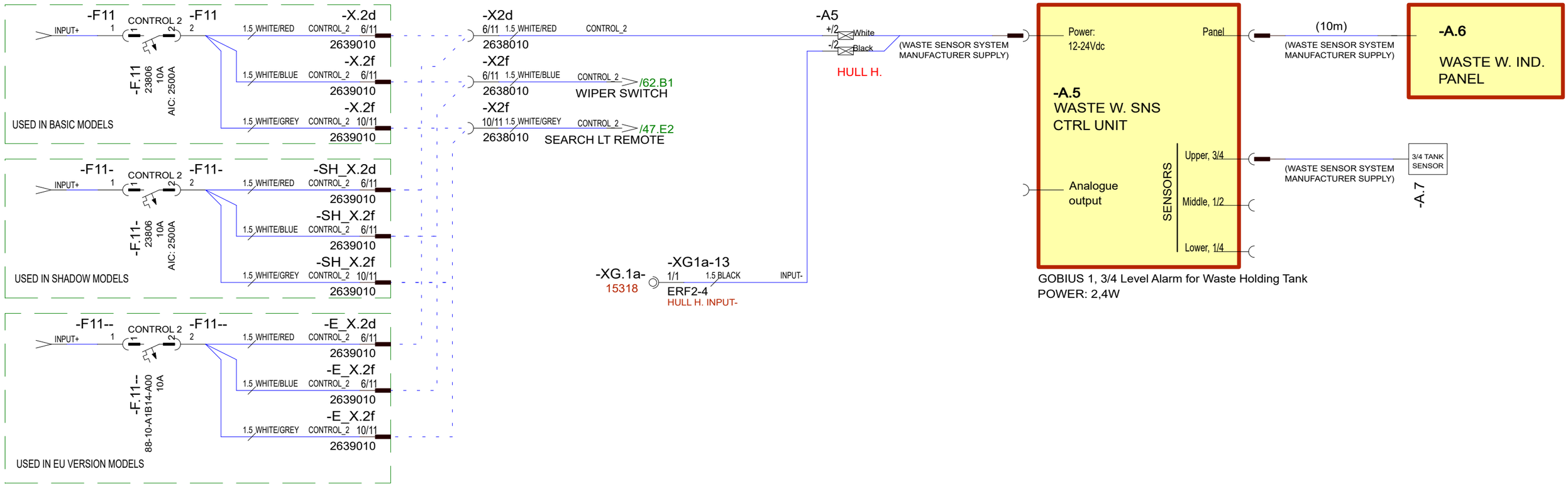



| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Not modified |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 14.1.2021 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | **Loc** | **Sheet** |
| 37 MY20 | TOILET/ MACERATOR/ WASTE TANK SNS - DIAGRAM | HL | 72 / 210 |




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

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 |
| | | | Project rev. | G |

NAVIX designed solutions
Copyright by

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | | **Sheet** |
| 37 MY20 | TOILET/ MACERATOR/ WASTE TANK SNS - DIAGRAM | HL / Loc | 73 / 210 |

/59.D1 MAIN_DIRECT+ COPPER BAR
-F_X2e 1/1 6 RED 10022HQ
-F_X2
/55.A1 MAIN_DIRECT+ COPPER BAR
DIRECT+ 1
-D_F4 HEATER 1 2
-D_F4 2 6 BLUE HEATER 7/8 2634810
-D_F4 23808 20A AIC: 2500A
-X.2a 7/8 2635810
USED IN BASIC MODELS

/59.E1 MAIN_DIRECT+ COPPER BAR
-F_X2e- 1/1 6 RED 10022HQ
-F_X2
/55.B1 MAIN_DIRECT+ COPPER BAR
DIRECT+ 1
-D_F4- HEATER 1 2
-D_F4- 2 6 BLUE HEATER 7/8 2634810
-D_F4- 23808 20A AIC: 2500A
-SH_X.2a 7/8 2634810
USED IN SHADOW MODELS

/59.F1 MAIN_DIRECT+ COPPER BAR
-F_X2e-- 1/1 6 RED 10022HQ
-F_X2
/55.C1 MAIN_DIRECT+ COPPER BAR
DIRECT+ 1
-D_F4-- HEATER 1 2
-D_F4-- 2 6 BLUE HEATER 7/8 2634810
-D_F4-- 88-20-A1B13-A00 20A
-E_X.2a 7/8 2634810
USED IN EU VERSION MODELS

-F9 HEATER CONTROL -F9
INPUT+ 1 1 2 2
-F.9 23804 3A AIC: 2500A
1.5 RED HEATER_C 8/8 2634810
-X.2a 8/8 2635810
USED IN BASIC MODELS

-F9- HEATER CONTROL -F9-
INPUT+ 1 1 2 2
-F.9- 23804 3A AIC: 2500A
1.5 RED HEATER_C 8/8 2634810
-SH_X.2a 8/8 2634810
USED IN SHADOW MODELS

-F9-- HEATER CONTROL -F9--
INPUT+ 1 1 2 2
-F.9-- 88-03-A1B14-A00 3A
1.5 RED HEATER_C 8/8 2634810
-E_X.2a 8/8 2634810
USED IN EU VERSION MODELS

-X2a 8/8 2635810
6 BLUE HEATER 4/11 -X4d 4/11 -X.4d 6 BLUE HEATER 1/4 -A19
1.5 RED HEATER_C 5/11 5/11 1.5 RED HEATER_C 2/4
6 BLACK INPUT- 2638010 2639010 6 BLACK INPUT- 3/4
2635410

-A.19
HEATER
RED (+)
RED (CONTROL)
BROWN (-)

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

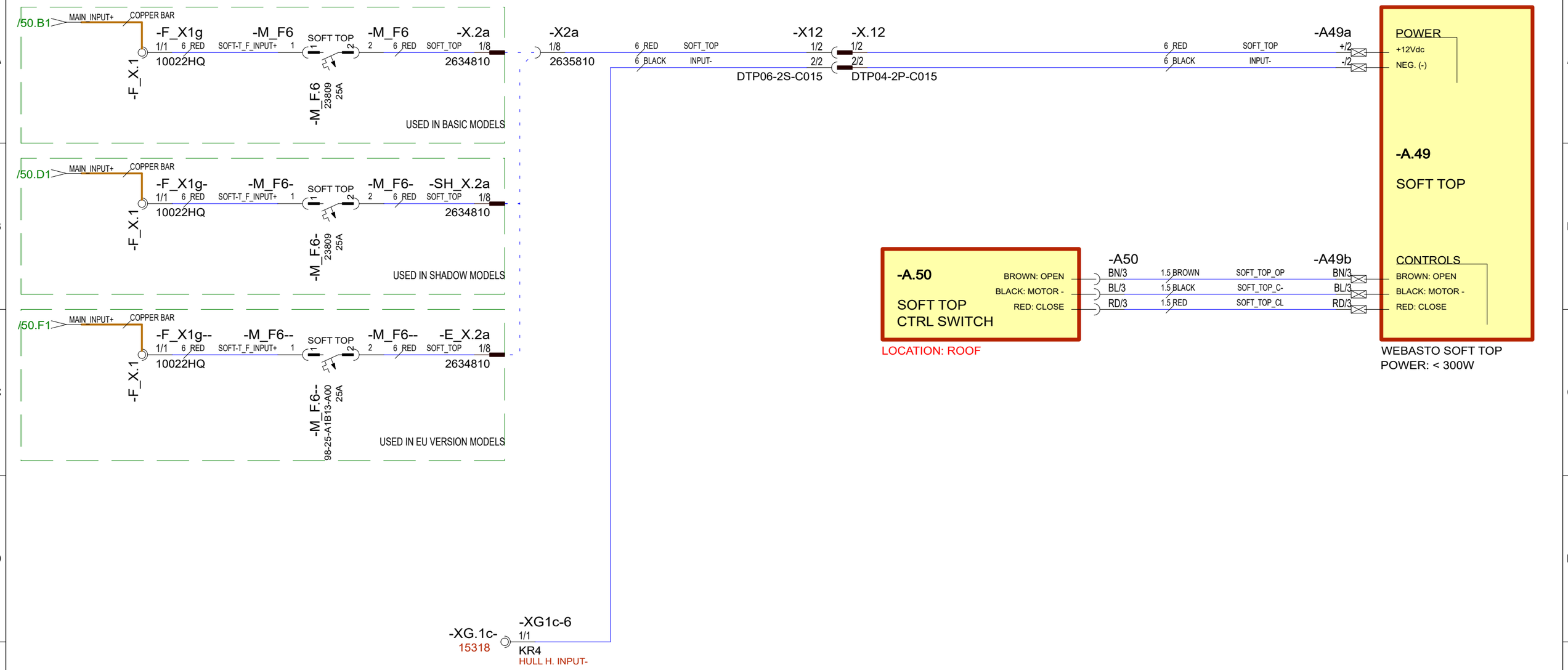
-XG.2b- 15318 -XG2b-11 1/1 KR4
DECK H. INPUT- (STB)

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Not modified |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

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| | | | | |
|---|---|---|---|---|
| Boat: Axopar | Sub-product code | Product code | Project ID | |
| Boat model: 37 MY20 | Title: HEATER - DIAGRAM | Loc: HL | | Sheet: 74 / 210 |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 5.4.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | SOFT TOP - DIAGRAM | HL | 75 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

OPTIONAL

/54.E1 INPUT+ 2.5 RED 1 — -F44 FRIDGE, CABIN 1/2 — 2 2.5 BLUE FRIDGE_CAB -X.2f 2/11 2639010

-F44 2-5700-iG1-P10-DD-10A 10A AIC: 2000A

USED IN BASIC MODELS

-X2f 2/11 2.5 BLUE FRIDGE_CAB -X4d 6/11 2638010 — -X.4d 6/11 2639010 2.5 BLUE FRIDGE_CAB -A37 +

-A37 CABIN FRIDGE - 2.5 BLACK INPUT- -XG2a-8 1/1 ERF2-4 -XG.2a- 15318 DECK H. INPUT- (PORT)

-A37 DOMETIC, CRX CM50 Power: 60W DECK H.

ONLY IN XC CROSS CABIN VARIANT

/54.E1 INPUT+ 2.5 RED 1 — -F44- FRIDGE, CABIN 1/2 — 2 2.5 BLUE FRIDGE_CAB -SH_X.2f 2/11 2639010

-F44- 2-5700-iG1-P10-DD-10A 10A AIC: 2000A

USED IN SHADOW MODELS

/54.F1 INPUT+ 2.5 RED 1 — -F44-- FRIDGE, CABIN 1/2 — 2 2.5 BLUE FRIDGE_CAB -E_X.2f 2/11 2639010

-F44-- 2-5700-iG1-P10-DD-10A 10A AIC: 2000A

USED IN EU VERSION MODELS

/53.A1 INPUT+ 2.5 RED 1 — -F47 COOLER DRAWER 1/2 — 2 6 RED COOLER_DRW -X.2f 5/11 2639010

-F47 2-5700-iG1-P10-DD-16A 16A

USED IN BASIC MODELS

-X2f 5/11 6 RED -X4d 9/11 — -X.4d 9/11 6 RED -A40 + FRIDGE - 6 BLACK -XG2a-10 1/1 KR4 -XG.2a-

-A40

/53.C1 INPUT+ 2.5 RED 1 — -F47- COOLER DRAWER 1/2 — 2 6 RED COOLER_DRW -SH_X.2f 5/11 2639010

-F47- 2-5700-iG1-P10-DD-16A 16A

USED IN SHADOW MODELS

/53.B1 INPUT+ 2.5 RED 1 — -F47-- COOLER DRAWER 1/2 — 2 6 RED COOLER_DRW -E_X.2f 5/11 2639010

-F47-- 2-5700-iG1-P10-DD-16A 16A

USED IN EU VERSION MODELS

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; A40 Cooler/fridge 10A -> 16A, wiring added |
| 18.6.2024 | PF | G24: 2005139; Not modified |

Date 14.1.2019
Drawing by TuM
Sheet rev. 24
Project rev. G

NAVIX designed solutions
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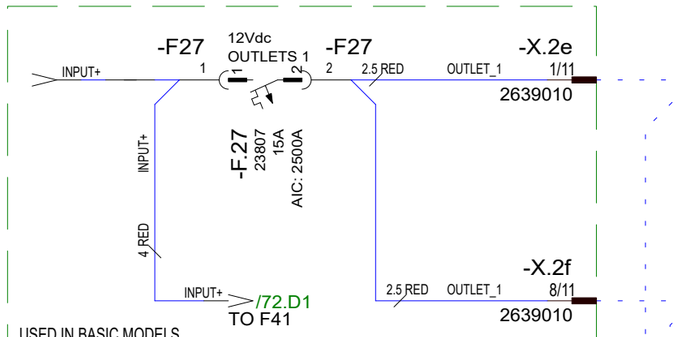
Axopar — Boat
Sub-product code
Product code
Project ID
37 MY20 — Boat model
REFRIGERATORS - DIAGRAM — Title
HL
Loc
76 / 210 — Sheet



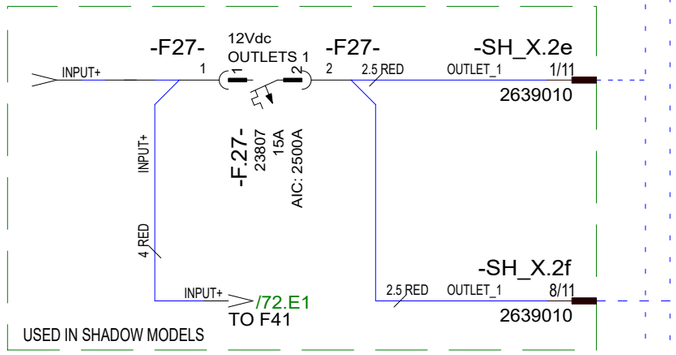

| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 23.4.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | REFRIGERATORS - DIAGRAM | HL | 77 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



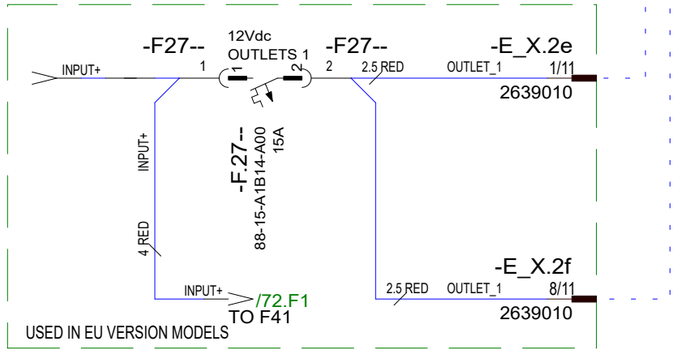

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 23.04.2020 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | REFRIGERATORS - DIAGRAM | HL | 78 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |



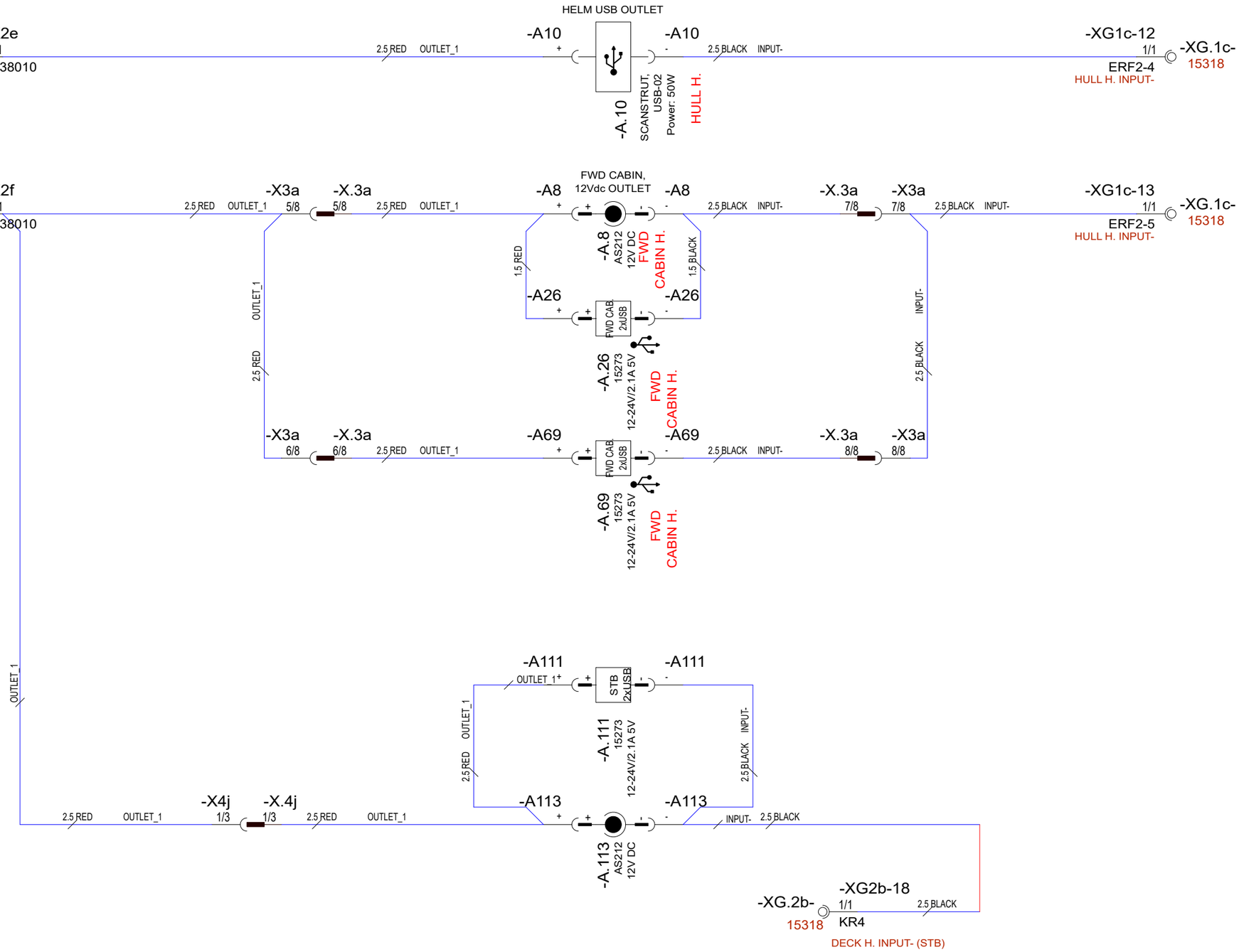

USED IN BASIC MODELS




USED IN SHADOW MODELS




USED IN EU VERSION MODELS



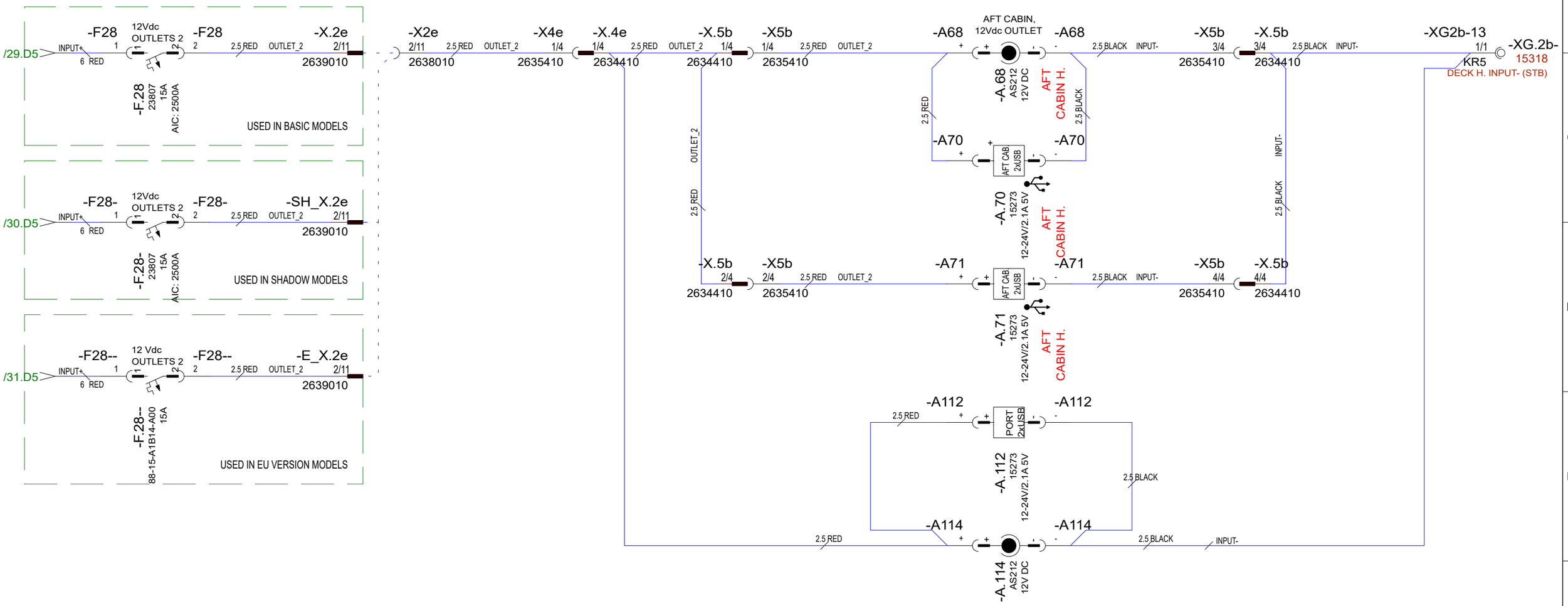

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Added A111, A113 & X4j |
| 20.2.2024 | PF | G23; 2005054; Wire sizes |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

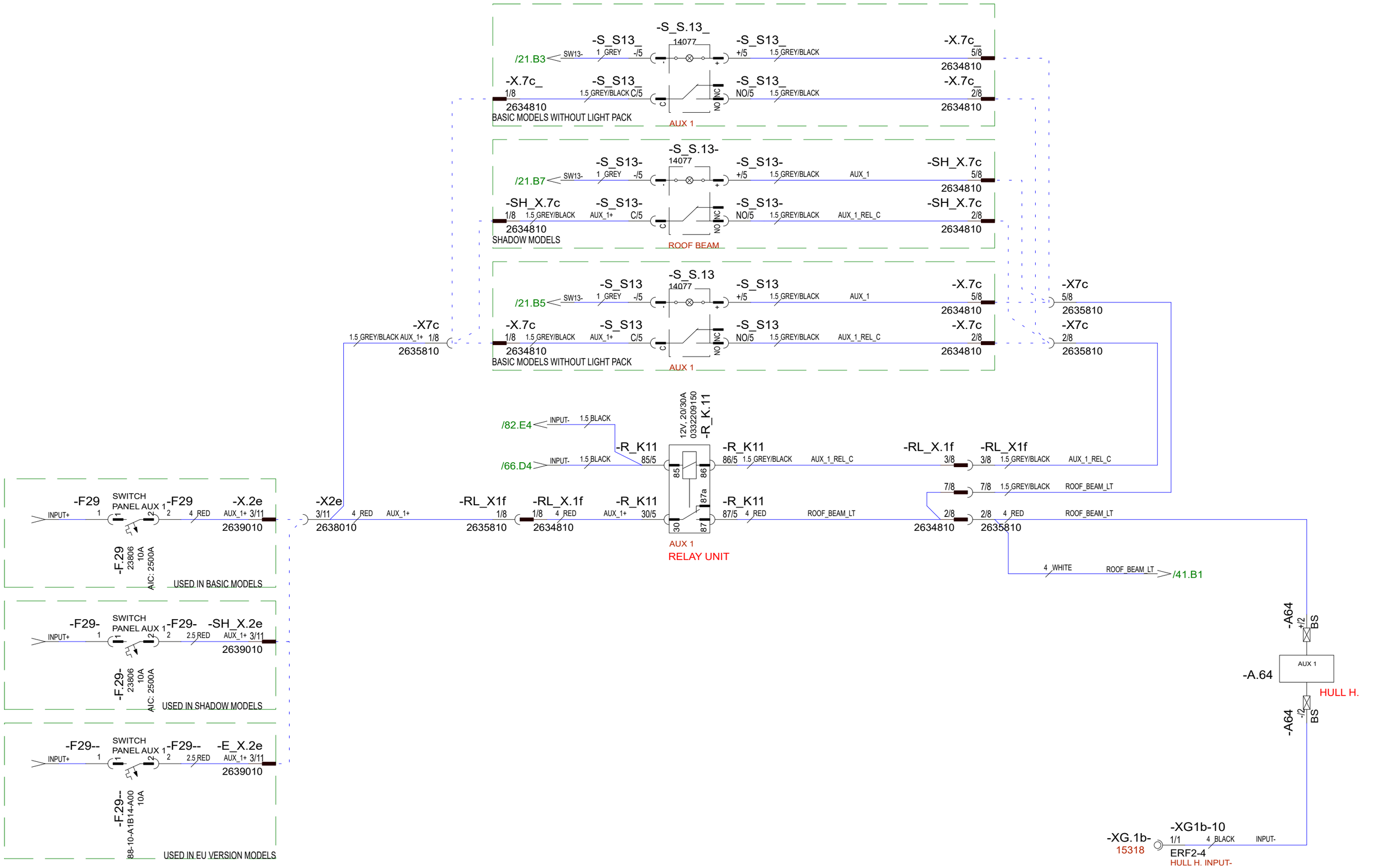
NAVIX designed solutions

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| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | **HL** | **Sheet** |
| 37 MY20 | 12Vdc OUTLETS/ USB - DIAGRAM | Loc | 79 / 210 |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Added A112&A114 | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | 12Vdc OUTLETS/ USB - DIAGRAM | HL | 80 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; -S_S.13_ added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AUX 1 - DIAGRAM | HL | 81/ 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

BASIC MODELS WITH LIGHT PACK

-S_S14-2_ /21.C3 SW14- 1 GREY -/5

-X.7d_ 1/2 1.5 WHITE/BLACK -S_S14-2_ C/5

-S_S14-2_ +/5 1.5 WHITE -X.7d_ 2/2

-S_S14-2_ NO/5 1.5 BLACK INPUT- /21.A3

-S_S.14_ 14077

-S_S14-2_ /21.C3 SW14- 1 GREY -/5

-X.7c_ 3/8 1.5 PURPLE/BLACK C/5

-X.7c_ +/5 1.5 PURPLE/BLACK 6/8

-X.7c_ NO/5 1.5 PURPLE/BLACK 4/8

AUX 2

ALTERNATIVE 2:
ISM CONNECTION. DEFAULT IN SHADOW MODEL
(FOR BOW TH ON-OFF CONTROL SWITCH)

-S_S14-2- /21.C7 SW14- 1 GREY -/5

-SH_X.7d 1/2 2637710 -S_S14-2- 1.5 WHITE/BLACK C/5

-S_S.14- 14075

-S_S14-2- +/5 1.5 WHITE -SH_X.7d ISM_B_TH_SW_L+ 2/2 2637710

-S_S14-2- NO/5 1.5 BLACK INPUT- INPUT- /21.A7

BOW THRUSTER

-S_S14-1- /21.C7 SW14- 1 GREY -/5

-SH_X.7c 3/8 2634810 -S_S14-1- 1.5 PURPLE/BLACK AUX_2+ C/5

-S_S14-1- +/5 1.5 PURPLE/BLACK AUX_2 -SH_X.7c 6/8 2634810

-S_S14-1- NO/5 1.5 PURPLE/BLACK AUX_R_C/BOW_TH -SH_X.7c 4/8 2634810

ALTERNATIVE 1:
OPTIONAL CONNECTION IN SHADOW MODEL

USED IN SHADOW MODELS

ALTERNATIVE 2:
ISM CONNECTION. OPTIONAL IN BASIC MODEL
(FOR BOW TH ON-OFF CONTROL SWITCH)

-S_S14-2 /21.C5 SW14- 1 GREY -/5

-X.7d 1/2 2637710 -S_S14-2 1.5 WHITE/BLACK C/5

-S_S14-2 +/5 1.5 WHITE -X.7d ISM_B_TH_SW_L+ 2/2 2637710

-S_S14-2 NO/5 1.5 BLACK INPUT- INPUT- /21.A5

-X7d 2/2 2637810 1.5 WHITE ISM_B_TH_SW_L+ /56.E6

/56.D6 ISM_BOW_TH_C 1.5 WHITE/BLACK -X7d 1/2 2637810

-S_S14-1 /21.C5 SW14- 1 GREY -/5

-X.7c 3/8 2634810 -S_S14-1 1.5 PURPLE/BLACK AUX_2+ C/5

-S_S.14 14077

-S_S14-1 +/5 1.5 PURPLE/BLACK AUX_2 -X.7c 6/8 2634810

-S_S14-1 NO/5 1.5 PURPLE/BLACK AUX_R_C/BOW_TH -X.7c 4/8 2634810

-X7c 6/8 2635810

-X7c 4/8 2635810

AUX 2

ALTERNATIVE 1:
DEFAULT CONNECTION. IN BASIC MODEL

USED IN BASIC MODELS

-X7c 3/8 2635810

1.5 PURPLE/BLACK AUX_2+

-X2e 4/11 2638010 2.5 RED AUX_2+

-RL_X1f 4/8 2635810 -RL_X.1f 4/8 2.5 RED 2634810 AUX_2+

-R_K12 /81.C4 INPUT- 1.5 BLACK 85/5

/54.A3 INPUT- 1.5 BLACK

-R_K12 85 86 87a 30 87

-R_K12 86/5 1.5 PURPLE/BLACK AUX_R_C/BOW_TH -RL_X.1f 6/8 6/8 1.5 PURPLE/BLACK AUX_R_C/BOW_TH

8/8 8/8 1.5 PURPLE/BLACK AUX_2

-R_K12 30/5 87/5 2.5 RED AUX_2 5/8 2634810 5/8 2.5 RED 2635810 AUX_2

-R_K.12 AUX 2 RELAY
0332209150 RELAY UNIT
12V, 20/30A

-A65 +/2 BS

AUX 2

-A65 -/2 BS HULL H.

-XG.1b- 15318 -XG1b-11 1/1 2.5 BLACK INPUT-

ERF2-4
HULL H. INPUT-

-F30 SWITCH PANEL AUX 2 -F30 -X.2e INPUT+ 1 1 2 2 2.5 RED AUX_2+ 4/11 2639010

-F.30 23806 10A AIC: 2500A

USED IN BASIC MODELS

-F30- SWITCH PANEL AUX 2 -F30- -SH_X.2e INPUT+ 1 1 2 2 2.5 RED AUX_2+ 4/11 2639010

-F.30- 23806 10A AIC: 2500A

USED IN SHADOW MODELS

-F30-- SWITCH PANEL AUX 2 -F30-- -E_X.2e INPUT+ 1 1 2 2 2.5 RED AUX_2+ 4/11 2639010

-F.30-- 88-10-A1B14-A00 10A

USED IN EU VERSION MODELS

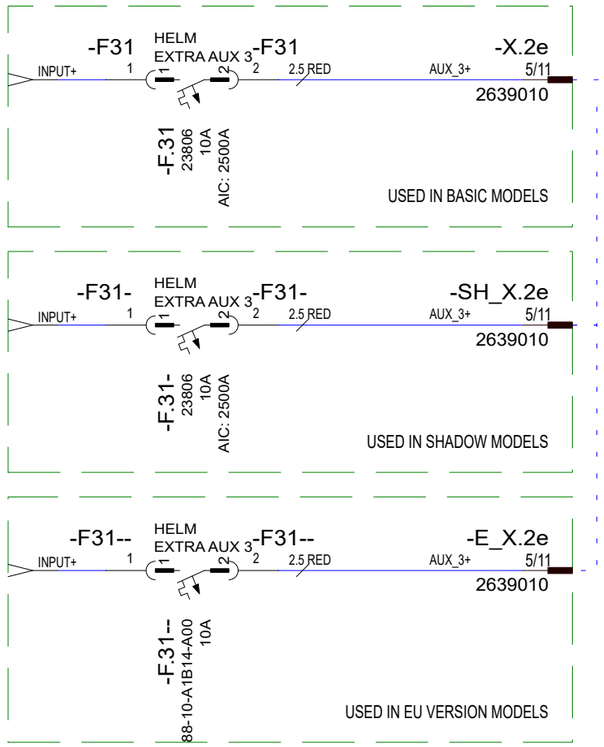
| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; -S_S.14_ added |
| 18.6.2024 | PF | G24: 2005139; Not modified |

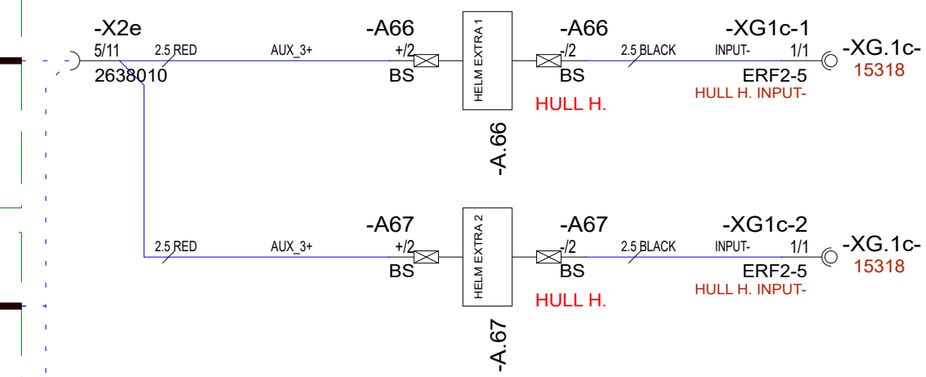
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|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

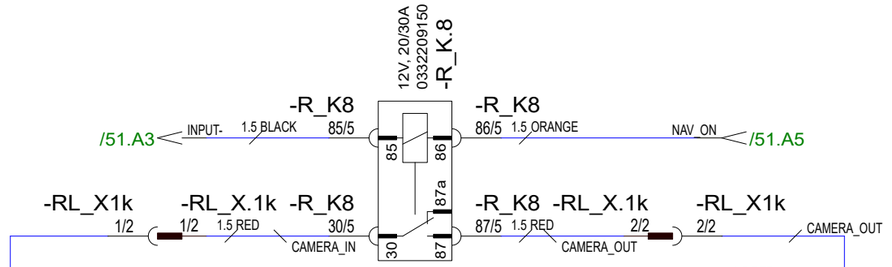
NAVIX designed solutions

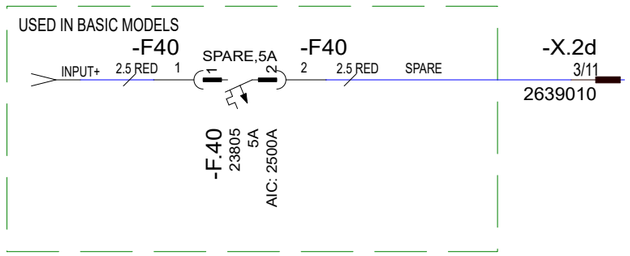
Copyright by

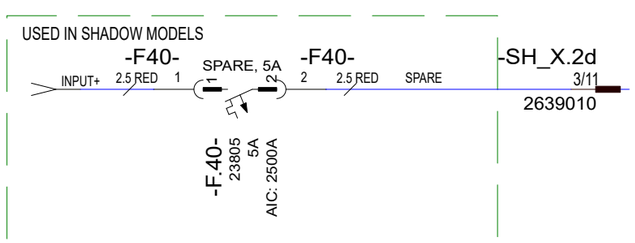
| | | | |
|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | AUX 2/BOW THRUSTER - DIAGRAM | HL | 82 / 210 |
| Boat model | Title | Loc | Sheet |

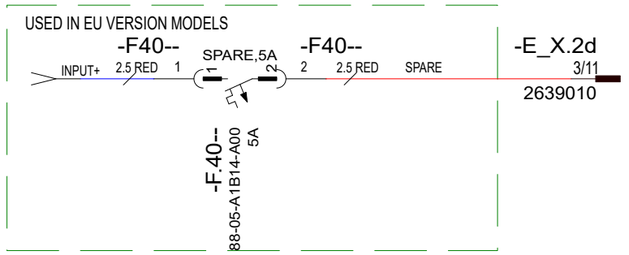


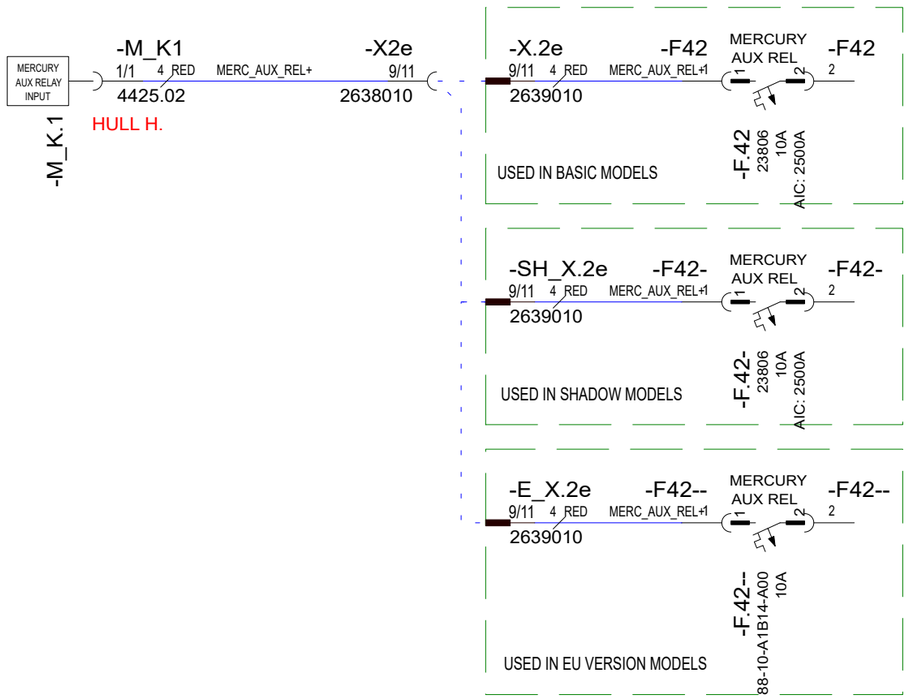





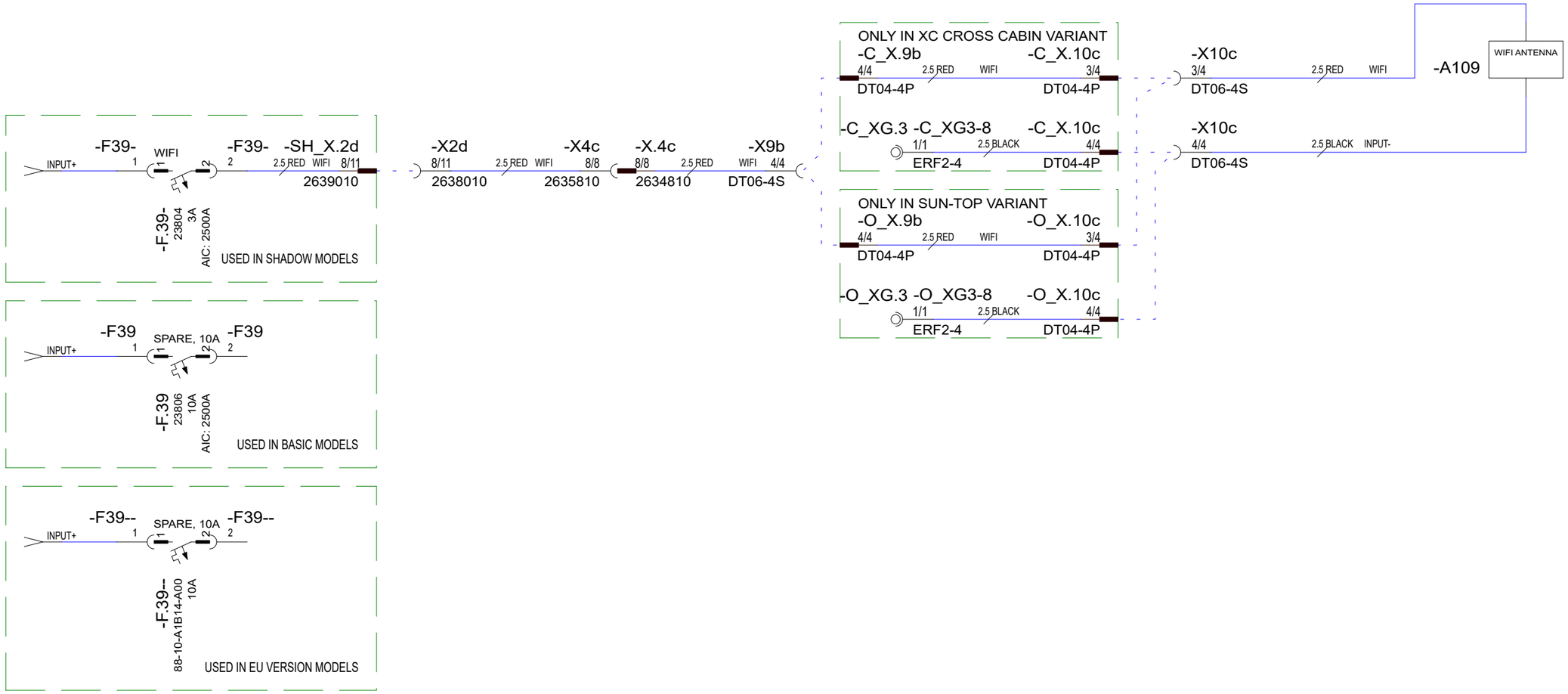




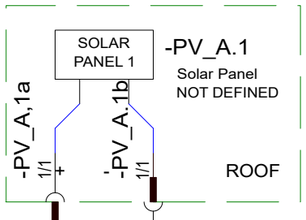



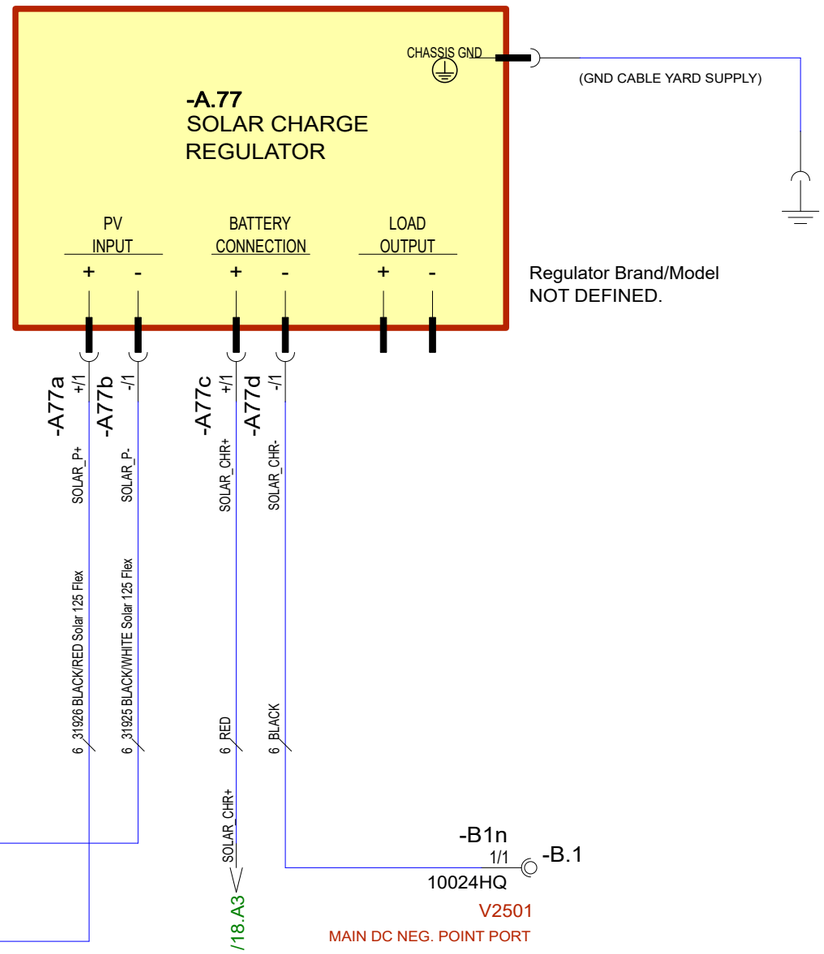

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|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | | | | |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | AUX 3, SPARE, EXTRA, MERCURY AUX - DIAGRAM | HL | 83 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

Boat | Sub-product code | Product code | Project ID




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date 15.06.2021 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Wifi minus 1,5mm2->2,5mm2 | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. 24 | | 37 MY20 | WIFI - DIAGRAM | HL | 84 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |



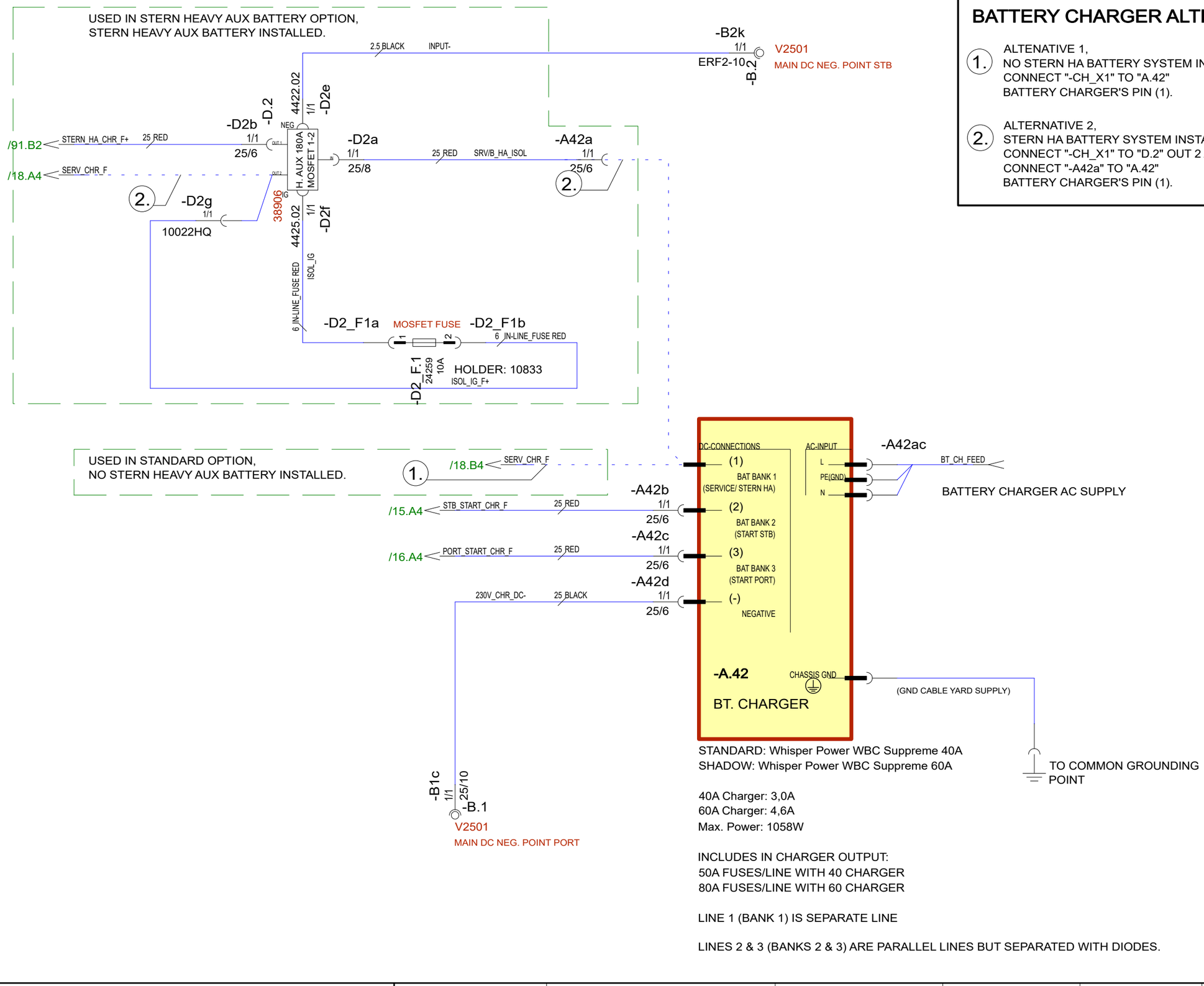




OPTIONAL

BATTERY BOX

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 | PHOTOVOLTAIC SYSTEM - DIAGRAM | HL | 85 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




## BATTERY CHARGER ALTERNATIVES:

1. ALTENATIVE 1,
NO STERN HA BATTERY SYSTEM INSTALLED:
CONNECT "-CH_X1" TO "A.42"
BATTERY CHARGER'S PIN (1).

2. ALTERNATIVE 2,
STERN HA BATTERY SYSTEM INSTALLED:
CONNECT "-CH_X1" TO "D.2" OUT 2 AND
CONNECT "-A42a" TO "A.42"
BATTERY CHARGER'S PIN (1).

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Charging moved from bow th to stern th |
| 18.6.2024 | PF | G24: 2005139; Not modified |

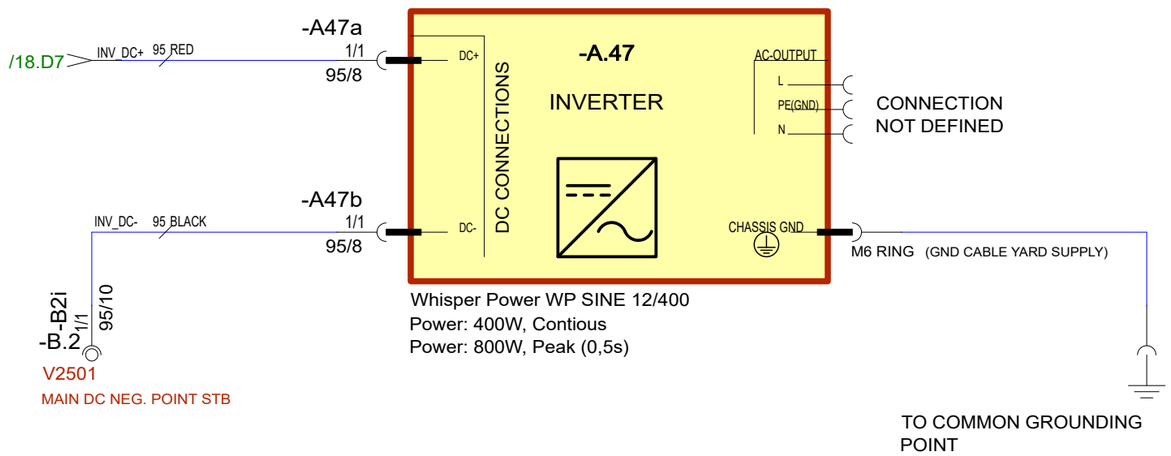
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|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

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|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BATTERY CHARGER - DIAGRAM | HL | 86 / 210 |
| Boat model | Title | Loc | Sheet |

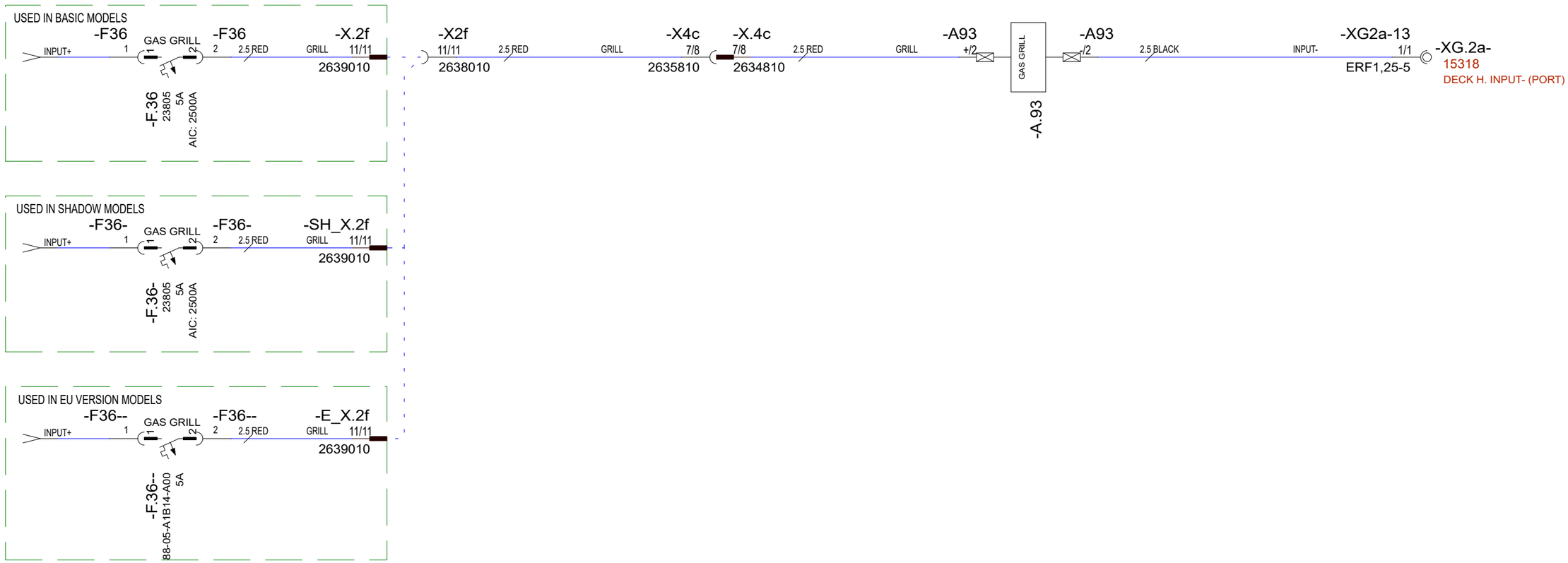
ONLY IN
SHADOW MODEL




| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 14.1.2019 |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TuM |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 |
| | | | Project rev. | G |

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| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | **Loc** | **Sheet** |
| 37 MY20 | INVERTER - DIAGRAM | HL | 87 / 210 |



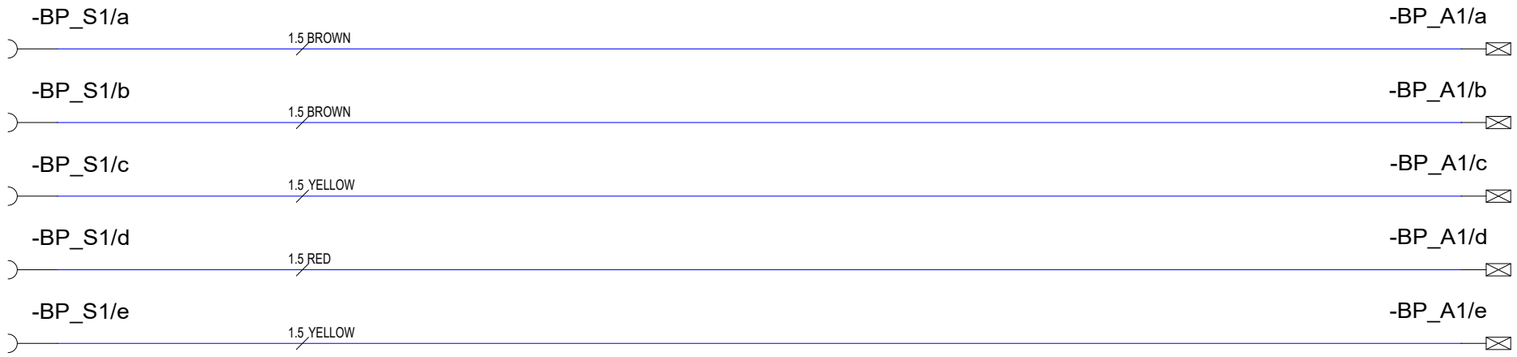

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified |
| 20.2.2024 | PF | G23; 2005054; Not modified |
| 18.6.2024 | PF | G24: 2005139; Not modified |

| | |
|---|---|
| Date | 28.08.2020 |
| Drawing by | TuM |
| Sheet rev. | 24 |
| Project rev. | G |

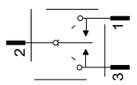
Copyright by

NAVIX designed solutions

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | **Loc** | **Sheet** |
| 37 MY20 | GAS GRILL - DIAGRAM | HL | 88 / 210 |




-BP_S1
16756

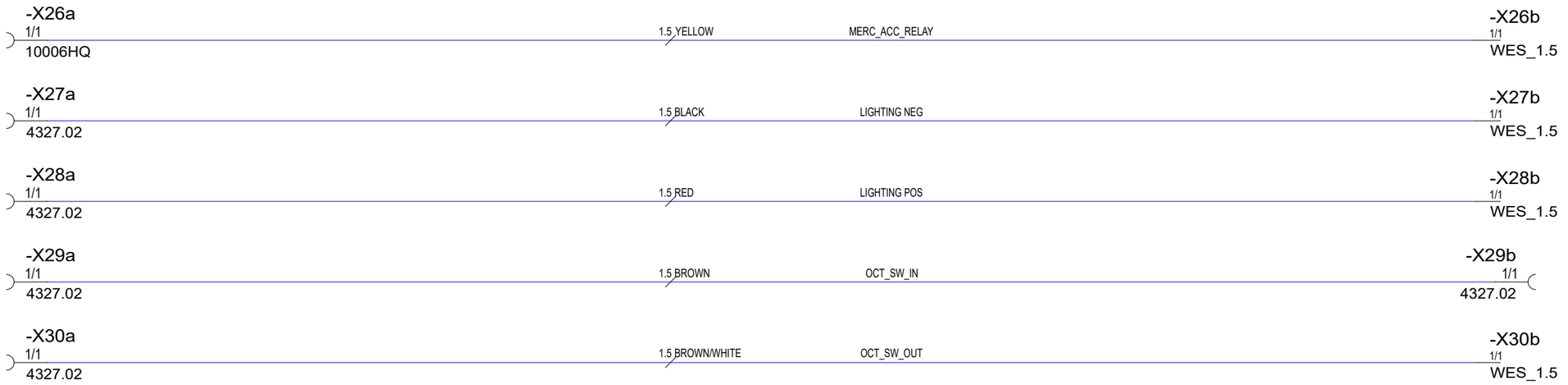


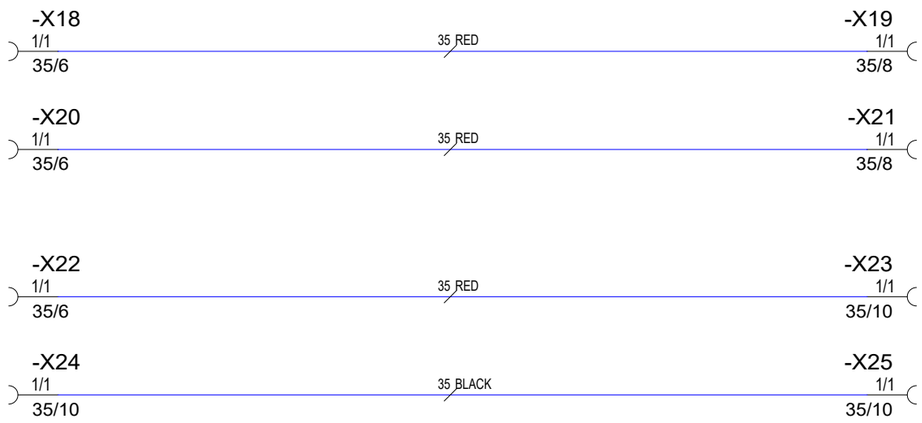

/89.D2

16756
-BP_S1

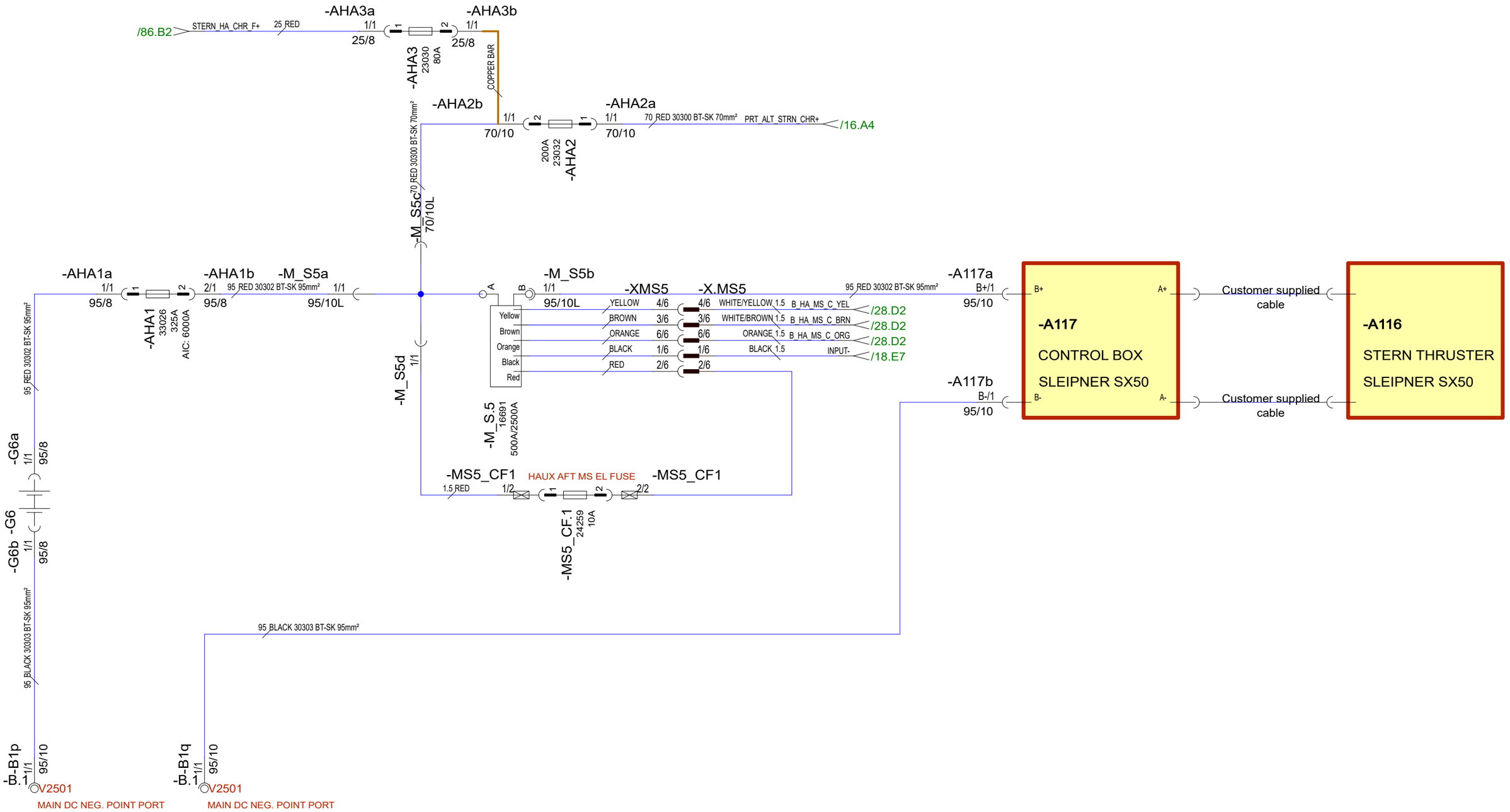



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 15.04.2021 | NAVIX designed solutions | Axopar | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | AR | | Boat | Sub-product code | Product code / Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 SHADOW | BATT.PACK MAIN SWITCH HARNESS | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / 89 / 210 Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2023 | PF | F22: 2004916; Not modified | Date | 9.2.2023 | NAVIX designed solutions | Axopar | | | |
| 20.2.2024 | PF | G23; 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 SHADOW | OCTO POWER ZERO EMISSION PWR PACK | HL | 90 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Date | 20.2.2024 | NAVIX designed solutions | Axopar | | | | |
| 8.4.2024 | PF | G23; 2005054; Added stern thruster | Drawing by | PF | | | | | | |
| 18.6.2024 | PF | G24: 2005139; Not modified | Sheet rev. | 24 | | 37 MY20 SHADOW | STERN THRUSTER - DIAGRAM | HL | 91/ 210 | |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet | |

1. 1.5 RED/BLACK -PL_X.1:1 NAV_LT_IN + 1.5 BLUE -PL_X.1:2 DIM_COM- -

-A53#1

16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369

/93.A2

2.

LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT

250 mm

1.5 RED/BLACK -A53+

1.5 BLACK -A53:-

NAV_LT_IN

DIM_COM-

-PL_X.1#1

2634210

2634210 (2N BACK VIEW)

CONNECTED

-PL_X1#1

NAV_LT_IN -X.6a:1, -XDIM1:1 1.5 RED/BLACK

DIM_COM- -XDIM1:3, -S_XG1c 1.5 BLUE

50 mm

2635210

-PL_X1#1

2635210 (2U BACK VIEW)

-DIM.1

38658

-XDIM1#1

1 RED_VCC

2 BLACK_GND

3 BLUE_COM

Connect during assembly!

-PL_X1:1 NAV_LT_IN 1.5 RED

-X.6b:10 INPUT- 1.5 BLACK

-PL_X1:2 DIM_COM- 1.5 BLUE

50 mm

-S_S.2 82-5151.2123 14077

-S_S2#1 NAVIGATION LT

C NO NC + -

-X.6a:4 NAV_LT_IN 1.5 RED

-S_S2:+, -X.6a:5 NAV_LT_OUT 1.5 RED

-S_S2:NO NAV_LT_OUT 1.5 RED

-D_D2:1 SW2- 1 GREY

50 mm

-S_S.3 82-5151.2123 14077

-S_S3#1 ANCHOR LT

C NO NC + -

-X.6a:4 NAV_LT_IN 1.5 RED

-S_S3:+, -X.6a:6 ANCH_LT_OUT 1.5 BLUE

-S_S3:NO ANCH_LT_OUT 1.5 BLUE

-D_D3:1 SW3- 1 GREY

50 mm

-S_S.4 82-5151.2123 14077

-S_S4#1 DECK LT

C NO NC + -

-X.6a:7 DECK_LT+ 1.5 WHITE/GREY

-X.6a:11 DECK_LT 1.5 WHITE/GREY

-X.6a:8 DECK_LT 1.5 WHITE/GREY

-D_D4:1 SW4- 1 GREY

50 mm

-S_S.5 82-5151.2123 14077

-S_S5#1 ROOF LT

C NO NC + -

-X.6b:1 MAIN_CAB_LT+ 1.5 WHITE/YELLOW

-X.6b:2 MC_RF_L_REL_C 1.5 WHITE/YELLOW

-X.6b:6 MC_ROOF_LT 1.5 WHITE/YELLOW

-D_D5:1 SW5- 1 GREY

50 mm

-S_S.6 82-5151.2123 14077

-S_S6#1 AMBIENT LT

C NO NC + -

-X.6b:1 MAIN_CAB_LT+ 1.5 WHITE

-X.6b:3 MC_AMB_L_REL_C 1.5 WHITE

-X.6b:7 MC_AMB_LT 1.5 WHITE

-D_D6:1 SW6- 1 GREY

50 mm

-S_S.7 82-5151.2123 14077

-S_S7#1 WIPER

C NO NC + -

-X.6b:4 UW_LT_STB+ 1.5 GREY/BROWN

-X.6b:5 UW_LT_REL_C 1.5 GREY/BROWN

-X.6b:8 UW_LT_STB 1.5 GREY/BROWN

-D_D7:1 SW7- 1 GREY

-D.1 P600G 6A

-D1#1

1 NAV_LT_OUT -X.6a:5 1.5 RED

2 ANCH_LT_OUT -X.6a:6 1.5 BLUE

BS_2

WITH SHRINK TUBE

250 mm

CONNECTION TO HULL HARNESS

-X.6a#1

-X.6a#1 2639010 (11N BACK VIEW)

1 NAV_LT_IN -PL_X1:1 1.5 RED

4 NAV_LT_IN -S_S2:C, -S_S3:C 1.5 RED

5 NAV_LT_OUT -D1:1, -S_S2:NO 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:+ 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, -S_S4:NO 1.5 WHITE/GREY

2639010

-X.6b#1

-X.6b#1 2639010 (11N BACK VIEW)

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_C -S_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_S5:+ 1.5 WHITE/YELLOW

7 MC_AMB_LT -S_S6:+ 1.5 WHITE

8 UW_LT_STB -S_S7:+ 1.5 GREY/BROWN

9 DIM_COM- -S_XG1a 1.5 BLUE

10 INPUT- -XDIM1:2 1.5 BLACK

11 1.5 ORANGE

2639010

300 mm

100 mm

-D_D1 - D_D15 = 1N4005

Cover with shrinktube!

SW. PANEL NEG. PORT -S_XG1a#1

1.5 BLUE -X.6b:9 DIM_COM-

DIM_COM-

1 GREY -S_S2:- SW2- -D_D2 -D_D2:2 DIM_COM-

1 GREY -S_S3:- SW3- -D_D3 -D_D3:2 DIM_COM-

1.5 GREY -S_XG1b DIM_COM-

-S_XG.1a 12743

SW. PANEL NEG. PORT -S_XG1b#1

-S_XG1a DIM_COM-

1.5 GREY 1 GREY -S_S4:- SW4- -D_D4 -D_D4:2 DIM_COM-

1 GREY -S_S5:- SW5- -D_D5 -D_D5:2 DIM_COM-

1 GREY -S_S6:- SW6- -D_D6 -D_D6:2 DIM_COM-

1.5 GREY -S_XG1c DIM_COM-

-S_XG.1b 12743

SW. PANEL NEG. PORT -S_XG1c#1

1.5 GREY -S_XG1b DIM_COM-

1 GREY -S_S7:- SW7- -D_D7 -D_D7:2 DIM_COM-

1.5 BLUE -PL_X1:2 DIM_COM-

-S_XG.1c 12743

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed | Date | 22.5.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29211 / Project ID |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update | Drawing by | TuM | | Boat | Sub-product code | Product code |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 10 | Copyright by | 37 MY20 | SWITCH PANEL | HL / 92 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | | Boat model | Title | Loc / Sheet |

3.

/92.A8

LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT

-S_S.8 82-5151.2123 14077
-S_S.9 82-5151.1123 14075
-S_S.10 82-5151.1113 16449
-S_S.11 82-5151.2123 14077
-S_S.12 82-5151.2123 14077
-S_S.13 82-5151.2123 14077
-S_S.14 82-5151.2123 14077

-S_S8#1 WIPER: C, NO, NC, +, - | CONTROL_2, WIP_REL_C, WIP_SLOW, SW8- | -X.7a:1, -X.7a:2, -X.7a:7, -D D8:1 | 1.5 WHITE/BLUE, 1.5 WHITE/BLUE, 1.5 WHITE/BLUE, 1 GREY
-S_S9#1 W. WASHER: C, NO, NC, +, - | W_WASH+, W_WASH_REL_C, W_WASH, SW9- | -X.7a:3, -X.7a:4, -X.7b:7, -D D9:1 | 1.5 GREY/RED, 1.5 GREY/RED, 1.5 GREY/RED, 1 GREY
-S_S10#1 HORN: C, NO, NC, +, - | HORN+, HORN_REL_C, HORN+, SW10- | -S S10:+, -X.7a:5, -X.7a:6, -S S10:C, -D D10:1 | 1.5 BROWN, 1.5 BROWN, 1.5 BROWN, 1 GREY
-S_S11#1 BILGE P. MID: C, NO, NC, +, - | BILGE_MID+, BLG_MD_REL_C, BILGE_MID_MAN, SW11- | -X.7b:1, -X.7b:3, -X.7b:2, -D D11:1 | 1.5 RED, 1.5 GREY, 1.5 RED, 1 GREY
-S_S12#1 BILGE P. AFT: C, NO, NC, +, - | BILGE_AFT+, BLG_AFT_REL_C, BILGE_AFT_MAN, SW12- | -X.7b:4, -X.7b:6, -X.7b:5, -D D12:1 | 1.5 RED, 1.5 GREY, 1.5 RED, 1 GREY
-S_S13#1 AUX 1: C, NO, NC, +, - | AUX 1+, AUX_1_REL_C, AUX_1, SW13- | -X.7c:1, -X.7c:2, -X.7c:5, -D D13:1 | 1.5 GREY/BLACK, 1.5 GREY/BLACK, 1.5 GREY/BLACK, 1 GREY
-S_S14-1#1 AUX 2: C, NO, NC, +, - | AUX 2+, AUX_R_C/BOW_TH, AUX_2, SW14- | -X.7c:3, -X.7c:4, -X.7c:6, -D D14:1 | 1.5 PURPLE/BLACK, 1.5 PURPLE/BLACK, 1.5 PURPLE/BLACK, 1 GREY

50 mm

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

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

-S_S14-2#1
ISM BOW THRUSTER SW
1.5 WHITE/BLACK -X.7d:1 ISM_BOW_TH_C (C)
1.5 BLACK -X.7a:8 INPUT- (NO)
(NC)
1.5 WHITE -X.7d:2 ISM_B_TH_SW_L+ (+)
1 GREY -D D15:1 SW14- (-)

100 mm

CONNECTION TO HULL HARNESS

-X.7a#1 (8N BACK VIEW) 2634810
1 CONTROL_2 -S_S8:C 1.5 WHITE/BLUE
2 WIP_REL_C -S_S8:NO 1.5 WHITE/BLUE
3 W_WASH+ -S_S9:C 1.5 GREY/RED
4 W_WASH_REL_C -S_S9:NO 1.5 GREY/RED
5 HORN+ -S_S10:C 1.5 BROWN
6 HORN_REL_C -S_S10:NO 1.5 BROWN
7 WIP_SLOW -S_S8:+ 1.5 WHITE/BLUE
8 INPUT- -S_S14-2:NO, -R1 1.5 BLACK

300 mm

-X.7b#1 (8N BACK VIEW) 2634810
1 BILGE_MID+ -S_S11:C 1.5 RED
2 BILGE_MID_MAN -S_S11:+ 1.5 RED
3 BLG_MD_REL_C -S_S11:NO 1.5 GREY
4 BILGE_AFT+ -S_S12:C 1.5 RED
5 BILGE_AFT_MAN -S_S12:+ 1.5 RED
6 BLG_AFT_REL_C -S_S12:NO 1.5 GREY
7 W_WASH -S_S9:+ 1.5 GREY/RED
8 DIM_COM- -S_XG2a 1.5 BLUE

-X.7c#1 (8N BACK VIEW) 2634810
1 AUX_1+ -S_S13:C 1.5 GREY/BLACK
2 AUX_1_REL_C -S_S13:NO 1.5 GREY/BLACK
3 AUX_2+ -S_S14-1:C 1.5 PURPLE/BLACK
4 AUX_R_C/BOW_TH -S_S14-1:NO 1.5 PURPLE/BLACK
5 AUX_1 -S_S13:+ 1.5 GREY/BLACK
6 AUX_2 -S_S14-1:+ 1.5 PURPLE/BLACK
7 CONTROL_2 -S_S15:C 1.5 WHITE/BLUE
8 NAV_ON -S_S15:+, -S_S15:NO 1.5 ORANGE

-X.7d#1 (2NT BACK VIEW) 2637710
1 ISM_BOW_TH_C -S_S14-2:C 1.5 WHITE/BLACK
2 ISM_B_TH_SW_L+ -S_S14-2:+ 1.5 WHITE

1.5 BLACK -X.7a:8 INPUT- -R1 R3K32_0.5W
-R2 R3K32_0.5W
-A123 12743
1 GREY -S_S12:- SW12- -D_D12 -D D12:2 INPUT-
1 GREY -S_S11:- SW11- -D_D11 -D D11:2 INPUT-

-D_D1 - D_D15 = 1N4005
Cover with shrinktube!

SW. PANEL NEG. STB -S_XG2a#1
1.5 BLUE -X.7b:8 DIM_COM-
1 GREY -S_S8:- SW8- -D_D8 -D D8:2 DIM_COM-
1 GREY -S_S9:- SW9- -D_D9 -D D9:2 DIM_COM-
1 GREY -S_S10:- SW10- -D_D10 -D D10:2 DIM_COM-
1.5 GREY -S_XG2b DIM_COM-
-S_XG2a 12743

SW. PANEL NEG. STB -S_XG2b#1
1.5 GREY -S_XG2a DIM_COM-
1 GREY -S_S13:- SW13- -D_D13 -D D13:2 DIM_COM-
1.5 GREY -S_XG2c DIM_COM-
-S_XG2b 12743

100 mm

SW. PANEL NEG. STB -S_XG2c#1
1.5 GREY -S_XG2b DIM_COM-
1 GREY -S_S14-1:- SW14- -D_D14 -D D14:2 DIM_COM-
1 GREY -S_S14-2:- SW14- -D_D15 -D D15:2 DIM_COM-
1 GREY -S_S15:- SW15- -D_D16 -D D16:2 DIM_COM-
-S_XG2c 12743

500 mm

(CUSTOMER INSTALLS TO LOCATION OUTSIDE PANEL)

-S_S15#1
-S_S.15 82-5151.2123 14077
NAVIGATION ON/OFF: C, NO, NC, +, - | CONTROL_2, NAV_ON, NAV_ON, SW15- | -X.7c:7, -X.7c:8, -X.7c:8, -D D16:1 | 1.5 WHITE/BLUE, 1.5 ORANGE, 1.5 ORANGE, 1 GREY

-S_S15 36345 GREY CONNECTOR (BACK VIEW)
NC, NO, C, +, -

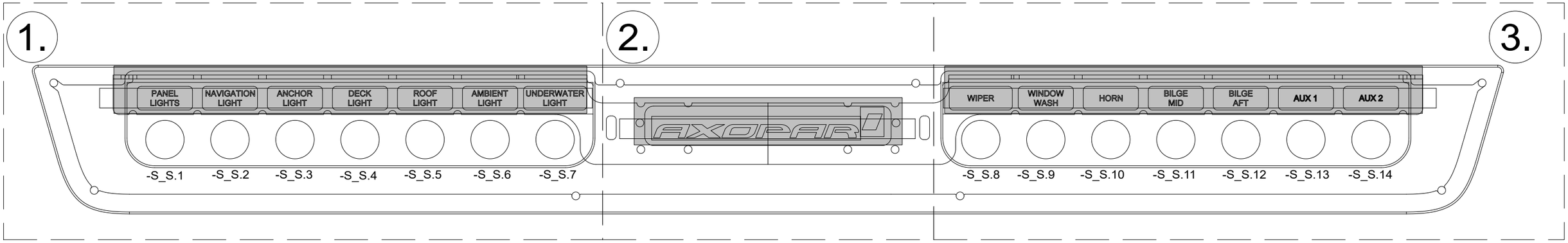
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed | Date | 22.5.2019 | Axopar | SEE EXP VIEW | 29211 |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update | Drawing by | TuM | Boat | Sub-product code | Product code |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 10 | 37 MY20 | SWITCH PANEL | HL |
| Date of modification | Modified by | Description | Project rev. | G | Boat model | Title | Loc |

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Project ID

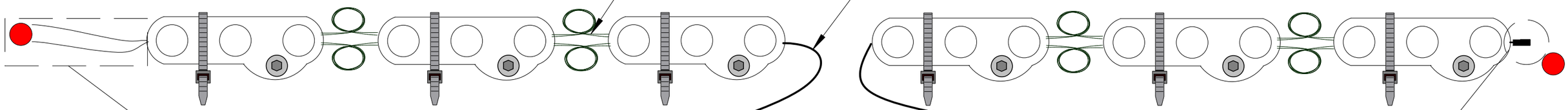
93 / 210
Sheet

# SWITCH PANEL GENERAL LAYOUT / LED MODULE CUTTING & FINISHING



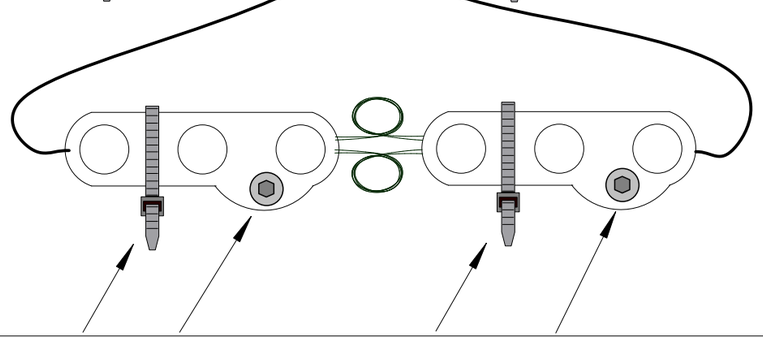

16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369

BUNDLE EXTRA WIRING BETWEEN MODULES TO THE LOOPS AND STRING WITH ZIP TIES



CUT LED MODULES INPUT SIDE OF THE WIRES APPROX. 60mm LENGTH
(SHOULD BE ABOUT THE CENTER POS. BETWEEN 2 MODULES)

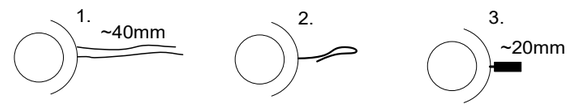
STRIP WIRE ENDS APPROX. 7mm AND CRIMP WIRES TO THE BUTT SPLICE CONNECTORS -A53.



1. CUT THE WIRES APPROX. 40mm. (JUST CUT, DO NOT STRIP!)

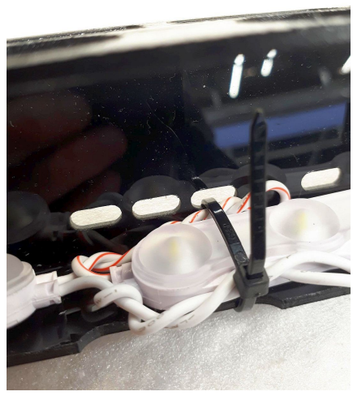
2. BEND THE WIRES TO THE SHAPE OF "U".

3. ADD APPROX. 20mm OF HEAT SHRINK TUBE "17418"
OVER THE BENDED WIRES.




HOW TO BUNDLE EXTRA WIRING BETWEEN MODULES
TO THE LOOPS AND STRING WITH ZIP TIES



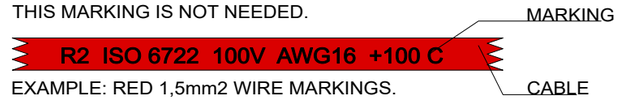


ATTACH ALL LED MODULES TO THE BRACKET 36371 WITH M3X12 BH HEX BOLT A4,
NUT M3 AND 2-SIDED TAPE. ADD CABLE TIE. SEE ALSO EXP. VIEW

TURN THE ENDS OF CABLE TIES TOWARDS TO THE PANEL!

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

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



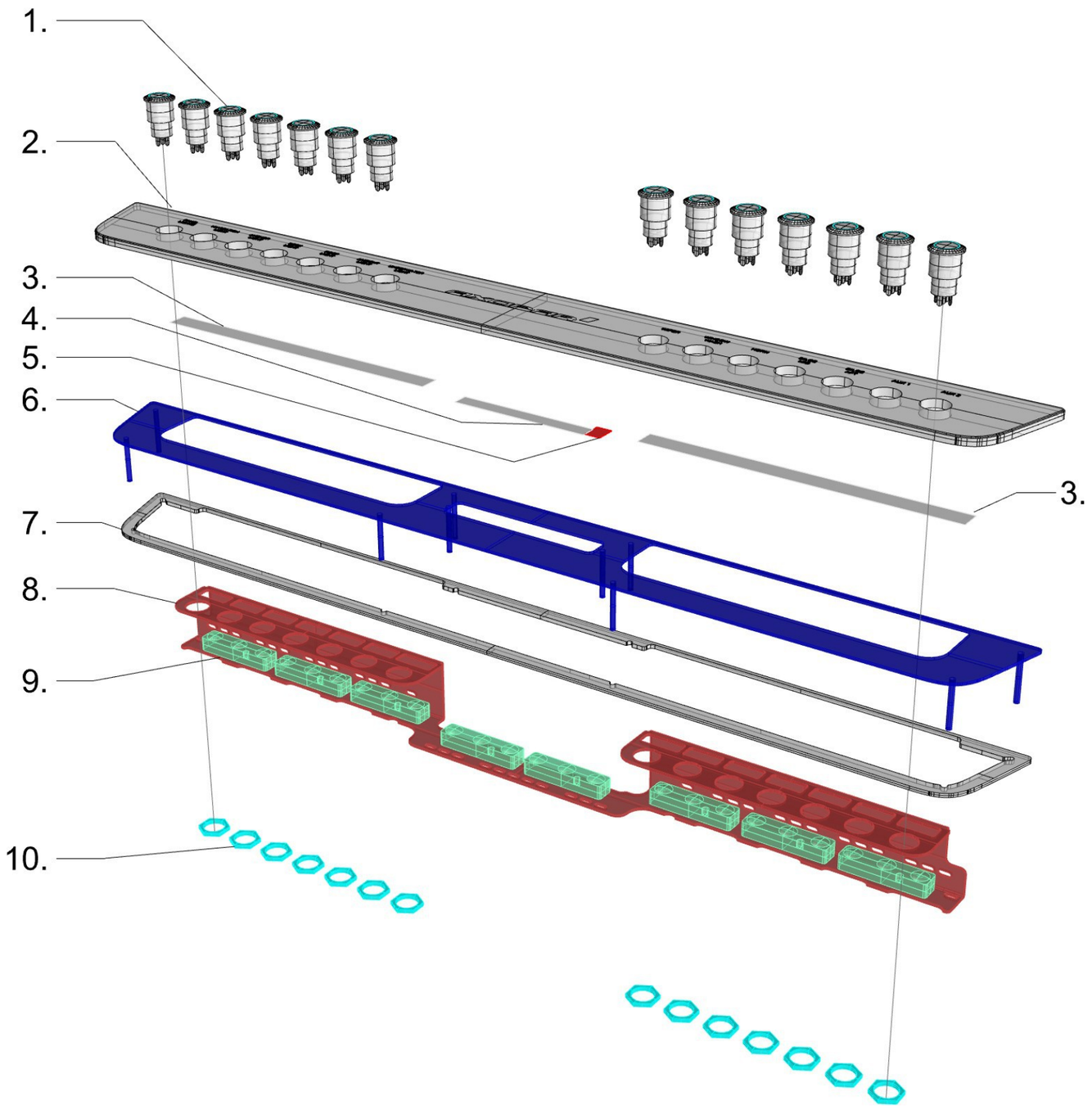

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

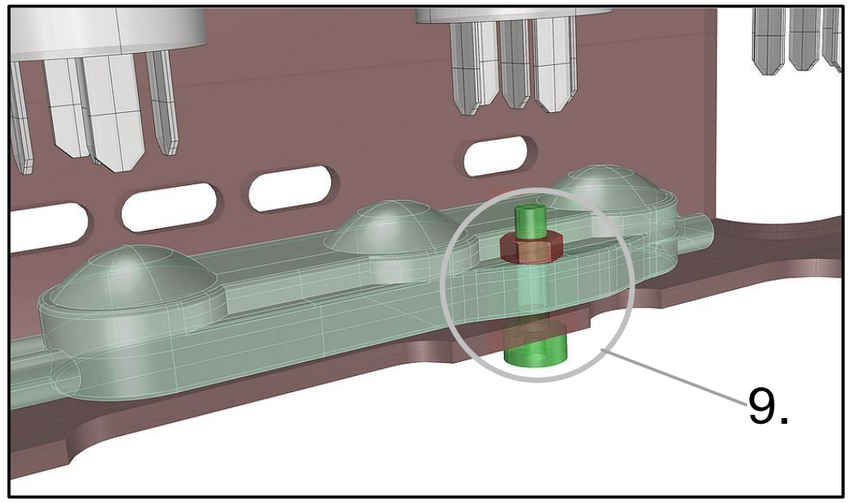
| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed | Date | 22.5.2019 |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update | Drawing by | TuM |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 10 |
| | | | Project rev. | G |

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| | | | | |
|---|---|---|---|---|
| Axopar | SEE EXP VIEW | 29211 | | |
| Boat | Sub-product code | Product code | Project ID | |
| 37 MY20 | SWITCH PANEL | | HL | 94 / 210 |
| Boat model | Title | | Loc | Sheet |

# 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. 1PC 29769_AXOPAR_37_MY20_SWITCH_PANEL_GASKET_(WOC)
GLUE WITH 2-SIDED TAPE TO THE BACKSIDE OF 29768

8. 1PC 36371_AXOPAR_SWITCH_PANEL_LED_MODULE_BRACKET_(WOC)

9. 8PCS 16704 LED MODULE WHITE ATTATCH TO 36371 WITH M3X12 BH HEX BOLT A4 AND NUT
ATTACH TO BRACKET WITH CABLE TIES AND 2-SIDED TAPE

10. 14PCS HALO SWITCH NUT

TE 20.05.2019
TE 11.09.2019
JSC 18.10.2019
MN 18.11.2019
TE 11.01.2022
HL 11.03.2022

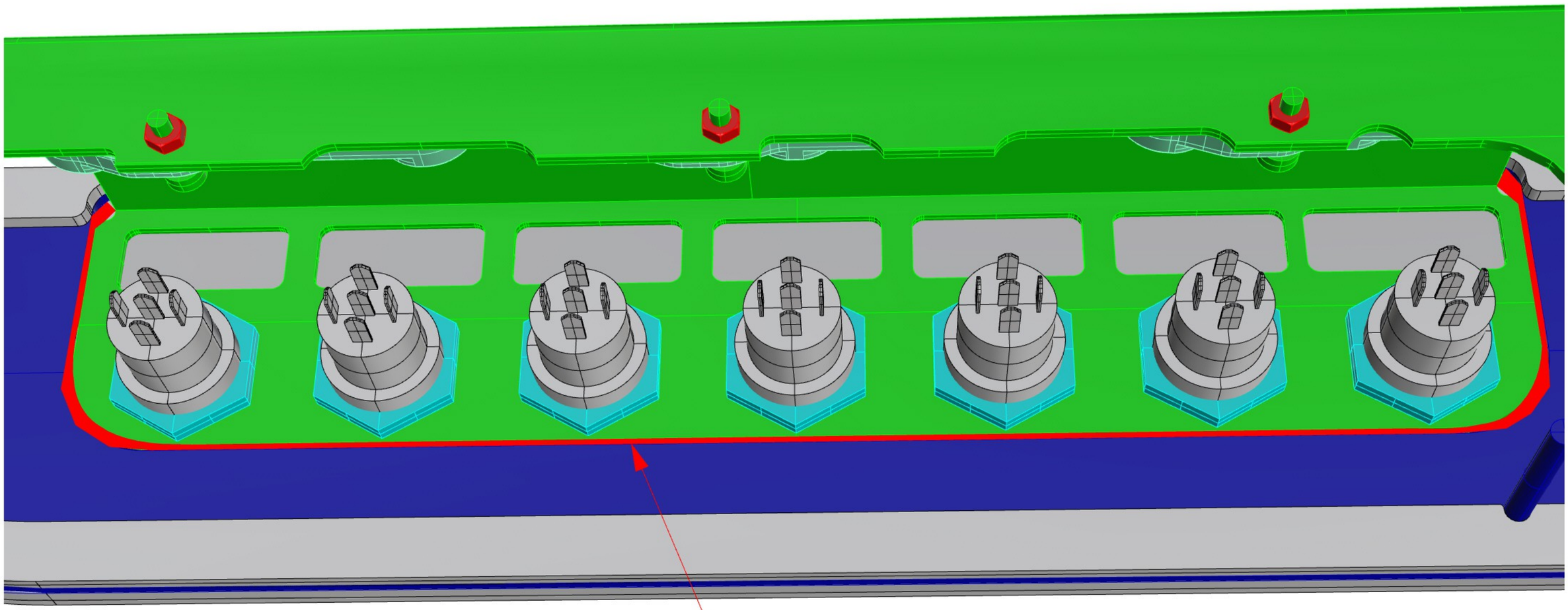
EXP VIEW

| Date of modification | Modified by | Description |
|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update |
| 17.2.2023 | RK | F7: NOT MODIFIED. |

| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 10 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29211<br>Product code | Project ID |
| 37 MY20<br>Boat model | SWITCH PANEL<br>Title | HL<br>Loc | 95 / 210<br>Sheet |



FILL THE CAP BETWEEN
METAL FRAME AND LED BRACKET
WITH 21119 MS-POLYMER BLACK GLUE
GLUE MUST BE FLUSH WITH PANELS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed | Date | 22.5.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29211 | |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F7: NOT MODIFIED | Sheet rev. | 10 | | 37 MY20 | SWITCH PANEL | HL | 96 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# Axopar 37 MY20 SWITCH PANEL 29211 INSPECTION SHEET

PRUDUCT LABEL

TEST

1) S2, S3, S4 should be pressed. No other buttons may be pressed during entire test. Power source off.
2) Connect -X.6b/9 and -X.7b/8 with a wire.
3) Connect positive (+12V) to connectors listed below
4) Connect negative (-) to -X.6b/10 and -X.7a/8. Turn power on.
5) Observe, change brightness and turn on/off by pressing DIM1. Panel lights and switch halos must illuminate. S11 and S12 should illuminate constantly with full brightness, all other lights should turn on/off/dim from DIM1.

| Connect positive (+) |
|---|
| X.6a/1 |
| X.6a/4 |
| X.6a/7 |
| X.6b/6 |
| X.6b/7 |
| X.6b/8 |
| X.7a/7 |
| X.7b/7 |
| X.7a/5 |
| X.7b/2 |
| X.7b/5 |
| X.7c/5 |
| X.7c/6 |
| X.7d/2 |

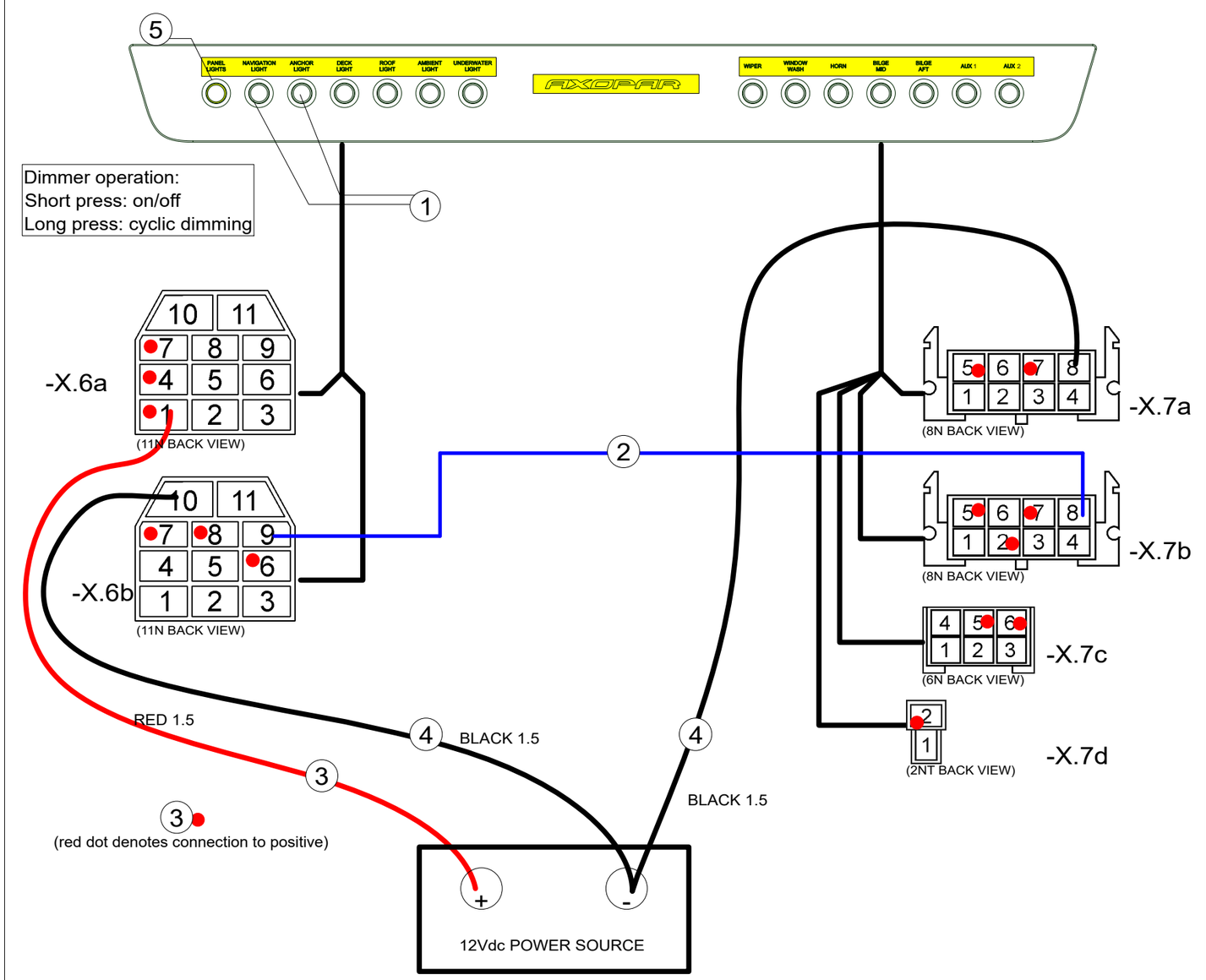
| Connect negative (-) |
|---|
| X.6b/10 |
| X.7a/8 |

PASS / FAIL

DATE _____

TESTED BY _____

TEST INSTRUCTIONS



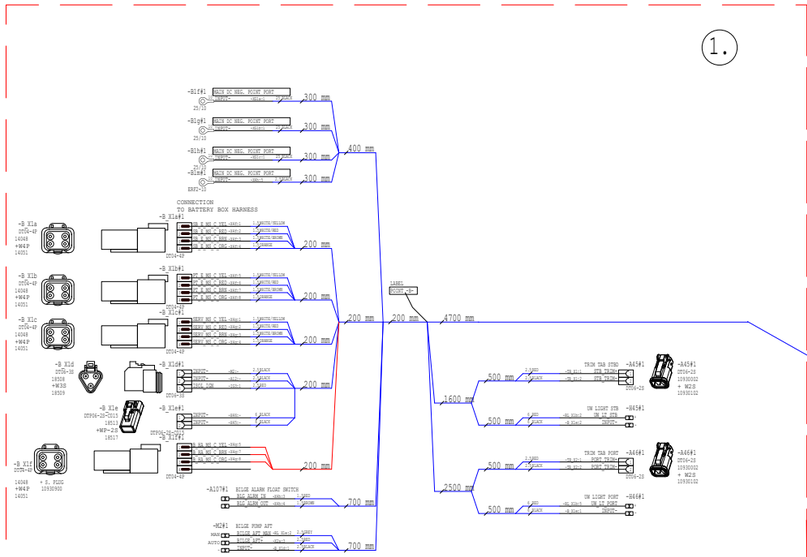

| Date of modification | Modified by | Description |
|---|---|---|
| 16.10.2023 | PF | F8: 2004916; Added dimming feature, F9: Bilge halo dimming removed |
| 15.03.2024 | PF | G10:2005054; Added s15, S1 replaced with dimmer, test instruction update |
| 17.2.2023 | RK | F7: NOT MODIFIED. |

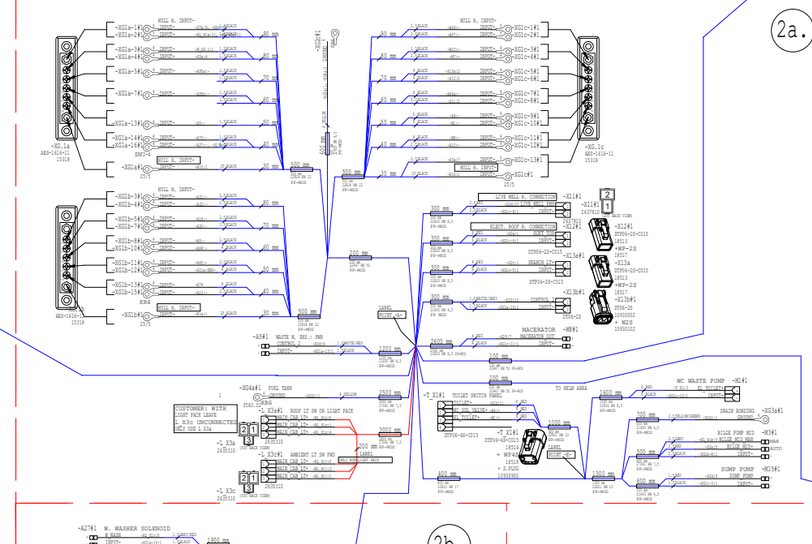
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 10 |
| Project rev. | G |

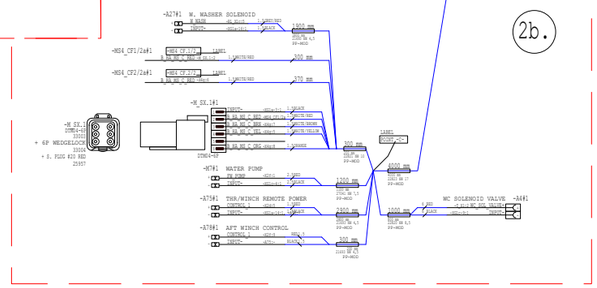
NAVIX designed solutions
Copyright by

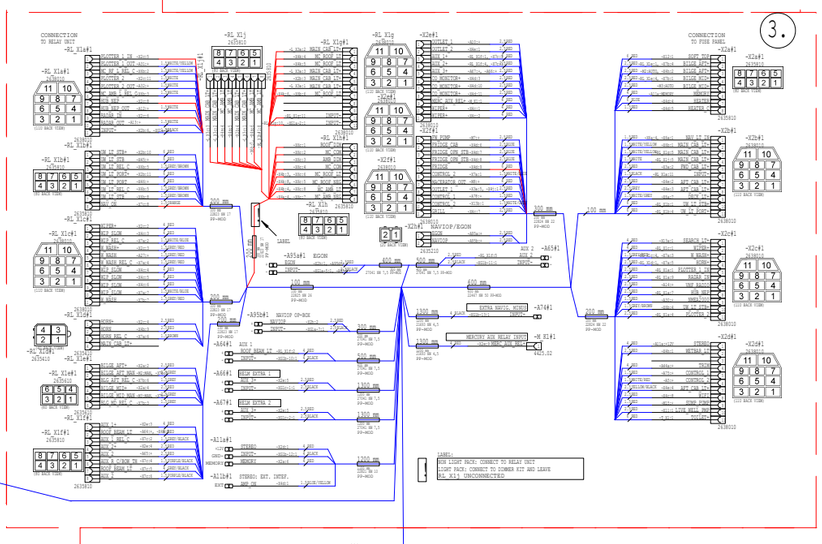
| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29211<br>Product code | Project ID |
| 37 MY20<br>Boat model | SWITCH PANEL<br>Title | HL<br>Loc | 97 / 210<br>Sheet |

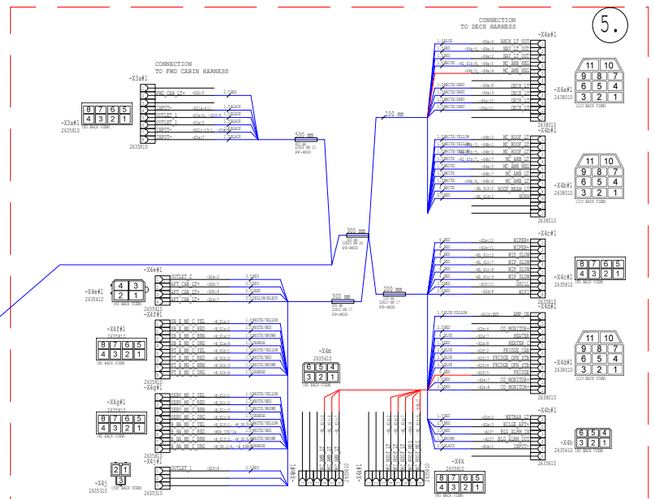
# HARNESS GENERAL LAYOUT

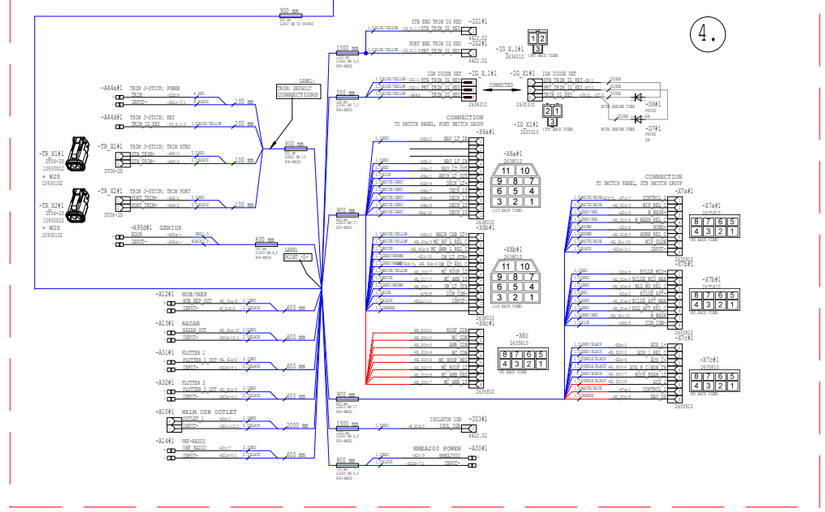








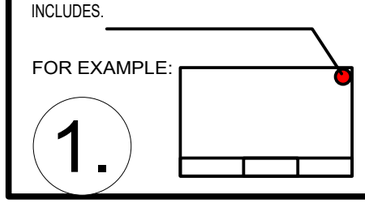




NOTICE!
THIS PAGE SHOWS ONLY GENERAL LAYOUT OF HARNESS.
MORE DETAILED DRAWINGS ARE SEEN IN FOLLOWED PAGES.

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

FOR EXAMPLE:



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

MARKING

CABLE

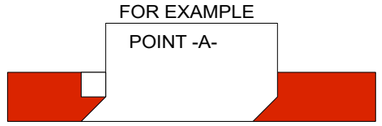
EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire | Date | 20.5.2019 | NAVIX designed solutions | Axopar | 29585 |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp | Drawing by | TuM | | Boat / Sub-product code | Product code / Project ID |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. | Sheet rev. | 12 | | 37 MY20 | HULL HARNESS |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title / HL / Loc / 98 / 210 Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



-B1f#1 MAIN DC NEG. POINT PORT
10 INPUT- -XG1a:1
25/10
300 mm

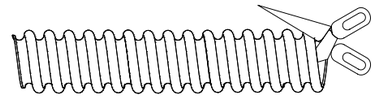
-B1g#1 MAIN DC NEG. POINT PORT
10 INPUT- -XG1b:1
25/10
300 mm

-B1h#1 MAIN DC NEG. POINT PORT
10 INPUT- -XG1c:1
25/10
300 mm

-B1m#1 MAIN DC NEG. POINT PORT
10 INPUT- -X4h:5
ERF2-10
300 mm

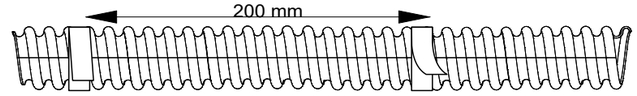
400 mm

SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 200 mm

200 mm



1.

CONNECTION
TO BATTERY BOX HARNESS

-B_X1a
DT04-4P
14048
+W4P
14051



-B_X1a#1
DT04-4P
1 SB_E_MS_C_YEL -X4f:1
2 SB_E_MS_C_RED -X4f:2
3 SB_E_MS_C_BRN -X4f:3
4 SB_E_MS_C_ORG -X4f:4
200 mm

-B_X1b
DT04-4P
14048
+W4P
14051



-B_X1b#1
DT04-4P
1 PT_E_MS_C_YEL -X4f:5
2 PT_E_MS_C_RED -X4f:6
3 PT_E_MS_C_BRN -X4f:7
4 PT_E_MS_C_ORG -X4f:8
200 mm

-B_X1c
DT04-4P
14048
+W4P
14051



-B_X1c#1
DT04-4P
1 SERV_MS_C_YEL -X4g:1
2 SERV_MS_C_RED -X4g:2
3 SERV_MS_C_BRN -X4g:3
4 SERV_MS_C_ORG -X4g:4
200 mm

200 mm

LABEL
POINT -B-

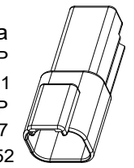
200 mm

4700 mm

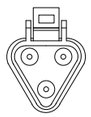
/100.E3

DELIVERED SEPARATELY

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

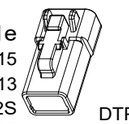


-B_X1d
DT06-3S
18508
+W3S
18509



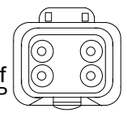
-B_X1d#1
DT06-3S
1 INPUT- -M2:-
2 INPUT- -A12:-
3 ISOL_IGN -IG3:1
200 mm

-B_X1e
DTP06-2S-C015
18513
+WP-2S
18517



-B_X1e#1
DTP06-2S-C015
1 INPUT- -H46:-
2 INPUT- -H45:-

-B_X1f
DT04-4P



14048 + S. PLUG
+W4P 10930900
14051

-B_X1f#1
DT04-4P
1 B_HA_MS_C_YEL -X4g:5
2 B_HA_MS_C_BRN -X4g:7
3 B_HA_MS_C_ORG -X4g:8
4
200 mm

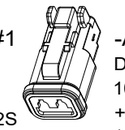
-A107#1 BILGE ALARM FLOAT SWITCH
BLG_ALRM_IN -X4h:3
BLG_ALRM_OUT -X4h:4
700 mm

-M2#1 BILGE PUMP AFT
MAN BILGE_AFT_MAN -RL_X1e:2
AUTO BILGE_AFT+ -X2a:3
- INPUT- -B_X1d:1
700 mm

1600 mm

2500 mm

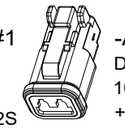
TRIM TAB STBD -A45#1
-TR_X1:1 STB_TRIM+ 1
-TR_X1:2 STB_TRIM- 2
DT06-2S
500 mm



-A45#1
DT06-2S
10930002
+ W2S
10930102

UW LIGHT STB -H45#1
-RL_X1b:2 UW_LT_STB +
-B_X1e:2 INPUT- -
500 mm

TRIM TAB PORT -A46#1
-TR_X2:1 PORT_TRIM+ 1
-TR_X2:2 PORT_TRIM- 2
DT06-2S
500 mm



-A46#1
DT06-2S
10930002
+ W2S
10930102

UW LIGHT PORT -H46#1
-RL_X1b:5 UW_LT_PORT +
-B_X1e:1 INPUT- -
500 mm

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire | Date | 20.5.2019 | NAVIX designed solutions | Axopar | | 29585 | |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. | Sheet rev. | 12 | | 37 MY20 | HULL HARNESS | HL | 99 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

2a.

## HULL H. INPUT-

-XG.1a
AES-1616-11
15318

-XG1a-1#1 — INPUT- — -X7a:8, -X6b:10 — 90 mm
-XG1a-2#1 — INPUT- — -RL_X1a:11, -RL_X1g:11
-XG1a-3#1 — INPUT- — -M_SX.1:1 — 80 mm
-XG1a-4#1 — INPUT- — -X3a:4
-XG1a-5#1 — INPUT- — -A95a:- — 70 mm
-XG1a-7#1 — INPUT- — -A95b:- — 60 mm
-XG1a-13#1 — INPUT- — -A5:- — 50 mm
-XG1a-14#1 — INPUT- — -A75:-
-XG1a-16#1 — INPUT- — -A27:-, -X13b:2 — 40 mm
ERF2-4

HULL H. INPUT-
-XG1a#1 — INPUT- — -B1f:1 — 30 mm
25/5

500 mm
500 mm
22824 NW 22
PP-MOD

## HULL H. INPUT-

-XG.1b
AES-1616-11
15318

-XG1b-3#1 — INPUT- — -A31:- — 80 mm
-XG1b-4#1 — INPUT- — -A32:-
-XG1b-5#1 — INPUT- — -A14:-
-XG1b-7#1 — INPUT- — -A30:- — 70 mm
-XG1b-8#1 — INPUT- — -M3:-
-XG1b-10#1 — INPUT- — -A64:- — 60 mm
-XG1b-11#1 — INPUT- — -A65:-
-XG1b-12#1 — INPUT- — -A11a:GND- — 50 mm
-XG1b-13#1 — INPUT- — -A74
-XG1b-15#1 — INPUT- — -A13:- — 40 mm
KR4

HULL H. INPUT-
-XG1b#1 — INPUT- — -B1g:1 — 30 mm
25/5

500 mm
500 mm
22824 NW 22
PP-MOD

DELIVERED SEPARATELY
1PCS DTP04-4P-C015
18515
+ 1PCS WEDGELOCK: WP-4P
18519
+ 3 PCS DLU-12
+ 1PCS SEAL PLUG
10930900

CUSTOMER: WITH LIGHT PACK LEAVE L_X3c UNCONNECTED ONLY USE L_X3a WITH DOUBLE MOMENTARY SWITCH

LABEL
JMP1
-L_X.3a-2 — JMP1 — 1
-L_X.3a-1 — JMP1 — 2
MC_ROOF_LT — 3
2634310

CUSTOMER: If light pack and no switch here, remove JMP1

-L_X.3a-#1
-L_X.3a-
CONNECT
(3NT BACK VIEW)
-L_X3a
2635310
(3UT BACK VIEW)

-L_X3a#1 ROOF LT SW OR LIGHT PACK
1 MAIN_CAB_LT+ -RL_X1g:6
2 MAIN_CAB_LT+ -RL_X1g:1
3 MAIN_CAB_LT+ -RL_X1g:4
2635310

LABEL
JMP3
-L_X.3c-3 — JMP3 — 1
MAIN_CAB_LT+ — 2
-L_X.3c-1 — JMP3 — 3
2634310

-L_X.3c-#1
-L_X.3c-
CONNECT
(3NT BACK VIEW)
-L_X3c
2635310
(3UT BACK VIEW)

-L_X3c#1 AMBIENT LT SW FWD
1 MAIN_CAB_LT+ -RL_X1j:6
2 MAIN_CAB_LT+ -RL_X1j:2
3 MAIN_CAB_LT+ -RL_X1j:1
2635310

200 mm
LABEL
ONLY NON-LIGHT PACK

/101.D6

-XG2c#1
4 KR4
GROUND
-XG3a:1, -XG4a:1
4 YELLOW
600 mm
500 mm
22820 NW 8,5
PP-MOD

/99.D5

-XG4a#1 FUEL TANK
1 — 6 GROUND — -XG2c:1 — 2500 mm
3560.02 KR6
2400 mm
27041 NW 7,5
PP-MOD

200 mm
200 mm
22467 NW 50
PP-MOD

LABEL
POINT -A-

-A5#1 WASTE W. SNS.: PWR
+ CONTROL_2 -X2d:6
- INPUT- -XG1a-13:1
1200 mm
1100 mm
21693 NW 4,5
PP-MOD

## HULL H. INPUT-

-XG.1c
AES-1616-11
15318

-A66:- — INPUT- — -XG1c-1#1 — 90 mm
-A67:- — INPUT- — -XG1c-2#1
-M15:- — INPUT- — -XG1c-3#1 — 80 mm
-M7:- — INPUT- — -XG1c-4#1
-X13a:2 — INPUT- — -XG1c-5#1 — 70 mm
-X12:2 — INPUT- — -XG1c-6#1
-A44a:- — INPUT- — -XG1c-7#1 — 60 mm
-X11:2 — INPUT- — -XG1c-8#1
-A4:- — INPUT- — -XG1c-9#1 — 50 mm
-M1:- — INPUT- — -XG1c-10#1
-M8:- — INPUT- — -XG1c-11#1 — 40 mm
-A10:- — INPUT- — -XG1c-12#1
-X3a:7 — INPUT- — -XG1c-13#1

HULL H. INPUT-
-B1h:1 — INPUT- — -XG1c#1 — 30 mm
25/5

500 mm
500 mm
22824 NW 22
PP-MOD

IMPORTANT!
TIGHTEN LOWER BOLT BEFORE INSTALLING WIRE TERMINALS TO BUSBAR.
BOLTS & NUTS TIGHTEN
15318, AES 1616-11

LIVE WELL H. CONNECTION — -X11#1
-X2d:10 LIVE_WELL_PMP — 1
-XG1c-8:1 — INPUT- — 2
300 mm
300 mm
22820 NW 8,5
PP-MOD
-X11#1
2637810
(2UT BACK VIEW)
2637810

ELECT. ROOF H. CONNECTION — -X12#1
-X2a:1 — SOFT_TOP — 1
-XG1c-6:1 — INPUT- — 2
300 mm
300 mm
22820 NW 8,5
PP-MOD
DTP06-2S-C015
-X12#1
DTP06-2S-C015
18513
+WP-2S
18517

-X2c:1 — SEARCH_LT+ — 1
-XG1c-5:1 — INPUT- — 2
300 mm
300 mm
22820 NW 8,5
PP-MOD
DTP06-2S-C015
-X13a#1
-X13a
DTP06-2S-C015
18513
+WP-2S
18517

-X13b#1
-X2f:10 — CONTROL_2 — 1
-XG1a-16:1 — INPUT- — 2
300 mm
200 mm
21693 NW 4,5
PP MOD
DT06-2S
-X13b#1
DT06-2S
10930002
+ W2S
10930102

MACERATOR — -M8#1
-X2f:7 — MACERATOR_OUT — +
-XG1c-11:1 — INPUT- — -
2600 mm
2500 mm
22820 NW 8,5 PP-MOD

100 mm
100 mm
22467 NW 50 PP-MOD
/104.D2
TO X3 and X4 CONNECTIONS

200 mm
200 mm
22467 NW 50 PP-MOD
/102.F3
TO HELM AREA

-T_X1#1 TOILET SWITCH PANEL
1 TOILET+ -X2d:11
2 WC_SOL_VALVE+ -A4:+
3 EL_TOILET+ -M1:+
4
DTP06-4S-C015
1000 mm
900 mm
22821 NW 10
PP-MOD
-T_X1#1
DTP06-4S-C015
18514
+ WP4S
18518
+ S.PLUG
10930900
LABEL
POINT -E-
400 mm
400 mm
22823 NW 17
PP-MOD
1300 mm
1300 mm
22821 NW 10
PP-MOD
1600 mm
1500 mm
22820 NW 8,5
PP-MOD

WC WASTE PUMP -M1#1
-T X1:3 — EL_TOILET+ — +
-XG1c-10:1 — INPUT- — -

DRAIN BONDING -XG3a#1
-XG2c:1 — GROUND — 4
700 mm
600 mm
21693 NW 4,5
PP-MOD

BILGE PUMP MID -M3#1
-RL_X1e:5 — BILGE_MID_MAN — MAN
-X2a:5 — BILGE_MID+ — AUTO
-XG1b-8:1 — INPUT- — -
500 mm
400 mm
27041 NW 7,5
PP-MOD

SUMP PUMP -M15#1
-X2d:9 — SUMP_PUMP — +
-XG1c-3:1 — INPUT- — -
600 mm
500 mm
21693 NW 4,5
PP-MOD

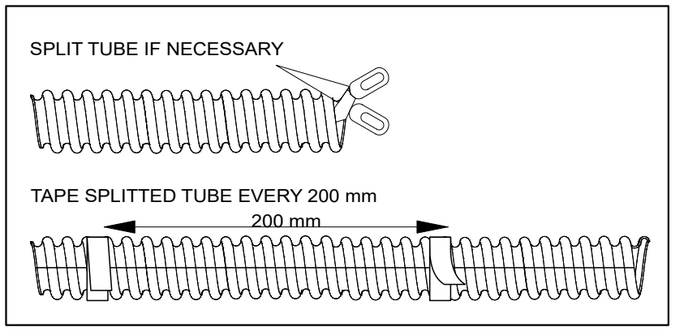
-XG.1a: HULL H. MINUS
ADD LABEL TO BASE OF THE BUSBAR.

-XG.1b: HULL H. MINUS
ADD LABEL TO BASE OF THE BUSBAR.

-XG.1c: HULL H. MINUS
ADD LABEL TO BASE OF THE BUSBAR.

| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire | Date | 20.5.2019 | Axopar | | 29585 |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp | Drawing by | TuM | Boat | Sub-product code | Product code / Project ID |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. | Sheet rev. | 12 | 37 MY20 | HULL HARNESS | HL |
| | | | Project rev. | G | Boat model | Title | Loc / 100 / 210 Sheet |

NAVIX designed solutions
Copyright by




-A27#1 W. WASHER SOLENOID
+ W_WASH -RL_X1c:5
- INPUT- -XG1a-16:1
1900 mm
*1800 mm*
*21693 NW 4,5*
*PP-MOD*

-MS4_CF1/2a#1 -MS4_CF.1/2 LABEL
B_HA_MS_C_RED -M_SX.1:2
300 mm

-MS4_CF2/2a#1 -MS4_CF.2/2 LABEL
B_HA_MS_C_RED -X4g:6
370 mm

-M_SX.1#1
1 INPUT- -XG1a-3:1
2 B_HA_MS_C_RED -MS4_CF1/2a
3 B_HA_MS_C_BRN -X4g:7
4 B_HA_MS_C_YEL -X4g:5
5
6 B_HA_MS_C_ORG -X4g:8
DTM04-6P

-M_SX.1
DTM04-6P
33003
+ 6P WEDGELOCK
33004
+ S. PLUG #20 RED
25957

300 mm
*200 mm*
*22821 NW 10*
*PP-MOD*

LABEL
POINT -C-

4000 mm
*4000 mm*
*22823 NW 17*
*PP-MOD*
/100.F4

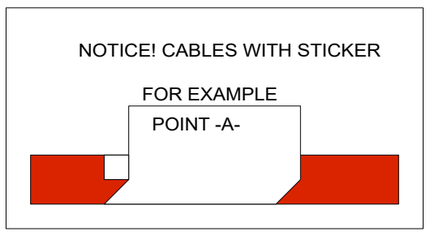
-M7#1 WATER PUMP
+ FW_PUMP -X2f:1
- INPUT- -XG1c-4:1
1200 mm
*1100 mm*
*27041 NW 7,5*
*PP-MOD*

-A75#1 THR/WINCH REMOTE POWER
+ CONTROL_1 -X2d:5
- INPUT- -XG1a-14:1, -A78:-
2900 mm
*2800 mm*
*21693 NW 4,5*
*PP-MOD*

1000 mm
*800 mm*
*22820 NW 8,5*
*PP-MOD*

WC SOLENOID VALVE -A4#1
-T_X1:2 WC_SOL_VALVE+ +
-XG1c-9:1 INPUT- -

-A78#1 AFT WINCH CONTROL
+ CONTROL_1 -X2f:9
- INPUT- -A75:-
300 mm
*200 mm*
*21693 NW 4,5*
*PP-MOD*




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire | Date | 31.08.2020 | NAVIX designed solutions | Axopar | | 29585 | |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. | Sheet rev. | 12 | | 37 MY20 | HULL HARNESS | HL | 101/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

3.

CONNECTION TO RELAY UNIT

CONNECTION TO FUSE PANEL

-RL_X1a#1
2638010
(11U BACK VIEW)
1 PLOTTER_1_IN -X2c:5
2 PLOTTER_1_OUT -A31:+
3 MC_RF_L_REL_C -X6b:2
4 PLOTTER_2 -X2c:11
5 PLOTTER_2_OUT -A32:+
6 MC_AMB_L_REL_C -X6b:3
7 HUB_NEP -X2c:8
8 HUB_NEP_OUT -A12:+
9 RADAR_IN -X2c:6
10 RADAR_OUT -A13:+
11 INPUT- -X2b:6, -XG1a-2:1

-RL_X1b#1
2635810
(8U BACK VIEW)
1 UW_LT_STB+ -X2b:10
2 UW_LT_STB -H45:+
3 UW_LT_REL_C -X6b:5
4 UW_LT_PORT+ -X2b:11
5 UW_LT_PORT -H46:+
6 UW_LT_REL_C -X6b:5
7 UW_LT_STB -X6b:8
8 NAV_ON -X7c:8

-RL_X1c#1
2638010
(11U BACK VIEW)
1 WIPER+ -X2c:2
2 WIP_SLOW -X4c:3
3 WIP_REL_C -X7a:2
4 W_WASH+ -X2c:3
5 W_WASH -A27:+
6 W_WASH_REL_C -X7a:4
7 WIP_SLOW -X4c:4
8 WIP_SLOW -X4c:5
9 WIP_SLOW -X4c:6
10 WIP_SLOW -X7a:7
11 W_WASH -X7b:7

-RL_X1d#1
2635410
(4U BACK VIEW)
1 HORN+ -X2c:4
2 HORN -X4b:9
3 HORN_REL_C -X7a:6
4 MAIN_CAB_LT+

-RL_X1e#1
2635610
(6U BACK VIEW)
1 BILGE_AFT+ -X2a:2
2 BILGE_AFT_MAN -M2:MAN, -X7b:5
3 BLG_AFT_REL_C -X7b:6
4 BILGE_MID+ -X2a:4
5 BILGE_MID_MAN -M3:MAN, -X7b:2
6 BLG_MD_REL_C -X7b:3

-RL_X1f#1
2635810
(8U BACK VIEW)
1 AUX_1+ -X2e:3
2 ROOF_BEAM_LT -A64:+, -X4b:8
3 AUX_1_REL_C -X7c:2
4 AUX_2+ -X2e:4
5 AUX_2 -A65:+
6 AUX_R_C/BOW_TH -X7c:4
7 ROOF_BEAM_LT -X7c:5
8 AUX_2 -X7c:6

-RL_X1k
2635810
(2U BACK VIEW)

-RL_X1k#1
2635210
1 CAMERA_IN -X2d:3
2 CAMERA_OUT -X4d:2

-RL_X1j
2635810
(8U BACK VIEW)

-RL_X1j#1
2635810
1 -L_X3c:3 MAIN_CAB_LT+
2 -L_X3c:2 MAIN_CAB_LT+
3 -X4m:4 MC_AMB_LT
4 -X4m:5 MC_AMB_LT
5 -X2b:4 MAIN_CAB_LT+
6 -L_X3c:1 MAIN_CAB_LT+
7 -X6b:7, -X4m:6 MC_AMB_LT
8

-RL_X1g#1
2638010
-L_X3a:2 MAIN_CAB_LT+ 1
-X4k:4 MC_ROOF_LT 2
-X4k:5 MC_ROOF_LT 3
-L_X3a:3 MAIN_CAB_LT+ 4
-X2b:3 MAIN_CAB_LT+ 5
-L_X3a:1 MAIN_CAB_LT+ 6
-X4k:6, -X6b:6 MC_ROOF_LT 7
8
9
-RL_X1g:11 INPUT- 10
-RL_X1g:10, -XG1a-2:1 INPUT- 11

-RL_X1h#1
2635810
-X6c:1 ROOF_DIM 1
-X6c:2 MC_COM 2
-X6c:3 AMB_DIM 3
-X6c:4 MC_COM 4
-X4b:3, -X6c:6 MC_ROOF_LT 5
-X4k:8, -X6c:5 MC_ROOF_NEG 6
-X4b:4, -X6c:8 MC_AMB_LT 7
-X4a:4, -X6c:7 MC_AMB_NEG 8

-RL_X1h
2635810
(8U BACK VIEW)

-RL_X1g
2638010
(11U BACK VIEW)

-X2e#1
2638010
1 OUTLET_1 -A10:+
2 OUTLET_2 -X4e:1
3 AUX_1+ -RL_X1f:1, -X7c:1
4 AUX_2+ -RL_X1f:4, -X7c:3
5 AUX_3+ -A67:+, -A66:+
6 CO_MONITOR+ -X4d:3
7 CO_MONITOR+ -X4d:10
8 CO_MONITOR+ -X4d:11
9 MERC_AUX_REL+ -M_K1:1
10 WIPER+ -X4c:1
11 WIPER+ -X4c:2

-X2e#1
2638010
(11U BACK VIEW)

-X2f#1
2638010
(11U BACK VIEW)
1 FW_PUMP -M7:+
2 FRIDGE_CAB -X4d:6
3 FRIDGE_OPN_STB -X4d:7
4 FRIDGE_OPN_STB -X4d:8
5 FRIDGE -X4d:9
6 CONTROL_2 -X7a:1
7 MACERATOR_OUT -M8:+
8 OUTLET_1 -X3a:5, -X4j:1
9 CONTROL_1 -A78:+
10 CONTROL_2 -X13b:1
11 GRILL -X4c:7

-X2f#1
2638010
(11U BACK VIEW)

-X2h#1 NAVIOP/EGON
2635210
(2U BACK VIEW)
1 EGON -A95a:+
2 NAVIOP -A95b:+

-X2a#1
2635810
(8U BACK VIEW)
-X12:1 SOFT_TOP 1
-RL_X1e:1, -X7b:4 BILGE_AFT+ 2
-M2:AUTO, -X4h:2 BILGE_AFT+ 3
-RL_X1e:4, -X7b:1 BILGE_MID+ 4
-M3:AUTO BILGE_MID+ 5
-A11a:MEMORY MEMORY 6
-X4d:4 HEATER 7
-X4d:5 HEATER_C 8
2635810

-X2a#1
2635810
(8U BACK VIEW)

-X2b#1
2638010
(11U BACK VIEW)
-X6a:4, -X6a:1 NAV_LT_IN 1
-X6b:1 MAIN_CAB_LT+ 2
-RL_X1g:5 MAIN_CAB_LT+ 3
-RL_X1j:5 MAIN_CAB_LT+ 4
-X3a:2 FWD_CAB_LT+ 5
-RL_X1a:11 INPUT- 6
-X4e:2 AFT_CAB_LT+ 7
-X4e:3 AFT_CAB_LT+ 8
-X6a:7 DECK_LT+ 9
-RL_X1b:1 UW_LT_STB+ 10
-RL_X1b:4 UW_LT_PORT+ 11
2638010

-X2b#1
2638010
(11U BACK VIEW)

-X2c#1
2638010
(11U BACK VIEW)
-X13a:1 SEARCH_LT+ 1
-RL_X1c:1 WIPER+ 2
-RL_X1c:4, -X7a:3 W_WASH+ 3
-RL_X1d:1, -X7a:5 HORN+ 4
-RL_X1a:1 PLOTTER_1_IN 5
-RL_X1a:9 RADAR_IN 6
-A14:+ VHF_RADIO 7
-RL_X1a:7 HUB_NEP 8
-A30:+ NMEA2000 9
-X6b:4 UW_LT_STB+ 10
-RL_X1a:4 PLOTTER_2 11
2638010

-X2c#1
2638010
(11U BACK VIEW)

-X2d#1
2638010
(11U BACK VIEW)
-A11a:+12V STEREO 1
-X4h:1 WETBAR_LT 2
-RL_X1k:1 CAMERA_IN 3
-A44a:+ TRIM 4
-A75:+ CONTROL_1 5
-A5:+ CONTROL_2 6
-X4e:4 AFT_CAB_LT+ 7
-X4c:8 WIFI 8
-M15:+ SUMP_PUMP 9
-X11:1 LIVE_WELL_PMP 10
-T_X1:1 TOILET+ 11
2638010

-X2d#1
2638010
(11U BACK VIEW)

200 mm
100 mm
22823 NW 17
PP-MOD

LABEL

-A95a#1 EGON
+ EGON -X2h:1, -A95d:+
- INPUT- -XG1a-5:1, -A95d:-

400 mm
300 mm
27041 NW 7,5 PP-MOD

500 mm
400 mm
27041 NW 7,5 PP-MOD

AUX 2 -A65#1
-RL_X1f:5 AUX_2 +
-XG1b-11:1 INPUT- -

300 mm
200 mm
22824 NW 22
PP-MOD

100 mm

100 mm
100 mm
41108 NW37 PP-MOD BLACK

600 mm
600 mm
22467 NW 50 PP-MOD

-A95b#1 NAVIOP OP-BOX
+ NAVIOP -X2h:2
- INPUT- -XG1a-7:1

300 mm
200 mm
27041 NW 7,5
PP-MOD

-A64#1 AUX 1
+ ROOF_BEAM_LT -RL_X1f:2
- INPUT- -XG1b-10:1

500 mm
400 mm
27041 NW 7,5
PP-MOD

-A66#1 HELM EXTRA 1
+ AUX_3+ -X2e:5
- INPUT- -XG1c-1:1

1300 mm
1200 mm
27041 NW 7,5
PP-MOD

-A67#1 HELM EXTRA 2
+ AUX_3+ -X2e:5
- INPUT- -XG1c-2:1

1300 mm
1200 mm
27041 NW 7,5
PP-MOD

-A11a#1
+12V STEREO -X2d:1
GND- INPUT- -XG1b-12:1
MEMORY MEMORY -X2a:6

1200 mm
1100 mm
22821 NW 10
PP-MOD

-A11b#1 STEREO: EXT. INTEF.
EXT AMP_ON -X4d:1

EXTRA NAVIG. MINUS -A74#1
-XG1b-13:1 INPUT-

1300 mm
1200 mm
21693 NW 4,5
PP-MOD

MERCURY AUX RELAY INPUT -M_K1#1
-X2e:9 MERC_AUX_REL+ 1
4425.02

1300 mm
1200 mm
21693 NW 4,5
PP-MOD

200 mm
100 mm
22824 NW 22
PP-MOD

LABEL:
**NON LIGHT PACK: CONNECT TO RELAY UNIT**
**LIGHT PACK: CONNECT TO DIMMER KIT AND LEAVE RL_X1j UNCONNECTED**

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

900 mm
900 mm
22467 NW 50 PP-MOD

/100.E6

/103.D1
TO SWITCH PANEL AREA

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire | Date | 20.5.2019 | Axopar | | 29585 |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp | Drawing by | TuM | Boat | Sub-product code | Product code / Project ID |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. | Sheet rev. | 12 | 37 MY20 | HULL HARNESS | HL |
| Date of modification | Modified by | Description | Project rev. | G | Boat model | Title | Loc / 102 / 210 Sheet |

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4.

DELIVERED SEPARATELY
2PCS DT04-2P
16461

+ 2PCS WEDGELOCK: W2P
16467
+ 4 PCS DLU 10931852



LABEL:
TRIM: DEFAULT CONNECTIONS

-A44a#1 TRIM J-STICK: POWER
+ TRIM -X2d:4
- INPUT- -XG1c-7:1
100 mm

-A44d#1 TRIM J-STICK: KEY
TRIM_IG_KEY -IG_X.1:3
100 mm

-TR_X1#1
DT06-2S
10930002
+ W2S
10930102

-TR_X1#1 TRIM J-STICK: TRIM STBD
1 STB_TRIM+ -A45:1
2 STB_TRIM- -A45:2
DT06-2S
100 mm

-TR_X2#1
DT06-2S
10930002
+ W2S
10930102

-TR_X2#1 TRIM J-STICK: TRIM PORT
1 PORT_TRIM+ -A46:1
2 PORT_TRIM- -A46:2
DT06-2S
100 mm

900 mm
800 mm
22822 NW 13
PP-MOD

-A95d#1 GENIUS
+ EGON -A95a:+
- INPUT- -A95a:-
600 mm
500 mm
21693 NW 4,5
PP-MOD

LABEL
POINT -D-

/102.F7

-A12#1 HUB/NEP
+ HUB_NEP_OUT -RL_X1a:8
- INPUT- -B_X1d:2
600 mm

-A13#1 RADAR
+ RADAR_OUT -RL_X1a:10
- INPUT- -XG1b-15:1
600 mm

-A31#1 PLOTTER 1
+ PLOTTER_1_OUT -RL_X1a:2
- INPUT- -XG1b-3:1
600 mm

-A32#1 PLOTTER 2
+ PLOTTER_2_OUT -RL_X1a:5
- INPUT- -XG1b-4:1
600 mm

-A10#1 HELM USB OUTLET
+ OUTLET_1 -X2e:1
- INPUT- -XG1c-12:1
2000 mm

-A14#1 VHF-RADIO
+ VHF_RADIO -X2c:7
- INPUT- -XG1b-5:1
600 mm

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
POINT -A-

STB ENG TRIM IG KEY -IG1#1
-IG_X.1:1 STB_TRIM_IG_KEY 1
4422.02
1300 mm
1200 mm
21693 NW 4,5
PP-MOD

PORT ENG TRIM IG KEY -IG2#1
-IG_X.1:2 PRT_TRIM_IG_KEY 1
4422.02

-IG_X.1#1
2634310
(3NT BACK VIEW)

IGN DIODE SET -IG_X.1#1
-IG1:1 STB_TRIM_IG_KEY 1
-IG2:1 PRT_TRIM_IG_KEY 2
-A44d TRIM_IG_KEY 3
2634310
200 mm
100 mm
27041 NW 7,5
PP-MOD

CONNECTED

-IG_X1#1 IGN DIODE SET
2635310
1 STB_TRIM_IG_KEY -D6:1
2 PRT_TRIM_IG_KEY -D7:1
3 TRIM_IG_KEY -D6:2, -D7:2

-IG_X1#1
2635310
(3UT BACK VIEW)

DIODE
DIODE
DIODE
WITH SHRINK TUBE
-D6#1
P600G
6A
DIODE
WITH SHRINK TUBE
-D7#1
P600G
6A

CONNECTION
TO SWITCH PANEL, PORT SWITCH GROUP

-X6a#1
-X2b:1 NAV_LT_IN 1
2
3
-X2b:1 NAV_LT_IN 4
-X4a:2 NAV_LT_OUT 5
-X4a:1 ANCH_LT_OUT 6
-X2b:9 DECK_LT+ 7
-X4a:7 DECK_LT 8
-X4a:8 DECK_LT 9
-X4a:9 DECK_LT 10
-X4a:10 DECK_LT 11
2638010

-X6a#1
2638010
11 10
9 8 7
6 5 4
3 2 1
(11U BACK VIEW)

900 mm
800 mm
22823 NW 17
PP-MOD

-X6b#1
-X2b:2 MAIN_CAB_LT+ 1
-RL_X1a:3 MC_RF_L_REL_C 2
-RL_X1a:6 MC_AMB_L_REL_C 3
-X2c:10 UW_LT_STB+ 4
-RL_X1b:3, -RL_X1b:6 UW_LT_REL_C 5
-RL_X1g:7 MC_ROOF_LT 6
-RL_X1j:7 MC_AMB_LT 7
-RL_X1b:7 UW_LT_STB 8
-X7b:8 DIM_COM- 9
-XG1a-1:1 INPUT- 10
11
2638010

-X6b#1
2638010
11 10
9 8 7
6 5 4
3 2 1
(11U BACK VIEW)

-X6c#1
-RL_X1h:1 ROOF_DIM 1
-RL_X1h:2 MC_COM 2
-RL_X1h:3 AMB_DIM 3
-RL_X1h:4 MC_COM 4
-RL_X1h:6 MC_ROOF_NEG 5
-RL_X1h:5 MC_ROOF_LT 6
-RL_X1h:8 MC_AMB_NEG 7
-RL_X1h:7 MC_AMB_LT 8
2635810

-X6c
2635810
8 7 6 5
4 3 2 1
(8U BACK VIEW)

900 mm
800 mm
22823 NW 17
PP-MOD

1300 mm
1200 mm
21693 NW 4,5
PP-MOD

ISOLATOR IGN -IG3#1
-B_X1d:3 ISOL_IGN 1
4422.02

800 mm
700 mm
21693 NW 4,5
PP-MOD

NMEA200 POWER -A30#1
-X2c:9 NMEA2000 +
-XG1b-7:1 INPUT- -

CONNECTION
TO SWITCH PANEL, STB SWITCH GROUP

-X7a#1
-X2f:6, -X7c:7 CONTROL_2 1
-RL_X1c:3 WIP_REL_C 2
-X2c:3 W_WASH+ 3
-RL_X1c:6 W_WASH_REL_C 4
-X2c:4 HORN+ 5
-RL_X1d:3 HORN_REL_C 6
-RL_X1c:10 WIP_SLOW 7
-XG1a-1:1 INPUT- 8
2635810

-X7a#1
2635810
8 7 6 5
4 3 2 1
(8U BACK VIEW)

-X7b#1
-X2a:4 BILGE_MID+ 1
-RL_X1e:5 BILGE_MID_MAN 2
-RL_X1e:6 BLG_MD_REL_C 3
-X2a:2 BILGE_AFT+ 4
-RL_X1e:2 BILGE_AFT_MAN 5
-RL_X1e:3 BLG_AFT_REL_C 6
-RL_X1c:11 W_WASH 7
-X6b:9 DIM_COM- 8
2635810

-X7b#1
2635810
8 7 6 5
4 3 2 1
(8U BACK VIEW)

-X7c#1
-X2e:3 AUX_1+ 1
-RL_X1f:3 AUX_1_REL_C 2
-X2e:4 AUX_2+ 3
-RL_X1f:6 AUX_R_C/BOW_TH 4
-RL_X1f:7 ROOF_BEAM_LT 5
-RL_X1f:8 AUX_2 6
-X7a:1 CONTROL_2 7
-RL_X1b:8 NAV_ON 8
2635810

-X7c#1
2635810
8 7 6 5
4 3 2 1
(8U BACK VIEW)

| Date of modification | Modified by | Description |
|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. |

| | |
|---|---|
| Date | 20.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 12 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar | | 29585 | | |
| Boat | Sub-product code | Product code | Project ID | |
| 37 MY20 | HULL HARNESS | | HL | 103 / 210 |
| Boat model | Title | | Loc | Sheet |

5.

CONNECTION
TO DECK HARNESS

-X4a#1

-X6a:6 ANCH_LT_OUT 1
-X6a:5, -X4a:3 NAV_LT_OUT 2
-X4a:2 NAV_LT_OUT 3
-RL_X1h:8, -X4a:5 MC_AMB_NEG 4
-X4b:5, -X4a:4 MC_AMB_NEG 5
6
-X6a:8 DECK_LT 7
-X6a:9 DECK_LT 8
-X6a:10 DECK_LT 9
-X6a:11 DECK_LT 10
11

2638010

-X4a#1
2638010
(11U BACK VIEW)

100 mm

-X4b#1

-X4b:2 MC_ROOF_LT 1
-X4b:3, -X4b:1 MC_ROOF_LT 2
-RL_X1h:5, -X4b:2 MC_ROOF_LT 3
-RL_X1h:7, -X4b:7 MC_AMB_LT 4
-X4a:5 MC_AMB_NEG 5
-X4b:7 MC_AMB_LT 6
-X4b:4, -X4b:6 MC_AMB_LT 7
-RL_X1f:2 ROOF_BEAM_LT 8
-RL_X1d:2 HORN 9
10
11

2638010

-X4b#1
2638010
(11U BACK VIEW)

-X4c#1

-X2e:10 WIPER+ 1
-X2e:11 WIPER+ 2
-RL_X1c:2 WIP_SLOW 3
-RL_X1c:7 WIP_SLOW 4
-RL_X1c:8 WIP_SLOW 5
-RL_X1c:9 WIP_SLOW 6
-X2f:11 GRILL 7
-X2d:8 WIFI 8

2635810

-X4c#1
2635810
(8U BACK VIEW)

-X4d#1

-A11b:EXT AMP_ON 1
-RL_X1k:2 CAMERA_OUT 2
-X2e:6 CO_MONITOR+ 3
-X2a:7 HEATER 4
-X2a:8 HEATER_C 5
-X2f:2 FRIDGE_CAB 6
-X2f:3 FRIDGE_OPN_STB 7
-X2f:4 FRIDGE_OPN_STB 8
-X2f:5 FRIDGE 9
-X2e:7 CO_MONITOR+ 10
-X2e:8 CO_MONITOR+ 11

2638010

-X4d#1
2638010
(11U BACK VIEW)

-X4h#1

-X2d:2 WETBAR_LT 1
-X2a:3 BILGE_AFT+ 2
-A107 BLG_ALRM_IN 3
-A107 BLG_ALRM_OUT 4
-B1m:1 INPUT- 5
6

2635610

-X4h
2635610
(6U BACK VIEW)

CONNECTION
TO FWD CABIN HARNESS

-X3a#1

1 FWD_CAB_LT+ -X2b:5
2
3
4 INPUT- -XG1a-4:1
5 OUTLET_1 -X3a:6, -X2f:8
6 OUTLET_1 -X3a:5
7 INPUT- -XG1c-13:1, -X3a:8
8 INPUT- -X3a:7

2635810

-X3a#1
2635810
(8U BACK VIEW)

500 mm
*400 mm*
*22822 NW 13*
*PP-MOD*

300 mm
*300 mm*
*22825 NW 26*
*PP-MOD*

200 mm
*100 mm*
*22823 NW 17*
*PP-MOD*

300 mm
*200 mm*
*22823 NW 17*
*PP-MOD*

/100.E6

-X4e#1

1 OUTLET_2 -X2e:2
2 AFT_CAB_LT+ -X2b:7
3 AFT_CAB_LT+ -X2b:8
4 AFT_CAB_LT+ -X2d:7

2635410

-X4e#1
2635410
(4U BACK VIEW)

-X4f#1

1 SB_E_MS_C_YEL -B_X1a:1
2 SB_E_MS_C_RED -B_X1a:2
3 SB_E_MS_C_BRN -B_X1a:3
4 SB_E_MS_C_ORG -B_X1a:4
5 PT_E_MS_C_YEL -B_X1b:1
6 PT_E_MS_C_RED -B_X1b:2
7 PT_E_MS_C_BRN -B_X1b:3
8 PT_E_MS_C_ORG -B_X1b:4

2635810

-X4f#1
2635810
(8U BACK VIEW)

-X4g#1

1 SERV_MS_C_YEL -B_X1c:1
2 SERV_MS_C_RED -B_X1c:2
3 SERV_MS_C_BRN -B_X1c:3
4 SERV_MS_C_ORG -B_X1c:4
5 B_HA_MS_C_YEL -B_X1f:1, -M_SX.1:4
6 B_HA_MS_C_RED -MS4_CF2/2a
7 B_HA_MS_C_BRN -B_X1f:2, -M_SX.1:3
8 B_HA_MS_C_ORG -M_SX.1:6, -B_X1f:3

2635810

-X4g#1
2635810
(8U BACK VIEW)

-X4j#1

1 OUTLET_1 -X2f:8
2
3

2635310

-X4j
2635310
(3UT BACK VIEW)

-X4m
2635610
(6U BACK VIEW)

-X4m#1

1 -RL_X1i:3 MC_AMB_LT
2 -RL_X1i:4 MC_AMB_LT
3 -RL_X1i:7 MC_AMB_LT
4
5
6

2635610

-X4k#1

1 -RL_X1g:2 MC_ROOF_LT
2 -RL_X1g:3 MC_ROOF_LT
3 -RL_X1g:7 MC_ROOF_LT
4 -X4k:8 MC_ROOF_NEG
5 -RL_X1h:6, -X4k:7 MC_ROOF_NEG
6
7
8

2635810

-X4k
2635810
(8U BACK VIEW)

SPLIT TUBE IF NECESSARY

TAPE SPLITTED TUBE EVERY 200 mm
200 mm

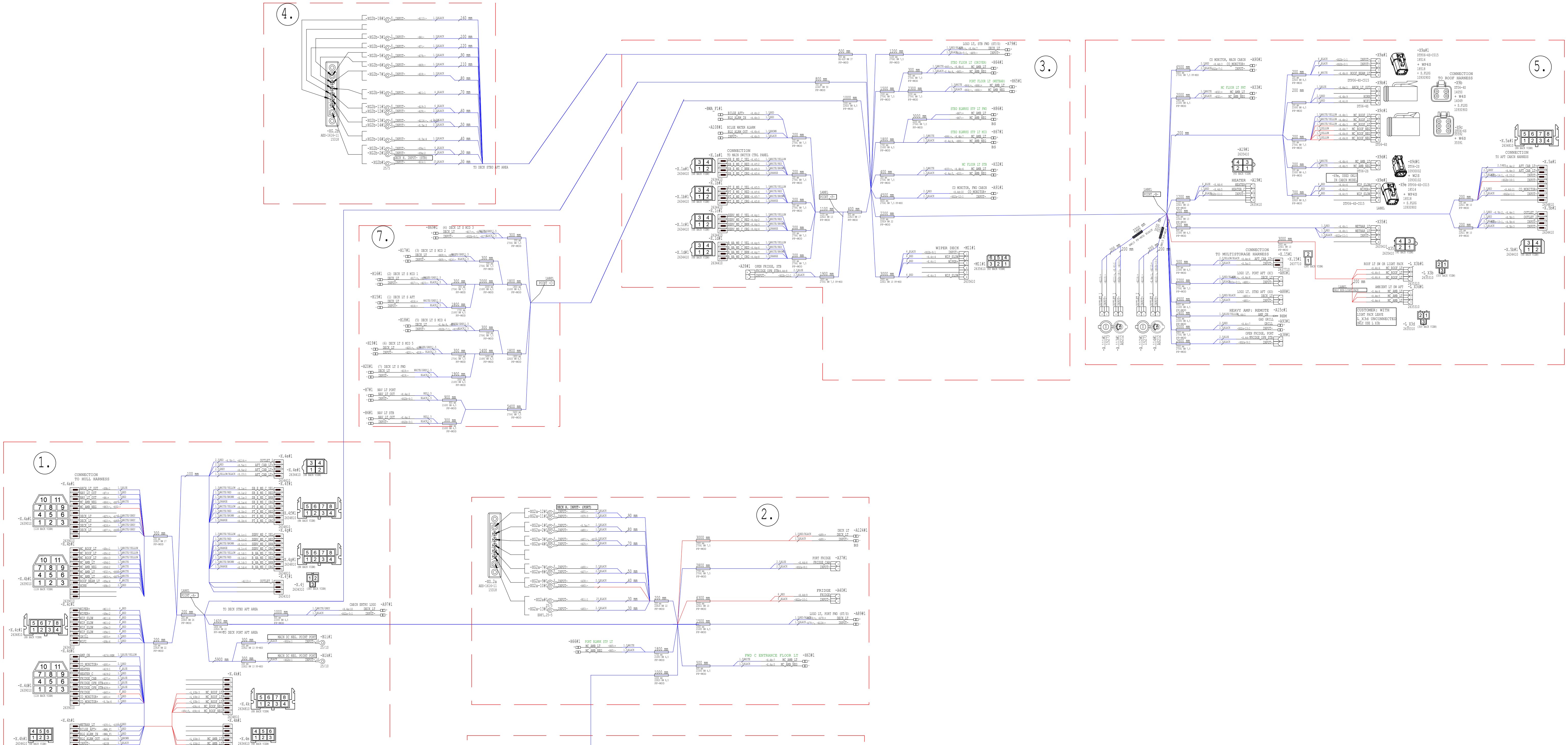
| Date of modification | Modified by | Description |
|---|---|---|
| 16.10.2023 | PF | F11: 2004916; Added X4j & DIM_COM- wire |
| 11.3.2024 | PF | G12: 2005054; Added/mod connections to deck h., rel. unit, lt switches, swp |
| 17.2.2023 | RK | F10: SEVERAL MODIFICATIONS. |

| | |
|---|---|
| Date | 20.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 12 |
| Project rev. | G |

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Copyright by

| | | | |
|---|---|---|---|
| Axopar | | 29585 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | HULL HARNESS | HL | 104 / 210 |
| Boat model | Title | Loc | Sheet |

# HARNESS GENERAL LAYOUT




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.

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.

| Date of modification | Modified by | Description |
|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed |

| | |
|---|---|
| Date | 20.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 12 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

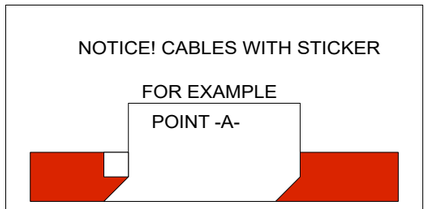
| | | | |
|---|---|---|---|
| Boat: Axopar | Sub-product code | Product code: 29586 | Project ID |
| Boat model: 37 MY20 | Title: DECK HARNESS | HL / Loc | Sheet: 105 / 210 |

1.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



CONNECTION
TO HULL HARNESS

-X.4a#1

| | | |
|---|---|---|
| 1 | ANCH_LT_OUT | -X9b:1 |
| 2 | NAV_LT_OUT | -H7:+ |
| 3 | NAV_LT_OUT | -H4:+ |
| 4 | MC_AMB_NEG | -H64:-, -H67:- |
| 5 | MC_AMB_NEG | -H63:-, -H32:- |
| 6 | | |
| 7 | DECK_LT | -H25:+, -A79:+ |
| 8 | DECK_LT | -H22:+, -A80:+ |
| 9 | DECK_LT | -H18:+ |
| 10 | DECK_LT | -A97:+, -H69:+ |
| 11 | | |

2639010

-X.4a#1
2639010
(11N BACK VIEW)

-X.4b#1

| | | |
|---|---|---|
| 1 | MC_ROOF_LT | -X9c:1 |
| 2 | MC_ROOF_LT | -X9c:2 |
| 3 | MC_ROOF_LT | -X9c:3 |
| 4 | MC_AMB_LT | -X9d:1 |
| 5 | MC_AMB_NEG | -X9d:2 |
| 6 | MC_AMB_LT | -H32:+, -H64:+ |
| 7 | MC_AMB_LT | -H63:+, -H67:+ |
| 8 | ROOF_BEAM_LT | -X9a:4 |
| 9 | HORN | -X9b:3 |
| 10 | | |
| 11 | | |

2639010

-X.4b#1
2639010
(11N BACK VIEW)

-X.4c#1

| | | |
|---|---|---|
| 1 | WIPER+ | -M11:3 |
| 2 | WIPER+ | -X9e:2 |
| 3 | WIP_SLOW | -M11:6 |
| 4 | WIP_SLOW | -M11:2 |
| 5 | WIP_SLOW | -X9e:3 |
| 6 | WIP_SLOW | -X9e:1 |
| 7 | GRILL | -A93:+ |
| 8 | WIFI | -X9b:4 |

2634810

-X.4c#1
2634810
(8N BACK VIEW)

-X.4d#1

| | | |
|---|---|---|
| 1 | AMP_ON | -A15c:REM |
| 2 | CAMERA_OUT | -X9b:2 |
| 3 | CO_MONITOR+ | -A90:+ |
| 4 | HEATER | -A19:1 |
| 5 | HEATER_C | -A19:2 |
| 6 | FRIDGE_CAB | -A37:+ |
| 7 | FRIDGE_OPN_STB | -A38:+ |
| 8 | FRIDGE_OPN_STB | -A39:+ |
| 9 | FRIDGE | -A40:+ |
| 10 | CO_MONITOR+ | -A91:+ |
| 11 | CO_MONITOR+ | -X.5a:6 |

2639010

-X.4d#1
2639010
(11N BACK VIEW)

-X.4h#1

| | | |
|---|---|---|
| 1 | WETBAR_LT | -X35:1, -X35:2 |
| 2 | BILGE_AFT+ | -BWA_F1 |
| 3 | BLG_ALRM_IN | -BWA_F1 |
| 4 | BLG_ALRM_OUT | -A108 |
| 5 | INPUT- | -A108 |
| 6 | | |

2634610

-X.4h#1
2634610 (6N BACK VIEW)

300 mm
*200 mm*
*22823 NW 17*
*PP-MOD*

100 mm

200 mm
*100 mm*
*22824 NW 22*
*PP-MOD*

LABEL
POINT -A-

/108.C3

200 mm
*200 mm*
*22825 NW 26*
*PP-MOD*

TO DECK STBD AFT AREA

1000 mm
*900 mm*
*21693 NW 4,5*
*PP-MOD*

1600 mm
*1600 mm*
*22824 NW 22*
*PP-MOD*

/107.D4

TO DECK PORT AFT AREA

5900 mm

300 mm
*200 mm*
*22822 NW 13 PP-MOD*

MAIN DC NEG. POINT PORT -B1i#1
-XG2a:1 INPUT- 10
25/10

300 mm
*200 mm*
*22822 NW 13 PP-MOD*

MAIN DC NEG. POINT PORT -B1k#1
-XG2b:1 INPUT- 10
25/10

CABIN ENTRY LOGO -A97#1
-X.4a:10 DECK_LT +
-XG2a-3:1 INPUT- -

-X.4e#1

| | | |
|---|---|---|
| -X.5b:1, -A114:+ | OUTLET_2 | 1 |
| -X.5a:1 | AFT_CAB_LT+ | 2 |
| -X.5a:2 | AFT_CAB_LT+ | 3 |
| -X.15:1 | AFT_CAB_LT+ | 4 |

2634410

-X.4e#1
2634410
(4N BACK VIEW)

-X.4f#1

| | | |
|---|---|---|
| -X.1a:1 | SB_E_MS_C_YEL | 1 |
| -X.1a:2 | SB_E_MS_C_RED | 2 |
| -X.1a:3 | SB_E_MS_C_BRN | 3 |
| -X.1a:4 | SB_E_MS_C_ORG | 4 |
| -X.1b:1 | PT_E_MS_C_YEL | 5 |
| -X.1b:2 | PT_E_MS_C_RED | 6 |
| -X.1b:3 | PT_E_MS_C_BRN | 7 |
| -X.1b:4 | PT_E_MS_C_ORG | 8 |

2634810

-X.4f#1
2634810
(8N BACK VIEW)

-X.4g#1

| | | |
|---|---|---|
| -X.1c:1 | SERV_MS_C_YEL | 1 |
| -X.1c:2 | SERV_MS_C_RED | 2 |
| -X.1c:3 | SERV_MS_C_BRN | 3 |
| -X.1c:4 | SERV_MS_C_ORG | 4 |
| -X.1d:1 | B_HA_MS_C_YEL | 5 |
| -X.1d:2 | B_HA_MS_C_RED | 6 |
| -X.1d:3 | B_HA_MS_C_BRN | 7 |
| -X.1d:4 | B_HA_MS_C_ORG | 8 |

2634810

-X.4g#1
2634810
(8N BACK VIEW)

-X.4j#1

| | | |
|---|---|---|
| -A113:+ | OUTLET_1 | 1 |
| | | 2 |
| | | 3 |

2634310

-X.4j
2634310
(3NT BACK VIEW)

-X.4k#1

| | | |
|---|---|---|
| | | 1 |
| | | 2 |
| | | 3 |
| -L_X3b:3 | MC_ROOF_LT | 4 |
| -L_X3b:2 | MC_ROOF_LT | 5 |
| -L_X3b:1 | MC_ROOF_LT | 6 |
| -X9c:4 | MC_ROOF_NEG | 7 |
| -X9c:5, -X9c:6 | MC_ROOF_NEG | 8 |

2634810

-X.4k
2634810
(8N BACK VIEW)

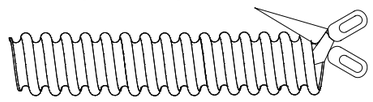
-X.4m#1

| | | |
|---|---|---|
| | | 1 |
| | | 2 |
| | | 3 |
| -L_X3d:3 | MC_AMB_LT | 4 |
| -L_X3d:2 | MC_AMB_LT | 5 |
| -L_X3d:1 | MC_AMB_LT | 6 |

2634610

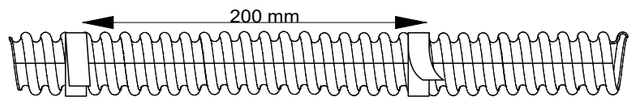
-X.4m
2634610 (6N BACK VIEW)

SPLIT TUBE IF NECESSARY

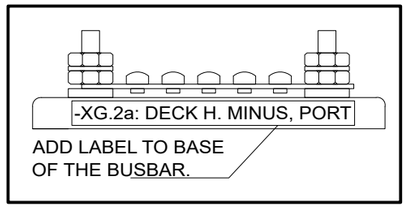


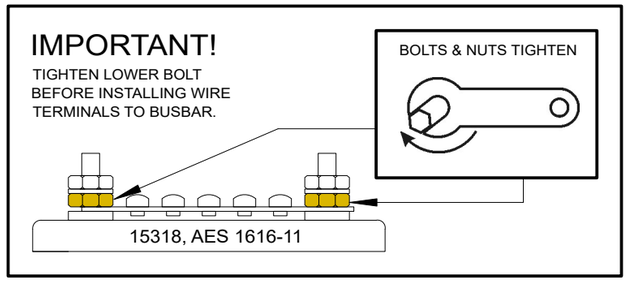
TAPE SPLITTED TUBE EVERY 200 mm

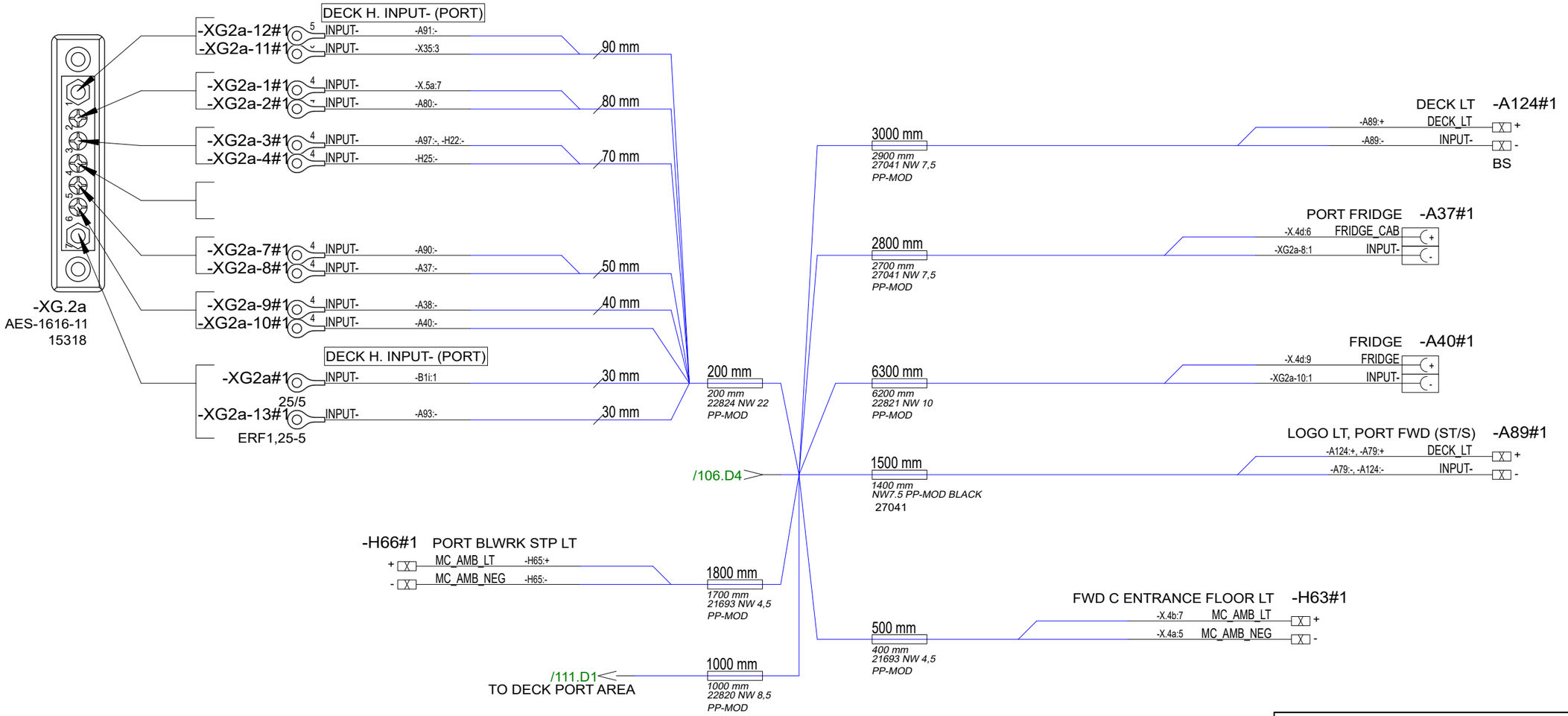
200 mm

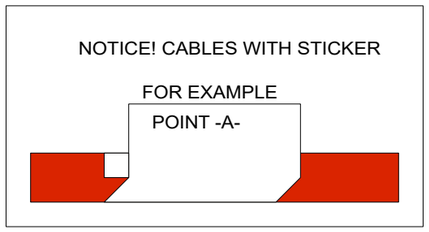


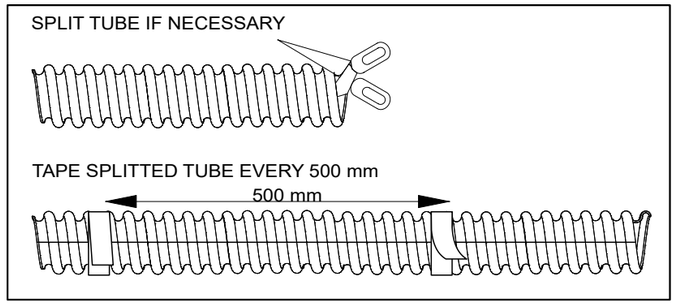
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 17.5.2019 | NAVIX designed solutions | Axopar | |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code: 29586 Product code: Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title: HL Loc: 106 / 210 Sheet |



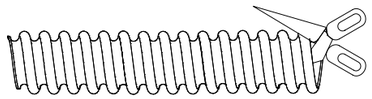



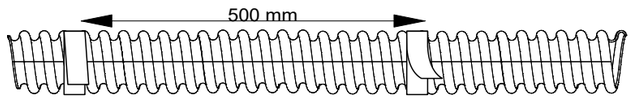

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 17.5.2019 | NAVIX designed solutions | Axopar | | 29586 | |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS | HL | 107 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 500 mm

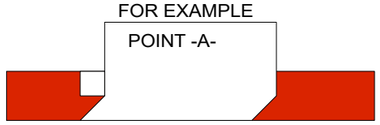
500 mm

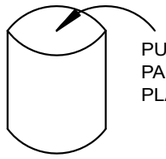


NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-





PUT SEPARATED
PARTS INTO
PLASTIC BAG

SEPAREATED PARTS

8 PCS 6434.01 LU



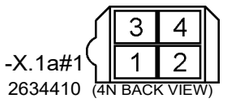
TO DECK HARNESS INPUT-
/109.E5
500 mm
*500 mm*
*BG-42P NW 37*
*PP-MOD*

/106.C4
800 mm
*700 mm*
*22467 NW 50*
*PP-MOD*

-BWA_F1#1
BILGE_AFT+ -X.4h:2
BLG_ALRM_IN -X.4h:3

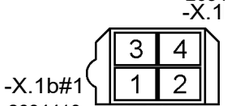
-A108#1 BILGE WATER ALARM
BLG_ALRM_OUT -X.4h:4
INPUT- -X.4h:5
200 mm
*100 mm*
*27041 NW 7,5*
*PP-MOD*

CONNECTION
-X.1a#1 TO MAIN SWITCH CTRL PANEL



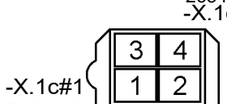

-X.1a#1
2634410 (4N BACK VIEW)
1 SB_E_MS_C_YEL -X.4f:1
2 SB_E_MS_C_RED -X.4f:2
3 SB_E_MS_C_BRN -X.4f:3
4 SB_E_MS_C_ORG -X.4f:4
2634410
200 mm
*100 mm*
*27041 NW 7,5*
*PP-MOD*

-X.1b#1



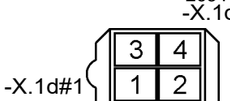

-X.1b#1
2634410 (4N BACK VIEW)
1 PT_E_MS_C_YEL -X.4f:5
2 PT_E_MS_C_RED -X.4f:6
3 PT_E_MS_C_BRN -X.4f:7
4 PT_E_MS_C_ORG -X.4f:8
2634410
200 mm
*100 mm*
*27041 NW 7,5*
*PP-MOD*

-X.1c#1




-X.1c#1
2634410 (4N BACK VIEW)
1 SERV_MS_C_YEL -X.4g:1
2 SERV_MS_C_RED -X.4g:2
3 SERV_MS_C_BRN -X.4g:3
4 SERV_MS_C_ORG -X.4g:4
2634410
200 mm
*100 mm*
*27041 NW 7,5*
*PP-MOD*

-X.1d#1




-X.1d#1
2634410 (4N BACK VIEW)
1 B_HA_MS_C_YEL -X.4g:5
2 B_HA_MS_C_RED -X.4g:6
3 B_HA_MS_C_BRN -X.4g:7
4 B_HA_MS_C_ORG -X.4g:8
2634410
200 mm
*100 mm*
*27041 NW 7,5*
*PP-MOD*

-A39#1 OPEN FRIDGE, STB
\+ FRIDGE_OPN_STB X.4d:8
\- INPUT- -XG2b-12:1
1900 mm
*1800 mm*
*27041 NW 7,5 PP-MOD*

TO DECK STB AREA
/112.C1
1000 mm
*1000 mm*
*22820 NW 8,5*
*PP-MOD*

LABEL
POINT -F-
1100 mm
*1100 mm*
*22822 NW 13*
*PP-MOD*
400 mm
*400 mm*
*22823 NW 17*
*PP-MOD*

1200 mm
*1100 mm*
*27041 NW 7,5*
*PP-MOD*

LOGO LT, STB FWD (ST/S) -A79#1
-A89:+, -X.4a:7 DECK_LT +
-XG2b-5:1, -A89:- INPUT- -

300 mm
*200 mm*
*27041 NW 7,5*
*PP-MOD*

STBD FLOOR LT (DRIVER) -H64#1
-H65:+, -X.4b:6 MC_AMB_LT +
-X.4a:4, -H65:- MC_AMB_NEG -

1500 mm
*1500 mm*
*27041 NW 7,5*
*PP-MOD*

2300 mm
*2200 mm*
*27041 NW 7,5*
*PP-MOD*

PORT FLOOR LT (WETBAR) -H65#1
-H64:+, -H66:+ MC_AMB_LT +
-H64:-, -H66:- MC_AMB_NEG -

3000 mm
*2200 mm*
*27041 NW 7,5*
*PP-MOD*

STBD BLWRKS STP LT FWD -H86#1
-H67:+ MC_AMB_LT +
-H67:- MC_AMB_NEG -
BS

1800 mm
*1700 mm*
*21693 NW 4,5*
*PP-MOD*

STBD BLWRKS STP LT MID -H67#1
-H86:+, -X.4b:7 MC_AMB_LT +
-X.4a:4, -H86:- MC_AMB_NEG -
BS

400 mm
*300 mm*
*27041 NW 7,5*
*PP-MOD*

MC FLOOR LT STB -H32#1
-H33:+, -X.4b:6 MC_AMB_LT +
-X.4a:5, -H33:- MC_AMB_NEG -

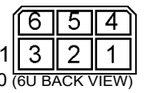
4500 mm
*4400 mm*
*27041 NW 7,5 PP-MOD*

CO MONITOR, FWD CABIN -A91#1
-X.4d:10 CO_MONITOR+ +
-XG2a-12:1 INPUT- -

2200 mm
*2100 mm*
*22824 NW 22*
*PP-MOD*

/110.D2
TO -X.5 and -X9 CONNECTORS

WIPER DECK -M11#1
-XG2b-9:1 INPUT- 1
-X.4c:4 WIP_SLOW 2
-X.4c:1 WIPER+ 3
4
5
-X.4c:3 WIP_SLOW 6
2635610




-M11#1
2635610 (6U BACK VIEW)

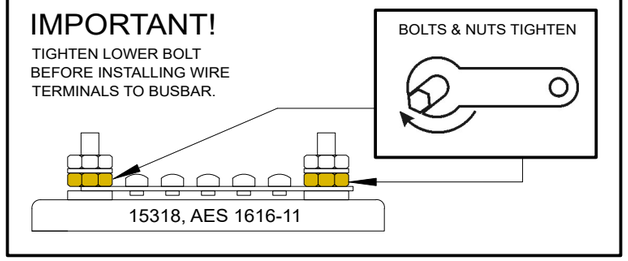
3000 mm
*2900 mm*
*22821 NW 10 PP-MOD*

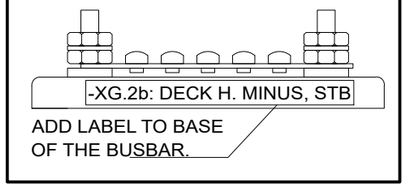
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 17.5.2019 | NAVIX designed solutions | Axopar | | 29586 | |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS | HL | 108 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

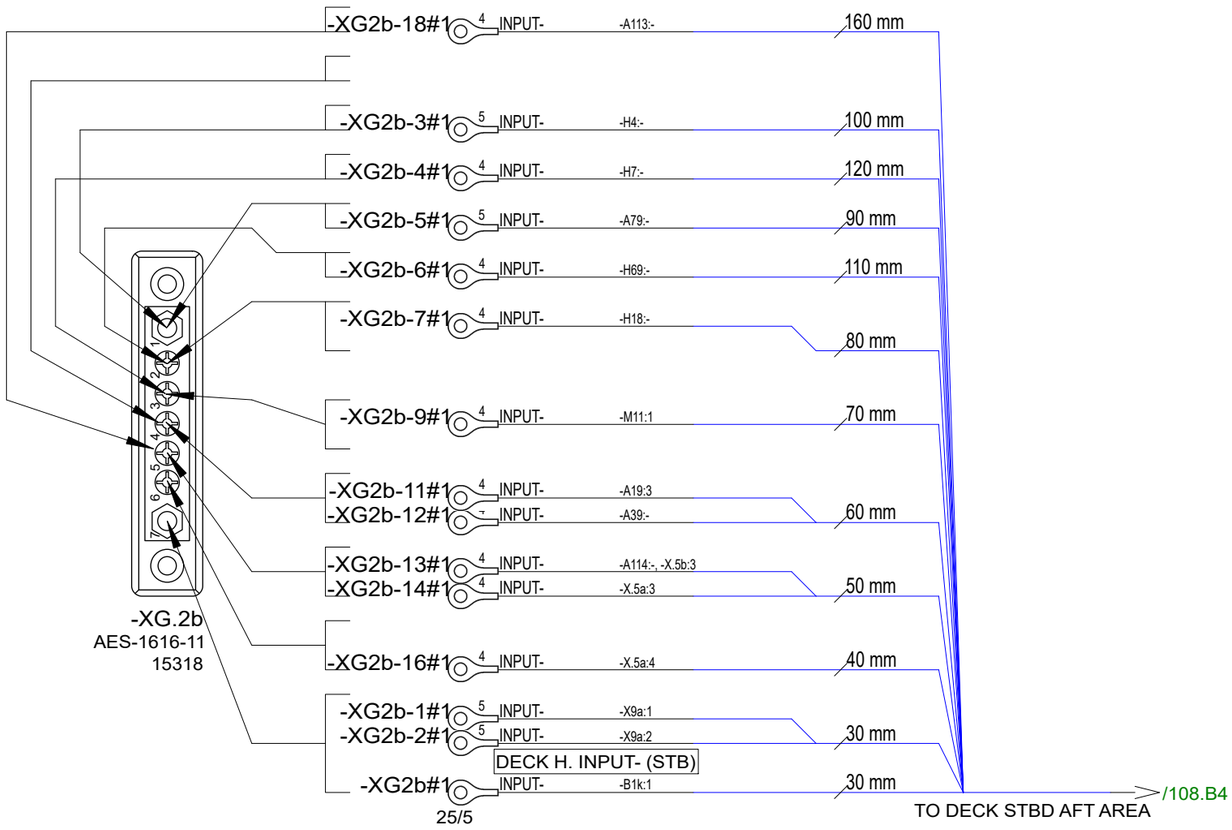
4.

**IMPORTANT!**

TIGHTEN LOWER BOLT
BEFORE INSTALLING WIRE
TERMINALS TO BUSBAR.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date 17.5.2019 | NAVIX designed solutions | Axopar | | 29586 | |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. 12 | | 37 MY20 | DECK HARNESS | HL | 109 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

5.

CO MONITOR, MAIN CABIN -A90#1
-X.4d:3 CO_MONITOR+ +
-XG2a-7:1 INPUT- -
6500 mm
6400 mm
27041 NW 7,5 PP-MOD

MC FLOOR LT PRT -H33#1
-H32:+ MC_AMB_LT +
-H32:- MC_AMB_NEG -
2000 mm
1900 mm
21693 NW 4,5
PP-MOD

200 mm

-A19#1
2635410
(4U BACK VIEW)

HEATER -A19#1
-X.4d:4 HEATER 1
-X.4d:5 HEATER_C 2
-XG2b-11:1 INPUT- 3
4
2635410
1200 mm
1100 mm
22821 NW 10
PP-MOD

LABEL
POINT -B-

/108.E6

200 mm
200 mm
22822 NW 13
PP-MOD

500 mm
400 mm
21693 NW 4,5
PP-MOD

2000 mm
1900 mm
22821 NW 10
PP-MOD
NW10 PP-MOD BLACK

3000 mm
2900 mm
22821 NW 10
PP-MOD
NW10 PP-MOD BLACK

200 mm
200 mm
200 mm
200 mm

OUTLET_1 -A113:+ INPUT- -A113:-
OUTLET_1 -A111:+, -X.4j:1 INPUT- -XG2b-18:1, -A111:-
OUTLET_2 -A114:+ INPUT- -A114:-
OUTLET_2 -X.4e:1, -A112:+ INPUT- -A112:-, -XG2b-13:1

-A.111#1 15273
-A.113#1 AS212
-A.112#1 15273
-A.114#1 AS212

-X9a#1
-XG2b-1:1 INPUT- 1
-XG2b-2:1 INPUT- 2
-X.4b:8 ROOF_BEAM_LT 3
4
DTP06-4S-C015
200 mm
100 mm
22820 NW 8,5
PP-MOD

-X9a#1
DTP06-4S-C015
18514
+ WP4S
18518
+ S.PLUG
10930900

-X9b#1
-X.4a:1 ANCH_LT_OUT 1
-X.4d:2 CAMERA_OUT 2
-X.4b:9 HORN 3
-X.4c:8 WIFI 4
DT06-4S
200 mm
100 mm
21693 NW 4,5
PP-MOD

CONNECTION
TO ROOF HARNESS
-X9b
DT06-4S
14050
+ W4S
14049

-X9c#1
-X.4b:1 MC_ROOF_LT 1
-X.4b:2 MC_ROOF_LT 2
-X.4b:3 MC_ROOF_LT 3
-X.4k:7 MC_ROOF_NEG 4
-X.4k:8 MC_ROOF_NEG 5
-X.4k:8 MC_ROOF_NEG 6
DT06-6S
200 mm
100 mm
27041 NW 7,5
PP-MOD

-X9c
DT06-6S
35592
+ W6S
35591

-X9d#1
-X.4b:4 MC_AMB_LT 1
-X.4b:5 MC_AMB_NEG 2
DT06-2S
200 mm
100 mm
21693 NW 4,5
PP-MOD

-X9d#1
DT06-2S
10930002
+ W2S
10930102

-X9e, USED ONLY
IN CABIN MODEL

-X9e#1
-X.4c:6 WIP_SLOW 1
-X.4c:2 WIPER+ 2
-X.4c:5 WIP_SLOW 3
4
DTP06-4S-C015
700 mm
600 mm
22820 NW 8,5
PP-MOD

-X9e DTP06-4S-C015
18514
+ WP4S
18518
+ S.PLUG
10930900
LABEL

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

-X.5a#1
2634810
5 6 7 8
1 2 3 4
(8N BACK VIEW)

CONNECTION
TO AFT CABIN HARNESS

-X.5a#1
-X.4e:2 AFT_CAB_LT+ 1
-X.4e:3 AFT_CAB_LT+ 2
-XG2b-14:1, -X.15:2 INPUT- 3
-XG2b-16:1 INPUT- 4
5
-X.4d:11 CO_MONITOR+ 6
-XG2a-1:1 INPUT- 7
8
2634810
200 mm
100 mm
22821 NW 10
PP-MOD

-X.5b#1
-X.5b:2, -X.4e:1 OUTLET_2 1
-X.5b:1 OUTLET_2 2
-XG2b-13:1, -X.5b:4 INPUT- 3
-X.5b:3 INPUT- 4
2634410
200 mm
100 mm
22821 NW 10
PP-MOD

-X.5b#1
2634410
3 4
1 2
(4N BACK VIEW)

-X35#1
-X.4h:1 WETBAR_LT 1
-X.4h:1 WETBAR_LT 2
-XG2a-11:1 INPUT- 3
4
2635410

-X35
2635410
4 3
2 1
(4U BACK VIEW)

-L_X3b
2635310
2 1
3
(3UT BACK VIEW)

CONNECTION
TO MULTISTORAGE HARNESS
-X.15#1
-X.4e:4 AFT_CAB_LT+ 1
-X.5a:3 INPUT- 2
2637710
-X.15#1
2637710
2 1
(2NT BACK VIEW)
3000 mm
2900 mm
22821 NW 10
PP-MOD

LOGO LT. PORT AFT (XC) -A80#1
-A88:+, -X.4a:8 DECK_LT +
-XG2a-2:1, -A88:- INPUT- -
2200 mm
2100 mm
27041 NW 7,5
PP-MOD

LOGO LT. STBD AFT (XS) -A88#1
-A80:+ DECK_LT +
-A80:- INPUT- -
4500 mm
4400 mm
21693 NW 4,5
PP-MOD

HEAVY AMP: REMOTE -A15c#1
-X.4d:1 AMP_ON REM
1400 mm
1300 mm
21693 NW 4,5
PP-MOD

GAS GRILL -A93#1
-X.4c:7 GRILL +
-XG2a-13:1 INPUT- -
5000 mm
4900 mm
27041 NW 7,5
PP-MOD

OPEN FRIDGE, PORT -A38#1
-X.4d:7 FRIDGE_OPN_STB +
-XG2a-9:1 INPUT- -
2600 mm
2500 mm
27041 NW 7,5
PP-MOD

ROOF LT SW OR LIGHT PACK -L_X3b#1
-X.4k:6 MC_ROOF_LT 1
-X.4k:5 MC_ROOF_LT 2
-X.4k:4 MC_ROOF_LT 3
2635310
200 mm

-L_X.3b-
2634310
1 2
3
(3NT BACK VIEW)
CONNECT

-L_X.3b-#1
1 JMP2 -L_X.3b-:2 LABEL JMP2
2 JMP2 -L_X.3b-:1
3 MC_ROOF_LT
2634310

LABEL
ONLY NON-LIGHT PACK

AMBIENT LT SW AFT -L_X3d#1
-X.4m:6 MC_AMB_LT 1
-X.4m:5 MC_AMB_LT 2
-X.4m:4 MC_AMB_LT 3
2635310

-L_X.3d-
2634310
1 2
3
(3NT BACK VIEW)
CONNECT

-L_X.3d-#1
1 JMP4 -L_X.3d-:2 LABEL JMP4
2 JMP4 -L_X.3d-:1
3 MC_AMB_LT
2634310

CUSTOMER: If
light pack and no
switch here,
remove JMP2

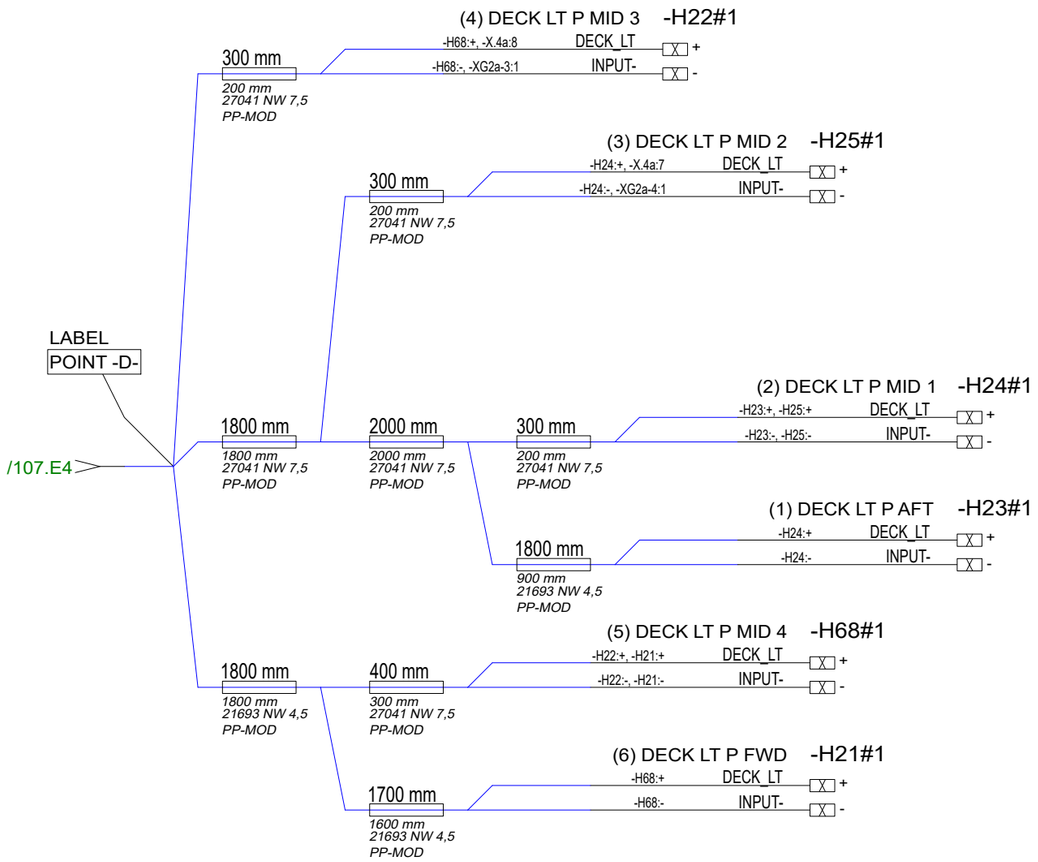
CUSTOMER: WITH
LIGHT PACK LEAVE
L_X3d UNCONNECTED
ONLY USE L_X3b WITH
DOUBLE MOMENTARY
SWITCH

-L_X3d
2635310
2 1
3
(3UT BACK VIEW)

SPLIT TUBE IF NECESSARY
TAPE SPLITTED TUBE EVERY 200 mm
200 mm

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 17.5.2019 | NAVIX designed solutions | Axopar | | 29586 | |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS | HL | 110 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

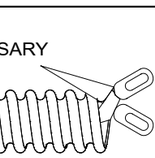
6.




NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

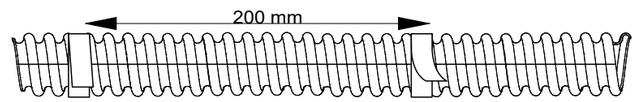


SPLIT TUBE IF NECESSARY

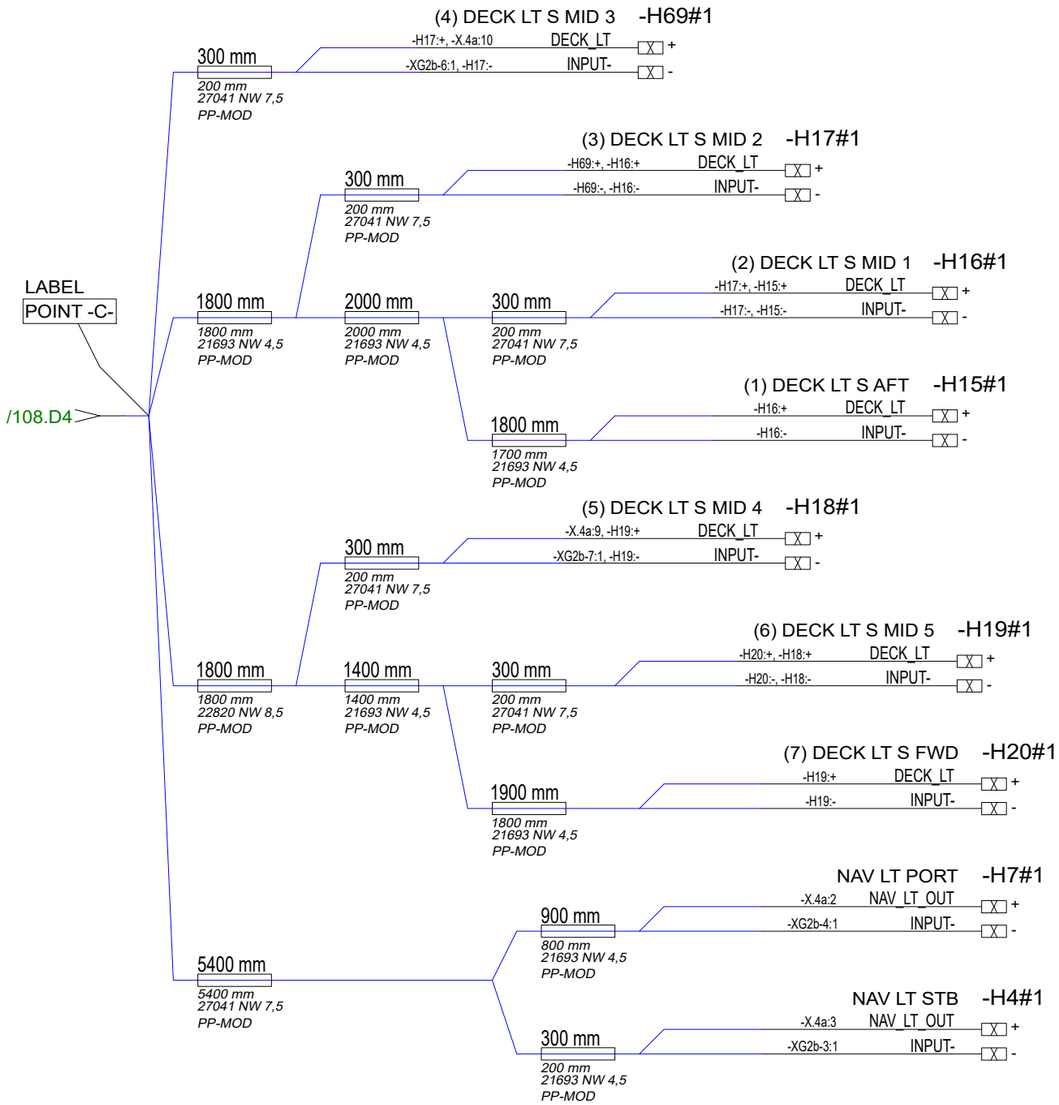


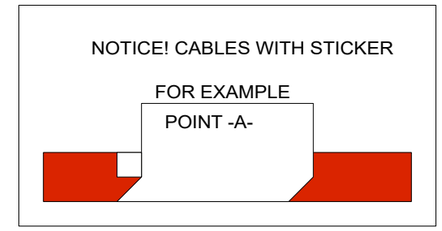
TAPE SPLITTED TUBE EVERY 200 mm

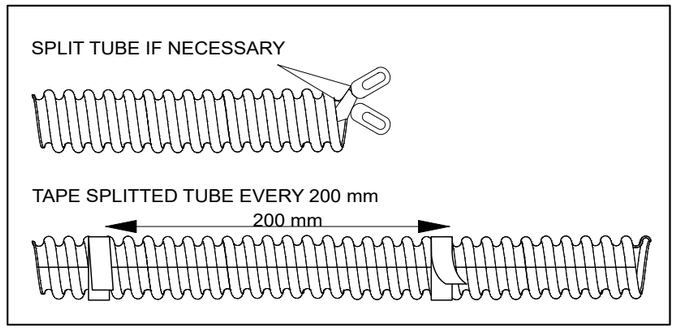
200 mm



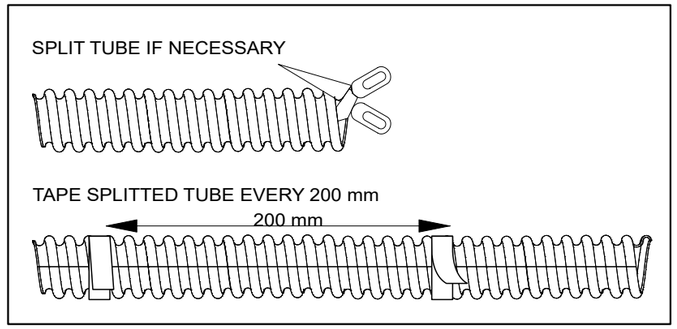
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 31.3.2020 | NAVIX designed solutions | Axopar | | 29586 |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / 111/ 210 Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 16.10.2023 | TT | F10; 2004916; Added outlets A111-A114 & X4j | Date | 2.4.2020 | NAVIX designed solutions | Axopar | | 29586 |
| 11.3.2024 | PF | G11: 2005054; Logo lt supply to deck lt, flir, light pack | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 30.7.2024 | PF | G12: 2005139; A114+1m, LS jumps, camera feed | Sheet rev. | 12 | | 37 MY20 | DECK HARNESS | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc / 112 / 210 Sheet |




-A99#1 FC LED STRIP
+ FC_INDIR_LT -A100:+
- FWD_INDIR_LT_NEG -A100:-
1900 mm
*1900 mm 21693 NW 4,5 PP-MOD*

-A100#1 FC LED STRIP
+ FC_INDIR_LT -A99:+, -L_X1:6
- FWD_INDIR_LT_NEG -L_X1:7, -A99:-
400 mm
*300 mm 27041 NW 7,5 PP-MOD*

-H36#1 FC MIRROR LT STB
+ FC_RF_LT -H37:+
- FWD_RF_LT_NEG -H37:-, -L_X1:4
700 mm
*600 mm 27041 NW 7,5 PP-MOD*

-H37#1 FC SPOT LT
+ FC_RF_LT -H36:+, -H34:+
- FWD_RF_LT_NEG -H36:-, -H34:-
200 mm
*100 mm 27041 NW 7,5 PP-MOD*

400 mm
*400 mm 22820 NW 8,5 PP-MOD*

FC MIRROR LT PORT -H34#1
1500 mm
*1400 mm 21693 NW 4,5 PP-MOD*
-H37:+, -H70:+ FC_RF_LT +
-H37:-, -H70:- FWD_RF_LT_NEG -

FC SPOT LT -H70#1
800 mm
*700 mm 27041 NW 7,5 PP-MOD*
-H34:+, -H35:+ FC_RF_LT +
-H34:-, -H35:- FWD_RF_LT_NEG -

FC SPOT LT -H35#1
400 mm
*300 mm 27041 NW 7,5 PP-MOD*
-H70:+, -H74:+ FC_RF_LT +
-H70:-, -H74:- FWD_RF_LT_NEG -

FC SPOT LT -H74#1
300 mm
-L_X1:2, -H35:+ FC_RF_LT +
-H35:- FWD_RF_LT_NEG -

CONNECTION
TO HULL HARNESS
-X.3a#1
1 FWD_CAB_LT+ -L_X1:1
2
3
4 INPUT- -L_X1:8
5 OUTLET_1 -A8:+
6 OUTLET_1 -A69:+
7 INPUT- -A8:-
8 INPUT- -A69:-
2634810

-X.3a#1
2634810
(8N BACK VIEW)
5 6 7 8
1 2 3 4

LABEL
POINT -A-

LABEL
POINT -B-

LABEL
POINT -D-

600 mm
*500 mm 22822 NW 13 PP-MOD*

200 mm
*200 mm 22821 NW 10 PP-MOD*

1300 mm
*1300 mm 22821 NW 10 PP-MOD*

700 mm
*600 mm 22821 NW 10 PP-MOD*

-L_X1#1
2635810
(8U BACK VIEW)
8 7 6 5
4 3 2 1

CONNECTION
TO FWD CABIN LIGHT SWITCH
or
FRONT AND AFT CABIN LIGHT SWITCH

-X.3a:2 FWD_CAB_LT+ 1
-H74:+ FC_RF_LT 2
3
-H36:- FWD_RF_LT_NEG 4
-A59:+ FC_INDIR_LT 5
-A100:+ FC_INDIR_LT 6
-A59:-, -A100:- FWD_INDIR_LT_NEG 7
-X.3a:4 INPUT- 8
2635810

-A98#1 FC LED STRIP WALL 2
+ FC_INDIR_LT -H42:+, -A59:+
- FWD_INDIR_LT_NEG -H42:-, -A59:-
1400 mm
*1300 mm 27041 NW 7,5 PP-MOD*

-A59#1 FC LED STRIP WALL 1
+ FC_INDIR_LT -A98:+, -L_X1:5
- FWD_INDIR_LT_NEG -L_X1:7, -A98:-
1400 mm
*1300 mm 27041 NW 7,5 PP-MOD*

-A.69#1
15273
USB

-A69#1 FWD CABIN, USB OUTLET
+ OUTLET_1 -X.3a:6
- INPUT- -X.3a:8
5500 mm
*5400 mm 27041 NW 7,5 PP-MOD*

-A.8#1
AS212
MARINE 12V

-A8#1 FWD CABIN, 12Vdc OUTLET
+ OUTLET_1 -A26:+, -X.3a:5
- INPUT- -X.3a:7, -A26:-
100 mm
1000 mm
*1000 mm 27041 NW 7,5 PP-MOD*

-A26#1 FWD CABIN, USB OUTLET
+ OUTLET_1 -A8:+
- INPUT- -A8:-
2300 mm
*2200 mm 21693 NW 4,5 PP-MOD*

LABEL
POINT -C-

900 mm
*900 mm 27041 NW 7,5 PP-MOD*

1000 mm
*1000 mm 21693 NW 4,5 PP-MOD*

500 mm
*400 mm 21693 NW 4,5 PP-MOD*

F C STEP LT PRT 1 -H40#1
-H42:+, -H41:+ FC_INDIR_LT +
-H41:-, -H42:- FWD_INDIR_LT_NEG -

1000 mm
*900 mm 21693 NW 4,5 PP-MOD*

FC STEP LT STB -H42#1
-H40:+, -A98:+ FC_INDIR_LT +
-A98:-, -H40:- FWD_INDIR_LT_NEG -

1200 mm
*1100 mm 21693 NW 4,5 PP-MOD*

FWD C STEP LT PT 2 -H41#1
-H40:+ FC_INDIR_LT +
-H40:- FWD_INDIR_LT_NEG -

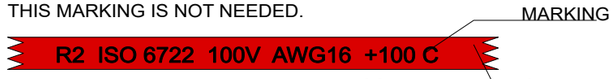
NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

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
MARKING
CABLE
EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 22.9.2021 | VV | E6: NOT MODIFIED / REVISION RETURNED TO REV. E. | Date | 16.5.2019 | NAVIX designed solutions | Axopar | |
| 17.2.2023 | RK | F6: NOT MODIFIED | Drawing by | TuM | | Boat | Sub-product code: 29587 Product code; Project ID |
| 4.4.2024 | PF | G7: 2005054; Light pack changes | Sheet rev. | 7 | | 37 MY20 | FORE CABIN HARNESS |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title; HL; Loc; 113 / 210 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.

CONNECTION
TO DECK HARNESS
-X5a#1

-X5a#1
2635810
(8U BACK VIEW)

| | | |
|---|---|---|
| 1 | AFT_CAB_LT+ | -L_X2:1 |
| 2 | AFT_CAB_LT+ | -H43:+, -H44:+ |
| 3 | INPUT- | -H43:-, -H44:- |
| 4 | INPUT- | -L_X2:8 |
| 5 | | |
| 6 | CO_MONITOR+ | -A92:+ |
| 7 | INPUT- | -A92:- |
| 8 | | |

2635810
-X5b#1

-X5b#1
2635410
(4U BACK VIEW)

| | | |
|---|---|---|
| 1 | OUTLET_2 | -A68:+ |
| 2 | OUTLET_2 | -A71:+ |
| 3 | INPUT- | -A68:- |
| 4 | INPUT- | -A71:- |

2635410

200 mm
*100 mm 22822 NW 13 PP-MOD*

200 mm
*100 mm 22820 NW 8,5 PP-MOD*

LABEL
POINT -A-

800 mm
*800 mm 22822 NW 13 PP-MOD*

LABEL
POINT -B-

LABEL
POINT -C-

500 mm
*500 mm 22821 NW 10 PP-MOD*

1700 mm
*1600 mm 27041 NW 7,5 PP-MOD*

AC READ LT STB -H44#1
-X5a:2 AFT_CAB_LT+ +
-X5a:3 INPUT- -

1300 mm
*1300 mm 27041 NW 7,5 PP-MOD*

AC RF LED STRIP STB -A62#1
-L_X2:5 AC_INDIR_LT +
-L_X2:7 AC_INDIR_NEG -

300 mm
*200 mm 27041 NW 7,5 PP-MOD*

1300 mm
*1300 mm 27041 NW 7,5 PP-MOD*

AC RF LED STRIP PORT -A61#1
-L_X2:5 AC_INDIR_LT +
-L_X2:7 AC_INDIR_NEG -

350 mm
*250 mm 27041 NW 7,5 PP-MOD*

AC READ LT PORT -H43#1
-X5a:2 AFT_CAB_LT+ +
-X5a:3 INPUT- -

2000 mm
*1900 mm 27041 NW 7,5 PP-MOD*

AFT CABIN, USB OUTLET -A71#1
-X5b:2 OUTLET_2 +
-X5b:4 INPUT- -

1800 mm
*1800 mm 22822 NW 13 PP-MOD*

800 mm
*700 mm 27041 NW 7,5 PP-MOD*

-A.71#1
15273

CO MONITOR, AFT CABIN -A92#1
-X5a:6 CO_MONITOR+ +
-X5a:7 INPUT- -

2300 mm
*2200 mm 27041 NW 7,5 PP-MOD*

AFT CABIN, 12Vdc OUTLET -A68#1
-X5b:1, -A70:+ OUTLET_2 +
-X5b:3, -A70:- INPUT- -

300 mm
*200 mm 27041 NW 7,5 PP-MOD*

-A.68#1
AS212

AFT CABIN, USB OUTLET -A70#1
-A68:+ OUTLET_2 +
-A68:- INPUT- -

300 mm
*200 mm 27041 NW 7,5 PP-MOD*

-A.70#1
15273

-L_X2#1

| | | |
|---|---|---|
| -X5a:1 | AFT_CAB_LT+ | 1 |
| -H56:+, -H53:+ | AC_RF_LT | 2 |
| | | 3 |
| -H56:-, -H53:- | AC_RF_NEG | 4 |
| -A61:+, -A62:+ | AC_INDIR_LT | 5 |
| | | 6 |
| -A62:-, -A61:- | AC_INDIR_NEG | 7 |
| -X5a:4 | INPUT- | 8 |

300 mm
*200 mm 22822 NW 13 PP-MOD*

-L_X2
2635810
(8U BACK VIEW)

CONNECTION
TO AFT CABIN LIGHT SWITCH
or
FRONT AND AFT CABIN LIGHT SWITCH

ROOF CABIN LIGHT STB 1 -H58#1
-H57:+ AC_RF_LT +
-H57:- AC_RF_NEG -

600 mm
*500 mm 27041 NW 7,5 PP-MOD*

ROOF CABIN LIGHT STB 2 -H57#1
-H56:+, -H58:+ AC_RF_LT +
-H58:-, -H56:- AC_RF_NEG -

600 mm
*500 mm 27041 NW 7,5 PP-MOD*

ROOF CABIN LIGHT STB 3 -H56#1
-L_X2:2, -H57:+ AC_RF_LT +
-L_X2:4, -H57:- AC_RF_NEG -

ROOF CABIN LIGHT PRT 3 -H53#1
-L_X2:2, -H54:+ AC_RF_LT +
-L_X2:4, -H54:- AC_RF_NEG -

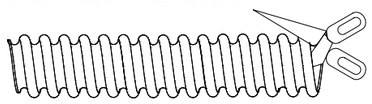
600 mm
*500 mm 27041 NW 7,5 PP-MOD*

ROOF CABIN LIGHT PRT 2 -H54#1
-H55:+, -H53:+ AC_RF_LT +
-H55:-, -H53:- AC_RF_NEG -

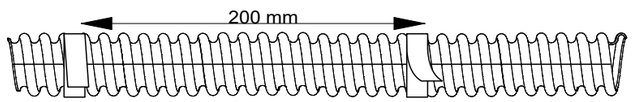
600 mm
*500 mm 27041 NW 7,5 PP-MOD*

ROOF CABIN LIGHT PRT 1 -H55#1
-H54:+ AC_RF_LT +
-H54:- AC_RF_NEG -

SPLIT TUBE IF NECESSARY

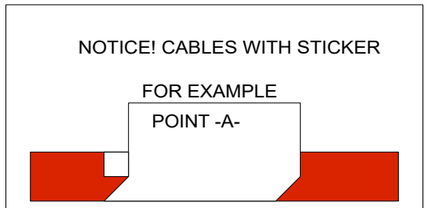


TAPE SPLITTED TUBE EVERY 200 mm




NOTICE! CABLES WITH STICKER

FOR EXAMPLE




| Date of modification | Modified by | Description |
|---|---|---|
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F5: NOT MODIFIED. |
| 4.4.2024 | PF | G6: 2005054; Light pack changes |

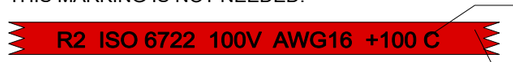
| | |
|---|---|
| Date | 16.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 6 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | | 29588 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | AFT CABIN HARNESS | HL | 114 / 210 |
| Boat model | Title | Loc | Sheet |

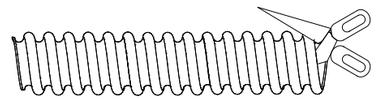
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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

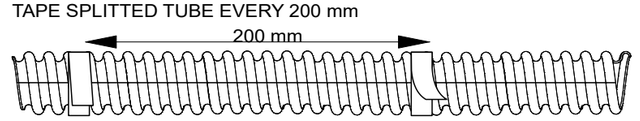



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

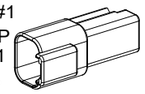
SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 200 mm



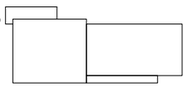

-C_X.10a#1
DT04-2P
16461
+ W2P
16467



CONNECTION
TO MAST HARNESS
-C_X.10a#1
1 ANCH_LT_OUT -C_X.9b:1
2 INPUT- -C_XG3-3:1
DT04-2P

200 mm

-C_X.10c#1
DT04-4P
14048
+ W4P
14051



-C_X.10c



1 HORN -C_X.9b:3
2 INPUT- -C_XG3-11:1
3 WIFI -C_X.9b:4
4 INPUT- -C_XG3-8:1
DT04-4P

200 mm
100 mm
27041 NW 7,5
PP-MOD

250 mm
250 mm
22820 NW 8,5
PP-MOD

-C_X.9a
DTP04-4P-C015
18515
+ WP4P
18519
+ S. PLUG
10930900

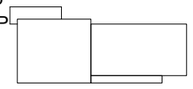


DTP04-4P-C015

CONNECTION
TO DECK HARNESS
-C_X.9a#1
1 INPUT- -C_XG3-1:1
2 INPUT- -C_XG3-2:1
3
4 ROOF_BEAM_LT -A106:+
-C_X.9b#1

200 mm

-C_X.9b
DT04-4P
14048
+ W4P
14051

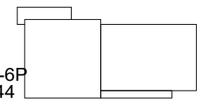




1 ANCH_LT_OUT -C_X.10a:1
2 CAMERA_OUT -A125:+
3 HORN -C_X.10c:1
4 WIFI -C_X.10c:3
DT04-4P

200 mm
100 mm
27041 NW 7,5
PP-MOD

-C_X.9c#1
-C_X.9c
DT04-6P
14044
+W6P 14045





1 MC_ROOF_LT -H26:+
2 MC_ROOF_LT -H28:+
3 MC_ROOF_LT -H30:+
4 MC_ROOF_NEG -H30:-
5 MC_ROOF_NEG -H28:-
6 MC_ROOF_NEG -H26:-
DT04-6P

200 mm
100 mm
22821 NW
10 PP-MOD

-C_X.9d#1
DT04-2P
16461
+ W2P
16467

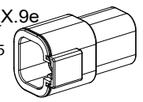


-C_X.9d#1
1 MC_AMB_LT -A57:+
2 MC_AMB_NEG -A57:-
DT04-2P

200 mm
100 mm
21693 NW 4,5
PP-MOD

-C_X.9e#1
DTP04-4P-C015
+ WP4P 18519
+ S. PLUG
10930900

-C_X.9e



18515

1 WIP_SLOW -M16:2
2 WIPER+ -M16:3
3 WIP_SLOW -M16:6
4
DTP04-4P-C015

200 mm

200 mm
200 mm
22822 NW 13 PP-MOD

LABEL
POINT -A-

4000 mm
4000 mm
22823 NW 17
PP-MOD

500 mm
500 mm
22823 NW 17
PP-MOD

LABEL
POINT -B-

5000 mm

ROOF BEAM LT -A106#1
-C_X.9a:4 ROOF_BEAM_LT + (X)
-C_XG3-9:1 INPUT- - (X)

1500 mm

RF LED STRIP AFT -A57#1
-C_X.9d:1, -A58:+ MC_AMB_LT + (X)
-C_X.9d:2, -A58:- MC_AMB_NEG - (X)

800 mm

RF AFT SPOT LT PT -H31#1
-H30:+ MC_ROOF_LT + (X)
-H30:- MC_ROOF_NEG - (X)

1200 mm
1100 mm
21693 NW 4,5
PP-MOD

RF PT SPOT LT 2 -H27#1
-H26:+ MC_ROOF_LT + (X)
-H26:- MC_ROOF_NEG - (X)

400 mm
400 mm
27041 NW 7,5
PP-MOD

800 mm

RF PT SPOT LT 1 -H26#1
-C_X.9c:1, -H27:+ MC_ROOF_LT + (X)
-C_X.9c:6, -H27:- MC_ROOF_NEG - (X)

400 mm
300 mm
27041 NW 7,5
PP-MOD

NIGHT VISION CAMERA -A125#1
-C_X.9b:2 CAMERA_OUT + (X)
-C_XG3-4:1 INPUT- - (X)

5000 mm

LABEL
POINT -C-

400 mm

RF SB SPOT LT 2 -H29#1
-H28:+ MC_ROOF_LT + (X)
-H28:- MC_ROOF_NEG - (X)

400 mm
400 mm
22823 NW 17
PP-MOD

800 mm
800 mm
22822 NW 13
PP-MOD

800 mm
800 mm
22822 NW 13
PP-MOD

2700 mm
2700 mm
22822 NW 13
PP-MOD

2400 mm
2300 mm
21693 NW 4,5
PP-MOD

RF LED STRIP FWD -A58#1
-A57:+ MC_AMB_LT + (X)
-A57:- MC_AMB_NEG - (X)

WIPER ROOF -M16#1
-C_XG3-10:1 INPUT- 1
-C_X.9e:1 WIP_SLOW 2
-C_X.9e:2 WIPER+ 3
4
5
-C_X.9e:3 WIP_SLOW 6

-M16#1
2635610
6 5 4
3 2 1
(6U BACK VIEW)
2635610

500 mm
400 mm
22821 NW 10 PP-MOD

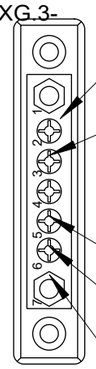
RF SB SPOT LT 1 -H28#1
-C_X.9c:2, -H29:+ MC_ROOF_LT + (X)
-H29:-, -C_X.9c:4 MC_ROOF_NEG - (X)

400 mm

RF AFT SPOT LT SB -H30#1
-C_X.9c:3, -H31:+ MC_ROOF_LT + (X)
-H31:-, -C_X.9c:5 MC_ROOF_NEG - (X)

400 mm

-C_XG.3-




AES-1616-11
15318

CABIN ROOF H. INPUT-
-C_XG3-1#1 5 INPUT- -C_X.9a:1
-C_XG3-2#1 5 INPUT- -C_X.9a:2
60 mm

-C_XG3-3#1 4 INPUT- -C_X.10a:2
50 mm

-C_XG3-4#1 INPUT- -A125:-
50 mm

-C_XG3-8#1 4 INPUT- -C_X.10c:4
30 mm

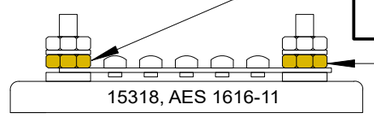
-C_XG3-9#1 4 INPUT- -A106:-
40 mm

KR4
-C_XG3-10#1 4 INPUT- -M16:1
-C_XG3-11#1 7 INPUT- -C_X.10c:2
50 mm

-C_XG.3: CABIN ROOF H. MINUS
ADD LABEL TO BASE
OF THE BUSBAR.

IMPORTANT!
TIGHTEN LOWER BOLT
BEFORE INSTALLING WIRE
TERMINALS TO BUSBAR.

BOLTS & NUTS TIGHTEN




NOTICE! CABLES WITH STICKER

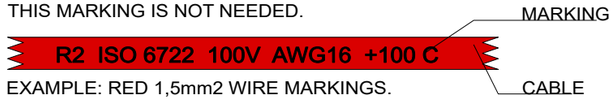
FOR EXAMPLE
POINT -A-



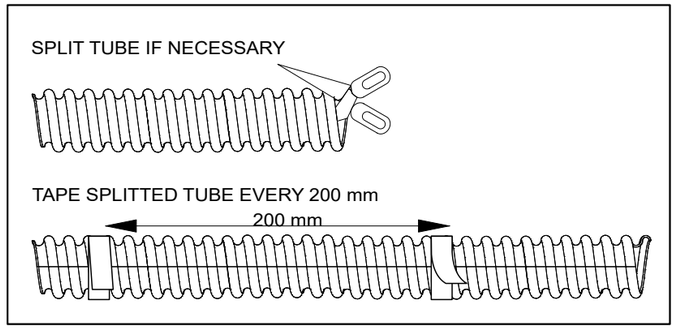
| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 11.3.2024 | PF | G8: 2005054; Light return paths, wifi minus, A106 description, C_X.9 | Date | 17.5.2019 | NAVIX designed solutions Copyright by | Axopar Boat | | 29589 Product code | |
| 30.7.2024 | PF | G9: 2005139; Roof beam lt extended by 2000mm | Drawing by | TuM | | | | | |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 9 | | 37 MY20 Boat model | CABIN ROOF HARNESS Title | HL Loc | 115 / 210 Sheet |
| | | | Project rev. | G | | | | | |

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

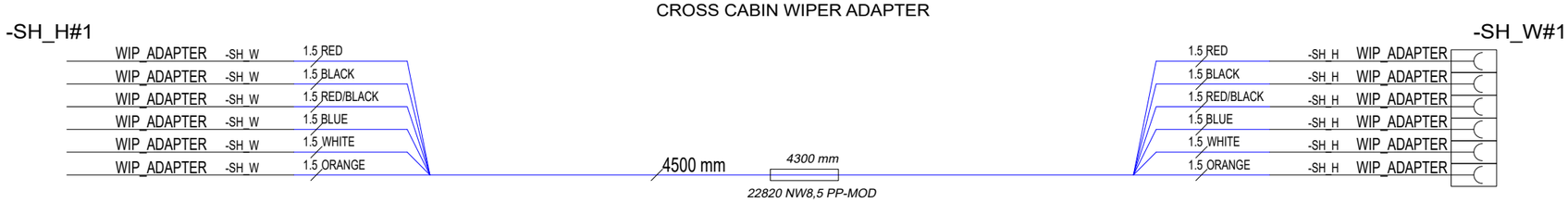
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



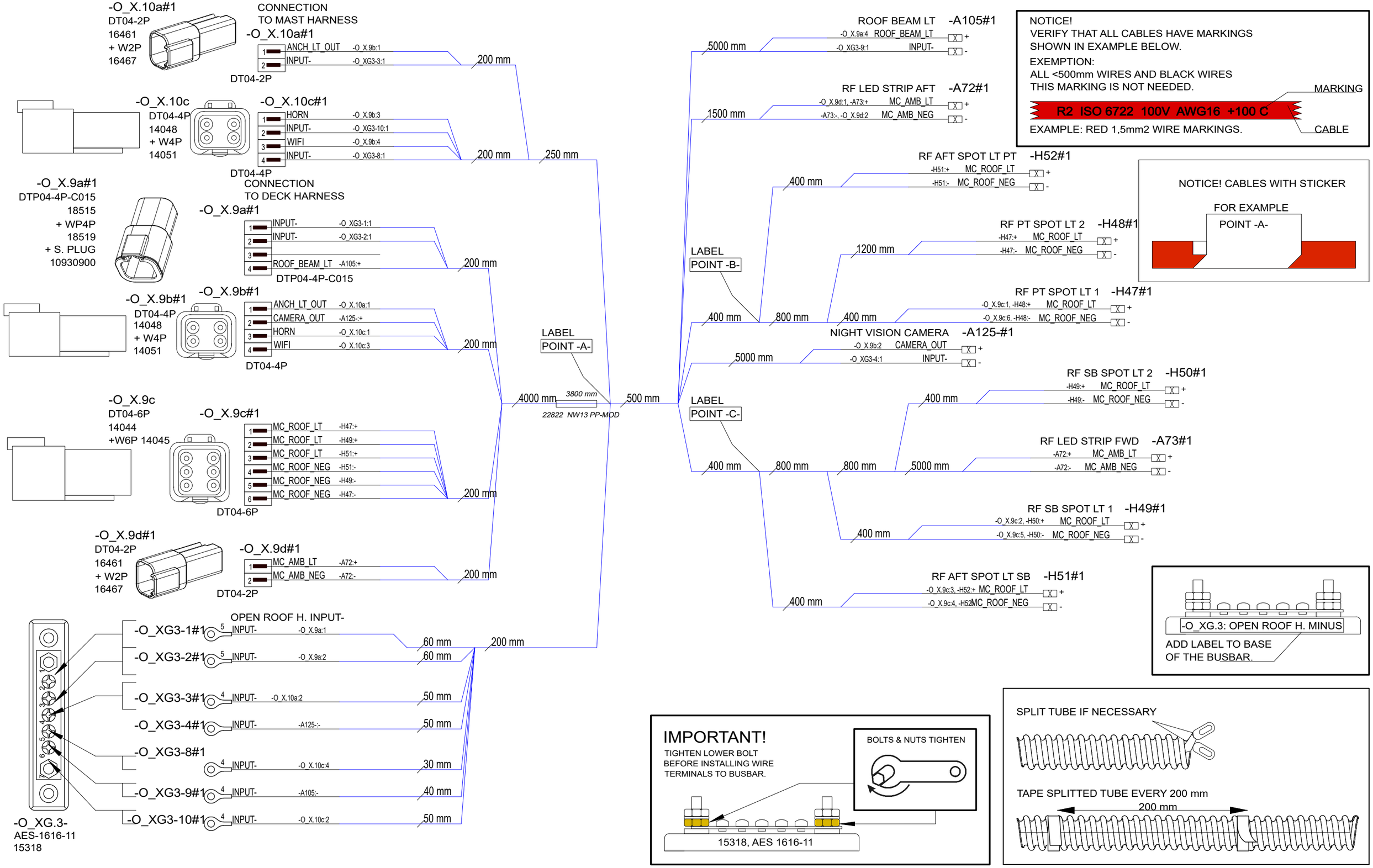

## CROSS CABIN WIPER ADAPTER




TO HARNESS

TO WIPER MODULE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 11.3.2024 | PF | G8: 2005054; Light return paths, wifi minus, A106 description | Date | 17.5.2019 | NAVIX designed solutions | Axopar | | 29589 | |
| 30.7.2024 | PF | G9: 2005139; Roof beam lt extended by 2000mm | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 9 | | 37 MY20 | CABIN ROOF HARNESS | HL | 116 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

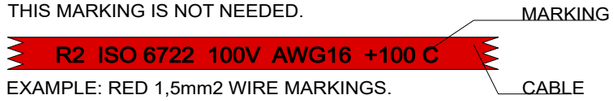



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 11.3.2024 | PF | G8: 2005054; Light return paths, wifi minus, A105 description | Date | 17.5.2019 | Axopar | | 29590 | |
| 30.7.2024 | PF | G9: 2005139; Roof beam lt extended by 2000mm | Drawing by | TuM | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F7: NOT MODIFIED. | Sheet rev. | 9 | 37 MY20 | OPEN ROOF HARNESS | HL | 117 / 210 |
| | | | Project rev. | G | Boat model | Title | Loc | Sheet |

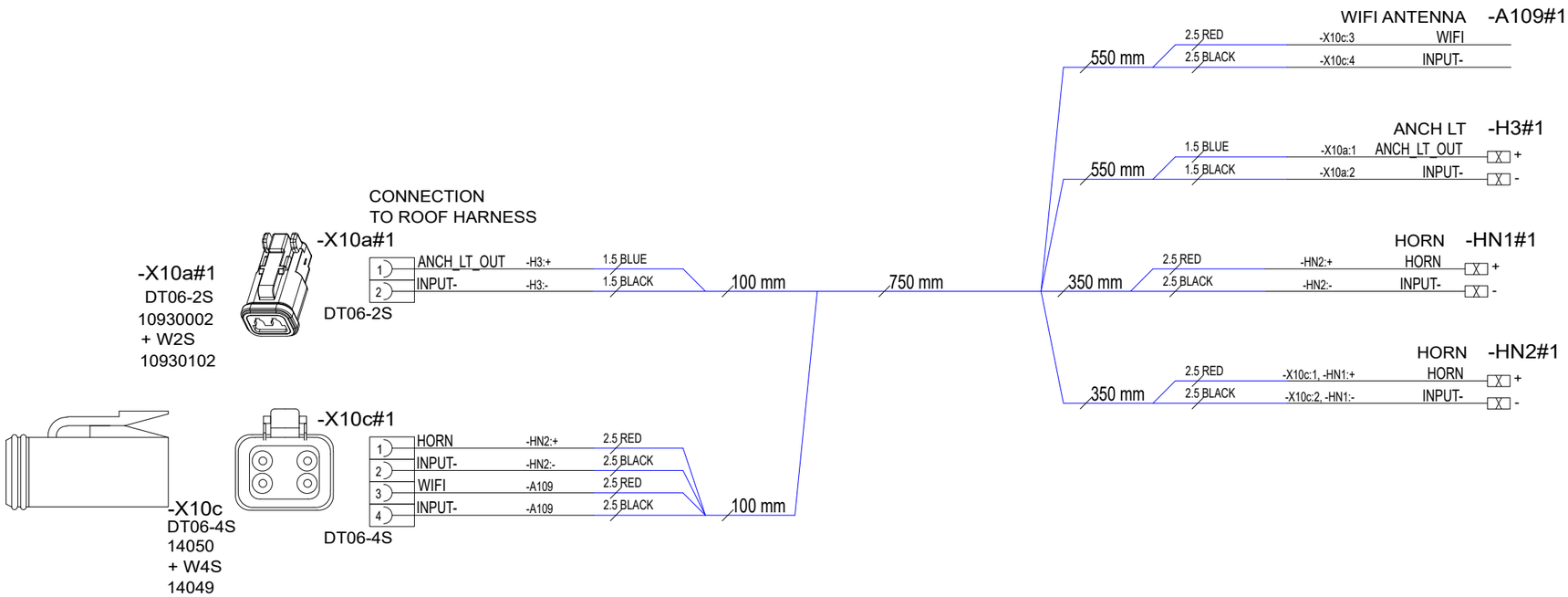
NAVIX designed solutions
Copyright by

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.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Date | 16.5.2019 | NAVIX designed solutions | Axopar | | 29591 | |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 15.06.2021 | TT | G6: 2005054; Wifi minus 1,5mm2->2,5mm2 | Sheet rev. | 6 | | 37 MY20 | MAST HARNESS | HL | 118 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

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

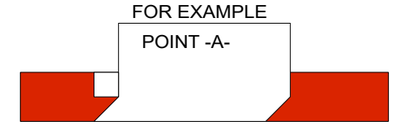
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

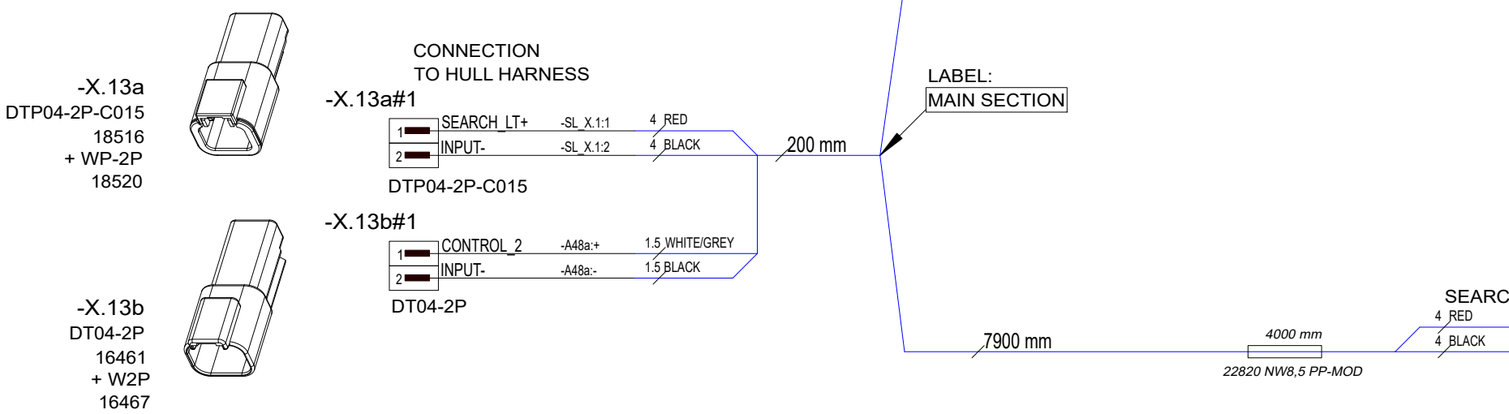


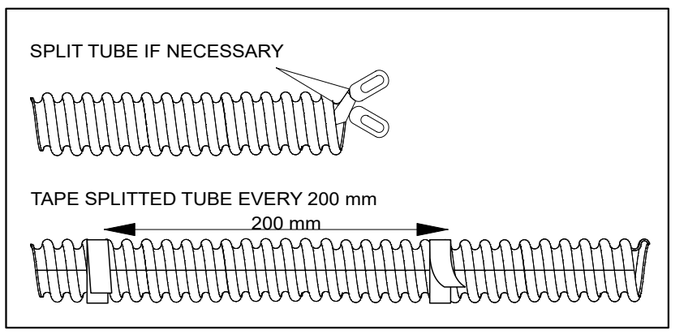

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

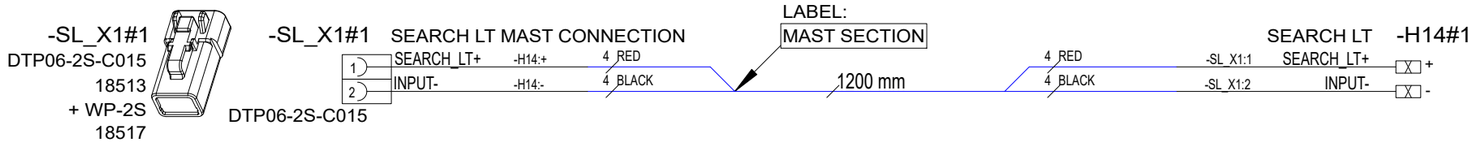
NOTICE! CABLES WITH STICKER

FOR EXAMPLE



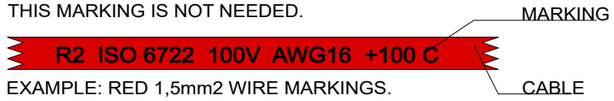




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 15.4.2024 | PF | G5: 2005054; Not modified | Date | 21.5.2019 | NAVIX designed solutions | Axopar | | 29592 | |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM | | | | | |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | SEARCH LT HARNESS | HL | 119 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |
| | | | | | | Boat | Sub-product code | Product code | Project ID |

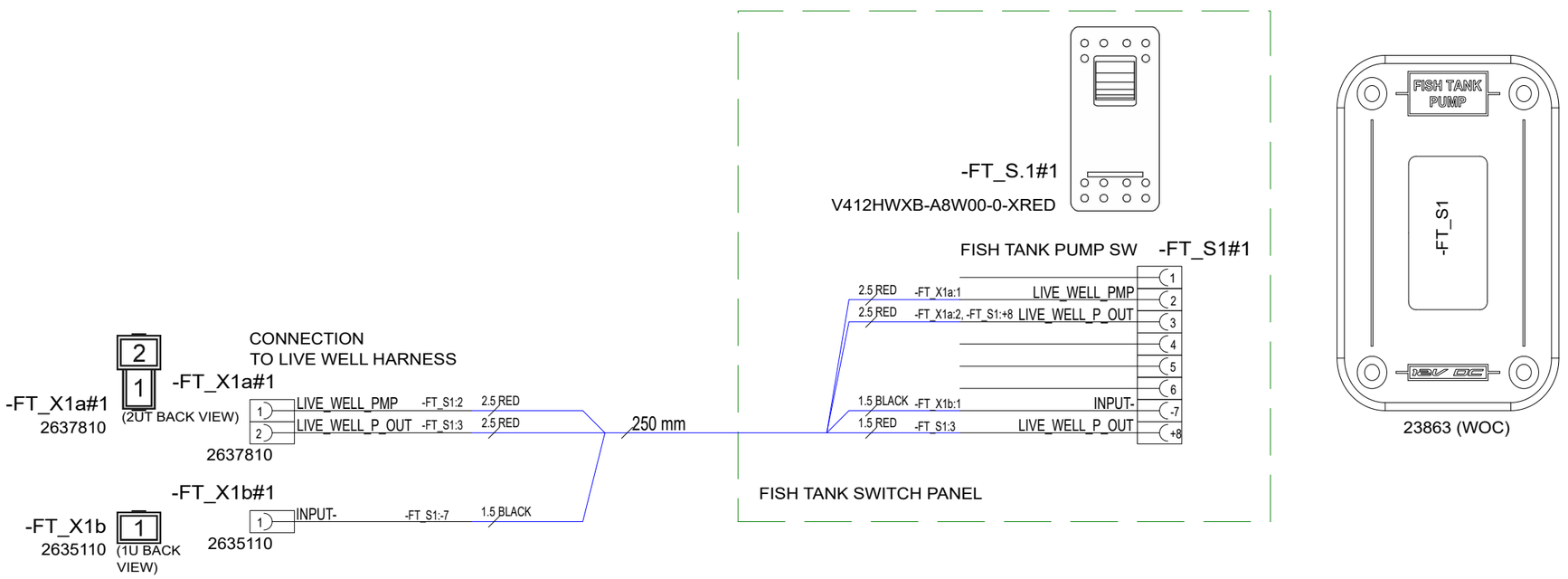
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

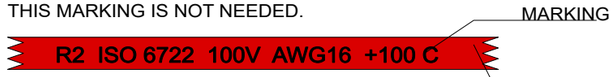



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 15.4.2024 | PF | G4: 2005054; Not modified | Date | 21.5.2019 | NAVIX designed solutions | Axopar | 23863 | 29593 | |
| 17.2.2023 | RK | F3: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 28.11.2023 | PF | F4: 2004954/2004916; Switch changed to locking type, wiring modified | Sheet rev. | 4 | | 37 MY20 | LIVE WELL HARNESS | HL | 120 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

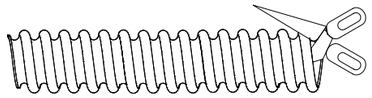
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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

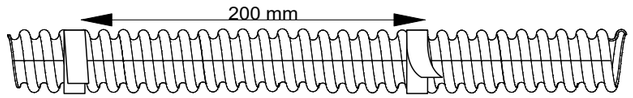



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

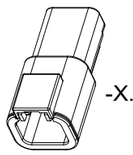
SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 200 mm




-X.12#1
DTP04-2P-C015
18516
+ WP-2P
18520



DTP04-2P-C015

CONNECTION
TO HULL HARNESS

-X.12#1

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | SOFT_TOP | -A49a:+ | 6 RED | 6600 mm | 4000 mm | 6 RED | -X.12:1 | SOFT_TOP + |
| 2 | INPUT- | -A49a:- | 6 BLACK | | 22821 NW10 PP-MOD | 6 BLACK | -X.12:2 | INPUT- - |

SOFT TOP: POWER -A49a#1

-A50#1 SOFT TOP CTRL SWITCH

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| BN | SOFT_TOP_OP | -A49b:BN | 1.5 BROWN | 6500 mm | 1.5 BROWN | -A50:BN | SOFT_TOP_OP | BN |
| BL | SOFT_TOP_C- | -A49b:BL | 1.5 BLACK | | 1.5 BLACK | -A50:BL | SOFT_TOP_C- | BL |
| RD | SOFT_TOP_CL | -A49b:RD | 1.5 RED | | 1.5 RED | -A50:RD | SOFT_TOP_CL | RD |

SOFT TOP: CONTROLS -A49b#1

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 15.4.2024 | PF | G5: 2005054; Not modified | Date | 21.5.2019 |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Sheet rev. | 5 |
| | | | Project rev. | G |

NAVIX designed solutions
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| | | | | |
|---|---|---|---|---|
| Axopar | | 29594 | | |
| Boat | Sub-product code | Product code | Project ID | |
| 37 MY20 | ELECTRICAL ROOF HARNESS | HL | | 121/ 210 |
| Boat model | Title | Loc | | Sheet |

1.

-F_X.1
MAIN SUPPLY CONNECTION
COPPER BAR

-F_X1g#1 MAIN SUPPLY CONNECTION
1 6 SOFT-T_F_INPUT+ -M_F6:1 6 RED 90 mm
10022HQ

-F_X1f#1 MAIN SUPPLY CONNECTION
1 6 AUTOP_F_INPUT+ -M_F5a:1 10 RED 90 mm
10/6

-F_X1e#1 MAIN SUPPLY CONNECTION
1 6 MAIN_4_INPUT+ -M_F4a:1 10 RED 90 mm
10/6

-F_X1d#1 MAIN SUPPLY CONNECTION
1 6 MAIN_3_INPUT+ -M_F3a:1 10 RED 90 mm
10/6

-F_X1c#1 MAIN SUPPLY CONNECTION
1 6 MAIN_2_INPUT+ -M_F2a:1 10 RED 80 mm
10/6

-F_X1b#1 MAIN SUPPLY CONNECTION
1 6 MAIN_1_INPUT+ -M_F1a:1 10 RED 80 mm
10/6

70 mm

-F_X.2
DIRECT SUPPLY CONNECTION
COPPER BAR

-F_X2b#1 DIRECT SUPPLY CONNECTION
1 6 DIRECT+ -D_F1:1 4 RED 200 mm
10022HQ

-F_X2c#1 DIRECT SUPPLY CONNECTION
1 6 DIRECT+ -D_F2:1 4 RED 200 mm
10022HQ

-F_X2d#1 DIRECT SUPPLY CONNECTION
1 6 DIRECT+ -D_F3:1 4 RED 200 mm
10022HQ

-F_X2e#1 DIRECT SUPPLY CONNECTION
1 6 DIRECT+ -D_F4:1 6 RED 200 mm
10022HQ

-F_X2f#1 DIRECT SUPPLY CONNECTION
1 6 DIRECT+ -D_F5:1 2.5 RED 200 mm
10022HQ

50 mm

/124.A1

-M_F.1
31624
CLB-403-12CNN-W-F/40

MAIN 1: IN -M_F1a#1 LINE
-F_X1b:1 MAIN_1_INPUT+ 5
10 RED
30 mm

MAIN 1: OUT -M_F1b#1 LOAD
10/4
-F3:1 INPUT+ 5
6 RED
KR4

MAIN 1: OUT -M_F1c#1 LOAD
-F8:1 INPUT+ 5
6 RED
KR4

70 mm 20 mm

-M_F.2
31624
CLB-403-12CNN-W-F/40

MAIN 2: IN -M_F2a#1 LINE
-F_X1c:1 MAIN_2_INPUT+ 5
10 RED
30 mm

MAIN 2: OUT -M_F2b#1 LOAD
10/4
-F13:1 INPUT+ 5
6 RED
KR4

MAIN 2: OUT -M_F2c#1 LOAD
-F18:1 INPUT+ 5
6 RED
KR4

20 mm

-M_F.3
31624
CLB-403-12CNN-W-F/40

MAIN 3: IN -M_F3a#1 LINE
-F_X1d:1 MAIN_3_INPUT+ 5
10 RED
30 mm

MAIN 3: OUT -M_F3b#1 LOAD
10/4
-F24:1 INPUT+ 5
6 RED
KR4

MAIN 3: OUT -M_F3c#1 LOAD
-F28:1 INPUT+ 5
6 RED
KR4

20 mm

-M_F.4
31624
CLB-403-12CNN-W-F/40

MAIN 4: IN -M_F4a#1 LINE
-F_X1e:1 MAIN_4_INPUT+ 5
10 RED
30 mm

MAIN 4: OUT -M_F4b#1 LOAD
10/4
-F33:1 INPUT+ 5
6 RED
KR4

MAIN 4: OUT -M_F4c#1 LOAD
-F38:1 INPUT+ 5
6 RED
KR4

20 mm

-M_F.5
31624
CLB-403-12CNN-W-F/40

AUTOPILOT CB: IN -M_F5a#1 LINE
-F_X1f:1 AUTOP_F_INPUT+ 5
10 RED
10/4
30 mm

20 mm

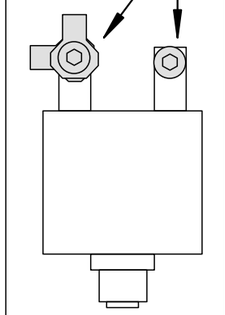
-M_F.6
23809
CLB-253-12CNN-W-A/25

SOFT TOP -M_F6#1
-F_X1g:1 SOFT-T_F_INPUT+ 1
6 RED
30 mm

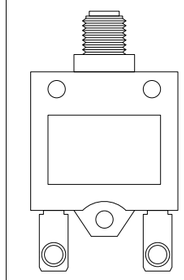
SOFT_TOP 2
-X.2a:1
6 RED

/123.D1

NOTICE!
31624
BOLT M3x10
+ WASHER
+ SPRING WASHER



CARLING
CLB-SERIES
BREAKERS
PINS.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Date | 11.6.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29595 |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Drawing by | TuM | | Boat | Sub-product code | Product code |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 11 | | 37 MY20 | FUSE UNIT | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc |

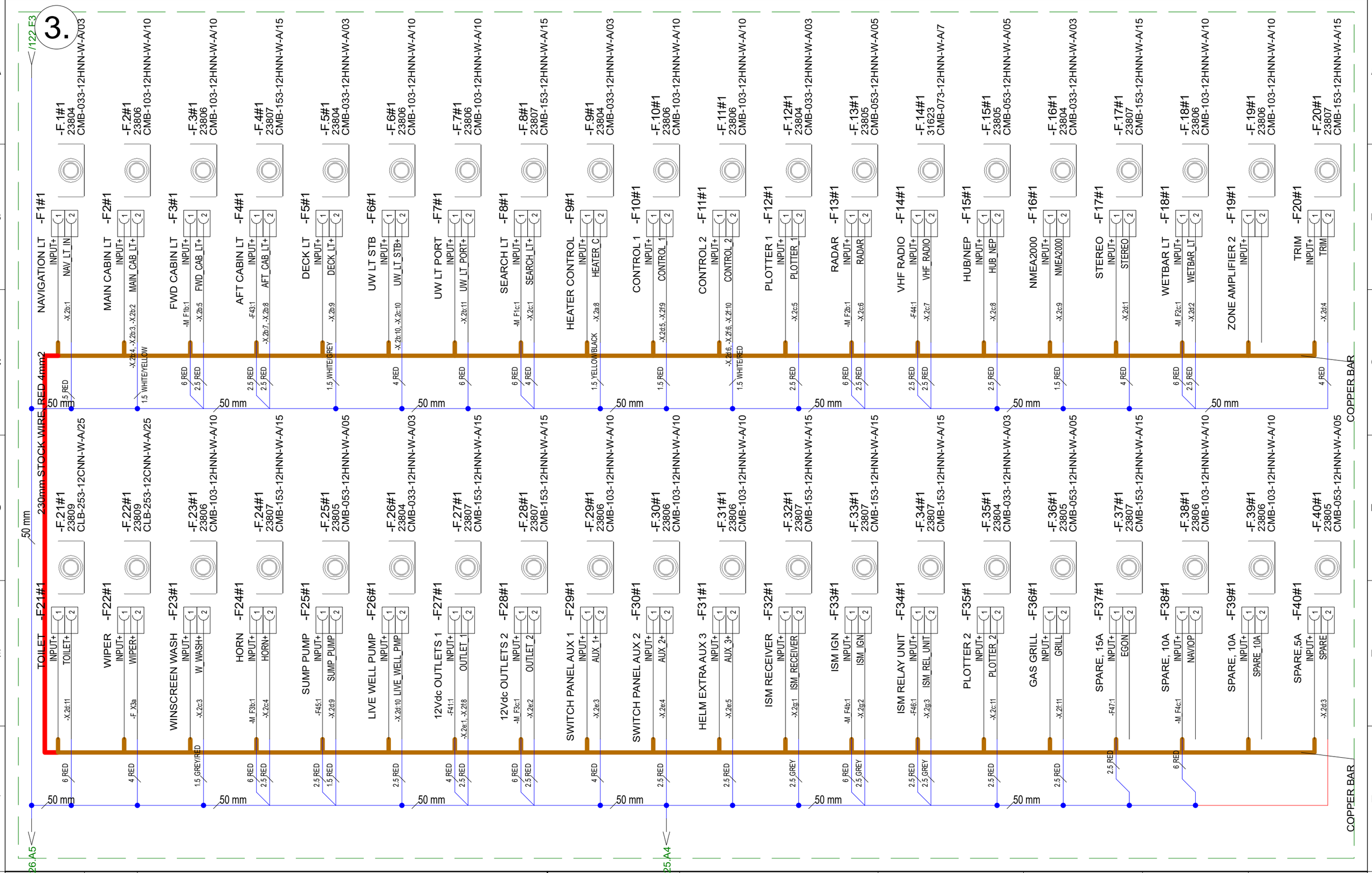
Project ID

122 / 210
Sheet

2.




| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Date | 11.6.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29595 | |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 11 | | 37 MY20 | FUSE UNIT | HL | 123 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A |

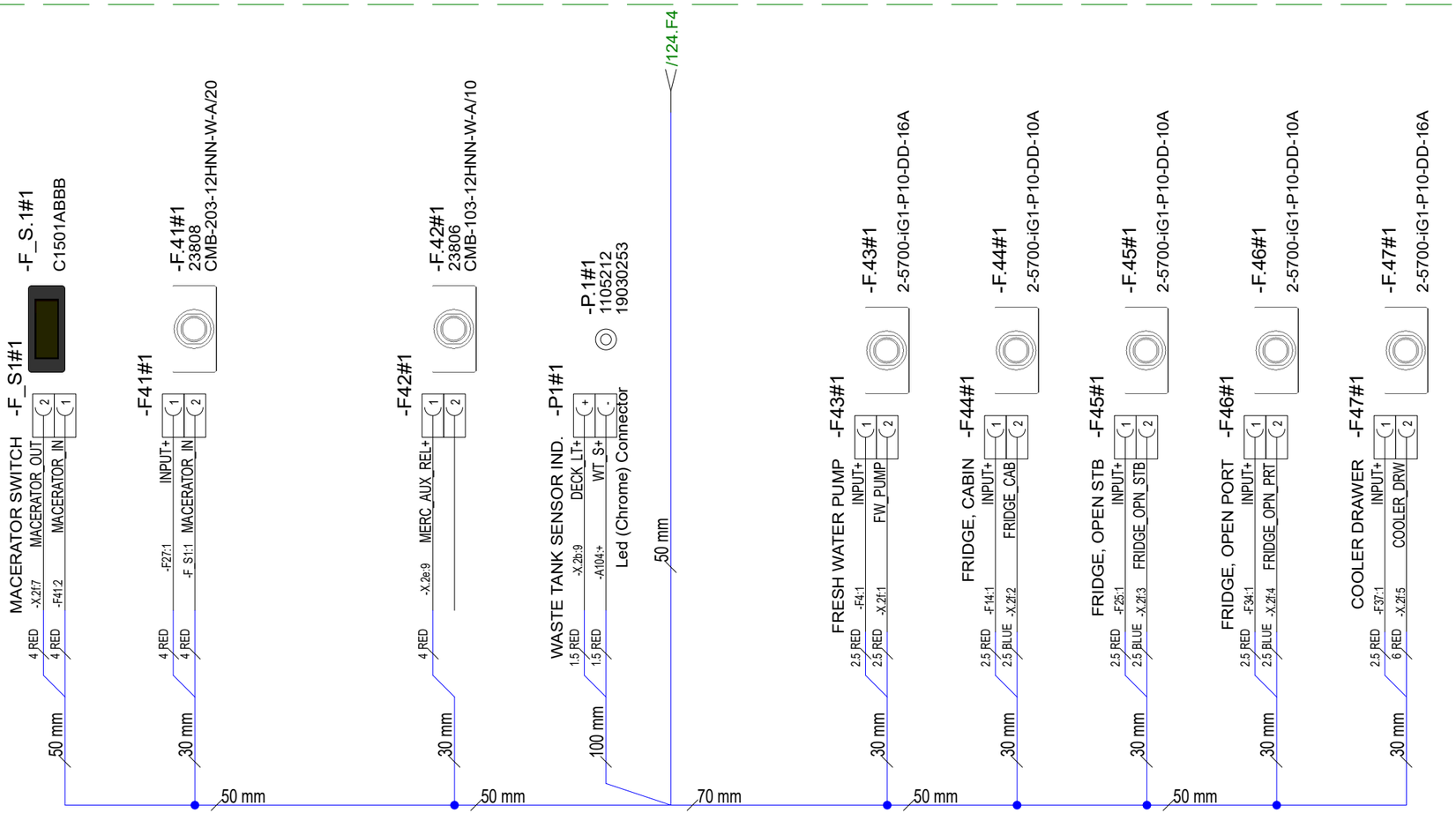
| | |
|---|---|
| Date | 11.6.2019 |
| Drawing by | TuM |
| Sheet rev. | 11 |
| Project rev. | G |

NAVIX designed solutions

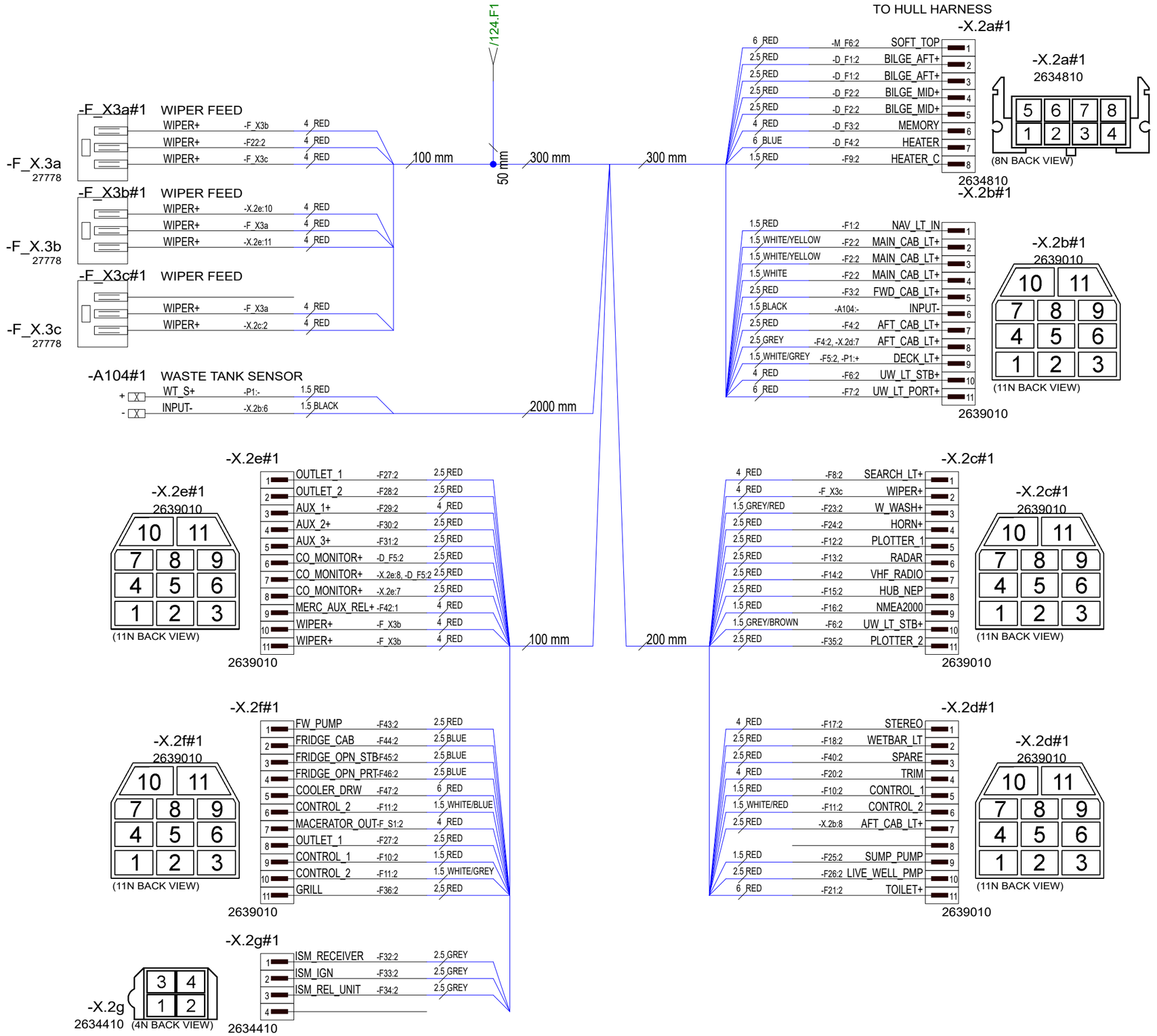
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP. VIEW<br>Sub-product code | 29595<br>Product code | Project ID |
| 37 MY20<br>Boat model | FUSE UNIT<br>Title | HL<br>Loc | 124 / 210<br>Sheet |

4.




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Date | 11.6.2019 | NAVIX designed solutions | Axopar<br>Boat | SEE EXP. VIEW<br>Sub-product code | 29595<br>Product code | Project ID |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Drawing by | TuM | | | | | |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 11 | | 37 MY20<br>Boat model | FUSE UNIT<br>Title | HL<br>Loc | 125 / 210<br>Sheet |
| | | | Project rev. | G | Copyright by | | | | |




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.

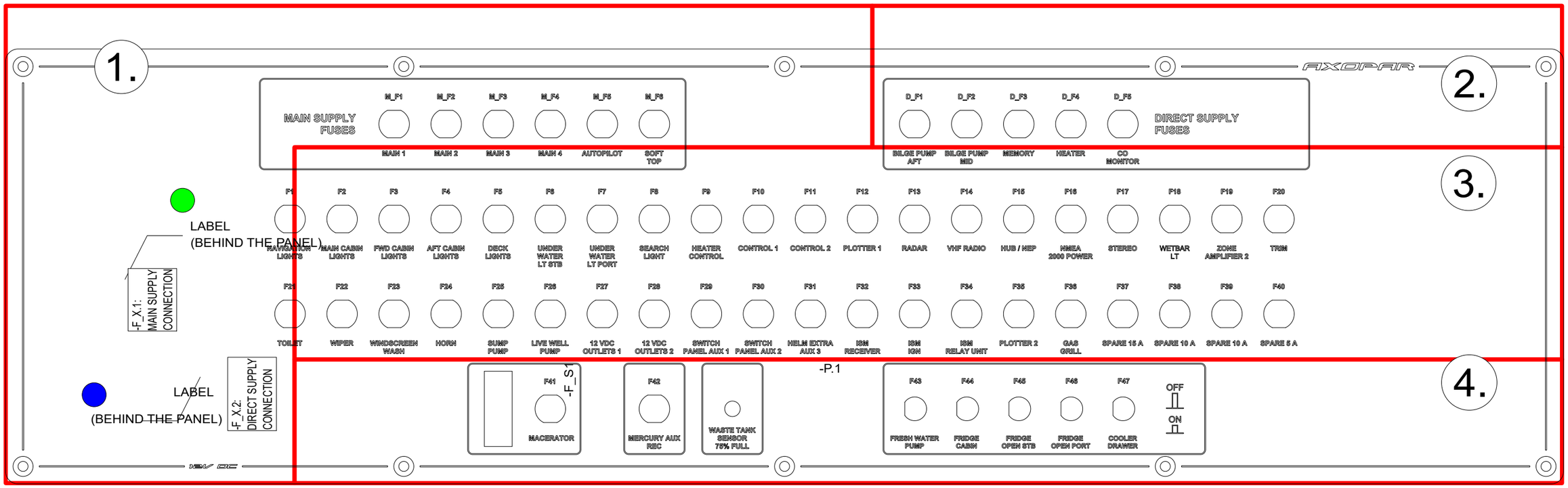
| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A |

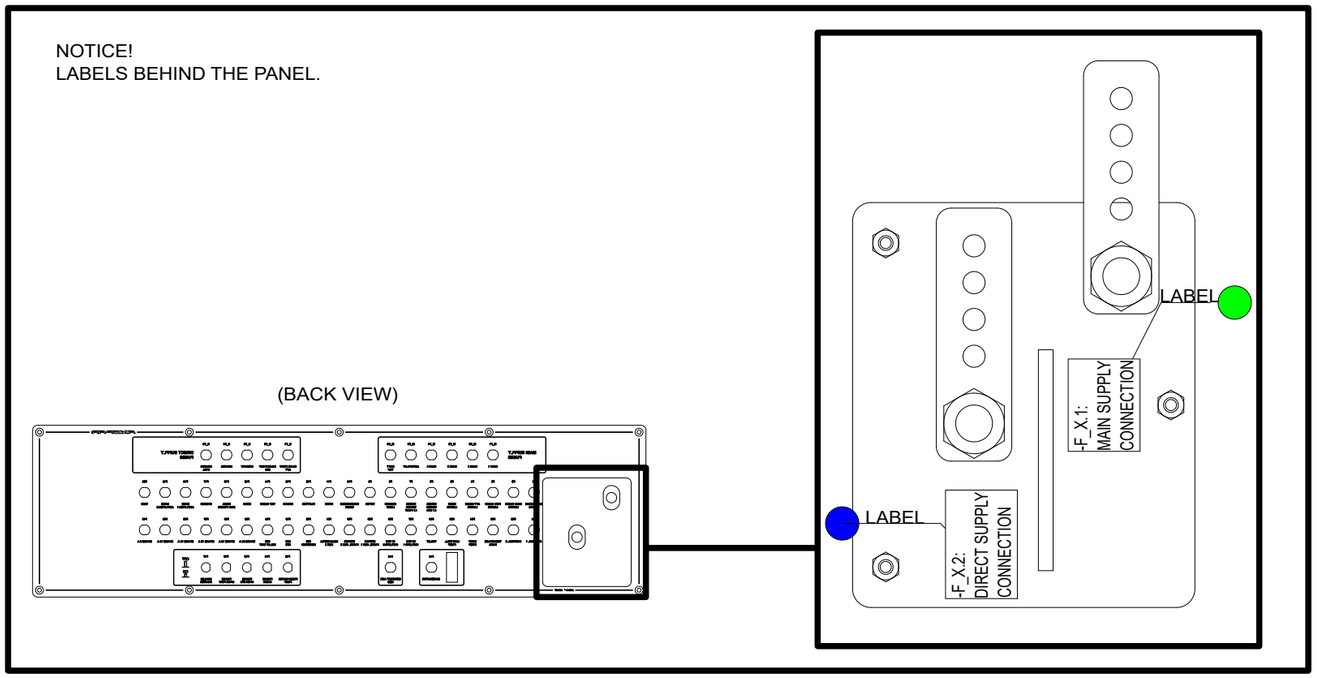
| | |
|---|---|
| Date | 11.6.2019 |
| Drawing by | TuM |
| Sheet rev. | 11 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | SEE EXP. VIEW | 29595 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | FUSE UNIT | HL | 126 / 210 |
| Boat model | Title | Loc | Sheet |

# FUSE PANEL GENERAL LAYOUT/ LABELS




| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Date | 2.7.2019 | Axopar | SEE EXP VIEW | 29595 |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Drawing by | TuM | Boat | Sub-product code | Product code |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 11 | 37 MY20 | FUSE UNIT | HL |
| | | | Project rev. | G | Boat model | Title | Loc |

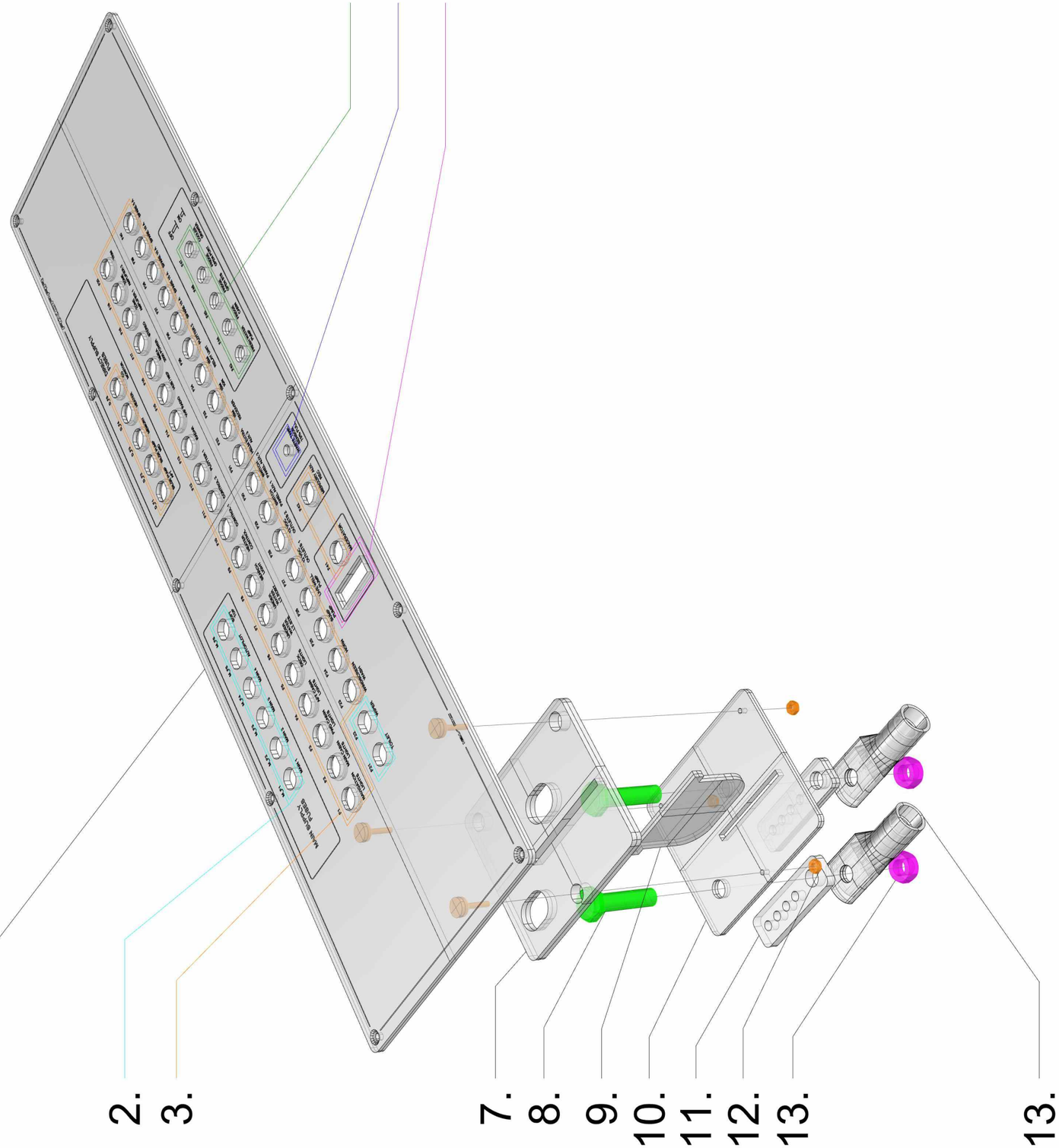
NAVIX designed solutions
Copyright by

Project ID

127 / 210 Sheet

# EXP VIEW

## 29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL

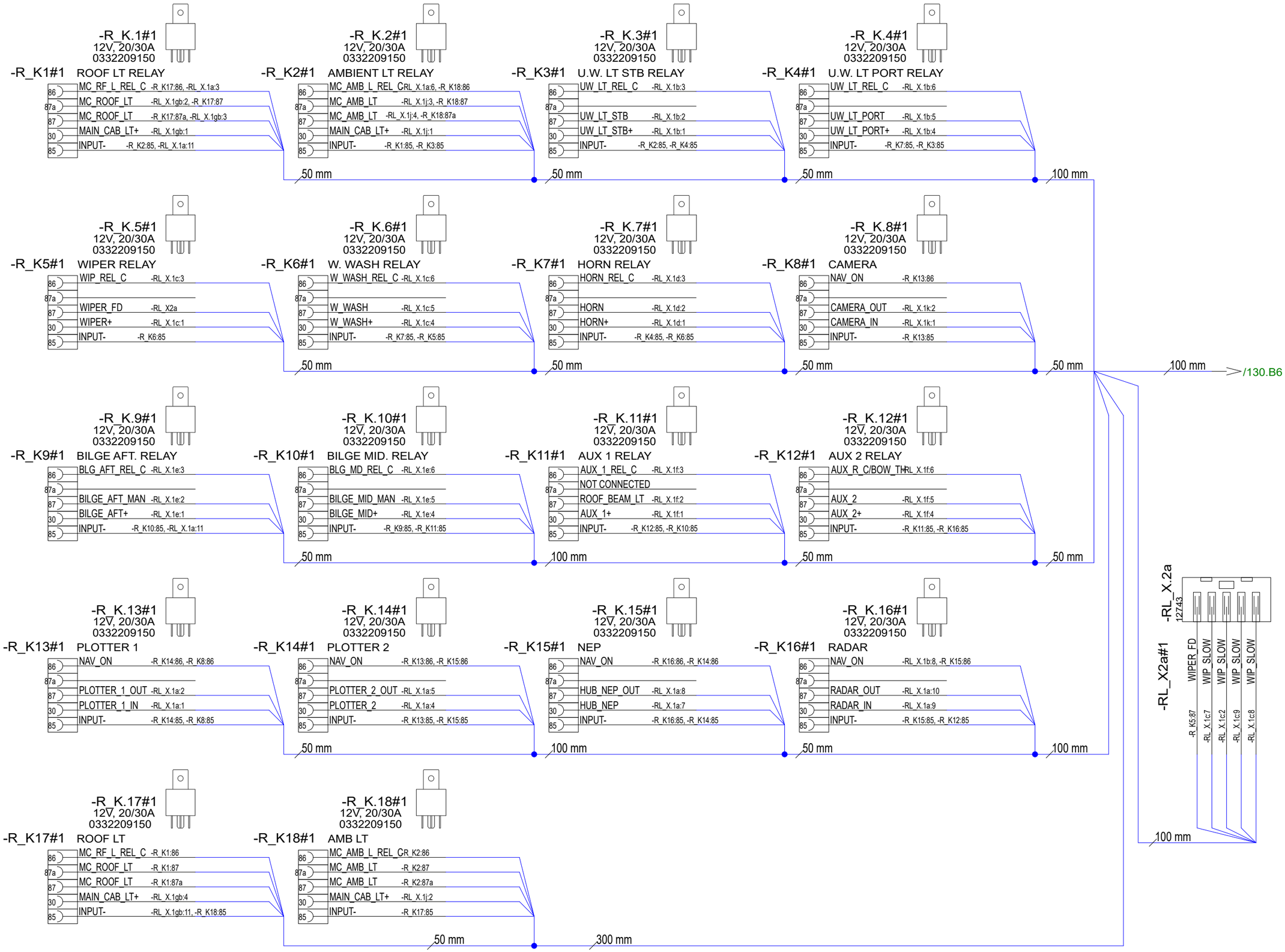



29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL

1. 1 PCS 29916_AXOPAR_37_MY20_FUSE_UNIT_PANEL_(WOC)
2. 8 PCS CARLING CLB SERIES ( AS IN DIAGRAM )
3. 45 PCS CARLING CMB SERIES ( AS IN DIAGRAM )
4. 5 PCS ETA 1140 FUSE
5. 1 PC 19030253 LED PANEL MOUNT INDICATOR, SATIN CHROME BEZEL. RED. 12 VDC, 6mm 20mA, 13MCD, IP40
6. 1 PC ARCOLECTRIC_15...B_33.4X14.0
7. 1 PC 29918_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_BTM_PANEL_(WOC)
8. 2 PCS M10 L40
9. 1 PC 29920_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_SPACER_PANEL_(WOC)
10. 1 PC 29919_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_TOP_PANEL_(WOC)
11. 2 PCS 30167_NAVIX_LINE_VIRTAKISKO_FOUR_SPOT_SMALL
12. 3 PCS M4 NUT A4
13. 2 PCS M10 SPRING WASHER
2 PCS M10 NUT A4
14. 2 PCS CABLE SHOES (AS IN DIAGRAM)

TE 01.07.2019
TE 11.09.2019
MN 23.01.2020
TE 17.02.2021

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Date | 11.6.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29595 | |
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 11 | | 37 MY20 | FUSE UNIT | HL | 128 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F5: NOT MODIFIED. | Date | 22.5.2019 | NAVIX designed solutions | Axopar | | 29596 | |
| 13.4.2024 | PF | G6: 2005054; R_K13..18 added, -RL_X.1g..j added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G7: 2005139; R_K8 added | Sheet rev. | 7 | | 37 MY20 | RELAY UNIT | HL | 129 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

CUSTOMER: ONLY CONNECT IF NO LIGHT PACK IS SELECTED

-RL_X.1hb
2634810
(8N BACK VIEW)

-RL_X.1hb#1
2634810

| | | |
|---|---|---|
| 5 | MC_ROOF_LT | -RL_X.1gb:7 |
| 6 | INPUT- | -RL_X.1gb:10 |
| 7 | MC_AMB_LT | -RL_X.1j:7 |
| 8 | INPUT- | -RL_X.1gb:10 |

-RL_X.1gb
2639010
(11N BACK VIEW)

-RL_X.1gb#1
2639010

| | | |
|---|---|---|
| 1 | MAIN_CAB_LT+ | -R_K1:30 |
| 2 | MC_ROOF_LT | -R_K1:87a |
| 3 | MC_ROOF_LT | -R_K1:87 |
| 4 | MAIN_CAB_LT+ | -R_K17:30 |
| 5 | MAIN_CAB_LT+ | -RL_X.1gb:6 |
| 6 | MAIN_CAB_LT+ | -RL_X.1gb:5 |
| 7 | MC_ROOF_LT | -RL_X.1hb:5 |
| 10 | INPUT- | -RL_X.1hb:6, -RL_X.1hb:8 |
| 11 | INPUT- | -R_K17:85 |

-RL_X.1j
2634810
(8N BACK VIEW)

-RL_X.1j#1
2634810

| | | |
|---|---|---|
| 1 | MAIN_CAB_LT+ | -R_K2:30 |
| 2 | MAIN_CAB_LT+ | -R_K18:30 |
| 3 | MC_AMB_LT | -R_K2:87a |
| 4 | MC_AMB_LT | -R_K2:87 |
| 5 | MAIN_CAB_LT+ | -RL_X.1j:6 |
| 6 | MAIN_CAB_LT+ | -RL_X.1j:5 |
| 7 | MC_AMB_LT | -RL_X.1hb:7 |

LABEL

ONLY NON-LIGHT PACK CONNECTORS LEAVE UNCONNECTED IF LIGHT PACK IS SELECTED

/129.C8

100 mm

-RL_X.1a#1
2639010

| | | |
|---|---|---|
| -R_K13:30 | PLOTTER_1_IN | 1 |
| -R_K13:87 | PLOTTER_1_OUT | 2 |
| -R_K1:86 | MC_RF_L_REL_C | 3 |
| -R_K14:30 | PLOTTER_2 | 4 |
| -R_K14:87 | PLOTTER_2_OUT | 5 |
| -R_K2:86 | MC_AMB_L_REL_C | 6 |
| -R_K15:30 | HUB_NEP | 7 |
| -R_K15:87 | HUB_NEP_OUT | 8 |
| -R_K16:30 | RADAR_IN | 9 |
| -R_K16:87 | RADAR_OUT | 10 |
| -R_K9:85, -R_K1:85 | INPUT- | 11 |

-RL_X.1a#1
2639010
(11N BACK VIEW)

100 mm

-RL_X.1b#1
2634810

| | | |
|---|---|---|
| -R_K3:30 | UW_LT_STB+ | 1 |
| -R_K3:87, -RL_X.1b:7 | UW_LT_STB | 2 |
| -R_K3:86 | UW_LT_REL_C | 3 |
| -R_K4:30 | UW_LT_PORT+ | 4 |
| -R_K4:87 | UW_LT_PORT | 5 |
| -R_K4:86 | UW_LT_REL_C | 6 |
| -RL_X.1b:2 | UW_LT_STB | 7 |
| -R_K16:86 | NAV_ON | 8 |

-RL_X.1b#1
2634810
(8N BACK VIEW)

100 mm

-RL_X.1c#1
2639010

| | | |
|---|---|---|
| -R_K5:30 | WIPER+ | 1 |
| -RL_X2a, -RL_X.1c:10 | WIP_SLOW | 2 |
| -R_K5:86 | WIP_REL_C | 3 |
| -R_K6:30 | W_WASH+ | 4 |
| -RL_X.1c:11, -R_K6:87 | W_WASH | 5 |
| -R_K6:86 | W_WASH_REL_C | 6 |
| -RL_X2a | WIP_SLOW | 7 |
| -RL_X2a | WIP_SLOW | 8 |
| -RL_X2a | WIP_SLOW | 9 |
| -RL_X.1c:2 | WIP_SLOW | 10 |
| -RL_X.1c:5 | W_WASH | 11 |

-RL_X.1c#1
2639010
(11N BACK VIEW)

100 mm

-RL_X.1d#1
2634410

| | | |
|---|---|---|
| -R_K7:30 | HORN+ | 1 |
| -R_K7:87 | HORN | 2 |
| -R_K7:86 | HORN_REL_C | 3 |
| | | 4 |

-RL_X.1d#1
2634410
(4N BACK VIEW)

100 mm

-RL_X.1e#1
2634610

| | | |
|---|---|---|
| -R_K9:30 | BILGE_AFT+ | 1 |
| -R_K9:87 | BILGE_AFT_MAN | 2 |
| -R_K9:86 | BLG_AFT_REL_C | 3 |
| -R_K10:30 | BILGE_MID+ | 4 |
| -R_K10:87 | BILGE_MID_MAN | 5 |
| -R_K10:86 | BLG_MD_REL_C | 6 |

-RL_X.1e#1
2634610
(6N BACK VIEW)

100 mm

-RL_X.1f#1
2634810

| | | |
|---|---|---|
| -R_K11:30 | AUX_1+ | 1 |
| -R_K11:87, -RL_X.1f:7 | ROOF_BEAM_LT | 2 |
| -R_K11:86 | AUX_1_REL_C | 3 |
| -R_K12:30 | AUX_2+ | 4 |
| -R_K12:87, -RL_X.1f:8 | AUX_2 | 5 |
| -R_K12:86 | AUX_R_C/BOW_TH | 6 |
| -RL_X.1f:2 | ROOF_BEAM_LT | 7 |
| -RL_X.1f:5 | AUX_2 | 8 |

-RL_X.1f#1
2634810
(8N BACK VIEW)

-RL_X.1k#1
2634210

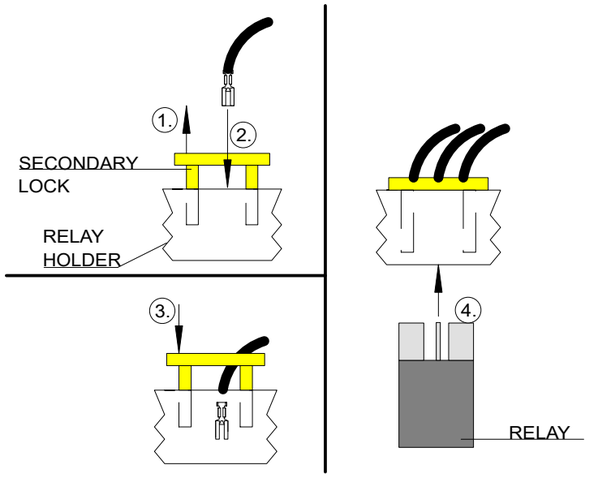
| | | |
|---|---|---|
| -R_K8:30 | CAMERA_IN | 1 |
| -R_K8:87 | CAMERA_OUT | 2 |

-RL_X.1k
2634210
(2N BACK VIEW)

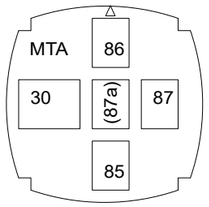
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F5: NOT MODIFIED. | Date | 22.5.2019 | NAVIX designed solutions | Axopar | |
| 13.4.2024 | PF | G6: 2005054; R_K13..18 added, -RL_X.1g..j added | Drawing by | TuM | | Boat | Sub-product code: 29596 Product code; Project ID |
| 30.7.2024 | PF | G7: 2005139; R_K8 added | Sheet rev. | 7 | | 37 MY20 | RELAY UNIT |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title; HL; Loc; 130 / 210 Sheet |

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

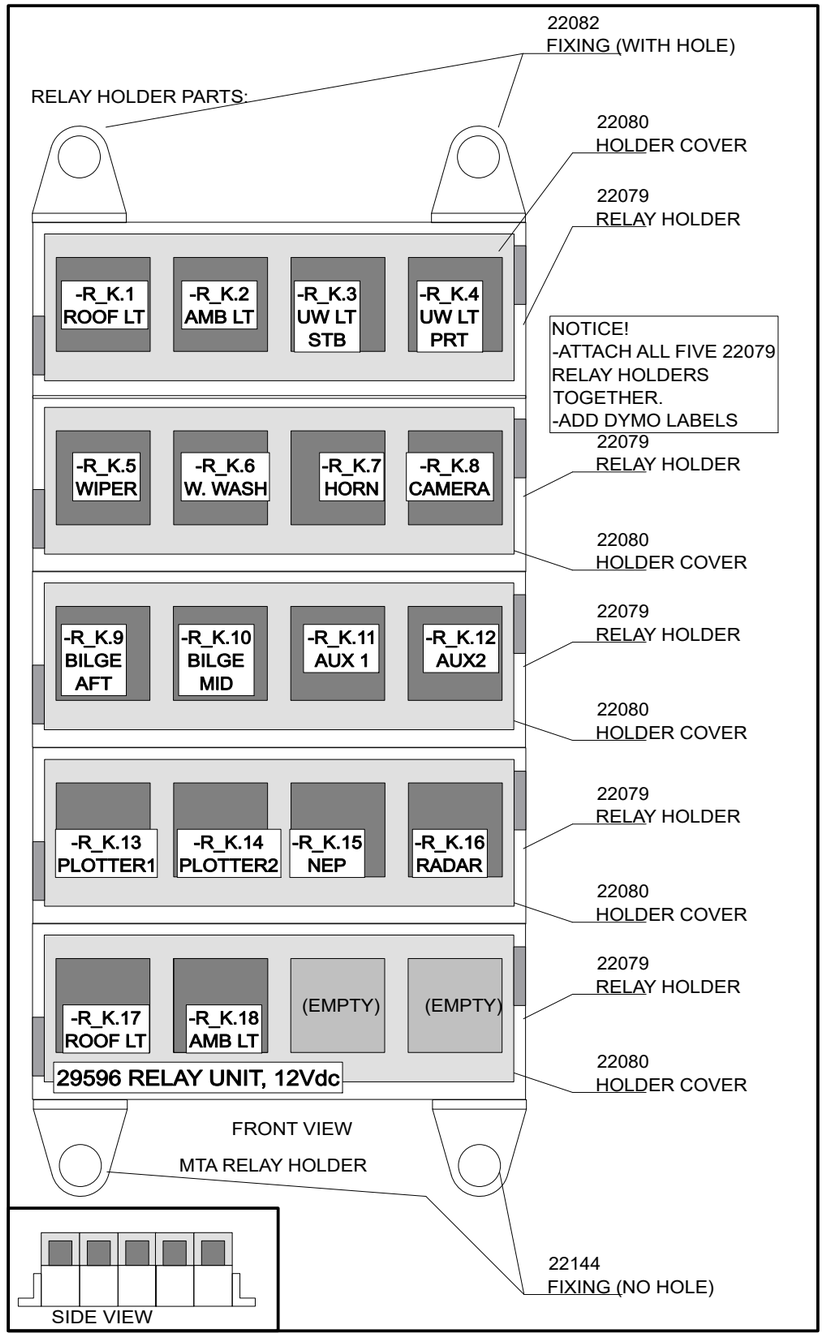



PIN ORDER

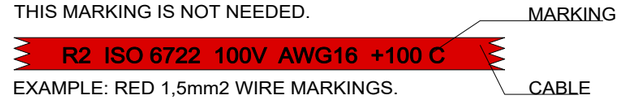



SECONDARY LOCK

SEEN FROM
WIRING SIDE
(BACK VIEW)




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.

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Date | 15.3.2024 | NAVIX designed solutions | Axopar | | 29596 | |
| 13.4.2024 | PF | G6: 2005054; R_K13..18 added, -RL_X.1g..j added | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 30.7.2024 | PF | G7: 2005139; R_K8 added | Sheet rev. | 7 | Copyright by | 37 MY20 | RELAY UNIT | HL | 131/ 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | 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!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 50mm2 WIRE MARKINGS.

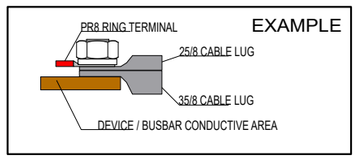
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

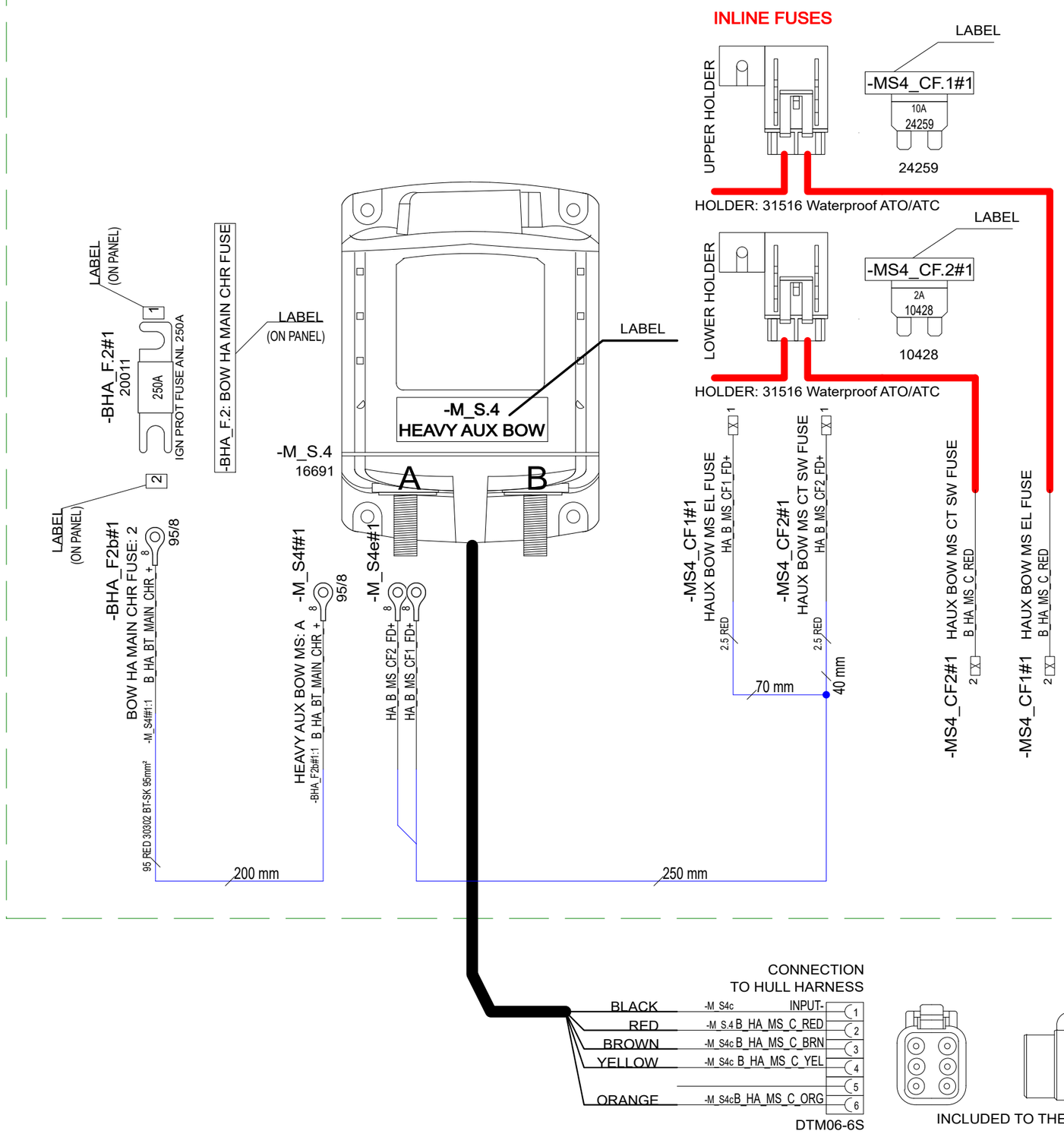
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

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

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

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



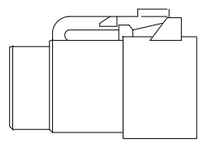




CONNECTION
TO HULL HARNESS

| | | | |
|---|---|---|---|
| BLACK | -M_S4c | INPUT- | 1 |
| RED | -M_S.4 | B_HA_MS_C_RED | 2 |
| BROWN | -M_S4c | B_HA_MS_C_BRN | 3 |
| YELLOW | -M_S4c | B_HA_MS_C_YEL | 4 |
| | | | 5 |
| ORANGE | -M_S4c | B_HA_MS_C_ORG | 6 |

DTM06-6S





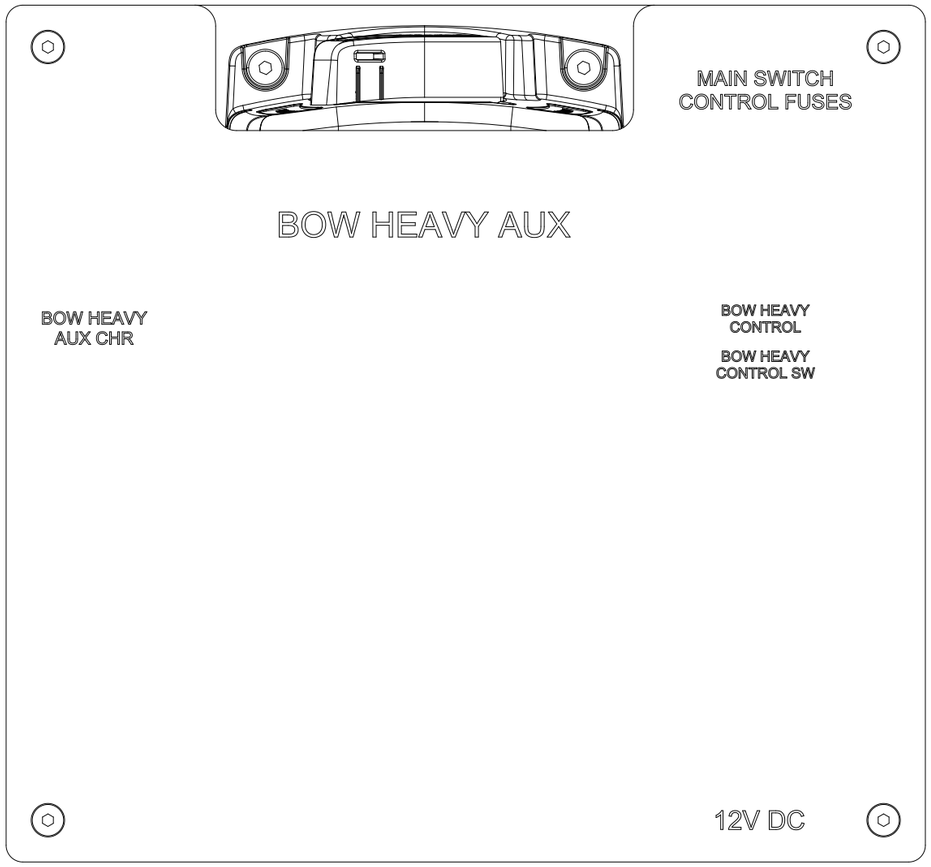
INCLUDED TO THE MAIN SWITCH

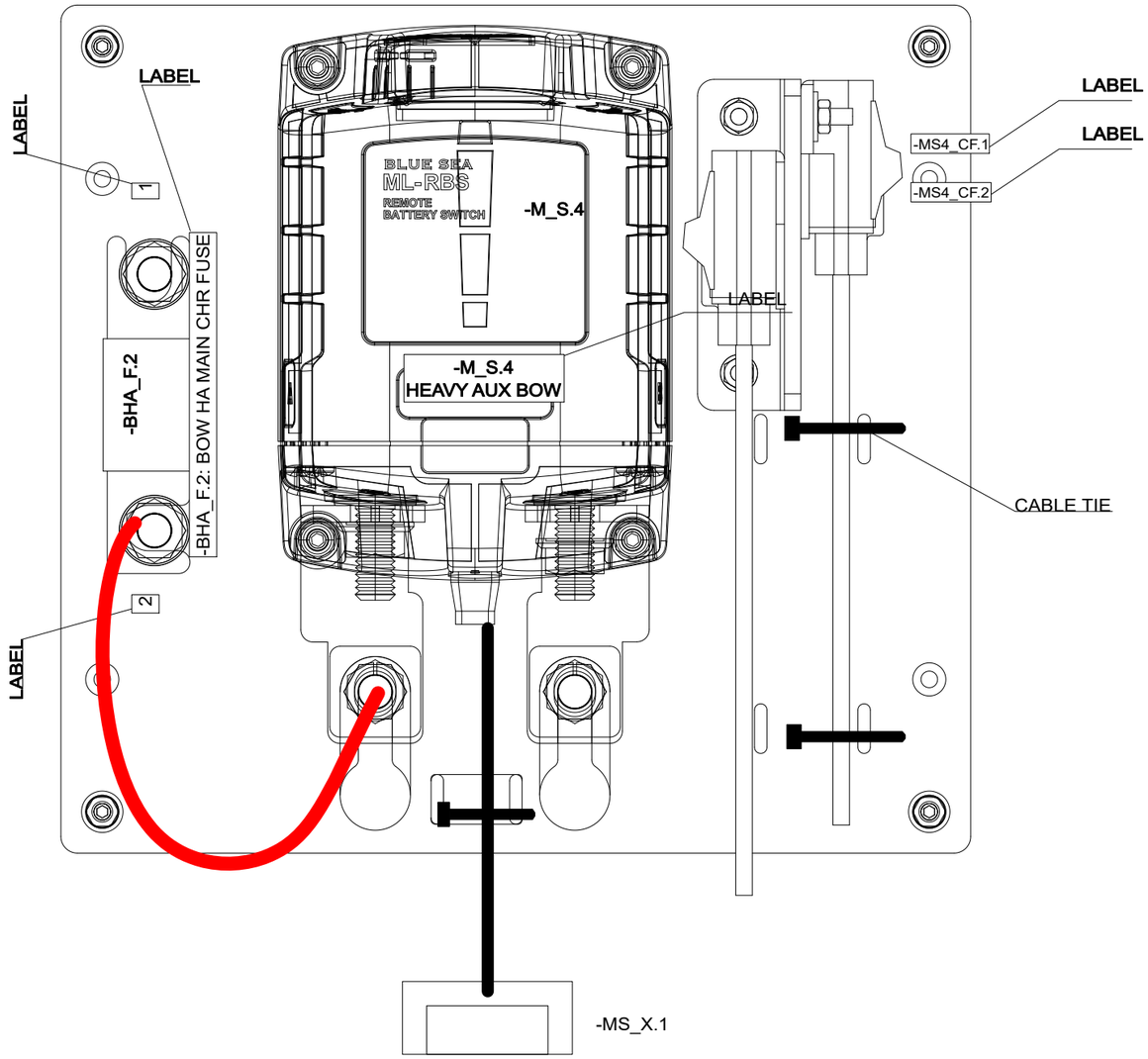
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 15.4.2024 | PF | G6: 2005054; Not modified | Date | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29597 |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by TuM | | Boat | Sub-product code | Product code |
| 17.2.2023 | RK | F6: FUSE HOLDERS CHANGED TO 31516. | Sheet rev. 6 | | 37 MY20 | BOW HEAVY AUX MAIN SWITCH UNIT | HL |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc |

Project ID

132 / 210 Sheet

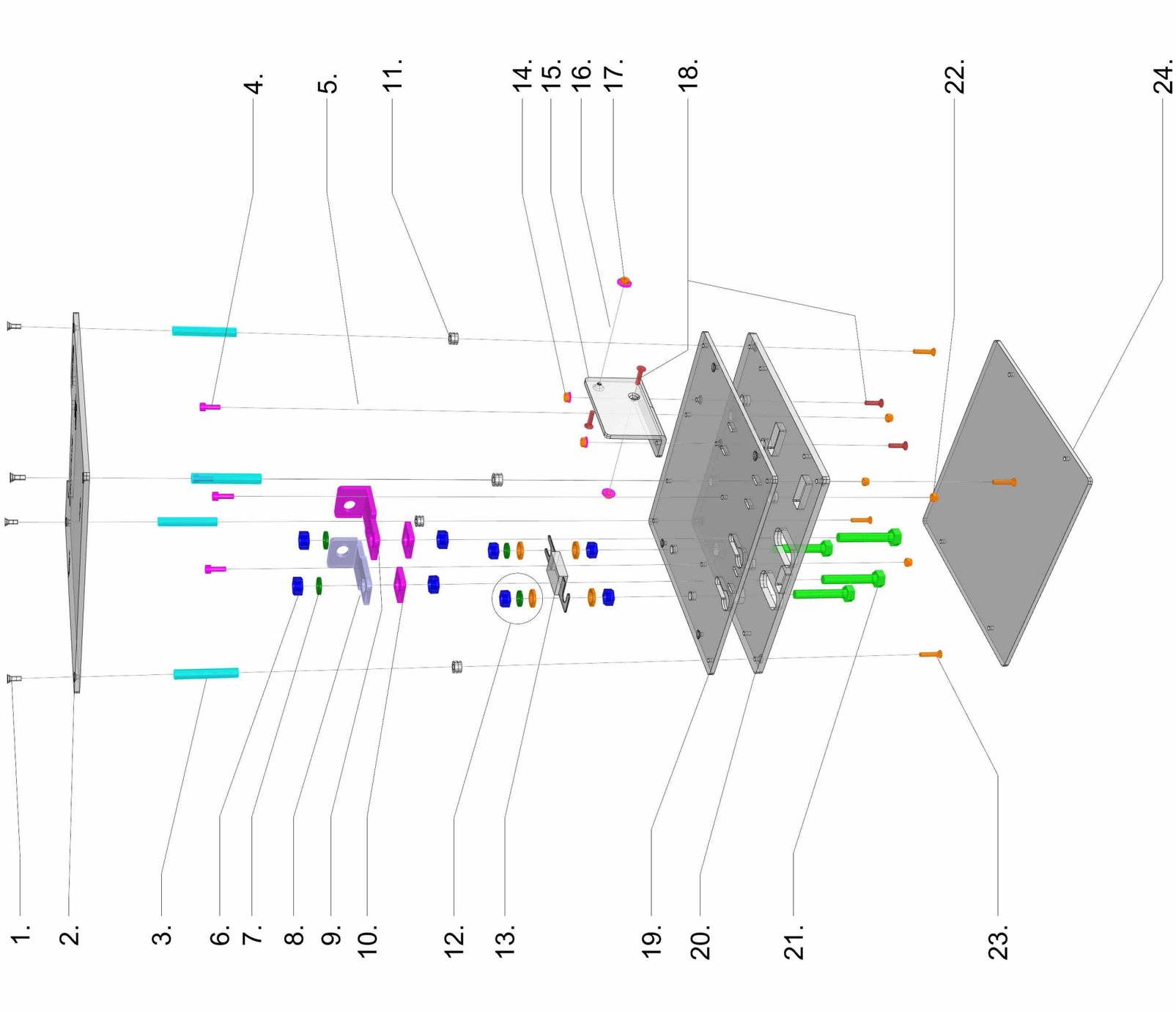
# GENERAL LAYOUT / LABLES / CABLE ROUTES




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 15.4.2024 | PF | G6: 2005054; Not modified | Date | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29597 | |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F6: FUSE HOLDERS CHANGED TO 31516. | Sheet rev. 6 | | 37 MY20 | BOW HEAVY AUX MAIN SWITCH UNIT | HL | 133 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

# EXP VIEW




29597_AXOPAR_37_MY20_BOW_HEAVY_AUX_MAIN_SWITCH_UNIT

29597_AXOPAR_37_MY20_BOW_HEAVY_AUX_MAIN_SWITCH_UNIT

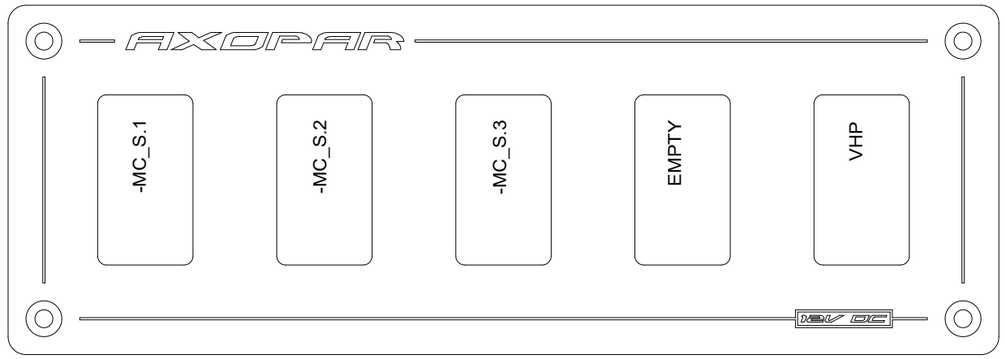
1. 4PCS VMI30914 Countersunk Head Screw M4x10 DIN7991
2. 1PC 29868_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_COVER_(WOC)
3. 4PCS VMI32041 Extension Bolt M4-L50mm
4. 4PCS VMI30944 HEX SOCKET HEAD CAP SCREW M4X12 DIN912
5. 1PC BLUE SEA ML-RBS
6. 4PCS VMI32012 HEX NUT M8 DIN934
7. 2PCS VMI32011 SPRING LOCK WASHER M8 DIN127
8. 1PC 20329_VIRTAKISKO_BLUE_SEA_ML_SHORT_LEFT
9. 1PC 20330_VIRTAKISKO_BLUE_SEA_ML_SHORT_RIGHT
10. 2PCS 3667
11. 4PCS 18455_NAVIX_LINE_6mm_ABS_SPACER_FOR_M5
12. 4PCS VMI32012 HEX NUT M8 DIN934
2PCS VMI32011 SPRING LOCK WASHER M8 DIN127
4PCS VMI32013 Flat Washer for HEX bolts and nuts M8 DIN125A
13. 1PC ANL (as in diagram)
14. 2PCS VMI30904 SPRING LOCK WASHER M4 DIN127
2PCS VMI30905 HEX NUT M4 DIN934
15. 1PC 38604_NAVIX_LINE_BRACKET_FOR_31516_FUSEHOLDER_(WOC)
16. 2PCS 31516_Fuseholder waterproof ATO ATC 5065B-BSS
17. 2PCS VMI30906 Flat Washer for HEX bolts and nuts M4 DIN125A
2PCS VMI30905 HEX NUT M4 DIN934
18. 4PCS VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991
19. 1PC 29869_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_TOP_(WOC)
20. 1PC 29870_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_MID_(WOC)
21. 4PCS VMI32021 HEX BOLT FULL THREAD M8X50 DIN933
22. 4PCS VMI30818 Self-locking Hexagon Nut M4 DIN985
23. 4PCS VMI30918 Countersunk Head Screw M4x20 DIN7991
24. 1PC 29871_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_BOTTOM_(WOC)
4PCS CONNECT 29871 WITH CABLE TIE DURING TRANSPORTATION

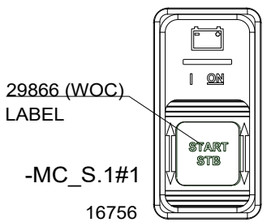
| Date of modification | Modified by | Description |
|---|---|---|
| 15.4.2024 | PF | G6: 2005054; Not modified |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F6: FUSE HOLDERS CHANGED TO 31516. |

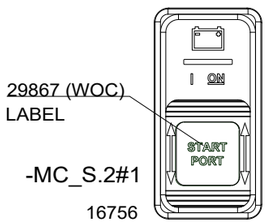
Date: TE 10.06.2019
Drawing by: TuM
Sheet rev.: 6
Project rev.: G
TE 15.03.2023

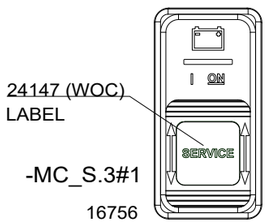
NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | SEE EXP VIEW | 29597 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BOW HEAVY AUX MAIN SWITCH UNIT | HL | 134 / 210 |
| Boat model | Title | Loc | Sheet |



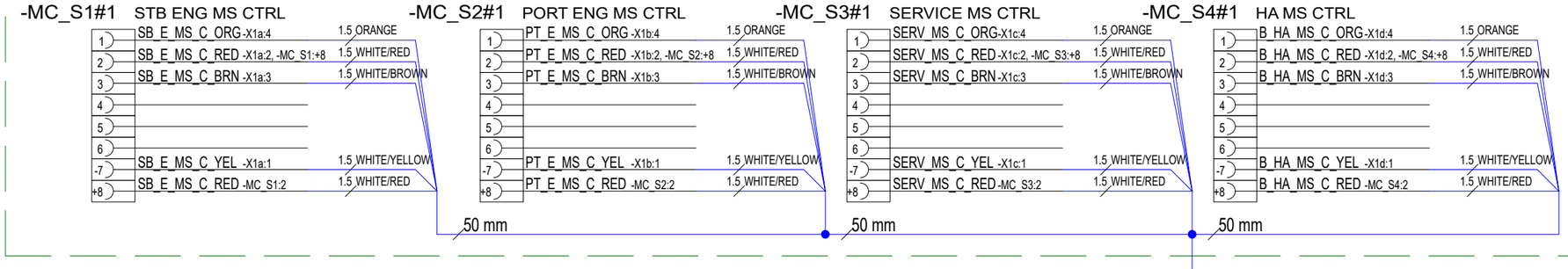



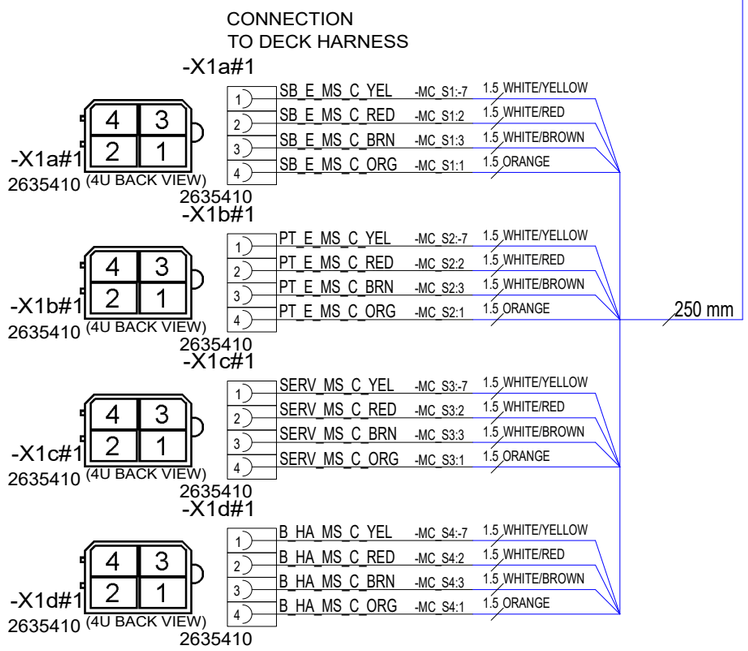

(-MC_S.4)

EMPTY

(-MC_S.5)

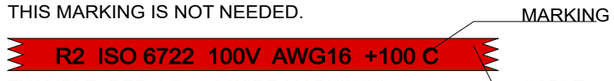
VHP




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

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



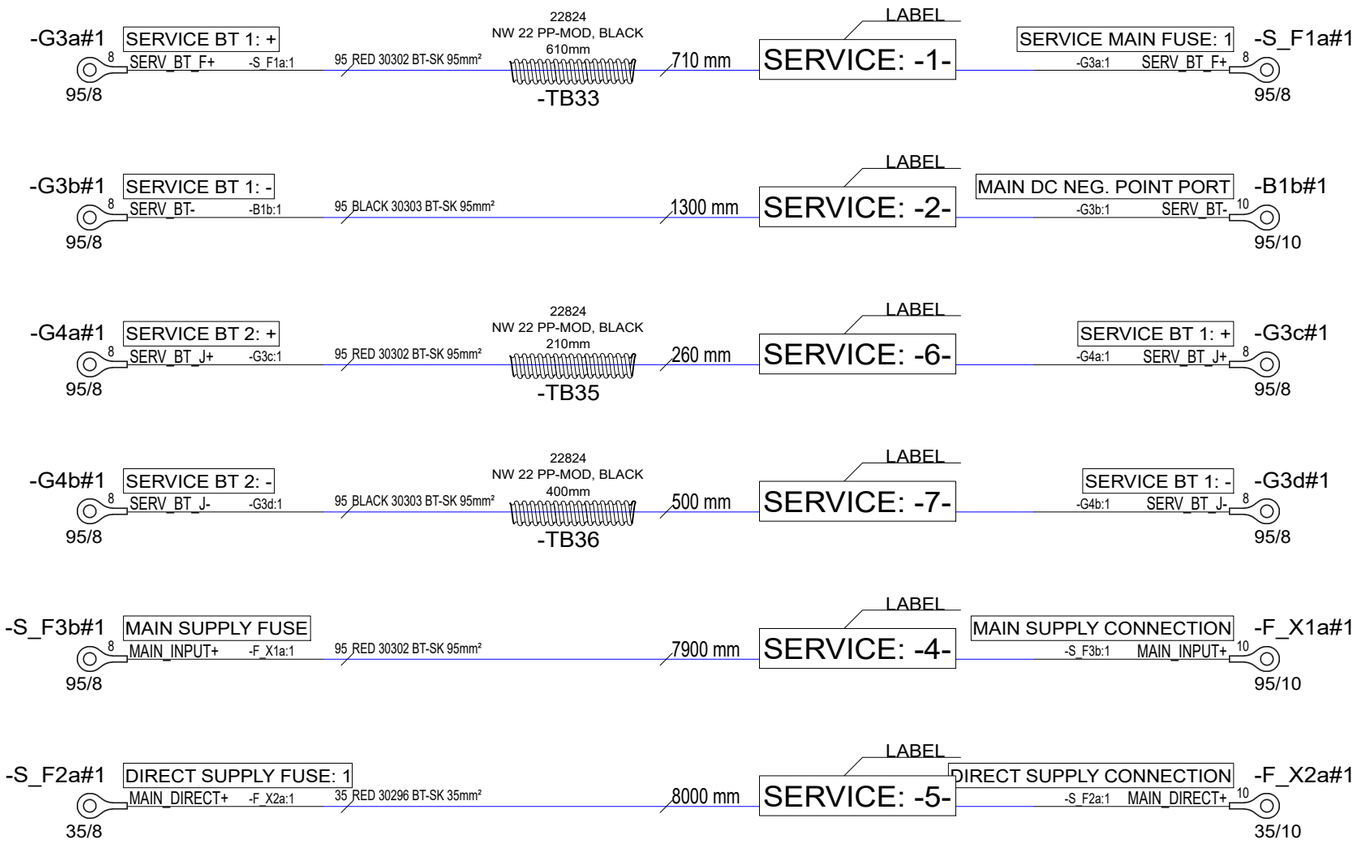

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| Date of modification | Modified by | Description |
|---|---|---|
| 22.9.2021 | TT | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F3: NOT MODIFIED. |
| 19.4.2024 | PF | G3: 2005054; Not modified |

| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | G |

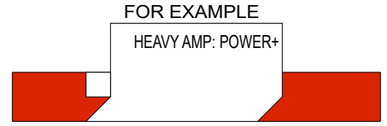
NAVIX designed solutions
Copyright by

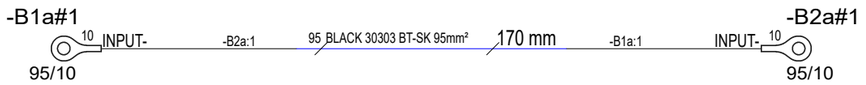
| | | | |
|---|---|---|---|
| Axopar<br>Boat | 29865<br>Sub-product code | 29599<br>Product code | Project ID |
| 37 MY20<br>Boat model | MAIN SWITCH CONTROL PANEL<br>Title | HL<br>Loc | 135 / 210<br>Sheet |




NOTICE! CABLES WITH STICKER

FOR EXAMPLE




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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 50mm2 WIRE MARKINGS.

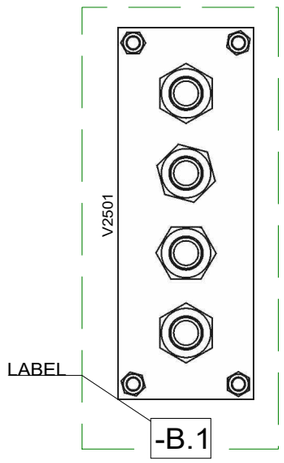
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

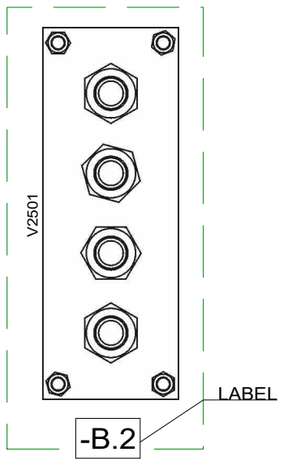
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

EQUIVALENCY:

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




MAIN DC NEG. POINT PORT




MAIN DC NEG. POINT STB

| Date of modification | Modified by | Description |
|---|---|---|
| 30.7.2024 | PF | G5: 2005139; Cable lug changes |
| 17.2.2023 | RK | F4: NOT MODIFIED. |
| 19.4.2024 | PF | G4: 2005054; Not modified |

Date 22.5.2019
Drawing by TuM
Sheet rev. 5
Project rev. G

NAVIX designed solutions
Copyright by

Axopar — Boat
Sub-product code
29601 — Product code
Project ID
37 MY20 — Boat model
SERVICE MAIN SUPPLY CABLES — Title
HL — Loc
136 / 210 — Sheet

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

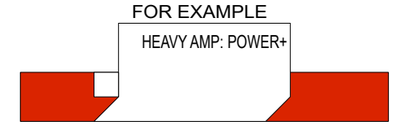
EXAMPLE: RED 16mm2 WIRE MARKINGS.

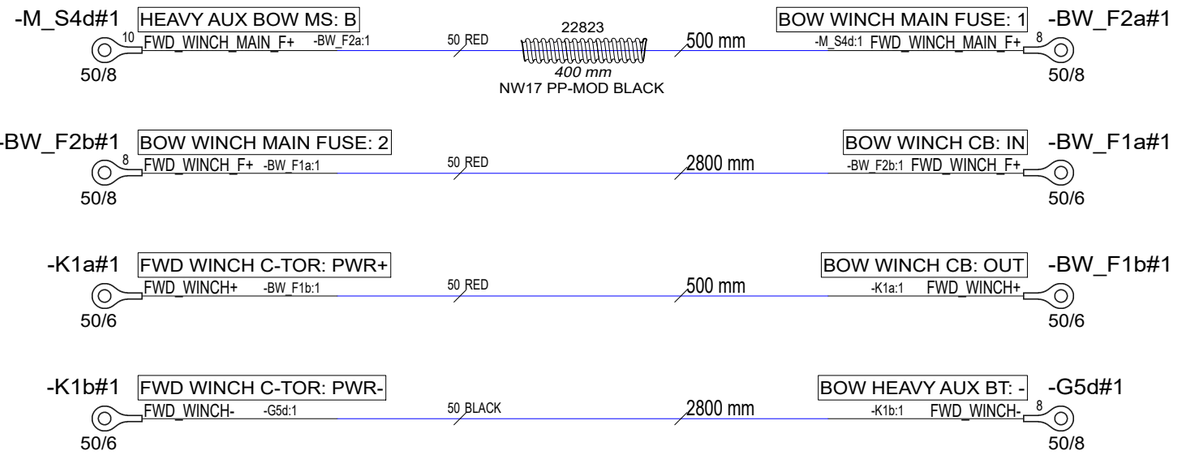
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

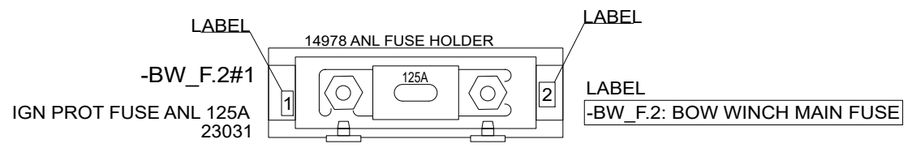
NOTICE! CABLES WITH STICKER

FOR EXAMPLE



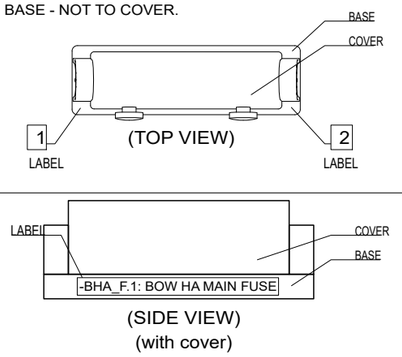




INCLUDED




**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER
BASE - NOT TO COVER.



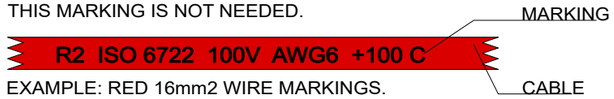

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 19.4.2024 | PF | G4: 2005054; Not modified | Date | 22.5.2019 |
| 30.7.2024 | PF | G5: 2005139; G5d cable lug change | Drawing by | TuM |
| 17.10.2023 | PF | F4: 2004916; Cable and fuse sizes increased | Sheet rev. | 5 |
| | | | Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | | 29603 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BOW WINCH CABLE SET | HL | 137 / 210 |
| Boat model | Title | Loc | Sheet |

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

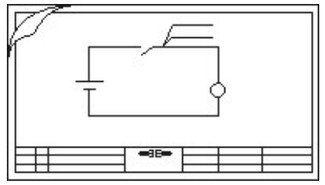
EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

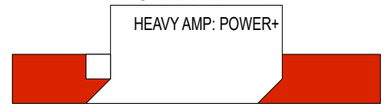


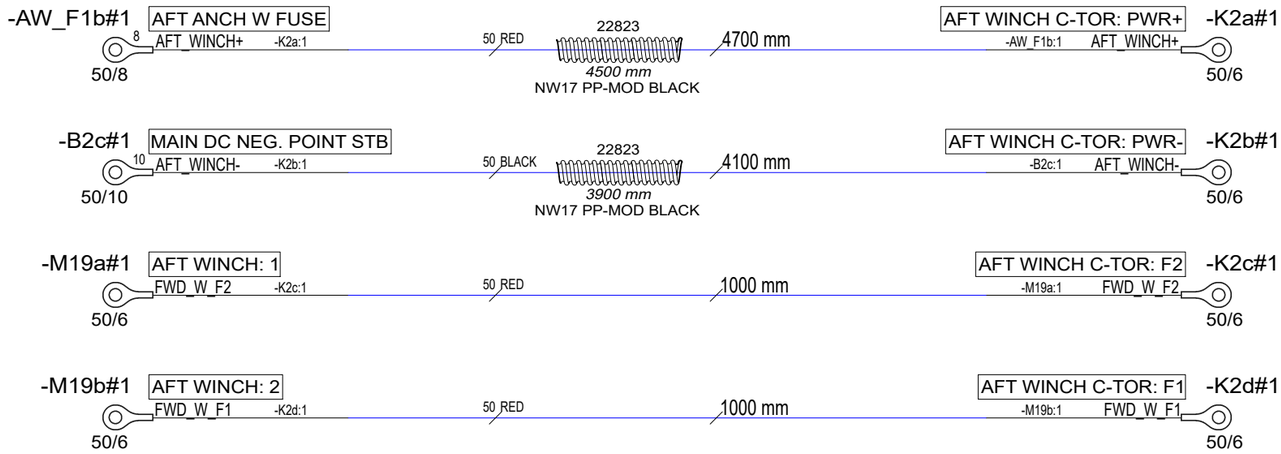
DOCUMENTS INCLUDED:

29604 BATTERY BOX
ANCH WINCH CABLE SET

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G4: 2005054; Not modified |
| 17.2.2023 | RK | F3: NOT MODIFIED. |
| 17.10.2023 | PF | F4: 2004916; Cable sizes increased |

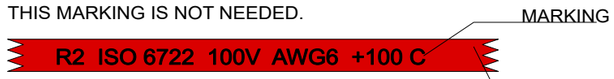
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 4 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | | 29604<br>Product code | Project ID |
| 37 MY20<br>Boat model | AFT WINCH CABLE SET<br>Title | HL<br>Loc | 138 / 210<br>Sheet |

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



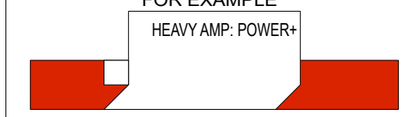

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

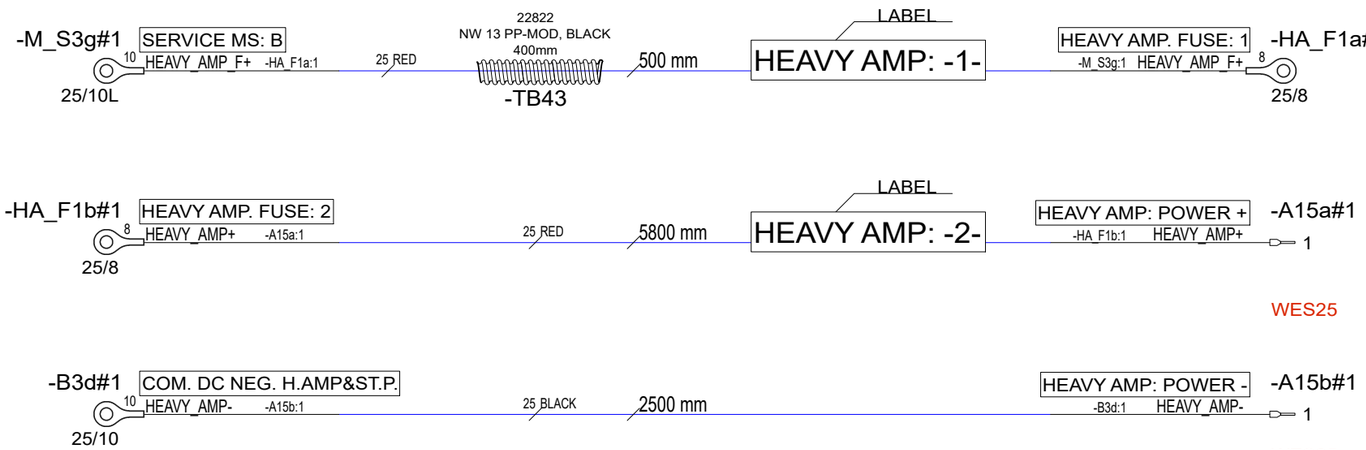
| | EQUIVALENCY: mm2 | | AWG |
|---|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 10 mm2 | = | AWG8 |
| | 16 mm2 | = | AWG6 |
| FOR EXAMPLE: | 25 mm2 | = | AWG3 |
| CABLE SIZE IS 25mm2 --> MARKING AWG3. | 35 mm2 | = | AWG2 |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

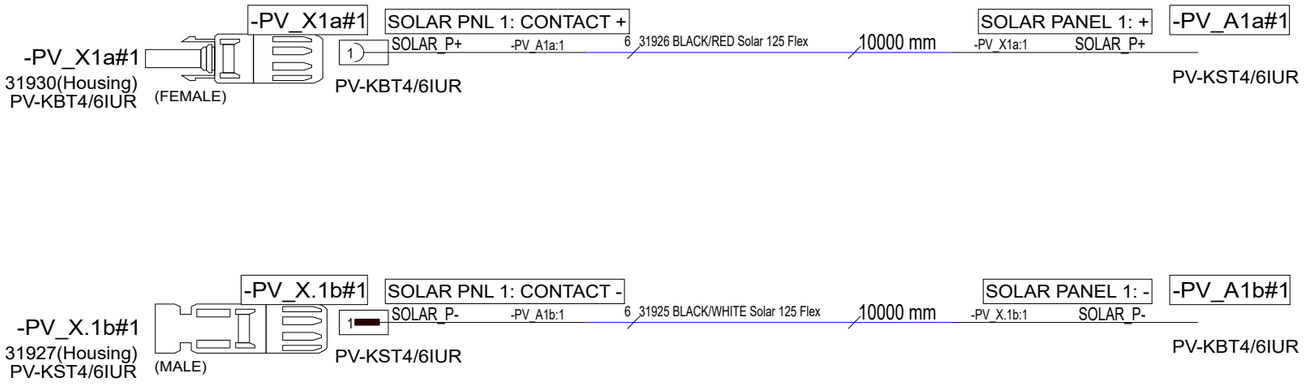



LABEL
HEAVY AMPLIFIER CABLES
(TO TOP OF PACKAGE)




PACKED TO OWN PACKAGE.

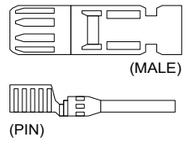
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 22.9.2021 | VV | E4: NOT MODIFIED / REVISION RETURNED TO REV. E. | Date | 21.5.2019 | NAVIX designed solutions | Axopar | | 29605 | |
| 17.2.2023 | RK | F5: LENGTH MODIFICATIONS. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 19.4.2024 | PF | G5: 2005054; Not modified | Sheet rev. | 5 | | 37 MY20 | HEAVY AMPLIFIER CABLES | HL | 139 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |



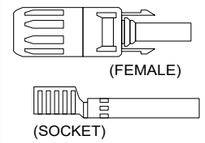

## DELIVERED SEPARATELY

SOLAR CABLE CONNECTORS

**31927 Solar Connector MC4 Pin inc. housing**

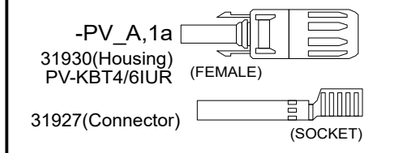



**31930 Solar Connector MC4 Socket inc. housing**

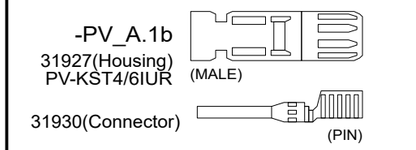



SOLAR PANEL CONNECTORS

**31930 Solar Connector MC4 Socket inc. housing**



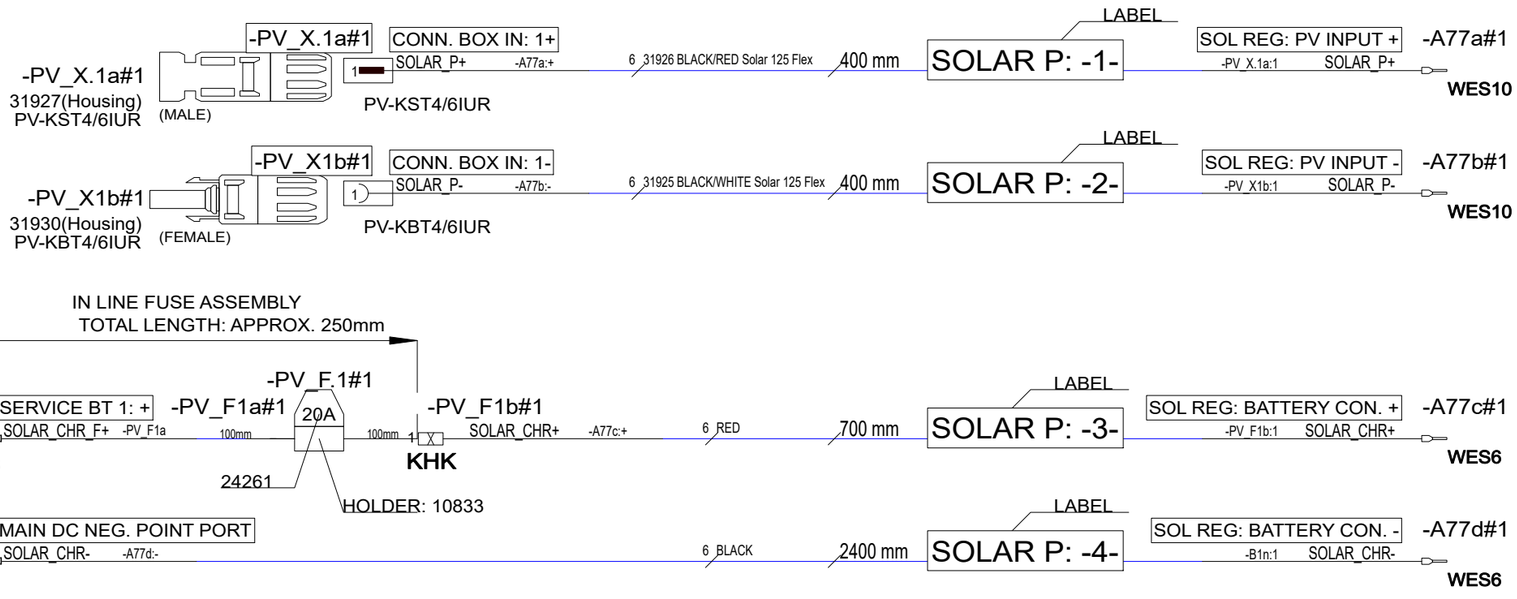

**31927 Solar Connector MC4 Pin inc. housing**




LABEL

SOLAR PANEL CABLES

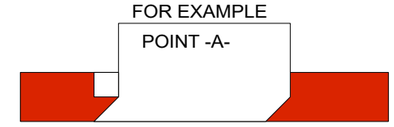
(TO TOP OF PACKAGE)

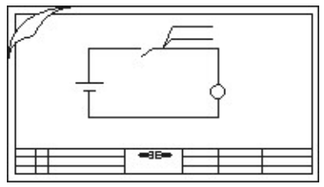



PACKED TO OWN PACKAGE.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



DOCUMENTS INCLUDED:

29606 BATTERY BOX
SOLAR PANEL CABLES

| Date of modification | Modified by | Description |
|---|---|---|
| 30.7.2024 | PF | G5: 2005139; G3e terminal changed |
| 17.2.2023 | RK | F4: NOT MODIFIED. |
| 19.4.2024 | PF | G4: 2005054; Not modified |

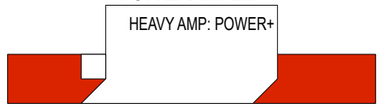
| | |
|---|---|
| Date | 21.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 5 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar | | 29606 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | SOLAR PANEL CABLES | HL | 140 / 210 |
| Boat model | Title | Loc | Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




LABEL

START STB CABLES

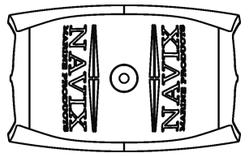
(TO TOP OF PACKAGE)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| -G1a#1 | START STB BT: + | 8 STB_START_BT+ -M_S1a:1 | 70_RED 30300 BT-SK 70mm² | 22824 NW 22 PP-MOD, BLACK 380mm -TB29 | 480 mm | START STB: -1- | START STB MS: A -G1a:1 STB_START_BT+ 10 | -M_S1a#1 |
| 70/8 | | | | | | | 70/10L | |
| -ENG_X1a#1 | ENGINE STB: ENG+ | 8 STB_ENG+ -M_S1b:1 | 70_RED 30300 BT-SK 70mm² | 22824 NW 22 PP-MOD, BLACK 800mm -TB30 | 900 mm | START STB: -2- | START STB MS: B -ENG_X1a:1 STB_ENG+ 10 | -M_S1b#1 |
| 70/8 | | | | | | | 70/10L | |
| -ENG_X1b#1 | ENGINE STB: ENG- | 8 STB_ENG- -G1b:1 | 70_BLACK 30301 BT-SK 70mm² | | 1550 mm | START STB: -3- | START STB BT: - -ENG_X1b:1 STB_ENG- 8 | -G1b#1 |
| 70/8 | | | | | | | 70/8 | |
| -B2h#1 | MAIN DC NEG. POINT STB | 10 STB_START_BT- -G1c:1 | 70_BLACK 30301 BT-SK 70mm² | | 2200 mm | START STB: -4- | START STB BT: - -B2h:1 STB_START_BT- 8 | -G1c#1 |
| 70/10 | | | | | | | 70/8 | |

INCLUDED

-ENG_X.1#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 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

| | EQUIVALENCY: mm2 | | AWG |
|---|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 25 mm2 | = | AWG3 |
| | 35 mm2 | = | AWG2 |
| | 50 mm2 | = | AWG0 |
| FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0. | 70 mm2 | = | AWG2/0 |
| | 95 mm2 | = | AWG3/0 |
| | 120 mm2 | = | 250 kcmil |

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified | Date | 6.7.2019 |
| 30.7.2024 | PF | G6: 2005139; Cable lugs changed | Drawing by | TuM |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Sheet rev. | 6 |
| | | | Project rev. | G |

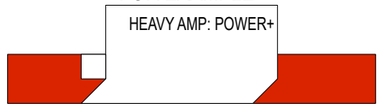
Copyright by

NAVIX designed solutions

| | | | |
|---|---|---|---|
| Axopar | | 29607 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BATTERY BOX CABLES STANDARD | HL | 141/ 210 |
| Boat model | Title | Loc | Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




| | | | | | | |
|---|---|---|---|---|---|---|
| -G2a#1 | START PORT BT: + | PORT_START_BT+ -M_S2a:1 | 70 RED 30300 BT-SK 70mm² | 22824 NW 22 PP-MOD, BLACK 280mm -TB31 | 380 mm | LABEL START PRT: -1- |
| -ENG_X2a#1 | ENGINE PORT: ENG+ | PORT_ENG+ -M_S2b:1 | 70 RED 30300 BT-SK 70mm² | 22824 NW 22 PP-MOD, BLACK 950mm -TB32 | 1050 mm | LABEL START PRT: -2- |
| -ENG_X2b#1 | ENGINE PORT: ENG- | PORT_ENG- -G2b:1 | 70 BLACK 30301 BT-SK 70mm² | | 1350 mm | LABEL START PRT: -3- |
| -B1d#1 | MAIN DC NEG. POINT PORT | PORT_START_BT- -G2c:1 | 70 BLACK 30301 BT-SK 70mm² | | 1800 mm | LABEL START PRT: -4- |

| | | | |
|---|---|---|---|
| START PORT MS: A | -M_S2a#1 | -G2a:1 PORT_START_BT+ 10 | 70/10L |
| START PORT MS: B | -M_S2b#1 | -ENG_X2a:1 PORT_ENG+ 10 | 70/10L |
| START PORT BT: - | -G2b#1 | -ENG_X2b:1 PORT_ENG- 8 | 70/8 |
| START PORT BT: - | -G2c#1 | -B1d:1 PORT_START_BT- 8 | 70/8 |

-G2a#1: 8 PORT_START_BT+ -M_S2a:1 — 70/8

-ENG_X2a#1: 8 PORT_ENG+ -M_S2b:1 — 70/8

-ENG_X2b#1: 8 PORT_ENG- -G2b:1 — 70/8

-B1d#1: 10 PORT_START_BT- -G2c:1 — 70/10

LABEL

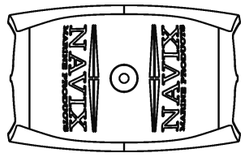
START PRT CABLES

(TO TOP OF PACKAGE)

INCLUDED

-ENG_X.2#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 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

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

| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified |
| 30.7.2024 | PF | G6: 2005139; Cable lugs changed |
| 17.2.2023 | RK | F5: NOT MODIFIED. |

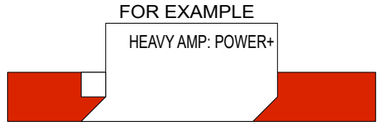
Date 5.7.2019
Drawing by TuM
Sheet rev. 6
Project rev. G

Copyright by NAVIX designed solutions

Boat: Axopar
Boat model: 37 MY20
Sub-product code:
Product code: 29607
Project ID:
Title: BATTERY BOX CABLES STANDARD
HL:
Loc:
Sheet: 142 / 210

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




LABEL

POWER STEER CABLES

(TO TOP OF PACKAGE)

-B3a#1 COM. DC NEG. H.AMP&ST.P. 10 MAIN_PWR_STR- -B4b:1 25 BLACK 300 mm LABEL PWR STEER: -5- PWR. STEER. PUMP: V04100 -B4b#1 -B3a:1 MAIN_PWR_STR- 8

25/10 25/8

-B3b#1 COM. DC NEG. H.AMP&ST.P. 10 MAIN_PWR_STR- -B2p:1 35 BLACK 4300 mm LABEL PWR STEER: -6- MAIN DC NEG. POINT STB -B2p#1 -B3b:1 MAIN_PWR_STR- 10

35/10 35/10

INCLUDED

-B.4#1

V4100




V2501



-B.3 LABEL

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

PACKED TO OWN PACKAGE.

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

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified | Date | 5.7.2019 |
| 30.7.2024 | PF | G6: 2005139; Cable lugs changed | Drawing by | TuM |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Sheet rev. | 6 |
| | | | Project rev. | G |

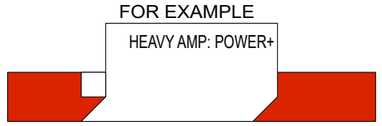
Copyright by

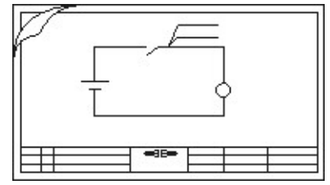
NAVIX designed solutions

| | | | |
|---|---|---|---|
| Axopar | | 29607 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BATTERY BOX CABLES STANDARD | HL | 143 / 210 |
| Boat model | Title | Loc | Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



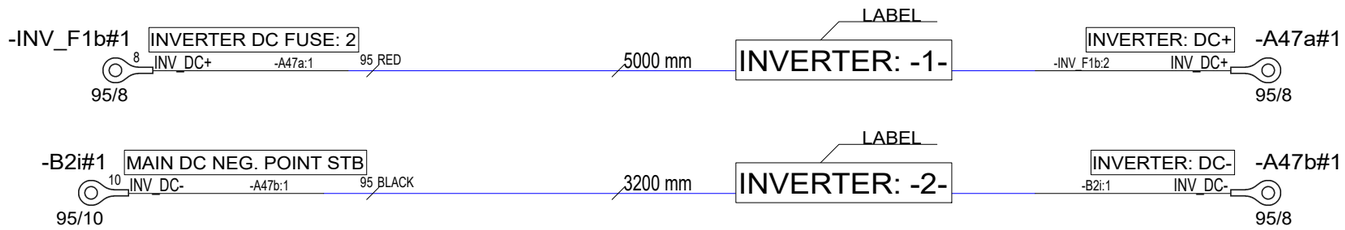
DOCUMENTS INCLUDED:

29611 BATTERY BOX
INVERTER CABLE SET

LABEL

INVERTER CABLES

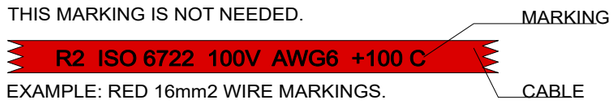
(TO TOP OF PACKAGE)




PACKED TO OWN PACKAGE.

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

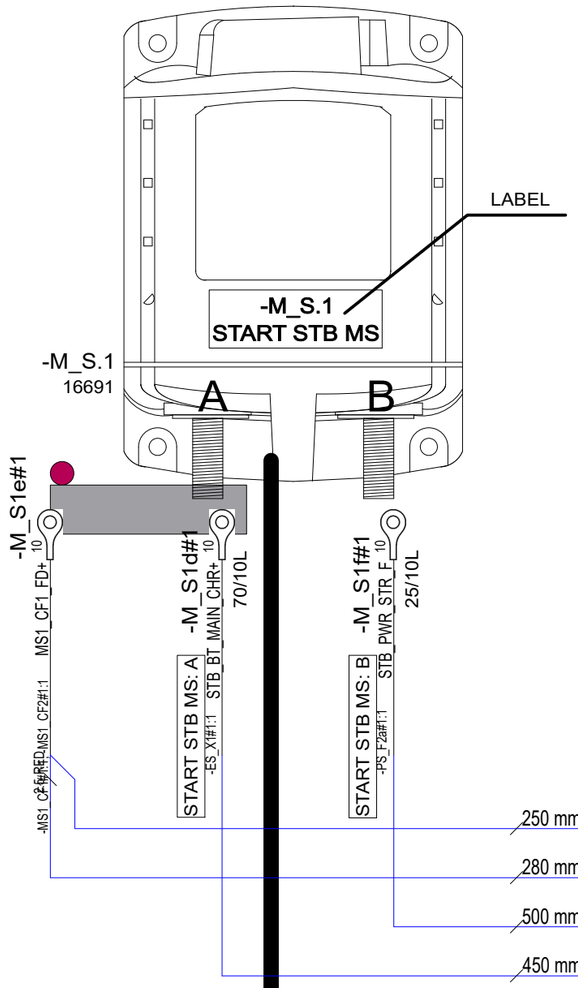
| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G3: 2005054; Not modified |
| 24.6.2024 | PF | G4: 2005139; Cables 25mm2->95mm2, lengths changed |
| 17.2.2023 | RK | F3: NOT MODIFIED. |

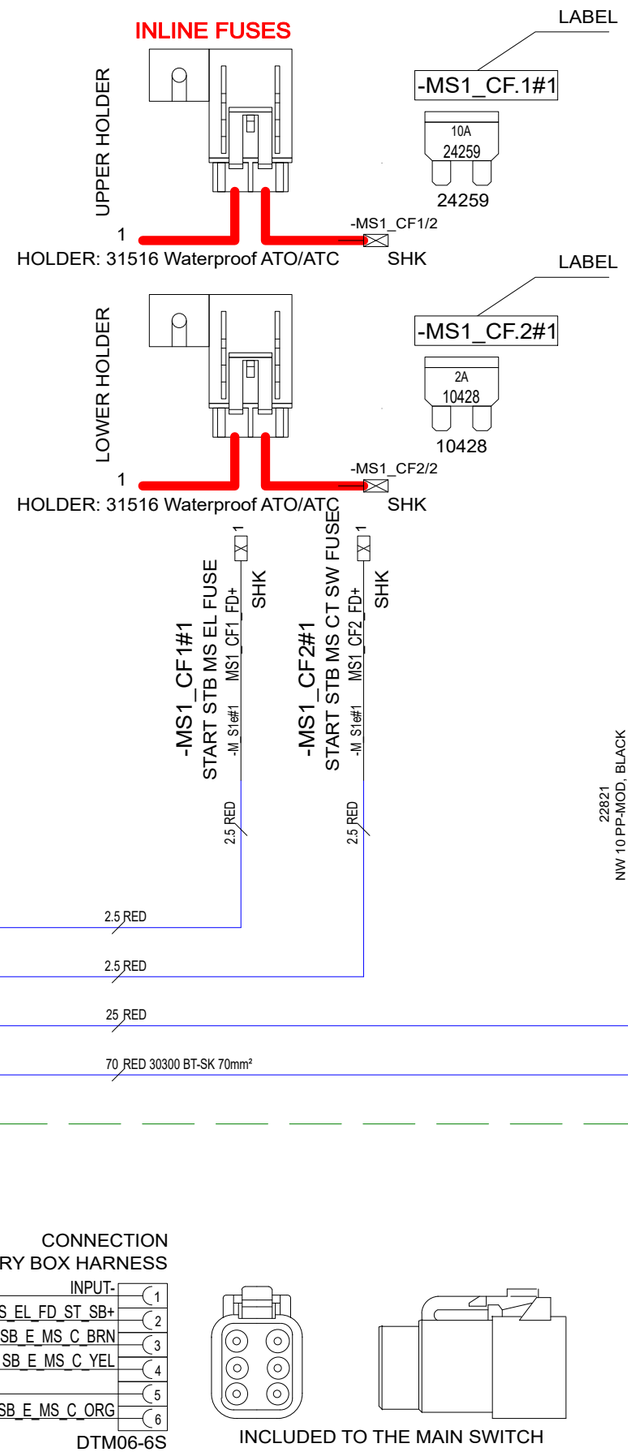
Date 6.7.2019
Drawing by TuM
Sheet rev. 4
Project rev. G

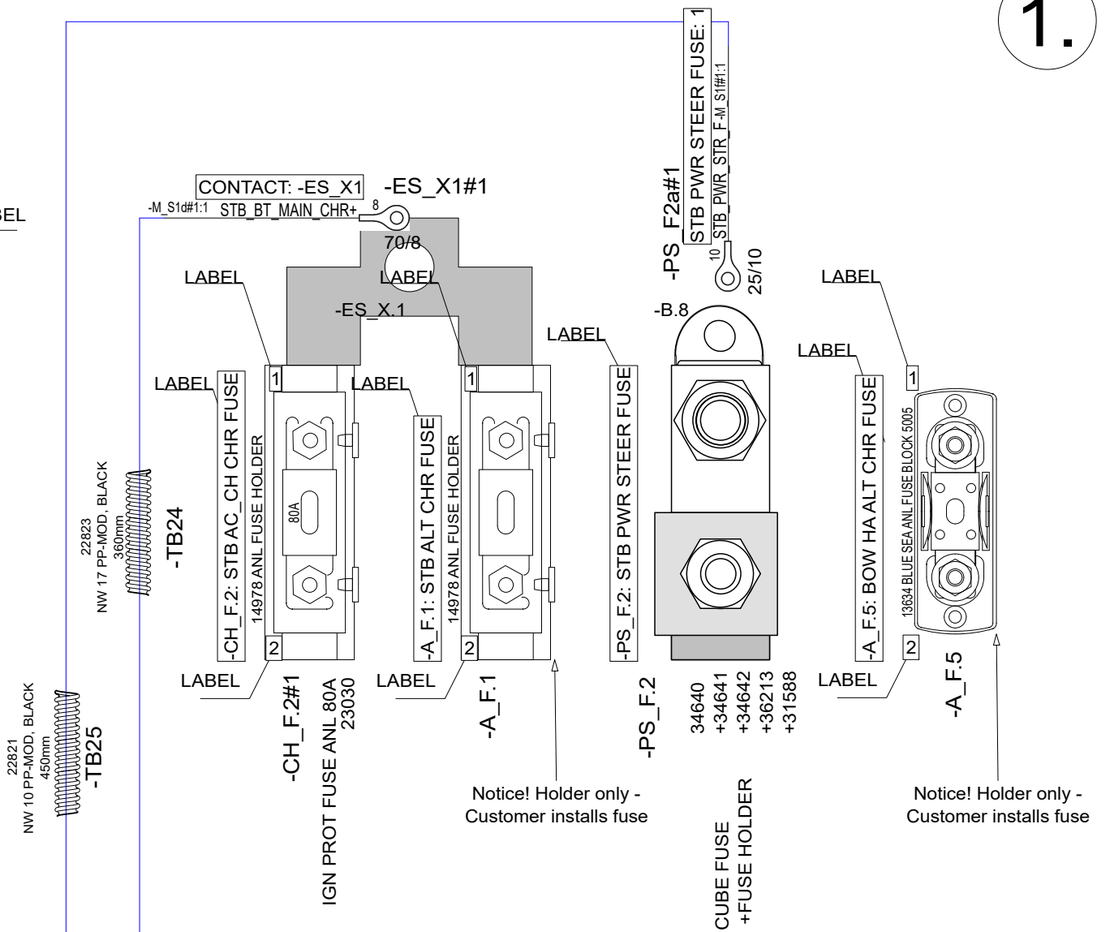
NAVIX designed solutions
Copyright by

Axopar — Boat
37 MY20 — Boat model
Sub-product code
29611 — Product code
Project ID
BATTERY BOX INVERTER CABLE SET — Title
HL — Loc
144 / 210 — Sheet

1.



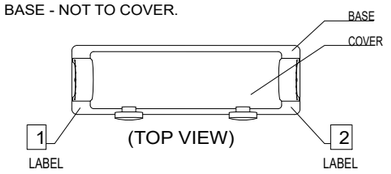




ADD: M10 X 30mm BOLT
M10 WASHER
M10 SPRING WASHER
M10 NUT

**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.




CONNECTION
TO BATTERY BOX HARNESS

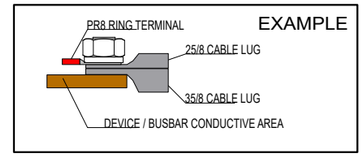
| | | | |
|---|---|---|---|
| BLACK | -M_S1c | INPUT- | 1 |
| RED | -M_S1c | MS_EL_FD_ST_SB+ | 2 |
| BROWN | -M_S1c | SB_E_MS_C_BRN | 3 |
| YELLOW | -M_S1c | SB_E_MS_C_YEL | 4 |
| | | | 5 |
| ORANGE | -M_S1c | SB_E_MS_C_ORG | 6 |

DTM06-6S



INCLUDED TO THE MAIN SWITCH

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




| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G11: 2005054; Not modified | Date | 2.7.2019 | Axopar | SEE EXP VIEW | 29613 |
| 24.6.2024 | PF | G12: 2005139; Inverter cable ->95mm2 and fuse ->300A | Drawing by | TuM | Boat | Sub-product code | Product code |
| 13.10.2023 | PF | F11:2004855; A_F.5 holder, A_F.5 ->39903, cable sizes, AW_F.1->125A | Sheet rev. | 12 | 37 MY20 | BATTERY BOX STB PANEL 1 | HL |
| | | | Project rev. | G | Boat model | Title | Loc |

NAVIX designed solutions

Copyright by

Project ID

145 / 210
Sheet

2.

INLINE FUSES

UPPER HOLDER
-MS3_CF.1#1
LABEL
10A
24259
24259
1
-MS1_CF1/2
HOLDER: 31516 Waterproof ATO/ATC
SHK

LOWER HOLDER
LABEL
-MS3_CF.2#1
2A
10428
10428
1
-MS1_CF2/2
HOLDER: 31516 Waterproof ATO/ATC
SHK

-M_S.3
16691
-M_S.3
SERVICE MS
LABEL
A
B

-INV_F1a#1
INVERTER DC FUSE: 1
-M_S3#1:1
INV_DC_F+
8
95/8
LABEL
14978 ANL FUSE HOLDER
300A
-INV_F.1: INVERTER DC FUSE
LABEL
-INV_F.1#1
IGN PROT FUSE ANL 300A
21639

-MS3_CF1#1
SERV MS EL FUSE
-M_S3a#1:1
SERV_MS_CF1_FD+
1
2.5 RED
280 mm
-MS3_CF1#1:1
SERV_MS_CF1_FD+
10
-M_S3a#1
SERV_BT+
95/10L
SERVICE MS: A
-SR_X1#1:1

-MS3_CF2#1
SERV MS CT SW FUSE
-M_S3a#1:2
SERV_MS_CF2_FD+
1
2.5 RED
250 mm
-MS3_CF2#1:1
-M_S3b#1
MAIN_SPLY+
95/10L
SERVICE MS: B
-SR_X2a#1:1

-M_S3#1
INV_DC_F+
95/10L
SERVICE MS: B
-INV_F1a#1:1

95_RED 30302 BT-SK 95mm²
500 mm
22823
NW17 PP-MOD BLACK
410mm
-TB28
500 mm

-SR_X1#1
CONTACT: -SR_X.1
SERV_BT+
-M_S3a#1:1
8
95/8
LABEL
-SR_X.1
LABEL
-S_F.1: SERVICE MAIN FUSE
13634 BLUE SEA ANL FUSE BLOCK 5005
300A
-S_F.1#1
21639
LABEL
14978 ANL FUSE HOLDER
80A
-S_F.2: DIRECT SUPPLY FUSE
-S_F.2#1
IGN PROT FUSE ANL 80A
23030
95_RED 30302 BT-SK 95mm²
400 mm

22824
NW 22 PP-MOD, BLACK
430mm
-TB26
-TB27
22824
NW 22 PP-MOD, BLACK
350mm
95_RED 30302 BT-SK 95mm²
480 mm

CONTACT: -SR_X.2
-SR_X2a#1
-M_S3b#1:1
MAIN_SPLY+
8
95/8
LABEL
-SR_X.2
LABEL
-S_F.3: MAIN SUPPLY FUSE
13634 BLUE SEA ANL FUSE BLOCK 5005
200A
-S_F.3#1
23032
LABEL
14978 ANL FUSE HOLDER
125A
-AW_F.1: AFT ANCH W FUSE
-AW_F.1#1
IGN PROT FUSE ANL 125A
23031

CONNECTION
TO BATTERY BOX HARNESS

| | | | |
|---|---|---|---|
| BLACK | -M_S3c | INPUT- | 1 |
| RED | -M_S.3 | SERV_MS_C_RED | 2 |
| BROWN | -M_S3c | SERV_MS_C_BRN | 3 |
| YELLOW | -M_S3c | SERV_MS_C_YEL | 4 |
| | | | 5 |
| ORANGE | -M_S3c | SERV_MS_C_ORG | 6 |

DTM06-6S

INCLUDED TO THE MAIN SWITCH

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

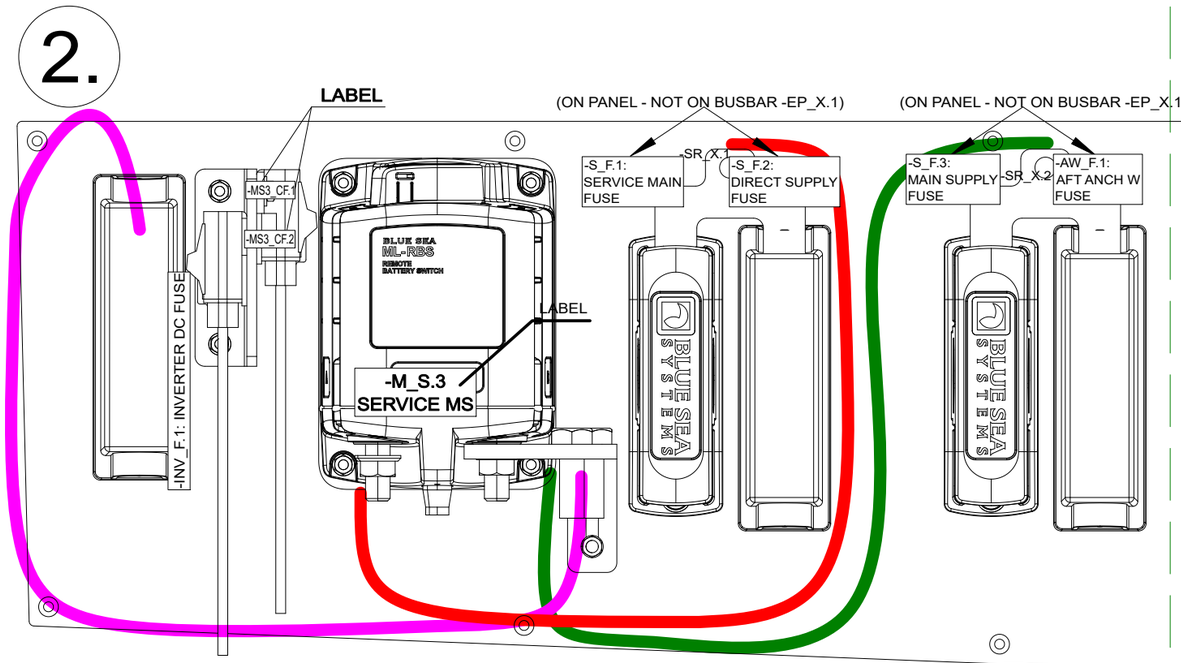
EXAMPLE
PR8 RING TERMINAL
25/8 CABLE LUG
35/8 CABLE LUG
DEVICE / BUSBAR CONDUCTIVE AREA

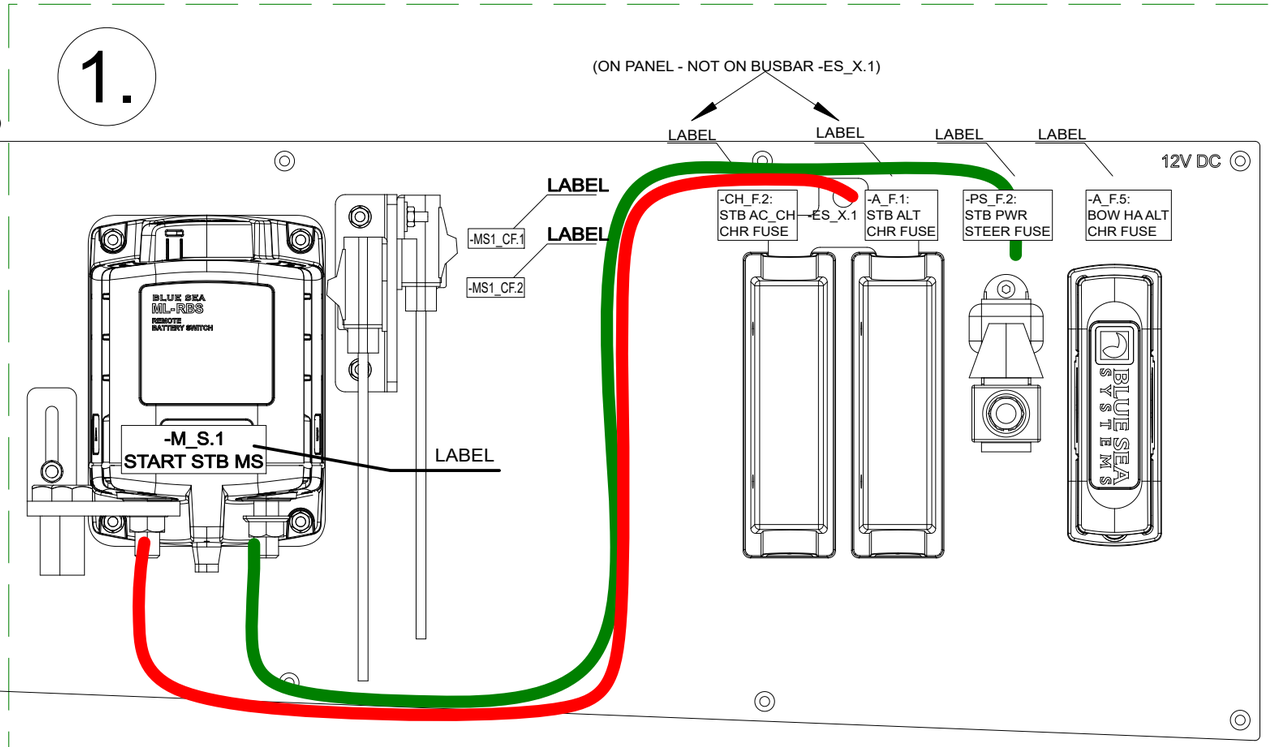
**LABEL INSTRUCTIONS**
NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.
BASE
COVER
1
(TOP VIEW)
2
LABEL
LABEL

ADD: M10 X 30mm BOLT
M10 WASHER
M10 SPRING WASHER
M10 NUT

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G11: 2005054; Not modified | Date | 3.7.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29613 | Project ID |
| 24.6.2024 | PF | G12: 2005139; Inverter cable ->95mm2 and fuse ->300A | Drawing by | TuM | | Boat | Sub-product code | Product code | |
| 13.10.2023 | PF | F11:2004855; A_F.5 holder, A_F.5 ->39903, cable sizes, AW_F.1->125A | Sheet rev. | 12 | | 37 MY20 | BATTERY BOX STB PANEL 1 | HL | 146 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# GENERAL LAYOUT/ LABELS / CABLE ROUTING




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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

BT-SK 750V AWG2 +100 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

EQUIVALENCY:

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

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

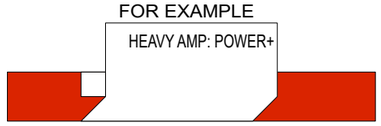
R2 ISO 6722 100V AWG16 +100 C

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

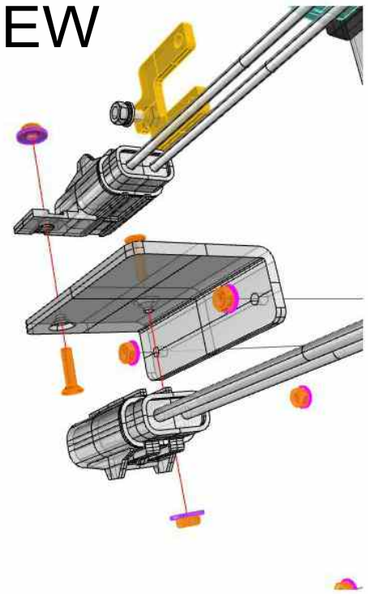



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G11: 2005054; Not modified | Date | 3.7.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29613 | |
| 24.6.2024 | PF | G12: 2005139; Inverter cable ->95mm2 and fuse ->300A | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 13.10.2023 | PF | F11:2004855; A_F.5 holder, A_F.5 ->39903, cable sizes, AW_F.1->125A | Sheet rev. | 12 | | 37 MY20 | BATTERY BOX STB PANEL 1 | HL | 147 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# EXP VIEW

## 29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1

BRACKET FOR 31516 FUSEHOLDER

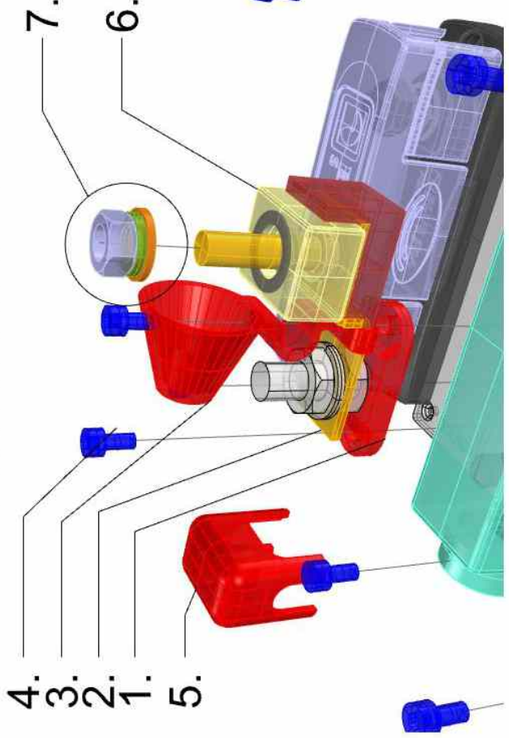





29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1

1. 8 PCS VMI30905 HEX NUT M4 DIN934
   8 PCS VMI30904 SPRING LOCK WASHER M4 DIN127
2. 2 PCS VMI31538 HEX NUT M5 DIN934
   2 PCS VMI31540 SPRING LOCK WASHER M5 DIN127
3. 2 PCS 16691 BATTERY SWITCH ML-RBS REMOTE
4. 2 PCS 30141_VIRTAKISKO_L_BLUE_SEA_ML_THREE_SPOT_LONG
   2 PCS VMI32024 HEX BOLT FULL THREAD M10X30 DIN933
   2 PCS VMI32009 FLAT WASHER FOR HEX BOLTS AND NUTS M10 DIN125A
   2 PCS VMI32008 SPRING LOCK WASHER M10 DIN127
   2 PCS VMI32010 HEX NUT M10 DIN934
5. 3 PCS 30142_ANL_CONNECTION_BAR_DOUBLE
   3 PCS VMI32018 HEX BOLT FULL THREAD M8X25 DIN933
   3 PCS VMI32013 FLAT WASHER FOR HEX BOLTS AND NUTS M8 DIN125A
   3 PCS VMI32011 SPRING LOCK WASHER M8 DIN127
   3 PCS VMI32012 HEX NUT M8 DIN934
6. 4 PCS 31516_Fuseholder waterproof ATO ATC 5065B-BSS (as in diagram)
   2 PC 38604_NAVIX_LINE_BRACKET_FOR_31516_FUSEHOLDER_(WOC)
   8 PC VMI30906 Flat Washer for HEX bolts and nuts M4 DIN125A
   8 PC VMI30905 HEX NUT M4 DIN934
   4 PC VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991
7. 16 PCS VMI30942 HEX SOCKET HEAD CAP SCREW M4X8 DIN912
8. 5 PCS 14978_ANL_FUSE_HOLDER
9. 3 PCS 13634 Blue Sea ANL FUSE BLOCK 5005 35A to 300A (as in diagram)
10. 1 PC 29896_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1_(WOC)_V7
11. 18 PCS 9872 PURISTEVÄLIHOLKKI ETSOS M4X4
12. 12 PCS VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991
13. 2 PCS VMI31796 COUNTERSUNK HEAD SCREW HEX SOCKET M5X16 DIN7991

TERMINAL FUSE BLOCK




TERMINAL FUSE BLOCK - as in diagram
1. 1pc 36213 POWER DISTRIBUTION STUD IS-10mm-1R
2. 1pc 34642 CFBAR1-250SP SINGLE STUD
3. 1pc 34641 -B.6 CFCOVER-1R SINGLE STUD/RED
4. 2pcs VMI30942 HEX SOCKET HEAD CAP SCREW M4X8 DIN912
5. 1pc 31588 INSULATED COVER POSITIVE RED ISC-10R
6. 1pc 34640 -PS_F.6 CUBE FUSE MRFB-080 80A
7. 1pc VMI36860 HEX NUT 1/4" "UNC A4
   1pc VMI31830 SPRING LOCK WASHER M6 DIN127
   1pc VMI31831 FLAT WASHER FOR HEX BOLTS AND NUTS M6 DIN125A
   1pc VMI36859 FLAT WIDE WASHER FOR HEX BOLTS AND NUTS M6

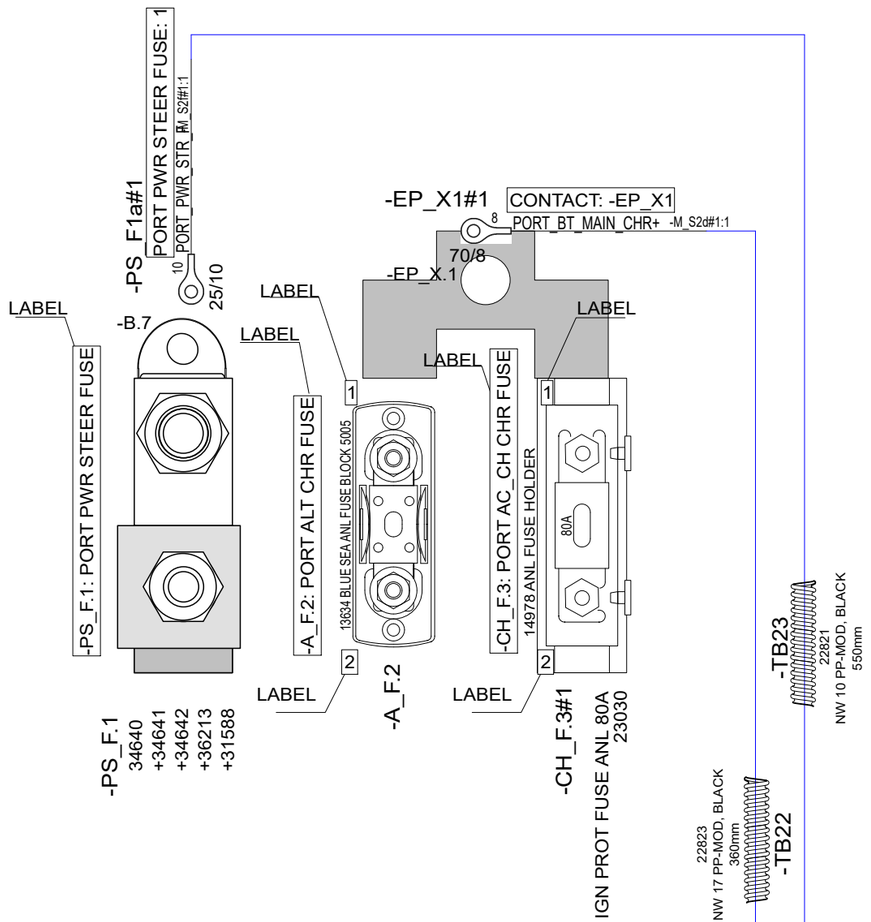
TE 28.06.-19
TE 30.09.-19
MN 23.01.-20
TE 17.04.-20
TE 02.12.-21
TE 14.03.-23
MN 27.9.2023 (Project 2004855 )

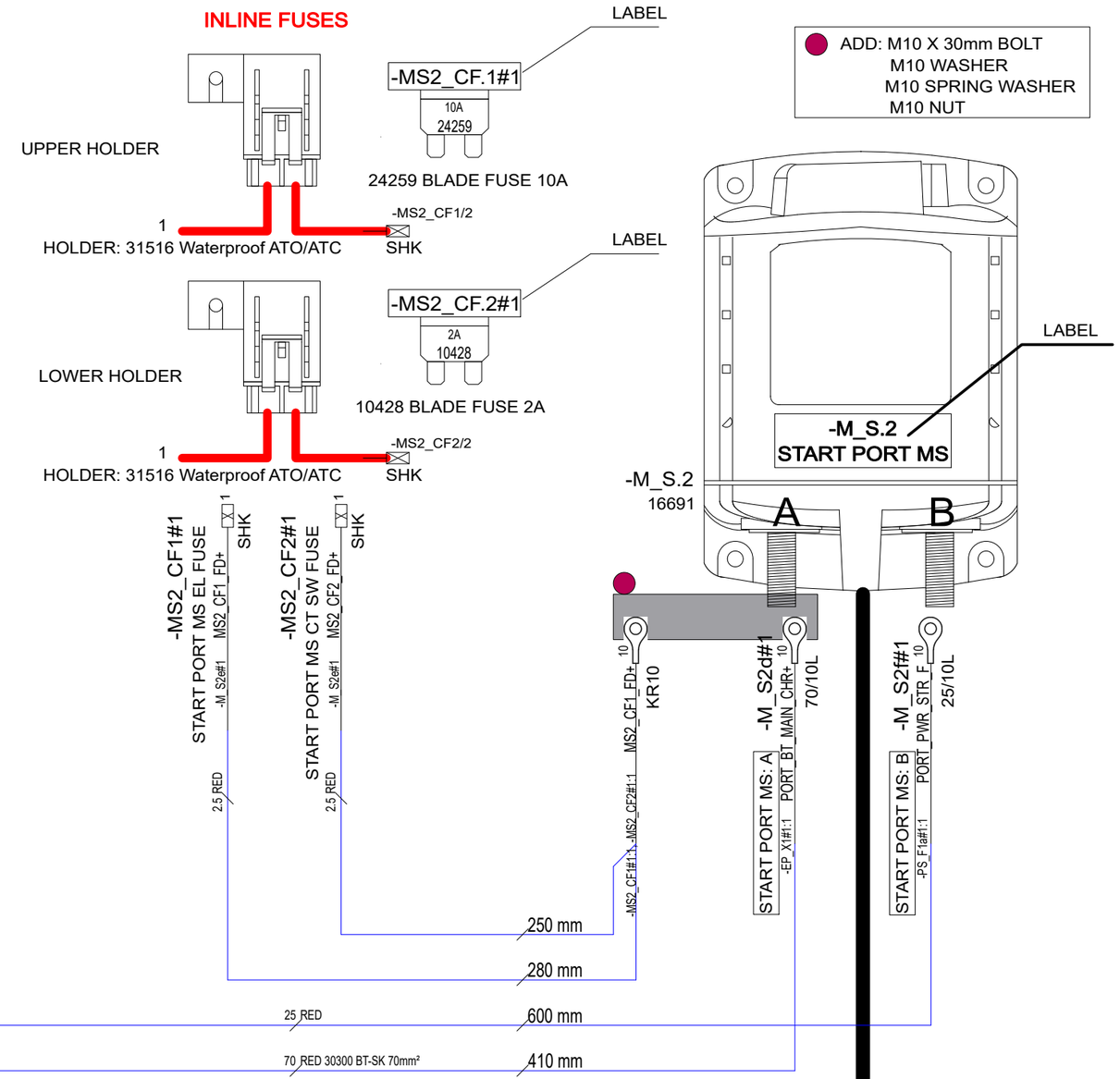
| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G11: 2005054; Not modified |
| 24.6.2024 | PF | G12: 2005139; Inverter cable ->95mm2 and fuse ->300A |
| 13.10.2023 | PF | F11:2004855; A_F.5 holder, A_F.5 ->39903, cable sizes, AW_F.1->125A |

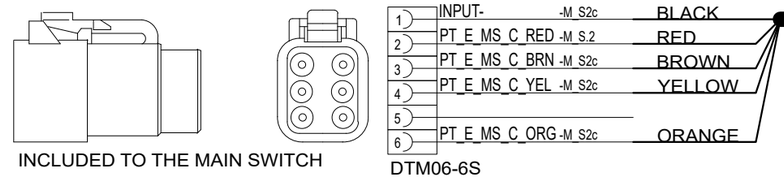
| | |
|---|---|
| Date | 3.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 12 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

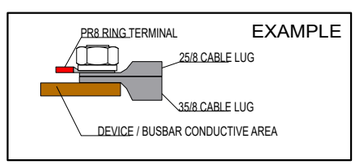
| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29613<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX<br>STB PANEL 1<br>Title | HL<br>Loc | 148 / 210<br>Sheet | |



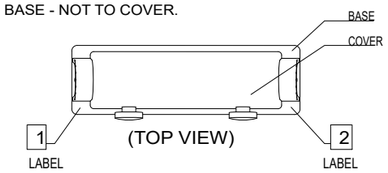




NOTICE!
INSTALL CABLES TO DEVICE SO THAT LARGEST TERMINALS ARE CLOSEST TO DEVICES CONDUCTIVE AREA.



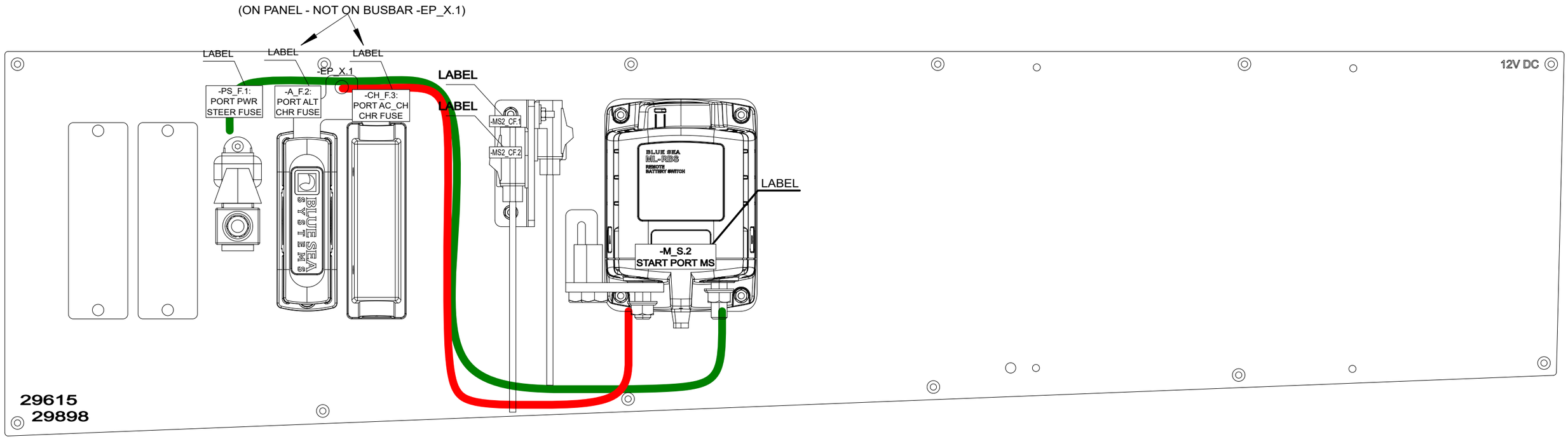

**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F8: FUSE HOLDERS CHANGED TO 31516. | Date | 1.7.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29615 | |
| 13.10.2023 | PF | F9: 2004855; A_F.2 holder -> Bluesea, fuse moved to 39902, cable sizes | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 11.4.2024 | PF | G10: 2005054/2005139; Bow ch fuse removed | Sheet rev. | 10 | | 37 MY20 | BATTERY BOX PORT PANEL 1 | HL | 149 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# GENERAL LAYOUT/ LABELS/ CABLE ROUTINGS




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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

BT-SK 750V AWG2 +100 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

EQUIVALENCY:

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

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

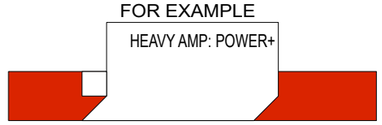
R2 ISO 6722 100V AWG16 +100 C

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



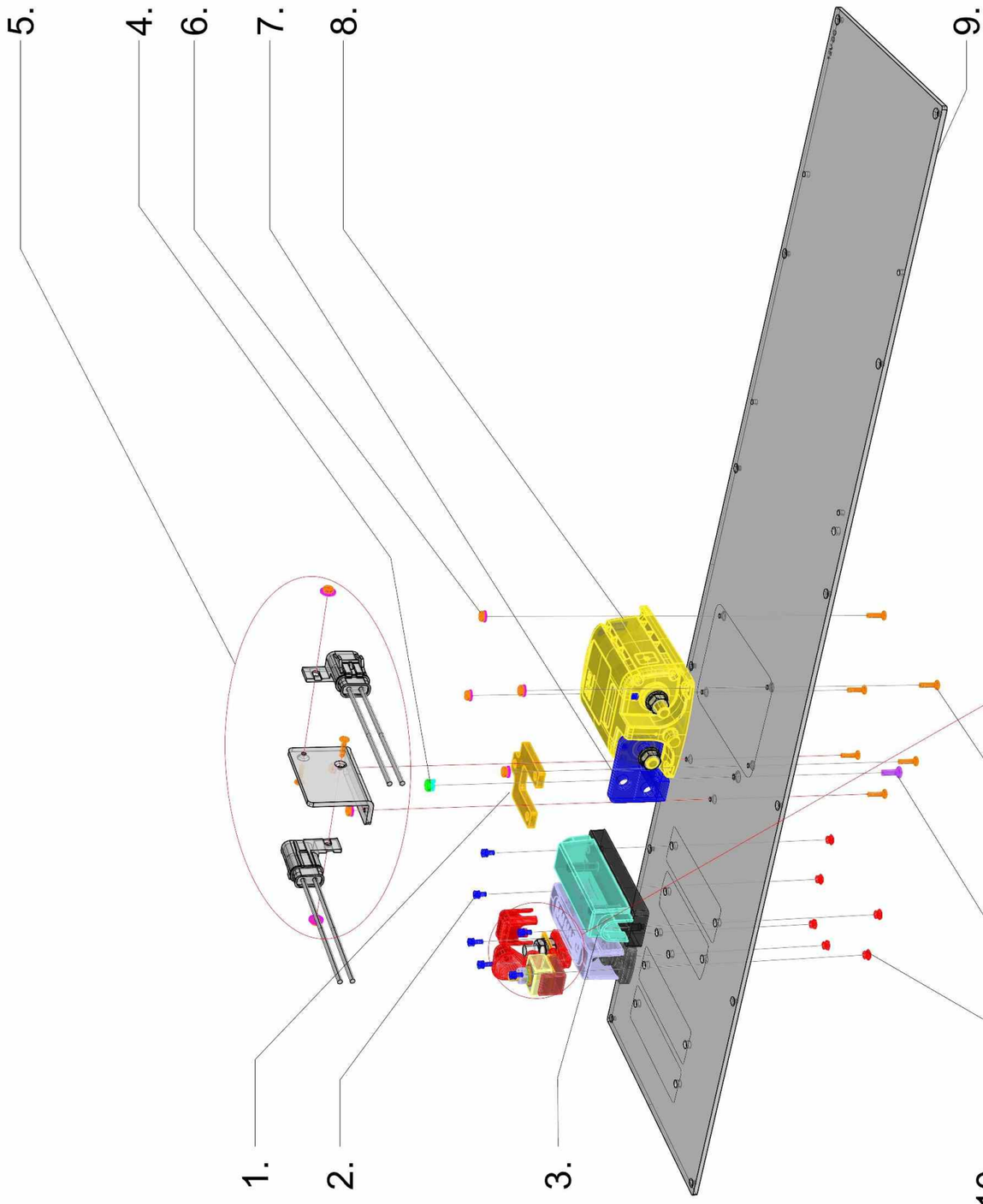

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 17.2.2023 | RK | F8: FUSE HOLDERS CHANGED TO 31516. | Date | 1.7.2019 |
| 13.10.2023 | PF | F9: 2004855; A_F.2 holder -> Bluesea, fuse moved to 39902, cable sizes | Drawing by | TuM |
| 11.4.2024 | PF | G10: 2005054/2005139; Bow ch fuse removed | Sheet rev. | 10 |
| | | | Project rev. | G |

NAVIX designed solutions
Copyright by

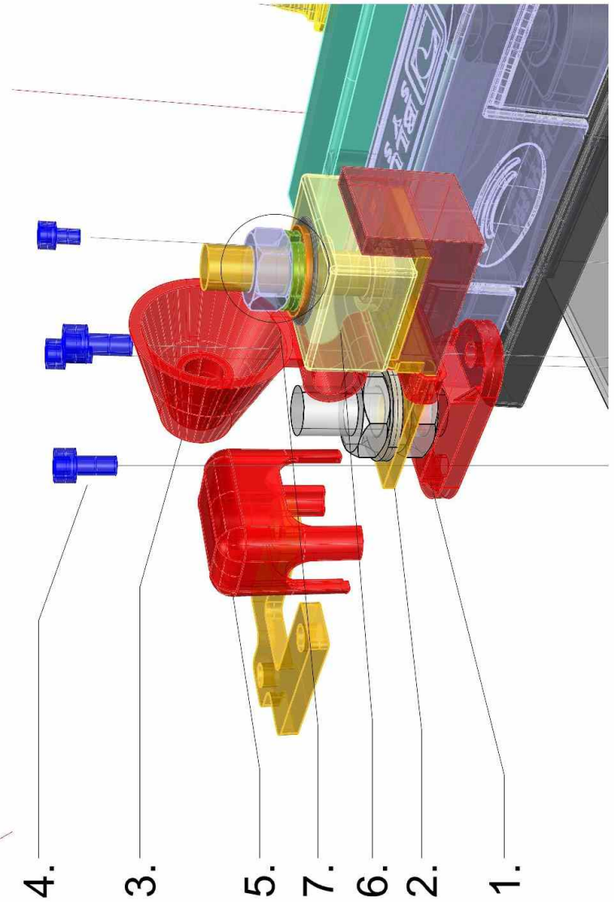
| | | | |
|---|---|---|---|
| Axopar | SEE EXP VIEW | 29615 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BATTERY BOX PORT PANEL 1 | HL | 150 / 210 |
| Boat model | Title | Loc | Sheet |

# EXP VIEW

29615_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1




TERMINAL FUSE BLOCK




TERMINAL FUSE BLOCK - as in diagram
1. 1pc 36213 POWER DISTRIBUTION STUD IS-10mm-1R
2. 1pc 34642 CFBAR1-250SP SINGLE STUD
3. 1pc 34641 -B.6 CFCOVER-1R SINGLE STUD/RED
4. 2pcs VMI30942 HEX SOCKET HEAD CAP SCREW M4X8 DIN912
5. 1pc 31588 INSULATED COVER POSITIVE RED ISC-10R
6. 1pc 34640 -PS_F.6 CUBE FUSE MRFB-080 80A
7. 1pc VMI36860 HEX NUT 1/4" "UNC A4
   1pc VMI31830 SPRING LOCK WASHER M6 DIN127
   1pc VMI31831 FLAT WASHER FOR HEX BOLTS AND NUTS M6 DIN125A
   1pc VMI36859 FLAT WIDE WASHER FOR HEX BOLTS AND NUTS M6

TE 28.06.-19
TE 11.10.-19
TE 17.04.-20
MN 09.09.-20
TE 02.12.-21
TE 14.03.-23
MN 27.09.2023 ( Project 2004855 )
HH 01.08.2024 ( PROJECT 2005139 )

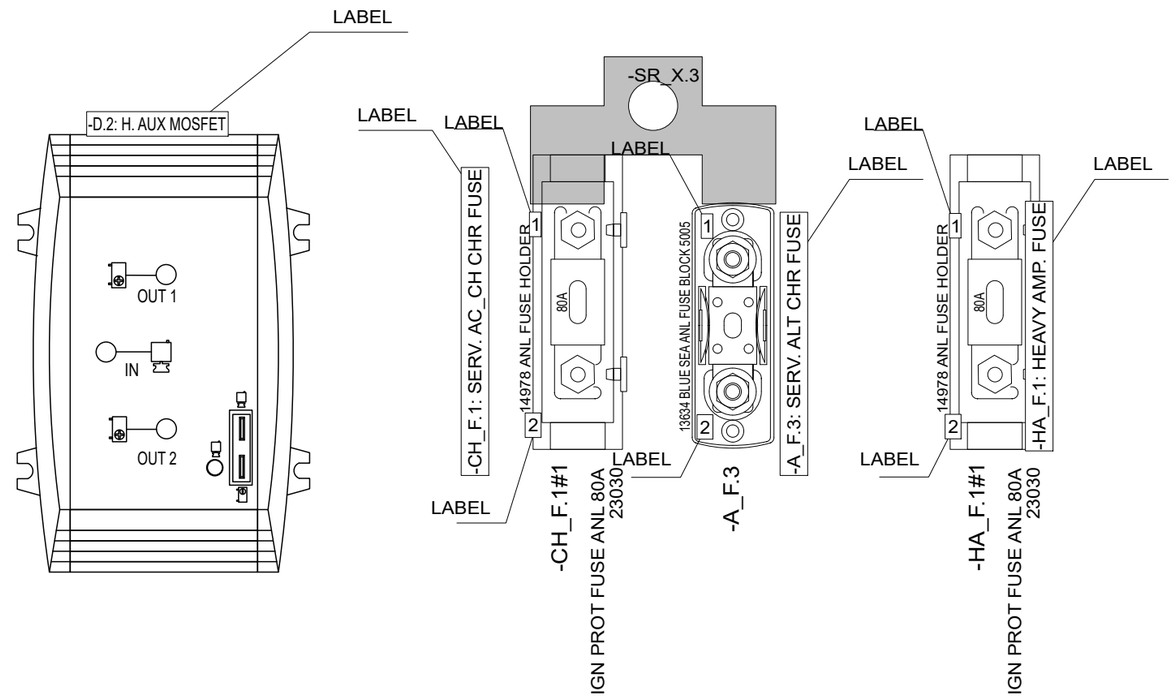
29615_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1

1. 1 PC 30142_ANL_CONNECTION_BAR_DOUBLE
2. 4 PCS VMI30942 HEX SOCKET HEAD CAP SCREW M4X8 DIN912
3. 1 PC 14978_ANL_FUSE_HOLDER
   1 PC 13634 Blue Sea ANL FUSE BLOCK 5005 35A to 300A
4. 1 PC VMI31538 HEX NUT M5 DIN934
   1 PC VMI31540 SPRING LOCK WASHER M5 DIN127
5. 2 PCS 31516_Fuseholder waterproof ATO ATC 5065B-BSS (as in diagram)
   1 PC 38604_NAVIX_LINE_BRACKET_FOR_31516_FUSEHOLDER_(WOC)
   2 PC VMI30906 Flat Washer for HEX bolts and nuts M4 DIN125A
   2 PC VMI30904 SPRING LOCK WASHER M4 DIN127
   4 PC VMI30905 HEX NUT M4 DIN934
   2 PC VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991
6. 4 PCS VMI30905 HEX NUT M4 DIN934
   4 PCS VMI30904 SPRING LOCK WASHER M4 DIN127
7. 1 PC 30141_VIRTAKISKO_L_BLUE_SEA_ML_THREE_SPOT_LONG
8. 1 PC 16691 BATTERY SWITCH ML-RBS REMOTE
9. 1 PC 29898_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1_(WOC_V7
10. 6 PCS 9872 PURISTEVÄLIHOLKKI ETSOS M4X4
11. 1 PC VMI31796 COUNTERSUNK HEAD SCREW HEX SOCKET M5X16 DIN7991
12. 6 PCS VMI30917 COUNTERSUNK HEAD SCREW HEX SOCKET M4X16 DIN7991

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F8: FUSE HOLDERS CHANGED TO 31516. | Date | 1.7.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29615 |
| 13.10.2023 | PF | F9: 2004855; A_F.2 holder -> Bluesea, fuse moved to 39902, cable sizes | Drawing by | TuM | | Boat | Sub-product code | Product code |
| 11.4.2024 | PF | G10: 2005054/2005139; Bow ch fuse removed | Sheet rev. | 10 | | 37 MY20 | BATTERY BOX PORT PANEL 1 | HL |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc |

Project ID

151/ 210
Sheet



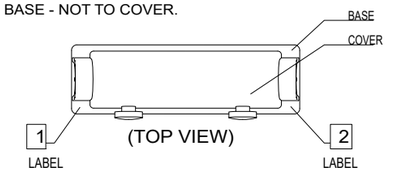

## -D.2

38906
Battery Isolator 180A
1 input- 2 outputs
WHISPER WBI 180-
IG 2 OUTPUTS

H. AUX 180A MOSFET 1-2

**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER
BASE - NOT TO COVER.




| Date of modification | Modified by | Description |
|---|---|---|
| 13.10.2023 | PF | F5: 2004855; A_F.3 holder -> Bluesea, fuse moved to 39902, D.2 |
| 15.4.2024 | PF | G6: 2005054; Updated panel, attachment for stern thruster equipment |
| 17.2.2023 | RK | F4: NOT MODIFIED. |

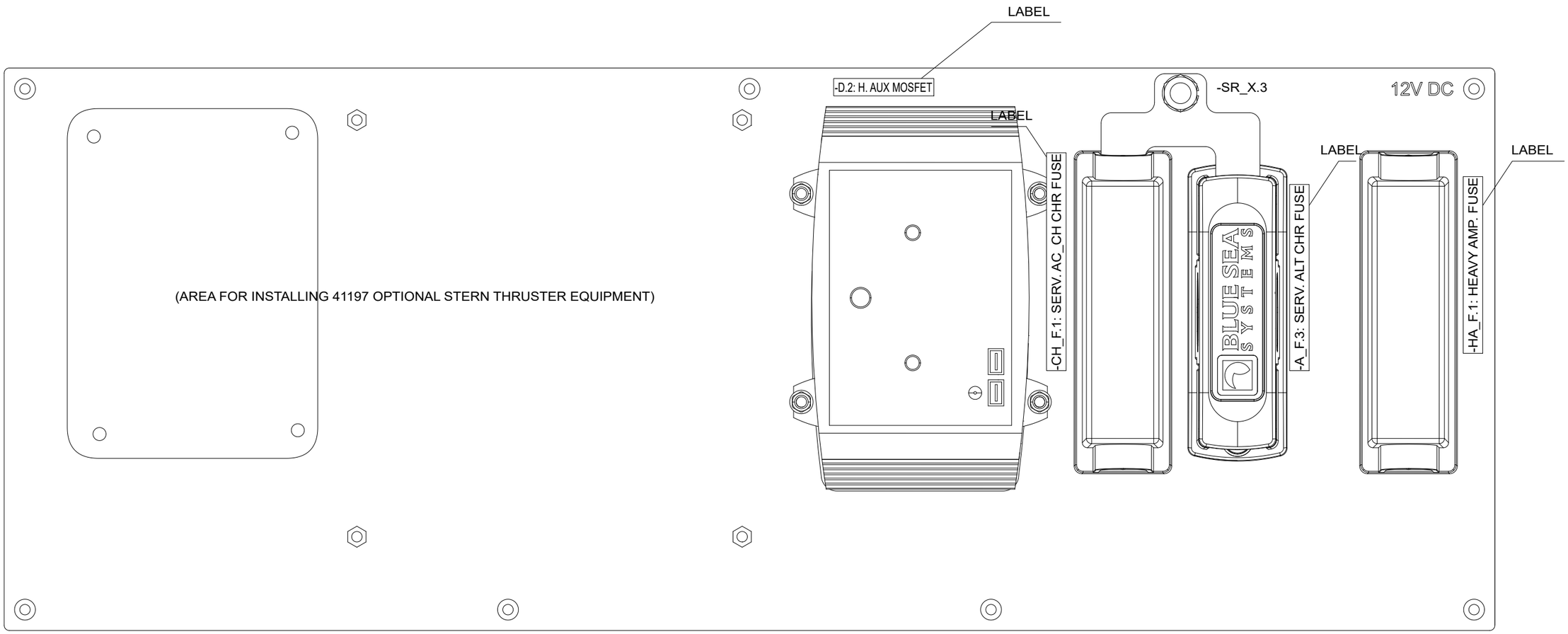
| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 6 |
| Project rev. | G |

NAVIX designed solutions

Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29617<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX<br>FWD WALL PANEL<br>Title | HL<br>Loc | 152 / 210<br>Sheet | |

# GENERAL LAYOUT/ LABELS




| Date of modification | Modified by | Description |
|---|---|---|
| 13.10.2023 | PF | F5: 2004855; A_F.3 holder -> Bluesea, fuse moved to 39902, D.2 |
| 15.4.2024 | PF | G6: 2005054; Updated panel, attachment for stern thruster equipment |
| 17.2.2023 | RK | F4: NOT MODIFIED. |

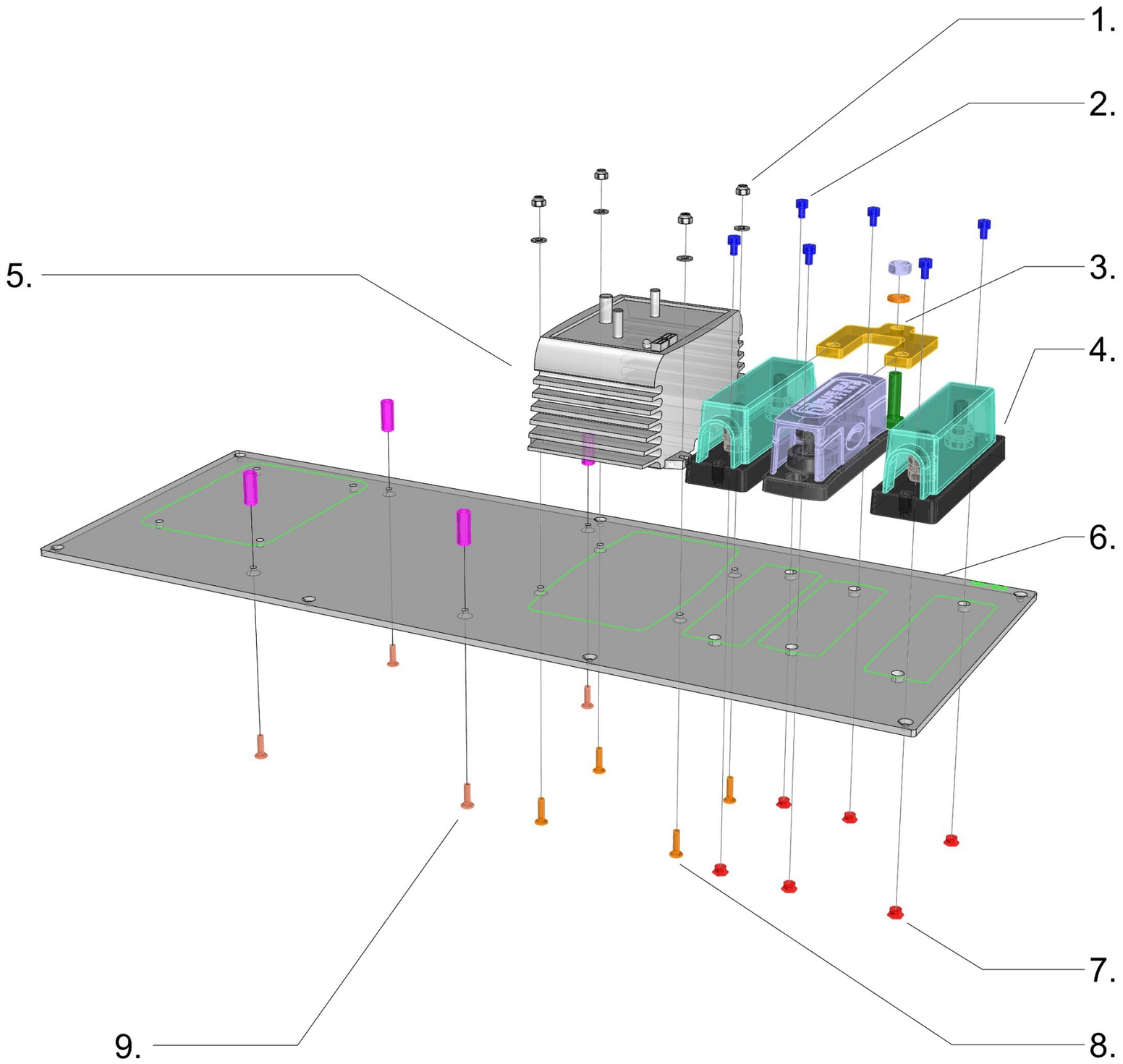
| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 6 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29617<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX<br>FWD WALL PANEL<br>Title | HL<br>Loc | 153 / 210<br>Sheet | |

# 29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL

# EXP VIEW




29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL

1. 4 PCS VMI30818 SELF-LOCKING HEXAGON NUT M4 DIN985
   4 PCS VMI30906 FLAT WASHER FOR HEX BOLTS AND NUTS M4 DIN125A
2. 6 PCS VMI30942 - HEX socket Head Cap Screw M4X8 DIN912 C4
3. 1 PC 30142_ANL_CONNECTION_BAR_DOUBLE
   1 PC VMI32019 - HEX Bolt Full thread M8X30 DIN933 C4
   1 PC VMI32011 - Spring Lock washer M8 DIN127 C4
   1 PC VMI32012 - HEX Nut M8 DIN934 C4
4. 2 PCS 14978_ANL_FUSE_HOLDER (AS IN DIAGRAM)
   1 PC 13634 Blue Sea ANL FUSE BLOCK 5005 35A to 300A (AS IN DIAGRAM)
5. 1 PC 38906 BATTERY ISOLATOR (AS IN DIAGRAM)
6. 1 PC 29900_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL_(WOC)_V6
7. 6 PCS 9872 - PURISTEVÄLIHOLKKI ETSOS-M4x4 - 50072
8. 4 PCS VMI30917 - Countersunk head Screw HEX socket M4X16 DIN7991 C4

9. 4 PCS VMI32036 - Extension Bolt M4 L-20
   4 PCS VMI30916 - Countersunk head Screw HEX socket M4X14 DIN7991 C4

TE 28.06.2019
MN 23.01.2020
TE 16.04.2020
MN 27.9.2023 ( Project 2004855 )
TS 18.4.2024 ( Project 2005054)

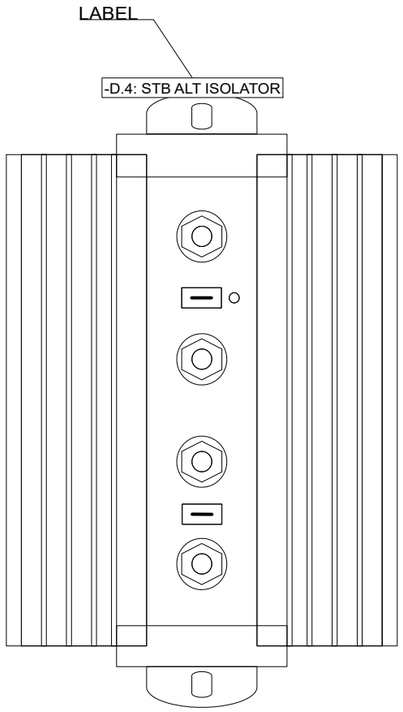
| Date of modification | Modified by | Description |
|---|---|---|
| 13.10.2023 | PF | F5: 2004855; A_F.3 holder -> Bluesea, fuse moved to 39902, D.2 |
| 15.4.2024 | PF | G6: 2005054; Updated panel, attachment for stern thruster equipment |
| 17.2.2023 | RK | F4: NOT MODIFIED. |

| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 6 |
| Project rev. | G |

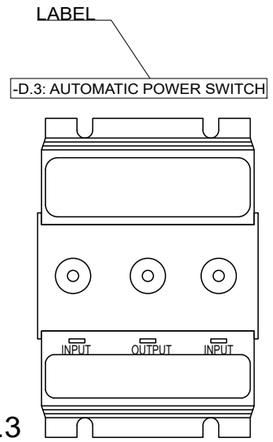
Copyright by

NAVIX designed solutions

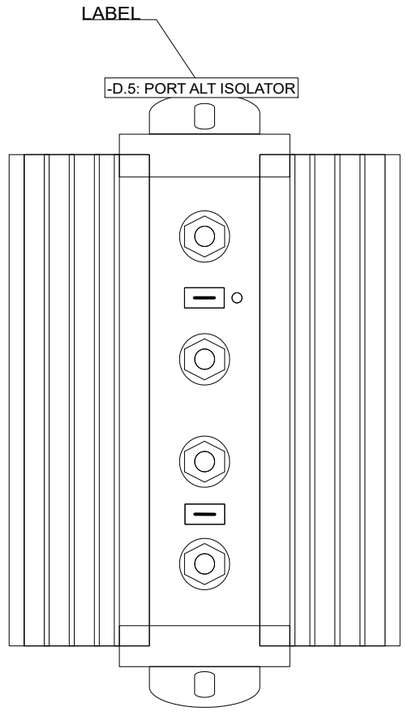
| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29617<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX FWD WALL PANEL<br>Title | HL<br>Loc | 154 / 210<br>Sheet |




## -D.4
38826
BatteryMate 2503 IG
Isolator 3-output 200A




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




## -D.5
38826
BatteryMate 2503 IG
Isolator 3-output 200A

| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified | Date | 27.6.2019 | Axopar | SEE EXP. VIEW | 29618 |
| 17.2.2023 | RK | F4: NOT MODIFIED. | Drawing by | TuM | Boat | Sub-product code | Product code |
| 13.10.2023 | PF | F5: 2004855; V10 update - isolators changed to Mastervolt | Sheet rev. | 5 | 37 MY20 | BATTERY BOX AFT WALL PANEL | HL |
| | | | Project rev. | G | Boat model | Title | Loc |

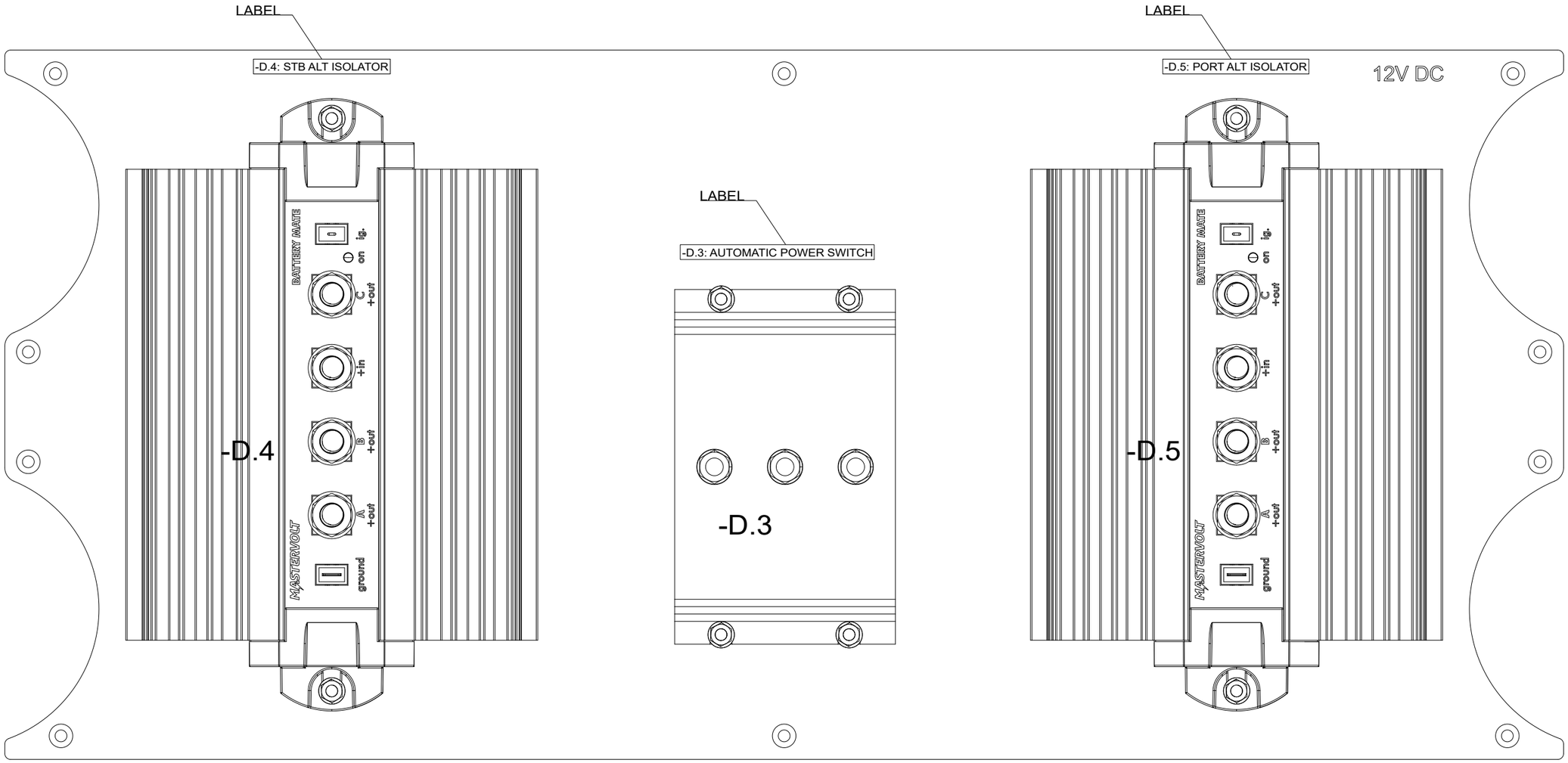
NAVIX designed solutions

Copyright by

Project ID

155 / 210
Sheet

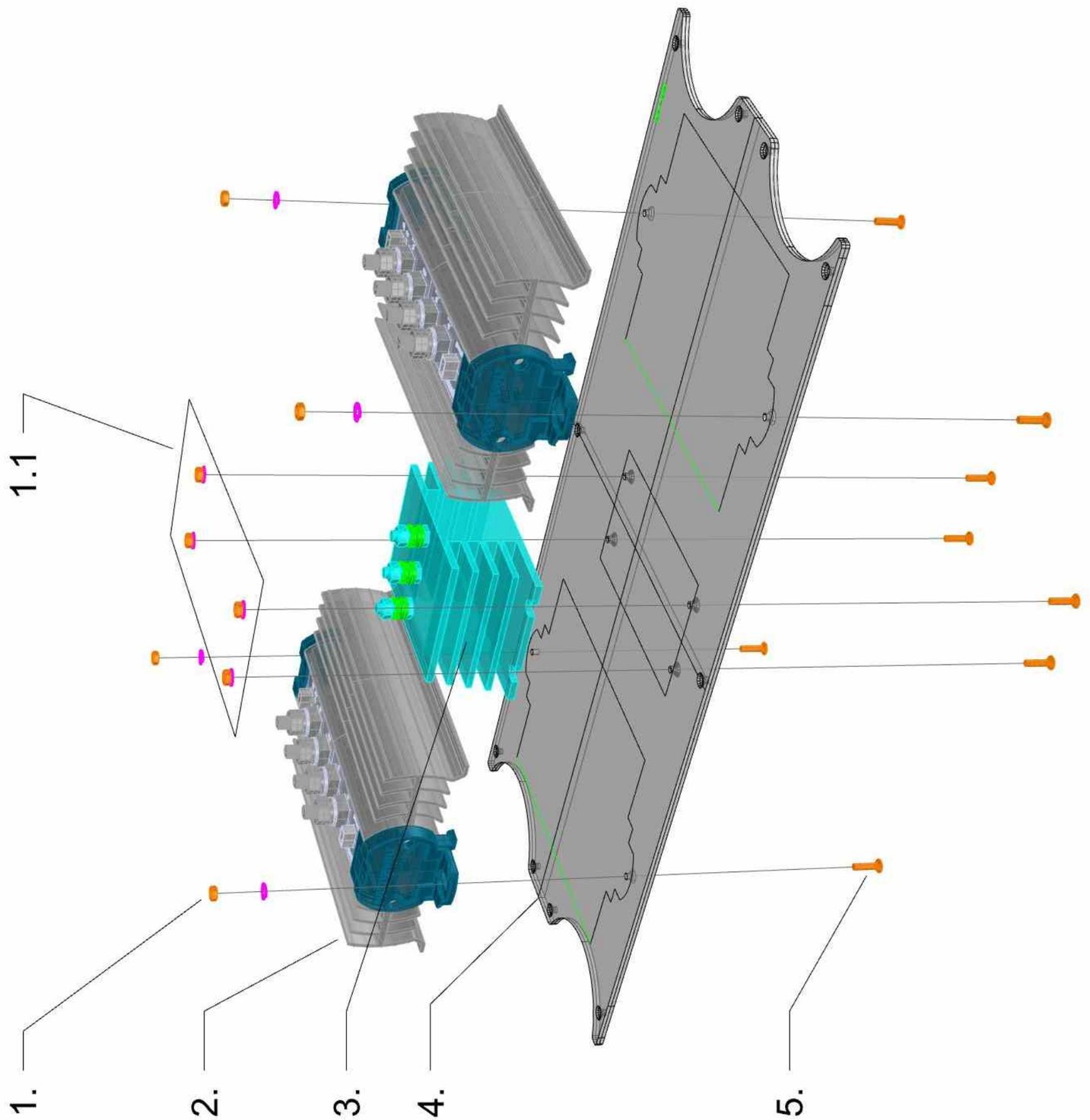
# GENERAL LAYOUT/ LABELS




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified | Date | 27.6.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29618 | |
| 17.2.2023 | RK | F4: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 13.10.2023 | PF | F5: 2004855; V10 update - isolators changed to Mastervolt | Sheet rev. | 5 | | 37 MY20 | BATTERY BOX AFT WALL PANEL | HL | 156 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# EXP VIEW

29618_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL




29618_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL

1. 4 PCS M4 NUT A4
   4 PCS M4 SPRING WASHER
   4 PCS M4 WASHER
1.1 4 PCS M4 NUT A4
   4 PCS M4 SPRING WASHER
   4 PCS M4 WIDE WASHER
2. 2 PCS 38826 BATTERYMATE 2503 IG ISOLATOR 3-OUTPUT 200A
3. 1 PC 23655 VICTOR BCD 802 SOURCE COMBINER
4. 1 PC 29901_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL_(WOC)_V4
5. 8 PCS M4 L16 CS HEX BOLTS A4

TE 28.06.-19
TE 07.10.-19
MN 27.9.2023 ( Project 2004855 )

| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G5: 2005054; Not modified |
| 17.2.2023 | RK | F4: NOT MODIFIED. |
| 13.10.2023 | PF | F5: 2004855; V10 update - isolators changed to Mastervolt |

| | |
|---|---|
| Date | 27.6.2019 |
| Drawing by | TuM |
| Sheet rev. | 5 |
| Project rev. | G |

NAVIX designed solutions

Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP. VIEW<br>Sub-product code | 29618<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX AFT WALL PANEL<br>Title | HL<br>Loc | 157 / 210<br>Sheet |

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.

CONNECTION
TO HULL HARNESS

-B_X.1a
DT06-4S
14050
+ W4S
14049

-B_X.1a#1
DT06-4S
1 SB_E_MS_C_YEL -B_X.3:4 1.5 WHITE/YELLOW
2 SB_E_MS_C_RED -MS1_CF2:2 1.5 WHITE/RED
3 SB_E_MS_C_BRN -B_X.3:3 1.5 WHITE/BROWN
4 SB_E_MS_C_ORG -B_X.3:6 1.5 ORANGE
200 mm

-B_X.1b
DT06-4S
14050
+ W4S
14049

-B_X.1b#1
DT06-4S
1 PT_E_MS_C_YEL -B_X.4:4 1.5 WHITE/YELLOW
2 PT_E_MS_C_RED -MS2_CF2:2 1.5 WHITE/RED
3 PT_E_MS_C_BRN -B_X.4:3 1.5 WHITE/BROWN
4 PT_E_MS_C_ORG -B_X.4:6 1.5 ORANGE
200 mm
100 mm
27041 NW 7,5
PP-MOD

-B_X.1c
DT06-4S
14050
+ W4S
14049

-B_X.1c#1
DT06-4S
1 SERV_MS_C_YEL -B_X.2:4 1.5 WHITE/YELLOW
2 SERV_MS_C_RED -MS3_CF2:2 1.5 WHITE/RED
3 SERV_MS_C_BRN -B_X.2:3 1.5 WHITE/BROWN
4 SERV_MS_C_ORG -B_X.2:6 1.5 ORANGE
200 mm
100 mm
27041 NW 7,5
PP-MOD

-B_X.1d
DT04-3P
18609
+ W3P
18610

-B_X.1d#1
DT04-3P
1 INPUT- -B2m:1 2.5 BLACK
2 INPUT- -B2o:1 2.5 BLACK
3 ISOL_IGN -D4f:1 2.5 RED
200 mm

-B_X.1e
DTP04-2P-C015
18516
+ WP-2P
18520

-B_X.1e#1
DTP04-2P-C015
1 INPUT- -B2r:1 6 BLACK
2 INPUT- -B2n:1 6 BLACK

-B_X.1f
DT06-4S
14050
+ W4S
14049
+10930900

-B_X.1f#1
DT06-4S
1 -X.MS5:4 B_HA_MS_C_YEL
2 -X.MS5:3 B_HA_MS_C_BRN
3 -X.MS5:6 B_HA_MS_C_ORG
4

-B2d#1 MAIN DC NEG. POINT STBD
ERF2-10 10 INPUT- -B_X.2:1, -X.MS5:1 1.5 BLACK 200 mm

-B2e#1
10024HQ 10 INPUT- -B_X.3:1, -D4e:1 2.5 BLACK 200 mm

-B2f#1
10024HQ 10 INPUT- -B_X.4:1, -D5e:1 2.5 BLACK 200 mm

-B2k#1
ERF2-10 10 INPUT- -D2e:1 2.5 BLACK 200 mm

-B2m#1
ERF2-10 10 INPUT- -B_X.1d:1 2.5 BLACK 200 mm

-B2n#1
10024HQ 10 INPUT- -B_X.1e:2 6 BLACK 200 mm

-B2o#1
10024HQ 10 INPUT- -B_X.1d:2 2.5 BLACK 200 mm

-B2r#1
10024HQ 10 INPUT- -B_X.1e:1 6 BLACK 200 mm

200 mm
100 mm
50 mm
22823 NW 17
PP-MOD

-MS5_CF1#1
-X.MS5:2 A_HA_MS_C_RED
2

-X.MS5#1
INPUT- -B2d:1
-MS5_CF1:2 A_HA_MS_C_RED
-B_X.1f:2 B_HA_MS_C_BRN
-B_X.1f:1 B_HA_MS_C_YEL
-B_X.1f:3 B_HA_MS_C_ORG
DTM04-6P

33003
+ 6P WEDGELOCK
33004
+ S. PLUG #20 RED
25957

-X.MS5
DTM04-6P

300 mm
1000 mm
450 mm
450 mm
22821 NW 10
PP-MOD
600 mm
100 mm

550 mm
450 mm
22823 NW 17
PP-MOD

200 mm
200 mm
22821 NW 10
PP-MOD
350 mm
350 mm
22821 NW 10
PP-MOD
550 mm
250 mm

STB ALT ISOL: NEG -D4e#1
2.5 BLACK -B2e:1 INPUT- 1
4422.02

STB ALT ISOL: IGN -D4f#1
2.5 RED -D5f:1, -B_X.1d:3 ISOL_IGN 1
4425.02

300 mm
CONNECTION
TO PORT PANEL 1
-MS2_CF1#1
1.5 WHITE/RED -B_X.4:2 PT_E_MS_C_RED X 2
-MS2_CF2#1
1.5 WHITE/RED -B_X.1b:2 PT_E_MS_C_RED X 2

CONNECTION
TO PORT PANEL 1
-B_X.4#1
1.5 BLACK -B2f:1 INPUT- 1
1.5 WHITE/RED -MS2_CF1:2 PT_E_MS_C_RED 2
1.5 WHITE/BROWN -B_X.1b:3 PT_E_MS_C_BRN 3
1.5 WHITE/YELLOW -B_X.1b:1 PT_E_MS_C_YEL 4
1.5 ORANGE -B_X.1b:4 PT_E_MS_C_ORG 5
6
DTM04-6P

-B_X.4
DTM04-6P
33003
+ 6P WEDGELOCK
33004
+ S. PLUG #20 RED
25957

STB ALT ISOL: NEG -D5e#1
2.5 BLACK -B2f:1 INPUT- 1
4422.02

STB ALT ISOL: IGN -D5f#1
2.5 RED -D4f:1 ISOL_IGN 1
4425.02

CONNECTION
TO STB PANEL 2
-MS3_CF1#1
1.5 WHITE/RED -B_X.2:2 SERV_MS_C_RED X 2
-MS3_CF2#1
1.5 WHITE/RED -B_X.1c:2 SERV_MS_C_RED X 2

300 mm
200 mm
21693 NW 4,5 PP-MOD

CONNECTION
TO STB PANEL 2
-B_X.2#1
1.5 BLACK -B2d:1 INPUT- 1
1.5 WHITE/RED -MS3_CF1:2 SERV_MS_C_RED 2
1.5 WHITE/BROWN -B_X.1c:3 SERV_MS_C_BRN 3
1.5 WHITE/YELLOW -B_X.1c:1 SERV_MS_C_YEL 4
1.5 ORANGE -B_X.1c:4 SERV_MS_C_ORG 5
6
DTM04-6P

-B_X.2
DTM04-6P
33003
+ 6P WEDGELOCK
33004
+ S. PLUG #20 RED
25957

500 mm
400 mm
21693 NW 4,5
PP-MOD
2.5 BLACK -B2k:1 INPUT- 1
4422.02

HA A. MOSFET: NEG -D2e#1

CONNECTION
TO STB PANEL 1
-B_X.3#1
1.5 BLACK -B2e:1 INPUT- 1
1.5 WHITE/RED -MS1_CF1:2 MS_EL_FD_ST_SB+ 2
1.5 WHITE/BROWN -B_X.1a:3 SB_E_MS_C_BRN 3
1.5 WHITE/YELLOW -B_X.1a:1 SB_E_MS_C_YEL 4
1.5 ORANGE -B_X.1a:4 SB_E_MS_C_ORG 5
6
DTM04-6P

-B_X.3
DTM04-6P
33003
+ 6P WEDGELOCK
33004
+ S. PLUG #20 RED
25957

100 mm
300 mm
200 mm
21693 NW 4,5 PP-MOD

CONNECTION
TO STB PANEL 1
-MS1_CF1#1
1.5 WHITE/RED -B_X.3:2 MS_EL_FD_ST_SB+ X 2
-MS1_CF2#1
1.5 WHITE/RED -B_X.1a:2 SB_E_MS_C_RED X 2

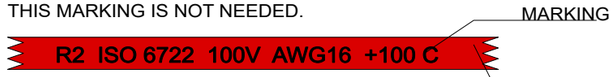
SPLIT TUBE IF NECESSARY

TAPE SPLITTED TUBE EVERY 200 mm
200 mm

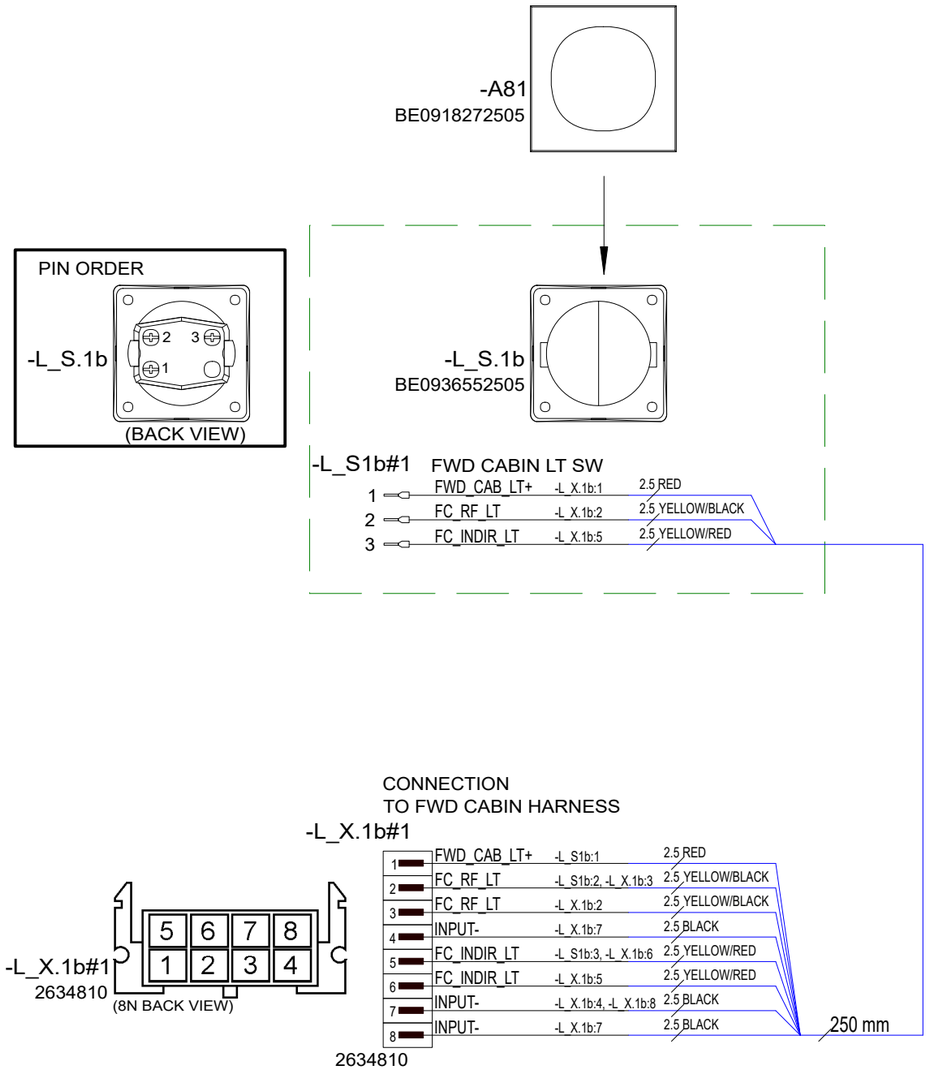
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12.4.2024 | PF | G8: 2005054; B_X1f & -X.MS5 added | Date | 8.7.2019 | NAVIX designed solutions | Axopar | | 29620 |
| 22.9.2021 | VV | E6: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 17.2.2023 | RK | F7: LENGTH MODIFICATIONS. | Sheet rev. | 8 | Copyright by | 37 MY20 | BATTERY BOX HARNESS | HL |
| Date of modification | Modified by | Description | Project rev. | G | | Boat model | Title | Loc / 158 / 210 Sheet |

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

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



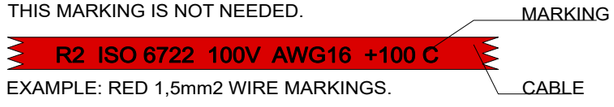

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



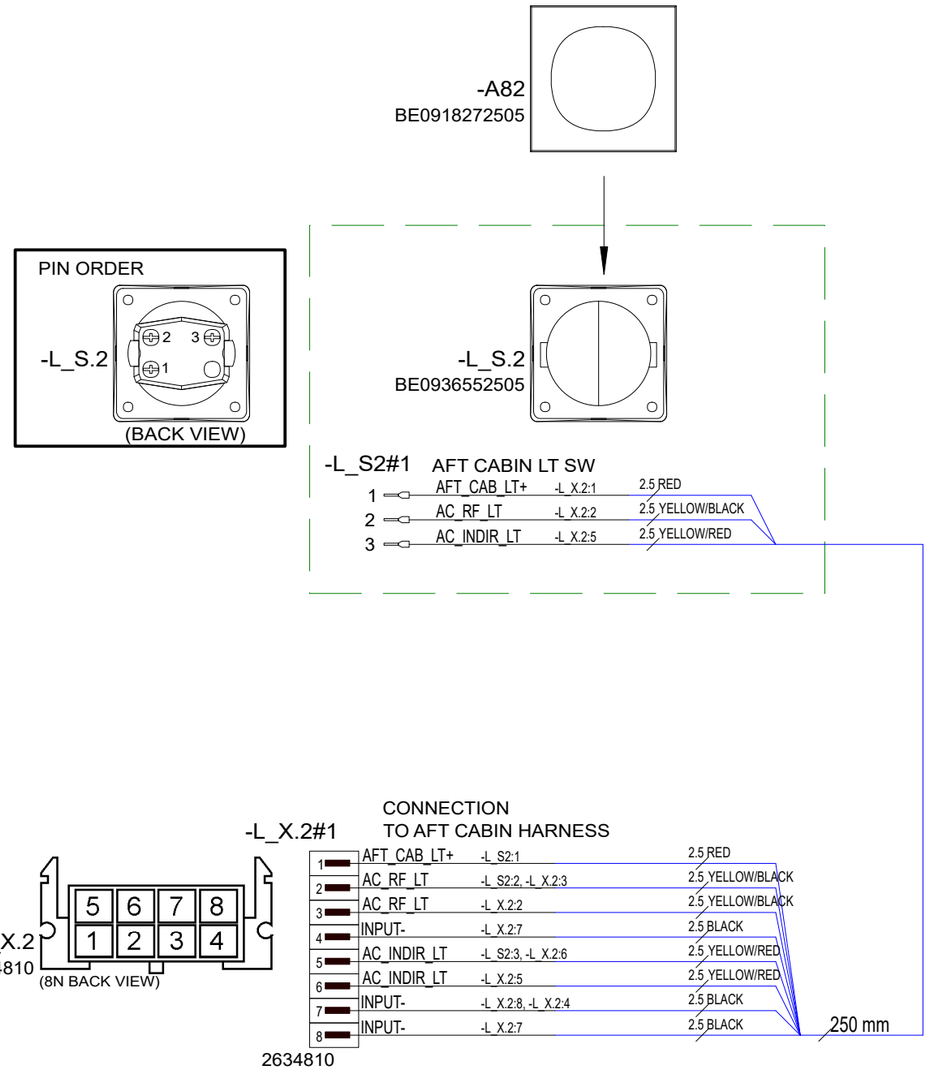

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 4.4.2024 | PF | G6: 2005054; Modified as option for light pack switch | Date | 22.5.2019 | NAVIX designed solutions | Axopar | | 29635 | |
| 22.9.2021 | VV | E5: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F5: NOT MODIFIED. | Sheet rev. | 6 | | 37 MY20 | FWD CABIN LIGHT SWITCH | HL | 159 / 210 |
| | | | Project rev. | G | Copyright by | 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.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 22.9.2021 | VV | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. | Date | 22.5.2019 | NAVIX designed solutions | Axopar | | 29636 | |
| 17.2.2023 | RK | F3: NOT MODIFIED. | Drawing by | TuM | | | | | |
| 4.4.2024 | PF | G4: 2005054; Modified as option for light pack switch | Sheet rev. | 4 | | 37 MY20 | AFT CABIN LIGHT SWITCH | HL | 160 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |
| | | | | | | Boat | Sub-product code | Product code | Project ID |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

CONNECTION
TO FUSE UNIT
-X2g#1

2.5 GREY -ISM_A1a ISM_RECEIVER 1
2.5 GREY -ISM_A1a ISM_IGN 2
2.5 GREY -ISM_A2a:+ ISM_REL_UNIT 3
4
2635410

1100 mm
*1000 mm*
*27041 NW 7,5*
*PP-MOD*

4 3
2 1
(4U BACK VIEW)
-X2g
2635410

-ISM_A2a#1 ISM RELAY BOX: PWR
\+ X ISM_REL_UNIT -X2g:3 2.5 GREY
\- X INPUT- -XG1b-14:1 2.5 BLACK
100 mm

-ISM_A2b#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

-ISM_A2b#1 ISM RELAY BOX: STB TRIM
1 STB_TRIM+ -TR_X.1:1 2.5 RED
2 STB_TRIM- -TR_X.1:2 2.5 BLACK
DT04-2P
100 mm

-ISM_A2c#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

-ISM_A2c#1 ISM RELAY BOX: PORT TRIM
1 PORT_TRIM+ -TR_X.2:1 2.5 RED
2 PORT_TRIM- -TR_X.2:2 2.5 BLACK
DT04-2P
100 mm

-ISM_A1a#1 ISM RECEIVER: PWR
ISM_RECEIVER -X2g:1 2.5 GREY
ISM_IGN -X2g:2 2.5 GREY
INPUT- -XG1a-15:1 2.5 BLACK
100 mm

-ISM_A1b#1 ISM BOW TH C SW FEED
ISM_BOW_TH_C -X7d:1 1.5 WHITE/BLACK
ISM_B_TH_SW_L+ -X7d:2 1.5 WHITE
100 mm

-ISM_A1c#1 ISM NEUTRAL SAFE. SW
ISM_CTRL -ISM_A3 1.5 WHITE/GREEN
100 mm

LABEL:
OPTIONAL ISM SYSTEM
CONNECTIONS

900 mm
*900 mm*
*22822 NW 13*
*PP-MOD*

900 mm
*900 mm*
*22821 NW 10*
*PP-MOD*

900 mm
*900 mm*
*22820 NW 8,5*
*PP-MOD*

LABEL:
TRIM: ALTERNATIVE
OPTION, ISM-SYSTEM
CONNECTIONS

100 mm 1.5 WHITE/GREEN -ISM_A1c ISM_CTRL
ISM TRIM IGN. -ISM_A3#1

100 mm 2.5 RED -ISM_A2b:1 STB_TRIM+ 1
2.5 BLACK -ISM_A2b:2 STB_TRIM- 2
ISM CONTACT: STB TRIM -TR_X.1#1
DT04-2P

-TR_X.1#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

100 mm 2.5 RED -ISM_A2c:1 PORT_TRIM+ 1
2.5 BLACK -ISM_A2c:2 PORT_TRIM- 2
ISM CONTACT: PORT TRIM -TR_X.2#1
DT04-2P

-TR_X.2#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

400 mm
*300 mm*
*21693 NW 4,5*
*PP-MOD*

1.5 WHITE/BLACK -ISM_A1b ISM_BOW_TH_C 1
1.5 WHITE -ISM_A1b ISM_B_TH_SW_L+ 2
-X7d#1

2
1
-X7d#1
2637810
(2UT BACK VIEW)

CONNECTED TO THE
-XG.1A

-XG1a-15#1 4 INPUT- -ISM_A1a 2.5 BLACK 150 mm

CONNECTED TO THE
-XG.1b

-XG1b-14#1 HULL H. INPUT-
4 INPUT- -ISM_A2a:- 2.5 BLACK 150 mm

1000 mm
*1000 mm*
*27041 NW 7,5*
*PP-MOD*

SPLIT TUBE IF NECESSARY

TAPE SPLITTED TUBE EVERY 200 mm
200 mm

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F3: NOT MODIFIED. | Date | 25.9.2019 | NAVIX designed solutions | Axopar | | 30735 | |
| 12.4.2024 | PF | G3: 2005054; Not modified | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 22.9.2021 | VV | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. | Sheet rev. | 3 | | 37 MY20 | ISM HARNESS | HL | 161/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

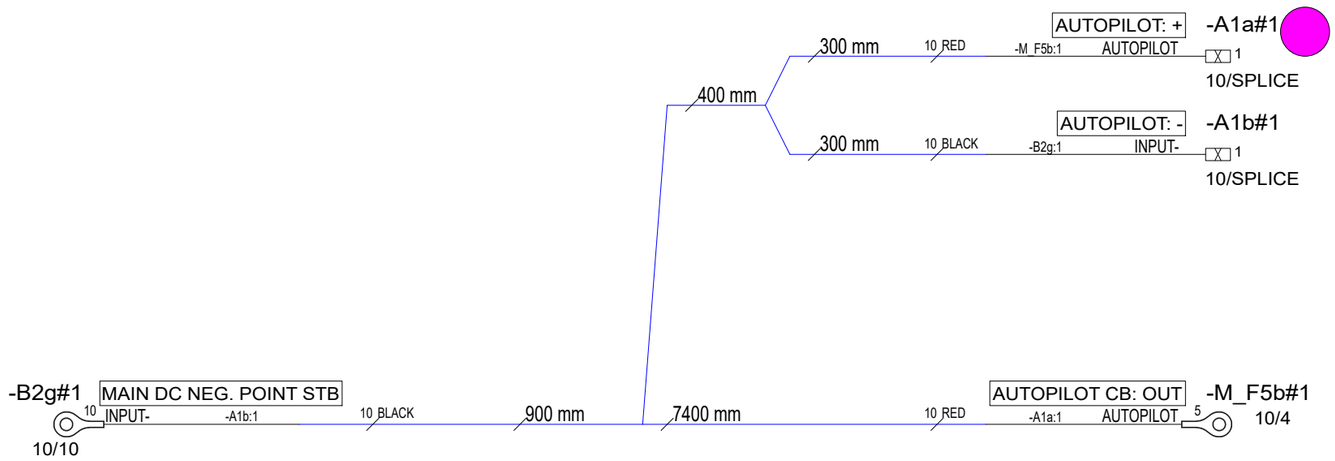
R2 ISO 6722 100V AWG6 +100 C

CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

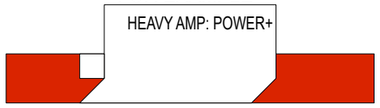


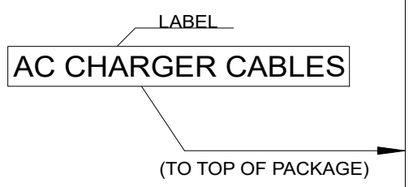

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 12.4.2024 | PF | G3: 2005054; Not modified | Date | 25.9.2019 | NAVIX designed solutions | Axopar | | 30736 | |
| 22.9.2021 | VV | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM | | | | | |
| 17.2.2023 | RK | F3: NOT MODIFIED. | Sheet rev. | 3 | | 37 MY20 | AUTOPILOT HARNESS | HL | 162 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

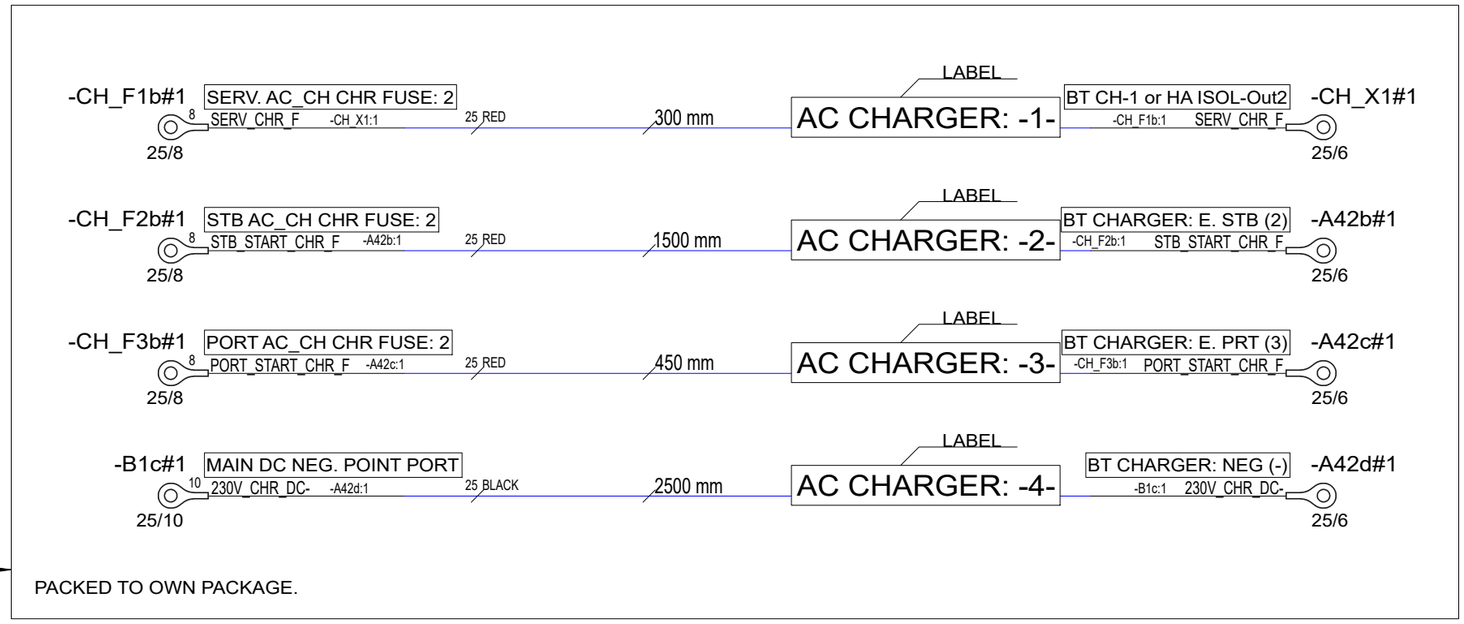
Boat | Sub-product code | Product code | Project ID

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

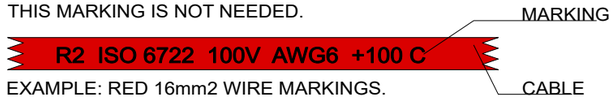



NOTICE!
BATTERY CABLES NEED TO ADD MARKINGS
SHOWN IN EXAMPLE BELOW.

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

| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G4: 2005054; Not modified |
| 22.9.2021 | VV | E4: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F4: NOT MODIFIED. |

Date 26.9.2019
Drawing by TuM
Sheet rev. 4
Project rev. G

NAVIX designed solutions
Copyright by

Axopar — Boat
Sub-product code
30737 — Product code
Project ID
37 MY20 — Boat model
BATTERY BOX CHARGER CABLES — Title
HL — Loc
163 / 210 — Sheet

PANEL LT LABELS PORT -A53-#1

1.5 RED/BLACK -PL_X.1-:1 NAV_LT_IN +
1.5 BLUE -PL_X.1-:2 DIM_COM- -

16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369

/165.A1

1.

2.

LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT

-DIM.1
38658

-XDIM1-#1
1 RED_VCC
2 BLACK_GND
3 BLUE_COM

Connect during assembly!

-S_S.2- NAVIGATION LT -S_S2-#1
82-5151.2123
14077
C NO NC + -
NAV_LT_IN
NAV_LT_OUT
SW2-

-S_S.3- ANCHOR LT -S_S3-#1
82-5151.2123
14077
NAV_LT_IN
ANCH_LT_OUT
ANCH_LT_OUT
SW3-

-S_S.4- DECK LT -S_S4-#1
82-5151.2123
14077
DECK_LT+
DECK_LT
DECK_LT
SW4-

-S_S.5- ROOF LT -S_S5-#1
82-5151.1123
14075
MC_COM
ROOF_DIM
MC_ROOF_LT
MC_ROOF_NEG

-S_S.6- AMBIENT LT -S_S6-#1
82-5151.1123
14075
MC_COM
AMB_DIM
MC_AMB_LT
MC_AMB_NEG

-S_S.7- UW LIGHT -S_S7-#1
82-5151.2123
14077
UW_LT_STB+
UW_LT_REL_C
UW_LT_STB
SW7-

250 mm

-PL_X.1-#1
NAV_LT_IN -A53-+ 1.5 RED/BLACK
DIM_COM- -A53-:- 1.5 BLUE
2634210 (2N BACK VIEW)

-PL_X.1-#1
CONNECTED
2634210

-PL_X1-#1
NAV_LT_IN -SH_X.6a:1, -XDIM1-:1 1.5 RED/BLACK
DIM_COM- -XDIM1-:3, -S_XG1b- 1.5 BLUE
50 mm
2635210

-PL_X1-#1
2635210 (2U BACK VIEW)

1.5 RED -PL_X1-:1 NAV_LT_IN
1.5 BLACK -SH_X.6b:10 INPUT-
1.5 BLUE -PL_X1-:2 DIM_COM-

50 mm

-SH_X.6a#1
(11N BACK VIEW)
2639010

| | | | |
|---|---|---|---|
| 1 | | | 1.5 RED |
| 2 | | | |
| 3 | | | |
| 4 | NAV_LT_IN | -S_S3-:C, -S_S2-:C | 1.5 RED |
| 5 | NAV_LT_OUT | -S_S2-:NO, -D1-:1 | 1.5 RED |
| 6 | ANCH_LT_OUT | -S_S3-:NO, -D1-:2 | 1.5 BLUE |
| 7 | DECK_LT+ | -S_S4-:C | 1.5 WHITE/GREY |
| 8 | DECK_LT | -S_S4-:+, -SH_X.6a:9 | 1.5 WHITE/GREY |
| 9 | DECK_LT | -SH_X.6a:10, -SH_X.6a:8 | 1.5 WHITE/GREY |
| 10 | DECK_LT | -SH_X.6a:11, -SH_X.6a:9 | 1.5 WHITE/GREY |
| 11 | DECK_LT | -SH_X.6a:10, -S_S4-:NO | 1.5 WHITE/GREY |

2639010

-X.6c#1

-X.6c
2634810
(8N BACK VIEW)

| | | | |
|---|---|---|---|
| 1 | ROOF_DIM | -S_S5-:NO | 1.5 WHITE |
| 2 | MC_COM | -S_S5-:C | 1.5 WHITE/BLACK |
| 3 | AMB_DIM | -S_S6-:NO | 1.5 WHITE |
| 4 | MC_COM | -S_S6-:C | 1.5 WHITE/BLACK |
| 5 | MC_ROOF_NEG | -S_S5-:- | 1.5 YELLOW |
| 6 | MC_ROOF_LT | -S_S5-:+ | 1.5 RED |
| 7 | MC_AMB_NEG | -S_S6-:- | 1.5 YELLOW |
| 8 | MC_AMB_LT | -S_S6-:+ | 1.5 RED |

2634810

-D.1-#1
P600G
6A
WITH SHRINK TUBE
BS_2

| | | | |
|---|---|---|---|
| 1 | NAV_LT_OUT | -SH_X.6a:5 | 1.5 RED |
| 2 | ANCH_LT_OUT | -SH_X.6a:6 | 1.5 BLUE |

CONNECTION TO HULL HARNESS

-SH_X.6b#1
(11N BACK VIEW)
2639010

| | | | |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | UW_LT_STB+ | -S_S7-:C | 1.5 GREY/BROWN |
| 5 | UW_LT_REL_C | -S_S7-:NO | 1.5 GREY/BROWN |
| 6 | | | |
| 7 | | | |
| 8 | UW_LT_STB | -S_S7-:+ | 1.5 GREY/BROWN |
| 9 | DIM_COM- | -S_XG1a- | 1.5 BLUE |
| 10 | INPUT- | -XDIM1-:2 | 1.5 BLACK |
| 11 | | | |

2639010

300 mm

250 mm

100 mm

-D_D1- - D_D15- = 1N4005
Cover with shrinktube!

SW. PANEL NEG. PORT -S_XG1a-#1

| | | | | | |
|---|---|---|---|---|---|
| 1.5 BLUE | | | | -SH_X.6b:9 | DIM_COM- |
| 1 GREY | -S_S4-:- | SW4- | -D_D4- | -D_D4-:2 | DIM_COM- |
| 1 GREY | -S_S2-:- | SW2- | -D_D2- | -D_D2-:2 | DIM_COM- |
| 1 GREY | -S_S3-:- | SW3- | -D_D3- | -D_D3-:2 | DIM_COM- |
| 1.5 GREY | | | | -S_XG1b- | DIM_COM- |

-S_XG.1a-
12743

SW. PANEL NEG. PORT -S_XG1b-#1

| | | | | | |
|---|---|---|---|---|---|
| 1.5 GREY | | | | -S_XG1a- | DIM_COM- |
| 1 GREY | -S_S7-:- | SW7- | -D_D7- | -D_D7-:2 | DIM_COM- |
| 1.5 BLUE | | | | -PL_X1-:2 | DIM_COM- |

-S_XG.1b-
12743

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED | Date | 6.11.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW / 30810 / Project ID |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed | Drawing by | TuM | | Boat | Sub-product code / Product code |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update | Sheet rev. | 11 | | 37 MY20 SHADOW | SWITCH PANEL / HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title / Loc / 164 / 210 Sheet |

2.

/164.A8

LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT

-S_S8-#1 WIPER — -S_S.8- 82-5151.2123 14077
-S_S9-#1 W. WASHER — -S_S.9- 82-5151.1123 14075
-S_S10-#1 HORN — -S_S.10- 82-5151.1113 16449
-S_S11-#1 BILGE P. MID — -S_S.11- 82-5151.2123 14077
-S_S12-#1 BILGE P. AFT — -S_S.12- 82-5151.2123 14077
-S_S13-#1 ROOF BEAM — -S_S.13- 82-5151.2123 14077
-S_S14-2-#1 BOW THRUSTER — -S_S.14- 82-5151.1123 14075

| | C | NO | NC | + | - | |
|---|---|---|---|---|---|---|
| WIPER | CONTROL_2 | WIP_REL_C | | WIP_SLOW | | SW8- |
| W. WASHER | W_WASH+ | W_WASH_REL_C | | W_WASH | | SW9- |
| HORN | HORN+ | HORN_REL_C | | HORN+ | | SW10- |
| BILGE P. MID | BILGE_MID+ | BILGE_MD_REL_C | | BILGE_MID_MAN | | SW11- |
| BILGE P. AFT | BILGE_AFT+ | BLG_AFT_REL_C | | BILGE_AFT_MAN | | SW12- |
| ROOF BEAM | AUX_1+ | AUX_1_REL_C | | AUX_1 | | SW13- |
| BOW THRUSTER | ISM_BOW_TH_C | | INPUT- | ISM_B_TH_SW_L+ | | SW14- |

| | | | | |
|---|---|---|---|---|
| WIPER | -SH_X.7a:1 | 1.5 WHITE/BLUE | CONTROL_2 | -D_D8-:1 |
| | -SH_X.7a:2 | 1.5 WHITE/BLUE | WIP_REL_C | |
| | -SH_X.7a:7 | 1.5 WHITE/BLUE | WIP_SLOW | |
| | | 1 GREY | | |
| W. WASHER | -SH_X.7a:3 | 1.5 GREY/RED | W_WASH+ | -D_D9-:1 |
| | -SH_X.7a:4 | 1.5 GREY/RED | W_WASH_REL_C | |
| | -SH_X.7b:7 | 1.5 GREY/RED | W_WASH | |
| | | 1 GREY | | |
| HORN | -SH_X.7a:5, -S_S10-:+ | 1.5 BROWN | HORN+ | -D_D10-:1 |
| | -SH_X.7a:6 | 1.5 BROWN | HORN_REL_C | |
| | -S_S10-:C | 1.5 BROWN | HORN+ | |
| | | 1 GREY | | |
| BILGE P. MID | -SH_X.7b:1 | 1.5 RED | BILGE_MID+ | -D_D11-:1 |
| | -SH_X.7b:3 | 1.5 GREY | BLG_MD_REL_C | |
| | -SH_X.7b:2 | 1.5 RED | BILGE_MID_MAN | |
| | | 1 GREY | | |
| BILGE P. AFT | -SH_X.7b:4 | 1.5 RED | BILGE_AFT+ | -D_D12-:1 |
| | -SH_X.7b:6 | 1.5 GREY | BLG_AFT_REL_C | |
| | -SH_X.7b:5 | 1.5 RED | BILGE_AFT_MAN | |
| | | 1 GREY | | |
| ROOF BEAM | -SH_X.7c:1 | 1.5 GREY/BLACK | AUX_1+ | -D_D13-:1 |
| | -SH_X.7c:2 | 1.5 GREY/BLACK | AUX_1_REL_C | |
| | -SH_X.7c:5 | 1.5 GREY/BLACK | AUX_1 | |
| | | 1 GREY | | |
| BOW THRUSTER | -SH_X.7d:1 | 1.5 WHITE/BLACK | ISM_BOW_TH_C | -D_D15-:1 |
| | -SH_X.7a:8 | 1.5 BLACK | INPUT- | |
| | -SH_X.7d:2 | 1.5 WHITE | ISM_B_TH_SW_L+ | |
| | | 1 GREY | | |

50 mm

LABEL: BOW TH SW, -S_S14-2: ISM CONNECTION

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

AUX 2 -S_S14-1-#1

| | | | |
|---|---|---|---|
| 1.5 PURPLE/BLACK | -SH_X.7c:3 | AUX_2+ | C |
| 1.5 PURPLE/BLACK | -SH_X.7c:4 | AUX_R_C/BOW_TH | NO |
| | | | NC |
| 1.5 BLUE | -SH_X.7c:6 | AUX_2 | + |
| 1 GREY | -D_D14-:1 | SW14- | - |

100 mm

(CUSTOMER INSTALLS TO LOCATION OUTSIDE PANEL)

-S_S15- 36345 GREY CONNECTOR (BACK VIEW): NC, NO, C, +, -

-S_S15-#1 NAVIGATION ON/OFF — -S_S.15- 82-5151.2123 14077

| C | NO | NC | + | - |
|---|---|---|---|---|
| CONTROL_2 | NAV_ON | | NAV_ON | SW15- |

| | | | |
|---|---|---|---|
| 1.5 WHITE/BLUE | -SH_X.7c:7 | CONTROL_2 | |
| 1.5 ORANGE | -SH_X.7c:8 | NAV_ON | |
| 1.5 ORANGE | -SH_X.7c:8 | NAV_ON | |
| 1 GREY | -D_D16-:1 | SW15- | |

500 mm

CONNECTION TO HULL HARNESS -SH_X.7a#1

-SH_X.7a#1 2634810 (8N BACK VIEW)

| | | | |
|---|---|---|---|
| 1 | CONTROL_2 | -S_S8-:C | 1.5 WHITE/BLUE |
| 2 | WIP_REL_C | -S_S8-:NO | 1.5 WHITE/BLUE |
| 3 | W_WASH+ | -S_S9-:C | 1.5 GREY/RED |
| 4 | W_WASH_REL_C | -S_S9-:NO | 1.5 GREY/RED |
| 5 | HORN+ | -S_S10-:C | 1.5 BROWN |
| 6 | HORN_REL_C | -S_S10-:NO | 1.5 BROWN |
| 7 | WIP_SLOW | -S_S8-:+ | 1.5 WHITE/BLUE |
| 8 | INPUT- | -R3, -S_S14-2-:NO | 1.5 BLACK |

2634810

-SH_X.7b#1

-SH_X.7b#1 2634810 (8N BACK VIEW)

| | | | |
|---|---|---|---|
| 1 | BILGE_MID+ | -S_S11-:C | 1.5 RED |
| 2 | BILGE_MID_MAN | -S_S11-:+ | 1.5 RED |
| 3 | BLG_MD_REL_C | -S_S11-:NO | 1.5 GREY |
| 4 | BILGE_AFT+ | -S_S12-:C | 1.5 RED |
| 5 | BILGE_AFT_MAN | -S_S12-:+ | 1.5 RED |
| 6 | BLG_AFT_REL_C | -S_S12-:NO | 1.5 GREY |
| 7 | W_WASH | -S_S9-:+ | 1.5 GREY/RED |
| 8 | DIM_COM- | -S_XG2a- | 1.5 BLUE |

2634810

-SH_X.7c#1

-SH_X.7c#1 2634810 (8N BACK VIEW)

| | | | |
|---|---|---|---|
| 1 | AUX_1+ | -S_S13-:C | 1.5 GREY/BLACK |
| 2 | AUX_1_REL_C | -S_S13-:NO | 1.5 GREY/BLACK |
| 3 | AUX_2+ | -S_S14-1-:C | 1.5 PURPLE/BLACK |
| 4 | AUX_R_C/BOW_TH | -S_S14-1-:NO | 1.5 PURPLE/BLACK |
| 5 | AUX_1 | -S_S13-:+ | 1.5 GREY/BLACK |
| 6 | AUX_2 | -S_S14-1-:+ | 1.5 PURPLE/BLACK |
| 7 | CONTROL_2 | -S_S15-:C | 1.5 WHITE/BLUE |
| 8 | NAV_ON | -S_S15-:+, -S_S15-:NO | 1.5 ORANGE |

2634810

-SH_X.7d#1 2637710 (2NT BACK VIEW)

-SH_X.7d#1

| | | | |
|---|---|---|---|
| 1 | ISM_BOW_TH_C | -S_S14-2-:C | 1.5 WHITE/BLACK |
| 2 | ISM_B_TH_SW_L+ | -S_S14-2-:+ | 1.5 WHITE |

300 mm

100 mm

-R3#1

1.5 BLACK -SH_X.7a:8 INPUT- X -R3 R3K32_0.5W

-R4 R3K32_0.5W

-A123- 12743

| | | | | |
|---|---|---|---|---|
| 1 GREY | -S_S12-:- | SW12- | -D_D12- | -D_D12-:2 INPUT- |
| 1 GREY | -S_S11-:- | SW11- | -D_D11- | -D_D11-:2 INPUT- |

**-D_D1- - D_D15- = 1N4005**
**Cover with shrinktube!**

SW. PANEL NEG. STB -S_XG2a-#1 12743

| | | | | |
|---|---|---|---|---|
| 1.5 BLUE | | | -SH_X.7b:8 | DIM_COM- |
| 1 GREY | -S_S8-:- | SW8- | -D_D8- | -D_D8-:2 DIM_COM- |
| 1 GREY | -S_S9-:- | SW9- | -D_D9- | -D_D9-:2 DIM_COM- |
| 1 GREY | -S_S10-:- | SW10- | -D_D10- | -D_D10-:2 DIM_COM- |
| 1.5 GREY | | | | -S_XG2b- DIM_COM- |

-S_XG.2a- 12743

SW. PANEL NEG. STB -S_XG2b-#1 12743

| | | | | |
|---|---|---|---|---|
| 1.5 GREY | | | | -S_XG2a- DIM_COM- |
| 1 GREY | -S_S13-:- | SW13- | -D_D13- | -D_D13-:2 DIM_COM- |
| 1.5 GREY | | | | -S_XG2c- DIM_COM- |

-S_XG.2b- 12743

SW. PANEL NEG. STB -S_XG2c-#1 12743

| | | | | |
|---|---|---|---|---|
| 1.5 GREY | | | | -S_XG2b- DIM_COM- |
| 1 GREY | -S_S14-1-:- | SW14- | -D_D14- | -D_D14-:2 DIM_COM- |
| 1 GREY | -S_S14-2-:- | SW14- | -D_D15- | -D_D15-:2 DIM_COM- |
| 1 GREY | -S_S15-:- | SW15- | -D_D16- | -D_D16-:2 DIM_COM- |

-S_XG.2c- 12743

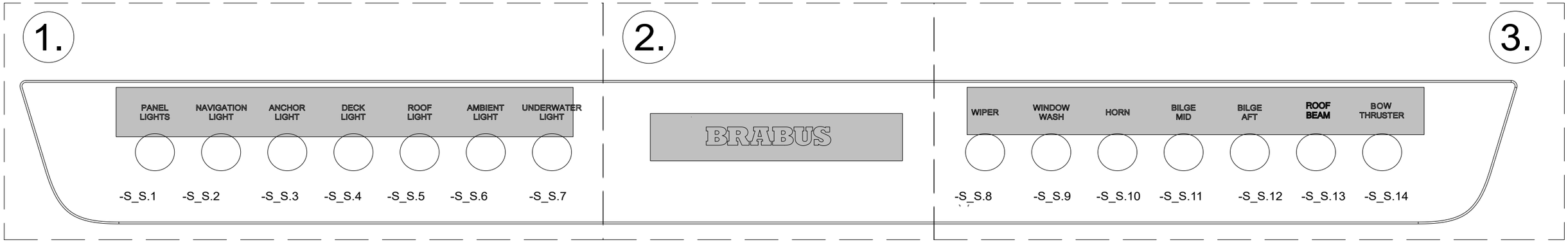
| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update |

| | |
|---|---|
| Date | 6.11.2019 |
| Drawing by | TuM |
| Sheet rev. | 11 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

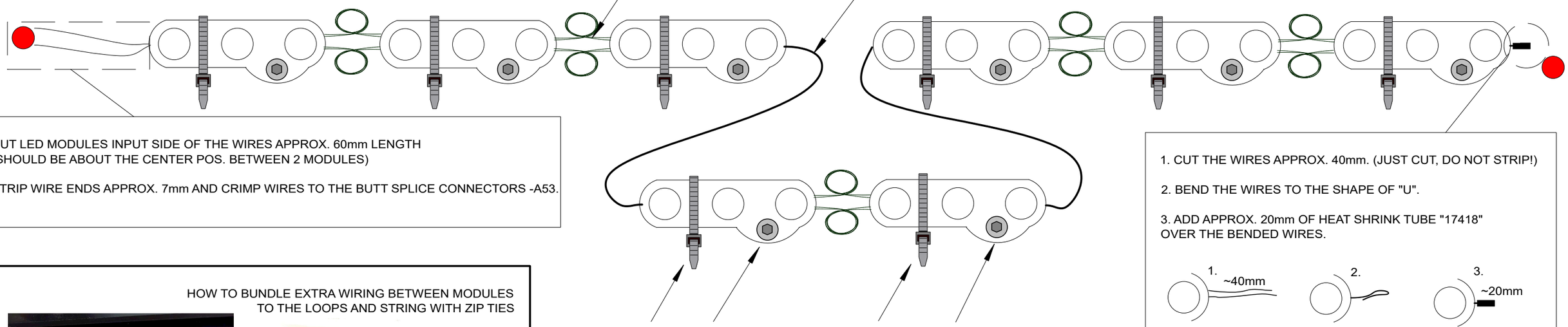
| | | | | |
|---|---|---|---|---|
| Axopar | SEE EXP VIEW | 30810 | | |
| Boat | Sub-product code | Product code | Project ID | |
| 37 MY20 SHADOW | SWITCH PANEL | HL | | |
| Boat model | Title | Loc | Sheet | 165 / 210 |

# SWITCH PANEL GENERAL LAYOUT / LED MODULE CUTTING & FINISHING




16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369

BUNDLE EXTRA WIRING BETWEEN MODULES TO THE LOOPS AND STRING WITH ZIP TIES



CUT LED MODULES INPUT SIDE OF THE WIRES APPROX. 60mm LENGTH
(SHOULD BE ABOUT THE CENTER POS. BETWEEN 2 MODULES)

STRIP WIRE ENDS APPROX. 7mm AND CRIMP WIRES TO THE BUTT SPLICE CONNECTORS -A53.

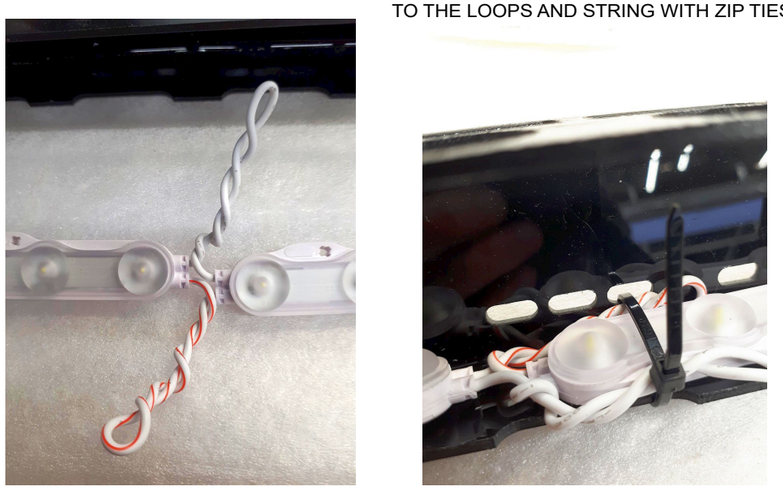
1. CUT THE WIRES APPROX. 40mm. (JUST CUT, DO NOT STRIP!)

2. BEND THE WIRES TO THE SHAPE OF "U".

3. ADD APPROX. 20mm OF HEAT SHRINK TUBE "17418"
OVER THE BENDED WIRES.




HOW TO BUNDLE EXTRA WIRING BETWEEN MODULES
TO THE LOOPS AND STRING WITH ZIP TIES



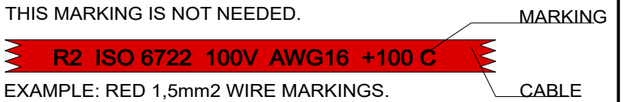


ATTACH ALL LED MODULES TO THE BRACKET 36371 WITH M3X12 BH HEX BOLT A4,
NUT M3 AND 2-SIDED TAPE. ADD CABLE TIE. SEE ALSO EXP. VIEW

TURN THE ENDS OF CABLE TIES TOWARDS TO THE PANEL!

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

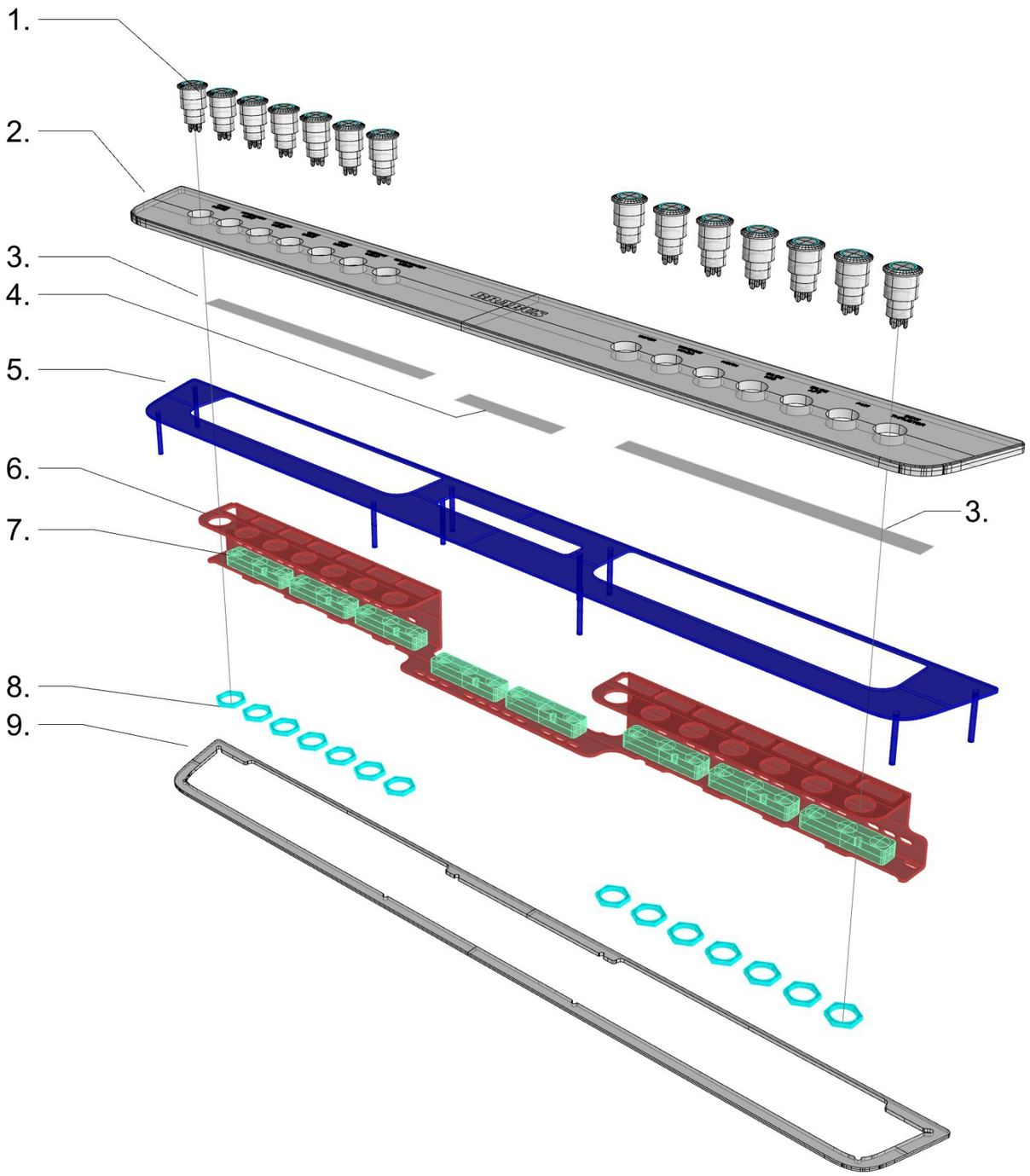
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

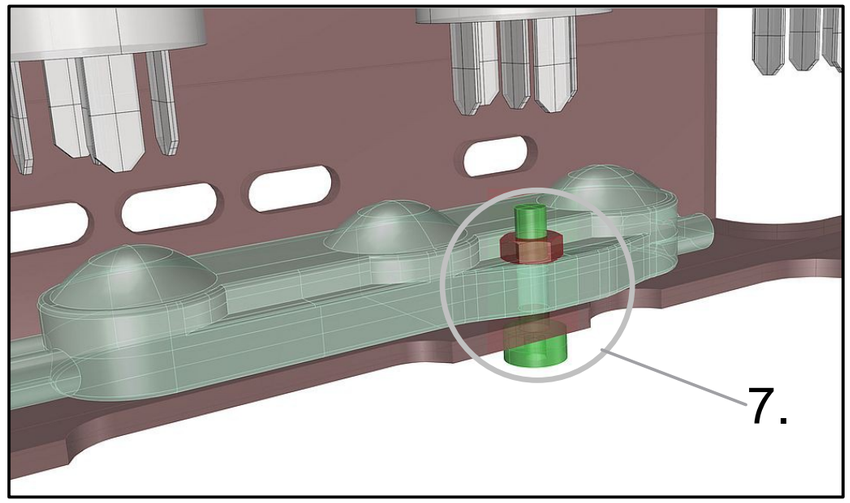



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED | Date | 6.11.2019 | Copyright by | Axopar | SEE EXP VIEW | 30810 | Project ID |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed | Drawing by | TuM | NAVIX designed solutions | Boat | Sub-product code | Product code | |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update | Sheet rev. | 11 | | 37 MY20 SHADOW | SWITCH PANEL | HL | 166 / 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | Sheet |

# 30810_AXOPAR_37_MY_20_SHADOW_SWITCH_PANEL




30810_AXOPAR_37_MY_20_SHADOW_SWITCH_PANEL

1. 14PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PC 31118_AXOPAR_37_MY_20__SHADOW_ACRYL_SWITCH_PANEL_(WOC)

3. 2PCS 29771_AXOPAR_37_MY20_SWITCH_PANEL_TEXT_STICKER
(PLACE BEHIND THE TEXT AREA IN 31118)

4. 1PC 28309_AXOPAR_37_SHADOW_SWITCH_PANEL_LOGO_STICKER
(PLACE BEHIND THE TEXT AREA IN 31118)

5. 1PC 29768_AXOPAR_37_MY20_SWITCH_PANEL_METAL_BACK_FRAME
ATTACH TO 31118 WITH BLACK MS-POLYMER GLUE

6. 1PC 36371_AXOPAR_SWITCH_PANEL_LED_MODULE_BRACKET_(WOC)

7. 8PCS 16704 LED MODULE WHITE ATTATCH TO 36371 WITH M3X12 BH HEX BOLT A4 AND NUT
ATTACH TO BRACKET WITH CABLE TIES AND 2-SIDED TAPE

8. 14PCS HALO SWITCH NUT

9. 1PCS 29769_AXOPAR_37_MY20_SWITCH_PANEL_GASKET_(WOC)
GLUE WITH 2-SIDED TAPE TO THE BACKSIDE OF 29768

TE 30.10.2019
MN 18.11.2019
TE 11.01.2021
HL 11.03.2022

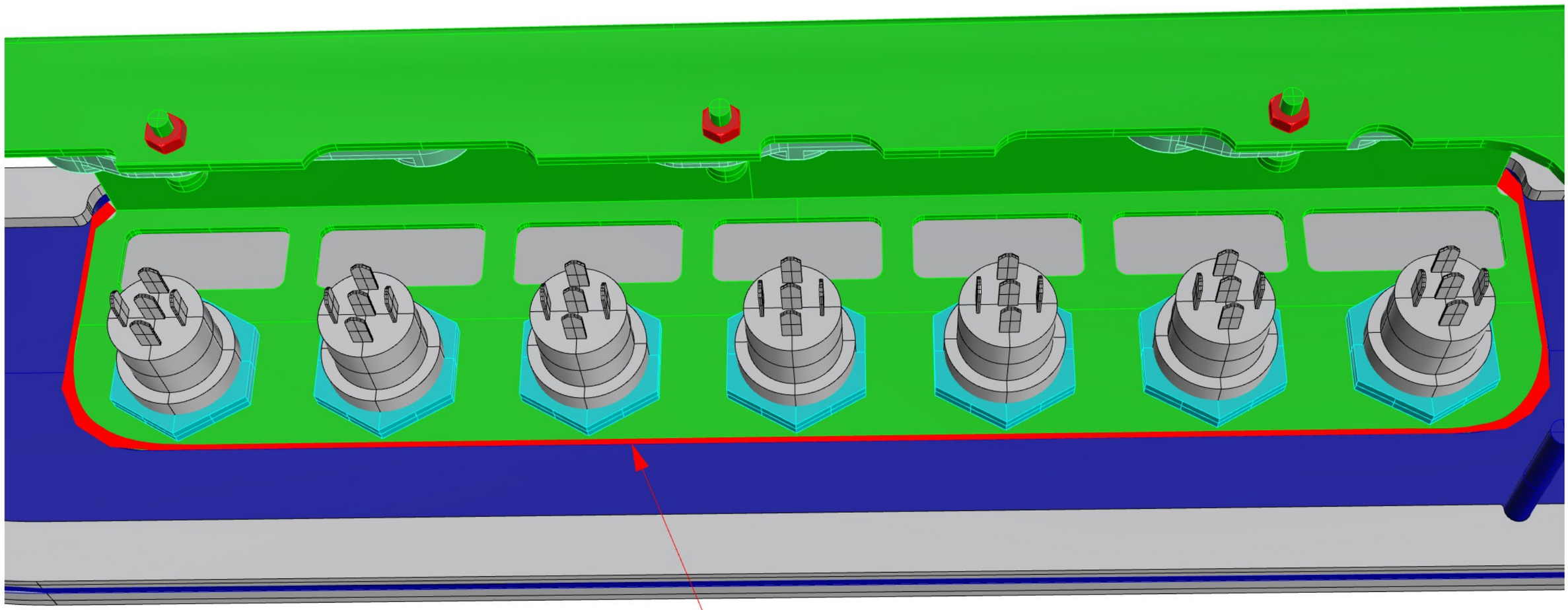
# EXP VIEW

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED | Date | 6.11.2019 |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed | Drawing by | TuM |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update | Sheet rev. | 11 |
| | | | Project rev. | G |

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| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 30810<br>Product code | Project ID | |
| 37 MY20 SHADOW<br>Boat model | SWITCH PANEL<br>Title | HL<br>Loc | 167 / 210<br>Sheet | |



FILL THE CAP BETWEEN
METAL FRAME AND LED BRACKET
WITH 21119 MS-POLYMER BLACK GLUE
GLUE MUST BE FLUSH WITH PANELS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED. | Date | 6.11.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 30810 |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed | Drawing by | TuM | | Boat | Sub-product code | Product code |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update | Sheet rev. | 11 | | 37 MY20 SHADOW | SWITCH PANEL | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc |

Project ID

168 / 210
Sheet

# Axopar 37 MY20 SWITCH PANEL 30810 INSPECTION SHEET

PRUDUCT LABEL

TEST

1) S2, S3, S4 should be pressed. No other buttons may be pressed during entire test. Power source off.
2) Connect -X.6b/9 and -X.7b/8 with a wire.
3) Connect positive (+12V) to connectors listed below
4) Connect negative (-) to -X.6b/10 and -X.7a/8. Turn power on.
5) Observe, change brightness and turn on/off by pressing DIM1. Panel lights and switch halos must illuminate. S11 and S12 should illuminate constantly with full brightness, S5 and S6 should not illuminate at all. All other lights should turn on/off/dim from DIM1.

| Connect positive (+) |
|---|
| SH_X.6a/1 |
| SH_X.6a/4 |
| SH_X.6a/7 |
| SH_X.6b/8 |
| SH_X.7a/7 |
| SH_X.7b/7 |
| SH_X.7a/5 |
| SH_X.7b/2 |
| SH_X.7b/5 |
| SH_X.7c/5 |
| SH_X.7c/6 |
| SH_X.7d/2 |

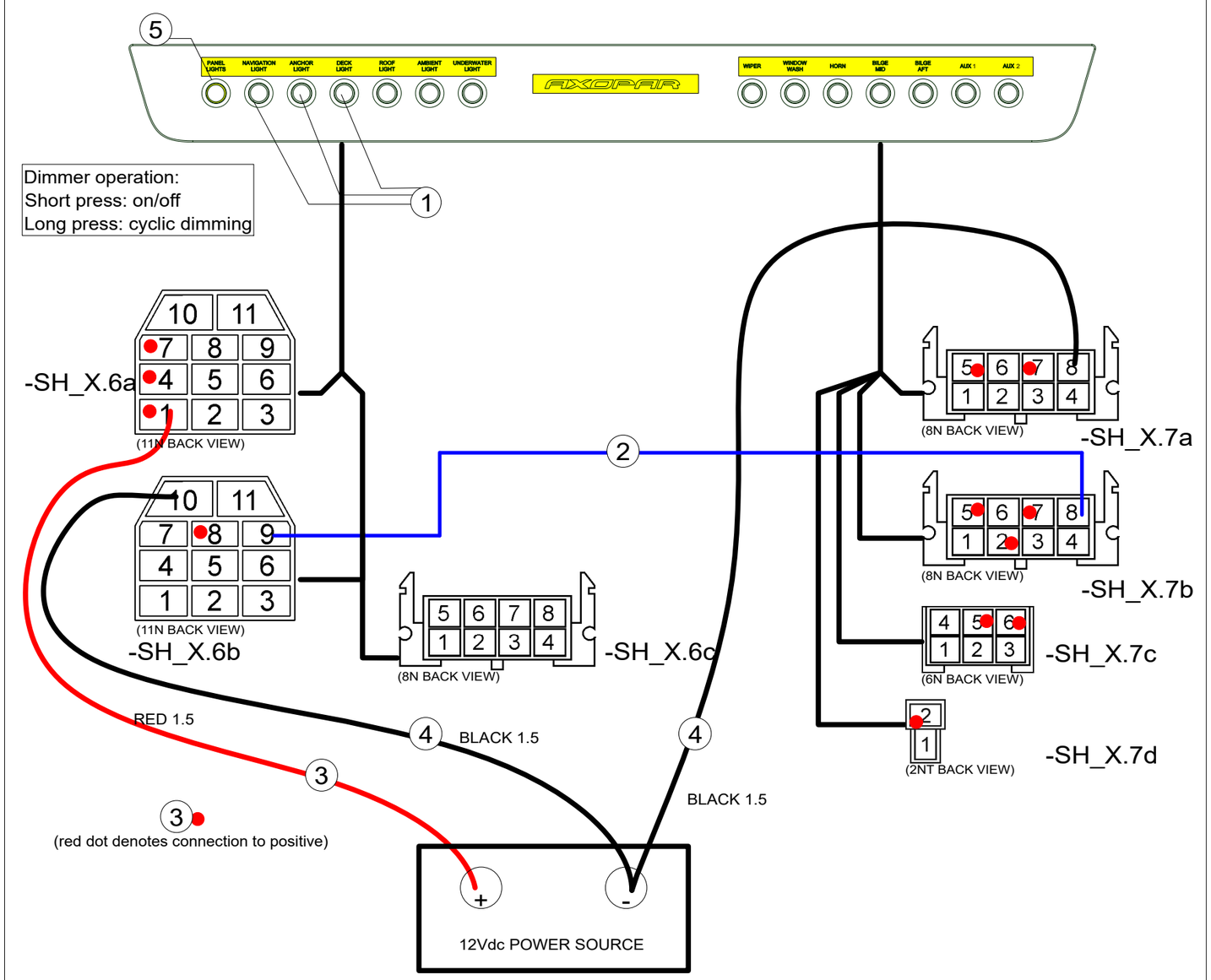
| Connect negative (-) |
|---|
| SH_X.6b/10 |
| SH_X.7a/8 |

PASS / FAIL

DATE _____

TESTED BY _____

TEST INSTRUCTIONS




| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F8: NOT MODIFIED |
| 16.10.2023 | PF | F9: 2004916; Added dimming feature, F10: Bilge halo dimming removed |
| 15.03.2024 | PF | G11:2005054; Added s15, S1 replaced with dimmer, test insruction update |

| | |
|---|---|
| Date | 6.11.2019 |
| Drawing by | TuM |
| Sheet rev. | 11 |
| Project rev. | G |

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| | | | | | |
|---|---|---|---|---|---|
| Axopar | SEE EXP VIEW | 30810 | | | |
| Boat | Sub-product code | Product code | Project ID | | |
| 37 MY20 SHADOW | SWITCH PANEL | | HL | 169 / 210 | |
| Boat model | Title | | Loc | Sheet | |

1.

-F_X.1
MAIN SUPPLY CONNECTION

CABLES ATTACHED TO THESE BOLTS

COPPER BAR

-F_X1g-#1 MAIN SUPPLY CONNECTION
4 SOFT-T_F_INPUT+-M_F6-:1 6 RED 90 mm
10022HQ

-F_X1f-#1 MAIN SUPPLY CONNECTION
6 AUTOP_F_INPUT+-M_F5a-:1 10 RED 90 mm
10/6

-F_X1e-#1 MAIN SUPPLY CONNECTION
6 MAIN_4_INPUT+ -M_F4a-:1 10 RED 90 mm
10/6

-F_X1d-#1 MAIN SUPPLY CONNECTION
6 MAIN_3_INPUT+ -M_F3a-:1 10 RED 90 mm
10/6

-F_X1c-#1 MAIN SUPPLY CONNECTION
6 MAIN_2_INPUT+ -M_F2a-:1 10 RED 80 mm
10/6

-F_X1b-#1 MAIN SUPPLY CONNECTION
6 MAIN_1_INPUT+ -M_F1a-:1 10 RED 80 mm
10/6

70 mm

-M_F.1- 31624 CLB-403-12CNN-W-F/40
-M_F1a-#1 LINE
MAIN 1: IN 4 INPUT+ -F_X1b-:1 MAIN 1_INPUT+ 10 RED
30 mm
20 mm
10/4
-M_F1b-#1 LOAD
MAIN 1: OUT 4 INPUT+ -F3-:1 6 RED
KR4
-M_F1c-#1 LOAD
MAIN 1: OUT 4 INPUT+ -F8-:1 6 RED
KR4

-M_F.2- 31624 CLB-403-12CNN-W-F/40
-M_F2a-#1 LINE
MAIN 2: IN 4 INPUT+ -F_X1c-:1 MAIN 2_INPUT+ 10 RED
30 mm
20 mm
10/4
-M_F2b-#1 LOAD
MAIN 2: OUT 4 INPUT+ -F13-:1 6 RED
KR4
-M_F2c-#1 LOAD
MAIN 2: OUT 4 INPUT+ -F18-:1 6 RED
KR4

-M_F.3- 31624 CLB-403-12CNN-W-F/40
-M_F3a-#1 LINE
MAIN 3: IN 4 INPUT+ -F_X1d-:1 MAIN 3_INPUT+ 10 RED
30 mm
20 mm
10/4
-M_F3b-#1 LOAD
MAIN 3: OUT 4 INPUT+ -F24-:1 6 RED
KR4
-M_F3c-#1 LOAD
MAIN 3: OUT 4 INPUT+ -F28-:1 6 RED
KR4

-M_F.4- 31624 CLB-403-12CNN-W-F/40
-M_F4a-#1 LINE
MAIN 4: IN 4 INPUT+ -F_X1e-:1 MAIN 4_INPUT+ 10 RED
30 mm
20 mm
10/4
-M_F4b-#1 LOAD
MAIN 4: OUT 4 INPUT+ -F33-:1 6 RED
KR4
-M_F4c-#1 LOAD
MAIN 4: OUT 4 INPUT+ -F38-:1 6 RED
KR4

-M_F.5- 31624 CLB-403-12CNN-W-F/40
-M_F5a-#1 LINE
AUTOPILOT CB: IN 4 INPUT+ -F_X1f-:1 AUTOP_F_INPUT+ 10 RED
30 mm
20 mm
10/4

-M_F.6- 23809 CLB-253-12CNN-W-A/25
-M_F6-#1
SOFT TOP 1 -F_X1g-:1 SOFT-T_F_INPUT+ 6 RED
2 -SH_X.2a:1 SOFT_TOP 6 RED
30 mm

/171.D1

-F_X.2
DIRECT SUPPLY CONNECTION

CABLES ATTACHED TO THESE BOLTS

COPPER BAR

-F_X2b-#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F1-:1 4 RED 200 mm
10022HQ

-F_X2c-#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F2-:1 4 RED 200 mm
10022HQ

-F_X2d-#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F3-:1 4 RED 200 mm
10022HQ

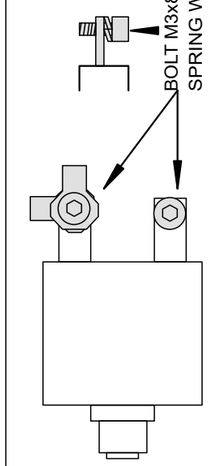
-F_X2e-#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F4-:1 6 RED 200 mm
10022HQ

-F_X2f-#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F5-:1 2.5 RED 200 mm
10022HQ

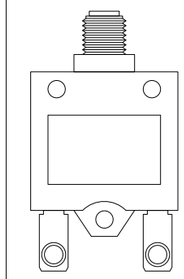
70 mm
50 mm

/172.A1

NOTICE!
CLB-SERIES
BREAKERS

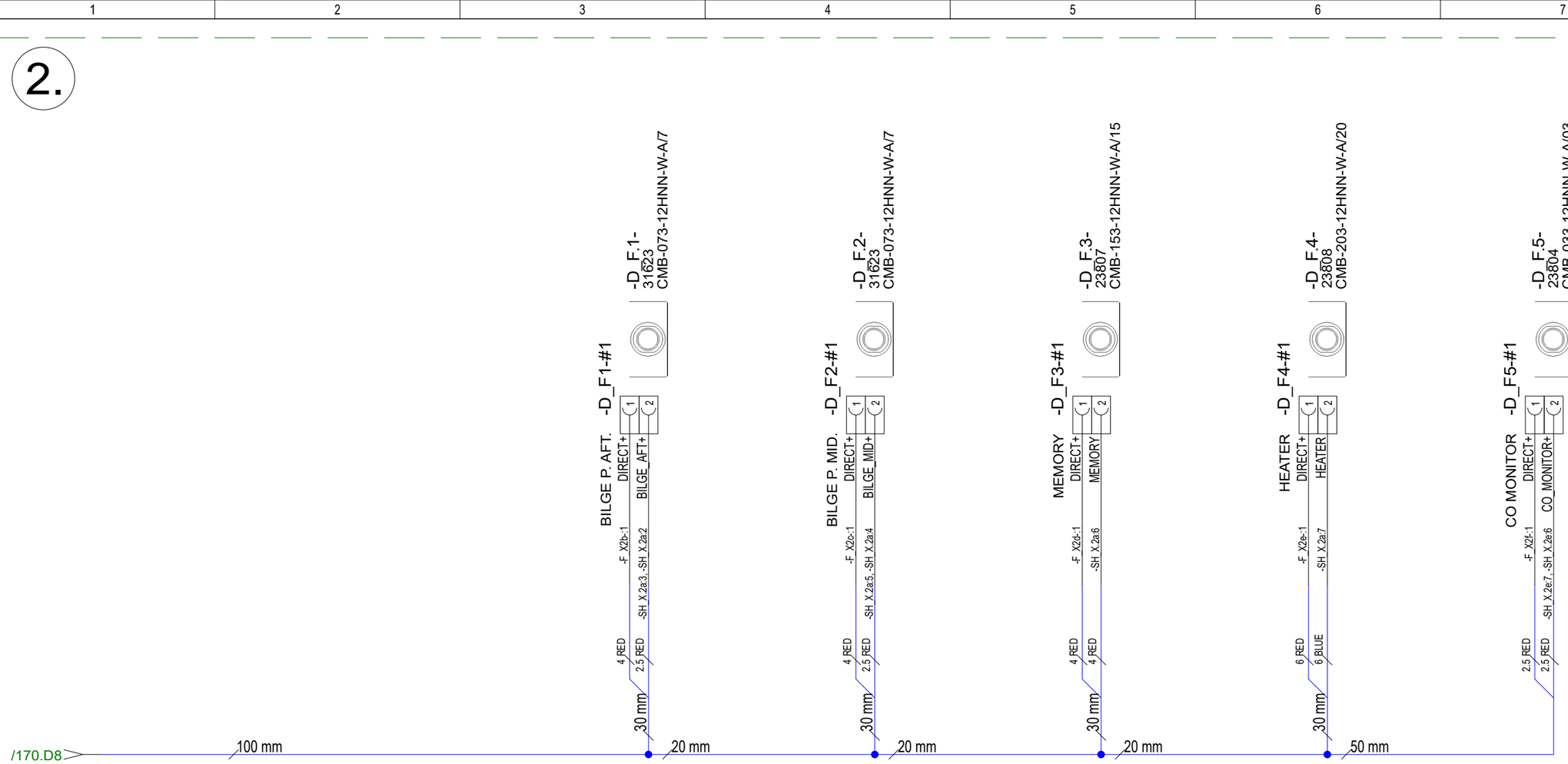



CARLING
CLB-SERIES
BREAKERS
PINS.




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 30811 | Project ID |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM | | Boat | Sub-product code | Product code | |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 | | 37 MY20 SHADOW | FUSE UNIT | HL | 170 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

2.



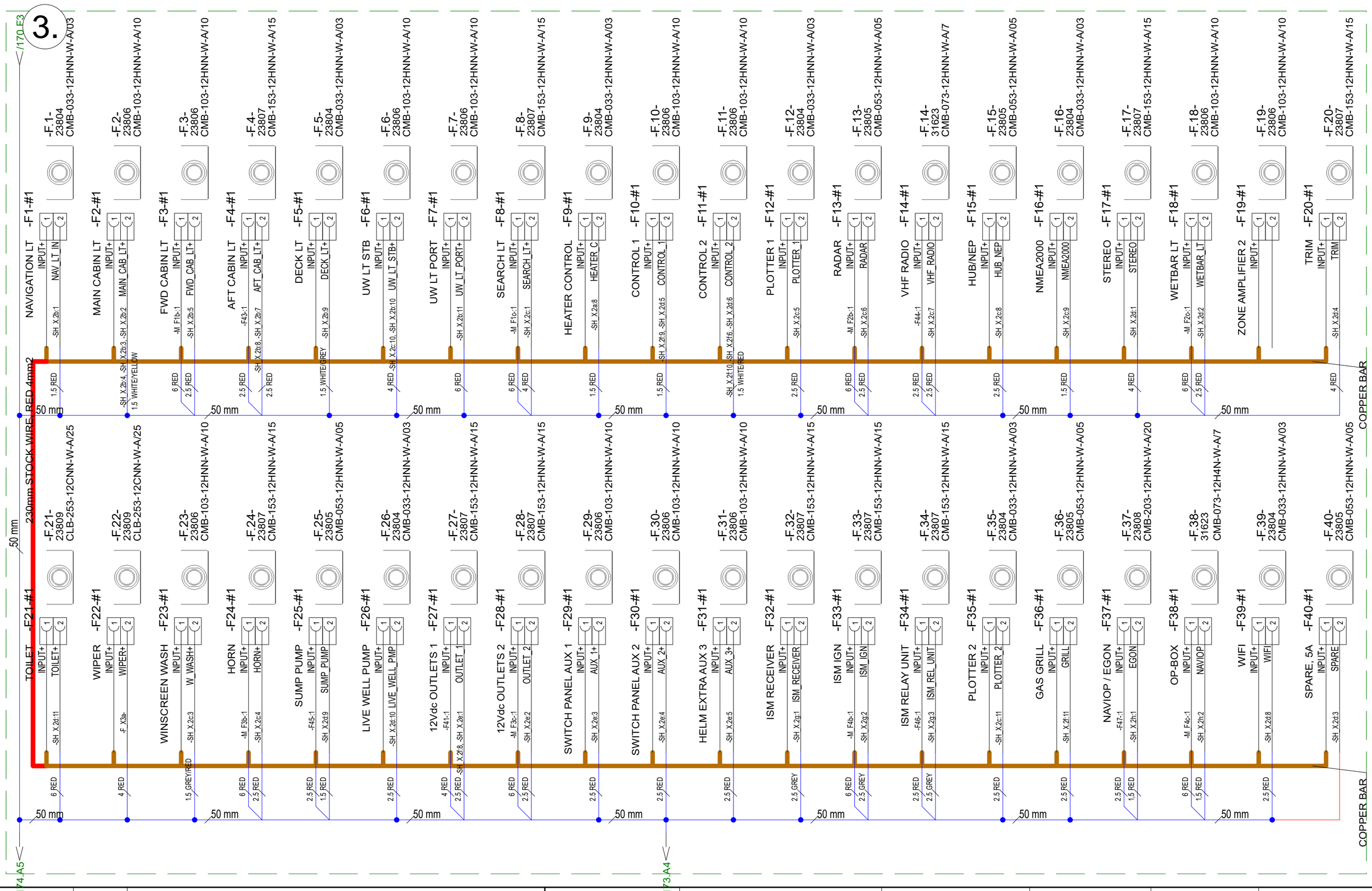

| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 | Axopar | SEE EXP VIEW | 30811 |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM | Boat | Sub-product code | Product code |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 | 37 MY20 SHADOW | FUSE UNIT | HL |
| | | | Project rev. | G | Boat model | Title | Loc |

NAVIX designed solutions

Copyright by

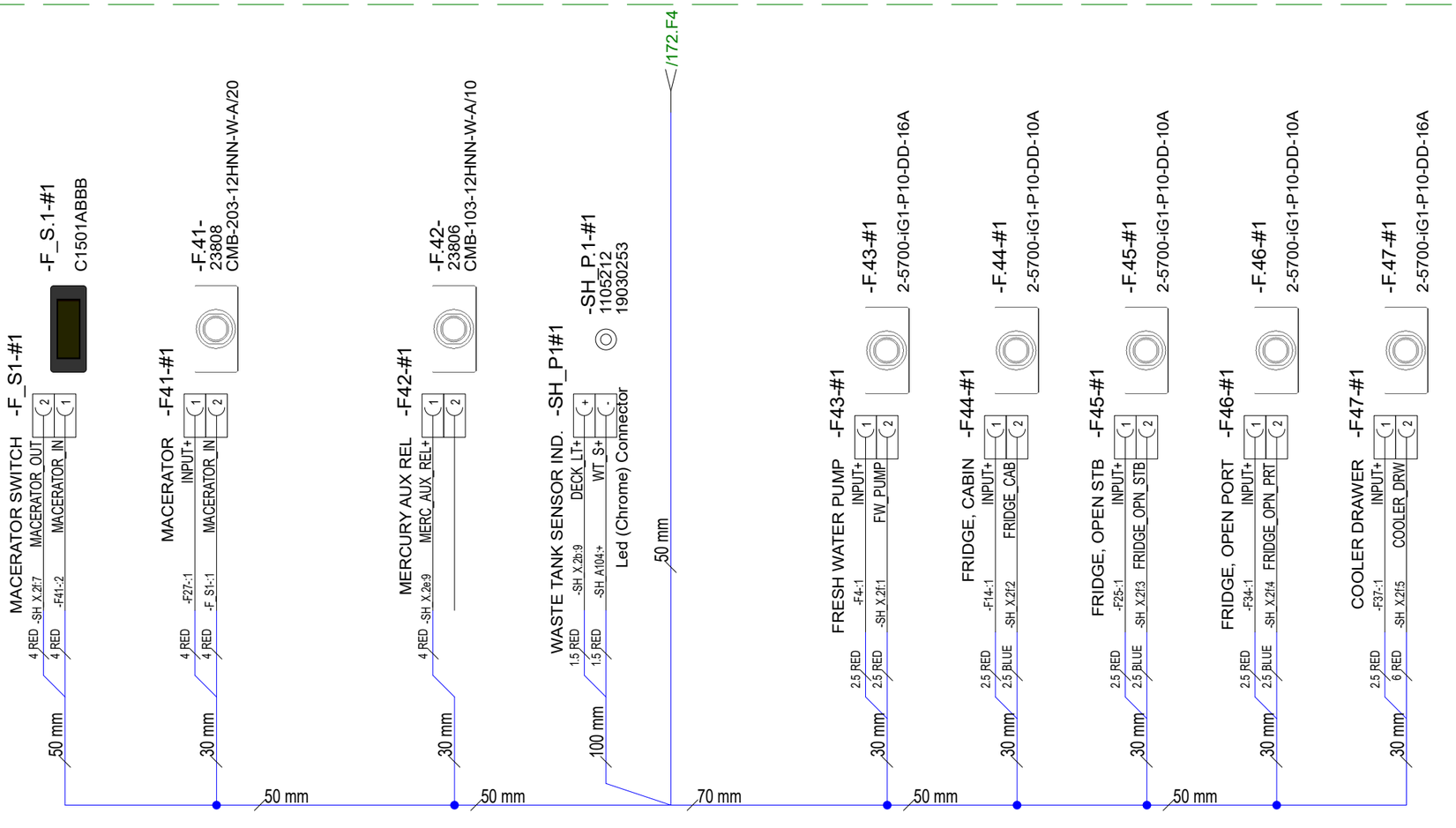
Project ID

171/ 210 Sheet

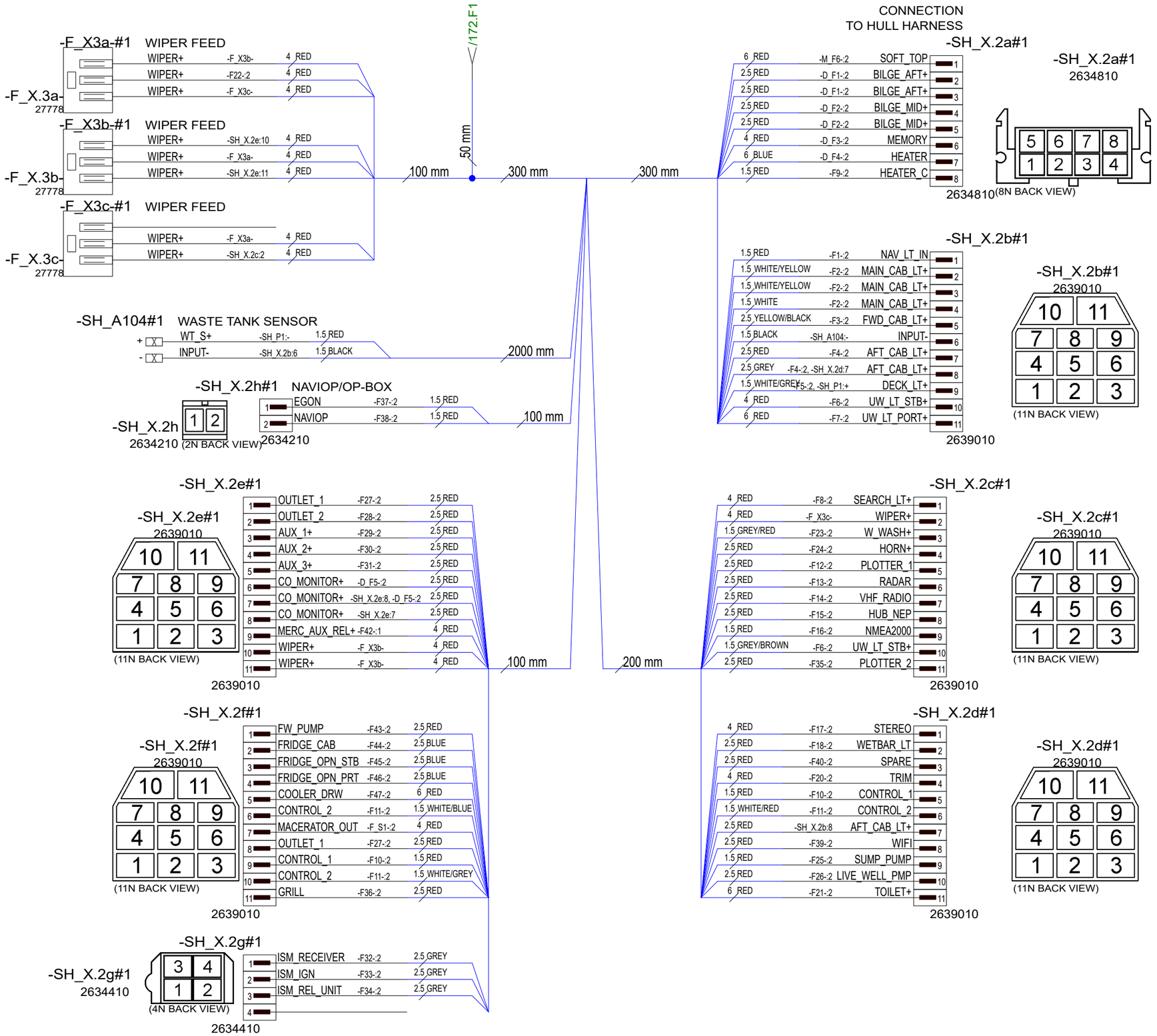



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 30811 | |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 | | 37 MY20 SHADOW | FUSE UNIT | HL | 172 / 210 |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

4.




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 30811 | |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 | Copyright by | 37 MY20 SHADOW | FUSE UNIT | HL | 173 / 210 |
| | | | Project rev. | G | | 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.

MARKING

R2 ISO 6722 100V AWG16 +100 C

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

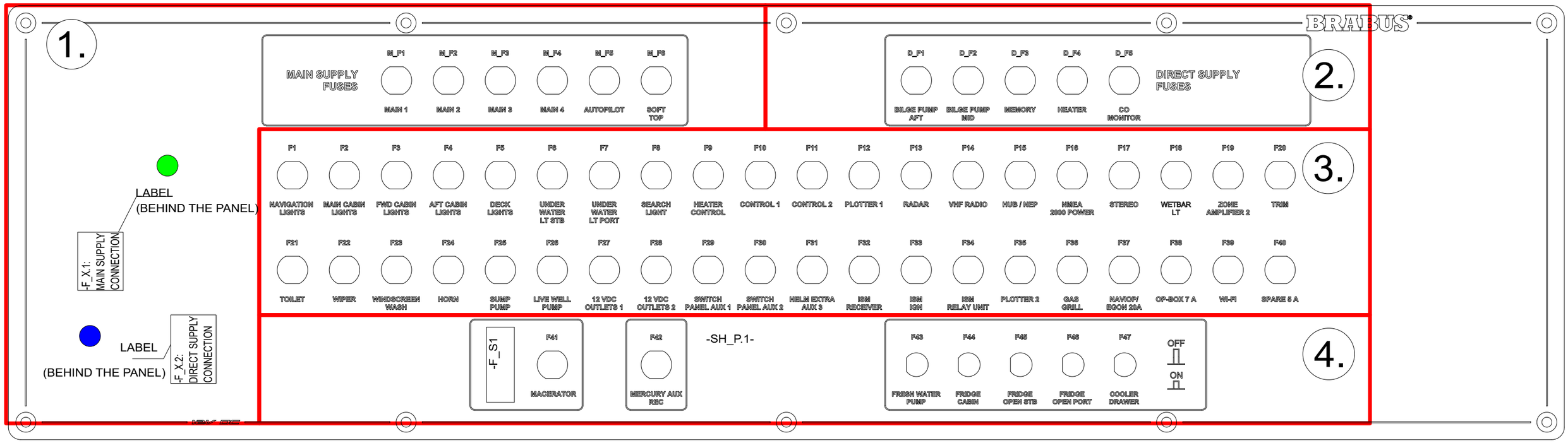
| Date of modification | Modified by | Description |
|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT |

| | |
|---|---|
| Date | 24.4.2020 |
| Drawing by | TuM |
| Sheet rev. | 11 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

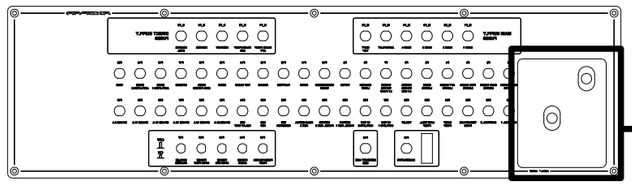
| | | | |
|---|---|---|---|
| Axopar | SEE EXP VIEW | 30811 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 SHADOW | FUSE UNIT | HL | 174 / 210 |
| Boat model | Title | Loc | Sheet |

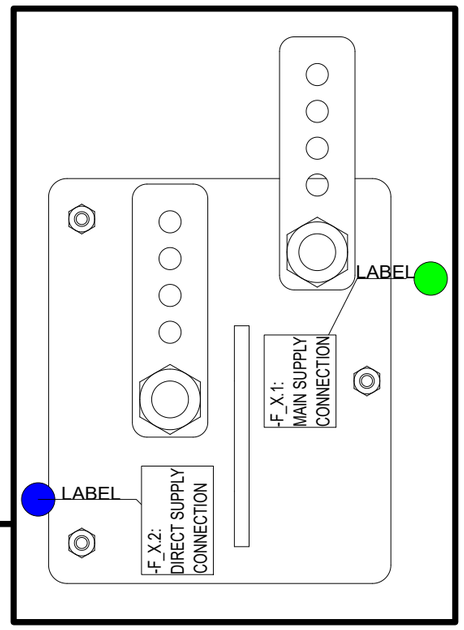
# FUSE PANEL GENERAL LAYOUT/ LABELS




NOTICE!
LABELS BEHIND THE PANEL.

(BACK VIEW)



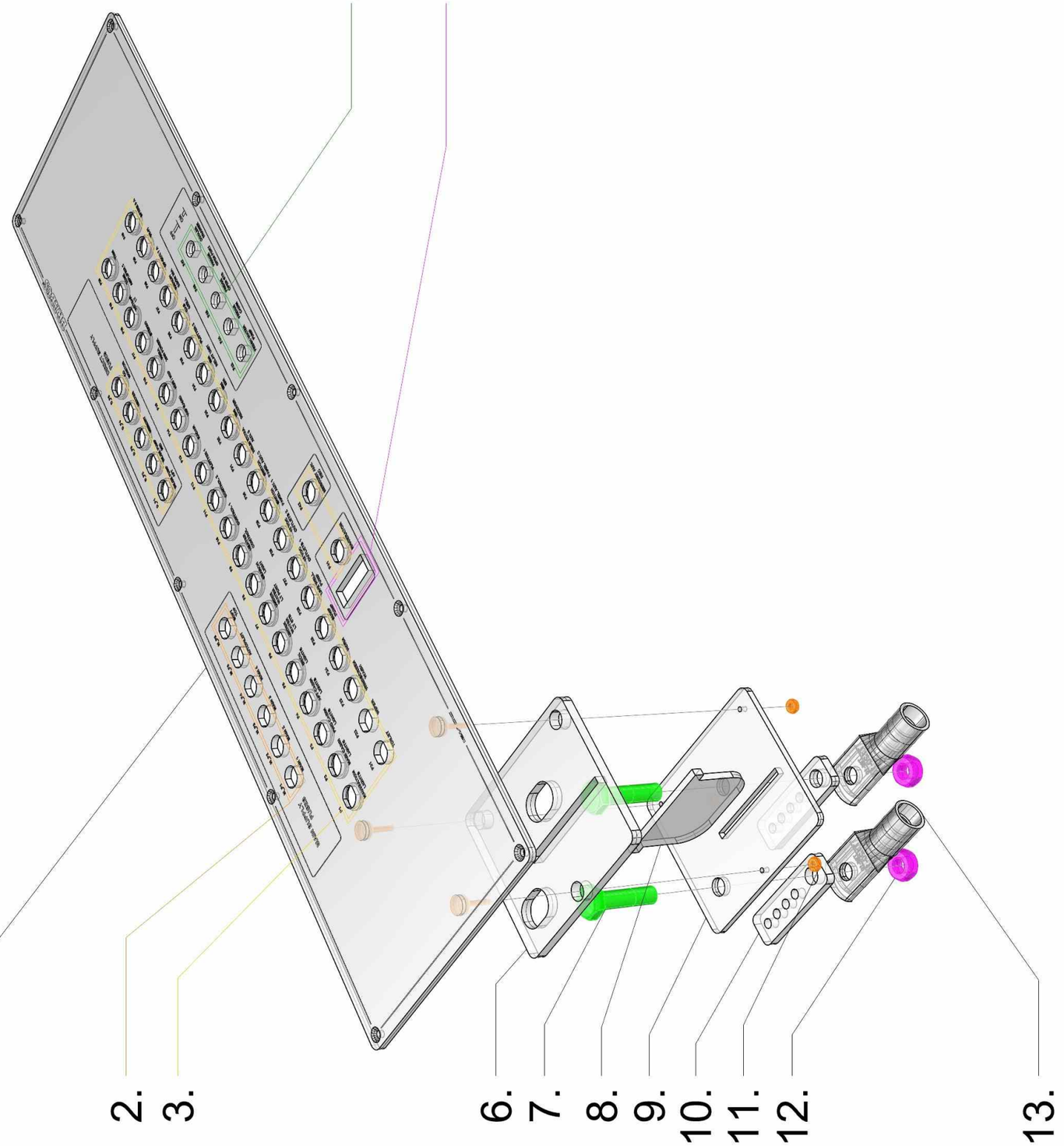



| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 |
| | | | Project rev. | G |

NAVIX designed solutions
Copyright by

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | SEE EXP VIEW | 30811 | |
| Boat model | Title | Loc | Sheet |
| 37 MY20 SHADOW | FUSE UNIT | HL | 175 / 210 |

# 30811_AXOPAR_37_MY_20_SHADOW_FUSE_UNIT




30811_AXOPAR_37_MY_20_SHADOW_FUSE_UNIT

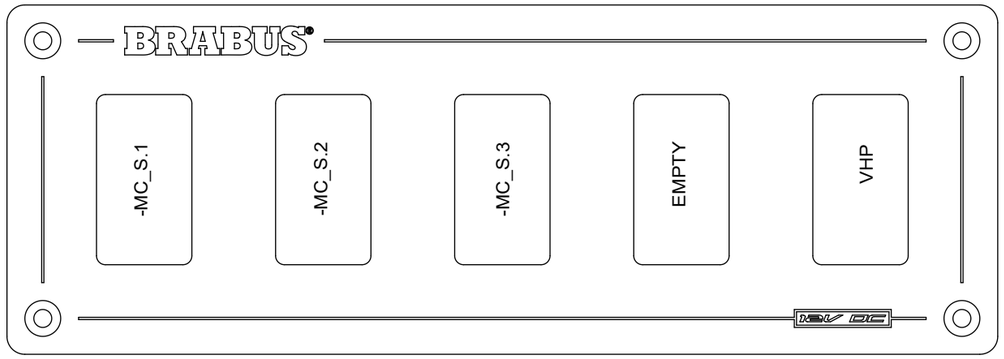
1. 1PC 31116_AXOPAR_37_MY_20_SHADOW_FUSE_UNIT_PANEL_(WOC)_V6
2. 6PCs KUOYUH_98H_SERIES
3. 47PCS KUOYUH_98_SERIES
4. 5PCS ETA 1140 FUSE
5. 1PC ARCOLECTRIC_15...B_33.4X14.0
6. 1PC 29918_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_BTM_PANEL_(WOC)
7. 2PCS M10 L40
8. 1PC 29920_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_SPACER_PANEL_(WOC)
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)

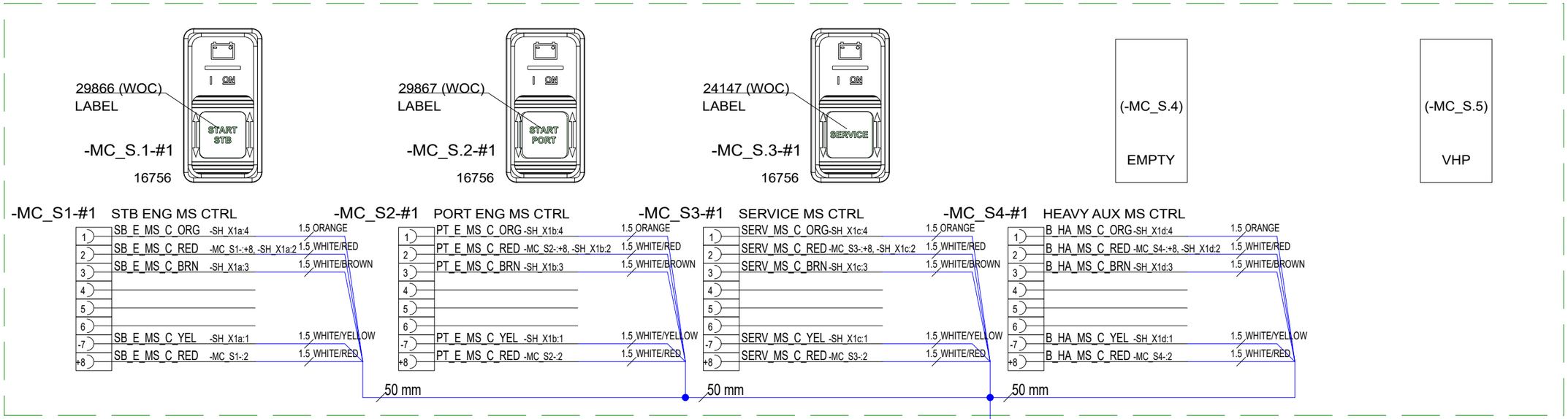
TE 30.10.2019
TS 21.06.2021

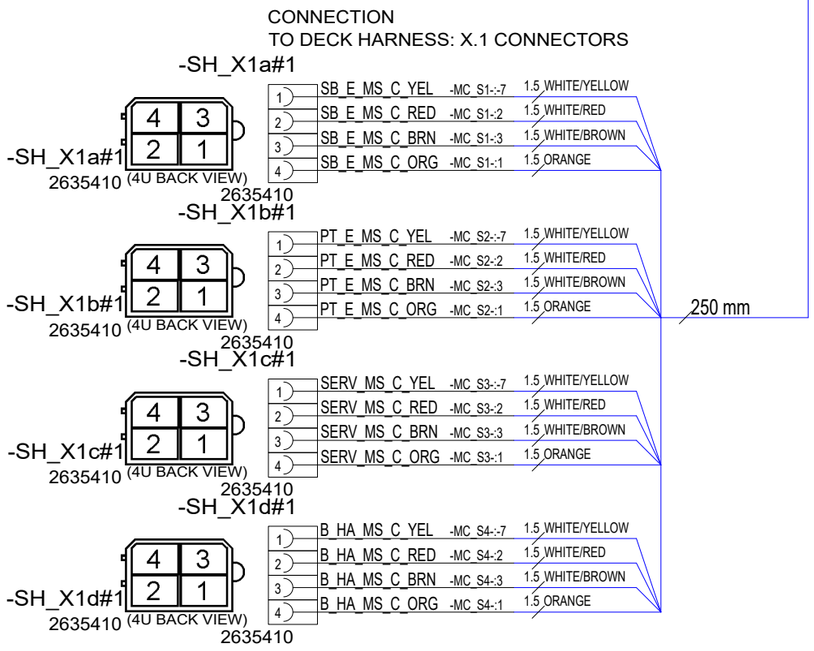
EXP VIEW

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 23.11.2023 | PF | F10: 2004954; Changed livewell fuse to 3A | Date | 24.4.2020 | Axopar | SEE EXP VIEW | 30811 | |
| 13.4.2024 | PF | G11: 2005054; F47 10A->16A, F3 15A->10A | Drawing by | TuM | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F9: -F18 NOW USED FOR WETBAR LT | Sheet rev. | 11 | 37 MY20 SHADOW | FUSE UNIT | HL | 176 / 210 |
| | | | Project rev. | G | Boat model | Title | Loc | Sheet |

Copyright by




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

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

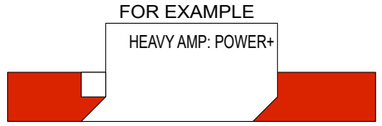
MARKING
R2 ISO 6722 100V AWG16 +100 C
CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G4: 2005054; Not modified | Date | 6.11.2019 | NAVIX designed solutions | Axopar | 31120 | 30812 | |
| 22.9.2021 | VV | E4: NOT MODIFIED / REVISION RETURNED TO REV. E. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.2.2023 | RK | F4: NOT MODIFIED. | Sheet rev. | 4 | Copyright by | 37 MY20 SHADOW | MAIN SWITCH CONTROL PANEL | HL | 177 / 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

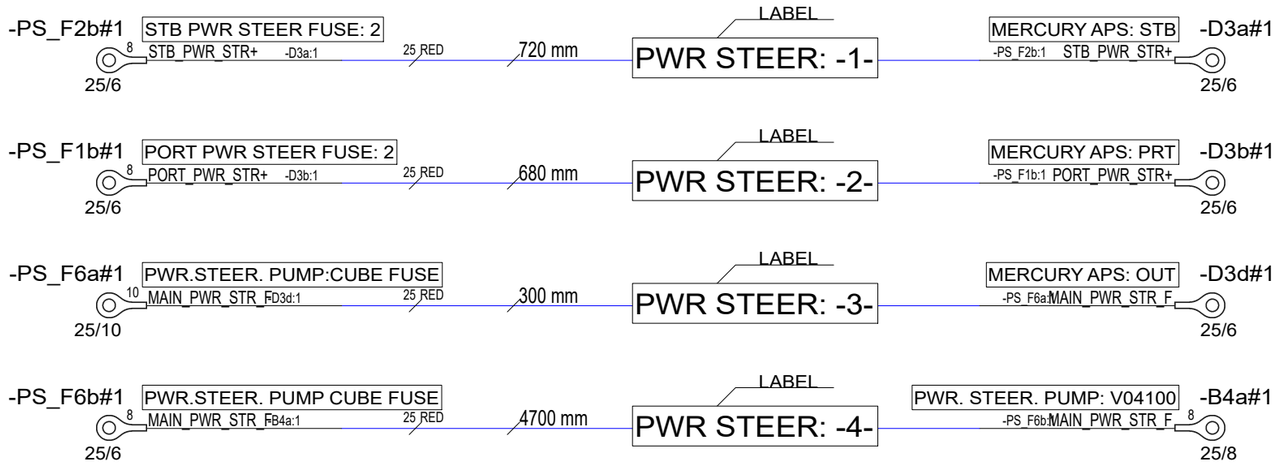



LABEL

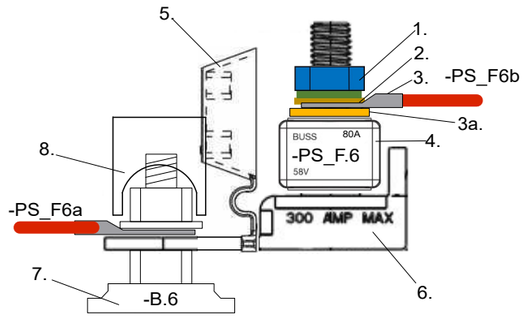
POWER STEER 1. CABLES

(TO TOP OF PACKAGE)

OPTION 1.
-TWIN EMGINE ONE STEERING PUMP




PACKED TO OWN PACKAGE.




TERMINAL FUSE BLOCK

1. VMI36860 HEX NUT 1/4" "UNC A4
2. VMI31830 SPRING LOCK WASHER M6 DIN127
3. VMI31831 FLAT WASHER FOR hex BOLTS AND NUTS M6 DIN125A

3a. VMI36859 WIDE FLAT WASHER FOR HEX BOLT AND NUTS M6 A4 DIN9021

4. 34640 -PS_F.6 CUBE FUSE MRFB-080 80A
5. 34641 -B.6 CFCOVER-1R SINGLE STUD/RED
6. 34642 CFBAR1-250SP SINGLE STUD
7. 36213 POWER DISTRIBUTION STUD IS-10mm-1R
8. 31588 INSULATED COVER POSITIVE RED ISC-10R

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

| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F3: NOT MODIFIED. |
| 19.4.2024 | PF | G3: 2005054; Not modified |
| 1.12.2021 | PN | E3: ADDED -PS_F.6, B.6, FUSE HOLDER & CABLE -PS_F6a_-D3d |

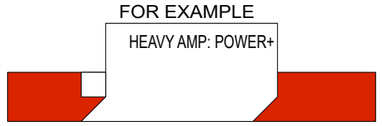
| | |
|---|---|
| Date | 5.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar | | 30880 | | |
| Boat | Sub-product code | Product code | Project ID | |
| 37 MY20 | POWER STEERING CABLES 1xPUMP | | HL | 178 / 210 |
| Boat model | Title | | Loc | Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

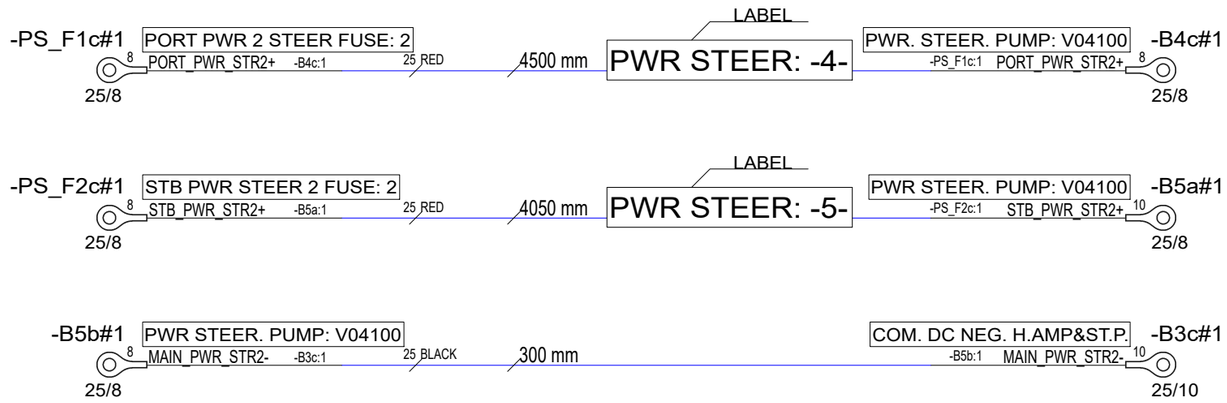



LABEL

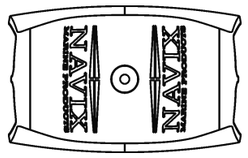
POWER STEER 2. CABLES

(TO TOP OF PACKAGE)

OPTION 2.
-TWIN EMGINE, TWIN STEERING PUMP




INCLUDED

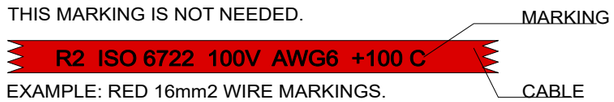



-B.5#1
V4100

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

| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G3: 2005054; Not modified |
| 22.9.2021 | VV | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F3: NOT MODIFIED. |

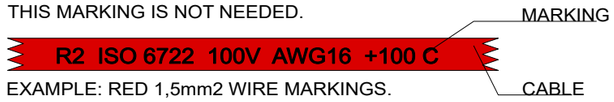
Date 5.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. G

NAVIX designed solutions
Copyright by

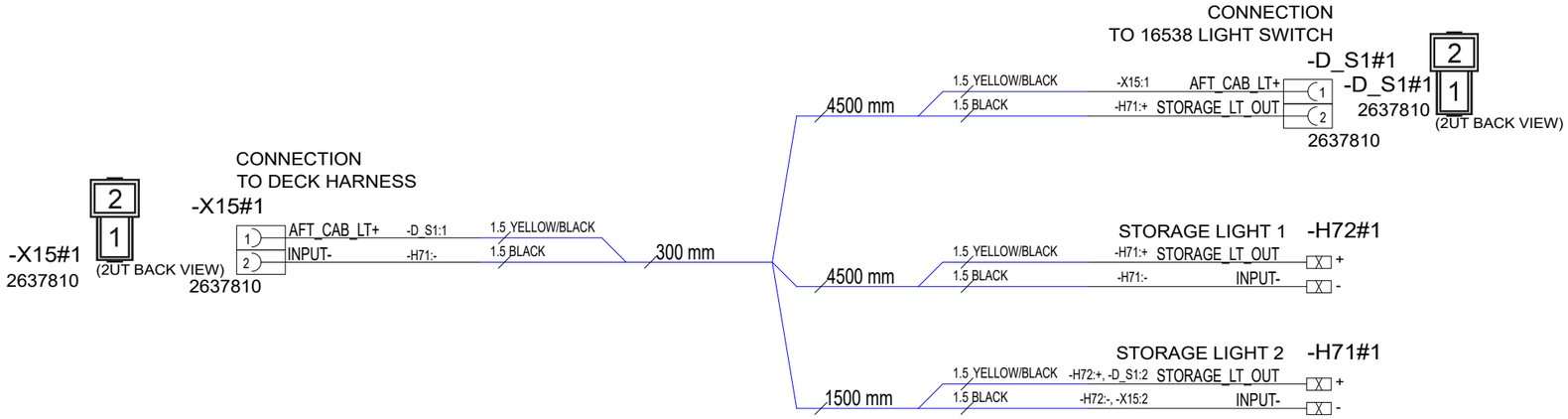
| | | | |
|---|---|---|---|
| Axopar (Boat) | | 30881 (Product code) | (Project ID) |
| 37 MY20 (Boat model) | POWER STEERING CABLES 2xPUMP (Title) | HL (Loc) | 179 / 210 (Sheet) |

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

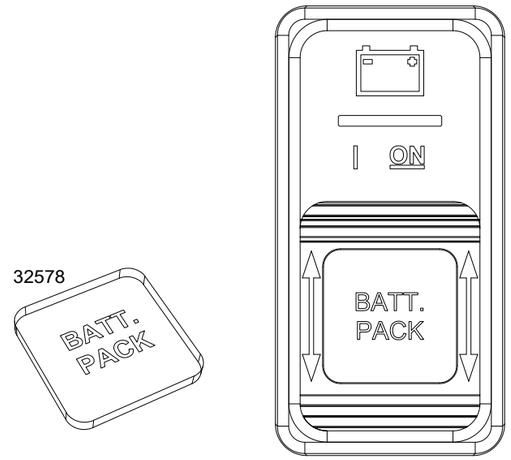
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



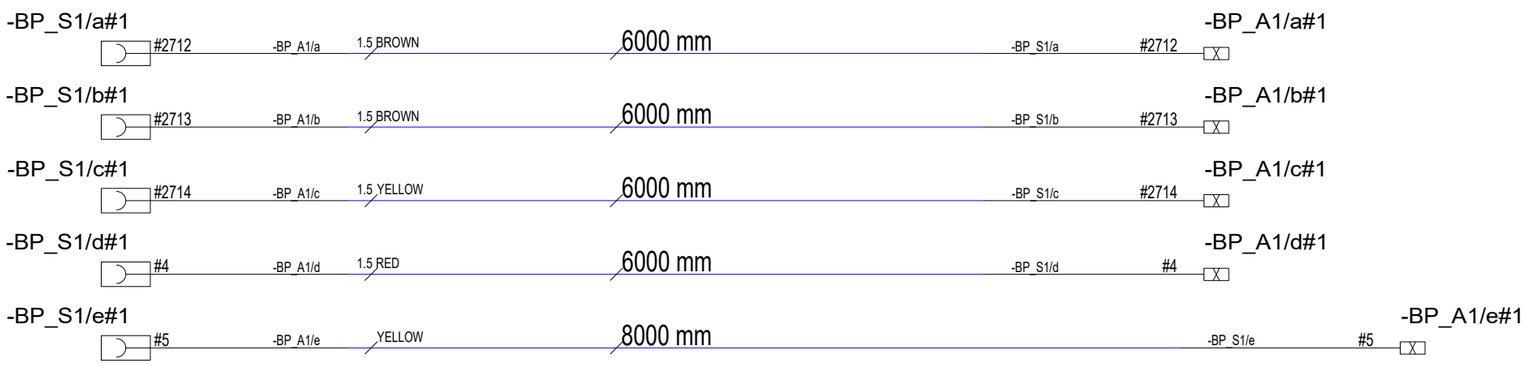

| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 22.9.2021 | VV | E2: NOT MODIFIED / REVISION RETURNED TO REV. E. | Date | 2.4.2020 | NAVIX designed solutions | Axopar | | 32118 | |
| 17.2.2023 | RK | F2: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 19.4.2024 | PF | G2: 2005054; Not modified | Sheet rev. | 2 | Copyright by | 37 MY20 | MULTISTORAGE LT HARNESS | HL | 180 / 210 |
| | | | Project rev. | G | | Boat model | Title | Loc | Sheet |




32578 NAVIX LINE BATT.BACK LABEL FOR 16756 SPDT V1
16756 Switch Contura SPDT (ON)OFF(ON) RG Blue Sea 2145B

**NOTICE! WITHOUT THE WIRING HARNESS!**

## INCLUDED




| Date of modification | Modified by | Description |
|---|---|---|
| 22.9.2021 | VV | E3: NOT MODIFIED / REVISION RETURNED TO REV. E. |
| 17.2.2023 | RK | F3: NOT MODIFIED. |
| 19.4.2024 | PF | G3: 2005054; Not modified |

Date 15.04.2021
Drawing by AR
Sheet rev. 3
Project rev. G

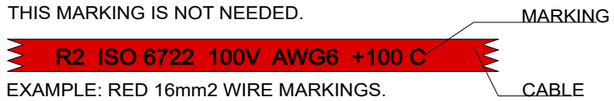
NAVIX designed solutions
Copyright by

| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | 32578 | 32529 | |

| Boat model | Title | Loc | Sheet |
|---|---|---|---|
| 37 MY20 SHADOW | BATT.PACK MAIN SWITCH PANEL | HL | 181/ 210 |

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



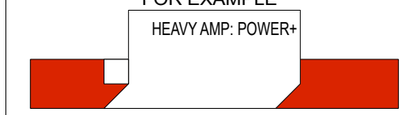

EXAMPLE: RED 16mm2 WIRE MARKINGS.

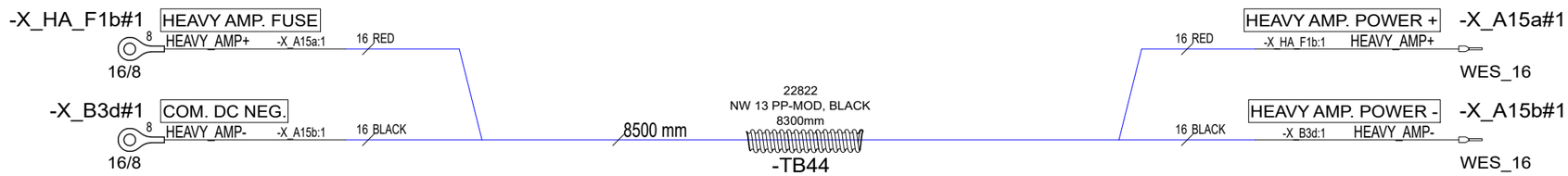
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F2: NOT MODIFIED. | Date | 5.11.2020 | NAVIX designed solutions | Axopar | | 33378 | |
| 19.4.2024 | PF | G2: 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 22.9.2021 | VV | E2: NOT MODIFIED / REVISION RETURNED TO REV. E. | Sheet rev. | 2 | | 37 MY20 | AMPLIFER POWER CABLE | HL | 182 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

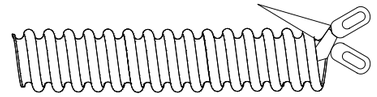
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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

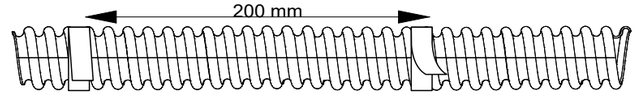


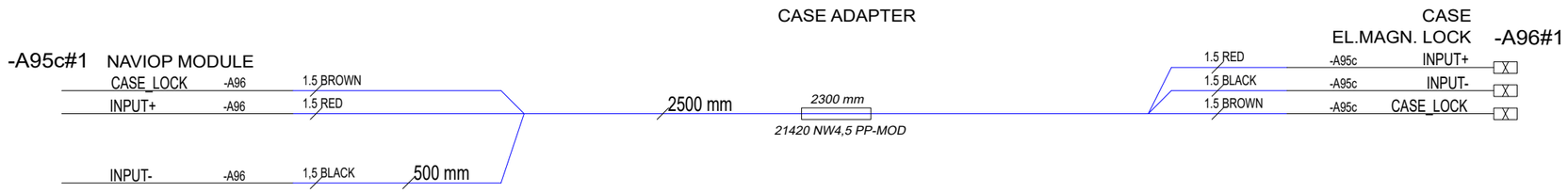

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

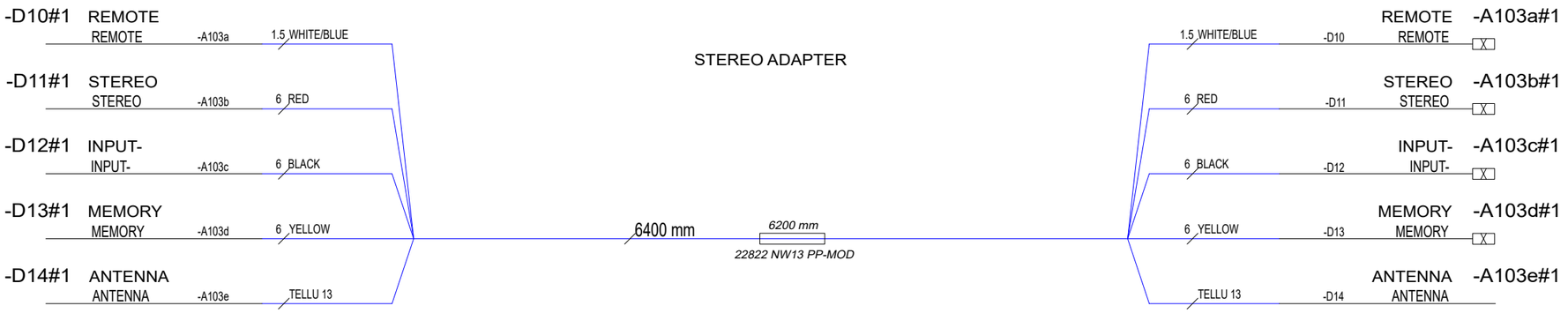
SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 200 mm



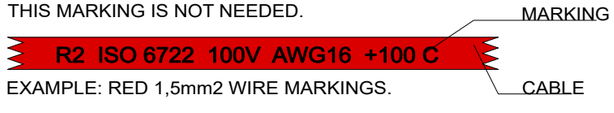




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F2: NOT MODIFIED. | Date 5.11.2020 | NAVIX designed solutions | Axopar | | 33379 | |
| 19.4.2024 | PF | G2: 2005054; Not modified | Drawing by TT | | Boat | Sub-product code | Product code | Project ID |
| 22.9.2021 | VV | E2: NOT MODIFIED / REVISION RETURNED TO REV. E. | Sheet rev. 2 | | 37 MY20 SHADOW | CASE+STEREO+ FR CAB. FL LT | HL | 183 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

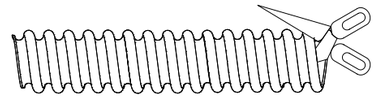
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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

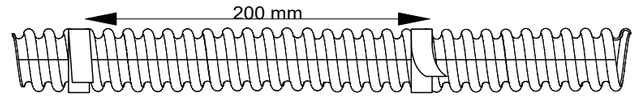



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

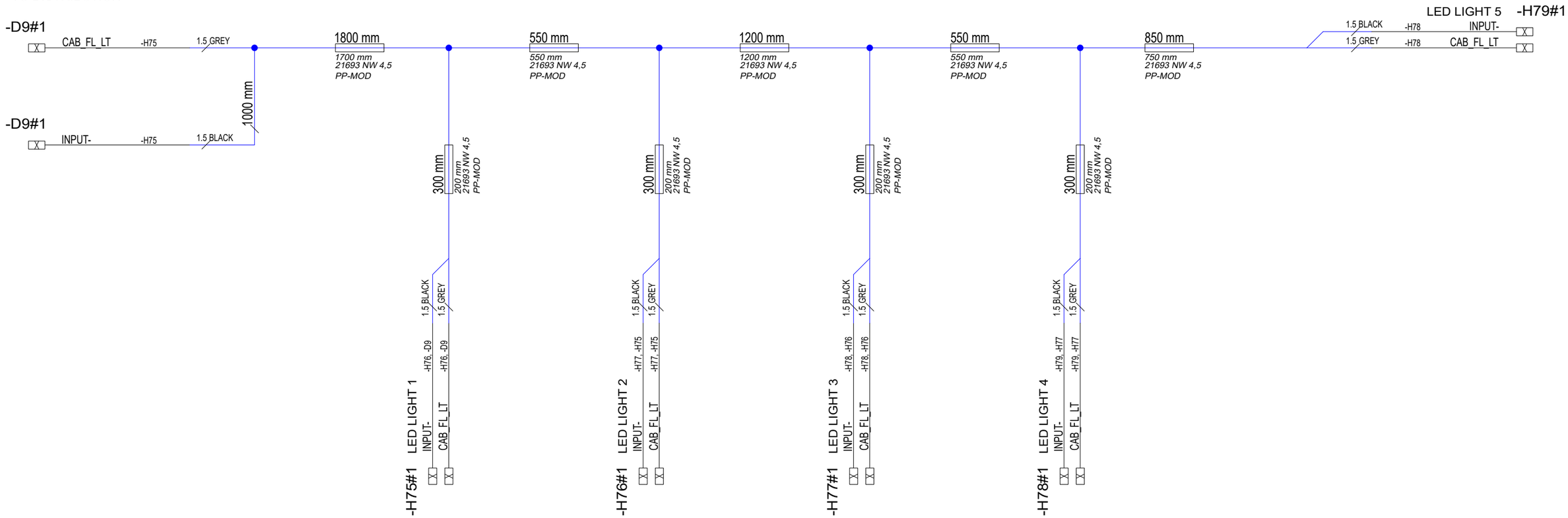
SPLIT TUBE IF NECESSARY



TAPE SPLITTED TUBE EVERY 200 mm




TO DISTRIBUTION




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F2: NOT MODIFIED. | Date | 5.11.2020 | NAVIX designed solutions | Axopar | | 33379 | |
| 19.4.2024 | PF | G2: 2005054; Not modified | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 22.9.2021 | VV | E2: NOT MODIFIED / REVISION RETURNED TO REV. E. | Sheet rev. | 2 | | 37 MY20 SHADOW | CASE+STEREO+ FR CAB. FL LT | HL | 184 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

1.

-F_X.1
MAIN SUPPLY CONNECTION
COPPER BAR

-F_X1g--#1 MAIN SUPPLY CONNECTION
4 SOFT-T_F_INPUT+ -M_F6--:1 6 RED 90 mm
10022HQ
-F_X1f--#1 MAIN SUPPLY CONNECTION
6 AUTOP_F_INPUT+ -M_F5a--:1 10 RED 90 mm
10/6
-F_X1e--#1 MAIN SUPPLY CONNECTION
6 MAIN_4_INPUT+ -M_F4a--:1 10 RED 90 mm
10/6
-F_X1d--#1 MAIN SUPPLY CONNECTION
6 MAIN_3_INPUT+ -M_F3a--:1 10 RED 90 mm
10/6
-F_X1c--#1 MAIN SUPPLY CONNECTION
6 MAIN_2_INPUT+ -M_F2a--:1 10 RED 80 mm
10/6
-F_X1b--#1 MAIN SUPPLY CONNECTION
6 MAIN_1_INPUT+ -M_F1a--:1 10 RED 80 mm
10/6

70 mm

-F_X.2
DIRECT SUPPLY CONNECTION
COPPER BAR

-F_X2b--#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F1--:1 4 RED 200 mm
10022HQ
-F_X2c--#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F2--:1 4 RED 200 mm
10022HQ
-F_X2d--#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F3--:1 4 RED 200 mm
10022HQ
-F_X2e--#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F4--:1 6 RED 200 mm
10022HQ
-F_X2f--#1 DIRECT SUPPLY CONNECTION
6 DIRECT+ -D_F5--:1 2.5 RED 200 mm
10022HQ

50 mm

/187.A1

-M_F.1--#1
98H-40-A1B10-A00SB
MAIN 1: IN -M_F1a--#1 LINE 5 -F_X1b--:1 MAIN_1_INPUT+ 10 RED 30 mm
10/5
MAIN 1: OUT -M_F1b--#1 LOAD 5 -F3--:1 INPUT+ 6 RED
KR5
MAIN 1: OUT -M_F1c--#1 LOAD 5 -F8--:1 INPUT+ 6 RED
KR5

-M_F.2--#1
98H-40-A1B10-A00SB
MAIN 2: IN -M_F2a--#1 LINE 5 -F_X1c--:1 MAIN_2_INPUT+ 10 RED 30 mm
10/5
MAIN 2: OUT -M_F2b--#1 LOAD 5 -F13--:1 INPUT+ 6 RED
KR5
MAIN 2: OUT -M_F2c--#1 LOAD 5 -F18--:1 INPUT+ 6 RED
KR5

-M_F.3--#1
98H-40-A1B10-A00SB
MAIN 3: IN -M_F3a--#1 LINE 4 -F_X1d--:1 MAIN_3_INPUT+ 10 RED 30 mm
10/5
MAIN 3: OUT -M_F3b--#1 LOAD 5 -F24--:1 INPUT+ 6 RED
KR5
MAIN 3: OUT -M_F3c--#1 LOAD 5 -F28--:1 INPUT+ 6 RED
KR5

-M_F.4--#1
98H-40-A1B10-A00SB
MAIN 4: IN -M_F4a--#1 LINE 4 -F_X1e--:1 MAIN_4_INPUT+ 10 RED 30 mm
10/5
MAIN 4: OUT -M_F4b--#1 LOAD 5 -F33--:1 INPUT+ 6 RED
KR5
MAIN 4: OUT -M_F4c--#1 LOAD 5 -F38--:1 INPUT+ 6 RED
KR5

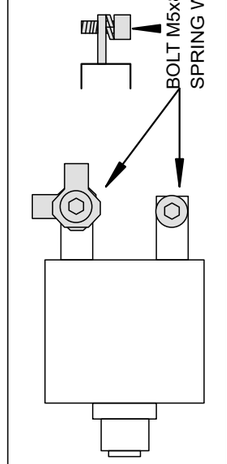
-M_F.5--#1
98H-40-A1B10-A00SB
AUTOPILOT CB: IN -M_F5a--#1 LINE 4 -F_X1f--:1 AUTOP_F_INPUT+ 10 RED 30 mm
10/5

-M_F.6--#1
98-25-A1B13-A00
SOFT TOP -M_F6--#1 1 2 -F_X1g--:1 SOFT-T_F_INPUT+ 6 RED 30 mm
-E_X.2a:1 SOFT_TOP 6 RED

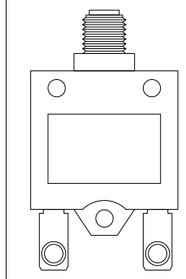
20 mm

/186.D1

NOTICE!
98H-SERIES
BREAKERS

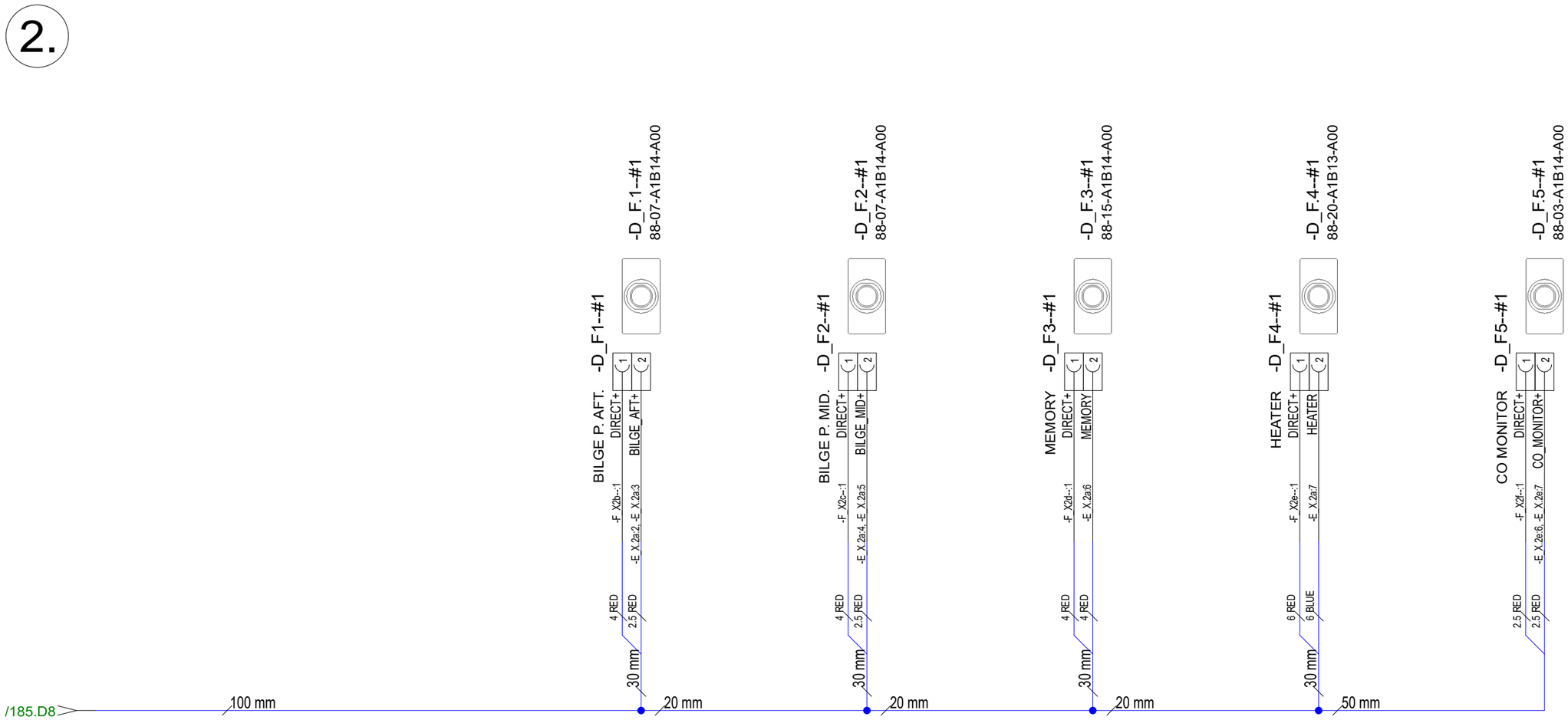



98H-SERIES
BREAKERS
PINS.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT | Date 21.05.2021 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 34828 | |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A | Drawing by TT | | Boat | Sub-product code | Product code | Project ID |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. 5 | | 37 MY20 SHADOW | FUSE UNIT EU | HL | 185 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

2.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT | Date 21.05.2021 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 34828 | |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A | Drawing by TT | | Boat | Sub-product code | Product code | Project ID |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. 5 | | 37 MY20 SHADOW | FUSE UNIT EU | HL | 186 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |

3.

/185.E3

230mm STOCK WIRE, RED 4mm2

50 mm

-F.1--#1 88-03-A1B14-A00 — NAVIGATION LT -F1--#1 — INPUT+ — -E X.2b:1 NAV_LT_IN — 1.5 RED — 50 mm

-F.2--#1 88-10-A1B14-A00 — MAIN CABIN LT -F2--#1 — INPUT+ — -E X.2b:2, -E X.2b:3, -E X.2b:4 MAIN_CAB_LT+ — 1.5 WHITE/YELLOW

-F.3--#1 88-10-A1B14-A00 — FWD CABIN LT -F3--#1 — INPUT+ — -M F1b--:1 — -E X.2b:5 FWD_CAB_LT+ — 6 RED / 2.5 RED — 50 mm

-F.4--#1 88-15-A1B14-A00 — AFT CABIN LT -F4--#1 — INPUT+ — -F43--:1 — -E X.2b:7, -E X.2b:8 AFT_CAB_LT+ — 2.5 RED / 2.5 RED — 50 mm

-F.5--#1 88-03-A1B14-A00 — DECK LT -F5--#1 — INPUT+ — -E X.2b:9 DECK_LT+ — 1.5 WHITE/GREY — 50 mm

-F.6--#1 88-10-A1B14-A00 — UW LT STB -F6--#1 — INPUT+ — -E X.2c:10, -E X.2b:10 UW_LT_STB+ — 4 RED — 50 mm

-F.7--#1 88-10-A1B14-A00 — UW LT PORT -F7--#1 — INPUT+ — -E X.2b:11 UW_LT_PORT+ — 6 RED — 50 mm

-F.8--#1 88-15-A1B14-A00 — SEARCH LT -F8--#1 — INPUT+ — -M F1c--:1 — -E X.2c:1 SEARCH_LT+ — 6 RED / 4 RED — 50 mm

-F.9--#1 88-03-A1B14-A00 — HEATER CONTROL -F9--#1 — INPUT+ — -E X.2a:8 HEATER_C — 1.5 YELLOW/BLACK — 50 mm

-F.10--#1 88-10-A1B14-A00 — CONTROL 1 -F10--#1 — INPUT+ — -E X.2d:9, -E X.2d:5 CONTROL_1 — 1.5 RED — 50 mm

-F.11--#1 88-10-A1B14-A00 — CONTROL 2 -F11--#1 — INPUT+ — -E X.2f:10, -E X.2d:6, -E X.2f:6 CONTROL_2 — 1.5 WHITE/RED

-F.12--#1 88-03-A1B14-A00 — PLOTTER 1 -F12--#1 — INPUT+ — -E X.2c:5 PLOTTER_1 — 2.5 RED — 50 mm

-F.13--#1 88-05-A1B14-A00 — RADAR -F13--#1 — INPUT+ — -M F2b--:1 — -E X.2c:6 RADAR — 6 RED / 2.5 RED — 50 mm

-F.14--#1 88-07-A1B14-A00 — VHF RADIO -F14--#1 — INPUT+ — -F44--:1 — -E X.2c:7 VHF_RADIO — 2.5 RED / 2.5 RED

-F.15--#1 88-05-A1B14-A00 — HUB/NEP -F15--#1 — INPUT+ — -E X.2c:8 HUB_NEP — 2.5 RED — 50 mm

-F.16--#1 88-03-A1B14-A00 — NMEA2000 -F16--#1 — INPUT+ — -E X.2c:9 NMEA2000 — 1.5 RED

-F.17--#1 88-15-A1B14-A00 — STEREO -F17--#1 — INPUT+ — -E X.2d:1 STEREO — 4 RED

-F.18--#1 88-10-A1B14-A00 — WETBAR LT -F18--#1 — INPUT+ — -M F2c--:1 — -E X.2d:2 WETBAR_LT — 6 RED / 2.5 RED — 50 mm

-F.19--#1 88-10-A1B14-A00 — ZONE AMPLIFIER 2 -F19--#1 — INPUT+

-F.20--#1 88-15-A1B14-A00 — TRIM -F20--#1 — INPUT+ — -E X.2d:4 TRIM — 4 RED

COPPER BAR

-F.21--#1 98-25-A1B13-A00 — TOILET -F21--#1 — INPUT+ — -E X.2d:11 TOILET+ — 6 RED

-F.22--#1 98-25-A1B13-A00 — WIPER -F22--#1 — INPUT+ — -F X3a-- WIPER+ — 4 RED

-F.23--#1 88-10-A1B14-A00 — WINSCREEN WASH -F23--#1 — INPUT+ — -E X.2c:3 W_WASH+ — 1.5 GREY/RED — 50 mm

-F.24--#1 88-15-A1B14-A00 — HORN -F24--#1 — INPUT+ — -M F3b--:1 — -E X.2c:4 HORN+ — 6 RED / 2.5 RED — 50 mm

-F.25--#1 88-05-A1B14-A00 — SUMP PUMP -F25--#1 — INPUT+ — -F45--:1 — -E X.2d:9 SUMP_PUMP — 2.5 RED / 1.5 RED

-F.26--#1 88-03-A1B14-A00 — LIVE WELL PUMP -F26--#1 — INPUT+ — -E X.2d:10 LIVE_WELL_PMP — 2.5 RED — 50 mm

-F.27--#1 88-15-A1B14-A00 — 12Vdc OUTLETS 1 -F27--#1 — INPUT+ — -F41--:1 — -E X.2f:8, -E X.2e:1 OUTLET_1 — 4 RED / 2.5 RED — 50 mm

-F.28--#1 88-15-A1B14-A00 — 12Vdc OUTLETS 2 -F28--#1 — INPUT+ — -M F3c--:1 — -E X.2e:2 OUTLET_2 — 6 RED / 2.5 RED

-F.29--#1 88-10-A1B14-A00 — SWITCH PANEL AUX 1 -F29--#1 — INPUT+ — -E X.2e:3 AUX_1+ — 2.5 RED — 50 mm

-F.30--#1 88-10-A1B14-A00 — SWITCH PANEL AUX 2 -F30--#1 — INPUT+ — -E X.2e:4 AUX_2+ — 2.5 RED

-F.31--#1 88-10-A1B14-A00 — HELM EXTRA AUX 3 -F31--#1 — INPUT+ — -E X.2e:5 AUX_3+ — 2.5 RED

-F.32--#1 88-15-A1B14-A00 — ISM RECEIVER -F32--#1 — INPUT+ — -E X.2g:1 ISM_RECEIVER — 2.5 GREY — 50 mm

-F.33--#1 88-15-A1B14-A00 — ISM IGN -F33--#1 — INPUT+ — -M F4b--:1 — -E X.2g:2 ISM_IGN — 6 RED / 2.5 GREY — 50 mm

-F.34--#1 88-15-A1B14-A00 — ISM RELAY UNIT -F34--#1 — INPUT+ — -F46--:1 — -E X.2g:3 ISM_REL_UNIT — 2.5 RED / 2.5 GREY

-F.35--#1 88-03-A1B14-A00 — PLOTTER 2 -F35--#1 — INPUT+ — -E X.2c:11 PLOTTER_2 — 2.5 RED — 50 mm

-F.36--#1 88-05-A1B14-A00 — GAS GRILL -F36--#1 — INPUT+ — -E X.2f:11 GRILL — 2.5 RED

-F.37--#1 88-20-A1B13-A00 — NAVIOP / EGON -F37--#1 — INPUT+ — -F47--:1 — -E X.2h:1 EGON — 2.5 RED / 1.5 RED

-F.38--#1 88-07-A1B14-A00 — OP-BOX -F38--#1 — INPUT+ — -M F4c--:1 — -E X.2h:2 NAVIOP — 6 RED / 1.5 RED — 50 mm

-F.39--#1 88-10-A1B14-A00 — SPARE, 10A -F39--#1 — INPUT+

-F.40--#1 88-05-A1B14-A00 — SPARE 5A -F40--#1 — INPUT+ — -E X.2d:3 SPARE — 4 RED

COPPER BAR

/189.A5

/188.A4

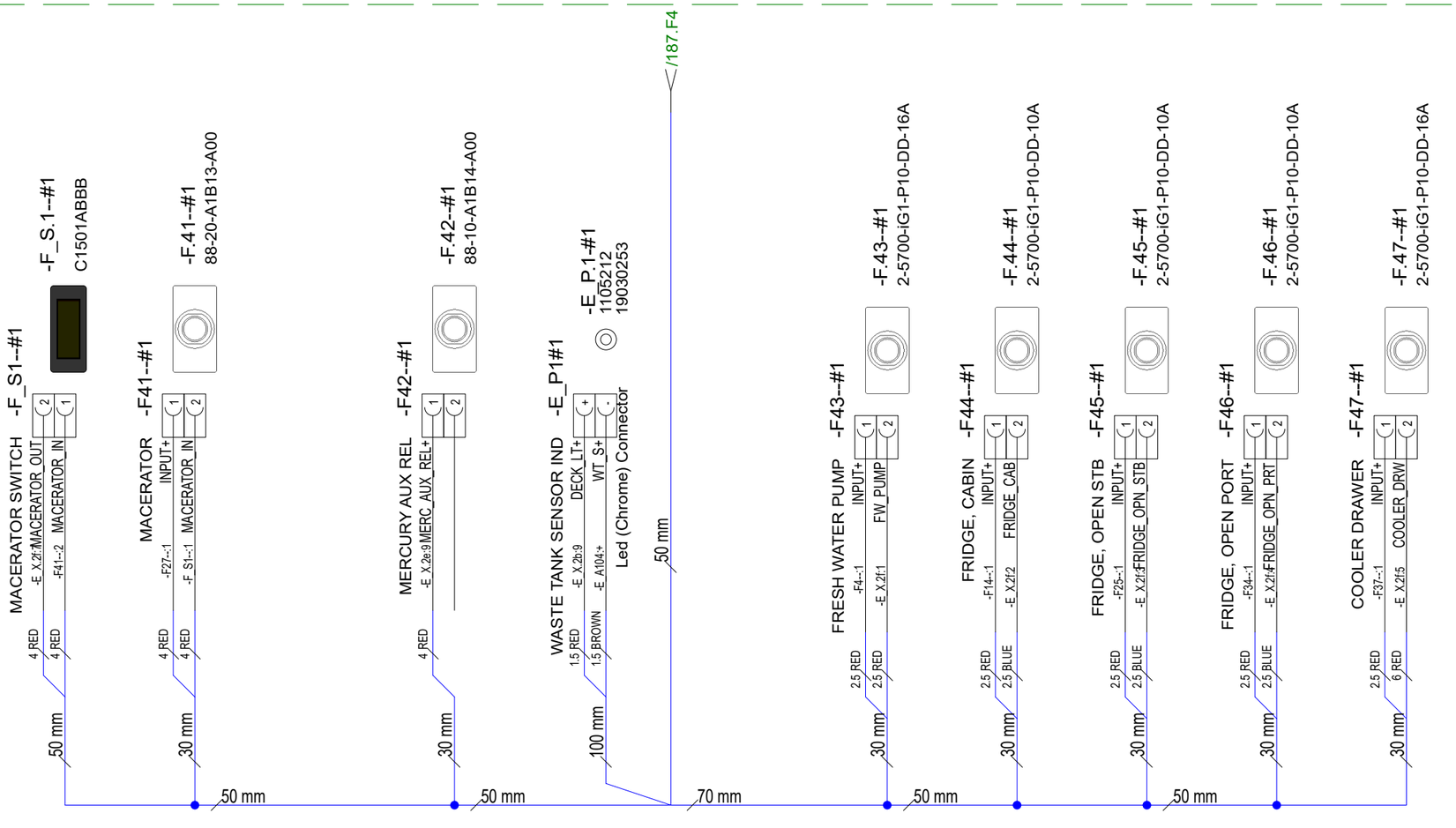
| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A |

Date 21.05.2021
Drawing by TT
Sheet rev. 5
Project rev. G

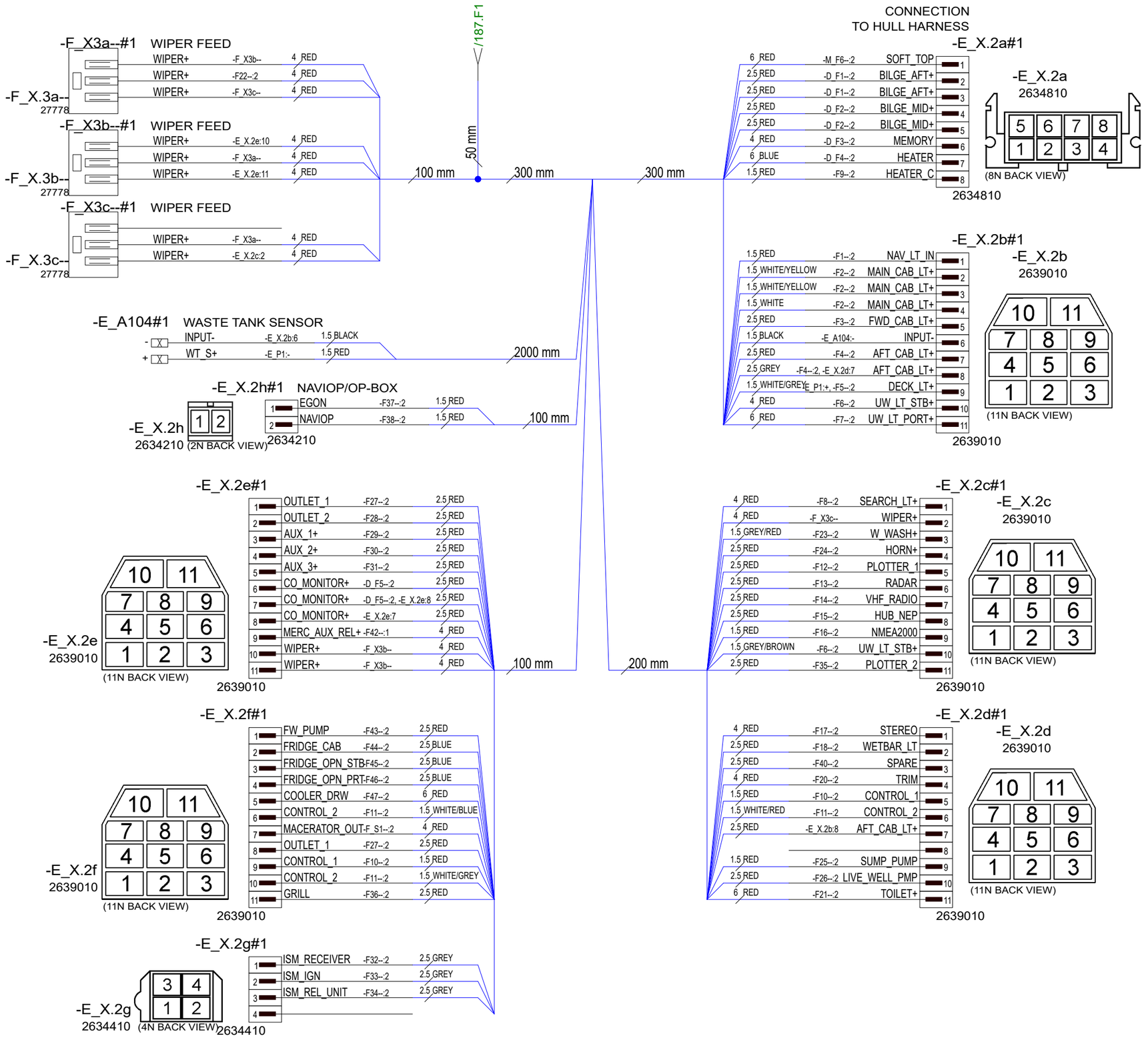
NAVIX designed solutions
Copyright by

Boat: Axopar
Boat model: 37 MY20 SHADOW
Sub-product code: SEE EXP VIEW
Product code: 34828
Project ID:
Title: FUSE UNIT EU
HL:
Loc:
Sheet: 187 / 210

4.




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT | Date | 21.05.2021 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 34828 | |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A | Drawing by | TT | | Boat | Sub-product code | Product code | Project ID |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 5 | | 37 MY20 SHADOW | FUSE UNIT EU | HL | 188 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | 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.

MARKING

R2 ISO 6722 100V AWG16 +100 C

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

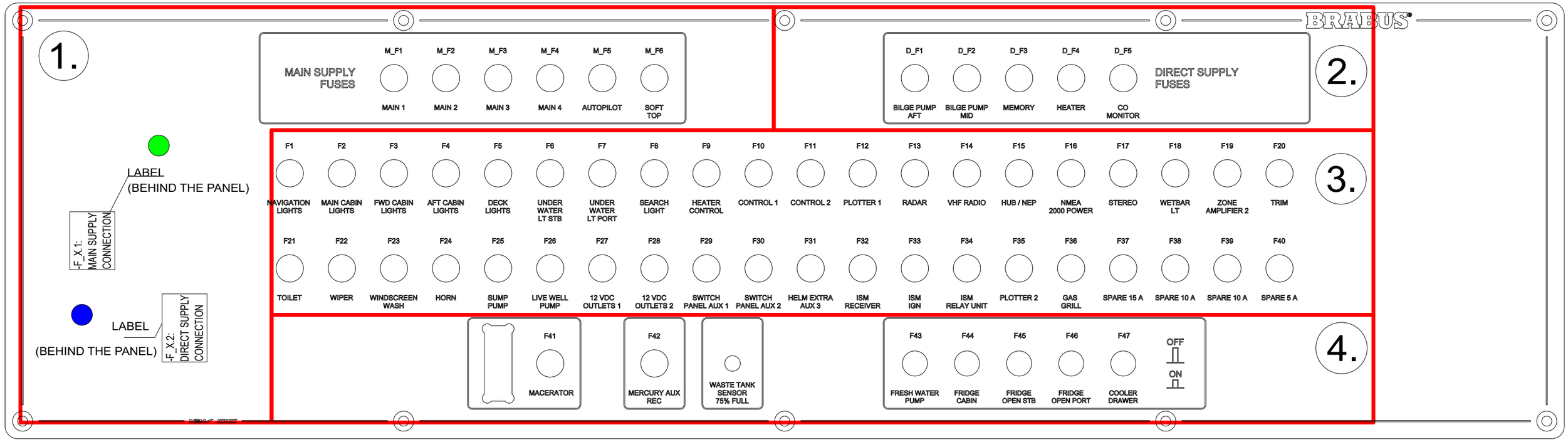
| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A |

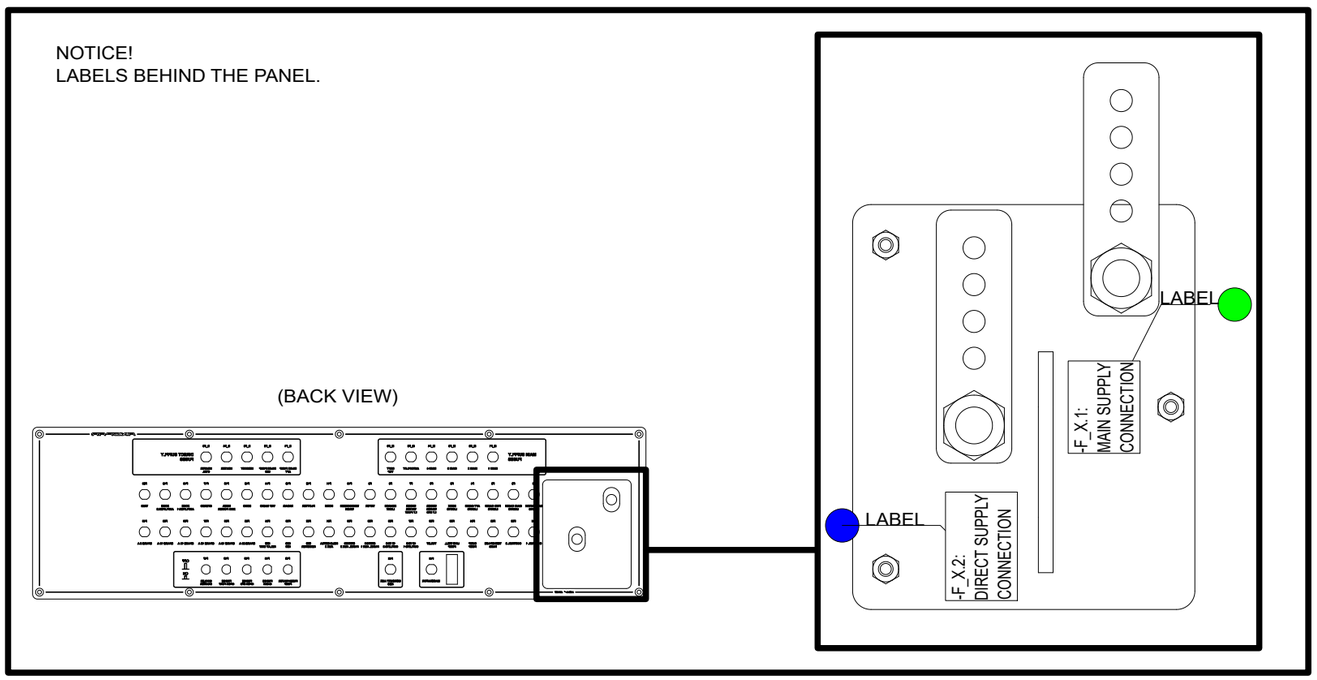
Date 21.05.2021
Drawing by TT
Sheet rev. 5
Project rev. G

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Boat: Axopar
Boat model: 37 MY20 SHADOW
Sub-product code: SEE EXP VIEW
Product code: 34828
Project ID:
Title: FUSE UNIT EU
HL:
Loc:
Sheet: 189 / 210

# FUSE PANEL GENERAL LAYOUT/ LABELS




| Date of modification | Modified by | Description |
|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A |

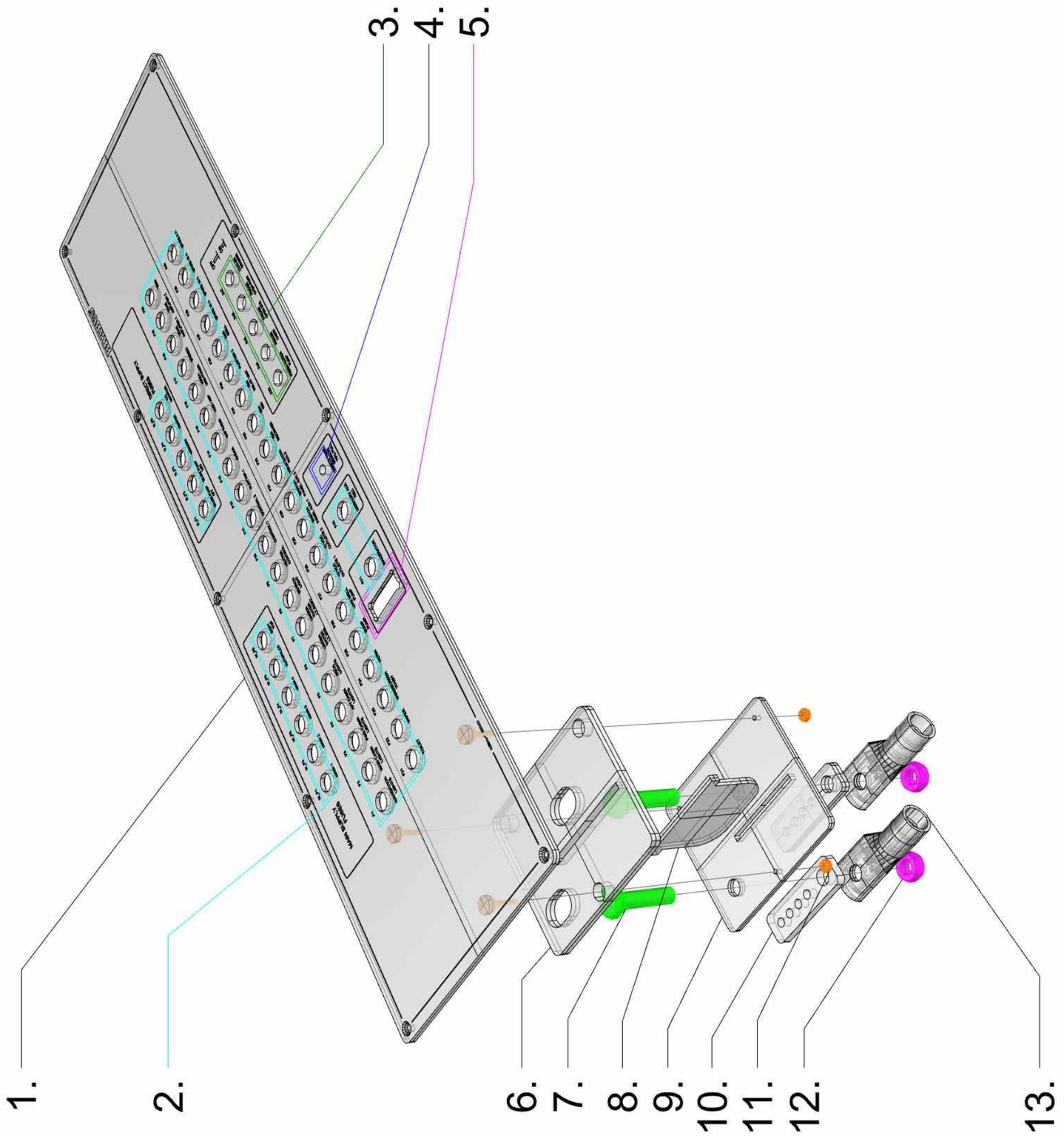
| | |
|---|---|
| Date | 21.05.2021 |
| Drawing by | TT |
| Sheet rev. | 5 |
| Project rev. | G |

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| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 34828<br>Product code | Project ID | |
| 37 MY20 SHADOW<br>Boat model | FUSE UNIT EU<br>Title | HL<br>Loc | 190 / 210<br>Sheet | |

# 34828_AXOPAR_37_SHADOW_FUSE_UNIT_EU




34828_AXOPAR_37_SHADOW_FUSE_UNIT_EU

1. 1PC 35001_AXOPAR_37_SHADOW_FUSE_UNIT_EU_PANEL_(WOC)
2. 53PCs KUOYUH_98H_SERIES (as in diagram)
3. 5PCS ETA 1140 FUSE
4. 1PC 19030253 LED PANEL MOUNT INDICATOR, SATIN CHROME BEZEL. RED. 12 VDC, 6mm 20mA, 13MCD, IP40
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)

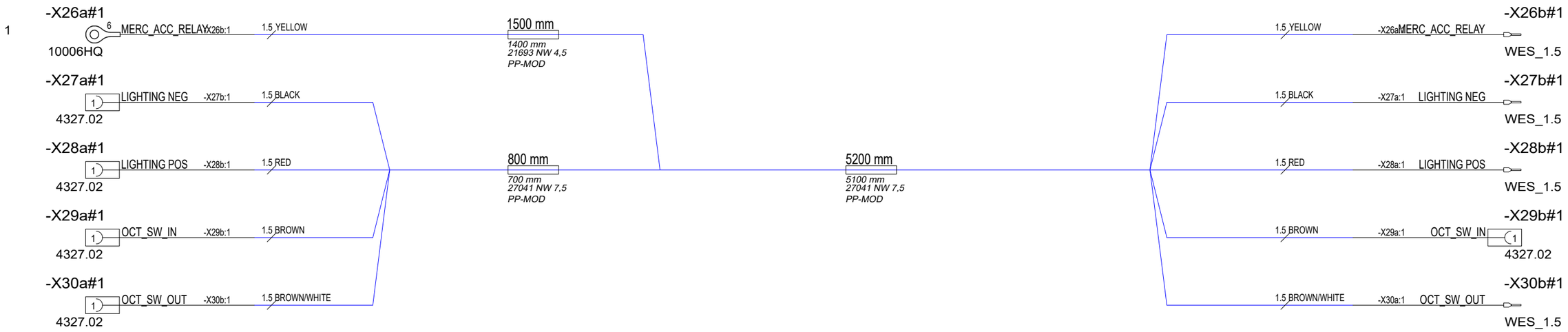
TE 19.05.2021

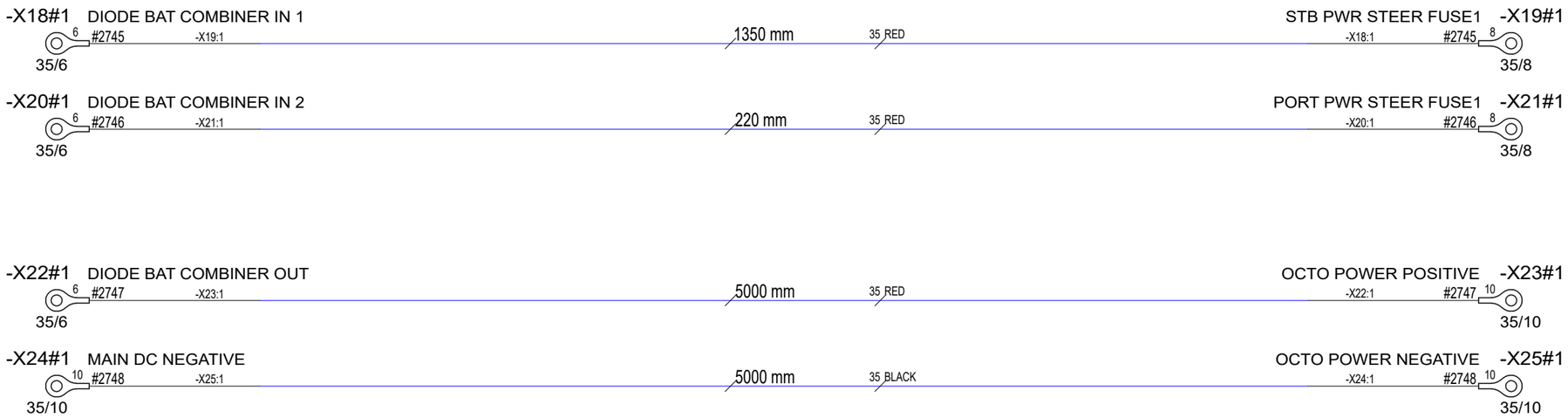
# EXP VIEW

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F3: -F18 IS NOW IN USE FOR WETBAR LT | Date | 21.05.2021 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 34828 |
| 23.11.2023 | PF | F4: 2004954; Changed livewell fuse to 3A | Drawing by | TT | | Boat | Sub-product code | Product code |
| 13.4.2024 | PF | G5: 2005054; F47 10A->16A, F3 15A->10A | Sheet rev. | 5 | | 37 MY20 SHADOW | FUSE UNIT EU | HL |
| | | | Project rev. | G | Copyright by | Boat model | Title | Loc |

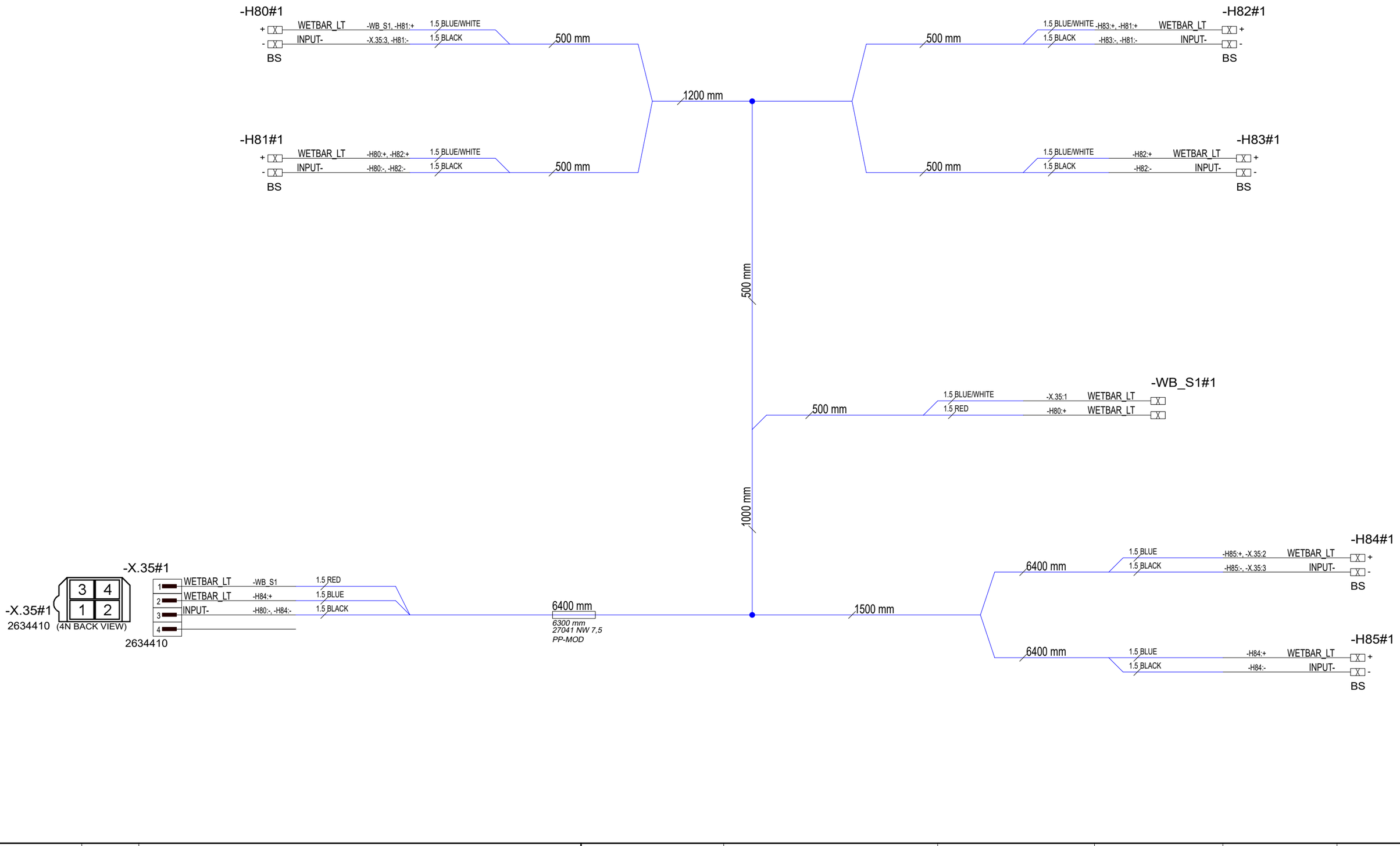
Project ID

191/ 210
Sheet



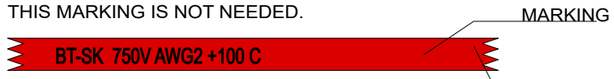

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F1: INTRODUCED DRAWING | Date 13.2.2023 | NAVIX designed solutions | Axopar | | 38424 | |
| 19.4.2024 | PF | G1: 2005054; Not modified | Drawing by RK | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. 1 | | 37 MY20 SHADOW | OCTO POWER HARNESS | HL | 192 / 210 |
| Date of modification | Modified by | Description | Project rev. G | Copyright by | Boat model | Title | Loc | Sheet |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 17.2.2023 | RK | F1: INTRODUCED DRAWING | Date | 13.2.2023 | NAVIX designed solutions | Axopar | | 38425 | |
| 19.4.2024 | PF | G1: 2005054; Not modified | Drawing by | RK | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY20 SHADOW | WETBAR LIGHTS HARNESS | HL | 193 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | 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.

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

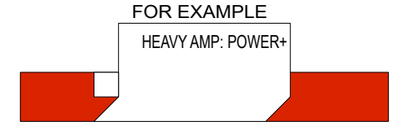
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

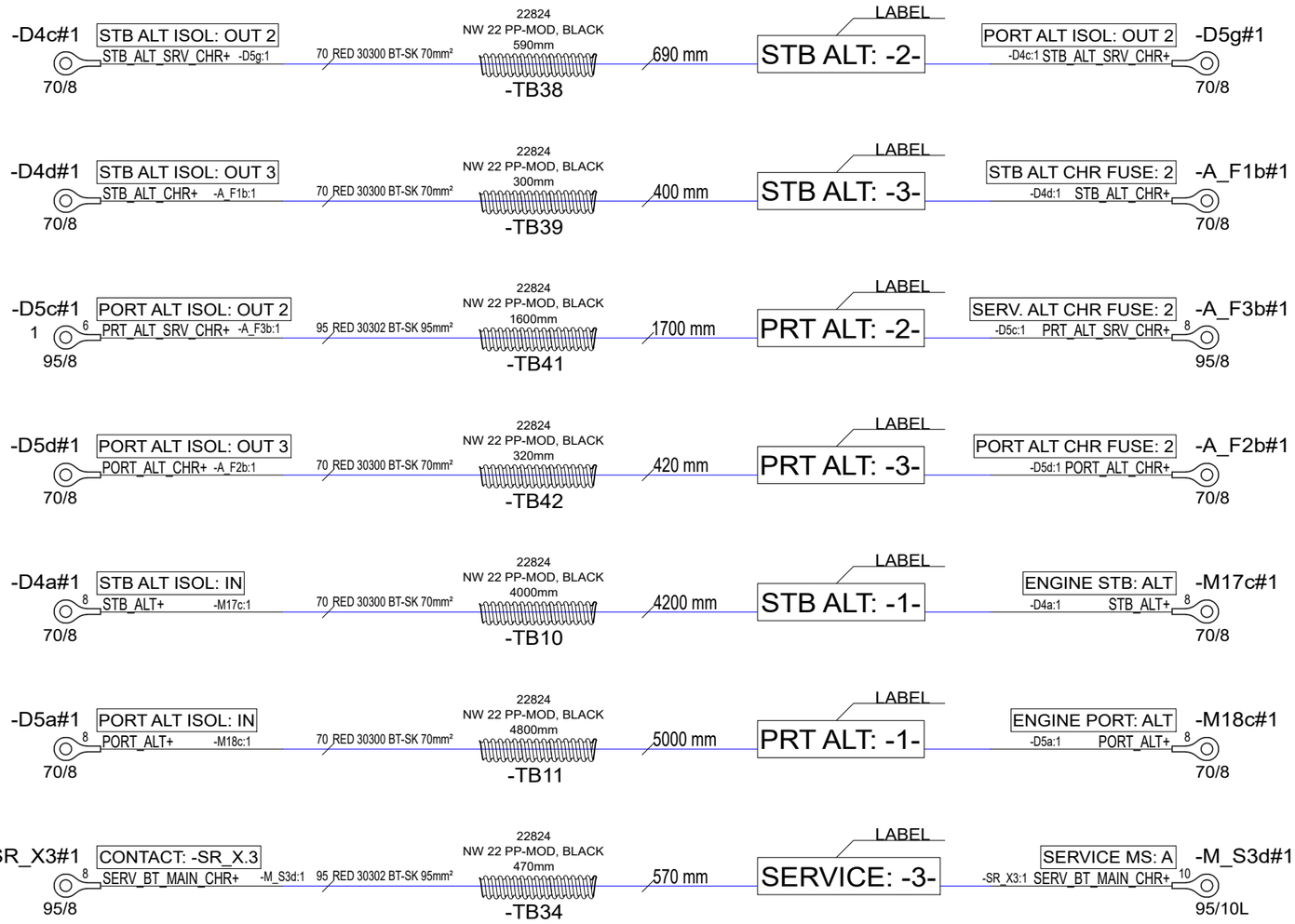
EQUIVALENCY:

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

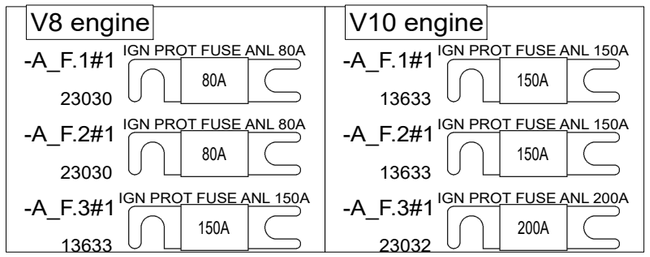
NOTICE! CABLES WITH STICKER

FOR EXAMPLE




Packed as separate sets and included




Customer installs correct fuses to
battery box according to engine type

| Date of modification | Modified by | Description |
|---|---|---|
| 26.9.2023 | PF | E1: 2004855: Introduced drawing (Based on 29600) |
| 13.10.2023 | PF | F1: Import to F-revision |
| 19.4.2024 | PF | G1: 2005054; Not modified |

| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 1 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | | 39902<br>Product code | | |
| 37 MY20<br>Boat model | ALTERNATOR CABLES<br>V10<br>Title | HL<br>Loc | 194 / 210<br>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 |
|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 50 mm2 = | AWG0 |
| | 70 mm2 = | AWG2/0 |
| FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0. | 95 mm2 = | AWG3/0 |
| | 120 mm2 = | 250 kcmil |

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

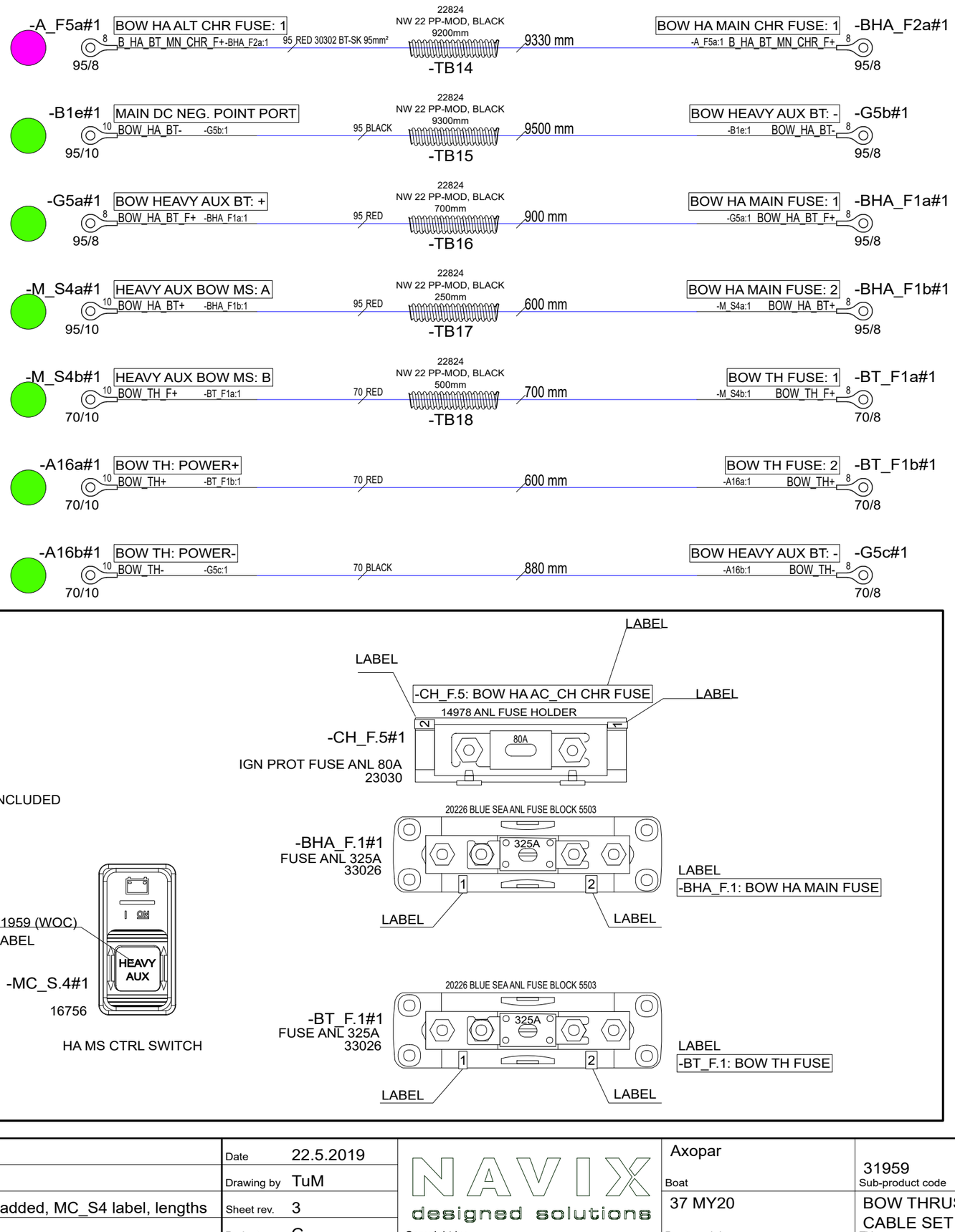
BT-SK 750V AWG2 +100 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

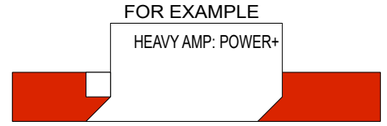
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

| | EQUIVALENCY: mm2 | AWG |
|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 25 mm2 = | AWG3 |
| | 35 mm2 = | AWG2 |
| FOR EXAMPLE: CABLE SIZE IS 70mm2 --> MARKING AWG2/0. | 50 mm2 = | AWG0 |
| | 70 mm2 = | AWG2/0 |
| | 95 mm2 = | AWG3/0 |
| | 120 mm2 = | 250 kcmil |




NOTICE! CABLES WITH STICKER

FOR EXAMPLE

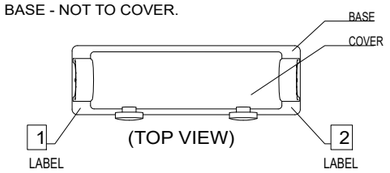



INCLUDED




**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.







(SIDE VIEW)
(with cover)

Packed as separately and included

| V8 engine | V10 engine |
|---|---|
| -A_F.5#1 IGN PROT FUSE ANL 150A | -A_F.5#1 IGN PROT FUSE ANL 250A |
| 13633 150A | 20011 250A |

Customer installs correct fuses to battery box according to engine type

| Date of modification | Modified by | Description |
|---|---|---|
| 30.7.2024 | PF | G3: 2005139; Cable lug changes |
| 13.10.2023 | PF | F1: Import to F-revision |
| 11.4.2024 | PF | G2: 2005054; Isol. link rem, CH_F5 &cables added, MC_S4 label, lengths |

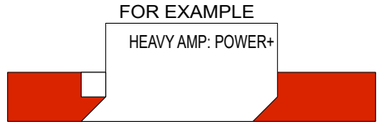
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | G |

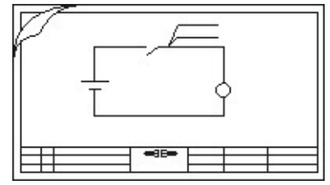
NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | 31959<br>Sub-product code | 39903<br>Product code | Project ID |
| 37 MY20<br>Boat model | BOW THRUSTER CABLE SET V10<br>Title | HL<br>Loc | 195 / 210<br>Sheet |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



DOCUMENTS INCLUDED:

39903 BOW THRUSTER CABLE SET

LABEL

BOW HA CHR CABLES

(TO TOP OF PACKAGE)

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| -CH2a#1 | BATTERY CHARGER OUT+ | BOW_HA_CHR_F+ -CH_F5b:1 | 25 RED | 1000 mm | LABEL: BOW HA CHR: -2- | BOW HA AC_CH CHR FUSE: 2 -CH2a: BOW_HA_CHR_F+ | -CH_F5b#1 |
| -A_F5c#1 | BOW HA ALT CHR FUSE: 1 | BOW_HA_CHR+ -CH_F5a:1 | 25 RED | 1500 mm | LABEL: BOW HA CHR: -3- | BOW HA AC_CH CHR FUSE: 1 -A_F5c:1 BOW_HA_CHR+ | -CH_F5a#1 |
| -A_F5b#1 | BOW HA ALT CHR FUSE: 2 | STB_ALT_B_HA_CHR+ -D4b:1 | 95 RED 30302 BT-SK 95mm² | 550 mm | LABEL: BOW HA CHR: -4- | STB ALT ISOL: OUT 1 -A_F5b:1 STB_ALT_B_HA_CHR+ | -D4b#1 1 |
| -G5e#1 | BOW HEAVY AUX BT: - | BOW_HA_BT- -CH2b#1:1 | 25 BLACK | 2000 mm | LABEL: BOW HA CHR: -5- | BATTERY CHARGER OUT- -G5e#1:1 BOW_HA_BT- | -CH2b#1 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 25/6 | 8 | 25/8 | 25/10L | 8 | 25/8 | 95/8 | 8 | 25/8 | 25/8 | 8 | 25/6 |

PACKED TO OWN PACKAGE.

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

BT-SK 750V AWG2 +100 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

EQUIVALENCY:

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

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.

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 |

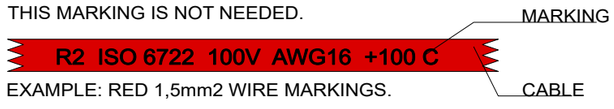
| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 30.7.2024 | PF | G3: 2005139; Cable lug changes | Date | 6.7.2019 |
| 13.10.2023 | PF | F1: Import to F-revision | Drawing by | TuM |
| 11.4.2024 | PF | G2: 2005054; Isol. link rem, CH_F5 &cables added, MC_S4 label, lengths | Sheet rev. | 3 |
| | | | Project rev. | G |

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| | | | |
|---|---|---|---|
| Axopar | | 39903 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | BOW THRUSTER CABLE SET V10 | HL | 196 / 210 |
| Boat model | Title | Loc | Sheet |

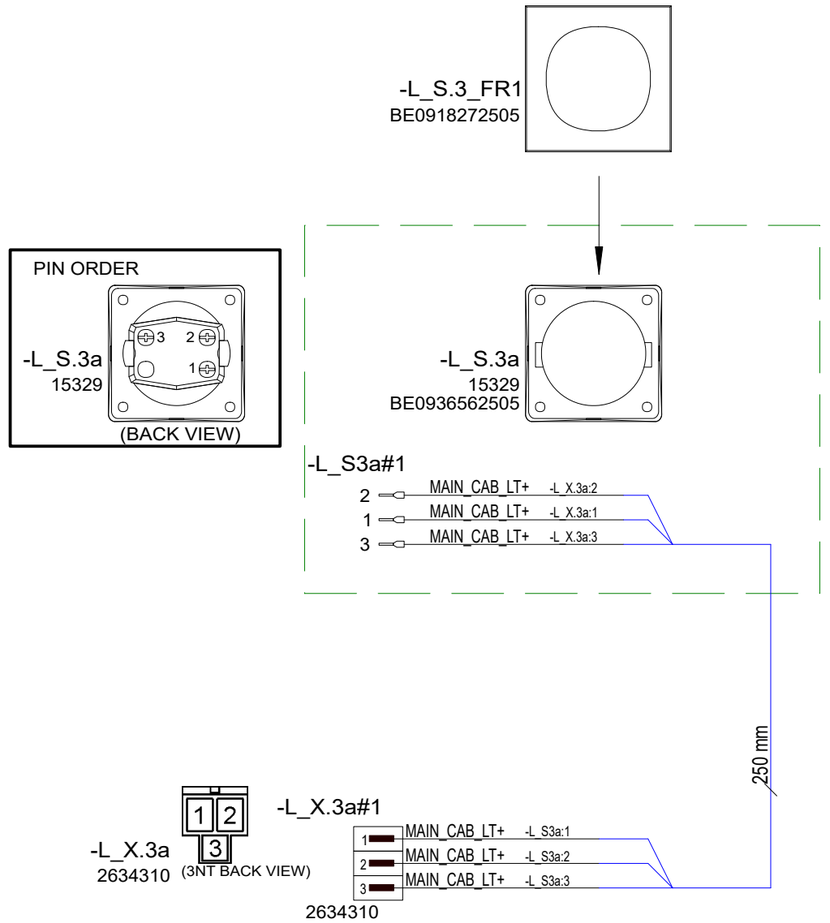
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

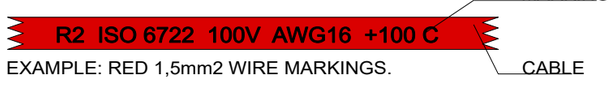
CUSTOMER: When no light pack is selected, install FOUR (4) pieces to main cabin




| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8.4.2024 | PF | G1: 2005054; New product | Date 12.3.2024 | NAVIX designed solutions | Axopar | | 41158 | |
| | | | Drawing by PF | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. 1 | Copyright by | 37 MY25 | BASIC LIGHT SWITCH | HL | 197 / 210 |
| | | | Project rev. G | | Boat model | Title | Loc | Sheet |

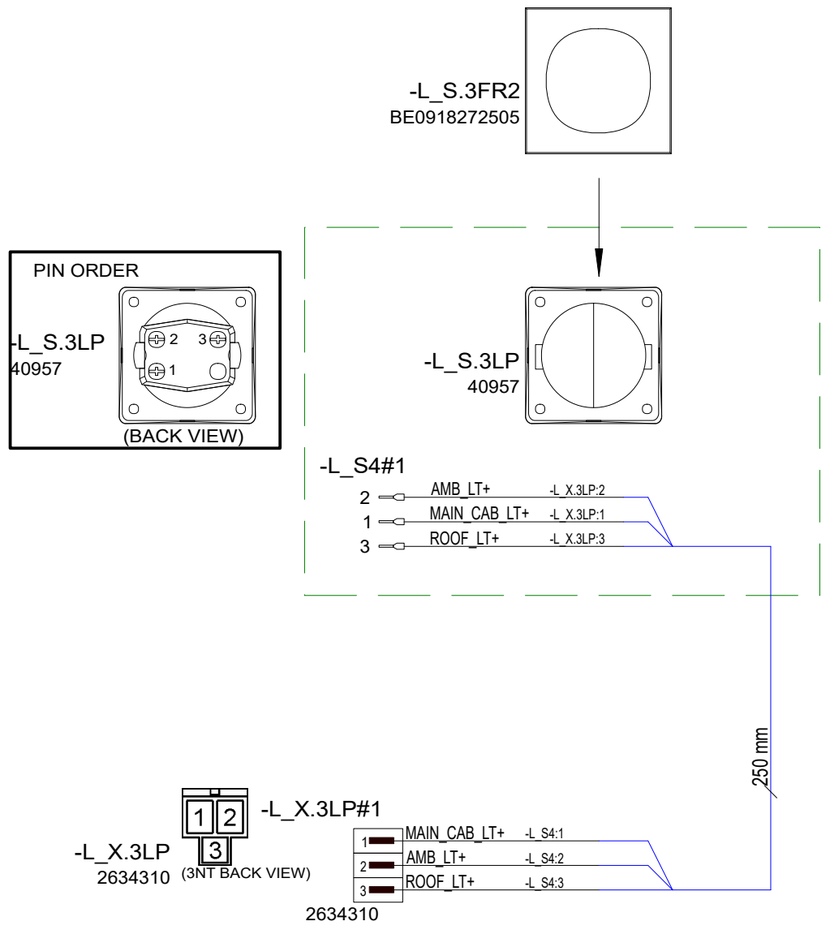
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

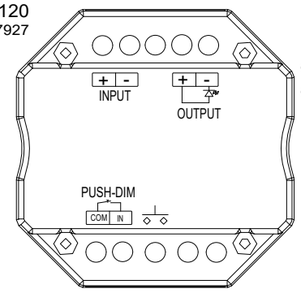
CUSTOMER: With light pack is selected, install TWO (2) pieces to main cabin




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8.4.2024 | PF | G1: 2005054; New product | Date | 15.3.2024 | NAVIX designed solutions | Axopar | | 41159 | |
| | | | Drawing by | PF | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY25 | LIGHT PACK SWITCH | HL | 198 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

CUSTOMER: CONNECT BOTH CONNECTORS TO HULL HARNESS NEAR RELAY UNIT
NOTICE! FROM RELAY UNIT LEAVE RL_X.1g UNCONNECTED

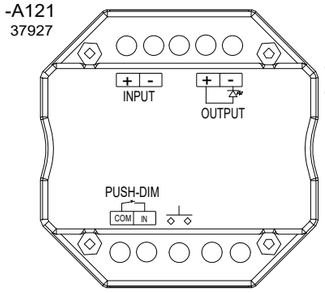
-A120
37927




-A120#1

| | | |
|---|---|---|
| OUTPUT + | MC_ROOF_LT | -RL_X.1ha:5 |
| OUTPUT - | MC_ROOF_NEG | -RL_X.1ha:6 |
| COM | MC_COM | -RL_X.1ga:7 |
| IN | ROOF_DIM | -RL_X.1ha:1 |
| V+ | MAIN_CAB_LT+ | -RL_X.1ga:5 |
| V- | INPUT- | -RL_X.1ga:11 |

-A121
37927




-A121#1

| | | |
|---|---|---|
| OUTPUT + | MC_AMB_LT | -RL_X.1ha:7 |
| OUTPUT - | MC_AMB_NEG | -RL_X.1ha:8 |
| COM | MC_COM | -RL_X.1ha:4 |
| IN | AMB_DIM | -RL_X.1ha:3 |
| V+ | MAIN_CAB_LT+ | -RL_X.1ga:5 |
| V- | INPUT- | -RL_X.1ga:11 |

100 mm

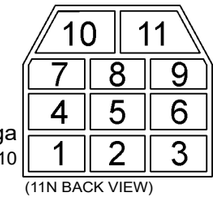
250 mm

-RL_X.1ga#1

| | | |
|---|---|---|
| -RL_X.1ga:3, -RL_X.1ha:1 | ROOF_DIM | 1 |
| -RL_X.1ga:4 | AMB_DIM | 2 |
| -RL_X.1ga:1 | ROOF_DIM | 3 |
| -RL_X.1ga:2, -RL_X.1ha:3 | AMB_DIM | 4 |
| -A120:V+, -A121:V+ | MAIN_CAB_LT+ | 5 |
| -RL_X.1ga:7, -RL_X.1ha:2 | MC_COM | 6 |
| -RL_X.1ga:6, -A120:COM | MC_COM | 7 |
| | | 8 |
| | | 9 |
| | | 10 |
| -A120:V-, -A121:V- | INPUT- | 11 |

2639010

-RL_X.1ga
2639010



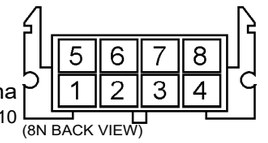

(11N BACK VIEW)

-RL_X.1ha#1

| | | |
|---|---|---|
| -A120:IN, -RL_X.1ga:1 | ROOF_DIM | 1 |
| -RL_X.1ga:6, -RL_X.1ha:4 | MC_COM | 2 |
| -A121:IN, -RL_X.1ga:4 | AMB_DIM | 3 |
| -A121:COM, -RL_X.1ha:2 | MC_COM | 4 |
| -A120:+ | MC_ROOF_LT | 5 |
| -A120:- | MC_ROOF_NEG | 6 |
| -A121:+ | MC_AMB_LT | 7 |
| -A121:- | MC_AMB_NEG | 8 |

2634810

-RL_X.1ha
2634810




(8N BACK VIEW)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8.4.2024 | PF | G1: 2005054; New product | Date | 15.3.2024 | NAVIX designed solutions | Axopar | | 41160 | |
| | | | Drawing by | PF | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY25 | DIMMER KIT | HL | 199 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

1. 1.5 RED/BLACK -PL_X.1 :1 NAV_LT_IN
1.5 BLUE -PL_X.1 :2 DIM_COM-
-A53_#1 + -
16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369
/201.A2
2.
LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT
250 mm
1.5 RED/BLACK -A53_:+
1.5 BLACK -A53_:-
NAV_LT_IN
DIM_COM-
2634210
2634210 (2N BACK VIEW)
-PL_X.1_#1
-PL_X.1_#1
CONNECTED
-PL_X1_#1
NAV_LT_IN -XDIM1_:1, -X.6a_:1 1.5 RED/BLACK
DIM_COM- -S_XG1b_, -XDIM1_:3 1.5 BLUE
50 mm
2635210
-PL_X1_#1
2635210 (2U BACK VIEW)
-DIM.1_
38658
-XDIM1_#1
RED_VCC
BLACK_GND
BLUE_COM
Connect during assembly!
NAV_LT_IN
INPUT-
DIM_COM-
1.5 RED -PL_X1_:1
1.5 BLACK -X.6b_:10
1.5 BLUE -PL_X1_:2
-S_S.2_ 82-5151.2123 14077
-S_S2_#1
NAVIGATION LT
C NO NC + -
NAV_LT_IN
NAV_LT_OUT
SW2-
1.5 RED -X.6a_:4
1.5 RED -S_S2_:+, -X.6a_:5
1.5 RED -S_S2_:NO
1.5 GREY -D_D2_:1
-S_S.3_ 82-5151.2123 14077
-S_S3_#1
ANCHOR LT
NAV_LT_IN
ANCH_LT_OUT
SW3-
1.5 RED -X.6a_:4
1.5 BLUE -X.6a_:6, -S_S3_:+
1.5 BLUE -S_S3_:NO
1.5 GREY -D_D3_:1
-S_S.4_ 82-5151.2123 14077
-S_S4_#1
DECK LT
DECK LT+
DECK_LT
SW4-
1.5 WHITE/GREY -X.6a_:7
1.5 WHITE/GREY -X.6a_:11
1.5 WHITE/GREY -X.6a_:8
1.5 GREY -D_D4_:1
-S_S.5_ 82-5151.1123 14075
-S_S5_#1
ROOF LT
MC_COM
ROOF_DIM
MC_ROOF_LT
MC_ROOF_NEG
1.5 WHITE/YELLOW -X.6c_:2
1.5 WHITE/YELLOW -X.6c_:1
1.5 WHITE/YELLOW -X.6c_:6
1.5 GREY -X.6c_:5
-S_S.6_ 82-5151.1123 14075
-S_S6_#1
AMBIENT LT
MC_COM
AMB_DIM
MC_AMB_LT
MC_AMB_NEG
1.5 WHITE -X.6c_:4
1.5 WHITE -X.6c_:3
1.5 WHITE -X.6c_:8
1.5 GREY -X.6c_:7
-S_S.7_ 82-5151.2123 14077
-S_S7_#1
WIPER
UW_LT_STB+
UW_LT_REL_C
UW_LT_STB
SW7-
1.5 GREY/BROWN -X.6b_:4
1.5 GREY/BROWN -X.6b_:5
1.5 GREY/BROWN -X.6b_:8
1.5 GREY -D_D7_:1
50 mm
-X.6a_#1
NAV_LT_IN -PL_X1_:1 1.5 RED
NAV_LT_IN -S_S3_:C, -S_S2_:C 1.5 RED
NAV_LT_OUT -S_S2_:NO, -D1_:1 1.5 RED
ANCH_LT_OUT -S_S3_:NO, -D1_:2 1.5 BLUE
DECK_LT+ -S_S4_:C 1.5 WHITE/GREY
DECK_LT -S_S4_:+, -X.6a_:9 1.5 WHITE/GREY
DECK_LT -X.6a_:8, -X.6a_:10 1.5 WHITE/GREY
DECK_LT -X.6a_:9, -X.6a_:11 1.5 WHITE/GREY
DECK_LT -S_S4_:NO, -X.6a_:10 1.5 WHITE/GREY
10 11 / 7 8 9 / 4 5 6 / 1 2 3
-X.6a_#1
2639010
(11N BACK VIEW)
2639010
-X.6c_#1
ROOF_DIM -S_S5_:NO 1.5 WHITE
MC_COM -S_S5_:C 1.5 WHITE/BLACK
AMB_DIM -S_S6_:NO 1.5 WHITE
MC_COM -S_S6_:C 1.5 WHITE/BLACK
MC_ROOF_NEG -S_S5_:- 1.5 YELLOW
MC_ROOF_LT -S_S5_:+ 1.5 RED
MC_AMB_NEG -S_S6_:- 1.5 YELLOW
MC_AMB_LT -S_S6_:+ 1.5 RED
-X.6c_
2634810
5 6 7 8 / 1 2 3 4
(8N BACK VIEW)
2634810
-D.1_
P600G 6A
-D1_#1
NAV_LT_OUT -X.6a_:5 1.5 RED
ANCH_LT_OUT -X.6a_:6 1.5 BLUE
BS_2
WITH SHRINK TUBE
250 mm
CONNECTION TO HULL HARNESS
-X.6b_#1
UW_LT_STB+ -S_S7_:C 1.5 GREY/BROWN
UW_LT_REL_C -S_S7_:NO 1.5 GREY/BROWN
UW_LT_STB -S_S7_:+ 1.5 GREY/BROWN
DIM_COM- -S_XG1a_ 1.5 BLUE
INPUT- -XDIM1_:2 1.5 BLACK
10 11 / 7 8 9 / 4 5 6 / 1 2 3
-X.6b_#1
2639010
(11N BACK VIEW)
2639010
300 mm
100 mm
-D_D1 - D_D15 = 1N4005
Cover with shrinktube!
SW. PANEL NEG. PORT -S_XG1a_#1
1.5 BLUE -X.6b_:9 DIM_COM-
1 GREY -S_S4_:- SW4- -D_D4_ -D_D4_:2 DIM_COM-
1 GREY -S_S2_:- SW2- -D_D2_ -D_D2_:2 DIM_COM-
1 GREY -S_S3_:- SW3- -D_D3_ -D_D3_:2 DIM_COM-
1.5 BLUE -S_XG1b_ DIM_COM-
-S_XG.1a_
12743
SW. PANEL NEG. PORT -S_XG1b_#1
1.5 BLUE -S_XG1a_ DIM_COM-
1 GREY -S_S7_:- SW7- -D_D7_ -D_D7_:2 DIM_COM-
1.5 BLUE -PL_X1_:2 DIM_COM-
-S_XG.1b_
12743

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date | 2.4.2024 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 41161 | |
| | | | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY25 | SWITCH PANEL LIGHT PACK | HL | 200 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

3.

/200.A8

LED-MODULE CUTTING AND FINISHING INSTRUCTIONS ARE ON PAGE: SWITCH PANEL GENERAL LAYOUT

-S_S.8_ 82-5151.2123 14077
-S_S.9_ 82-5151.1123 14075
-S_S.10_ 82-5151.1113 16449
-S_S.11_ 82-5151.2123 14077
-S_S.12_ 82-5151.2123 14077
-S_S.13_ 82-5151.2123 14077
-S_S.14-1_#1 82-5151.2123 14077

-S_S8_#1: WIPER — C, NO, NC, +, - — CONTROL_2, WIP_REL_C, WIP_SLOW, SW8-
-S_S9_#1: W. WASHER — C, NO, NC, +, - — W_WASH+, W_WASH_REL_C, W_WASH, SW9-
-S_S10_#1: HORN — C, NO, NC, +, - — HORN+, HORN_REL_C, HORN+, SW10-
-S_S11_#1: BILGE P. MID — C, NO, NC, +, - — BILGE_MID+, BLG_MD_REL_C, BILGE_MID_MAN, SW11-
-S_S12_#1: BILGE P. AFT — C, NO, NC, +, - — BILGE_AFT+, BLG_AFT_REL_C, BILGE_AFT_MAN, SW12-
-S_S13_#1: AUX 1 — C, NO, NC, +, - — AUX_1+, AUX_1_REL_C, AUX_1, SW13-
-S_S14-1_#1: AUX 2 — C, NO, NC, +, - — AUX_2+, AUX_R_C/BOW_TH, AUX_2, SW14-

| | -X.7a :1 | -X.7a :2 | -X.7a :7 | -D D8 :1 |
|---|---|---|---|---|
| | 1.5 WHITE/BLUE | 1.5 WHITE/BLUE | 1.5 WHITE/BLUE | 1 GREY |

| | -X.7a :3 | -X.7a :4 | -X.7b :7 | -D D9 :1 |
|---|---|---|---|---|
| | 1.5 GREY/RED | 1.5 GREY/RED | 1.5 GREY/RED | 1 GREY |

| | -S S10 :+, -X.7a :5 | -X.7a :6 | -S S10 :C | -D D10 :1 |
|---|---|---|---|---|
| | 1.5 BROWN | 1.5 BROWN | 1.5 BROWN | 1 GREY |

| | -X.7b :1 | -X.7b :3 | -X.7b :2 | -D D11 :1 |
|---|---|---|---|---|
| | 1.5 RED | 1.5 GREY | 1.5 RED | 1 GREY |

| | -X.7b :4 | -X.7b :6 | -X.7b :5 | -D D12 :1 |
|---|---|---|---|---|
| | 1.5 RED | 1.5 GREY | 1.5 RED | 1 GREY |

| | -X.7c :1 | -X.7c :2 | -X.7c :5 | -D D13 :1 |
|---|---|---|---|---|
| | 1.5 GREY/BLACK | 1.5 GREY/BLACK | 1.5 GREY/BLACK | 1 GREY |

| | -X.7c :3 | -X.7c :4 | -X.7c :6 | -D D14 :1 |
|---|---|---|---|---|
| | 1.5 PURPLE/BLACK | 1.5 PURPLE/BLACK | 1.5 PURPLE/BLACK | 1 GREY |

50 mm

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

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

-S_S14-2_#1
ISM BOW THRUSTER SW

| | -X.7d :1 | ISM_BOW_TH_C | C |
|---|---|---|---|
| 1.5 WHITE/BLACK | | | |
| 1.5 BLACK | -X.7a :8 | INPUT- | NO |
| | | | NC |
| 1.5 WHITE | -X.7d :2 | ISM_B_TH_SW_L+ | + |
| 1 GREY | -D D15 :1 | SW14- | - |

100 mm

CONNECTION TO HULL HARNESS

-X.7a_#1

| | | | |
|---|---|---|---|
| 1 | CONTROL_2 | -S_S8 :C | 1.5 WHITE/BLUE |
| 2 | WIP_REL_C | -S_S8 :NO | 1.5 WHITE/BLUE |
| 3 | W_WASH+ | -S_S9 :C | 1.5 GREY/RED |
| 4 | W_WASH_REL_C | -S_S9 :NO | 1.5 GREY/RED |
| 5 | HORN+ | -S_S10 :C | 1.5 BROWN |
| 6 | HORN_REL_C | -S_S10 :NO | 1.5 BROWN |
| 7 | WIP_SLOW | -S_S8 :+ | 1.5 WHITE/BLUE |
| 8 | INPUT- | -S_S14-2 :NO, -R1 | 1.5 BLACK |

-X.7a_#1 2634810 (8N BACK VIEW) — 5 6 7 8 / 1 2 3 4

300 mm

-X.7b_#1

| | | | |
|---|---|---|---|
| 1 | BILGE_MID+ | -S_S11 :C | 1.5 RED |
| 2 | BILGE_MID_MAN | -S_S11 :+ | 1.5 RED |
| 3 | BLG_MD_REL_C | -S_S11 :NO | 1.5 GREY |
| 4 | BILGE_AFT+ | -S_S12 :C | 1.5 RED |
| 5 | BILGE_AFT_MAN | -S_S12 :+ | 1.5 RED |
| 6 | BLG_AFT_REL_C | -S_S12 :NO | 1.5 GREY |
| 7 | W_WASH | -S_S9 :+ | 1.5 GREY/RED |
| 8 | DIM_COM- | -S_XG2a_ | 1.5 BLUE |

-X.7b_#1 2634810 (8N BACK VIEW) — 5 6 7 8 / 1 2 3 4

-X.7c_#1

| | | | |
|---|---|---|---|
| 1 | AUX_1+ | -S_S13 :C | 1.5 GREY/BLACK |
| 2 | AUX_1_REL_C | -S_S13 :NO | 1.5 GREY/BLACK |
| 3 | AUX_2+ | -S_S14-1 :C | 1.5 PURPLE/BLACK |
| 4 | AUX_R_C/BOW_TH | -S_S14-1 :NO | 1.5 PURPLE/BLACK |
| 5 | AUX_1 | -S_S13 :+ | 1.5 GREY/BLACK |
| 6 | AUX_2 | -S_S14-1 :+ | 1.5 PURPLE/BLACK |
| 7 | CONTROL_2 | -S_S15 :C | 1.5 WHITE/BLUE |
| 8 | NAV_ON | -S_S15 :+, -S_S15 :NO | 1.5 ORANGE |

-X.7c_#1 2634810 (8N BACK VIEW) — 5 6 7 8 / 1 2 3 4

-X.7d_#1 2637710 (2NT BACK VIEW) — 2 / 1

-X.7d_#1

| | | | |
|---|---|---|---|
| 1 | ISM_BOW_TH_C | -S_S14-2 :C | 1.5 WHITE/BLACK |
| 2 | ISM_B_TH_SW_L+ | -S_S14-2 :+ | 1.5 WHITE |

100 mm

-R1_#1 -R1 R3K32_0.5W
-R2 R3K32_0.5W

| | | | | |
|---|---|---|---|---|
| 1.5 BLACK | -X.7a :8 | INPUT- | | -A123_ |

-A123_ 12743

| | | | | |
|---|---|---|---|---|
| 1 GREY | -S_S12 :- | SW12- | -D_D12 -D D12 :2 | INPUT- |
| 1 GREY | -S_S11 :- | SW11- | -D_D11 -D D11 :2 | INPUT- |

-D_D1 - D_D15 = 1N4005
Cover with shrinktube!

SW. PANEL NEG. STB -S_XG2a_#1

| | | | | |
|---|---|---|---|---|
| 1.5 BLUE | | | -X.7b :8 | DIM_COM- |
| 1 GREY | -S_S8 :- | SW8- | -D_D8_ -D D8 :2 | DIM_COM- |
| 1 GREY | -S_S9 :- | SW9- | -D_D9_ -D D9 :2 | DIM_COM- |
| 1 GREY | -S_S10 :- | SW10- | -D_D10 -D D10 :2 | DIM_COM- |
| 1.5 GREY | | | -S_XG2b | DIM_COM- |

-S_XG.2a_ 12743

SW. PANEL NEG. STB -S_XG2b_#1

| | | | | |
|---|---|---|---|---|
| 1.5 GREY | | | -S_XG2a_ | DIM_COM- |
| 1 GREY | -S_S13 :- | SW13- | -D_D13 -D D13 :2 | DIM_COM- |
| 1.5 GREY | | | -S_XG2c | DIM_COM- |

-S_XG.2b_ 12743

SW. PANEL NEG. STB -S_XG2c_#1

| | | | | |
|---|---|---|---|---|
| 1.5 GREY | | | -S_XG2b | DIM_COM- |
| 1 GREY | -S_S14-1 :- | SW14- | -D_D14 -D D14 :2 | DIM_COM- |
| 1 GREY | -S_S14-2 :- | SW14- | -D_D15 -D D15 :2 | DIM_COM- |
| 1 GREY | -S_S15 :- | SW15- | D_D16_ -D D16 :2 | DIM_COM- |
| | | | | DIM_COM- |

-S_XG.2c_ 12743

500 mm

(CUSTOMER INSTALLS TO LOCATION OUTSIDE PANEL)

-S_S15_#1
-S_S.15_ 82-5151.2123 14077

-S_S15_ 36345 GREY CONNECTOR (BACK VIEW) — NC, NO, C, -, +

NAVIGATION ON/OFF

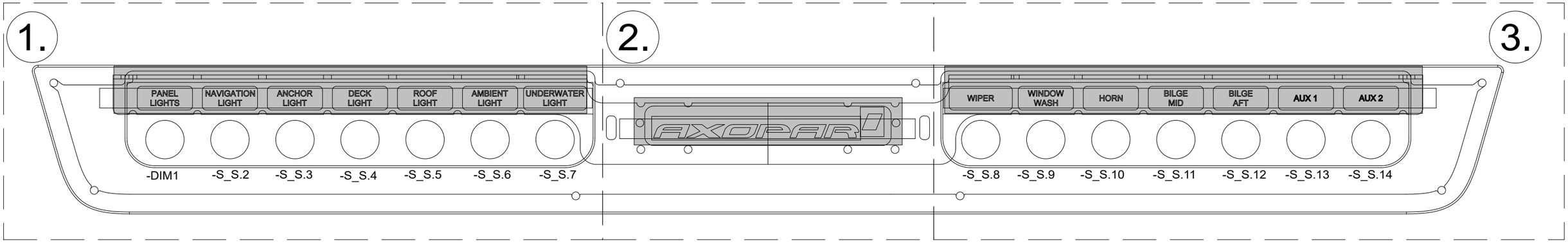
| | C | NO | NC | + | - |
|---|---|---|---|---|---|
| | CONTROL_2 | NAV_ON | | NAV_ON | SW15- |
| | -X.7c :7 | -X.7c :8 | | -X.7c :8 | -D D16 :1 |
| | 1.5 WHITE/BLUE | 1.5 ORANGE | | 1.5 ORANGE | 1 GREY |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date | 2.4.2024 | Axopar | SEE EXP VIEW / 41161 / Project ID |
| | | | Drawing by | TuM | Boat | Sub-product code / Product code |
| | | | Sheet rev. | 1 | 37 MY25 | SWITCH PANEL LIGHT PACK / HL / 201/ 210 |
| Date of modification | Modified by | Description | Project rev. | G | Boat model | Title / Loc / Sheet |

NAVIX designed solutions

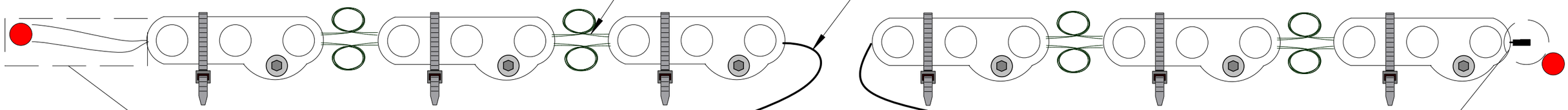
Copyright by

# SWITCH PANEL GENERAL LAYOUT / LED MODULE CUTTING & FINISHING



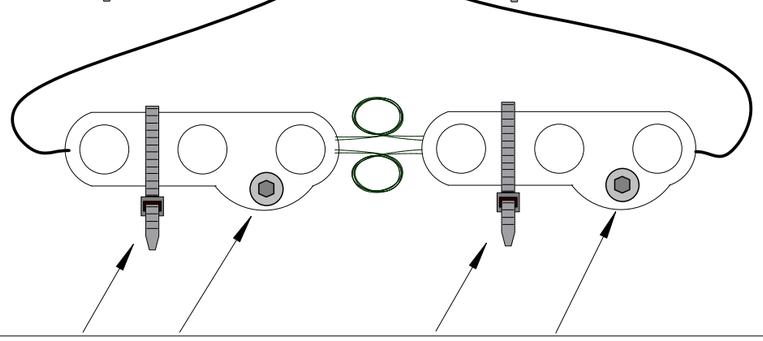

16704 - Led-module 3-pos. White - Nextec LM3X2853W 1369

BUNDLE EXTRA WIRING BETWEEN MODULES TO THE LOOPS AND STRING WITH ZIP TIES



CUT LED MODULES INPUT SIDE OF THE WIRES APPROX. 60mm LENGTH
(SHOULD BE ABOUT THE CENTER POS. BETWEEN 2 MODULES)

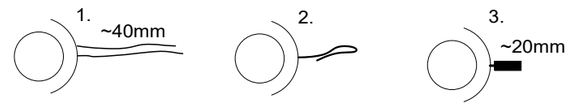
STRIP WIRE ENDS APPROX. 7mm AND CRIMP WIRES TO THE BUTT SPLICE CONNECTORS -A53.



1. CUT THE WIRES APPROX. 40mm. (JUST CUT, DO NOT STRIP!)

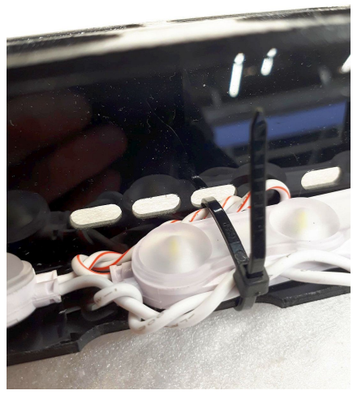
2. BEND THE WIRES TO THE SHAPE OF "U".

3. ADD APPROX. 20mm OF HEAT SHRINK TUBE "17418"
OVER THE BENDED WIRES.




HOW TO BUNDLE EXTRA WIRING BETWEEN MODULES
TO THE LOOPS AND STRING WITH ZIP TIES



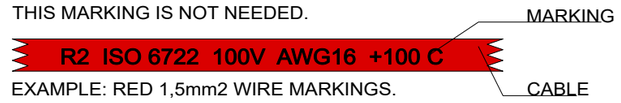


ATTACH ALL LED MODULES TO THE BRACKET 36371 WITH M3X12 BH HEX BOLT A4, NUT M3 AND 2-SIDED TAPE. ADD CABLE TIE. SEE ALSO EXP. VIEW

TURN THE ENDS OF CABLE TIES TOWARDS TO THE PANEL!

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

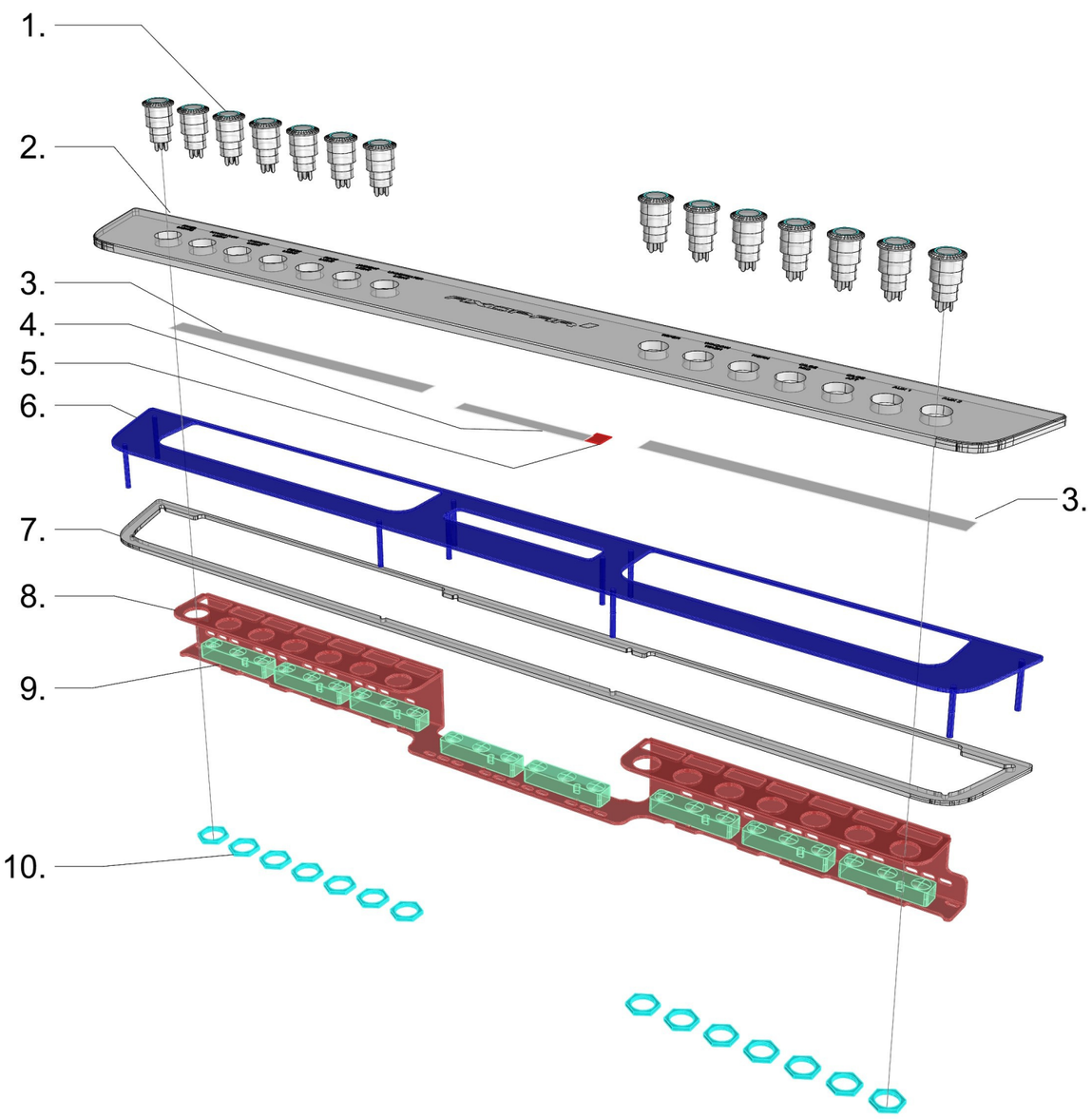
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

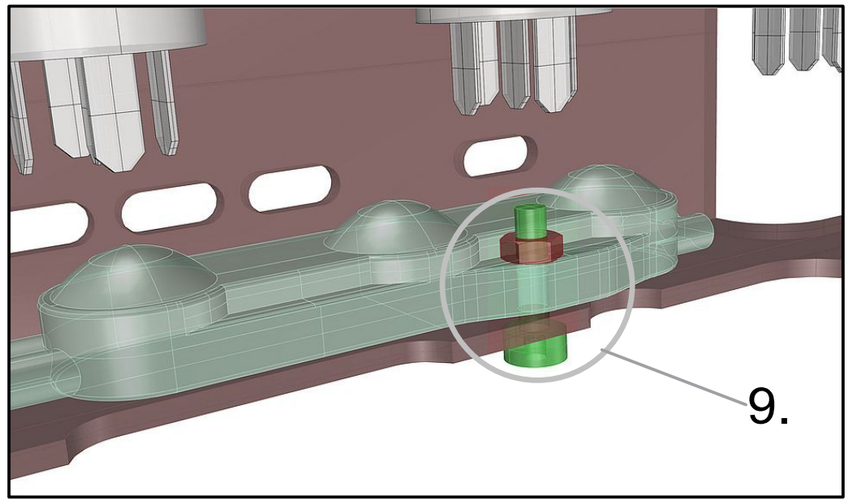



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date | 2.4.2024 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 41161 | |
| | | | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY25 | SWITCH PANEL LIGHT PACK | HL | 202 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | Sheet |

# 41161_AXOPAR_37_MY25_SWITCH_PANEL_LIGHT_PACK




41161_AXOPAR_37_MY25_SWITCH_PANEL_LIGHT_PACK

1. 14PCS HALO SWITCH (AS IN DIAGRAM)

2. 1PCS 29767_AXOPAR_37_MY20_ACRYL_SWITCH_PANEL_(WOC)_V4

3. 2PCS 29771_AXOPAR_37_MY20_SWITCH_PANEL_TEXT_STICKER_V1
(PLACE BEHIND THE TEXT AREA IN 29767)

4. 1PC 23722_AXOPAR_28_SWITCH_PANEL_LOGO_WHITE_STICKER_V1
(PLACE BEHIND THE TEXT AREA IN 29767)

5. 1PC 23723_AXOPAR_28_SWITCH_PANEL_LOGO_RED_STICKER_V1
(PLACE BEHIND THE TEXT AREA IN 29767)

6. 1PC 29768_AXOPAR_37_MY20_SWITCH_PANEL_METAL_BACK_FRAME_V2
ATTACH TO 29767 WITH BLACK MS-POLYMER GLUE

7. 1PC 29769_AXOPAR_37_MY20_SWITCH_PANEL_GASKET_(WOC)_V1
GLUE WITH 2-SIDED TAPE TO THE BACKSIDE OF 29768

8. 1PC 36371_AXOPAR_SWITCH_PANEL_LED_MODULE_BRACKET_(WOC)_V2

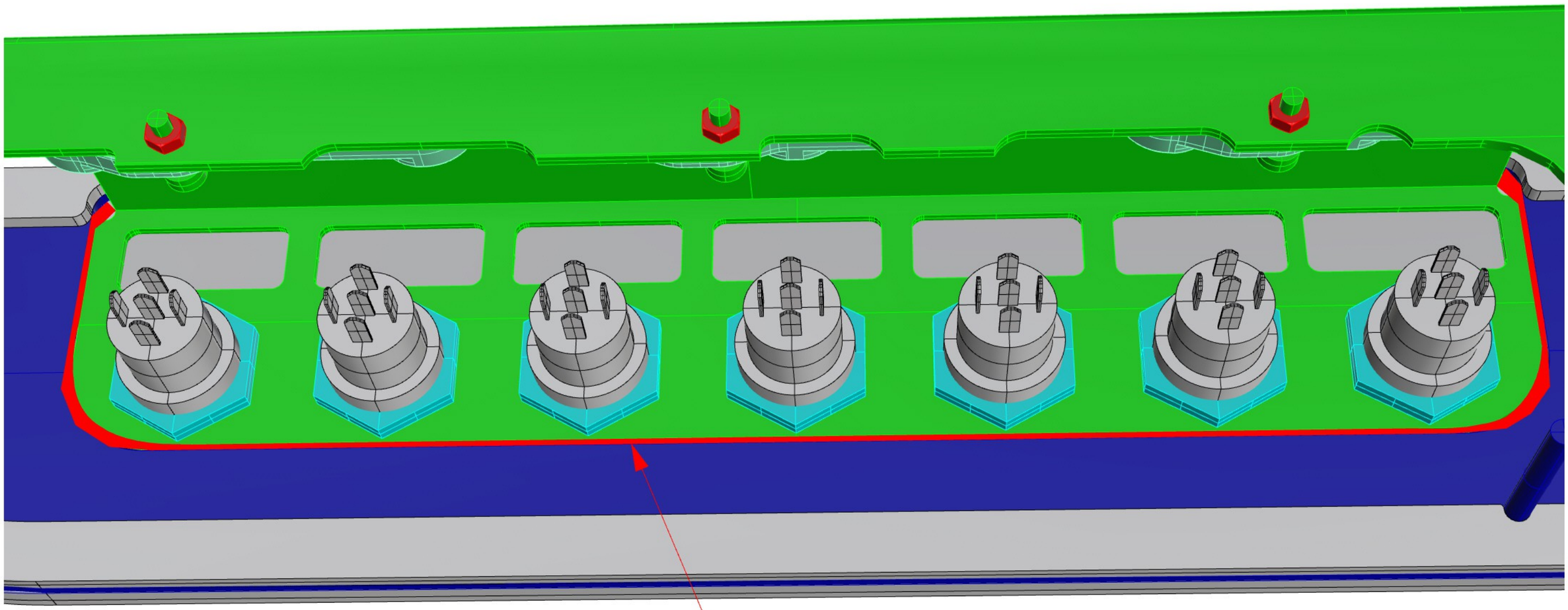
9. 8PCS 16704 LED MODULE WHITE ATTATCH TO 36371 WITH M3X12 BH HEX BOLT A4 AND NUT
ATTACH TO BRACKET WITH CABLE TIES AND 2-SIDED TAPE

10. 14PCS HALO SWITCH NUT

TS 10.4.2024

# EXP VIEW

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date 2.4.2024 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 41161 | |
| | | | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. 1 | Copyright by | 37 MY25 | SWITCH PANEL LIGHT PACK | HL | 203 / 210 |
| Date of modification | Modified by | Description | Project rev. G | | Boat model | Title | Loc | Sheet |



FILL THE CAP BETWEEN
METAL FRAME AND LED BRACKET
WITH 21119 MS-POLYMER BLACK GLUE
GLUE MUST BE FLUSH WITH PANELS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date 2.4.2024 | NAVIX designed solutions Copyright by | Axopar Boat | SEE EXP. VIEW Sub-product code | 41161 Product code | Project ID |
| | | | Drawing by TuM | | | | | |
| | | | Sheet rev. 1 | | 37 MY25 Boat model | SWITCH PANEL LIGHT PACK Title | HL Loc | 204 / 210 Sheet |
| Date of modification | Modified by | Description | Project rev. G | | | | | |

# Axopar 37 MY20 SWITCH PANEL 41161 INSPECTION SHEET

PRUDUCT LABEL

TEST

1) S2, S3, S4 should be pressed. No other buttons may be pressed during entire test. Power source off.
2) Connect -X.6b/9 and -X.7b/8 with a wire.
3) Connect positive (+12V) to connectors listed below
4) Connect negative (-) to -X.6b/10 and -X.7a/8. Turn power on.
5) Observe, change brightness and turn on/off by pressing DIM1. Panel lights and switch halos must illuminate. S11 and S12 should illuminate constantly with full brightness, S5 and S6 should not illuminate at all. All other lights should turn on/off/dim from DIM1.

| Connect positive (+) |
|---|
| X.6a_/1 |
| X.6a_/4 |
| X.6a_/7 |
| X.6b_/8 |
| X.7a_/7 |
| X.7b_/7 |
| X.7a_/5 |
| X.7b_/2 |
| X.7b_/5 |
| X.7c_/5 |
| X.7c_/6 |
| X.7d_/2 |

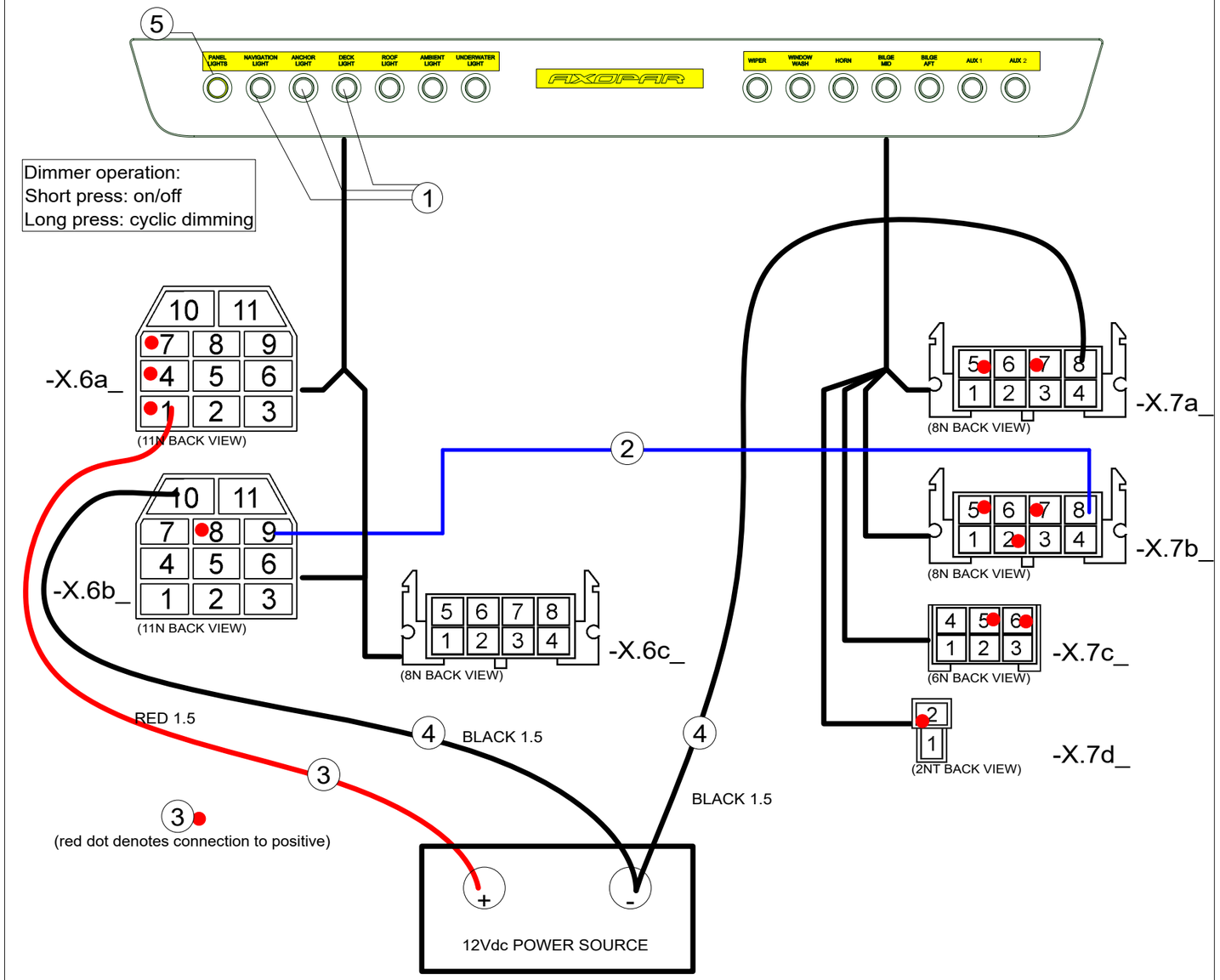
| Connect negative (-) |
|---|
| X.6b_/10 |
| X.7a_/8 |

PASS / FAIL

DATE _____

TESTED BY _____

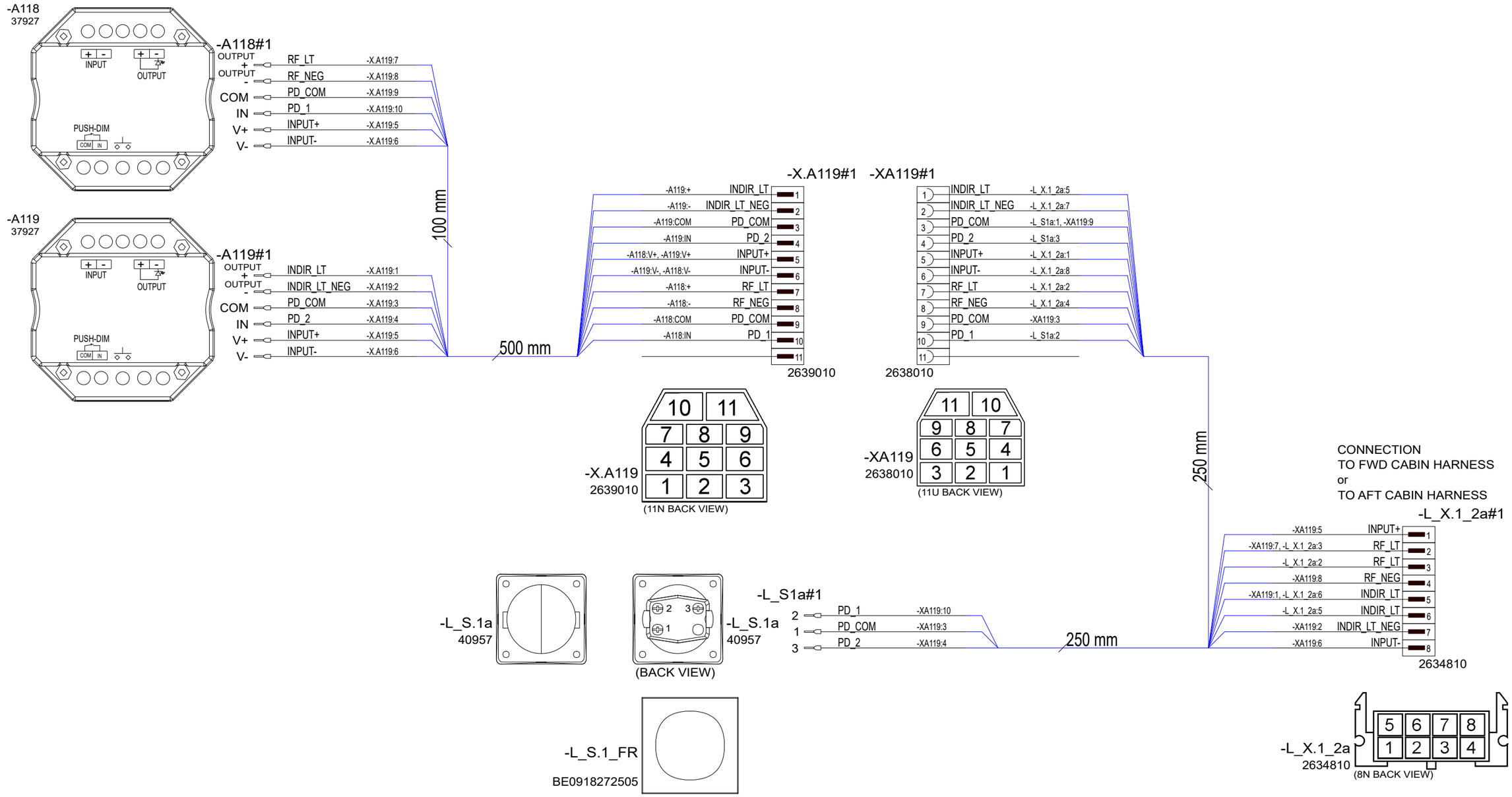
TEST INSTRUCTIONS




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2.4.2024 | PF | G1:2005054; New product | Date | 2.4.2024 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 41161 |
| | | | Drawing by | TuM | | Boat | Sub-product code | Product code |
| | | | Sheet rev. | 1 | | 37 MY25 | SWITCH PANEL LIGHT PACK | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc |

Project ID

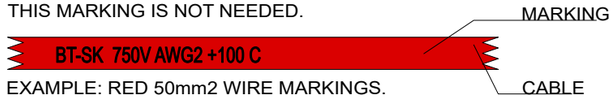
205 / 210
Sheet




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 8.4.2024 | PF | G1: 2005054; New product | Date | 27.3.2024 | NAVIX designed solutions | Axopar | | 41196 | |
| | | | Drawing by | PF | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY25 | FRONT AND AFT CABIN LIGHT SWITCH | HL | 206 / 210 |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc | 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.

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

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

EQUIVALENCY:

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

IN LINE FUSE ASSEMBLY
TOTAL LENGTH: APPROX. 250mm

LABEL -D2_F.1

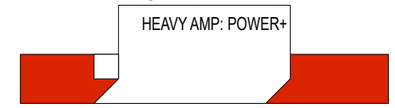
-D2_F.1#1 10A 24259

-D2f#1 HA A. MOSFET: IG 1 ISOL_IG 4425.02
-D2_F1a 6 IN-LINE_FUSE RED 100mm
-D2_F1a#1
-D2_F1b#1 100mm 6 IN-LINE_FUSE RED
-D2_F1b HA A. MOSFET: OUT 2 6 ISOL_IG_F+ -D2g#1 1 10022HQ

HOLDER: 10833

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




LABEL -MS5_CF.1#1 10A 24259

-M_S5d#1 10 A_HA_MS_C_RED 3314.02 -MS5_CF1:1 1.5 RED 250 mm -M_S5d:1 A_HA_MS_C_RED -MS5_CF1#1 1 X 1 -MS5_CF1/2 SHK

HOLDER: 31516 Waterproof ATO/ATC

(Customer: connect to battery box harness)

-M_S5c#1 STERN TH MS: A 10 STERN_TH_CH -AHA2b:1 70/10L
70 RED 30300 BT-SK 70mm² 250 mm
-M_S5c:1 STERN_TH_CH STERN ALT CH FUSE 10 -AHA2b#1 70/10

-AHA2a#1 STERN ALT CH FUSE 10 PRT_ALT_STRN_CHR+ -D5b:1 70/10
1500 mm 70 RED 30300 BT-SK 70mm² 22824 1400 mm NW22 PP-MOD BLACK
-AHA2a:1 PRT_ALT_STRN_CHR+ PORT ALT ISOL: OUT 1 -D5b#1 70/8

-M_S5b#1 STERN TH MS: B 10 STERN_TH_OUT -A117a:B+ 95/10L
95 RED 30302 BT-SK 95mm² 1800 mm 22824 1700 mm NW22 PP-MOD BLACK
-M_S5b:1 STERN_TH_OUT STERN TH CTRL BOX: + 10 -A117a#1 95/10

-B1q#1 MAIN DC NEG. POINT 10 STERN_TH- -A117b:B- 95/10
95 BLACK 30303 BT-SK 95mm² 500 mm 22824 400 mm NW22 PP-MOD BLACK
-B1q:1 STERN_TH- STERN TH CTRL BOX: - 10 -A117b#1 95/10

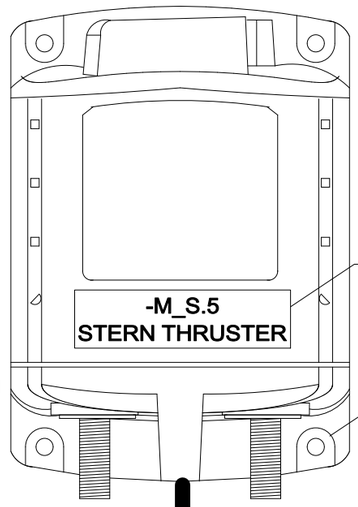
-G6a#1 STERN HEAVY AUX BT: + 8 STERN_TH_BATT+ -AHA1a:1 95/8
95 RED 30302 BT-SK 95mm² 500 mm 22824 400 mm NW22 PP-MOD BLACK
-G6a: STERN_TH_BATT+ STERN TH FUSE 10 -AHA1a#1 95/8

-M_S5a#1 STERN TH MS: A 10 STERN_TH_IN -AHA1b:2 95/10L
95 RED 30302 BT-SK 95mm² 450 mm
-M_S5a:1 STERN_TH_IN STERN TH FUSE 10 -AHA1b#1 95/8

-B1p#1 MAIN DC NEG. POINT 10 STERN_TH_BATT- -G6b:1 95/10
95 BLACK 30303 BT-SK 95mm² 1500 mm 22824 1400 mm NW22 PP-MOD BLACK
-B1p:1 STERN_TH_BATT- STERN HEAVY AUX BT: - 8 -G6b#1 95/8

-D2b#1 HA A. MOSFET: OUT 1 STERN_HA_CHR_F+ -AHA3a:1 25/6
25 RED 300 mm
-D2b:1 STERN_HA_CHR_F+ STERN TH CH FUSE 8 -AHA3a#1 25/8

-D2a#1 HA A. MOSFET: IN 8 SRV/B_HA_ISOL -A42a:1 25/8
25 RED 950 mm
-D2a:1 SRV/B_HA_ISOL CHARGER: SRV/HAUX (1) -A42a#1 25/6



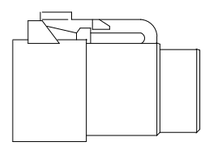

-M_S.5
16691

LABEL

INCLUDE:
4 pcs VMI32044 - Particle Board Screw Countersunk 3,5x30 TX A2 C3

-XMS5#1

| | | | |
|---|---|---|---|
| BLACK | -M_S.5 | INPUT- | 1 |
| RED | -M_S.5 | A_HA_MS_C_RED | 2 |
| BROWN | -M_S.5 | B_HA_MS_C_BRN | 3 |
| YELLOW | -M_S.5 | B_HA_MS_C_YEL | 4 |
| | | | 5 |
| ORANGE | -M_S.5 | B_HA_MS_C_ORG | 6 |





-XMS5
DTM06-6S

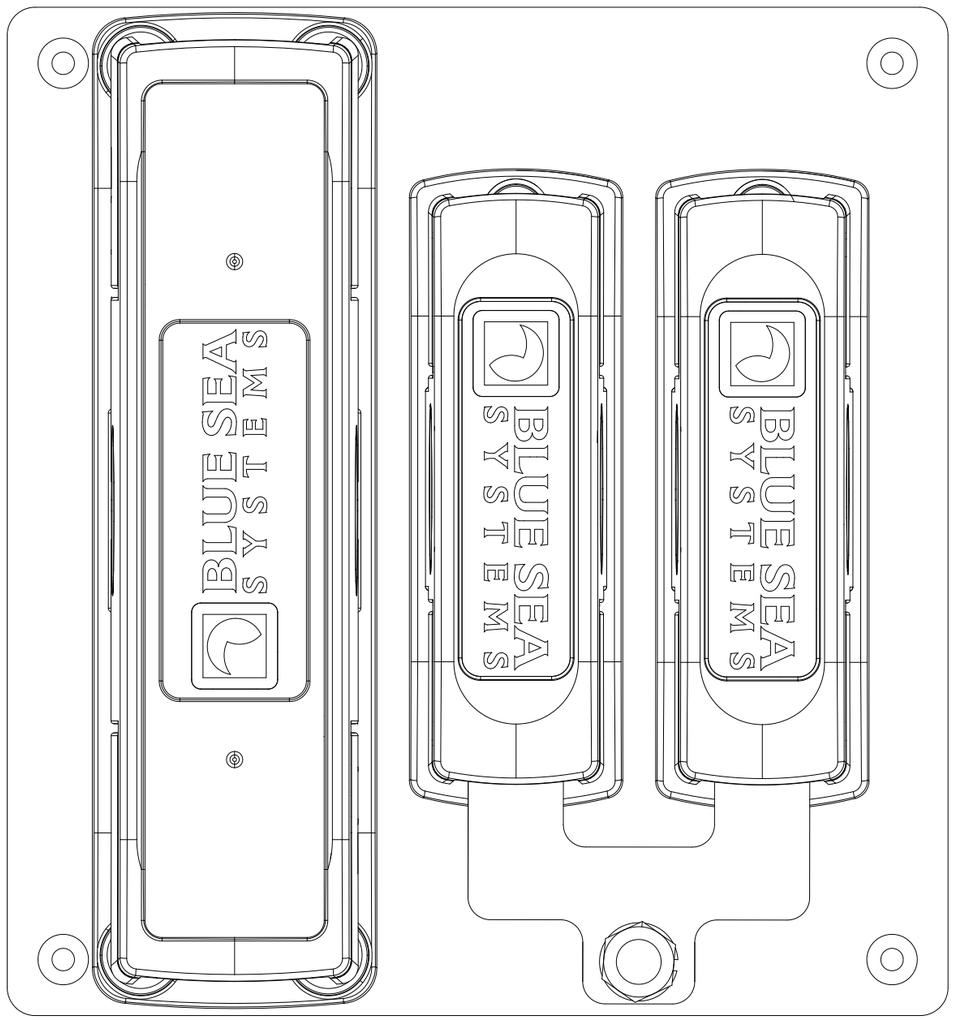
DTM06-6S
INCLUDED TO THE MAIN SWITCH

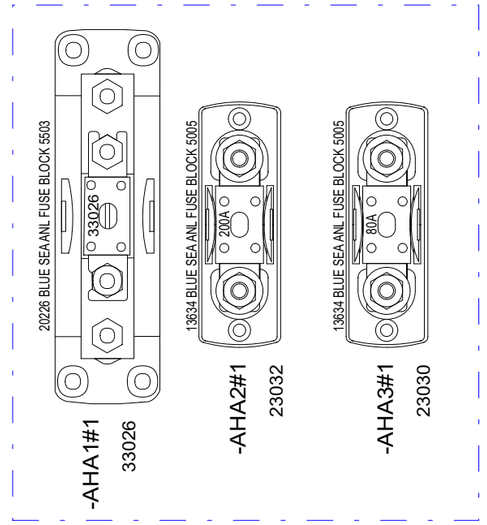
| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G1: 2005054; New product |
| 30.7.2024 | PF | G2: 2005139; Cable lug changes |

Date 20.2.2024
Drawing by PF
Sheet rev. 2
Project rev. G

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar (Boat) | See exp. view (Sub-product code) | 41197 (Product code) | Project ID |
| 37 MY25 (Boat model) | STERN THRUSTER CABLES (Title) | HL (Loc) | 207 / 210 (Sheet) |

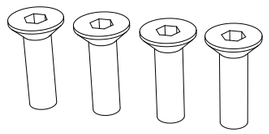



# PACK WITH PRODUCT:

## 4PCS

## VMI30916 - Countersunk head Screw HEX socket M4X14 DIN7991 C4



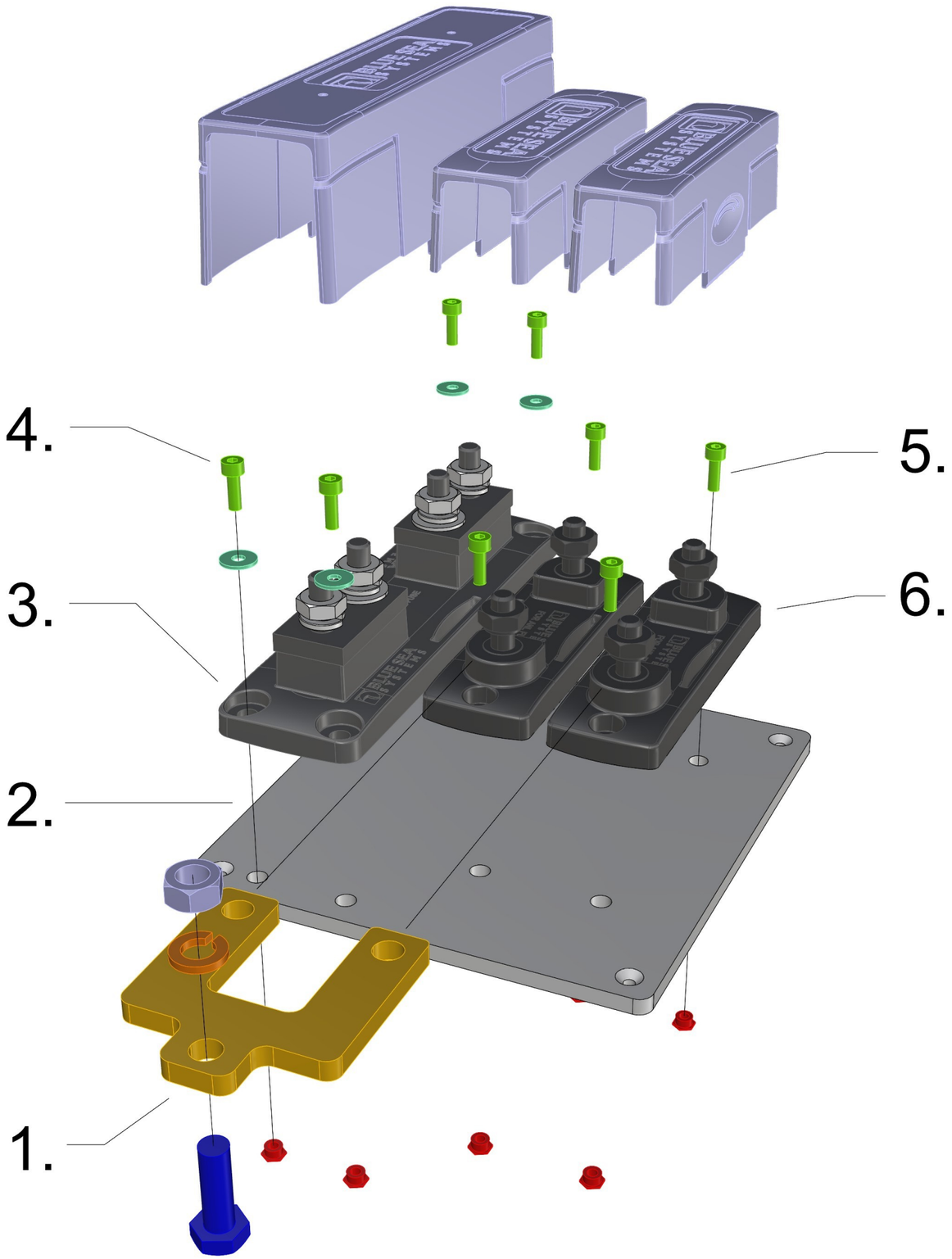
| Date of modification | Modified by | Description |
|---|---|---|
| 19.4.2024 | PF | G1: 2005054; New product |
| 30.7.2024 | PF | G2: 2005139; Cable lug changes |
| | | |

| | |
|---|---|
| Date | 19.4.2024 |
| Drawing by | PF |
| Sheet rev. | 2 |
| Project rev. | G |

Copyright by

NAVIX designed solutions

| | | | |
|---|---|---|---|
| Axopar<br>Boat | See exp. view<br>Sub-product code | 41197<br>Product code | Project ID |
| 37 MY25<br>Boat model | STERN THRUSTER CABLES<br>Title | HL<br>Loc | 208 / 210<br>Sheet |




41258_AXOPAR_37_MY25_BATTERY_BOX_STERN_THRUSTER_MODULE

1. 1PC VMI32018 - HEX Bolt Full thread M8X25 DIN933 C4
   1PC 30142_ANL_CONNECTION_BAR_DOUBLE_V1
   1PC VMI32011 - Spring Lock washer M8 DIN127 C4
   1PC VMI32012 - HEX Nut M8 DIN934 C4

2. 1PC 41259_AXOPAR_37_MY25_B_BOX_STM_PLATE_V1

3. 1PC 20226 FUSE BLOCK ANL 35 750A Blue Sea 5503B BSS (AS IN DIAGRAM)

4. 4PCS VMI30944 - HEX socket Head Cap Screw M4X12 DIN912 C4
   4PCS VMI30907 - M4 Washer,large outside diameter 12mm DIN9021 C4
   4PCS 9872 - PURISTEVÄLIHOLKKI ETSOS-M4x4

5. 4PCS VMI30944 - HEX socket Head Cap Screw M4X12 DIN912 C4
   4PCS 9872 - PURISTEVÄLIHOLKKI ETSOS-M4x4

6. 2PCS 13634 - FUSE HOLDER ANL 35-300A w/cover - Blue Sea 5005B-BSS (AS IN DIAGRAM)

18.4.2024 / TS (2005054)

| Date of modification | Modified by | Description |
|---|---|---|
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| 30.7.2024 | PF | G2: 2005139; Cable lug changes |

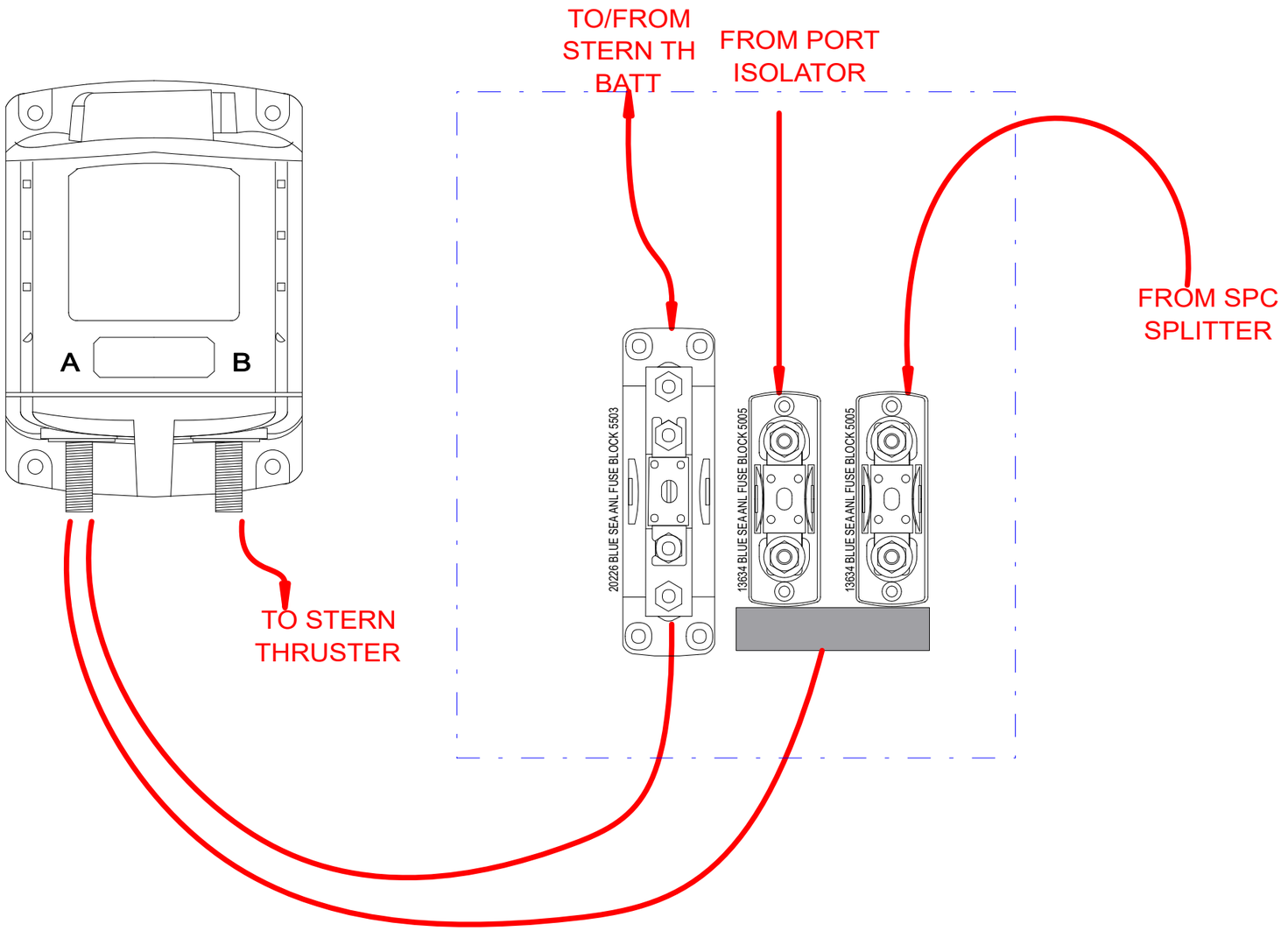
| | |
|---|---|
| Date | 19.4.2024 |
| Drawing by | PF |
| Sheet rev. | 2 |
| Project rev. | G |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | See exp. view<br>Sub-product code | 41197<br>Product code | Project ID | |
| 37 MY25<br>Boat model | STERN THRUSTER CABLES<br>Title | HL<br>Loc | 209 / 210<br>Sheet | |

# CUSTOMER INSTALLATION INSTRUCTION

NAVIX installs holders, fuses and copper bar onto module 41258
CUSTOMER installs main switch and module 41258 to 29617 BATTERY BOX FWD WALL PANEL




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 19.4.2024 | PF | G1: 2005054; New product | Date | 17.4.2024 | NAVIX designed solutions | Axopar | See exp. view | 41197 |
| 30.7.2024 | PF | G2: 2005139; Cable lug changes | Drawing by | PF | | Boat | Sub-product code | Product code |
| | | | Sheet rev. | 2 | | 37 MY25 | STERN THRUSTER CABLES | HL |
| Date of modification | Modified by | Description | Project rev. | G | Copyright by | Boat model | Title | Loc |

Project ID

210 / 210
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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# Table of Contents

1 Decontamination criteria based on UMPS III, Table 3.....3

2 Example of AIS Owner's Manual Information.....4

3 Additional boat-specific recommendations.....6

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# 1 Decontamination criteria based on UMPS III, Table 3

The table is a summary of scientific research indicating the lethal water temperature at point of contact and duration for decontamination. Information is grouped by the location of the boat that is targeted and the life form of Dreissenid mussel targeted (e.g., adult mussel or veliger). Please refer to the *Student Training Curriculum for Watercraft Inspectors and Decontaminators to Prevent and Contain the Spread of Aquatic Invasive Species in the USA* for complete step by step procedures.

| | Boat part/ location | Water temperature | Duration[1] (sec) | Type of application | Target life stage |
|---|---|---|---|---|---|
| **Exterior** | Hull | 140°F | 10 | High pressure spray[2] | Adult |
| | Trailer | 140°F | 70 | Low pressure spray[3] | Adult |
| | PFDs, anchor, paddle | 140°F | 10 | Low pressure spray | Adult or Veliger |
| **Propulsion system** | Gimbal | 140°F | 132 | Low pressure spray | Adult |
| | Engine | 140°F[5], [6] | See note[7]. | Flush[6] | Veliger |
| **Interior** | Ballast tanks | 120°F | 130 | *Low risk* – Flush[4] | Veliger |
| | | | | *High risk* – Fill and flush | |
| | Live well/bait well | 120°F | 130 | Low pressure spray or flush | Veliger |
| | Bilge | 120°F | 130 | Flush or low pressure spray | Veliger |

1) The times listed are the minimum times necessary to achieve mortality.
2) High pressure = 3000 psi.
3) Low pressure = using the pressure from the decontamination unit with no nozzle, not to exceed 60 psi (essentially a garden hose flow).
4) Flush = adding water to a compartment of a boat to treat or force the water out.
5) These temperatures denote the exit temperature (i.e., temperature of water exiting the boat not exiting the wand or flush attachment).
6) When flushing engines with a dedicated connection (not muffs), the pressure should be limited to less than 60 psi to prevent internal engine damage. The maximum input temperature during flushing should not exceed 140°F.
7) *NOTE: Engine flushing relies on the exit temperature as a guideline for decontamination duration.*

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# 2 Example of AIS Owner's Manual Information

### Aquatic invasive species

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway.

As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatichitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.




### Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.

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

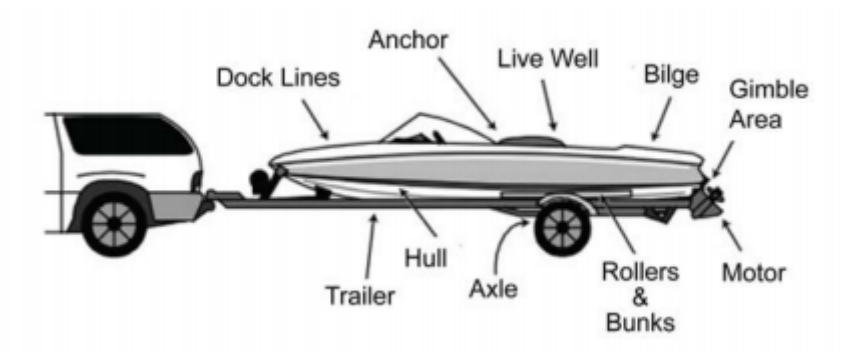
### Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

### Dry

Allow the boat to completely dry before visiting any other bodies of water.

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*NOTE: Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.*

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# 3 Additional boat-specific recommendations

**Nonmotorized watercraft**

Canoes, rafts, kayaks, rowboats, paddleboats, inflatables, sculls, and other nonmotorized recreational watercraft also require proper treatment.

- **Clean** straps, gear, paddles, floats, ropes, anchors, dip nets, and trailer before leaving the water body.
- **Dry** everything completely between each use and before storing.
- **Wear** quick-dry footwear or bring a second pair of footwear with you when portaging between waterbodies.

**Sailboats**

- **Clean** centerboard, bilge board, wells, rudderpost, trailer, and other equipment before leaving the water body.
- **Drain** water from boat, motor, bilge, ballast, wells, and portable bait containers before leaving the water body.

**Motorized watercraft**

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

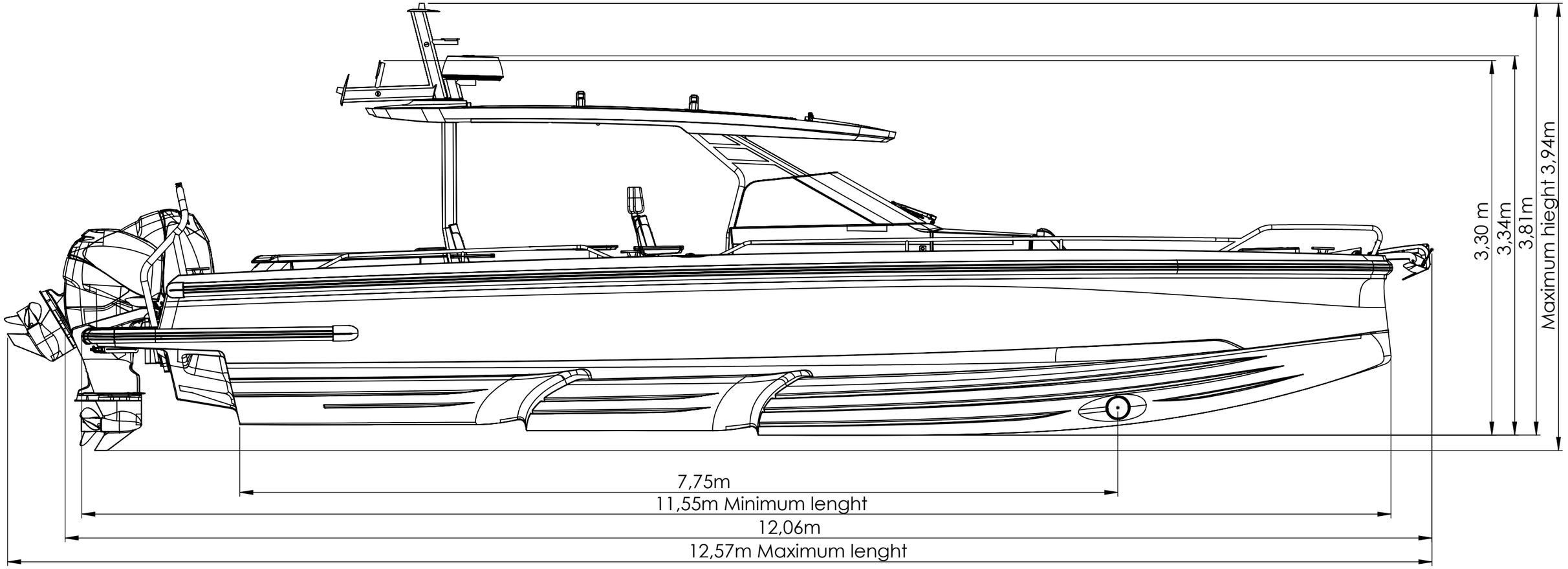
**Jet boats and personal watercraft (PWCs)**

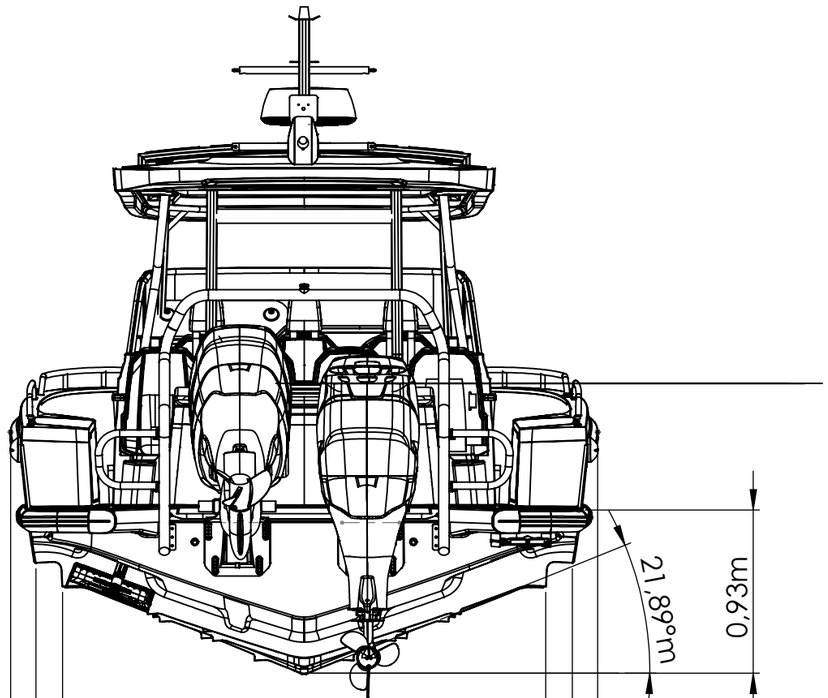
- **Inspect** and **clean** hull, trailer, intake grate, and steering nozzle, etc.
- **Clean** hull, trailer, intake grate, and steering nozzle, etc before leaving the water access.
- **Run** engine 5-10 sec to blow out excess water and vegetation from internal drive before leaving the waterbody.

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# 13 Appendix V: Transport dimensions


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AXOPAR

BOAT MODEL

| | |
|---|---|
| DRAWN: Tadeusz Klisz | TITLE: AX37L ST-Trailer dimention |
| MODEL ASSEMBLY: Tadeusz Klisz | |
| APPROVED: Petri Ääri | DATE: |
| | DWG NO.: |
| | Rev.: D |
| | SHEET: 1 OF 1 |

# 14 Appendix VI: Warranty terms


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# 14.1 Warranty terms: US


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AXOPAR

**Limited Warranty for Axopar Boats**

**US version 1.0**

**IMPORTANT NOTICE: THIS LIMITED WARRANTY IS SUBJECT TO BINDING ARBITRATION AND A WAIVER OF CLASS ACTIONS, AS DESCRIBED IN SECTION 7. Please also read the limitations and disclaimers in Sections 3(D), 3(E) and 6 regarding Boats.**

## Limited Warranty

Axopar Boats Ltd ("*Axopar*") warrants to the original retail purchaser ("*Purchaser*") of an Axopar boat manufactured and equipped with a hull identification number by Axopar ("*Boat*") and sold at retail by an authorized dealer ("*Dealer*") that Axopar will repair or replace defective materials and workmanship found during the applicable warranty period, subject to the limitations, exclusions and other conditions provided below. The decision to repair or replace will be made by Axopar in its sole discretion, and all repairs must occur at the location specified by Axopar (the "*Service Location*"). This Limited Warranty gives the Purchaser specific legal rights and Purchaser may have other legal rights, which vary from state to state.

## 1. Applicability

This Limited Warranty is valid worldwide during the applicable warranty period and applies only to Boats purchased by consumers and operated under normal, non-commercial use in compliance with the relevant owner's manual. Any warranty for Boats intended for commercial use must be separately agreed upon in writing between Axopar and the Purchaser.

The Limited Warranty also covers any equipment installed in the Boat by Axopar as an integral part of the delivery but excludes (i) equipment covered by a separate warranty, as further specified below in Sections 2 (Warranty Provider) and 3 (Warranty Period and Limitations) and (ii) any items installed by the Dealer in the Boat or included by the Dealer with the Boat. Equipment acquired by the Purchaser from third parties and which are not included in the original delivery are not covered under this Limited Warranty.

The hull identification number of the Boat and other particulars relevant to this Limited Warranty are recorded in the applicable sales contract and/or in the Boat's warranty certificate.

## 2. Warranty Provider

This Limited Warranty is provided solely by Axopar. Contact details are shown in the warranty certificate provided to the Purchaser upon delivery of the Boat. All warranties provided by the manufacturers and distributors of components, equipment and parts of the Boat are hereby assigned to the Purchaser to the extent permitted by the applicable manufacturers and distributors, as Purchaser's sole and exclusive remedy with respect to those items.

## 3. Warranty Period and Limitations

The Limited Warranty is valid from the delivery date of the Boat to the Purchaser, as reflected in the Boat's warranty certificate (the "*Delivery Date*"), for the time periods identified below.

(A) ***Five-Year Limited Warranty on Structural Hull:***

Axopar will repair or replace any substantial defect in material or workmanship in the Boat's structural hull that is reported within five years from the Delivery Date. The structural hull means the fiberglass molded shell and all its integral structural components. A defect is substantial if it causes the Boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.

(B) ***Two-Year Limited Warranty on Components Manufactured or Installed by Axopar:***

Axopar will repair or replace any components manufactured or installed by Axopar that are defective in factory materials or workmanship and are reported within two years from the Delivery Date (and are not already addressed in the specific warranties provided in paragraphs (A) and (C)).

(C) ***One-Year Limited Warranty on Upholstered Items, Canvas, Floor Materials, Other Coating and Painted Parts:***

Axopar will repair or replace any upholstered items, canvas, floor materials, other coating, and painted parts manufactured or installed by Axopar that are defective in factory materials or workmanship and are reported within one year from the Delivery Date.

(D) ***Exclusions***

**The Limited Warranty does not apply to or cover the following items**: (1) any costs incurred from hauling or transporting the Boat to and from the Service Location; (2) any equipment, parts or accessories not installed by Axopar or that carry their own individual warranties provided by third parties, including but not limited to engines, propellers, pre-rigging equipment, batteries, generators, A/C units, steering mechanisms and other electronic equipment; (3) minor changes to the Boat's external surfaces that have no influence on the strength or serviceability of the Boat, including but not limited to any damage, deterioration, fading or discoloration or mold of cushions, cracking, fading or oxidation of gel coat, stress lines, anti-fouling bottom paint or other slight irregularities in paint work, lacquer work, woodwork or chrome finish or other minor surface blemishes; (4) windshield damage or leakage; (5) any damage resulting from Purchaser's or a third party's negligence, willful misconduct, improper use of the Boat, overloading, powering in excess of the recommended maximum horsepower, improper rigging, misuse or alterations or repairs or attempted repairs on the Boat not authorized by Axopar, including use of an improper trailer, Boat lift or sling; (6) failure of the Purchaser or any third party to use, maintain or store the Boat as specified in the owner's manual, or any other failure to provide reasonable care and maintenance; (7) normal wear and tear items, including but not limited to ropes, filters, bulbs and batteries; (8) any representation or implication of the Boat's properties or characteristics, such as speed, weight, range, performance or fuel consumption; (9) any failure or defect not reported to Axopar or Dealer in accordance with Section 4 (Warranty Procedures) of this Limited Warranty; (10) any failure or defect arising from repairs made by unauthorized service providers; (11) any failure or defect arising from acts of nature; and (12) any Boat that was previously salvaged or declared a total loss or constructive loss for any reason.

(E) ***Voiding the Limited Warranty***

**This warranty becomes void if**: (1) Purchaser sells or otherwise conveys the Boat to a third party during the warranty period and Axopar is not provided with the bill of sale of the Boat and/or the contact information of the new owner; (2) Purchaser uses the Boat in other than non-commercial activities; (3) the Boat is used in a competitive event; (4) any unauthorized modifications or changes are made to the Boat (e.g. structural modification or modifications to electrical systems on board or the programming of its engine or other systems); or (5) the Boat is salvaged or declared a total loss or constructive loss for any reason.

**4. Warranty Procedures**

To obtain warranty service, Purchaser must notify the Dealer about the failure or defect within a reasonable time after becoming aware of it or after Purchaser should have become aware of it. Upon detecting a defect, the Purchaser is required to take all reasonable steps necessary to prevent the defect from deteriorating further. When reporting any defect, the Purchaser must provide the Boat's hull identification number, a copy of the warranty certificate, a reasonable number of clear and detailed photos of the defect, and a supported or documented explanation regarding when the Boat was purchased and the Dealer from which it was purchased.

After providing notice of the defect to the Dealer, the Dealer will notify Purchaser of the procedures to follow regarding this Limited Warranty. Dealer will then notify Axopar, and upon being notified of the warranty claim by Dealer, Axopar is solely responsible for determining and authorizing in writing the remedial action to be performed.

**5. Axopar's Warranty Responsibilities**

Axopar has always the right to repair a defect covered by this Limited Warranty if, in view of the nature and extent of the defect, it can be done within a reasonable time and in such a way that it does not result in repair costs or material detriment to the Purchaser. All repairs shall be carried out in a way and at the Service Location designated by Axopar.

If Axopar determines that repair is not possible, Purchaser has the right to a discount proportionate to the defect. Alternatively, Axopar may, in its sole discretion, offer to Purchaser a replacement Boat with a market value equal to the replaced Boat's market value (considering the Boat's age and condition) if it did not have that specific unrepairable defect.

If Axopar reasonably determines that the Boat defect is not covered by the Limited Warranty, Axopar has the right to charge the Purchaser for any costs that arise from inspecting and determining the defect and its cause. Any repair costs and expenses are subject mutual agreement by Axopar and the Purchaser.

**6. Sole Remedy and Other Limitations**

The repair, discount and replacement obligations specified in Section 5 (Axopar's Warranty Responsibilities) for parts or materials covered by this Limited Warranty are Purchaser's sole and exclusive remedy, and Axopar's sole obligations, for any claims whatsoever or any losses resulting from product failure.

This Limited Warranty the final, complete and exclusive warranty offered by Axopar regarding the Boat, and no other person or entity (including the Dealer or their respective sales agents or employees) is authorized to make any other warranties or representations on behalf of Axopar. **EXCEPT FOR THE EXPRESS LIMITED WARRANTIES PROVIDED IN THIS LIMITED WARRANTY, AXOPAR DISCLAIMS ALL OTHER EXPRESS AND IMPLIED WARRANTIES AND REPRESENTATIONS OF ANY KIND, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY, AND FITNESS FOR A PARTICULAR PURPOSE. EXCEPT AS OTHERWISE PROVIDED IN THIS LIMITED WARRANTY, ALL BOATS ARE PROVIDED "AS IS" AND "WITH ALL FAULTS".** If and to the extent that an implied warranty cannot be disclaimed, that warranty is limited to duration of the respective express Limited Warranty provided herein. Some states do not allow the exclusion of implied warranties or do not allow limitations on the amount of time an implied warranty lasts, so the above limitations may not apply to some Purchasers.

To the extent permitted by applicable law, Axopar disclaims all liability to Purchaser and third parties for any economic loss arising from claims of product failure, negligence, defective design, lack of seaworthiness, manufacturing defect and any other liability not expressly covered in this Limited Warranty. **TO THE EXTENT PERMITTED BY APPLICABLE LAW, NEITHER AXOPAR NOR DEALER SHALL UNDER ANY CIRCUMSTANCES BE LIABLE FOR ANY INDIRECT, CONSEQUENTIAL, SPECIAL, ENHANCED, OR PUNITIVE DAMAGES, INCLUDING LOSS OF THE BOAT, PROFIT, PRODUCTIVITY, BUSINESS, CONTRACTS, REVENUES OR ANTICIPATED SAVINGS, OR INCREASED COSTS OR EXPENSES, AND IN NO EVENT SHALL AXOPAR'S LIABILITY EXCEED THE ACTUAL AMOUNT PAID BY PURCHASER FOR THE BOAT.** Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to every Purchaser.

If, at any time, any provision of this Limited Warranty is or becomes illegal, invalid or unenforceable in any respect under the laws of any jurisdiction, the legality, validity or enforceability of the remaining provisions will remain unaffected.

**7. Arbitration and Limitation on Actions**

**PLEASE READ THIS SECTION CAREFULLY. WE WANT YOU TO KNOW HOW IT AFFECTS YOUR RIGHTS.**

(A) *Customer Service and FAQs*

In the unlikely event that an issue, concern or claim (including legal claims) remains unresolved after the procedure specified in Section 4 (Warranty Procedures) and the issue has been escalated to Axopar, Purchaser and Axopar each agree to discuss any issue informally for at least 30 days. Purchaser can do this by sending your full name and contact information, your concern and your requested solution to Axopar at warranty@axopar.fi, Attn: Legal Department. If Axopar would like to discuss an issue with Purchaser, Axopar will contact you at the address provided to the Dealer.

(B) *Agreement to Arbitrate*

If an agreed solution is not reached at the end of the 30-day discussion period, Purchaser and Axopar each agree that any issue, concern or claim (including legal claims) that either may have arising out of or relating to this Limited Warranty must be resolved through final binding arbitration before the American Arbitration Association using its Consumer Arbitration Rules, available at https://www.adr.org/sites/default/files/Consumer%20Rules.pdf (the "*AAA Rules*") or available by calling the American Arbitration

Association at 1-800-778-7879. As an exception to this agreement to arbitrate, Axopar gives you the right to pursue in small claims court any claim that is within that court's jurisdiction, so long as you proceed solely on an individual basis. A party who intends to seek arbitration must first send to the other party, by certified or registered mail, a written notice of dispute. Purchaser may download or copy a form notice of dispute and a form to initiate arbitration from www.adr.org. Unless Purchaser and Axopar agree otherwise, the arbitration hearings will take place in a reasonably convenient location for both parties as determined by the arbitrator in accordance with the AAA Rules, and the hearings may be conducted in-person, by videoconference, phone or by the exchange of documents. The arbitrator's decision will be binding and may be enforced and entered as a judgment in any court of competent jurisdiction. If the arbitrator rules against Axopar, Axopar will reimburse Purchaser for reasonable attorneys' fees and costs, regardless of who initiated the arbitration. However, if the arbitrator rules in Axopar's favor, Axopar will not seek reimbursement of attorneys' fees and costs, regardless of who initiated the arbitration.

(C) *Time Limitation; No Class Actions*

**To help resolve any issues between us promptly and directly, Axopar and Purchaser agree to begin any arbitration under this Limited Warranty within one year after the claim first arose; otherwise, the claim is waived. Axopar and Purchaser also agree to arbitrate in each of our individual capacities only – not as a representative or member of a class – and each of us expressly waives any right to file a class action or seek relief on a class action basis. Furthermore, unless Purchaser and Axopar agree in writing, the arbitrator may not consolidate more than one person's claims and may not otherwise preside over any form of a representative of class proceeding.**

(D) *Confidentiality*

All arbitration proceedings are confidential, unless both Purchaser and Axopar agree otherwise. Arbitration orders and awards required to be filed with applicable courts of competent jurisdiction are not confidential and may be disclosed by the parties to such courts. A party who improperly discloses confidential information will be subject to sanctions. The arbitrator and forum may disclose case filings, case dispositions, and other case information as required by a court order of proper jurisdiction.

## 14.2 Warranty terms: non-US


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AXOPAR

**Limited Warranty for Axopar Boats**

**Non-US version 1.0**

## Limited Warranty

Axopar Boats Ltd ("*Axopar*") warrants to the original retail purchaser ("*Purchaser*") of an Axopar boat manufactured and equipped with a hull identification number by Axopar ("*Boat*") and sold at retail by an authorized dealer ("*Dealer*") that Axopar will repair or replace defective materials and workmanship found during the applicable warranty period, subject to the limitations, exclusions and other conditions provided below. The decision to repair or replace will be made by Axopar in its sole discretion, and all repairs must occur at the location specified by Axopar (the "*Service Location*"). This Limited Warranty gives the Purchaser specific legal rights and Purchaser may have other legal rights, which vary from country to country.

## 1. Applicability

This Limited Warranty is valid worldwide during the applicable warranty period and applies only to Boats purchased by consumers and operated under normal, non-commercial use in compliance with the relevant Axopar owner's manual. Any warranty for Boats intended for commercial use must be separately agreed upon in writing between Axopar and the Purchaser.

The Limited Warranty also covers any equipment installed in the Boat by Axopar as an integral part of the delivery but excludes (i) equipment covered by a separate warranty, as further specified below in Sections 2 (Warranty Provider) and 3 (Warranty Period and Limitations) and (ii) any items installed by the Dealer in the Boat or included by the Dealer with the Boat. Equipment acquired by the Purchaser from third parties and which are not included in the original delivery are not covered under this Limited Warranty.

The hull identification number of the Boat and other particulars relevant to this Limited Warranty are recorded in the applicable sales contract and/or in the Boat's warranty certificate.

## 2. Warranty Provider

This Limited Warranty is provided solely by Axopar. Contact details are shown in the warranty certificate provided to the Purchaser upon delivery of the Boat. All warranties provided by the manufacturers and distributors of components, equipment and parts of the Boat are hereby assigned to the Purchaser to the extent permitted by the applicable manufacturers and distributors, as Purchaser's sole and exclusive remedy with respect to those items.

## 3. Warranty Period and Limitations

The Limited Warranty is valid from the delivery date of the Boat to the Purchaser, as reflected in the Boat's warranty certificate (the "*Delivery Date*"), for the time periods identified below.

(A) ***Five-Year Limited Warranty on Structural Hull:***

Axopar will repair or replace any substantial defect in material or workmanship in the Boat's structural hull that is reported within five years from the Delivery Date. The structural hull means the fiberglass molded shell and all its integral structural components. A defect is substantial if it causes the Boat to be unfit or unsafe for general use as a pleasure craft under normal operating conditions.

(B) ***Two-Year Limited Warranty on Components Manufactured or Installed by Axopar:***

Axopar will repair or replace any components manufactured or installed by Axopar that are defective in factory materials or workmanship and are reported within two years from the Delivery Date (and are not already addressed in the specific warranties provided in paragraphs (A) and (C)).

(C) ***One-Year Limited Warranty on Upholstered Items, Canvas, Floor Materials, Other Coating and Painted Parts:***

Axopar will repair or replace any upholstered items, canvas, floor materials, other coating, and painted parts manufactured or installed by Axopar that are defective in factory materials or workmanship and are reported within one year from the Delivery Date.

(D) ***Exclusions***

**The Limited Warranty does not apply to or cover the following items**: (1) any costs incurred from hauling or transporting the Boat to and from the Service Location; (2) any equipment, parts or accessories not installed by Axopar or that carry their own individual warranties provided by third parties, including but not limited to engines, propellers, pre-rigging equipment, batteries, generators, A/C units, steering mechanisms and other electronic equipment; (3) minor changes to the Boat's external surfaces that have no influence on the strength or serviceability of the Boat, including but not limited to any damage, deterioration, fading or discoloration or mold of cushions, cracking, fading or oxidation of gel coat, stress lines, anti-fouling bottom paint or other slight irregularities in paint work, lacquer work, woodwork or chrome finish or other minor surface blemishes; (4) windshield damage or leakage; (5) any damage resulting from Purchaser's or a third party's negligence, willful misconduct, improper use of the Boat, overloading, powering in excess of the recommended maximum horsepower, improper rigging, misuse or alterations or repairs or attempted repairs on the Boat not authorized by Axopar, including use of an improper trailer, Boat lift or sling; (6) failure of the Purchaser or any third party to use, maintain or store the Boat as specified in the owner's manual, or any other failure to provide reasonable care and maintenance; (7) normal wear and tear items, including but not limited to ropes, filters, bulbs and batteries; (8) any representation or implication of the Boat's properties or characteristics, such as speed, weight, range, performance or fuel consumption; (9) any failure or defect not reported to Axopar or Dealer in accordance with Section 4 (Warranty Procedures) of this Limited Warranty; (10) any failure or defect arising from repairs made by unauthorized service providers; (11) any failure or defect arising from acts of nature; and (12) any Boat that was previously salvaged or declared a total loss or constructive loss for any reason.

(E) ***Voiding the Limited Warranty***

**This warranty becomes void if**: (1) Purchaser sells or otherwise conveys the Boat to a third party during the warranty period and Axopar is not provided with the bill of sale of the Boat

and/or the contact information of the new owner; (2) Purchaser uses the Boat in other than non-commercial activities; (3) the Boat is used in a competitive event; (4) any unauthorized modifications or changes are made to the Boat (e.g. structural modification or modifications to electrical systems on board or the programming of its engine or other systems); or (5) the Boat is salvaged or declared a total loss or constructive loss for any reason.

**4. Warranty Procedures**

To obtain warranty service, Purchaser must notify the Dealer about the failure or defect within a reasonable time after becoming aware of it or after Purchaser should have become aware of it. Upon detecting a defect, the Purchaser is required to take all reasonable steps necessary to prevent the defect from deteriorating further. When reporting any defect, the Purchaser must provide the Boat's hull identification number, a copy of the warranty certificate, a reasonable number of clear and detailed photos of the defect, and a supported or documented explanation regarding when the Boat was purchased and the Dealer from which it was purchased.

After providing notice of the defect to the Dealer, the Dealer will notify Purchaser of the procedures to follow regarding this Limited Warranty. Dealer will then notify Axopar, and upon being notified of the warranty claim by Dealer, Axopar is solely responsible for determining and authorizing in writing the remedial action to be performed.

**5. Axopar's Warranty Responsibilities**

Axopar has always the right to repair a defect covered by this Limited Warranty if, in view of the nature and extent of the defect, it can be done within a reasonable time and in such a way that it does not result in repair costs or material detriment to the Purchaser. All repairs shall be carried out in a way and at the Service Location designated by Axopar.

If Axopar determines that repair is not possible, Purchaser has the right to a discount proportionate to the defect. Alternatively, Axopar may, in its sole discretion, offer to Purchaser a replacement Boat with a market value equal to the replaced Boat's market value (considering the Boat's age and condition) if it did not have that specific unrepairable defect.

If Axopar reasonably determines that the Boat defect is not covered by the Limited Warranty, Axopar has the right to charge the Purchaser for any costs that arise from inspecting and determining the defect and its cause. Any repair costs and expenses are subject mutual agreement by Axopar and the Purchaser.

**6. Sole Remedy and Other Limitations**

The repair, discount and replacement obligations specified in Section 5 (Axopar's Warranty Responsibilities) for parts or materials covered by this Limited Warranty are Purchaser's sole and exclusive remedy, and Axopar's sole obligations, for any claims whatsoever or any losses resulting from product failure.

This Limited Warranty the final, complete and exclusive warranty offered by Axopar regarding the Boat, and no other person or entity (including the Dealer or its respective sales agents or employees) is authorized to make any other warranties or representations on behalf of Axopar. **EXCEPT FOR THE EXPRESS LIMITED WARRANTIES PROVIDED IN THIS LIMITED WARRANTY, AXOPAR DISCLAIMS ALL OTHER EXPRESS AND IMPLIED WARRANTIES AND REPRESENTATIONS OF ANY KIND, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY, AND FITNESS FOR A PARTICULAR PURPOSE. EXCEPT AS OTHERWISE PROVIDED IN THIS LIMITED WARRANTY, ALL BOATS ARE PROVIDED "AS IS" AND "WITH ALL FAULTS".** If and to the extent that an implied warranty cannot be disclaimed, that warranty is limited to duration of the respective express Limited Warranty provided herein. Some countries do not allow the exclusion of implied warranties or do not allow limitations on the amount of time an implied warranty lasts, so the above limitations may not apply to some Purchasers.

To the extent permitted by applicable law, Axopar disclaims all liability to Purchaser and third parties for any economic loss arising from claims of product failure, negligence, defective design, lack of seaworthiness, manufacturing defect and any other liability not expressly covered in this Limited Warranty. **TO THE EXTENT PERMITTED BY APPLICABLE LAW, NEITHER AXOPAR NOR DEALER SHALL UNDER ANY CIRCUMSTANCES BE LIABLE FOR ANY INDIRECT, CONSEQUENTIAL, SPECIAL, ENHANCED, OR PUNITIVE DAMAGES, INCLUDING LOSS OF THE BOAT, PROFIT, PRODUCTIVITY, BUSINESS, CONTRACTS, REVENUES OR ANTICIPATED SAVINGS, OR INCREASED COSTS OR EXPENSES, AND IN NO EVENT SHALL AXOPAR'S LIABILITY EXCEED THE ACTUAL AMOUNT PAID BY PURCHASER FOR THE BOAT.** Some countries do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to every Purchaser.

If, at any time, any provision of this Limited Warranty is or becomes illegal, invalid or unenforceable in any respect under the laws of any jurisdiction, the legality, validity or enforceability of the remaining provisions will remain unaffected.

**7. Arbitration and Limitation on Actions**

**PLEASE READ THIS SECTION CAREFULLY. WE WANT YOU TO KNOW HOW IT AFFECTS YOUR RIGHTS.**

(A) *Customer Service and FAQs*

In the unlikely event that an issue, concern or claim (including legal claims) remains unresolved after the procedure specified in Section 4 (Warranty Procedures) and the issue has been escalated to Axopar, Purchaser and Axopar each agree to discuss any issue informally for at least 30 days. Purchaser can do this by sending your full name and contact information, your concern and your requested solution to Axopar at warranty@axopar.fi, Attn: Legal Department. If Axopar would like to discuss an issue with Purchaser, Axopar will contact you at the address provided to the Dealer.

(B) *Agreement to Arbitrate*

If an agreed solution is not reached at the end of the 30-day discussion period, Purchaser and Axopar each agree that any issue, concern or claim (including legal claims) that either may have arising out of or relating to this Limited Warranty must be resolved through final binding arbitration. The arbitrator's decision will be binding and may be enforced and entered as a judgment in any court of competent jurisdiction. If the arbitrator rules against Axopar, Axopar will reimburse Purchaser for reasonable attorneys' fees and costs, regardless of who initiated the arbitration. However, if the arbitrator rules in Axopar's favor, Axopar will not seek reimbursement of attorneys' fees and costs, regardless of who initiated the arbitration.

(C) *Time Limitation; No Class Actions*

**To help resolve any issues between us promptly and directly, Axopar and Purchaser agree to begin any arbitration under this Limited Warranty within one year after the claim first arose; otherwise, the claim is waived. Axopar and Purchaser also agree to arbitrate in each of our individual capacities only – not as a representative or member of a class – and each of us expressly waives any right to file a class action or seek relief on a class action basis. Furthermore, unless Purchaser and Axopar agree in writing, the arbitrator may not consolidate more than one person's claims and may not otherwise preside over any form of a representative of class proceeding.**

(D) *Confidentiality*

All arbitration proceedings are confidential, unless both Purchaser and Axopar agree otherwise. Arbitration orders and awards required to be filed with applicable courts of competent jurisdiction are not confidential and may be disclosed by the parties to such courts. A party who improperly discloses confidential information will be subject to sanctions. The arbitrator and forum may disclose case filings, case dispositions, and other case information as required by a court order of proper jurisdiction.