BRABUS SHADOW 900



OWNER'S MANUAL

BRABUS SHADOW 900

MODEL YEAR 2020–2022

BRABUS MARINE

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1 Introduction

1.1 Purpose of this manual

This instruction 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.

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

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

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

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

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

1.5 Disclaimer

The material in this manual is for information purposes only.

Axopar Boats / Brabus Marine reserves the right to change the products without prior notice to improve reliability, function, design or other characteristics of the products. Axopar Boats / Brabus Marine 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 / Brabus Marine 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/Brabus Marine 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

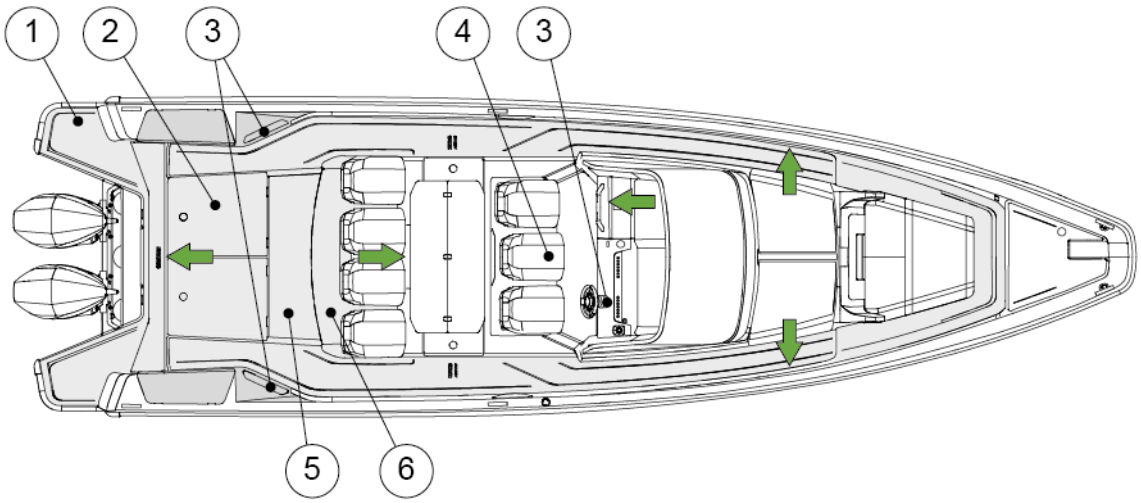
When out on the water, always use the seats intended for the passengers.

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.

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2.1 Safety diagram



(1) Swim ladder
(2) Life raft storage
(3) Fire extinguisher
(4) Main switches
(5) Shut-off valve for LPG system, option
(6) Gas cylinder, option
→ Exit

2.2 Fire protection and control

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

⚠ WARNING

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

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

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

⚠ WARNING

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

Do not use water!

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

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

- Keep the bilge clean and check it regularly for fuel and gas fumes or fuel and oil leaks.
- Do not hang curtains or other flammable material near or above 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).

2.2.1 Fire control equipment

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

Fire extinguishers

You must fit the boat with hand-held fire extinguishers with the following output and locations:

- The fire extinguisher must have 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.

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.

2.2.2 Boat owners' and users' responsibilities

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

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

2.2.3 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.

2.2.4 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.

2.3 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.

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There is a carbon monoxide monitor system in 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.

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

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

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

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

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

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

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

  Seek immediate medical attention.

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

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

Dangerous concentrations of carbon monoxide are present if:

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

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

- Be sure to have sufficient ventilation when using canvas or window-type side curtains when underway, anchored, moored or docked.
- If the convertible top is installed, operate with the forward hatch open and leave the cabin door open.
- 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.

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- Do not idle the engine without moving the boat for more than 15 minutes at a time.
- Inspect the exhaust system regularly. See the manufacturer's manual for instructions.

2.4 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, Axopar Boats recommends that you 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.

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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 – BOT7A001F920	**Data**
FI	Country of manufacturer: Finland
-	Hyphen
BOT	Manufacturer: Axopar Boats
7A	Boat model • A = S Spyder • B = ST Sun Top • C = XC Cross Cabin
001	Boat number
F	Manufacturing month • A = January • B = February • C = March • etc.
9	Last digit of the manufacturing year
20	Model year

3.3 Builder's plate

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

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

The builder's plate contains the following information:

- Boat model
- Manufacturer's address
- Maximum number of persons on board

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- Maximum load: total weight of persons including personal luggage and basic equipment, and excluding tank contents
- Maximum engine power
- Maximum engine weight
- Issuer of the CE certificate.

3.4 CE certification

This boat is classified to CE categories B and C.

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

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

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

Category	Description
A. Ocean	The boat is designed for extended voyages, where conditions experienced may exceed wind force 8 on Beaufort Scale and include significant wave heights of at least 4 meters. Under such conditions, the boat must be largely self-sufficient.
B. Offshore	The boat is designed for offshore voyages, where conditions up to and including wind force 8 on Beaufort Scale and significant wave heights up to and including 4 meters may be experienced.
C. Inshore	The boat is designed for voyages in coastal waters, large bays, estuaries, lakes and rivers, where conditions up to and including wind force 6 Beaufort Scale and significant wave heights up to and including 2 m may be experienced.

3.5 Dimensions and weight

Dimensions

Dimension	SI units	US units
Overall length (LMAX) (excluding engine)	11.6 m	38 ft 1 in
Hull beam (BH)	3.37 m	11 ft 1 in
Draught to propellers	0.85 m	2 ft 9 in
Height measured from waterline at light load	2.9 m	9 ft 6 in

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Power

	SI units	US units
Engine power	2 x 336 kW	900 hp

Weight and loading

	SI units	US units
Hull weight (including engine)	5123 kg	11294 lb

	Category B	Category C
Maximum number of persons Default weights: • Adult: 75 kg (165 lb) • Child: 37.5 kg (83 lb)	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	5123 kg	11294 lb	5123 kg	11294 lb
Maximum recommended load	1710 kg	3770 lb	1860 kg	4101 lb
Boat weight at maximum load	6833 kg	15064 lb	6983 kg	15395 lb

of which

	SI units	US units
Maximum recommended engine weight	760 kg	1676 lb
Personal luggage	200 kg	441 lb
Fresh water	100 kg	220 lb
Septic water	95 kg	209 lb
Fuel	548 kg	1208 lb

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	SI units	US units
Life raft weight	0 kg	0 lb
Other liquids (heater fuel)	17 kg	37 lb
Total weight of fuel, water and other liquids	760 kg	1676 lb
Mass on trailer	5281 kg	11643 lb

Tank capacity

	SI units	US units
Fuel tank	730 l	193 gal
Fresh water tank	100 l	26 gal
Septic tank	95 l	25 gal

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

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

Gelcoat and paint

Hull	Premium Topcoat yacht paint (Platinum Grey/White Grey/Glacier Blue)
Deck	Premium Topcoat yacht paint (Platinum Grey/White Grey/Glacier Blue)
Switch panel module	Soft Touch / Carbon Fiber

Electrical system 12 V (Recommendation)

Start battery	2 pcs 75 Ah AGM battery
Service battery	2 pcs 75 Ah AGM battery
Bow thruster battery	1 pc 50 Ah AGM battery

Electrical system 230 V

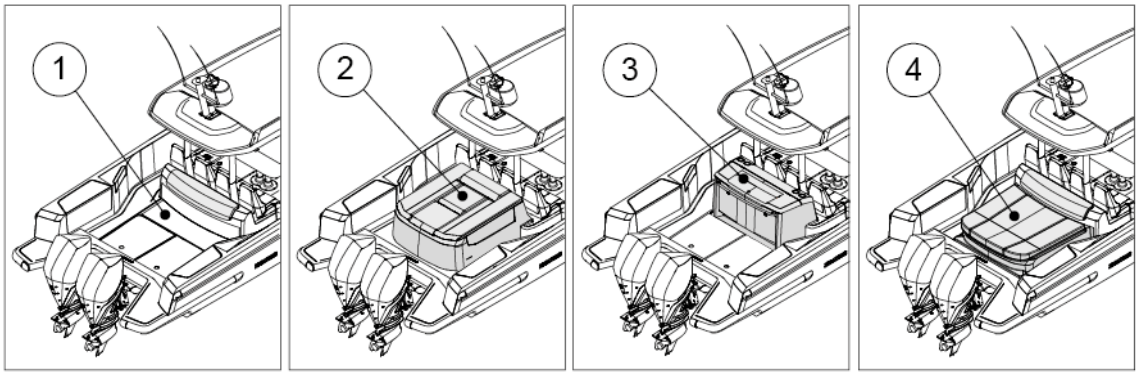
Battery charger	65 Ah Shorepower connector

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3.6 Boat layout

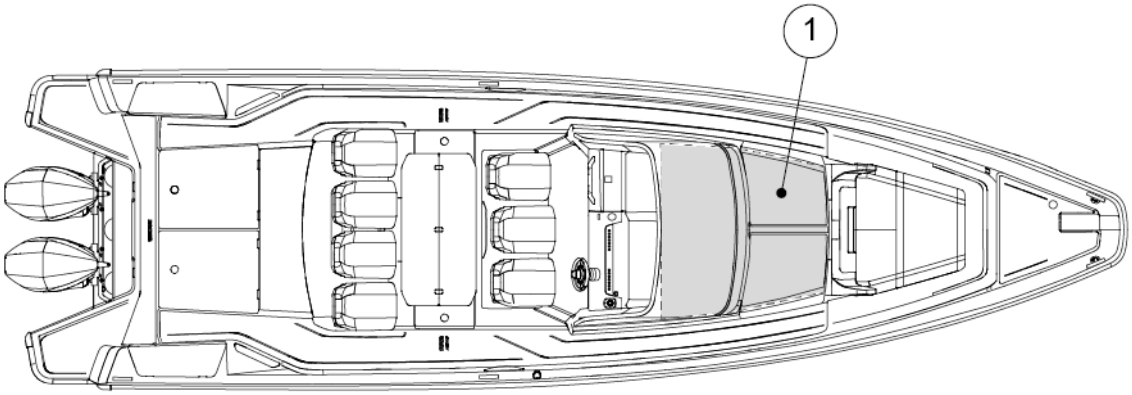
The boat has several deck options. The layout of the equipment and the technical components may vary depending on the chosen accessories.

The standard boat has an open aft deck equipped with an aft-facing perch. The boat can be equipped with an aft cabin, a wetbar, and a sofa.



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

The front cabin of the boat is equipped with gullwing doors.



(1) Gullwing doors

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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.

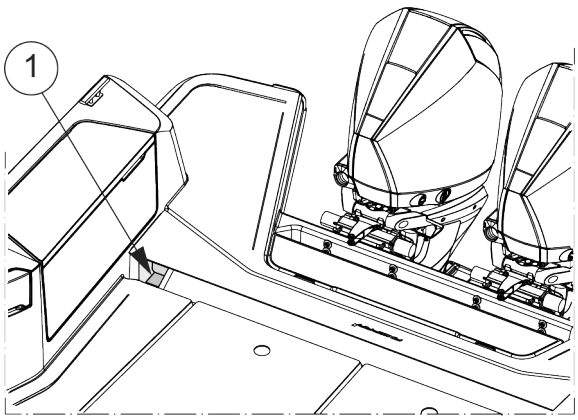
Breaking waves represent a significant danger to stability.

⚠ 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.



(1) Drain hole

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

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

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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.

⚠ CAUTION 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.

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

4.1.2 Openings in the hull and deck

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

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

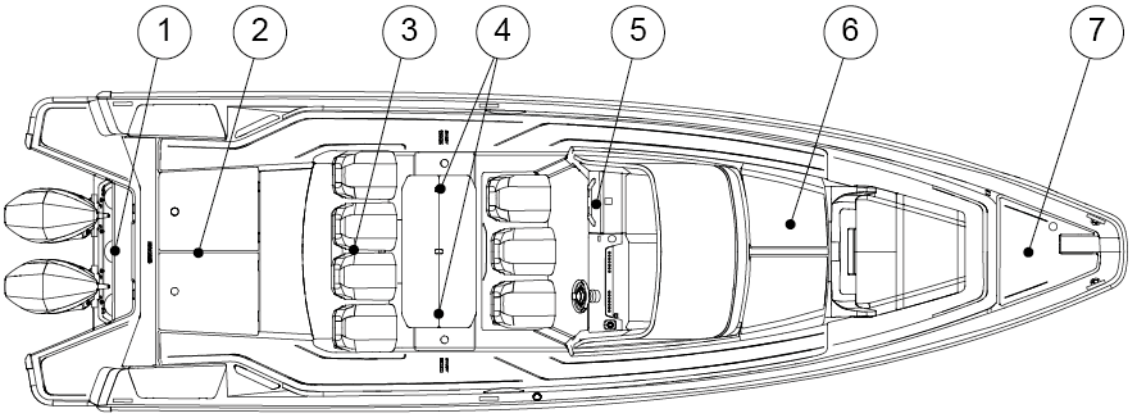
We recommend that you keep the windows, doors, deck hatches, roof hatches, vents and interior doors closed while driving. In stormy weather, always keep them securely closed to minimize the risk of water getting into the boat and to avoid any personal injuries.

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

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

The figure shows the hatches that must be kept closed while under way, when the boat is attached to the dock or when the boat is left unmanned.

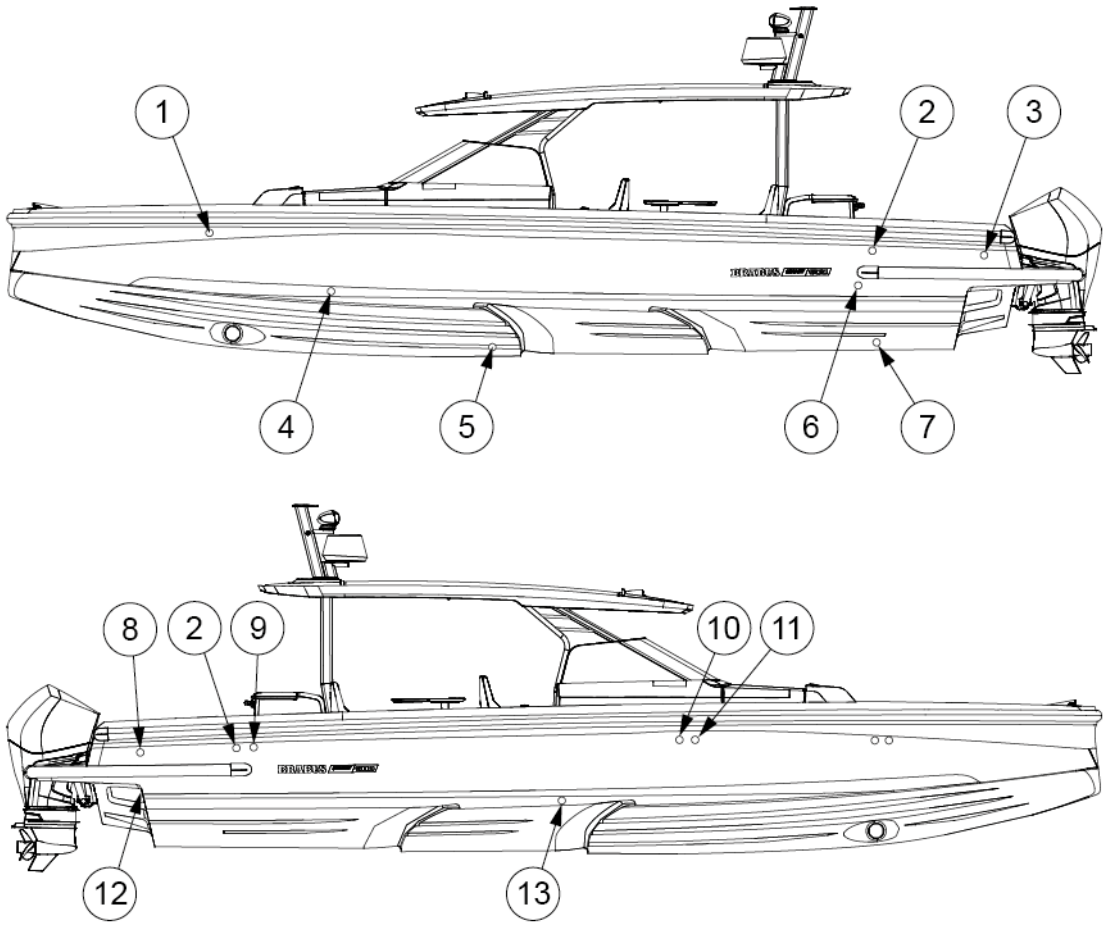
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(1) Inspection hatches in the engine bracket
(2) Roof hatches of aft cabin or storage box hatches
(3) Aft cabin door (option)
(4) Cockpit floor hatches
(5) Fore cabin door
(6) Gullwing doors of fore cabin
(7) Bow storage box hatch

The location and number of these components depend on the level of the equipment on 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) Septic tank seacock and discharge valve
(6) Wetbar sink outlet (option)
(7) AC inlet
(8) Heater fuel tank ventilation (option)
(9) Aft bilge pump outlet
(10) Midship bilge pump outlet
(11) Septic tank ventilation
(12) Outlet of deck and cockpit drain channels
(13) AC outlet

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 signs on the boat display the draining area of each pump.

The manual bilge pump is controlled with its handle.

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

⚠ WARNING

The bilge system is not designed for damage control.

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

NOTICE

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

NOTICE

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

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

NOTICE

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

NOTICE

Avoid pollution.

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

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

Before every use

Make sure that:

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

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

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4.1.3.1 Bilge pumps and outlets

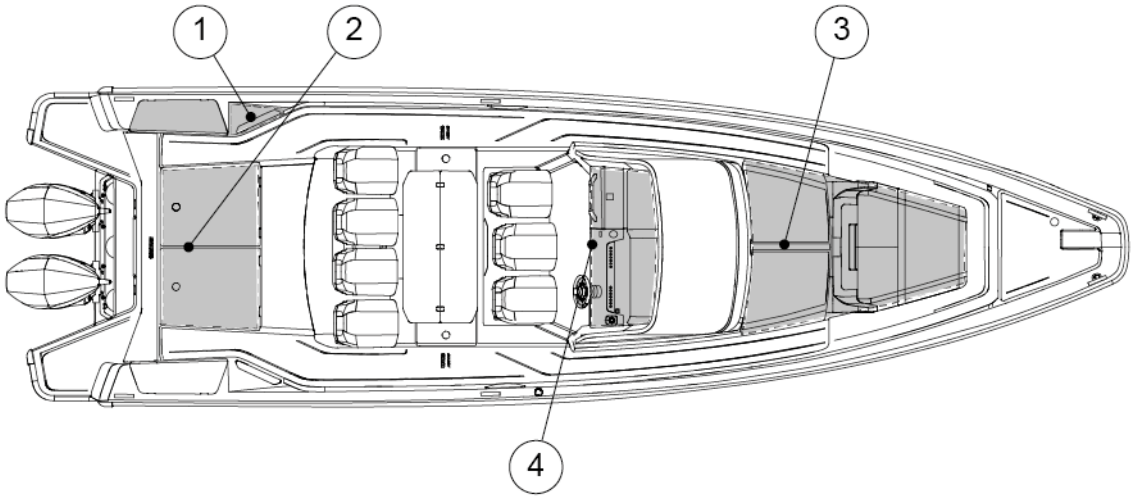
Bilge pump output

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

Bilge pump locations

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

The electric bilge pumps are submersible. One electric bilge pump is located under the berth of the aft cabin or under the storage hatch and another under the front cabin floor. The electric bilge pumps are by default in automatic mode and pump out the bilge once the float-switch is triggered. The electric bilge pumps can also be started manually from the boat’s main control panel.

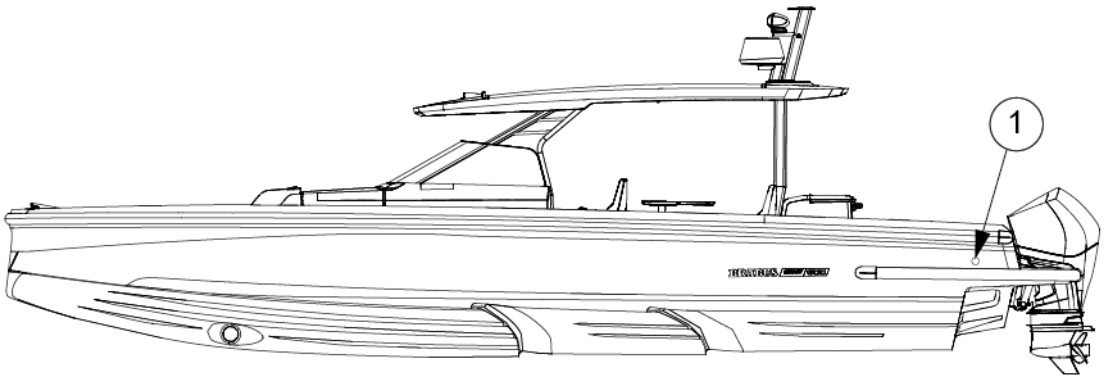


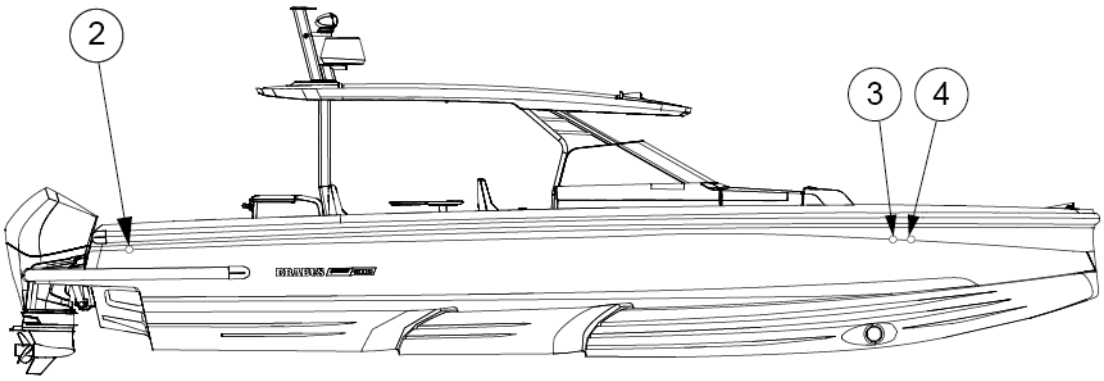
(1) Manual bilge pump
(2) Aft electric bilge pump
(3) Bow bilge pump
(4) Midship bilge pump

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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) Midship bilge pump outlet
(4) Bow bilge pump outlet

4.2 Technical systems

4.2.1 Electrical system

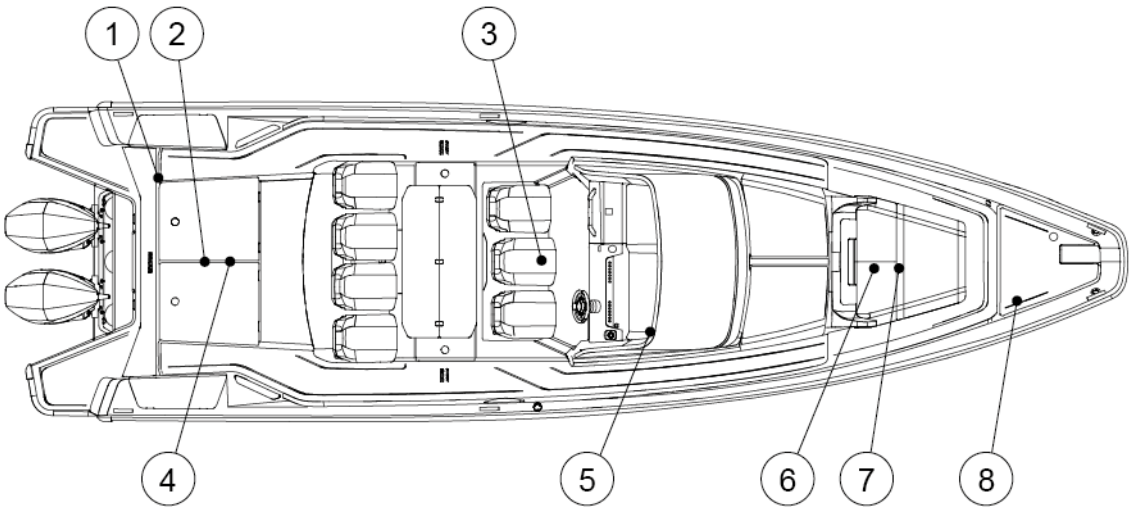
⚠ WARNING **Risks of fire, explosion and electric shock!**

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

Follow the instructions carefully.

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⚠ WARNING Never leave the boat unattended with the electrical system energized, except automatic bilge pump, fire protection, and alarm circuits.



(1) High-current fuses
(2) Batteries
(3) Main switches (located under the middle front-row seat)
(4) Shorepower charger
(5) Fuse panel
(6) Main fuse of bow thruster and anchor winch
(7) Battery of bow thruster and anchor winch
(8) Shorepower fuse and control box

4.2.2 12 V system

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

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

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

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⚠ 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.

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

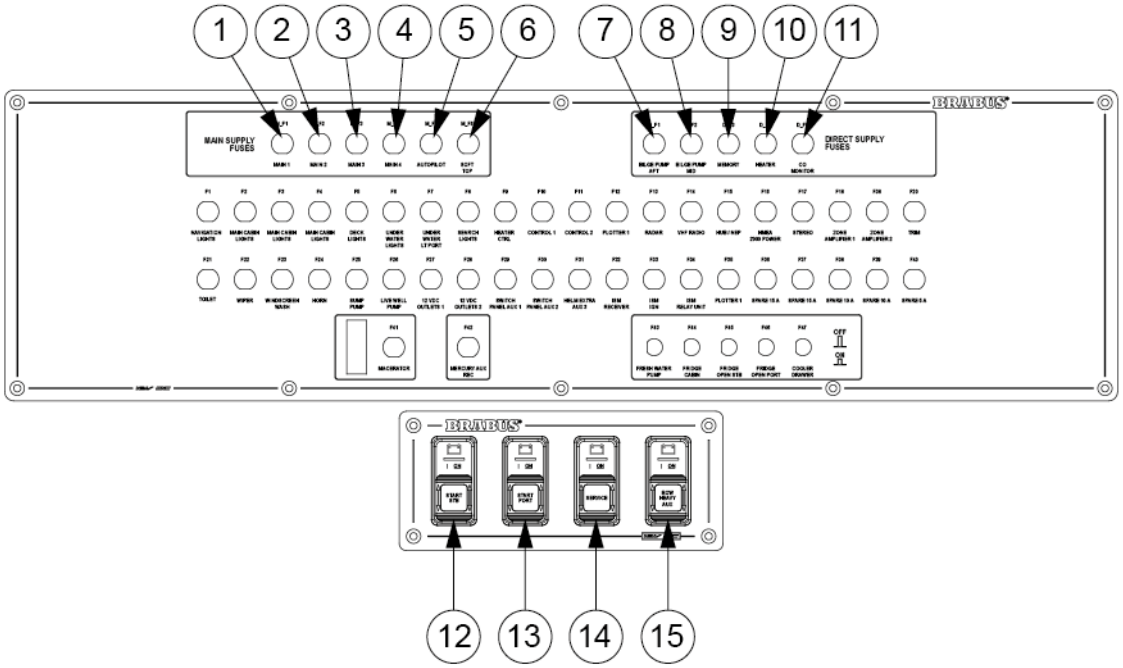
The design drawing of the boat's electrical system is presented in ***Appendix II***. The location of the main switches is presented in the section ***Electric system***.

The main switches of the boat are located in 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 On button. There is a main switch for each engine and one switch for Service batteries. Optional bow thruster/windlass has own remote switch. The boat's main switch panel is located in the front row seat base.

Under the aft deck behind the hatches, there are manually operated main switches. These switches are only for emergency use. In normal situations, use the switches in the front row seat base.

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) Main fuse
(2) Main fuse
(3) Main fuse
(4) Main fuse
(5) Autopilot
(6) Soft top
(7) Aft bilge pump
(8) Mid bilge pump
(9) Memory
(10) Heater
(11) CO monitor
(12) STB-side engine
(13) Port-side engine
(14) Service
(15) Bow Heavy Aux

4.2.4 Direct supply switches

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.

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⚠ 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.

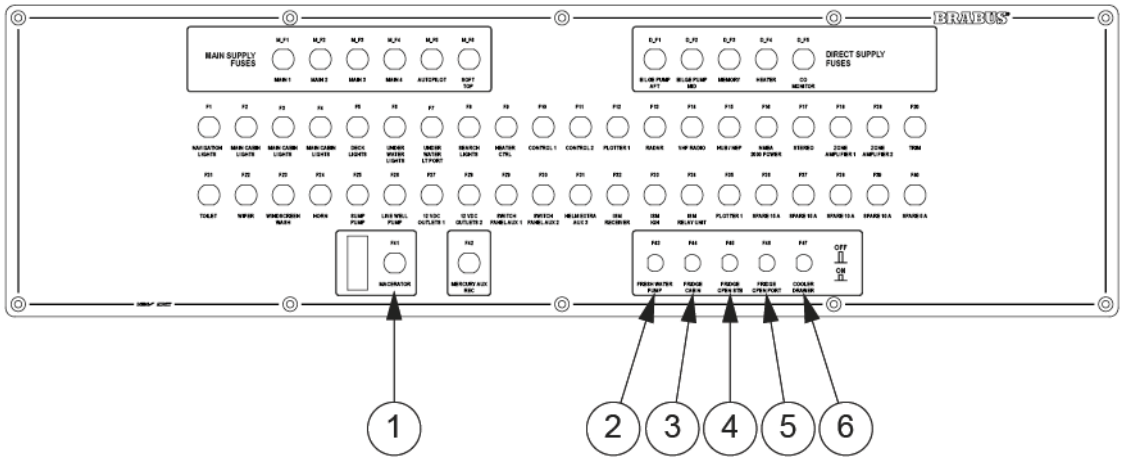
The fuses are in the form of trip switches that break the circuit and spring up when tripped. Do not reset the switch before you have found out the reason for the breaker tripping. After that press the switch back down.

The fuse panel is located on the aft wall of the front cabin. The panel has a combined switch and fuse for the macerator, fresh water pump, fridge cabin, fridge open STB, fridge open PORT, and cooler drawer.

⚠ WARNING

Before connecting an electric circuit, make sure that the circuit is not damaged and that there will be no short circuit or a fire caused by possible damages in the electric circuit.

Any damaged equipment must be maintained or changed before they are again taken into use.



(1) Macerator
(2) Fresh water pump
(3) Fridge cabin
(4) Fridge open STB
(5) Fridge open PORT
(6) Cooler drawer

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4.2.6 Heavy duty fuses

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

The bow thruster’s and windlasses' high-current fuses are located under the front deck hatch and the battery charger fuses behind the toilet's wall panel.

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 five batteries, of which the two start batteries supply current to the engines and engine-related equipment, and the two service batteries for other appliances and equipment on the boat. There is also a separate battery for the bow thruster.

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

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

⚠ WARNING

Only use maintenance-free AGM batteries in the boat.

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

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4.2.7.1 Charging the batteries

⚠ WARNING

- Make sure that the battery compartment is always well ventilated when charging batteries.
- Only charge batteries in the boat with the boat's own chargers. In other cases, remove the batteries from the boat.
- Remember that the batteries discharge an explosive oxy-hydrogen gas at a voltage of 14.4 volts.
  - The voltage of a normal battery in unloaded status is 12.3-12.7 V.
  - During charging, the voltage increases and the charging regulator stops the charging process automatically at a preset level.
  - The voltage measurement must be taken at the battery terminals, not the alternator, to achieve the correct result.

4.2.7.2 Winter storage

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

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

4.2.7.3 Cleaning the batteries

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

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

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

4.2.8 110/230 V system

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

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

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

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

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

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

⚠ DANGER Risk of electric shock and fire!

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

⚠ DANGER To avoid an electric shock and risk of fire:

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

4.2.9 Fuel system

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

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

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

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

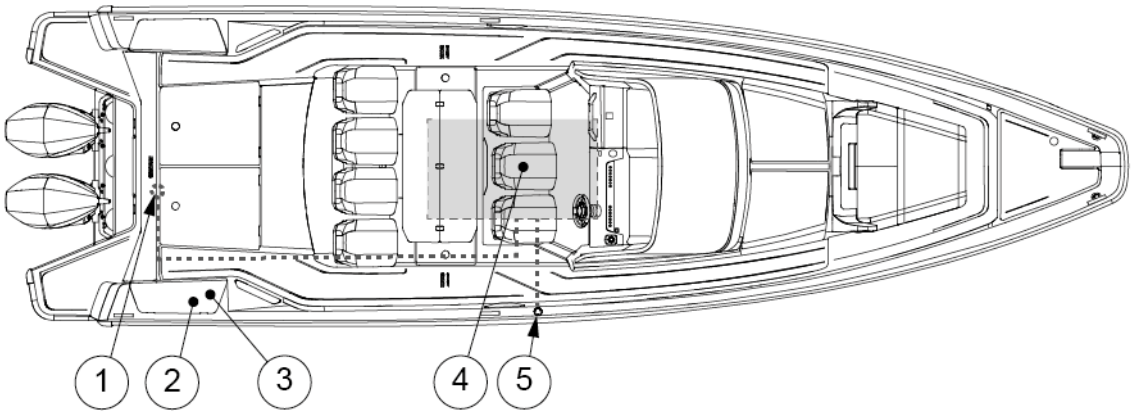
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⚠ WARNING Do not smoke or handle open flames when refueling.

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.
- In the normal system, the fuel tank valves are located under the driver's seat. The EPA fuel system is equipped with automatic fuel valve.



(1) Fuel filter
(2) Diesel tank inlet fitting (under hatch)
(3) Diesel tank
(4) Fuel tank and valves
(5) Fuel inlet fitting

4.2.9.1 Refueling the boat

Wet down the composite decks with water before refueling. This ensures that any fuel spillage will float on the water and not penetrate the decking material.

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

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

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⚠ WARNING

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

4.2.9.2 Maintaining the fuel system

Follow the engine manufacturer's maintenance schedule.

- Annually, check the condition of the hoses and make sure that there are no visible cracks, abrasion, or deterioration.
- Replace worn parts with genuine, marine-grade parts only.
- Bi-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.

4.2.10 Fresh water system

The fresh water system consists of a fresh water tank, pump and filter.

The tank and pump are located under the front deck. The fresh water tank is filled via the filling cap inside the fore anchor hatch.

The fresh water system is turned on by switching on the fresh water pump. The pump switch is located on the fuse panel.

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.

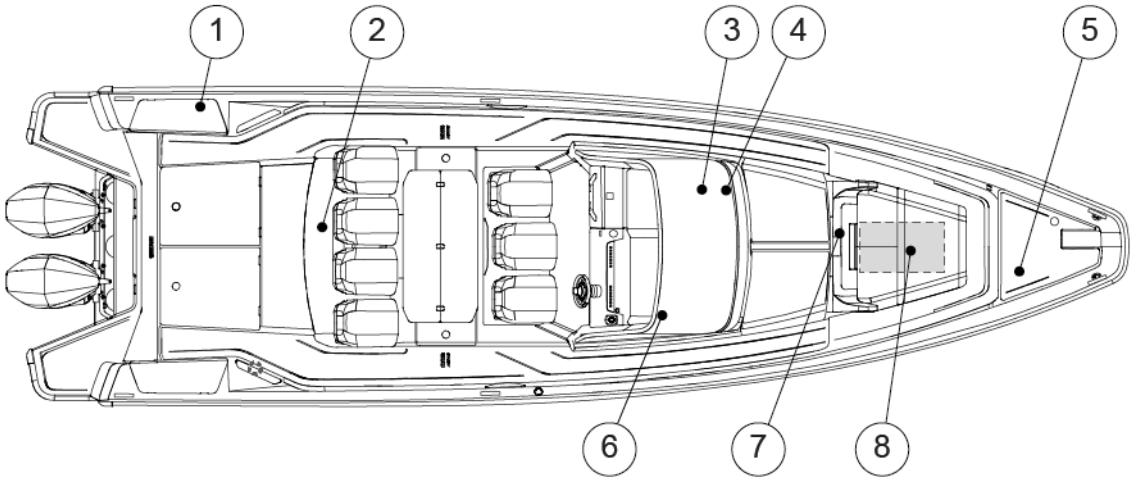
Antifreeze is added during production phase of the boat, and the dealer is responsible for disinfecting the fresh water tank before sale.

NOTICE

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

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

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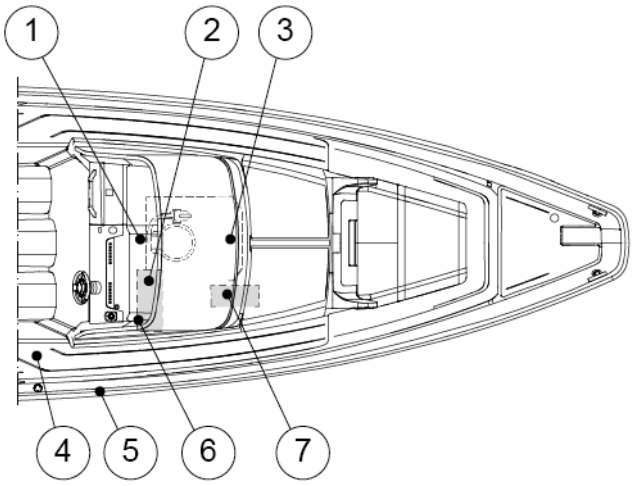


(1) Deck shower
(2) Wetbar (optional)
(3) Front cabin tap
(4) Water draining from sinks
(5) Filling cap for water tank
(6) Switch for water system
(7) Fresh water pump
(8) Fresh water tank

4.2.11 Septic system

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

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(1) Toilet
(2) Septic tank
(3) Septic tank seacock and discharge valve
(4) Deck suction fitting
(5) Breather valve for septic tank
(6) Macerator switch
(7) Macerator pump

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.

4.2.11.1 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.

4.2.11.2 Septic tank

Avoid environmental pollution!

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

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

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

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

NOTICE

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

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

This measure prevents frost damage, bacteria growth and smells.

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

4.2.12 Anchor windlass

The boat is equipped with a bow anchor windlass.

The windlass switches are located in the bow of the boat, and the remote control for the windlass is on the steering console.

The anchor windlasses are powered by the Aux battery. The battery and its fuse are located next to the windlasses.

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⚠ 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.

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.

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

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.

4.3 Optional equipment

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

4.3.1 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 operation panel is located in the steering console.

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

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⚠ WARNING

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

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

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

NOTICE

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

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

4.3.2 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 bed of the front cabin and can be accessed by removing the bottom of the bed.

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

The control switches are located in the steering wheel.

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

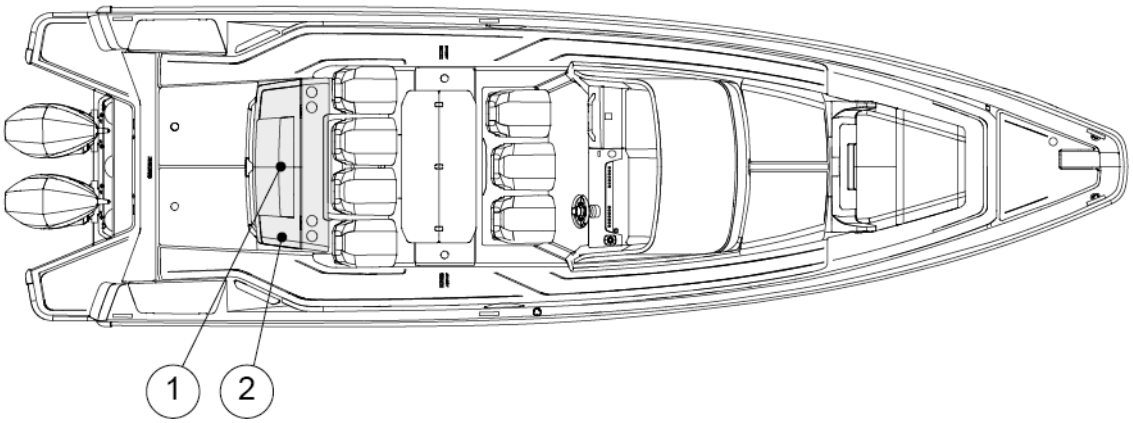
- Do not touch the bow thruster or its fuse if the main switch Aux is switched on.

4.3.3 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. The cabin door must be kept open when the cooker is in use.

⚠ WARNING

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

Ventilation is required when appliances are in use.

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

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

⚠ WARNING

- Never use an open flame when detecting leaks.
- Never use the cooker or oven for heating the boat.
- Never leave the boat unattended when LPG appliances are in use.
- Never smoke or use open flames when a gas container is being replaced.
- Never block access to safety equipment, fire extinguishers, fuel valves or main power switches.
- Never block any ventilation openings made in the boat because their purpose is to clear the air of fuel fumes.

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

NOTICE

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

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4.3.3.1 Lighting the LPG cooker

1. Open both shut-off valves.

   Each burner has an ignition cut-out which cuts the gas supply when the flame is out.
2. Press in the knob for the required burner and turn to max. position while holding the lighter beside the burner.
3. Keep the knob pressed in for about 20 seconds after the burner lights. If it is released sooner, the burner may go out.

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

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

4.3.3.2 Using the LPG cooker

⚠ WARNING

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

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

Ventilation

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

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

Valves

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

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Replace the requlating valve every 10 years.

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

Inspections

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

Maintenance

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

4.3.4 Solar panels

The boat can be equipped with solar panels.

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

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

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5 Transportation

5.1 Lifting the boat

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

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

⚠ DANGER

Risk of serious injury or death by falling load.

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

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

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

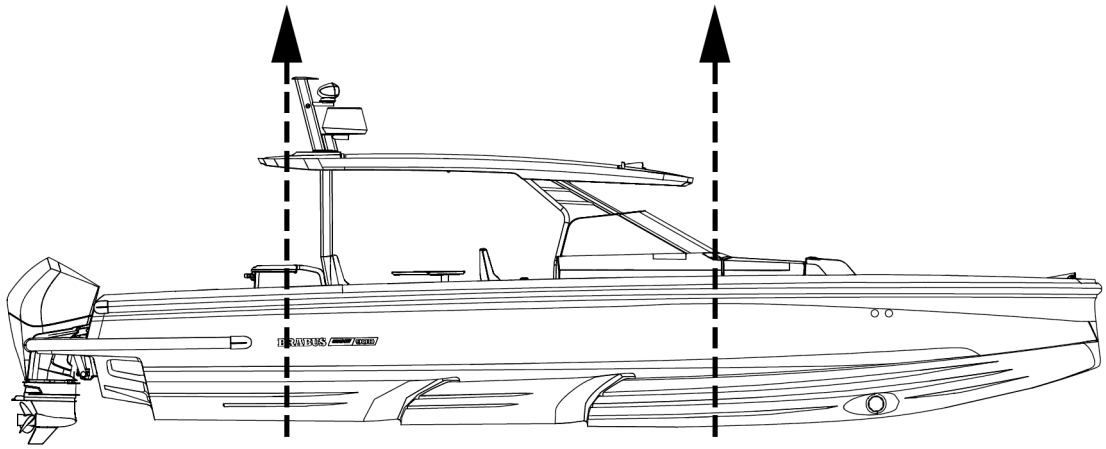
⚠ CAUTION

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.

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



Before operating any lifting equipment:

- Check and determine applicability of federal, state, or local requirements.
- Follow the lift equipment manufacturer’s requirements and recommendations.

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- 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:

- Ensure that all hull penetrations are closed or secure.
- Check the boat for bilge water before lifting.

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

5.2 Transporting and storing the boat

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

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

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

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

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

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

Before loading the boat on the trailer:

- Remove any unnecessary weight from the boat.
- Drain the bilge water.
- Adjust the side supports of the trailer so that the most weight rests on the keel supports, and the side supports only offer lateral support.
- Protect the boat by placing suitable padding between the tie down straps and the boat, if necessary.
- See the engine manual for any instructions on trailering.

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- 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.

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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, Axopar Boats recommends that you 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.

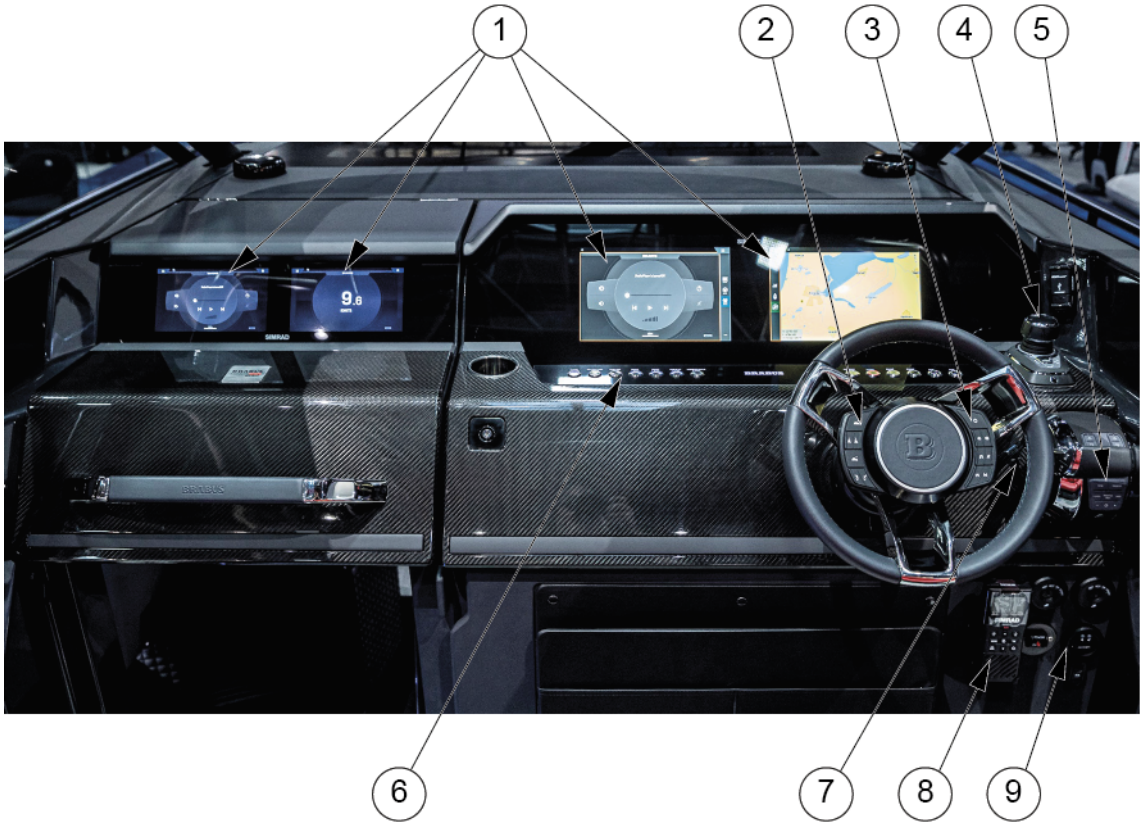
6.1 Handling devices

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.

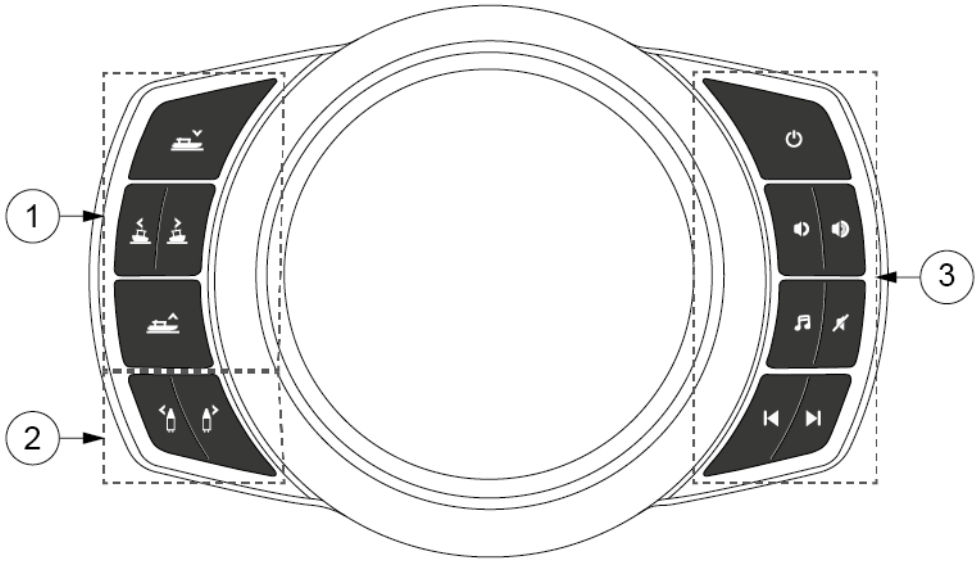
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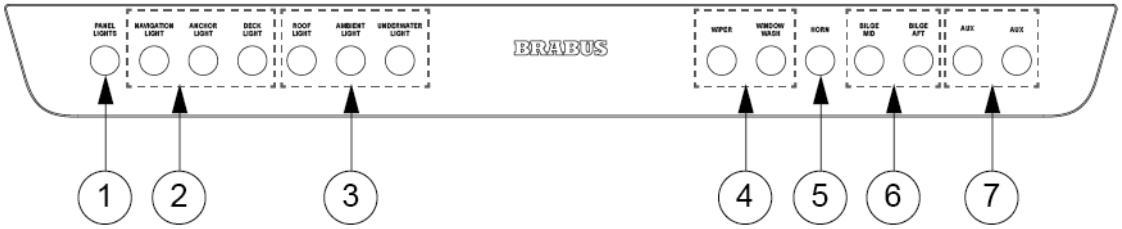
(1) Information displays
(2) Trim tabs control switches
(3) Radio and multimedia player remote control switches
(4) Mercury joystick
(5) Engines remote controller
(6) Steering console switch panel
(7) Roof hatch switch
(8) VHF radio
(9) Switches and ignition keys of engines

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6.1.2 Steering wheel and steering console switch panel



(1) Trim tab switches
(2) Bow thruster switches
(3) Mediaplayer switches



(1) Panel light
(2) Running light switches
(3) Light switches
(4) Windscreen wiper switches
(5) Horn
(6) Bilge pump switches
(7) Aux switches

Further information on the devices can be found in the chapters ***4. Product description*** and ***6. Operation*** of this manual.

6.1.3 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.

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The windscreen wash-fluid tank is located beside the fresh water tank.

6.1.4 Steering system

6.1.4.1 Checking and topping up oil

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

Hydraulic oil is added to the steering system via the filling plug in the steering wheel pump.

- Check the oil level in the pump before casting off.

  The oil level must be approximately 10 mm below the filler hole.
- See the manufacturer's instructions for the steering system oil recommendation.
- For the steering systems provided by the engine manufacturer, see the engine manufacturer's instructions.

6.1.4.2 Steering maintenance

- Check the couplings, mountings and bearings.
- For the maintenance of the steering system, see the manufacturer’s instructions.

6.1.5 Starting the engine

See the engine manufacturer’s manual for engine information.

1. Set the engine lever in neutral.
2. Turn the ignition on and check the fuel level.
3. Start the engine by turning the ignition key.
4. Check that the gauges for oil pressure and volt meter show normal values.
5. Run the engine to operating temperature at idling speed. Never rev up a cold engine.

⚠ DANGER Risk of carbon monoxide poisoning.

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

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

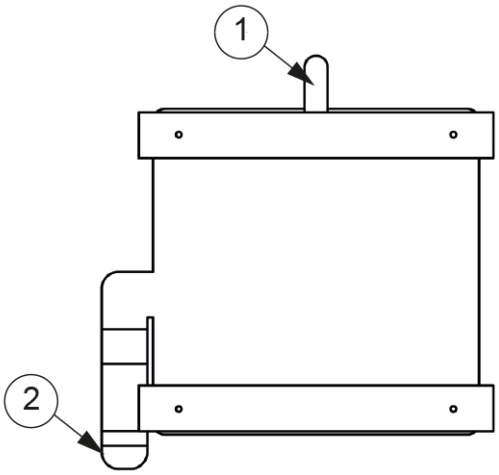
⚠ WARNING Do not operate this boat with an engine that exceeds the maximum engine power recommended by the manufacturer.

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6.2 Swivel seat - Driver and passenger seats

The driver and passenger seats are operated with the locking handle.

The locking handle must be in the locked position when the boat speed exceeds 5 knots.



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

- In the moving function, lift the locking handle up to release the lock.

  This allows you to move seat from back to front.
- In the rotating function, press the locking handle down to release the lock.

  This allows you to rotate the seat on the post.

⚠ DANGER The locking handle must be in the locked position before boat speed exceed 5 knots.

6.3 Inspecting the boat

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

6.3.1 Checklist: Regular inspection before leaving harbor

Safety

Make sure that:

- All the people onboard have life jackets.
- The wind and wave conditions do not exceed the design category of the boat.
- The dead man's switch is switched to driver.

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- There is a fire extinguisher (or several) onboard and their approval/inspection date has not expired.
- The needed ropes and anchor are onboard.

Draining and tightness

Check that:

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

Electrical and engine

Check that:

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

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

6.3.2 Checklist: After using the boat

Make sure that:

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

6.3.3 Notes for sunny conditions for Black OPS boats

The boat requires special attention when it is used in hot and sunny conditions.

In the construction of our boats, we use a high quality Premium Topcoat yacht paint for aesthetic high gloss finish and durability.

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If you have selected this coating in a dark color, such as Gunmetal Grey or similar, it is of paramount importance that you are aware of certain maintenance considerations when using your boat in high temperature, high UV or environments exposed to extreme direct sunlight.

Failure to adhere to these guidelines may result in negative issues experienced on board as also voiding parts of the warranty of the boat.

Prolonged conditions of the boat being exposed to direct sunlight upon dark painted surfaces should be avoided as much as possible and care should be taken in environments where ambient temperatures regularly exceed 30 degrees Celsius (86 degrees Fahrenheit), areas near the equator, or where UV radiation is considered strong.

Potential negative impacts in such conditions may include:

- Comfort onboard due to raised ambient temperatures of dark painted surfaces
- Raise of surface temperature on dark painted surfaces to uncomfortable levels
- Decreased air conditioning capacity (if installed)
- Efficiency of refrigerators onboard may be limited, which may cause higher power consumption

⚠ CAUTION In the most extreme conditions, skin burns may result from direct contact with painted surfaces.

Protecting

When the boat is left stationary for a period more than 24 hours, the boat must be protected with the provided Planofil UV protective covers in high temperature conditions stated above.

We recommend that the boat is covered at all times when not in use.

Potential risks if these conditions are not adhered to may include (but are not limited to):

- Damage, cracks, blisters, scratches of fading of the coating and painted surfaces.
- Increased maintenance costs.
- Color change in seating and upholstery materials.
- Deformation or cracks in hatches, bonding areas of deck and hull, carbon fibre and console parts.
- In worst cases, GRP top surface layer delamination.

Any damage or injuries resulting from failures to undertake the outlined maintenance and precautions, or issues that could have been avoided, are not covered under warranty.

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.

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

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

6.4.2 Leaving the jetty

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

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

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

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

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

6.4.3 Driving the boat

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

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

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

6.4.3.1 Dead man's switch

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

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

6.4.3.2 Driving at high speed

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

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

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

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

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

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

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

6.4.3.3 Driving in rough seas

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

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

In a head sea

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

In a following sea

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

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

6.4.3.4 Maneuvering in narrow channels

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

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

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

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

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

6.4.4 Visibility from steering position

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

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

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

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

6.4.5 Using the trim tabs

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

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

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

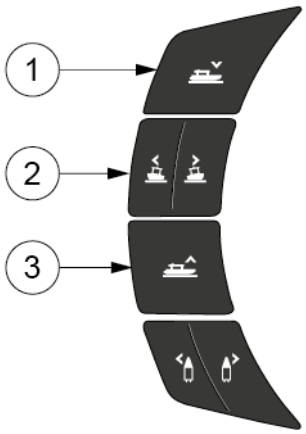
A planing boat always leans into a strong side wind. This reduces the boat’s seakeeping qualities, which is why listing to one side needs to be eliminated as far as possible. Lowering the trim tab on the windward side brings the boat back into normal attitude.

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

System control switches

Control switches of the system are located in the steering console.

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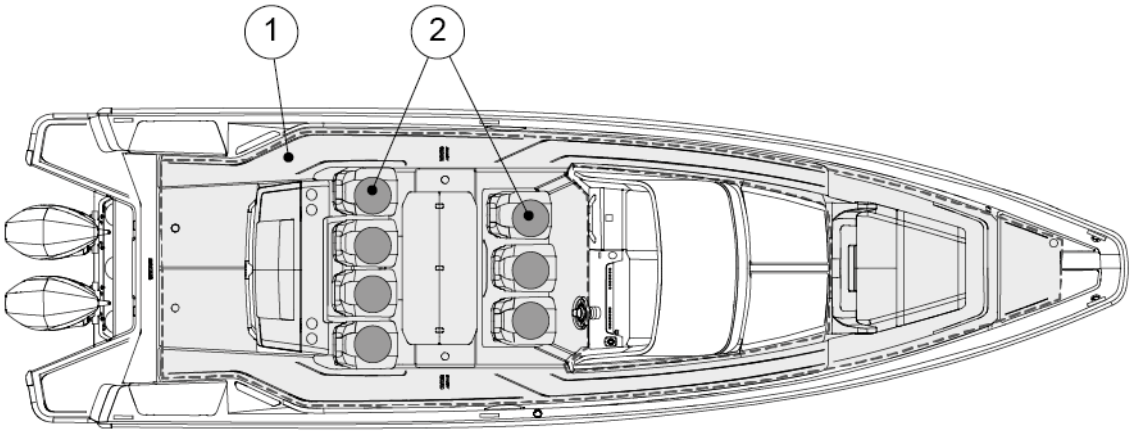
(1) Control for horizontal position
(2) Control for transversal position
(3) Control for lift bow / neutral position

Pressing the top switch controls horizontal position of the boat and the middle switch controls transversal position of the boat. The lower switch controls lift bow of the boat or sets tabs to neutral position. For more information, read the manufacturer's manual.

6.5 Preventing falling overboard

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

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



(1) Working deck area
(2) Seats

- Do not sit, stand or spend time in other parts of the boat while the boat is under way.
- Moving about in the aft part of the aft deck and on the front deck while the boat is under way is not recommended.

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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.

Keep the gates in the flat aft deck area closed while the boat is under way.

Staying on deck

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

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.

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

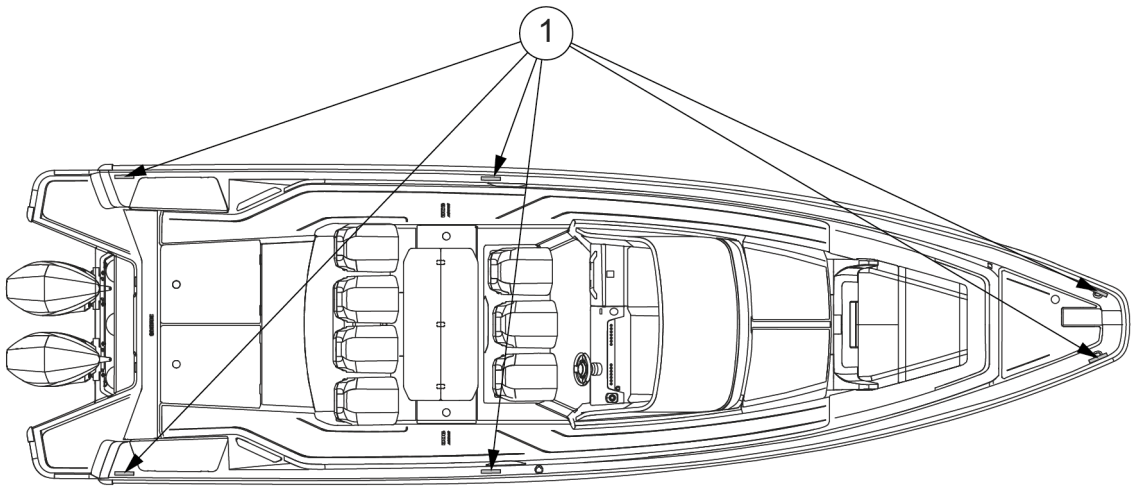
- Use the dead man's switch.
- Turn off the engine when someone is climbing on board.

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 40 kN.
- When mooring the forward force is 32,7 kN.
- When mooring the rearward force is 27,9 kN.



(1) Fastening points

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6.6.2 Docking

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

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

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

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

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

6.6.3 Checklist: Before anchoring

1. Check the chart to see if anchoring is permitted in the area.
2. Listen to the weather forecast for the area and take note of the expected wind conditions.
3. Switch on the echo sounder.
4. Study the seabed conditions and make sure that there is good holding ground.
5. Check that the safety chain has been released from the anchor.
6. Wait until you have reached the intended anchoring point before lowering the anchor.
7. Let out the anchor line equal to at least three times the depth of the water.
8. Put the engine in astern to check that the anchor has taken hold (only when bow anchoring).
9. Note your position on the GPS. Regularly check that the boat has not moved from its position.
10. Set the echo sounder to “Anchor Watch”.

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

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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

To counteract decarburising and heat stress after the engine(s) has/have been run, let it/them idle in neutral for a couple of minutes.

This is particularly important after running at high revs.

Stop the engine(s) by turning the ignition key to position S.

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.

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 scatches 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 an Axopar dealer or a trained professional.
- When the boat is not in use, keep the gelcoat surface out of the sun or cover the boat with a canvas tarpaulin.

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

Washing

NOTICE

Use a cleaning product specially made for boats. Do not use household cleaning products, clorine, 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.

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Waxing

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

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

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

NOTICE Do not wax a gelcoat surface in direct sunlight.

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

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

Polishing and buffing

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

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

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

Polishing and buffing compounds can either be applied by hand usign 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.

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Wet sanding

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

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

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

Using a higher speed may burn the gelcoat.

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

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

   NOTICE Keep the surface continuously moist while sanding.

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

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

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

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

7.1.1 Maintenance notes

The boat requires a certain amount of maintenance. This is especially relevant for external parts which are exposed to sun and salt water.

A proper maintenance of your boat contains the following:

- Wash the boat with fresh water regularly.
- If the boat is used throughout the year, polish the hull approximately every fourth months.
- Polish the stainless and chromed parts with chrome polish.
- Clean the aluminium parts with fresh water. Add soap to the water, if necessary.
- Rinse the cover with fresh water. Allow to dry thoroughly before folding away.
- Clean and maintain teak surfaces with products that are made for that purpose.

  Over time, the teak deck takes on a satin grey appearance, if not maintained.

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- Clean a composite deck with a soft brush and a mild soap solution.
- Avoid using aggressive cleaning agents.
- If the boat is stored or docked in an environment where there are noticeable hard air conditions, for example, near harbours, in lively sea routes, highways and power stations, you have to pay special attention to the RST parts of the boat.

  This kind of air conditions can cause premature corrosion to the RST parts and damage to gelcoat surfaces.
- Polish and wax RST and gelcoat parts (especially coloured gelcoat parts) approximately every fourth month so that the parts will not face fading or other visual defects.

7.2 Maintaining the interiors

7.2.1 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.

7.2.2 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.

7.2.3 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.

7.2.4 Doors and hatches

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

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7.3 Maintaining the cover

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

During use

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

After use

NOTICE

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

7.3.1 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.

   Axopar Boats recommends mixing 12% vinegar in the final rinsing water to neutralize the soap residues.
4. Hang the cover to drip dry.

7.4 Preventing corrosion with sacrificial anodes

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.

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7.5 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.

7.6 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.
- Ensure good ventilation in the boat.

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

7.7 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.

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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.

7.8 Corrective maintenance

7.8.1 Deposits

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

NOTICE Do not apply the rubbing compound in direct sunlight.

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

7.8.2 Scratches and nicks

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

7.8.3 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.

7.8.4 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 black water tank into water.
  - Familiarize yourself with the international regulations on the prevention of marine pollution (MARPOL) and comply with these regulations.

8.1 Requirements for North America

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

The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges. They also state that waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and interconnected waterways, freshwater lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation (40 CFR 140.3).

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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: Regular inspection before leaving harbor

Safety

Make sure that:

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

Draining and tightness

Check that:

- There is no water in the bilge.
- All the bilge pumps are functional.

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- The bilge has no signs of fuel or oil leaks.
- The deck drain system is clean and the valves are open.
- All deck hatches are tightly closed.

Electrical and engine

Check that:

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

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

9.4 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.

9.5 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.

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

- Check that the boat and its equipment are in seaworthy condition.
- Always listen to long-term weather forecasts when planning longer trips.
- Always make sure there is enough fuel and freshwater in the tanks.
- Always keep the engine compartment closed when starting the engine.
- 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.

9.6 Checklist: Before anchoring

1. Check the chart to see if anchoring is permitted in the area.
2. Listen to the weather forecast for the area and take note of the expected wind conditions.
3. Switch on the echo sounder.
4. Study the seabed conditions and make sure that there is good holding ground.
5. Check that the safety chain has been released from the anchor.
6. Wait until you have reached the intended anchoring point before lowering the anchor.
7. Let out the anchor line equal to at least three times the depth of the water.
8. Put the engine in astern to check that the anchor has taken hold (only when bow anchoring).
9. Note your position on the GPS. Regularly check that the boat has not moved from its position.
10. Set the echo sounder to “Anchor Watch”.

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

9.7 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.
- Ensure good ventilation in the boat.

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

9.8 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.

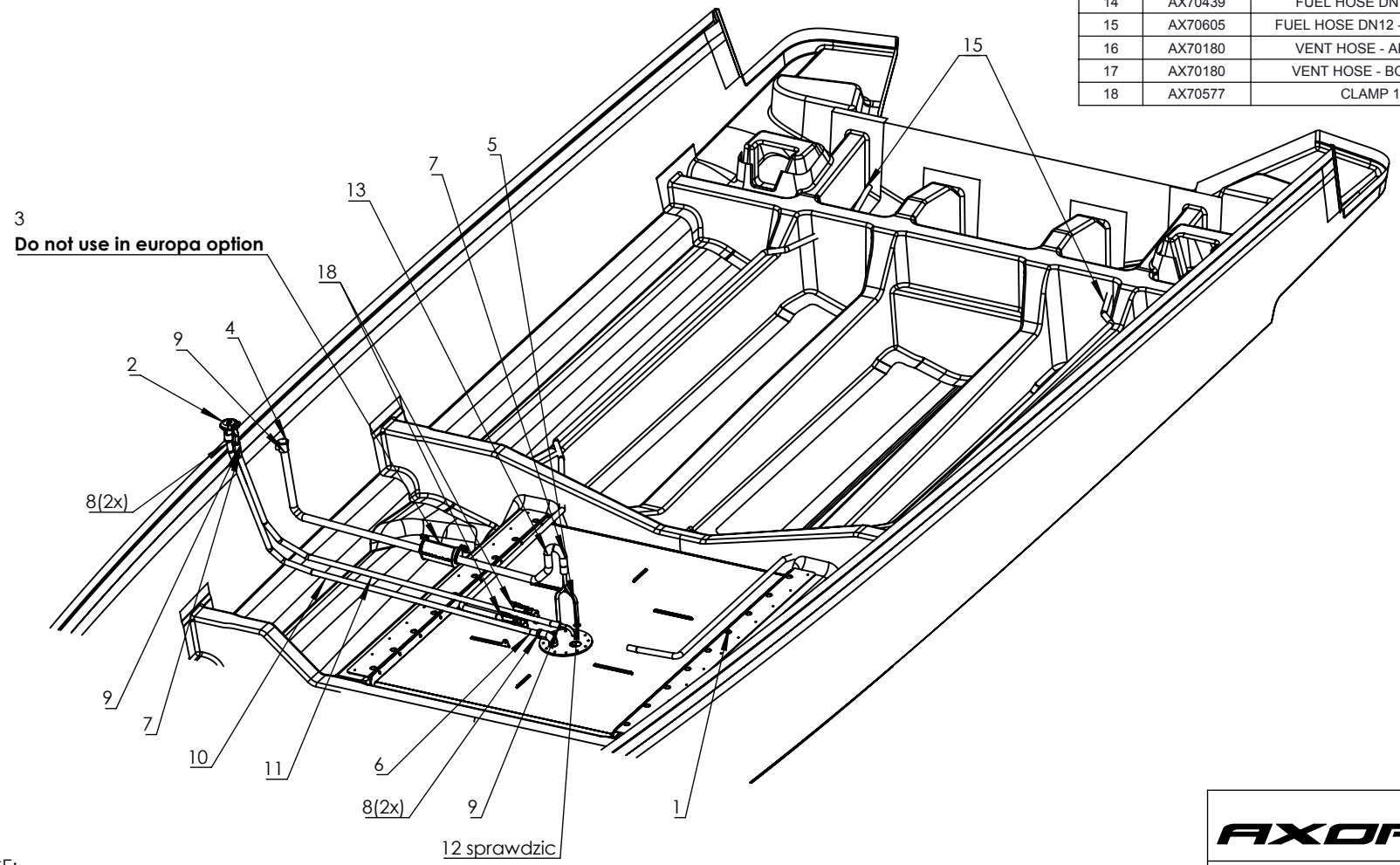
   Check the condition of the batteries.
7. Check all cables, clamps, engine mountings and other fastenings.
8. Check the steering before launching.
9. Check the instrumentation.
10. Close all water drain plugs.
11. Check that the seacocks are tight and in order, check for any frost damage.
12. Check all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

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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

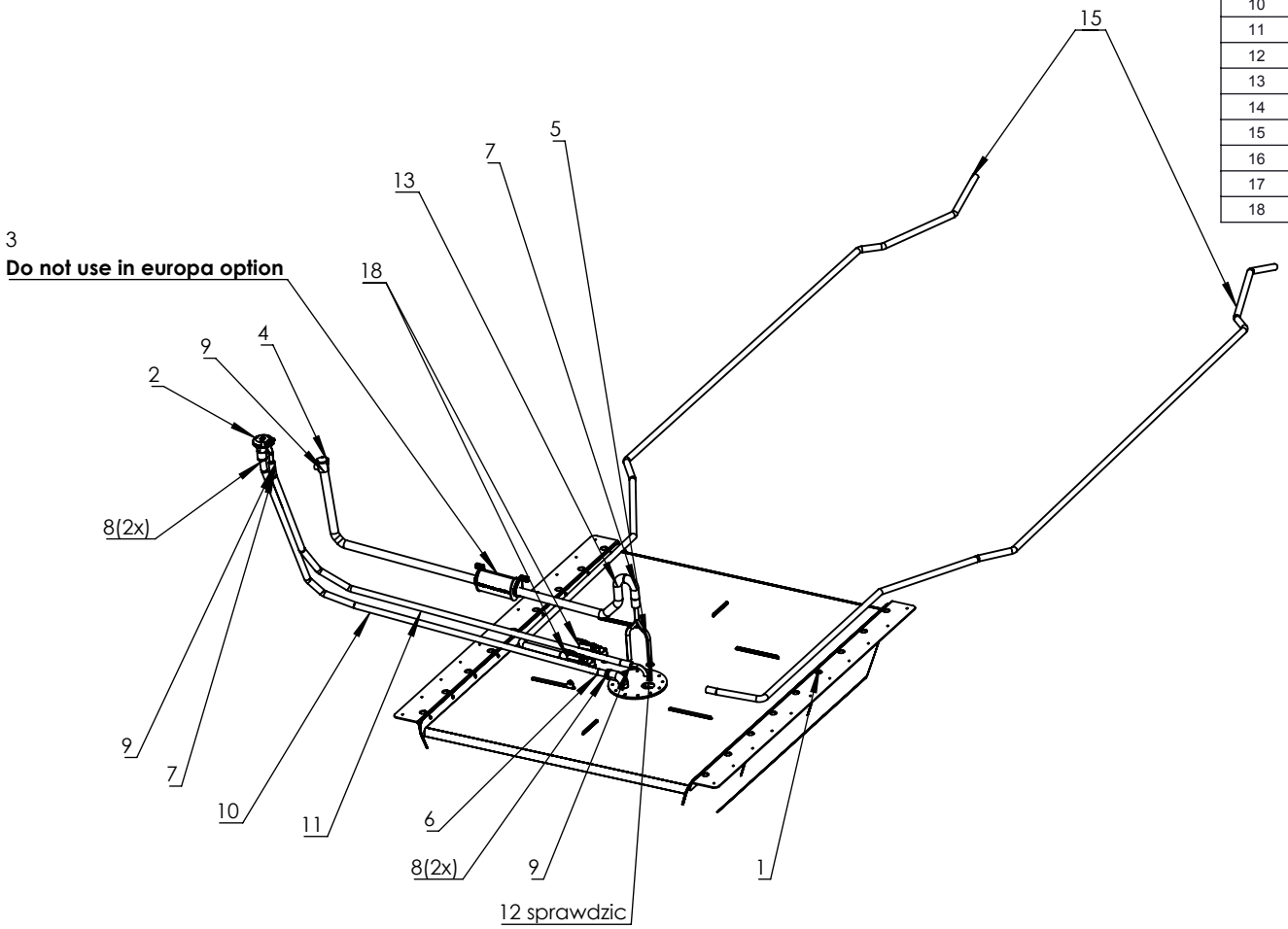
DATE: 02.07.2019

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



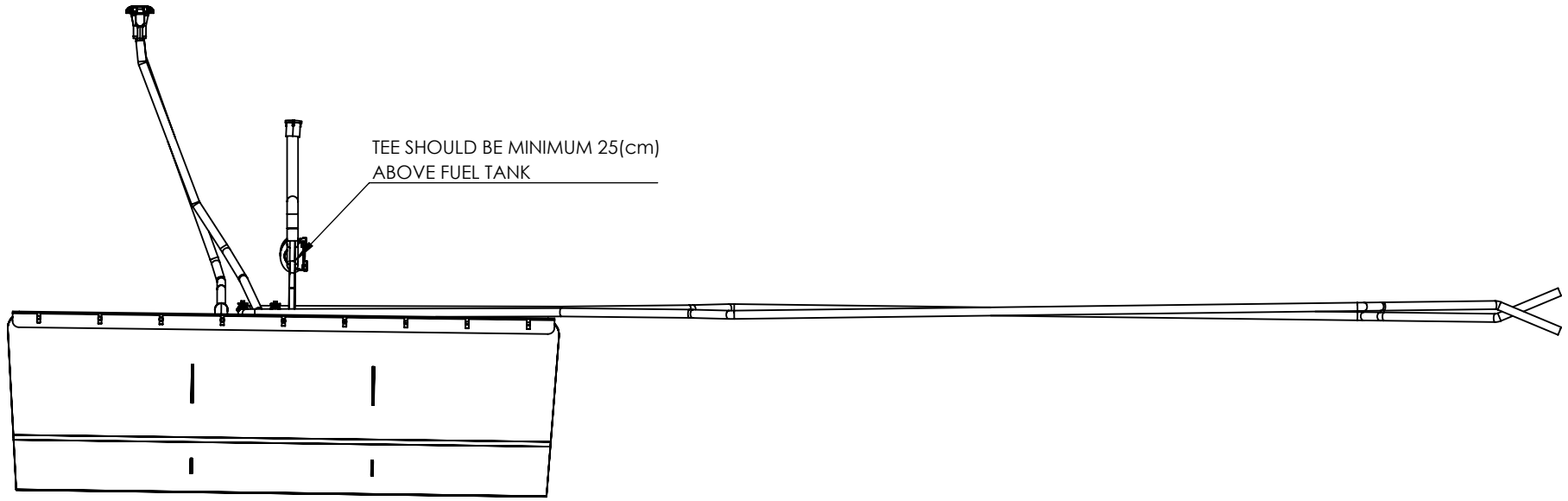
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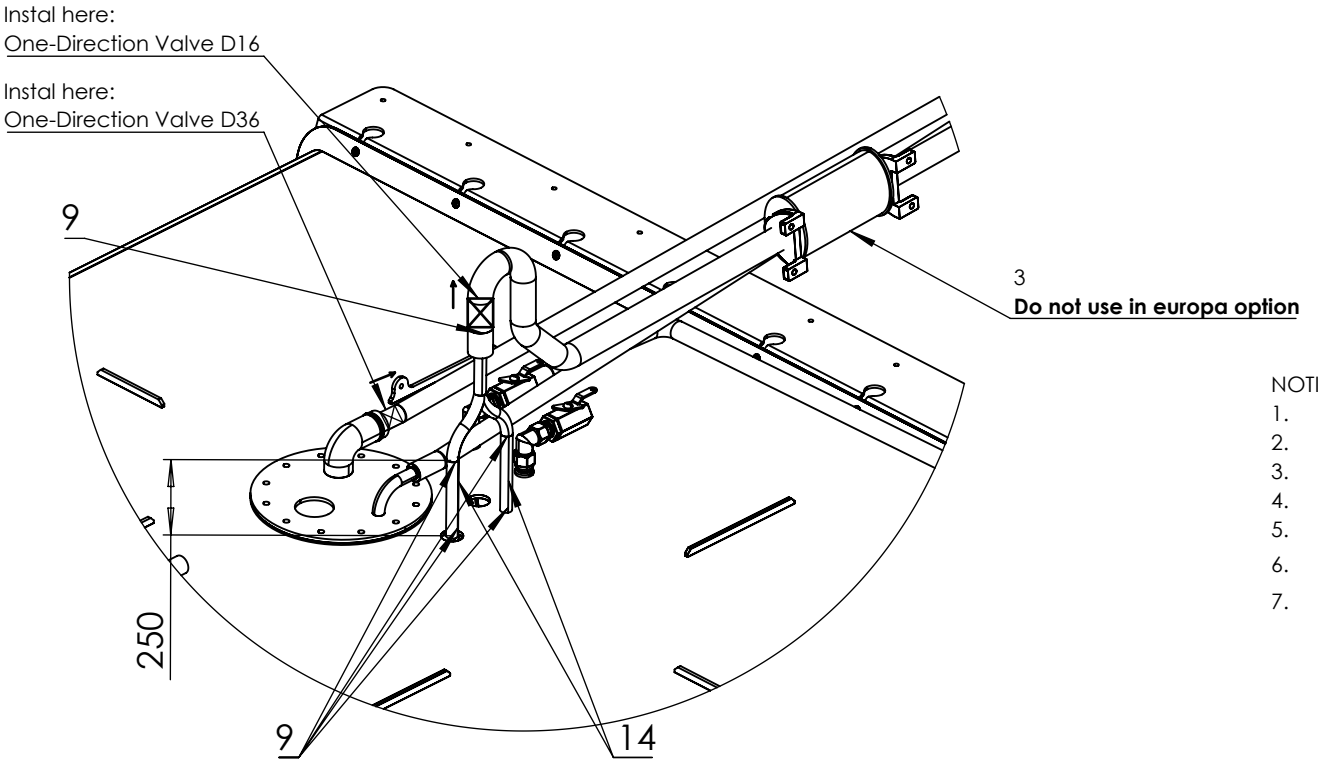
1. Do NOT use Sikalfex on fuel Hoses
2. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
3. See instruction "**INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS**"

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

ELECTRICAL DIAGRAM / PRODUCTION DRAWINGS

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

REVISION B4

Date of modification	Modified by	Description
10.10.2019	PN	B4: NEW REVISION.
1.11.2019	TT	B5: NOT MODIFIED.
16.09.2019	AR	A3: NOT MODIFIED.

Date 26.4.2019
Drawing by TuM
Sheet rev. 5
Project rev. B

NAVIX designed solutions
Copyright by

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

STRUCTURE OF 12Vdc SYSTEM, EURO/USA

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
- HEAVY AMPLIFIER SYSTEM PRODUCTS
- AFT ANCHOR WINCH PRODUCTS

12Vdc HARNESS STRUCTURE:

12Vdc BATTERY BOX PRODUCTS: STANDARD

29637 BATTERY BOX 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

(OPTIONAL) SEARCH LT HARNESS 29592
(OPTIONAL) LIVE WELL HARNESS 29593
(OPTIONAL) ELECTRICAL ROOF HARNESS 29594
-X.13, -X13, -X.11, -X11, -X.12, -X12

(STANDARD) SWITCH PANEL 29211
NEG. BUS: -S_XG1, -S_XG2
-X.6, -X6, -X.7, -X7

(STANDARD) HULL HARNESS 29585
NEG. BUS: -XG1a, - XG1b, -XG1c
-X4, -X.4

(OPTIONAL) AFT CABIN LIGHT SWITCH 29636
-L_X.2, -L_X2

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

(STANDARD) MAIN SW CONTROL PANEL 29599
-X1, -X.1

(STANDARD) DECK HARNESS 29586
NEG. BUS: -XG2a, - XG2b
-X9

OR

-C_X.9, -C_X9
(STANDARD) CABIN ROOF HARNESS 29589
NEG. BUS: -C_XG3
(USED IN CABIN and SPORT CABIN MODELS)
-C_X.10, -C_X10

-O_X.9, -O_X9
(STANDARD) OPEN ROOF HARNESS 29590
NEG. BUS: -O_XG3
(USED IN T-TOP and SUN TOP MODELS)
-O_X.10, -O_X10

OR

-X10
(STANDARD) MAST HARNESS 29591

-RL_X1, -RL_X.1
(STANDARD) RELAY UNIT 29596

-X2, -X.2
(STANDARD) FUSE UNIT 29595

-X3, -X.3
(STANDARD) FORE CABIN HARNESS 29587

-MS_X1, -MS_X.1
(OPTIONAL) BOW HEAVY AUX MAIN SWITCH UNIT 29597

-L_X1, -L_X.1
(STANDARD) FORE CABIN LIGHT SWITCH 29635

12Vdc BATTERY BOX PRODUCTS: OPTIONAL

(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 SOLAR PANEL SYSTEM:

(OPTIONAL) SOLAR PANEL CABLES 29606

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

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

NAVIX designed solutions
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	Title		Sheet
37 MY20	EL. STRUCTURE - 12Vdc SYSTEM, EURO/USA	HL / Loc	2 / 149

NOT DEFINED

10.10.2019	PN	B4: NOT MODIFIED.	Date 2.5.2019	NAVIX designed solutions	Axopar			
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	EL. STRUCTURE - 230Vac/50Hz SYSTEM, EURO	HL	3 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

NOT DEFINED

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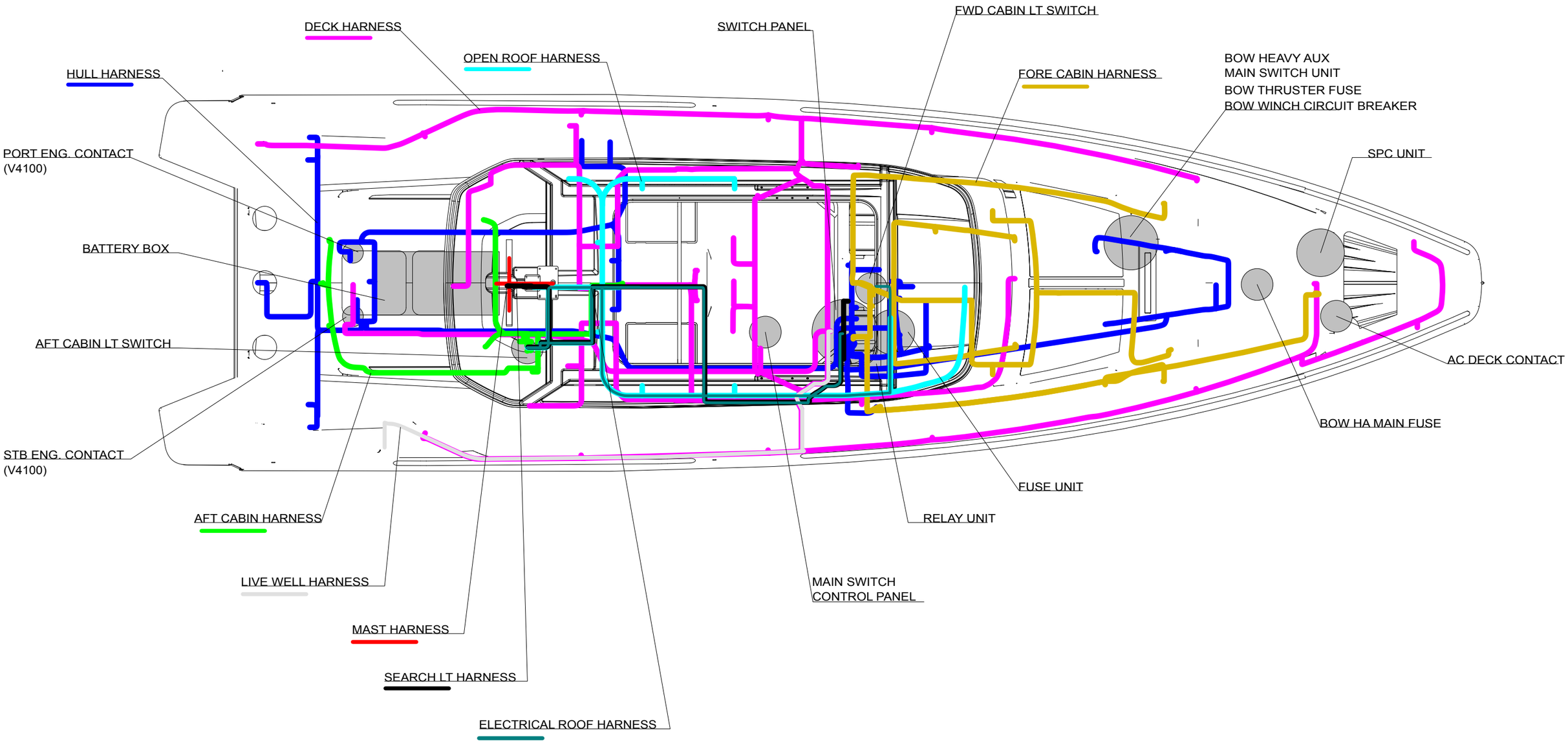
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	**Title**	**Loc**	**Sheet**
37 MY20	EL. STRUCTURE - 120Vac/60Hz SYSTEM, USA	HL	4 / 149

T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

TOP VIEW

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

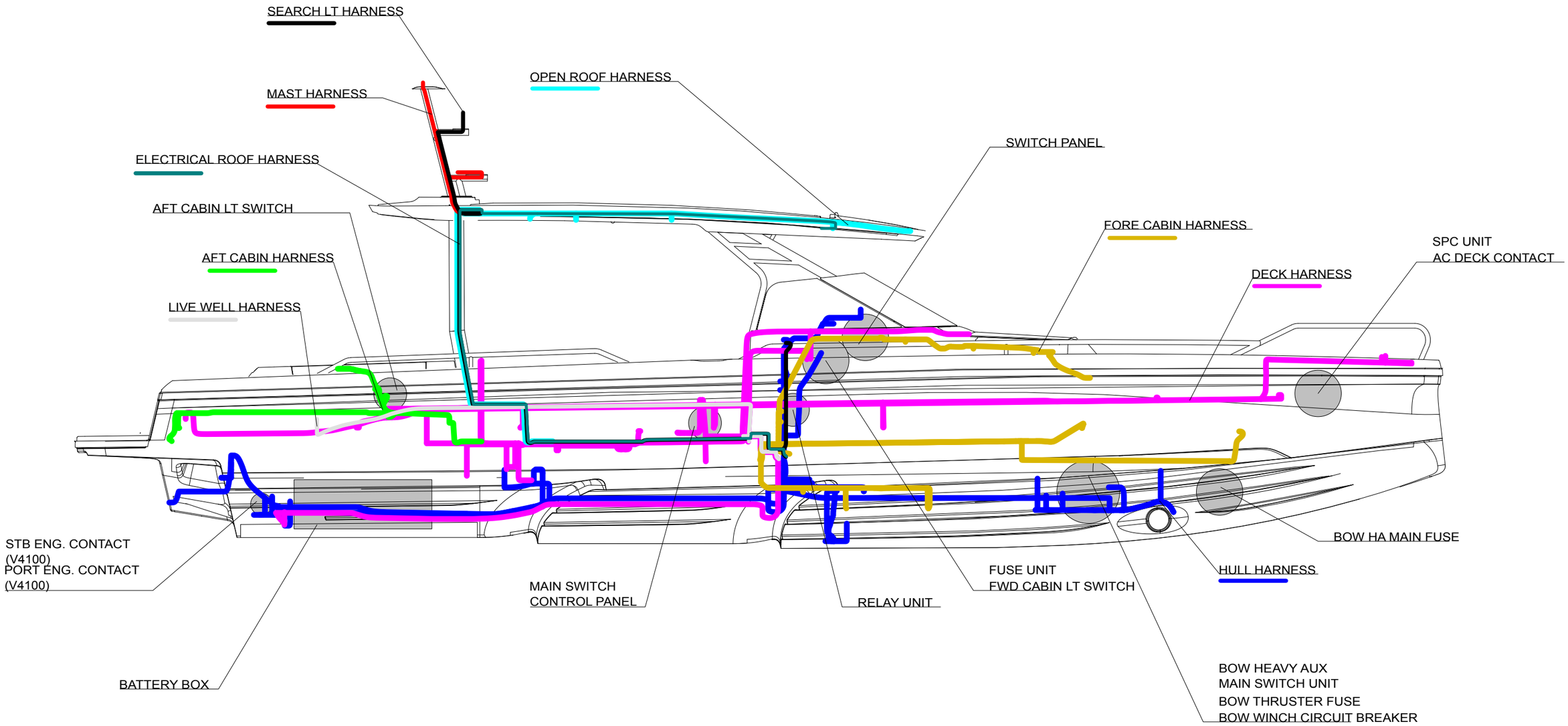


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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	HARNESS LAYOUT - T-TOP (TT)	HL	5 / 149
			Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

T-TOP (TT) HARNESS/ PANEL GENERAL LAYOUT

SIDE VIEW

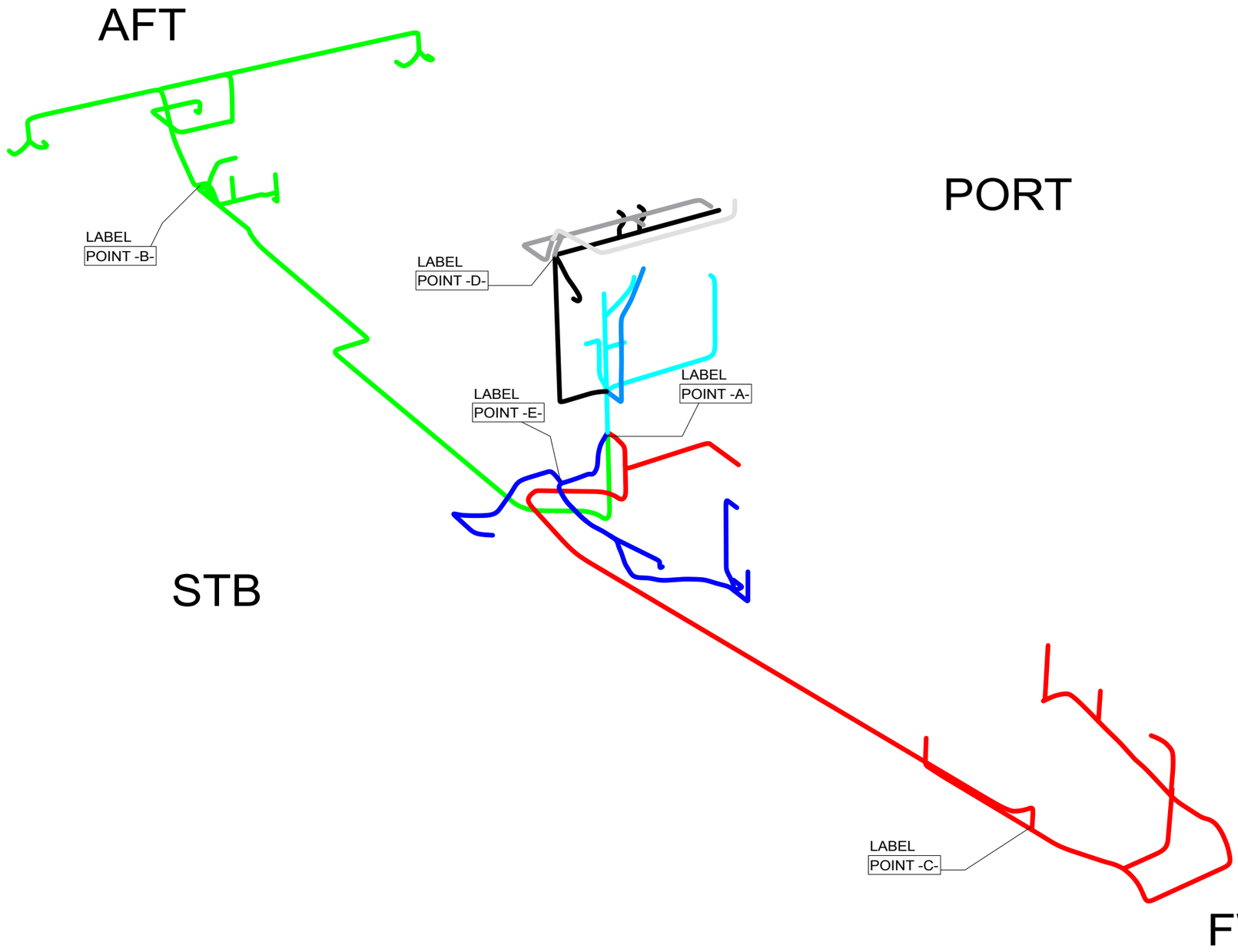
NOTE!
LAYOUT GIVES ONLY APPROXIMATE LOCATION OF PANEL AND HARNESS.

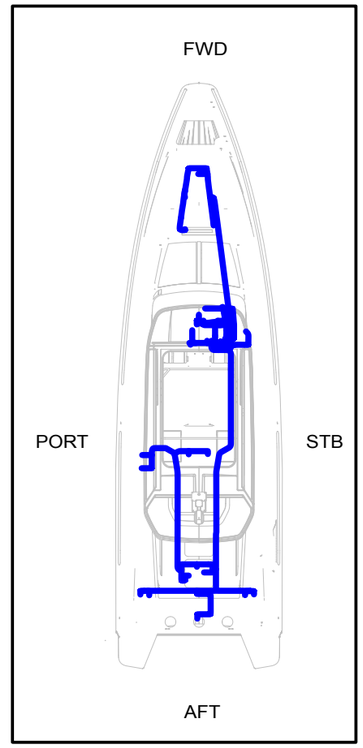


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NAVIX designed solutions

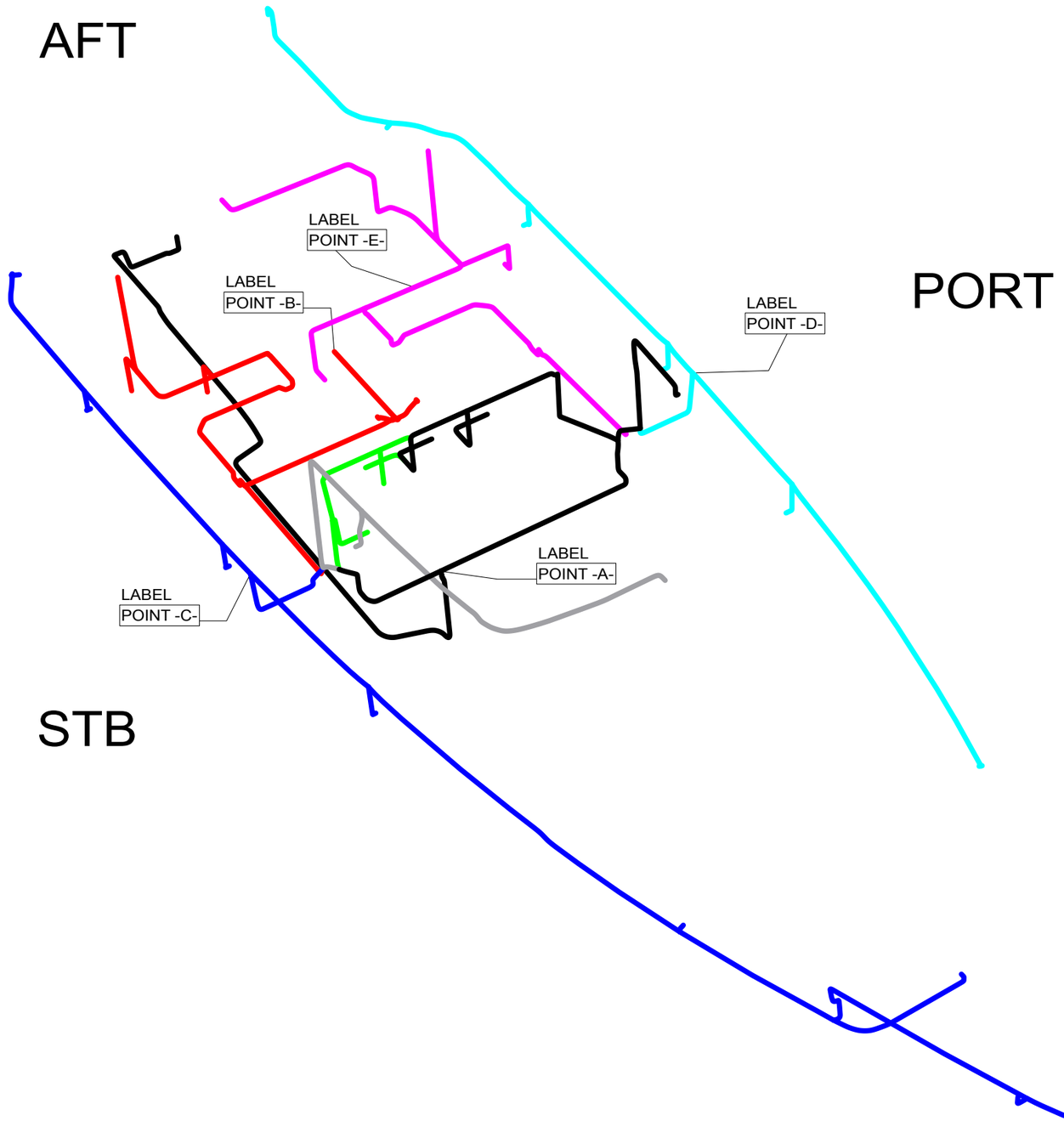
HULL HARNESS - LAYOUT

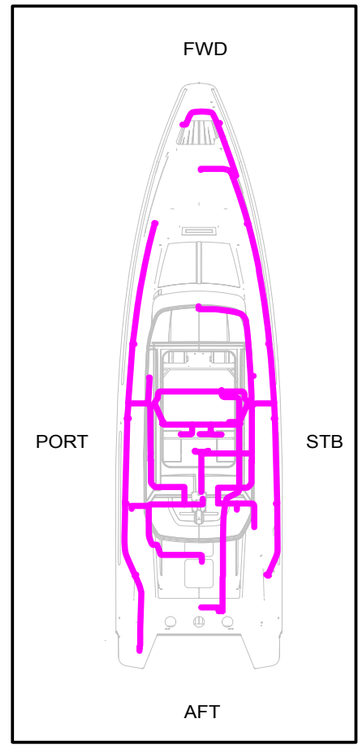




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

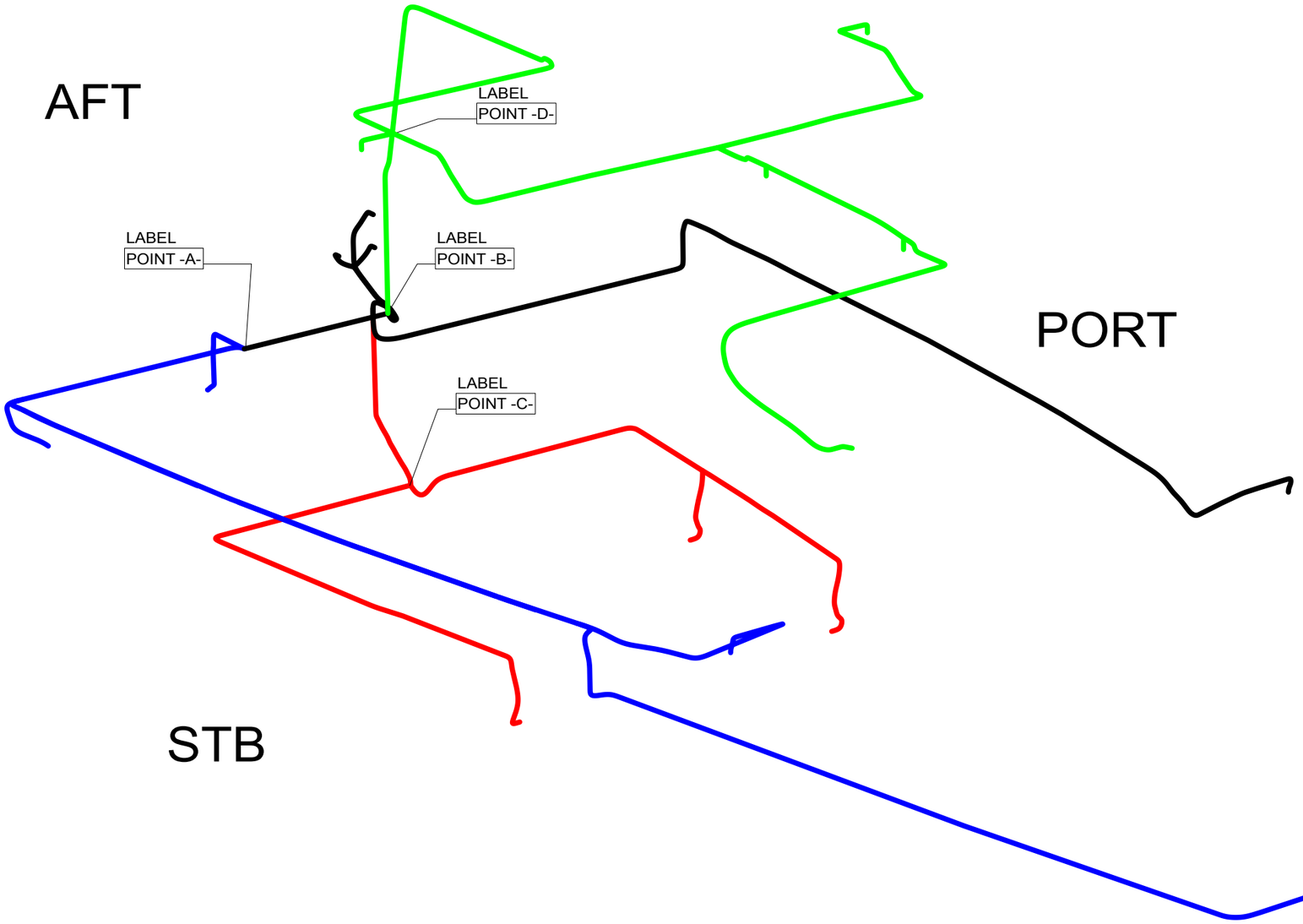
DECK HARNESS - LAYOUT

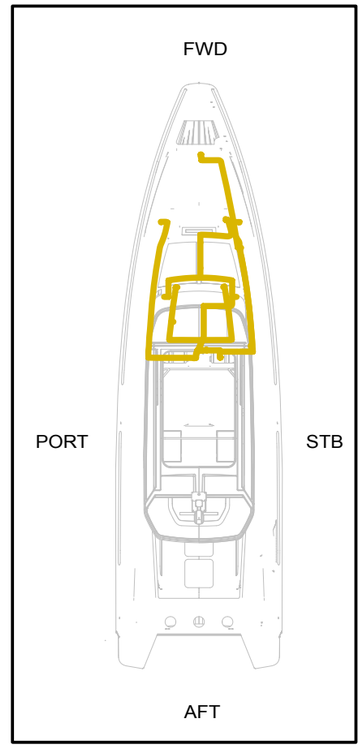




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

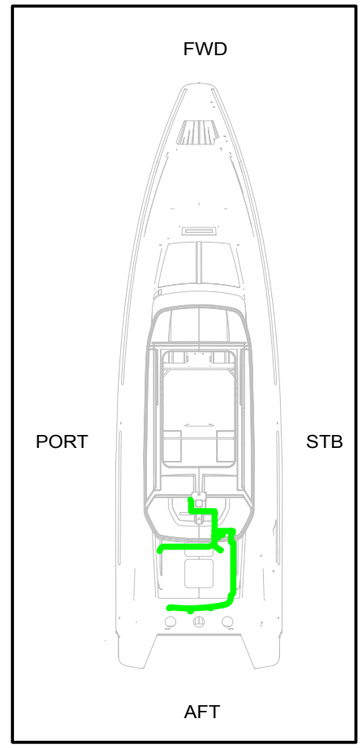
FORE CABIN HARNESS - LAYOUT

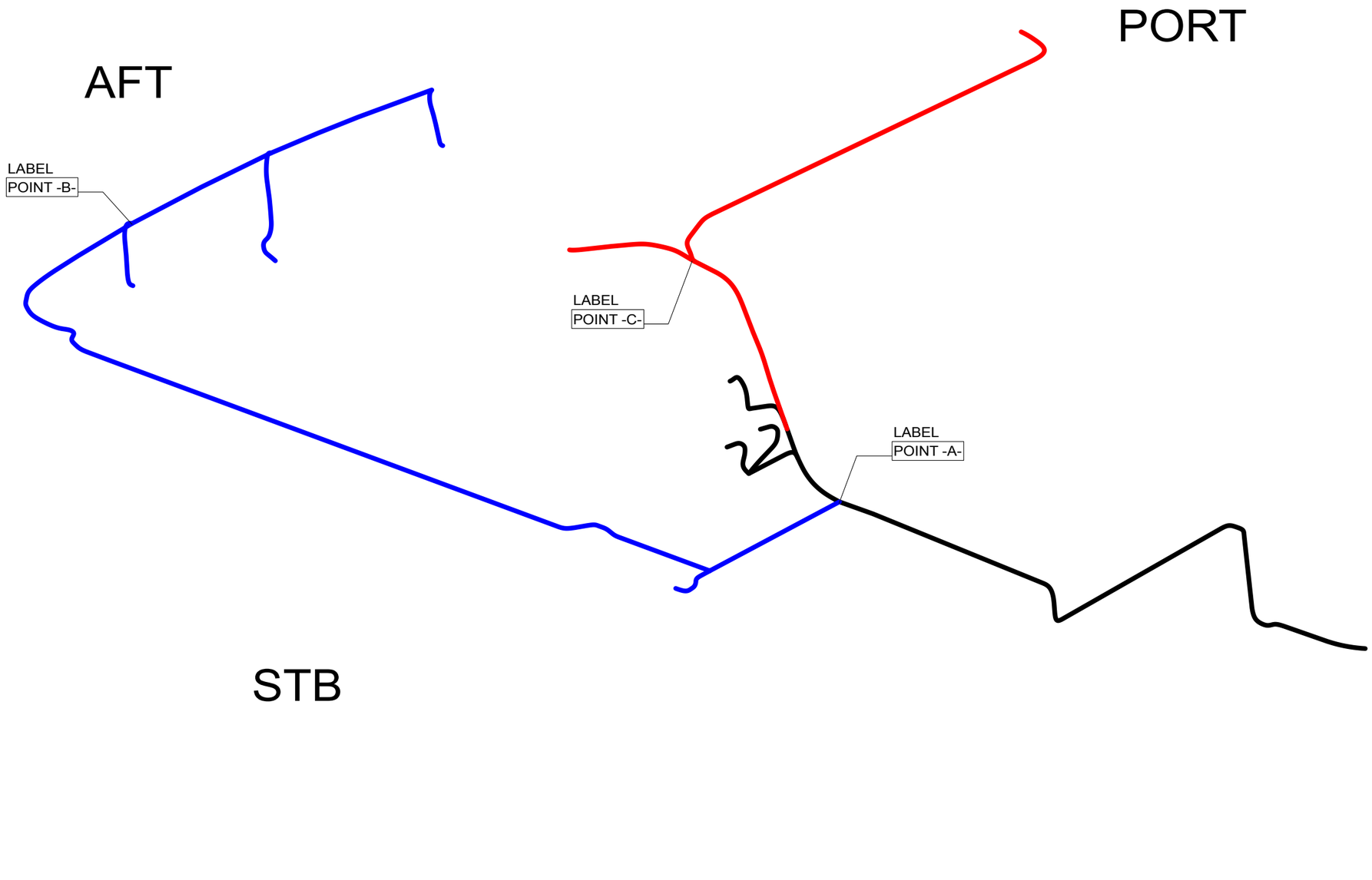




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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	FORE CABIN HARNESS LAYOUT	THL	9 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

AFT CABIN HARNESS - LAYOUT

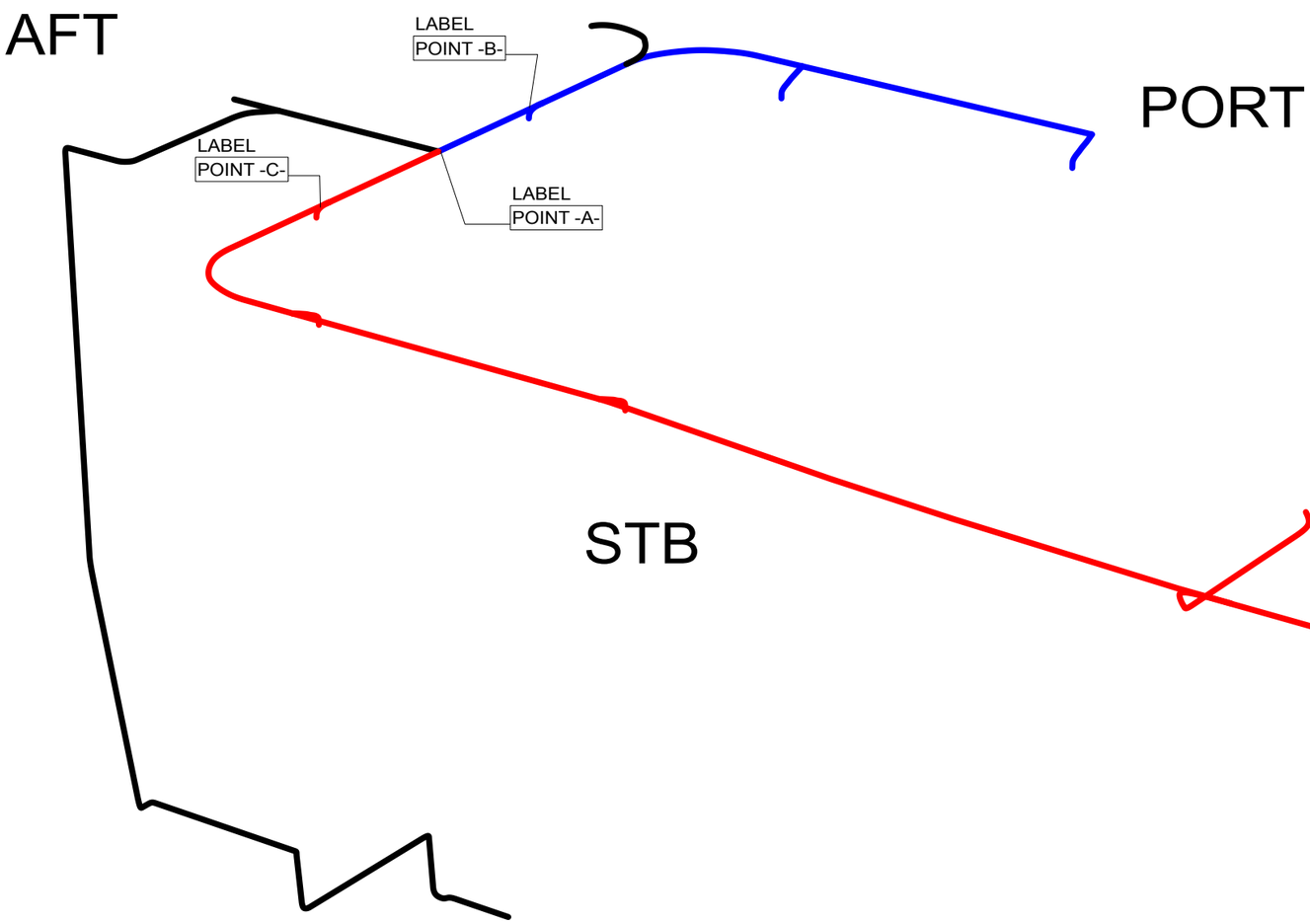


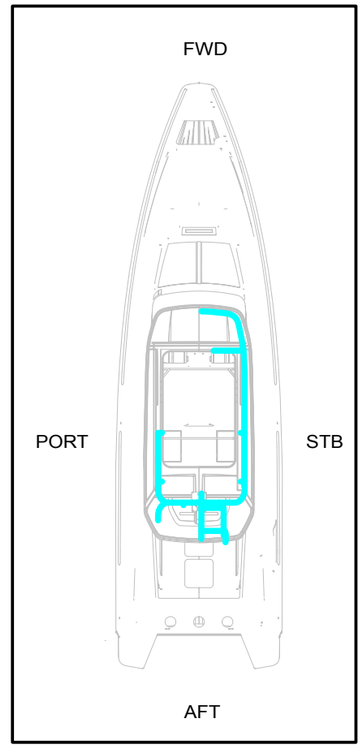


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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	AFT CABIN HARNESS - LAYOUT	HL	10 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

Boat	Sub-product code	Product code	Project ID
Axopar			

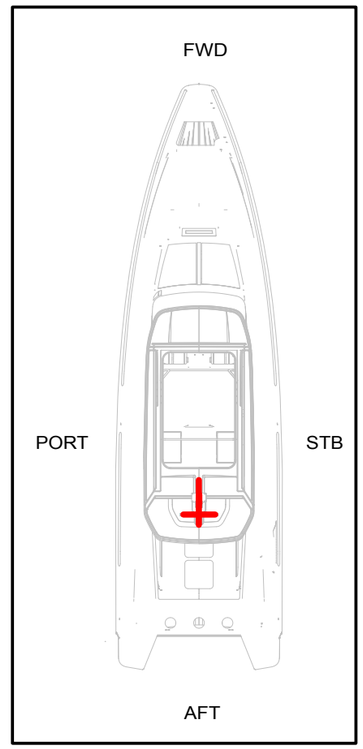
(OPEN/ CABIN) ROOF HARNESS - LAYOUT

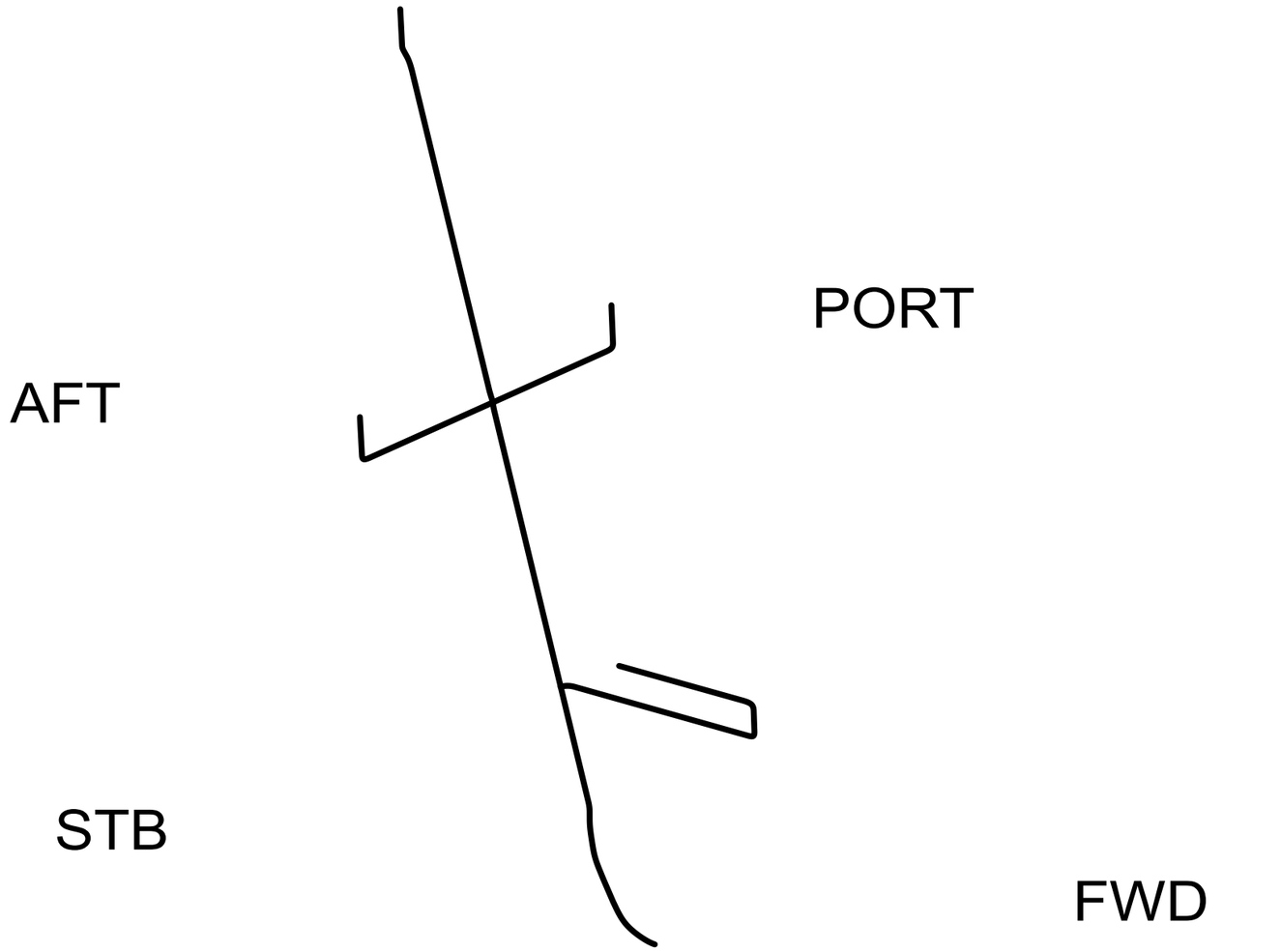




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

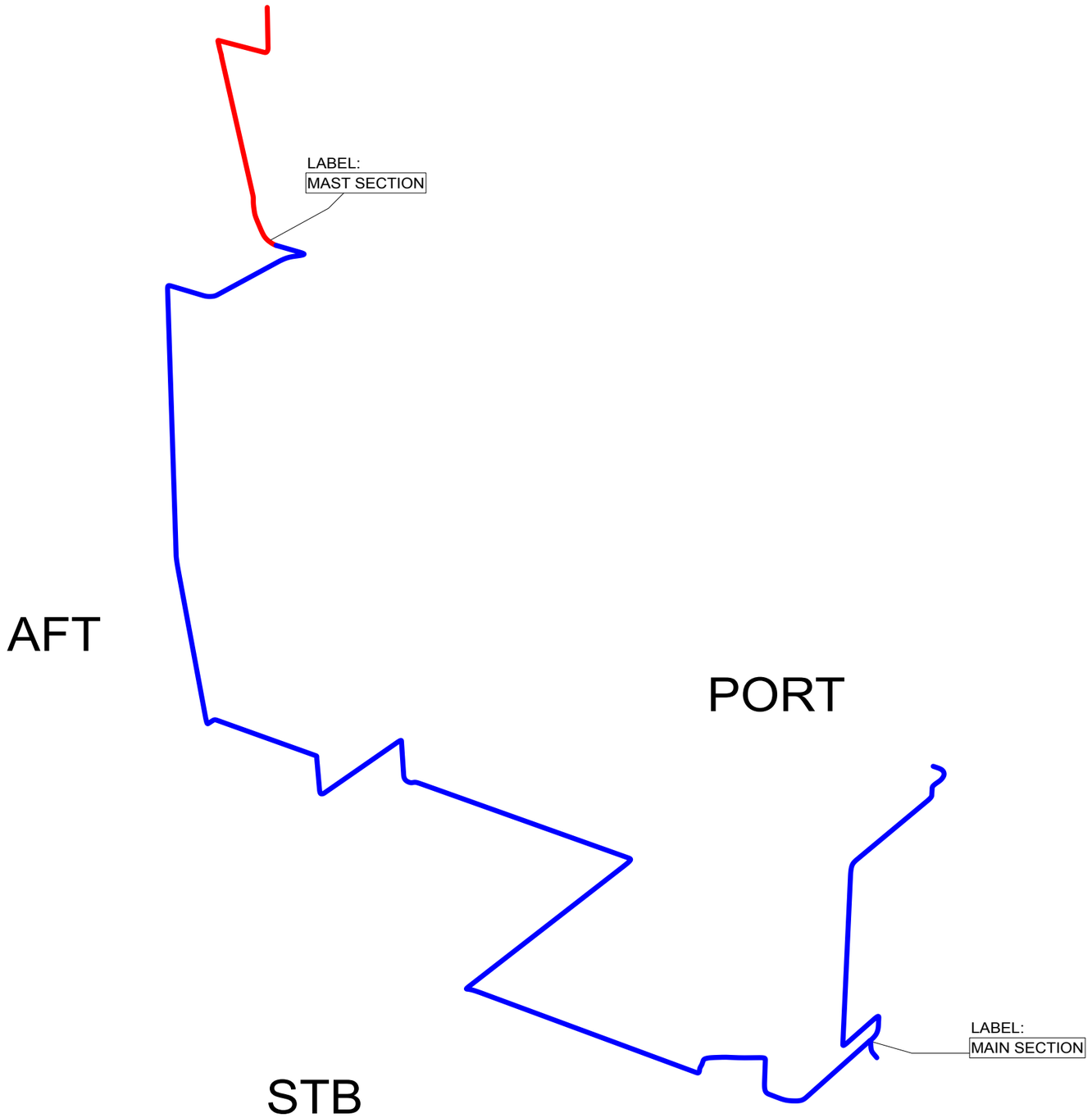
MAST HARNESS - LAYOUT

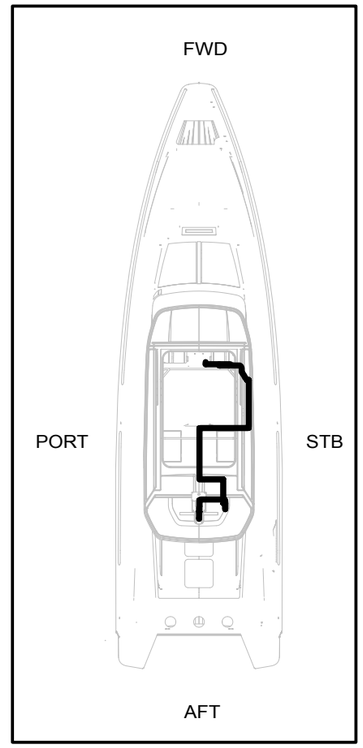




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

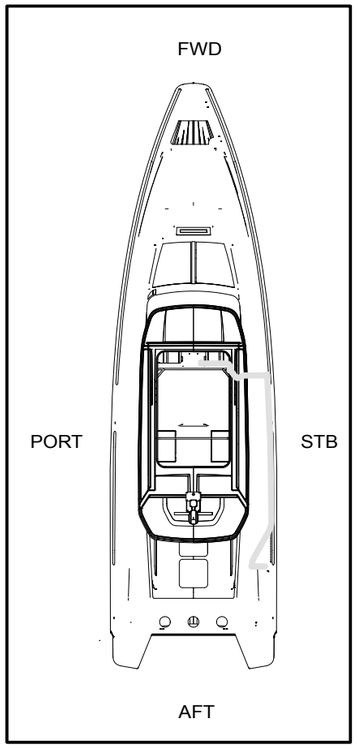
SEARCH LT HARNESS - LAYOUT

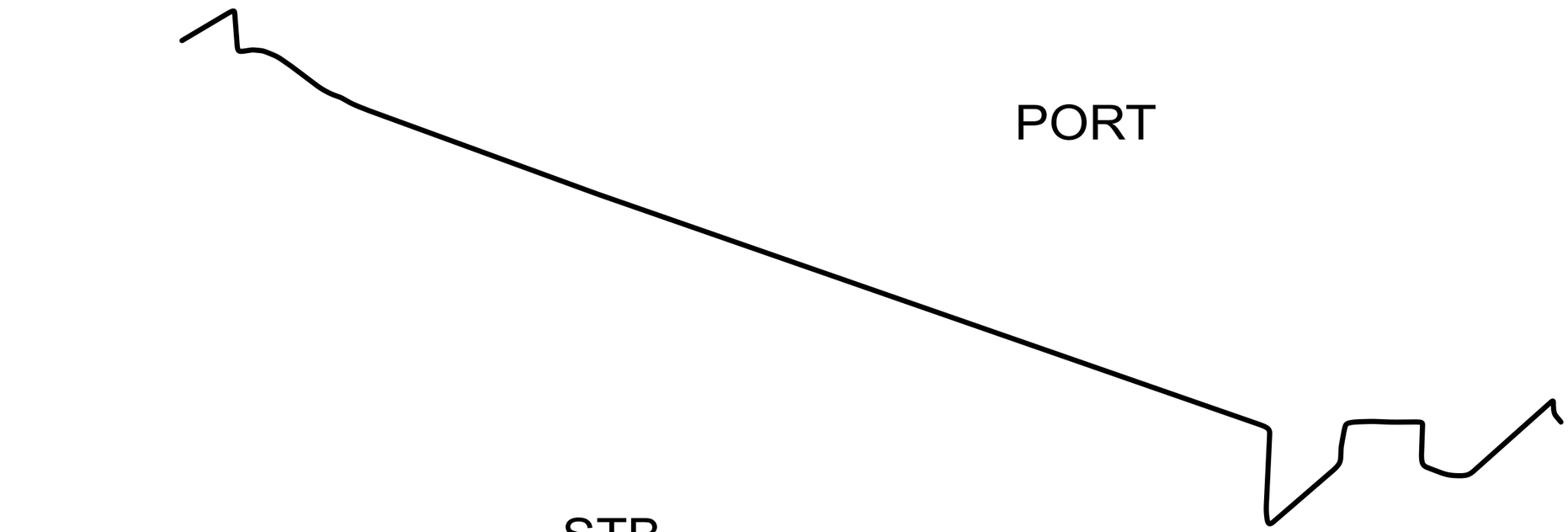




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

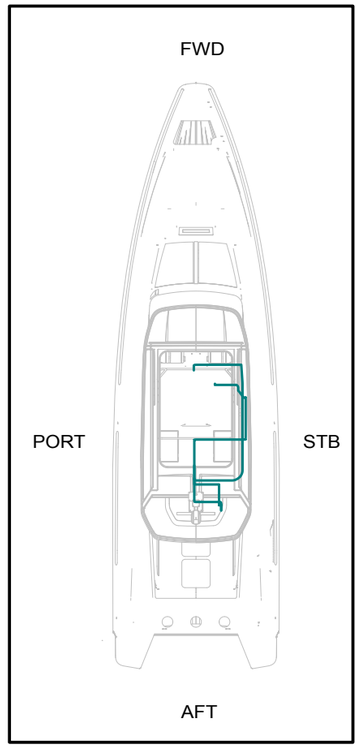
LIVE WELL HARNESS - LAYOUT

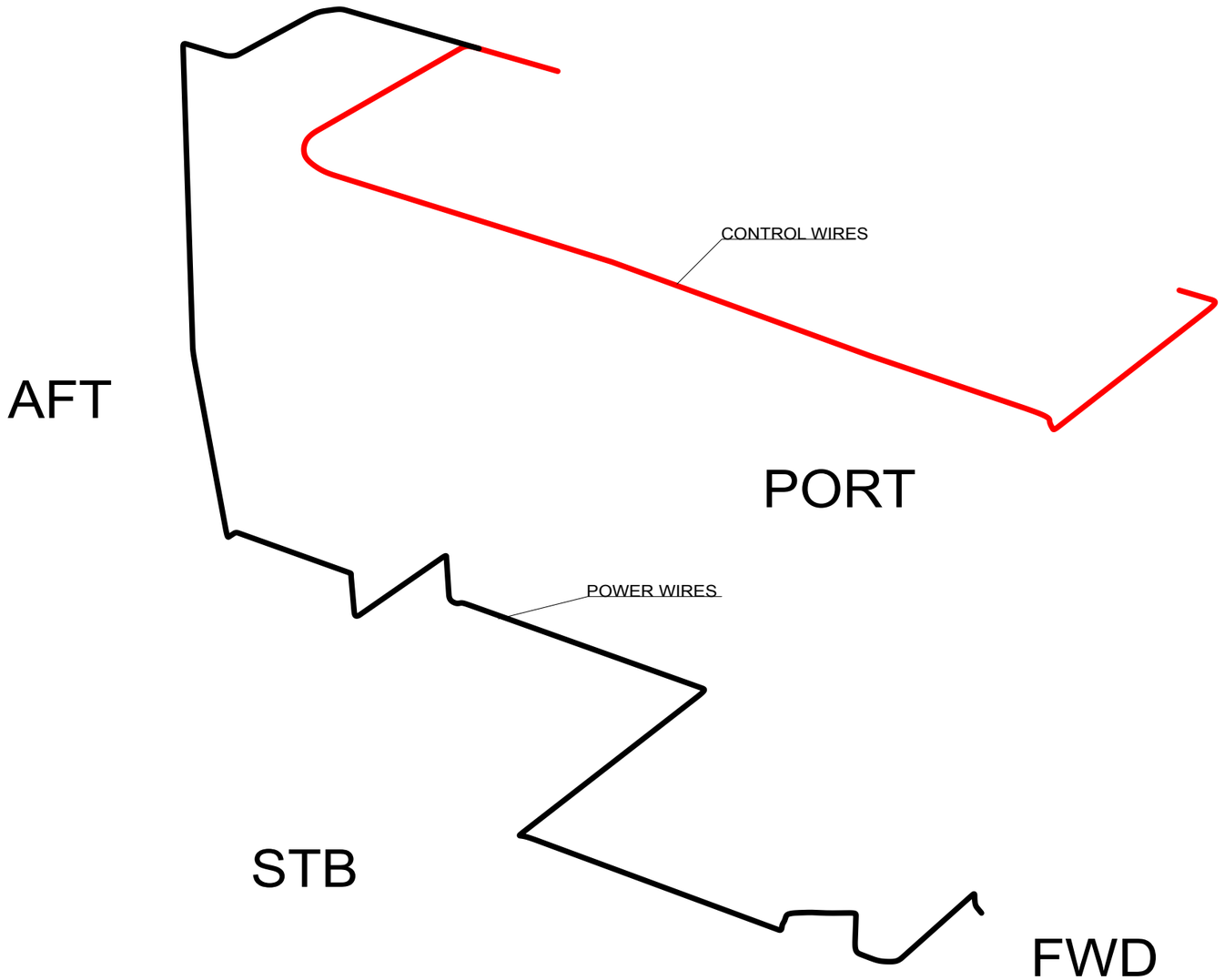




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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	LIVE WELL HARNESS - LAYOUT	HL	14 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

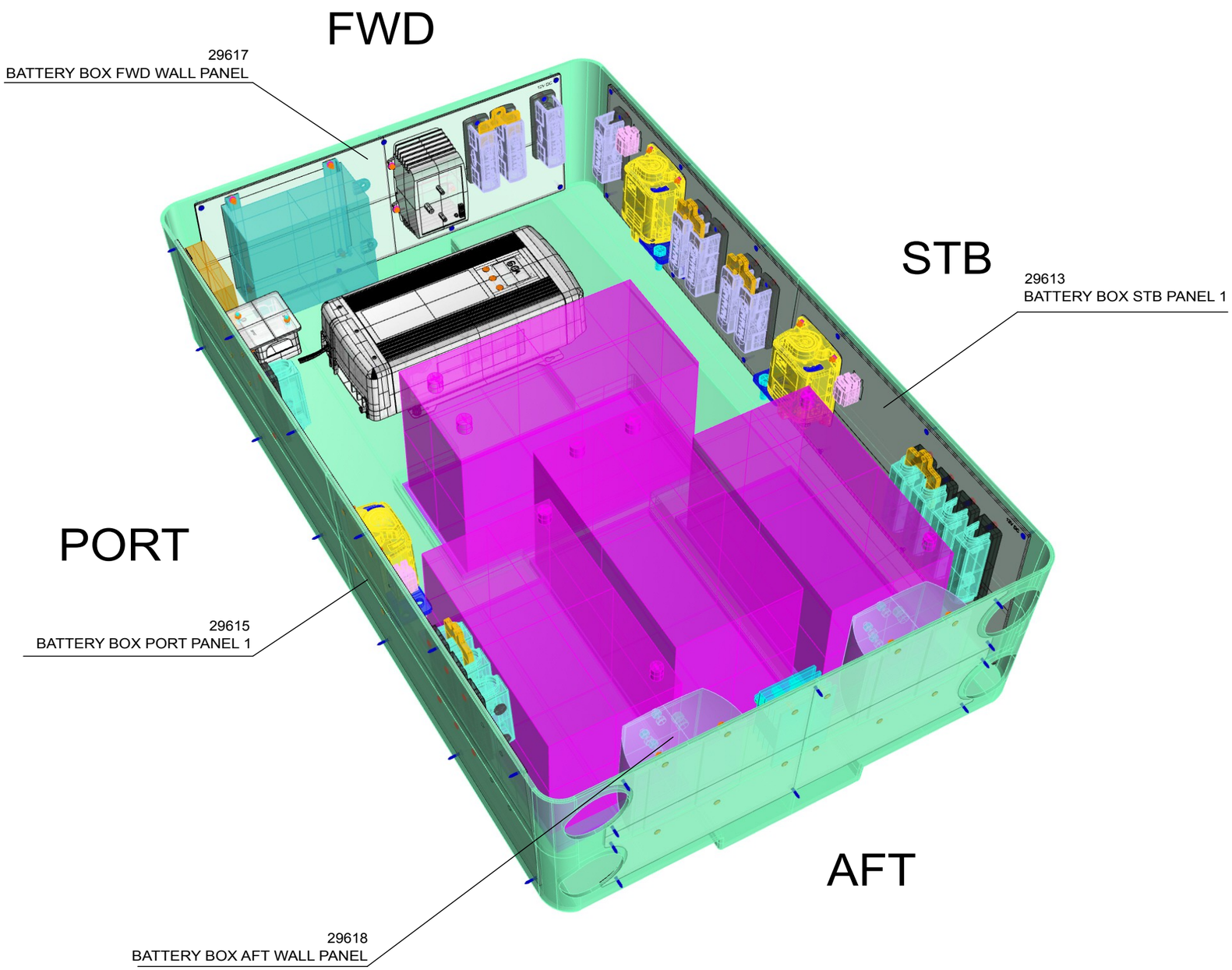
ELECTRICAL ROOF HARNESS - LAYOUT

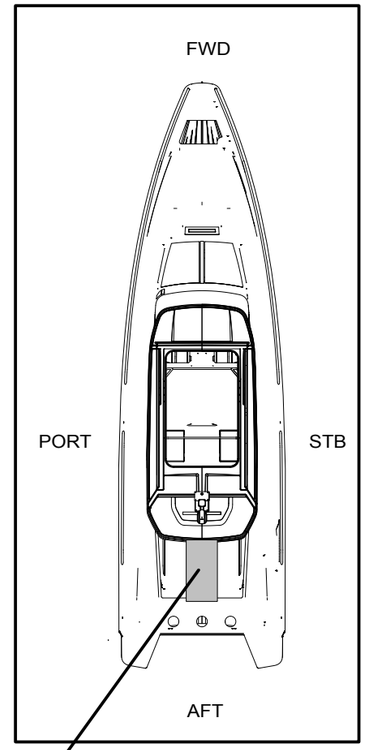




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Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

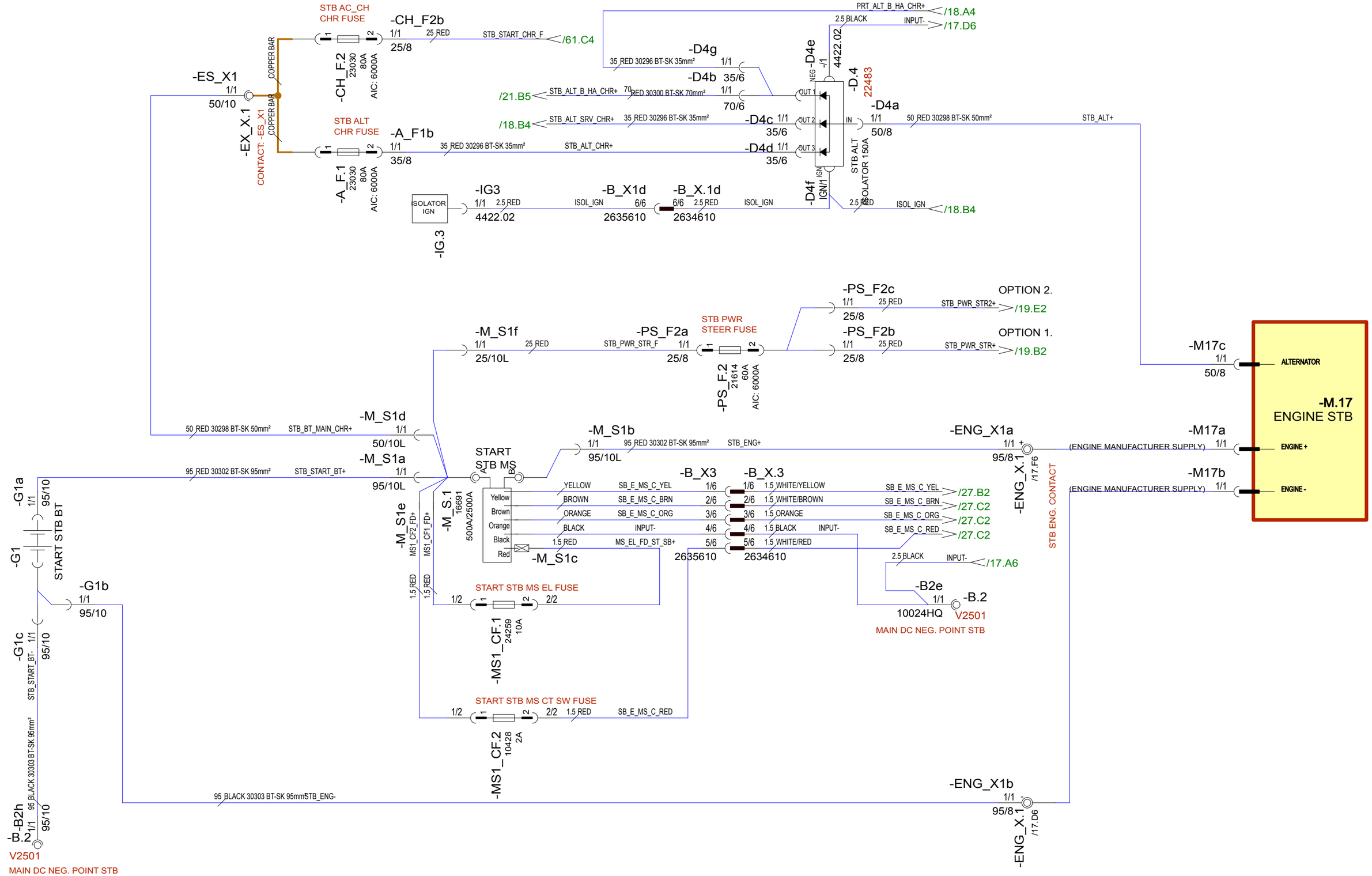
BATTERY BOX PANEL LAYOUT



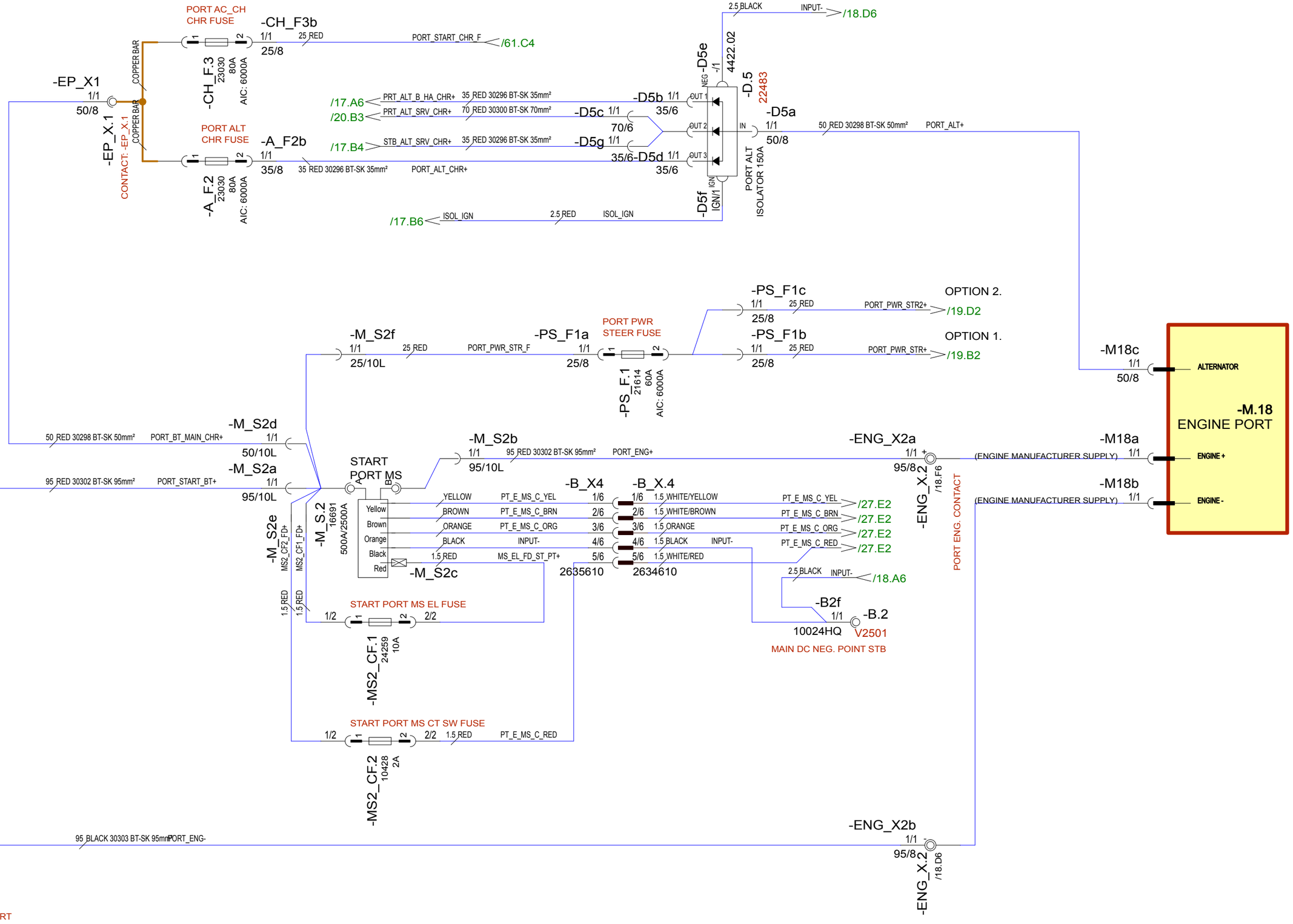


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			Project rev.	B	Boat model	Title	Loc / Sheet

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



10.10.2019	PN	B4: ADDED POWER CABLE FOR STEERING PUMP OPTION 2.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	ENGINE PORT - DIAGRAM	HL	18 / 149
Date of modification	Modified by	Description	Project rev.	B	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

/18.C6 PORT_PWR_STR+ 25 RED -D3b 1/1 -D3a 25/6 PRT
/17.C6 STB_PWR_STR+ 25 RED -D3a 25/6 STB
-D3d 1/1 25/6 OUT
25 RED MAIN_PWR_STR_
-B4a 1/1 25/8 /19.C6

LOCATED IN BATTERY BOX

(STEERING PUMP SYSTEM MANUFACTURER SUPPLY)

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

-B.4
V04100
60A

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.

/19.B6

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

/18.C6 PORT_PWR_STR2+ 25 RED PORT_PWR_STR2+ -B4c 1/1 25/8

/17.C6 STB_PWR_STR2+ 25 RED STB_PWR_STR2+ 25 RED STB_PWR_STR2+ -B5a 1/1 25/8 /19.E6

(STEERING PUMP SYSTEM MANUFACTURER SUPPLY)

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

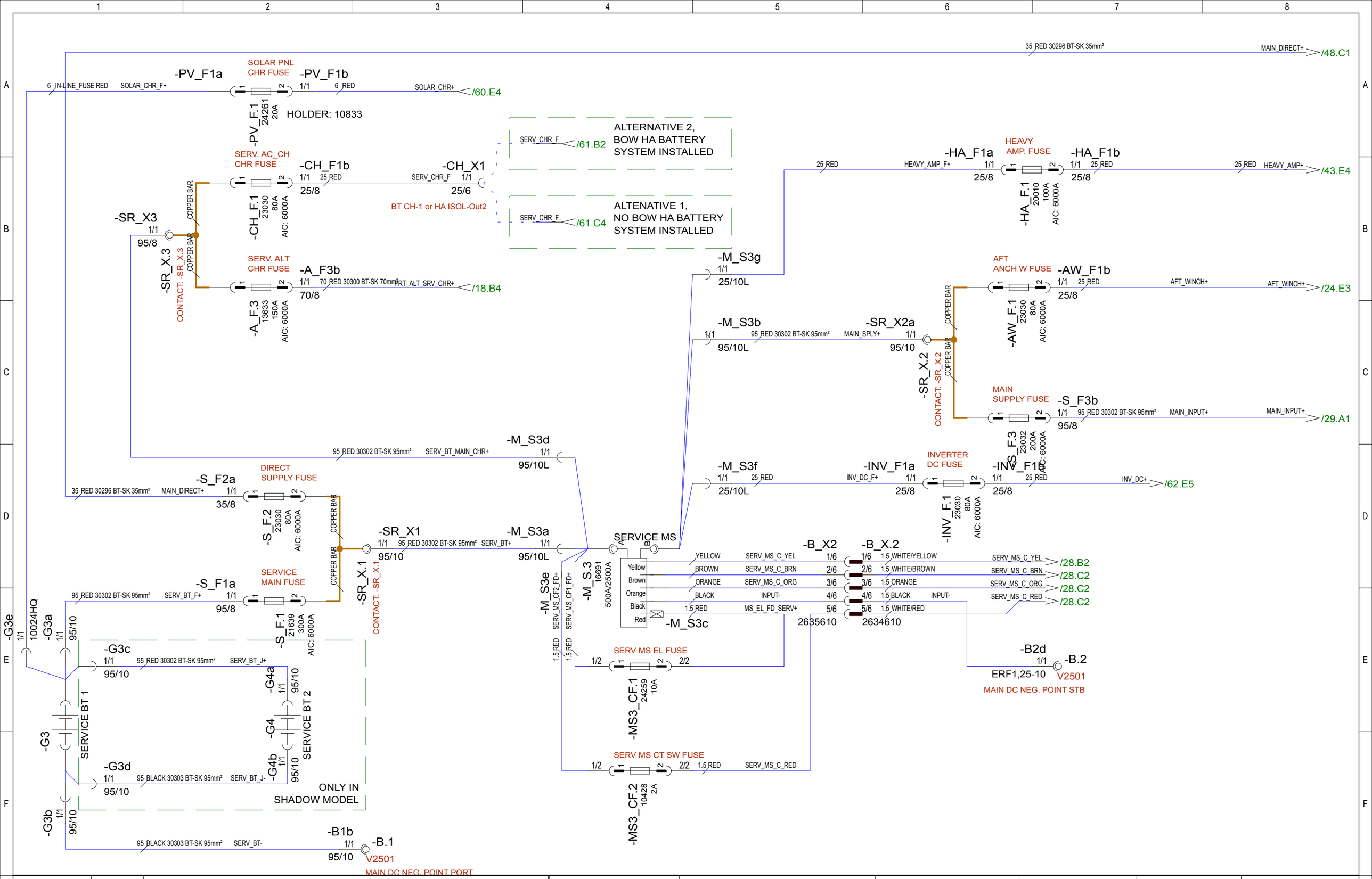
-B.5
V04100
60A

HULL H.

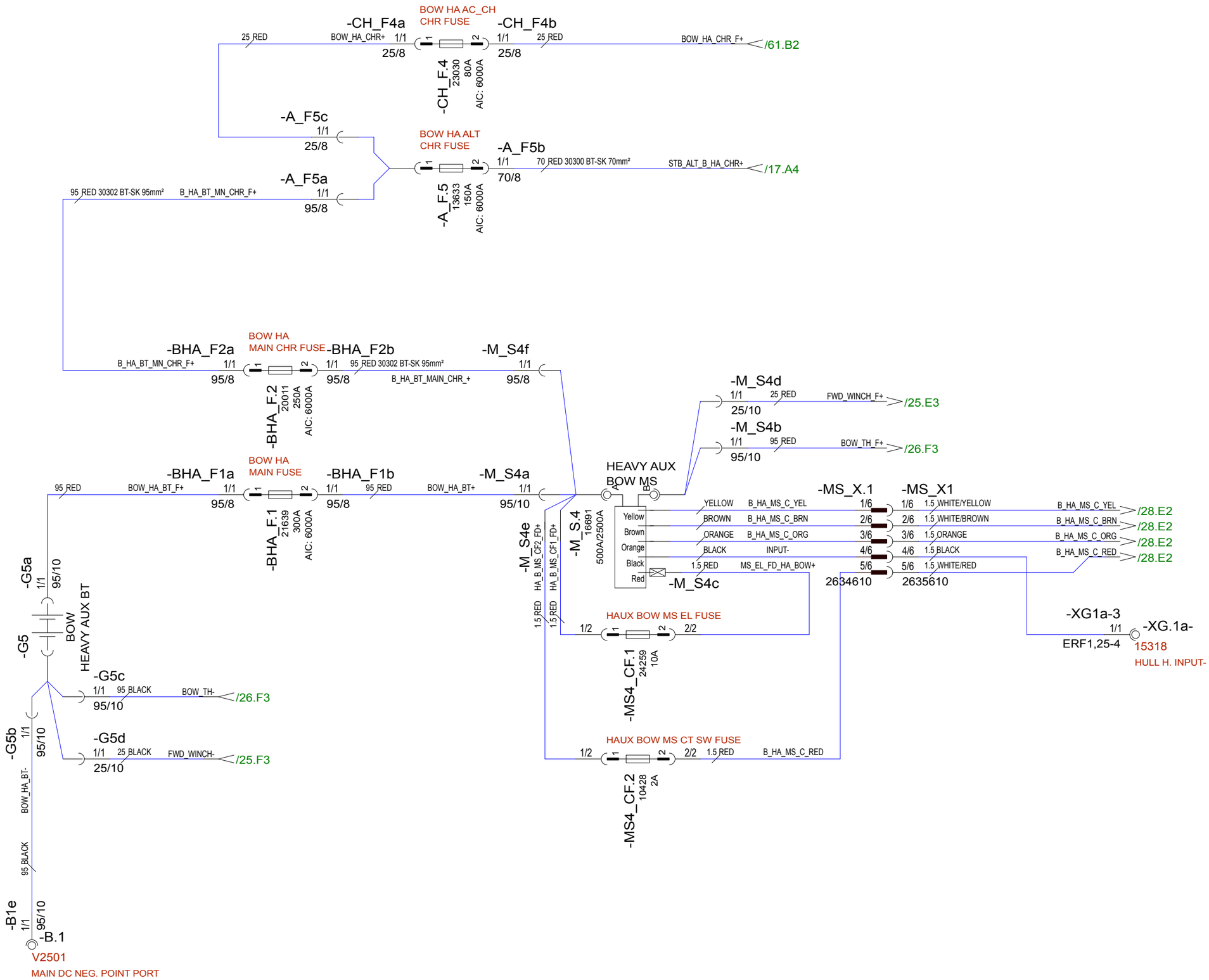
-B.3 -B3c 1/1 25/10 25 BLACK MAIN_PWR_STR2- -B.5 -B5b 1/1 25/8 /19.E6

V2501
COM. DC NEG. H.AMP&ST.P.

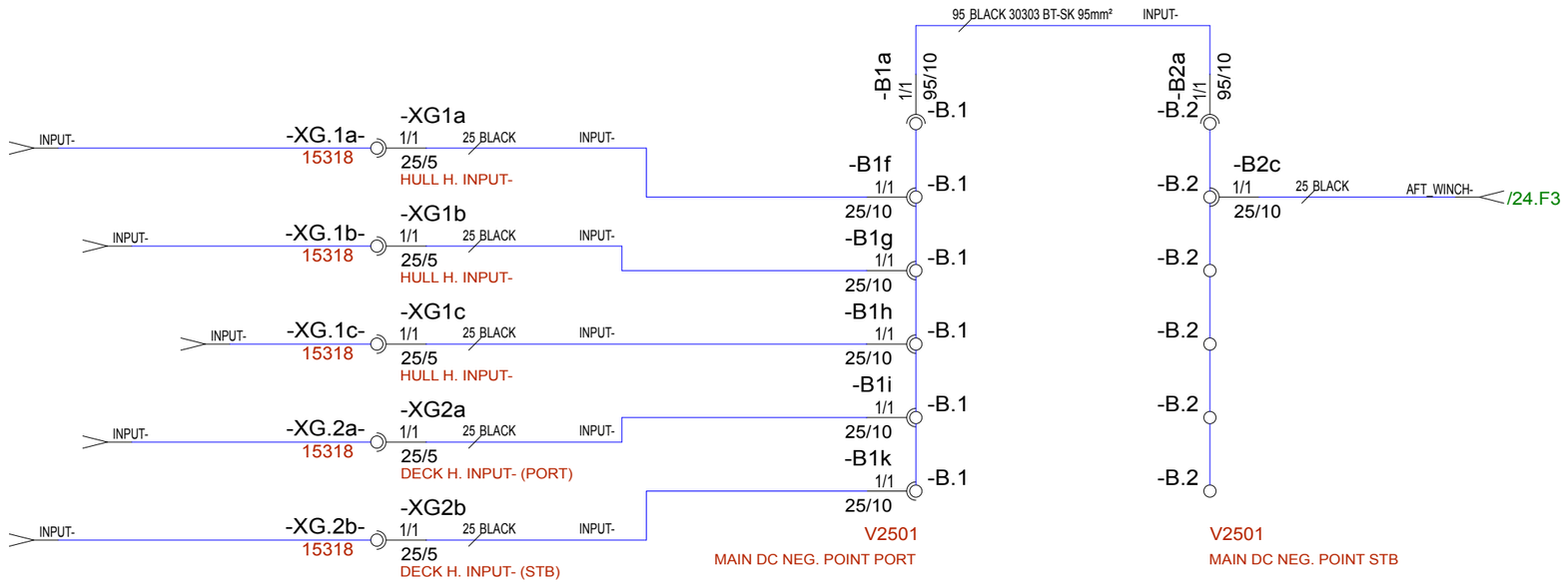
10.10.2019	PN	B4: ADDED STEERING PUMP 2. (OPTION 2.)	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev. 5		37 MY20	POWER STEER - DIAGRAM	HL	19 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet



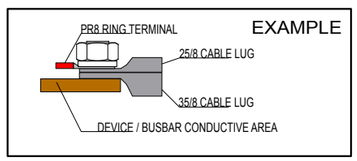
10.10.2019	PN	B4: REMOVED -SB_X.2, -SB_X.3, -SB_X.4 & -PB_X.3.	Date	14.1.2019	NAVIX designed solutions	Axopar		
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code / Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	SERVICE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

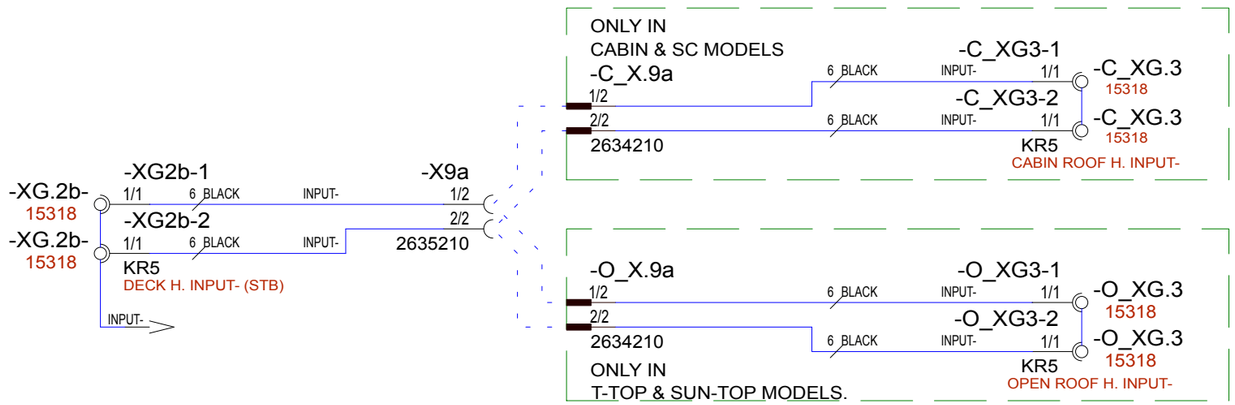


10.10.2019	PN	B4: CHARGER CABLES CIRCUIT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	HEAVY AUX BOW - DIAGRAM	HL	21/ 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

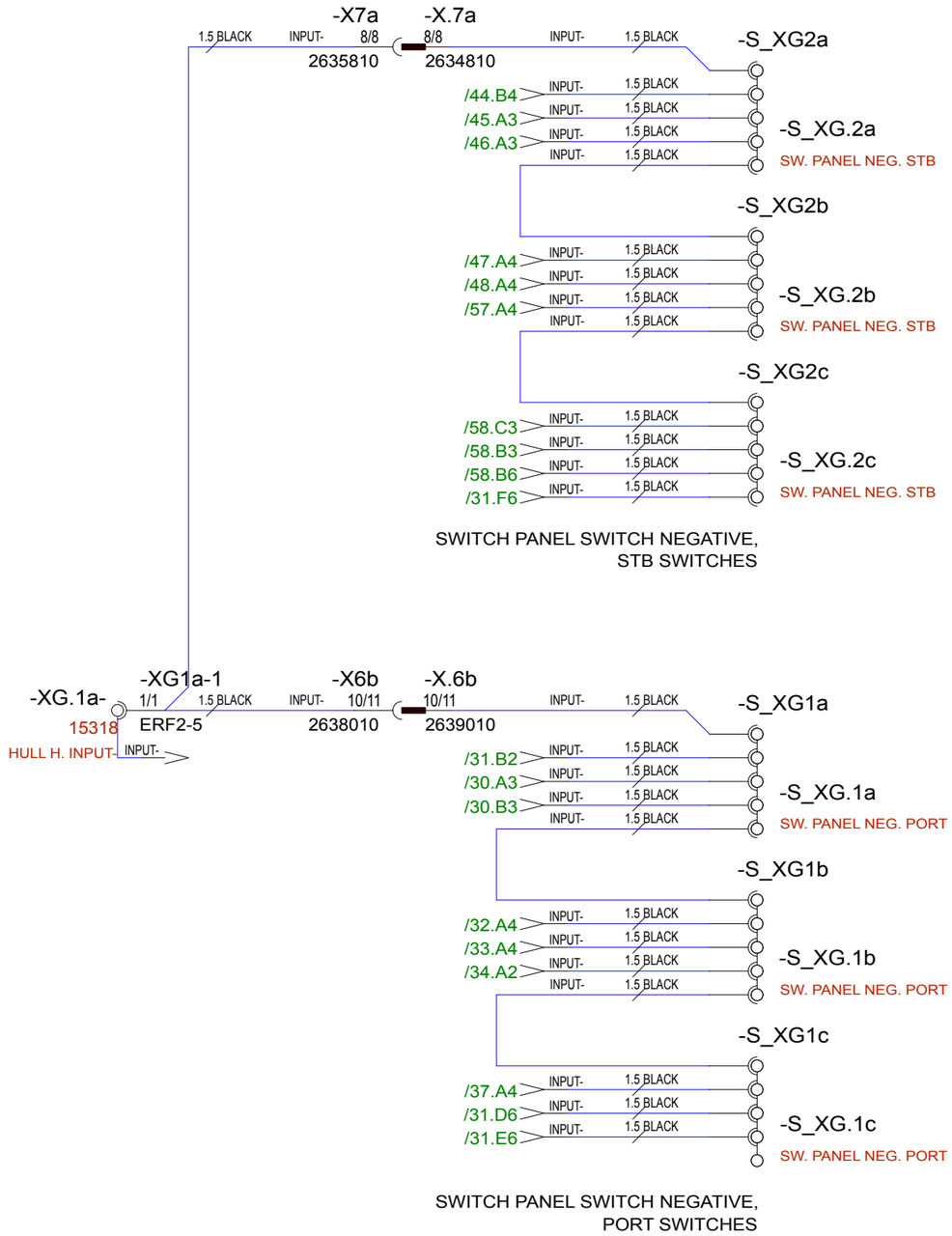


NOTICE!
INSTALL CABLES TO DEVICE SO THAT LARGEST TERMINALS ARE CLOSEST TO DEVICES CONDUCTIVE AREA.





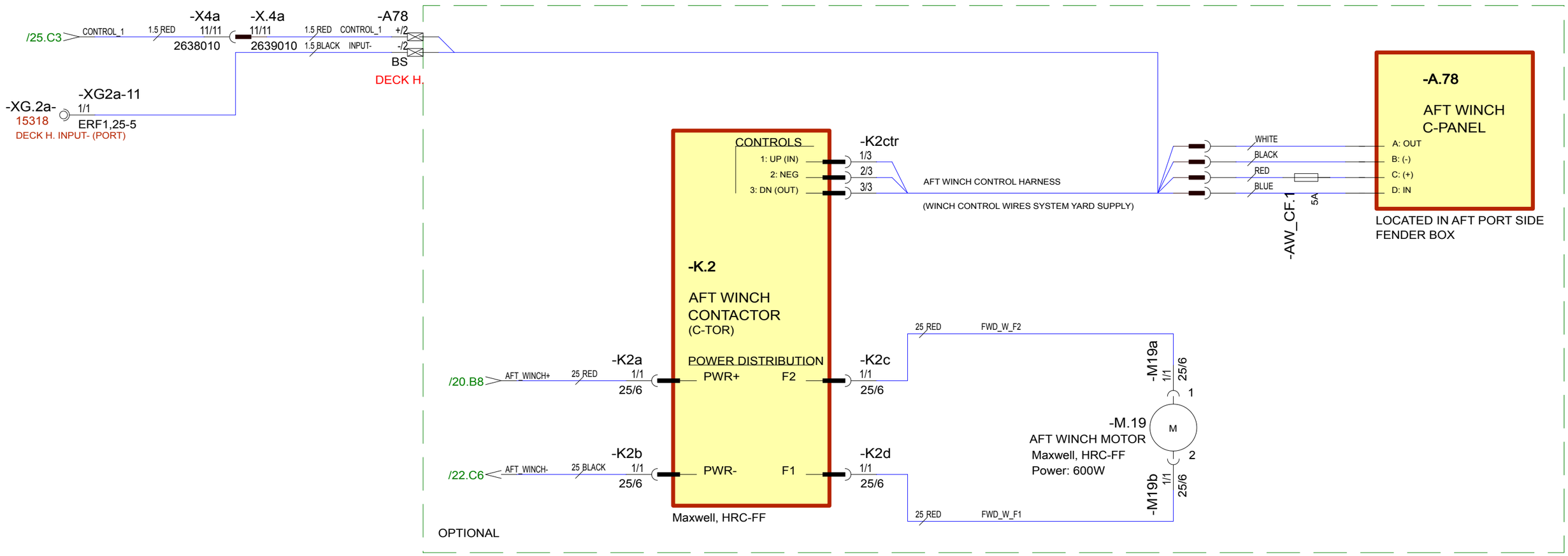
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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Sheet rev.	5		37 MY20	MAIN DC NEGATIVE POINT - DIAGRAM	HL	22 / 149
Date of modification	Modified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



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

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



10.10.2019	PN	B4: NOT MODIFED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	AFT WINCH - DIAGRAM	HL	24 / 149
Date of modification	Modified by	Description	Project rev.	B	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 /26.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

A: OUT
B: (-)
C: (+)
D: IN

WHITE
BLACK
RED
BLUE

-BW_CF.1 5A

LOCATED IN BOW, NEAR OF WINCH

-X.2f 1.5 RED CONTROL_1 9/11 2639010
-X2f 9/11 1.5 RED CONTROL_1 2638010
CONTROL_1 /24.C1

-F21 1 INPUT+
CONTROL 1
-F21 2

-X.2d 1.5 RED CONTROL_1 5/11 2639010
-X2d 5/11 1.5 RED CONTROL_1 2638010

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

FWD WINCH CONTROL HARNESS

(THRUSTER/WINCH CONTROL WIRES SYSTEM YARD SUPPLY)

-F.21 88-10-A1B14-A00 10A AIC: 1000A

-A75 -A.75 1.5 BLACK INPUT- -/2 -/2

HULL H.

-XG.1a- 15318
-XG1a-14 1/1
ERF1,25-4
HULL H. INPUT-

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

-K1ctr 1/3 2/3 3/3

-K.1

FWD WINCH CONTACTOR (C-TOR)

POWER DISTRIBUTION
PWR+ F2
PWR- F1

-K1a 1/1 25/6
-K1b 1/1 25/6
-K1c 1/1 25/6
-K1d 1/1 25/6

Maxwell, HRC-FF

/21.C5 FWD_WINCH_F+ 25 RED -BW_F1a 1/1 25/6
BOW WINCH CB
-BW_F1b 1/1 25/6 25 RED FWD_WINCH+

(WINCH SYSTEM MANUFACTURER SUPPLY)

-BW_F.1 70A

/21.E2 FWD_WINCH- 25 BLACK FWD_WINCH-

25 RED FWD_W_F2
25 RED FWD_W_F1

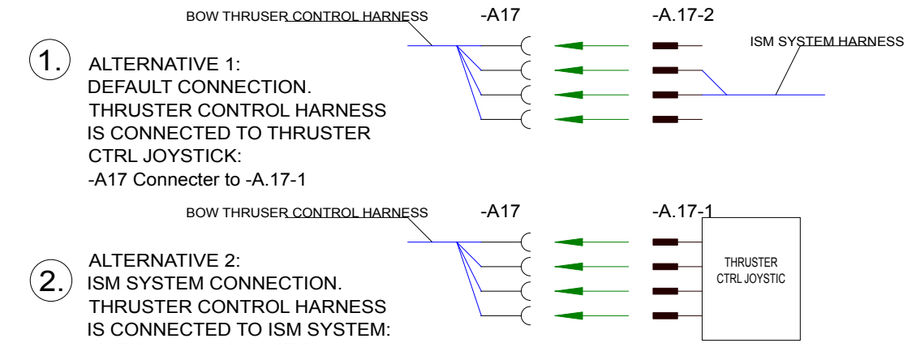
-M14a 1/1 25/6 1
-M14b 1/1 25/6 2

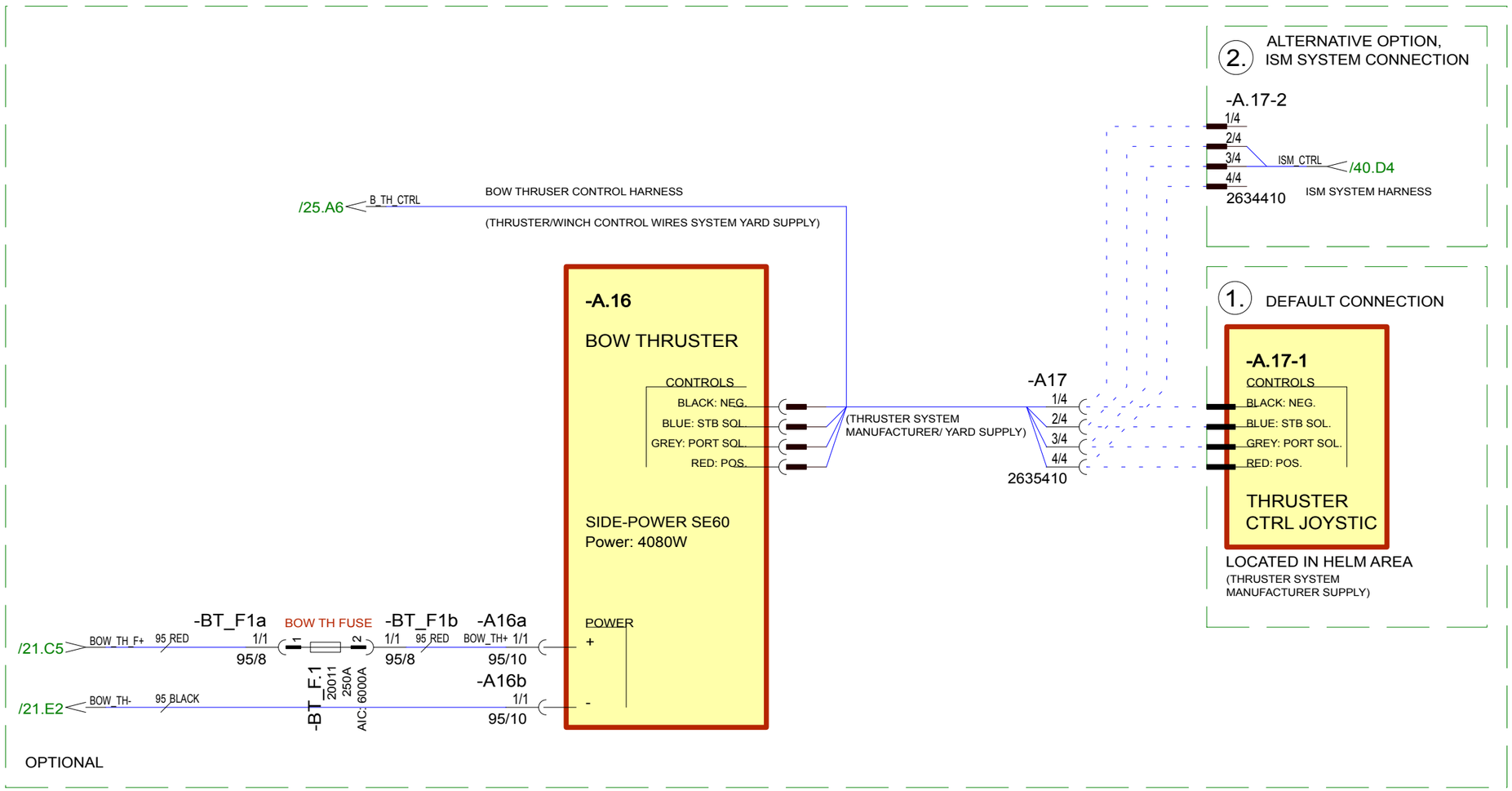
-M.14
FWD WINCH MOTOR
Maxwell, HRC-FF
Power: 600W

OPTIONAL

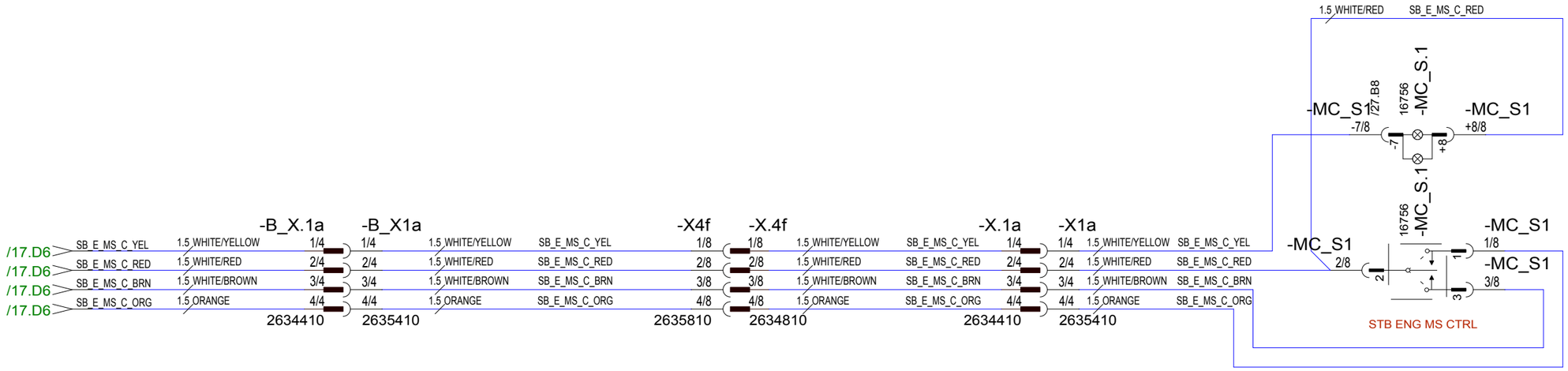
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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	FWD WINCH/ WIRELESS REMOTE - DIAGRAM		
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	HL Loc	25 / 149 Sheet

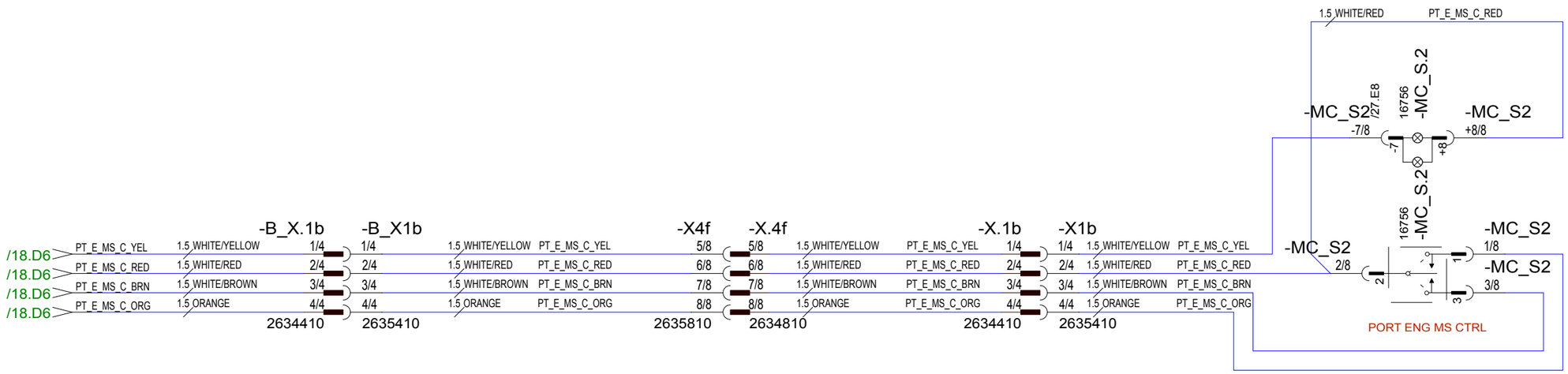
BOW THRUSTER CONTROL ALTERNATIVES:





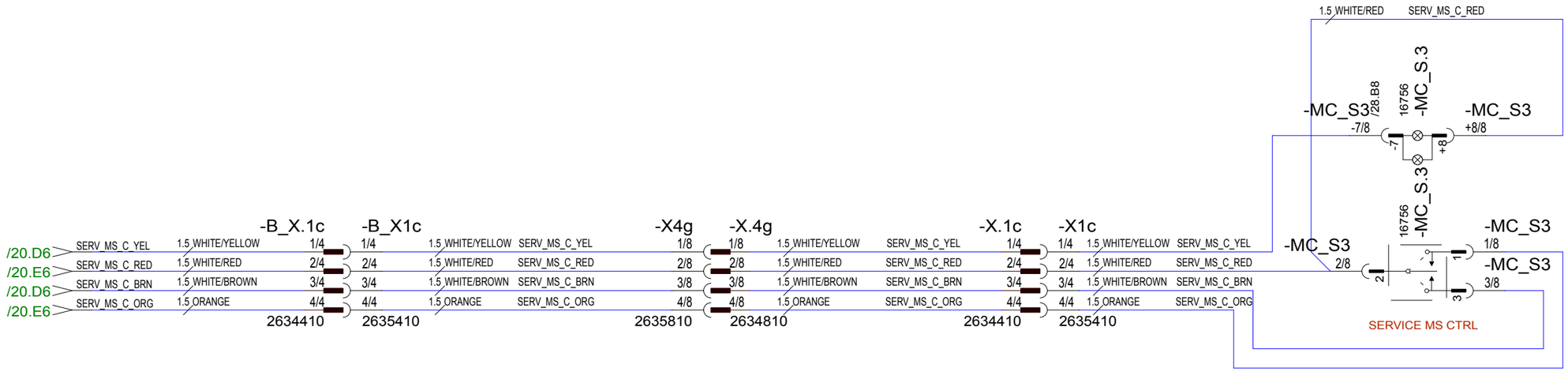
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	BOW THRUSTER - DIAGRAM	HL	26 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

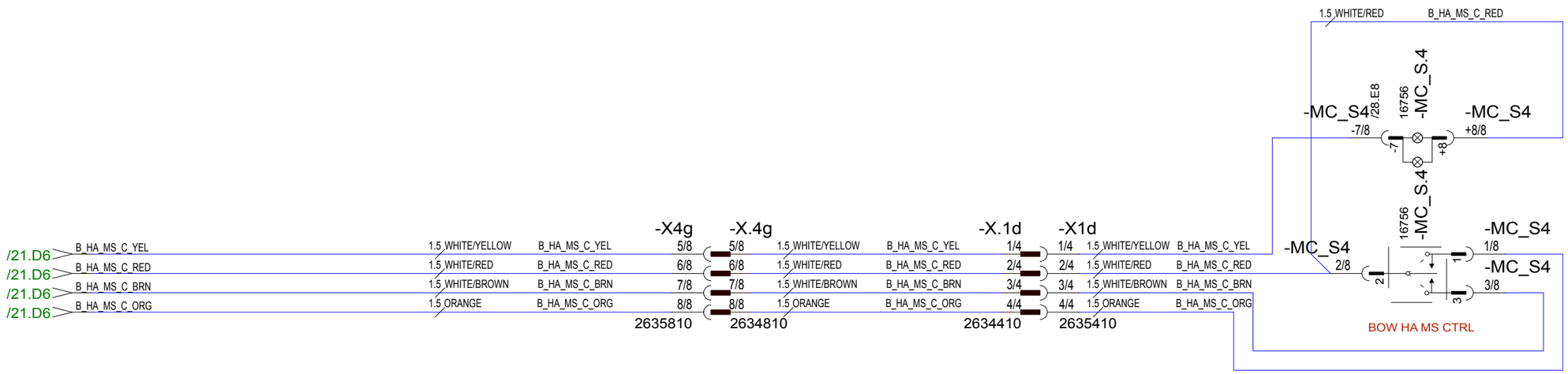




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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM					
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	MAIN SWITCH CTRL SW START STB/PORT - DIAGRAM	HL	27 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

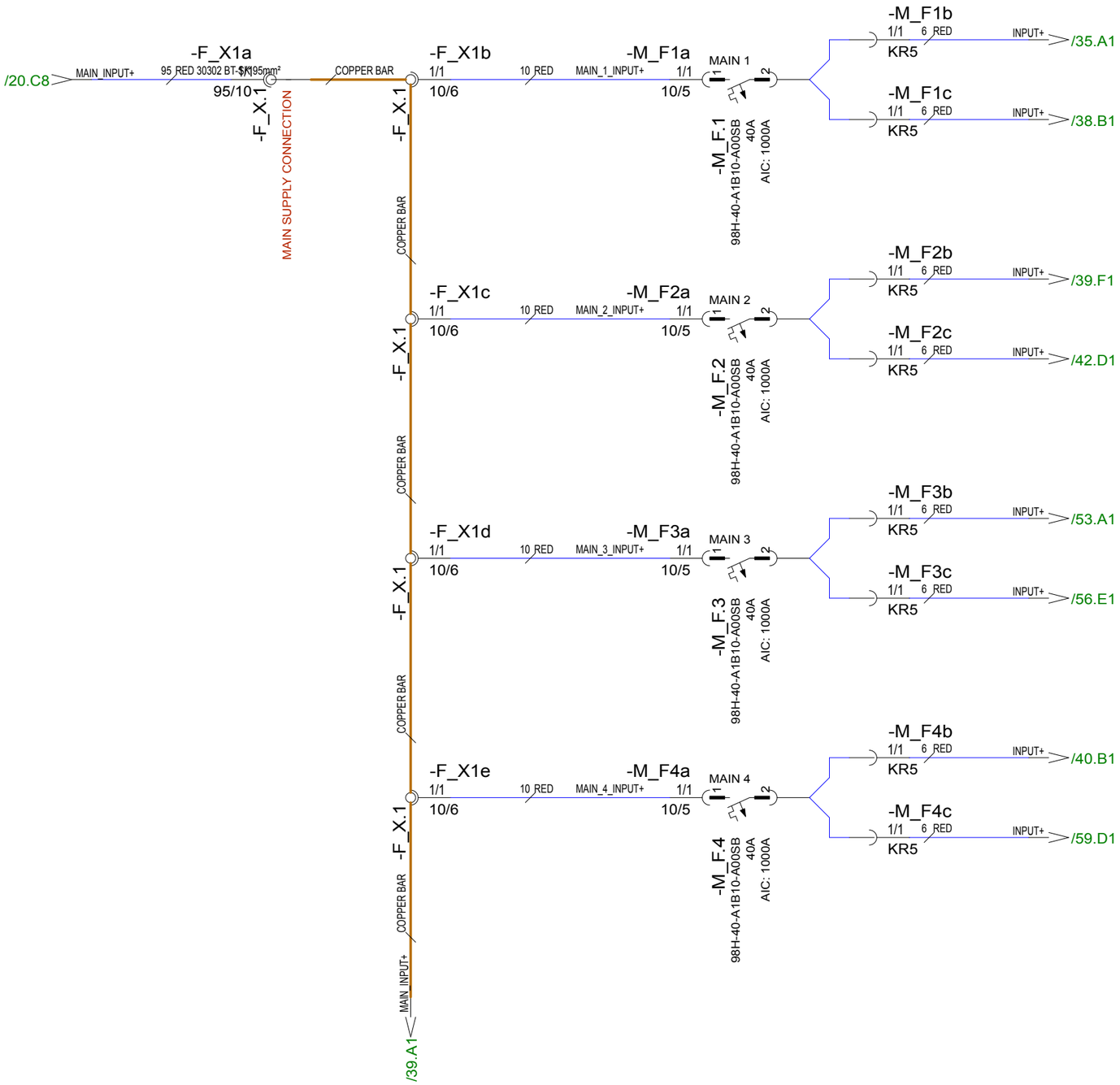
Boat	Sub-product code	Product code	Project ID
Axopar			





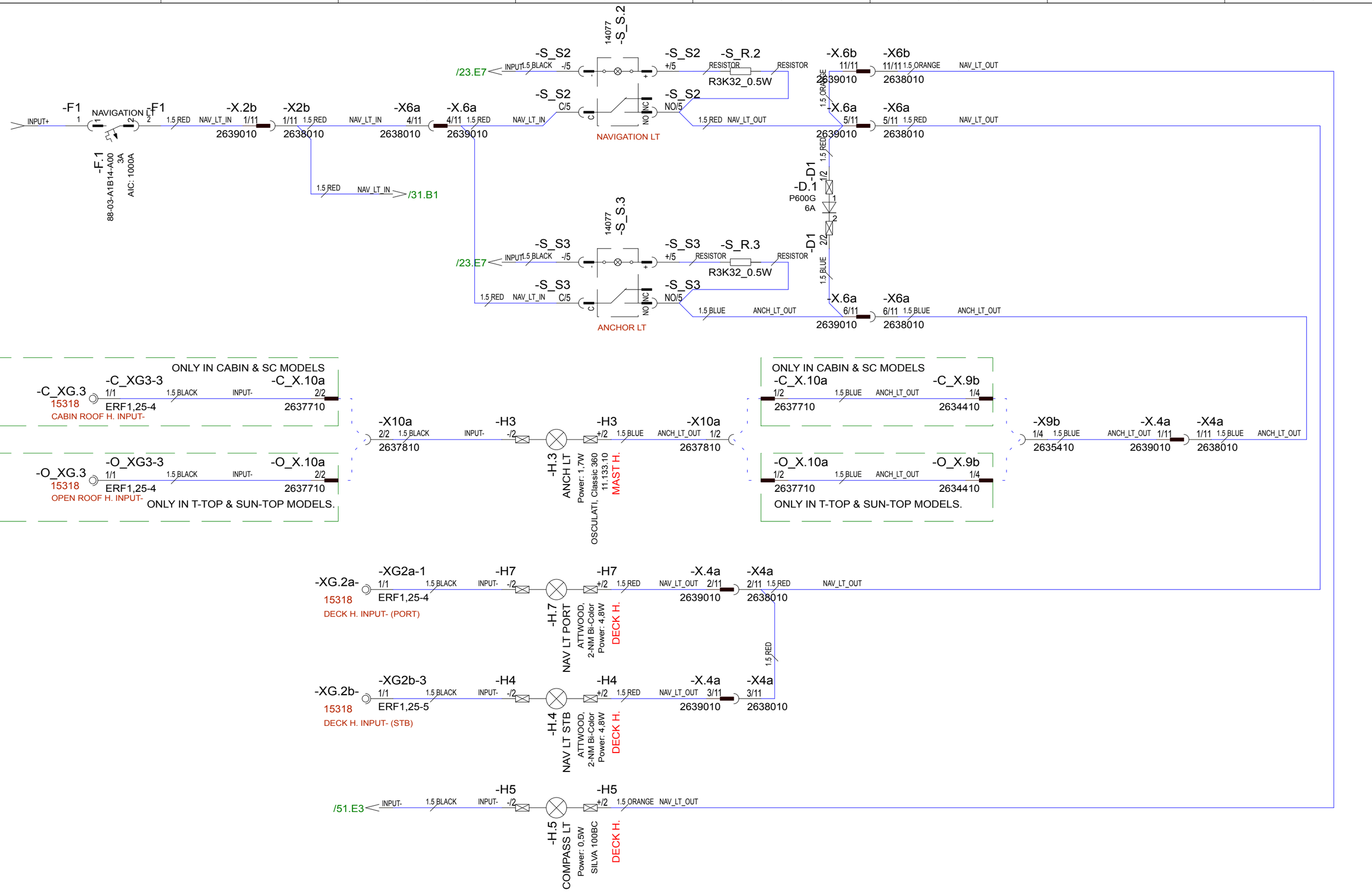
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	MAIN SWITCH CTRL SW SERV/BOW HA - DIAGRAM	HL	28 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

Copyright by NAVIX designed solutions

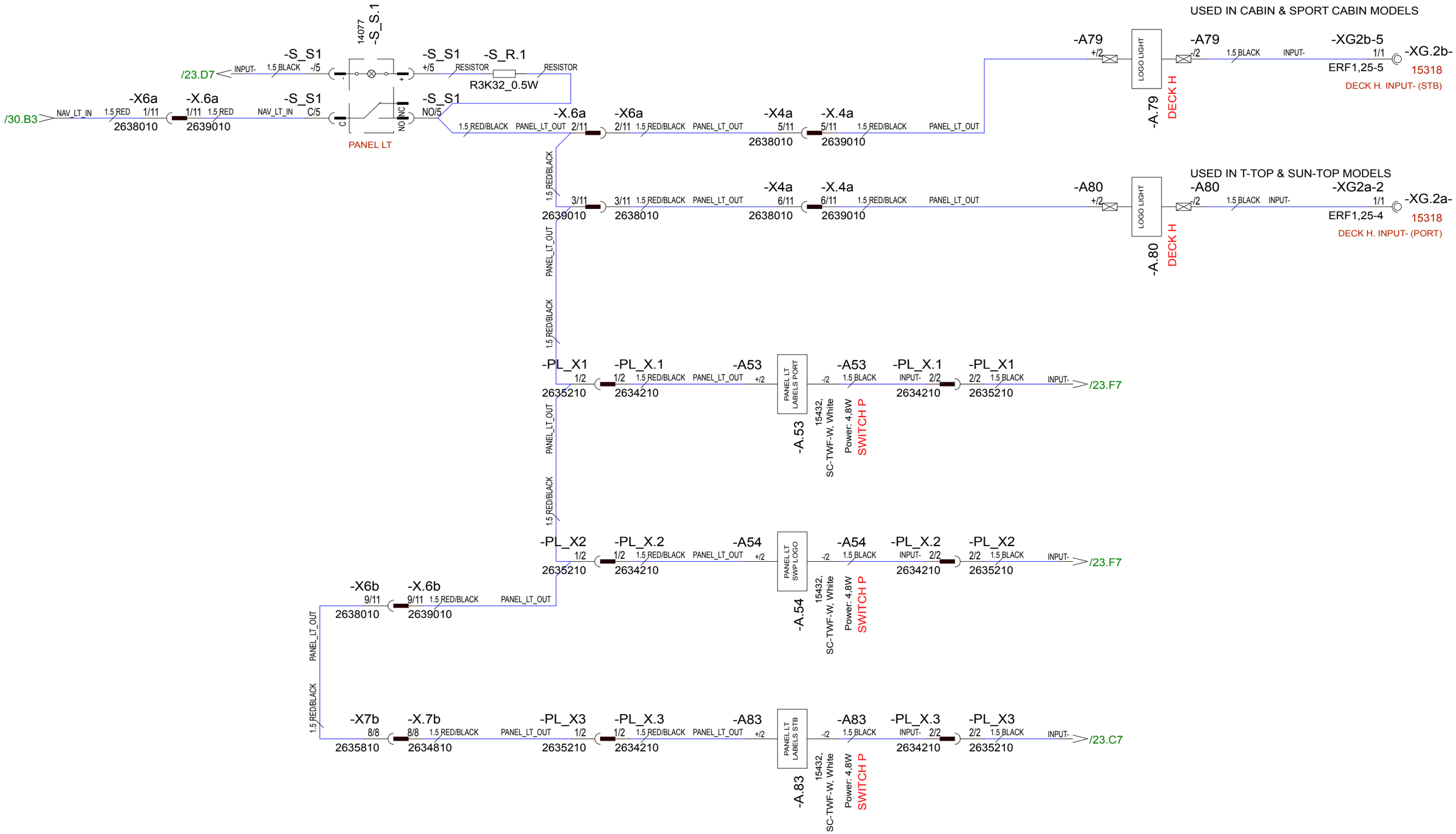


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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	37 MY20	MAIN SUPPLY - DIAGRAM	HL	29 / 149
			Project rev.	B	Boat model	Title	Loc	Sheet

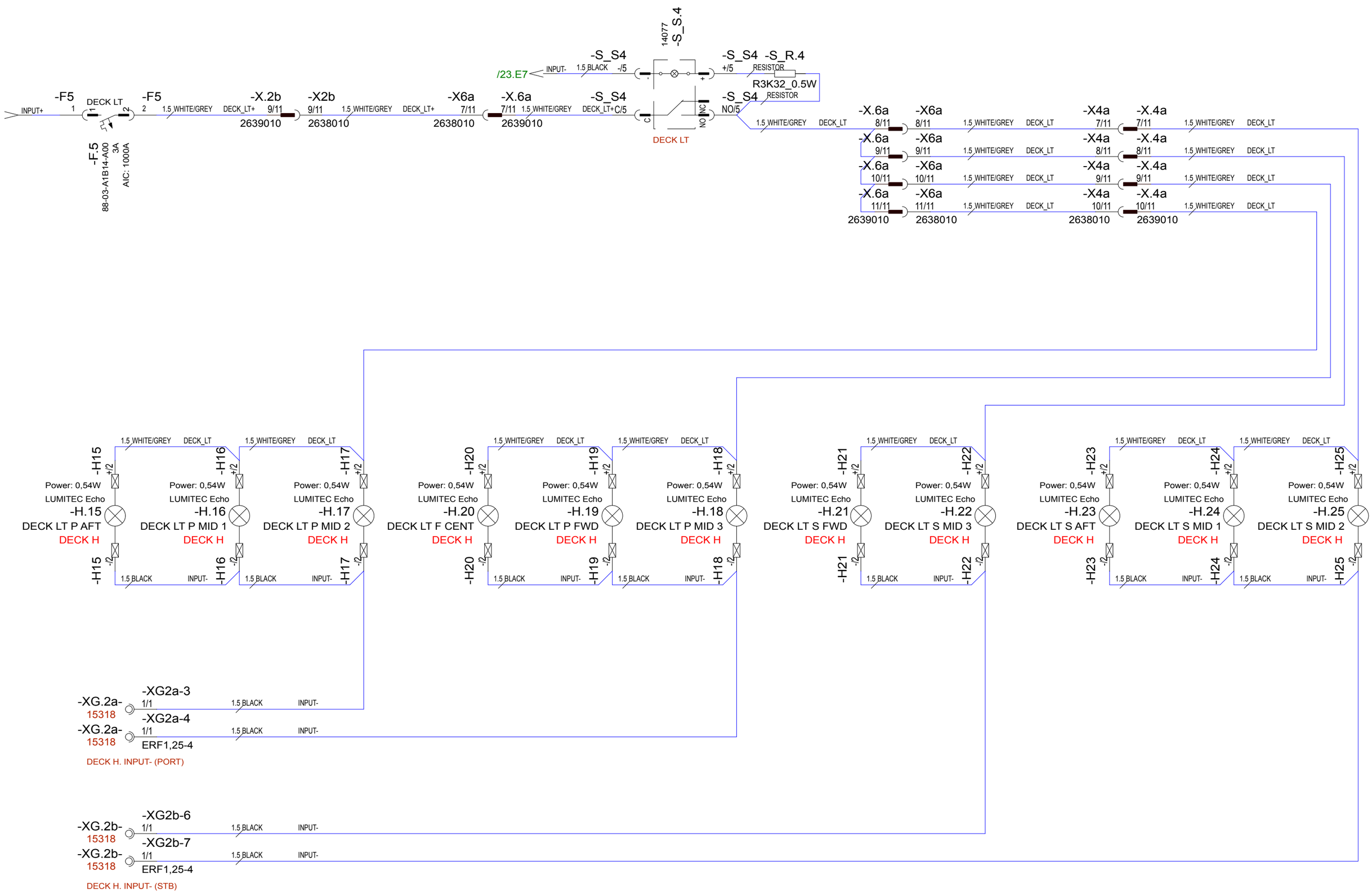
NAVIX designed solutions
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	NAVIGATION LIGHTS - DIAGRAM	HL	30 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



10.10.2019	PN	B4: REMOVED -A.55 & -A.56, CHANGED -A.79 & -A80 -> LOGO LIGHT.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	PANEL/LOGO LIGHTS - DIAGRAM	HL	31/ 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

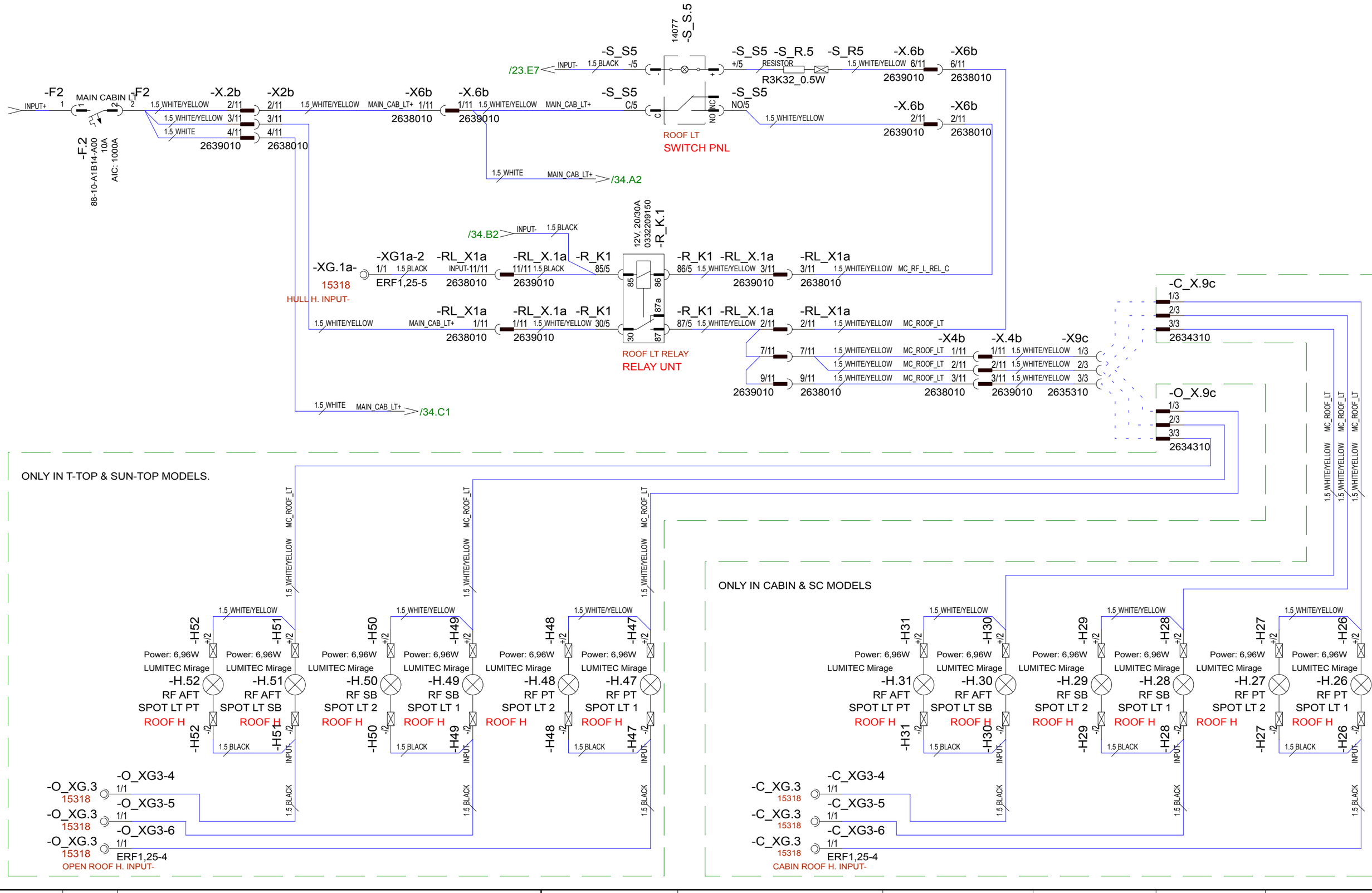


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1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.

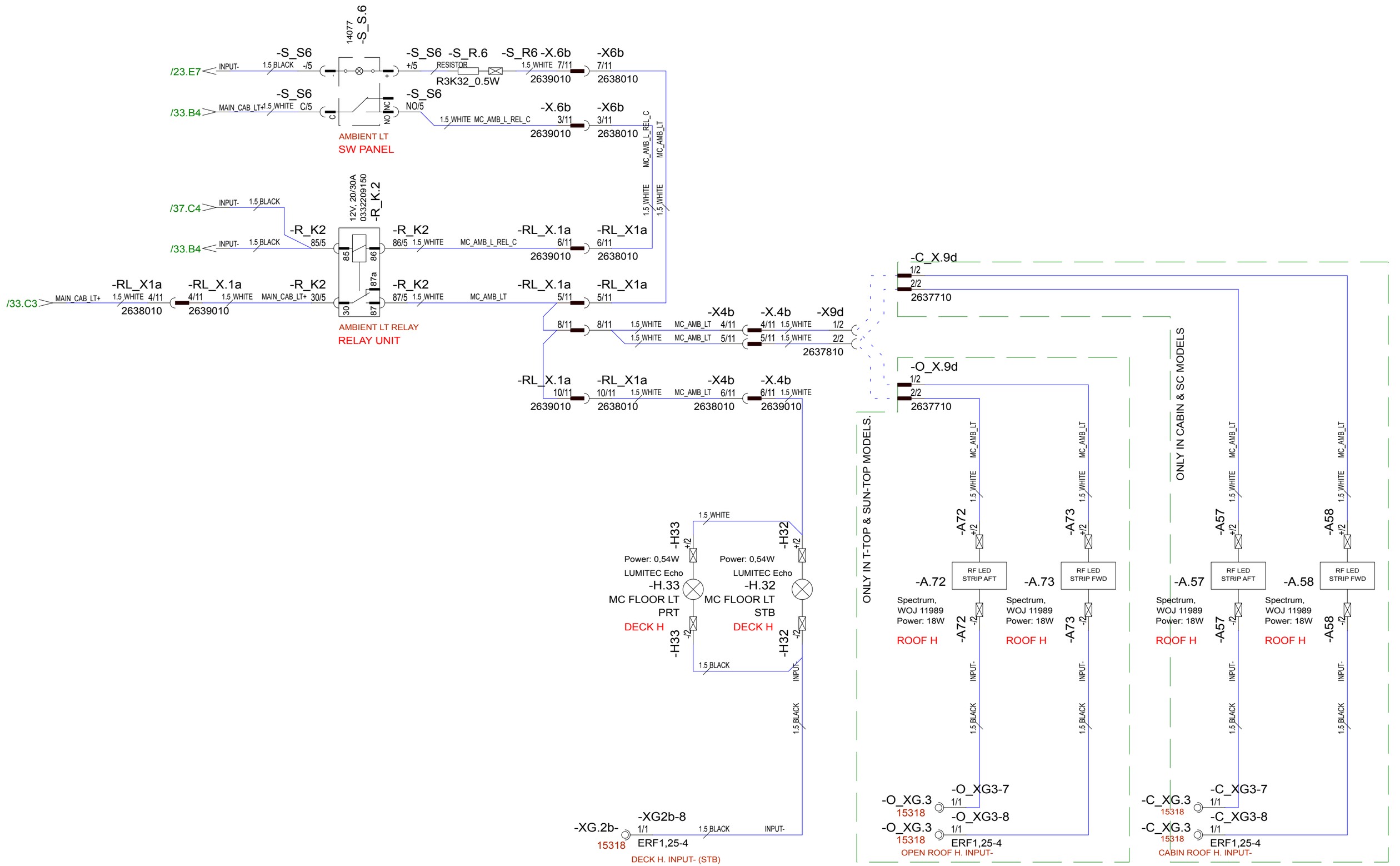
Date	14.1.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B

NAVIX designed solutions
Copyright by

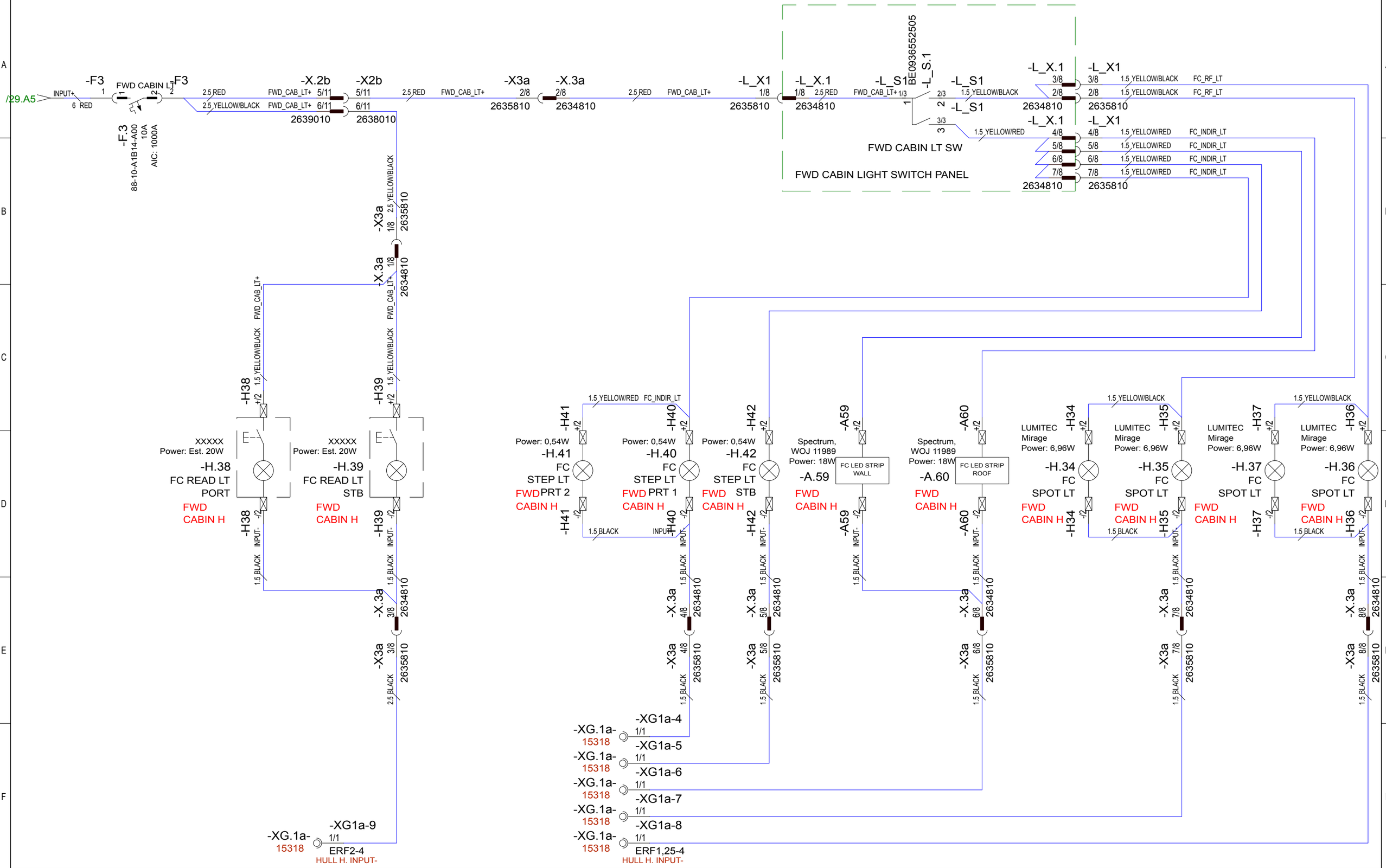
Axopar			
Boat	Sub-product code	Product code	Project ID
37 MY20	DECK LIGHT - DIAGRAM	HL	
Boat model	Title	Loc	32 / 149 Sheet



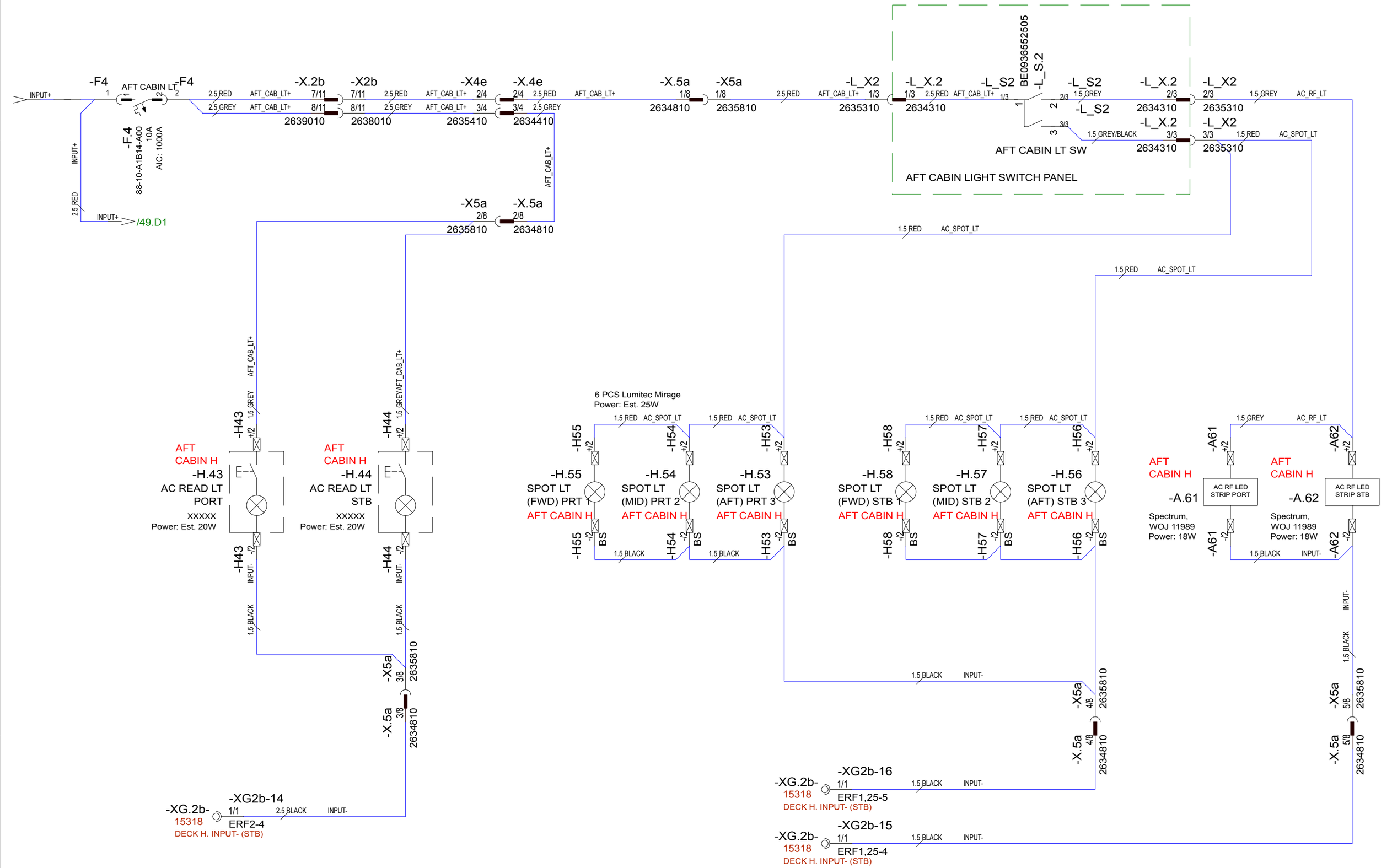
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	MAIN CABIN LIGHT, SPOT - DIAGRAM	HL	33 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



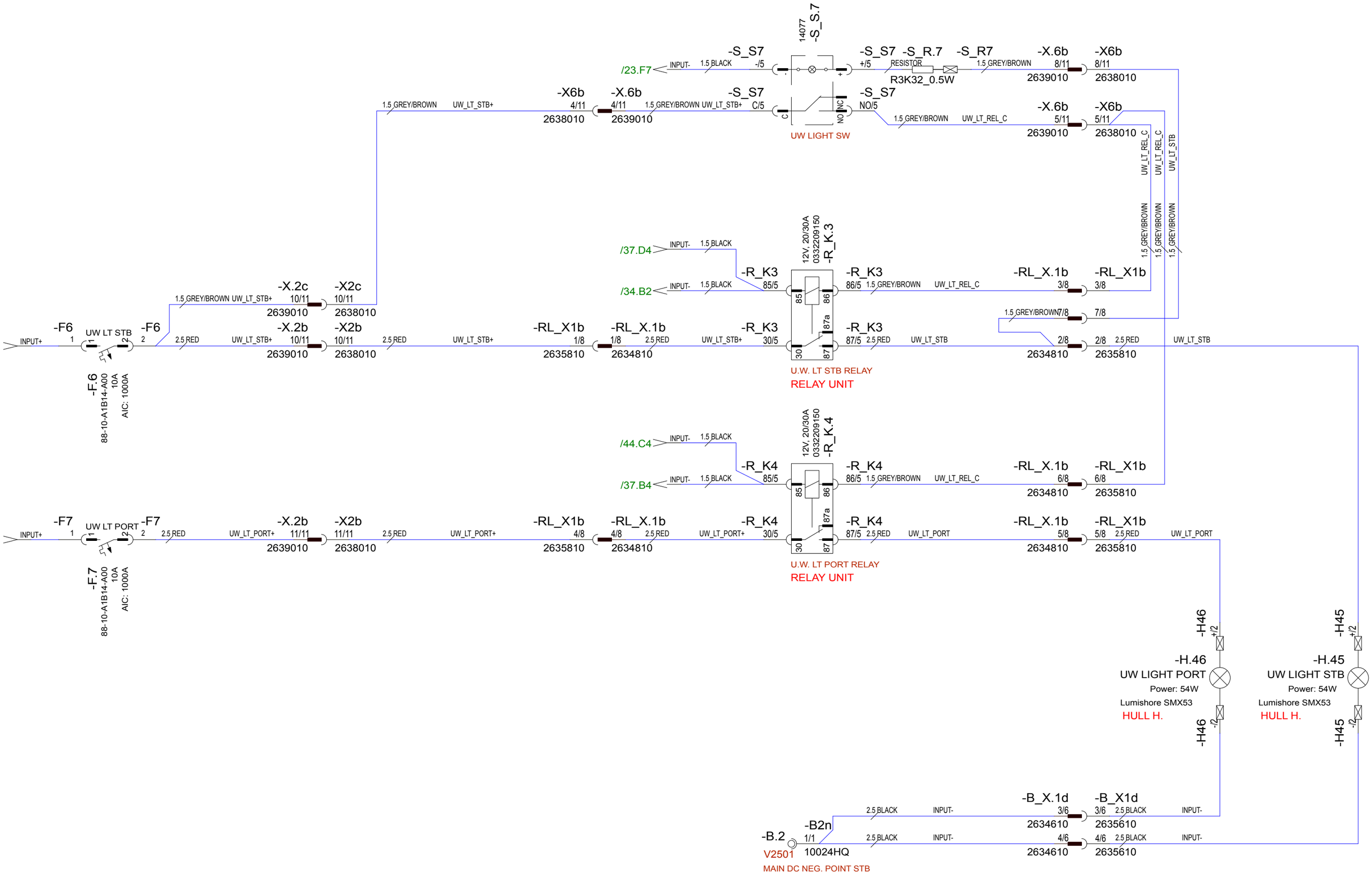
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	MAIN CABIN LIGHT, AMBIENT - DIAGRAM	HL	34 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



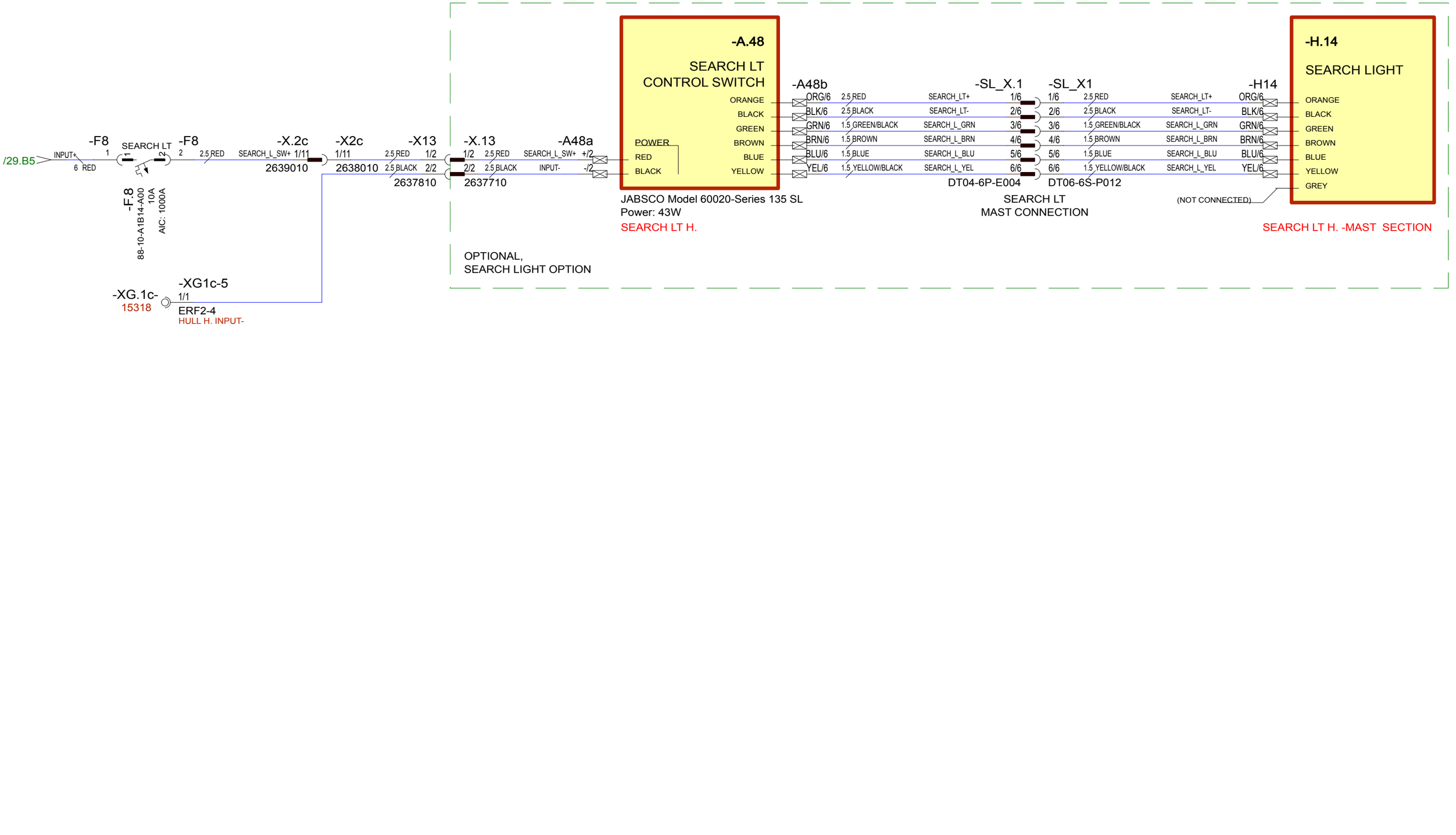
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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	FWD CABIN LIGHTS - DIAGRAM	HL	35 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	AFT CABING LIGHTS - DIAGRAM	HL	36 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

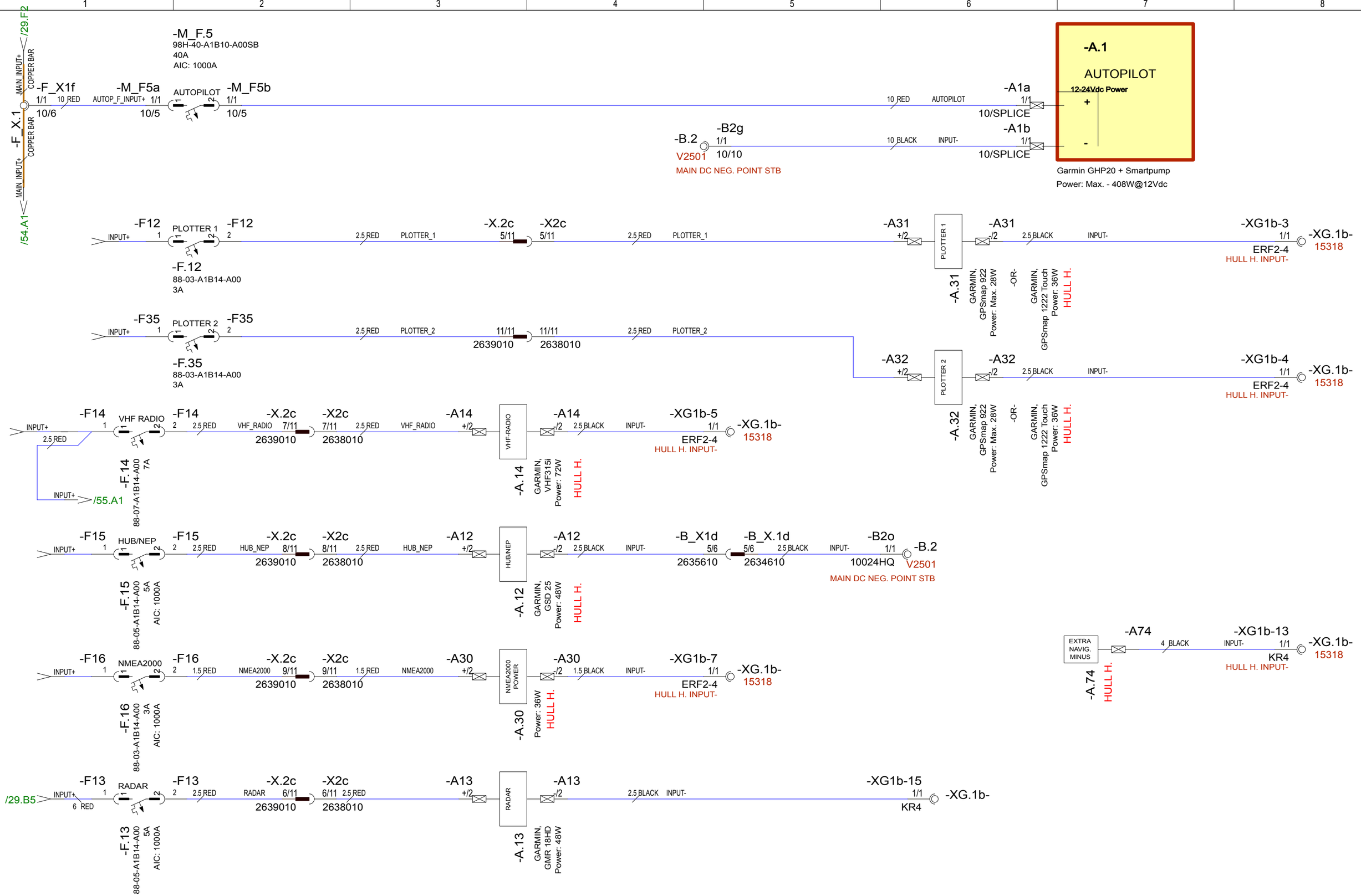


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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	UNDER WATER LT - DIAGRAM	HL	37 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



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

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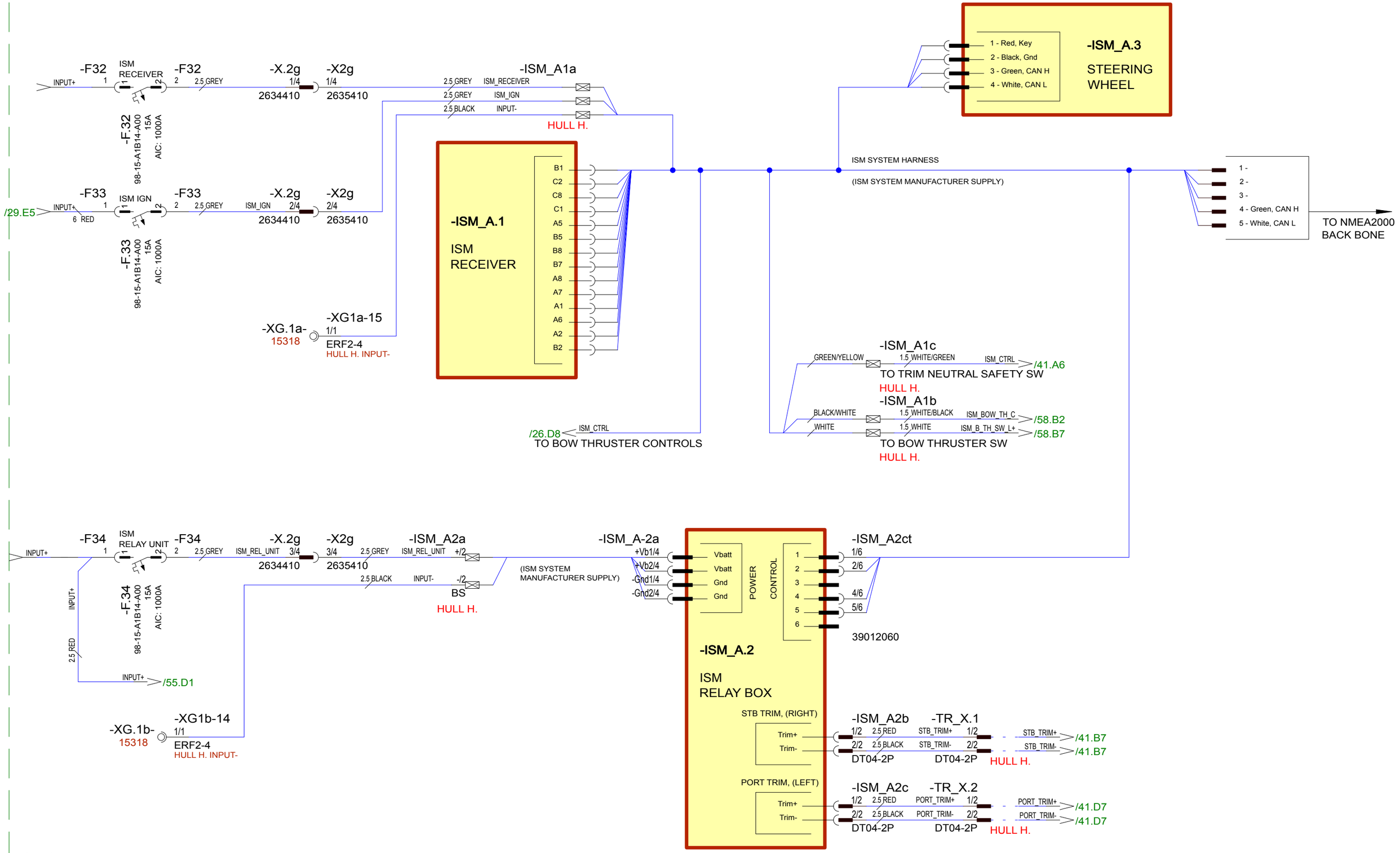
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10.10.2019	PN	B4: RADAR MOVED TO HULL HARNESS.
1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.

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

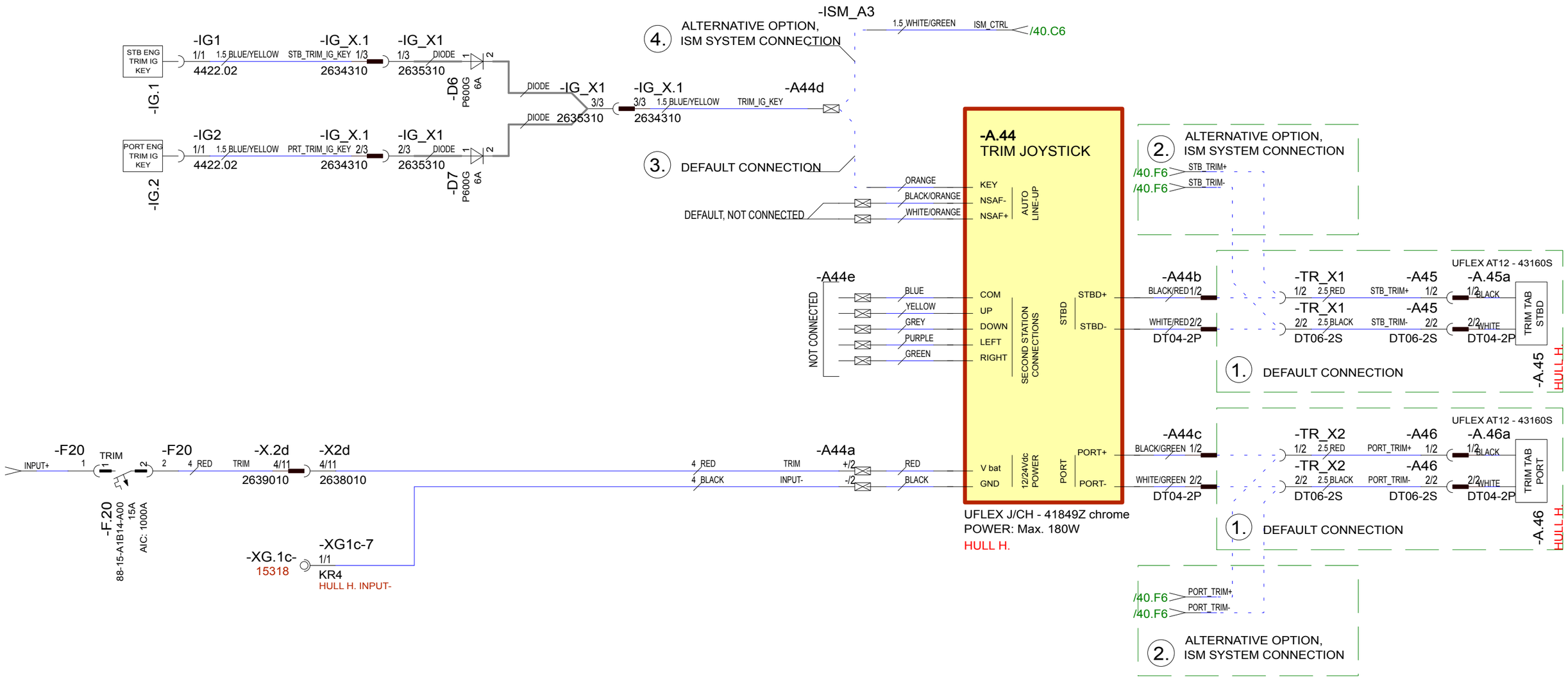
NAVIX designed solutions

Copyright by

Axopar			
Boat	Sub-product code	Product code	Project ID
37 MY20	NAV. EQUIPMENT - DIAGRAM	HL	39 / 149
Boat model	Title	Loc	Sheet



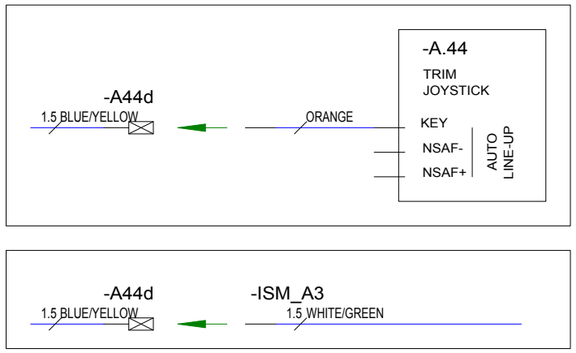
10.10.2019	PN	B4: ISM HARNESS CREATED 30735.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	ISM SYSTEM - DIAGRAM	HL	40 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	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

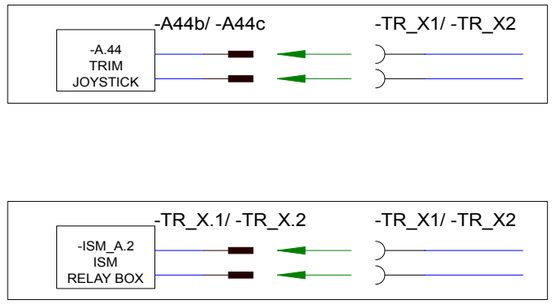
4. ALTERNATIVE 2:
ISM SYSTEM CONNECTION.
IGN KEY CONNECTED
TO ISM CONTROL HARNESS:
-A44d connected to -ISM_A3.



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



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	TRIM - DIAGRAM	HL	41/ 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

OPTIONAL, FUSION ENTERTAINMENT SYSTEM

-F17 STEREO -F17
INPUT+ 1 1 2 2 4 RED STEREO
-F.17 88-15-A1B14-A00 15A AIC: 1000A

-X.2d 1/11 2639010 -X2d 1/11 2638010
4 RED STEREO +12V/2
4 BLACK INPUT- GND-/2

-A11a

-XG.1b- 15318 -XG1b-12 1/1 KR4
HULL H. INPUT-

/47.D1 MAIN_DIRECT+ COPPER BAR
/52.A1 MAIN_DIRECT+ COPPER BAR
-F_X.2

-F_X2d 1/1 4 RED 10022HQ
-D_F3 DIRECT+ 1
MEMORY 1 2
-D_F3 2 4 RED
-X.2a MEMORY 6/8 2634810
-D_F.3 88-15-A1B14-A00 15A AIC: 1000A

(NOT CONNECTED)

/43.D4 AMP_ON 1.5 BLUE/YELLOW
-X.4d 1/11 2639010 -X4d 1/11 2638010
1.5 BLUE/YELLOW AMP_ON -A11b EXT/1
-X.4d 2/11 2639010 -X4d 2/11 2638010

+12Vdc POWER
RED (POWER +)
BLACK (GROUND -)

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

EXTERNAL INTERFACE
BROWN (MUTE)
ORANGE (DIM)
BLUE (AMPLIFIER ON)

SPEAKER ZONE 1
WHITE, LEFT +
WHITE/BLACK, LEFT -
GREY, RIGHT +
GREY/BLACK, RIGHT -

SPEAKER ZONE 2
GREEN, LEFT +
GREEN/BLACK, LEFT -
PURPLE, RIGHT +
PURPLE/BLACK, RIGHT -

-A11c Z1L+/4 -A11c Z1L-/4 (SPEAKER CABLES YARD SUPPLY) -LS1 1 2 -LS.1
SPEAKER: ZONE 1L (PORT)
-A11c Z1R+/4 -A11c Z1R-/4 (SPEAKER CABLES YARD SUPPLY) -LS2 1 2 -LS.2
SPEAKER: ZONE 1R (STB)
-A11d Z2L+/4 -A11d Z2L-/4 (SPEAKER CABLES YARD SUPPLY) -LS3 1 2 -LS.3
SPEAKER: ZONE 2L (PORT)
-A11d Z2R+/4 -A11d Z2R-/4 (SPEAKER CABLES YARD SUPPLY) -LS4 1 2 -LS.4
SPEAKER: ZONE 2R (STB)

HULL H.

OPTIONAL, AUDIO UPGRADE 1

1.5 BLUE/YELLOW AMP_ON -A28a 1/3 2635310

EXTERNAL INTERFACE
BLUE (REMOTE TURN-ON)

-A.28
ZONE AMPLIFIER 1
FUSION, MS-AM702
Power: 96W

+12Vdc POWER
YELLOW (POWER +)
BLACK (GROUND -)

SPEAKER ZONE 3
WHITE, LEFT +
WHITE/BLACK, LEFT -
GREY, RIGHT +
GREY/BLACK, RIGHT -

-A28c Z1L+/4 -A28c Z1L-/4 (SPEAKER CABLES YARD SUPPLY) -LS6 1 2 -LS.6
SPEAKER: ZONE 3L (PORT)
-A28c Z1R+/4 -A28c Z1R-/4 (SPEAKER CABLES YARD SUPPLY) -LS7 1 2 -LS.7
SPEAKER: ZONE 3L (STB)

DECK H.

/29.C5 INPUT+ 6 RED
-F18 ZONE AMPLIFIER 1 -F18 1 1 2 2 2.5 RED ZONE_AMP_1
-F.18 88-10-A1B14-A00 10A AIC: 1000A

-X.2d 2/11 2639010 -X2d 2/11 2638010 2.5 RED ZONE_AMP_1
-X4b 10/11 2638010 -X.4b 10/11 2639010 2.5 RED ZONE_AMP_1
2.5 BLACK INPUT- -A28a 2/3 3/3 2635310

-XG.2a- 15318 -XG2a-5 1/1 ERF2-4
DECK H. INPUT- (PORT)

1.5 BLUE/YELLOW AMP_ON -A29a 1/3 2635310

EXTERNAL INTERFACE
BLUE (REMOTE TURN-ON)

-A.29
ZONE AMPLIFIER 2
FUSION, MS-AM702
Power: 96W

+12Vdc POWER
YELLOW (POWER +)
BLACK (GROUND -)

SPEAKER ZONE 4
WHITE, LEFT +
WHITE/BLACK, LEFT -
GREY, RIGHT +
GREY/BLACK, RIGHT -

-A29c Z1L+/4 -A29c Z1L-/4 (SPEAKER CABLES YARD SUPPLY) -LS8 1 2 -LS.8
SPEAKER: ZONE 4L (PORT)
-A29c Z1R+/4 -A29c Z1R-/4 (SPEAKER CABLES YARD SUPPLY) -LS9 1 2 -LS.9
SPEAKER: ZONE 4R (STB)

DECK H.

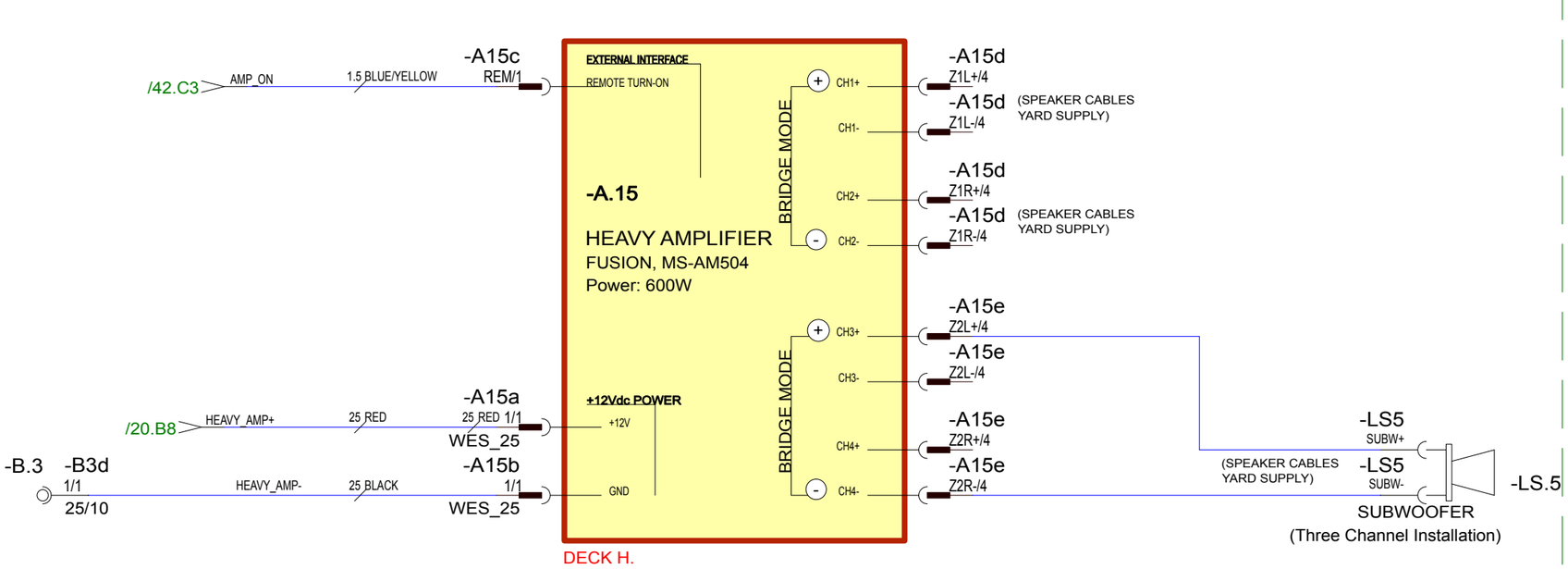
-F19 ZONE AMPLIFIER 2 -F19 INPUT+ 1 1 2 2 2.5 RED ZONE_AMP_2
-F.19 88-10-A1B14-A00 10A AIC: 1000A

-X.2d 3/11 2639010 -X2d 3/11 2638010 2.5 RED ZONE_AMP_2
-X4b 11/11 2638010 -X.4b 11/11 2639010 2.5 RED ZONE_AMP_2
2.5 BLACK INPUT- -A29a 2/3 3/3 2635310

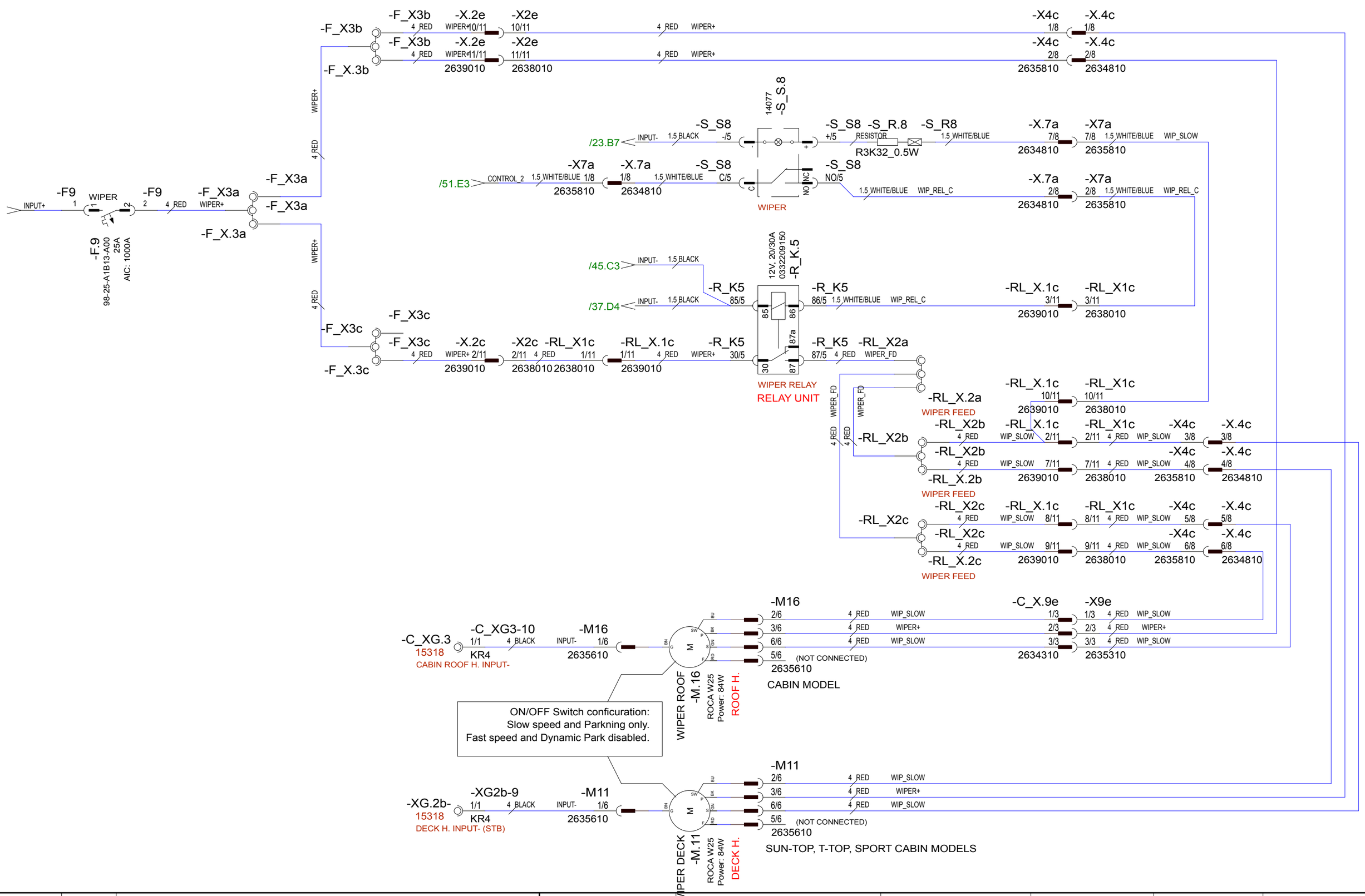
-XG.2a- 15318 -XG2a-6 1/1 ERF2-4
DECK H. INPUT- (PORT)

Date of modification	Modified by	Description						
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	STEREO - DIAGRAM	HL	42 / 149
			Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

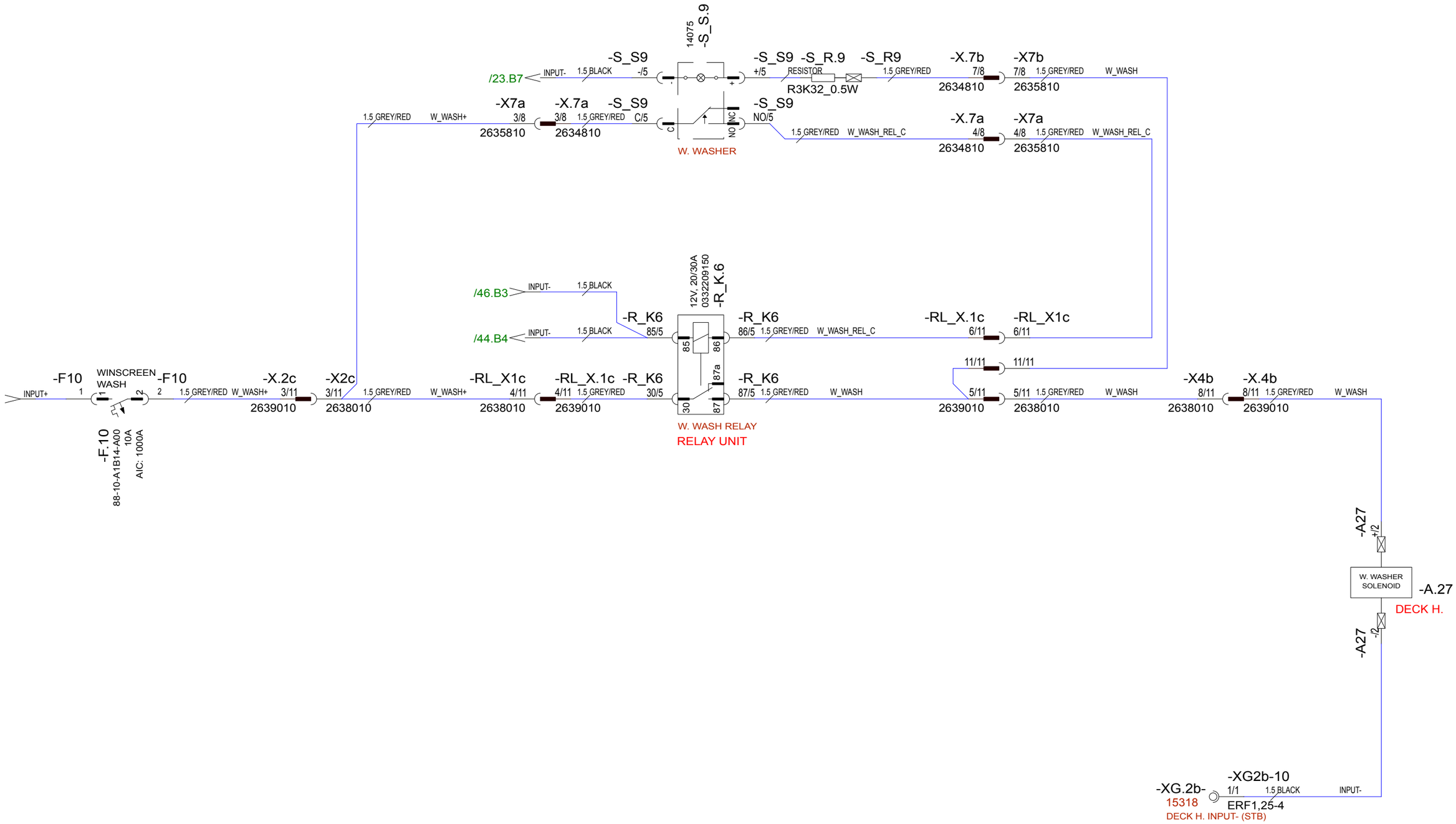
OPTIONAL, AUDIO UPGRADE 2



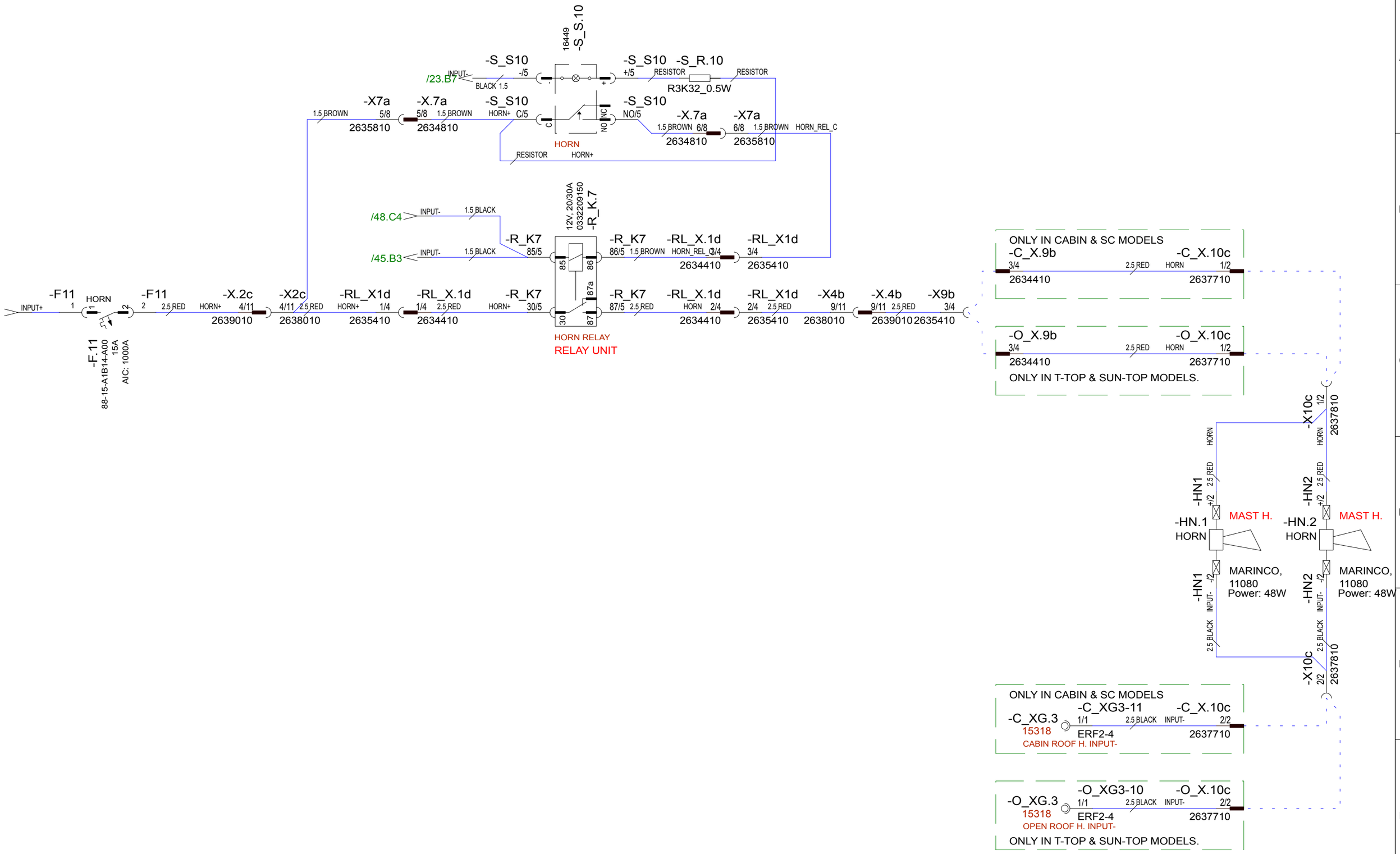
Date of modification	Modified by	Description						
10.10.2019	PN	B4: MINUS BUSBAR ADDED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	HEAVY AMPLIFIER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



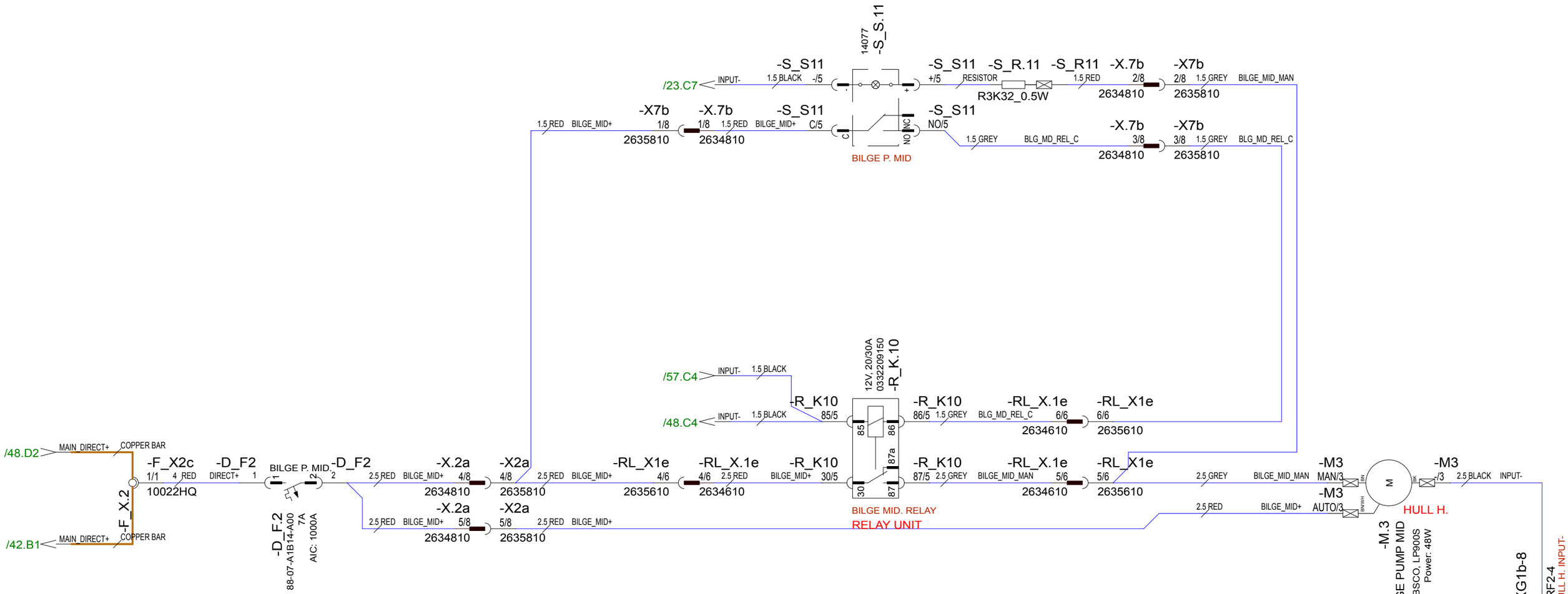
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	WIPERS - DIAGRAM	HL	44 / 149
Date of modification	Modified by	Description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



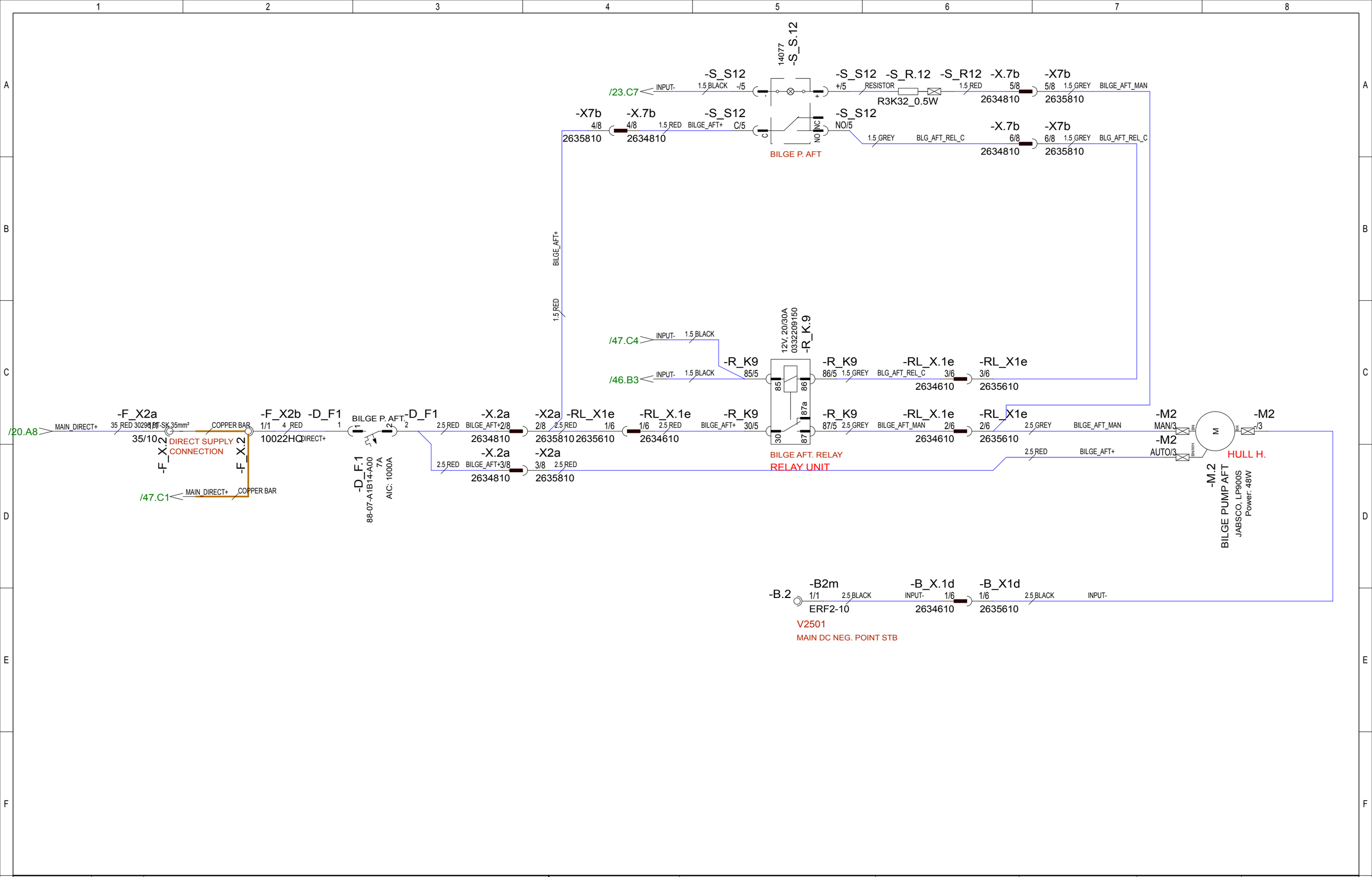
10.10.2019	PN	B4: NOT MODIFIED.	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	WINDSCREEN WASH - DIAGRAM	HL	45 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet



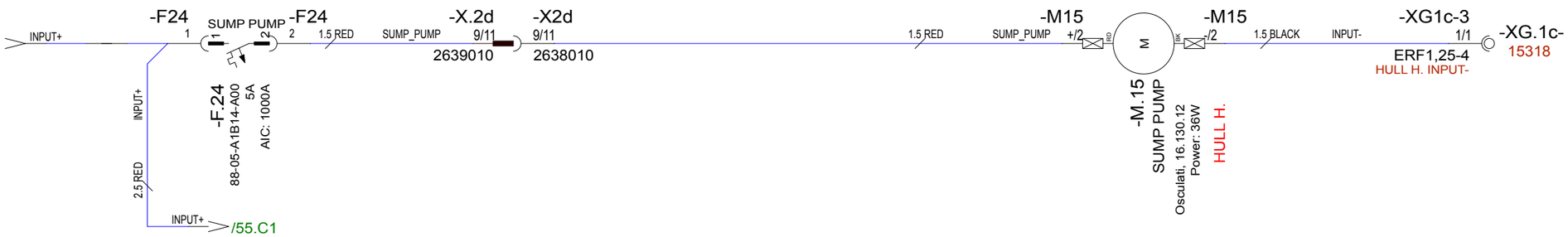
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	HORN - DIAGRAM	HL	46 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



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

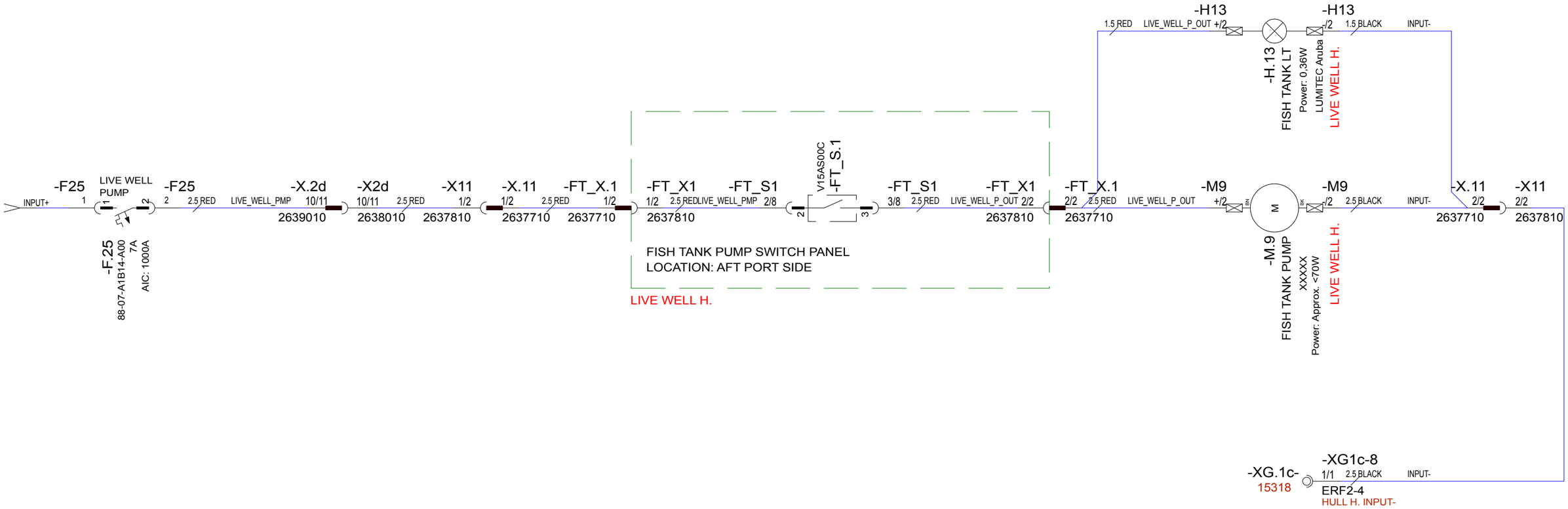


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17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	BILGE PUMP AFT - DIAGRAM	HL	48 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



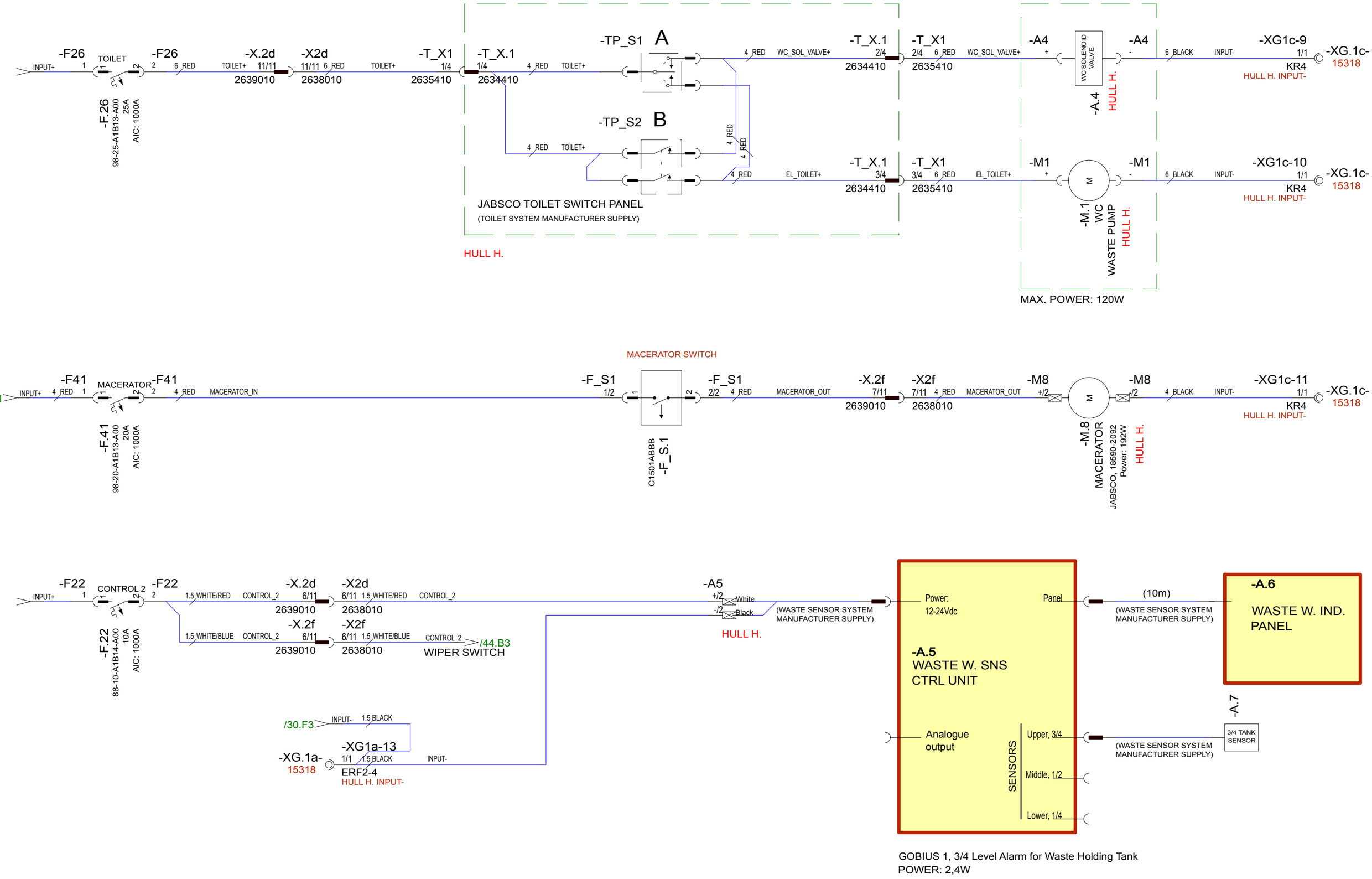


10.10.2019	PN	B4: NOT MODIFIED.	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	PUMPS - DIAGRAM	HL	49 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

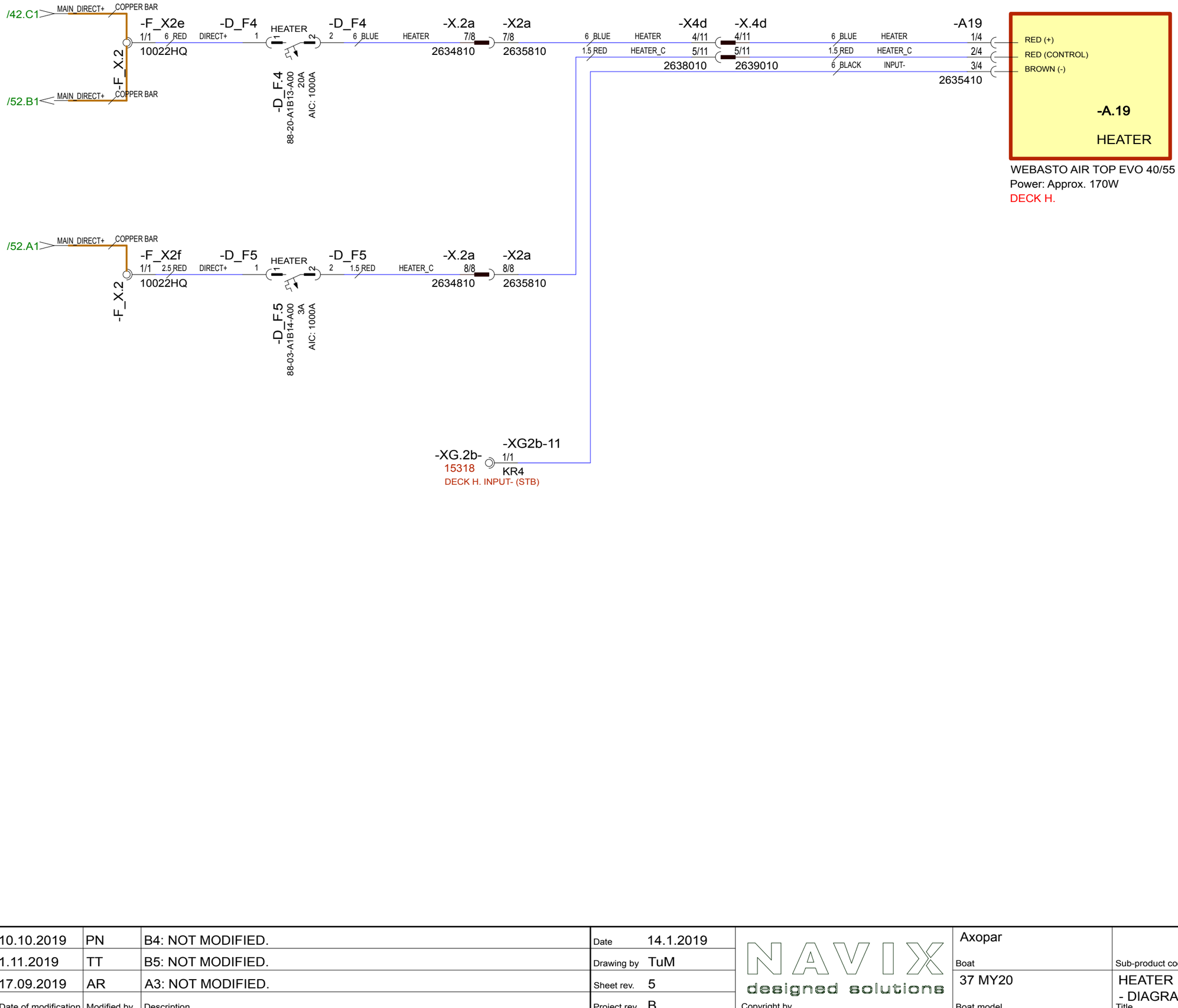


10.10.2019	PN	B4: NOT MODIFIED.	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM					
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	LIVE WELL PUMP - DIAGRAM	HL	50 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

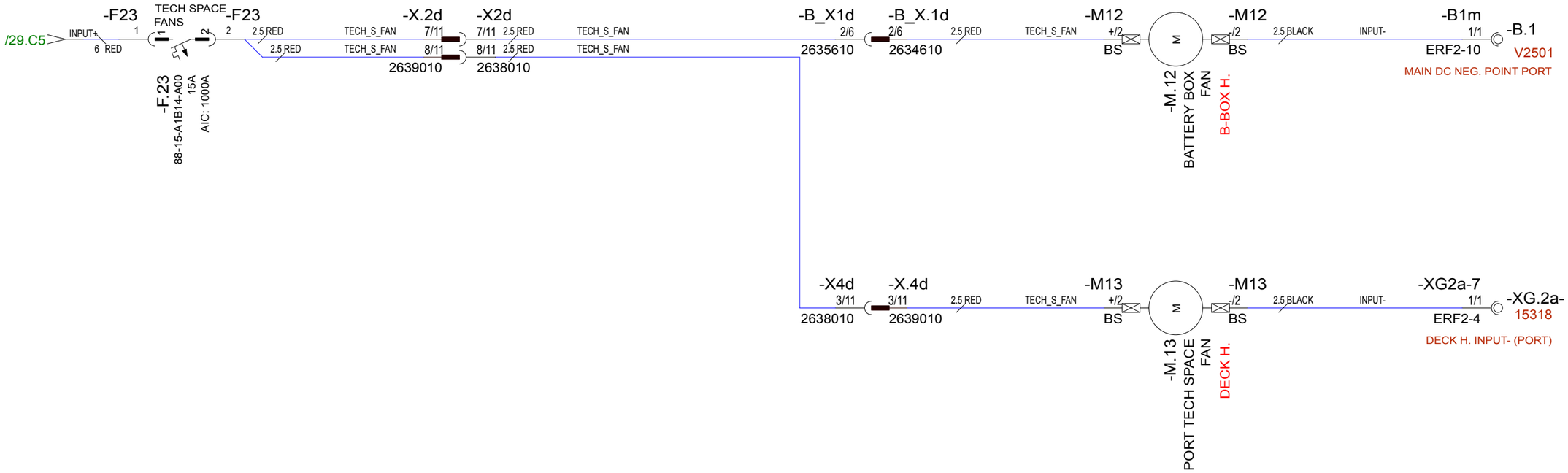
Boat | Sub-product code | Product code | Project ID



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

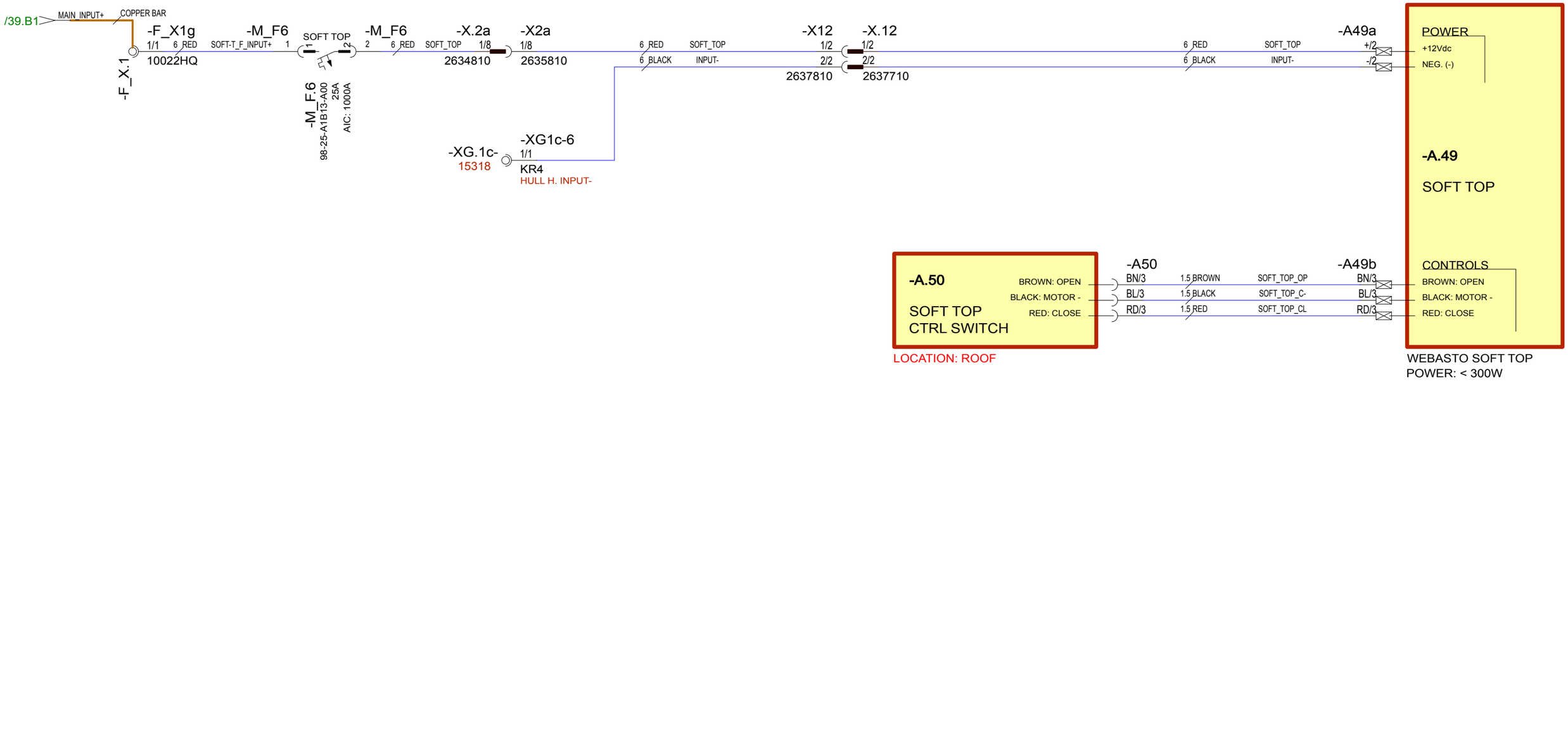


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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	HEATER - DIAGRAM	HL	52 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

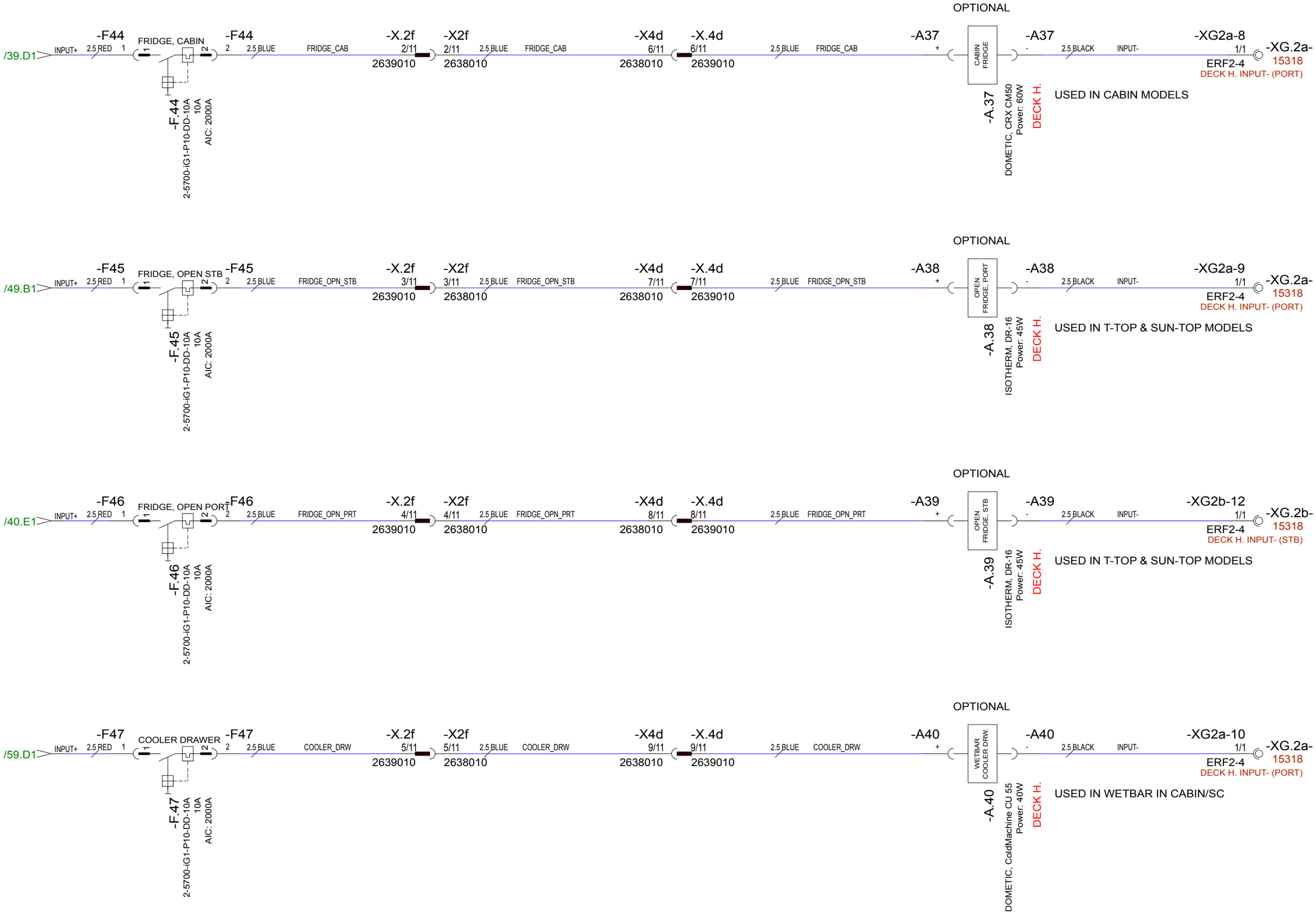


Date of modification	Modified by	Description						
10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5	37 MY20	TECH SPACE FANS - DIAGRAM	HL	53 / 149
			Project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

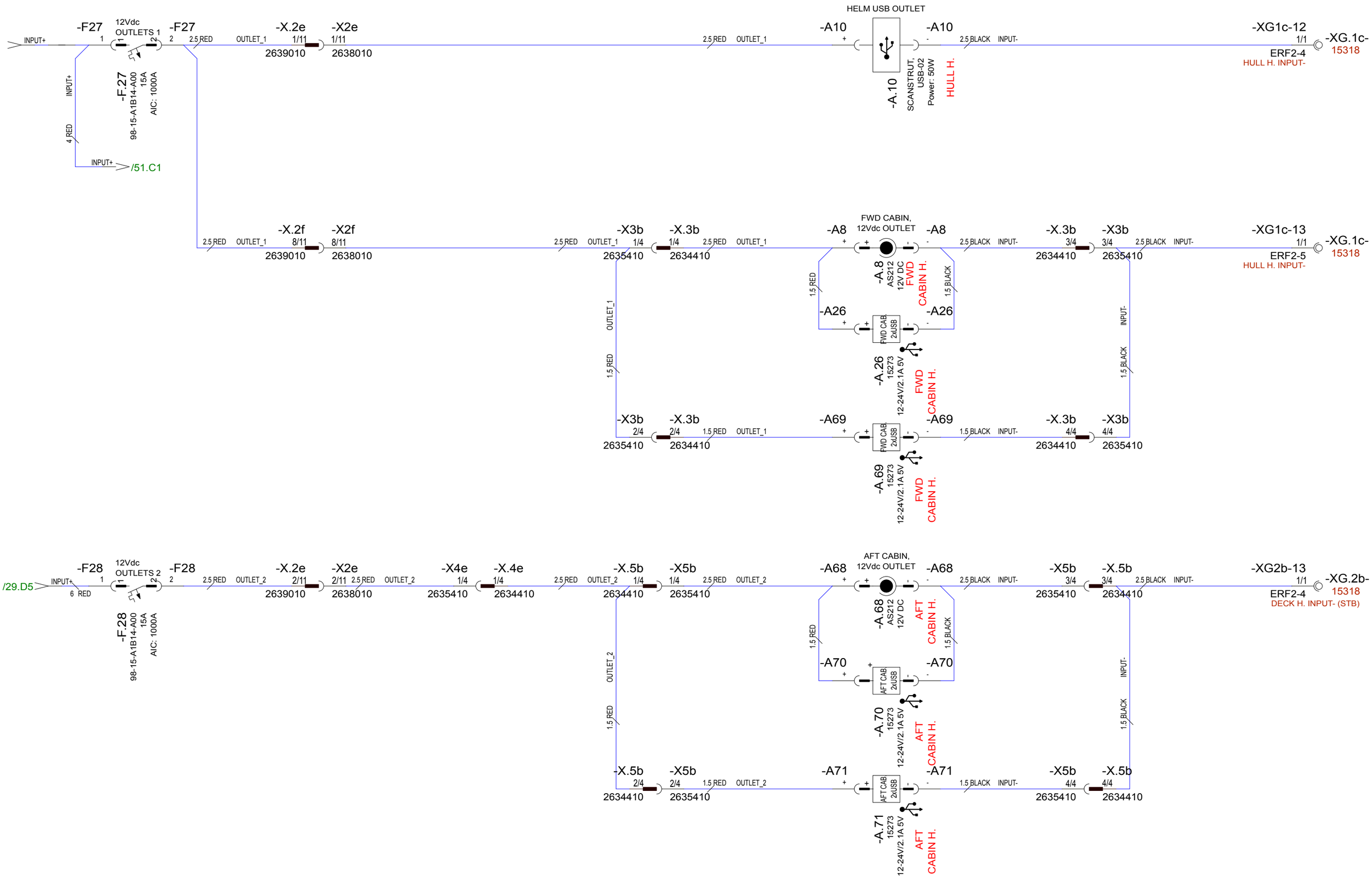
NAVIX designed solutions
Copyright by



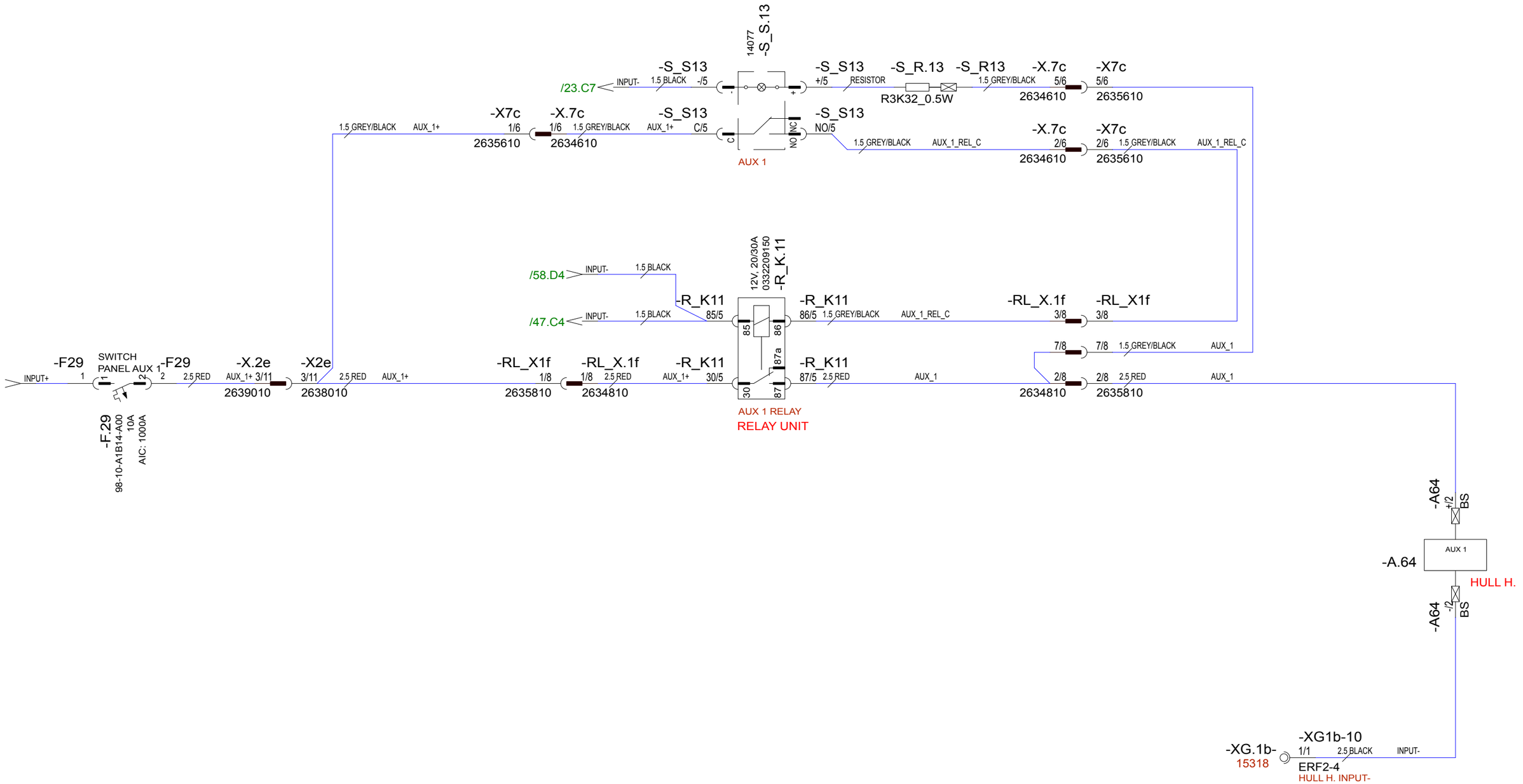
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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	SOFT TOP - DIAGRAM	HL	54 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet



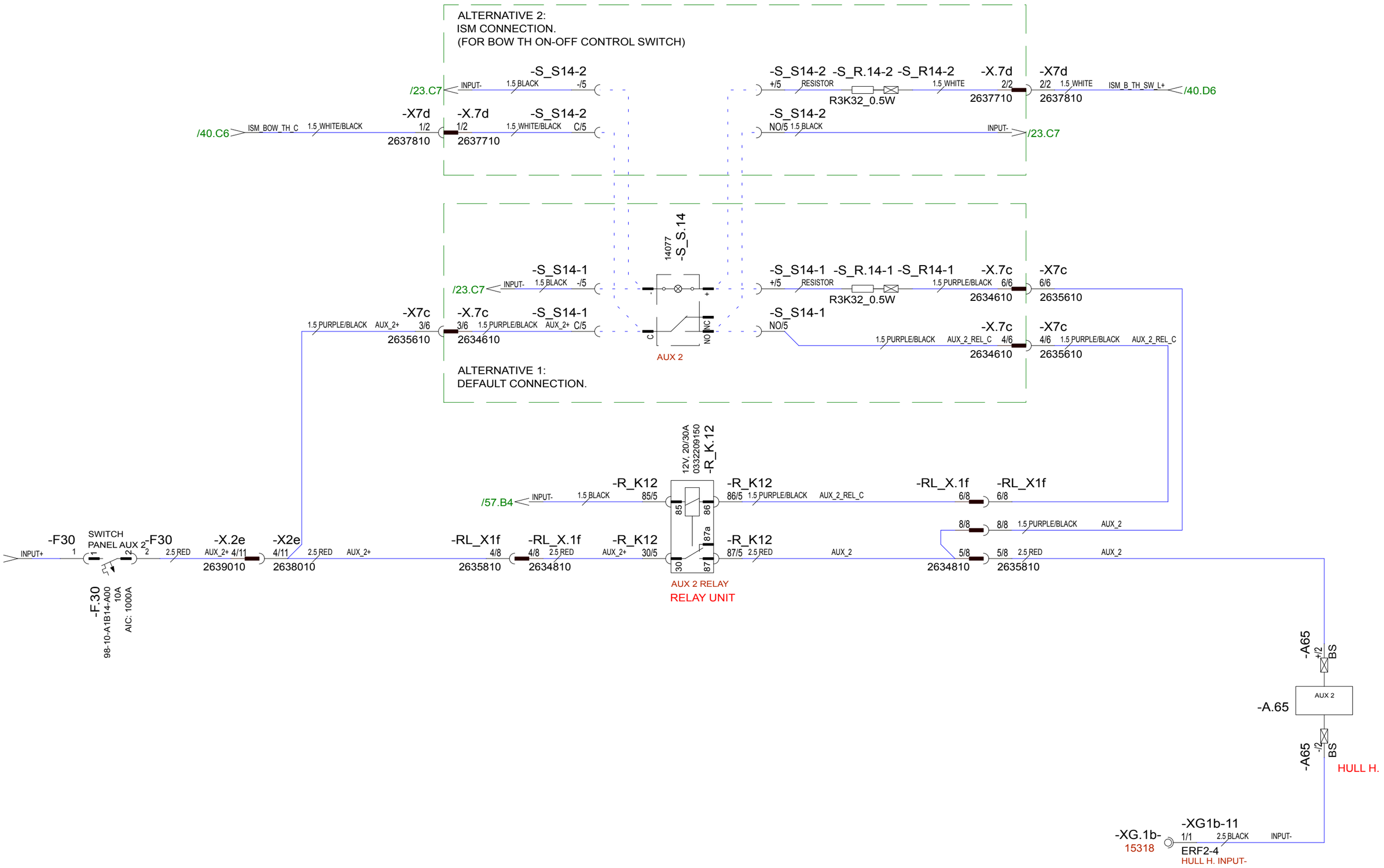
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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	REFRIGERATORS - DIAGRAM	HL	55 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright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



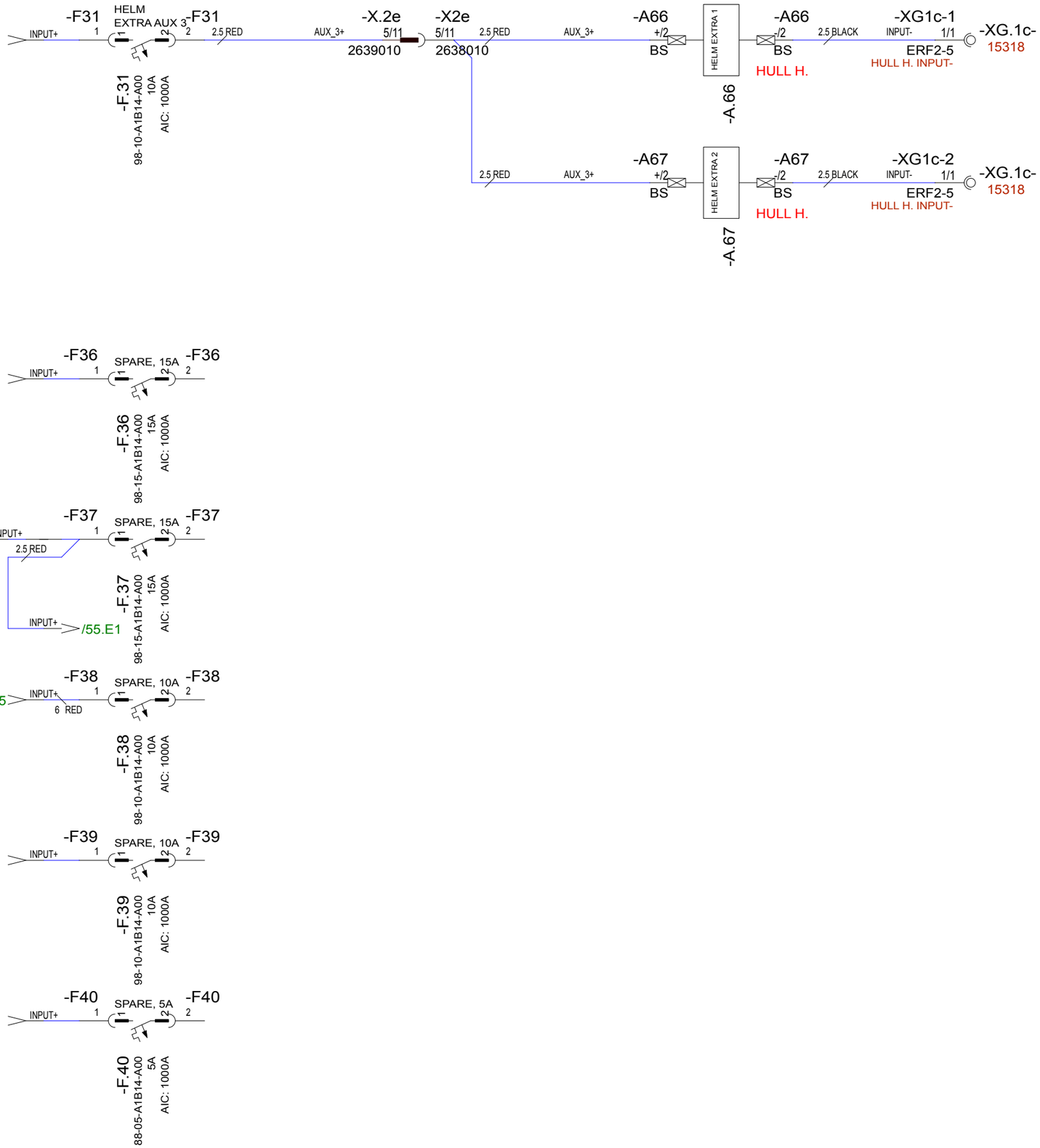
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1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	12Vdc OUTLETS/ USB - DIAGRAM	HL	56 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	AUX 1 - DIAGRAM	HL	57 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet



10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	AUX 2 - DIAGRAM	HL	58 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

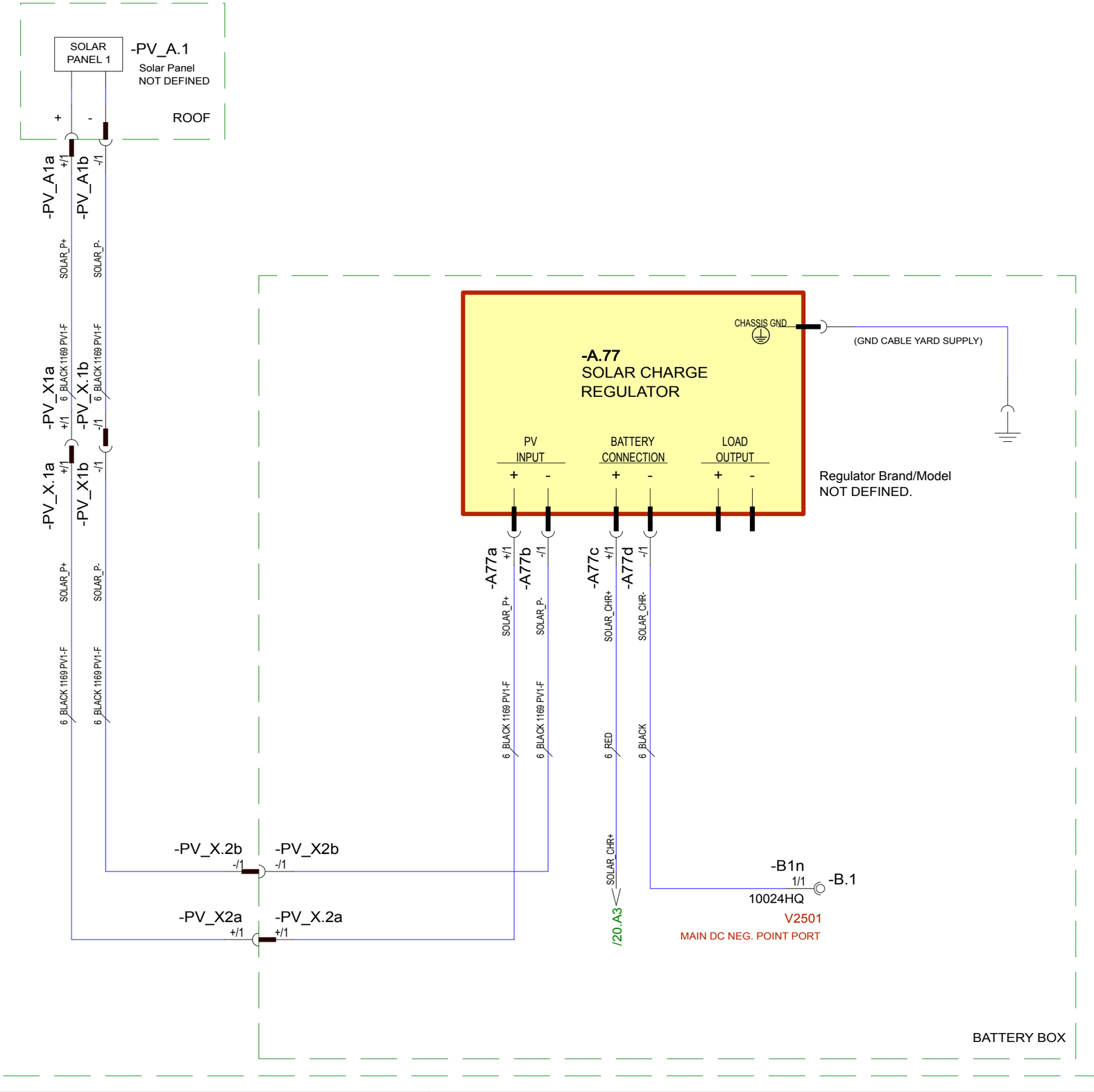


Date of modification	Modified by	Description
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1.11.2019	TT	B5: NOT MODIFIED.
17.09.2019	AR	A3: NOT MODIFIED.

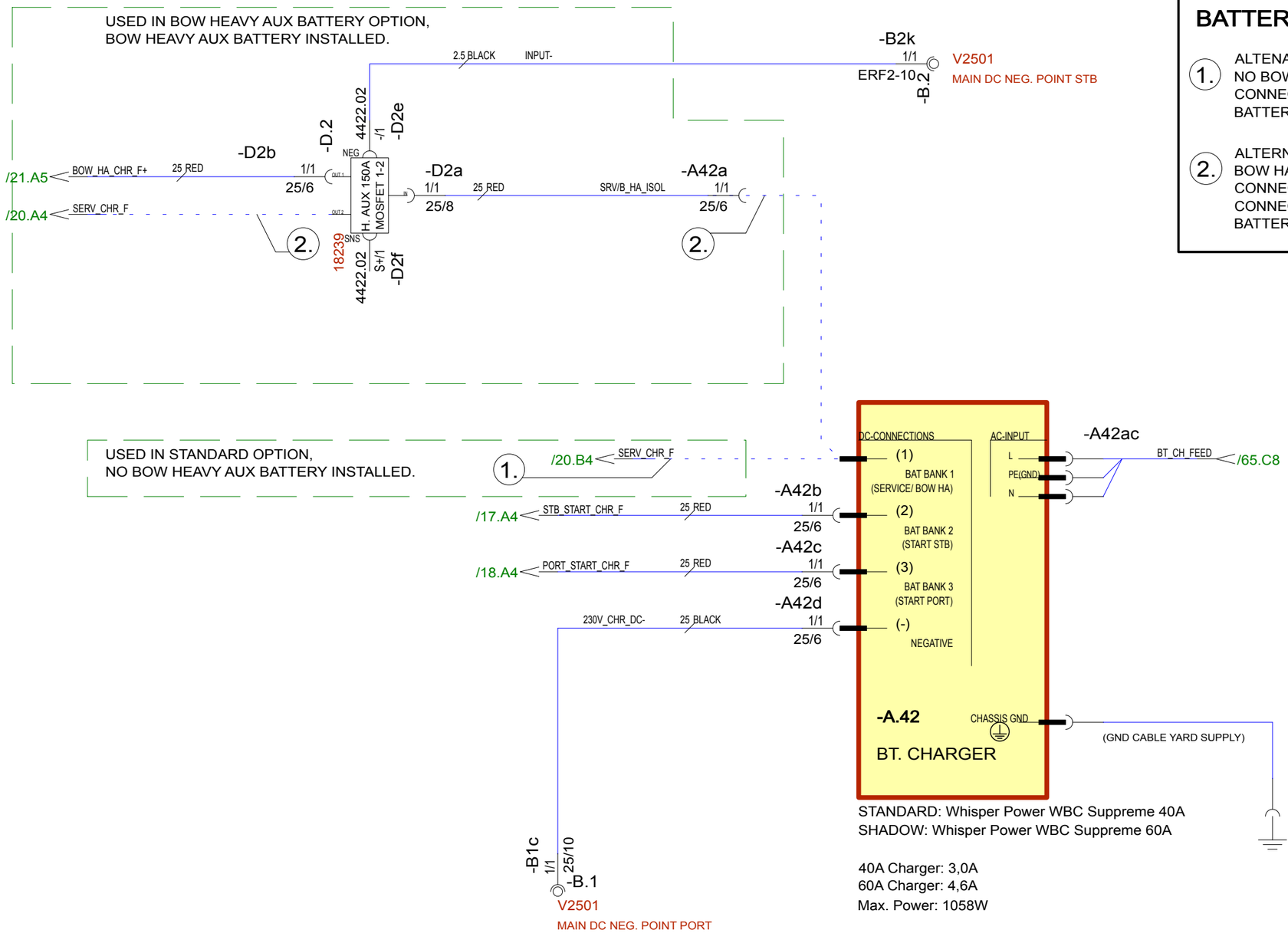
Date	14.1.2019
Drawing by	TuM
Sheet rev.	5
Project rev.	B

NAVIX designed solutions
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	**Title**		**Loc**
37 MY20	AUX 3, SPARE, EXTRA, MERCURY AUX - DIAGRAM		HL



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



STANDARD: Whisper Power WBC Suppreme 40A
SHADOW: Whisper Power WBC Suppreme 60A

40A Charger: 3,0A
60A Charger: 4,6A
Max. Power: 1058W

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

LINE 1 (BANK 1) IS SEPARATE LINE

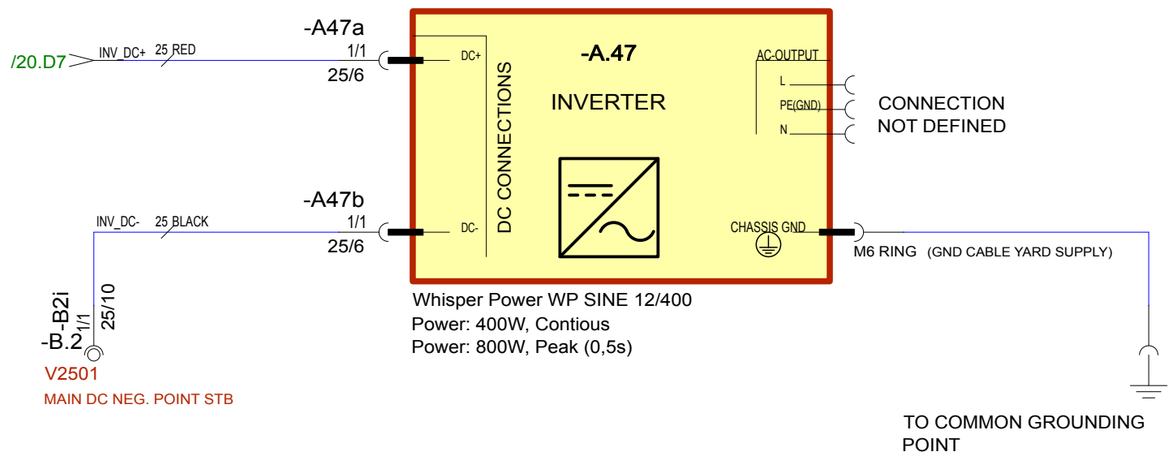
LINES 2 & 3 (BANKS 2 & 3) ARE PARALLEL LINES BUT SEPARATED WITH DIODES.

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

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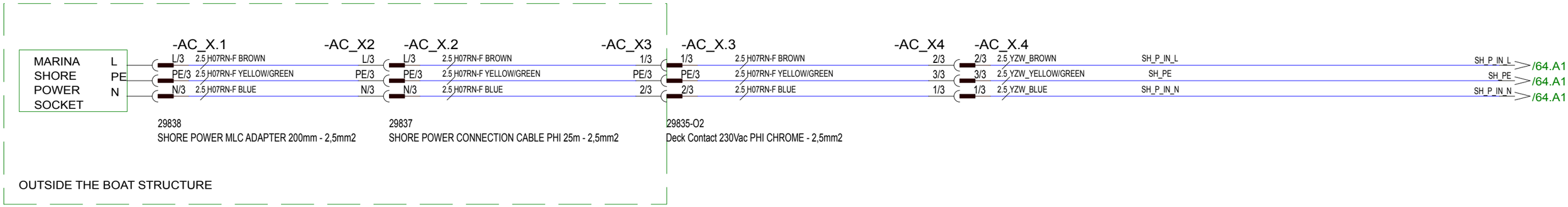
Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	**Title**	HL	**Sheet**
37 MY20	BATTERY CHARGER - DIAGRAM	Loc	61/ 149

ONLY IN
SHADOW MODEL



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

NAVIX designed solutions
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10.10.2019	PN	B4: NOT MODIFIED.	Date 14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by TuM					
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev. 5		37 MY20	EURO: 230Vac SYSTEM SHORE LINE- DIAGRAM	HL	63 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

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

SPC-UNIT

-AC_X5 -AC_X.5

/63.A8 SH_P_IN_L 2.5 YZW_BROWN 2/3 — 2/3 2.5 YZW_BROWN SH_P_IN_L
/63.A8 SH_PE 2.5 YZW_YELLOW/GREEN 3/3 — 3/3 2.5 YZW_YELLOW/GREEN SH_P_IN_N
/63.A8 SH_P_IN_N 2.5 YZW_BLUE 1/3 — 1/3 2.5 YZW_BLUE SH_PE
22981

-AC_F1a -AC_F1c
-AC_F1b -AC_F1d
1/1
-AC_F.1
12268
16A
SPC MAIN RCBO

2.5 H07V2-K BROWN
2.5 H07V2-K BLUE
SPC_FD_L
SPC_FD_N

-AC_L1a -AC_L1b
WES_2.5 WES_2.5
-AC_L.1
14359
230Vac, 50/60Hz
POWER ON IND.

-AC_F.2
NB1-63-C10-2
10A
-AC_F2c
WES_2.5
-AC_F2d
WES_2.5
SOCKETS

-AC_X6 -AC_X.6 TO SOCKETS
2.5 YZW_BROWN 2/3 — 2/3 1.5 YZW_BROWN BRK-1_L /65.B1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 1.5 YZW_YELLOW/GREEN BRK-1_PE /65.B1
2.5 YZW_BLUE 1/3 — 1/3 1.5 YZW_BLUE BRK-1_N /65.B1
22980

-AC_F.3
NB1-63-C10-2
10A
-AC_F3c
WES_2.5
-AC_F3d
WES_2.5
BT. CHARGER

-AC_X7 -AC_X.7 TO BT CHARGER
2.5 YZW_BROWN 2/3 — 2/3 1.5 YZW_BROWN BRK-1_L /65.C1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 1.5 YZW_YELLOW/GREEN BRK-1_PE /65.C1
2.5 YZW_BLUE 1/3 — 1/3 1.5 YZW_BLUE BRK-1_N /65.D1
22980

-AC_F.4
NB1-63-C16-2
16A
-AC_F4a
WES_2.5
-AC_F4b
WES_2.5
-AC_F4c
WES_T2.5
-AC_F4d
WES_T2.5
BOILER/ GRILL

-AC_X8 -AC_X.8 TO BOILER
2.5 YZW_BROWN 2/3 — 2/3 2.5 YZW_BROWN BRK-2_L /65.D1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 2.5 YZW_YELLOW/GREEN BRK-2_PE /65.D1
2.5 YZW_BLUE 1/3 — 1/3 2.5 YZW_BLUE BRK-2_N /65.D1
22980

-AC_X9 -AC_X.9 TO GRILL
2.5 YZW_BROWN 2/3 — 2/3 2.5 YZW_BROWN BRK-2_L /65.E1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 2.5 YZW_YELLOW/GREEN BRK-2_PE /65.E1
2.5 YZW_BLUE 1/3 — 1/3 2.5 YZW_BLUE BRK-2_N /65.E1
22980

-AC_T1b -AC_T1a
1/1 1 1/1
WES_2.5 WES_2.5
-AC_T.1
RK_2.5-4
SHORE P. PE
2.5 H07V2-K YELLOW/GREEN SH_PE

-AC_F.5
NB1-63-C16-2
16A
15238
-AC_F5c
WES_T2.5
-AC_F5d
WES_T2.5
A/C SYSTEM

-AC_X10 -AC_X.10 TO A/C UNIT, COCKPIT
2.5 YZW_BROWN 2/3 — 2/3 2.5 YZW_BROWN BRK-3_L /66.B1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 2.5 YZW_YELLOW/GREEN BRK-3_PE /66.C1
2.5 YZW_BLUE 1/3 — 1/3 2.5 YZW_BLUE BRK-3_N /66.C1
22980

-AC_X11 -AC_X.11 TO A/C UNIT, FWD CABIN
2.5 YZW_BROWN 2/3 — 2/3 2.5 YZW_BROWN BRK-3_L /66.D1
2.5 YZW_YELLOW/GREEN 3/3 — 3/3 2.5 YZW_YELLOW/GREEN BRK-3_PE /66.D1
2.5 YZW_BLUE 1/3 — 1/3 2.5 YZW_BLUE BRK-3_N /66.D1
22980

-AC_A10a
SHORE/1
ERF2-6
GAL. ISOL: SHORE PE
SHORE

-AC_A.10
GALVANIC ISOLATOR 32A

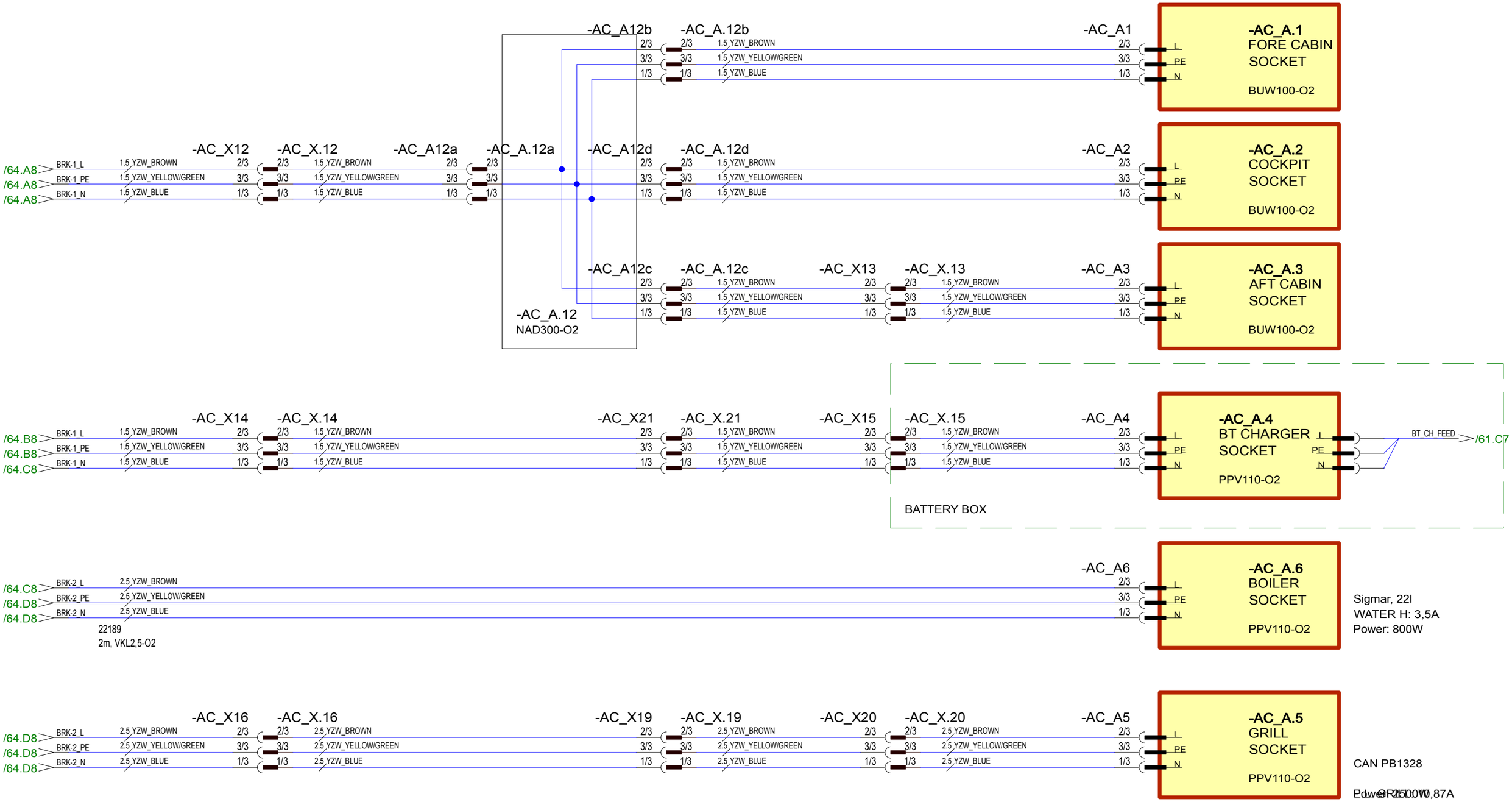
SHIP
Whisper Power, 60110150 WP-GI 32A
-AC_A10b
SHIP/1
ERF2-6
GAL. ISOL: SHIP PE

2.5 H07V2-K YELLOW/GREEN SHIP_PE
2.5 H07V2-K YELLOW/GREEN SHIP_PE

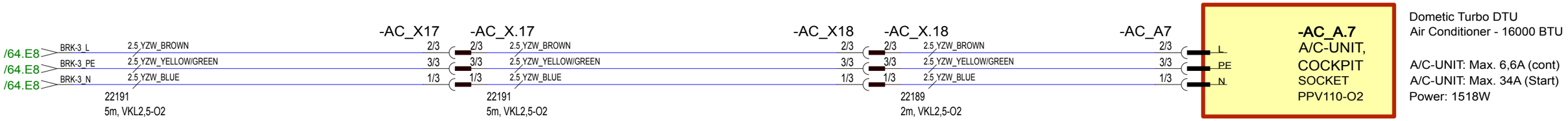
-AC_XG1
2.5 H07V2-K YELLOW/GREEN
2.5 YZW_YELLOW/GREEN
28717
AC GROUNDING MAIN BUSBAR
-AC_XG.1

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

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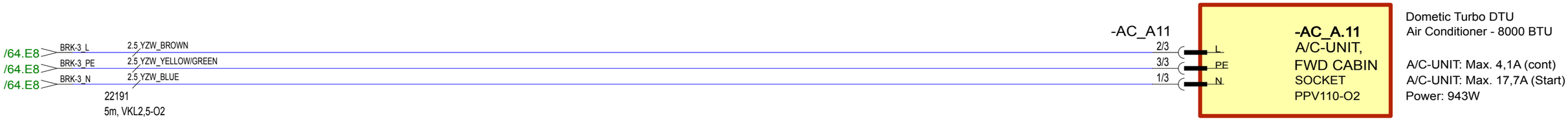


10.10.2019	PN	B4: NOT MODIFIED.	Date	14.1.2019	NAVIX designed solutions	Axopar			
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	EURO: 230Vac SYSTEM DEVICES - DIAGRAM	HL	65 / 149
Date of modification	Modified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



Dometic Turbo DTU
Air Conditioner - 16000 BTU

A/C-UNIT: Max. 6,6A (cont)
A/C-UNIT: Max. 34A (Start)
Power: 1518W



Dometic Turbo DTU
Air Conditioner - 8000 BTU

A/C-UNIT: Max. 4,1A (cont)
A/C-UNIT: Max. 17,7A (Start)
Power: 943W

10.10.2019	PN	B4: NOT MODIFIED.	Date	2.5.2019	NAVIX designed solutions	Axopar		
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code / Project ID
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5		37 MY20	EURO: 230Vac SYSTEM DEVICES - DIAGRAM	HL / 66 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc / Sheet

Date of modification	Modified by	Description		
10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
			Project rev.	B

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Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	**Title**	**Loc**	**Sheet**
37 MY20	USA: 120Vac SYSTEM SHORE LINE- DIAGRAM	HL	67 / 149

NOT DEFINED

Date of modification	Modified by	Description		
10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
			Project rev.	B

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Boat	Sub-product code	Product code	Project ID
Axopar			

Boat model	Title	Loc	Sheet
37 MY20	USA: 120Vac SYSTEM SPC UNIT/GAL. ISOL.- DIAGRAM	HL	68 / 149

NOT DEFINED

Date of modification	Modified by	Description		
10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
			Project rev.	B

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

NOT DEFINED

Date of modification	Modified by	Description		
10.10.2019	PN	B4: NOT MODIFIED.	Date	4.5.2019
1.11.2019	TT	B5: NOT MODIFIED.	Drawing by	TuM
17.09.2019	AR	A3: NOT MODIFIED.	Sheet rev.	5
			Project rev.	B

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Boat	Sub-product code	Product code	Project ID
Axopar			
Boat model	**Title**	**Loc**	**Sheet**
37 MY20	USA: 120Vac SYSTEM DEVICES - DIAGRAM	HL	70 / 149

1.

PANEL LT LABELS PORT -A53#1

1.5 RED/BLACK -PL_X.1:1 PANEL_LT_OUT
1.5 BLACK -PL_X.1:2 INPUT-

-A.53 15432 LED-Strip 10 mm SC-TWF-W White IP65 250mm

250 mm

1.5 RED/BLACK
1.5 BLACK
-A53:+
-A53:-
PANEL_LT_OUT
INPUT-
2634210
-PL_X.1#1
2634210 (2N BACK VIEW)

CONNECTED

-PL_X1#1
PANEL_LT_OUT -PL_X2:1, -X.6a:3 1.5 RED/BLACK
INPUT- -S_XG1c 1.5 BLACK
50 mm
2635210
-PL_X1#1
2635210 (2U BACK VIEW)

-S_S.1 82-5151.2123 14077
-S_S1#1
PANEL LT
C NO NC + -
NAV_LT_IN
PANEL_LT_OUT
SW1_HALO+
INPUT-
-X.6a:1
-X.6a:2, -S_R:1
-S_R.1
-S_XG1a
1.5 RED
1.5 RED/BLACK
RESISTOR
RESISTOR
1.5 BLACK
-S_R.1
R3K32 0.5W WITH SHRINK TUBE

-S_S.2 82-5151.2123 14077
-S_S2#1
NAVIGATION LT
NAV_LT_IN
NAV_LT_OUT
SW2_HALO+
INPUT-
-X.6a:4
-S_R.2, -X.6a:5
-S_R.2
-S_XG1a
1.5 RED
1.5 RED
RESISTOR
RESISTOR
1.5 BLACK
-S_R.2
R3K32 0.5W WITH SHRINK TUBE

-S_S.3 82-5151.2123 14077
-S_S3#1
ANCHOR LT
NAV_LT_IN
ANCH_LT_OUT
SW3_HALO+
INPUT-
-X.6a:4
-X.6a:6, -S_R:3
-S_R.3
-S_XG1a
1.5 RED
1.5 BLUE
RESISTOR
RESISTOR
1.5 BLACK
-S_R.3
R3K32 0.5W WITH SHRINK TUBE

-S_S.4 82-5151.2123 14077
-S_S4#1
DECK LT
DECK_LT+
DECK_LT
SW4_HALO+
INPUT-
-X.6a:7
-X.6a:8, -S_R:4
-S_R.4
-S_XG1b
1.5 WHITE/GREY
1.5 WHITE/GREY
RESISTOR
RESISTOR
1.5 BLACK
-S_R.4
R3K32 0.5W WITH SHRINK TUBE

-S_S.5 82-5151.2123 14077
-S_S5#1
ROOF LT
MAIN_CAB_LT+
MC_RF_L_REL_C
SW5_HALO+
INPUT-
-X.6b:1
-X.6b:2
-S_R.5
-S_XG1b
1.5 WHITE/YELLOW
1.5 WHITE/YELLOW
RESISTOR
1.5 BLACK
-S_R5#1
-S_R.5
R3K32 0.5W WITH SHRINK TUBE RESISTOR

-S_S.6 82-5151.2123 14077
-S_S6#1
AMBIENT LT
MAIN_CAB_LT+
MC_AMB_L_REL_C
SW6_HALO+
INPUT-
-X.6b:1
-X.6b:3
-S_R.6
-S_XG1b
1.5 WHITE
1.5 WHITE
RESISTOR
1.5 BLACK
-S_R6#1
-S_R.6
R3K32 0.5W WITH SHRINK TUBE RESISTOR

-S_S.7 82-5151.2123 14077
-S_S7#1
WIPER
UW_LT_STB+
UW_LT_REL_C
SW7_HALO+
INPUT-
-X.6b:4
-X.6b:5
-S_R.7
-S_XG1c
1.5 GREY/BROWN
1.5 GREY/BROWN
RESISTOR
1.5 BLACK
-S_R7#1
-S_R.7
R3K32 0.5W WITH SHRINK TUBE RESISTOR

50 mm
50 mm
50 mm
50 mm
50 mm

-D1#1
-D.1
P600G
6A
WITH SHRINK TUBE
BS_2
NAV_LT_OUT -X.6a:5 1.5 RED
ANCH_LT_OUT -X.6a:6 1.5 BLUE
CONNECTION TO HULL HARNESS
50 mm

-X.6a#1
2639010
(11N BACK VIEW)
-X.6a#1
NAV_LT_IN -S_S1:C 1.5 RED
PANEL_LT_OUT -X.6a:3, -S_S1:NO 1.5 RED/BLACK
PANEL_LT_OUT -PL_X1:1, -X.6a:2 1.5 RED/BLACK
NAV_LT_IN -S_S3:C, -S_S2:C 1.5 RED
NAV_LT_OUT -X.6b:11, -S_S2:NO, -D1:1 1.5 RED
ANCH_LT_OUT -D1:2, -S_S3:NO 1.5 BLUE
DECK_LT+ -S_S4:C 1.5 WHITE/GREY
DECK_LT -X.6a:9, -S_S4:NO 1.5 WHITE/GREY
DECK_LT -X.6a:10, -X.6a:8 1.5 WHITE/GREY
DECK_LT -X.6a:11, -X.6a:9 1.5 WHITE/GREY
DECK_LT -X.6a:10 1.5 WHITE/GREY
2639010

300 mm

-X.6b#1
2639010
(11N BACK VIEW)
-X.6b#1
MAIN_CAB_LT+ -S_S6:C, -S_S5:C 1.5 WHITE/YELLOW
MC_RF_L_REL_C -S_S5:NO 1.5 WHITE/YELLOW
MC_AMB_L_REL_C -S_S6:NO 1.5 WHITE
UW_LT_STB+ -S_S7:C 1.5 GREY/BROWN
UW_LT_REL_C -S_S7:NO 1.5 GREY/BROWN
MC_ROOF_LT -S_R5 1.5 WHITE/YELLOW
MC_AMB_LT -S_R6 1.5 WHITE
UW_LT_STB -S_R7 1.5 GREY/BROWN
PANEL_LT_OUT -PL_X2:1 1.5 RED/BLACK
INPUT- -S_XG1a 1.5 BLACK
NAV_LT_OUT -X.6a:5 1.5 ORANGE
2639010

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

-PL_X2#1
1.5 RED/BLACK X.6b:9, -PL_X1:1 PANEL_LT_OUT
1.5 BLACK -S_XG1c INPUT-
50 mm
2635210
-PL_X2#1
2635210 (2U BACK VIEW)

CONNECTED

-PL_X.2#1
PANEL_LT_OUT -A54:+ 1.5 RED/BLACK
INPUT- -A54:- 1.5 BLACK
2634210
-PL_X.2#1
2634210 (2N BACK VIEW)

250 mm
PANEL LT SWP LOGO -A54#1
1.5 RED/BLACK -PL_X.2:1 PANEL_LT_OUT
1.5 BLACK -PL_X.2:2 INPUT-
-A.54 15432 LED-Strip 10 mm SC-TWF-W White IP65 100mm

100 mm

SW. PANEL NEG. PORT -S_XG1a#1
1.5 BLACK -X.6b:10 INPUT-
1.5 BLACK -S_S1:- INPUT-
1.5 BLACK -S_S2:- INPUT-
1.5 BLACK -S_S3:- INPUT-
1.5 BLACK -S_XG1b INPUT-
-S_XG.1a
12743

SW. PANEL NEG. PORT -S_XG1b#1
1.5 BLACK -S_XG1a INPUT-
1.5 BLACK -S_S4:- INPUT-
1.5 BLACK -S_S5:- INPUT-
1.5 BLACK -S_S6:- INPUT-
1.5 BLACK -S_XG1c INPUT-
-S_XG.1b
12743

SW. PANEL NEG. PORT -S_XG1c#1
1.5 BLACK -S_XG1b INPUT-
1.5 BLACK -S_S7:- INPUT-
1.5 BLACK -PL_X1:2 INPUT-
1.5 BLACK -PL_X2:2 INPUT-
-S_XG.1c
12743

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

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

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Axopar — Boat
37 MY20 — Boat model
SEE EXP VIEW — Sub-product code
29211 — Product code
Project ID
SWITCH PANEL — Title
HL — Loc
71/ 149 — Sheet

2.

15432 LED-Strip 10 mm SC-TWF-W White IP65 250mm -A.83

-A83#1 PANEL LT LABELS STB
PANEL_LT_OUT -PL_X.3:1 1.5 RED/BLACK
INPUT- -PL_X.3:2 1.5 BLACK

250 mm

-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 SW8_HALO+ INPUT-
-X.7a:1 -X.7a:2 -S_R.8 -S_XG2a
1.5 WHITE/BLUE 1.5 WHITE/BLUE RESISTOR 1.5 BLACK

-S_S9#1 W. WASHER C NO NC + - W_WASH+ W_WASH_REL_C SW9_HALO+ INPUT-
-X.7a:3 -X.7a:4 -S_R.9 -S_XG2a
1.5 GREY/RED 1.5 GREY/RED RESISTOR 1.5 BLACK

-S_S10#1 HORN C NO NC + - HORN+ HORN_REL_C SW10_HALO+ INPUT-
-S_R.10 -X.7a:5 -X.7a:6 -S_R.10 -S_XG2a
RESISTOR 1.5 BROWN 1.5 BROWN RESISTOR 1.5 BLACK

-S_S11#1 BILGE P. MID C NO NC + - BILGE_MID+ BLG_MD_REL_C SW11_HALO+ INPUT-
-X.7b:1 -X.7b:3 -S_R.11 -S_XG2b
1.5 RED 1.5 GREY RESISTOR 1.5 BLACK

-S_S12#1 BILGE P. AFT C NO NC + - BILGE_AFT+ BLG_AFT_REL_C SW12_HALO+ INPUT-
-X.7b:4 -X.7b:6 -S_R.12 -S_XG2b
1.5 RED 1.5 GREY RESISTOR 1.5 BLACK

-S_S13#1 AUX 1 C NO NC + - AUX_1+ AUX_1_REL_C SW13_HALO+ INPUT-
-X.7c:1 -X.7c:2 -S_R.13 -S_XG2b
1.5 GREY/BLACK 1.5 GREY/BLACK RESISTOR 1.5 BLACK

-S_S14-1#1 AUX 2 C NO NC + - AUX_2+ AUX_2_REL_C SW14_HALO+ INPUT-
-X.7c:3 -X.7c:4 -S_R.14-1 -S_XG2c
1.5 PURPLE/BLACK 1.5 PURPLE/BLACK RESISTOR 1.5 BLACK

-S_R8#1 -S_R.8 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm
-S_R9#1 -S_R.9 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm
-S_R.10 R3K32_0.5W WITH SHRINK TUBE 50 mm
-S_R11#1 -S_R.11 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm
-S_R12#1 -S_R.12 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm
-S_R13#1 -S_R.13 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm
-S_R14-1#1 -S_R.14-1 R3K32_0.5W WITH SHRINK TUBE RESISTOR 50 mm

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

-PL_X.3#1 2634210 (2N BACK VIEW)
PANEL_LT_OUT -A83:+ 1.5 RED/BLACK
INPUT- -A83:- 1.5 BLACK
-PL_X.3#1 2634210 CONNECTED

50 mm 1.5 RED/BLACK 1.5 BLACK -X.7b:8 PANEL_LT_OUT -S_XG2c INPUT-
-PL_X3#1 2635210

-PL_X3#1 2635210 (2U BACK VIEW)

ISM BOW THRUSTER SW -S_S14-2#1
-S_R14-2#1 -S_R.14-2 RESISTOR R3K32_0.5W WITH SHRINK TUBE 50 mm
1.5 WHITE/BLACK -X.7d:1 ISM_BOW_TH_C C
1.5 BLACK -S_XG2c INPUT- NO NC
RESISTOR -S_R.14-2 SW14_HALO+ +
1.5 BLACK -S_XG2c INPUT- -

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

CONNECTION TO HULL HARNESS

-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_R8 1.5 WHITE/BLUE
8 INPUT- -S_XG2a 1.5 BLACK
2634810

-X.7b#1 2634810 (8N BACK VIEW)
1 BILGE_MID+ -S_S11:C 1.5 RED
2 BILGE_MID_MAN -S_R11 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_R12 1.5 RED
6 BLG_AFT_REL_C -S_S12:NO 1.5 GREY
7 W_WASH -S_R9 1.5 GREY/RED
8 PANEL_LT_OUT -PL_X3:1 1.5 RED/BLACK
2634810

-X.7c#1 2634610 (6N 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_2_REL_C -S_S14-1:NO 1.5 PURPLE/BLACK
5 AUX_1 -S_R13 1.5 GREY/BLACK
6 AUX_2 -S_R14-1 1.5 PURPLE/BLACK
2634610

-X.7d#1 2637710 (2NT BACK VIEW)
1 ISM_BOW_TH_C -S_S14-2:C 1.5 WHITE/BLACK
2 ISM_B_TH_SW_L+ -S_R14-2 1.5 WHITE
2637710

300 mm
100 mm

SW. PANEL NEG. STB -S_XG2a#1
1.5 BLACK -X.7a:8 INPUT-
1.5 BLACK -S_S8:- INPUT-
1.5 BLACK -S_S9:- INPUT-
1.5 BLACK -S_S10:- INPUT-
1.5 BLACK -S_XG2b INPUT-
-S_XG.2a 12743

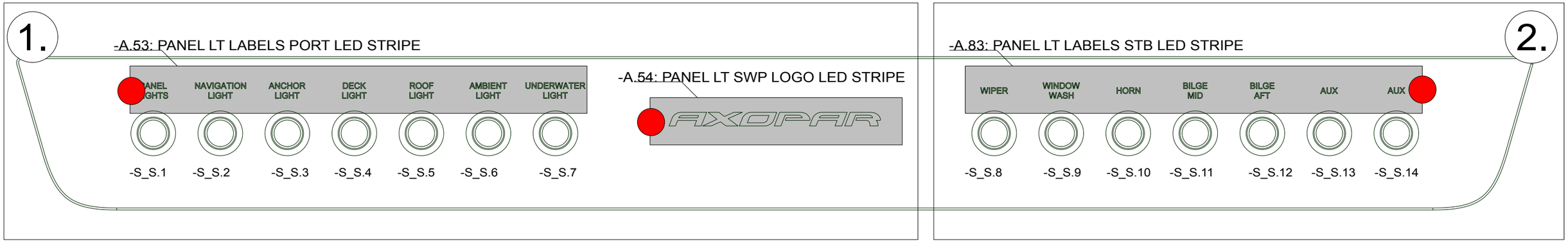
SW. PANEL NEG. STB -S_XG2b#1
1.5 BLACK -S_XG2a INPUT-
1.5 BLACK -S_S11:- INPUT-
1.5 BLACK -S_S12:- INPUT-
1.5 BLACK -S_S13:- INPUT-
1.5 BLACK -S_XG2c INPUT-
-S_XG.2b 12743

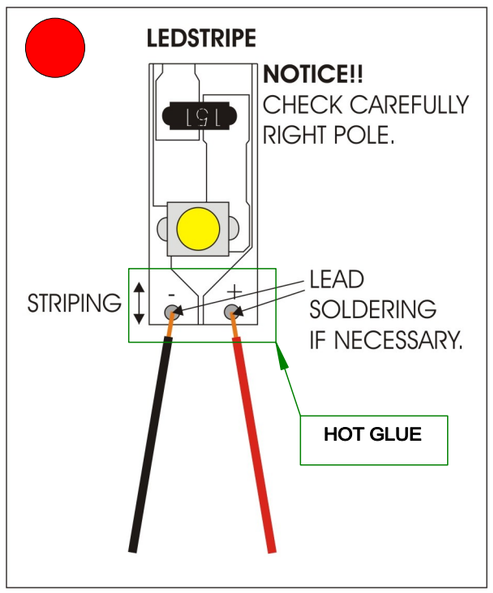
SW. PANEL NEG. STB -S_XG2c#1
1.5 BLACK -S_XG2b INPUT-
1.5 BLACK -S_S14-1:- INPUT-
1.5 BLACK -S_S14-2:- INPUT-
1.5 BLACK -S_S14-2:NO INPUT-
1.5 BLACK -PL_X3:2 INPUT-
-S_XG.2c 12743

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

22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29211
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM		Boat	Sub-product code	Product code / Project ID
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2		37 MY20	SWITCH PANEL	HL / 72 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc / Sheet

SWITCH PANEL GENERAL LAYOUT / LED STRIPE SOLDERING





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

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

R2 ISO 6722 100V AWG16 +100 C

MARKING

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

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

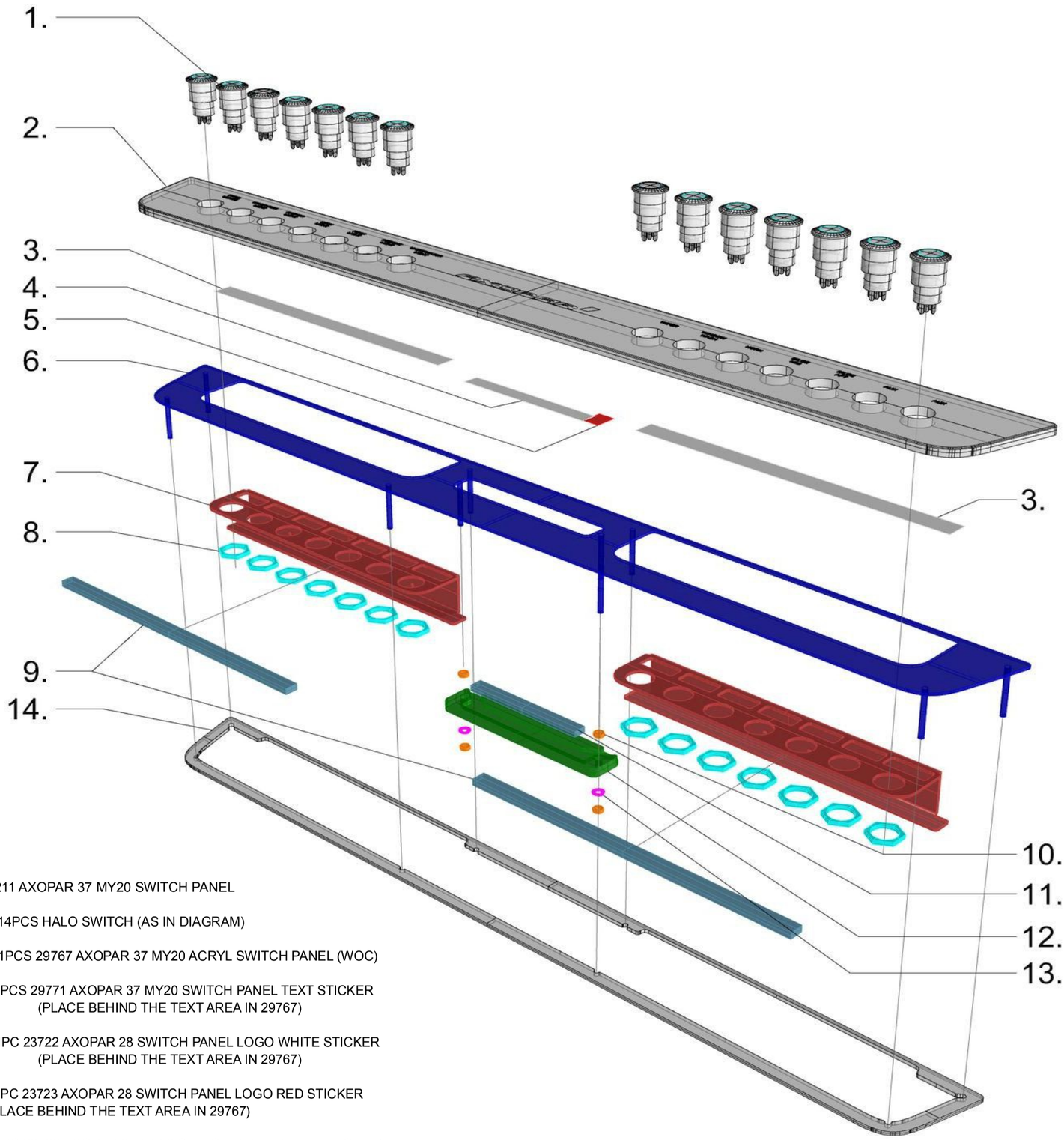
Date	22.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

Copyright by

NAVIX designed solutions

Axopar Boat	SEE EXP VIEW Sub-product code	29211 Product code	Project ID
37 MY20 Boat model	SWITCH PANEL Title	HL Loc	73 / 149 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. 2PCS 29770 AXOPAR_37 MY20 SWITCH PANEL LIGHT BRACKET (WOC)

8. 14PCS HALO SWITCH NUT

9. 2PCS 250mm LED STRIP (AS IN DIAGRAM)
ATTACH TO BRACKET WITH CABLE TIES AND 2-SIDED TAPE

10. 4PCS M4 NUT A4

11. 1PC 100mm LED STRIP (AS IN DIAGRAM)
ATTACH TO BRACKET WITH 2-SIDED TAPE

12. 1PC 30604 AXOPAR 37 MY20 SWITCH PANEL LOGO LIGHT BRACKET

13. 2PCS M4 SPRING WASHER A4

ADJUST THE DISTANCE OF THE LED BRACKET SO THE LIGHT SHINES TO LOGO CORRECTLY.

14. 1PCS 29769 AXOPAR 37 MY20 SWITCH PANEL GASKET (WOC)
GLUE WITH 2-SIDED TAPE TO THE BACKSIDE OF 29768

TE 20.05.2019
TE 11.09.2019

EXP VIEW

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

Copyright by NAVIX designed solutions

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

Boat: Axopar
Boat model: 37 MY20
Sub-product code: SEE EXP VIEW
Title: SWITCH PANEL
Product code: 29211
Project ID
Loc: HL
Sheet: 74 / 149

Axopar 37 MY20 SWITCH PANEL 29211 INSPECTION SHEET

PRUDUCT LABEL

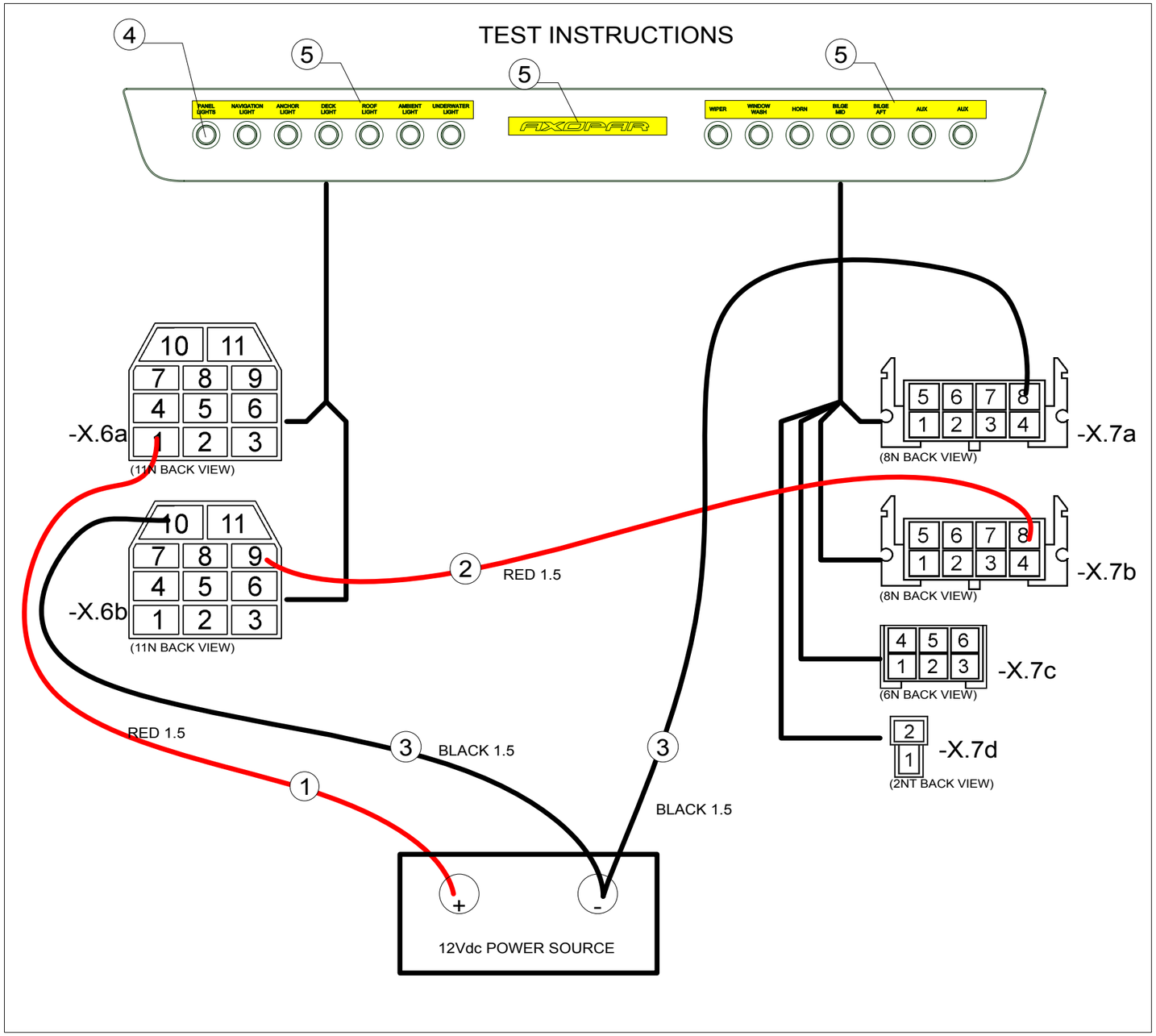
TEST

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

PASS / FAIL

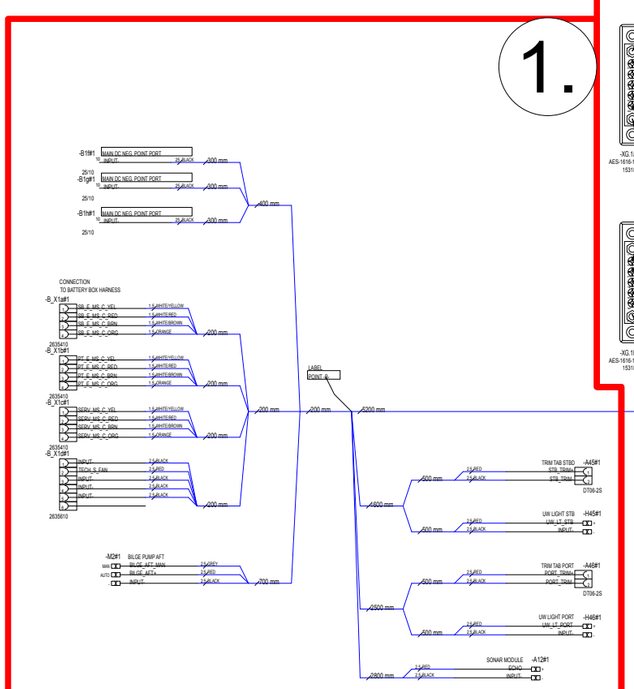
DATE _____

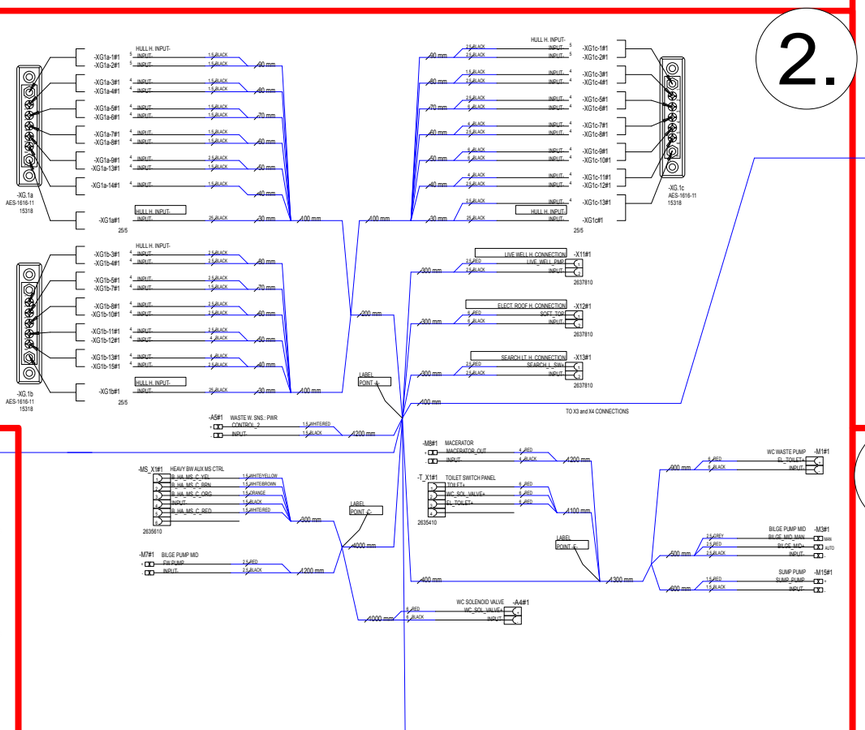
TESTED BY _____



Date of modification	Modified by	Description							
22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29211	Project ID
11.09.2019	PN	A2: NEW PANEL ADDED	Drawing by	TuM		Boat	Sub-product code	Product code	
10.10.2019	PN	B2: NOT MODIFIED	Sheet rev.	2		37 MY20	SWITCH PANEL	HL	75 / 149
			Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

HARNESS GENERAL LAYOUT







1.

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

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

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

400 mm

CONNECTION
TO BATTERY BOX HARNESS

-B_X1a#1
1 SB_E_MS_C_YEL -X4f:1 1.5 WHITE/YELLOW
2 SB_E_MS_C_RED -X4f:2 1.5 WHITE/RED
3 SB_E_MS_C_BRN -X4f:3 1.5 WHITE/BROWN
4 SB_E_MS_C_ORG -X4f:4 1.5 ORANGE
200 mm
-B_X1a#1 (4U BACK VIEW) 2635410
2635410

-B_X1b#1
1 PT_E_MS_C_YEL -X4f:5 1.5 WHITE/YELLOW
2 PT_E_MS_C_RED -X4f:6 1.5 WHITE/RED
3 PT_E_MS_C_BRN -X4f:7 1.5 WHITE/BROWN
4 PT_E_MS_C_ORG -X4f:8 1.5 ORANGE
200 mm
-B_X1b#1 (4U BACK VIEW) 2635410
2635410

-B_X1c#1
1 SERV_MS_C_YEL -X4g:1 1.5 WHITE/YELLOW
2 SERV_MS_C_RED -X4g:2 1.5 WHITE/RED
3 SERV_MS_C_BRN -X4g:3 1.5 WHITE/BROWN
4 SERV_MS_C_ORG -X4g:4 1.5 ORANGE
200 mm
-B_X1c#1 (4U BACK VIEW) 2635410
2635410

-B_X1d#1
1 INPUT- -M2:- 2.5 BLACK
2 TECH_S_FAN -X2d:7 2.5 RED
3 INPUT- -H46:- 2.5 BLACK
4 INPUT- -H45:- 2.5 BLACK
5 INPUT- -A12:- 2.5 BLACK
6 ISOL_IGN -IG3:1 2.5 RED
200 mm
-B_X1d#1 (6U BACK VIEW) 2635610
2635610

200 mm

LABEL
POINT -B-

200 mm 4700 mm /78.E1

1600 mm

500 mm 2.5 RED -TR_X1:1 STB_TRIM+ 1
2.5 BLACK -TR_X1:2 STB_TRIM- 2
TRIM TAB STBD -A45#1
DT06-2S

500 mm 2.5 RED -RL_X1b:2 UW_LT_STB X +
2.5 BLACK -B_X1d:4 INPUT- X -
UW LIGHT STB -H45#1

2500 mm

500 mm 2.5 RED -TR_X2:1 PORT_TRIM+ 1
2.5 BLACK -TR_X2:2 PORT_TRIM- 2
TRIM TAB PORT -A46#1
DT06-2S

500 mm 2.5 RED -RL_X1b:5 UW_LT_PORT X +
2.5 BLACK -B_X1d:3 INPUT- X -
UW LIGHT PORT -H46#1

-M2#1 BILGE PUMP AFT
MAN X BILGE_AFT_MAN -RL_X1e:2 2.5 GREY
AUTO X BILGE_AFT+ -X2a:3 2.5 RED
- X INPUT- -B_X1d:1 2.5 BLACK
700 mm

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

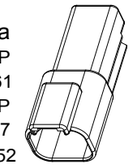
EXAMPLE: RED 16mm2 WIRE MARKINGS.

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

DELIVERED SEPARATELY

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





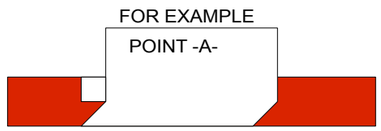
-A45#1
DT06-2S
10930002
+WEDGELOCK: W2S
10930102



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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE
POINT -A-



20.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	20.5.2019		Axopar		29585
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13	Drawing by	TuM	NAVIX designed solutions	Boat	Sub-product code	Product code / Project ID
			Sheet rev.	2	Copyright by	37 MY20	HULL HARNESS	HL
Date of modification	Modified by	Description	Project rev.	B		Boat model	Title	Loc / 77 / 149 Sheet

2.

-XG.1a
AES-1616-11
15318

-XG1a-1#1 5 INPUT- -X6b:10, -X7a:8 1.5 BLACK 90 mm
-XG1a-2#1 5 INPUT- -RL_X1a:11 1.5 BLACK
-XG1a-3#1 4 INPUT- -MS_X1:4 1.5 BLACK 80 mm
-XG1a-4#1 4 INPUT- -X3a:4 1.5 BLACK
-XG1a-5#1 4 INPUT- -X3a:5 1.5 BLACK 70 mm
-XG1a-6#1 4 INPUT- -X3a:6 1.5 BLACK
-XG1a-7#1 4 INPUT- -X3a:7 1.5 BLACK 60 mm
-XG1a-8#1 4 INPUT- -X3a:8 1.5 BLACK
-XG1a-9#1 4 INPUT- -X3a:3 2.5 BLACK 50 mm
-XG1a-13#1 4 INPUT- -A5:-, -H5:- 1.5 BLACK
-XG1a-14#1 4 INPUT- -A75:- 1.5 BLACK 40 mm

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

100 mm

HULL H. INPUT-
90 mm 2.5 BLACK -A66:- INPUT- 5 -XG1c-1#1
2.5 BLACK -A67:- INPUT- 5 -XG1c-2#1
80 mm 1.5 BLACK -M15:- INPUT- 4 -XG1c-3#1
2.5 BLACK -M7:- INPUT- 4 -XG1c-4#1
70 mm 2.5 BLACK -X13:2 INPUT- 4 -XG1c-5#1
6 BLACK -X12:2 INPUT- 4 -XG1c-6#1
60 mm 4 BLACK -A44a:- INPUT- 4 -XG1c-7#1
2.5 BLACK -X11:2 INPUT- 4 -XG1c-8#1
50 mm 6 BLACK -A4:- INPUT- 4 -XG1c-9#1
6 BLACK -M1:- INPUT- 4 -XG1c-10#1
40 mm 4 BLACK -M8:- INPUT- 4 -XG1c-11#1
2.5 BLACK -A10:- INPUT- 4 -XG1c-12#1
30 mm 2.5 BLACK -X3b:3 INPUT- 5 -XG1c-13#1
HULL H. INPUT-
-B1h:1 INPUT- -XG1c#1
25/5

-XG.1c
AES-1616-11
15318

-XG.1b
AES-1616-11
15318

HULL H. INPUT-
-XG1b-3#1 4 INPUT- -A31:- 2.5 BLACK 80 mm
-XG1b-4#1 4 INPUT- -A32:- 2.5 BLACK
-XG1b-5#1 4 INPUT- -A14:- 2.5 BLACK 70 mm
-XG1b-7#1 4 INPUT- -A30:- 1.5 BLACK
-XG1b-8#1 4 INPUT- -M3:- 2.5 BLACK 60 mm
-XG1b-10#1 4 INPUT- -A64:- 2.5 BLACK
-XG1b-11#1 4 INPUT- -A65:- 2.5 BLACK 50 mm
-XG1b-12#1 4 INPUT- -A11a:GND- 4 BLACK
-XG1b-13#1 4 INPUT- -A74 4 BLACK 40 mm
-XG1b-15#1 4 INPUT- -A13:- 2.5 BLACK
KR4

HULL H. INPUT-
-XG1b#1 INPUT- -B1g:1 25 BLACK 30 mm
25/5

100 mm

200 mm

LABEL
POINT -A-

LIVE WELL H. CONNECTION -X11#1
300 mm 2.5 RED -X2d:10 LIVE_WELL_PMP -X11#1
2.5 BLACK -XG1c-8:1 INPUT- 2637810
2637810
(2UT BACK VIEW)

ELECT. ROOF H. CONNECTION -X12#1
300 mm 6 RED -X2a:1 SOFT_TOP -X12#1
6 BLACK -XG1c-6:1 INPUT- 2637810
2637810
(2UT BACK VIEW)

SEARCH LT. H. CONNECTION -X13#1
300 mm 2.5 RED -X2c:1 SEARCH_L_SW+ -X13#1
2.5 BLACK -XG1c-5:1 INPUT- 2637810
2637810
(2UT BACK VIEW)

100 mm /81.D1
TO X3 and X4 CONNECTIONS

200 mm /79.F1
TO HELM AREA

-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.

-A5#1 WASTE W. SNS.: PWR
+ CONTROL_2 -X2d:6 1.5 WHITE/RED
- INPUT- -XG1a-13:1 1.5 BLACK 1200 mm

/77.C4

-MS_X1#1 HEAVY BW AUX MS CTRL
-MS_X1#1 2635610 (6U BACK VIEW)
1 B_HA_MS_C_YEL -X4g:5 1.5 WHITE/YELLOW
2 B_HA_MS_C_BRN -X4g:7 1.5 WHITE/BROWN
3 B_HA_MS_C_ORG -X4g:8 1.5 ORANGE
4 INPUT- -XG1a-3:1 1.5 BLACK
5 B_HA_MS_C_RED -X4g:6 1.5 WHITE/RED
6
2635610
300 mm

LABEL
POINT -C-

-M7#1 WATER PUMP
+ FW_PUMP -X2f:1 2.5 RED
- INPUT- -XG1c-4:1 2.5 BLACK 1200 mm

-A75#1 THR/WINCH REMOTE POWER
+ CONTROL_1 -X2d:5 1.5 RED
- INPUT- -XG1a-14:1 1.5 BLACK 2900 mm

4000 mm

1000 mm

-M8#1 MACERATOR
+ MACERATOR_OUT -X2f:7 4 RED
- INPUT- -XG1c-11:1 4 BLACK 1200 mm

-T_X1#1 TOILET SWITCH PANEL
1 TOILET+ -X2d:11 6 RED
2 WC_SOL_VALVE+ -A4:+ 6 RED
3 EL_TOILET+ -M1:+ 6 RED
4
2635410
1100 mm

-T_X1#1 2635410
(4U BACK VIEW)

LABEL
POINT -E-

1300 mm

WC SOLENOID VALVE -A4#1
400 mm 6 RED -T_X1:2 WC_SOL_VALVE+ +
6 BLACK -XG1c-9:1 INPUT- -

WC WASTE PUMP -M1#1
1900 mm 6 RED -T_X1:3 EL_TOILET+ +
6 BLACK -XG1c-10:1 INPUT- -

BILGE PUMP MID -M3#1
500 mm 2.5 GREY -RL_X1e:5 BILGE_MID_MAN MAN
2.5 RED -X2a:5 BILGE_MID+ AUTO
2.5 BLACK -XG1b-8:1 INPUT- -

SUMP PUMP -M15#1
600 mm 1.5 RED -X2d:9 SUMP_PUMP +
1.5 BLACK -XG1c-3:1 INPUT- -

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

20.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	20.5.2019	
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13	Drawing by	TuM	
			Sheet rev.	2	
Date of modification	Modified by	Description	Project rev.	B	

NAVIX designed solutions
Copyright by

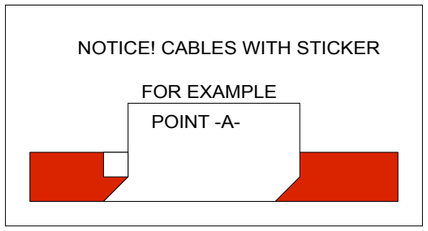
Axopar		29585	
Boat	Sub-product code	Product code	Project ID
37 MY20	HULL HARNESS	HL	78 / 149
Boat model	Title	Loc	Sheet

3.

CONNECTION TO RELAY UNIT

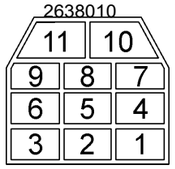
NOTICE! CABLES WITH STICKER

FOR EXAMPLE POINT -A-



-RL_X1a#1

-RL_X1a#1
2638010



(11U BACK VIEW)

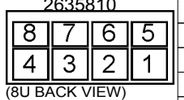
1	MAIN_CAB_LT+	-X2b:3	1.5 WHITE/YELLOW
2	MC_ROOF_LT	-X6b:6	1.5 WHITE/YELLOW
3	MC_RF_L_REL_C	-X6b:2	1.5 WHITE/YELLOW
4	MAIN_CAB_LT+	-X2b:4	1.5 WHITE
5	MC_AMB_LT	-X6b:7	1.5 WHITE
6	MC_AMB_L_REL_C	X6b:3	1.5 WHITE
7	MC_ROOF_LT	-X4b:2, -X4b:1	1.5 WHITE/YELLOW
8	MC_AMB_LT	-X4b:5, -X4b:4	1.5 WHITE
9	MC_ROOF_LT	-X4b:3	1.5 WHITE/YELLOW
10	MC_AMB_LT	-X4b:6	1.5 WHITE
11	INPUT-	-XG1a-2:1	1.5 BLACK

200 mm

2638010

-RL_X1b#1

-RL_X1b#1
2635810



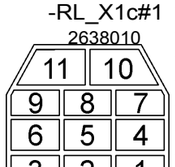
(8U BACK VIEW)

1	UW_LT_STB+	-X2b:10	2.5 RED
2	UW_LT_STB	-H45:+	2.5 RED
3	UW_LT_REL_C	-X6b:5	1.5 GREY/BROWN
4	UW_LT_PORT+	-X2b:11	2.5 RED
5	UW_LT_PORT	-H46:+	2.5 RED
6	UW_LT_REL_C	-X6b:5	1.5 GREY/BROWN
7	UW_LT_STB	-X6b:8	1.5 GREY/BROWN
8			

2635810

-RL_X1c#1

-RL_X1c#1
2638010



(11U BACK VIEW)

1	WIPER+	-X2c:2	4 RED
2	WIP_SLOW	-X4c:3	4 RED
3	WIP_REL_C	-X7a:2	1.5 WHITE/BLUE
4	W_WASH+	-X2c:3	1.5 GREY/RED
5	W_WASH	-X4b:8	1.5 GREY/RED
6	W_WASH_REL_C	-X7a:4	1.5 GREY/RED
7	WIP_SLOW	-X4c:4	4 RED
8	WIP_SLOW	-X4c:5	4 RED
9	WIP_SLOW	-X4c:6	4 RED
10	WIP_SLOW	-X7a:7	1.5 WHITE/BLUE
11	W_WASH	-X7b:7	1.5 GREY/RED

200 mm

2638010

-RL_X1d#1



(4U BACK VIEW)

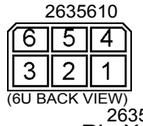
-RL_X1d#1
2635410

1	HORN+	-X2c:4	2.5 RED
2	HORN	-X4b:9	2.5 RED
3	HORN_REL_C	-X7a:6	1.5 BROWN
4			

2635410

-RL_X1e#1

-RL_X1e#1
2635610



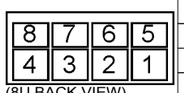
(6U BACK VIEW)

1	BILGE_AFT+	-X2a:2	2.5 RED
2	BILGE_AFT_MAN	-M2:MAN, -X7b:5	2.5 GREY
3	BLG_AFT_REL_C	-X7b:6	1.5 GREY
4	BILGE_MID+	-X2a:4	2.5 RED
5	BILGE_MID_MAN	-M3:MAN, -X7b:2	2.5 GREY
6	BLG_MD_REL_C	-X7b:3	1.5 GREY

2635610

-RL_X1f#1

-RL_X1f#1
2635810



(8U BACK VIEW)

1	AUX_1+	-X2e:3	2.5 RED
2	AUX_1	-A64:+	2.5 RED
3	AUX_1_REL_C	-X7c:2	1.5 GREY/BLACK
4	AUX_2+	-X2e:4	2.5 RED
5	AUX_2	-A65:+	2.5 RED
6	AUX_2_REL_C	-X7c:4	1.5 PURPLE/BLACK
7	AUX_1	-X7c:5	1.5 GREY/BLACK
8	AUX_2	-X7c:6	1.5 PURPLE/BLACK

2635810

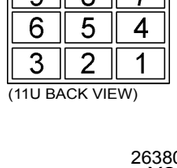
100 mm

200 mm

200 mm

-X2e#1

-X2e#1
2638010



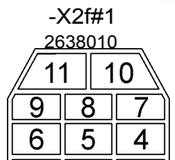
(11U BACK VIEW)

1	OUTLET_1	-A10:+	2.5 RED
2	OUTLET_2	-X4e:1	2.5 RED
3	AUX_1+	-RL_X1f:1, -X7c:1	2.5 RED
4	AUX_2+	-RL_X1f:4, -X7c:3	2.5 RED
5	AUX_3+	-A66:+, -A67:+	2.5 RED
6	ISM_RECEIVER		2.5 GREY
7	ISM_IGN		2.5 GREY
8	ISM_REL_UNIT		2.5 GREY
9	MERC_AUX_REL+	-M_K1:1	4 RED
10	WIPER+	-X4c:1	4 RED
11	WIPER+	-X4c:2	4 RED

2638010

-X2f#1

-X2f#1
2638010



(11U BACK VIEW)

1	FW_PUMP	-M7:+	2.5 RED
2	FRIDGE_CAB	-X4d:6	2.5 BLUE
3	FRIDGE_OPN_STB	-X4d:7	2.5 BLUE
4	FRIDGE_OPN_PRT	-X4d:8	2.5 BLUE
5	COOLER_DRW	-X4d:9	2.5 BLUE
6	CONTROL_2	-X7a:1	1.5 WHITE/BLUE
7	MACERATOR_OUT	-M8:+	4 RED
8	OUTLET_1	-X3b:1	2.5 RED
9	CONTROL_1	-X4a:11	1.5 RED
10			
11			

2638010

300 mm

500 mm

600 mm

1300 mm

1300 mm

AUX 2 -A65#1

2.5 RED	-RL_X1f:5	AUX_2	+
2.5 BLACK	-XG1b-11:1	INPUT-	-

EXTRA NAVIG. MINUS -A74#1

4 BLACK	-XG1b-13:1	INPUT-	X

MERCURY AUX RELAY INPUT -M_K1#1

4 RED	-X2e:9	MERC_AUX_REL+	1

4425.02

-A64#1 AUX 1

+	AUX_1	-RL_X1f:2	2.5 RED	500 mm
-	INPUT-	-XG1b-10:1	2.5 BLACK	

-A30#1 NMEA200 POWER

+	NMEA2000	-X2c:9	1.5 RED	600 mm
-	INPUT-	-XG1b-7:1	1.5 BLACK	

-A66#1 HELM EXTRA 1

+	AUX_3+	-X2e:5	2.5 RED	1300 mm
-	INPUT-	-XG1c-1:1	2.5 BLACK	

-A67#1 HELM EXTRA 2

+	AUX_3+	-X2e:5	2.5 RED	1300 mm
-	INPUT-	-XG1c-2:1	2.5 BLACK	

-A11a#1 STEREO: POWER

+12V	STEREO	-X2d:1	4 RED	1200 mm
GND-	INPUT-	-XG1b-12:1	4 BLACK	

-A11b#1 STEREO: EXT. INTEF.

EXT	AMP_ON	-X4d:1	1.5 BLUE/YELLOW

900 mm

/78.E6

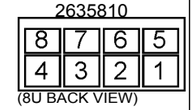
/80.D1

TO SWITCH PANEL AREA

CONNECTION TO FUSE PANEL

-X2a#1

-X2a#1
2635810



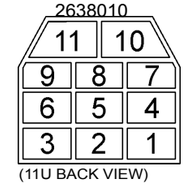
(8U BACK VIEW)

6 RED	-X12:1	SOFT_TOP	1
2.5 RED	-X7b:4, -RL_X1e:1	BILGE_AFT+	2
2.5 RED	-M2:AUTO	BILGE_AFT+	3
2.5 RED	-RL_X1e:4, -X7b:1	BILGE_MID+	4
2.5 RED	-M3:AUTO	BILGE_MID+	5
(NOT CONNECTED)		MEMORY	6
6 BLUE	-X4d:4	HEATER	7
1.5 RED	-X4d:5	HEATER_C	8

2635810

-X2b#1

-X2b#1
2638010



(11U BACK VIEW)

1.5 RED	-X6a:1, -X6a:4	NAV_LT_IN	1
1.5 WHITE/YELLOW	-X6b:1	MAIN_CAB_LT+	2
1.5 WHITE/YELLOW	-RL_X1a:1	MAIN_CAB_LT+	3
1.5 WHITE	-RL_X1a:4	MAIN_CAB_LT+	4
2.5 RED	-X3a:2	FWD_CAB_LT+	5
2.5 YELLOW/BLACK	-X3a:1	FWD_CAB_LT+	6
2.5 RED	-X4e:2	AFT_CAB_LT+	7
2.5 GREY	-X4e:3	AFT_CAB_LT+	8
1.5 WHITE/GREY	-X6a:7	DECK_LT+	9
2.5 RED	-RL_X1b:1	UW_LT_STB+	10
2.5 RED	-RL_X1b:4	UW_LT_PORT+	11

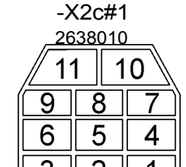
2638010

100 mm

200 mm

-X2c#1

-X2c#1
2638010



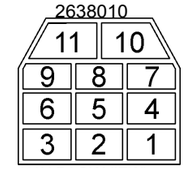
(11U BACK VIEW)

2.5 RED	-X13:1	SEARCH_L_SW+	1
4 RED	-RL_X1c:1	WIPER+	2
1.5 GREY/RED	-RL_X1c:4, -X7a:3	W_WASH+	3
2.5 RED	-RL_X1d:1, -X7a:5	HORN+	4
2.5 RED	-A31:+	PLOTTER_1	5
2.5 RED	-A13:+	RADAR	6
2.5 RED	-A14:+	VHF_RADIO	7
2.5 RED	-A12:+	HUB_NEP	8
1.5 RED	-A30:+	NMEA2000	9
1.5 GREY/BROWN	-X6b:4	UW_LT_STB+	10
2.5 RED	-A32:+	PLOTTER_2	11

2638010

-X2d#1

-X2d#1
2638010



(11U BACK VIEW)

4 RED	-A11a:+12V	STEREO	1
2.5 RED	-X4b:10	ZONE_AMP_1	2
2.5 RED	-X4b:11	ZONE_AMP_2	3
4 RED	-A44a:+	TRIM	4
1.5 RED	-A75:+	CONTROL_1	5
1.5 WHITE/RED	-A5:+	CONTROL_2	6
2.5 RED	-B_X1d:2	TECH_S_FAN	7
2.5 RED	-X4d:3	TECH_S_FAN	8
1.5 RED	-M15:+	SUMP_PUMP	9
2.5 RED	-X11:1	LIVE_WELL_PMP	10
6 RED	-T_X1:1	TOILET+	11

2638010

20.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	20.5.2019	NAVIX designed solutions	Axopar	
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13	Drawing by	TuM		Boat	Sub-product code: 29585 Product code; Project ID
			Sheet rev.	2		37 MY20	HULL HARNESS; HL
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title; Loc; 79 / 149 Sheet

4.

DELIVERED SEPARATELY

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



LABEL:
TRIM: DEFAULT CONNECTIONS

LABEL
POINT -D-

/79.F7

-A44a#1 TRIM J-STICK: POWER

+	TRIM	-X2d:4	4 RED	100 mm
-	INPUT-	-XG1c-7:1	4 BLACK	

-A44d#1 TRIM J-STICK: KEY

	TRIM_IG_KEY	-IG_X.1:3	1.5 BLUE/YELLOW	100 mm

-TR_X1#1 TRIM J-STICK: TRIM STBD

-TR_X1#1
DT06-2S
10930002
+WEDGELOCK: W2S
10930102

DT06-2S

1	STB_TRIM+	-A45:1	2.5 RED	100 mm
2	STB_TRIM-	-A45:2	2.5 BLACK	

-TR_X2#1 TRIM J-STICK: TRIM PORT

-TR_X2#1
DT06-2S
10930002
+WEDGELOCK: W2S
10930102

DT06-2S

1	PORT_TRIM+	-A46:1	2.5 RED	100 mm
2	PORT_TRIM-	-A46:2	2.5 BLACK	

-A12#1 HUB/NEP

+	HUB_NEP	-X2c:8	2.5 RED	1000 mm
-	INPUT-	-B_X1d:5	2.5 BLACK	

-A13#1 RADAR

+	RADAR	-X2c:6	2.5 RED	1000 mm
-	INPUT-	-XG1b-15:1	2.5 BLACK	

-A31#1 PLOTTER 1

+	PLOTTER_1	-X2c:5	2.5 RED	1400 mm
-	INPUT-	-XG1b-3:1	2.5 BLACK	

-A32#1 PLOTTER 2

+	PLOTTER_2	-X2c:11	2.5 RED	1700 mm
-	INPUT-	-XG1b-4:1	2.5 BLACK	

-A10#1 HELM USB OUTLET

+	OUTLET_1	-X2e:1	2.5 RED	600 mm
-	INPUT-	-XG1c-12:1	2.5 BLACK	

-A14#1 VHF-RADIO

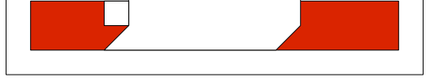
+	VHF_RADIO	-X2c:7	2.5 RED	800 mm
-	INPUT-	-XG1b-5:1	2.5 BLACK	

-H5#1 COMPASS LT

+	NAV_LT_OUT	-X6b:11	1.5 ORANGE	2000 mm
-	INPUT-	-XG1a-13:1	1.5 BLACK	

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



STB ENG TRIM IG KEY -IG1#1

1.5 BLUE/YELLOW -IG_X.1:1 STB_TRIM_IG_KEY → 1

4422.02

PORT ENG TRIM IG KEY -IG2#1

1.5 BLUE/YELLOW -IG_X.1:2 PRT_TRIM_IG_KEY → 1

4422.02

IGN DIODE SET -IG_X.1#1 — -IG_X1#1 IGN DIODE SET

1.5 BLUE/YELLOW	-IG1:1	STB_TRIM_IG_KEY	1	CONNECTED	1 STB_TRIM_IG_KEY -D6:1 → DIODE
1.5 BLUE/YELLOW	-IG2:1	PRT_TRIM_IG_KEY	2		2 PRT_TRIM_IG_KEY -D7:1 → DIODE
1.5 BLUE/YELLOW	-A44d	TRIM_IG_KEY	3		3 TRIM_IG_KEY -D6:2, -D7:2 → DIODE

2634310 — 2635310

WITH SHRINK TUBE

-D6#1
P600G
6A

DIODE

WITH SHRINK TUBE

-D7#1
P600G
6A

-IG_X.1#1
2634310
(3NT BACK VIEW)



-IG_X1#1
2635310
(3UT BACK VIEW)



CONNECTION TO SWITCH PANEL, PORT SWITCH GROUP

-X6a#1

1.5 RED	-X2b:1	NAV_LT_IN	1
1.5 RED/BLACK	-X4a:5	PANEL_LT_OUT	2
1.5 RED/BLACK	-X4a:6	PANEL_LT_OUT	3
1.5 RED	-X2b:1	NAV_LT_IN	4
1.5 RED	-X4a:2	NAV_LT_OUT	5
1.5 BLUE	-X4a:1	ANCH_LT_OUT	6
1.5 WHITE/GREY	-X2b:9	DECK_LT+	7
1.5 WHITE/GREY	-X4a:7	DECK_LT	8
1.5 WHITE/GREY	-X4a:8	DECK_LT	9
1.5 WHITE/GREY	-X4a:9	DECK_LT	10
1.5 WHITE/GREY	-X4a:10	DECK_LT	11

2638010

-X6a#1
2638010

11		10
9	8	7
6	5	4
3	2	1

(11U BACK VIEW)

-X6b#1

1.5 WHITE/YELLOW	-X2b:2	MAIN_CAB_LT+	1
1.5 WHITE/YELLOW	-RL_X1a:3	MC_RF_L_REL_C	2
1.5 WHITE	-RL_X1a:6	MC_AMB_L_REL_C	3
1.5 GREY/BROWN	-X2c:10	UW_LT_STB+	4
1.5 GREY/BROWN	-RL_X1b:3, -RL_X1b:6	UW_LT_REL_C	5
1.5 WHITE/YELLOW	-RL_X1a:2	MC_ROOF_LT	6
1.5 WHITE	-RL_X1a:5	MC_AMB_LT	7
1.5 GREY/BROWN	-RL_X1b:7	UW_LT_STB	8
1.5 RED/BLACK	-X7b:8	PANEL_LT_OUT	9
1.5 BLACK	-XG1a-1:1	INPUT-	10
1.5 ORANGE	-H5:+	NAV_LT_OUT	11

2638010

-X6b#1
2638010

11		10
9	8	7
6	5	4
3	2	1

(11U BACK VIEW)

ISOLATOR IGN -IG3#1

1300 mm 2.5 RED -B_X1d:6 ISOL_IGN → 1

4422.02

CONNECTION TO SWITCH PANEL, STB SWITCH GROUP

-X7a#1

1.5 WHITE/BLUE	-X2f:6	CONTROL_2	1
1.5 WHITE/BLUE	-RL_X1c:3	WIP_REL_C	2
1.5 GREY/RED	-X2c:3	W_WASH+	3
1.5 GREY/RED	-RL_X1c:6	W_WASH_REL_C	4
1.5 BROWN	-X2c:4	HORN+	5
1.5 BROWN	-RL_X1d:3	HORN_REL_C	6
1.5 WHITE/BLUE	-RL_X1c:10	WIP_SLOW	7
1.5 BLACK	-XG1a-1:1	INPUT-	8

2635810

-X7a#1
2635810

8	7	6	5	
4	3	2	1	

(8U BACK VIEW)

-X7b#1

1.5 RED	-X2a:4	BILGE_MID+	1
1.5 GREY	-RL_X1e:5	BILGE_MID_MAN	2
1.5 GREY	-RL_X1e:6	BLG_MD_REL_C	3
1.5 RED	-X2a:2	BILGE_AFT+	4
1.5 GREY	-RL_X1e:2	BILGE_AFT_MAN	5
1.5 GREY	-RL_X1e:3	BLG_AFT_REL_C	6
1.5 GREY/RED	-RL_X1c:11	W_WASH	7
1.5 RED/BLACK	-X6b:9	PANEL_LT_OUT	8

2635810

-X7b#1
2635810

8	7	6	5	
4	3	2	1	

(8U BACK VIEW)

-X7c#1

1.5 GREY/BLACK	-X2e:3	AUX_1+	1
1.5 GREY/BLACK	-RL_X1f:3	AUX_1_REL_C	2
1.5 PURPLE/BLACK	-X2e:4	AUX_2+	3
1.5 PURPLE/BLACK	-RL_X1f:6	AUX_2_REL_C	4
1.5 GREY/BLACK	-RL_X1f:7	AUX_1	5
1.5 PURPLE/BLACK	-RL_X1f:8	AUX_2	6

2635610

-X7c#1
2635610

6	5	4	
3	2	1	

(6U BACK VIEW)

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

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

NAVIX designed solutions

Copyright by

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

5.

CONNECTION
TO FWD CABIN HARNESS

-X3a#1

1	FWD_CAB_LT+	-X2b:6	1.5 YELLOW/BLACK
2	FWD_CAB_LT+	-X2b:5	2.5 RED
3	INPUT-	-XG1a-9:1	1.5 BLACK
4	INPUT-	-XG1a-4:1	1.5 BLACK
5	INPUT-	-XG1a-5:1	1.5 BLACK
6	INPUT-	-XG1a-6:1	1.5 BLACK
7	INPUT-	-XG1a-7:1	1.5 BLACK
8	INPUT-	-XG1a-8:1	1.5 BLACK

2635810



-X3a#1
2635810
(8U BACK VIEW)

-X3b#1

1	OUTLET_1	-X2f:8, -X3b:2	2.5 RED
2	OUTLET_1	-X3b:1	1.5 RED
3	INPUT-	-X3b:4, -XG1c-13:1	2.5 BLACK
4	INPUT-	-X3b:3	1.5 BLACK

2635410



-X3b#1
2635410
(4U BACK VIEW)

200 mm

200 mm

300 mm

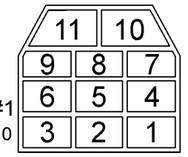
/78.D6

CONNECTION
TO DECK HARNESS

-X4a#1

1.5 BLUE	-X6a:6	ANCH_LT_OUT	1
1.5 RED	-X6a:5, -X4a:3	NAV_LT_OUT	2
1.5 RED	-X4a:2	NAV_LT_OUT	3
			4
1.5 RED/BLACK	-X6a:2	PANEL_LT_OUT	5
1.5 RED/BLACK	-X6a:3	PANEL_LT_OUT	6
1.5 WHITE/GREY	-X6a:8	DECK_LT	7
1.5 WHITE/GREY	-X6a:9	DECK_LT	8
1.5 WHITE/GREY	-X6a:10	DECK_LT	9
1.5 WHITE/GREY	-X6a:11	DECK_LT	10
1.5 RED	-X2f:9	CONTROL_1	11

2638010



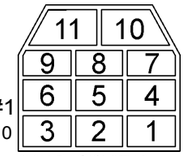
-X4a#1
2638010
(11U BACK VIEW)

100 mm

-X4b#1

1.5 WHITE/YELLOW	-RL_X1a:7	MC_ROOF_LT	1
1.5 WHITE/YELLOW	-RL_X1a:7	MC_ROOF_LT	2
1.5 WHITE/YELLOW	-RL_X1a:9	MC_ROOF_LT	3
1.5 WHITE	-RL_X1a:8	MC_AMB_LT	4
1.5 WHITE	-RL_X1a:8	MC_AMB_LT	5
1.5 WHITE	-RL_X1a:10	MC_AMB_LT	6
		RADAR	7
1.5 GREY/RED	-RL_X1c:5	W_WASH	8
2.5 RED	-RL_X1d:2	HORN	9
2.5 RED	-X2d:2	ZONE_AMP_1	10
2.5 RED	-X2d:3	ZONE_AMP_2	11

2638010



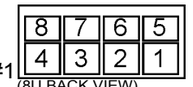
-X4b#1
2638010
(11U BACK VIEW)

300 mm

-X4c#1

4 RED	-X2e:10	WIPER+	1
4 RED	-X2e:11	WIPER+	2
4 RED	-RL_X1c:2	WIP_SLOW	3
4 RED	-RL_X1c:7	WIP_SLOW	4
4 RED	-RL_X1c:8	WIP_SLOW	5
4 RED	-RL_X1c:9	WIP_SLOW	6
			7
			8

2635810



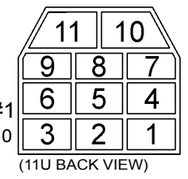
-X4c#1
2635810
(8U BACK VIEW)

200 mm

-X4d#1

1.5 BLUE/YELLOW	-A11b:EXT, -X4d:2	AMP_ON	1
1.5 BLUE/YELLOW	-X4d:1	AMP_ON	2
2.5 RED	-X2d:8	TECH_S_FAN	3
6 BLUE	-X2a:7	HEATER	4
1.5 RED	-X2a:8	HEATER_C	5
2.5 BLUE	-X2f:2	FRIDGE_CAB	6
2.5 BLUE	-X2f:3	FRIDGE_OPN_STB	7
2.5 BLUE	-X2f:4	FRIDGE_OPN_PRT	8
2.5 BLUE	-X2f:5	COOLER_DRW	9
			10
			11

2638010



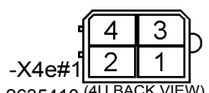
-X4d#1
2638010
(11U BACK VIEW)

300 mm

-X4e#1

1	OUTLET_2	-X2e:2	2.5 RED
2	AFT_CAB_LT+	-X2b:7	2.5 RED
3	AFT_CAB_LT+	-X2b:8	2.5 GREY
4			

2635410



-X4e#1
2635410
(4U BACK VIEW)

-X4f#1

1	SB_E_MS_C_YEL	-B_X1a:1	1.5 WHITE/YELLOW
2	SB_E_MS_C_RED	-B_X1a:2	1.5 WHITE/RED
3	SB_E_MS_C_BRN	-B_X1a:3	1.5 WHITE/BROWN
4	SB_E_MS_C_ORG	-B_X1a:4	1.5 ORANGE
5	PT_E_MS_C_YEL	-B_X1b:1	1.5 WHITE/YELLOW
6	PT_E_MS_C_RED	-B_X1b:2	1.5 WHITE/RED
7	PT_E_MS_C_BRN	-B_X1b:3	1.5 WHITE/BROWN
8	PT_E_MS_C_ORG	-B_X1b:4	1.5 ORANGE

2635810



-X4f#1
2635810
(8U BACK VIEW)

-X4g#1

1	SERV_MS_C_YEL	-B_X1c:1	1.5 WHITE/YELLOW
2	SERV_MS_C_RED	-B_X1c:2	1.5 WHITE/RED
3	SERV_MS_C_BRN	-B_X1c:3	1.5 WHITE/BROWN
4	SERV_MS_C_ORG	-B_X1c:4	1.5 ORANGE
5	B_HA_MS_C_YEL	-MS_X1:1	1.5 WHITE/YELLOW
6	B_HA_MS_C_RED	-MS_X1:5	1.5 WHITE/RED
7	B_HA_MS_C_BRN	-MS_X1:2	1.5 WHITE/BROWN
8	B_HA_MS_C_ORG	-MS_X1:3	1.5 ORANGE

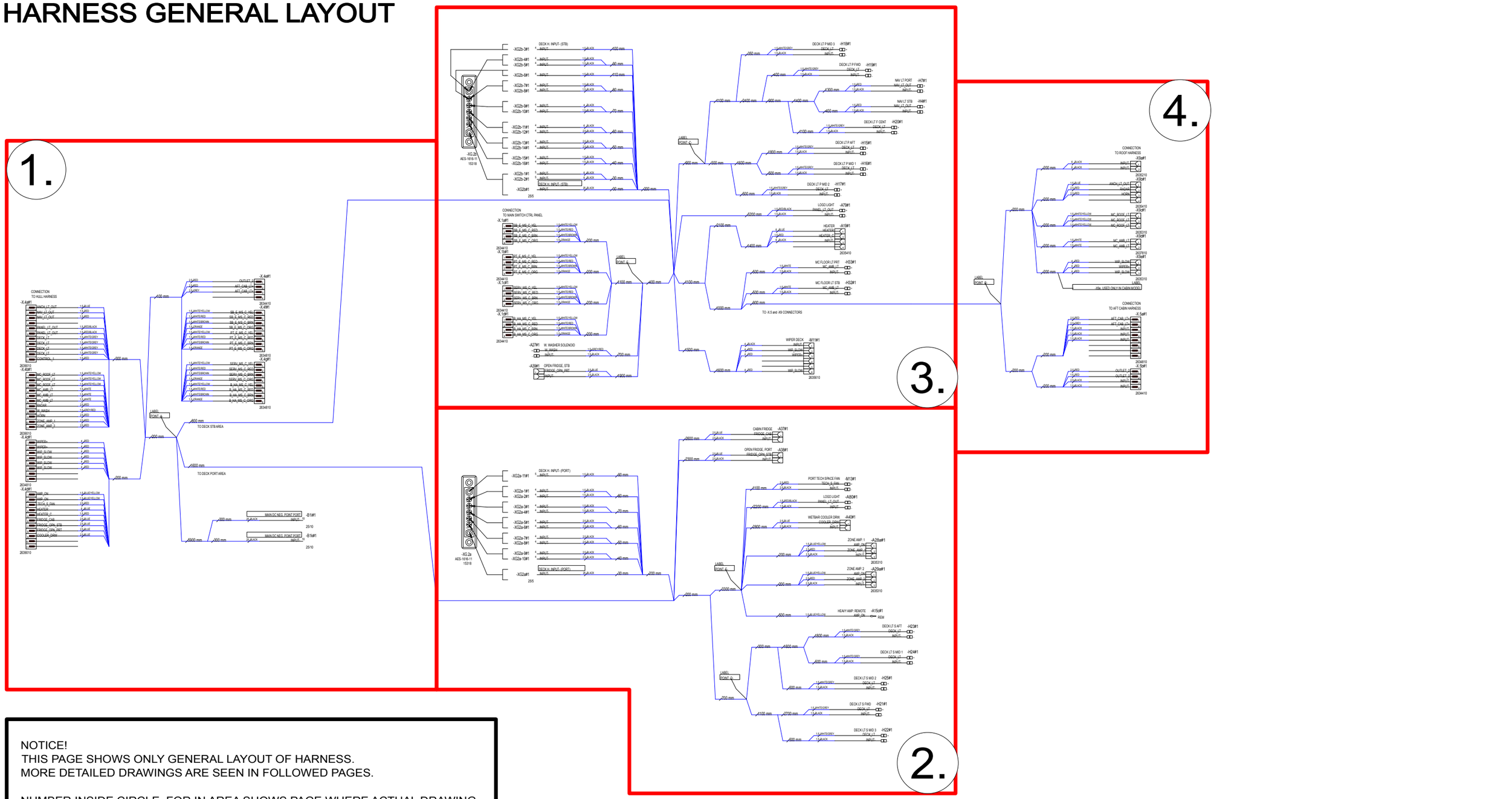
2635810



-X4g#1
2635810
(8U BACK VIEW)

20.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	20.5.2019	NAVIX designed solutions	Axopar		29585	
10.10.2019	PN	B2: MOVED TO OWN HARNESS ISM & AUTOPILOT, MOVED -A4, ADDED -A12, -A13	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2		37 MY20	HULL HARNESS	HL	81/ 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

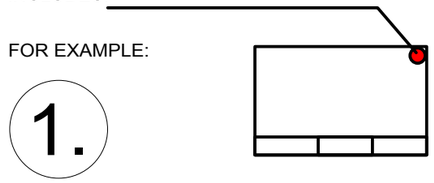
HARNESS GENERAL LAYOUT



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

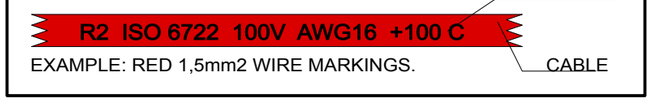
NUMBER INSIDE CIRCLE, FOR IN AREA SHOWS PAGE WHERE ACTUAL DRAWING INCLUDES.

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.



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

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

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

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Axopar		29586	
Boat	Sub-product code	Product code	Project ID
37 MY20	DECK HARNESS	HL	82 / 149
Boat model	Title	Loc	Sheet

1.

CONNECTION
TO HULL HARNESS

-X.4a#1

1	ANCH_LT_OUT	-X9b:1	1.5 BLUE
2	NAV_LT_OUT	-H7:+	1.5 RED
3	NAV_LT_OUT	-H4:+	1.5 RED
4			
5	PANEL_LT_OUT	-A79:+	1.5 RED/BLACK
6	PANEL_LT_OUT	-A80:+	1.5 RED/BLACK
7	DECK_LT	-H25:+	1.5 WHITE/GREY
8	DECK_LT	-H22:+	1.5 WHITE/GREY
9	DECK_LT	-H18:+	1.5 WHITE/GREY
10	DECK_LT	-H17:+	1.5 WHITE/GREY
11	CONTROL_1	-A78:+	1.5 RED

2639010

-X.4a#1
2639010
(11N BACK VIEW)

-X.4b#1

1	MC_ROOF_LT	-X9c:1	1.5 WHITE/YELLOW
2	MC_ROOF_LT	-X9c:2	1.5 WHITE/YELLOW
3	MC_ROOF_LT	-X9c:3	1.5 WHITE/YELLOW
4	MC_AMB_LT	-X9d:1	1.5 WHITE
5	MC_AMB_LT	-X9d:2	1.5 WHITE
6	MC_AMB_LT	-H32:+	1.5 WHITE
7	RADAR		
8	W_WASH	-A27:+	1.5 GREY/RED
9	HORN	-X9b:3	2.5 RED
10	ZONE_AMP_1	-A28a:2	2.5 RED
11	ZONE_AMP_2	-A29a:2	2.5 RED

2639010

-X.4b#1
2639010
(11N BACK VIEW)

-X.4c#1

1	WIPER+	-M11:3	4 RED
2	WIPER+	-X9e:2	4 RED
3	WIP_SLOW	-M11:6	4 RED
4	WIP_SLOW	-M11:2	4 RED
5	WIP_SLOW	-X9e:3	4 RED
6	WIP_SLOW	-X9e:1	4 RED
7			
8			

2634810

-X.4c#1
2634810
(8N BACK VIEW)

-X.4d#1

1	AMP_ON	-A15c:REM	1.5 BLUE/YELLOW
2	AMP_ON	-A29a:1, -A28a:1	1.5 BLUE/YELLOW
3	TECH_S_FAN	-M13:+	2.5 RED
4	HEATER	-A19:1	6 BLUE
5	HEATER_C	-A19:2	1.5 RED
6	FRIDGE_CAB	-A37:+	2.5 BLUE
7	FRIDGE_OPN_STB	-A38:+	2.5 BLUE
8	FRIDGE_OPN_PRT	-A39:+	2.5 BLUE
9	COOLER_DRW	-A40:+	2.5 BLUE
10			
11			

2639010

-X.4d#1
2639010
(11N BACK VIEW)

300 mm

200 mm

100 mm

-X.4e#1

2.5 RED	-X.5b:1	OUTLET_2	1
2.5 RED	-X.5a:1	AFT_CAB_LT+	2
2.5 GREY	-X.5a:2	AFT_CAB_LT+	3
			4

2634410

-X.4e#1
2634410
(4N BACK VIEW)

-X.4f#1

1.5 WHITE/YELLOW	-X.1a:1	SB_E_MS_C_YEL	1
1.5 WHITE/RED	-X.1a:2	SB_E_MS_C_RED	2
1.5 WHITE/BROWN	-X.1a:3	SB_E_MS_C_BRN	3
1.5 ORANGE	-X.1a:4	SB_E_MS_C_ORG	4
1.5 WHITE/YELLOW	-X.1b:1	PT_E_MS_C_YEL	5
1.5 WHITE/RED	-X.1b:2	PT_E_MS_C_RED	6
1.5 WHITE/BROWN	-X.1b:3	PT_E_MS_C_BRN	7
1.5 ORANGE	-X.1b:4	PT_E_MS_C_ORG	8

2634810

-X.4f#1
2634810
(8N BACK VIEW)

-X.4g#1

1.5 WHITE/YELLOW	-X.1c:1	SERV_MS_C_YEL	1
1.5 WHITE/RED	-X.1c:2	SERV_MS_C_RED	2
1.5 WHITE/BROWN	-X.1c:3	SERV_MS_C_BRN	3
1.5 ORANGE	-X.1c:4	SERV_MS_C_ORG	4
1.5 WHITE/YELLOW	-X.1d:1	B_HA_MS_C_YEL	5
1.5 WHITE/RED	-X.1d:2	B_HA_MS_C_RED	6
1.5 WHITE/BROWN	-X.1d:3	B_HA_MS_C_BRN	7
1.5 ORANGE	-X.1d:4	B_HA_MS_C_ORG	8

2634810

-X.4g#1
2634810
(8N BACK VIEW)

LABEL
POINT -A-

/85.C1

TO DECK STB AREA

1600 mm

/84.D4

TO DECK PORT AREA

5900 mm

300 mm

MAIN DC NEG. POINT PORT -B1i#1
25 BLACK -XG2a:1 INPUT- 10
25/10

300 mm

MAIN DC NEG. POINT PORT -B1k#1
25 BLACK -XG2b:1 INPUT- 10
25/10

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

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

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

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Axopar		29586	
Boat	Sub-product code	Product code	Project ID
37 MY20	DECK HARNESS	HL	83 / 149
Boat model	Title	Loc	Sheet

-XG.2a: DECK H. MINUS, PORT

ADD LABEL TO BASE OF THE BUSBAR.

-XG.2a
AES-1616-11
15318

DECK H. INPUT- (PORT)

-XG2a-11#1 5 INPUT- -A78:- 1.5 BLACK 90 mm
-XG2a-1#1 4 INPUT- -H7:- 1.5 BLACK
-XG2a-2#1 4 INPUT- -A80:- 1.5 BLACK 80 mm
-XG2a-3#1 4 INPUT- -H17:- 1.5 BLACK
-XG2a-4#1 4 INPUT- -H18:- 1.5 BLACK 70 mm
-XG2a-5#1 4 INPUT- -A28a:3 2.5 BLACK
-XG2a-6#1 4 INPUT- -A29a:3 2.5 BLACK 60 mm
-XG2a-7#1 4 INPUT- -M13:- 2.5 BLACK
-XG2a-8#1 4 INPUT- -A37:- 2.5 BLACK 50 mm
-XG2a-9#1 4 INPUT- -A38:- 2.5 BLACK
-XG2a-10#1 4 INPUT- -A40:- 2.5 BLACK 40 mm

DECK H. INPUT- (PORT)

-XG2a#1 INPUT- -B1i:1 25 BLACK 30 mm
25/5

200 mm

/83.D4

200 mm

LABEL POINT -E-

3300 mm

CABIN FRIDGE -A37#1
2600 mm
2.5 BLUE -X.4d:6 FRIDGE_CAB +
2.5 BLACK -XG2a-8:1 INPUT- -

OPEN FRIDGE, PORT -A38#1
2300 mm
2.5 BLUE -X.4d:7 FRIDGE_OPN_STB +
2.5 BLACK -XG2a-9:1 INPUT- -

PORT TECH SPACE FAN -M13#1
1100 mm
2.5 RED -X.4d:3 TECH_S_FAN +
2.5 BLACK -XG2a-7:1 INPUT- -

LOGO LIGHT -A80#1
2200 mm
1.5 RED/BLACK -X.4a:6 PANEL_LT_OUT +
1.5 BLACK -XG2a-2:1 INPUT- -

WETBAR COOLER DRW. -A40#1
2800 mm
2.5 BLUE -X.4d:9 COOLER_DRW +
2.5 BLACK -XG2a-10:1 INPUT- -

ZONE AMP. 1 -A28a#1
200 mm
1.5 BLUE/YELLOW -X.4d:2 AMP_ON 1
2.5 RED -X.4b:10 ZONE_AMP_1 2
2.5 BLACK -XG2a-5:1 INPUT- 3
2635310
-A28a 2635310 (3UT BACK VIEW)

ZONE AMP. 2 -A29a#1
200 mm
1.5 BLUE/YELLOW -X.4d:2 AMP_ON 1
2.5 RED -X.4b:11 ZONE_AMP_2 2
2.5 BLACK -XG2a-6:1 INPUT- 3
2635310
-A29a 2635310 (3UT BACK VIEW)

HEAVY AMP: REMOTE -A15c#1
500 mm
1.5 BLUE/YELLOW -X.4d:1 AMP_ON REM

LABEL POINT -D-

700 mm

300 mm
1600 mm

DECK LT S AFT -H23#1
1800 mm
1.5 WHITE/GREY -H24:+ DECK_LT +
1.5 BLACK -H24:- INPUT- -

AFT WINCH CONTROL -A78#1
3400 mm
1.5 RED -X.4a:11 CONTROL_1 +
1.5 BLACK -XG2a-11:1 INPUT- -

DECK LT S MID 1 -H24#1
500 mm
1.5 WHITE/GREY -H25:+, -H23:+ DECK_LT +
1.5 BLACK -H23:-, -H25:- INPUT- -

DECK LT S MID 2 -H25#1
500 mm
1.5 WHITE/GREY -H24:+, -X.4a:7 DECK_LT +
1.5 BLACK -H24:-, -XG2b-7:1 INPUT- -

1100 mm
2700 mm

DECK LT S FWD -H21#1
1.5 WHITE/GREY -H22:+ DECK_LT +
1.5 BLACK -H22:- INPUT- -

DECK LT S MID 3 -H22#1
500 mm
1.5 WHITE/GREY -X.4a:8, -H21:+ DECK_LT +
1.5 BLACK -XG2b-6:1, -H21:- INPUT- -

PUT SEPARATED PARTS INTO PLASTIC BAG

SEPAREATED PARTS

8 PCS 6434.01 LU

-A.28a 2634310 (3NT BACK VIEW)

-A.29a 2634310 (3NT BACK VIEW)

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRWING.	Date	17.5.2019	Axopar		29586	
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT	Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2	37 MY20	DECK HARNESS	HL	84 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	Sheet

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3.

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

ADD LABEL TO BASE OF THE BUSBAR.

-XG.2b
AES-1616-11
15318

-XG2b-3#1 5 INPUT- -H4:- 1.5 BLACK 100 mm
-XG2b-5#1 5 INPUT- -A79:- 1.5 BLACK 90 mm
-XG2b-6#1 4 INPUT- -H22:- 1.5 BLACK 110 mm
-XG2b-7#1 4 INPUT- -H25:- 1.5 BLACK
-XG2b-8#1 4 INPUT- -H32:- 1.5 BLACK 80 mm
-XG2b-9#1 4 INPUT- -M11:1 4 BLACK
-XG2b-10#1 4 INPUT- -A27:- 1.5 BLACK 70 mm
-XG2b-11#1 4 INPUT- -A19:3 6 BLACK
-XG2b-12#1 7 INPUT- -A39:- 2.5 BLACK 60 mm
-XG2b-13#1 4 INPUT- -X.5b:3 2.5 BLACK
-XG2b-14#1 4 INPUT- -X.5a:3 2.5 BLACK 50 mm
-XG2b-15#1 4 INPUT- -X.5a:5 1.5 BLACK
-XG2b-16#1 4 INPUT- -X.5a:4 1.5 BLACK 40 mm
-XG2b-1#1 5 INPUT- -X9a:1 6 BLACK
-XG2b-2#1 5 INPUT- -X9a:2 6 BLACK 30 mm
DECK H. INPUT- (STB)
-XG2b#1 INPUT- -B1k:1 25 BLACK 30 mm
25/5
200 mm
800 mm
/83.C4

CONNECTION
TO MAIN SWITCH CTRL PANEL

-X.1a#1
-X.1a#1 2634410 (4N BACK VIEW)
1 SB_E_MS_C_YEL -X.4f:1 1.5 WHITE/YELLOW
2 SB_E_MS_C_RED -X.4f:2 1.5 WHITE/RED
3 SB_E_MS_C_BRN -X.4f:3 1.5 WHITE/BROWN
4 SB_E_MS_C_ORG -X.4f:4 1.5 ORANGE
200 mm
2634410

-X.1b#1
-X.1b#1 2634410 (4N BACK VIEW)
1 PT_E_MS_C_YEL -X.4f:5 1.5 WHITE/YELLOW
2 PT_E_MS_C_RED -X.4f:6 1.5 WHITE/RED
3 PT_E_MS_C_BRN -X.4f:7 1.5 WHITE/BROWN
4 PT_E_MS_C_ORG -X.4f:8 1.5 ORANGE
200 mm
2634410

-X.1c#1
-X.1c#1 2634410 (4N BACK VIEW)
1 SERV_MS_C_YEL -X.4g:1 1.5 WHITE/YELLOW
2 SERV_MS_C_RED -X.4g:2 1.5 WHITE/RED
3 SERV_MS_C_BRN -X.4g:3 1.5 WHITE/BROWN
4 SERV_MS_C_ORG -X.4g:4 1.5 ORANGE
200 mm
2634410

-X.1d#1
-X.1d#1 2634410 (4N BACK VIEW)
1 B_HA_MS_C_YEL -X.4g:5 1.5 WHITE/YELLOW
2 B_HA_MS_C_RED -X.4g:6 1.5 WHITE/RED
3 B_HA_MS_C_BRN -X.4g:7 1.5 WHITE/BROWN
4 B_HA_MS_C_ORG -X.4g:8 1.5 ORANGE
200 mm
2634410

LABEL
POINT -F-
1100 mm
400 mm

-A27#1 W. WASHER SOLENOID
+ W_WASH -X.4b:8 1.5 GREY/RED
- INPUT- -XG2b-10:1 1.5 BLACK
700 mm

-A39#1 OPEN FRIDGE, STB
+ FRIDGE_OPN_PRT -X.4d:8 2.5 BLUE
- INPUT- -XG2b-12:1 2.5 BLACK
1900 mm

LABEL
POINT -C-
900 mm
300 mm
1600 mm

1800 mm
DECK LT P AFT -H15#1
1.5 WHITE/GREY -H16:+ DECK_LT +
1.5 BLACK -H16:- INPUT- -

500 mm
DECK LT P MID 1 -H16#1
1.5 WHITE/GREY -H15:+, -H17:+ DECK_LT +
1.5 BLACK -H17:-, -H15:- INPUT- -

500 mm
DECK LT P MID 2 -H17#1
1.5 WHITE/GREY -H16:+, -X.4a:10 DECK_LT +
1.5 BLACK -H16:-, -XG2a-3:1 INPUT- -

1100 mm
2400 mm
900 mm
1400 mm

350 mm
DECK LT P MID 3 -H18#1
1.5 WHITE/GREY -H19:+, -X.4a:9 DECK_LT +
1.5 BLACK -XG2a-4:1, -H19:- INPUT- -

400 mm
DECK LT P FWD -H19#1
1.5 WHITE/GREY -H18:+, -H20:+ DECK_LT +
1.5 BLACK -H18:-, -H20:- INPUT- -

1300 mm
NAV LT PORT -H7#1
1.5 RED -X.4a:2 NAV_LT_OUT +
1.5 BLACK -XG2a-1:1 INPUT- -

400 mm
NAV LT STB -H4#1
1.5 RED -X.4a:3 NAV_LT_OUT +
1.5 BLACK -XG2b-3:1 INPUT- -

1100 mm
DECK LT F CENT -H20#1
1.5 WHITE/GREY -H19:+ DECK_LT +
1.5 BLACK -H19:- INPUT- -

5200 mm
LOGO LIGHT -A79#1
1.5 RED/BLACK -X.4a:5 PANEL_LT_OUT +
1.5 BLACK -XG2b-5:1 INPUT- -

3500 mm
HEATER -A19#1
6 BLUE -X.4d:4 HEATER 1
1.5 RED -X.4d:5 HEATER_C 2
6 BLACK -XG2b-11:1 INPUT- 3
4
2635410
-A19#1 2635410 (4U BACK VIEW)
4 3
2 1

1100 mm
500 mm
MC FLOOR LT PRT -H33#1
1.5 WHITE 1.5 BLACK -H32:+ MC_AMB_LT + -H32:- INPUT- -

500 mm
MC FLOOR LT STB -H32#1
1.5 WHITE 1.5 BLACK -X.4b:6, -H33:+ MC_AMB_LT + -XG2b-8:1, -H33:- INPUT- -

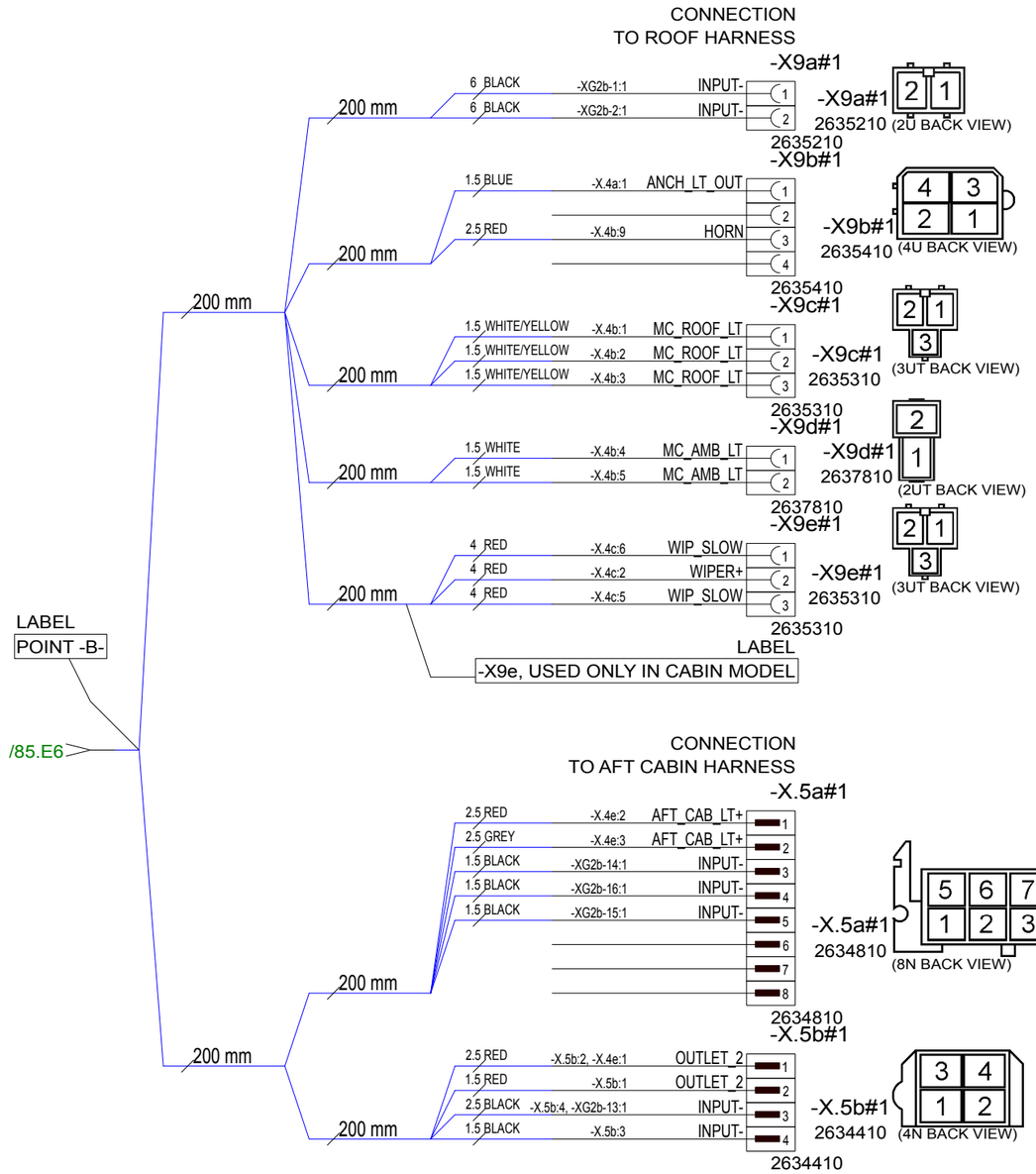
1000 mm
900 mm
/86.D1
TO -X.5 and -X9 CONNECTORS

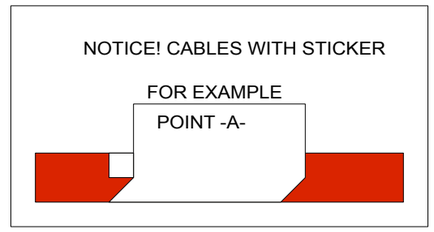
3100 mm
WIPER DECK -M11#1
4 BLACK -XG2b-9:1 INPUT- 1
4 RED -X.4c:4 WIP_SLOW 2
4 RED -X.4c:1 WIPER+ 3
4
5
4 RED -X.4c:3 WIP_SLOW 6
2635610
-M11#1 2635610 (6U BACK VIEW)
6 5 4
3 2 1

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

17.5.2019	TuM	A1: INTRODUCED DRWING.	Date	17.5.2019	NAVIX designed solutions	Axopar		29586	
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2		37 MY20	DECK HARNESS	HL	85 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

4.





17.5.2019	TuM	A1: INTRODUCED DRWING.	Date	17.5.2019	NAVIX designed solutions	Axopar		29586	
10.10.2019	PN	B2: REMOVED -A55&-A56, NEW NAME FOR -A79&-A80->LOGO LIGHT	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2		37 MY20	DECK HARNESS	HL	86 / 149
Date of modification	Modified by	Description	Project rev.	B	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.

R2 ISO 6722 100V AWG16 +100 C

MARKING

CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

LABEL POINT -D-

2300 mm

1000 mm

1400 mm — 1.5 YELLOW/BLACK -H35:+ FC_RF_LT (+) / 1.5 BLACK -H35:- INPUT- (-) — FC SPOT LT -H34#1

200 mm

500 mm

1500 mm — 1.5 YELLOW/RED -L_X1:4 FC_INDIR_LT (+) / 1.5 BLACK -X.3a:6 INPUT- (-) — FC LED STRIP ROOF -A60#1

400 mm — 1.5 YELLOW/BLACK -H36:+ FC_RF_LT (+) / 1.5 BLACK -H36:- INPUT- (-) — FC SPOT LT -H37#1

400 mm — 1.5 YELLOW/BLACK -H37:+, -L_X1:3 FC_RF_LT (+) / 1.5 BLACK -H37:-, -X.3a:8 INPUT- (-) — FC SPOT LT -H36#1

400 mm — 1.5 YELLOW/BLACK -H34:+, -L_X1:2 FC_RF_LT (+) / 1.5 BLACK -H34:-, -X.3a:7 INPUT- (-) — FC SPOT LT -H35#1

LABEL POINT -C-

900 mm

1000 mm

1200 mm — 1.5 YELLOW/RED -H40:+ FC_INDIR_LT (+) / 1.5 BLACK -H40:- INPUT- (-) — FWD C STEP LT PT 2 -H41#1

500 mm

1000 mm — 1.5 YELLOW/RED -H41:+, -L_X1:7 FC_INDIR_LT (+) / 1.5 BLACK -H41:-, -X.3a:4 INPUT- (-) — F C STEP LT PRT 1 -H40#1

2100 mm — 1.5 YELLOW/RED -L_X1:6 FC_INDIR_LT (+) / 1.5 BLACK -X.3a:5 INPUT- (-) — FC STEP LT STB -H42#1

LABEL POINT -B-

450 mm

LABEL POINT -A-

400 mm

200 mm

CONNECTION TO HULL HARNESS

-X.3a#1

1	FWD_CAB_LT+	-H39:+, -H38:+	1.5 YELLOW/BLACK
2	FWD_CAB_LT+	-L_X1:1	2.5 RED
3	INPUT-	-H38:-, -H39:-	1.5 BLACK
4	INPUT-	-H40:-	1.5 BLACK
5	INPUT-	-H42:-	1.5 BLACK
6	INPUT-	-A60:-, -A59:-	1.5 BLACK
7	INPUT-	-H35:-	1.5 BLACK
8	INPUT-	-H36:-	1.5 BLACK

2634810

-X.3a#1 2634810 (8N BACK VIEW) — 5 6 7 8 / 1 2 3 4

-X.3b#1

1	OUTLET_1	-A8:+	2.5 RED
2	OUTLET_1	-A69:+	1.5 RED
3	INPUT-	-A8:-	2.5 BLACK
4	INPUT-	-A69:-	1.5 BLACK

2634410

-X.3b#1 2634410 (4N BACK VIEW) — 3 4 / 1 2

200 mm

-A59#1 FC LED STRIP WALL

(+) FC_INDIR_LT -L_X1:5 1.5 YELLOW/RED

(-) INPUT- -X.3a:6 1.5 BLACK

1200 mm

-H39#1 FC READ LT STB

(+) FWD_CAB_LT+ -X.3a:1 1.5 YELLOW/BLACK

(-) INPUT- -X.3a:3 1.5 BLACK

3800 mm

-A69#1 FWD CABIN, USB OUTLET

(+) OUTLET_1 -X.3b:2 1.5 RED

(-) INPUT- -X.3b:4 1.5 BLACK

5700 mm

-A.69#1 15273 (USB)

CONNECTION TO FWD CABIN LIGHT SWITCH

-L_X1#1

700 mm

2.5 RED	-X.3a:2	FWD_CAB_LT+	1
1.5 YELLOW/BLACK	-H35:+	FC_RF_LT	2
1.5 YELLOW/BLACK	-H36:+	FC_RF_LT	3
1.5 YELLOW/RED	-A60:+	FC_INDIR_LT	4
1.5 YELLOW/RED	-A59:+	FC_INDIR_LT	5
1.5 YELLOW/RED	-H42:+	FC_INDIR_LT	6
1.5 YELLOW/RED	-H40:+	FC_INDIR_LT	7
			8

2635810

-L_X1#1 2635810 (8U BACK VIEW) — 8 7 6 5 / 4 3 2 1

600 mm

FWD CABIN, 12Vdc OUTLET -A8#1

2.5 RED -X.3b:1, -A26:+ OUTLET_1 (+)

2.5 BLACK -A26:-, -X.3b:3 INPUT- (-)

-A.8#1 AS212 (MARINE 12V)

600 mm

FWD CABIN, USB OUTLET -A26#1

1.5 RED -A8:+ OUTLET_1 (+)

1.5 BLACK -A8:- INPUT- (-)

-A.26#1 15273 (USB)

4600 mm

FC READ LT PORT -H38#1

1.5 YELLOW/BLACK -X.3a:1 FWD_CAB_LT+ (+)

1.5 BLACK -X.3a:3 INPUT- (-)

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-

Date of modification	Modified by	Description
16.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

Date	16.5.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

NAVIX designed solutions

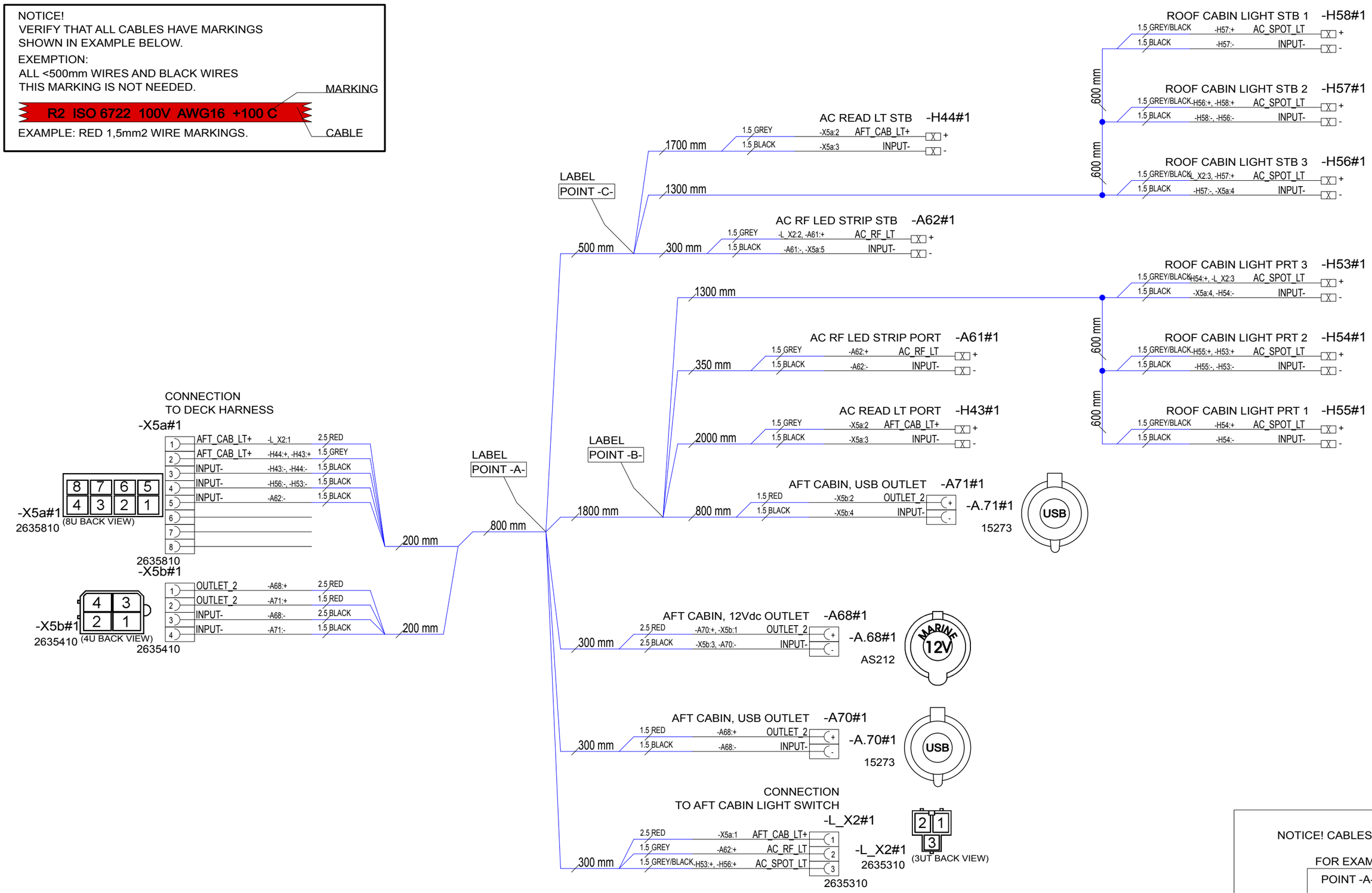
Copyright by

Axopar		29587	
Boat	Sub-product code	Product code	Project ID
37 MY20	FORE CABIN HARNESS	HL	87 / 149
Boat model	Title	Loc	Sheet

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

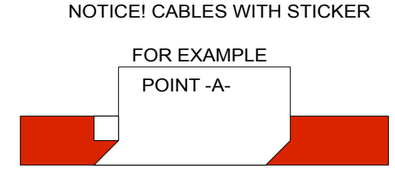
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



NOTICE! CABLES WITH STICKER

FOR EXAMPLE



16.5.2019	TuM	A1: INTRODUCED DRAWING.	Date 16.5.2019	NAVIX designed solutions	Axopar		29588	
10.10.2019	PN	B2: ADDED 6 SPOT LTS, SEVERAL MEASUREMENTS CHANGED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 2		37 MY20	AFT CABIN HARNESS	HL	88 / 149
Date of modification	Modified by	Description	Project rev. B	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.

CONNECTION
TO MAST HARNESS

-C_X.10a#1
2637710 (2NT BACK VIEW)
1 ANCH_LT_OUT -C_X.9b:1 1.5 BLUE
2 INPUT- -C_XG3-3:1 1.5 BLACK
200 mm
2637710

-C_X.10c#1
2637710 (2NT BACK VIEW)
1 HORN -C_X.9b:3 2.5 RED
2 INPUT- -C_XG3-11:1 2.5 BLACK
200 mm
2637710

250 mm

CONNECTION
TO DECK HARNESS

-C_X.9a#1
2634210 (2N BACK VIEW)
1 INPUT- -C_XG3-1:1 6 BLACK
2 INPUT- -C_XG3-2:1 6 BLACK
200 mm
2634210

-C_X.9b#1
2634410 (4N BACK VIEW)
1 ANCH_LT_OUT -C_X.10a:1 1.5 BLUE
2
3 HORN -C_X.10c:1 2.5 RED
4
200 mm
2634410

-C_X.9c#1
2634310 (3NT BACK VIEW)
1 MC_ROOF_LT -H26:+ 1.5 WHITE/YELLOW
2 MC_ROOF_LT -H28:+ 1.5 WHITE/YELLOW
3 MC_ROOF_LT -H30:+ 1.5 WHITE/YELLOW
200 mm
2634310

-C_X.9d#1
2637710 (2NT BACK VIEW)
1 MC_AMB_LT -A58:+ 1.5 WHITE
2 MC_AMB_LT -A57:+ 1.5 WHITE
200 mm
2637710

-C_X.9e#1
2634310 (3NT BACK VIEW)
1 WIP_SLOW -M16:2 4 RED
2 WIPER+ -M16:3 4 RED
3 WIP_SLOW -M16:6 4 RED
200 mm
2634310

4000 mm

LABEL
POINT -A-

500 mm

LABEL
POINT -B-

1500 mm
RF LED STRIP AFT -A57#1
1.5 WHITE -C_X.9d:2 MC_AMB_LT +
1.5 BLACK -C_XG3-7:1 INPUT- -

400 mm
RF AFT SPOT LT PT -H31#1
1.5 WHITE/YELLOW -H30:+ MC_ROOF_LT +
1.5 BLACK -H30:- INPUT- -

800 mm
1200 mm
RF PT SPOT LT 2 -H27#1
1.5 WHITE/YELLOW -H26:+ MC_ROOF_LT +
1.5 BLACK -H26:- INPUT- -

400 mm
RF PT SPOT LT 1 -H26#1
1.5 WHITE/YELLOW -C_X.9c:1, -H27:+ MC_ROOF_LT +
1.5 BLACK -C_XG3-6:1, -H27:- INPUT- -

LABEL
POINT -C-

400 mm
800 mm
800 mm
2700 mm
2400 mm
RF SB SPOT LT 2 -H29#1
1.5 WHITE/YELLOW -H28:+ MC_ROOF_LT +
1.5 BLACK -H28:- INPUT- -

RF LED STRIP FWD -A58#1
1.5 WHITE -C_X.9d:1 MC_AMB_LT +
1.5 BLACK -C_XG3-8:1 INPUT- -

WIPER ROOF -M16#1
4 BLACK -C_XG3-10:1 INPUT- 1
4 RED -C_X.9e:1 WIP_SLOW 2
4 RED -C_X.9e:2 WIPER+ 3
4 RED -C_X.9e:3 WIP_SLOW 6
500 mm
2635610
-M16#1 2635610 (6U BACK VIEW)
6 5 4
3 2 1

400 mm
RF SB SPOT LT 1 -H28#1
1.5 WHITE/YELLOW -C_X.9c:2, -H29:+ MC_ROOF_LT +
1.5 BLACK -C_XG3-5:1, -H29:- INPUT- -

400 mm
RF AFT SPOT LT SB -H30#1
1.5 WHITE/YELLOW -H31:+, -C_X.9c:3 MC_ROOF_LT +
1.5 BLACK -H31:-, -C_XG3-4:1 INPUT- -

CABIN ROOF H. INPUT-

-C_XG.3-
AES-1616-11
15318

-C_XG3-1#1 5 INPUT- -C_X.9a:1 6 BLACK
-C_XG3-2#1 5 INPUT- -C_X.9a:2 6 BLACK
60 mm

-C_XG3-3#1 4 INPUT- -C_X.10a:2 1.5 BLACK
-C_XG3-4#1 4 INPUT- -H30:- 1.5 BLACK
50 mm

-C_XG3-5#1 4 INPUT- -H28:- 1.5 BLACK
-C_XG3-6#1 4 INPUT- -H26:- 1.5 BLACK
40 mm

-C_XG3-7#1 4 INPUT- -A57:- 1.5 BLACK
-C_XG3-8#1 4 INPUT- -A58:- 1.5 BLACK
30 mm

200 mm

-C_XG3-10#1 4 INPUT- -M16:1 4 BLACK
-C_XG3-11#1 4 INPUT- -C_X.10c:2 2.5 BLACK
50 mm

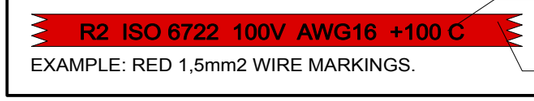
-C_XG.3: CABIN ROOF H. MINUS
ADD LABEL TO BASE
OF THE BUSBAR.

NOTICE! CABLES WITH STICKER
FOR EXAMPLE
POINT -A-

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

CONNECTION
TO MAST HARNESS

-O_X.10a#1
2637710 (2NT BACK VIEW)
1 ANCH_LT_OUT -O_X.9b:1 1.5 BLUE
2 INPUT- -O_XG3-3:1 1.5 BLACK
200 mm
-O_X.10a#1
2637710

-O_X.10c#1
2637710 (2NT BACK VIEW)
1 HORN -O_X.9b:3 2.5 RED
2 INPUT- -O_XG3-10:1 2.5 BLACK
200 mm
-O_X.10c#1
2637710

CONNECTION
TO DECK HARNESS

-O_X.9a#1
2634210 (2N BACK VIEW)
1 INPUT- -O_XG3-1:1 6 BLACK
2 INPUT- -O_XG3-2:1 6 BLACK
200 mm
-O_X.9a#1
2634210

-O_X.9b#1
2634410 (4N BACK VIEW)
1 ANCH_LT_OUT -O_X.10a:1 1.5 BLUE
2 RADAR
3 HORN -O_X.10c:1 2.5 RED
4
200 mm
-O_X.9b#1
2634410

-O_X.9c#1
2634310 (3NT BACK VIEW)
1 MC_ROOF_LT -H47:+ 1.5 WHITE/YELLOW
2 MC_ROOF_LT -H49:+ 1.5 WHITE/YELLOW
3 MC_ROOF_LT -H51:+ 1.5 WHITE/YELLOW
200 mm
-O_X.9c#1
2634310

-O_X.9d#1
2637710 (2NT BACK VIEW)
1 MC_AMB_LT -A73:+ 1.5 WHITE
2 MC_AMB_LT -A72:+ 1.5 WHITE
200 mm
-O_X.9d#1
2637710

4000 mm
LABEL
POINT -A-
500 mm

OPEN ROOF H. INPUT-

-O_XG3-1#1 5 INPUT- -O_X.9a:1 6 BLACK
-O_XG3-2#1 5 INPUT- -O_X.9a:2 6 BLACK
60 mm

-O_XG3-3#1 4 INPUT- -O_X.10a:2 1.5 BLACK
-O_XG3-4#1 4 INPUT- -H51:- 1.5 BLACK
50 mm

-O_XG3-5#1 4 INPUT- -H49:- 1.5 BLACK
-O_XG3-6#1 4 INPUT- -H47:- 1.5 BLACK
40 mm

-O_XG3-7#1 4 INPUT- -A72:- 1.5 BLACK
-O_XG3-8#1 4 INPUT- -A73:- 1.5 BLACK
30 mm

-O_XG3-10#1 4 INPUT- -O_X.10c:2 2.5 BLACK
50 mm

200 mm

-O_XG.3-
AES-1616-11
15318

-O_XG.3: OPEN ROOF H. MINUS
ADD LABEL TO BASE
OF THE BUSBAR.

LABEL
POINT -B-

1500 mm
RF LED STRIP AFT -A72#1
1.5 WHITE -O_X.9d:2 MC_AMB_LT +
1.5 BLACK -O_XG3-7:1 INPUT- -

400 mm
RF AFT SPOT LT PT -H52#1
1.5 WHITE/YELLOW -H51:+ MC_ROOF_LT +
1.5 BLACK -H51:- INPUT- -

400 mm
800 mm
1200 mm
RF PT SPOT LT 2 -H48#1
1.5 WHITE/YELLOW -H47:+ MC_ROOF_LT +
1.5 BLACK -H47:- INPUT- -

400 mm
RF PT SPOT LT 1 -H47#1
1.5 WHITE/YELLOW -O_X.9c:1, -H48:+ MC_ROOF_LT +
1.5 BLACK -O_XG3-6:1, -H48:- INPUT- -

LABEL
POINT -C-

400 mm
800 mm
800 mm
5000 mm
RF SB SPOT LT 2 -H50#1
1.5 WHITE/YELLOW -H49:+ MC_ROOF_LT +
1.5 BLACK -H49:- INPUT- -

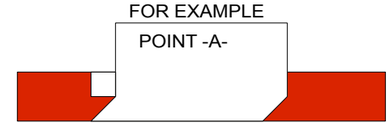
RF LED STRIP FWD -A73#1
1.5 WHITE -O_X.9d:1 MC_AMB_LT +
1.5 BLACK -O_XG3-8:1 INPUT- -

400 mm
RF SB SPOT LT 1 -H49#1
1.5 WHITE/YELLOW -O_X.9c:2, -H50:+ MC_ROOF_LT +
1.5 BLACK -O_XG3-5:1, -H50:- INPUT- -

400 mm
RF AFT SPOT LT SB -H51#1
1.5 WHITE/YELLOW -O_X.9c:3, -H52:+ MC_ROOF_LT +
1.5 BLACK -O_XG3-4:1, -H52:- INPUT- -

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



Date of modification	Modified by	Description
17.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: RADAR WIRING REMOVED

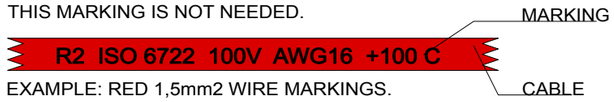
Date 17.5.2019
Drawing by TuM
Sheet rev. 2
Project rev. B

NAVIX designed solutions
Copyright by

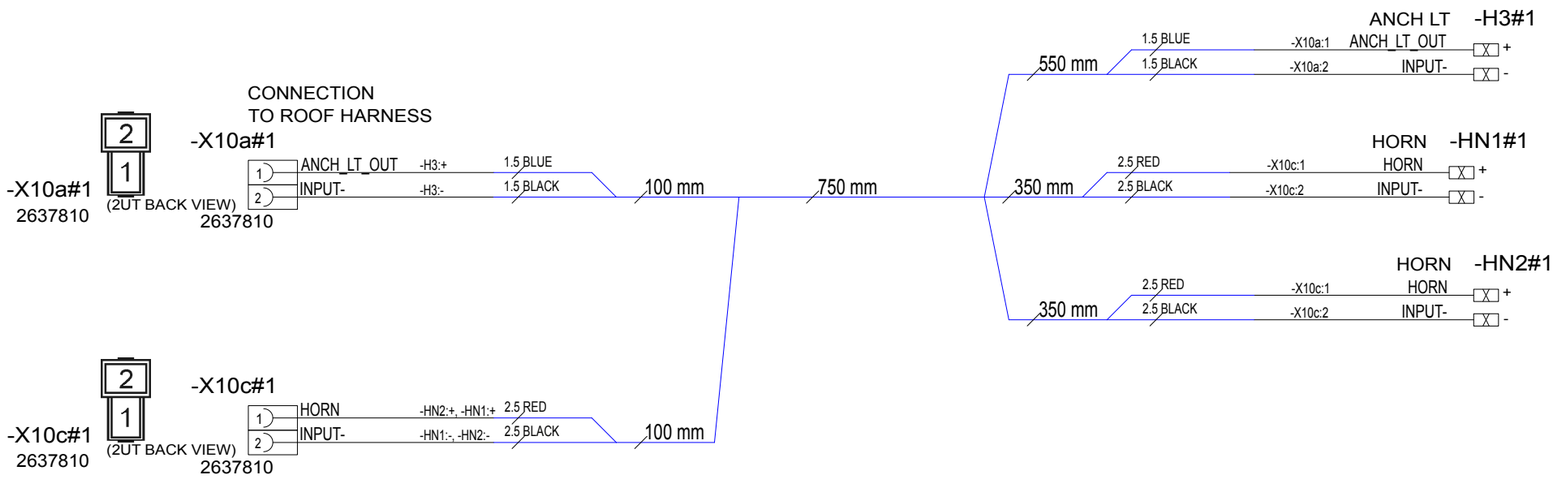
Axopar — Boat
37 MY20 — Boat model
Sub-product code
29590 — Product code
Project ID
OPEN ROOF HARNESS — Title
HL — Loc
90 / 149 — Sheet

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

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



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



Date of modification	Modified by	Description
16.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: RADAR MOVED TO HULL HARNESS

Date	16.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

Copyright by

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

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

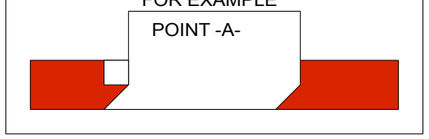
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

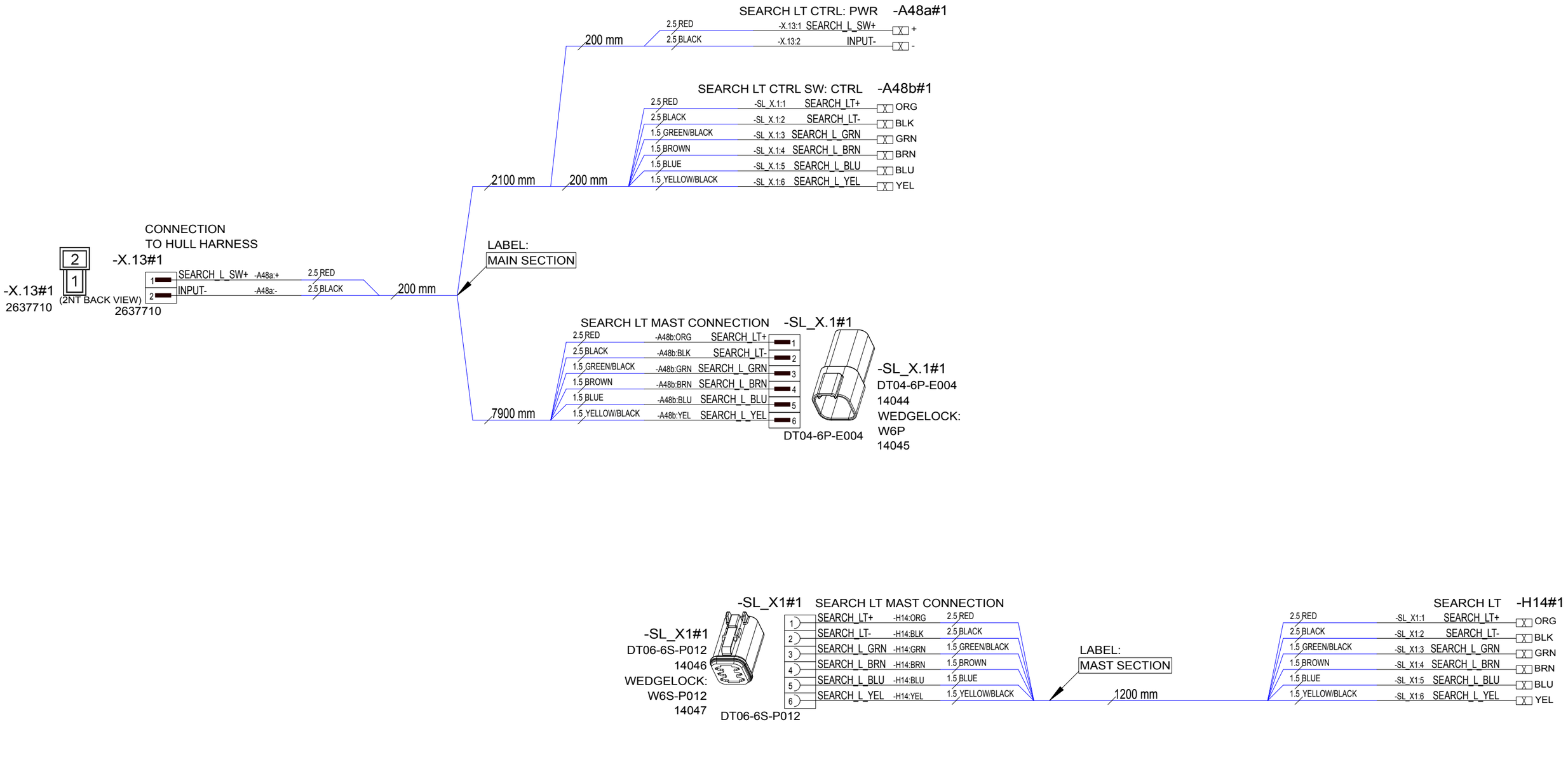


EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





Date of modification	Modified by	Description
21.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

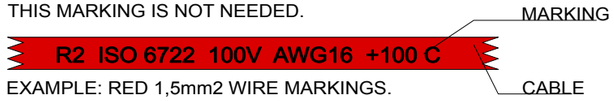
Date	21.5.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

NAVIX designed solutions
Copyright by

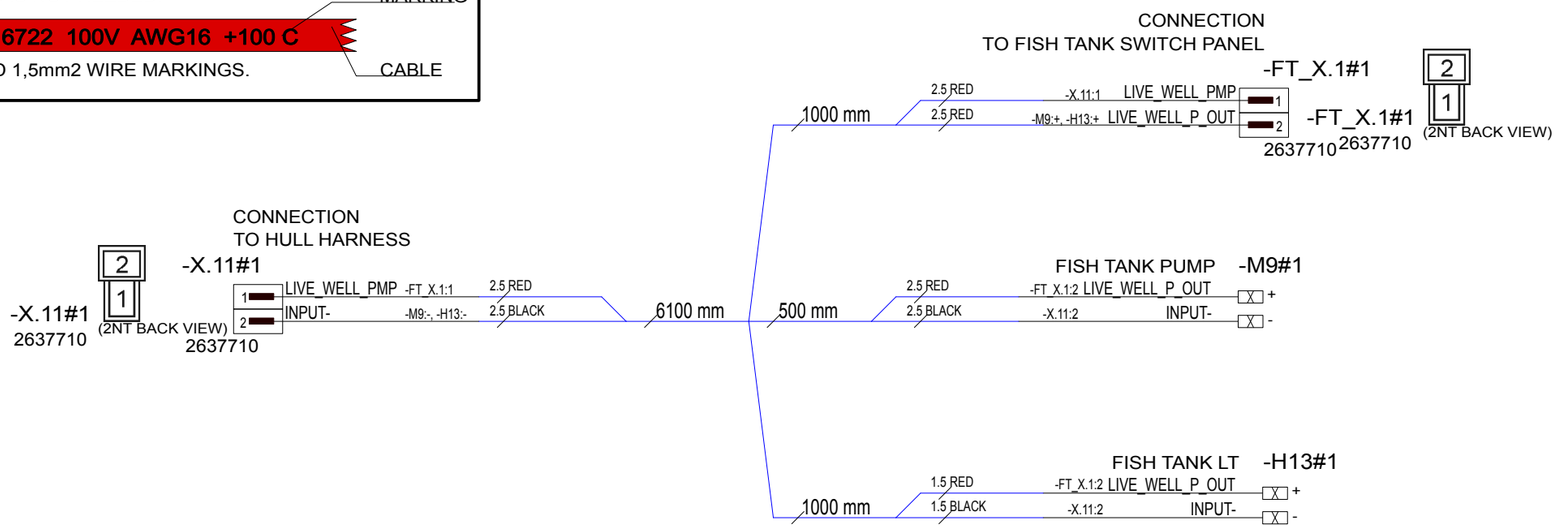
Axopar Boat		29592 Product code	Project ID
37 MY20 Boat model	SEARCH LT HARNESS Title	HL Loc	92 / 149 Sheet

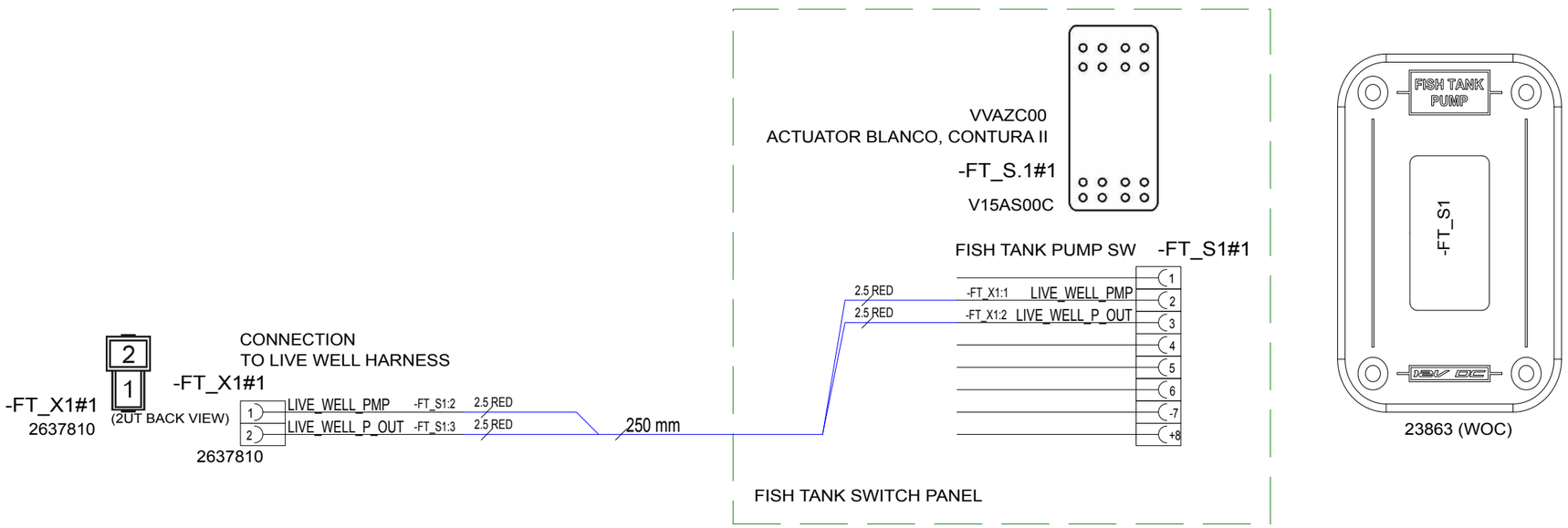
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

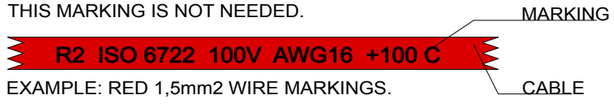




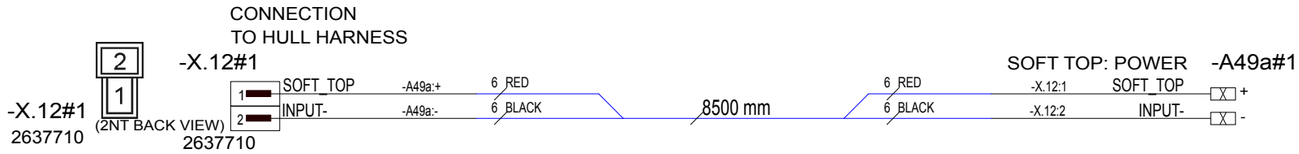
21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date 21.5.2019	NAVIX designed solutions	Axopar	23863	29593	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 1		37 MY20	LIVE WELL HARNESS	HL	93 / 149
Date of modification	Modified by	Description	Project rev.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

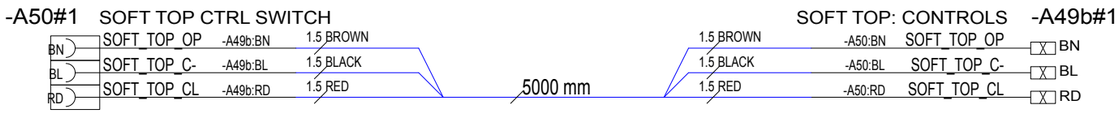
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.





Date of modification	Modified by	Description
21.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

Date 21.5.2019
Drawing by TuM
Sheet rev. 1
Project rev. B

Copyright by

Boat: Axopar
Boat model: 37 MY20
Sub-product code:
Product code: 29594
Project ID:
Title: ELECTRICAL ROOF HARNESS
HL:
Loc:
Sheet: 94 / 149

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

/97.A1

-M_F.1#1 98H-40-A1B10-A00SB
MAIN 1: IN -M_F1a#1 LINE 5 10/5
-F_X1b:1 MAIN_1_INPUT+
10 RED 30 mm 70 mm 20 mm
MAIN 1: OUT -M_F1b#1 LOAD 5 KR5
-F3:1 INPUT+
6 RED 20 mm
MAIN 1: OUT -M_F1c#1 LOAD 5 KR5
-F8:1 INPUT+
6 RED 20 mm

-M_F.2#1 98H-40-A1B10-A00SB
MAIN 2: IN -M_F2a#1 LINE 5 10/5
-F_X1c:1 MAIN_2_INPUT+
10 RED 30 mm 20 mm
MAIN 2: OUT -M_F2b#1 LOAD 5 KR5
-F13:1 INPUT+
6 RED 20 mm
MAIN 2: OUT -M_F2c#1 LOAD 5 KR5
-F18:1 INPUT+
6 RED 20 mm

-M_F.3#1 98H-40-A1B10-A00SB
MAIN 3: IN -M_F3a#1 LINE 5 10/5
-F_X1d:1 MAIN_3_INPUT+
10 RED 30 mm 20 mm
MAIN 3: OUT -M_F3b#1 LOAD 5 KR5
-F23:1 INPUT+
6 RED 20 mm
MAIN 3: OUT -M_F3c#1 LOAD 5 KR5
-F28:1 INPUT+
6 RED 20 mm

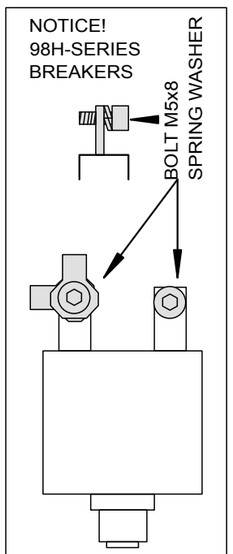
-M_F.4#1 98H-40-A1B10-A00SB
MAIN 4: IN -M_F4a#1 LINE 5 10/5
-F_X1e:1 MAIN_4_INPUT+
10 RED 30 mm 20 mm
MAIN 4: OUT -M_F4b#1 LOAD 5 KR5
-F33:1 INPUT+
6 RED 20 mm
MAIN 4: OUT -M_F4c#1 LOAD 5 KR5
-F38:1 INPUT+
6 RED 20 mm

-M_F.5#1 98H-40-A1B10-A00SB
AUTOPILOT CB: IN -M_F5a#1 LINE 5 10/5
-F_X1f:1 AUTOP_F_INPUT+
10 RED 30 mm 20 mm

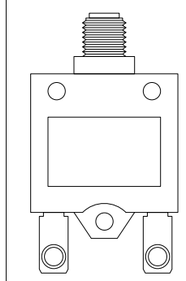
-M_F.6#1 98-25-A1B13-A00
SOFT TOP -M_F6#1 1 2
-F_X1g:1 SOFT-T_F_INPUT+
6 RED 30 mm
-X.2a:1 SOFT_TOP
6 RED

/96.D1

NOTICE!
98H-SERIES
BREAKERS



98H-SERIES
BREAKERS
PINS.

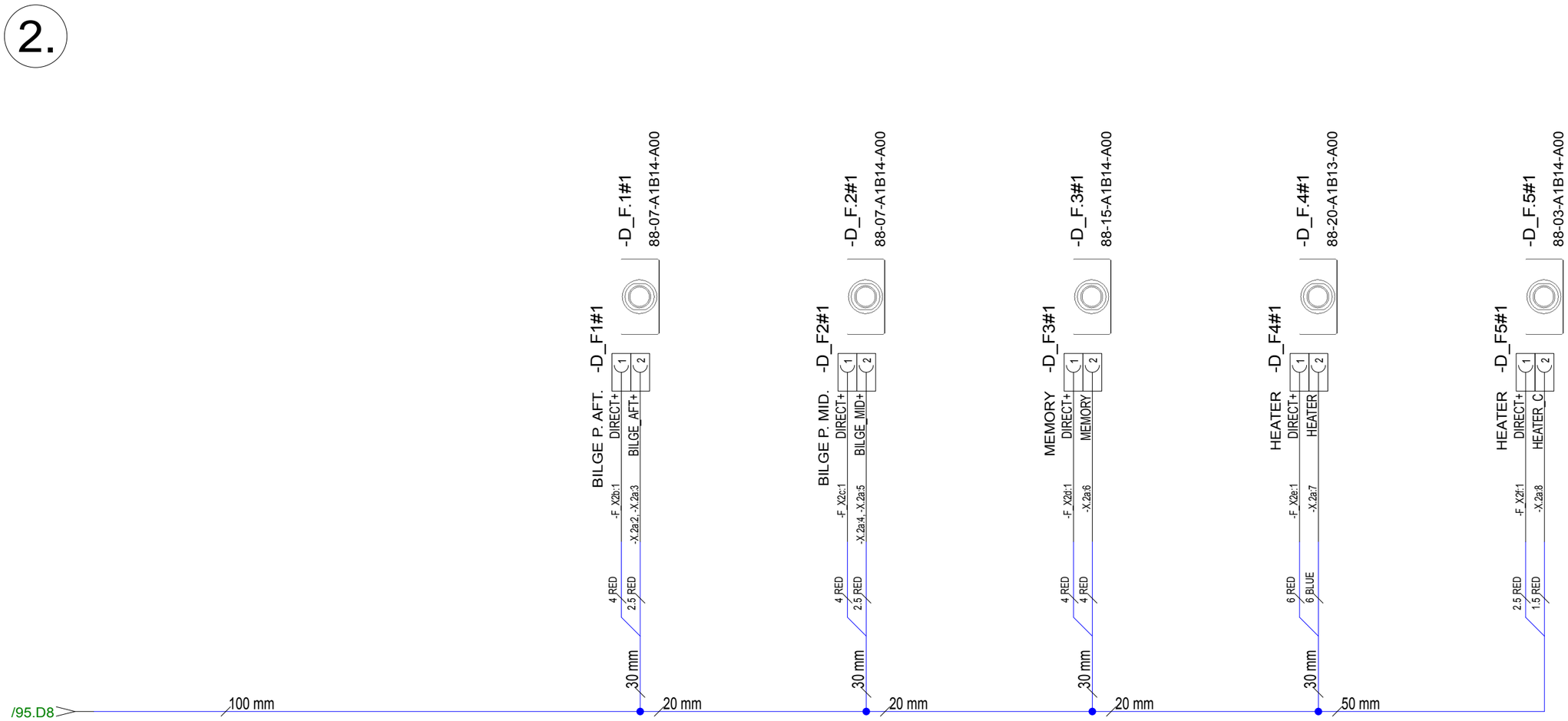


11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019	NAVIX designed solutions	Axopar	SEE EXP. VIEW	29595
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM		Boat	Sub-product code	Product code
			Sheet rev.	2		37 MY20	FUSE UNIT	HL
Date of modification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

Project ID

95 / 149
Sheet

2.



11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019	NAVIX designed solutions	Axopar	SEE EXP. VIEW	29595	Project ID
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM					
			Sheet rev.	2		37 MY20	FUSE UNIT	HL	96 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

3.

/95.E3

NAVIGATION LT -F.1#1 88-03-A1B14-A00
MAIN CABIN LT -F.2#1 88-10-A1B14-A00
FWD CABIN LT -F.3#1 88-10-A1B14-A00
AFT CABIN LT -F.4#1 88-10-A1B14-A00
DECK LT -F.5#1 88-03-A1B14-A00
UW LT STB -F.6#1 88-10-A1B14-A00
UW LT PORT -F.7#1 88-10-A1B14-A00
SEARCH LT -F.8#1 88-10-A1B14-A00
WIPER -F.9#1 98-25-A1B13-A00
WINSCREEN WASH -F.10#1 88-10-A1B14-A00
HORN -F.11#1 88-15-A1B14-A00
PLOTTER 1 -F.12#1 88-03-A1B14-A00
RADAR -F.13#1 88-05-A1B14-A00
VHF RADIO -F.14#1 88-07-A1B14-A00
HUB/NEP -F.15#1 88-05-A1B14-A00
NMEA2000 -F.16#1 88-03-A1B14-A00
STEREO -F.17#1 88-15-A1B14-A00
ZONE AMPLIFIER 1 -F.18#1 88-10-A1B14-A00
ZONE AMPLIFIER 2 -F.19#1 88-10-A1B14-A00
TRIM -F.20#1 88-15-A1B14-A00

INPUT+ (1) (2)

-X.2b:1 NAV_LT_IN
-X.2b:2, -X.2b:4, -X.2b:3 MAIN_CAB_LT+
-M, F1b:1 / -X.2b:6, -X.2b:5 FWD_CAB_LT+
-F43:1 / -X.2b:8, -X.2b:7 AFT_CAB_LT+
-X.2b:9 DECK_LT+
-X.2c:10, -X.2b:10 UW_LT_STB+
-X.2b:11 UW_LT_PORT+
-M, F1c:1 / -X.2c:1 SEARCH_L_SW+
-F, X3a WIPER+
-X.2c:3 W_WASH+
-X.2c:4 HORN+
-X.2c:5 PLOTTER_1
-M, F2b:1 / -X.2c:6 RADAR
-F44:1 / -X.2c:7 VHF_RADIO
-X.2c:8 HUB_NEP
-X.2c:9 NMEA2000
-X.2d:1 STEREO
-M, F2c:1 / -X.2d:2 ZONE_AMP_1
-X.2d:3 ZONE_AMP_2
-X.2d:4 TRIM

1.5 RED
1.5 WHITE/YELLOW
6 RED / 2.5 RED
2.5 RED / 2.5 RED
1.5 WHITE/GREY
2.5 RED
2.5 RED
6 RED / 2.5 RED
4 RED
1.5 GREY/RED
2.5 RED
2.5 RED
6 RED / 2.5 RED
2.5 RED / 2.5 RED
1.5 RED
4 RED
6 RED / 2.5 RED
2.5 RED
4 RED

50 mm

COPPER BAR

230mm STOCK WIRE, RED 4mm2

CONTROL 1 -F21#1 88-10-A1B14-A00
CONTROL 2 -F22#1 88-10-A1B14-A00
TECH SPACE FANS -F23#1 88-15-A1B14-A00
SUMP PUMP -F24#1 88-05-A1B14-A00
LIVE WELL PUMP -F25#1 88-07-A1B14-A00
TOILET -F26#1 98-25-A1B13-A00
12Vdc OUTLETS 1 -F27#1 98-15-A1B14-A00
12Vdc OUTLETS 2 -F28#1 98-15-A1B14-A00
SWITCH PANEL AUX 1 -F29#1 98-10-A1B14-A00
SWITCH PANEL AUX 2 -F30#1 98-10-A1B14-A00
HELM EXTRA AUX 3 -F31#1 98-10-A1B14-A00
ISM RECEIVER -F32#1 98-15-A1B14-A00
ISM IGN -F33#1 98-15-A1B14-A00
ISM RELAY UNIT -F34#1 98-15-A1B14-A00
PLOTTER 2 -F35#1 88-03-A1B14-A00
SPARE, 15A -F36#1 98-15-A1B14-A00
SPARE, 15A -F37#1 98-15-A1B14-A00
SPARE, 10A -F38#1 98-10-A1B14-A00
SPARE, 10A -F39#1 98-10-A1B14-A00
SPARE, 5A -F40#1 88-05-A1B14-A00

INPUT+ (1) (2)

-X.2f:9, -X.2d:5 CONTROL_1
-X.2f:6, -X.2d:6 CONTROL_2
-M, F3b:1 / -X.2d:8, -X.2d:7 TECH_S_FAN
-F45:1 / -X.2d:9 SUMP_PUMP
-X.2d:10 LIVE_WELL_PMP
-X.2d:11 TOILET+
-F41:1 / -X.2e:1 OUTLET_1
-M, F3c:1 / -X.2e:2 OUTLET_2
-X.2e:3 AUX_1+
-X.2e:4 AUX_2+
-M, F4b:1 / -X.2g:2 ISM_IGN
-F46:1 / -X.2g:3 ISM_REL_UNIT
-X.2c:11 PLOTTER_2
-F47:1
-M, F4c:1

1.5 RED
1.5 WHITE/RED
6 RED / 2.5 RED
2.5 RED / 1.5 RED
2.5 RED
6 RED
4 RED / 2.5 RED
6 RED / 2.5 RED
2.5 RED
2.5 RED
2.5 GREY
6 RED / 2.5 GREY
2.5 RED / 2.5 GREY
2.5 RED
2.5 RED
6 RED

50 mm

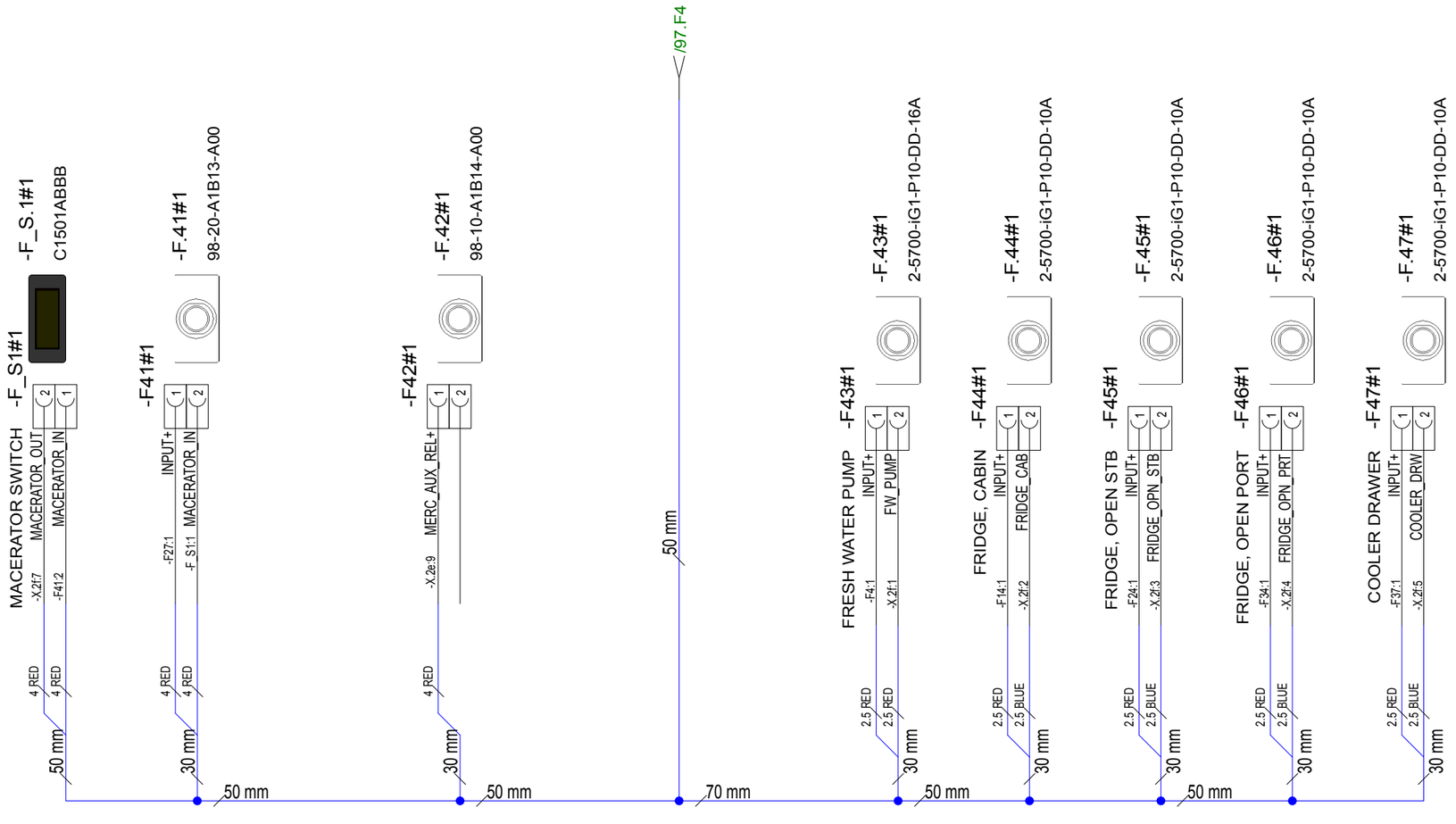
COPPER BAR

/99.A5

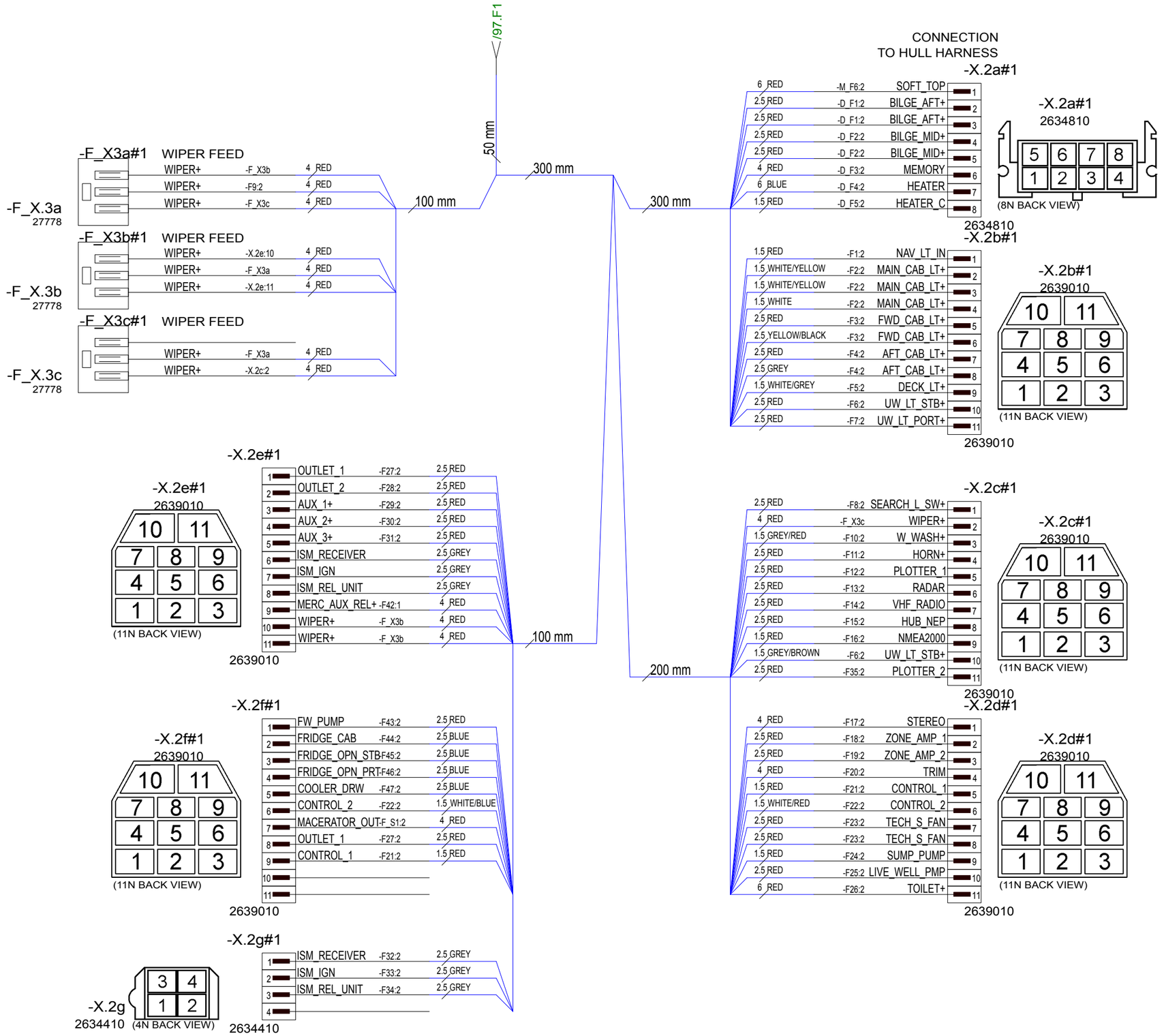
/98.A4

11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date 11.6.2019	NAVIX designed solutions	Axopar	SEE EXP. VIEW	29595	
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 2		37 MY20	FUSE UNIT	HL	97 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

4.



11.3.2019	TuM	A1: INTRODUCED DRAWING.	Date	11.6.2019	NAVIX designed solutions	Axopar	SEE EXP. VIEW	29595
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM		Boat	Sub-product code	Product code
			Sheet rev.	2				Project ID
Date of modification	Modified by	Description	Project rev.	B	Copyright by	37 MY20	FUSE UNIT	HL
						Boat model	Title	Loc
								98 / 149 Sheet



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

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

MARKING
R2 ISO 6722 100V AWG16 +100 C
CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

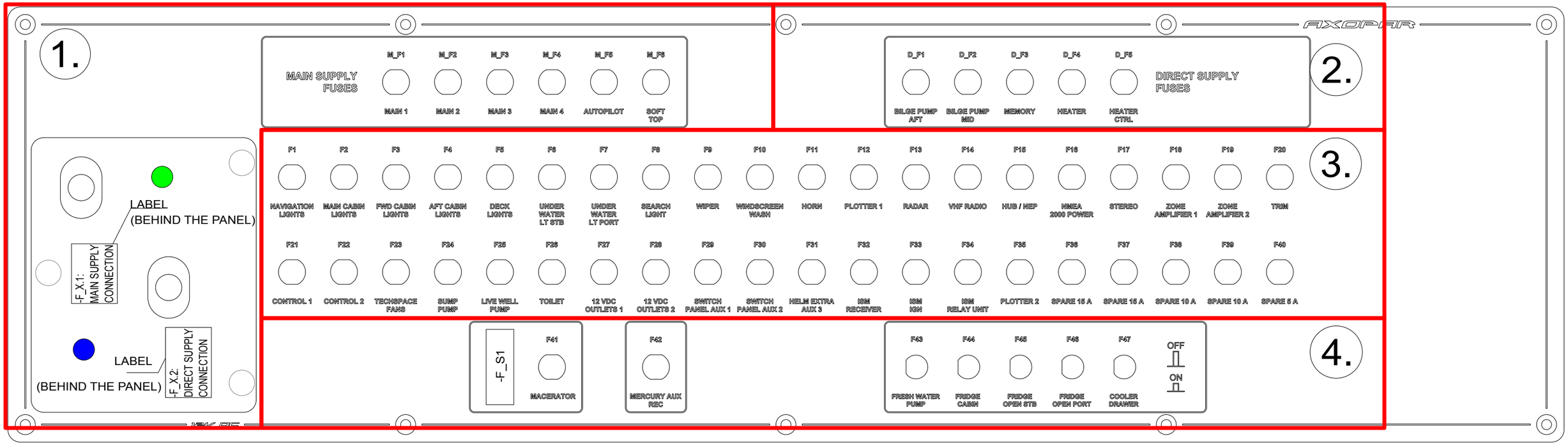
Date of modification	Modified by	Description
11.3.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP

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

Copyright by

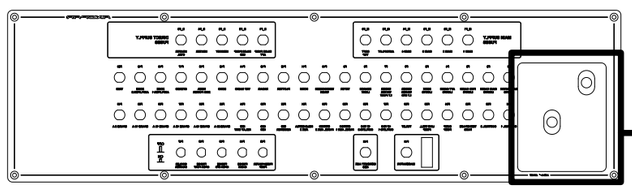
Axopar	SEE EXP. VIEW	29595	
Boat	Sub-product code	Product code	Project ID
37 MY20	FUSE UNIT	HL	99 / 149
Boat model	Title	Loc	Sheet

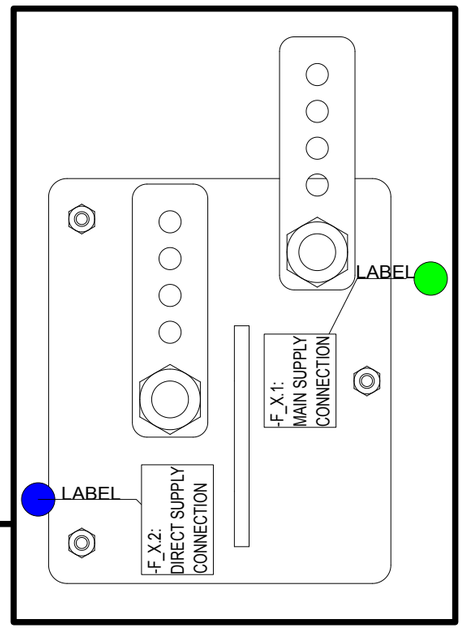
FUSE PANEL GENERAL LAYOUT/ LABELS



NOTICE!
LABELS BEHIND THE PANEL.

(BACK VIEW)





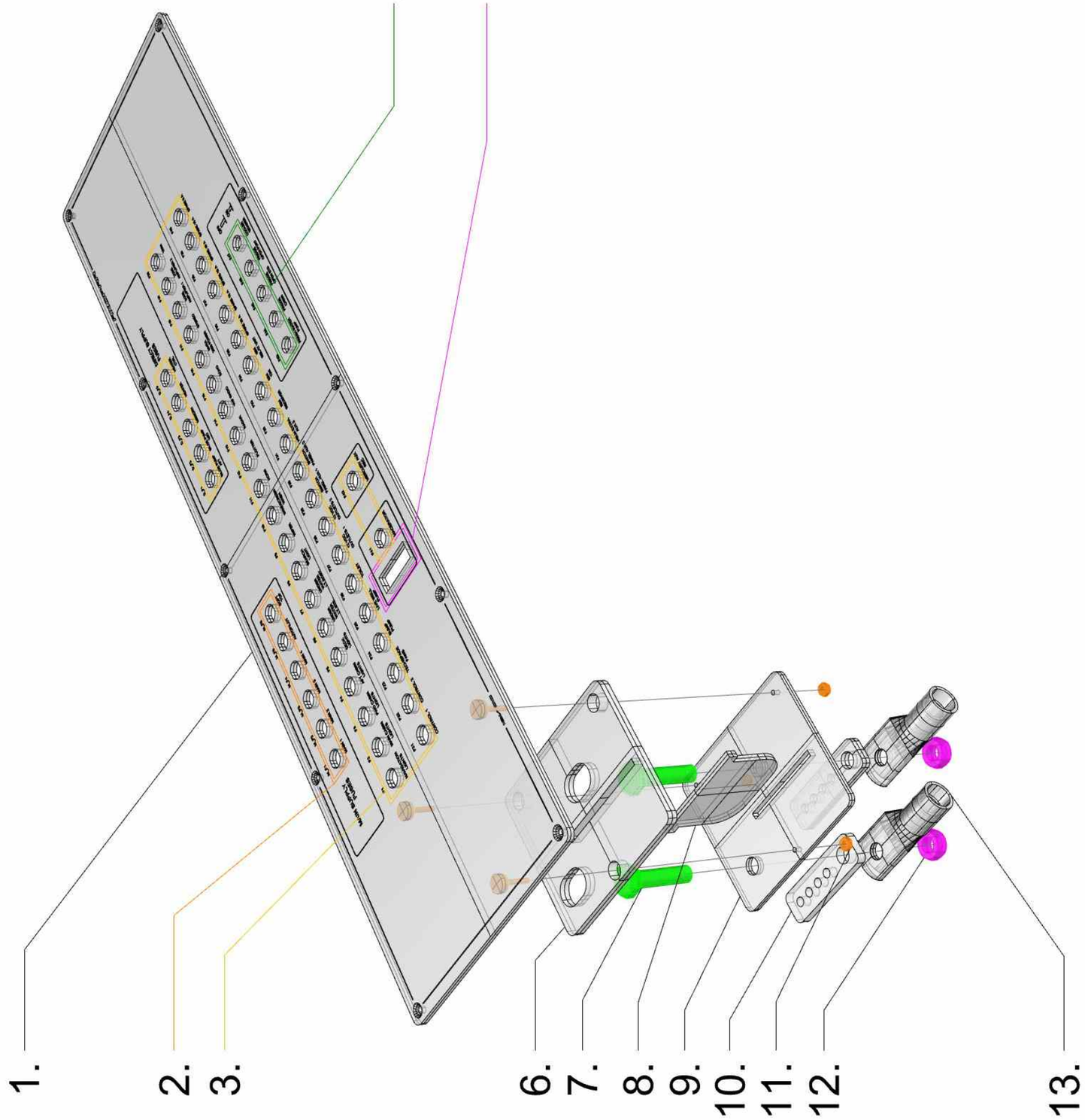
Date of modification	Modified by	Description		
2.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	2.7.2019
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP	Drawing by	TuM
			Sheet rev.	2
			Project rev.	B

NAVIX designed solutions
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar	SEE EXP VIEW	29595	
Boat model	Title	Loc	Sheet
37 MY20	FUSE UNIT	HL	100 / 149

EXP VIEW

29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL



29595_AXOPAR_37_MY20_FUSE_UNIT_PANEL

1. 1PC 29916_AXOPAR_37_MY20_FUSE_UNIT_PANEL_(WOC)
2. 6PCs KUOYUH_98H_SERIES
3. 47PCS KUOYUH_98_SERIES
4. 5PCS ETA 1140 FUSE
5. 1PC ARCOLECTRIC_15...B_33.4X14.0
6. 1PC 29918_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_BTM_PANEL_(WOC)
7. 2PCS M10 L40
8. 1PC 29920_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_SPACER_PANEL_(WOC)
9. 1PC 29919_AXOPAR_37_MY20_FUSE_UNIT_MS_DC_TOP_PANEL_(WOC)
10. 2PCS 30167_NAVIX_LINE_VIRTAKISKO_FOUR_SPOT_SMALL
11. 3PCS M4 NUT A4
12. 2PCS M10 SPRING WASHER
2PCS M10 NUT A4
13. 2PCS CABLE SHOES (AS IN DIAGRAM)

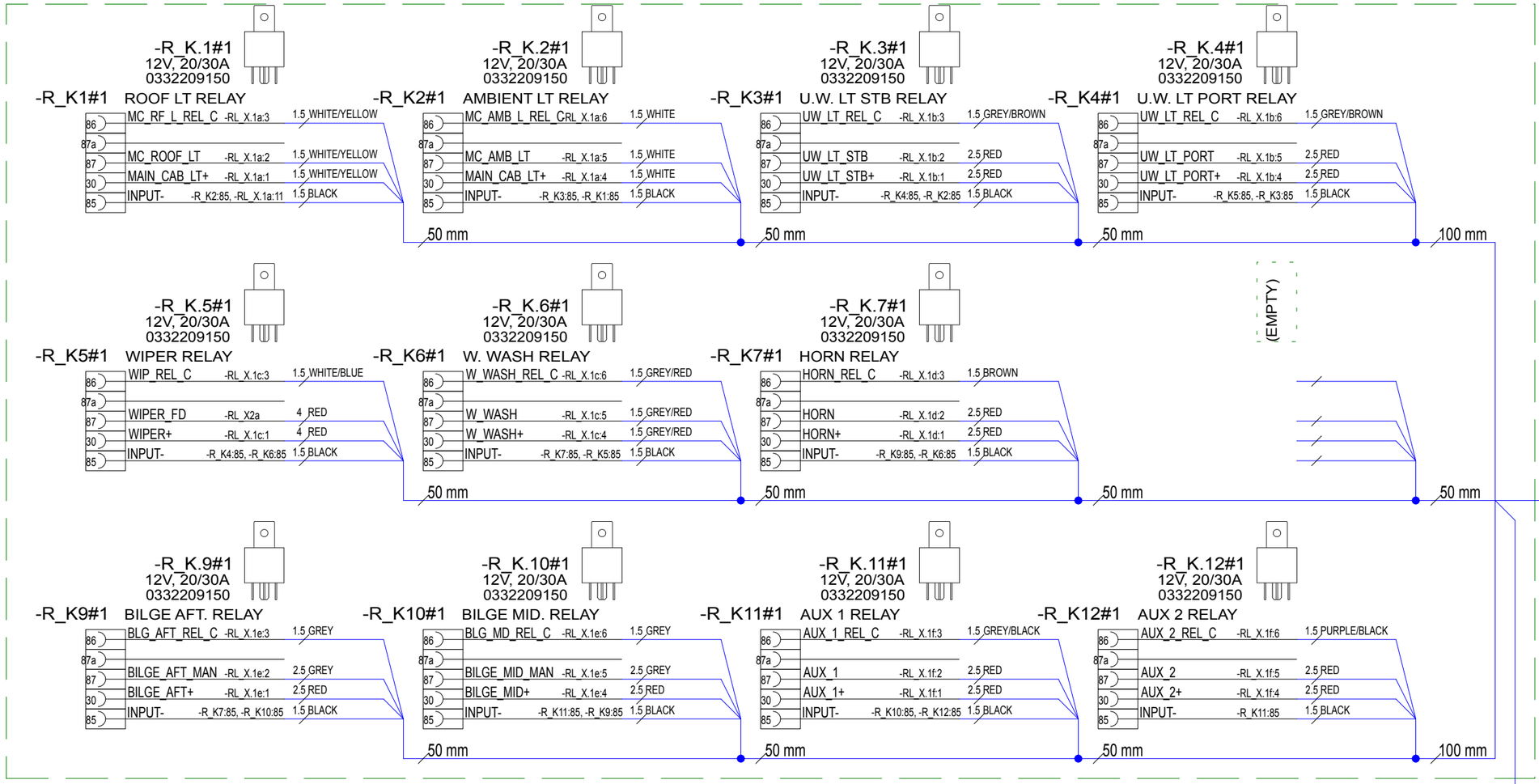
TE 01.07.2019
TE 11.09.2019

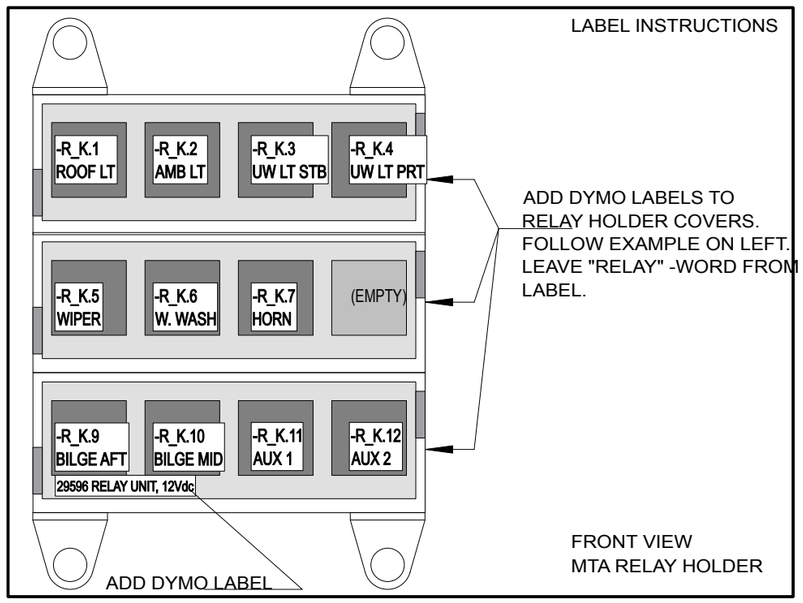
Date of modification	Modified by	Description
11.6.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP

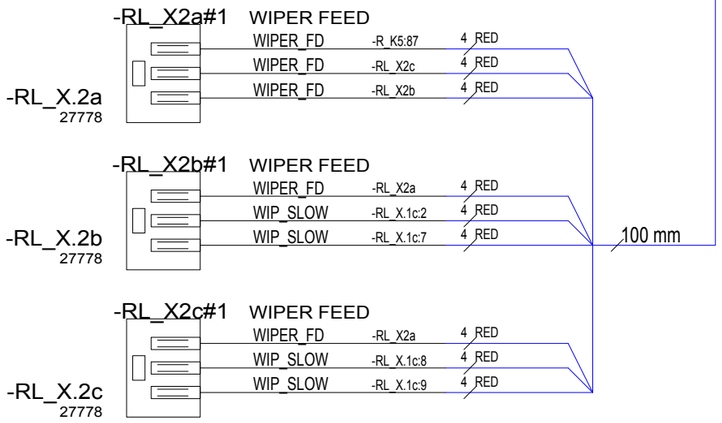
Date	11.6.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar	SEE EXP. VIEW	29595	
Boat	Sub-product code	Product code	Project ID
37 MY20	FUSE UNIT	HL	
Boat model	Title	Loc	101/ 149 Sheet







Date of modification	Modified by	Description		
22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM
			Sheet rev.	1
			Project rev.	B

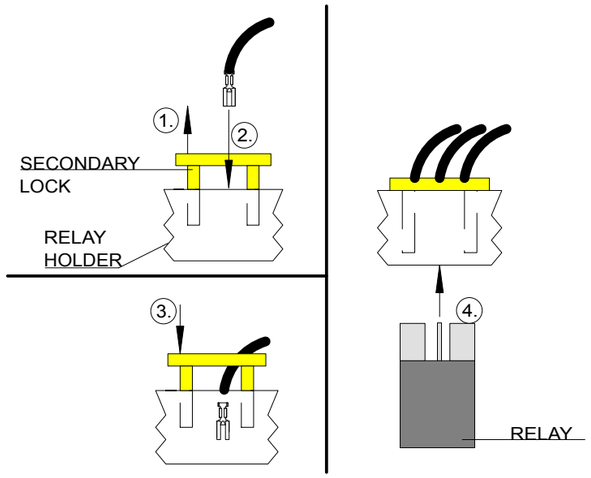
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NAVIX designed solutions

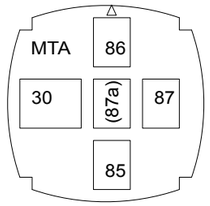
Boat	Sub-product code	Product code	Project ID
Axopar		29596	
Boat model	**Title**	**Loc**	**Sheet**
37 MY20	RELAY UNIT	HL	102 / 149

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



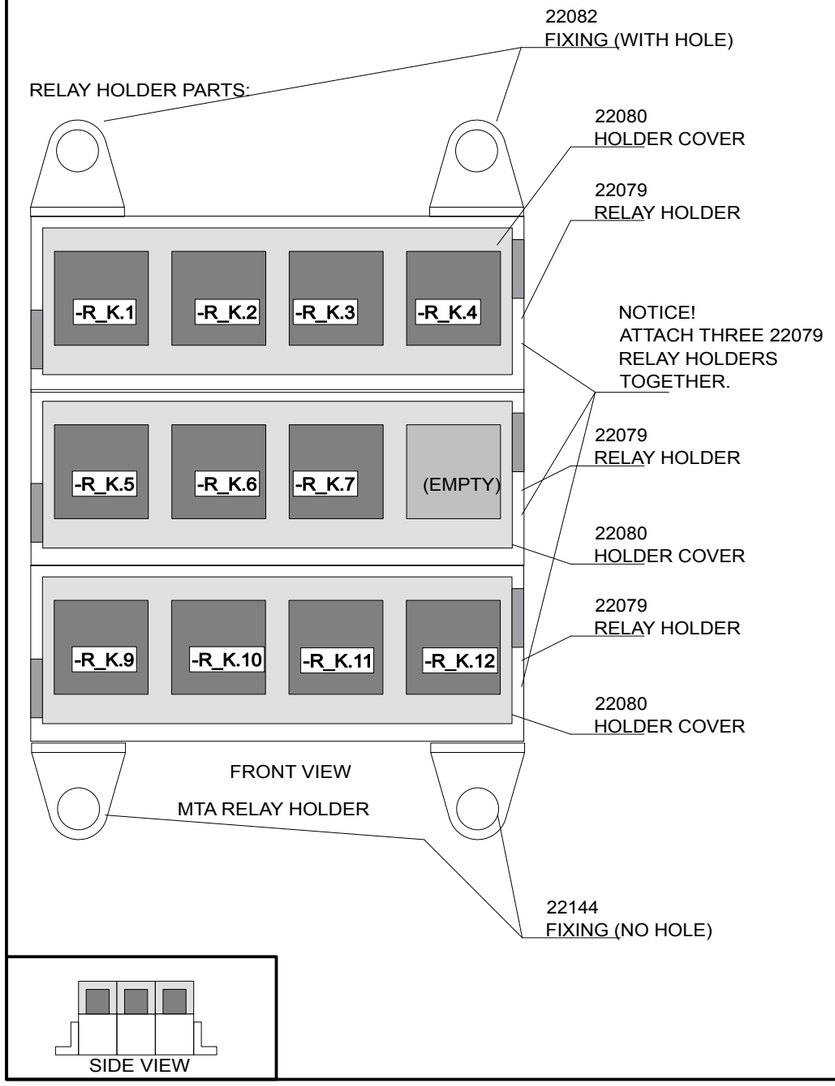
PIN ORDER



SECONDARY LOCK

SEEN FROM
WIRING SIDE
(BACK VIEW)

RELAY HOLDER PARTS:



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.

/102.C8

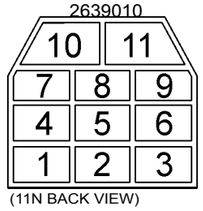
100 mm

-RL_X.1a#1

1.5 WHITE/YELLOW	-R_K1:30	MAIN_CAB_LT+	1
1.5 WHITE/YELLOW	-RL_X.1a:7, -R_K1:87	MC_ROOF_LT	2
1.5 WHITE/YELLOW	-R_K1:86	MC_RF_L_REL_C	3
1.5 WHITE	-R_K2:30	MAIN_CAB_LT+	4
1.5 WHITE	-RL_X.1a:8, -R_K2:87	MC_AMB_LT	5
1.5 WHITE	-R_K2:86	MC_AMB_L_REL_C	6
1.5 WHITE/YELLOW	-RL_X.1a:2, -RL_X.1a:9	MC_ROOF_LT	7
1.5 WHITE	-RL_X.1a:5, -RL_X.1a:10	MC_AMB_LT	8
1.5 WHITE/YELLOW	-RL_X.1a:7	MC_ROOF_LT	9
1.5 WHITE	-RL_X.1a:8	MC_AMB_LT	10
1.5 BLACK	-R_K1:85	INPUT-	11

2639010

-RL_X.1a#1
2639010

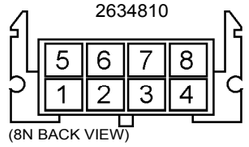


-RL_X.1b#1

2.5 RED	-R_K3:30	UW_LT_STB+	1
2.5 RED	-R_K3:87, -RL_X.1b:7	UW_LT_STB	2
1.5 GREY/BROWN	-R_K3:86	UW_LT_REL_C	3
2.5 RED	-R_K4:30	UW_LT_PORT+	4
2.5 RED	-R_K4:87	UW_LT_PORT	5
1.5 GREY/BROWN	-R_K4:86	UW_LT_REL_C	6
1.5 GREY/BROWN	-RL_X.1b:2	UW_LT_STB	7
			8

2634810

-RL_X.1b#1
2634810



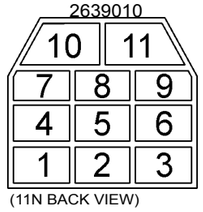
-RL_X.1c#1

4 RED	-R_K5:30	WIPER+	1
4 RED	-RL_X2b, -RL_X.1c:10	WIP_SLOW	2
1.5 WHITE/BLUE	-R_K5:86	WIP_REL_C	3
1.5 GREY/RED	-R_K6:30	W_WASH+	4
1.5 GREY/RED	-R_K6:87, -RL_X.1c:11	W_WASH	5
1.5 GREY/RED	-R_K6:86	W_WASH_REL_C	6
4 RED	-RL_X2b	WIP_SLOW	7
4 RED	-RL_X2c	WIP_SLOW	8
4 RED	-RL_X2c	WIP_SLOW	9
1.5 WHITE/BLUE	-RL_X.1c:2	WIP_SLOW	10
1.5 GREY/RED	-RL_X.1c:5	W_WASH	11

100 mm

2639010

-RL_X.1c#1
2639010

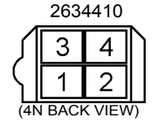


-RL_X.1d#1 -RL_X.1d#1

2.5 RED	-R_K7:30	HORN+	1
2.5 RED	-R_K7:87	HORN	2
1.5 BROWN	-R_K7:86	HORN_REL_C	3
			4

2634410

-RL_X.1d#1 -RL_X.1d#1
2634410



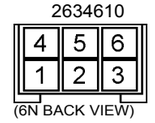
-RL_X.1e#1

2.5 RED	-R_K9:30	BILGE_AFT+	1
2.5 GREY	-R_K9:87	BILGE_AFT_MAN	2
1.5 GREY	-R_K9:86	BLG_AFT_REL_C	3
2.5 RED	-R_K10:30	BILGE_MID+	4
2.5 GREY	-R_K10:87	BILGE_MID_MAN	5
1.5 GREY	-R_K10:86	BLG_MD_REL_C	6

100 mm

2634610

-RL_X.1e#1
2634610

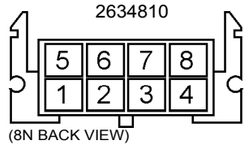


-RL_X.1f#1

2.5 RED	-R_K11:30	AUX_1+	1
2.5 RED	-R_K11:87, -RL_X.1f:7	AUX_1	2
1.5 GREY/BLACK	-R_K11:86	AUX_1_REL_C	3
2.5 RED	-R_K12:30	AUX_2+	4
2.5 RED	-R_K12:87, -RL_X.1f:8	AUX_2	5
1.5 PURPLE/BLACK	-R_K12:86	AUX_2_REL_C	6
1.5 GREY/BLACK	-RL_X.1f:2	AUX_1	7
1.5 PURPLE/BLACK	-RL_X.1f:5	AUX_2	8

2634810

-RL_X.1f#1
2634810



22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar	29596
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Product code
			Sheet rev.	1		37 MY20	RELAY UNIT
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title

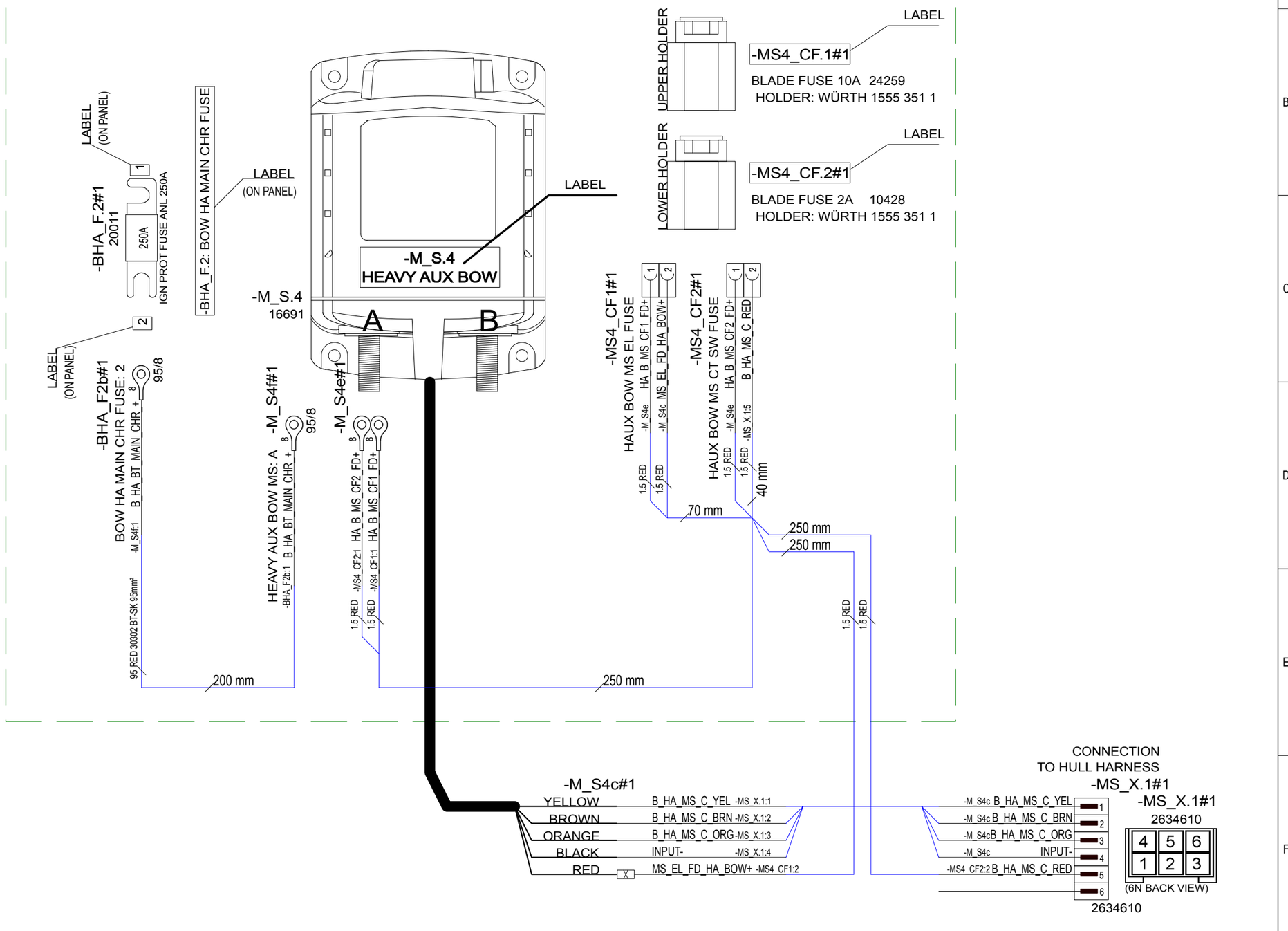
Sub-product code | Project ID | HL | Loc | 103 / 149 Sheet

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

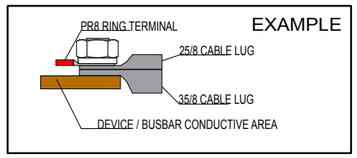
EXEMPTION:
ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



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



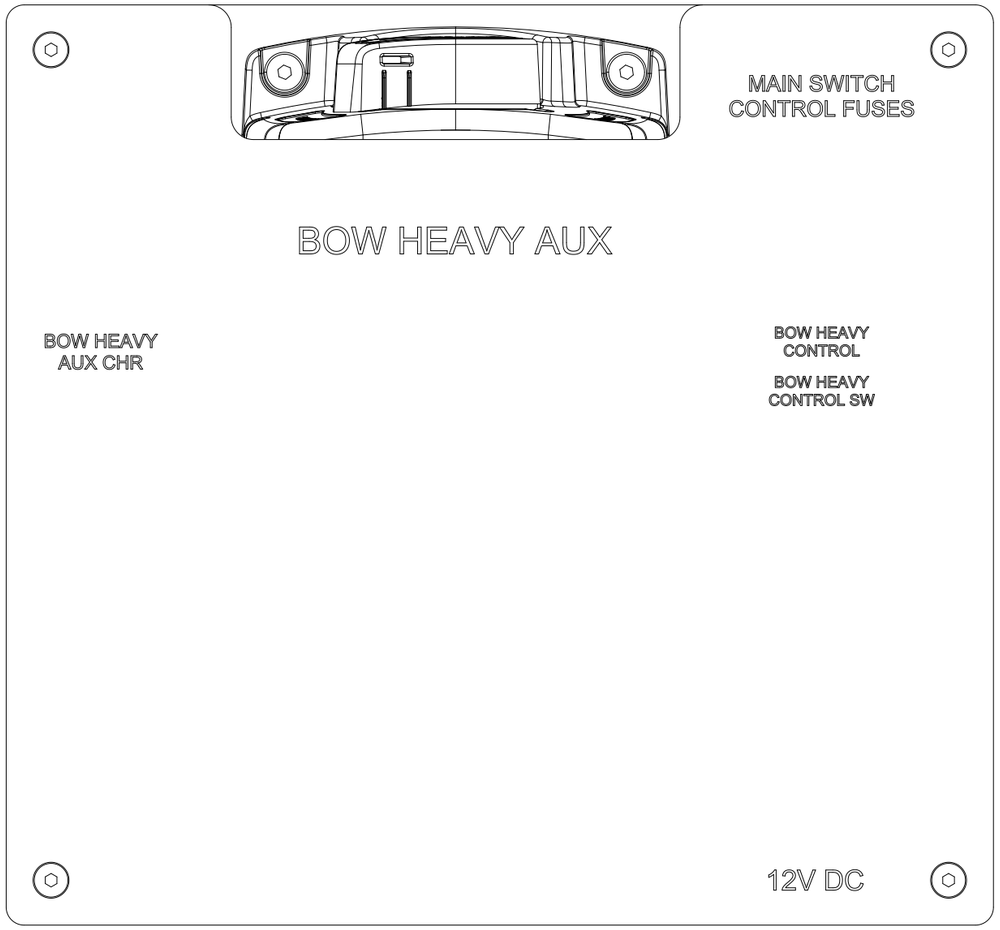
Date of modification	Modified by	Description
23.5.2019	TuM	A1: INTRODUCED DRAWING.
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.

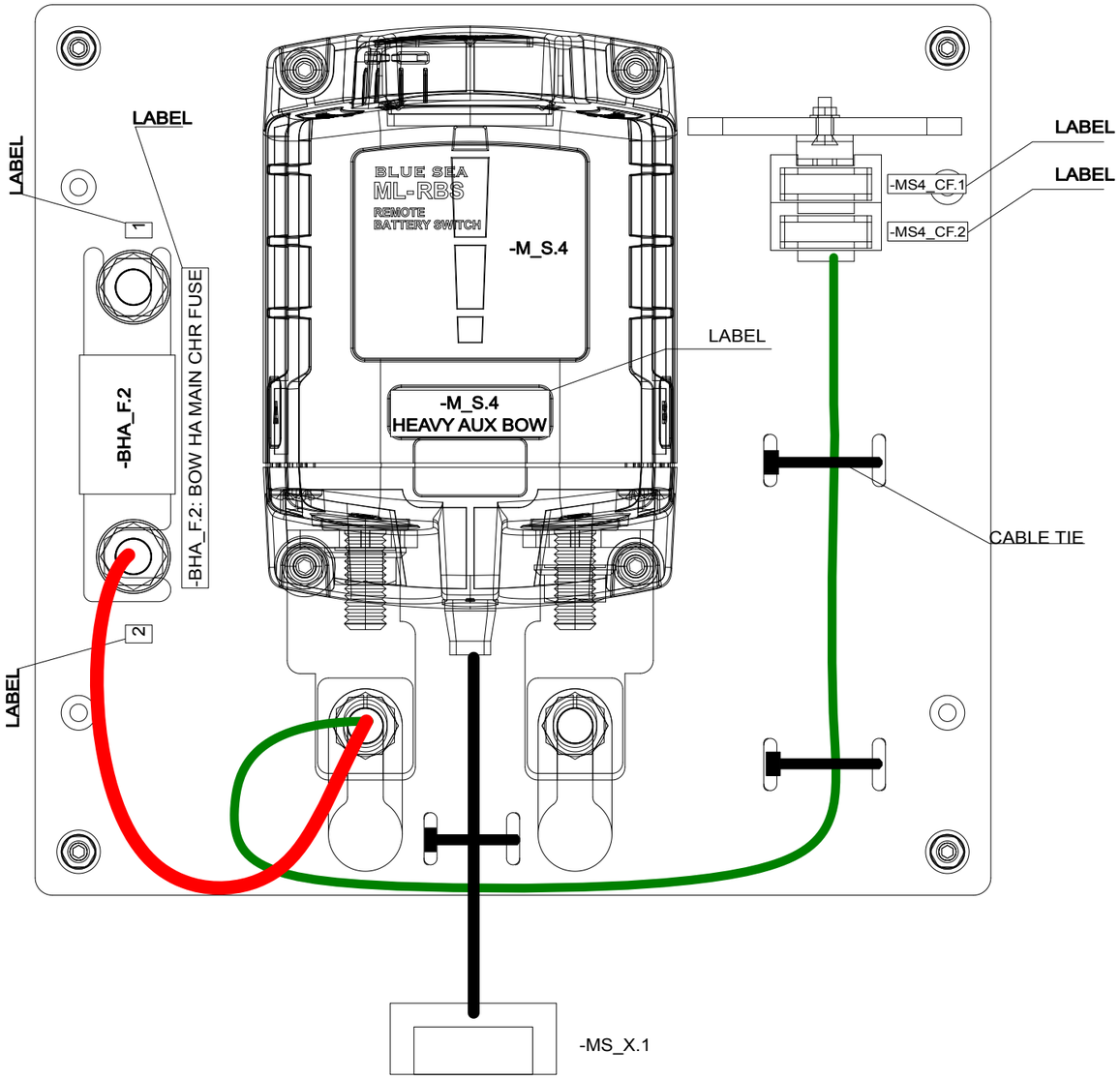
Date	23.5.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29597 Product code	Project ID
37 MY20 Boat model	BOW HEAVY AUX MAIN SWITCH UNIT Title	HL Loc	104 / 149 Sheet

GENERAL LAYOUT / LABLES / CABLE ROUTES



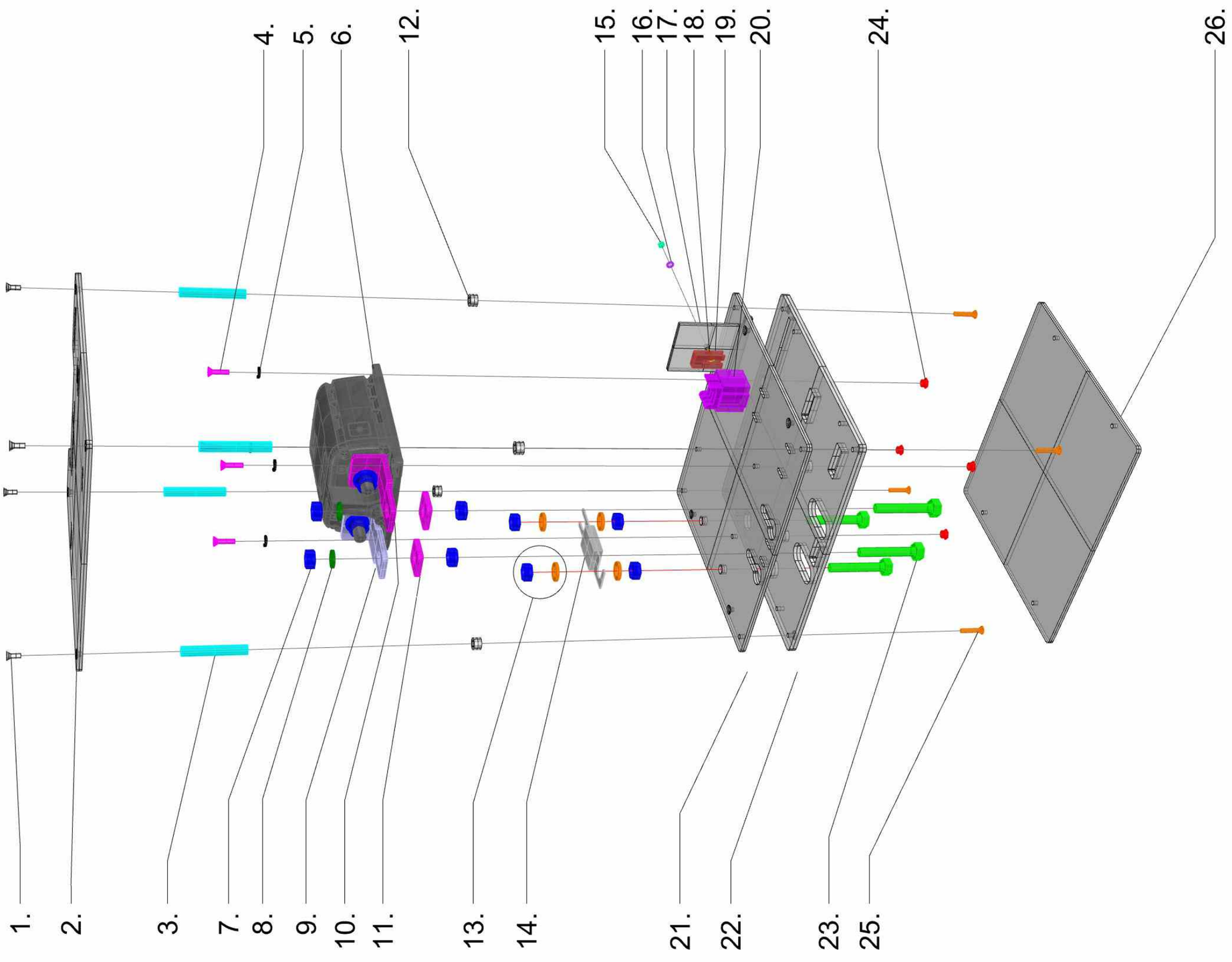


Date of modification	Modified by	Description		
23.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	23.5.2019
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK	Drawing by	TuM
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.	Sheet rev.	3
			Project rev.	B

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	105 / 149
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 M4 x 10 COUNTERSINK HEX BOLT
2. 1PC 29868_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_COVER_(WOC)
3. 4PCS EXTENSION BOLT_L50mm
4. 4PCS M4 X 12 COUNTERSINK
5. 4PCS M4 SPRING WASHER
6. 1PC BLUE SEA ML-RBS
7. 4PCS M8 NUT
8. 2PCS M8 SPRING WASHER
9. 1PC 20329_VIRTAKISKO_BLUE_SEA_ML_SHORT_LEFT
10. 1PC 20330_VIRTAKISKO_BLUE_SEA_ML_SHORT_RIGHT
11. 2PCS 3667
12. 4PCS 18455_NAVIX_LINE_6mm_ABS_SPACER_FOR_M5
13. 4PCS M8_WASHER
    4PCS M8 NUT
14. 1PC ANL
15. 1PC M3 NUT
16. 1PC M3 WASHER
17. 1PC 29872_AXOPAR_37_MY20_FUSE_HOLDER_PLATE_1_SPOT_(WOC)
18. 1PC M3 BOLT
19. 1PC FUSE HOLDER
20. 2PCS FUSE
21. 1PC 29869_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_TOP_(WOC)
22. 1PC 29870_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_MID_(WOC)
23. 4PCS M8X50 BOLT
24. 4PCS EMHART M4
25. 4PCS M4 x 20 COUNTERSINK HEX BOLT
26. 1PC 29871_AXOPAR_37_MY20_BOW_HEAVY_AUX_MSU_BOTTOM_(WOC)
    4PCS CONNECT 29871 WITH CABLE
    TIE DURING TRANSPORTATION

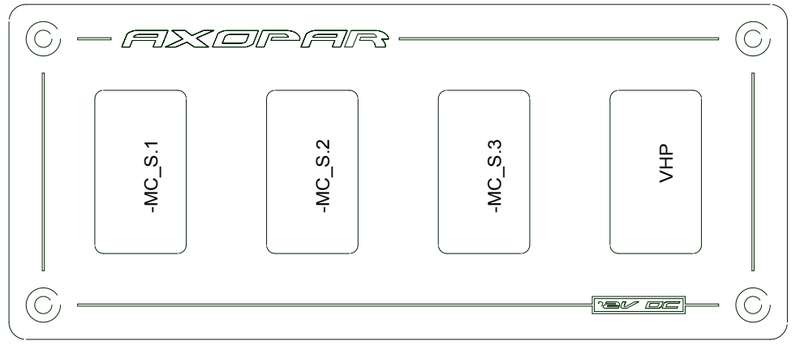
TE 10.06.2019

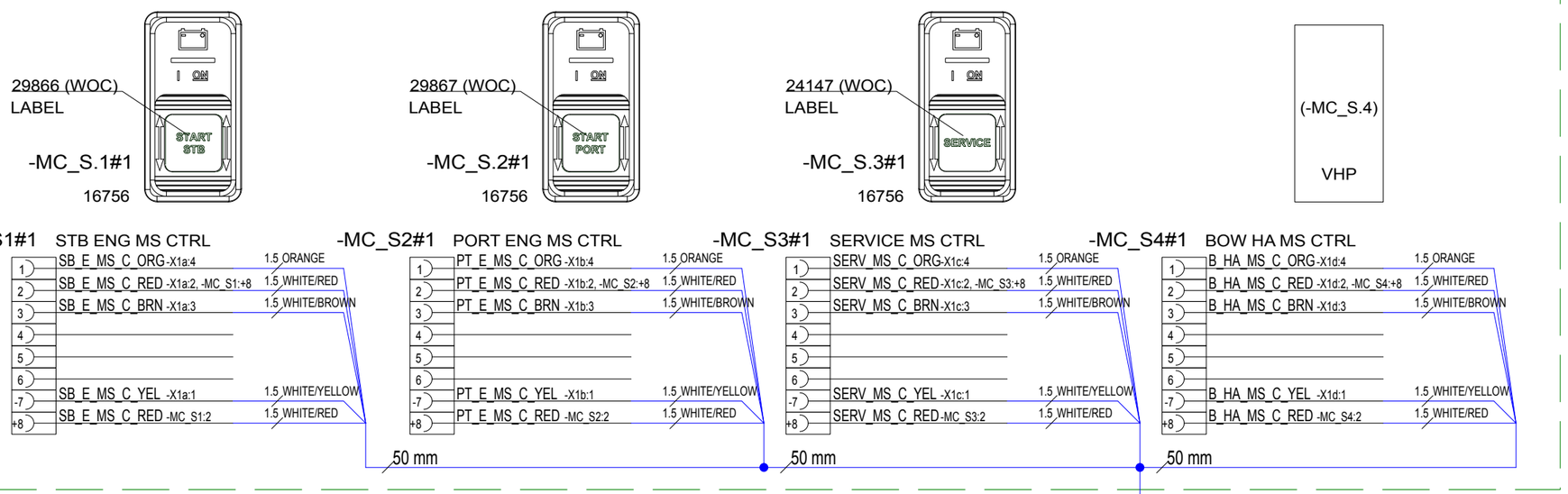
Date of modification	Modified by	Description
23.5.2019	TuM	A1: INTRODUCED DRAWING.
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK
10.10.2019	PN	B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.

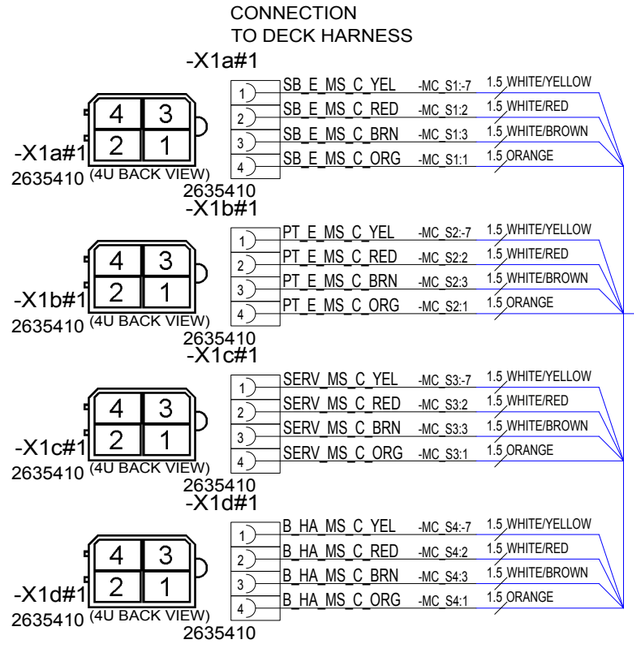
Date	2.10.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29597 Product code	Project ID	
37 MY20 Boat model	BOW HEAVY AUX MAIN SWITCH UNIT Title	HL Loc	106 / 149 Sheet	







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

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

MARKING
R2 ISO 6722 100V AWG16 +100 C
CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

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

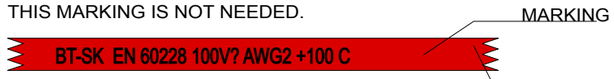
Date	22.5.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	29865 Sub-product code	29599 Product code	Project ID
37 MY20 Boat model	MAIN SWITCH CONTROL PANEL Title	HL Loc	107 / 149 Sheet

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

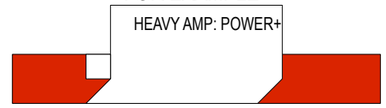
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

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



-D4c#1 STB ALT ISOL: OUT 2 — STB_ALT_SRV_CHR+ -D5g:1 — 35/6
22822 NW 13 PP-MOD, BLACK 590mm — 35 RED 30296 BT-SK 35mm² — -TB38
690 mm
LABEL: STB ALT: -2-
PORT ALT ISOL: OUT 2 -D5g#1 — -D4c:1 STB_ALT_SRV_CHR+ — 35/6

-D4d#1 STB ALT ISOL: OUT 3 — STB_ALT_CHR+ -A_F1b:1 — 35/6
22822 NW 13 PP-MOD, BLACK 400mm — 35 RED 30296 BT-SK 35mm² — -TB39
500 mm
LABEL: STB ALT: -3-
STB ALT CHR FUSE: 2 -A_F1b#1 — -D4d:1 STB_ALT_CHR+ — 35/8

-D5c#1 PORT ALT ISOL: OUT 2 — 1 — 6 PRT_ALT_SRV_CHR+ -A_F3b:1 — 70/6
22824 NW 22 PP-MOD, BLACK 1900mm — 70 RED 30300 BT-SK 70mm² — -TB41
2000 mm
LABEL: PRT ALT: -2-
SERV. ALT CHR FUSE: 2 -A_F3b#1 — -D5c:1 PRT_ALT_SRV_CHR+ 8 — 70/8

-D5d#1 PORT ALT ISOL: OUT 3 — PORT_ALT_CHR+ -A_F2b:1 — 35/6
22822 NW 13 PP-MOD, BLACK 420mm — 35 RED 30296 BT-SK 35mm² — -TB42
520 mm
LABEL: PRT ALT: -3-
PORT ALT CHR FUSE: 2 -A_F2b#1 — -D5d:1 PORT_ALT_CHR+ — 35/8

-D4a#1 STB ALT ISOL: IN — 8 STB_ALT+ -M17c:1 — 50/8
22823 NW 17 PP-MOD, BLACK 4000mm — 50 RED 30298 BT-SK 50mm² — -TB10
4200 mm
LABEL: STB ALT: -1-
ENGINE STB: ALT -M17c#1 — -D4a:1 STB_ALT+ 8 — 50/8

-D5a#1 PORT ALT ISOL: IN — 8 PORT_ALT+ -M18c:1 — 50/8
22823 NW 17 PP-MOD, BLACK 4800mm — 50 RED 30298 BT-SK 50mm² — -TB11
5000 mm
LABEL: PRT ALT: -1-
ENGINE PORT: ALT -M18c#1 — -D5a:1 PORT_ALT+ 8 — 50/8

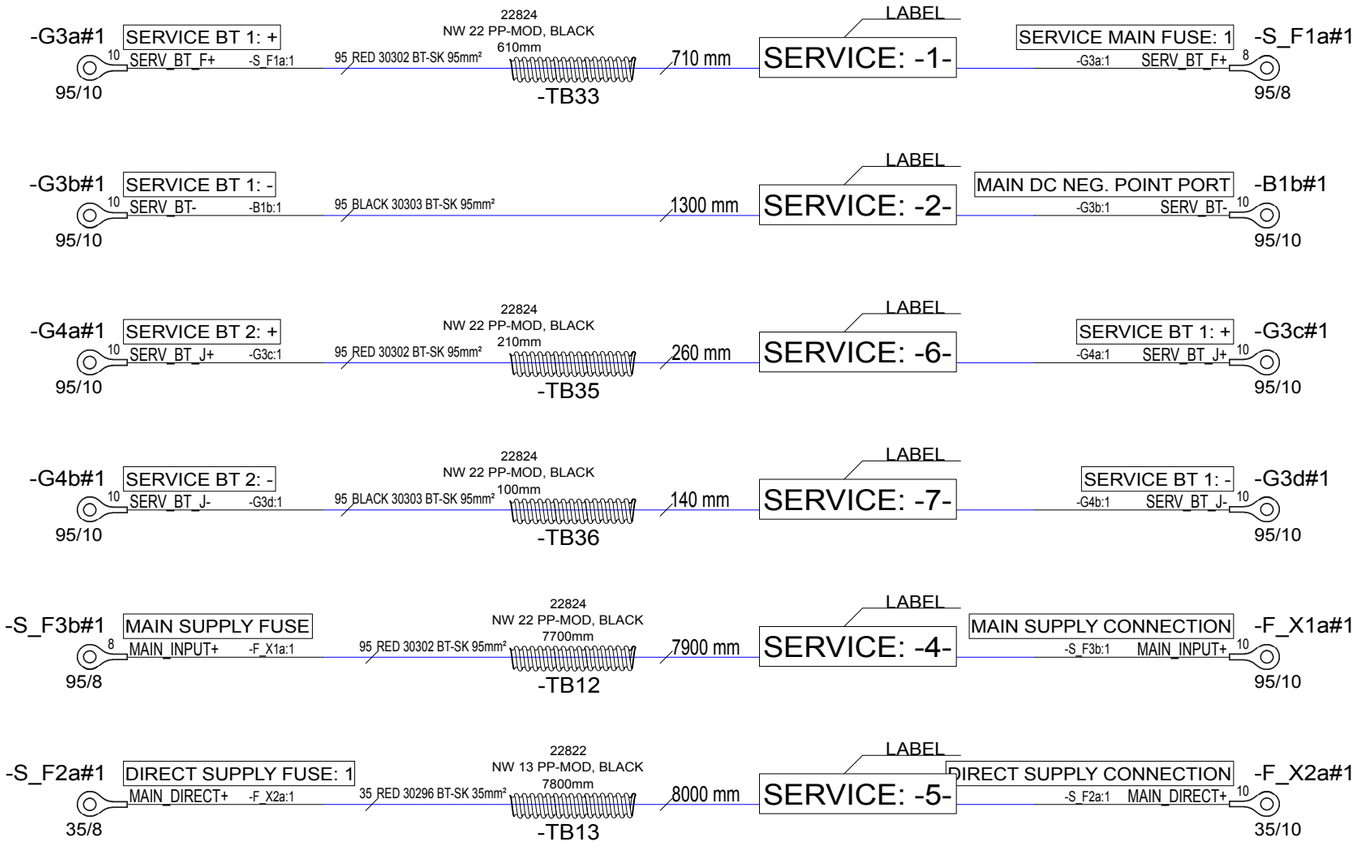
-SR_X3#1 CONTACT: -SR_X.3 — 8 SERV_BT_MAIN_CHR+ -M_S3d:1 — 95/8
22824 NW 22 PP-MOD, BLACK 470mm — 95 RED 30302 BT-SK 95mm² — -TB34
570 mm
LABEL: SERVICE: -3-
SERVICE MS: A -M_S3d#1 — -SR_X3:1 SERV_BT_MAIN_CHR+ 10 — 95/10L

Date of modification	Modified by	Description
22.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: ALTERNATOR CABLES COMBINED TO THIS PRODUCT.

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

NAVIX designed solutions
Copyright by

Boat: Axopar
Boat model: 37 MY20
Sub-product code:
Product code: 29600
Project ID:
Title: ALTERNATOR CABLES
HL:
Loc:
Sheet: 108 / 149



NOTICE! CABLES WITH STICKER

FOR EXAMPLE

HEAVY AMP: POWER+



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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

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

CABLE

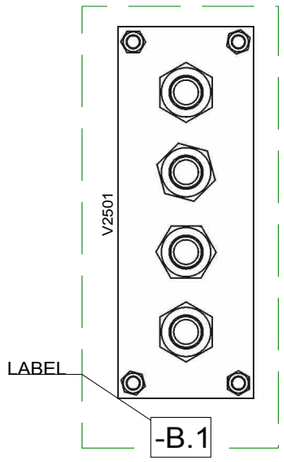
EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

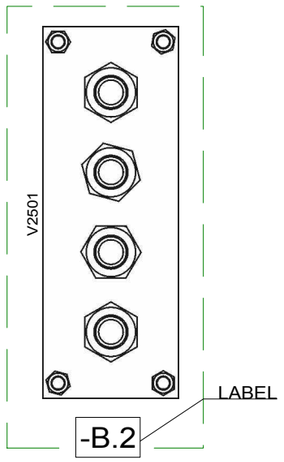
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

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



MAIN DC NEG. POINT PORT



MAIN DC NEG. POINT STB

Date of modification	Modified by	Description
22.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: SERVICE CABLES COMBINED TO THIS PRODUCT.

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

NAVIX designed solutions
Copyright by

Axopar — Boat
37 MY20 — Boat model
Sub-product code
29601 — Product code
Project ID
SERVICE MAIN SUPPLY CABLES — Title
HL — Loc
109 / 149 — Sheet

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

RK90/115 750Vac/ 1000Vdc AWG0 GR90/115 C

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

EQUIVALENCY:

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

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

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

CABLE

EXAMPLE: RED 50mm2 WIRE MARKINGS.

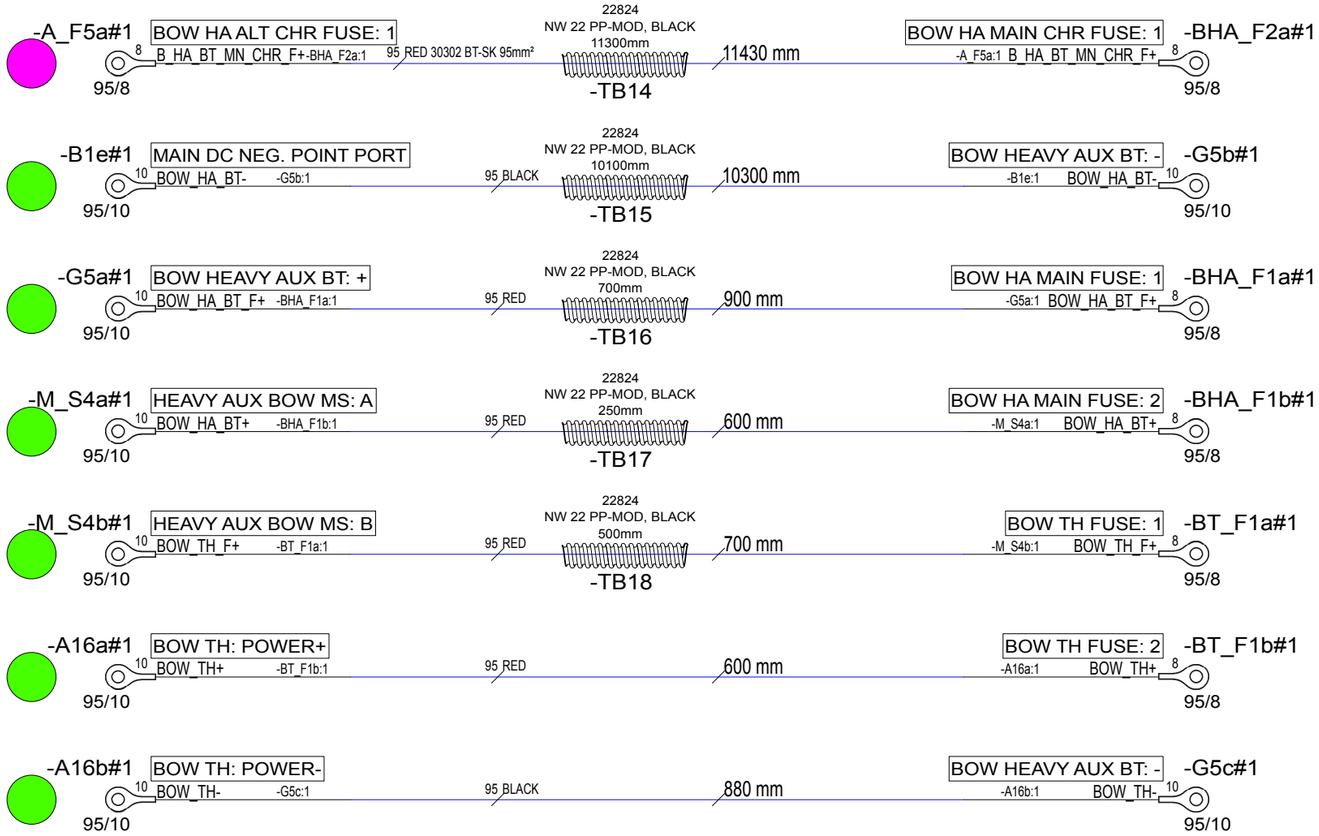
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

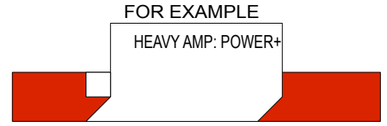
EQUIVALENCY:

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

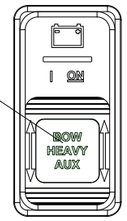


NOTICE! CABLES WITH STICKER

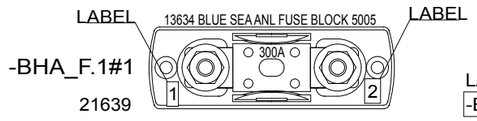
FOR EXAMPLE

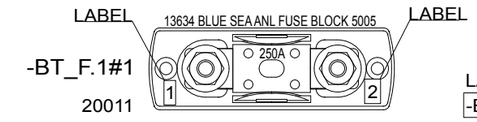


INCLUDED



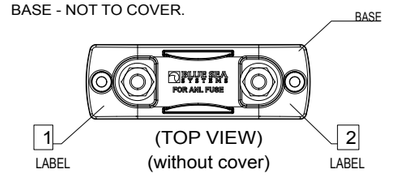
BOW HA MS CTRL SWITCH





LABEL INSTRUCTIONS

NOTICE! PUT LABELS TO FUSE HOLDER
BASE - NOT TO COVER.



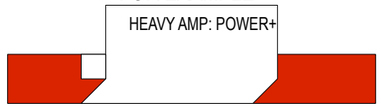


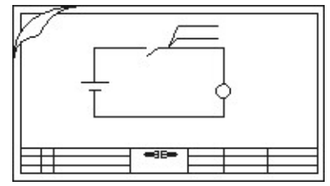
(SIDE VIEW)
(with cover)

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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





DOCUMENTS INCLUDED:

29608 BATTERY BOX
BOW HEAVY AUX CHR CABLE SET

LABEL

BOW HA CHR CABLES

(TO TOP OF PACKAGE)

-D2a#1	HA A. MOSFET: IN	8 SRV/B_HA_ISOL -A42a:1	25/8	25 RED	870 mm	LABEL BOW HA CHR: -1-	BT CHARGER: SRV/HAUX (1) -D2a:1 SRV/B_HA_ISOL	-A42a#1 25/6
-D2b#1	HA A. MOSFET: OUT 1	BOW_HA_CHR_F+ -CH_F4b:1	25/6	25 RED	950 mm	LABEL BOW HA CHR: -2-	BOW HA AC_CH CHR FUSE: 2 -D2b: BOW_HA_CHR_F+ 8	-CH_F4b#1 25/8
-A_F5c#1	BOW HA ALT CHR FUSE: 1	8 BOW_HA_CHR+ -CH_F4a:1	25/8	25 RED	2100 mm	LABEL BOW HA CHR: -3-	BOW HA AC_CH CHR FUSE: 1 -A_F5c:1 BOW_HA_CHR+ 8	-CH_F4a#1 25/8
-A_F5b#1	BOW HA ALT CHR FUSE: 2	8 STB_ALT_B_HA_CHR+ -D4b:1	70/8	70_RED 30300 BT-SK 70mm²	550 mm	LABEL BOW HA CHR: -4-	STB ALT ISOL: OUT 1 -A_F5b:1 STB_ALT_B_HA_CHR+ 6	-D4b#1 1 70/6
-D5b#1	PORT ALT ISOL: OUT 1	PRT_ALT_B_HA_CHR+ -D4g:1	35/6	35_RED 30296 BT-SK 35mm²	270 mm	LABEL BOW HA CHR: -6-	STB ALT ISOL: OUT 1 -D5b:1 PRT_ALT_B_HA_CHR+	-D4g#1 35/6

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 EN 60228 100V? 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
7.7.2019	TuM	A1: INTRODUCED DRAWING.
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2
10.10.2019	PN	B3: BOW HA CABLES (29608) COMBINED TO THIS PRODUCT

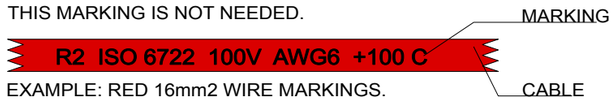
Date 6.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

NAVIX designed solutions
Copyright by

Boat: Axopar
Boat model: 37 MY20
Sub-product code:
Product code: 29602
Project ID:
Title: BOW THRUSTER CABLE SET
HL:
Loc:
Sheet: 111/ 149

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.



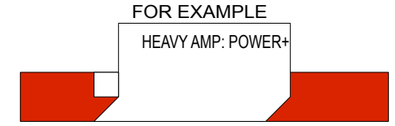
EXAMPLE: RED 16mm2 WIRE MARKINGS.

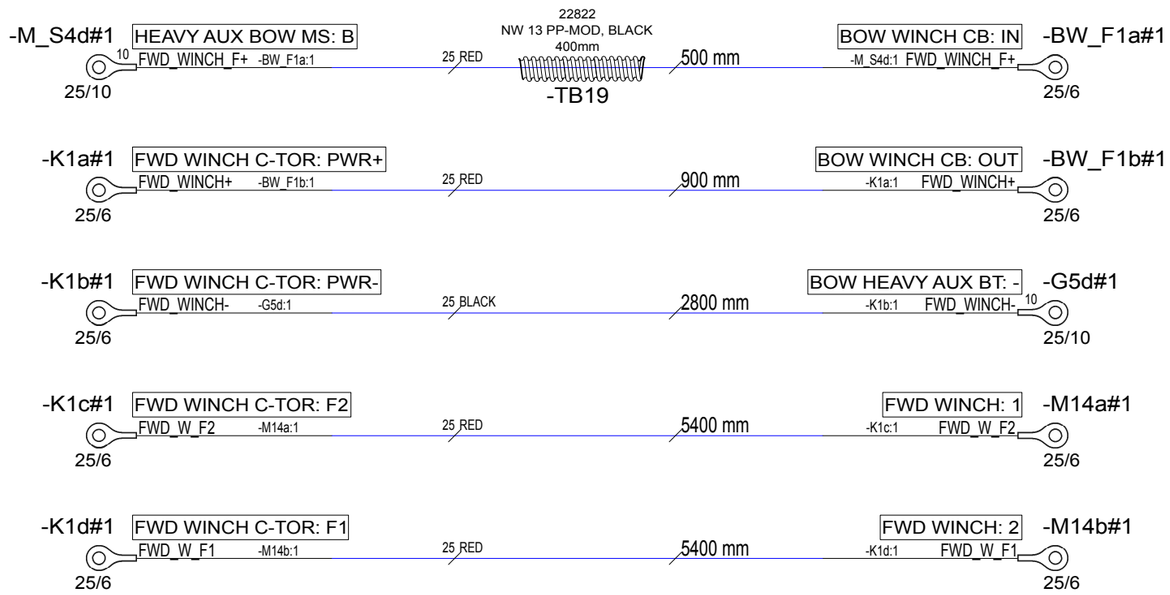
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

	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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





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

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

Copyright by

Axopar Boat		29603 Product code	Project ID
37 MY20 Boat model	BOW WINCH CABLE SET Title	HL Loc	112 / 149 Sheet

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

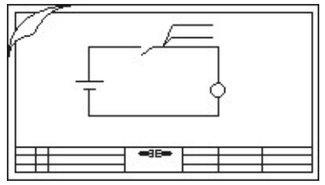
R2 ISO 6722 100V AWG6 +100 C

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
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	=	AWG3
	35 mm2	=	AWG2

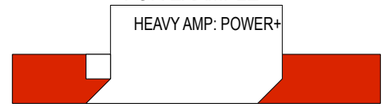


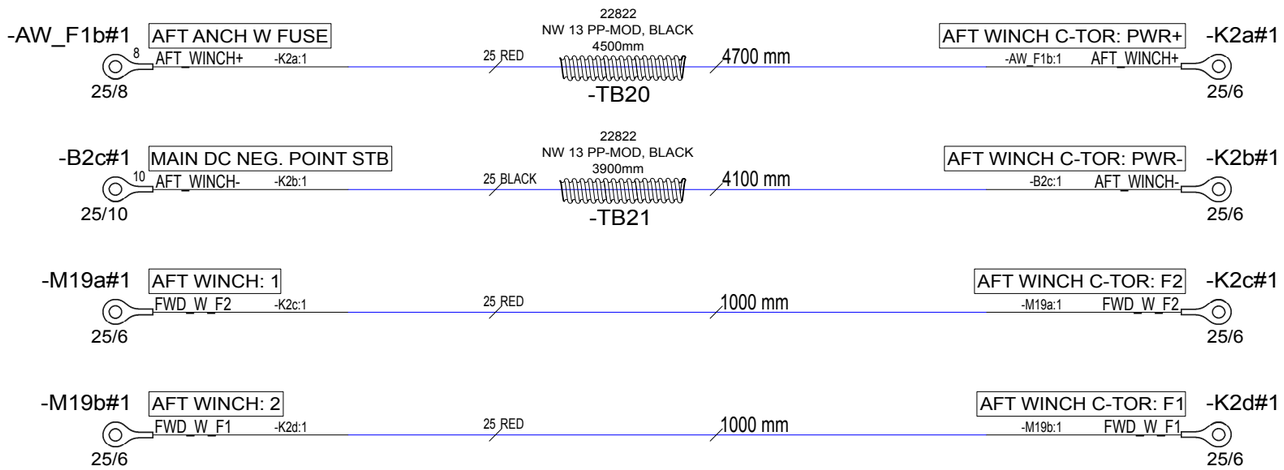
DOCUMENTS INCLUDED:

29604 BATTERY BOX
ANCH WINCH CABLE SET

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





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

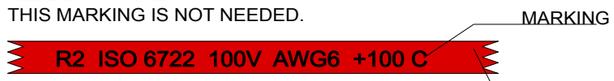
Date	22.5.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar		29604	
Boat	Sub-product code	Product code	Project ID
37 MY20	AFT WINCH CABLE SET	HL	113 / 149
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.



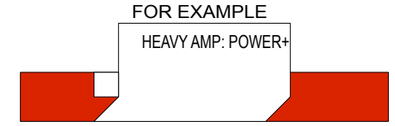
EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

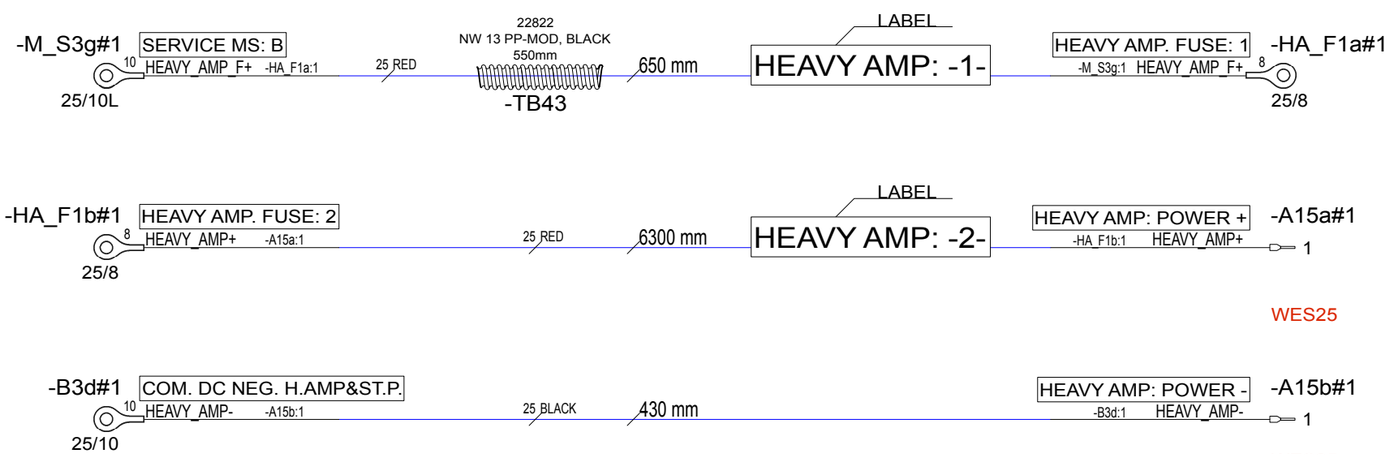
	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
FOR EXAMPLE:	25 mm2	=	AWG3
CABLE SIZE IS 25mm2 --> MARKING AWG3.	35 mm2	=	AWG2

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



LABEL
HEAVY AMPLIFIER CABLES
(TO TOP OF PACKAGE)



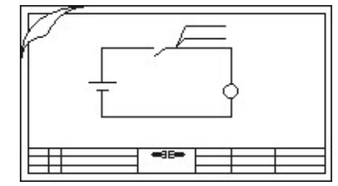
PACKED TO OWN PACKAGE.

21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019	NAVIX designed solutions	Axopar		29605	
10.10.2019	PN	B2: -M_S3g- -HA_F1a CABLE MOVED TO 29605, HA_Fb1 CONNECTED TO A15	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	2		37 MY20	HEAVY AMPLIFIER CABLES	HL	114 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



DOCUMENTS INCLUDED:

29606 BATTERY BOX
SOLAR PANEL CABLES

CABLE 1 — 23029 Solar Cable 6mm2 10m WITH MC4 CONNECTOR

-PV_X1a#1 (FEMALE) — SOLAR PNL 1: CONTACT + — SOLAR_P+ — -PV_A1a:+ — 6 BLACK 1169 PV1-F — 10000 mm — SOLAR PANEL 1: + — -PV_X1a:+ — SOLAR_P+ — -PV_A1a#1 (MALE)

CABLE 2 — 23029 Solar Cable 6mm2 10m WITH MC4 CONNECTOR

-PV_X.1b#1 (MALE) — SOLAR PNL 1: CONTACT - — SOLAR_P- — -PV_A1b:- — 6 BLACK 1169 PV1-F — 10000 mm — SOLAR PANEL 1: - — -PV_X.1b:- — SOLAR_P- — -PV_A1b#1 (FEMALE)

CABLE 3 — 23564 Solar Cable 6mm2 5m WITH MC4 CONNECTOR

-PV_X2a#1 (FEMALE) — CONN. BOX IN: 1+ — SOLAR_P+ — -PV_X.1a:+ — 6 BLACK 1169 PV1-F — 5000 mm — SOLAR PNL 1: CONTACT + — -PV_X2a:+ — SOLAR_P+ — -PV_X.1a#1 (MALE)

CABLE 4 — 23564 Solar Cable 6mm2 5m WITH MC4 CONNECTOR

-PV_X.2b#1 (MALE) — CONN. BOX IN: 1- — SOLAR_P- — -PV_X1b:- — 6 BLACK 1169 PV1-F — 5000 mm — SOLAR PNL 1: CONTACT - — -PV_X.2b:- — SOLAR_P- — -PV_X1b#1 (FEMALE)

LABEL

SOLAR PANEL CABLES

(TO TOP OF PACKAGE)

CABLE 1 (END1) **SEE ASSEMBLY NOTES** — 23564 Solar Cable 6mm2 5m WITH MC4 CONNECTOR

-PV_X.2a#1 (MALE) — CONN. BOX IN: 1+ — SOLAR_P+ — -A77a:+ — 6 BLACK 1169 PV1-F — 2000 mm — LABEL SOLAR P: -1- — SOL REG: PV INPUT + — -PV_X.2a:+ — SOLAR_P+ — -A77a#1 **WES10**

CABLE 1 (END2) **SEE ASSEMBLY NOTES** — 23564 Solar Cable 6mm2 5m WITH MC4 CONNECTOR

-PV_X2b#1 (FEMALE) — CONN. BOX IN: 1- — SOLAR_P- — -A77b:- — 6 BLACK 1169 PV1-F — 2000 mm — LABEL SOLAR P: -2- — SOL REG: PV INPUT - — -PV_X2b:- — SOLAR_P- — -A77b#1 **WES10**

IN LINE FUSE ASSEMBLY
TOTAL LENGTH: APPROX. 250mm

-G3e#1 — SERVICE BT 1: + — 10 — SOLAR_CHR_F+ — -PV_F1a — 100mm — -PV_F1a#1 — -PV_F.1#1 20A 24261 HOLDER: 10833 — 100mm — -PV_F1b#1 — SOLAR_CHR+ — -A77c:+ — 6 RED — 1800 mm — LABEL SOLAR P: -3- — SOL REG: BATTERY CON. + — -PV_F1b:1 — SOLAR_CHR+ — -A77c#1 **WES6**

KR10 — **KHK**

-B1n#1 — MAIN DC NEG. POINT PORT — 10 — SOLAR_CHR- — -A77d:- — 6 BLACK — 1700 mm — LABEL SOLAR P: -4- — SOL REG: BATTERY CON. - — -B1n:1 — SOLAR_CHR- — -A77d#1 **WES6**

KR10

PACKED TO OWN PACKAGE.

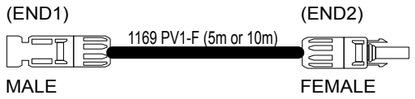
Date of modification	Modified by	Description		
21.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	21.5.2019
10.10.2019	PN	B2: 29612 CABLES MOVED TO THE 29606	Drawing by	TuM
			Sheet rev.	2
			Project rev.	B

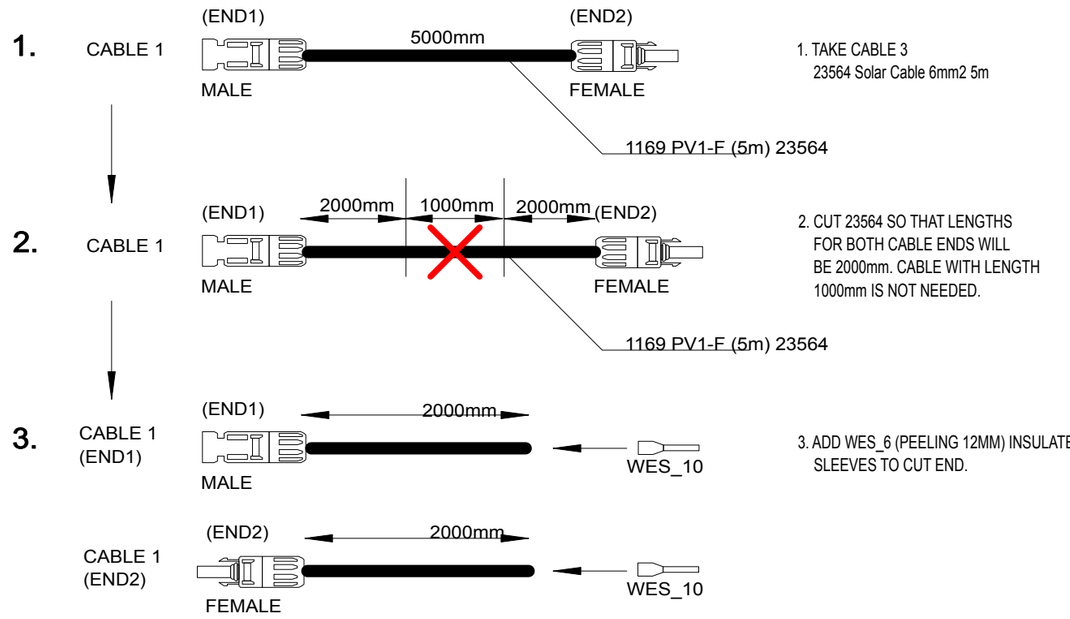
NAVIX designed solutions
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar		29606	
Boat model	Title	Loc	Sheet
37 MY20	SOLAR PANEL CABLES	HL	115 / 149

ASSEMBLY NOTES FOR SOLAR PANEL CABLES

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





1. TAKE CABLE 3
   23564 Solar Cable 6mm2 5m

2. CUT 23564 SO THAT LENGTHS FOR BOTH CABLE ENDS WILL BE 2000mm. CABLE WITH LENGTH 1000mm IS NOT NEEDED.

3. ADD WES_6 (PEELING 12MM) INSULATED SLEEVES TO CUT END.

Date of modification	Modified by	Description
7.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: 29612 CABLES MOVED TO THE 29606

Date	6.7.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

Copyright by

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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

HEAVY AMP: POWER+



LABEL

START STB CABLES

(TO TOP OF PACKAGE)

-G1a#1 — START STB BT: + — 10 STB_START_BT+ -M_S1a#1:1 — 95 RED 30302 BT-SK 95mm² — 22824 NW 22 PP-MOD, BLACK 380mm — -TB29 — 480 mm — LABEL: START STB: -1- — START STB MS: A — -G1a#1:1 STB_START_BT+ 10 — -M_S1a#1 — 95/10 — 95/10L

-ENG_X1a#1 — ENGINE STB: ENG+ — 8 STB_ENG+ -M_S1b#1:1 — 95 RED 30302 BT-SK 95mm² — 22824 NW 22 PP-MOD, BLACK 900mm — -TB30 — 1000 mm — LABEL: START STB: -2- — START STB MS: B — -ENG_X1a#1:1 STB_ENG+ 10 — -M_S1b#1 — 95/8 — 95/10L

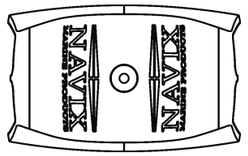
-ENG_X1b#1 — ENGINE STB: ENG- — 8 STB_ENG- -G1b#1:1 — 95 BLACK 30303 BT-SK 95mm² — 700 mm — LABEL: START STB: -3- — START STB BT: - — -ENG_X1b#1:1 STB_ENG- 10 — -G1b#1 — 95/8 — 95/10

-B2h#1 — MAIN DC NEG. POINT STB — 10 STB_START_BT- -G1c#1:1 — 95 BLACK 30303 BT-SK 95mm² — 650 mm — LABEL: START STB: -4- — START STB BT: - — -B2h#1:1 STB_START_BT- 10 — -G1c#1 — 95/10 — 95/10

INCLUDED

-ENG_X.1#1

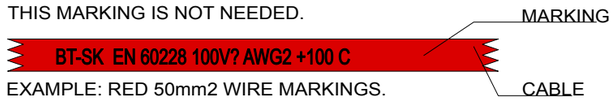
V4100



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.

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

6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	6.7.2019	NAVIX designed solutions	Axopar		29607
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM		Boat	Sub-product code	Product code / Project ID
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev.	3		37 MY20	BATTERY BOX CABLES STANDARD	HL
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc / 117 / 149 Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

HEAVY AMP: POWER+



-G2a#1 — START PORT BT: + — 10 — PORT_START_BT+M_S2a#1:1 — 95 RED 30302 BT-SK 95mm² — 22824 NW 22 PP-MOD, BLACK 280mm — -TB31 — 380 mm — LABEL — START PRT: -1- — START PORT MS: A — -G2a#1:1 PORT_START_BT+ — 10 — -M_S2a#1

95/10 — 95/10L

-ENG_X2a#1 — ENGINE PORT: ENG+ — 8 — PORT_ENG+ -M_S2b#1:1 — 95 RED 30302 BT-SK 95mm² — 22824 NW 22 PP-MOD, BLACK 1100mm — -TB32 — 1200 mm — LABEL — START PRT: -2- — START PORT MS: B — -ENG_X2a#1:1 PORT_ENG+ — 10 — -M_S2b#1

95/8 — 95/10L

-ENG_X2b#1 — ENGINE PORT: ENG- — 8 — PORT_ENG- -G2b#1:1 — 95 BLACK 30303 BT-SK 95mm² — 1000 mm — LABEL — START PRT: -3- — START PORT BT: - — -ENG_X2b#1:1 PORT_ENG- — 10 — -G2b#1

95/8 — 95/10

-B1d#1 — MAIN DC NEG. POINT PORT — 10 — PORT_START_BT- -G2c#1:1 — 95 BLACK 30303 BT-SK 95mm² — 1060 mm — LABEL — START PRT: -4- — START PORT BT: - — -B1d#1:1 PORT_START_BT- — 10 — -G2c#1

95/10 — 95/10

LABEL

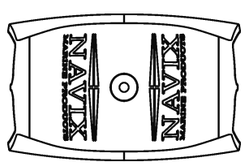
START PRT CABLES

(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.

MARKING

BT-SK EN 60228 100V? 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

6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	5.7.2019	Axopar		29607
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by	TuM			
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev.	3	37 MY20	BATTERY BOX CABLES STANDARD	HL
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc

NAVIX designed solutions

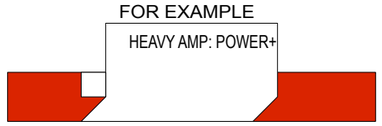
Copyright by

Sub-product code | Product code | Project ID

118 / 149 Sheet

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#1:1 25 BLACK 300 mm LABEL PWR STEER: -5- PWR. STEER. PUMP: V04100 -B4b#1 -B3a#1:1 MAIN_PWR_STR- 8

25/10 25/8

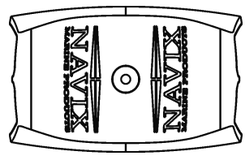
-B3b#1 COM. DC NEG. H.AMP&ST.P. 10 MAIN_PWR_STR- -B2p#1:1 35 BLACK 4300 mm LABEL PWR STEER: -6- MAIN DC NEG. POINT STB -B2p#1 -B3b#1:1 MAIN_PWR_STR- 10

35/10 35/10

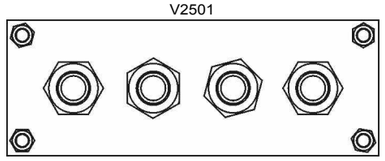
INCLUDED

-B.4#1

V4100



V2501



-B.3 LABEL

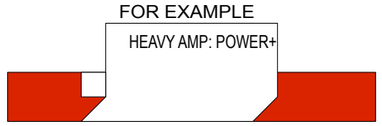
COM. DC NEG. H.AMP&ST.P

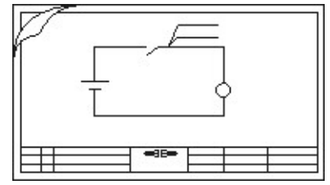
PACKED TO OWN PACKAGE.

6.7.2019	TuM	A1: INTRODUCED DRAWING.	Date 5.7.2019	NAVIX designed solutions	Axopar		29607	
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2	Drawing by TuM					
10.10.2019	PN	B3: REMOVED TO OTHER PRODUCTS SERVICE-, AC CHARGER-, ALTERNATOR CABLES	Sheet rev. 3		37 MY20	BATTERY BOX CABLES STANDARD	HL	119 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet
					Boat	Sub-product code	Product code	Project ID

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





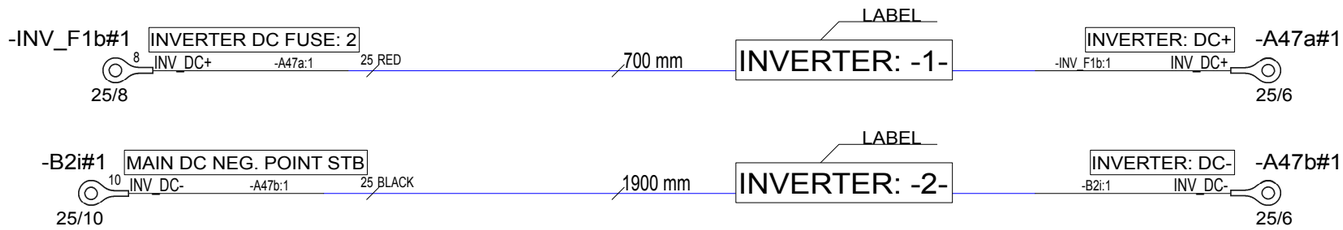
DOCUMENTS INCLUDED:

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.

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. FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	10 mm2	=	AWG8
	16 mm2	=	AWG6
	25 mm2	=	AWG3
	35 mm2	=	AWG2

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

NAVIX designed solutions
Copyright by

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

1.

-M_S.1
START STB MS

-M_S.1
16691

A

B

LABEL

LABEL
-MS1_CF.1#1
UPPER HOLDER
24259 BLADE FUSE 10A
HOLDER: WÜRTH 1555 351 1
LABEL
-MS1_CF.2#1
LOWER HOLDER
10428 BLADE FUSE 2A
HOLDER: WÜRTH 1555 351 1

START STB MS: A -M_S1e#1
1.5 RED -MS1_CF2:1 10 MS1_CF2_FD+
1.5 RED -MS1_CF1:1 10 MS1_CF1_FD+

START STB MS: A -M_S1#1
-PS_F28:1 STB_PWR_STR_F 10
25/10L

START STB MS: A -M_S1d#1
-ES_X1:1 STB_BT_MAIN_CHR+ 10
50/10L

-MS1_CF1#1
START STB MS EL FUSE
-M_S1e MS1_CF1_FD+ 1
-M_S1c MS_EL_FD_ST_SB+ 2
1.5 RED
1.5 RED

-MS1_CF2#1
START STB MS CT SW FUSE
-M_S1e MS1_CF2_FD+ 1
-B_X3:5 SB_E_MS_C_RED 2
1.5 RED
1.5 RED

30 mm
250 mm
250 mm
250 mm
550 mm
410 mm
25 RED
50 RED 30298 BT-SK 50mm²

-TB24
22823
NW 17 PP-MOD, BLACK
360mm

-TB25
22822
NW 13 PP-MOD, BLACK
500mm

CONTACT: -ES_X1
-ES_X1#1
-M_S1d:1 STB_BT_MAIN_CHR+ 8
50/10
-ES_X.1

LABEL -CH_F.2: STB AC_CH CHR FUSE 14978 ANL FUSE HOLDER 80A 1 2 LABEL
-CH_F.2#1
IGN PROT FUSE ANL 80A
23030

LABEL -A_F.1: STB ALT CHR FUSE 14978 ANL FUSE HOLDER 80A 1 2 LABEL
-A_F.1#1
IGN PROT FUSE ANL 80A
23030

LABEL -PS_F.2: STB PWR STEER FUSE 14978 ANL FUSE HOLDER 60A 1 2 LABEL
-PS_F.2#1
IGN PROT FUSE ANL 60A
21614

STB PWR STEER FUSE: 1
STB_PWR_STR_F -M_S1f:1
8
25/8
-PS_F2a#1

LABEL -A_F.5: BOW HA ALT CHR FUSE 14978 ANL FUSE HOLDER 150A 1 2 LABEL
-A_F.5#1
IGN PROT FUSE ANL 150A
13633

1.5 RED
1.5 RED

CONNECTION
TO BATTERY BOX HARNESS

-M_S1c#1 START STB MS CTRL
YELLOW SB_E_MS_C_YEL -B_X3:1
BROWN SB_E_MS_C_BRN -B_X3:2
ORANGE SB_E_MS_C_ORG -B_X3:3
BLACK INPUT- -B_X3:4
RED MS_EL_FD_ST_SB+ -MS1_CF1:2
X

-B_X3#1
-M_S1c SB_E_MS_C_YEL 1
-M_S1c SB_E_MS_C_BRN 2
-M_S1c SB_E_MS_C_ORG 3
-M_S1c INPUT- 4
-MS1_CF2:2 SB_E_MS_C_RED 5
6
2635610

-B_X3#1
2635610 (6U BACK VIEW)
6 5 4
3 2 1

LABEL INSTRUCTIONS
NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.
BASE
COVER
1 LABEL
(TOP VIEW)
2 LABEL

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

Date of modification	Modified by	Description
3.7.2019	TuM	A1: INTRODUCED DRAWING.
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK AND R2
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .

Date 2.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

NAVIX designed solutions
Copyright by

Axopar
Boat

37 MY20
Boat model

SEE EXP VIEW
Sub-product code

29613
Product code

Project ID

BATTERY BOX
STB PANEL 1
Title

HL
Loc

121/ 149
Sheet

2.

LABEL
-MS3_CF.1#1
UPPER HOLDER
24259 BLADE FUSE 10A
HOLDER: WÜRTH 1555 351 1
LOWER HOLDER
LABEL
-MS3_CF.2#1
10428 BLADE FUSE 2A
HOLDER: WÜRTH 1555 351 1

-INV_F1a#1
INVERTER DC FUSE: 1
-M_S3f:1 INV_DC_F+ 8
25/8
LABEL
13634 BLUE SEA ANL FUSE BLOCK 5005
80A
-INV_F.1: INVERTER DC FUSE
LABEL
-INV_F.1#1
23030

-MS3_CF1#1
SERV MS EL FUSE
-M_S3e SERV_MS_CF1_FD+
-M_S3c MS_EL_FD_SERV+
1.5 RED
-MS3_CF2#1
SERV MS CT SW FUSE
-M_S3e SERV_MS_CF2_FD+
-B_X2:5 SERV_MS_C_RED
30 mm
250 mm
250 mm
250 mm

-M_S.3
16691
-M_S.3
SERVICE MS
LABEL
A
B

SERVICE MS: A -M_S3e#1 -10
1.5 RED -MS3_CF2:1 SERV_MS_CF2_FD+
1.5 RED -MS3_CF1:1 SERV_MS_CF1_FD+
SERVICE MS: A -M_S3a#1 -10
-SR_X1:1 SERV_BT+ 95/10L
SERVICE MS: B -M_S3b#1 -10
-SR_X2a:1 MAIN_SPLY+ 95/10L
SERVICE MS: B -M_S3f#1 -10
-INV_F1a:1 INV_DC_F+ 25/10L

-SR_X1#1 CONTACT: -SR_X.1
8 SERV_BT+ -M_S3a:1
95/10
LABEL
-SR_X.1
LABEL
LABEL
-S_F.1: SERVICE MAIN FUSE
13634 BLUE SEA ANL FUSE BLOCK 5005
300A
LABEL
-S_F.1#1
21639
LABEL
-S_F.2#1
23030
-S_F.2: DIRECT SUPPLY FUSE
LABEL

CONTACT: -SR_X.2 -SR_X2a#1
-M_S3b:1 MAIN_SPLY+ 8
95/10
LABEL
-SR_X.2
LABEL
LABEL
-S_F.3: MAIN SUPPLY FUSE
13634 BLUE SEA ANL FUSE BLOCK 5005
200A
LABEL
-S_F.3#1
23032
LABEL
-AW_F.1#1
23030
-AW_F.1: AFT ANCH W FUSE
LABEL

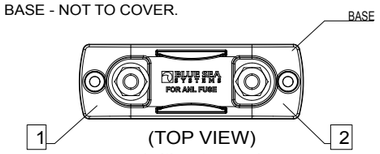
22824
NW 22 PP-MOD, BLACK
430mm
-TB26
-TB27
22824
NW 22 PP-MOD, BLACK
350mm

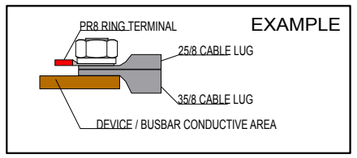
95 RED 30302 BT-SK 95mm² 400 mm
95 RED 30302 BT-SK 95mm² 480 mm

22822
NW 13 PP-MOD, BLACK
410mm
25 RED 460 mm
-TB28

-M_S3c#1 SERVICE MS CTRL
YELLOW SERV_MS_C_YEL -B_X2:1
BROWN SERV_MS_C_BRN -B_X2:2
ORANGE SERV_MS_C_ORG -B_X2:3
BLACK INPUT- -B_X2:4
RED MS_EL_FD_SERV+ -MS3_CF1:2

CONNECTION
TO BATTERY BOX HARNESS
-B_X2#1
-M_S3c SERV_MS_C_YEL 1
-M_S3c SERV_MS_C_BRN 2
-M_S3c SERV_MS_C_ORG 3
-M_S3c INPUT- 4
-MS3_CF2:2 SERV_MS_C_RED 5
6
2635610
-B_X2#1
6 5 4
3 2 1
2635610 (6U BACK VIEW)

LABEL INSTRUCTIONS
NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.


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


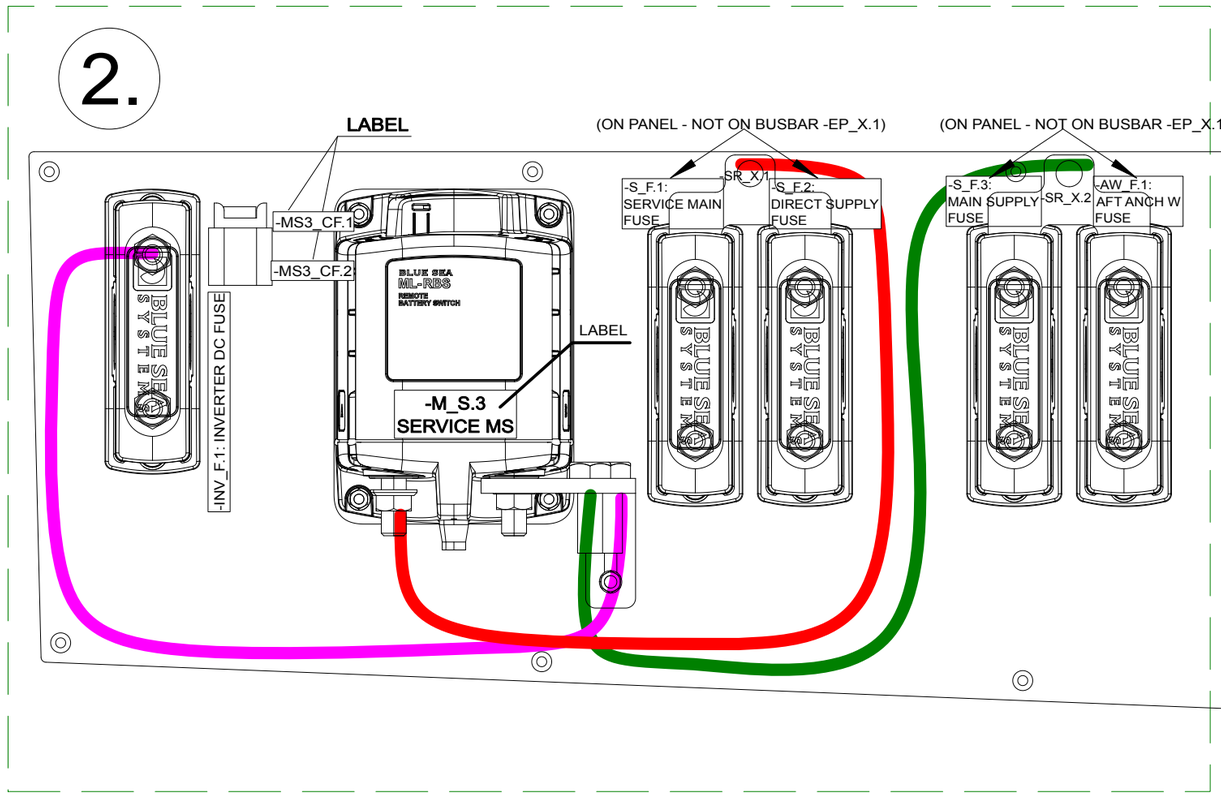
Date of modification	Modified by	Description
3.7.2019	TuM	A1: INTRODUCED DRAWING.
16.09.2019	AR	A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK
10.10.2019	PN	B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 .

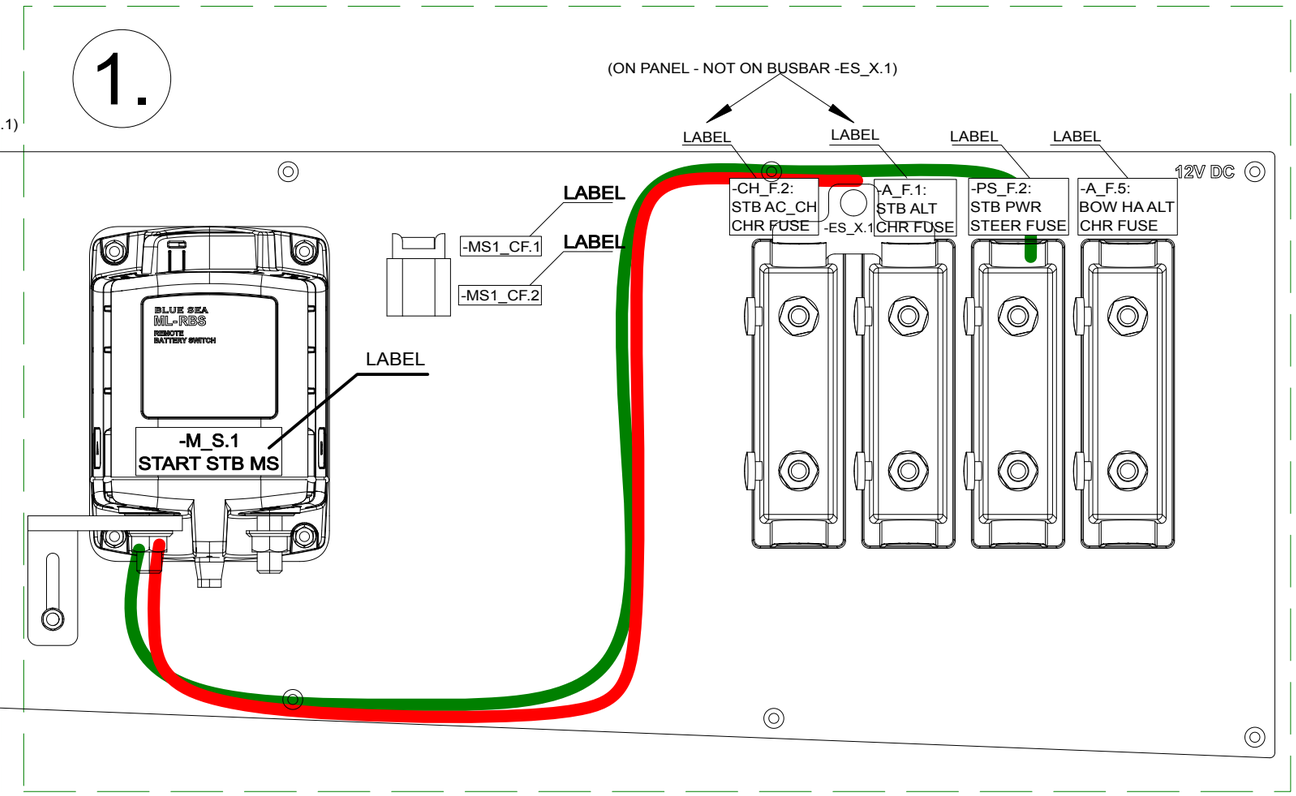
Date 3.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

NAVIX designed solutions
Copyright by

Boat	Sub-product code	Product code	Project ID
Axopar	SEE EXP VIEW	29613	
37 MY20	BATTERY BOX STB PANEL 1	HL	122 / 149
Boat model	Title	Loc	Sheet

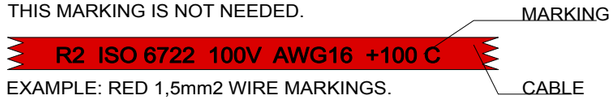
GENERAL LAYOUT/ LABELS / CABLE ROUTING





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

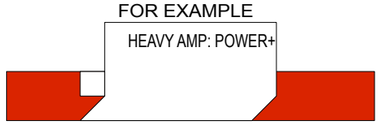
EXEMPTION:
ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



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

Date	3.7.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

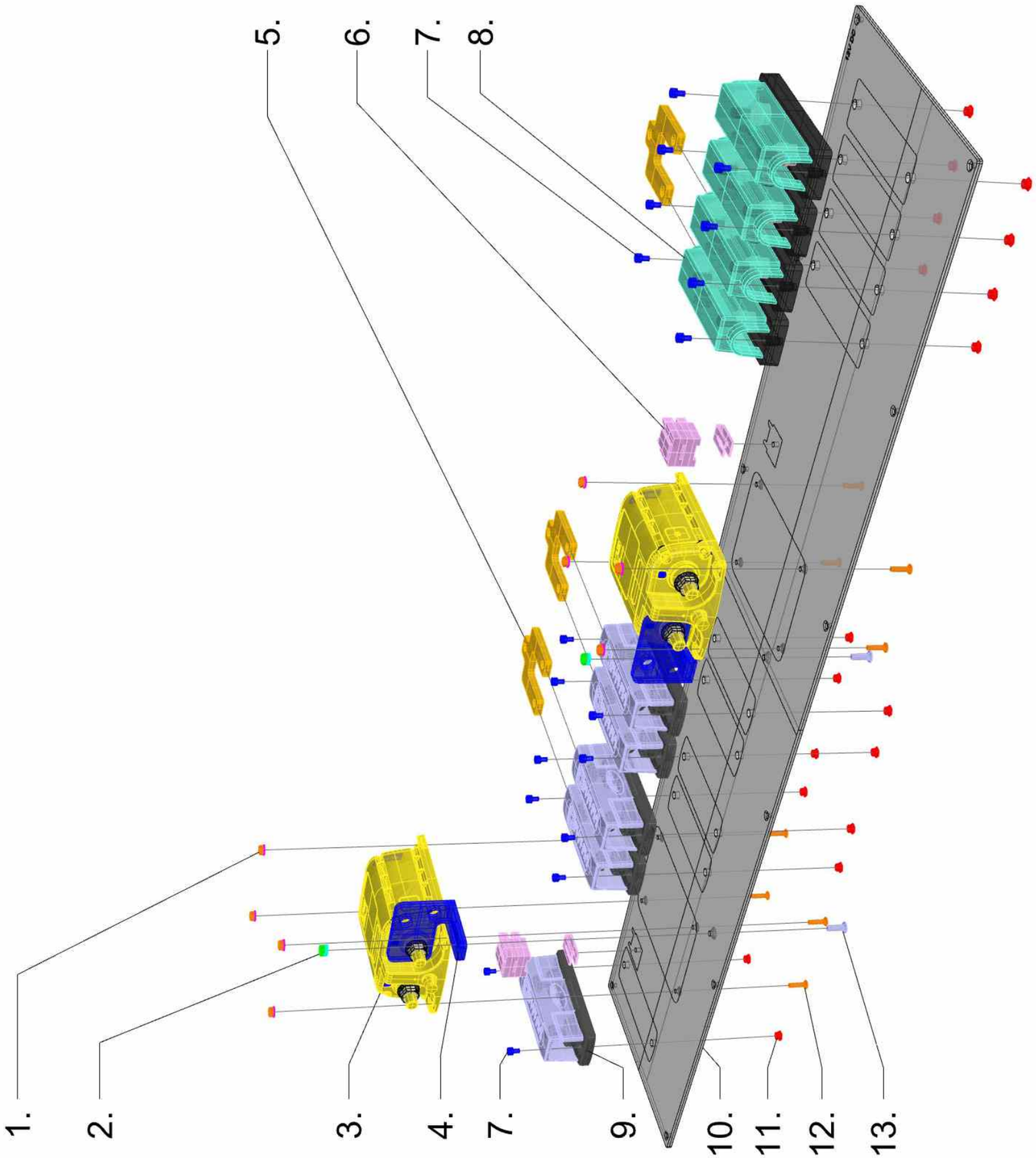
NAVIX designed solutions

Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29613 Product code	Project ID	
37 MY20 Boat model	BATTERY BOX STB PANEL 1 Title	HL Loc	123 / 149 Sheet	

EXP VIEW

29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1



29613_AXOPAR_37_MY20_BATTERY_BOX_STB_PANEL_1

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

TE 28.06.-19
TE 30.09.-19

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

Date	3.7.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29613 Product code	Project ID
37 MY20 Boat model	BATTERY BOX STB PANEL 1 Title	HL Loc	124 / 149 Sheet

3.

PORT PWR STEER FUSE: 1
PORT_PWR_STR_F -M_S2f:1
8
25/8

-EP_X1#1 CONTACT: -EP_X1
8 PORT_BT_MAIN_CHR+ -M_S2d:1
50/8
-EP_X.1

LABEL -PS_F1a#1 LABEL -PS_F.1: PORT PWR STEER FUSE 14978 ANL FUSE HOLDER 60A
LABEL -A_F.2: PORT ALT CHR FUSE 14978 ANL FUSE HOLDER 80A
LABEL -CH_F.3: PORT AC_CH CHR FUSE 14978 ANL FUSE HOLDER 80A

LABEL -PS_F.1#1 IGN PROT FUSE ANL 60A 21614
LABEL -A_F.2#1 IGN PROT FUSE ANL 80A 23030
LABEL -CH_F.3#1 IGN PROT FUSE ANL 80A 23030

LABEL -MS2_CF.1#1
24259 BLADE FUSE 10A
HOLDER: WÜRTH 1555 351 1
UPPER HOLDER
LOWER HOLDER
LABEL -MS2_CF.2#1
10428 BLADE FUSE 2A
HOLDER: WÜRTH 1555 351 1

-TB23 22822 NW 13 PP-MOD, BLACK 500mm
-TB22 22823 NW 17 PP-MOD, BLACK 360mm

-MS2_CF1#1 START PORT MS EL FUSE
-M_S2e MS2_CF1_FD+ 1.5 RED
-M_S2c MS_EL_FD_ST_PT+ 1.5 RED
-MS2_CF2#1 START PORT MS CT SW FUSE
-M_S2e MS2_CF2_FD+ 1.5 RED
-B_X4:5 PT_E_MS_C_RED 1.5 RED

250 mm
250 mm
30 mm
250 mm
550 mm
410 mm
25 RED
50 RED 30298 BT-SK 50mm²
1.5 RED
1.5 RED

-M_S.2
16691
LABEL
-M_S.2
START PORT MS
A
B

-M_S2e#1
START PORT MS: A
1.5 RED -MS2_CF2:1 MS2_CF2_FD+ 10
1.5 RED -MS2_CF1:1 MS2_CF1_FD+ 10
-M_S2f#1
START PORT MS: A
-PS_F1a:1 PORT_PWR_STR_F 10
25/10L
-M_S2d#1
START PORT MS: A
-EP_X1:8 PORT_BT_MAIN_CHR+ 10
50/10L

CONNECTION
TO BATTERY BOX HARNESS
-B_X4#1
-B_X4#1 2635610 (6U BACK VIEW)
1 PT_E_MS_C_YEL -M_S2c
2 PT_E_MS_C_BRN -M_S2c
3 PT_E_MS_C_ORG -M_S2c
4 INPUT- -M_S2c
5 PT_E_MS_C_RED -MS2_CF2:2
6
2635610

START PORT MS CTRL -M_S2c#1
-B_X4:1 PT_E_MS_C_YEL YELLOW
-B_X4:2 PT_E_MS_C_BRN BROWN
-B_X4:3 PT_E_MS_C_ORG ORANGE
-B_X4:4 INPUT- BLACK
-MS2_CF1:2 MS_EL_FD_ST_PT+ RED
X

LABEL INSTRUCTIONS
NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.
BASE
COVER
1 (TOP VIEW) 2
LABEL LABEL

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

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

Date 1.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

NAVIX designed solutions
Copyright by

Axopar — Boat
37 MY20 — Boat model
SEE EXP VIEW — Sub-product code
29615 — Product code
Project ID
BATTERY BOX PORT PANEL 1 — Title
HL — Loc
125 / 149 — Sheet

4.

LABEL

LABEL

1

14978 ANL FUSE HOLDER

80A

2

LABEL

-CH_F.4: BOW HA AC_CH CHR FUSE

-CH_F.4#1

IGN PROT FUSE ANL 80A
23030

LABEL

LABEL

-AC_A.4

CHARGER 230Vac

IP44

-AC_A.4
PPV110-O2
WALL SOCKET,
Single-position,
surface mounting

-A.77

(EMPTY)

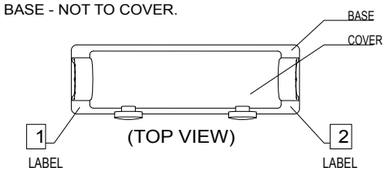
NOTICE!
-AC_A.4, PPV110-O2 MUST TO BE TESTED.

BT CHARGER
SOCKET

(MALE)

LABEL INSTRUCTIONS

NOTICE! PUT LABELS TO FUSE HOLDER
BASE - NOT TO COVER.



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

Date	1.7.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

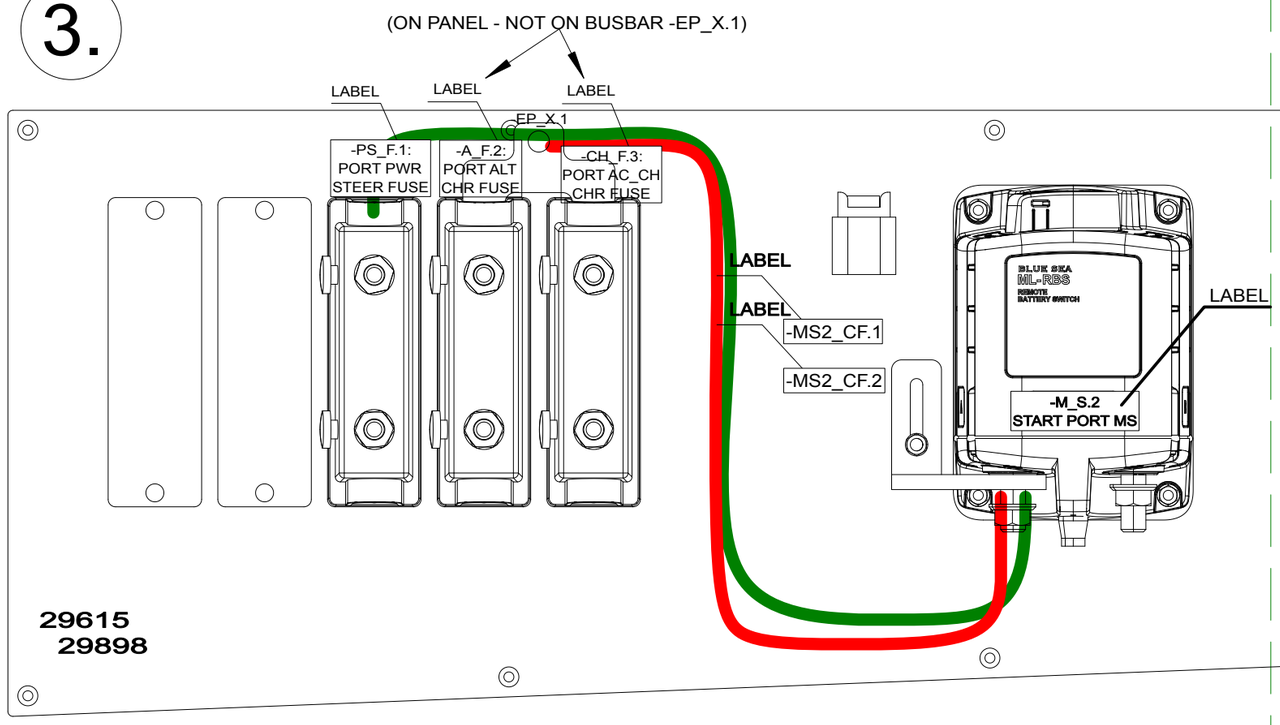
Copyright by

NAVIX designed solutions

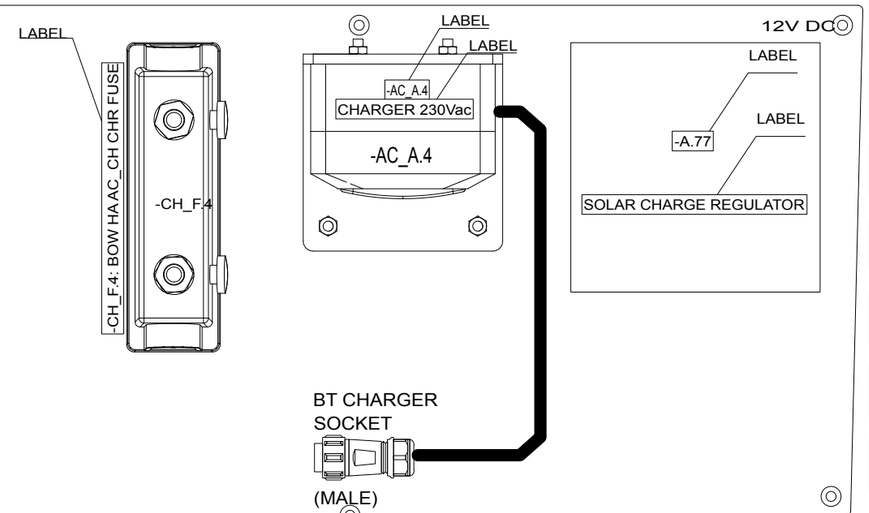
Axopar Boat	SEE EXP VIEW Sub-product code	29615 Product code	Project ID	
37 MY20 Boat model	BATTERY BOX PORT PANEL 1 Title	HL Loc	126 / 149 Sheet	

GENERAL LAYOUT/ LABELS/ CABLE ROUTINGS

3.

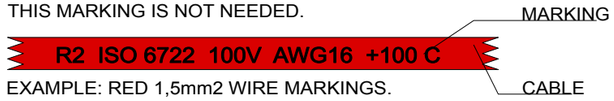


4.



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

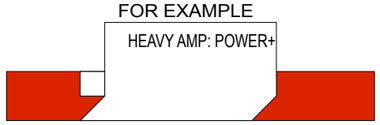
EXEMPTION:
ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
THIS MARKING IS NOT NEEDED.



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



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

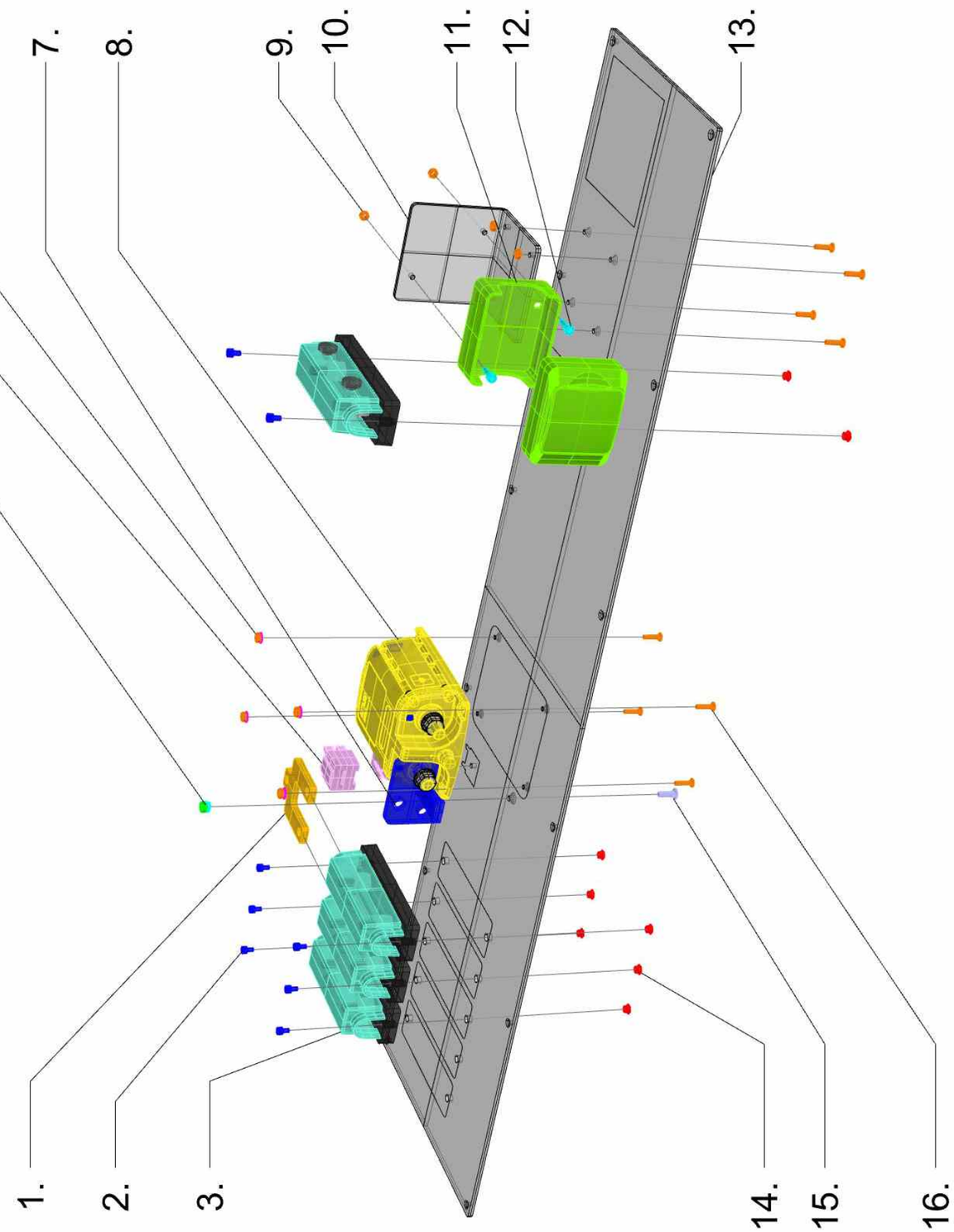
Date	1.7.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

NAVIX designed solutions

Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29615 Product code	Project ID
37 MY20 Boat model	BATTERY BOX PORT PANEL 1 Title	HL Loc	127 / 149 Sheet

EXP VIEW



29615_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1

1. 1 PC 30142_ANL_CONNECTION_BAR_DOUBLE
2. 8 PCS M4 X 6 BH HEX BOLT A4
3. 4 PCS 14978_ANL_FUSE_HOLDER
4. 1 PC M5 NUT
   1 PC M5 SPRING WASHER
5. 2 PCS FUSE HOLDERS
   1 PC AL RIVET 4 X 10
6. 4 PCS M4 NUT A4
   4 PCS M4 SPRING WASHER
7. 1 PC 30141_VIRTAKISKO_L_BLUE_SEA_ML_THREE_SPOT_LONG
8. 1 PC BLUE SEA
9. 6 PCS M4 NUT A4
10. 1 PC 30137_NAVIX_LINE_SOCKET_PPV110-O2_BRACKET_(WOC)
11. 1 PCS PISTORASIA PPV110-O2
12. 2 PCS M4 X 12 BH HEX BOLT A4
13. 1 PC 29898_AXOPAR_37_MY20_BATTERY_BOX_PORT_PANEL_1_(WOC)
14. 8 PCS EMHART M4
15. 1 PC M5 L16 CS HEX BOLTS A4
16. 8 PCS M4 L16 CS HEX BOLTS A4

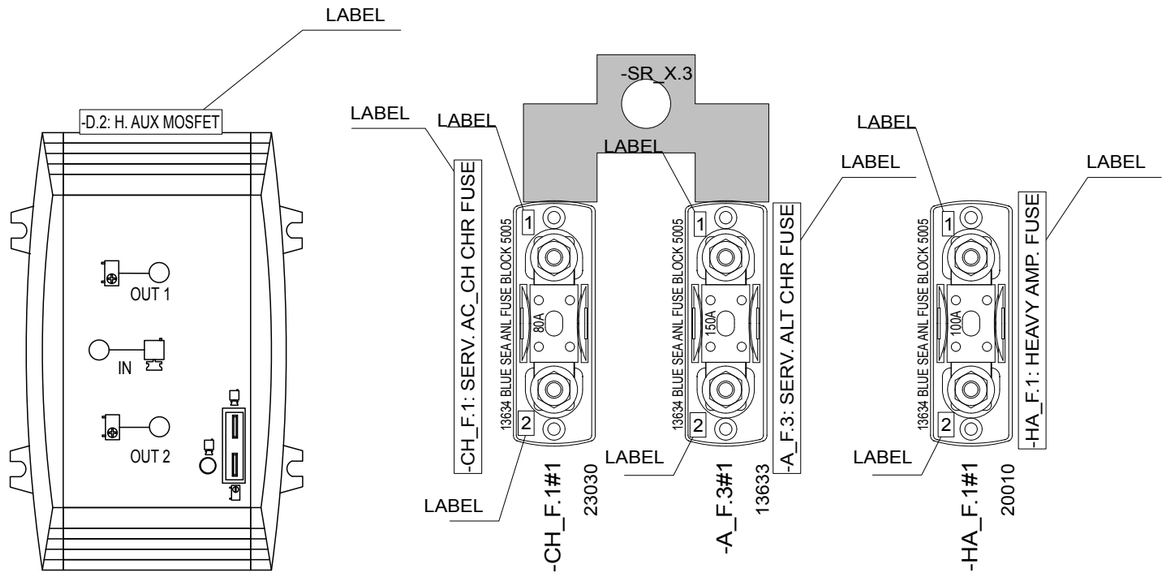
TE 28.06.-19
TE 11.10.-19

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

Date	1.7.2019
Drawing by	TuM
Sheet rev.	3
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29615 Product code	Project ID	
37 MY20 Boat model	BATTERY BOX PORT PANEL 1 Title	HL Loc	128 / 149 Sheet	



-D.2

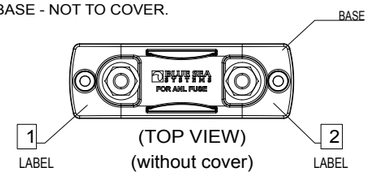
18239

Battery Isolator 150A 1 input- 2 outputs
Cristec RCE/150-1E-2IG

H. AUX 150A MOSFET 1-2

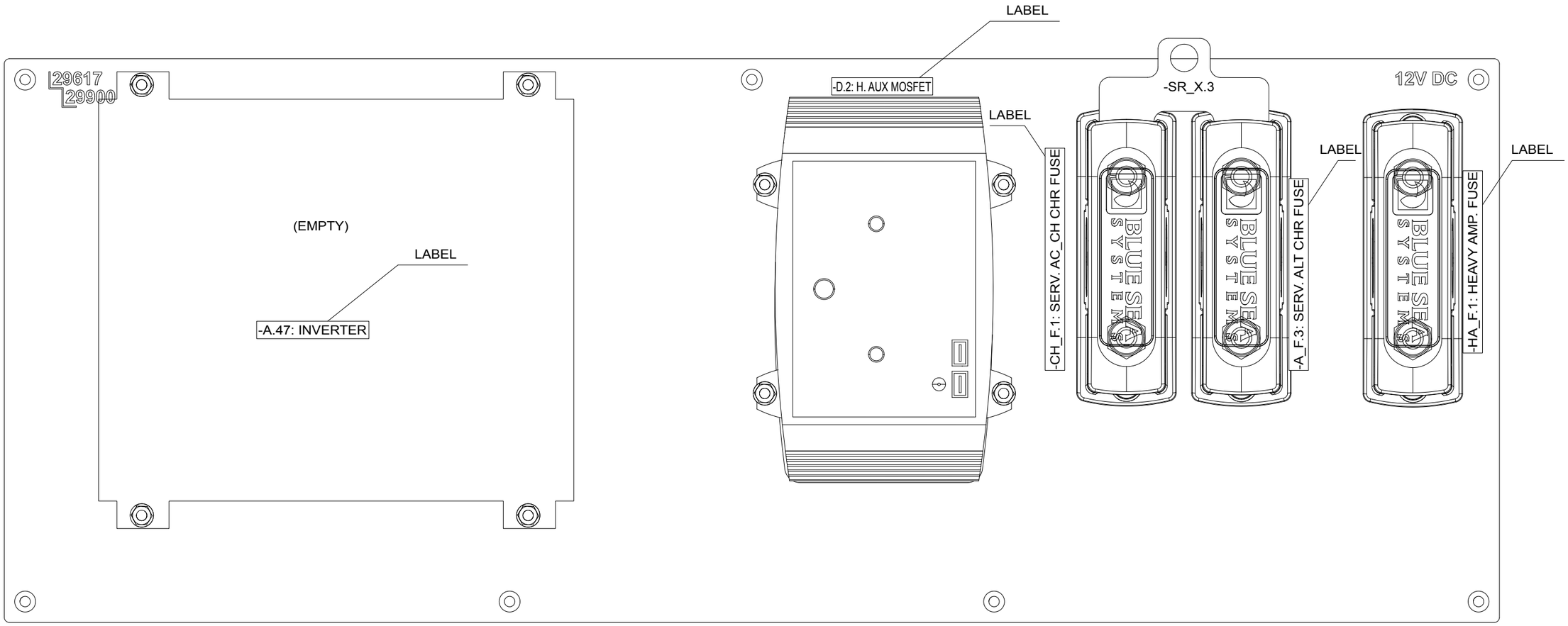
LABEL INSTRUCTIONS

NOTICE! PUT LABELS TO FUSE HOLDER BASE - NOT TO COVER.



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

GENERAL LAYOUT/ LABELS



Date of modification	Modified by	Description
2.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

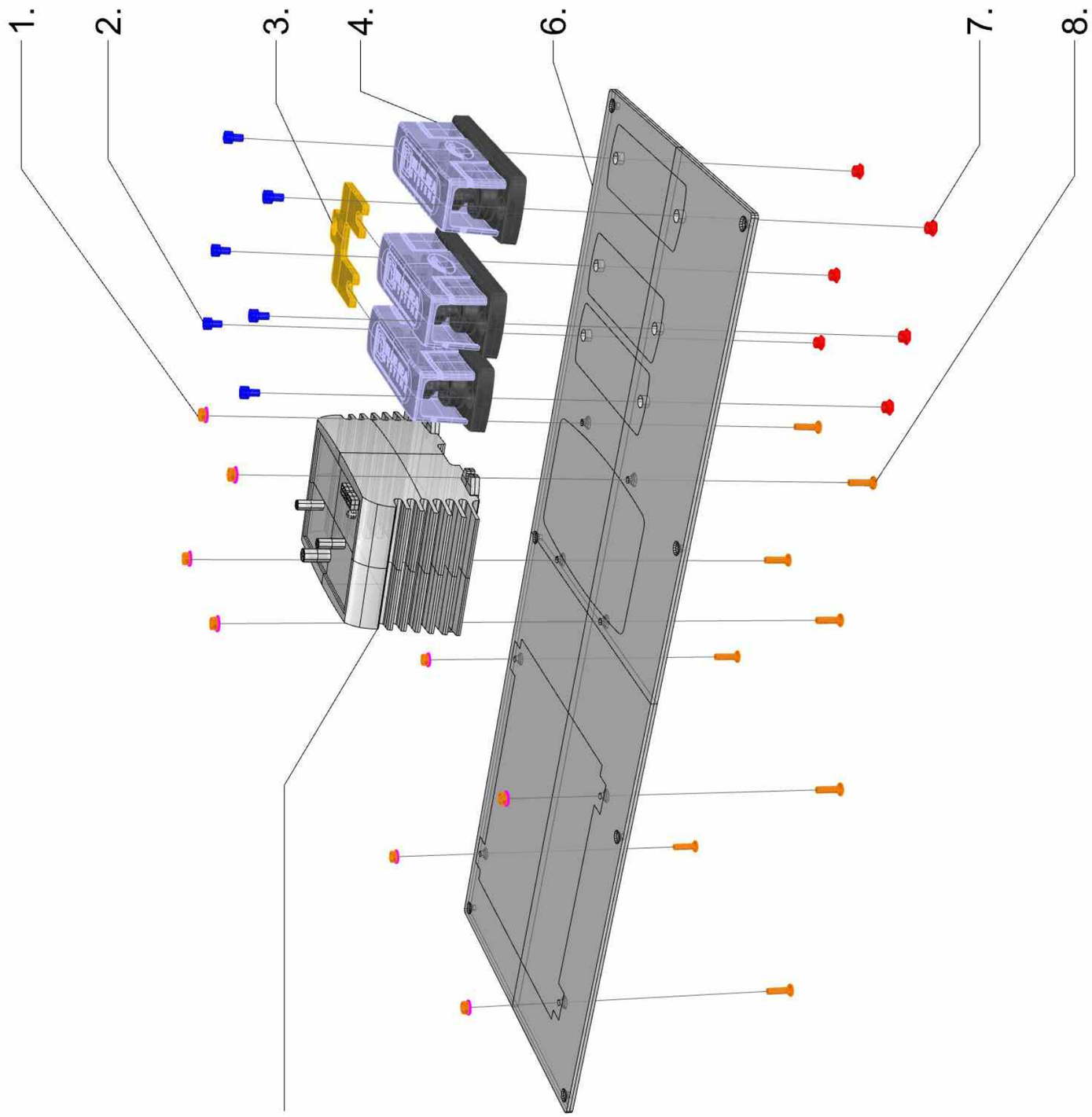
Date	1.7.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

NAVIX designed solutions
Copyright by

Axopar Boat	SEE EXP VIEW Sub-product code	29617 Product code	Project ID
37 MY20 Boat model	BATTERY BOX FWD WALL PANEL Title	HL Loc	130 / 149 Sheet

EXP VIEW

29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEL



29617_AXOPAR_37_MY20_BATTERY_BOX_FWD_WALL_PANEI

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

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

TE 28.06.-19

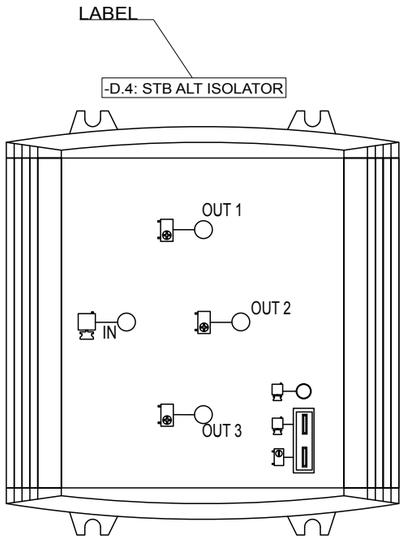
Date of modification	Modified by	Description
2.7.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

Date	1.7.2019
Drawing by	TuM
Sheet rev.	1
Project rev.	B

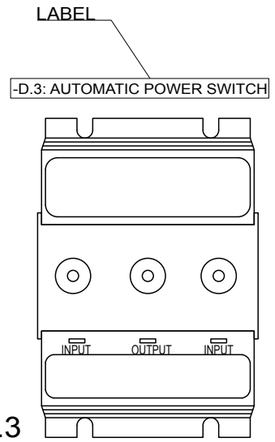
Copyright by

NAVIX designed solutions

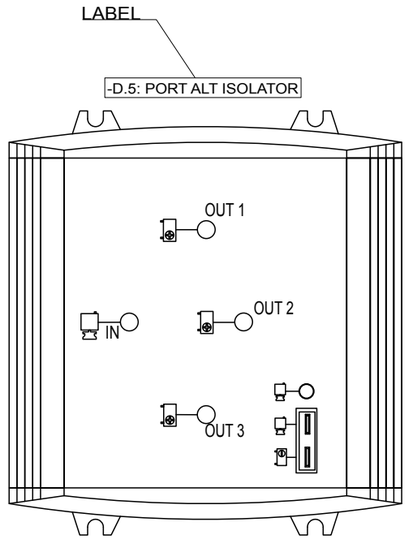
Axopar Boat	SEE EXP VIEW Sub-product code	29617 Product code	Project ID
37 MY20 Boat model	BATTERY BOX FWD WALL PANEL Title	HL Loc	131/ 149 Sheet



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



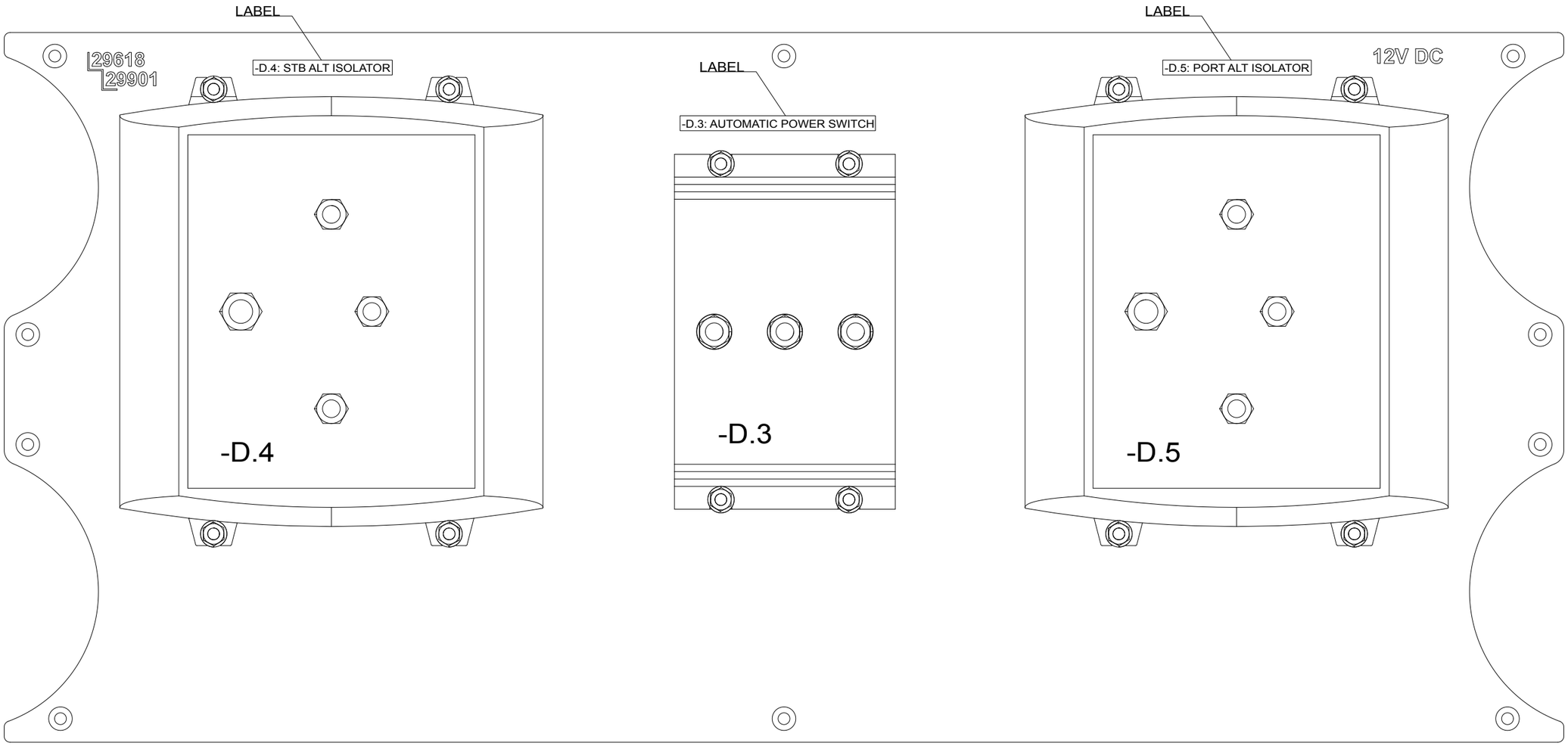
-D.3
23655
Battery Combiner 80A, 2 batteries
Victron BCD 802



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

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

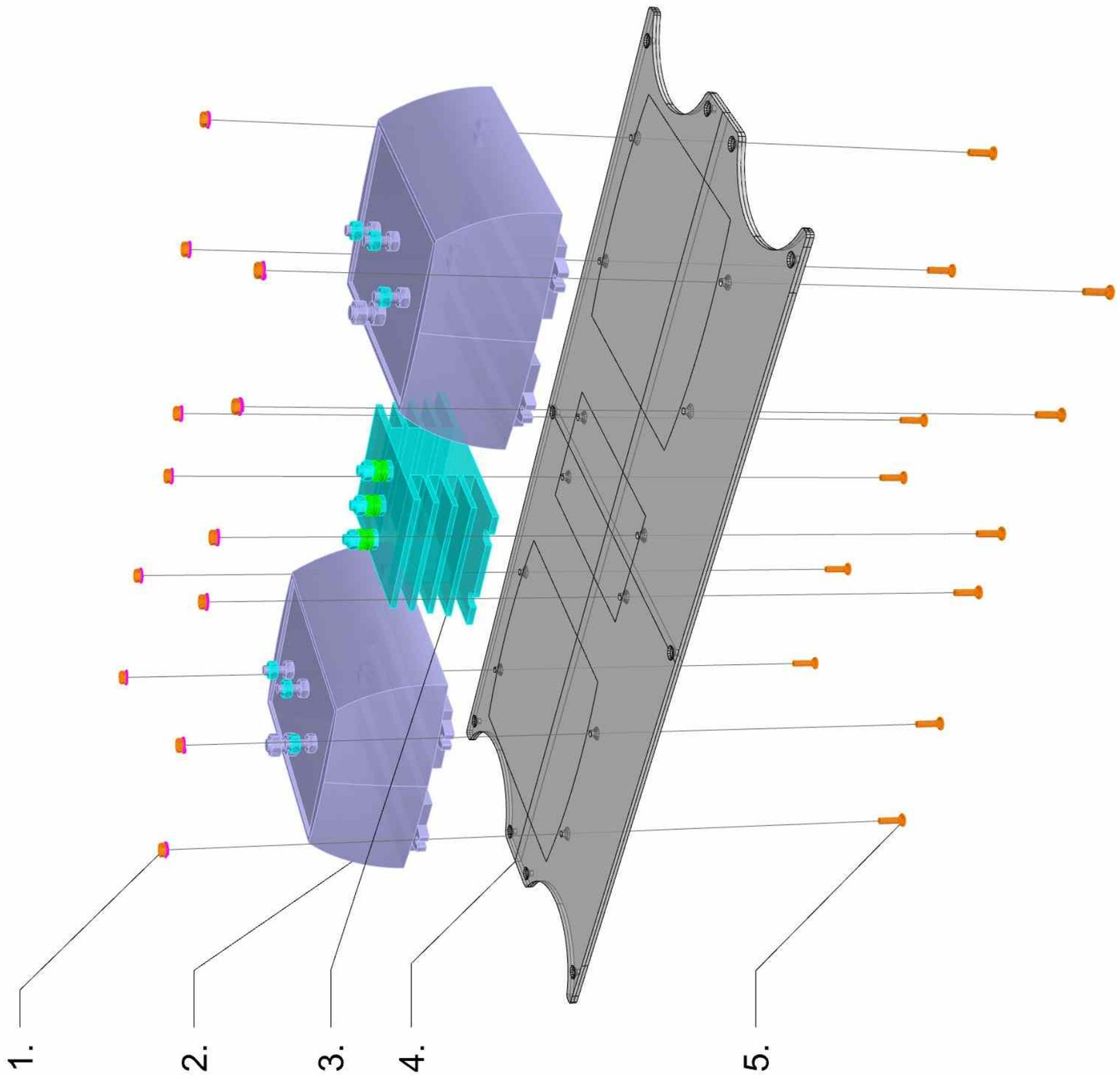
GENERAL LAYOUT/ LABELS



27.6.2019	TuM	A1: INTRODUCED DRAWING.	Date 27.6.2019	NAVIX designed solutions	Axopar	SEE EXP. VIEW	29618	
10.10.2019	PN	B2: DESIGN MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev. 2		37 MY20	BATTERY BOX AFT WALL PANEL	HL	133 / 149
Date of modification	Modified by	Description	Project rev. B	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. 12 PCS M4 NUT A4
   12 PCS M4 SPRING WASHER
2. 2 PCS 22483 CRISTEC RCE/ISO-1E-3IG BATTERY ISOLATOR
3. 1 PC 23655 VICTOR BCD 802 SOURCE COMBINER
4. 1 PC 29901_AXOPAR_37_MY20_BATTERY_BOX_AFT_WALL_PANEL_(WOC)
5. 12 PCS M4 L16 CS HEX BOLTS A4

TE 28.06.-19
TE 07.10.-19

Date of modification	Modified by	Description
27.6.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B2: DESIGN MODIFIED.

Date	27.6.2019
Drawing by	TuM
Sheet rev.	2
Project rev.	B

Copyright by

NAVIX designed solutions

Axopar Boat	SEE EXP. VIEW Sub-product code	29618 Product code	Project ID
37 MY20 Boat model	BATTERY BOX AFT WALL PANEL Title	HL Loc	134 / 149 Sheet

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

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



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

CONNECTION
TO HULL HARNESS

-B_X.1a#1
-B_X.1a#1
2634410 (4N BACK VIEW)
2634410
SB_E_MS_C_YEL -B_X.3:1 1.5 WHITE/YELLOW
SB_E_MS_C_RED -B_X.3:5 1.5 WHITE/RED
SB_E_MS_C_BRN -B_X.3:2 1.5 WHITE/BROWN
SB_E_MS_C_ORG -B_X.3:3 1.5 ORANGE
200 mm

-B_X.1b#1
-B_X.1b#1
2634410 (4N BACK VIEW)
2634410
PT_E_MS_C_YEL -B_X.4:1 1.5 WHITE/YELLOW
PT_E_MS_C_RED -B_X.4:5 1.5 WHITE/RED
PT_E_MS_C_BRN -B_X.4:2 1.5 WHITE/BROWN
PT_E_MS_C_ORG -B_X.4:3 1.5 ORANGE
200 mm

-B_X.1c#1
-B_X.1c#1
2634410 (4N BACK VIEW)
2634410
SERV_MS_C_YEL -B_X.2:1 1.5 WHITE/YELLOW
SERV_MS_C_RED -B_X.2:5 1.5 WHITE/RED
SERV_MS_C_BRN -B_X.2:2 1.5 WHITE/BROWN
SERV_MS_C_ORG -B_X.2:3 1.5 ORANGE
200 mm

-B_X.1d#1
-B_X.1d#1
2634610 (6N BACK VIEW)
2634610
INPUT- -B2m:1 2.5 BLACK
TECH_S_FAN -M12:+ 2.5 RED
INPUT- -B2n:1 2.5 BLACK
INPUT- -B2n:1 2.5 BLACK
INPUT- -B2o:1 2.5 BLACK
ISOL_IGN -D4f:IGN 2.5 RED
200 mm

500 mm

-B1m#1 MAIN DC NEG. POINT PORT
ERF2-10
10 INPUT- -M12:- 2.5 BLACK 200 mm

-B2d#1 MAIN DC NEG. POINT STB
ERF1,25-10
10 INPUT- -B_X.2:4 1.5 BLACK 200 mm

-B2e#1
10024HQ
10 INPUT- -B_X.3:4, -D4e:- 2.5 BLACK 200 mm

-B2f#1
10024HQ
10 INPUT- -B_X.4:4, -D5e:- 2.5 BLACK 200 mm

-B2k#1
ERF2-10
10 INPUT- -D2e:- 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.1d:3, -B_X.1d:4 2.5 BLACK 200 mm

-B2o#1
10024HQ
10 INPUT- -B_X.1d:5 2.5 BLACK 200 mm

200 mm

300 mm
STB ALT ISOL: NEG -D4e#1
2.5 BLACK -B2e:1 INPUT-
4422.02
STB ALT ISOL: IGN -D4f#1
2.5 RED -B_X.1d:6, -D5f:IGN ISOL_IGN
IGN
4425.02

350 mm
650 mm
CONNECTION
TO PORT PANEL 1
-B_X.4#1
1.5 WHITE/YELLOW -B_X.1b:1 PT_E_MS_C_YEL
1.5 WHITE/BROWN -B_X.1b:3 PT_E_MS_C_BRN
1.5 ORANGE -B_X.1b:4 PT_E_MS_C_ORG
1.5 BLACK -B2f:1 INPUT-
1.5 WHITE/RED -B_X.1b:2 PT_E_MS_C_RED
2634610
-B_X.4#1
2634610 (6N BACK VIEW)

250 mm
STB ALT ISOL: NEG -D5e#1
2.5 BLACK -B2f:1 INPUT-
4422.02
STB ALT ISOL: IGN -D5f#1
2.5 RED -D4f:IGN ISOL_IGN
IGN
4425.02

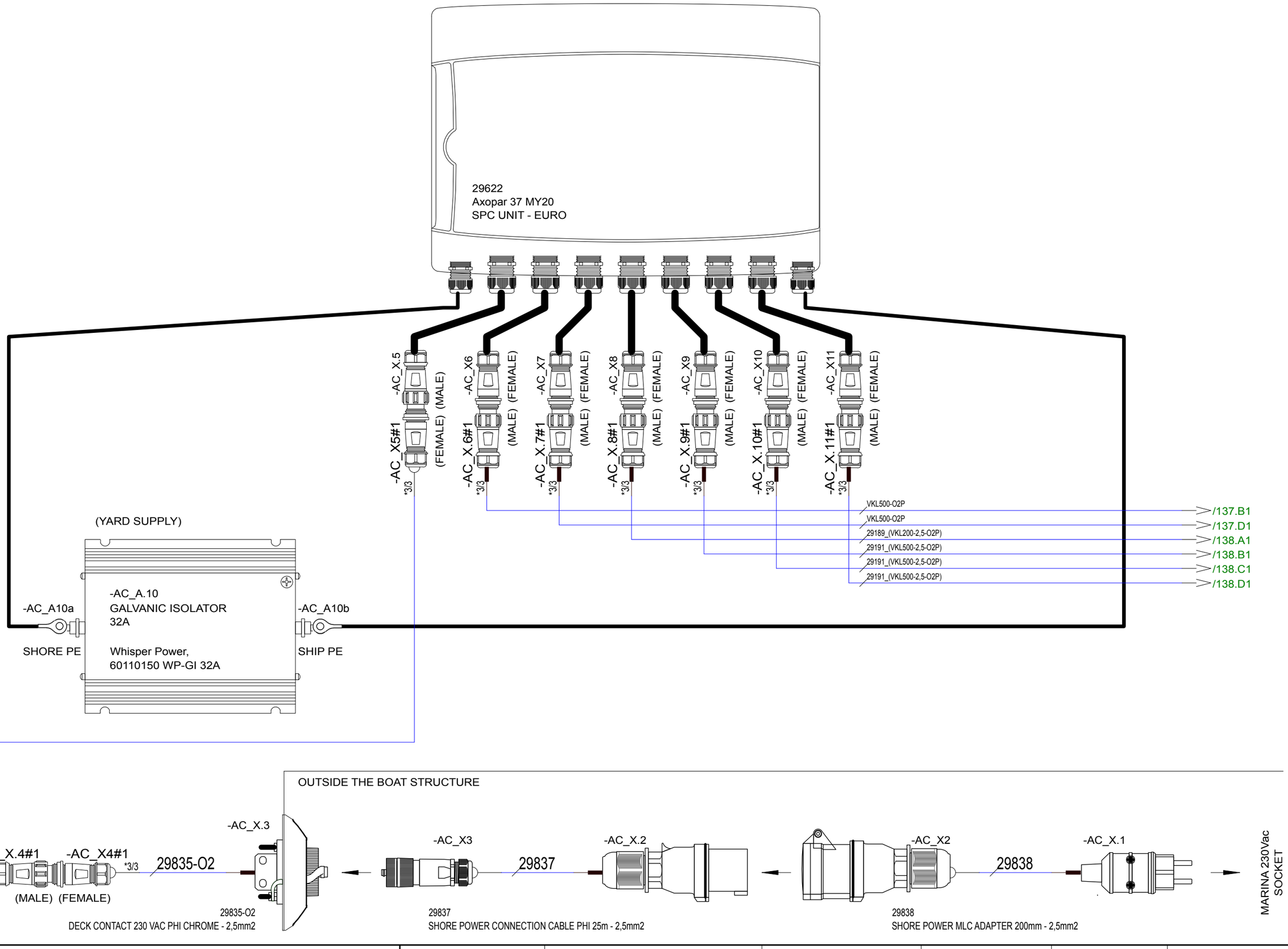
450 mm
400 mm
100 mm
CONNECTION
TO STB PANEL 2
-B_X.2#1
1.5 WHITE/YELLOW -B_X.1c:1 SERV_MS_C_YEL
1.5 WHITE/BROWN -B_X.1c:3 SERV_MS_C_BRN
1.5 ORANGE -B_X.1c:4 SERV_MS_C_ORG
1.5 BLACK -B2d:1 INPUT-
1.5 WHITE/RED -B_X.1c:2 SERV_MS_C_RED
2634610
-B_X.2#1
2634610 (6N BACK VIEW)

700 mm
HA A. MOSFET: NEG -D2e#1
2.5 BLACK -B2k:1 INPUT-
4422.02

100 mm
CONNECTION
TO STB PANEL 1
-B_X.3#1
1.5 WHITE/YELLOW -B_X.1a:1 SB_E_MS_C_YEL
1.5 WHITE/BROWN -B_X.1a:3 SB_E_MS_C_BRN
1.5 ORANGE -B_X.1a:4 SB_E_MS_C_ORG
1.5 BLACK -B2e:1 INPUT-
1.5 WHITE/RED -B_X.1a:2 SB_E_MS_C_RED
2634610
-B_X.3#1
2634610 (6N BACK VIEW)

1100 mm
BATTERY BOX FAN -M12#1
2.5 RED -B_X.1d:2 TECH_S_FAN +
2.5 BLACK -B1m:1 INPUT- -
BS

9.7.2019	TuM	A1: INTRODUCED DRAWING.	Date	8.7.2019	NAVIX designed solutions	Axopar		29620	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	BATTERY BOX HARNESS	HL	135 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet



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

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

NAVIX designed solutions
Copyright by

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

/136.D8

-AC_X12#1 *3/3 — -AC_X.12#1 *3/3 (FEMALE) (MALE) — VKL300-O2P

-AC_A12a#1 *3/3 — -AC_A.12a#1 *3/3 (FEMALE) (MALE)

-AC_A.12
NAD300-O2

-AC_A12b#1 *3/3 — -AC_A.12b#1 *3/3 (FEMALE) (MALE) — VKL200-O2P

-AC_A1#1 *3/3 (FEMALE) (MALE) — FORE CABIN SOCKET

-AC_A.1
BUW100-O2
WALL SOCKET, Singel socket, Flusch, White
Berker, white

-AC_A12d#1 *3/3 — -AC_A.12d#1 *3/3 (FEMALE) (MALE) — VKL200-O2P

-AC_A2#1 *3/3 (FEMALE) (MALE) — COCKPIT SOCKET

-AC_A.2
BUW100-O2
WALL SOCKET, Singel socket, Flusch, White
Berker, white

-AC_A12c#1 *3/3 — -AC_A.12c#1 *3/3 (FEMALE) (MALE) — VKL500-O2P

-AC_X13#1 *3/3 — -AC_X.13#1 *3/3 (FEMALE) (MALE) — VKL100-O2P

-AC_A3#1 *3/3 (FEMALE) (MALE) — AFT CABIN SOCKET

-AC_A.3
BUW100-O2
WALL SOCKET, Singel socket, Flusch, White
Berker, white

/136.D8

-AC_X14#1 *3/3 — -AC_X.14#1 *3/3 (FEMALE) (MALE) — VKL500-O2P

-AC_X21#1 *3/3 — -AC_X.21#1 *3/3 (FEMALE) (MALE) — VKL200-O2P

-AC_X15#1 *3/3 — -AC_X.15#1 *3/3 (FEMALE) (MALE) — VKL200-O2P

-AC_A4#1 *3/3 (FEMALE) (MALE) — BT CHARGER SOCKET — IP44

-AC_A.4
PPV110-O2
WALL SOCKET, Single-position, surface mounting

(YARD SUPPLY)
-A.42
Whisper Power
WBC Suppreme 40A

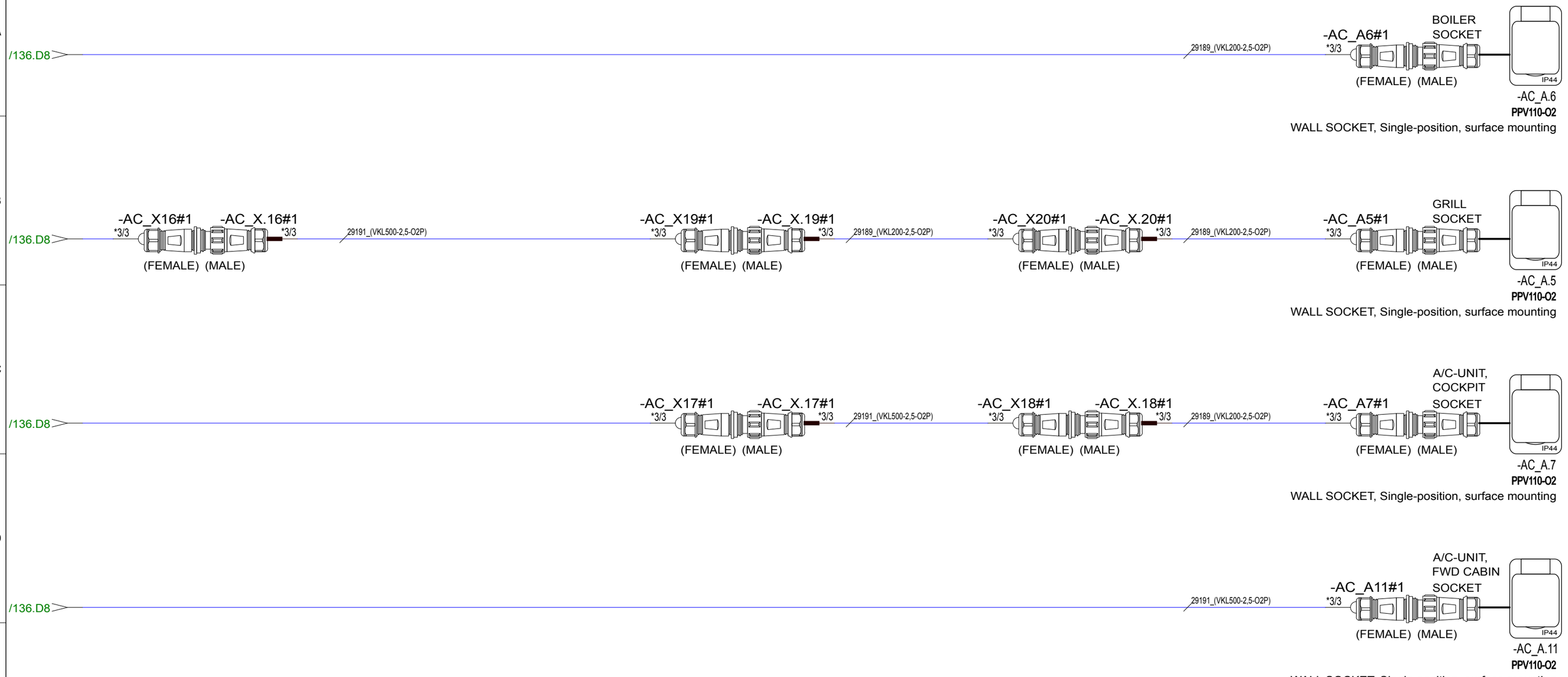
-A42ac

(12Vdc CONNECTIONS)

NOT INCLUDED TO 29621
INCLUDED IN OTHER PRODUCTS

BATTERY BOX

24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019	NAVIX designed solutions	Axopar		29621	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	SHORE POWER SYSTEM - EURO	HL	137 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

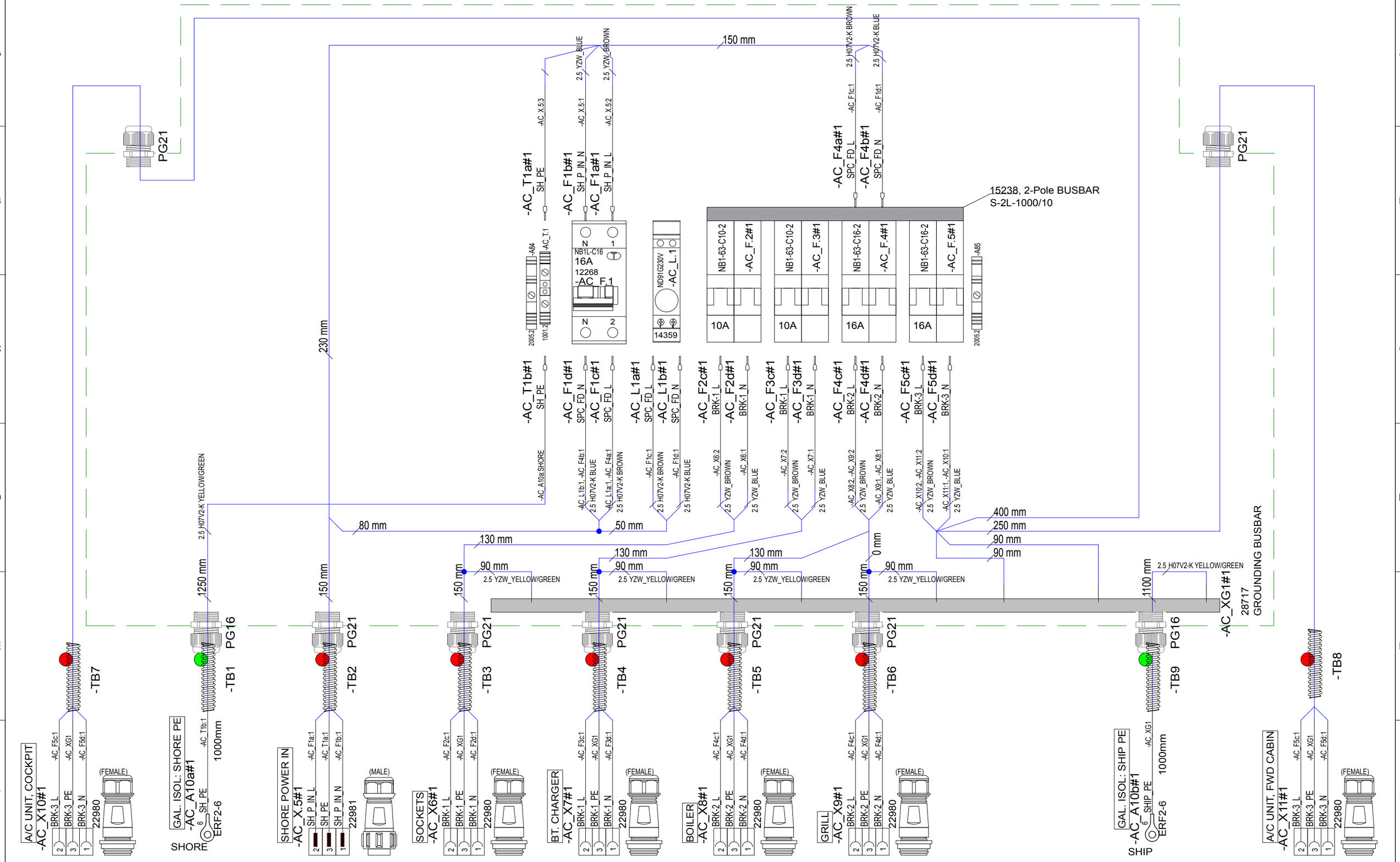


Date of modification	Modified by	Description
24.5.2019	TuM	A1: INTRODUCED DRAWING.
10.10.2019	PN	B1: NOT MODIFIED.

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

NAVIX designed solutions
Copyright by

Axopar Boat		29621 Product code		
37 MY20 Boat model	SHORE POWER SYSTEM - EURO Title		HL Loc	138 / 149 Sheet

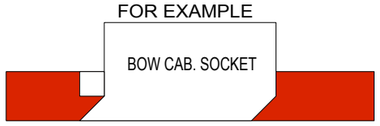


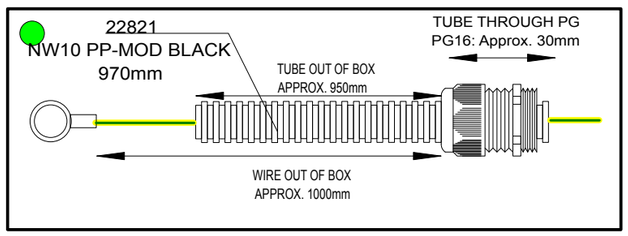
24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29622	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	SPC UNIT - EURO	HL	139 / 149
Date of modification	Modified by	Description	Project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

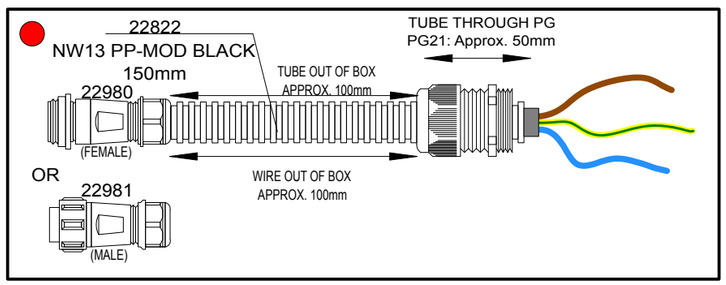
INSTRUCTIONS FOR FIRST PAGE.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



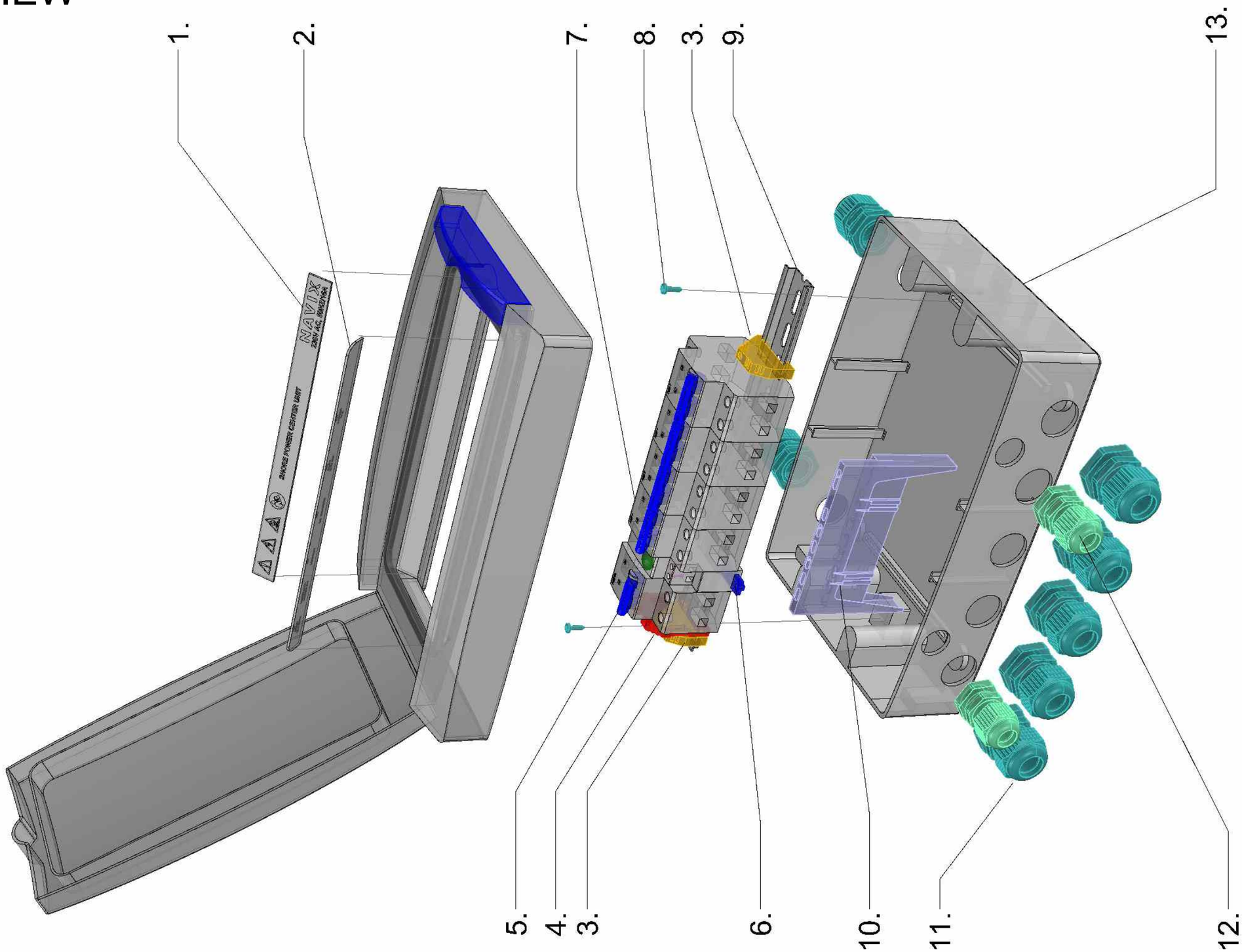




24.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	24.5.2019	NAVIX designed solutions	Axopar	SEE EXP VIEW	29622	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	SPC UNIT - EURO	HL	140 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

EXP VIEW

29622_AXOPAR_37_MY20_SCP_UNIT-EURO



29622_AXOPAR_37_MY20_SCP_UNIT-EURO

1. 1PC 30208_AXOPAR_37_MY20_SCP_UNIT-EURO_SIGN_LABEL_(WOC)_V1
2. 1PC 30207_AXOPAR_37_MY20_SCP_UNIT-EURO_TEXT_LABEL_(WOC)_V1
3. 2PCS 2005.2
4. 1PC 1001.2
5. 1PC CHINT_WIDE NB1L-C16 (AS IN DIAGRAM)
6. 1PC CHINT_NARROW ND91G230V(AS IN DIAGRAM)
7. 4PCS CHINT_WIDE NB1 (AS IN DIAGRAM)
8. 2PCS M3.5 L13 LEVYRUUVI KUPUKANTA
9. 1PC DIN_RAIL_300mm
10. 1PC 28717_GROUNDING_BUSBAR (FAMATEL SPTA-12)
11. 7PC PG21
12. 2PC PG16
13. 1PC 30206_AXOPAR_37_MY20_SCP_UNIT-EURO_BOX_(WOC)_V1

TE 10.07.2019

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

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

Copyright by

Axopar	SEE EXP VIEW	29622	Project ID	
Boat	Sub-product code	Product code		
37 MY20	SPC UNIT - EURO	HL	141/ 149	
Boat model	Title	Loc	Sheet	

SPC TARKASTUSPÖYTÄKIRJA
SPC INSPECTION SHEET

TUOTE TARRA /
PRODUCT LABEL

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

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

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

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

RAJA-ARVOT / LIMITS:

ERISTYSVASTUS / ISOLATING RESISTOR 1000V = <20mA

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

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

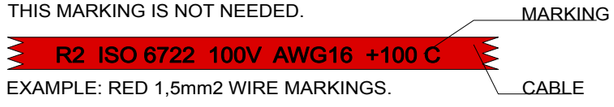
Date 11.7.2019
Drawing by TuM
Sheet rev. 1
Project rev. B

NAVIX designed solutions
Copyright by

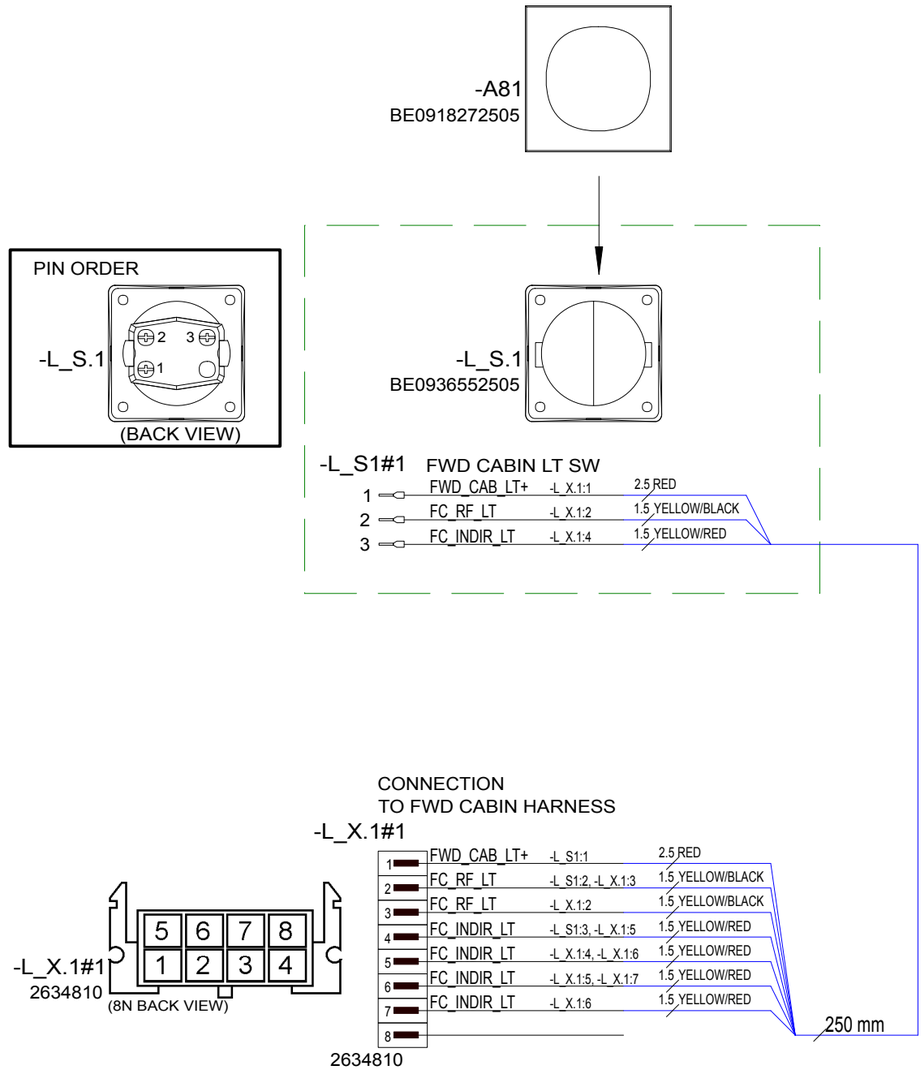
Axopar — Boat
37 MY20 — Boat model
SEE EXP VIEW — Sub-product code
29622 — Product code
Project ID
INSPECTION SHEET — Title
HL — Loc
142 / 149 — Sheet

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

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



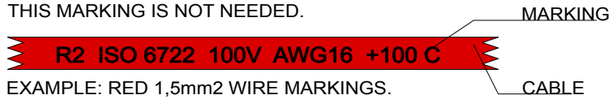
EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



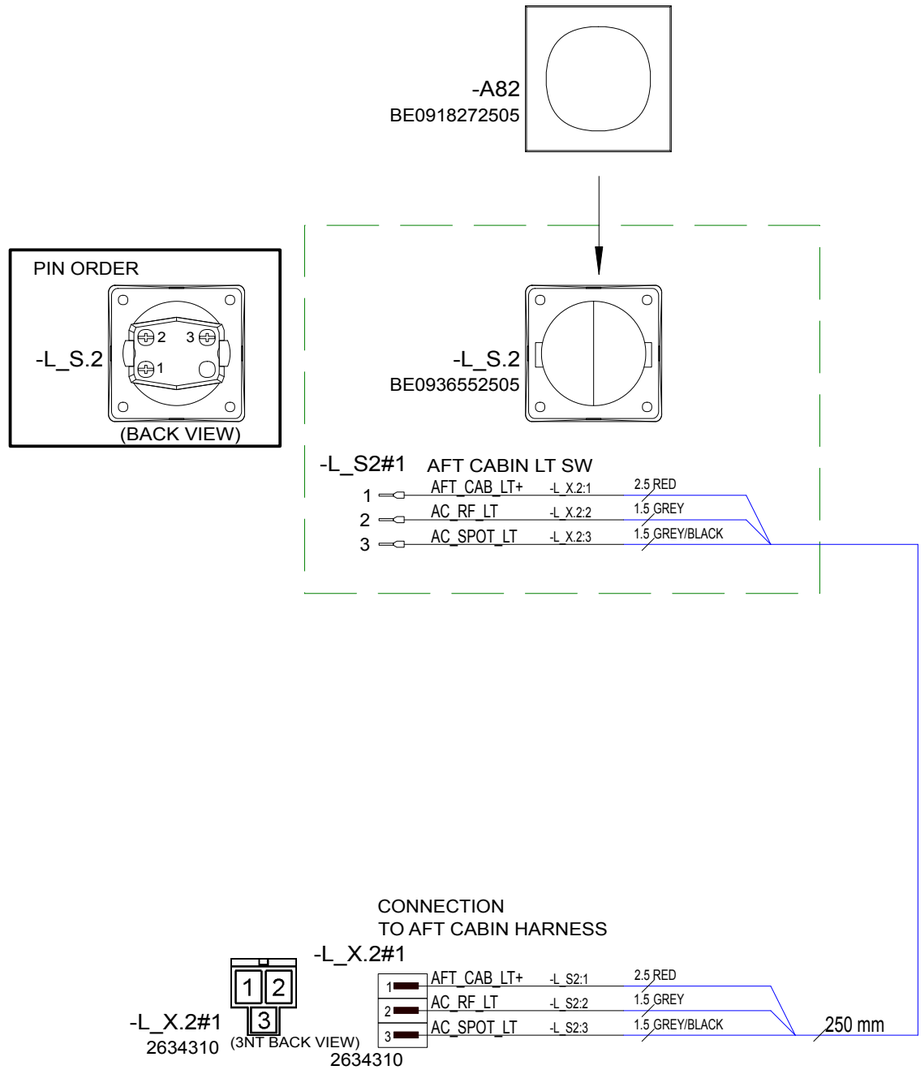
Date of modification	Modified by	Description							
22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date	22.5.2019	NAVIX designed solutions	Axopar		29635	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
1.11-2019	TT	B2: SWITCH AND FRAME CHANGED	Sheet rev.	2	Copyright by	37 MY20	FWD CABIN LIGTH SWITCH	HL	143 / 149
			Project rev.	B		Boat model	Title	Loc	Sheet

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

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



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

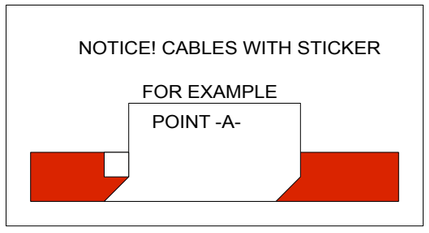


22.5.2019	TuM	A1: INTRODUCED DRAWING.	Date 22.5.2019	NAVIX designed solutions	Axopar		29636	
10.10.2019	PN	B1: NOT MODIFIED.	Drawing by TuM		Boat	Sub-product code	Product code	Project ID
1.11.2019	TT	B2: SWITCH AND FRAME CHANGED	Sheet rev. 2		37 MY20	AFT CABIN LIGHT SWITCH	HL	144 / 149
Date of modification	Modified by	Description	Project rev. B	Copyright by	Boat model	Title	Loc	Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

POINT -A-



-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

900 mm



-X2g
2635410
(4U BACK VIEW)

-ISM_A2a#1 ISM RELAY BOX: PWR

\+ ISM_REL_UNIT -X2g:3 2.5 GREY
\- INPUT- -XG1b-14:1 2.5 BLACK
100 mm

LABEL:
OPTIONAL ISM SYSTEM CONNECTIONS

-ISM_A2b#1



-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



-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

900 mm 900 mm 900 mm

LABEL:
TRIM: ALTERNATIVE OPTION, ISM-SYSTEM CONNECTIONS

ISM TRIM IGN. -ISM_A3#1

100 mm 1.5 WHITE/GREEN -ISM_A1c ISM_CTRL

ISM CONTACT: STB TRIM -TR_X.1#1

100 mm 2.5 RED -ISM_A2b:1 STB_TRIM+ 1
2.5 BLACK -ISM_A2b:2 STB_TRIM- 2
DT04-2P

-TR_X.1#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

ISM CONTACT: PORT TRIM -TR_X.2#1

100 mm 2.5 RED -ISM_A2c:1 PORT_TRIM+ 1
2.5 BLACK -ISM_A2c:2 PORT_TRIM- 2
DT04-2P

-TR_X.2#1
DT04-2P
16461
+WEDGELOCK: W2P
16467

-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

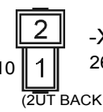
ISM_BOW_TH_C -X7d:1 1.5 WHITE/BLACK
ISM_B_TH_SW_L+ -X7d:2 1.5 WHITE
100 mm

-ISM_A1c#1 ISM NEUTRAL SAFE. SW

ISM_CTRL -ISM_A3 1.5 WHITE/GREEN
100 mm

-X7d#1

1.5 WHITE/BLACK -ISM_A1b ISM_BOW_TH_C 1
1.5 WHITE -ISM_A1b ISM_B_TH_SW_L+ 2
2637810



-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

400 mm

10.10.2019	PN	B1: INTRODUCED ISM HARNESS	Date	25.9.2019	NAVIX designed solutions	Axopar		30735	
			Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	ISM HARNESS	HL	145 / 149
Date of modification	Modified by	Description	Project rev.	B	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

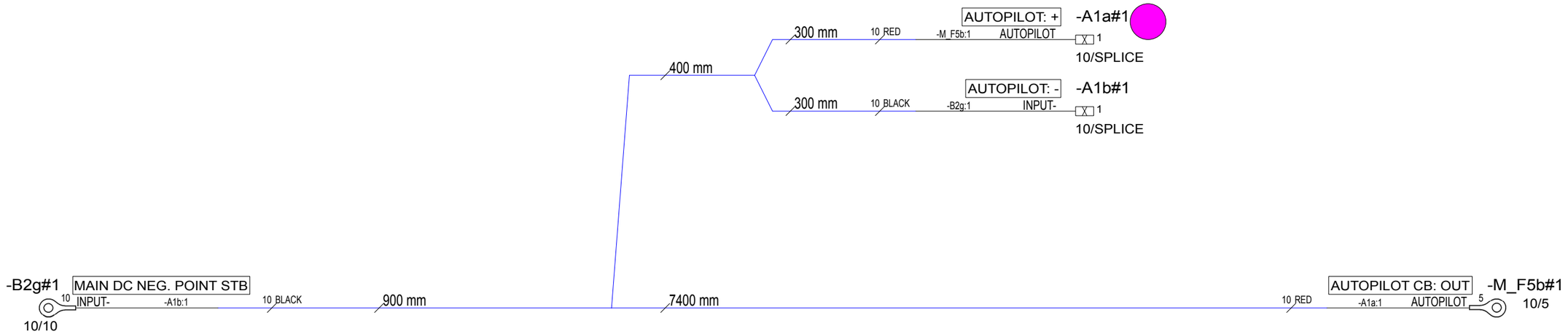
R2 ISO 6722 100V AWG6 +100 C

CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

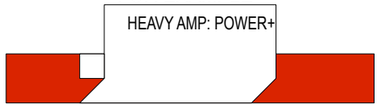
	EQUIVALENCY: mm2		AWG
LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS.	10 mm2	=	AWG8
	16 mm2	=	AWG6
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	=	AWG3
	35 mm2	=	AWG2

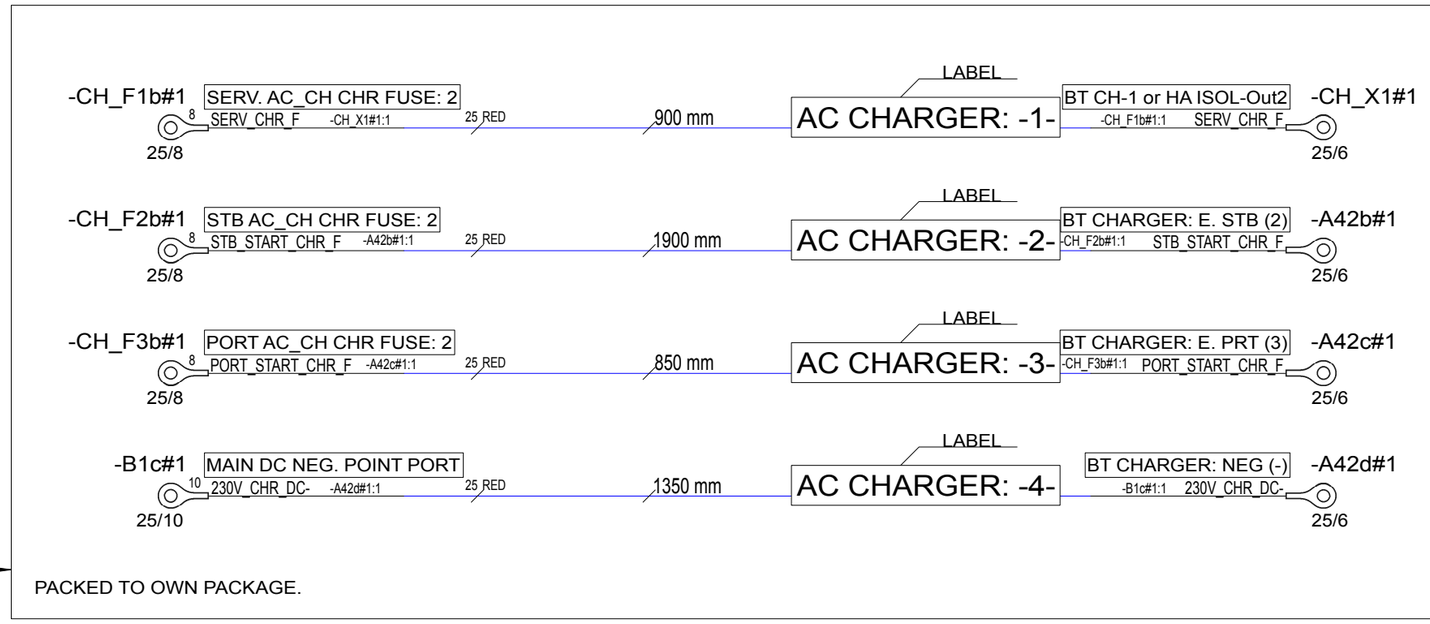


10.10.2019	PN	B1: INTRODUCED AUTOPILOT HARNESS	Date	25.9.2019	NAVIX designed solutions	Axopar		30736	
			Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	AUTOPILOT HARNESS	HL	146 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat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

NOTICE! CABLES WITH STICKER

FOR EXAMPLE





LABEL

AC CHARGER 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.

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
FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	=	AWG3
	35 mm2	=	AWG2

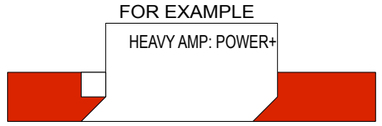
10.10.2019	PN	B1: INTRODUCED CHARGER CABLES PRODUCT	Date	26.9.2019	Axopar		30737	
			Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1	37 MY20	BATTERY BOX CHARGER CABLES	HL	147 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	Sheet

NAVIX designed solutions

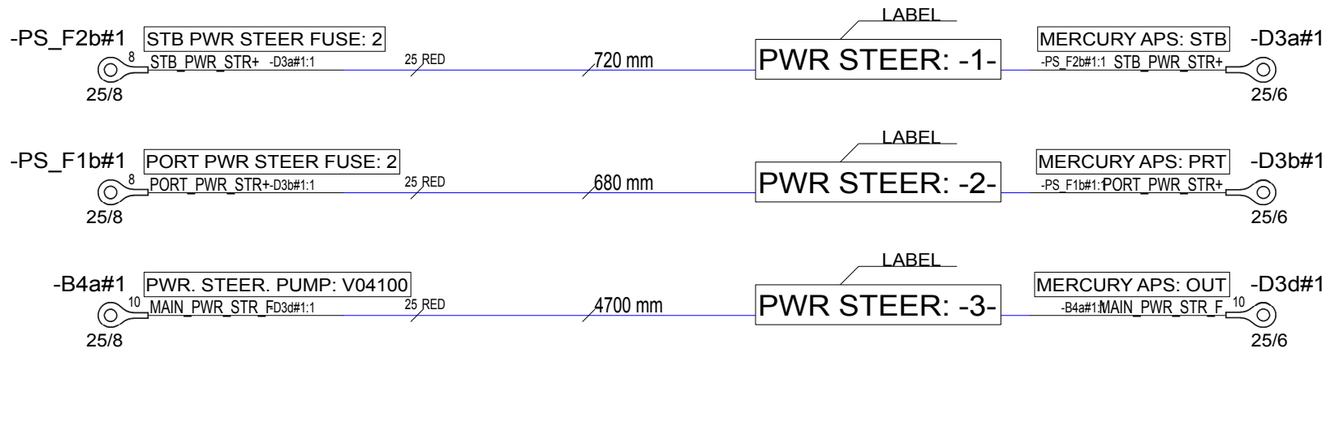
Copyright by

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



OPTION 1.
-TWIN EMGINE ONE STEERING PUMP



LABEL

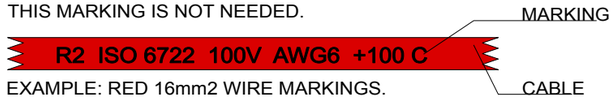
POWER STEER 1. CABLES

(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.

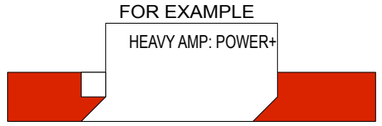
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

10.10.2019	PN	B1: INTRODUCED DRAWING.	Date	5.7.2019	NAVIX designed solutions	Axopar		30880	
			Drawing by	TuM		Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1		37 MY20	POWER STEERING CABLES 1xPUMP	HL	148 / 149
Date of modification	Modified by	Description	Project rev.	B	Copyright by	Boat model	Title	Loc	Sheet

NOTICE! CABLES WITH STICKER

FOR EXAMPLE

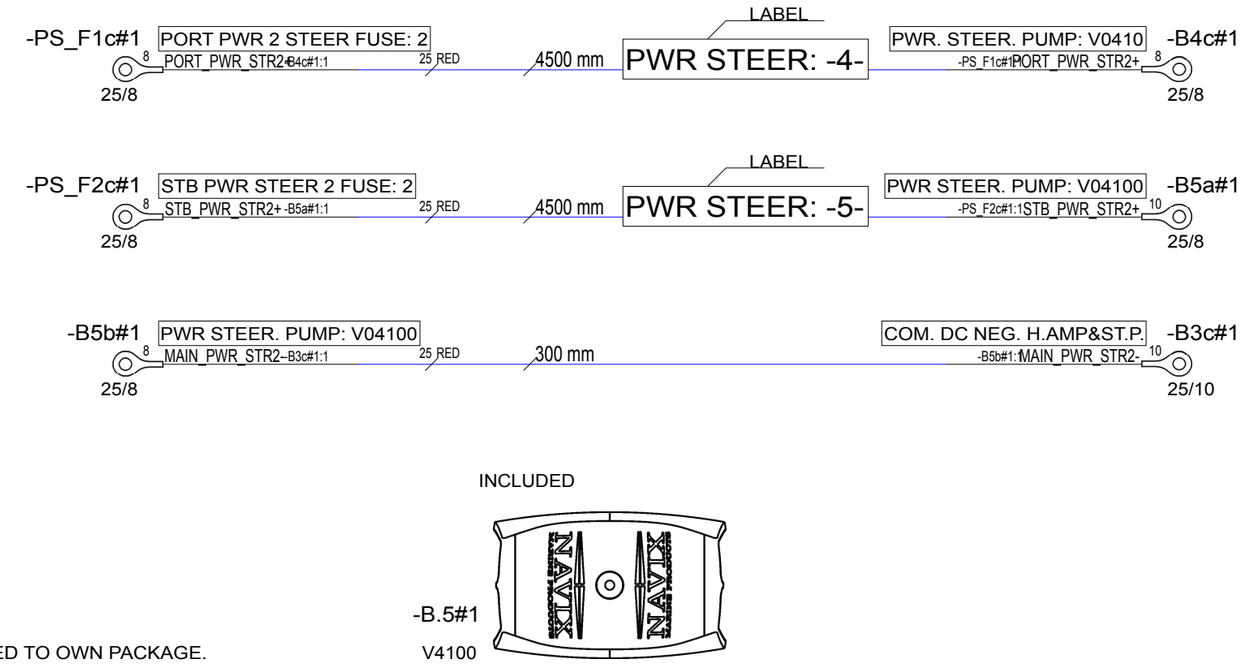


LABEL

POWER STEER 2. CABLES

(TO TOP OF PACKAGE)

OPTION 2.
-TWIN EMGINE, TWIN STEERING PUMP



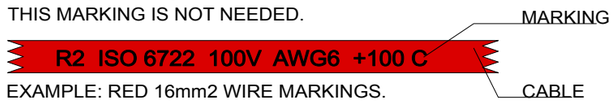
INCLUDED

-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: CABLE SIZE IS 25mm2 --> MARKING AWG3.	25 mm2	=	AWG3
	35 mm2	=	AWG2

10.10.2019	PN	B1: INTRODUCED DRAWING.	Date	5.7.2019	Axopar		30881	
			Drawing by	TuM	Boat	Sub-product code	Product code	Project ID
			Sheet rev.	1	37 MY20	POWER STEERING CABLES 2xPUMP	HL	149 / 149
Date of modification	Modified by	Description	Project rev.	B	Boat model	Title	Loc	Sheet

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12 Appendix IV: AIS Decontamination – North America

According to

ABYC T-32 Design and Construction in Consideration of Aquatic Invasive Species 7/21

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1 Decontamination criteria based on UMPS III, Table 3

The table is a summary of scientific research indicating the lethal water temperature at point of contact and duration for decontamination. Information is grouped by the location of the boat that is targeted and the life form of Dreissenid mussel targeted (e.g., adult mussel or veliger). Please refer to the *Student Training Curriculum for Watercraft Inspectors and Decontaminators to Prevent and Contain the Spread of Aquatic Invasive Species in the USA* for complete step by step procedures.

	Boat part/ location	Water temperature	Duration[1] (sec)	Type of application	Target life stage
Exterior	Hull	140°F	10	High pressure spray[2]	Adult
	Trailer	140°F	70	Low pressure spray[3]	Adult
	PFDs, anchor, paddle	140°F	10	Low pressure spray	Adult or Veliger
Propulsion system	Gimbal	140°F	132	Low pressure spray	Adult
	Engine	140°F[5], [6]	See note[7].	Flush[6]	Veliger
Interior	Ballast tanks	120°F	130	*Low risk* – Flush[4]	Veliger
				High risk – Fill and flush	
	Live well/bait well	120°F	130	Low pressure spray or flush	Veliger
	Bilge	120°F	130	Flush or low pressure spray	Veliger

1) The times listed are the minimum times necessary to achieve mortality.
2) High pressure = 3000 psi.
3) Low pressure = using the pressure from the decontamination unit with no nozzle, not to exceed 60 psi (essentially a garden hose flow).
4) Flush = adding water to a compartment of a boat to treat or force the water out.
5) These temperatures denote the exit temperature (i.e., temperature of water exiting the boat not exiting the wand or flush attachment).
6) When flushing engines with a dedicated connection (not muffs), the pressure should be limited to less than 60 psi to prevent internal engine damage. The maximum input temperature during flushing should not exceed 140°F.
7) *NOTE: Engine flushing relies on the exit temperature as a guideline for decontamination duration.*

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2 Example of AIS Owner's Manual Information

Aquatic invasive species

Aquatic invasive species (AIS) are plants and animals that occur in waters in which they are not native and whose introduction causes or is likely to cause economic or environmental damage or harm to human health. AIS have a negative impact on the waterway, its native species, and recreational and commercial uses of the waterway.

As responsible boaters and citizens, each boat owner should do their part to prevent the spread of these aquatichitchhikers. In many cases, it is also required by law. Check local regulations for any waterway where you will boat.

After each boating trip, follow these three simple steps before you leave the water access to stop the spread of AIS: Clean, Drain, and Dry. This is the boater's way to help protect the environment from the damage that AIS can cause.



Clean

Inspect and remove all aquatic plants, animals, mud, and debris from the boat, engine, trailer, anchor, and any watersports equipment.

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

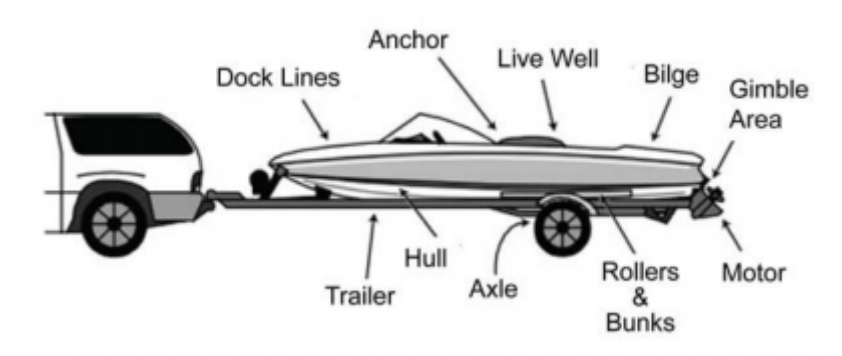
Drain

Completely drain all water from the boat and its compartments, including but not limited to the bilge, wells, lockers, ballast tanks or bags, bait containers, engines, and outdrives.

Dry

Allow the boat to completely dry before visiting any other bodies of water.

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NOTE: Some localities may require inspection or decontamination before and/or after launching. Check state and local laws and regulations for requirements prior to traveling to go boating.

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3 Additional boat-specific recommendations

Nonmotorized watercraft

Canoes, rafts, kayaks, rowboats, paddleboats, inflatables, sculls, and other nonmotorized recreational watercraft also require proper treatment.

- **Clean** straps, gear, paddles, floats, ropes, anchors, dip nets, and trailer before leaving the water body.
- **Dry** everything completely between each use and before storing.
- **Wear** quick-dry footwear or bring a second pair of footwear with you when portaging between waterbodies.

Sailboats

- **Clean** centerboard, bilge board, wells, rudderpost, trailer, and other equipment before leaving the water body.
- **Drain** water from boat, motor, bilge, ballast, wells, and portable bait containers before leaving the water body.

Motorized watercraft

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

Jet boats and personal watercraft (PWCs)

- **Inspect** and **clean** hull, trailer, intake grate, and steering nozzle, etc.
- **Clean** hull, trailer, intake grate, and steering nozzle, etc before leaving the water access.
- **Run** engine 5-10 sec to blow out excess water and vegetation from internal drive before leaving the waterbody.

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