BRABUS SHADOW 900

# OWNER'S MANUAL

## BRABUS SHADOW 900 XC

BRABUS MARINE

MODEL YEAR 2020–2023

# Table of Contents

1 Introduction ..... 5
1.1 Purpose of this manual ..... 5
1.2 Safety symbols ..... 5
1.3 Document conventions ..... 6
1.4 Copyright ..... 6
1.5 Disclaimer ..... 6
1.6 Warranty ..... 7
2 Safety ..... 8
2.1 Safety diagram ..... 9
2.2 Fire protection and control ..... 9
2.2.1 Fire control equipment ..... 10
2.2.2 Boat owners' and users' responsibilities ..... 10
2.2.3 Checklist: Fire in the engine ..... 11
2.2.4 Checklist: After fire ..... 11
2.3 Carbon monoxide ..... 11
2.4 Carbon monoxide monitor ..... 12
2.5 Smoke alarm ..... 13
2.6 Life raft ..... 13
2.7 Safety labels on board ..... 14
3 Product overview ..... 22
3.1 Purpose of use ..... 22
3.2 Identification ..... 22
3.3 Builder's plate ..... 22
3.4 CE certification ..... 23
3.5 Dimensions and weight ..... 23
3.6 Boat layout ..... 26
4 Product description ..... 27
4.1 Stability and buoyancy ..... 27
4.1.1 Self-draining systems ..... 27
4.1.2 Openings in the hull and deck ..... 28
4.1.3 Bilge system ..... 30
4.1.3.1 Bilge pumps and outlets ..... 31
4.2 Technical systems ..... 33
4.2.1 Electrical system ..... 33
4.2.2 12 V system ..... 34
4.2.3 Main switches ..... 35


© 2023 Axopar Boats / Brabus Marine

4.2.4 Direct supply fuses....36
4.2.5 Fuses....37
4.2.6 Heavy duty fuses....38
4.2.7 Batteries....38
4.2.7.1 Charging the batteries....39
4.2.7.2 Winter storage....39
4.2.7.3 Cleaning the batteries....39
4.2.8 110/230 V system....39
4.2.9 Fuel system....40
4.2.9.1 Refueling the boat....41
4.2.9.2 Maintaining the fuel system....42
4.2.10 Fresh water system....42
4.2.11 Warm water system....44
4.2.12 Septic system....45
4.2.12.1 Toilet seat....45
4.2.12.2 Septic tank....46
4.2.13 Anchor windlass....46
4.2.14 Bait livewell....48
4.2.15 Roof racks....48
4.3 Optional equipment....48
4.3.1 Heating system....48
4.3.2 Air conditioning....49
4.3.3 Navigation system....49
4.3.3.1 VHF equipment....50
4.3.4 Bow thruster....50
4.3.5 LPG system....50
4.3.5.1 Lighting the LPG cooker....52
4.3.5.2 Using the LPG cooker....52
4.3.6 Solar panels....53
4.3.7 Bait livewell....53
4.3.8 Roof racks....54
5 Transportation....55
5.1 Lifting the boat....55
5.2 Transporting and storing the boat....56
6 Operation....58
6.1 Handling devices....58
6.1.1 Steering console....58
6.1.2 Steering wheel and steering console switch panel....60
6.1.3 Windscreen wipers....60


© 2023 Axopar Boats / Brabus Marine

6.1.4 Steering system....61
6.1.4.1 Checking and topping up oil....61
6.1.4.2 Steering maintenance....61
6.1.5 Throttle lever....61
6.1.5.1 Trim and tilt....62
6.1.6 Starting the engine....62
6.2 Swivel seat - Driver and passenger seats....62
6.3 Inspecting the boat....63
6.3.1 Checklist: Regular inspection before leaving harbor....63
6.3.2 Checklist: After using the boat....64
6.3.3 Notes for sunny conditions for Black OPS boats....64
6.4 Handling the boat....65
6.4.1 Checklist: Boat handling before leaving harbor....65
6.4.2 Leaving the jetty....66
6.4.3 Driving the boat....66
6.4.3.1 Dead man's switch....66
6.4.3.2 Driving at high speed....67
6.4.3.3 Driving in rough seas....67
6.4.3.4 Maneuvering in narrow channels....68
6.4.4 Visibility from steering position....68
6.4.5 Using the trim tabs....69
6.5 Preventing falling overboard....70
6.6 Anchoring, docking and mooring....71
6.6.1 Fastening points....71
6.6.2 Docking....72
6.6.3 Checklist: Before anchoring....72
6.6.4 Towing and mooring....73
7 Maintenance....74
7.1 Cleaning and maintaining the gelcoat surface....74
7.1.1 Maintenance notes....76
7.2 Antifouling....77
7.3 Maintaining the interiors....77
7.3.1 Wooden interiors....77
7.3.2 Plastic and painted surfaces....78
7.3.3 Fabrics....78
7.3.4 Doors and hatches....78
7.4 Maintaining the cover....78
7.4.1 Cleaning the cover....79
7.5 Protecting underwater metal parts....79
7.6 Preventing corrosion....79
7.7 Preventing frost damage....80
7.8 Checklist: Before winter lay-up....80


© 2023 Axopar Boats / Brabus Marine

7.9 Checklist: Before launching....81
7.10 Corrective maintenance....81
7.10.1 Deposits....81
7.10.2 Scratches and nicks....81
7.10.3 Stains....81
7.10.4 Deep marks, gouges and holes....82
8 Environment....83
8.1 Requirements for North America....83
9 Appendix I: Checklists....84
9.1 Checklist: Fire in the engine....84
9.2 Checklist: After fire....84
9.3 Checklist: Regular inspection before leaving harbor....84
9.4 Checklist: After using the boat....85
9.5 Checklist: Boat handling before leaving harbor....85
9.6 Checklist: Before anchoring....86
9.7 Checklist: Before winter lay-up....86
9.8 Checklist: Before launching....87
10 Appendix II: Fuel system....88
11 Appendix III: Electrical diagrams....89
12 Appendix IV: AIS Decontamination – North America....90


© 2023 Axopar Boats / Brabus Marine

# 1 Introduction

## 1.1 Purpose of this manual

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

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

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

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

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

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

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

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

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

## 1.2 Safety symbols

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

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

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


© 2023 Axopar Boats / Brabus Marine

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

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

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

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

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

## 1.3 Document conventions

### Units

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

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

### Terminology

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

## 1.4 Copyright

Copyright ©2023 Axopar Boats / BRABUS Marine. All rights reserved.

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 BRABUS Marine dealer mentioned on the cover page.


© 2023 Axopar Boats / Brabus Marine

# 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**

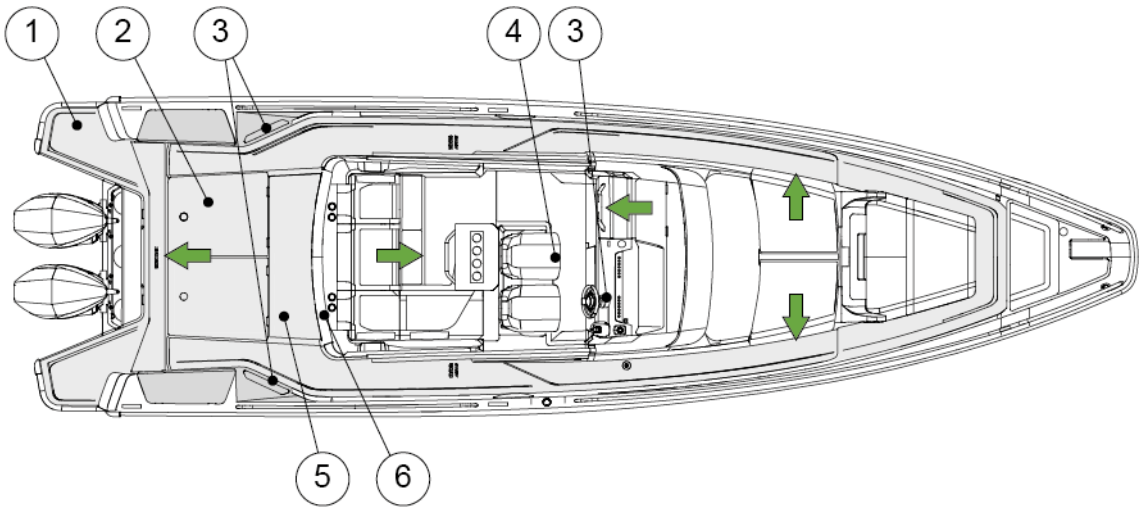
When out on the water, always use the seats intended for the passengers.

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.


© 2023 Axopar Boats / Brabus Marine

## 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.


© 2023 Axopar Boats / Brabus Marine

**⚠ 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 a hand-held fire extinguisher with a fire rating of at least 13A/89B (2 kg).

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

The fire extinguishers are not included in the manufacturer's delivery.

### 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.

- 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.


© 2023 Axopar Boats / Brabus Marine

### 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.

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.


© 2023 Axopar Boats / Brabus Marine

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.
- 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 Carbon monoxide monitor

There is a carbon monoxide monitor system in the boat. Carbon monoxide units are located in all accommodation areas of the boat.

- With regular intervals, check that the monitor system is functioning. For instructions, see the equipment manufacturer's manual.

It is not possible to turn the CO monitor off when the boat is in use.

Low battery voltage can trigger the unit to sound alarm. Audible and visual signals are explained in table *Carbon monoxide monitor visual and audible signals*.


© 2023 Axopar Boats / Brabus Marine

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

## 2.5 Smoke alarm

Boat is equipped with smoke alarms.

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

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

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

Smoke alarms should be replaced at minimum every 5 years.

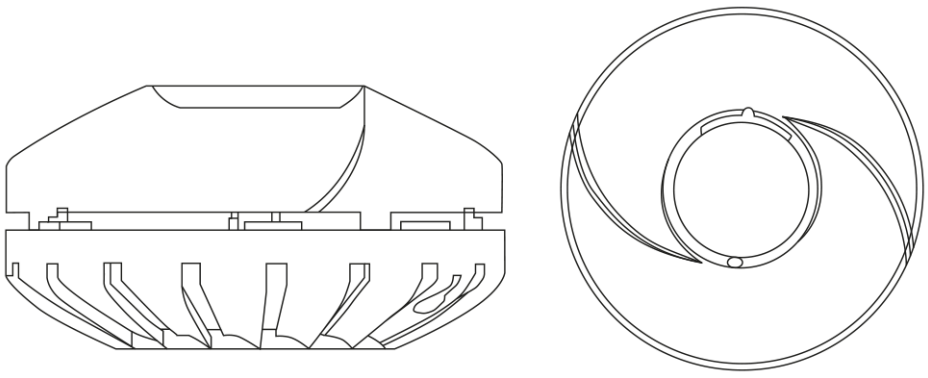


*Figure 2.1 Smoke alarm*

## 2.6 Life raft

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


© 2023 Axopar Boats / Brabus Marine

### Storing a life raft

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

### Using the life raft

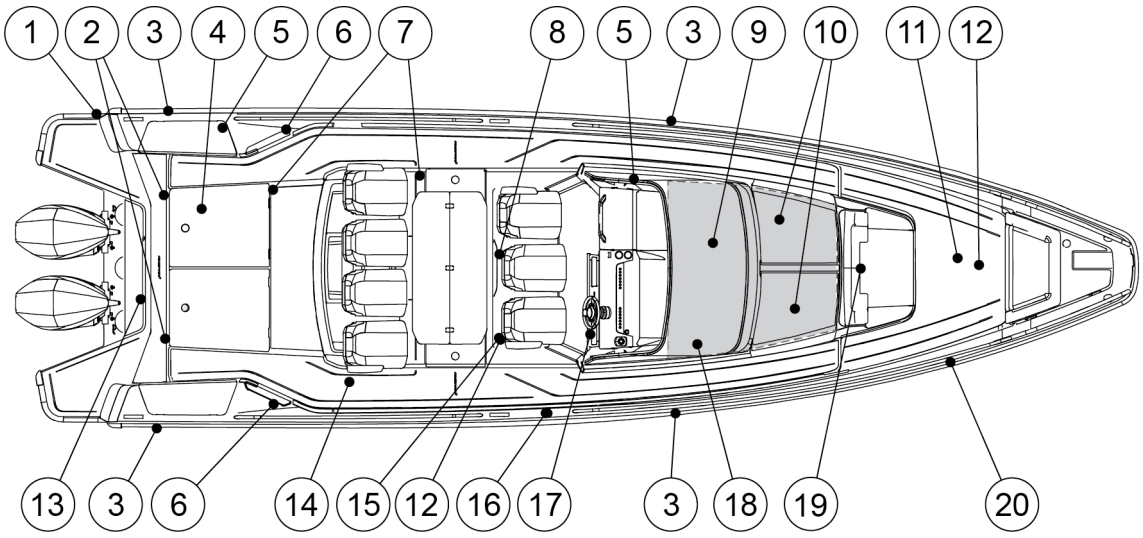
The life raft must be tied to the stern of the boat and prepared for use.

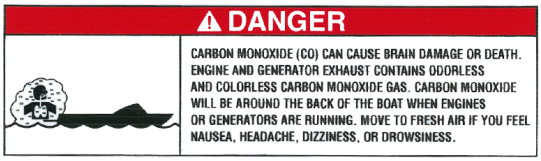
In an emergency, it is easiest and safest to board the life raft from the swimming deck. Switch off the engine before using the life raft.

Follow the life raft manufacturer’s instructions.

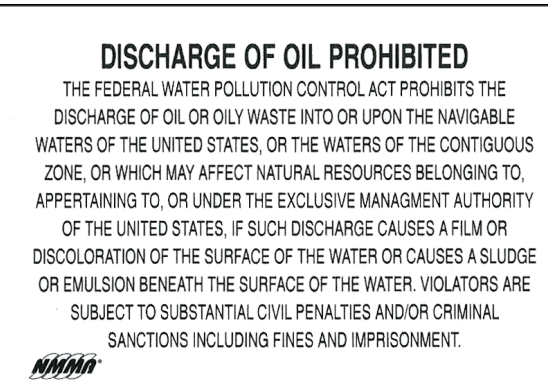
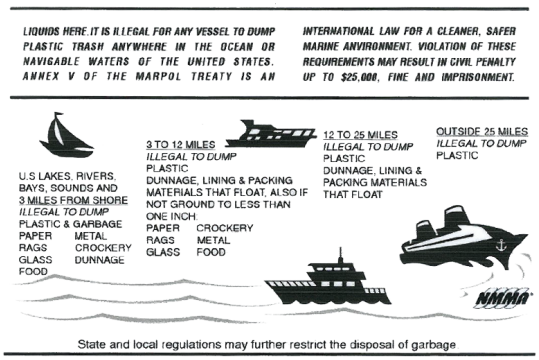
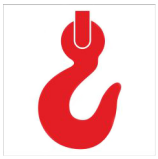
## 2.7 Safety labels on board

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




| Position | Label | Description |
|---|---|---|
| 1 | | **Warning**<br>Rotating propeller may cause serious injury or death. Do not approach or use ladder when engine is running. |
| 1 |  | **Danger**<br>Carbon monoxide (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Carbon monoxide will be around the back of the boat when engines or generators are running. Move to fresh air if you feel nausea, headache, dizziness, or drowsiness. |

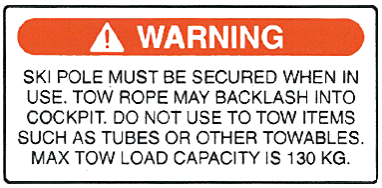
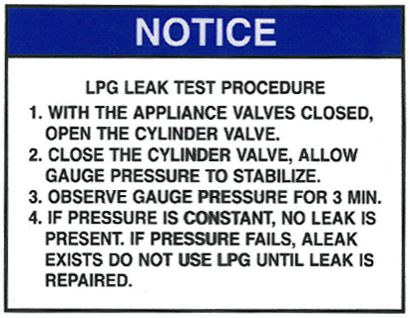

© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 2 |  | **Discharge of oil prohibited**<br>The federal water pollution control act prohibits the discharge of oilor oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the Unites States, if such discharge causes a film or discoloration of the surfaces of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment. |
| 2 |  | Liquids here. It is illegal for any vessel to dump plastic trash anywhere in the ocean or navigable waters of the United States. Annex V of the Marpol Treaty is an international law for a cleaner, safer marine anvironment., Violation of these requirements may result in civil penalty up to $25,000, fine and imprisonment. U.S. lakes, rivers, bays, sounds and 3 miles from shore Illegal to dump plastic & garbage, paper, metal, rags, crockery, glass, dunnage, food.<br>3 to 12 miles Illegal to dump plastic, dunnage, lining & packing materials that float. Also if not ground to less than one inch: paper, crockery, rags, metal, glass, food<br>12 to 25 miles illegal to dump plastic, dunnage, lining & packing materials that float<br>Outside 25 miles illega do dump plastic<br>State and local regulations may further restrict the disposal of garbage. |
| 3 |  | Fastening point |
| 4 | | **Warning**<br>Installation of maintenance free AGM batteries are only allowed in this area. |
| 5 | | Sink drain shutoff valve |

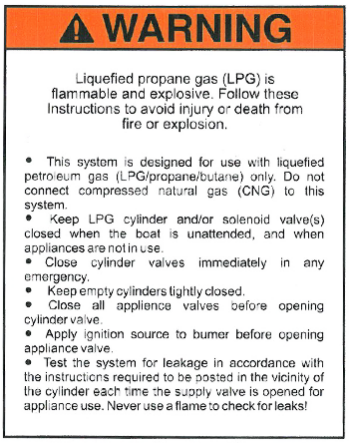
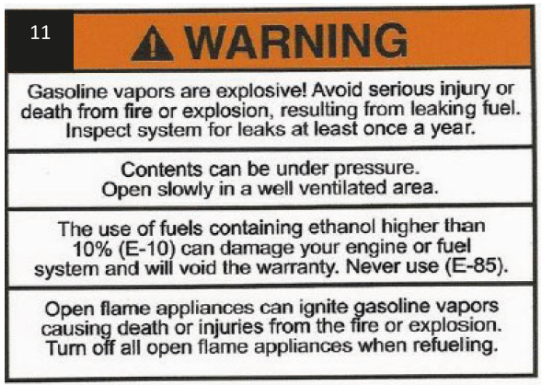

© 2023 Axopar Boats / Brabus Marine

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

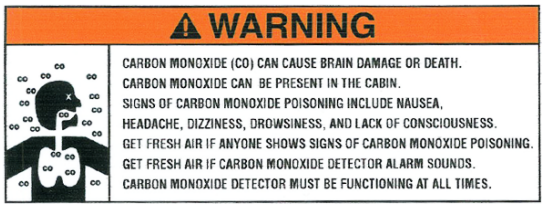

© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 12 | | Pay attention to the warnings and read the manual. |
| 13 |  | **Warning**<br>Ski pole must be secured when in use. Tow rope may backlash into cockpit. Do not use to tow items such as tubes or other towables. Max tow load capacity is 130 kg. |
| 14 | | **Notice**<br>LPG working pressure<br>Butane: 28mbar<br>Propane: 37mbar |
| 14 | | LPG shutoff valve |
| 14 |  | **Notice**<br>LPG leak test procedure<br>**1.**With the appliance valves closed, open the cylinder valve.<br>**2.**Close the cylider valve, allow gauge pressure to stabilize.<br>**3.**Observe gauge pressure for 3 min.<br>**4.**If pressure is constant, no leak is present. If pressure fails, a leak exists. Do not use LPG until leak is repaired. |

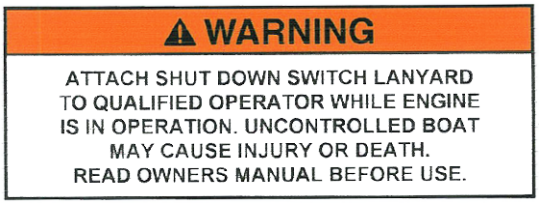
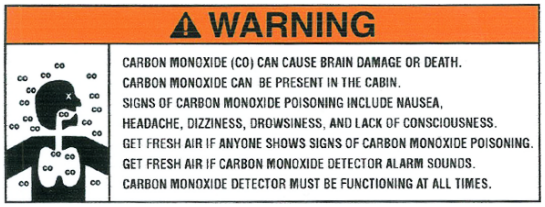

© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 14 |  | **Warning**<br>Liquefied propane gas (LPG) is flammable and explosive. Follow these instructions to avoid injury or death from fire or explosion.<br>• The system is designed for use with liquefied petroleum gas (LPG/propane/butane) only. Do not connect compressed natural gas (CNG) to this system.<br>• Keep LPG cylinder and/or solenoid valve(s) closed when the boat is unattended, and when appliances are not in use.<br>• Close cylinder valves immediately in any emergency.<br>• Keep empty cylinders tightly closed.<br>• Close all appliance valves before opening cylinder valve.<br>• Apply ignition source to burner before opening appliance valve.<br>• Test the system for leakage in accordance with the instructions required to be posted in the vicinity of the cylinder each time the supply valve is opened for appliance use. Never use a flame to check for leaks. |
| 14 | | **Warning**<br>Do not close the wetbar lid until the grill has completely cooled down. |
| 15 | | **Caution**<br>If switch is turned off while engine is running alternator will be damaged. |
| 16 |  | **Warning**<br>Gasoline vapors are explosive! Avoid serious injury or death from fire or explosion, resulting from leaking fuel. Inspect system for leaks at least once a year.<br>Contents can be under pressure. Open slowly in a well ventilated aread.<br>The use of fuels containing ethanol higher than 10% (E-10) can damage your engine or fuel system and will void the warranty. Never use (E-85).<br>Open flame appliances can ignite gasoline vapors causing death or injuries from the fire or explosion. Turn off all open flame appliances when refueling. |


© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 17 | | NMMA certificate |
| 17 | | **Certification plate US**<br>Design compliance with NMMA requirements and US Coast Guard safety standards.<br>Meets EVAP standards using certified components. |
| 17 | | **Warning**<br>Use caution with skier in tow as tow rope may backlash into cockpit when released. |
| 17 | | **Warning**<br>Qualified operator to be in control at all times. Operation by an unqualified operator can cause loss of control. This may result in severe injury, death, or property damage. Boat stability and handling will change with weight disctribution.<br>Read owners manual before use. |
| 17 |  | **Warning**<br>Carbon monoxice (CO) can cause brain damage or death. Engine and generator exhaust contains odorless and colorless carbon monoxide gas. Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness. Get fresh air if anyone shows signs of carbon monoxide poisoning. See owner's manual for information regarding carbon monoxide poisoning. |
| 17 | | **Warning**<br>Visibility from the seated position at this helm station is limited. Avoid serious injury or death from collisions. Operation from a standing position may be necessary to maintain lookout as required by rules of the road. Reas owners manual. |


© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 17 | | **Boatman's checklist**<br>For maximum enjoyment and safety, check each of these items before you start your engine:<br>- Drain plug (Securely in place?)<br>- Life-saving devices (One for every person on board?)<br>- Steering system (Working smoothy and properly?)<br>- Fuel system (Adequate fuel? Leaks? Fumes?)<br>- Battery (Fully charged? Cable terminals clean and tight?)<br>- Engine (In neutral?)<br>- Capacity plate (Are you overloaded or overpowered?)<br>- Electrical equipment (Lights, horn, pump, etc?)<br>- Emergency gear (Fire extinguisher, bailer, paddle, anchor & line, signaling device, tool kit, etc.?) |
| 17 | | **Warning**<br>Rotating propeller may cause serious injury or death.<br>Shut off engine when near persons in water. |
| 17 |  | **Warning**<br>Attach shut down switch lanyard to qualified operator while engine is in operation. Uncontrolled boat may cause injury or death.<br>Read owners manual before use. |
| 18 |  | **Warning**<br>Carbon monoxide (CO) can cause brain damage or death.<br>Carbon monoxide can be present in the cabin.<br>Signs of carbon monoxide poisoning include nausea, headache, dizziness, drowsiness, and lack of consciousness.<br>Get fresh air if anyone shows signs of carbon monoxide poisoning.<br>Get fresh air if carbon monoxide detector alarm sounds.<br>Carbon monoxide detector must be functioning at all times. |


© 2023 Axopar Boats / Brabus Marine

| Position | Label | Description |
|---|---|---|
| 19 | | **Danger**<br>Leaving window open could induce exhaust fumes into cabin resulting in severe personal injury or death. |
| 19 | | **Warning**<br>Watertight closure. Keep shut when underway. |
| 20 | | **Warning**<br>Avoid personal injury. Stay inside deck rails (and gates) when boat is underway. |


© 2023 Axopar Boats / Brabus Marine

# 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<br>• A = S Spyder<br>• B = ST Sun Top<br>• C = XC Cross Cabin |
| 001 | Boat number |
| F | Manufacturing month<br>• A = January<br>• B = February<br>• C = March<br>• etc. |
| 9 | Last digit of the manufacturing year |
| 20 | Model year |

## 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


© 2023 Axopar Boats / Brabus Marine

- 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.<br>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)<br>(excluding engine) | 11.6 m | 38 ft 1 in |
| Hull beam (BH) | 3.3 m | 10 ft 10 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 |


© 2023 Axopar Boats / Brabus Marine

### Power

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

### Weight and loading

| | SI units | US units |
|---|---|---|
| Hull weight (including engine) | 5400 kg | 11905 lb |

| | Category B | Category C |
|---|---|---|
| Maximum number of persons<br>Default weights:<br>• Adult: 75 kg (165 lb)<br>• 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 | 5400 kg | 11905 lb | 5400 kg | 11905 lb |
| Maximum recommended load | 1585 kg | 3494 lb | 1735 kg | 3825 lb |
| Boat weight at maximum load | 6985 kg | 15399 lb | 7135 kg | 15730 lb |

of which

| | SI units | US units |
|---|---|---|
| Maximum recommended engine weight | 630 kg | 1389 lb |
| Personal luggage | 100 kg | 220 lb |
| Fresh water | 100 kg | 220 lb |
| Septic water | 95 kg | 209 lb |
| Fuel | 548 kg | 1208 lb |


© 2023 Axopar Boats / Brabus Marine

| | 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 | 718 kg | 1583 lb |
| Mass on trailer | 6065 kg | 13371 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

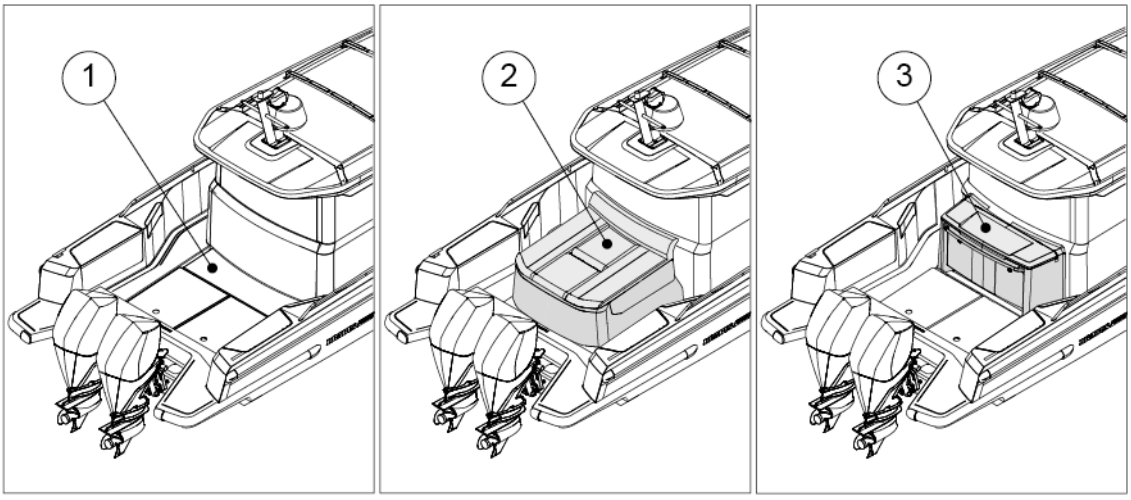
| | |
|---|---|
| Battery charger | 65 Ah Shorepower connector |


© 2023 Axopar Boats / Brabus Marine

# 3.6 Boat layout

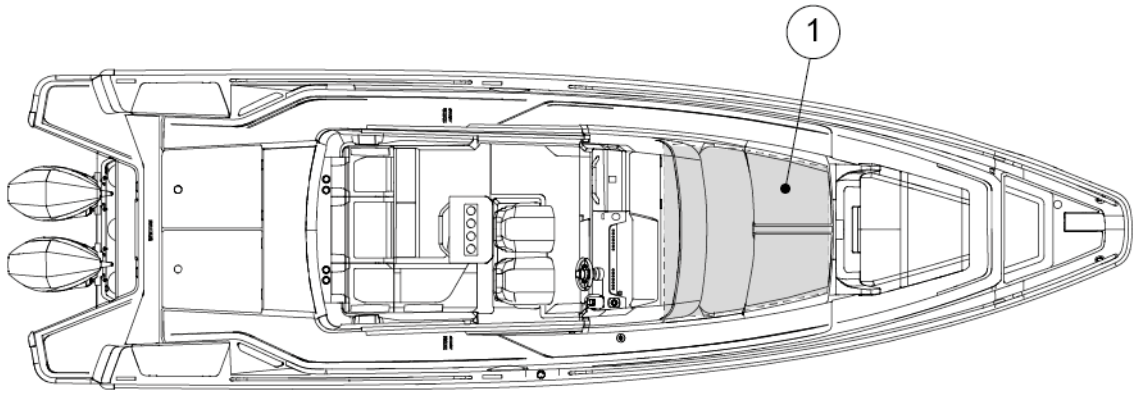
The boat has several deck options. The layout of the equipment and the technical components may vary depending on the chosen accessories.

The standard boat has an open aft deck. The boat can be equipped with an aft cabin and a wetbar.




(1) Open aft deck
(2) Aft cabin
(3) Wetbar

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




(1) Gullwing doors


© 2023 Axopar Boats / Brabus Marine

# 4 Product description

## 4.1 Stability and buoyancy

Pay attention to the stability and buoyancy of the boat.

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

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

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

Breaking waves represent a significant danger to stability.

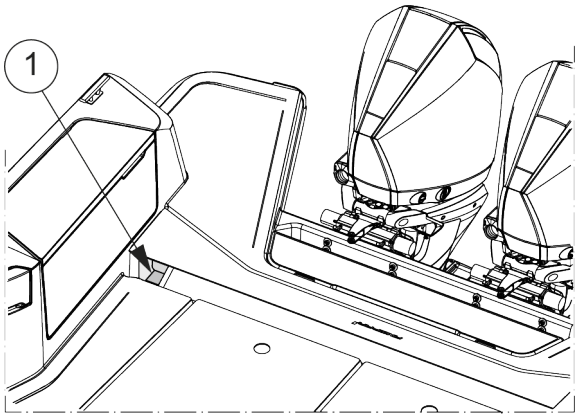
**⚠ WARNING** To avoid the risk of flooding, always keep the seacocks closed when not in use (for example, the seacock for the toilet's flushing water).

### 4.1.1 Self-draining systems

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

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

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




(1) Drain hole


© 2023 Axopar Boats / Brabus Marine

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

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

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

**NOTICE**

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

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

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

## 4.1.2 Openings in the hull and deck

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

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

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

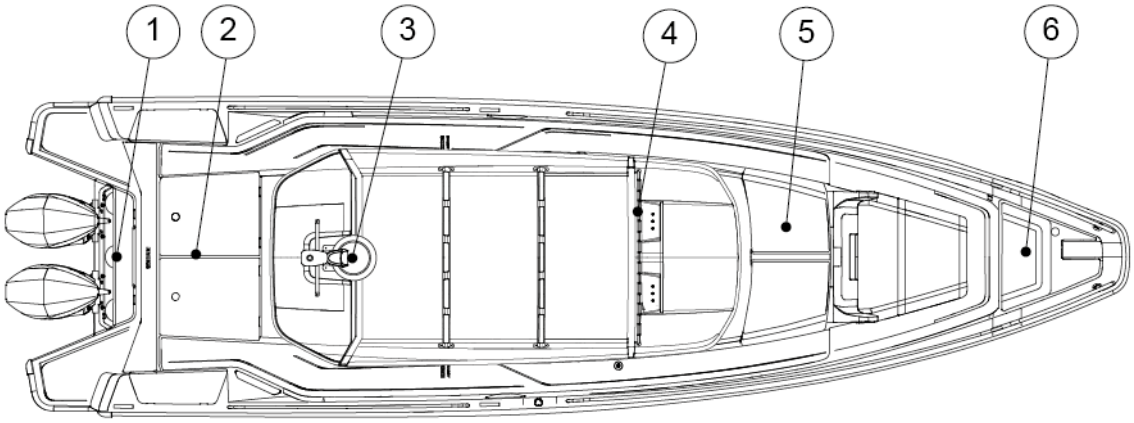
In certain conditions and speeds, it is possible that water is sprayed inside through canopies, hatches or other openings, due to negative pressure or other effects. Risk for this can be minimized by closing the canopies, hatches or other openings.

**⚠ WARNING**

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

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

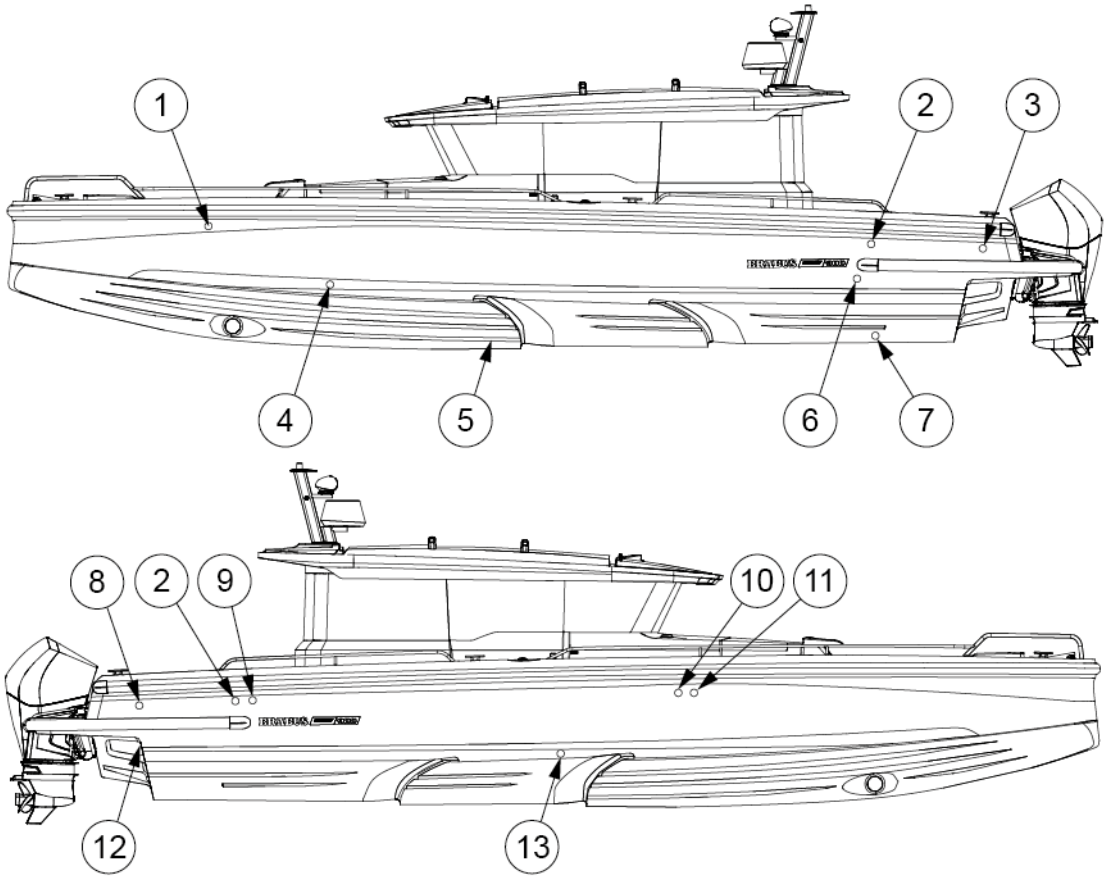

© 2023 Axopar Boats / Brabus Marine




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

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


© 2023 Axopar Boats / Brabus Marine




(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.

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


© 2023 Axopar Boats / Brabus Marine

The manual bilge pump is controlled with its handle.

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

**⚠ WARNING**

The bilge system is not designed for damage control.

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

***NOTICE***

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

***NOTICE***

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

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

***NOTICE***

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

***NOTICE***

Avoid pollution.

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

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

**Before every use**

Make sure that:

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

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

### 4.1.3.1 Bilge pumps and outlets

**Bilge pump output**

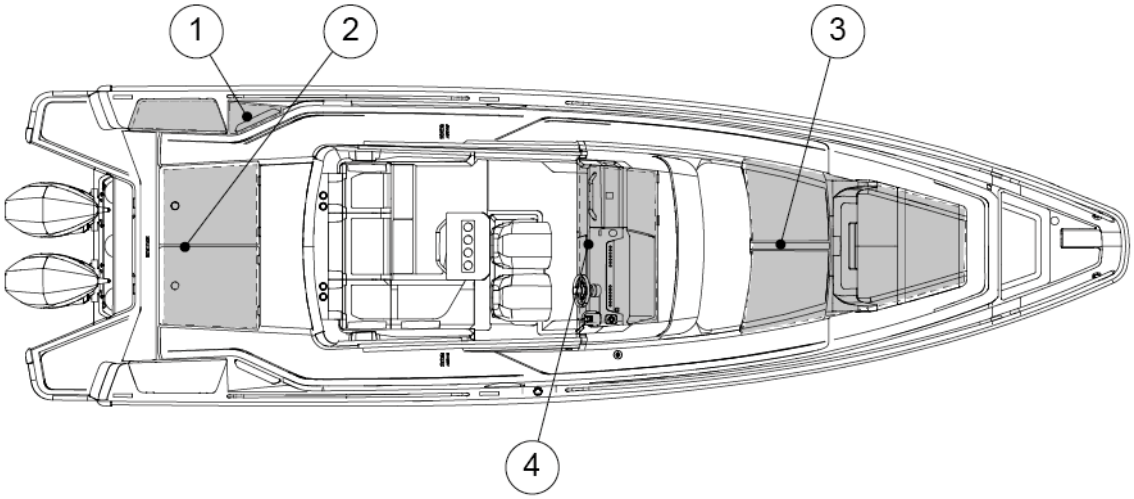
- The manual bilge pump output is 33 liters (9 gallons) per minute.
- The automatic bilge pump output is 41 liters (11 gallons) per minute.


© 2023 Axopar Boats / Brabus Marine

### 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.

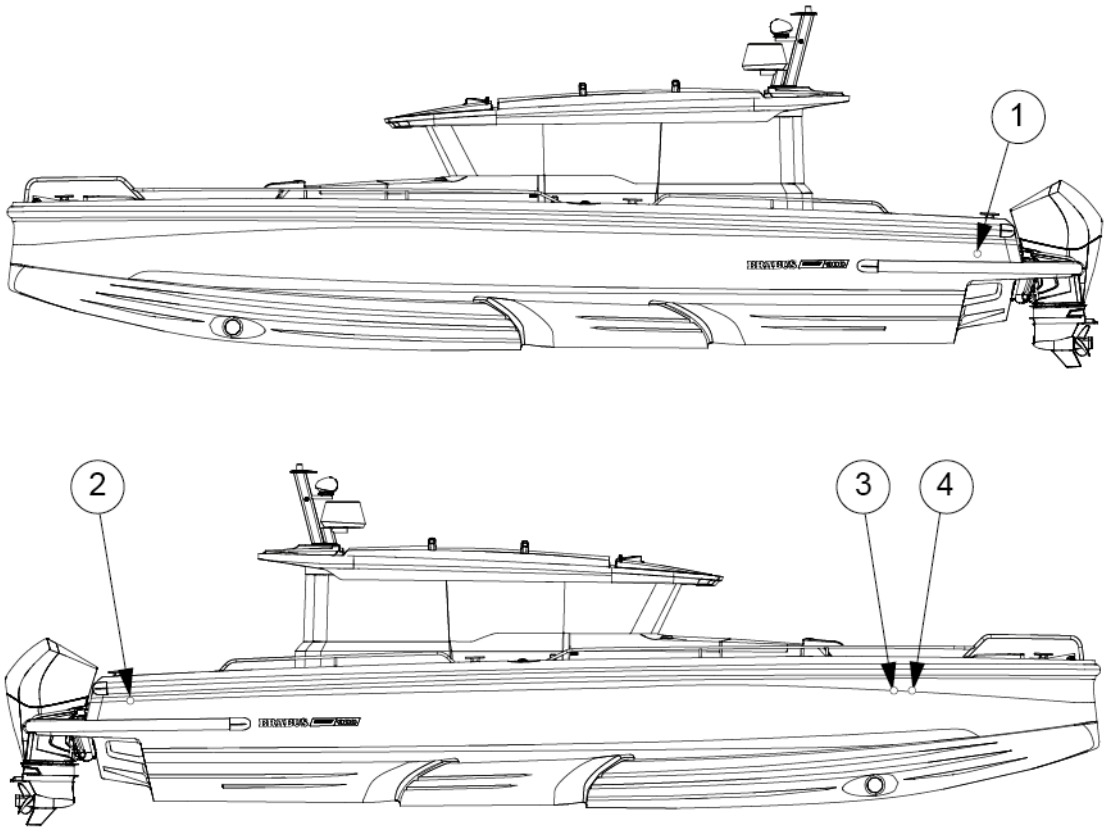



(1) Manual bilge pump
(2) Aft electric bilge pump
(3) Bow bilge pump
(4) Midship bilge pump


© 2023 Axopar Boats / Brabus Marine

**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!**

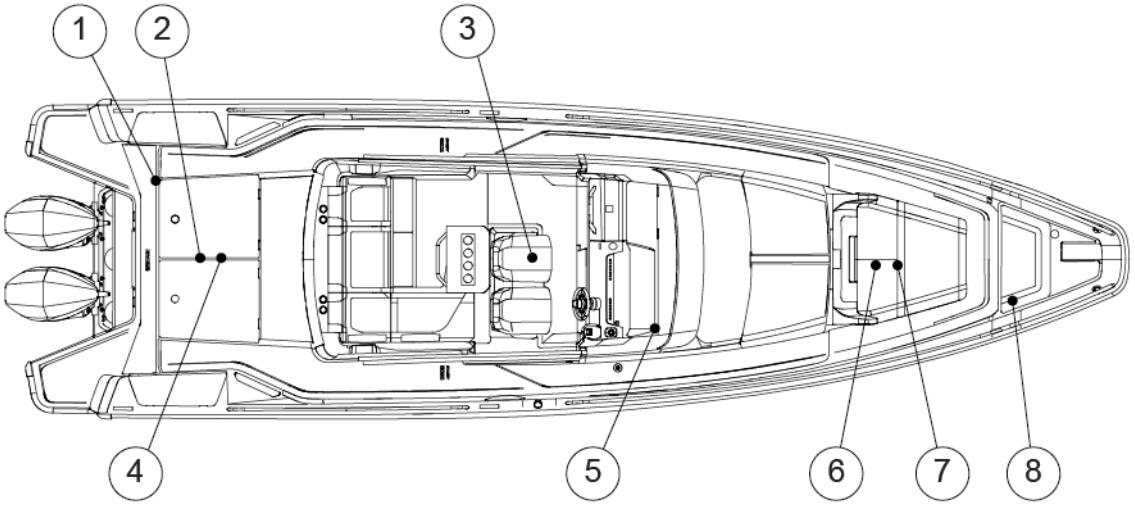
Improper use of electric DC and AC systems may result in fire, explosion or electric shock.

Follow the instructions carefully.

**⚠ WARNING**

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


© 2023 Axopar Boats / Brabus Marine




(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.


© 2023 Axopar Boats / Brabus Marine

**⚠ 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.

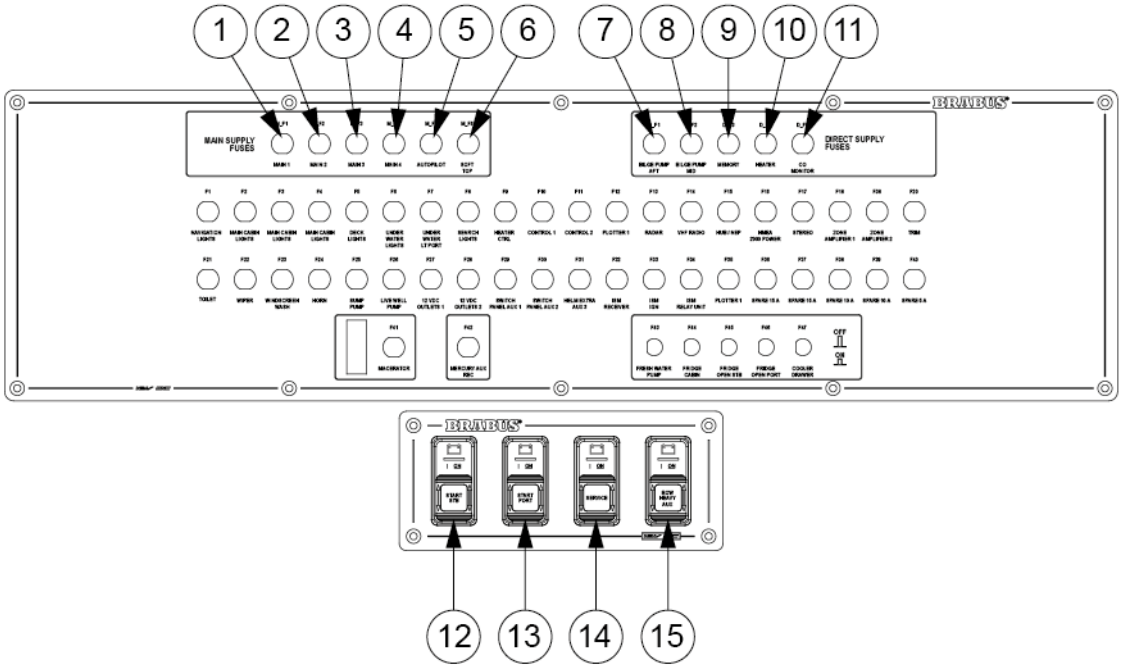
The design drawing of the boat's electrical system is presented in ***Appendix II***. The location of the main switches is presented in the section ***Electric system***.

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.


© 2023 Axopar Boats / Brabus Marine




(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 fuses

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

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

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


© 2023 Axopar Boats / Brabus Marine

**⚠ 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.

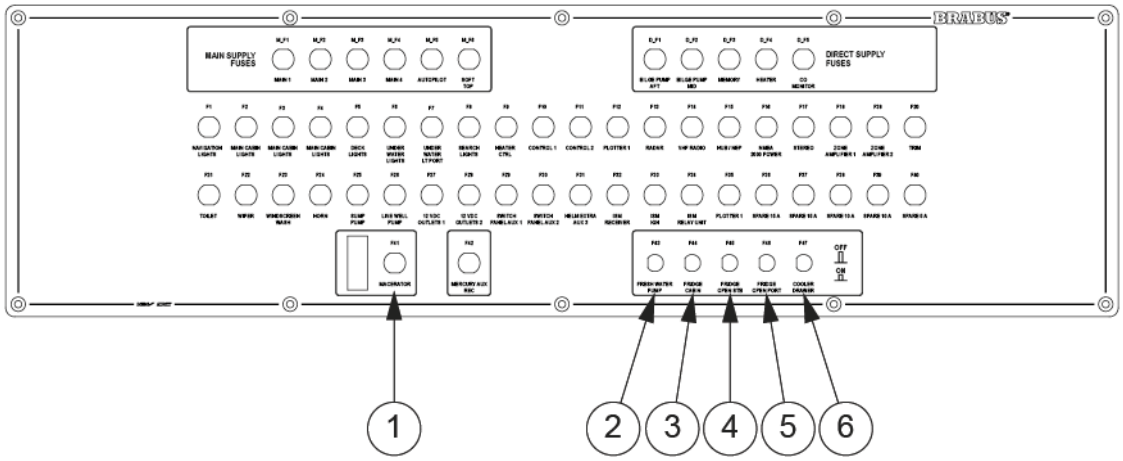
The fuses are in the form of trip switches that break the circuit and spring up when tripped. Do not reset the switch before you have found out the reason for the breaker tripping. After that press the switch back down.

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


© 2023 Axopar Boats / Brabus Marine

## 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.


© 2023 Axopar Boats / Brabus Marine

### 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.


© 2023 Axopar Boats / Brabus Marine

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.


© 2023 Axopar Boats / Brabus Marine

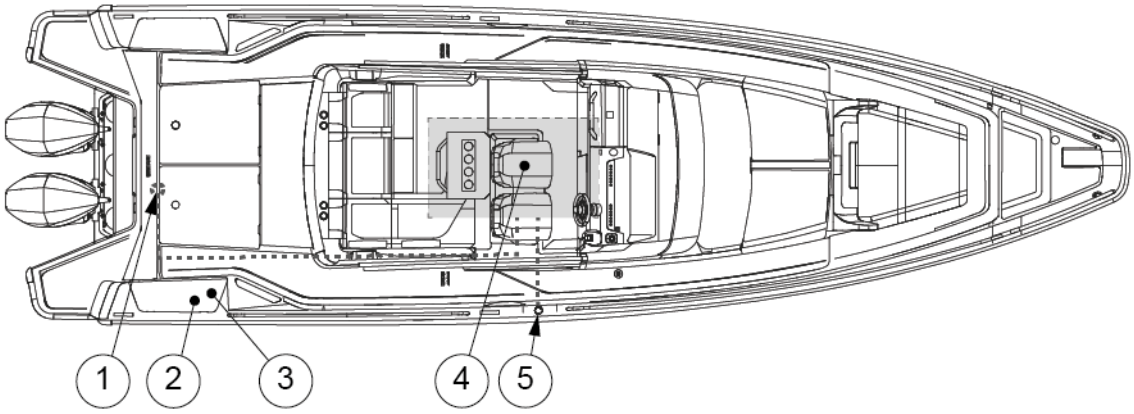
**⚠ WARNING**

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.


© 2023 Axopar Boats / Brabus Marine

**⚠ 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.

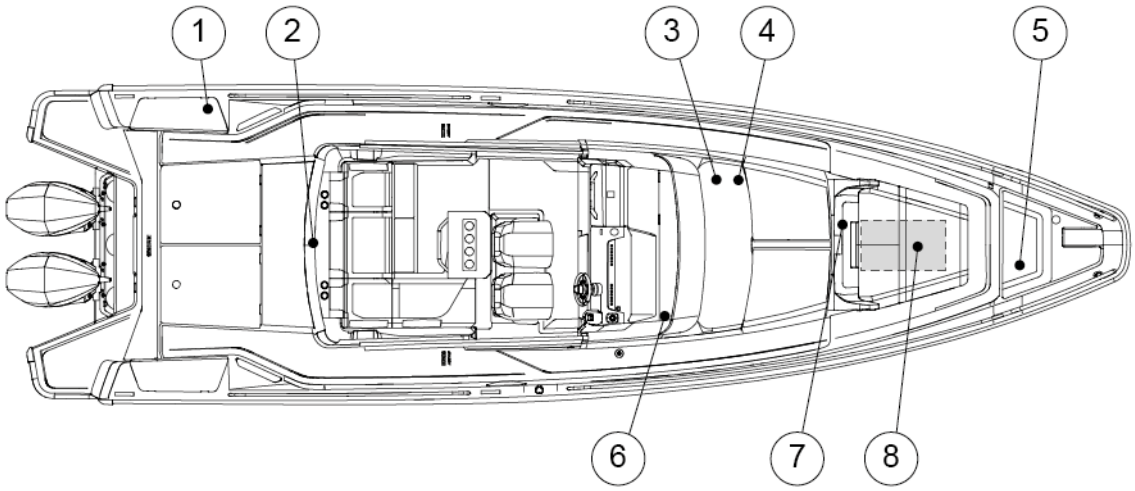
***NOTICE***

The water from the system is not meant for drinking.

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

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


© 2023 Axopar Boats / Brabus Marine




(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

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

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

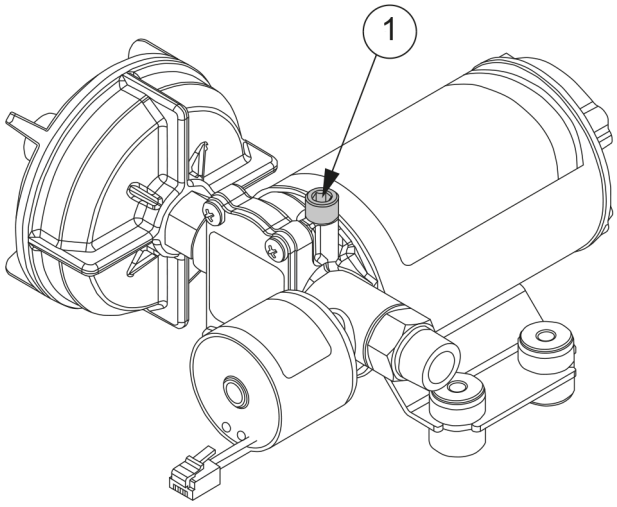



*Figure 4.1 Water pump and air release valve*


© 2023 Axopar Boats / Brabus Marine

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

Disinfection procedure is described below:

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

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

## 4.2.11 Warm water system

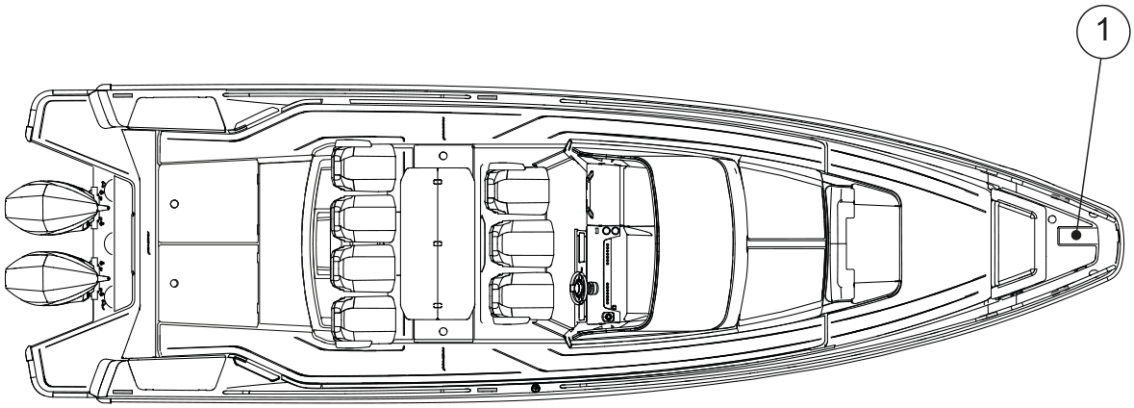
The boat can be equipped with the warm water system as an option.

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

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

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

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




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

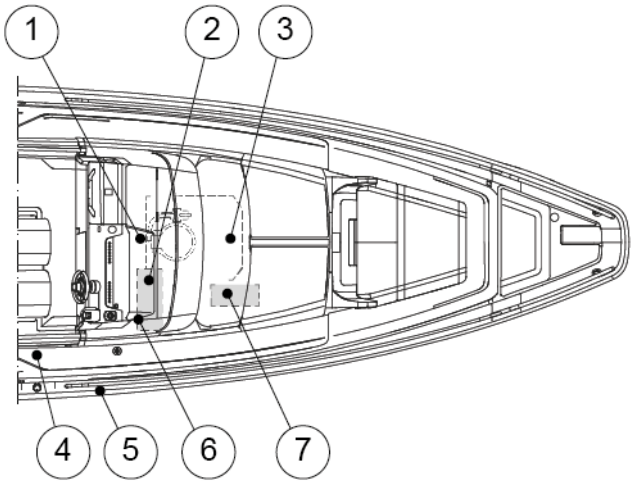

© 2023 Axopar Boats / Brabus Marine

**Maintenance**

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

## 4.2.12 Septic system

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




(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.

### 4.2.12.1 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.


© 2023 Axopar Boats / Brabus Marine

**Using the electrical toilet**

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

**Maintaining the toilet**

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

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

### 4.2.12.2 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.

## 4.2.13 Anchor windlass

The boat can be equipped with a bow, and in some cases aft, anchor windlass (optional equipment).

**Operation**

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


© 2023 Axopar Boats / Brabus Marine

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

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

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

**⚠ WARNING**

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

### Manual operation

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

### Before using the anchor windlass

Always check that:

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

For more information, see the manufacturer's manual.

### While under way

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

**⚠ WARNING**

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

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

**⚠ WARNING**

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

***NOTICE***

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

### Maintenance

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


© 2023 Axopar Boats / Brabus Marine

### 4.2.14 Bait livewell

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

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

1. Open intake valve through the hatch
2. Turn the pump on from the switch located next to starboard fender box
3. The pump will start filling up the livewell until water starts to run out from the overflow pipe
4. Leave the pump running for continuous exchange of water
5. Close the seacock when the livewell is not in use

### 4.2.15 Roof racks

The boat can be equipped with roof racks.

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

Load limit on roof racks in 25 kg / 55 lbs per roof half.

## 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.

**⚠ 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.


© 2023 Axopar Boats / Brabus Marine

**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 Air conditioning

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

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

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

Before starting the unit:

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

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

**Maintenance**

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

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

## 4.3.3 Navigation system

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

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

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

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


© 2023 Axopar Boats / Brabus Marine

#### 4.3.3.1 VHF equipment

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

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

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

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

## 4.3.4 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**

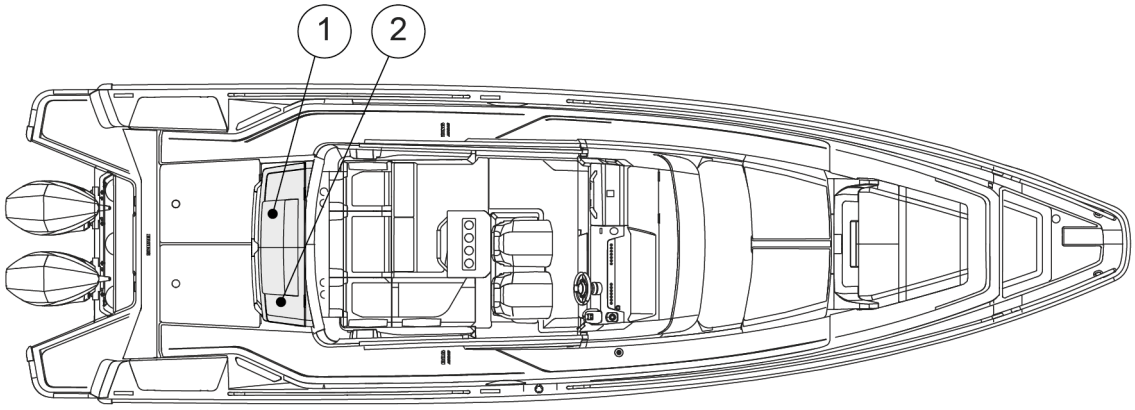
- Do not touch the bow thruster or its fuse if the Aux main switch is switched on.

## 4.3.5 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.


© 2023 Axopar Boats / Brabus Marine




(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.


© 2023 Axopar Boats / Brabus Marine

### 4.3.5.1 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.

### 4.3.5.2 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.


© 2023 Axopar Boats / Brabus Marine

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.

## 4.3.6 Solar panels

The boat can be equipped with solar panels.

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

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

## 4.3.7 Bait livewell

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

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

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


© 2023 Axopar Boats / Brabus Marine

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

## 4.3.8 Roof racks

The boat can be equipped with roof racks.

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

Load limit on roof racks in 25 kg / 55 lbs per roof half.


© 2023 Axopar Boats / Brabus Marine

# 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.

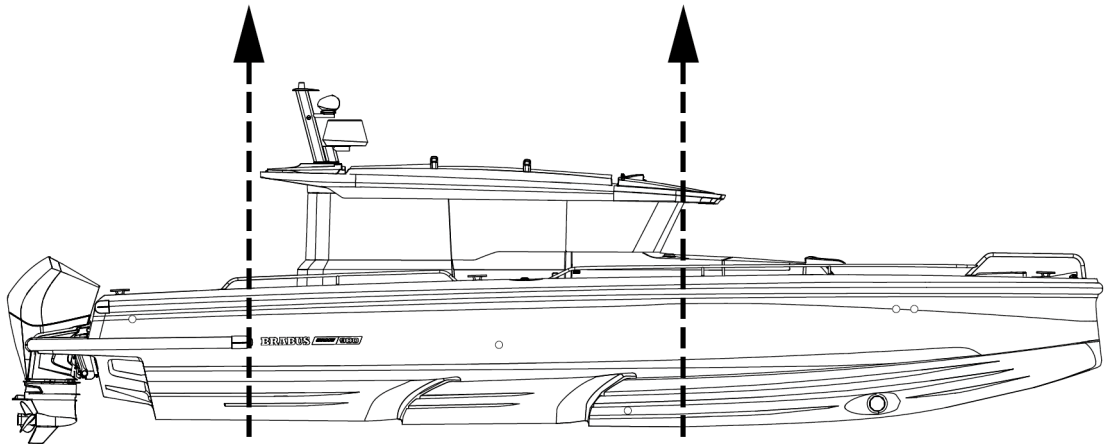
**⚠ CAUTION**

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.


© 2023 Axopar Boats / Brabus Marine

- 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.


© 2023 Axopar Boats / Brabus Marine

- 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.


© 2023 Axopar Boats / Brabus Marine

# 6 Operation

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

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

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

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

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

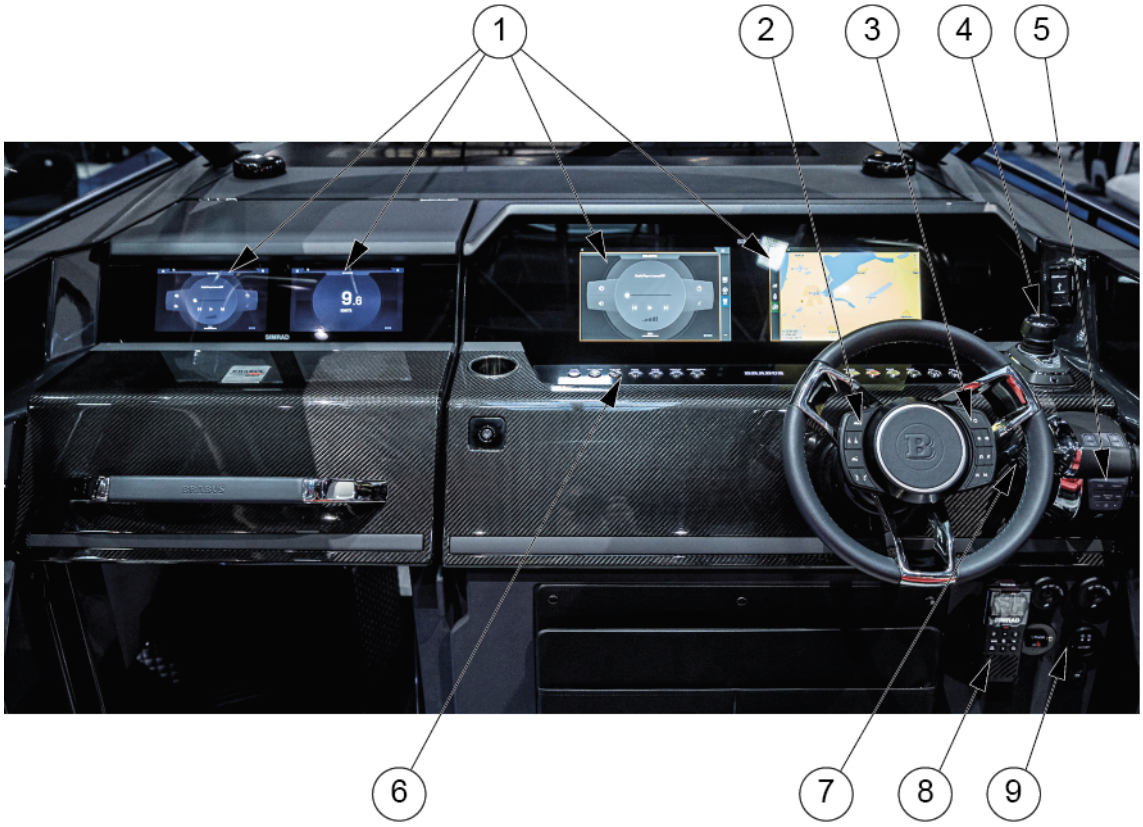
## 6.1 Handling devices

### 6.1.1 Steering console

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

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

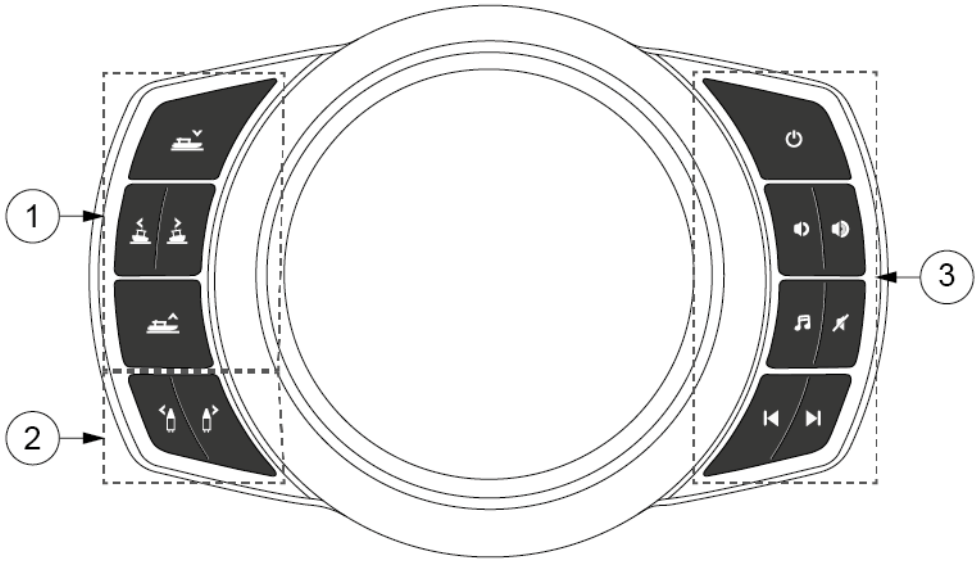

© 2023 Axopar Boats / Brabus Marine



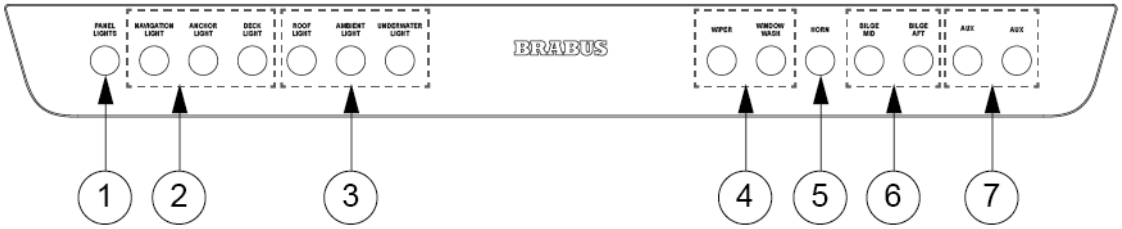

(1) Information displays
(2) Trim tabs control switches
(3) Radio and multimedia player remote control switches
(4) Mercury joystick
(5) Engines remote controller
(6) Steering console switch panel
(7) Roof hatch switch
(8) VHF radio
(9) Switches and ignition keys of engines


© 2023 Axopar Boats / Brabus Marine

## 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.


© 2023 Axopar Boats / Brabus Marine

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

## 6.1.4 Steering system

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

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

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

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

### 6.1.4.1 Checking and topping up oil

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

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

### 6.1.4.2 Steering maintenance

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

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

## 6.1.5 Throttle lever

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

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

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

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


© 2023 Axopar Boats / Brabus Marine

### 6.1.5.1 Trim and tilt

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

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

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

## 6.1.6 Starting the engine

See the engine manufacturer's manual for engine information.

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

**⚠ DANGER**

Risk of carbon monoxide poisoning.

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

**⚠ WARNING**

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

**⚠ WARNING**

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

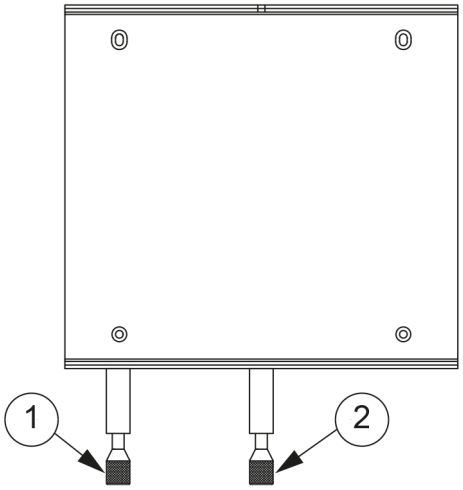
# 6.2 Swivel seat - Driver and passenger seats

The driver and passenger seats are operated with locking handles.

**⚠ DANGER**

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


© 2023 Axopar Boats / Brabus Marine




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

- For the rotating function, press the locking handle down to release the lock.
  This allows you to rotate the seat on the post.
- For the moving function, lift the locking handle up to release the lock.
  This allows you to move seat from back to front.

# 6.3 Inspecting the boat

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

## 6.3.1 Checklist: Regular inspection before leaving harbor

**Safety**

Make sure that:

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

**Draining and tightness**

Check that:

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


© 2023 Axopar Boats / Brabus Marine

- 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.

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


© 2023 Axopar Boats / Brabus Marine

- 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.

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

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


© 2023 Axopar Boats / Brabus Marine

## 6.4.2 Leaving the jetty

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

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

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

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

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

## 6.4.3 Driving the boat

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

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

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

### 6.4.3.1 Dead man's switch

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

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


© 2023 Axopar Boats / Brabus Marine

### 6.4.3.2 Driving at high speed

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

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

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

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

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

**⚠ DANGER**

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

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

### 6.4.3.3 Driving in rough seas

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


© 2023 Axopar Boats / Brabus Marine

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

**In a head sea**

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

**In a following sea**

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

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

### 6.4.3.4 Maneuvering in narrow channels

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

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

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

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

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

## 6.4.4 Visibility from steering position

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

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

- Gear trim angle
- Trim tab angle
- Load and load position
- Speed


© 2023 Axopar Boats / Brabus Marine

- 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.

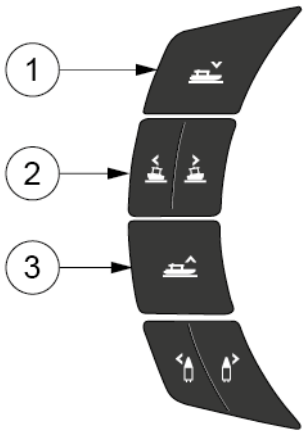
A planing boat always leans into a strong side wind. This reduces the boat’s seakeeping qualities, which is why listing to one side needs to be eliminated as far as possible. Lowering the trim tab on the windward side brings the boat back into normal attitude.

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.


© 2023 Axopar Boats / Brabus Marine



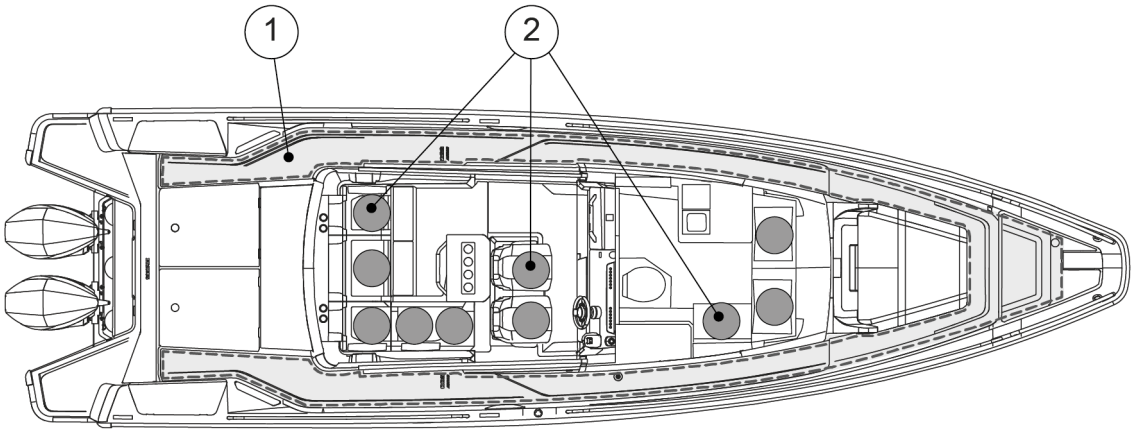

(1) Control for horizontal position
(2) Control for transversal position
(3) Control for lift bow / neutral position

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.


© 2023 Axopar Boats / Brabus Marine

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

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

**Staying on deck**

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

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

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

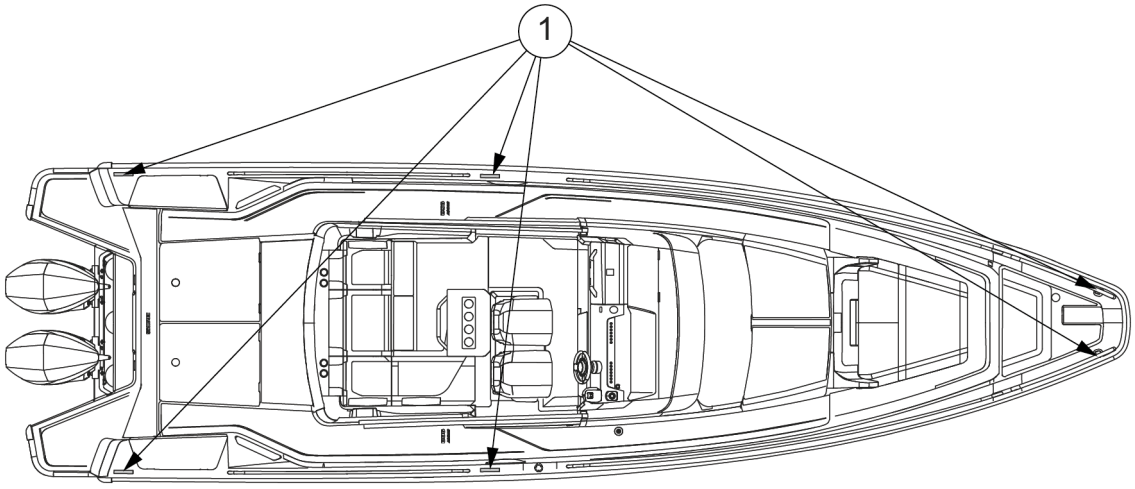
If the sun deck cushions or the front deck table are in place, observe the maximum speed of 15 knots to avoid the cushions or table detaching at speed or in high waves.

# 6.6 Anchoring, docking and mooring

## 6.6.1 Fastening points

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

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




(1) Fastening points


© 2023 Axopar Boats / Brabus Marine

## 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.


© 2023 Axopar Boats / Brabus Marine

## 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.


© 2023 Axopar Boats / Brabus Marine

# 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.

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

***NOTICE***

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

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

- Wash and clean the boat after every trip, and weekly if it is stored outside uncovered.
- Wax the boat twice a year if used all year, otherwise annually.
- Inspect the gelcoat surface annually for signs of deterioration, such as brittle surfaces or changed color tones.
- Small 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 a BRABUS Marine 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.


© 2023 Axopar Boats / Brabus Marine

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

### Waxing

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

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

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

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

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

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

### Polishing and buffing

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

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

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

Polishing and buffing compounds can either be applied by hand 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.


© 2023 Axopar Boats / Brabus Marine

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

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

**Wet sanding**

**NOTICE** Wet sanding is recommended to be performed by a BRABUS Marine 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.


© 2023 Axopar Boats / Brabus Marine

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.
- 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 Antifouling

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

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

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

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

# 7.3 Maintaining the interiors

## 7.3.1 Wooden interiors

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

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


© 2023 Axopar Boats / Brabus Marine

### 7.3.2 Plastic and painted surfaces

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

### 7.3.3 Fabrics

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

In case the marking is not visible:

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

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

### 7.3.4 Doors and hatches

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

## 7.4 Maintaining the cover

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

**During use**

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

**After use**

***NOTICE***

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


© 2023 Axopar Boats / Brabus Marine

### 7.4.1 Cleaning the cover

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

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

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

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

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

## 7.5 Protecting underwater metal parts

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

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

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

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

## 7.6 Preventing corrosion

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

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

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


© 2023 Axopar Boats / Brabus Marine

## 7.7 Preventing frost damage

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

## 7.8 Checklist: Before winter lay-up

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

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


© 2023 Axopar Boats / Brabus Marine

# 7.9 Checklist: Before launching

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

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

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

# 7.10 Corrective maintenance

## 7.10.1 Deposits

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

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

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

## 7.10.2 Scratches and nicks

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

## 7.10.3 Stains

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


© 2023 Axopar Boats / Brabus Marine

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

## 7.10.4 Deep marks, gouges and holes

Deep marks, gouges and holes should be repaired professionally.

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

**NOTICE**

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

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


© 2023 Axopar Boats / Brabus Marine

# 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).


© 2023 Axopar Boats / Brabus Marine

# 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.


© 2023 Axopar Boats / Brabus Marine

- 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.


© 2023 Axopar Boats / Brabus Marine

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

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

## 9.6 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.
- Disconnect and service the air conditioner.
  - Switch off the power and disconnect the power supply.
  - Close the seacocks.


© 2023 Axopar Boats / Brabus Marine

  - Drain the cooling water circuits and pumps, or fill them with antifreeze.
  - Check the more detailed instruction in the manufacturer's manual.
- Disconnect and service the fridge.
  - Switch off the power and disconnect the power supply.
  - Defrost the fridge.
  - Clean and dry the exterior and the interior of the fridge.
  - Empty and dry the condensate water tray.
  - Leave the door slightly ajar to enable ventilation.
  - Check the more detailed instruction in the manufacturer's manual.
- Ensure good ventilation in the boat.

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

## 9.8 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.

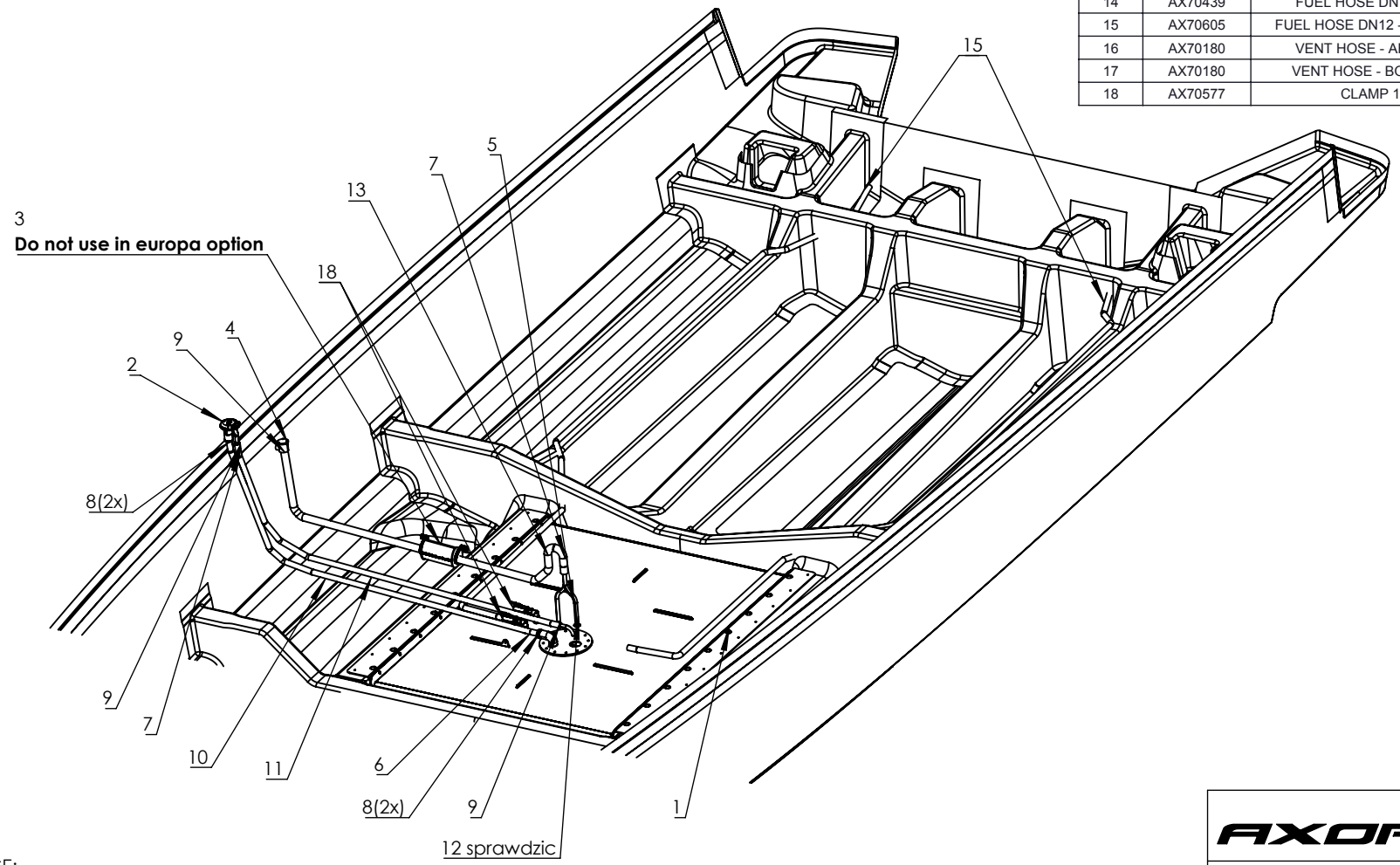
   Check the condition of the batteries.
7. Check all cables, clamps, engine mountings and other fastenings.
8. Check the steering before launching.
9. Check the instrumentation.
10. Close all water drain plugs.
11. Check that the seacocks are tight and in order, check for any frost damage.
12. Check all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


© 2023 Axopar Boats / Brabus Marine

# 10 Appendix II: Fuel system


© 2023 Axopar Boats / Brabus Marine

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




NOTICE:

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

AXOPAR

BOAT MODEL: AXOPAR 37L

DRAWN: Maciej Bukłaho

MODEL ASSEMBLY: Maciej Bukłaho

APPROVED: PROTOTYPE

TITLE: FUEL SYSTEM - PERKO

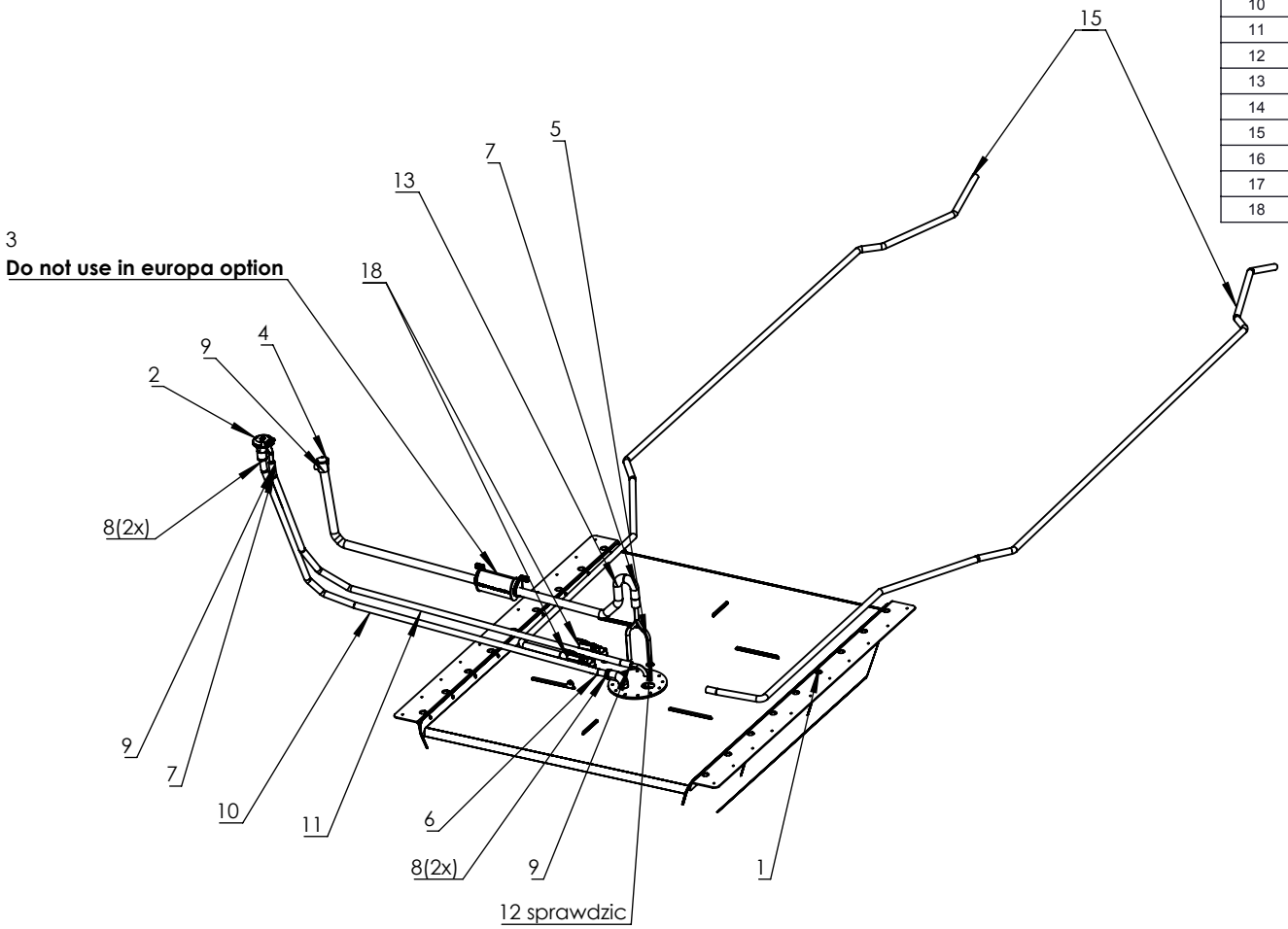
DATE: 02.07.2019

DWG NO.: SY-AX37L-01

Rev.: A

SHEET: 1 OF 1

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



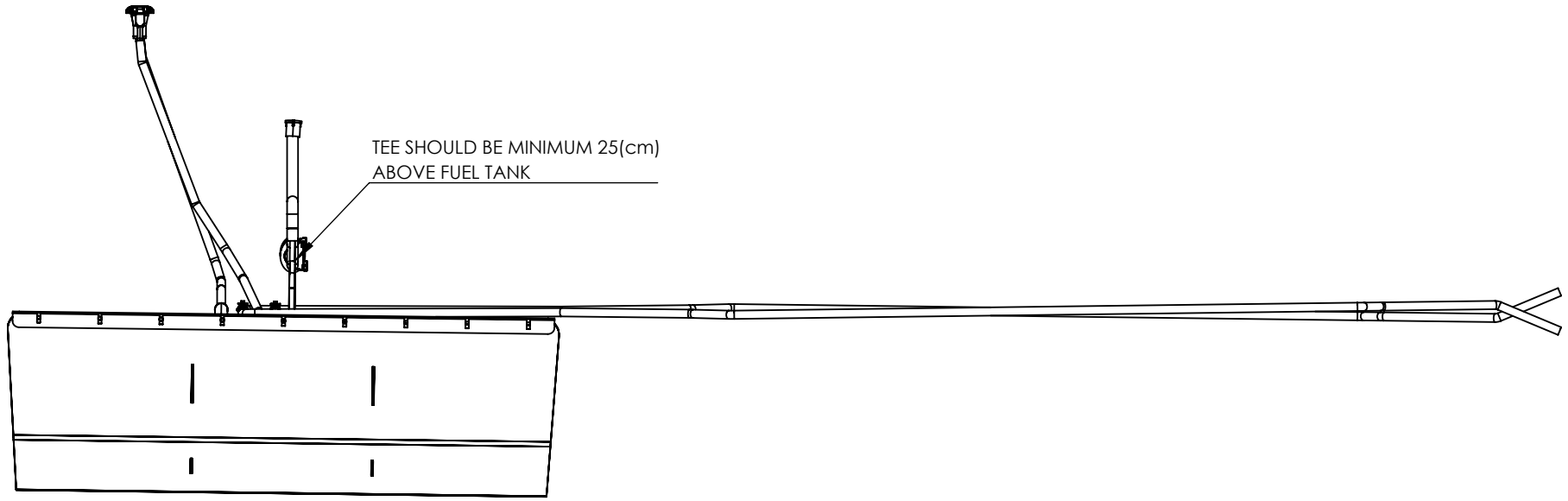

NOTICE:

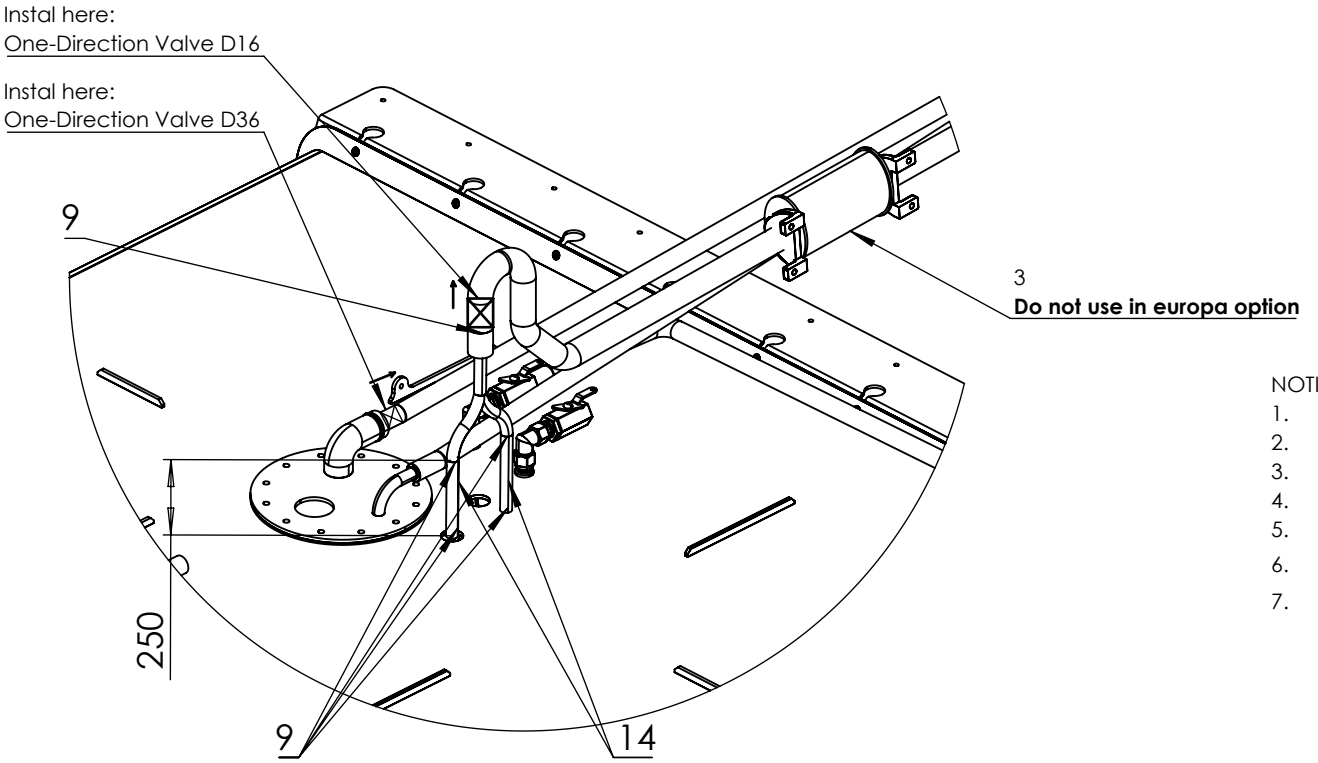
1. Do NOT use Sikalfex on fuel Hoses
2. See instruction **INS006/AX37-Sh800** for **FUEL PERKO** instalation
3. See instruction "**INSTALLATION INSTRUCTIONS FOR HOSE CLAMPS**"

AXOPAR

BOAT MODEL: AXOPAR 37L

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




NOTICE:

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

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

# 11 Appendix III: Electrical diagrams


© 2023 Axopar Boats / Brabus Marine

# 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 | | | |
| 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 | 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

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

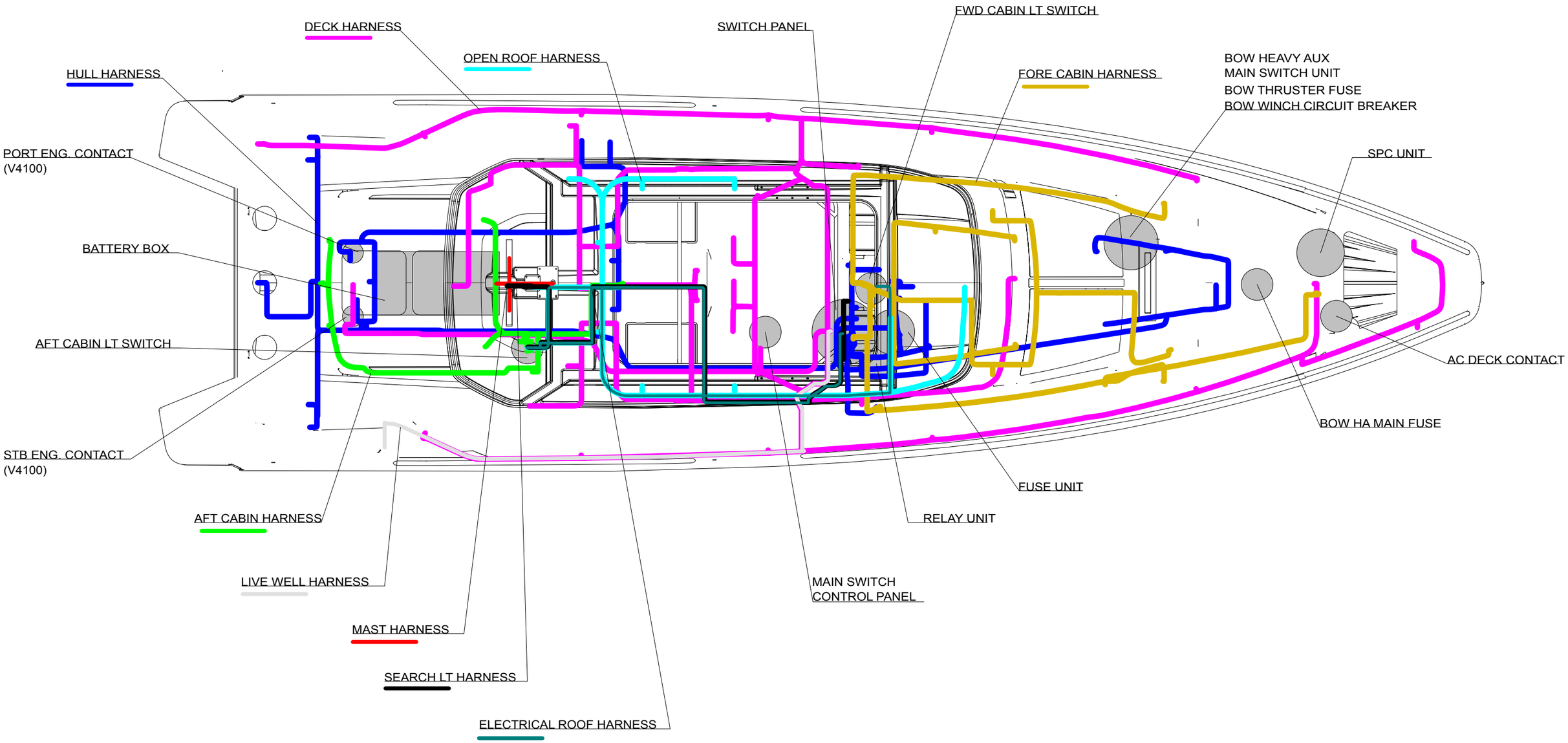
Copyright by

| 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.

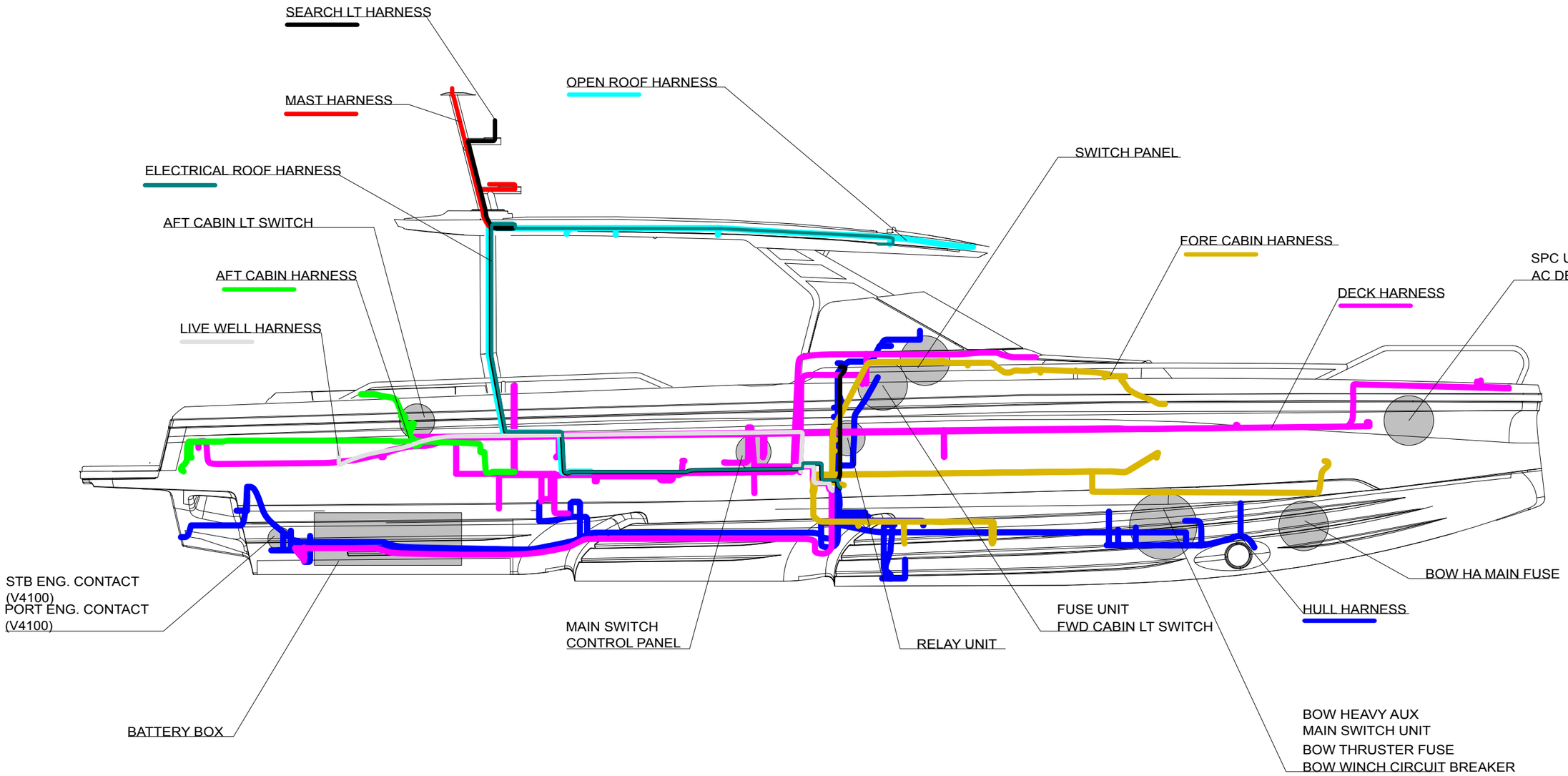



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID | |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | 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

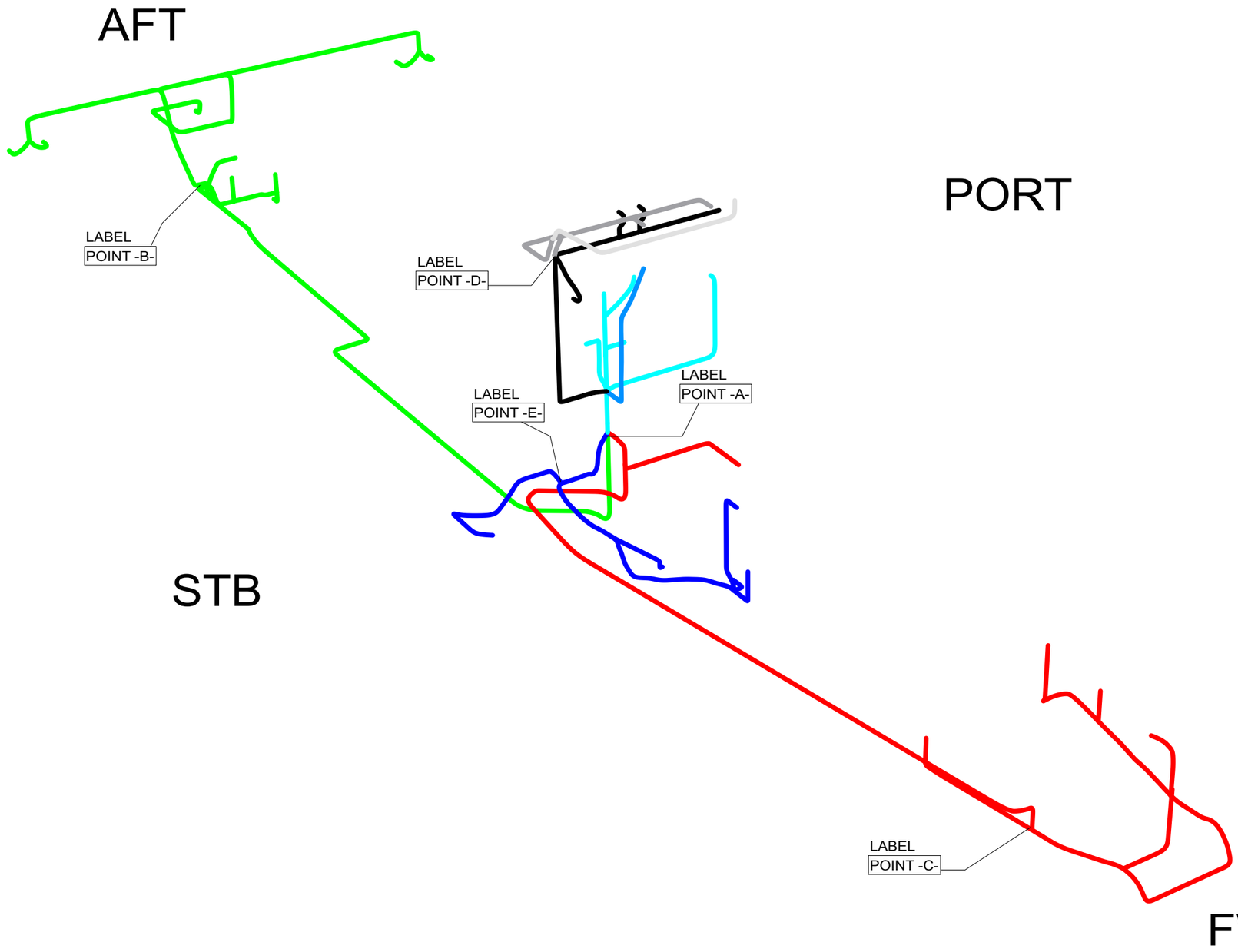
## SIDE VIEW

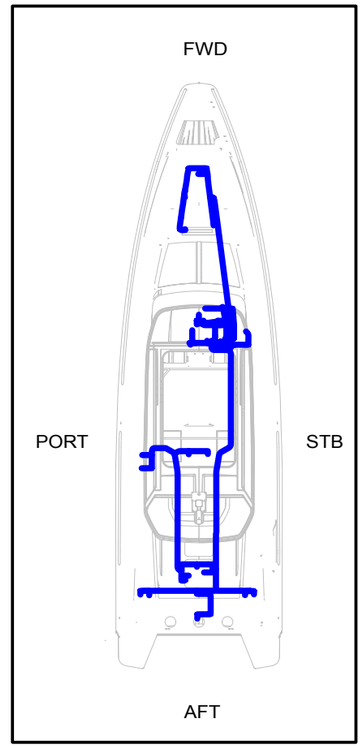
NOTE!
LAYOUT GIVES ONLY APPROXIMATE LOCATION OF PANEL AND HARNESS.




| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 11.7.2019 | 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 | HARNESS LAYOUT - T-TOP (TT) | HL | 6 / 149 |
| | | | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |

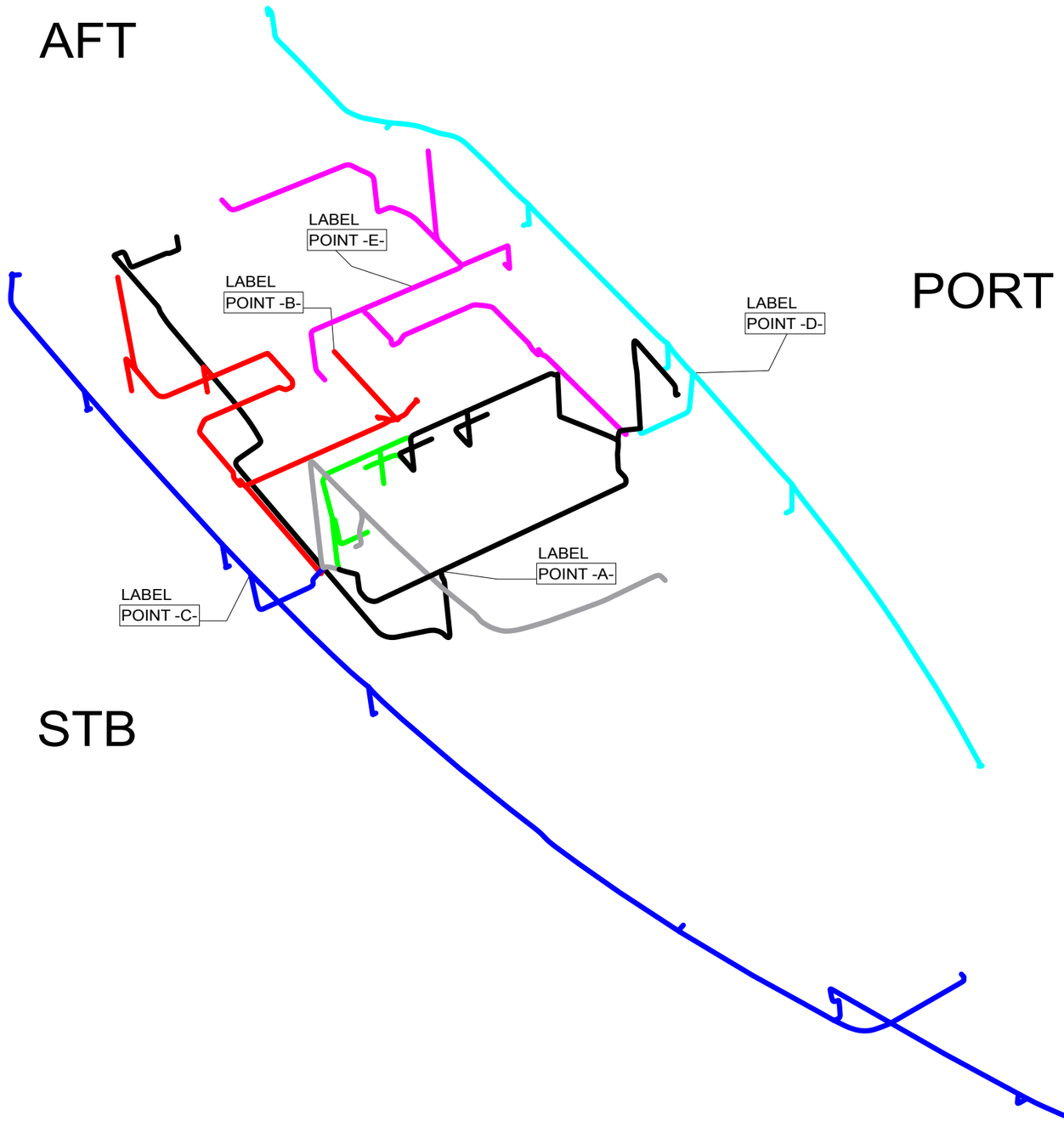
# HULL HARNESS - LAYOUT

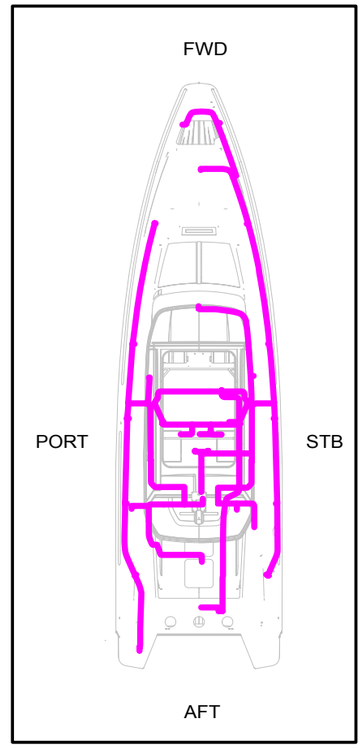



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | HULL HARNESS - LAYOUT | HL | 7 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

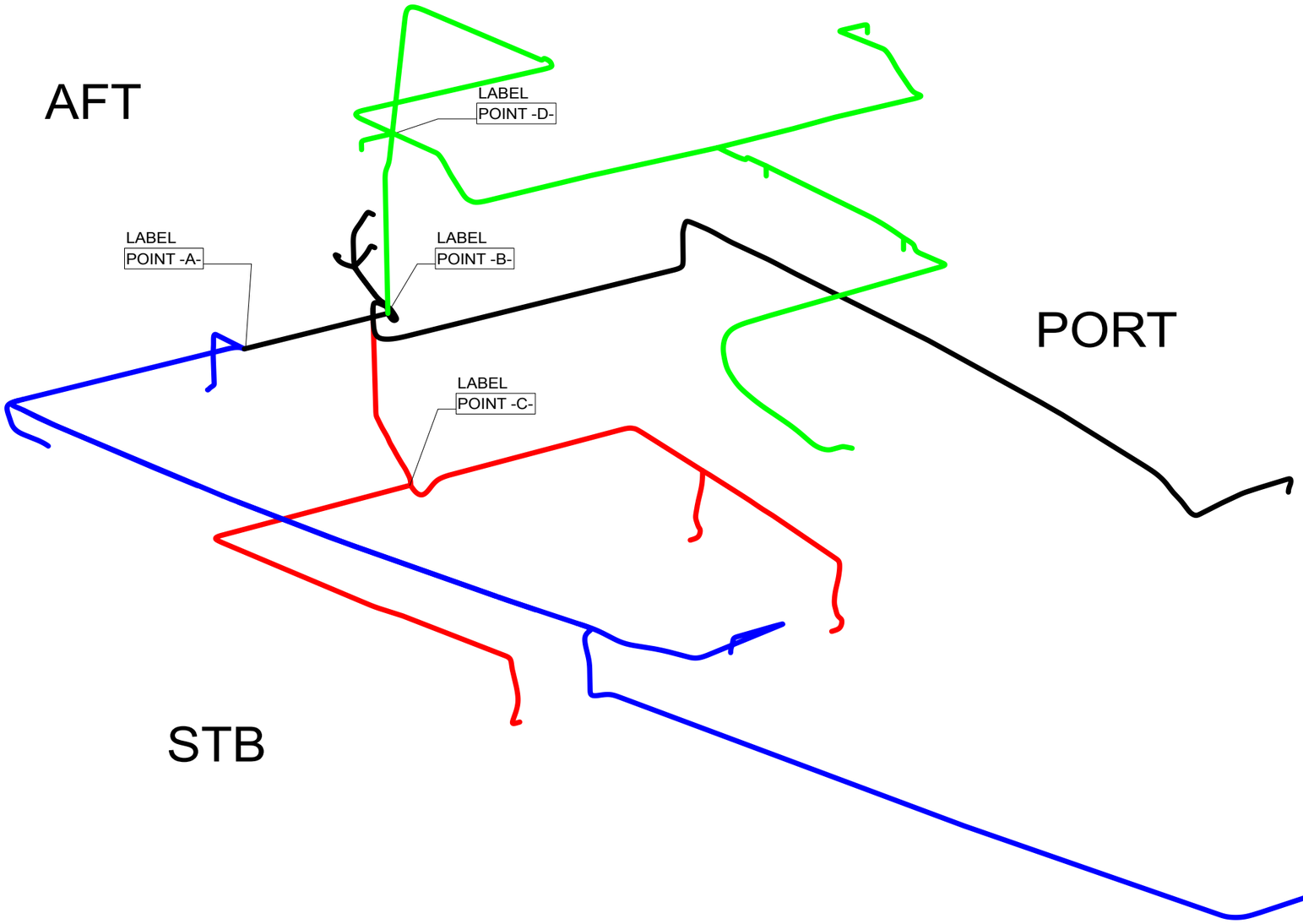
# DECK HARNESS - LAYOUT

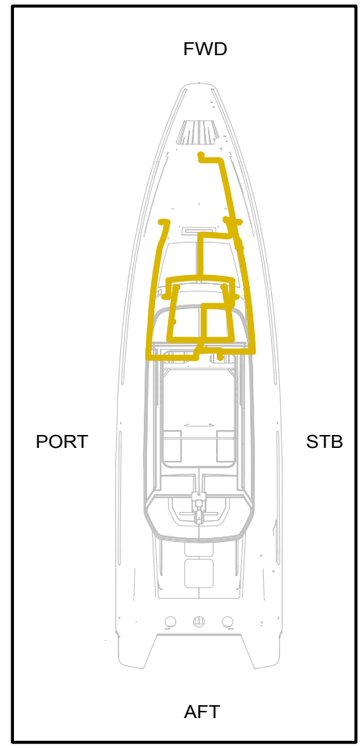



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | DECK HARNESS - LAYOUT | HL | 8 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

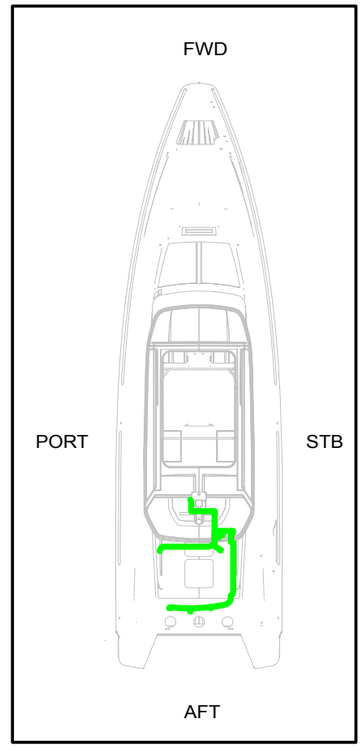
# FORE CABIN HARNESS - LAYOUT

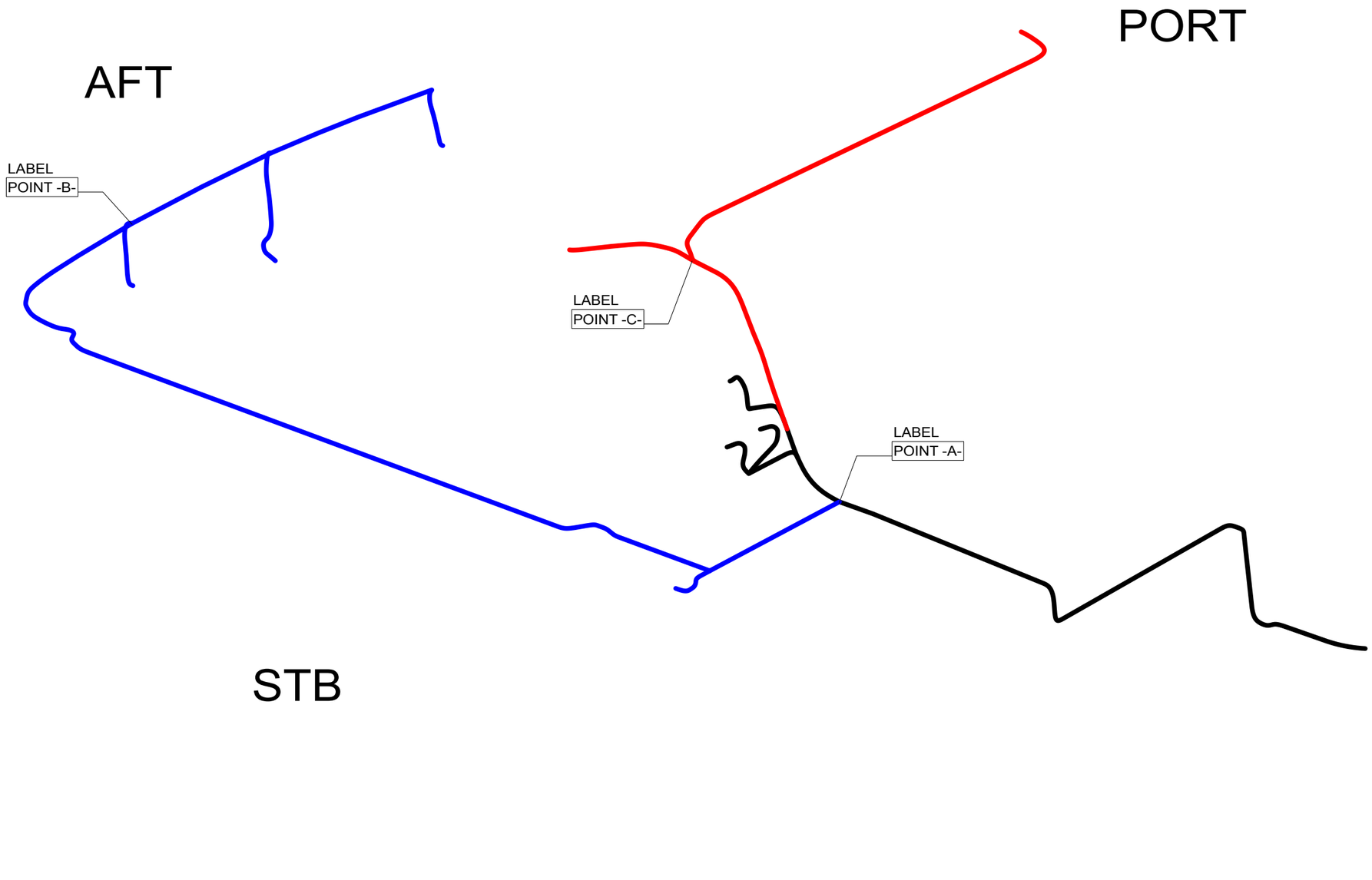



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | 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

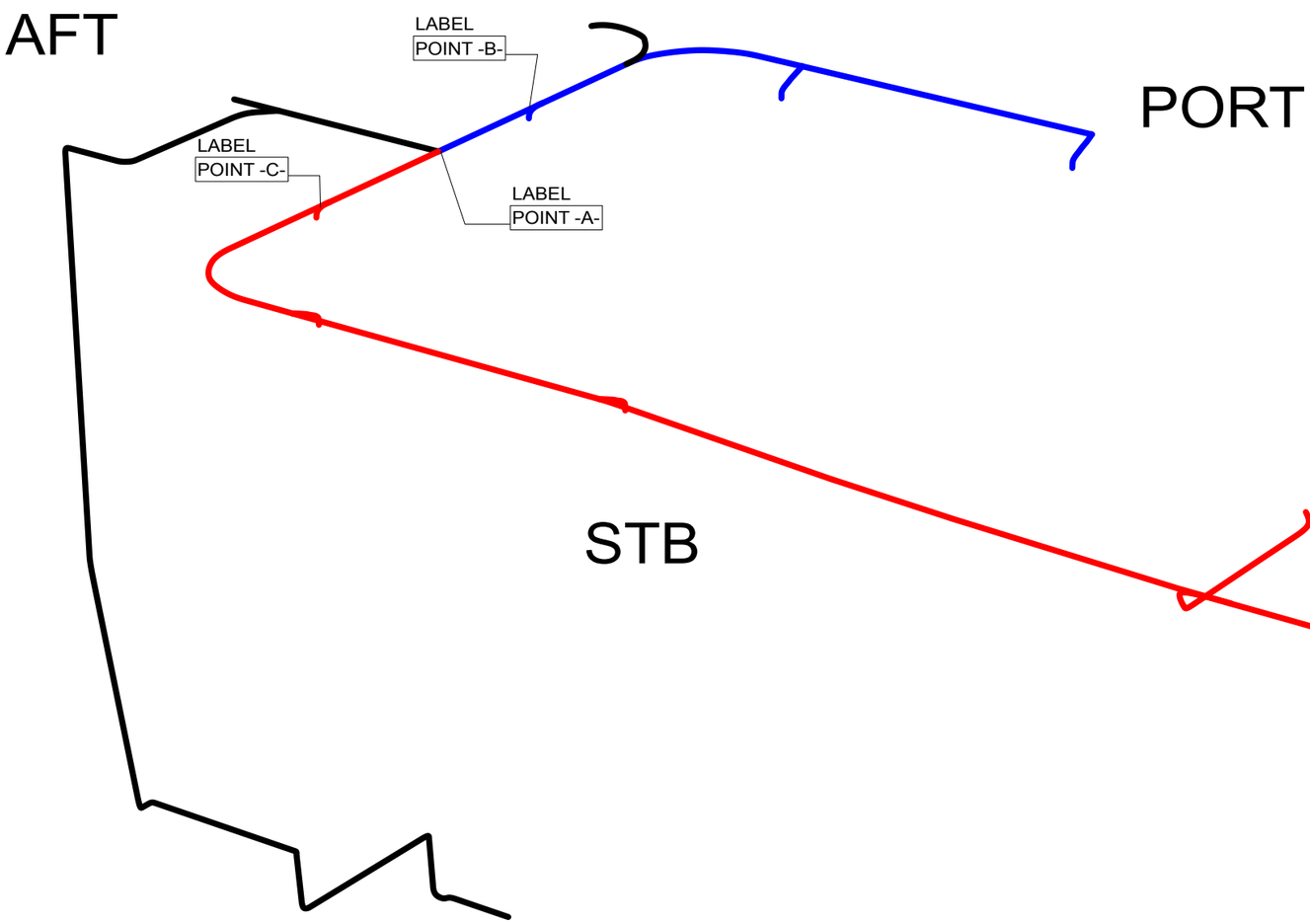


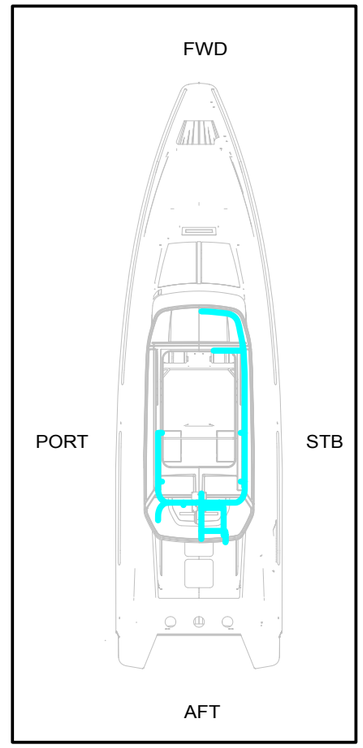




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 2.5.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | | | | |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | AFT CABIN HARNESS - 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 | | | |

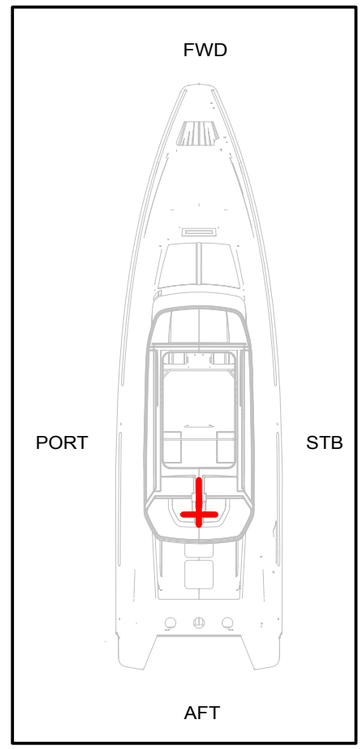
# (OPEN/ CABIN) ROOF HARNESS - LAYOUT

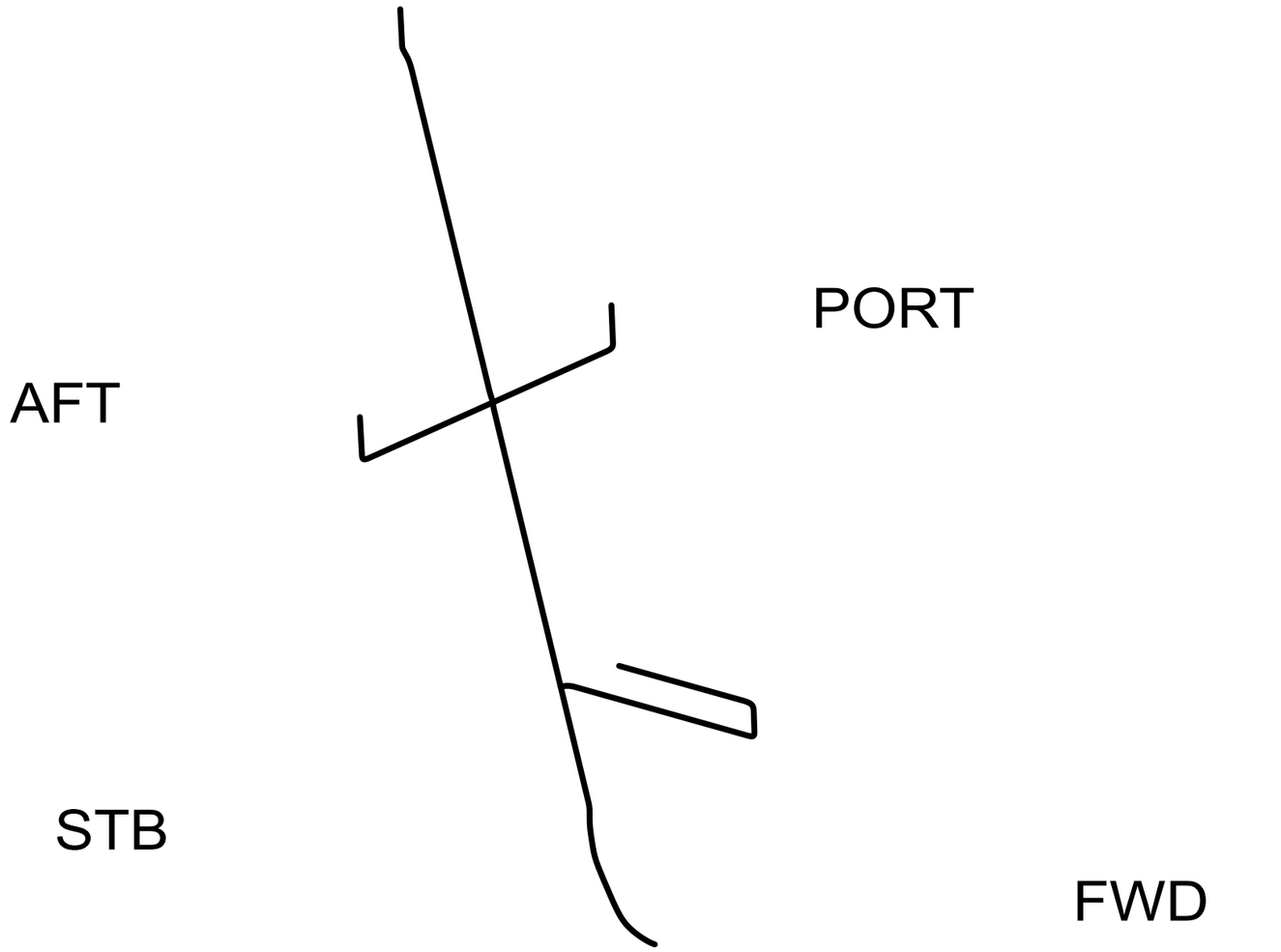



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED.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

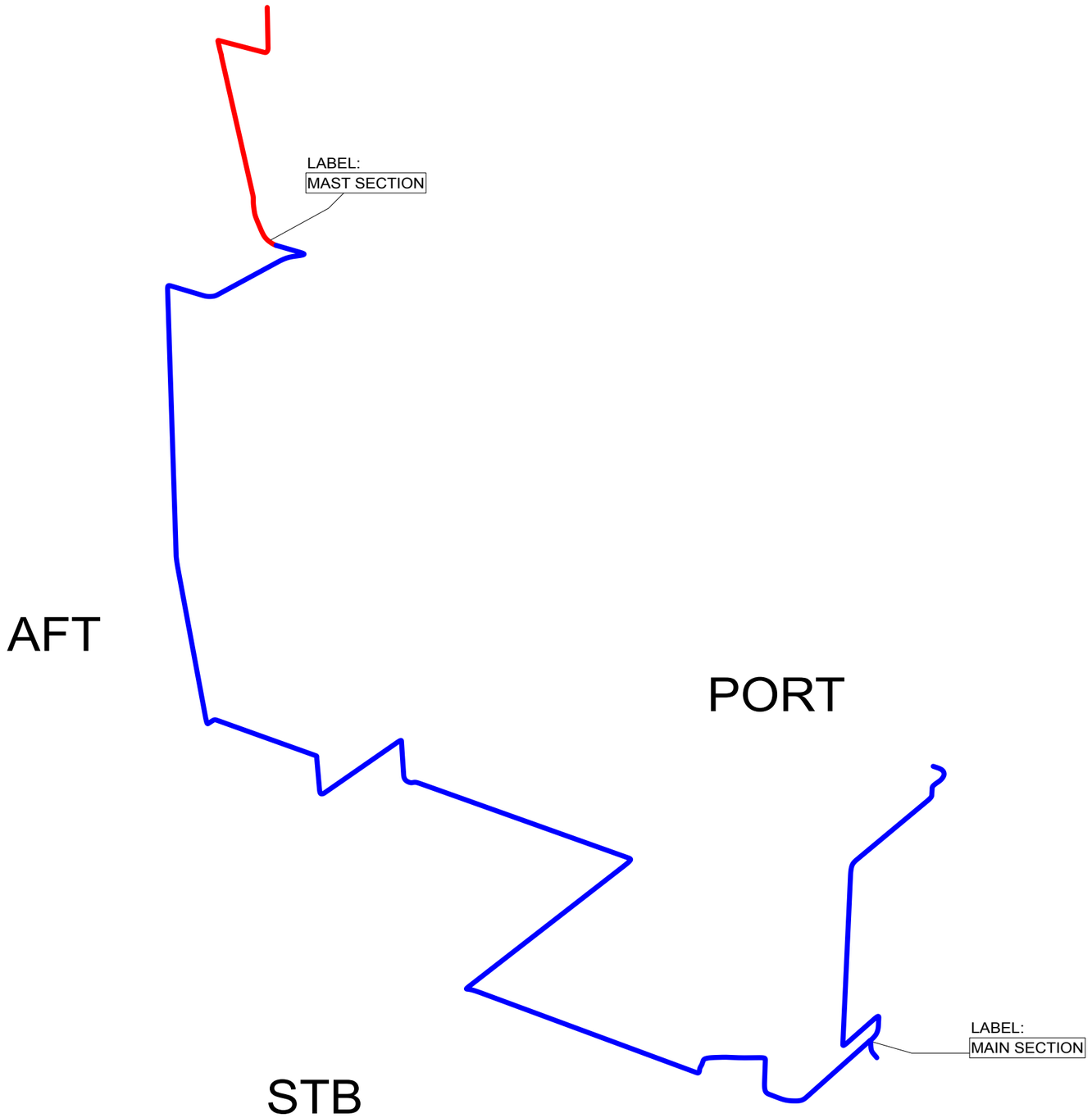
# MAST HARNESS - LAYOUT

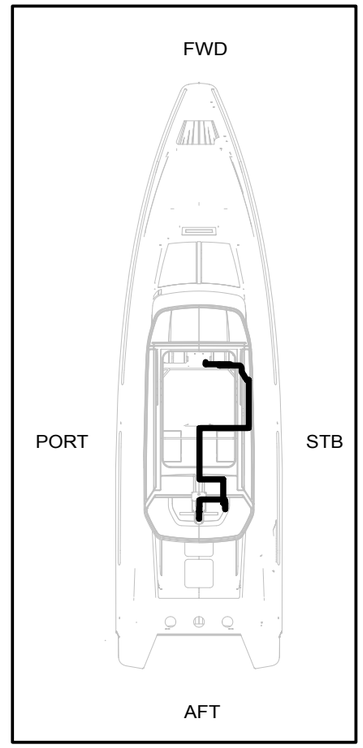



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | MAST HARNESS - LAYOUT | HL | 12 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

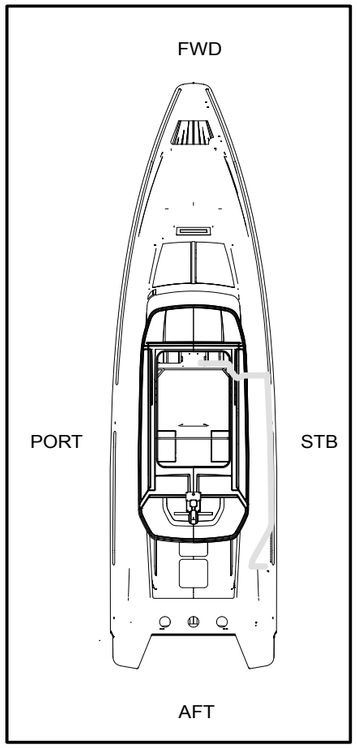
# SEARCH LT HARNESS - LAYOUT

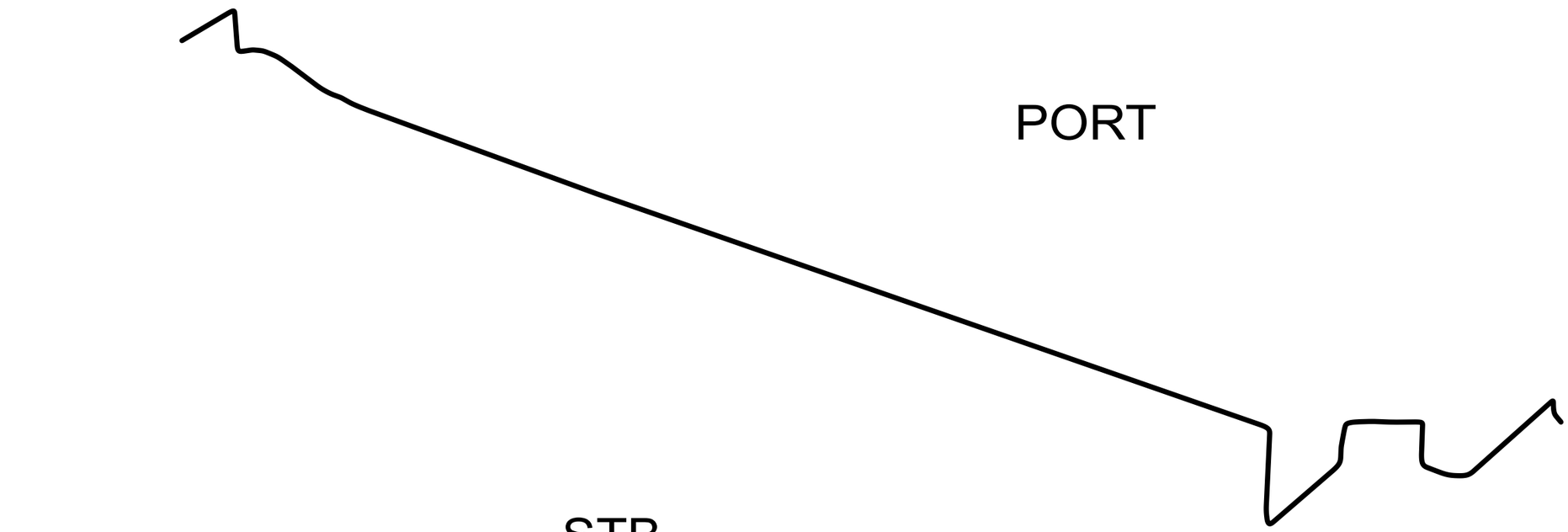



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | SEARCH LT HARNESS - LAYOUT | HL | 13 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

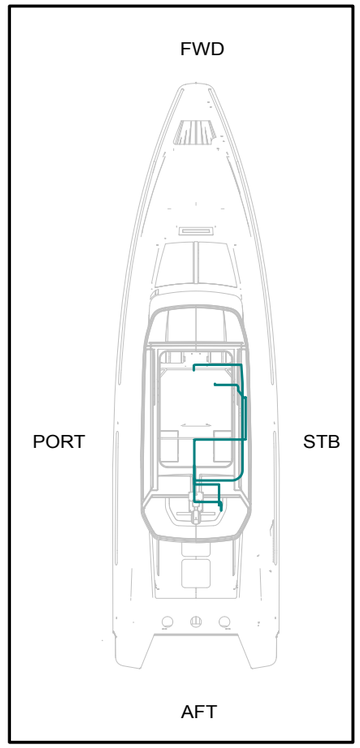
# LIVE WELL HARNESS - LAYOUT

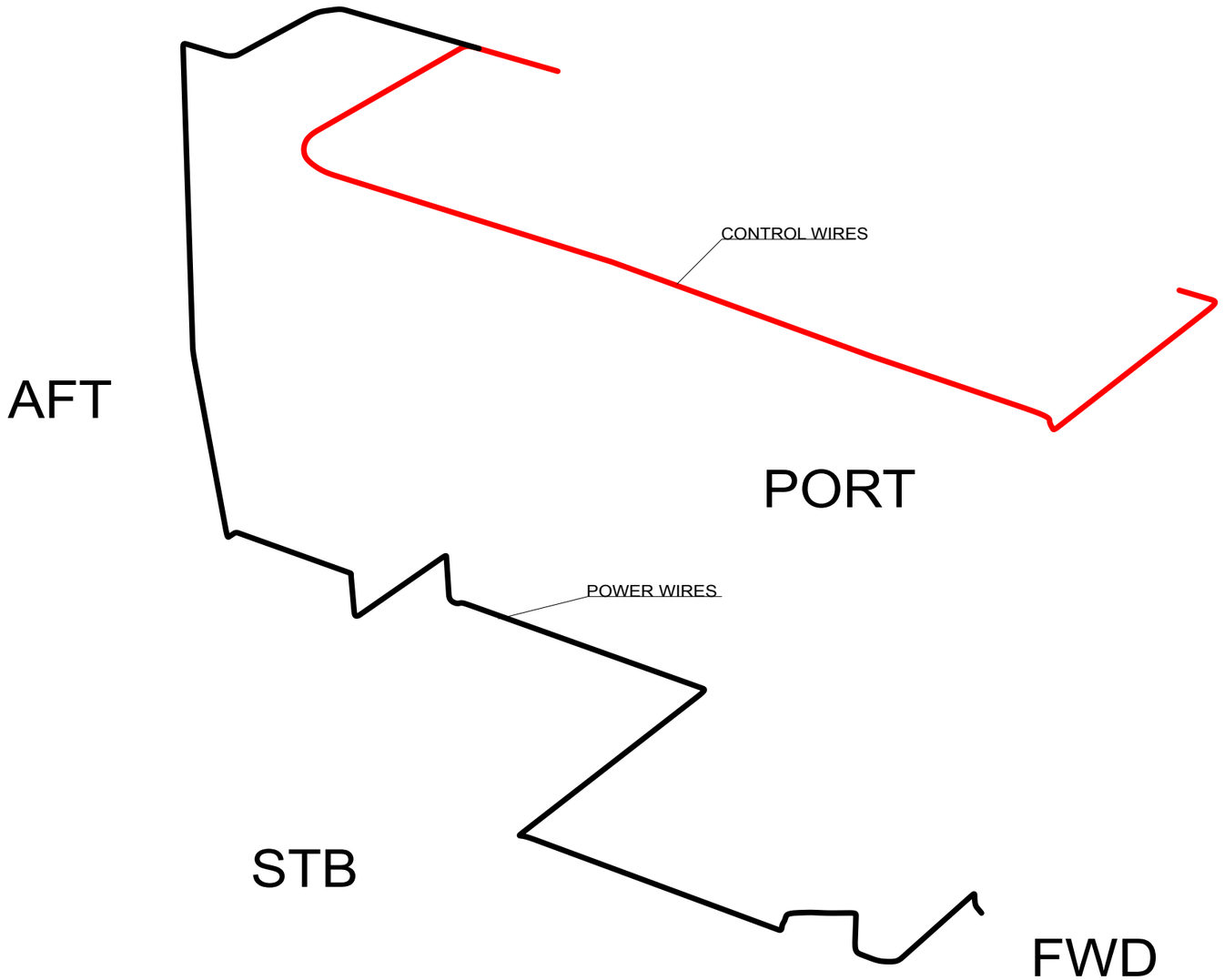



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | LIVE WELL HARNESS - LAYOUT | HL | 14 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

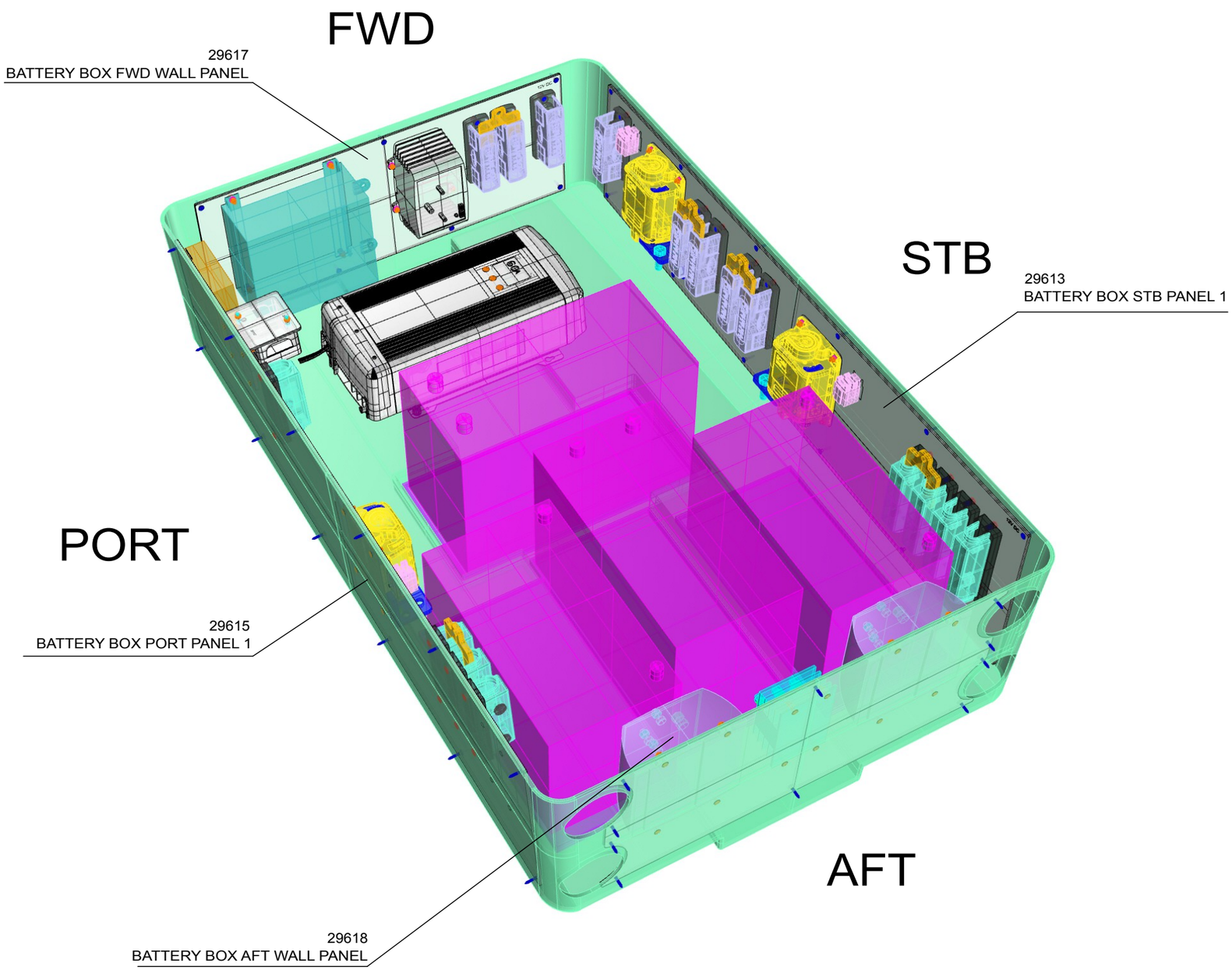
# ELECTRICAL ROOF HARNESS - LAYOUT

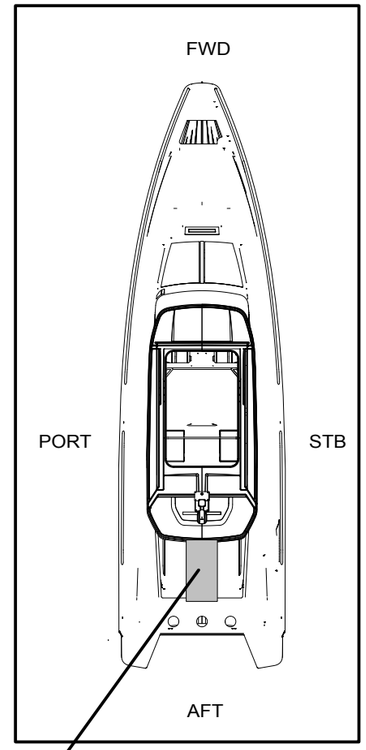



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.7.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | ELECTRICAL ROOF HARNESS - LAYOUT | HL | 15 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

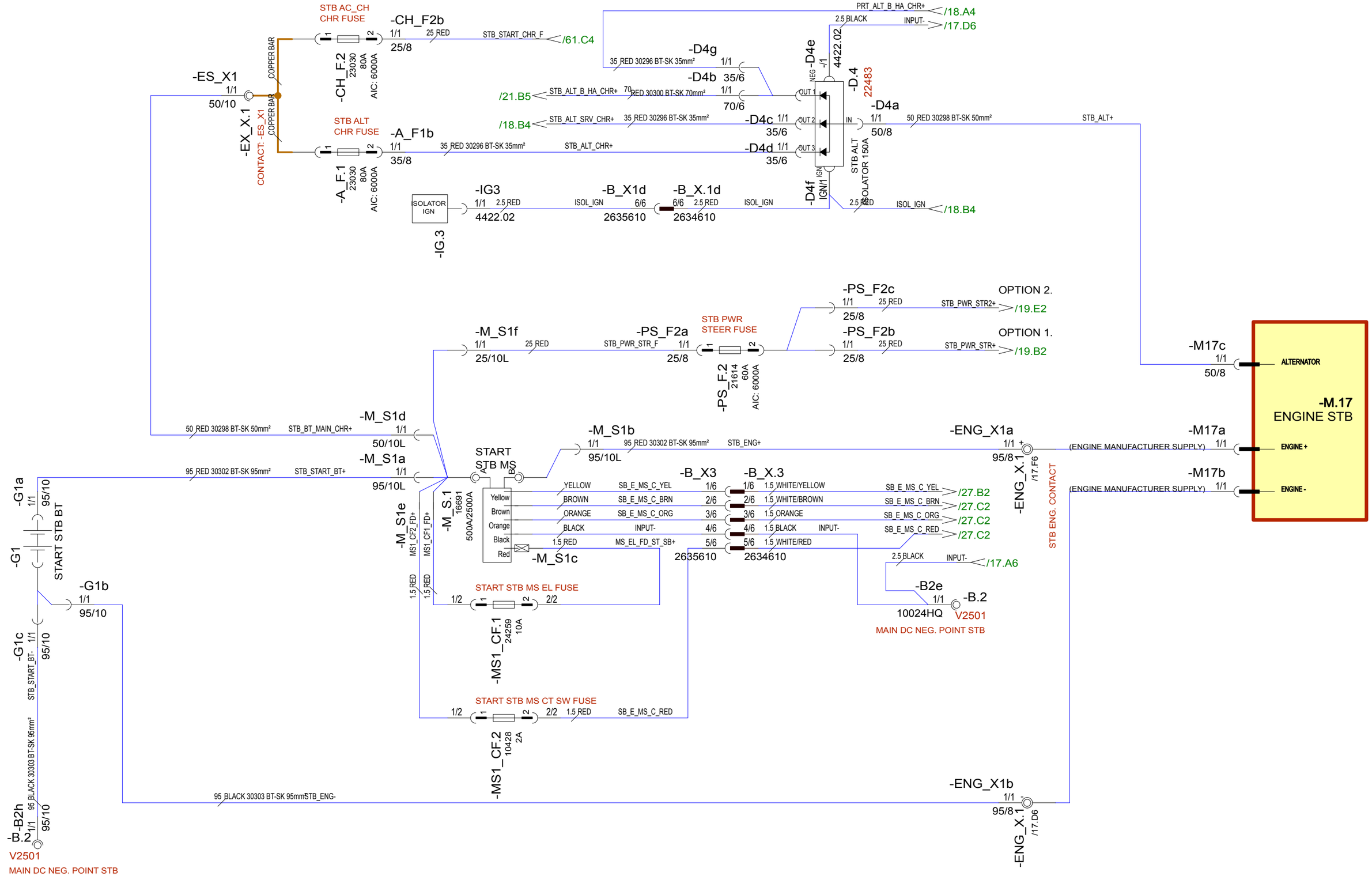
# BATTERY BOX PANEL LAYOUT



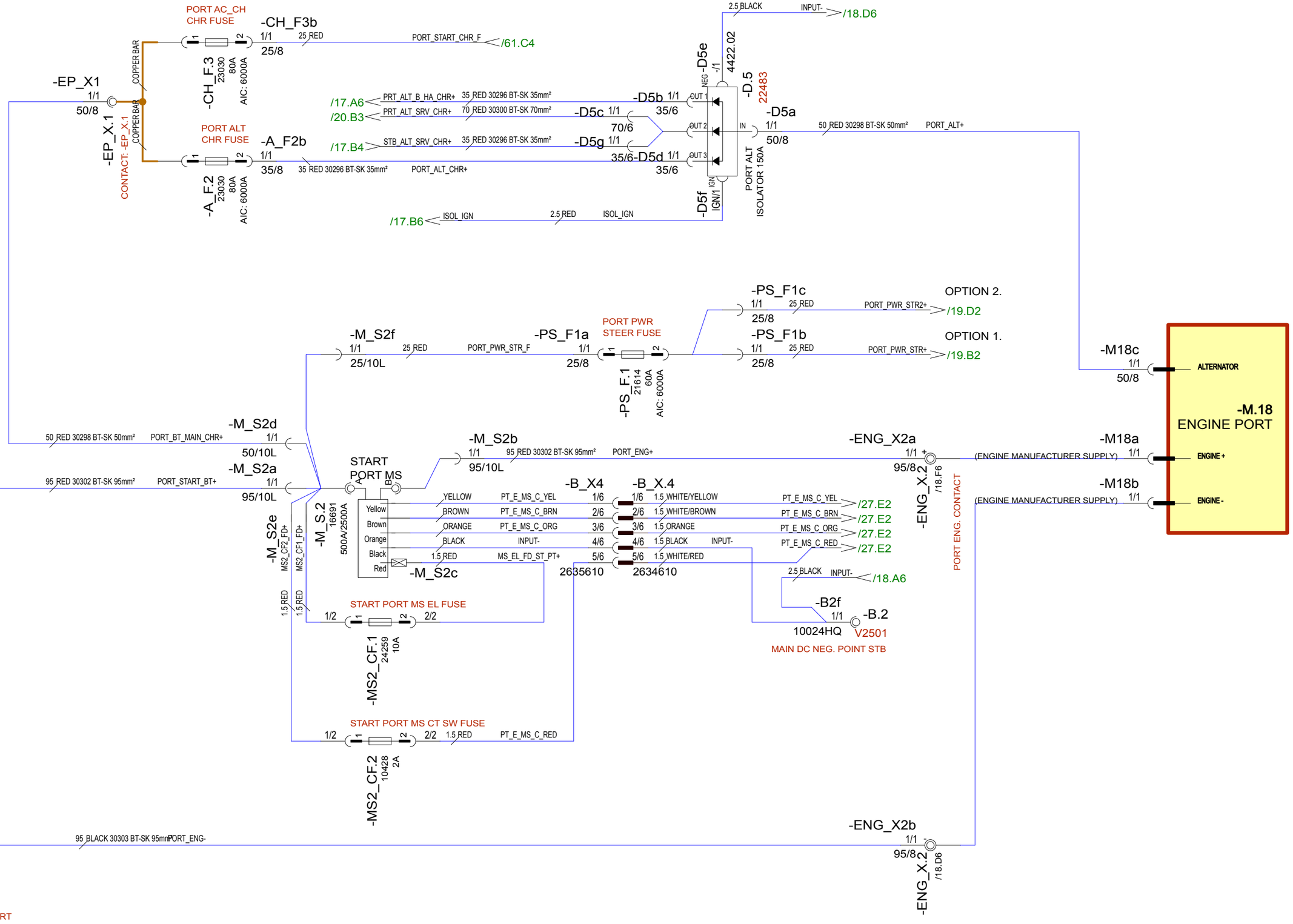




| Date of modification | Modified by | Description | | | | | |
|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: SEVERAL MODIFICATIONS FOR PANELS. | Date | 11.7.2019 | Axopar | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | Boat | Sub-product code | Product code / Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | 37 MY20 | BATTERY BOX - PANEL LAYOUT | HL / 16 / 149 |
| | | | Project rev. | B | Boat model | Title | Loc / Sheet |

NAVIX designed solutions
Copyright by




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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
+
-

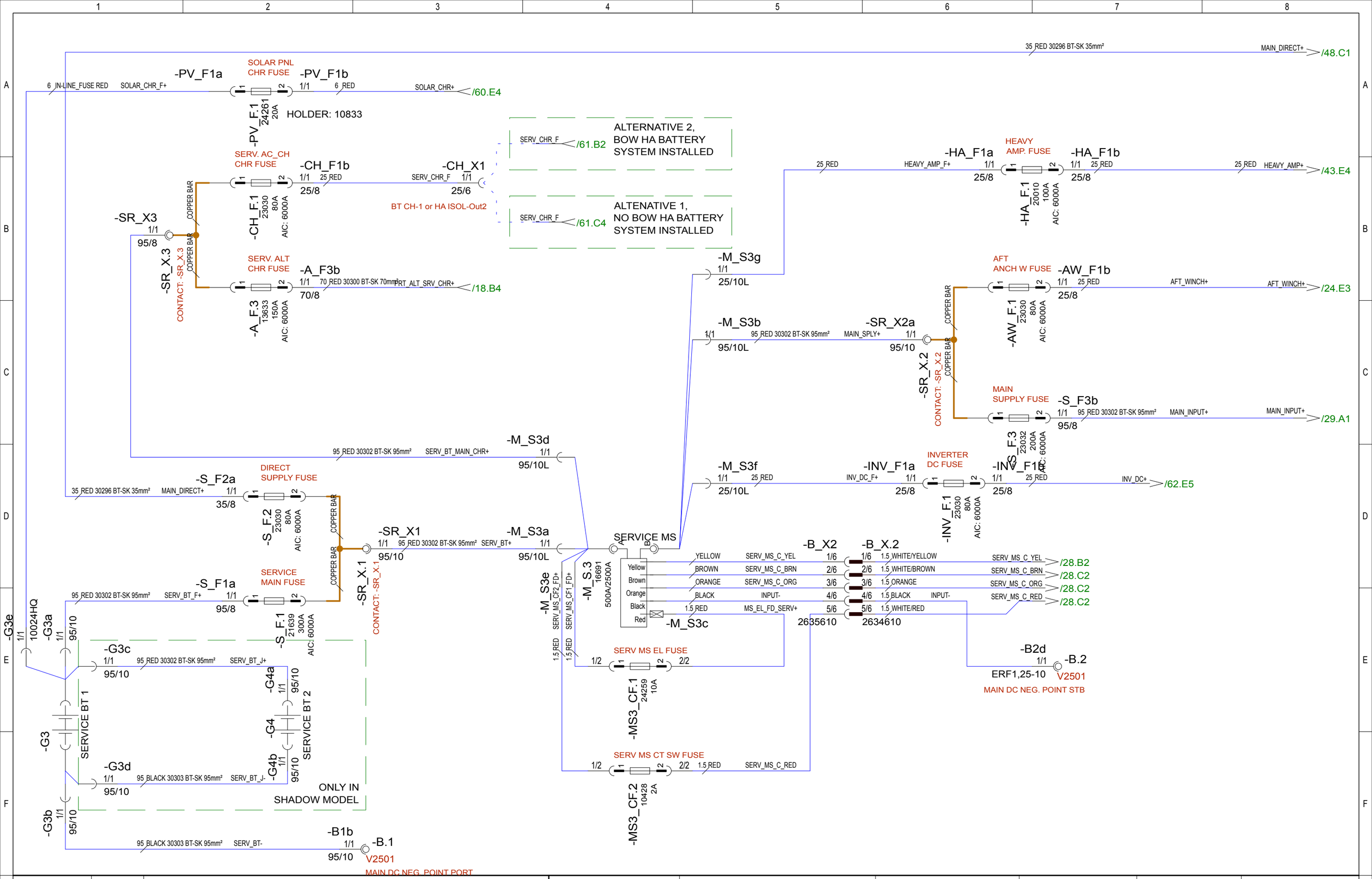
-B.5
V04100
60A

HULL H.

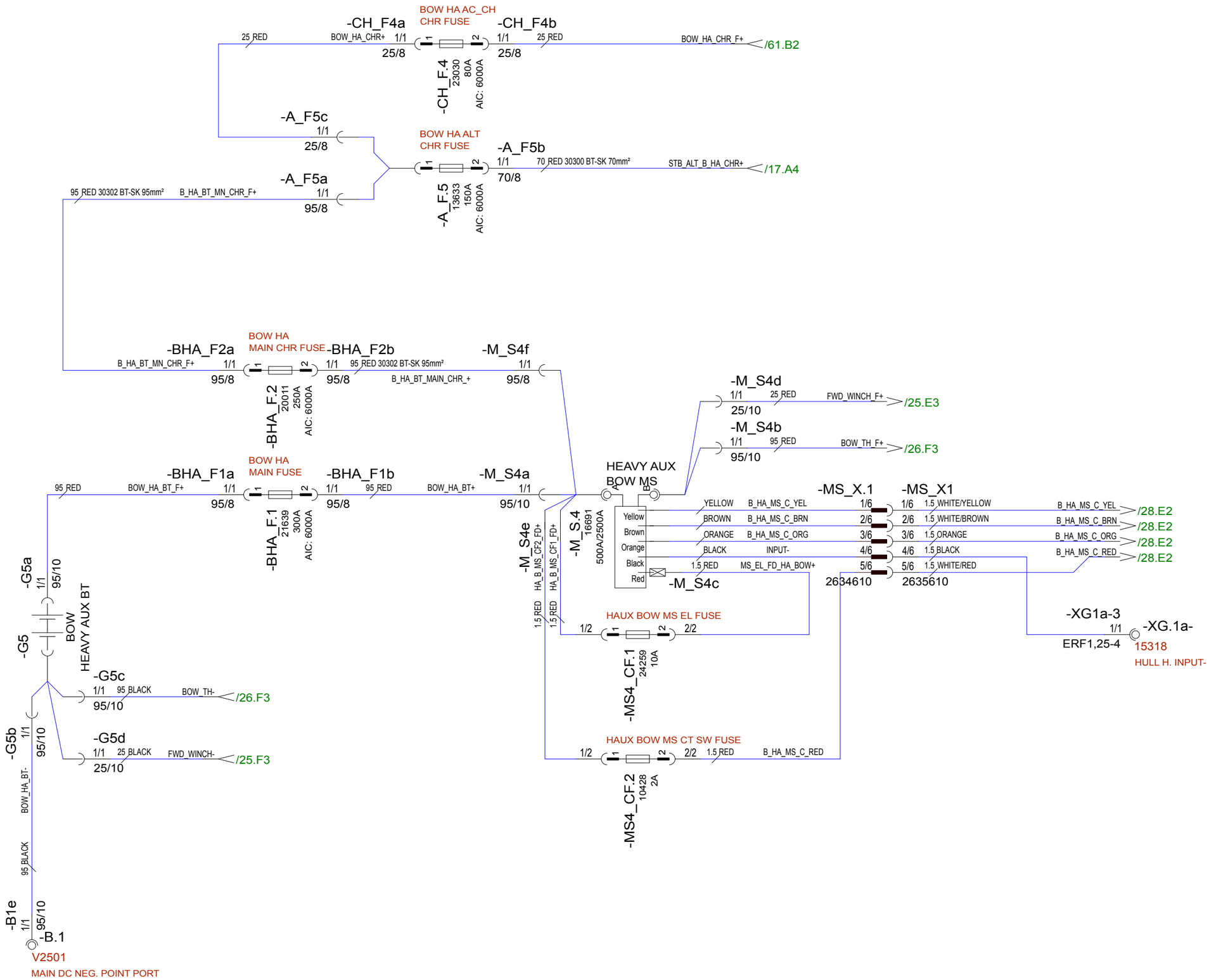
-B.3 -B3c 1/1 25/10 25 BLACK MAIN_PWR_STR2- -B.5 -B5b 1/1 25/8 /19.E6

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

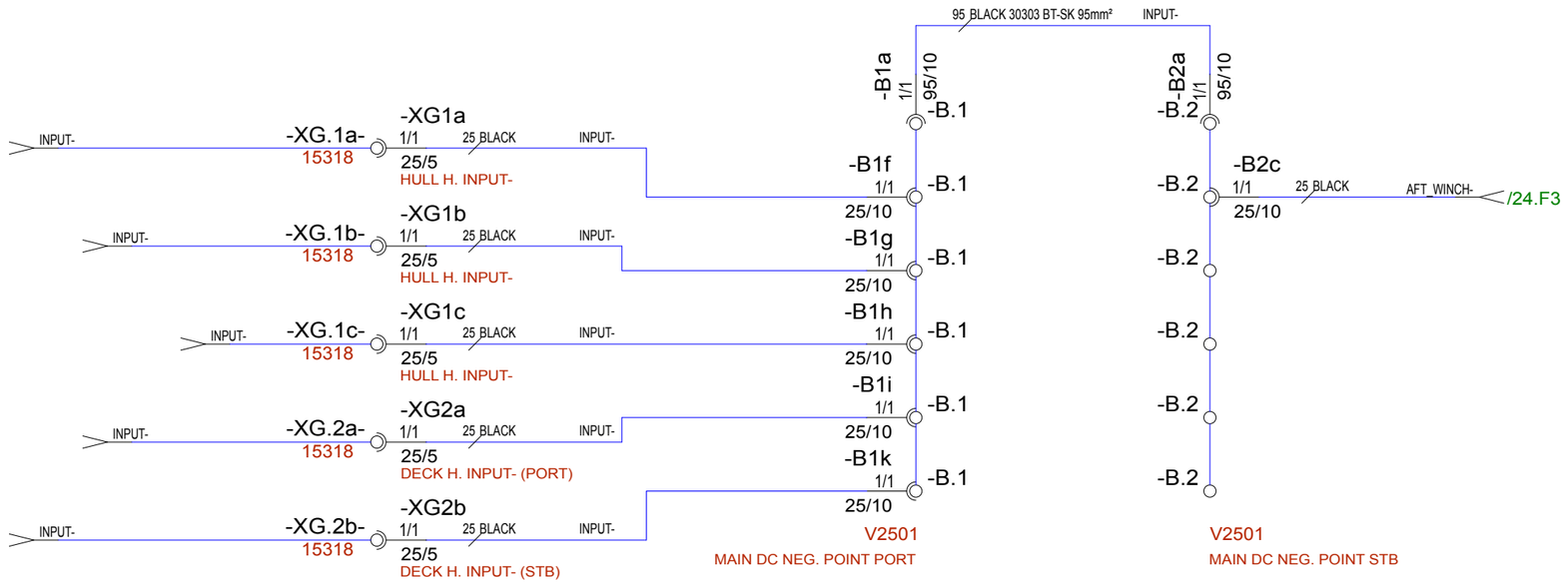
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: ADDED STEERING PUMP 2. (OPTION 2.) | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | 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 |



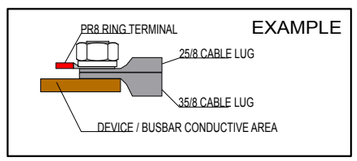

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: REMOVED -SB_X.2, -SB_X.3, -SB_X.4 & -PB_X.3. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code / Project ID |
| 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 |

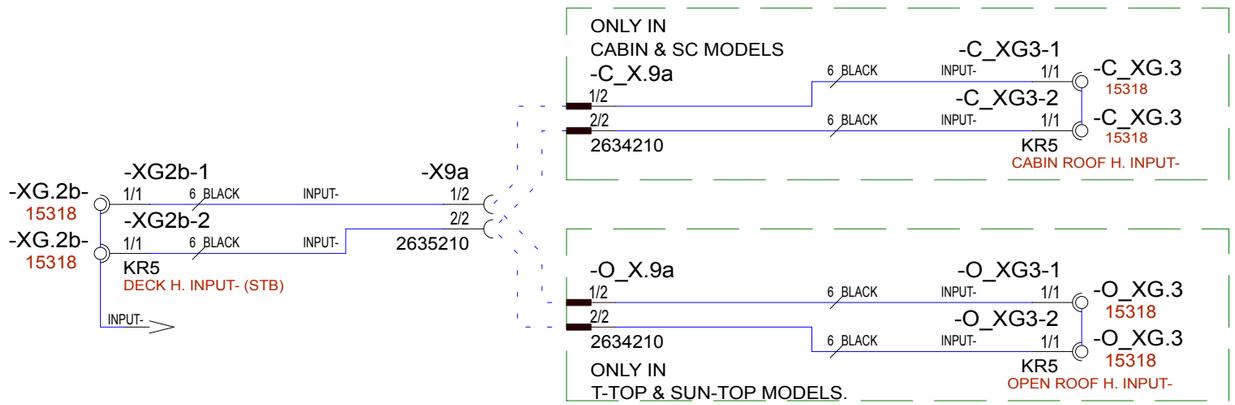



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: CHARGER CABLES CIRCUIT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | 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 |

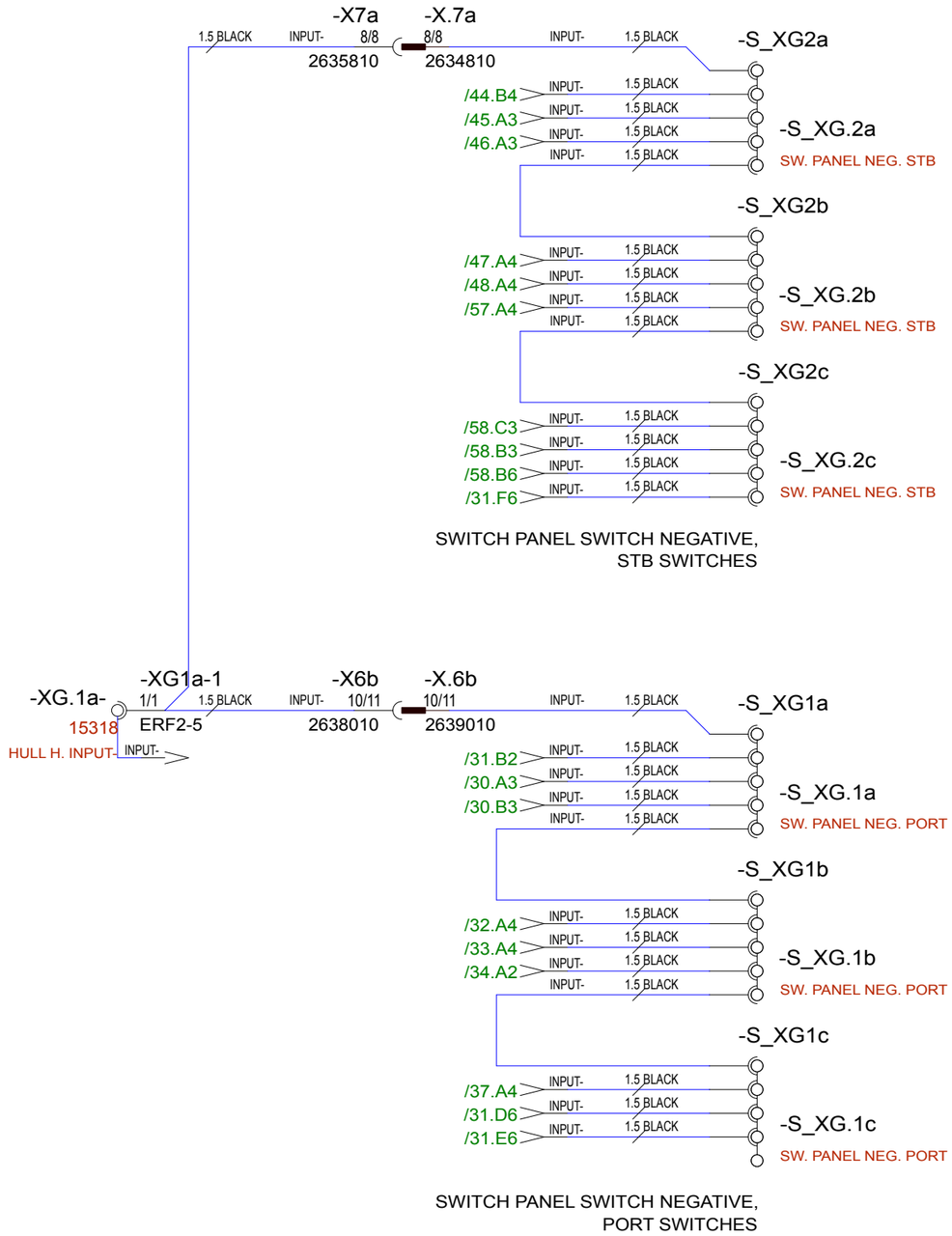



NOTICE!
INSTALL CABLES TO DEVICE SO THAT LARGEST TERMINALS ARE CLOSEST TO DEVICES CONDUCTIVE AREA.



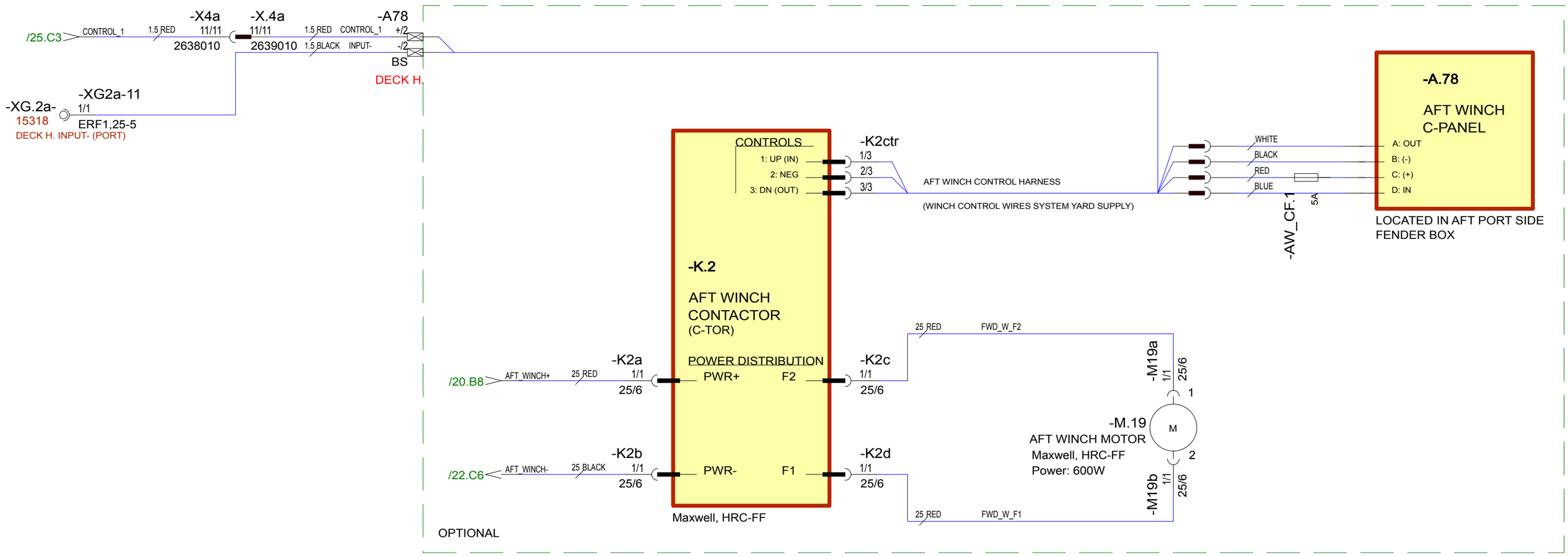

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: HI-FLEX 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
Copyright by

| 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

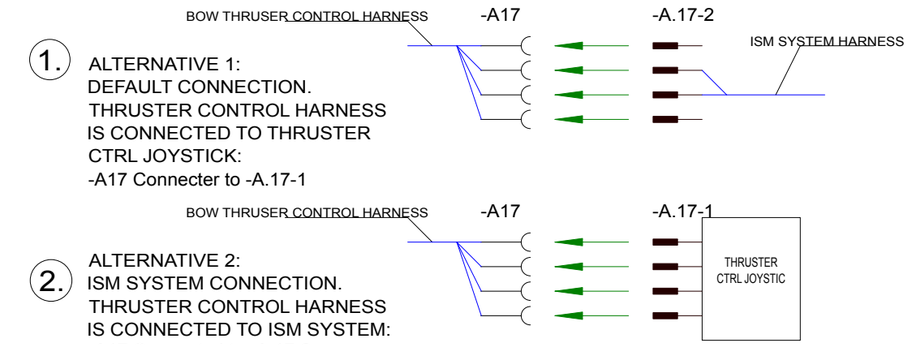
-M14a 1/1 25/6 1
-M14b 1/1 25/6 2

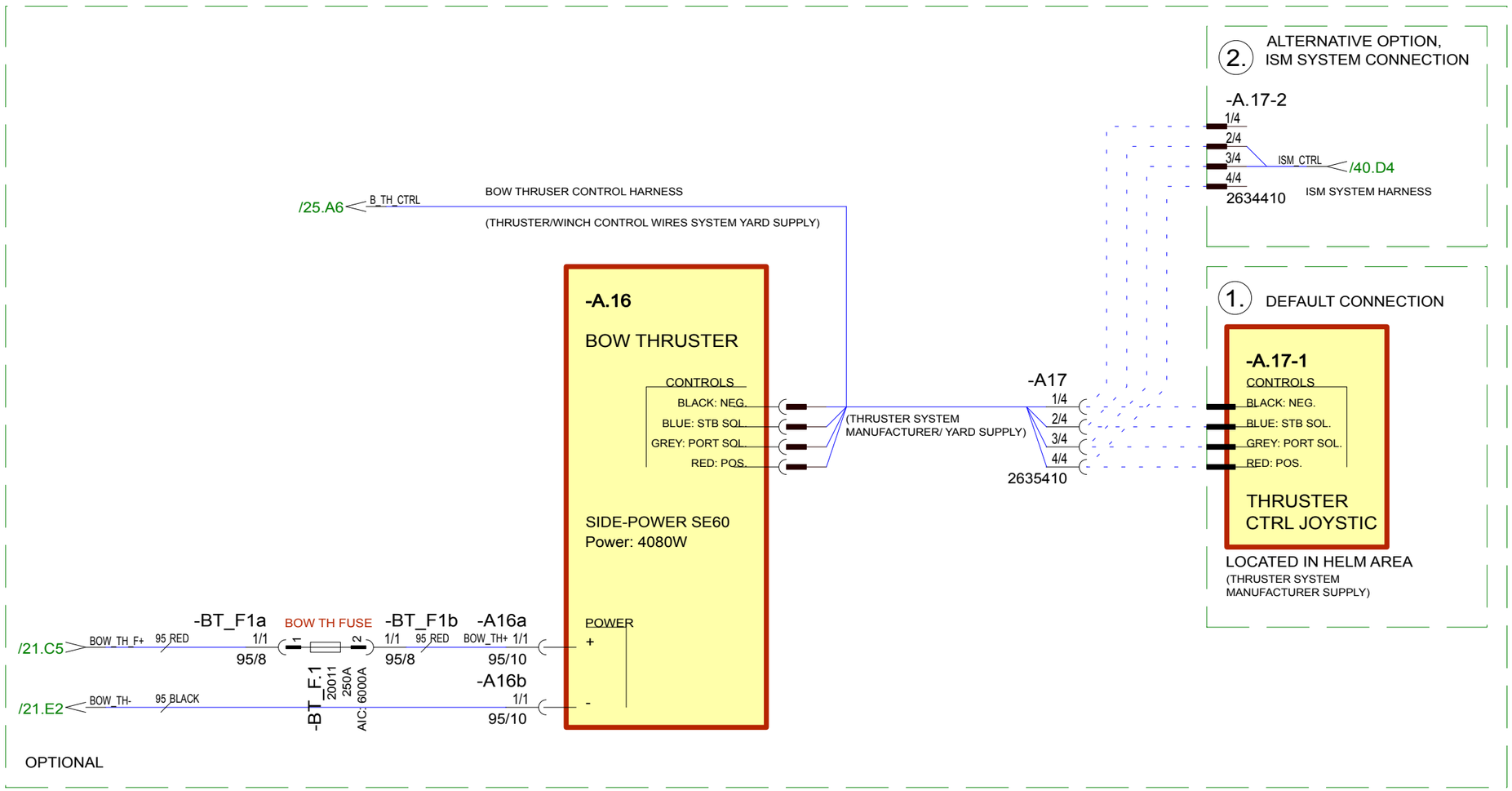
-M.14
FWD WINCH MOTOR
Maxwell, HRC-FF
Power: 600W

OPTIONAL

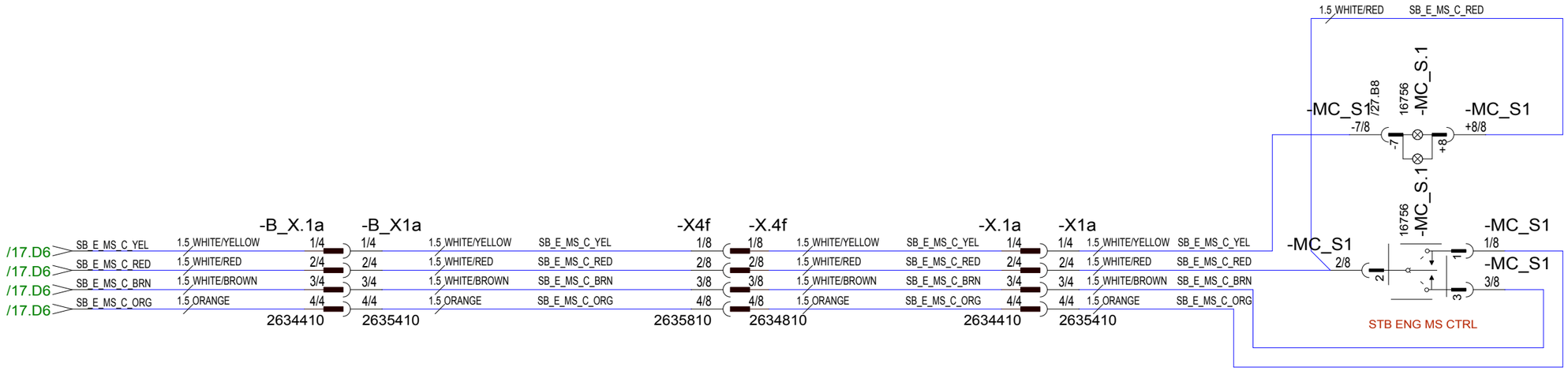
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | FWD WINCH/ WIRELESS REMOTE - DIAGRAM | | |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | HL Loc | 25 / 149 Sheet |

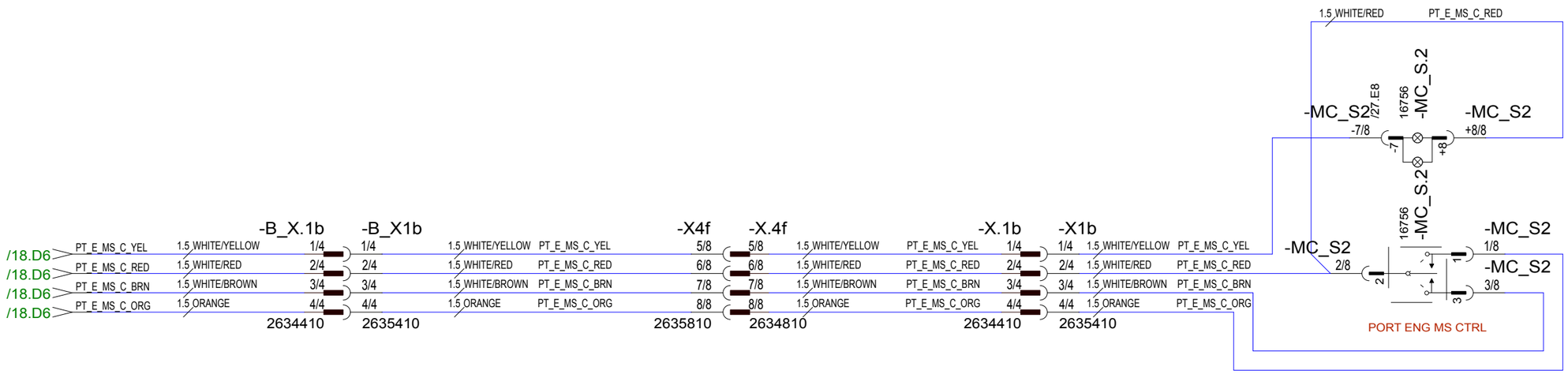
# BOW THRUSTER CONTROL ALTERNATIVES:



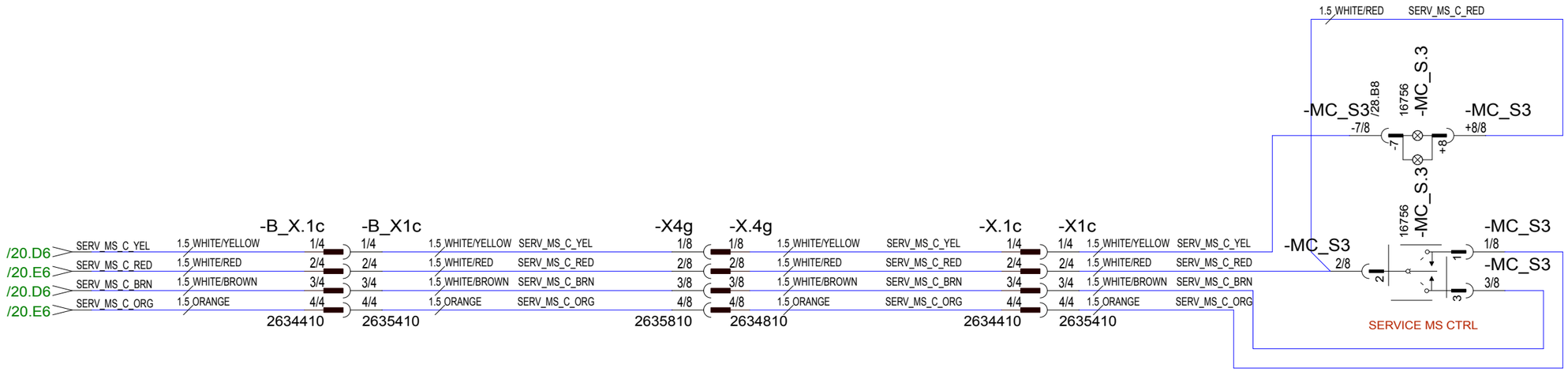

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED.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

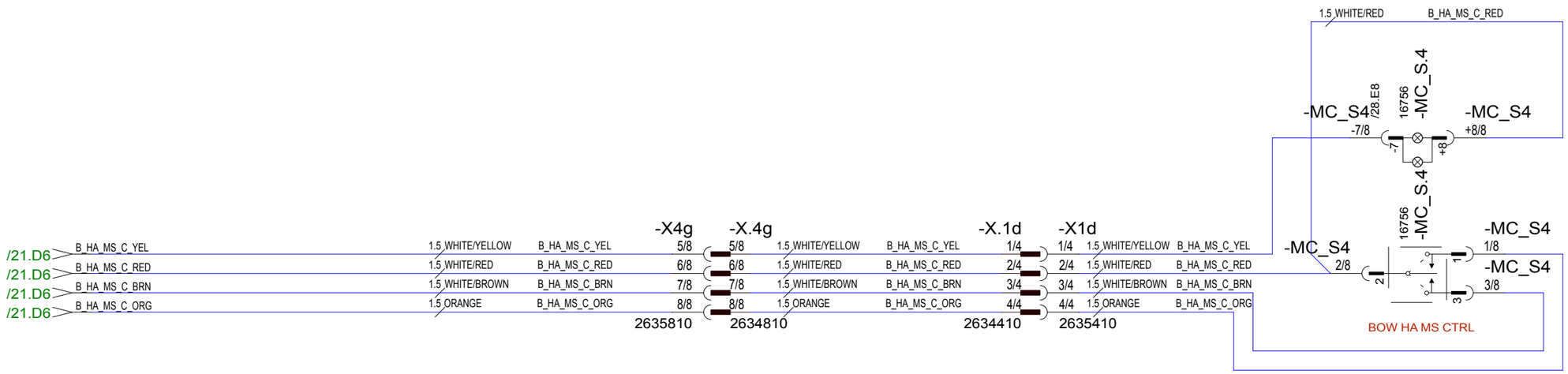



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | | | | |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | MAIN SWITCH 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 |

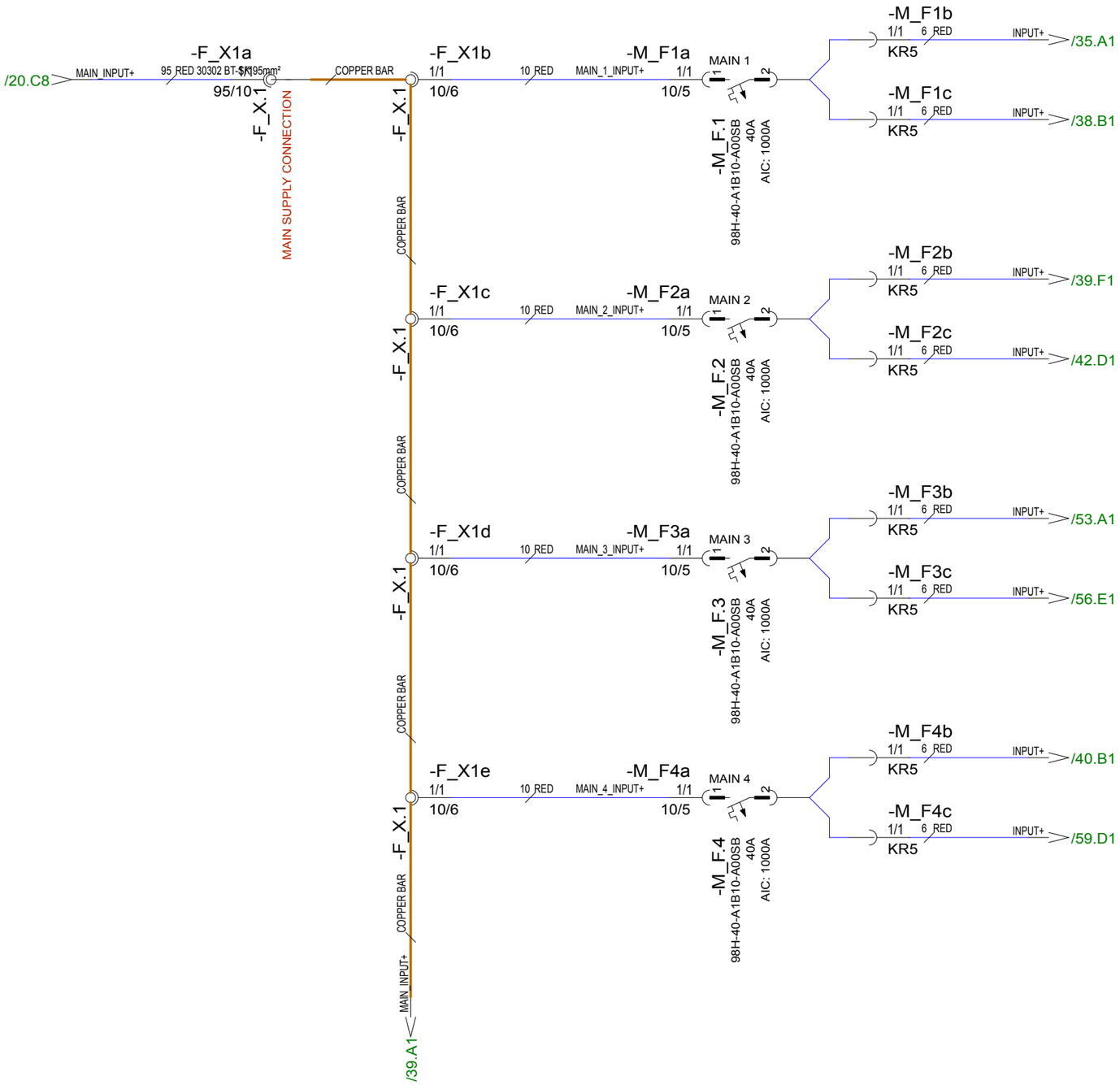
| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |



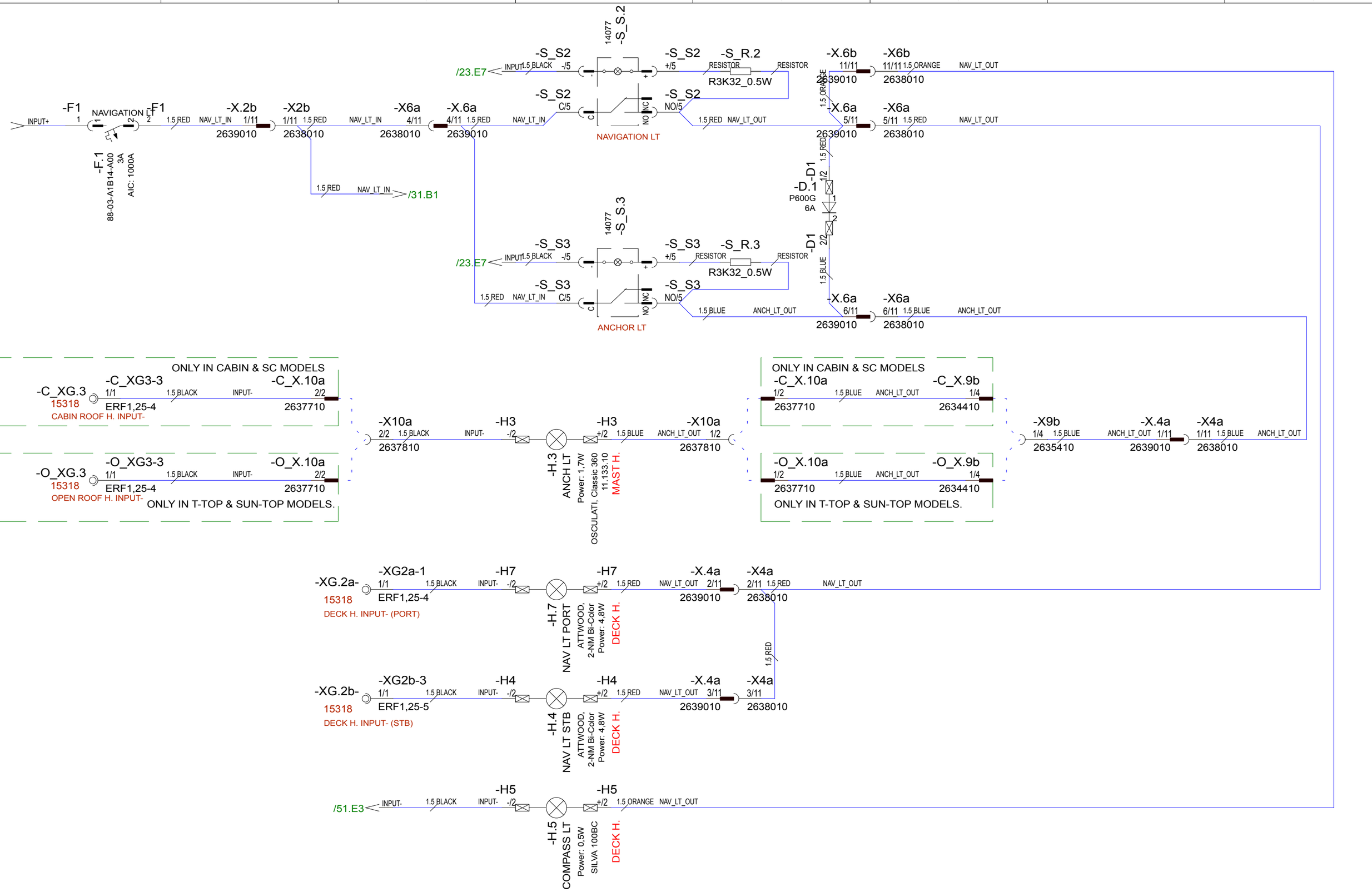

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.5.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | | | | |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | MAIN SWITCH 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

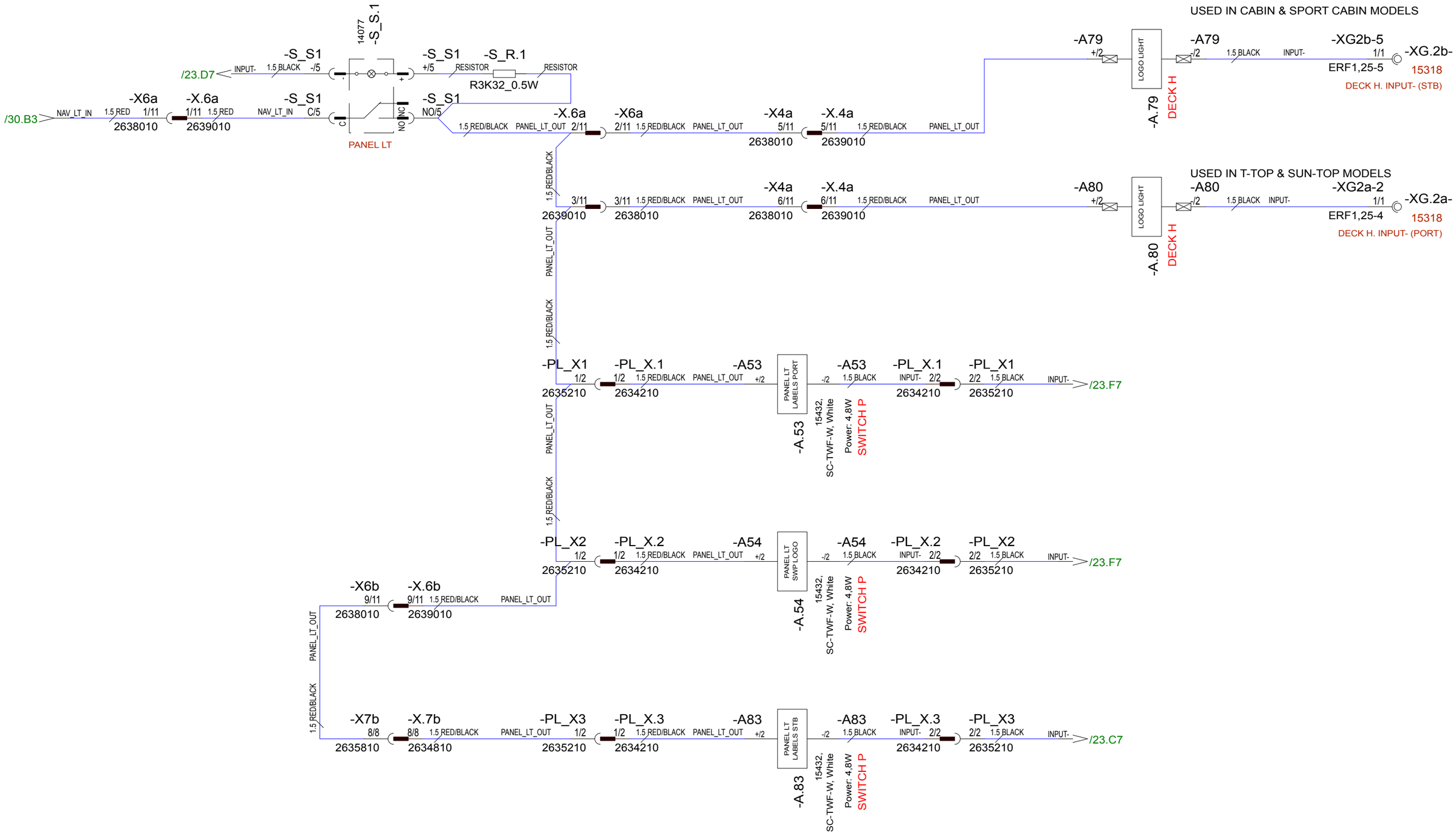



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFED. | Date | 14.1.2019 | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | 37 MY20 | MAIN SUPPLY - DIAGRAM | HL | 29 / 149 |
| | | | Project rev. | B | Boat model | Title | Loc | Sheet |

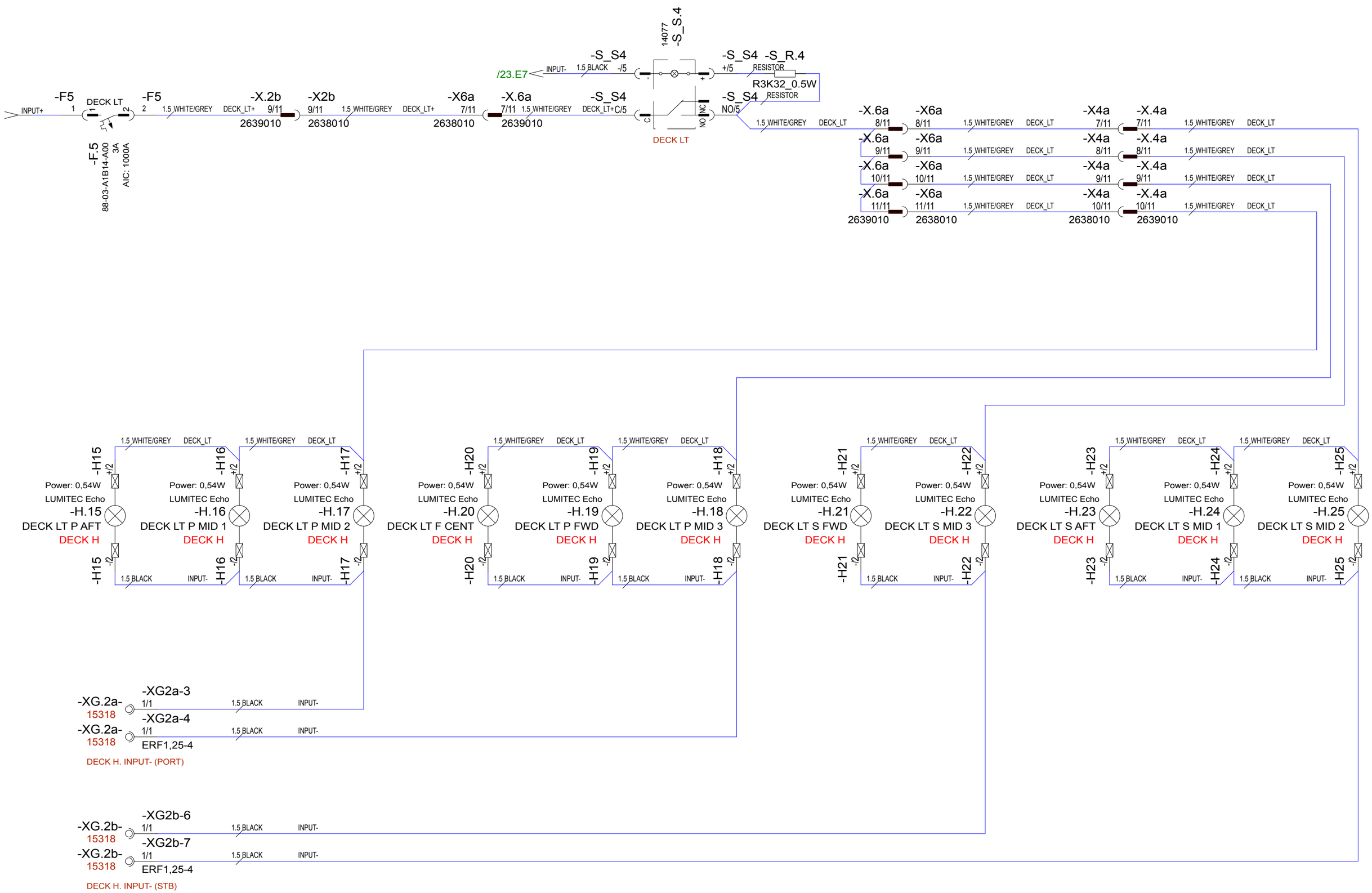
NAVIX designed solutions
Copyright by




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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 | 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 |

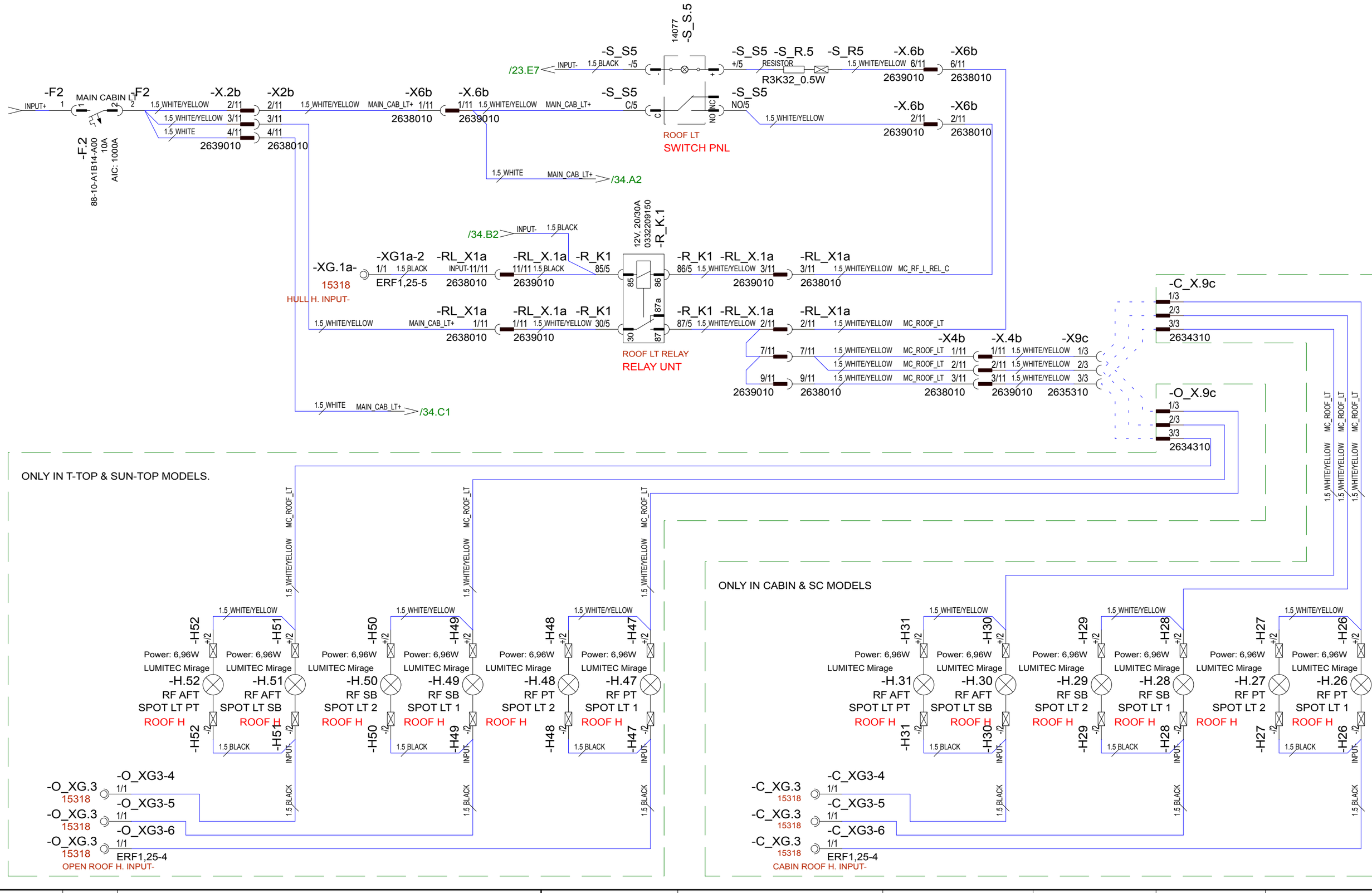



| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. |
| 1.11.2019 | TT | B5: NOT MODIFIED. |
| 17.09.2019 | AR | A3: NOT MODIFIED. |

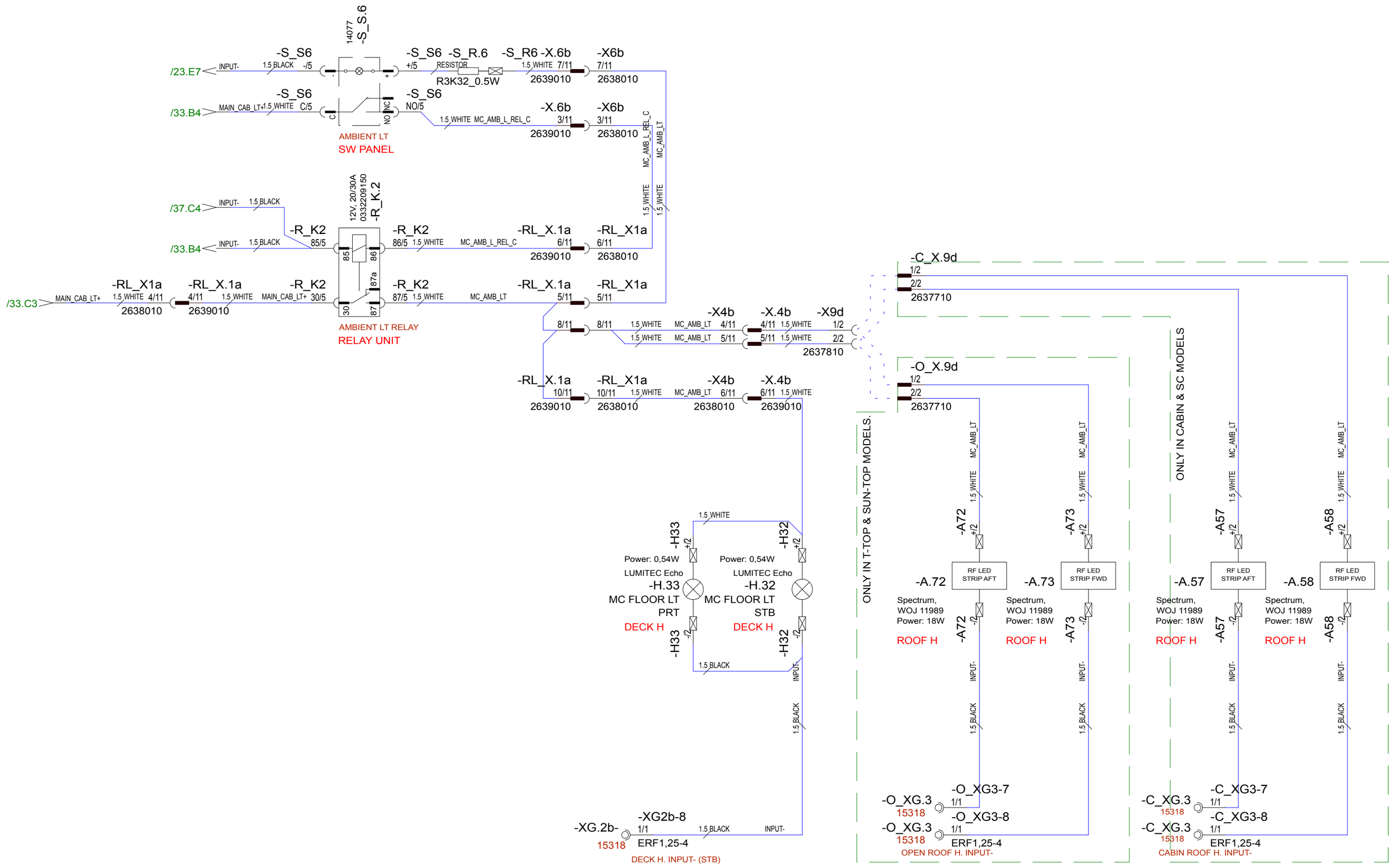
| | |
|---|---|
| Date | 14.1.2019 |
| Drawing by | TuM |
| Sheet rev. | 5 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

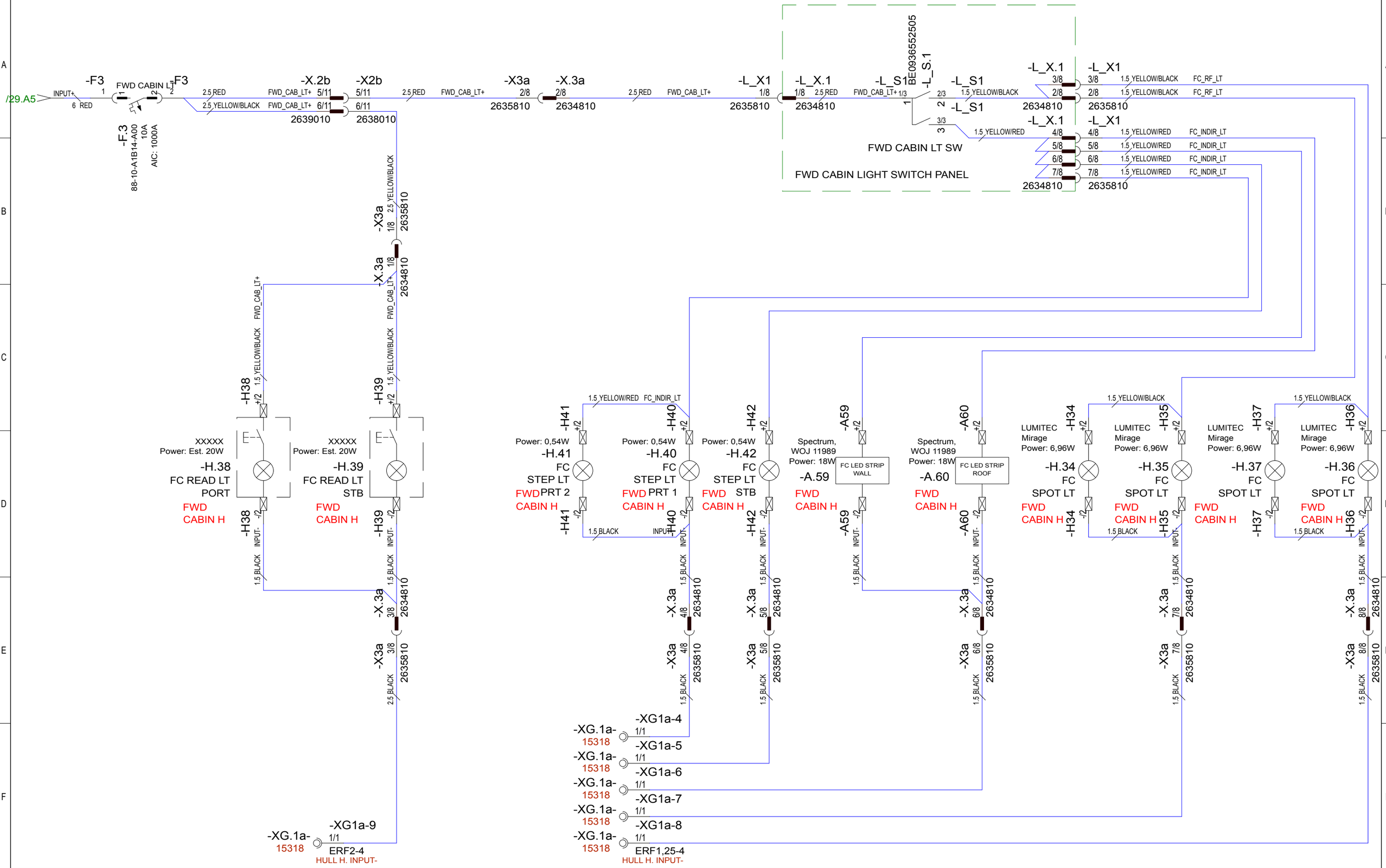
| | | | |
|---|---|---|---|
| Axopar | | | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | DECK LIGHT - DIAGRAM | HL | |
| Boat model | Title | Loc | 32 / 149 Sheet |



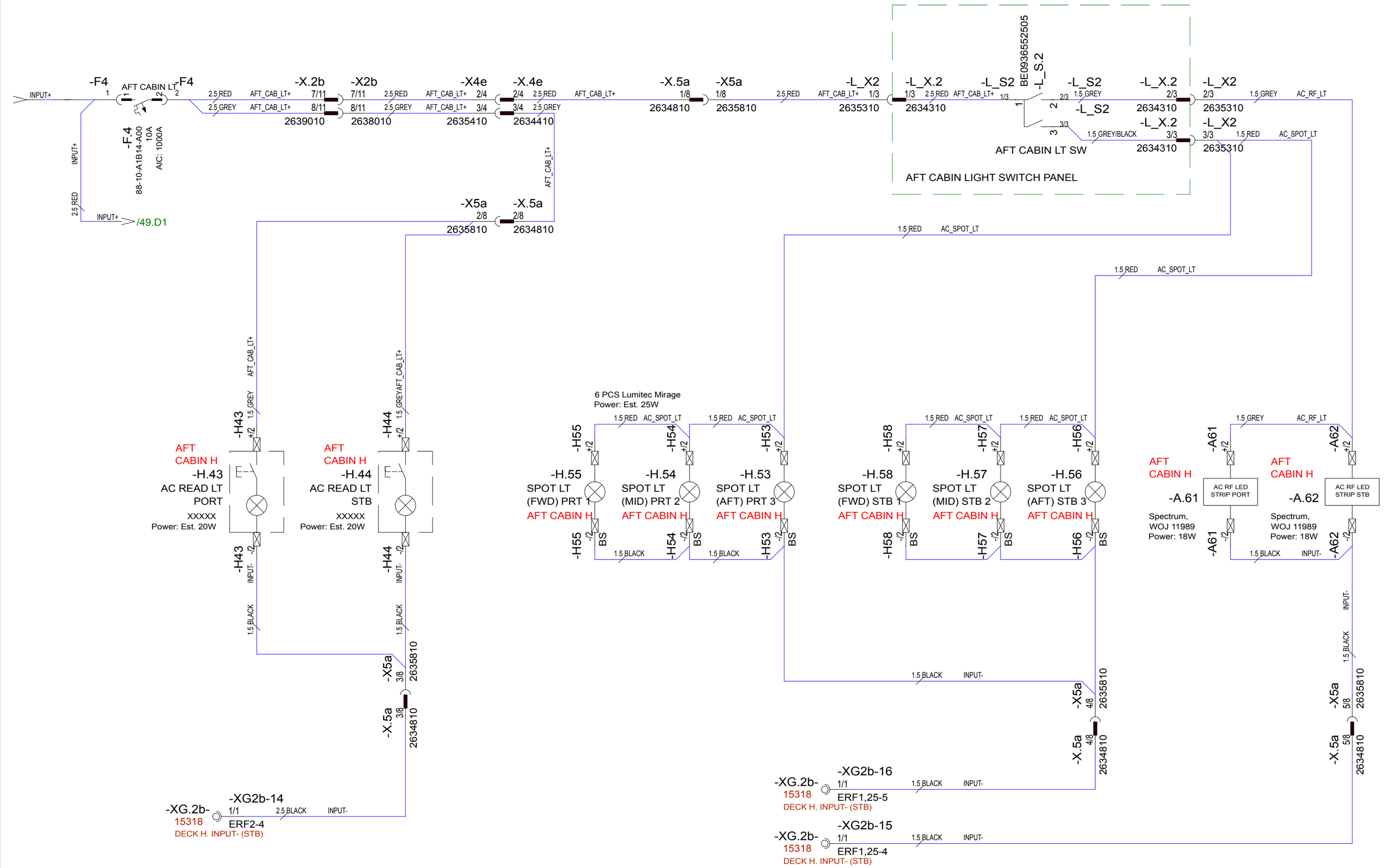

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | MAIN CABIN LIGHT, SPOT - DIAGRAM | HL | 33 / 149 |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |



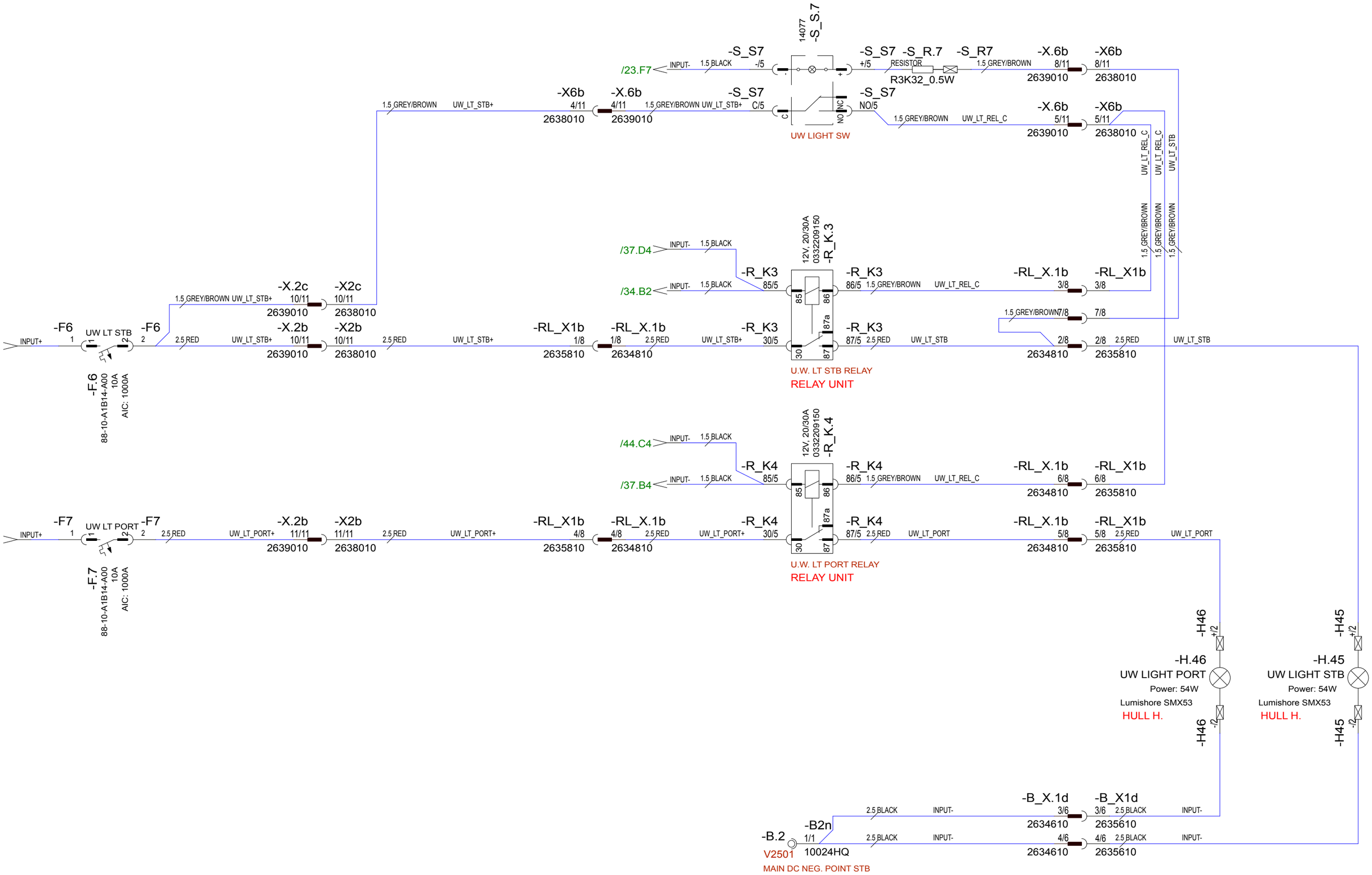

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | MAIN CABIN LIGHT, AMBIENT - DIAGRAM | HL | 34 / 149 |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |



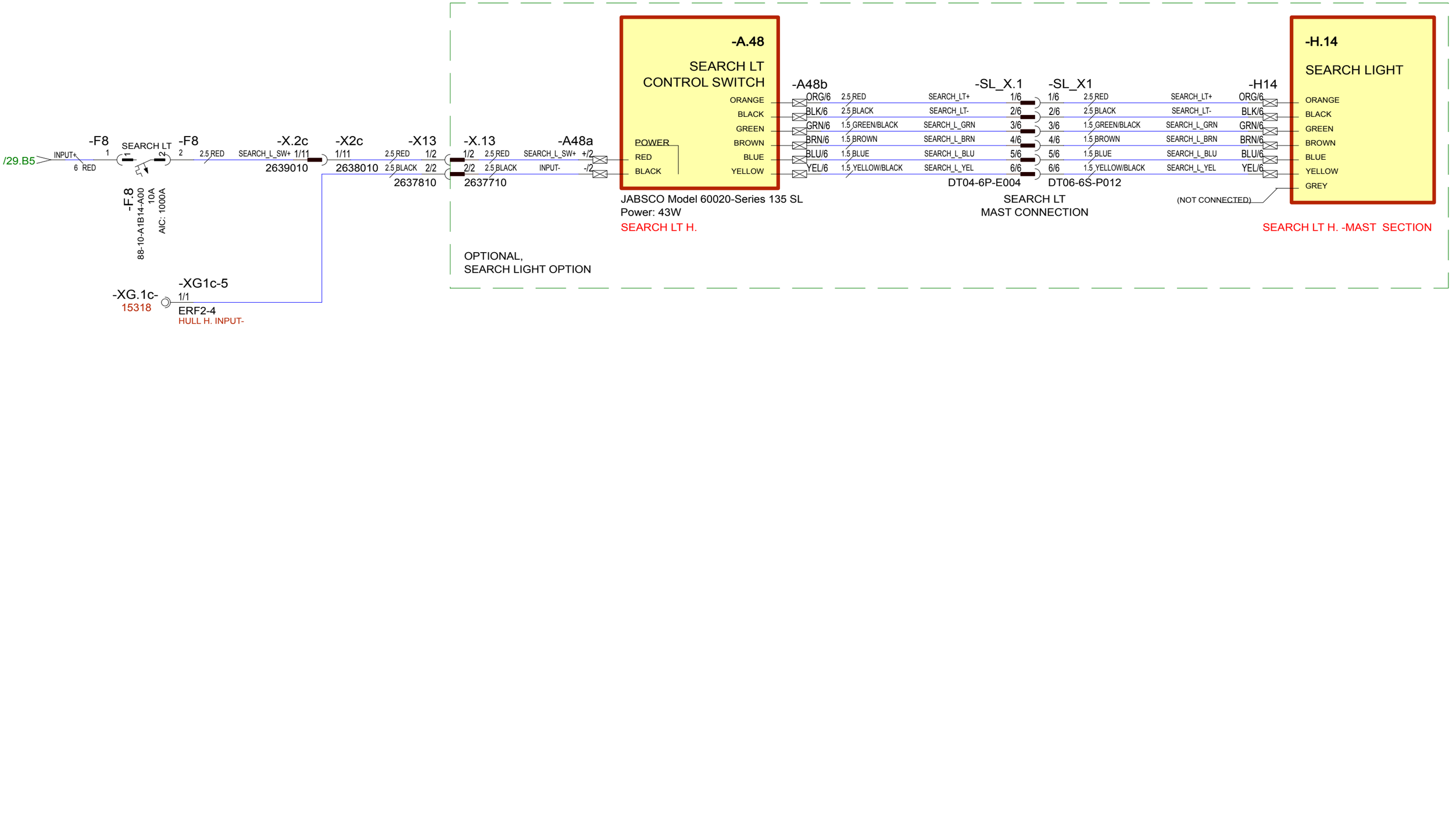

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | 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 |

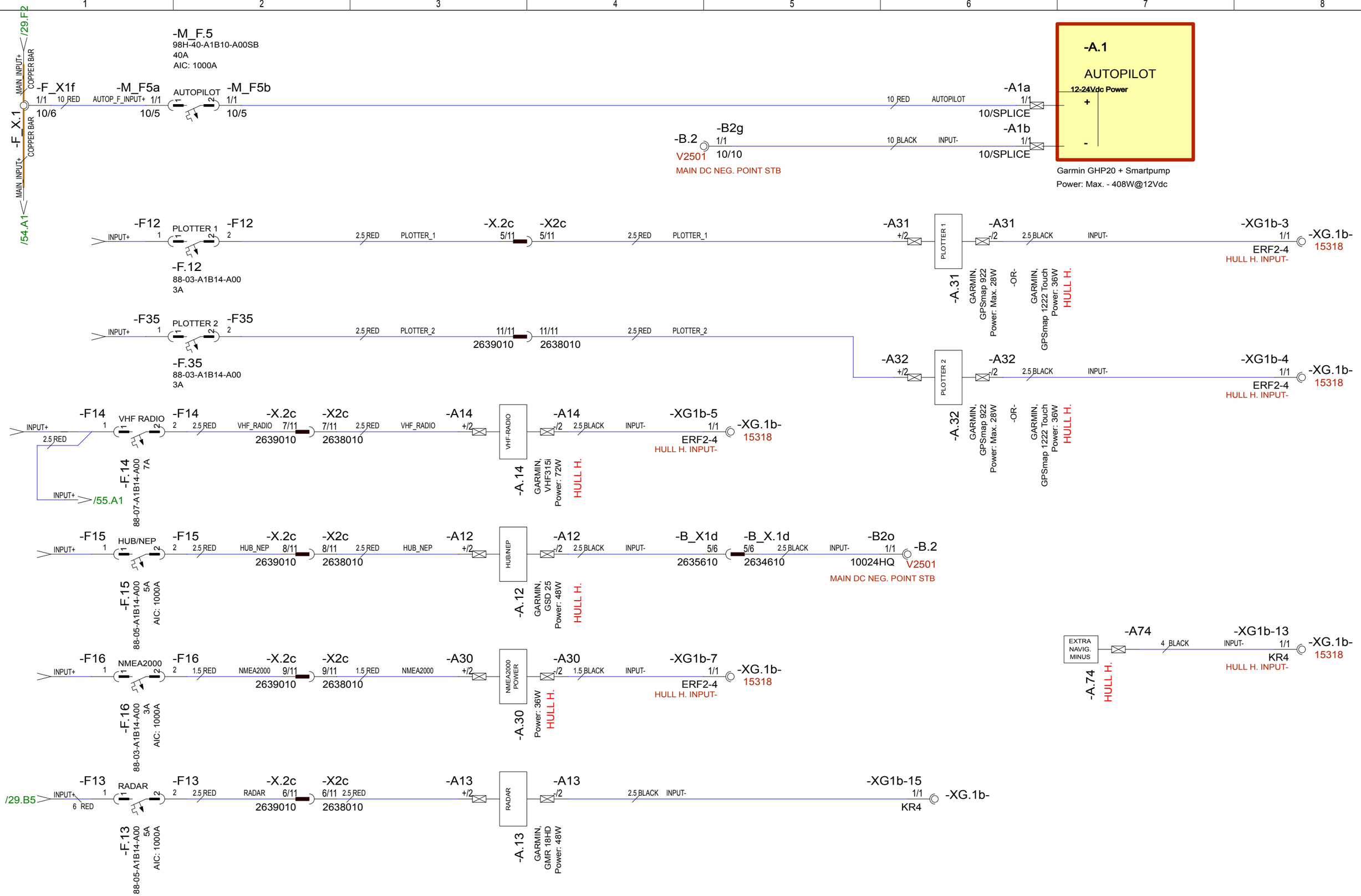



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | 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 |

Copyright by NAVIX designed solutions



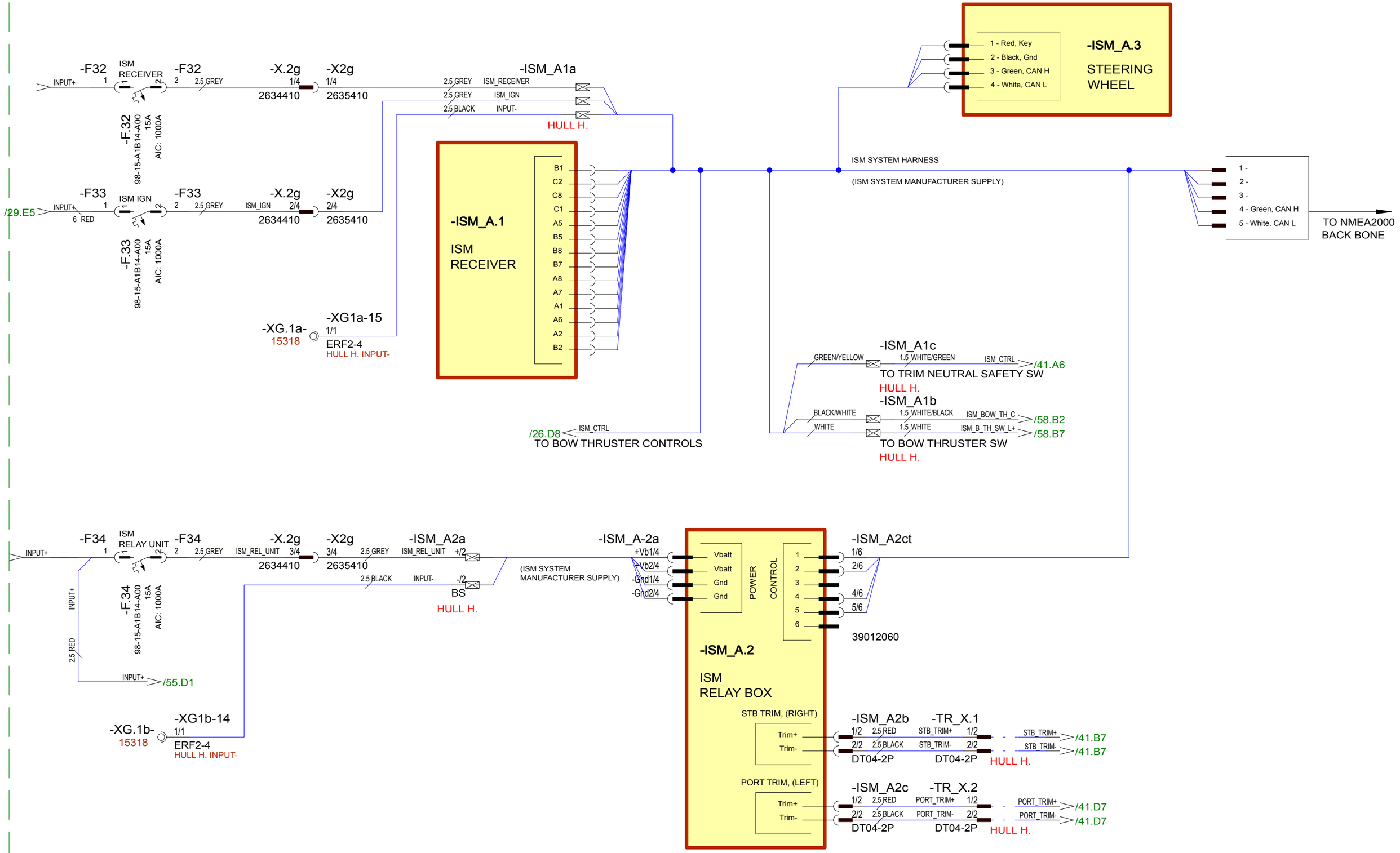

| Date of modification | Modified by | Description |
|---|---|---|
| 10.10.2019 | PN | B4: RADAR MOVED TO HULL HARNESS. |
| 1.11.2019 | TT | B5: NOT MODIFIED. |
| 17.09.2019 | AR | A3: NOT MODIFIED. |

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

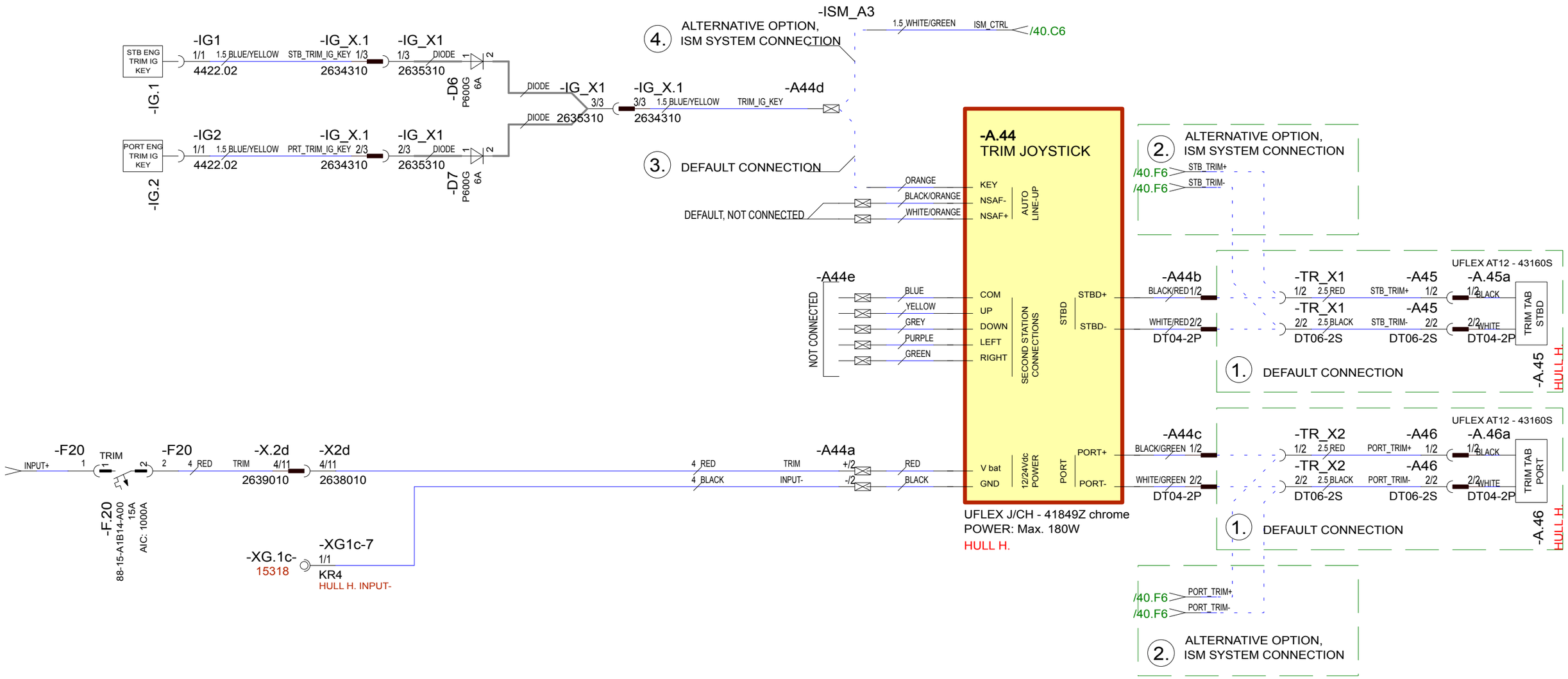
NAVIX designed solutions

Copyright by

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



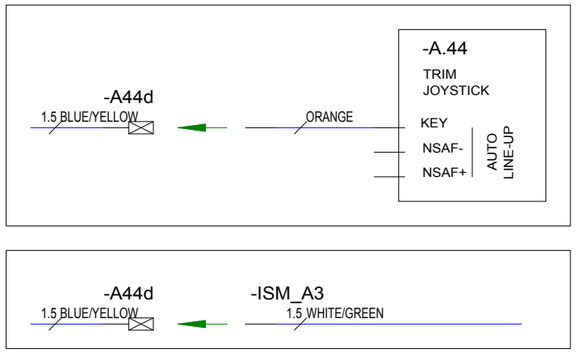

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: ISM HARNESS CREATED 30735. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | 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

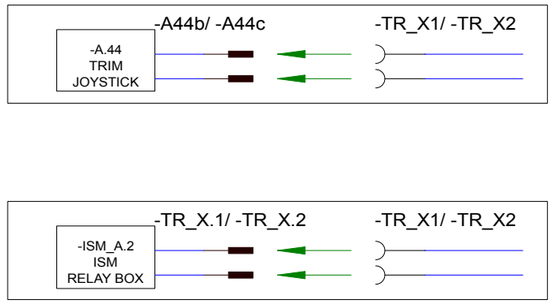
4. ALTERNATIVE 2:
ISM SYSTEM CONNECTION.
IGN KEY CONNECTED
TO ISM CONTROL HARNESS:
-A44d connected to -ISM_A3.




## 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.

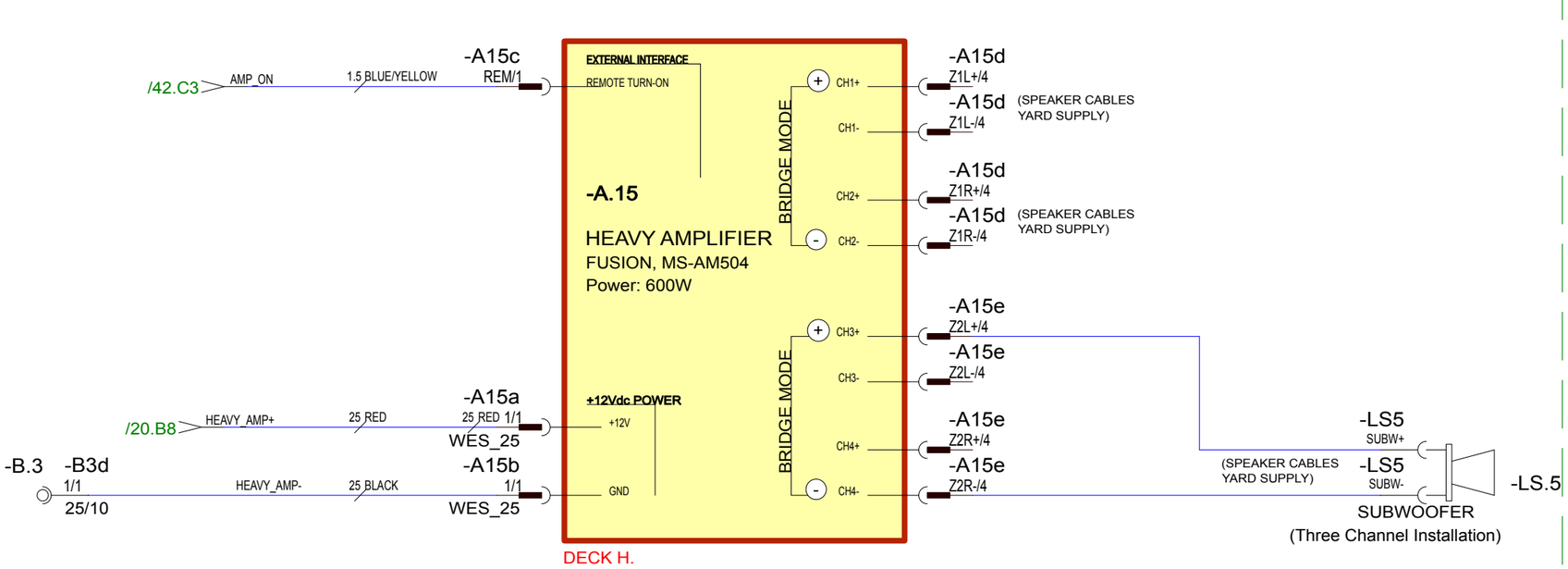
-F19 ZONE AMPLIFIER 2 -F19 INPUT+ 1 1 2 2 2.5 RED ZONE_AMP_2
-F.19 88-10-A1B14-A00 10A AIC: 1000A

-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

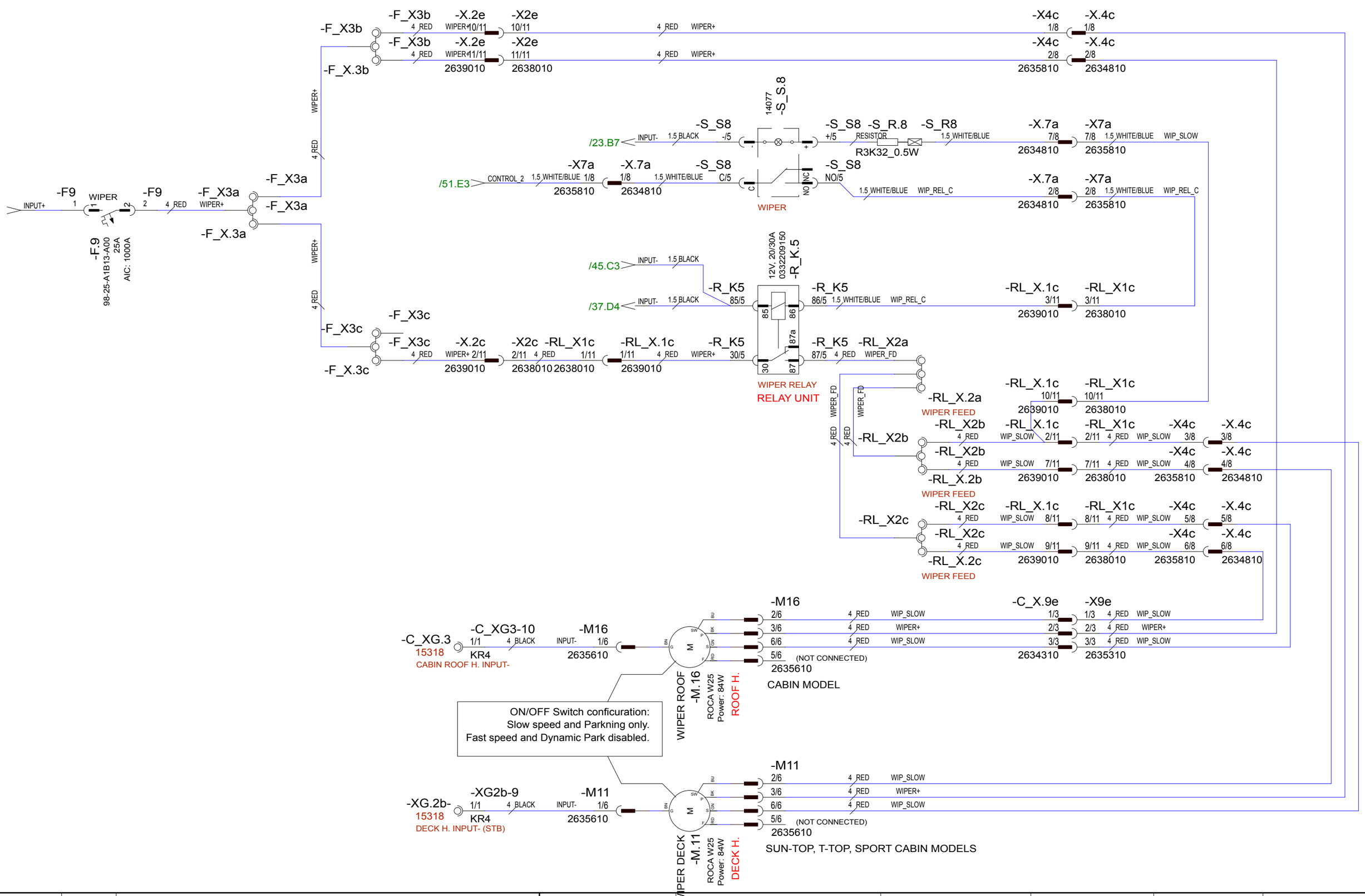
-XG.2a- 15318 -XG2a-6 1/1 ERF2-4
DECK H. INPUT- (PORT)

| 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 |

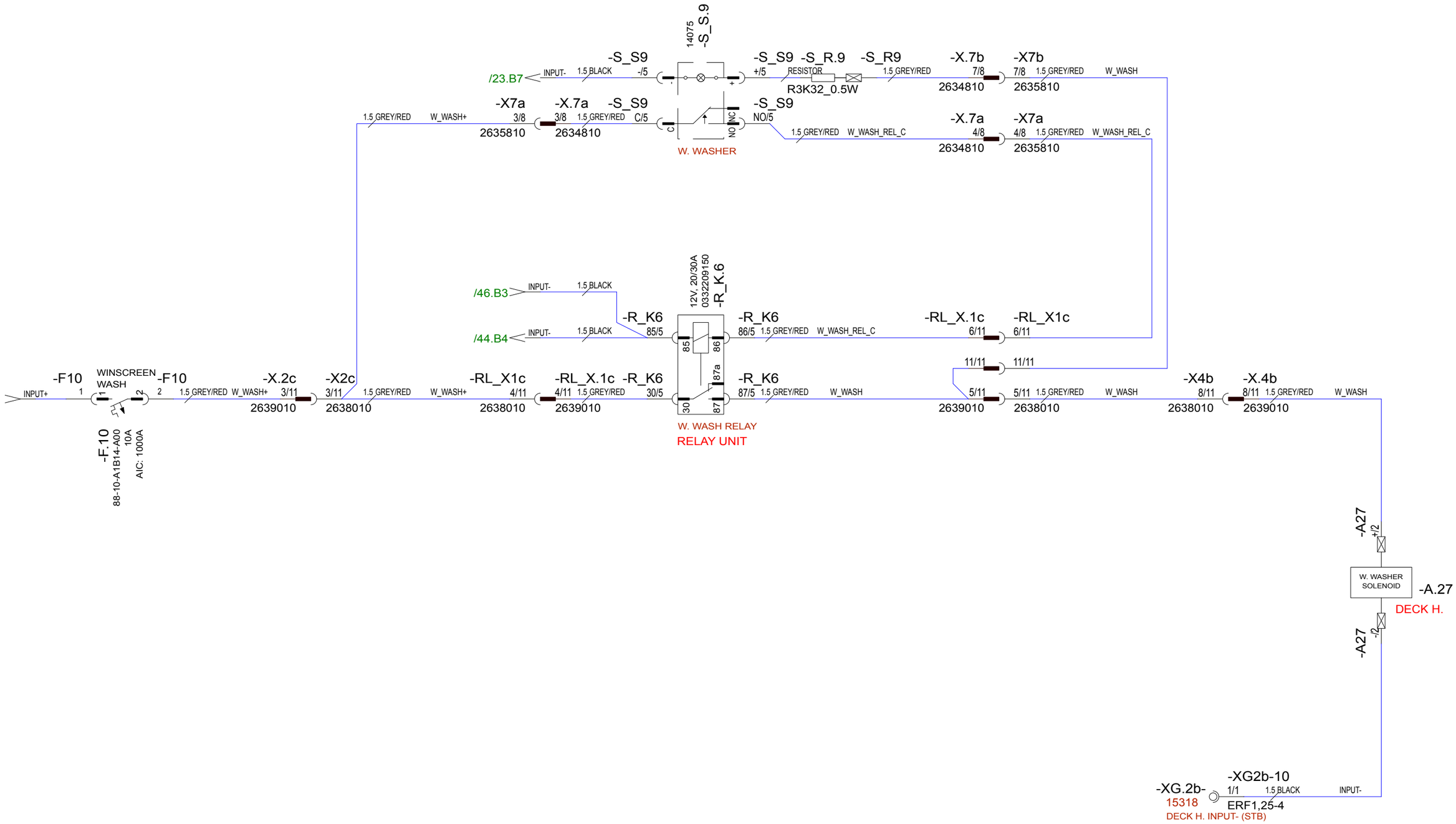
OPTIONAL, AUDIO UPGRADE 2



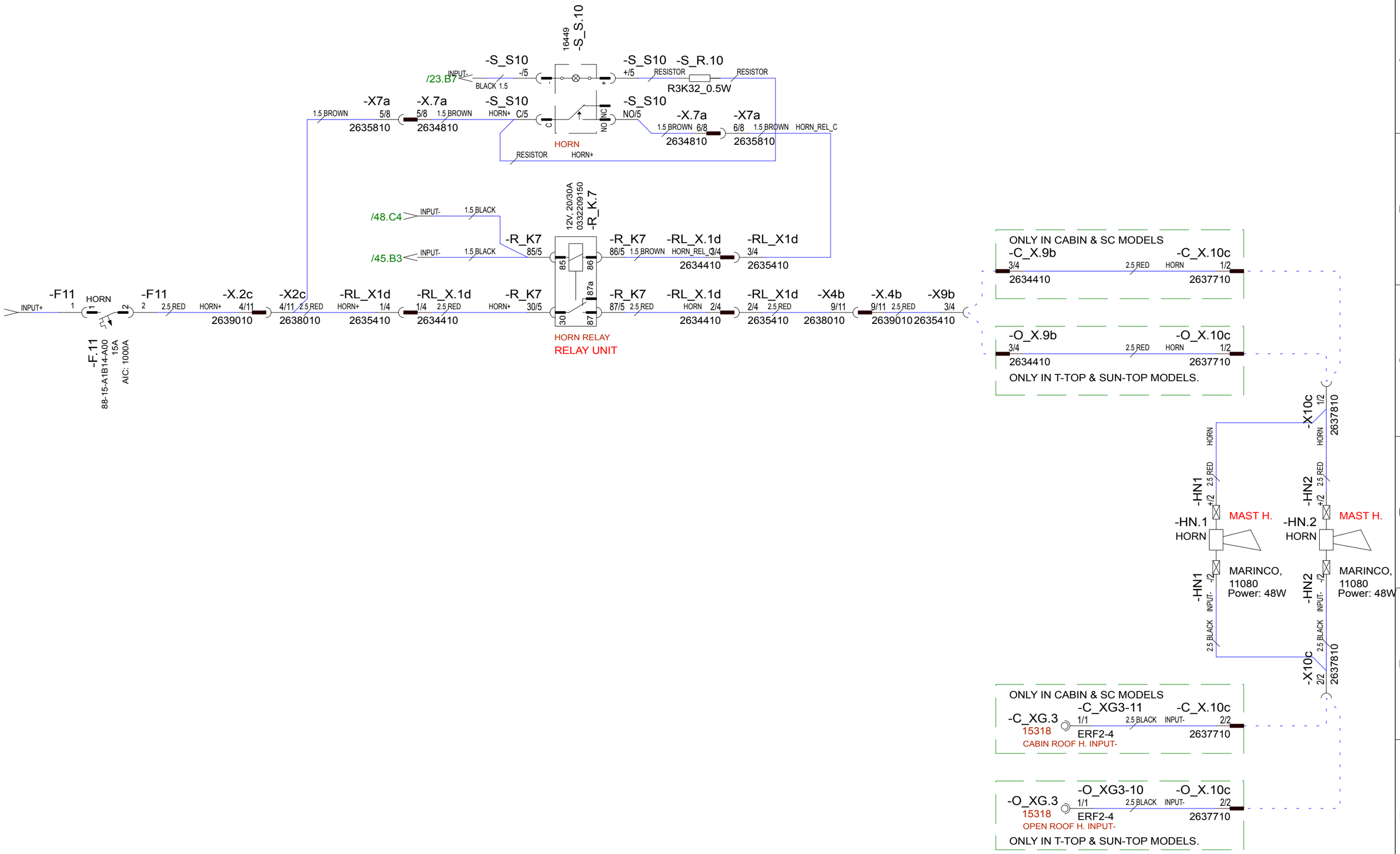

| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: MINUS BUSBAR ADDED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product 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 |



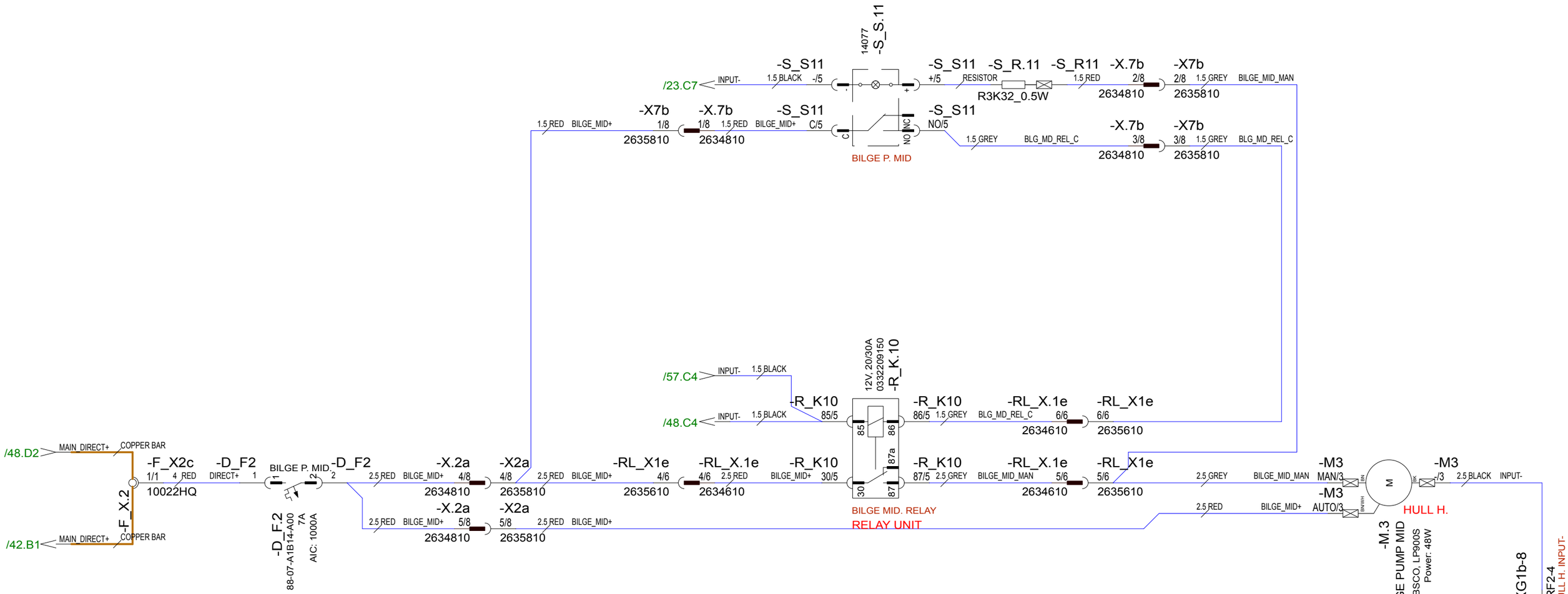

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT 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 |



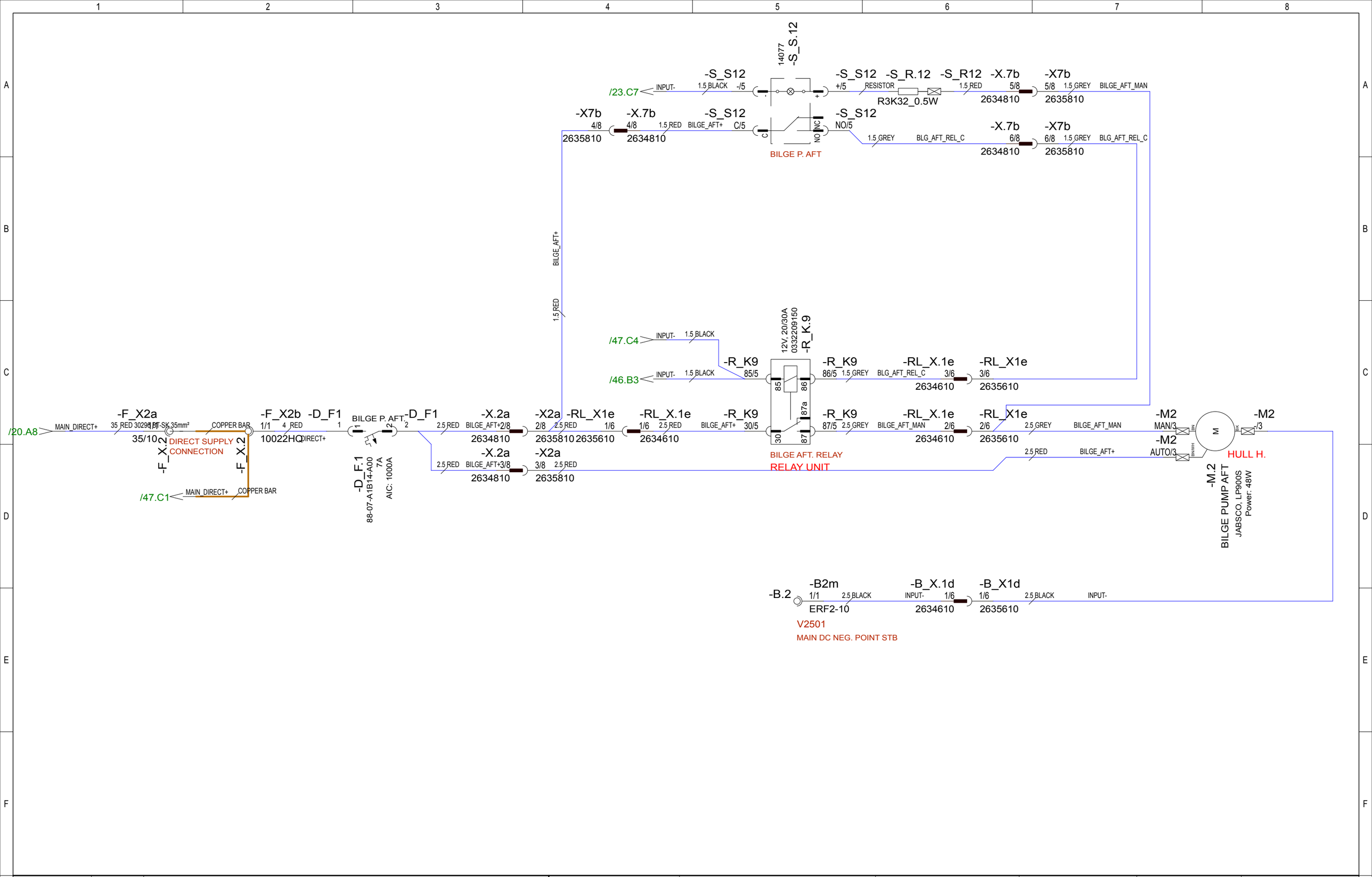

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | 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 |



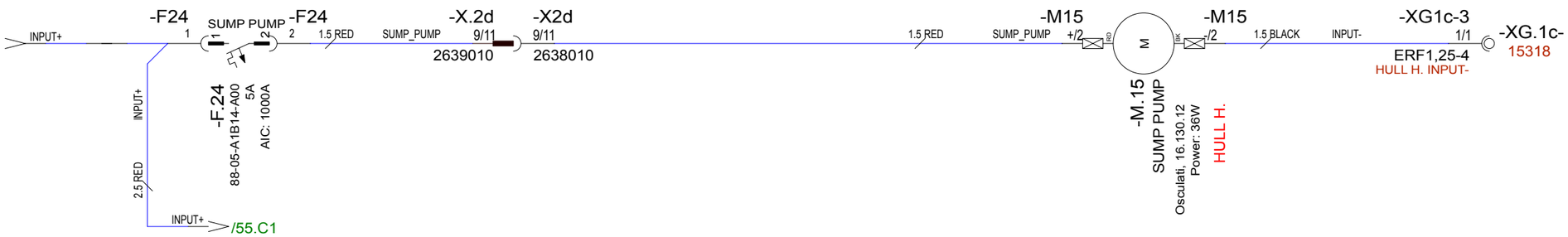

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT 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 |



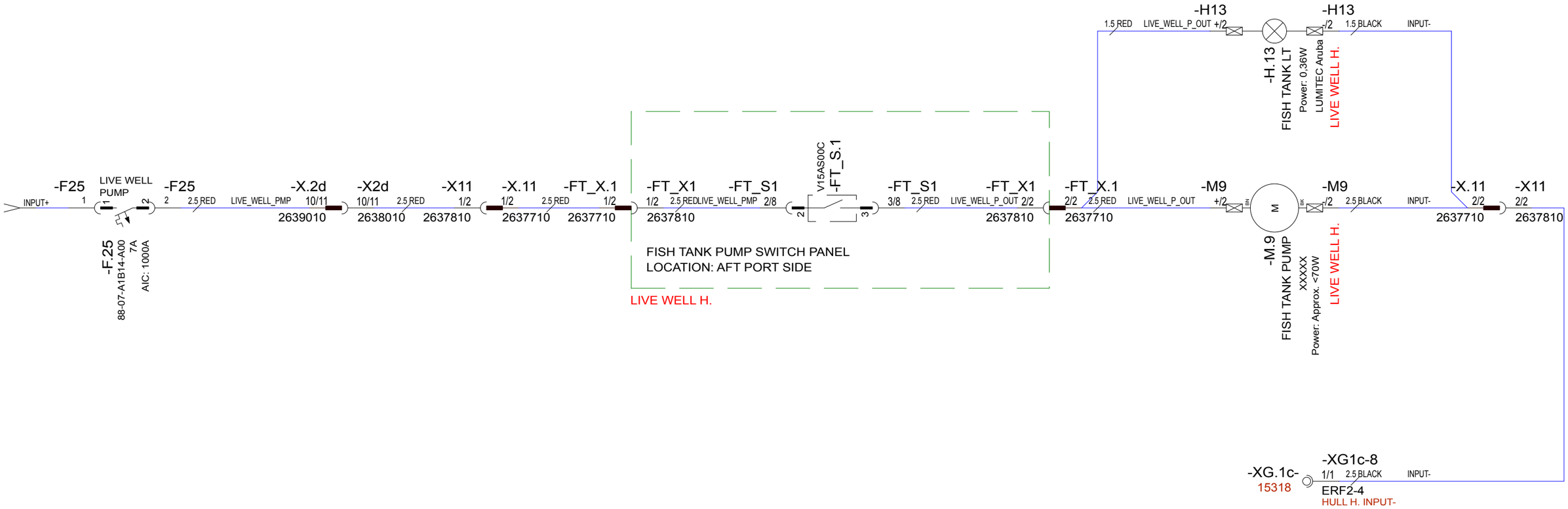

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT 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 |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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 AFT - DIAGRAM | HL | 48 / 149 |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |

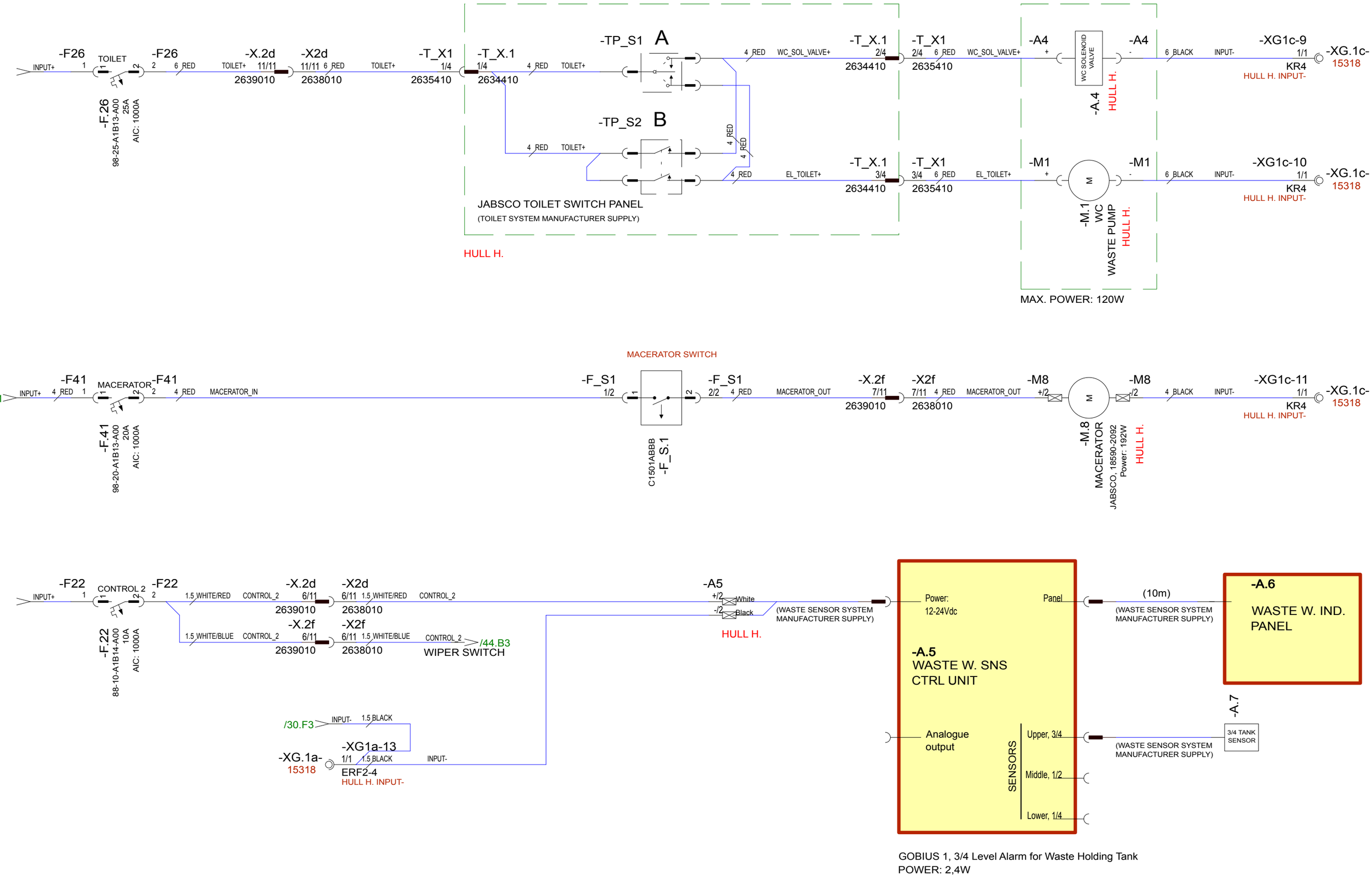


| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | 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 |

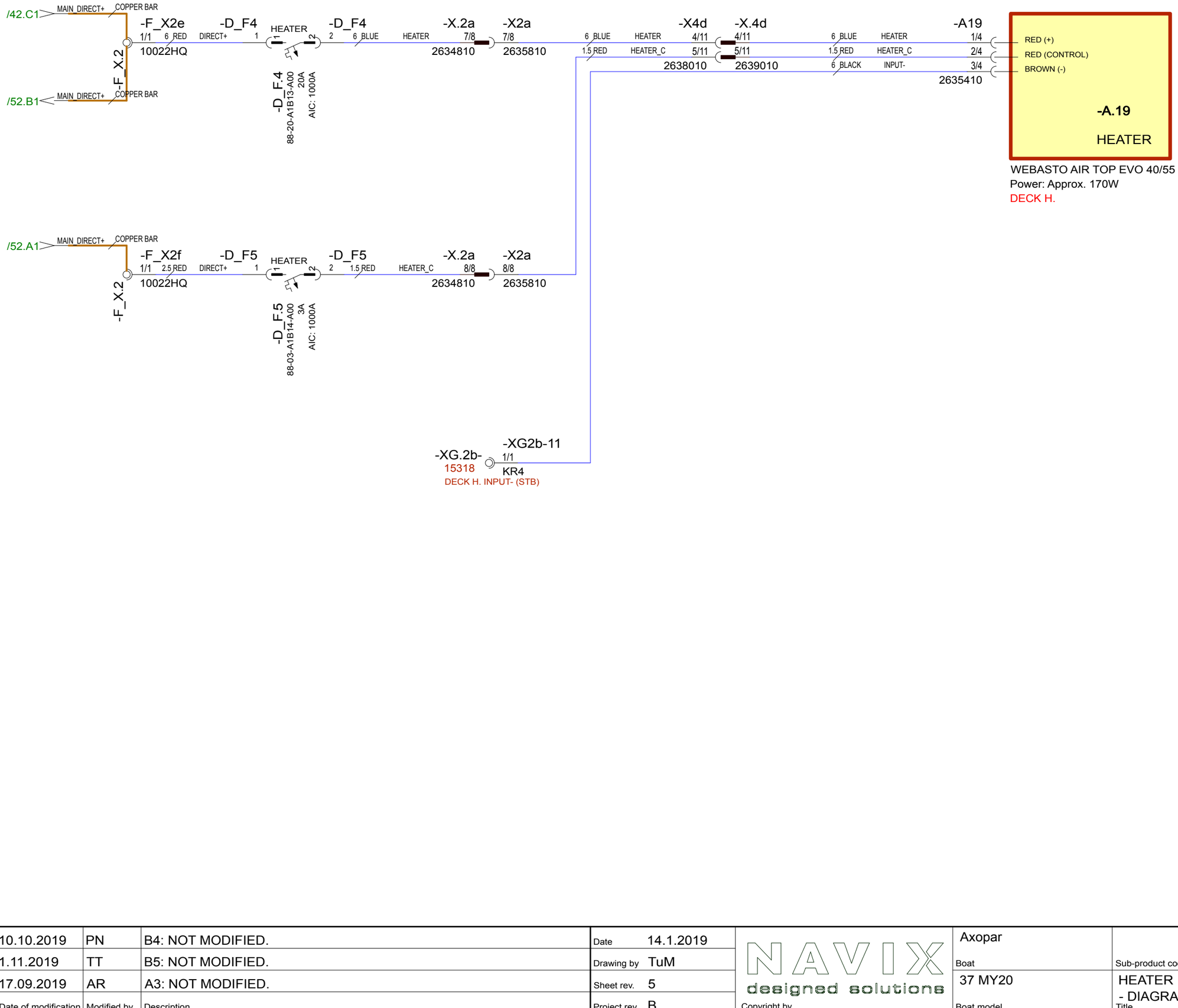



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | | | | |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | LIVE WELL PUMP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

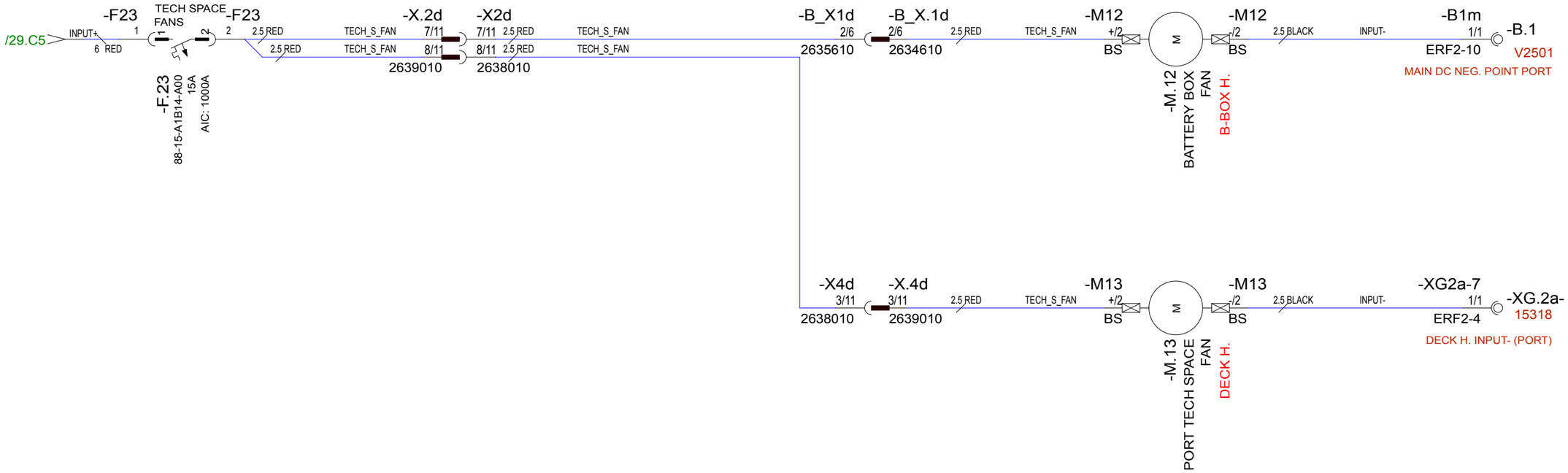
Boat | Sub-product code | Product code | Project ID




| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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 | TOILET/ MACERATOR/ WASTE TANK SNS - DIAGRAM | HL | 51/ 149 |
| | | | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |

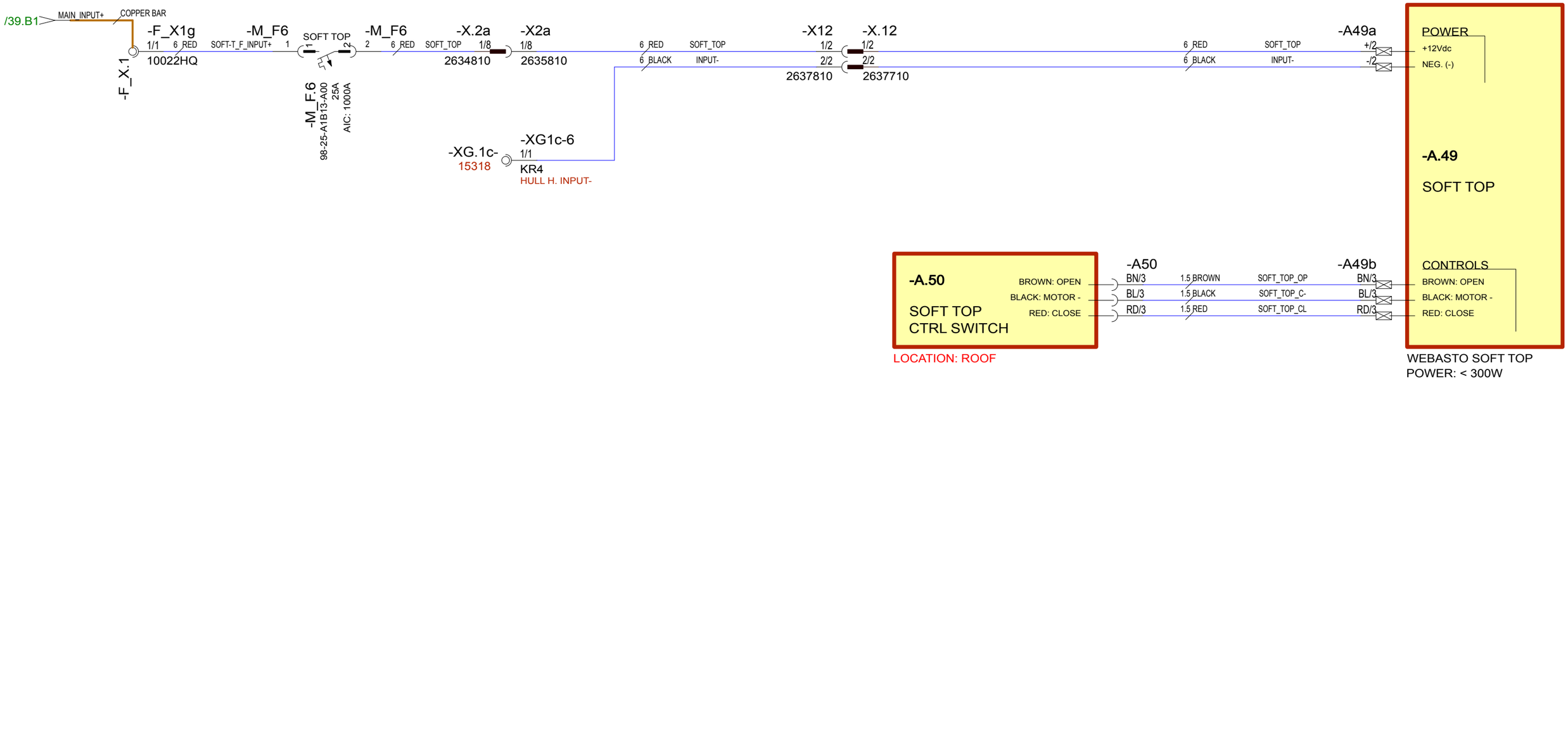



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | HEATER - DIAGRAM | HL | 52 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |

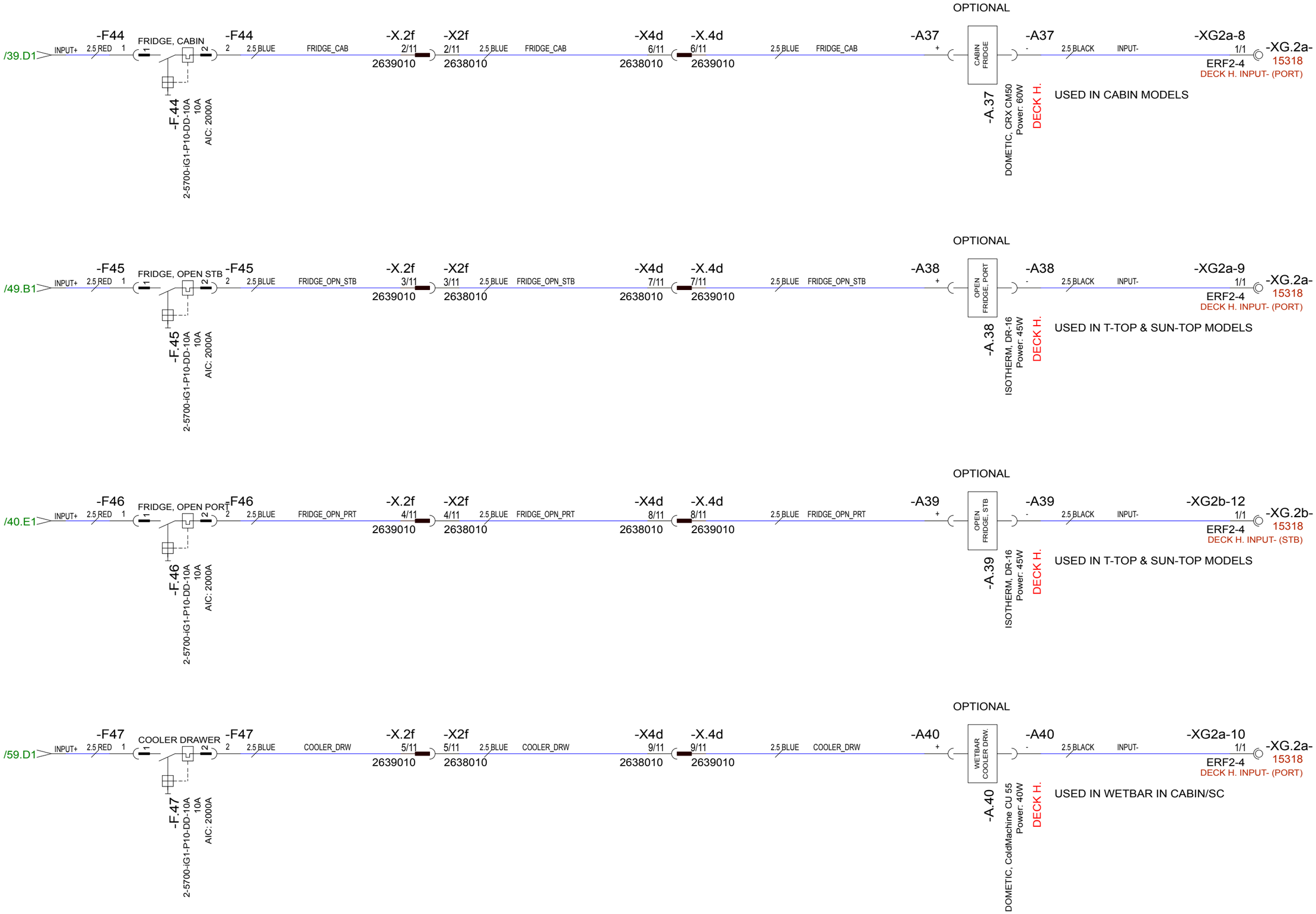



| Date of modification | Modified by | Description | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019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

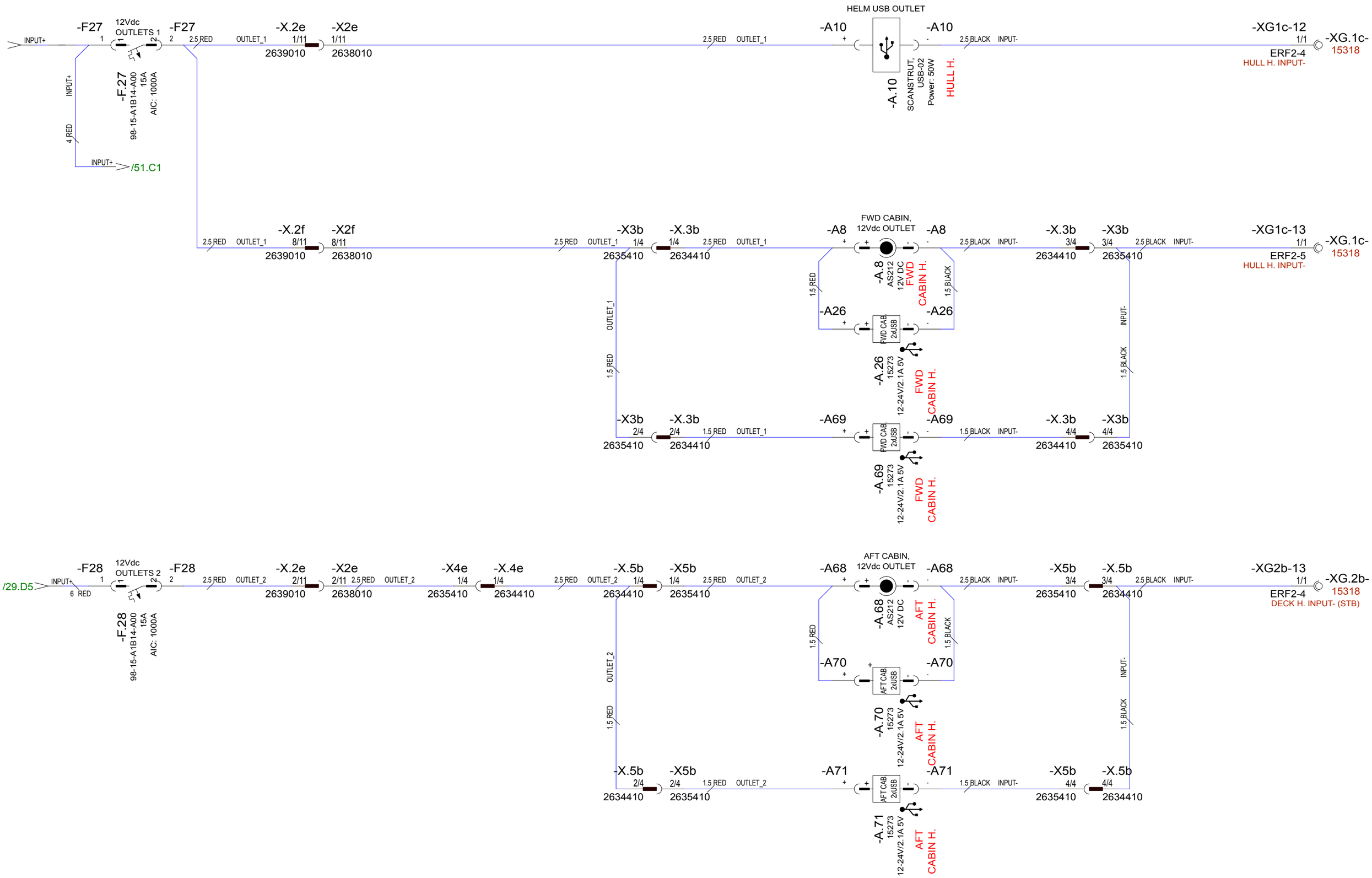
NAVIX designed solutions
Copyright by



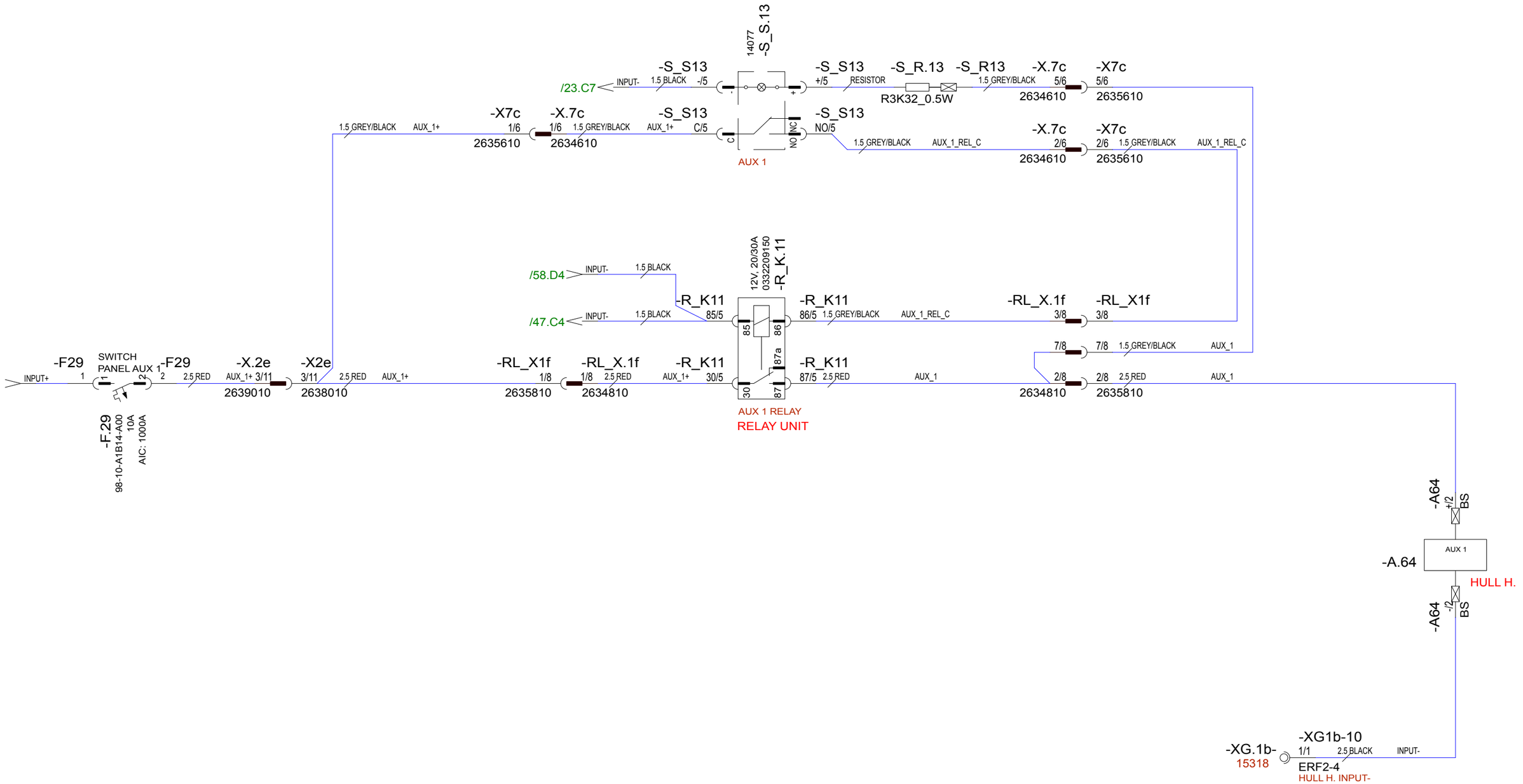

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 5.4.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. 5 | | 37 MY20 | SOFT TOP - DIAGRAM | HL | 54 / 149 |
| Date of modification | Modified by | Description | Project rev. B | Copyright by | Boat model | Title | Loc | Sheet |



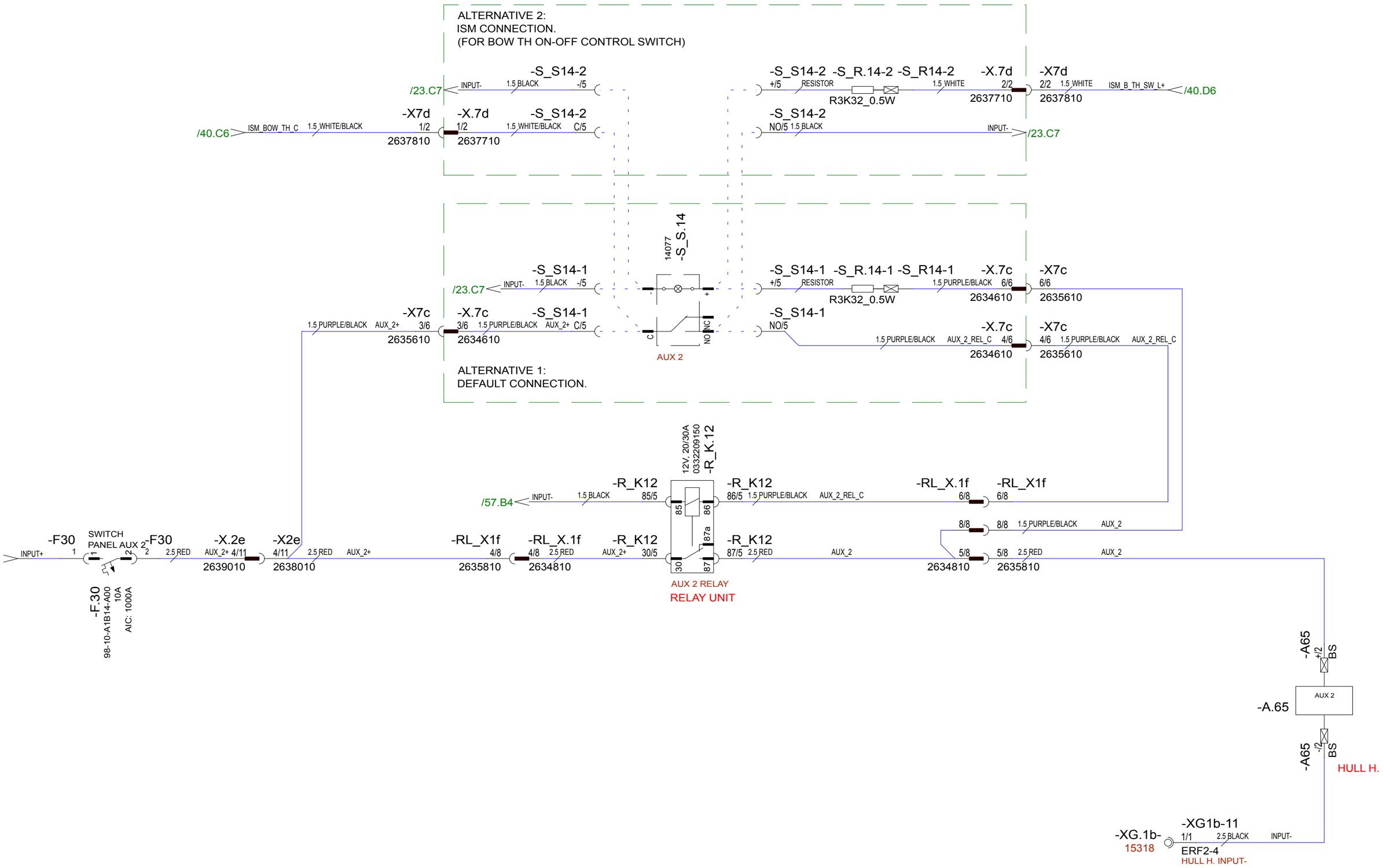

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT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



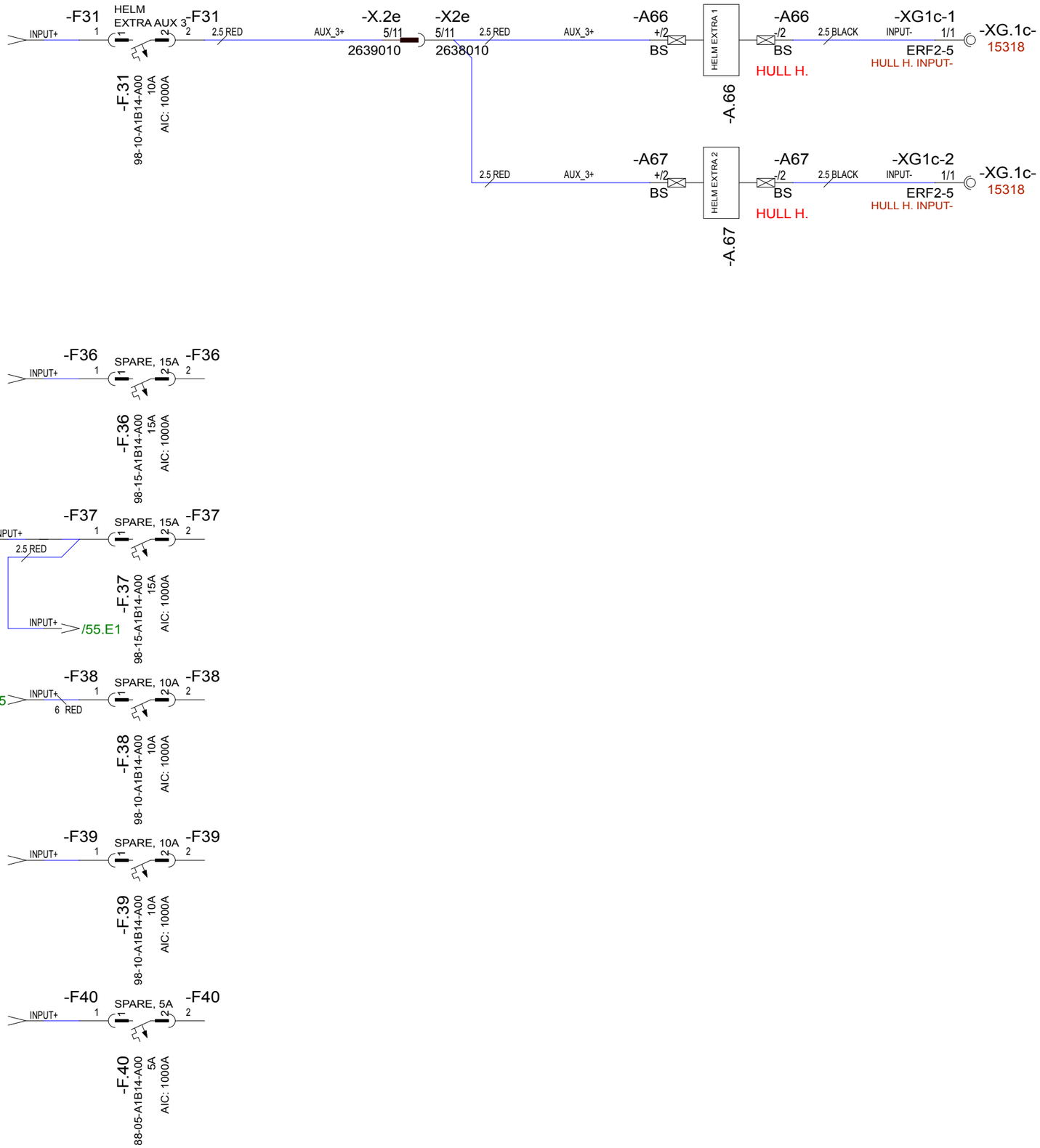

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | Sheet rev. | 5 | | 37 MY20 | 12Vdc OUTLETS/ USB - DIAGRAM | HL | 56 / 149 |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | Loc | Sheet |



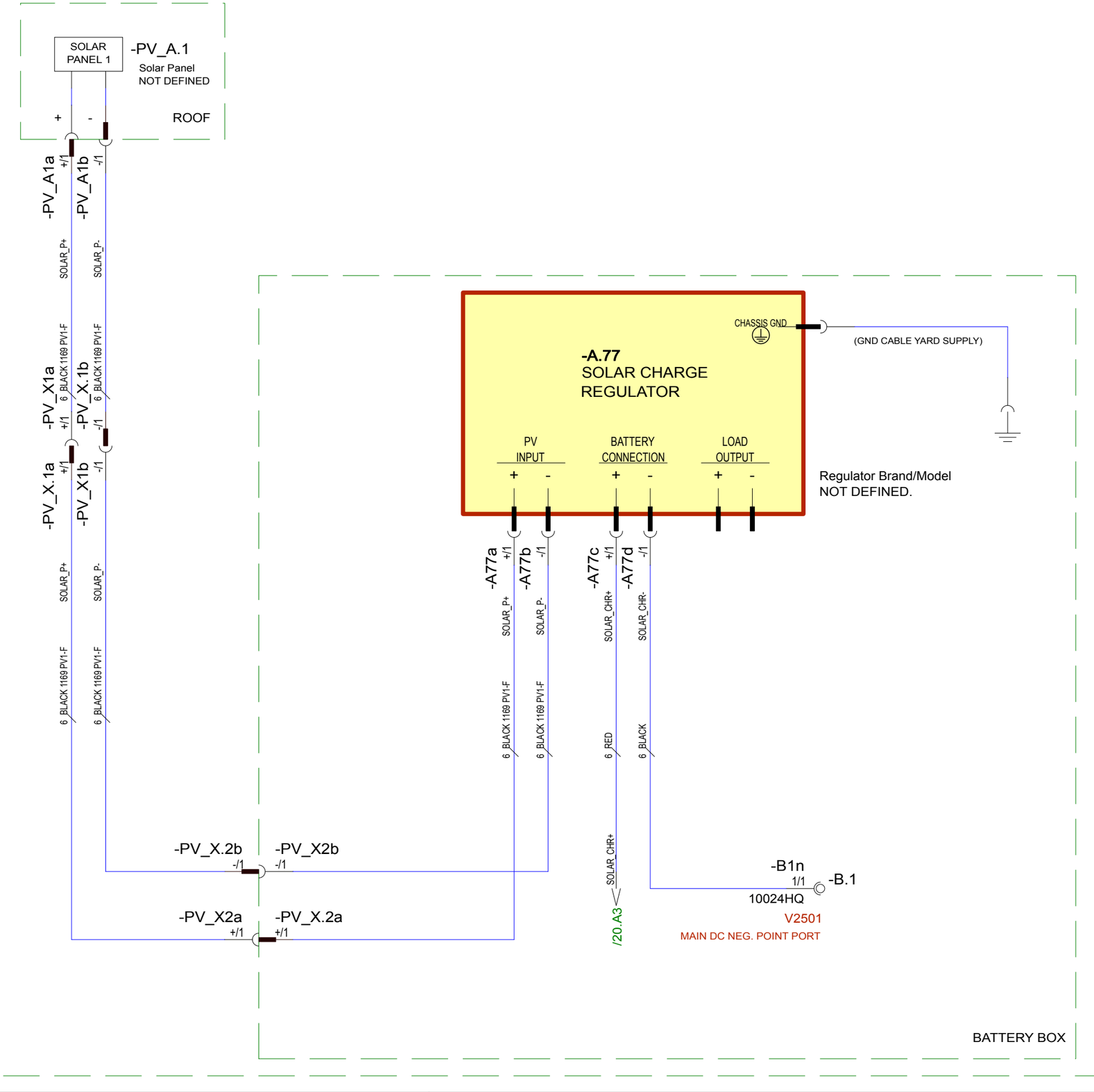

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT MODIFIED. | 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 |



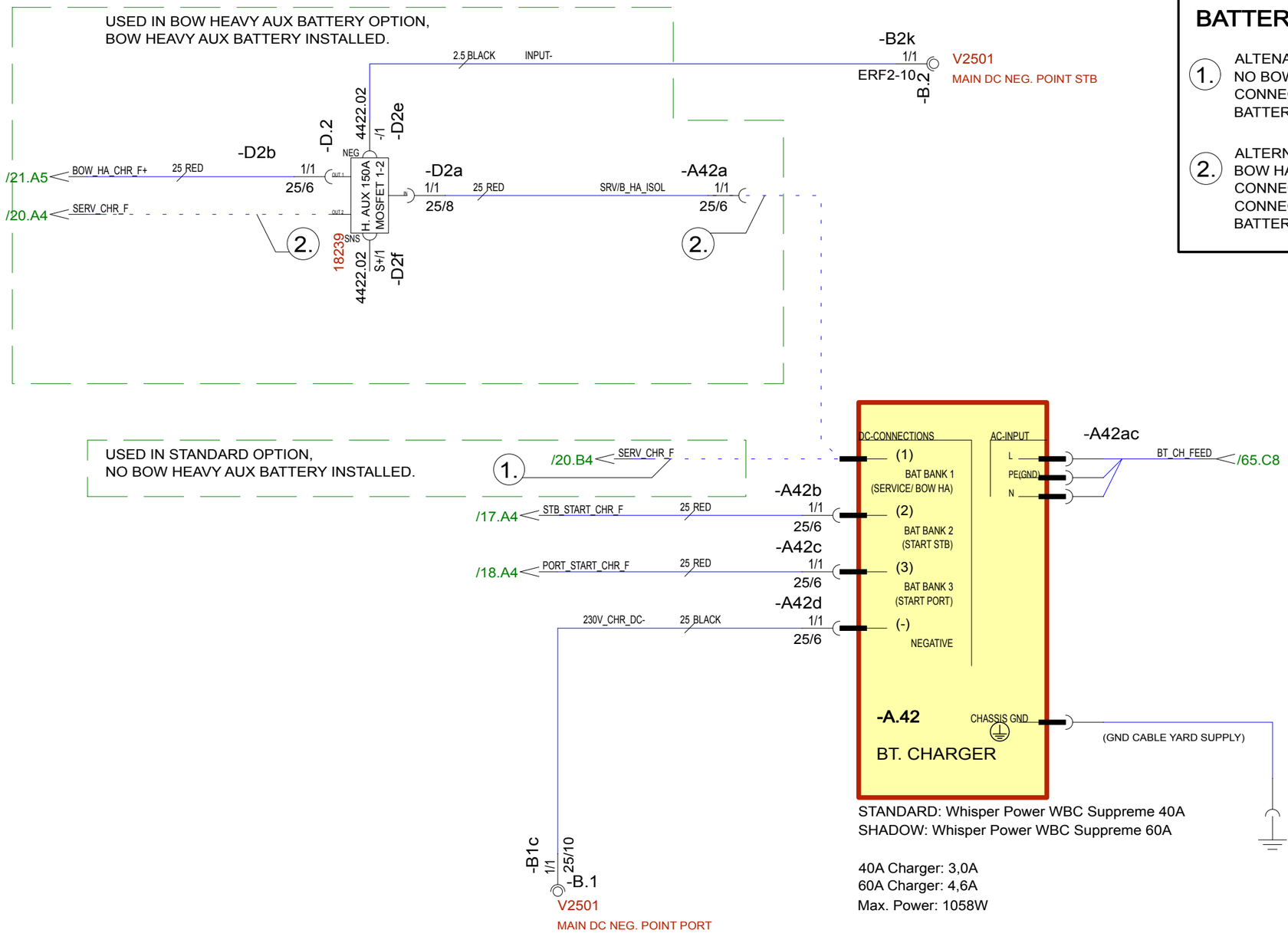

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT 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 |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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 3, SPARE, EXTRA, MERCURY AUX - DIAGRAM | HL | 59 / 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 | 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

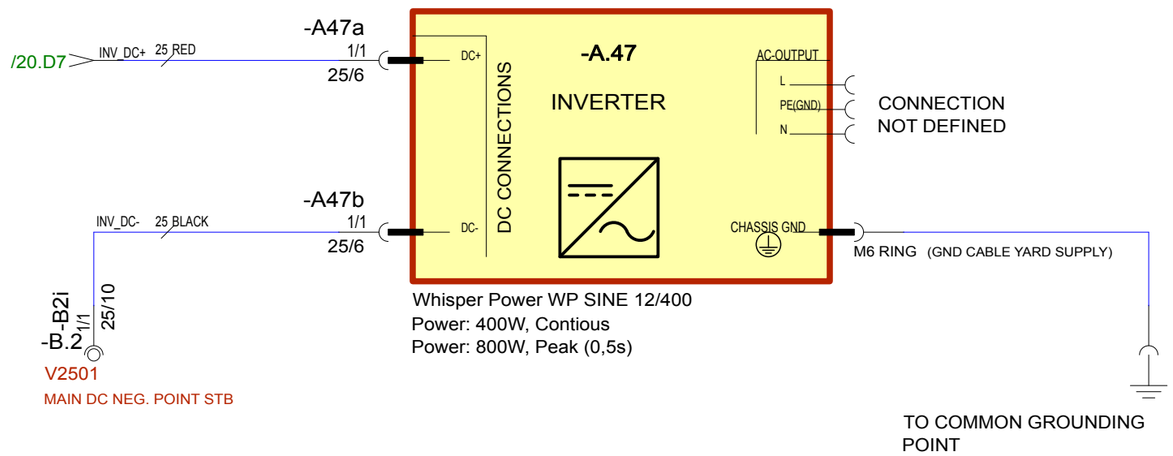
LINES 2 & 3 (BANKS 2 & 3) ARE PARALLEL LINES BUT SEPARATED WITH DIODES.

| 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 |

Copyright by NAVIX designed solutions

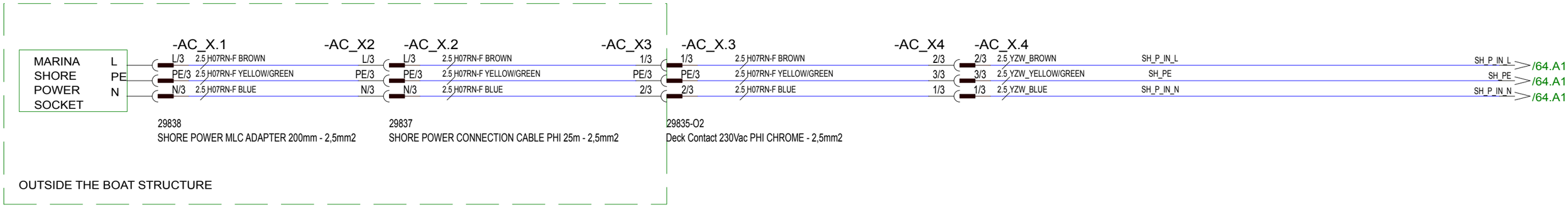
| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | | |
| **Boat model** | **Title** | HL | **Sheet** |
| 37 MY20 | BATTERY CHARGER - DIAGRAM | Loc | 61/ 149 |

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
Copyright by




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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

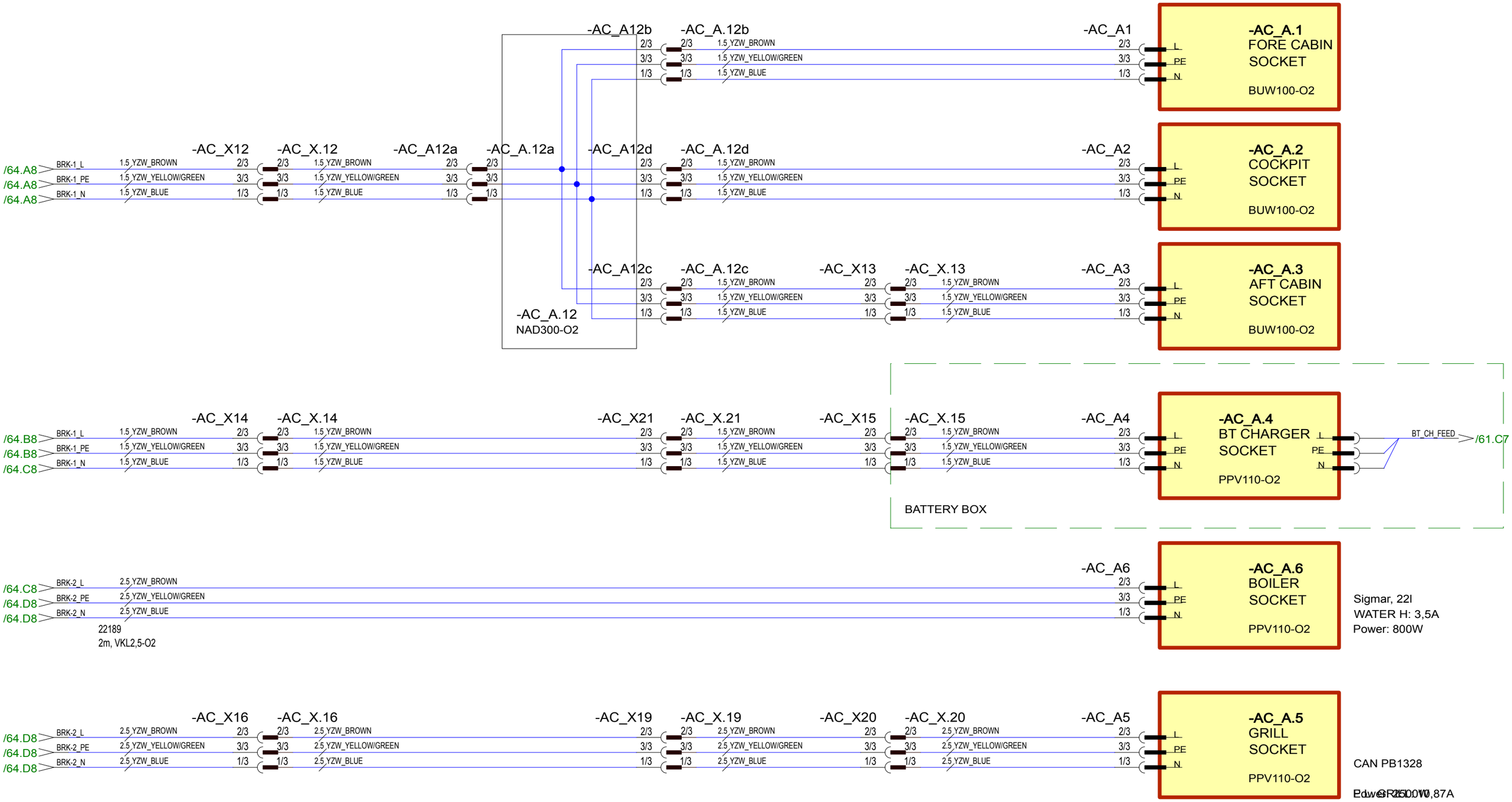
SHIP
Whisper Power, 60110150 WP-GI 32A
-AC_A10b
SHIP/1
ERF2-6
GAL. ISOL: SHIP PE

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

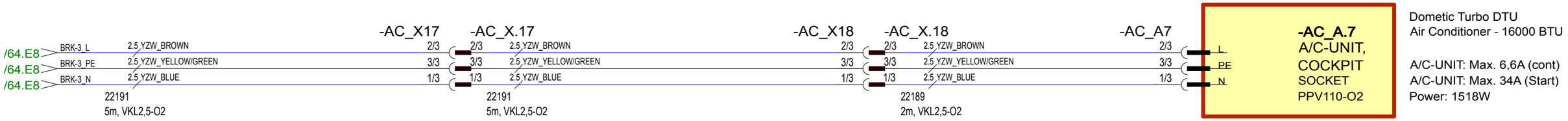
-AC_XG1
2.5 H07V2-K YELLOW/GREEN
2.5 YZW_YELLOW/GREEN
28717
AC GROUNDING MAIN BUSBAR
-AC_XG.1

| 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 |

NAVIX designed solutions
Copyright by

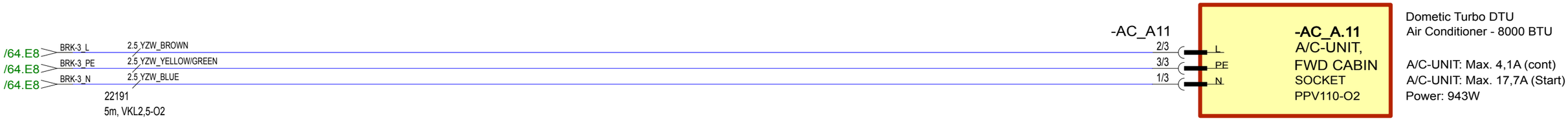



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B4: NOT MODIFIED. | Date | 14.1.2019 | NAVIX designed solutions | Axopar | | | |
| 1.11.2019 | TT | B5: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| 17.09.2019 | AR | A3: NOT 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 |

Copyright by

NAVIX designed solutions

| 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 |

Copyright by

NAVIX designed solutions

| 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 |

Copyright by

NAVIX designed solutions

| 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 |

Copyright by

| 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

NAVIX designed solutions
Copyright by

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

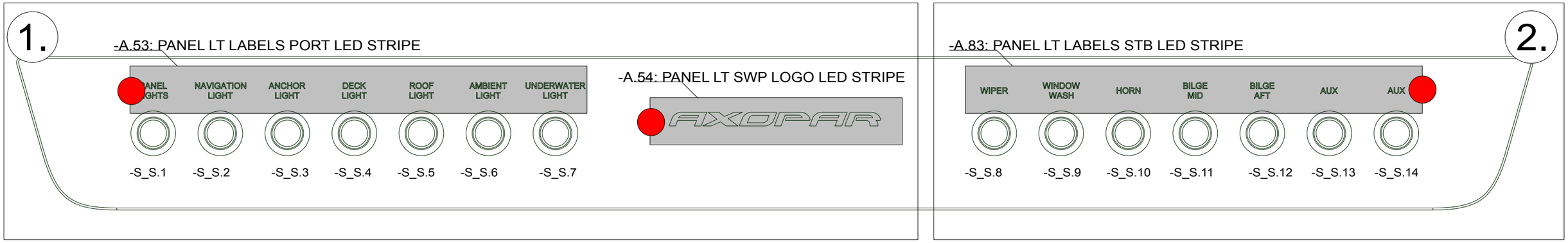
SW. PANEL NEG. STB -S_XG2b#1
1.5 BLACK -S_XG2a INPUT-
1.5 BLACK -S_S11:- INPUT-
1.5 BLACK -S_S12:- INPUT-
1.5 BLACK -S_S13:- INPUT-
1.5 BLACK -S_XG2c INPUT-
-S_XG.2b 12743

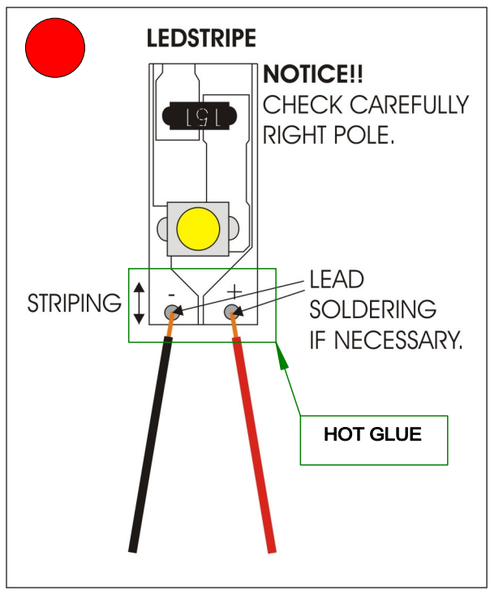
SW. PANEL NEG. STB -S_XG2c#1
1.5 BLACK -S_XG2b INPUT-
1.5 BLACK -S_S14-1:- INPUT-
1.5 BLACK -S_S14-2:- INPUT-
1.5 BLACK -S_S14-2:NO INPUT-
1.5 BLACK -PL_X3:2 INPUT-
-S_XG.2c 12743

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 |

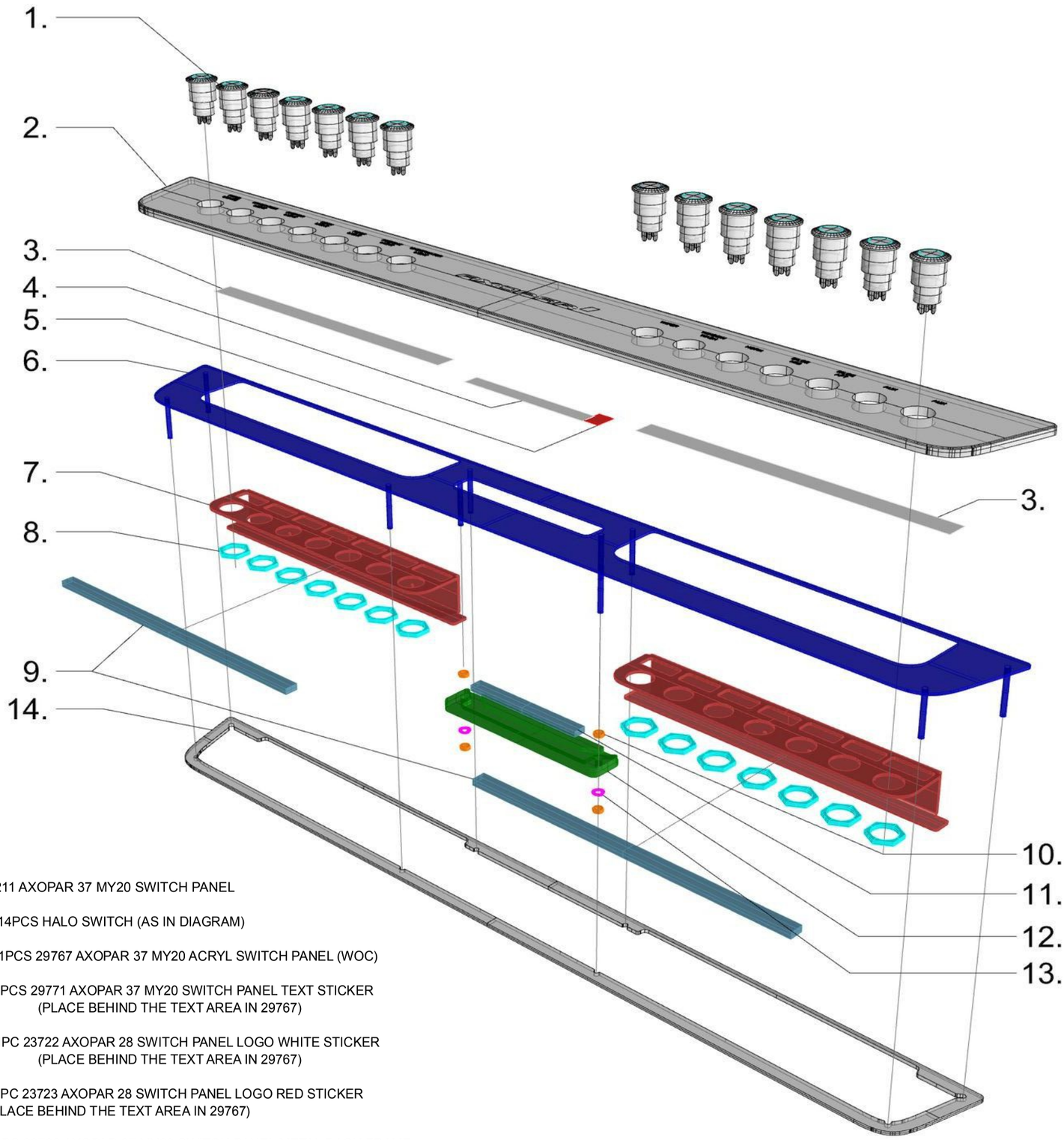
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 2 |
| Project rev. | B |

Copyright by

NAVIX designed solutions

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29211<br>Product code | Project ID |
| 37 MY20<br>Boat model | SWITCH PANEL<br>Title | HL<br>Loc | 73 / 149<br>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

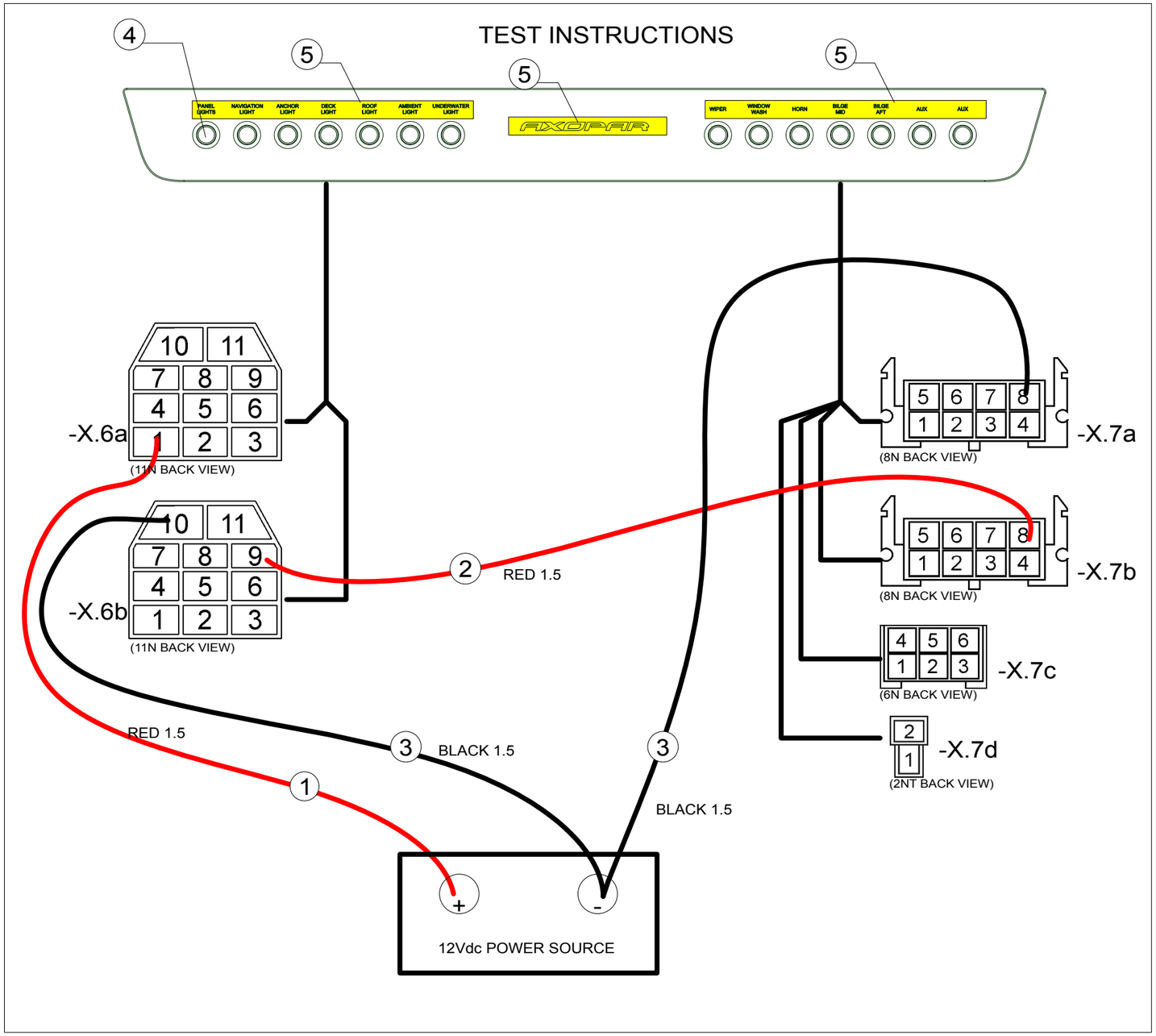
TEST

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

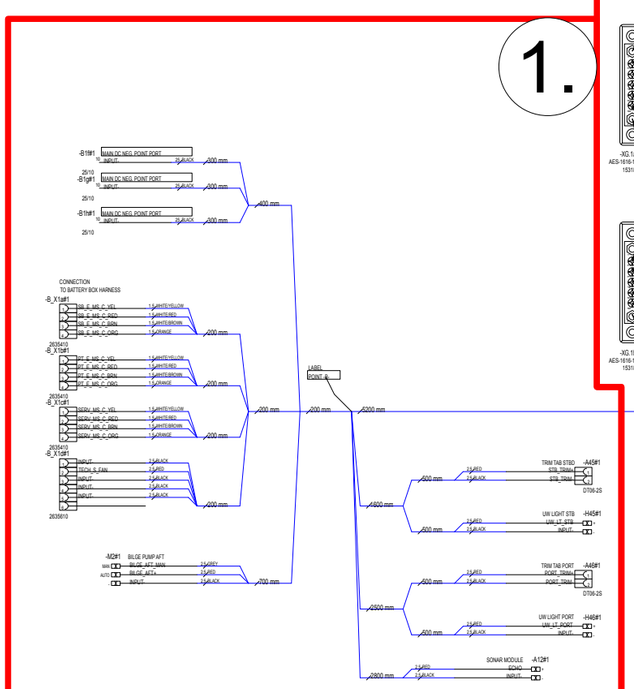
DATE _____

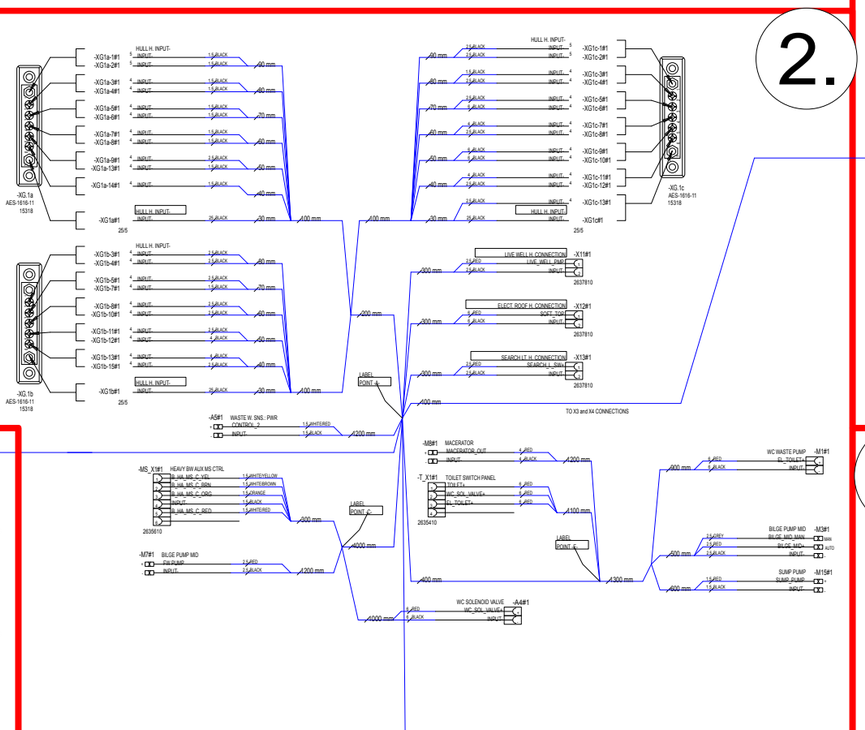
TESTED BY _____




| 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

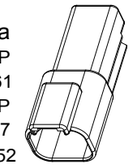
EXAMPLE: RED 16mm2 WIRE MARKINGS.

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

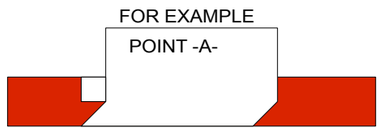


-A45#1
DT06-2S
10930002
+WEDGELOCK: W2S
10930102

-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

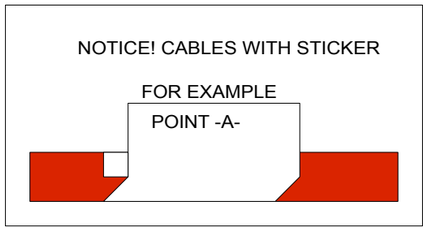
| | | | |
|---|---|---|---|
| Axopar | | 29585 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | HULL HARNESS | HL | 78 / 149 |
| Boat model | Title | Loc | Sheet |

3.

CONNECTION TO RELAY UNIT

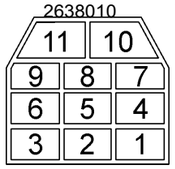
NOTICE! CABLES WITH STICKER

FOR EXAMPLE POINT -A-



-RL_X1a#1

-RL_X1a#1
2638010




(11U BACK VIEW)

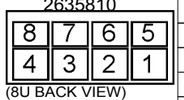
| | | | |
|---|---|---|---|
| 1 | MAIN_CAB_LT+ | -X2b:3 | 1.5 WHITE/YELLOW |
| 2 | MC_ROOF_LT | -X6b:6 | 1.5 WHITE/YELLOW |
| 3 | MC_RF_L_REL_C | -X6b:2 | 1.5 WHITE/YELLOW |
| 4 | MAIN_CAB_LT+ | -X2b:4 | 1.5 WHITE |
| 5 | MC_AMB_LT | -X6b:7 | 1.5 WHITE |
| 6 | MC_AMB_L_REL_C | X6b:3 | 1.5 WHITE |
| 7 | 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



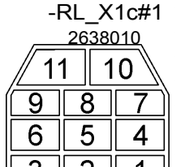

(8U BACK VIEW)

| | | | |
|---|---|---|---|
| 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



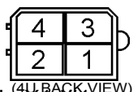

(11U BACK VIEW)

| | | | |
|---|---|---|---|
| 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)

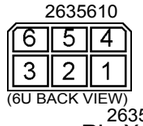
-RL_X1d#1
2635410

| | | | |
|---|---|---|---|
| 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



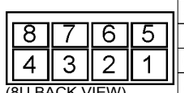

(6U BACK VIEW)

| | | | |
|---|---|---|---|
| 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

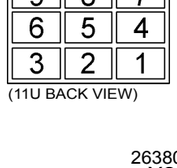
100 mm

200 mm

200 mm

-X2e#1

-X2e#1
2638010



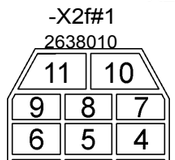

(11U BACK VIEW)

| | | | |
|---|---|---|---|
| 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 |
| - | INPUT- | -XG1b-10:1 | 2.5 BLACK |

500 mm

-A30#1 NMEA200 POWER

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

600 mm

-A66#1 HELM EXTRA 1

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

1300 mm

-A67#1 HELM EXTRA 2

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

1300 mm

-A11a#1 STEREO: POWER

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

1200 mm

-A11b#1 STEREO: EXT. INTEF.

| | | | |
|---|---|---|---|
| EXT | AMP_ON | -X4d:1 | 1.5 BLUE/YELLOW |

900 mm

/78.E6

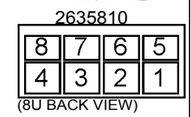
/80.D1

TO SWITCH PANEL AREA

CONNECTION TO FUSE PANEL

-X2a#1

-X2a#1
2635810



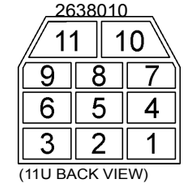

(8U BACK VIEW)

| | | | |
|---|---|---|---|
| 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 |

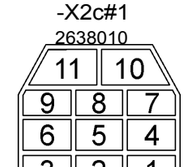
2638010

100 mm

200 mm

-X2c#1

-X2c#1
2638010



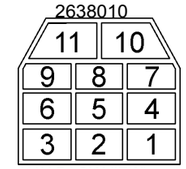

(11U BACK VIEW)

| | | | |
|---|---|---|---|
| 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 | | 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 | 79 / 149 |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title | Loc | 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

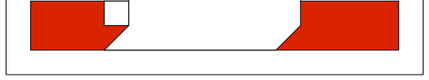
| | | | | |
|---|---|---|---|---|
| + | VHF_RADIO | -X2c:7 | 2.5 RED | 800 mm |
| - | INPUT- | -XG1b-5:1 | 2.5 BLACK | |

## -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

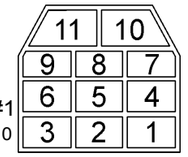
/78.D6

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



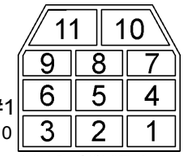

-X4a#1
2638010
(11U BACK VIEW)

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



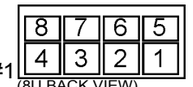

-X4b#1
2638010
(11U BACK VIEW)

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



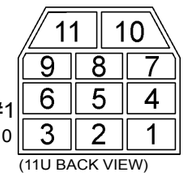

-X4c#1
2635810
(8U BACK VIEW)

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



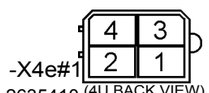

-X4d#1
2638010
(11U BACK VIEW)

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

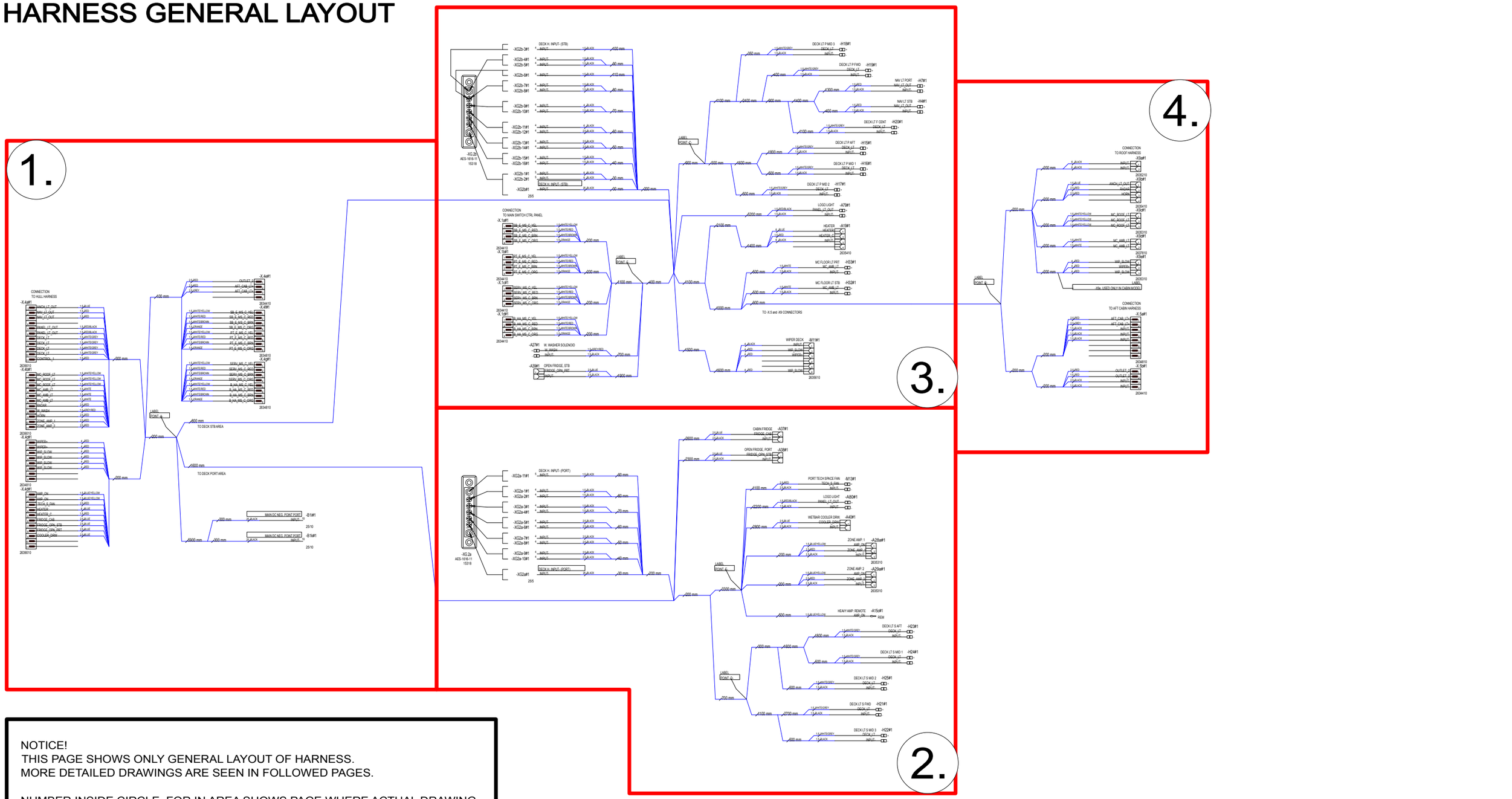
| | | | |
|---|---|---|---|
| 1 | SERV_MS_C_YEL | -B_X1c:1 | 1.5 WHITE/YELLOW |
| 2 | SERV_MS_C_RED | -B_X1c:2 | 1.5 WHITE/RED |
| 3 | SERV_MS_C_BRN | -B_X1c:3 | 1.5 WHITE/BROWN |
| 4 | SERV_MS_C_ORG | -B_X1c:4 | 1.5 ORANGE |
| 5 | B_HA_MS_C_YEL | -MS_X1:1 | 1.5 WHITE/YELLOW |
| 6 | B_HA_MS_C_RED | -MS_X1:5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

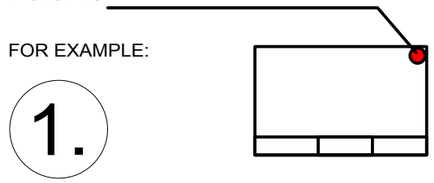
# HARNESS GENERAL LAYOUT




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

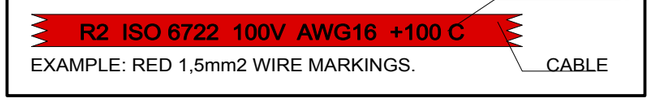
NUMBER INSIDE CIRCLE, FOR IN AREA SHOWS PAGE WHERE ACTUAL DRAWING INCLUDES.

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 |

Copyright by NAVIX designed solutions

| | | | |
|---|---|---|---|
| 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 |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| 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 |

NAVIX designed solutions

Copyright by

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- -

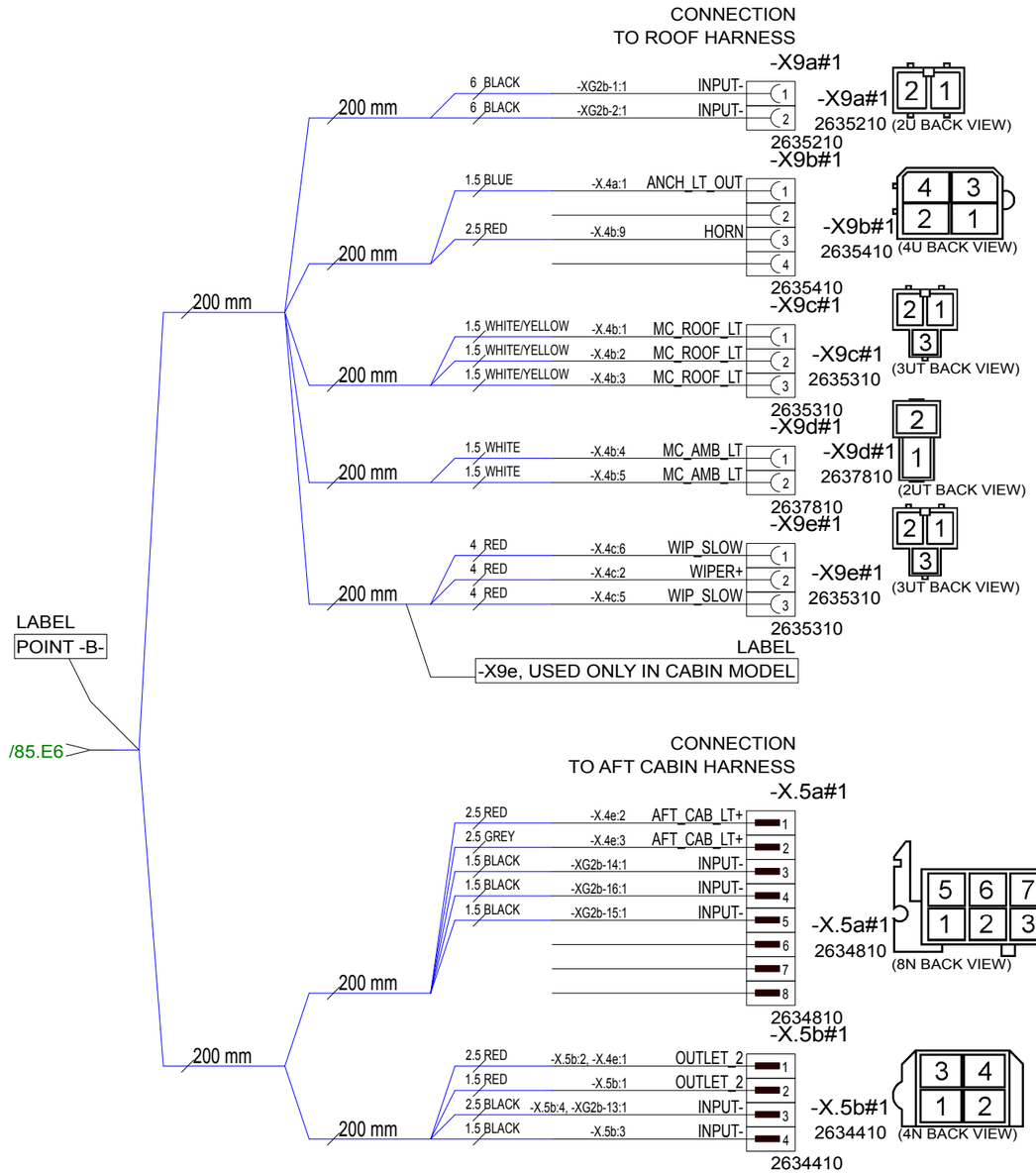
1000 mm
900 mm
/86.D1
TO -X.5 and -X9 CONNECTORS

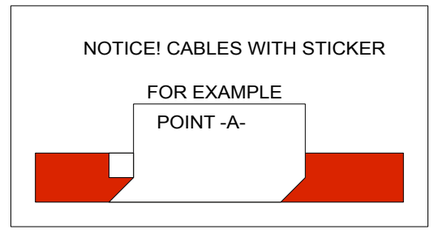
3100 mm
WIPER DECK -M11#1
4 BLACK -XG2b-9:1 INPUT- 1
4 RED -X.4c:4 WIP_SLOW 2
4 RED -X.4c:1 WIPER+ 3
4
5
4 RED -X.4c:3 WIP_SLOW 6
2635610
-M11#1 2635610 (6U BACK VIEW)
6 5 4
3 2 1

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

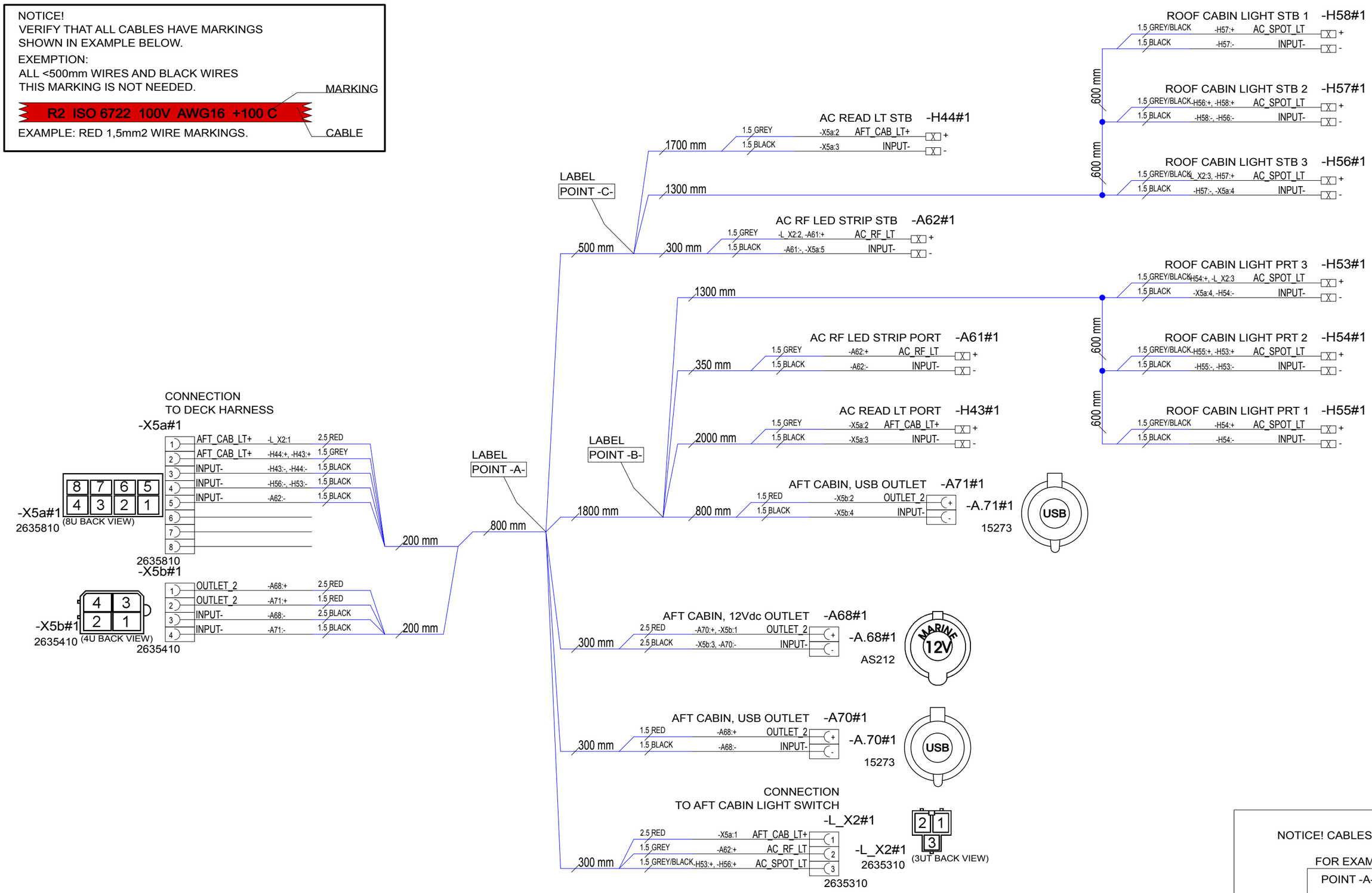
| | | | |
|---|---|---|---|
| Axopar | | 29587 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | FORE CABIN HARNESS | HL | 87 / 149 |
| Boat model | Title | Loc | Sheet |

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

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

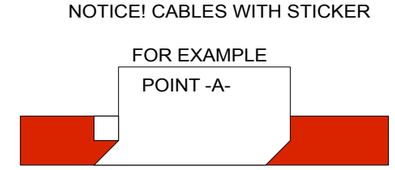



EXAMPLE: RED 1,5mm2 WIRE MARKINGS.




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

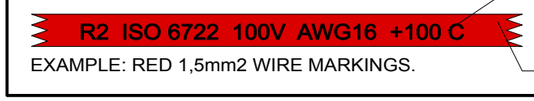
-C_XG.3: CABIN ROOF H. MINUS
ADD LABEL TO BASE
OF THE BUSBAR.

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- -

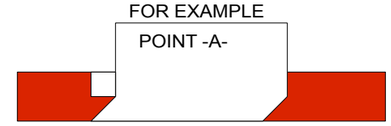
RF LED STRIP FWD -A73#1
1.5 WHITE -O_X.9d:1 MC_AMB_LT +
1.5 BLACK -O_XG3-8:1 INPUT- -

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 |

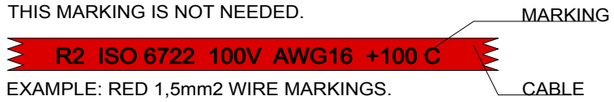
Date 17.5.2019
Drawing by TuM
Sheet rev. 2
Project rev. B

NAVIX designed solutions
Copyright by

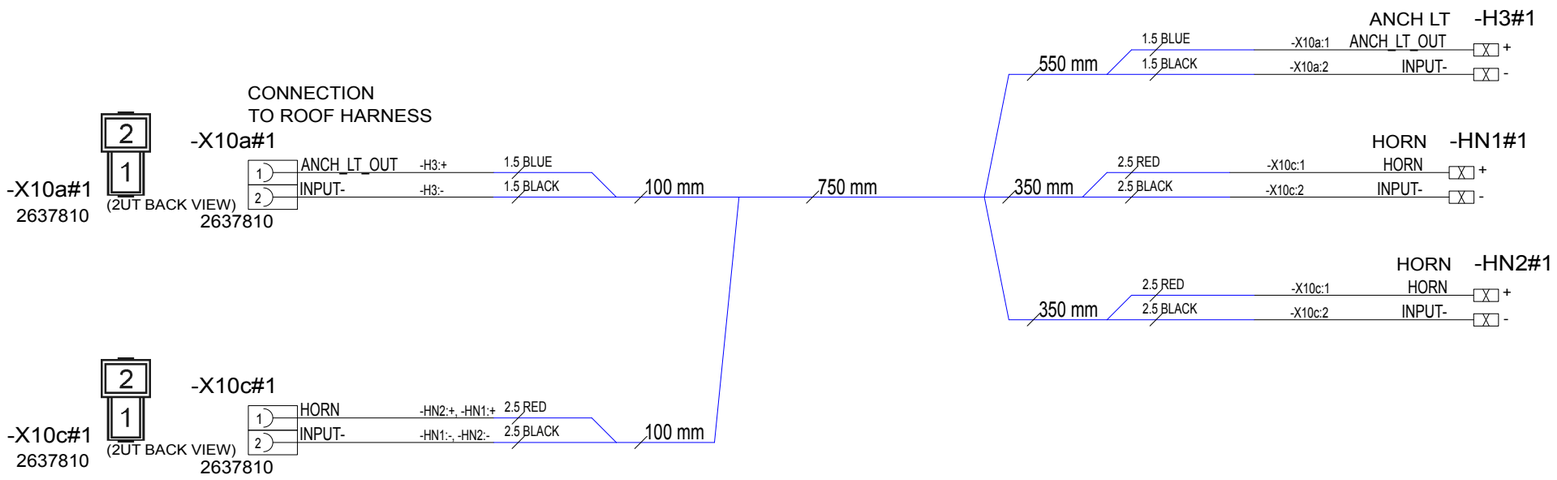
Axopar — Boat
37 MY20 — Boat model
Sub-product code
29590 — Product code
Project ID
OPEN ROOF HARNESS — Title
HL — Loc
90 / 149 — Sheet

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 |

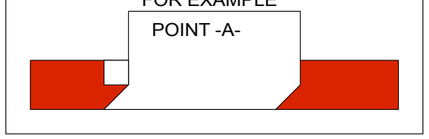
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

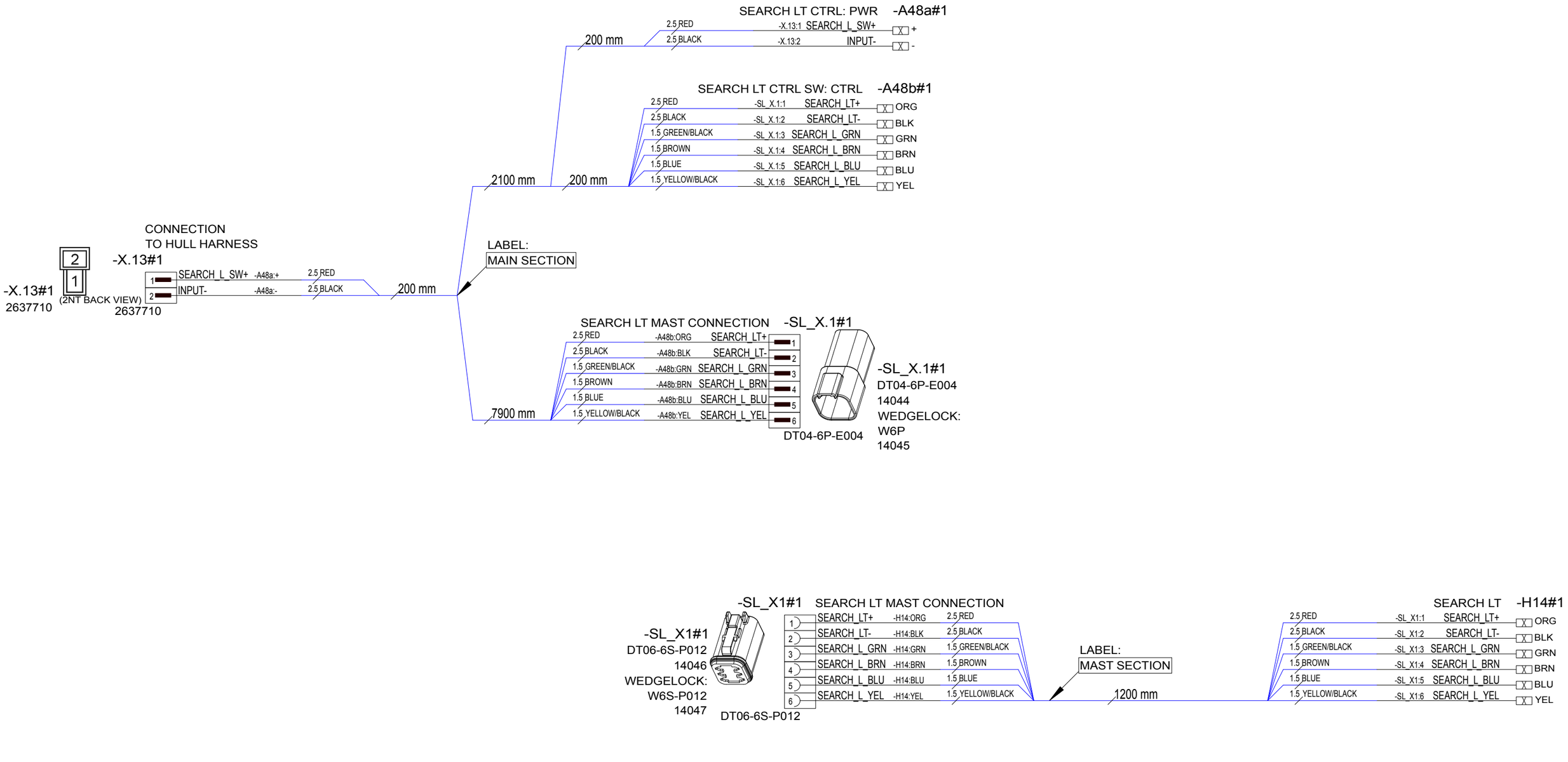
EXEMPTION:
ALL <500mm WIRES AND BLACK WIRES
THIS MARKING IS NOT NEEDED.

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. |

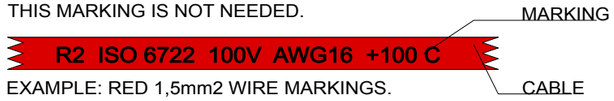
| | |
|---|---|
| Date | 21.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 1 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

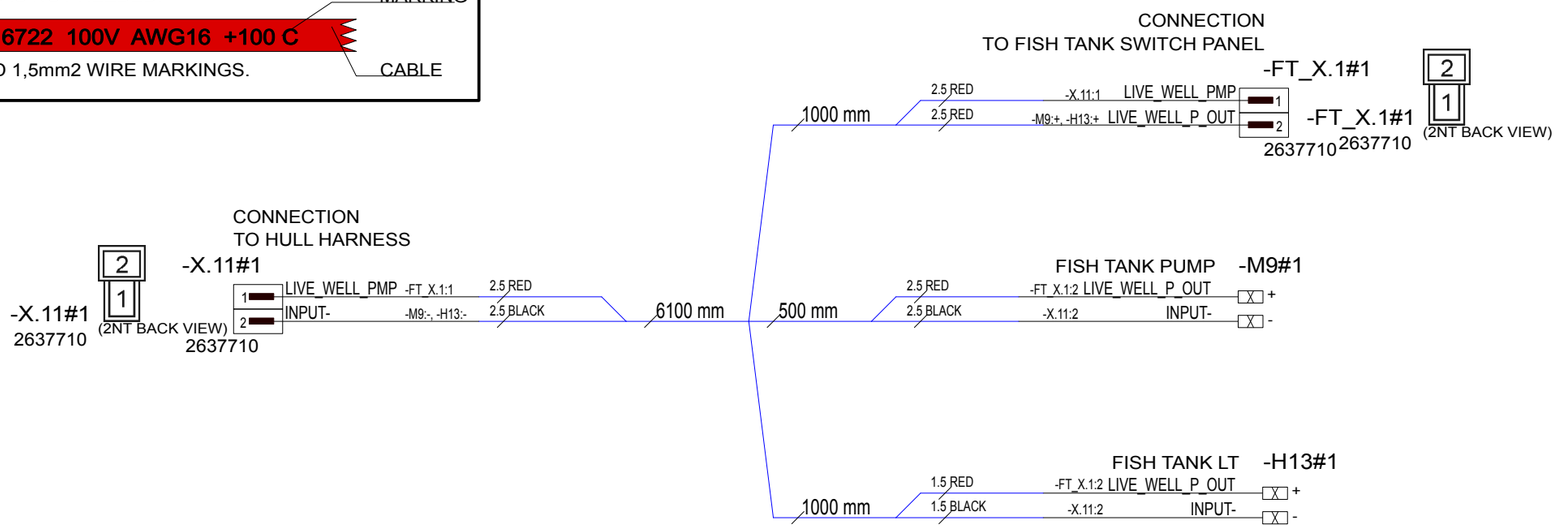
| | | | |
|---|---|---|---|
| Axopar<br>Boat | | 29592<br>Product code | Project ID |
| 37 MY20<br>Boat model | SEARCH LT HARNESS<br>Title | HL<br>Loc | 92 / 149<br>Sheet |

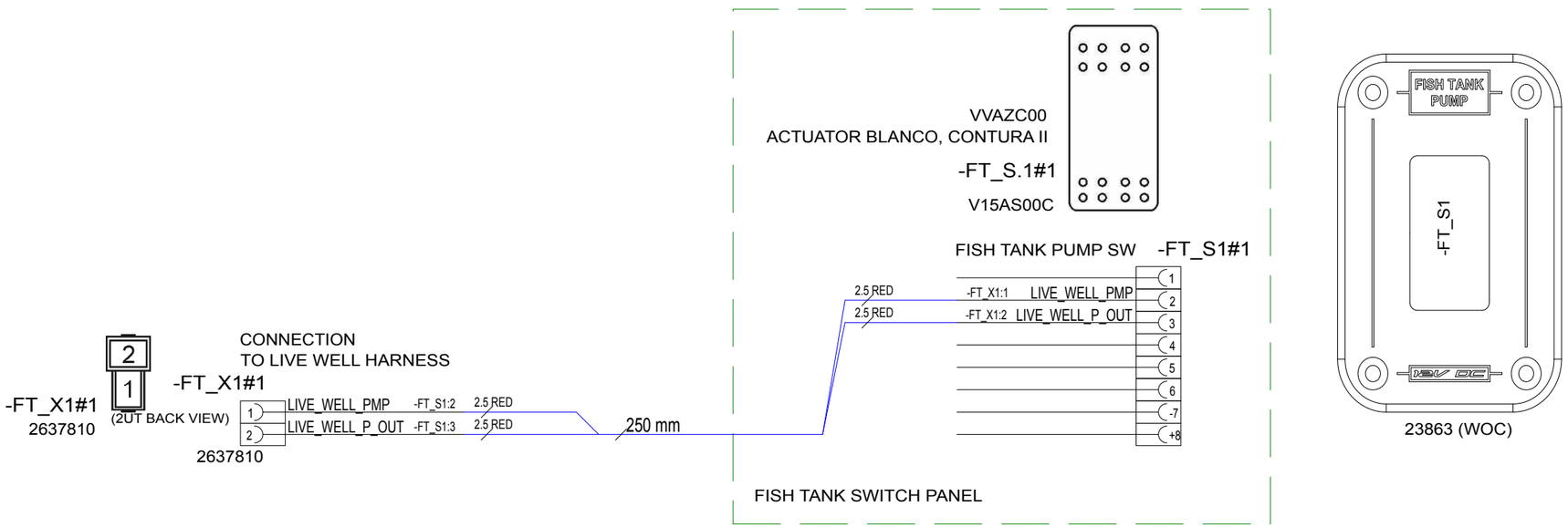
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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




EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

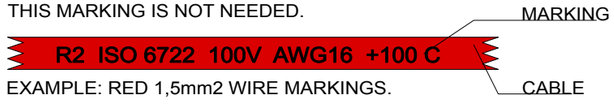


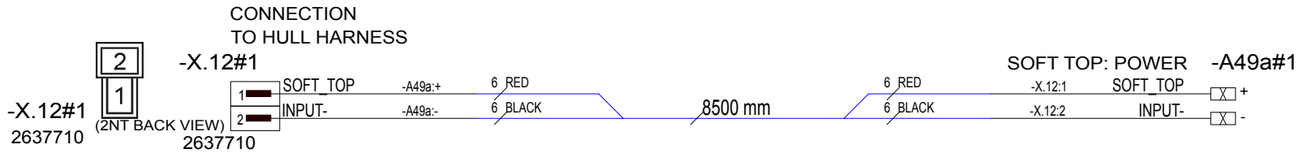

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 21.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date 21.5.2019 | NAVIX designed solutions | Axopar | 23863 | 29593 | |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet 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 |

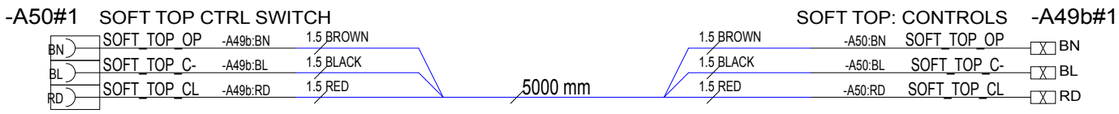
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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

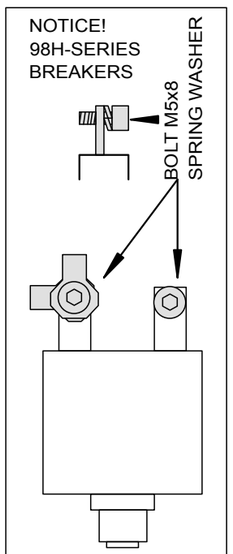
-M_F.4#1 98H-40-A1B10-A00SB
MAIN 4: IN -M_F4a#1 LINE 5 10/5
-F_X1e:1 MAIN_4_INPUT+
10 RED 30 mm 20 mm
MAIN 4: OUT -M_F4b#1 LOAD 5 KR5
-F33:1 INPUT+
6 RED 20 mm
MAIN 4: OUT -M_F4c#1 LOAD 5 KR5
-F38:1 INPUT+
6 RED 20 mm

-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

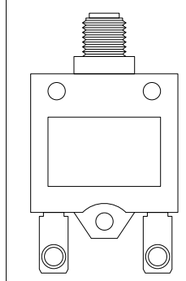
-M_F.6#1 98-25-A1B13-A00
SOFT TOP -M_F6#1 1 2
-F_X1g:1 SOFT-T_F_INPUT+
6 RED 30 mm
-X.2a:1 SOFT_TOP
6 RED

/96.D1

NOTICE!
98H-SERIES
BREAKERS




98H-SERIES
BREAKERS
PINS.

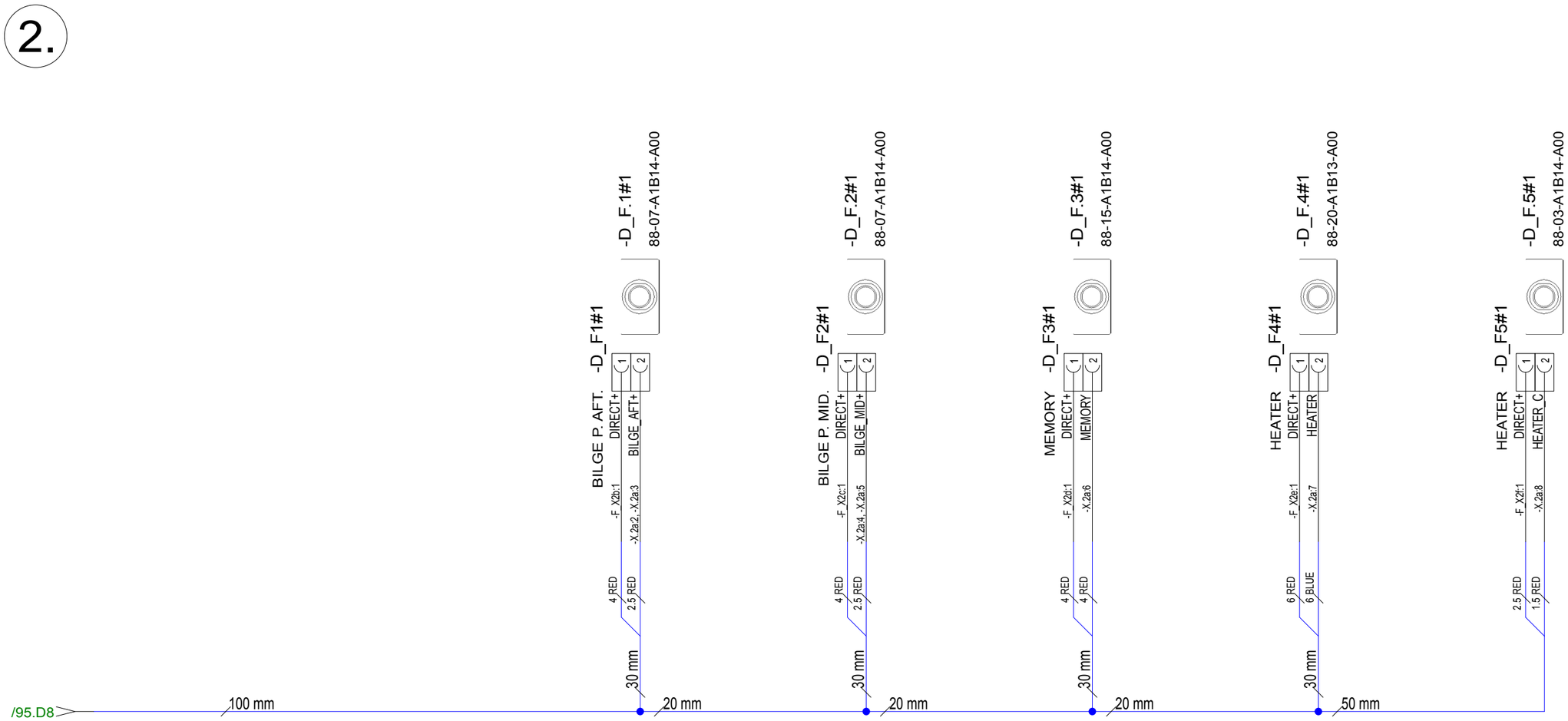



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 11.3.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 11.6.2019 | NAVIX designed solutions | Axopar | SEE EXP. VIEW | 29595 |
| 10.10.2019 | PN | B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP | Drawing by | TuM | | Boat | 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

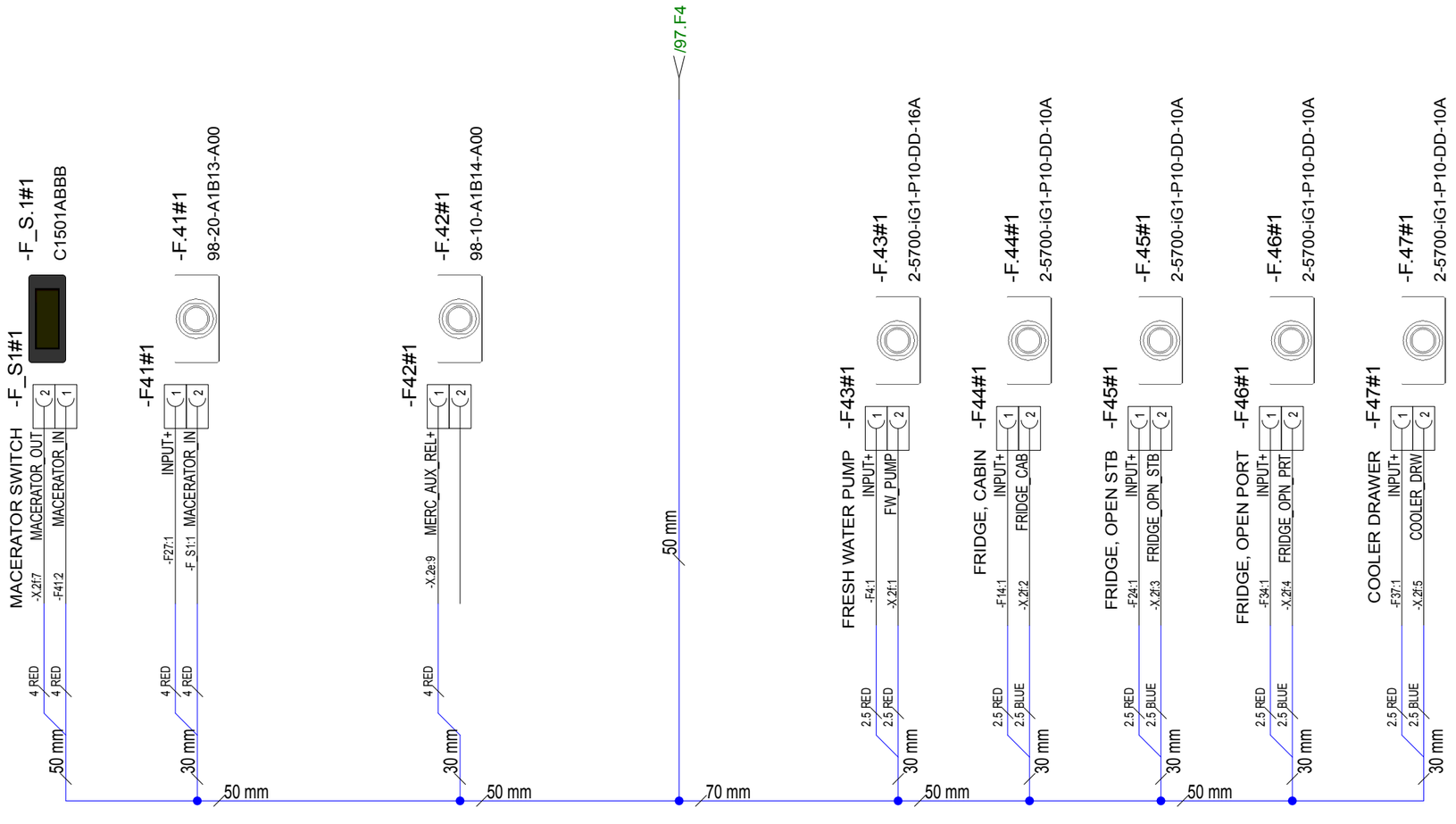
COPPER BAR

/99.A5

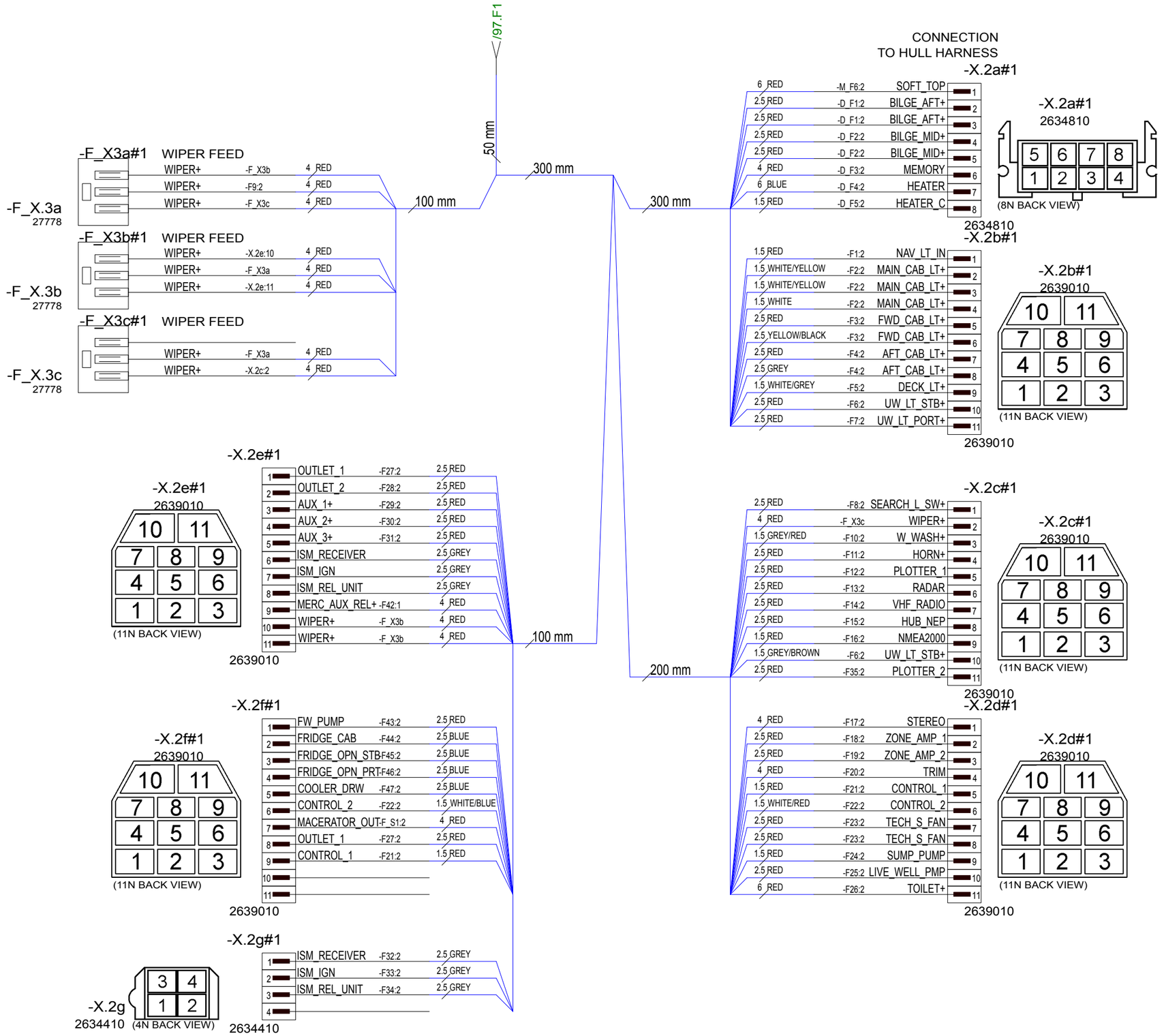
/98.A4

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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.

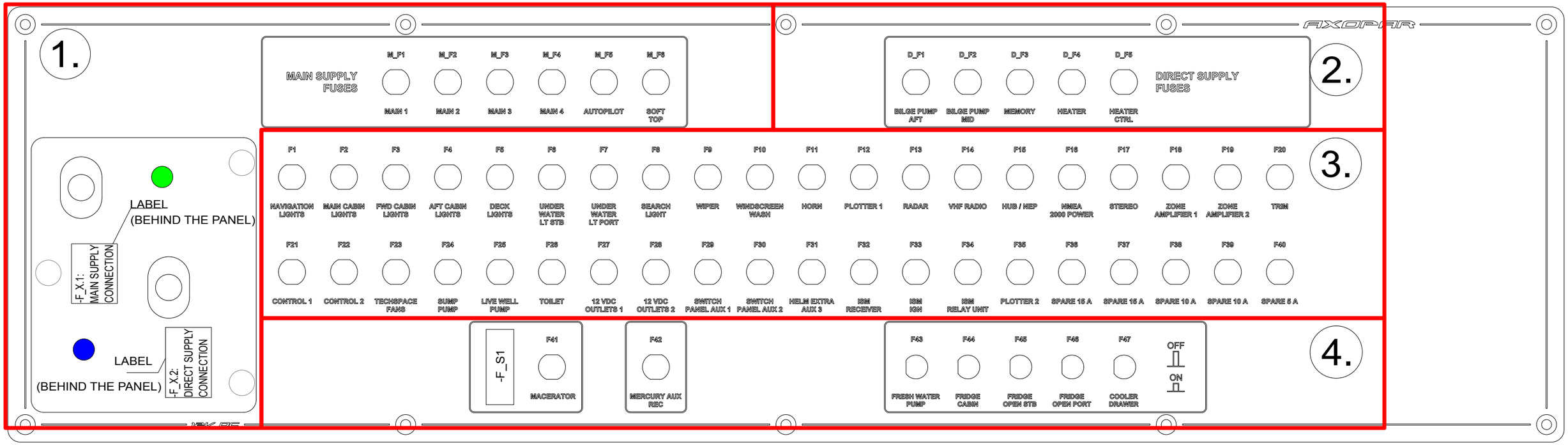
| Date of modification | Modified by | Description |
|---|---|---|
| 11.3.2019 | TuM | A1: INTRODUCED DRAWING. |
| 10.10.2019 | PN | B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP |

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

Copyright by

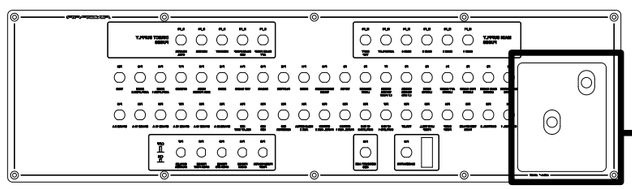
| | | | |
|---|---|---|---|
| Axopar | SEE EXP. VIEW | 29595 | |
| Boat | Sub-product code | Product code | Project ID |
| 37 MY20 | FUSE UNIT | HL | 99 / 149 |
| Boat model | Title | Loc | Sheet |

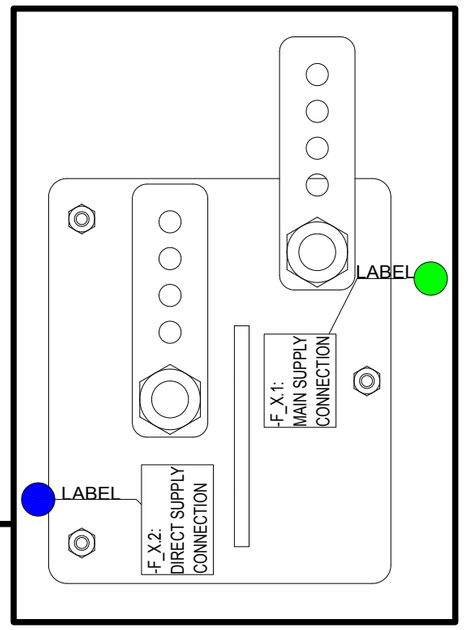
# FUSE PANEL GENERAL LAYOUT/ LABELS




NOTICE!
LABELS BEHIND THE PANEL.

(BACK VIEW)





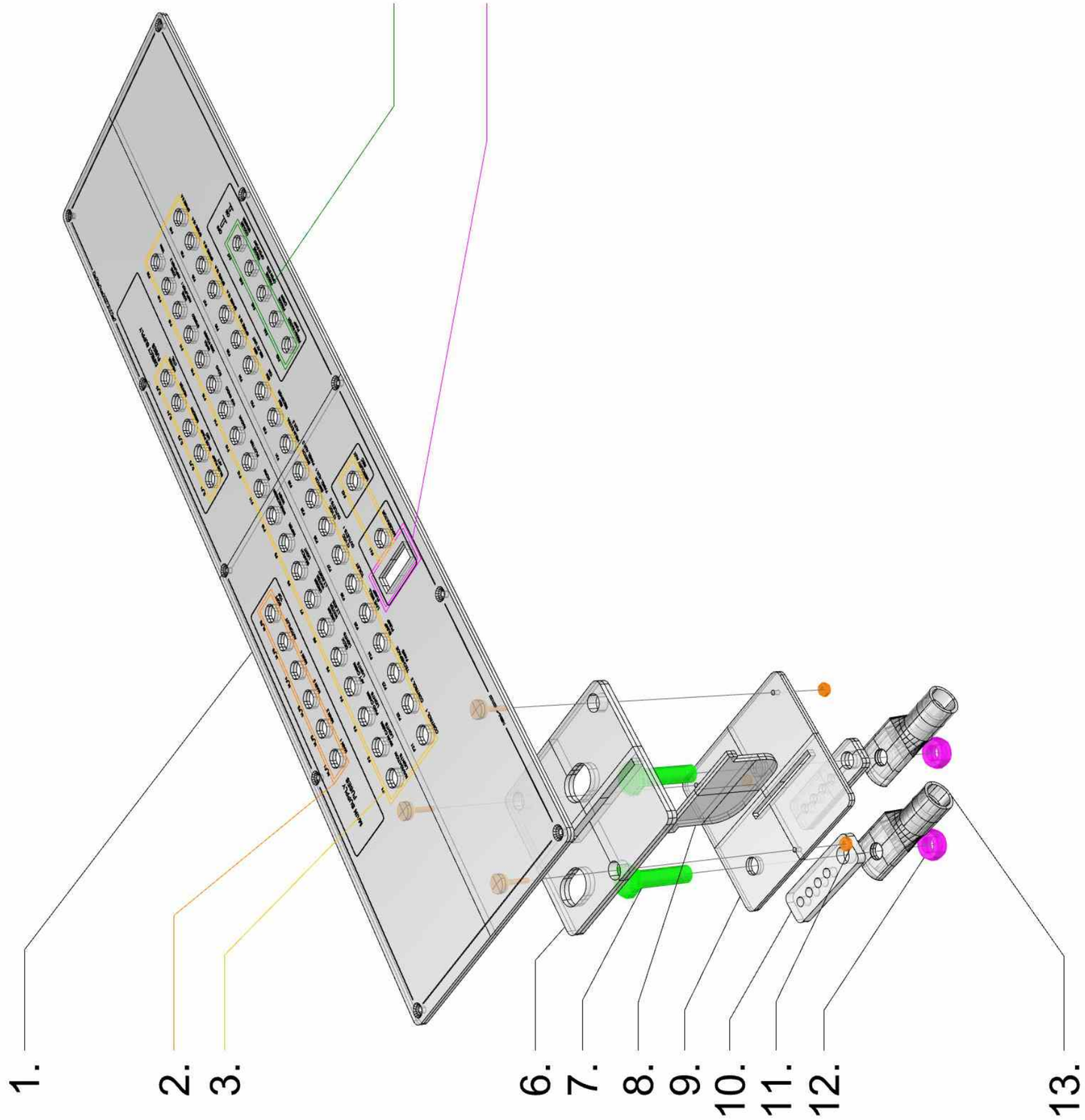

| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 2.7.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 2.7.2019 |
| 10.10.2019 | PN | B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP | Drawing by | TuM |
| | | | Sheet rev. | 2 |
| | | | Project rev. | 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)

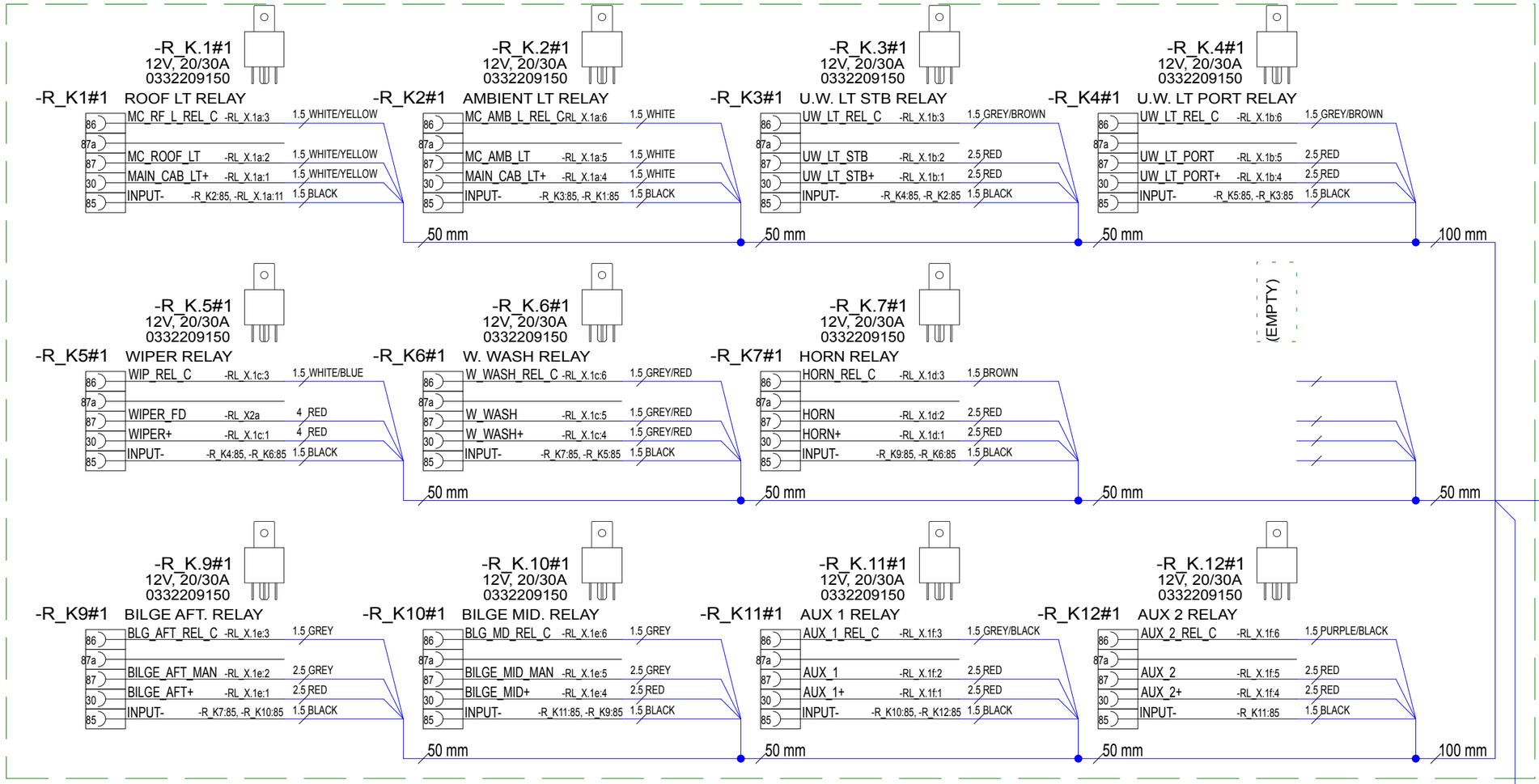
TE 01.07.2019
TE 11.09.2019

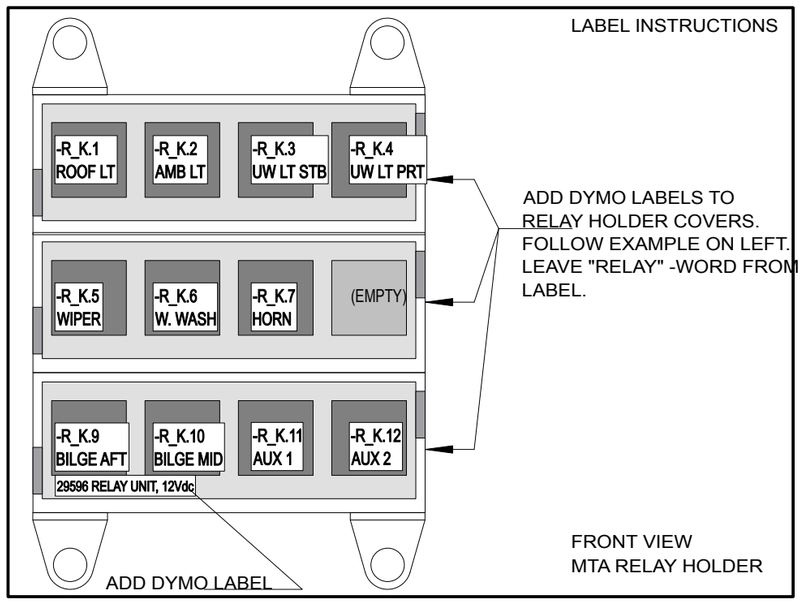
| Date of modification | Modified by | Description |
|---|---|---|
| 11.6.2019 | TuM | A1: INTRODUCED DRAWING. |
| 10.10.2019 | PN | B2: CHANGED MEASUREM., PANEL, -F.35 -> PLOTTER 2, -F.15 ECHO -> HUB/NEP |

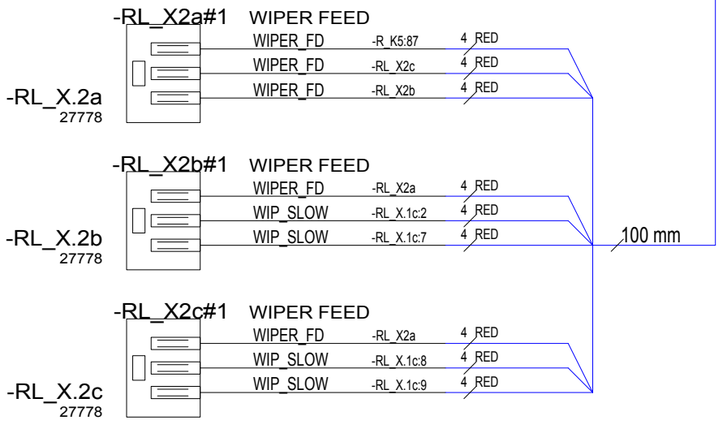
| | |
|---|---|
| Date | 11.6.2019 |
| Drawing by | TuM |
| Sheet rev. | 2 |
| Project rev. | B |

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 |

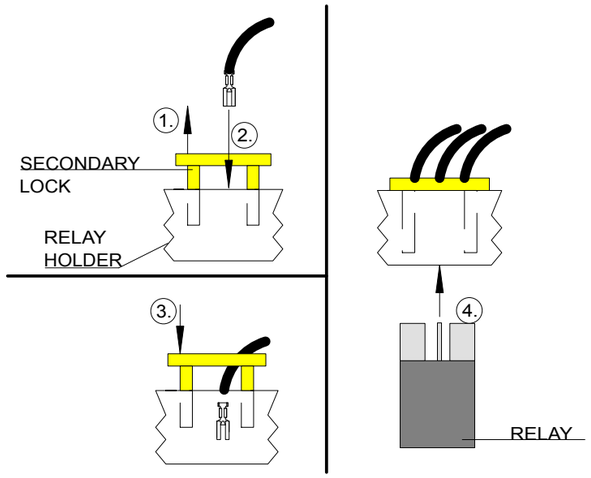
Copyright by

NAVIX designed solutions

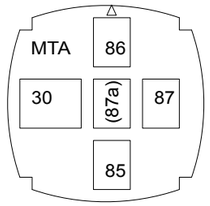
| Boat | Sub-product code | Product code | Project ID |
|---|---|---|---|
| Axopar | | 29596 | |
| **Boat model** | **Title** | **Loc** | **Sheet** |
| 37 MY20 | RELAY UNIT | HL | 102 / 149 |

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



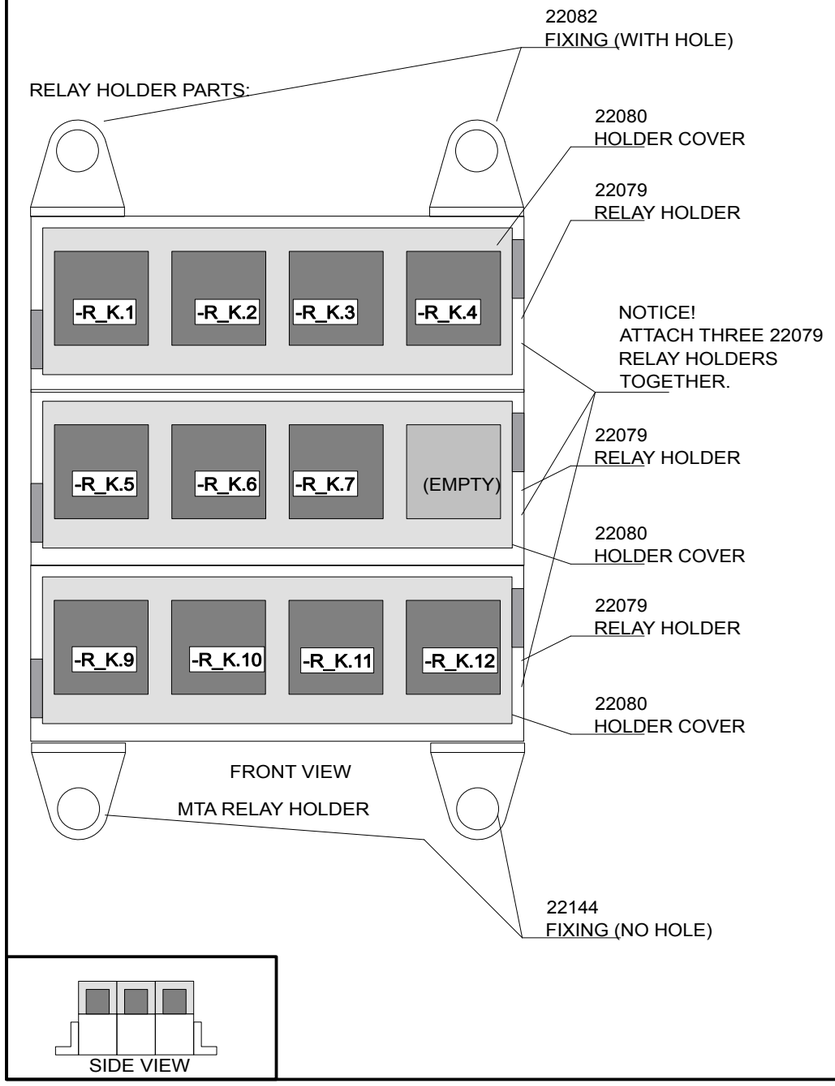

PIN ORDER




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

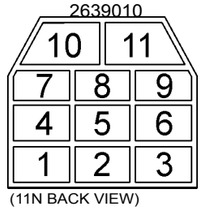
100 mm

-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

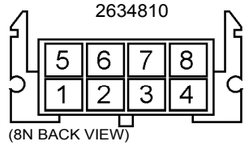



-RL_X.1b#1

| | | | |
|---|---|---|---|
| 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



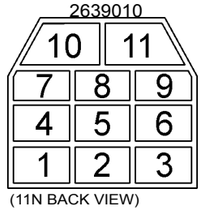

-RL_X.1c#1

| | | | |
|---|---|---|---|
| 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

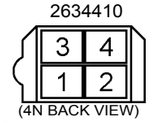



-RL_X.1d#1 -RL_X.1d#1

| | | | |
|---|---|---|---|
| 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



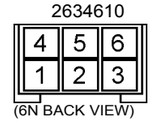

-RL_X.1e#1

| | | | |
|---|---|---|---|
| 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

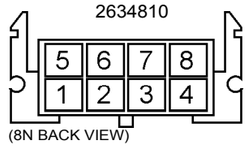



-RL_X.1f#1

| | | | |
|---|---|---|---|
| 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



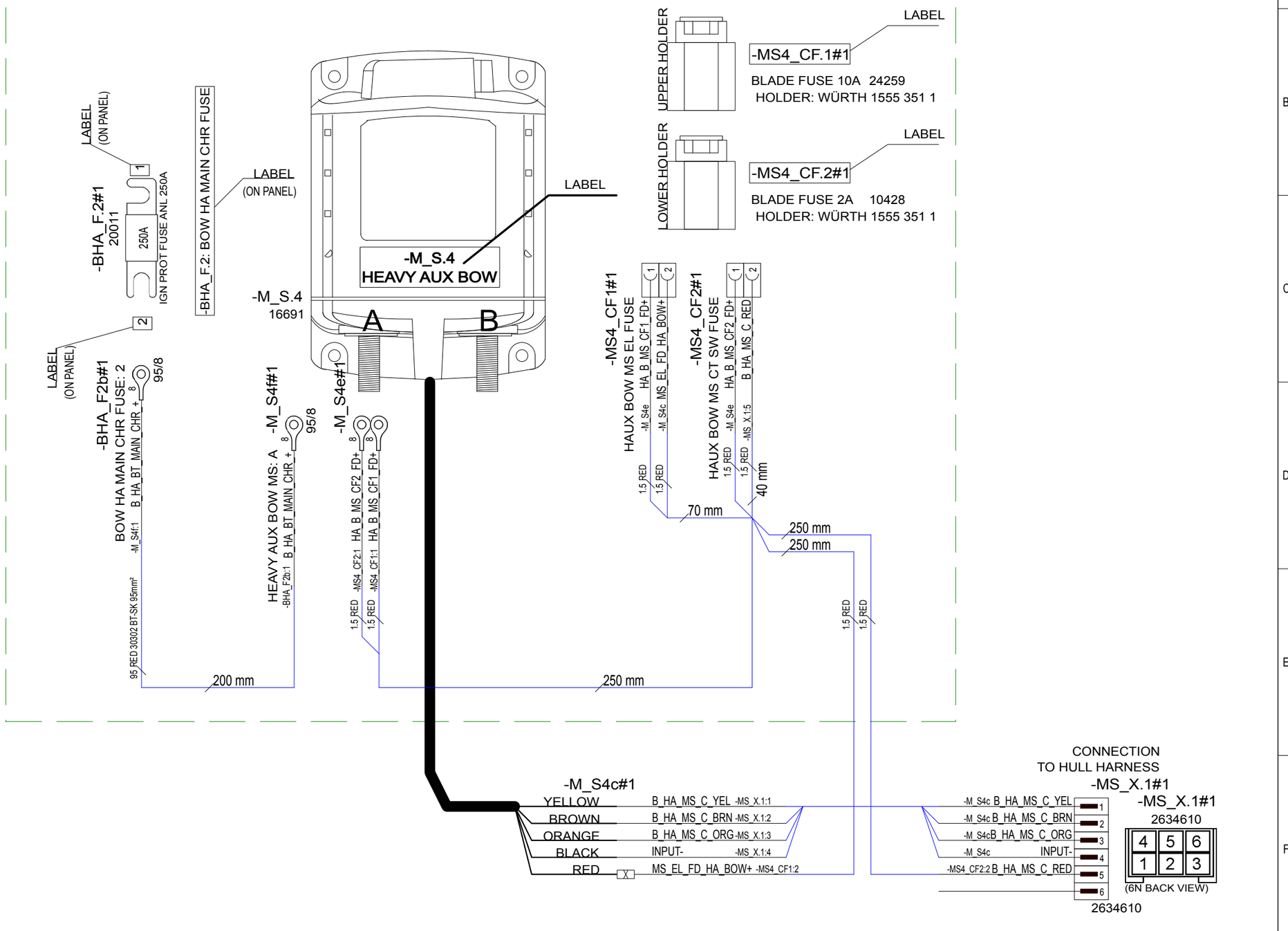

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 22.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 22.5.2019 | NAVIX designed solutions | Axopar | 29596 |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by | TuM | | Boat | Product code |
| | | | Sheet rev. | 1 | | 37 MY20 | RELAY UNIT |
| Date of modification | Modified by | Description | Project rev. | B | Copyright by | Boat model | Title |

Sub-product code | Project ID | HL | Loc | 103 / 149 Sheet

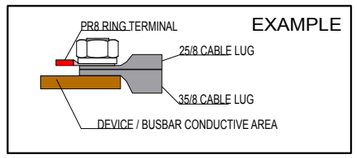
NOTICE!
VERIFY THAT ALL CABLES HAVE MARKINGS
SHOWN IN EXAMPLE BELOW.

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.



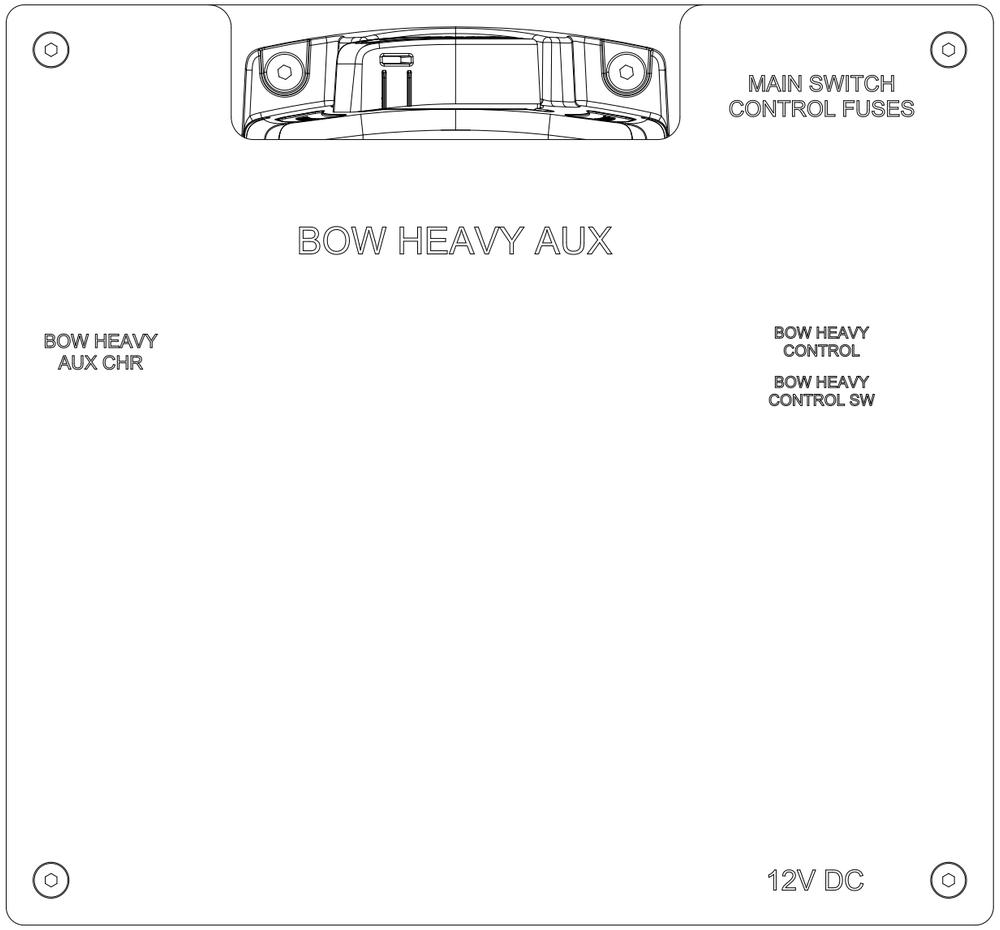

| Date of modification | Modified by | Description |
|---|---|---|
| 23.5.2019 | TuM | A1: INTRODUCED DRAWING. |
| 16.09.2019 | AR | A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK |
| 10.10.2019 | PN | B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED. |

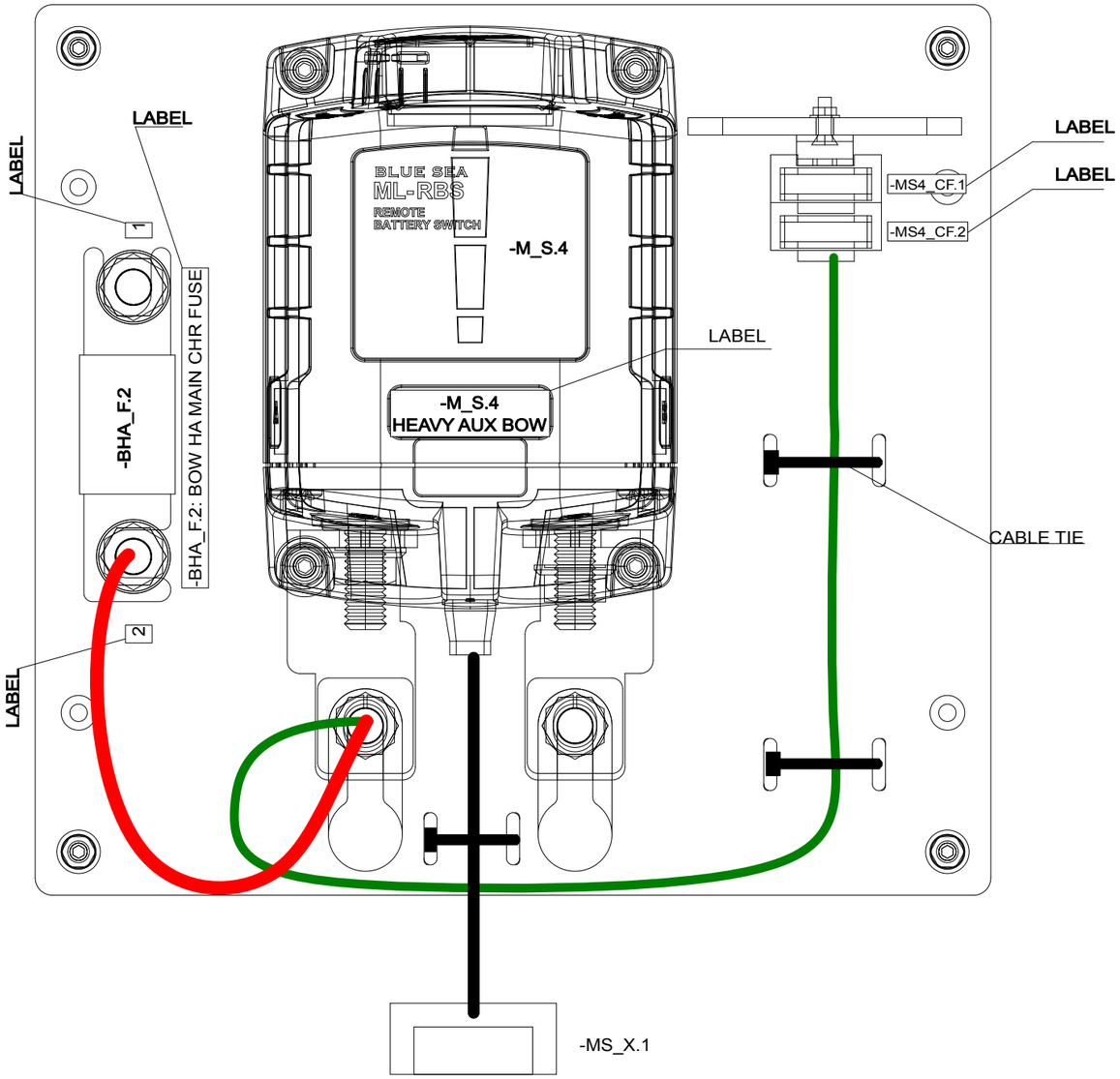
| | |
|---|---|
| Date | 23.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29597<br>Product code | Project ID |
| 37 MY20<br>Boat model | BOW HEAVY AUX MAIN SWITCH UNIT<br>Title | HL<br>Loc | 104 / 149<br>Sheet |

# GENERAL LAYOUT / LABLES / CABLE ROUTES



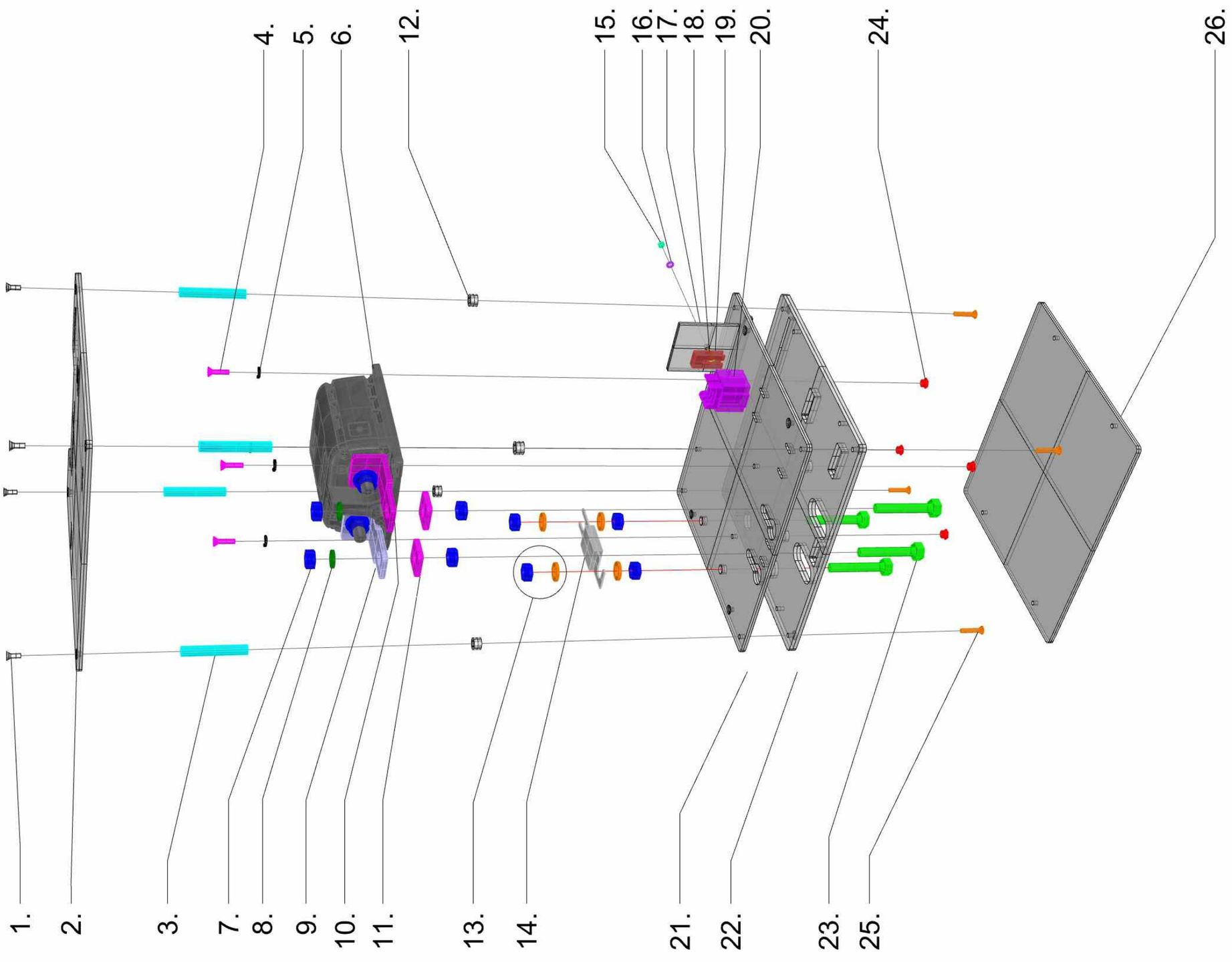




| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 23.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 23.5.2019 |
| 16.09.2019 | AR | A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK | Drawing by | TuM |
| 10.10.2019 | PN | B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED.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

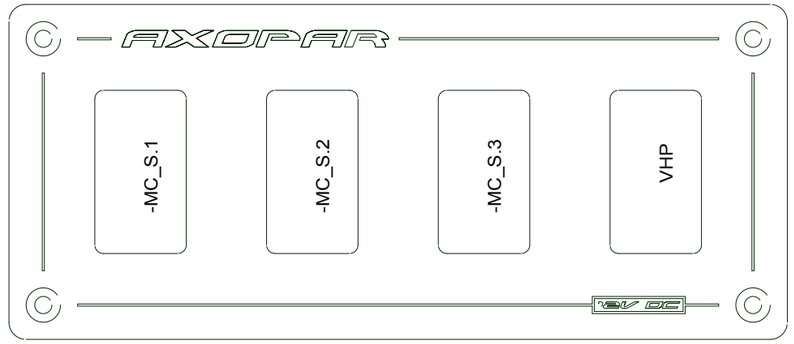
TE 10.06.2019

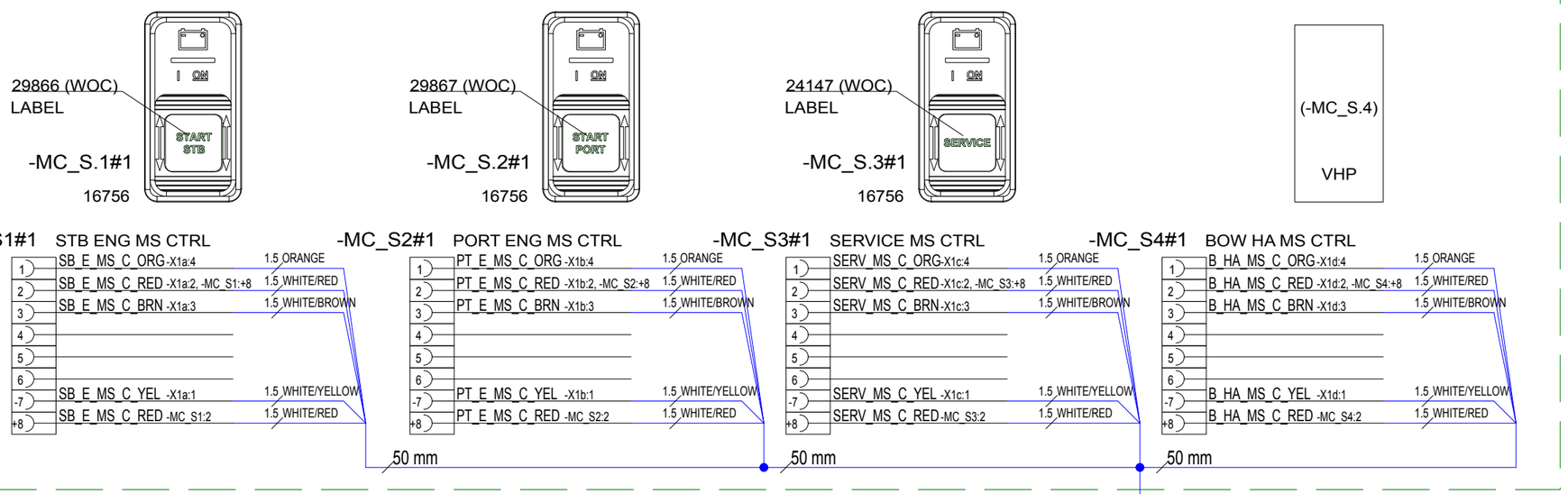
| Date of modification | Modified by | Description |
|---|---|---|
| 23.5.2019 | TuM | A1: INTRODUCED DRAWING. |
| 16.09.2019 | AR | A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK |
| 10.10.2019 | PN | B3: BOW HEAVY AUX MAIN SWITCH UNIT/BOX/DESIGN CHANGED. |

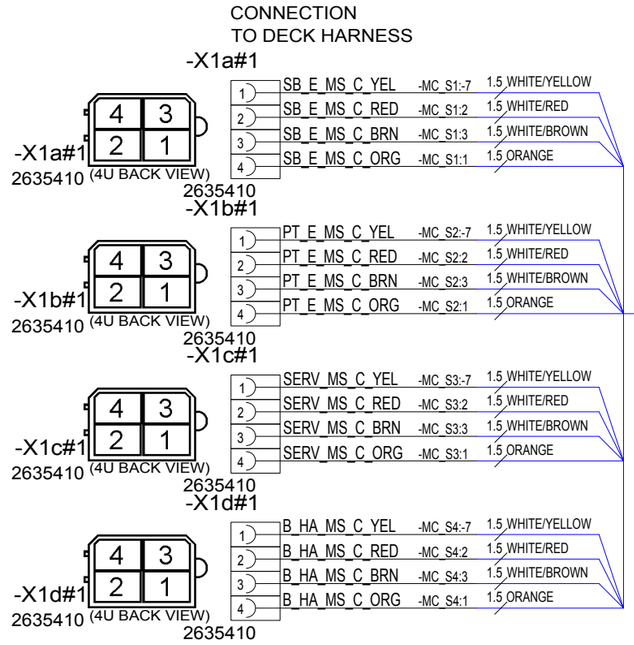
| | |
|---|---|
| Date | 2.10.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29597<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BOW HEAVY AUX MAIN SWITCH UNIT<br>Title | HL<br>Loc | 106 / 149<br>Sheet | |




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

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

MARKING
R2 ISO 6722 100V AWG16 +100 C
CABLE

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.

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

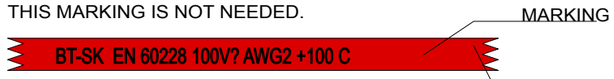
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 1 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | 29865<br>Sub-product code | 29599<br>Product code | Project ID |
| 37 MY20<br>Boat model | MAIN SWITCH CONTROL PANEL<br>Title | HL<br>Loc | 107 / 149<br>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.

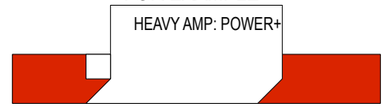
FOR EXAMPLE:
CABLE SIZE IS 70mm2 --> MARKING AWG2/0.

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

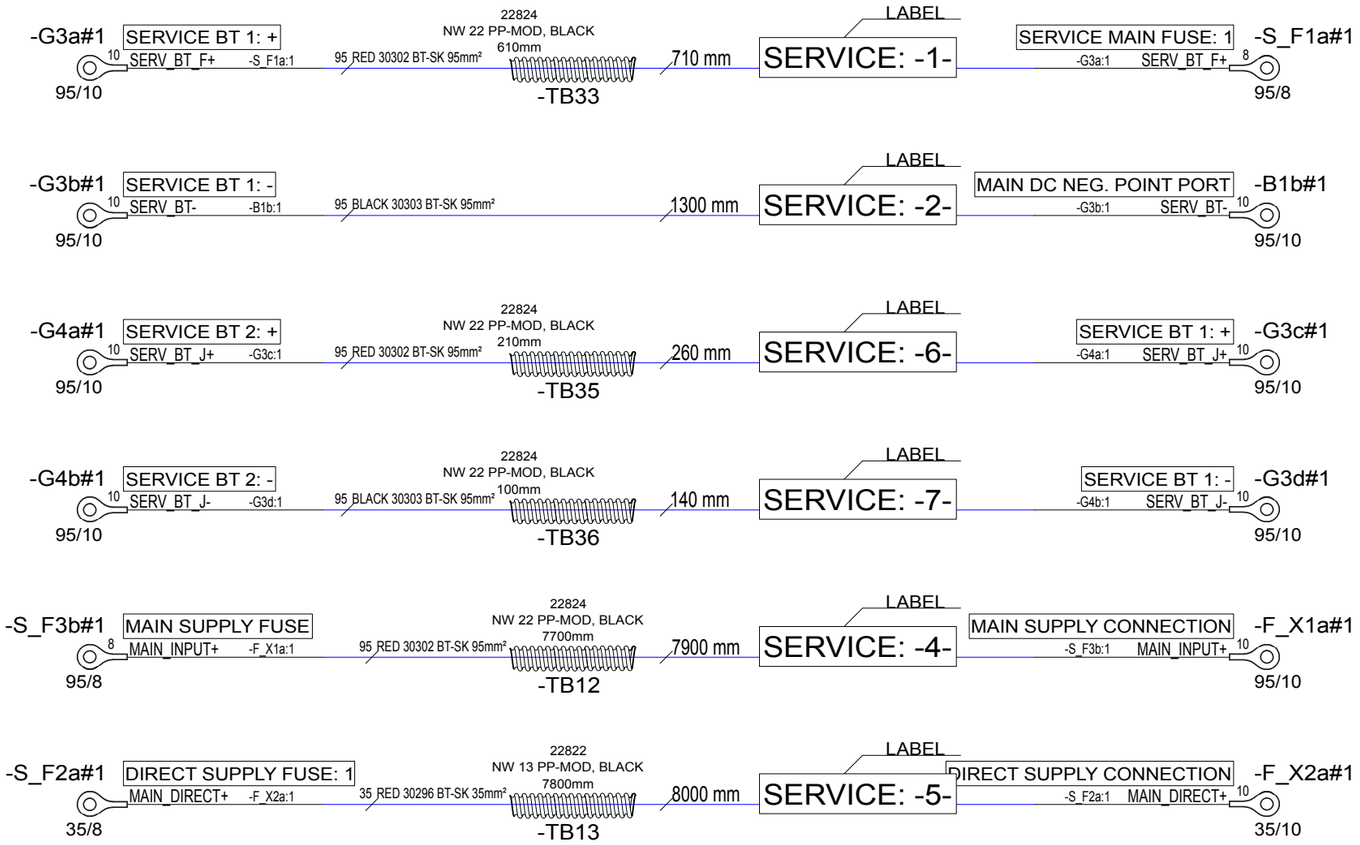
-SR_X3#1 CONTACT: -SR_X.3 — 8 SERV_BT_MAIN_CHR+ -M_S3d:1 — 95/8
22824 NW 22 PP-MOD, BLACK 470mm — 95 RED 30302 BT-SK 95mm² — -TB34
570 mm
LABEL: SERVICE: -3-
SERVICE MS: A -M_S3d#1 — -SR_X3:1 SERV_BT_MAIN_CHR+ 10 — 95/10L

| 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

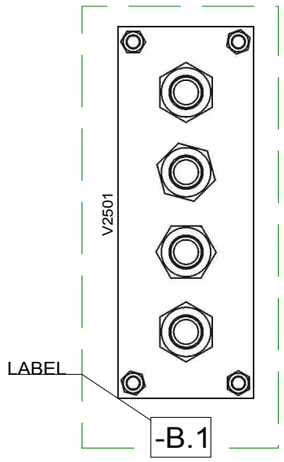
EXAMPLE: RED 50mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

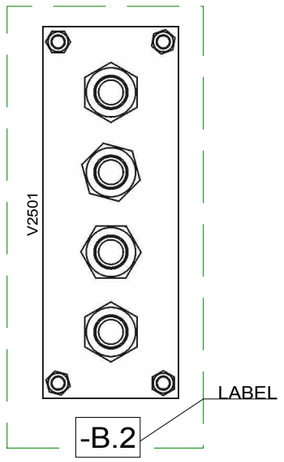
LOOK FOR EQUIVALENT AWG SIZE FOR mm2
AND ADD THIS TO CABLE MARKINGS.

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.

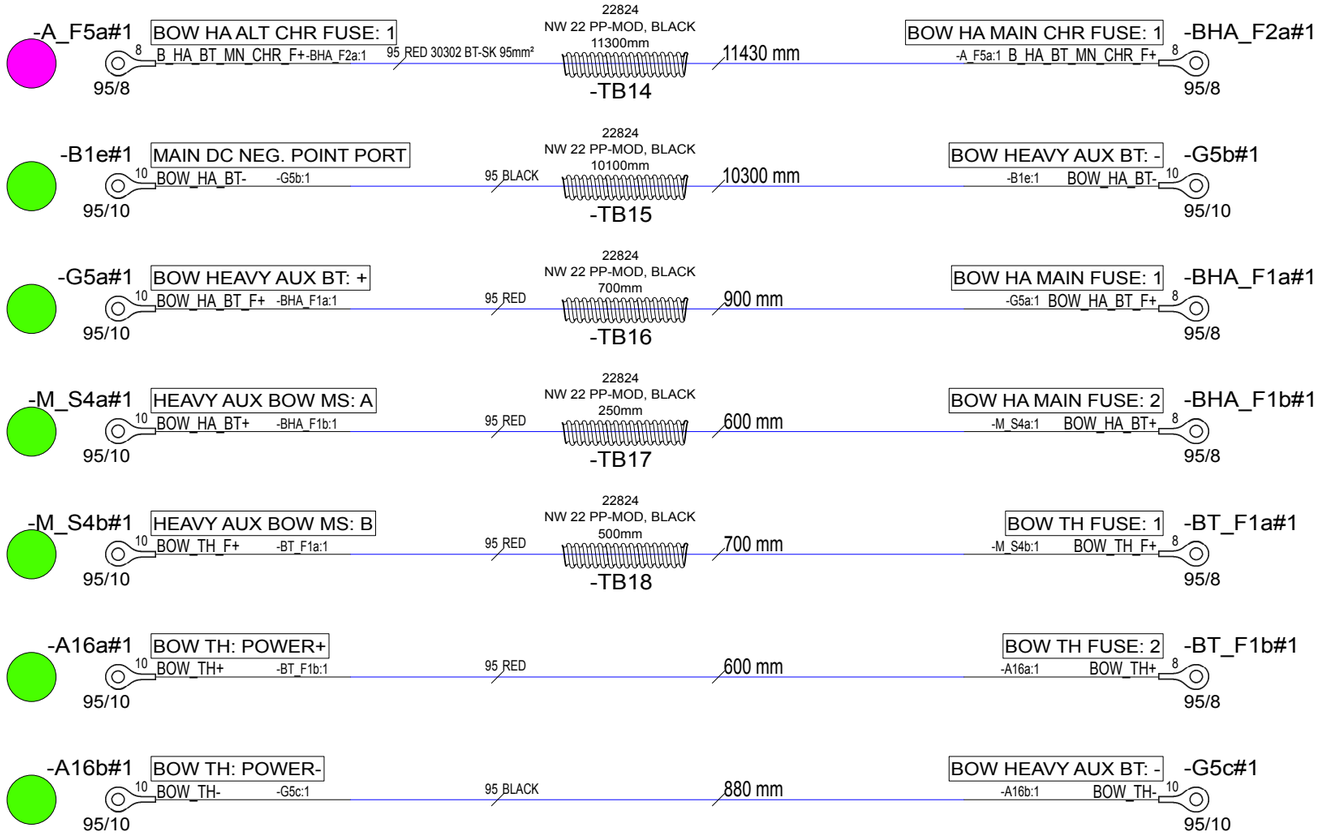
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

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

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

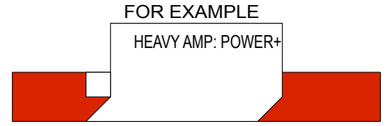
EQUIVALENCY:

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

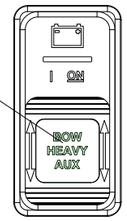



NOTICE! CABLES WITH STICKER

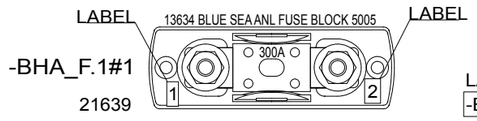
FOR EXAMPLE

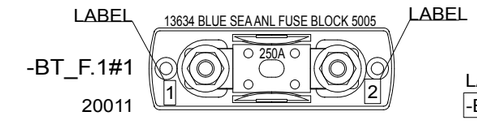



INCLUDED



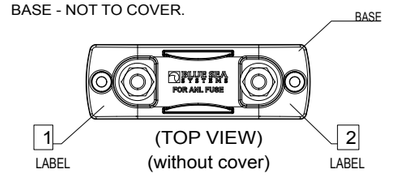

BOW HA MS CTRL SWITCH




**LABEL INSTRUCTIONS**

NOTICE! PUT LABELS TO FUSE HOLDER
BASE - NOT TO COVER.

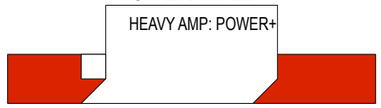


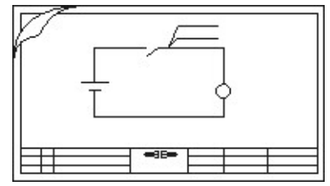
(SIDE VIEW)
(with cover)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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 |

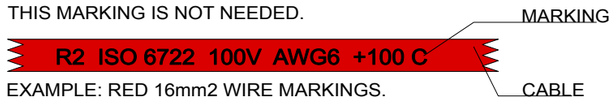
Date 6.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

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.



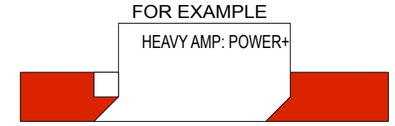

EXAMPLE: RED 16mm2 WIRE MARKINGS.

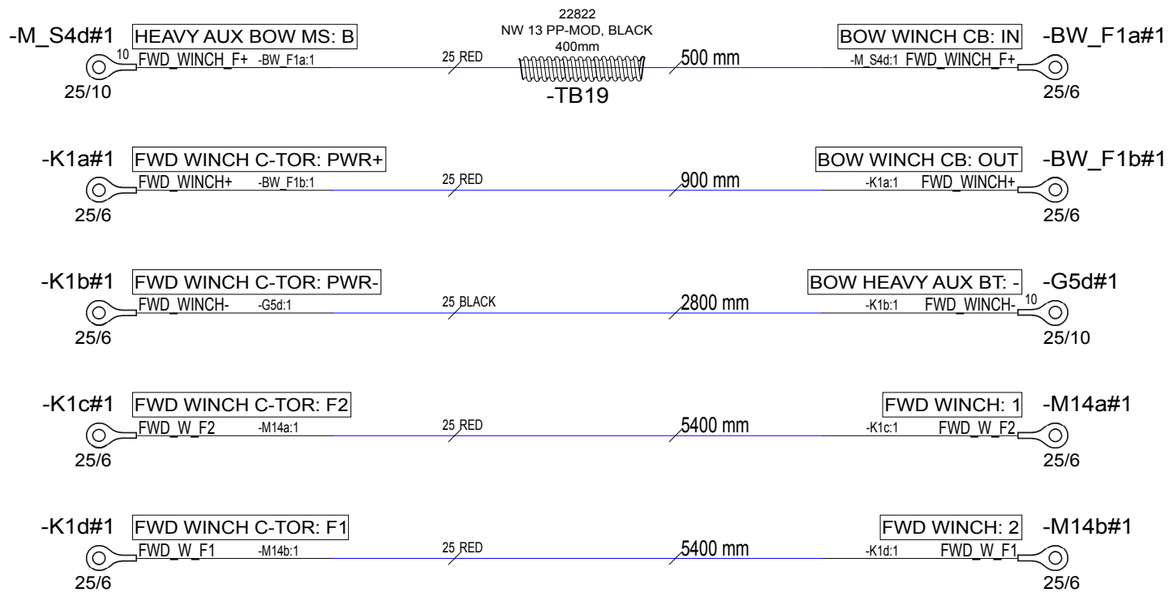
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

| | 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<br>Boat | | 29603<br>Product code | Project ID |
| 37 MY20<br>Boat model | BOW WINCH CABLE SET<br>Title | HL<br>Loc | 112 / 149<br>Sheet |

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

EXEMPTION:
ALL BLACK WIRES
THIS MARKING IS NOT NEEDED.

MARKING

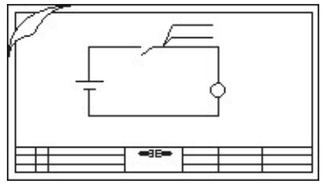
R2 ISO 6722 100V AWG6 +100 C

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 |

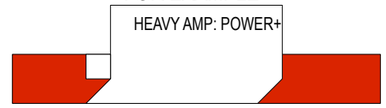


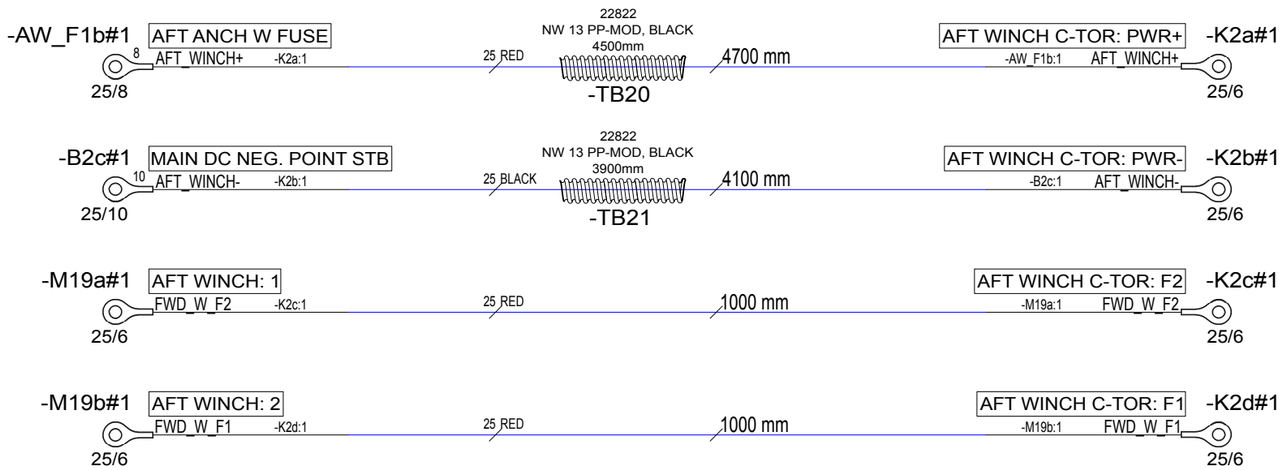
DOCUMENTS INCLUDED:

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 |

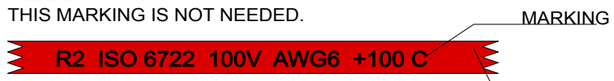
| | |
|---|---|
| Date | 22.5.2019 |
| Drawing by | TuM |
| Sheet rev. | 2 |
| Project rev. | B |

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.



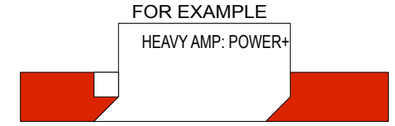

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

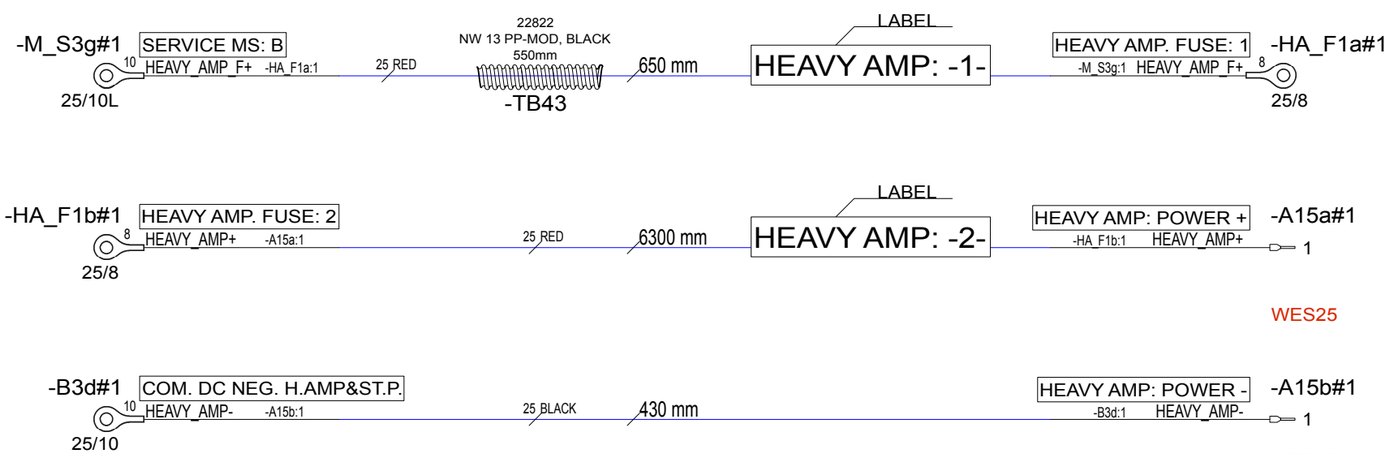
| | EQUIVALENCY: mm2 | | AWG |
|---|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 10 mm2 | = | AWG8 |
| | 16 mm2 | = | AWG6 |
| FOR EXAMPLE: | 25 mm2 | = | AWG3 |
| CABLE SIZE IS 25mm2 --> MARKING AWG3. | 35 mm2 | = | AWG2 |

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




LABEL
HEAVY AMPLIFIER CABLES
(TO TOP OF PACKAGE)



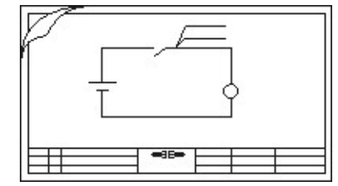

PACKED TO OWN PACKAGE.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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.

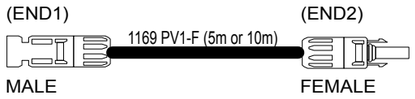
| Date of modification | Modified by | Description | | |
|---|---|---|---|---|
| 21.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 21.5.2019 |
| 10.10.2019 | PN | B2: 29612 CABLES MOVED TO THE 29606 | Drawing by | TuM |
| | | | Sheet rev. | 2 |
| | | | Project rev. | B |

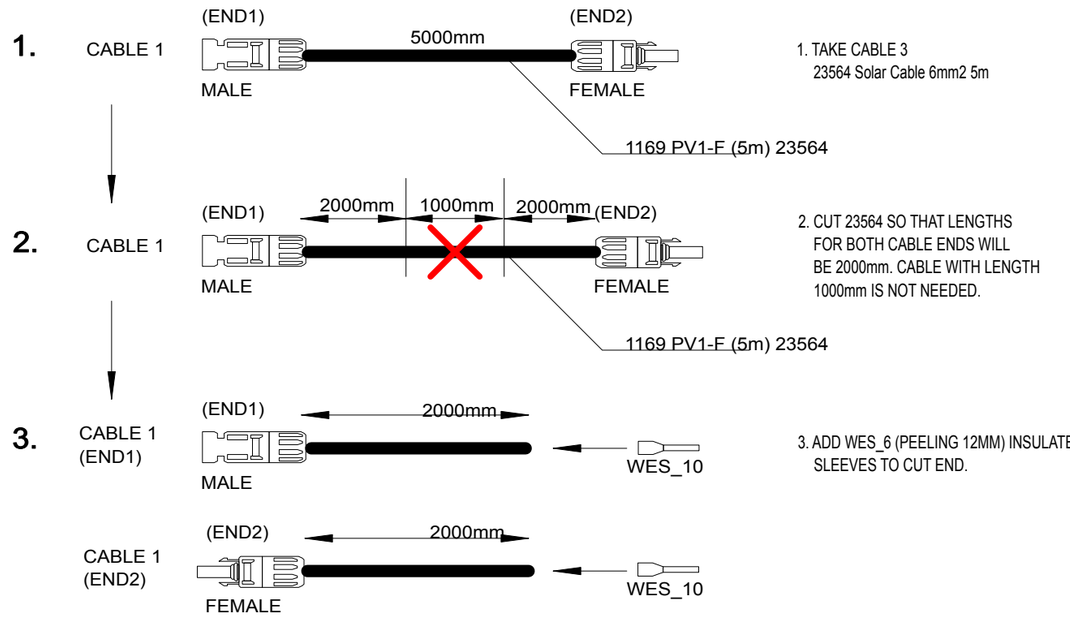
NAVIX designed solutions
Copyright by

| 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<br>Boat | | 29606<br>Product code | Project ID |
| 37 MY20<br>Boat model | SOLAR PANEL CABLES<br>Title | HL<br>Loc | 116 / 149<br>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

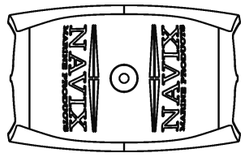
-ENG_X1b#1 — ENGINE STB: ENG- — 8 STB_ENG- -G1b#1:1 — 95 BLACK 30303 BT-SK 95mm² — 700 mm — LABEL: START STB: -3- — START STB BT: - — -ENG_X1b#1:1 STB_ENG- 10 — -G1b#1 — 95/8 — 95/10

-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

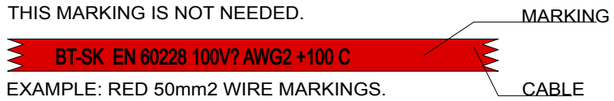
V4100




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

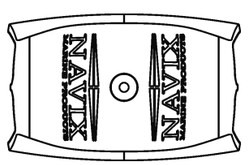
START PRT CABLES

(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

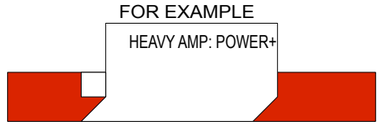
Copyright by

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

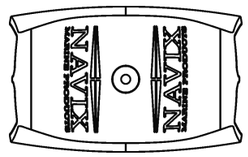
-B3b#1 COM. DC NEG. H.AMP&ST.P. 10 MAIN_PWR_STR- -B2p#1:1 35 BLACK 4300 mm LABEL PWR STEER: -6- MAIN DC NEG. POINT STB -B2p#1 -B3b#1:1 MAIN_PWR_STR- 10

35/10 35/10

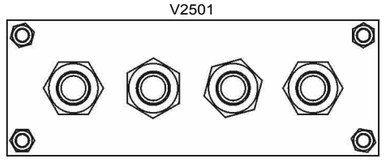
INCLUDED

-B.4#1

V4100




V2501



-B.3 LABEL

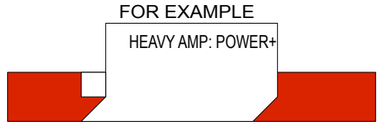
COM. DC NEG. H.AMP&ST.P

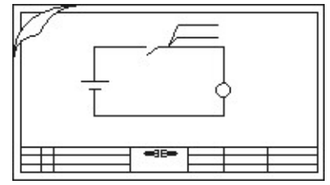
PACKED TO OWN PACKAGE.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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



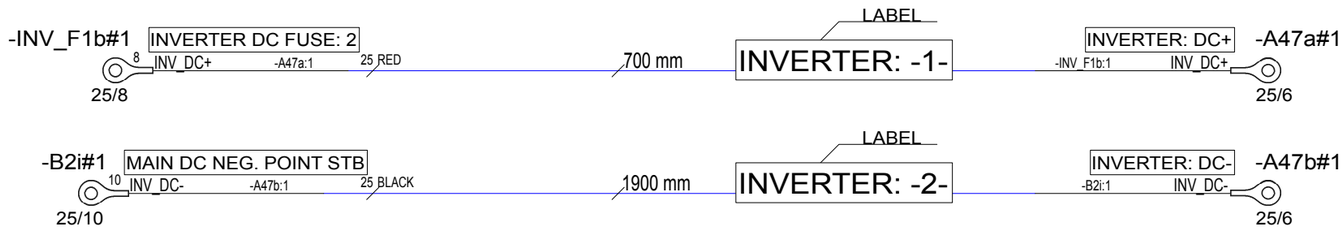
DOCUMENTS INCLUDED:

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<br>AND ADD THIS TO CABLE MARKINGS.<br><br>FOR EXAMPLE:<br>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

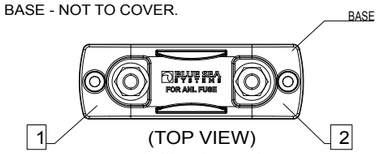
22824
NW 22 PP-MOD, BLACK
430mm
-TB26
-TB27
22824
NW 22 PP-MOD, BLACK
350mm

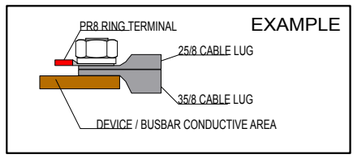
95 RED 30302 BT-SK 95mm² 400 mm
95 RED 30302 BT-SK 95mm² 480 mm

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.


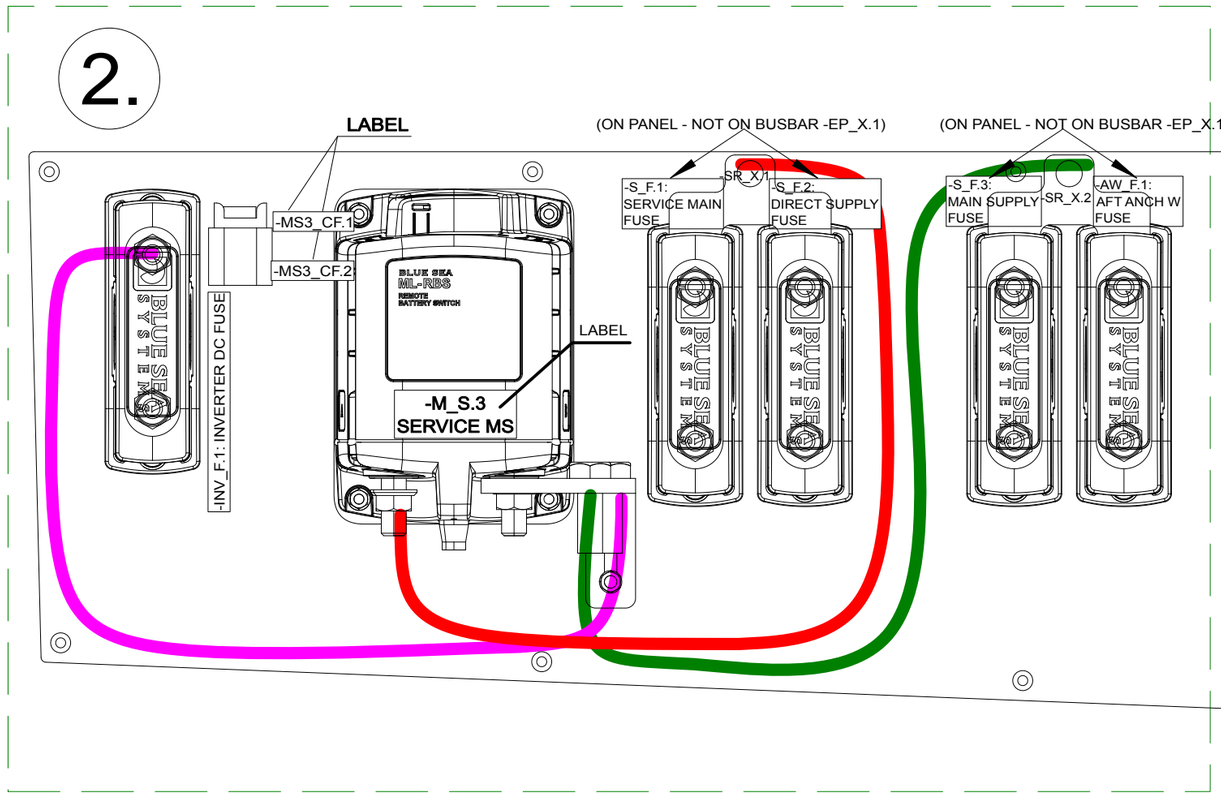

| Date of modification | Modified by | Description |
|---|---|---|
| 3.7.2019 | TuM | A1: INTRODUCED DRAWING. |
| 16.09.2019 | AR | A2: HI-FLEX CABLES CHANGED TO Nexans BT-SK |
| 10.10.2019 | PN | B3: 29613 AND 29614 ARE COMBINED TO ONE PRODUCT 29613 . |

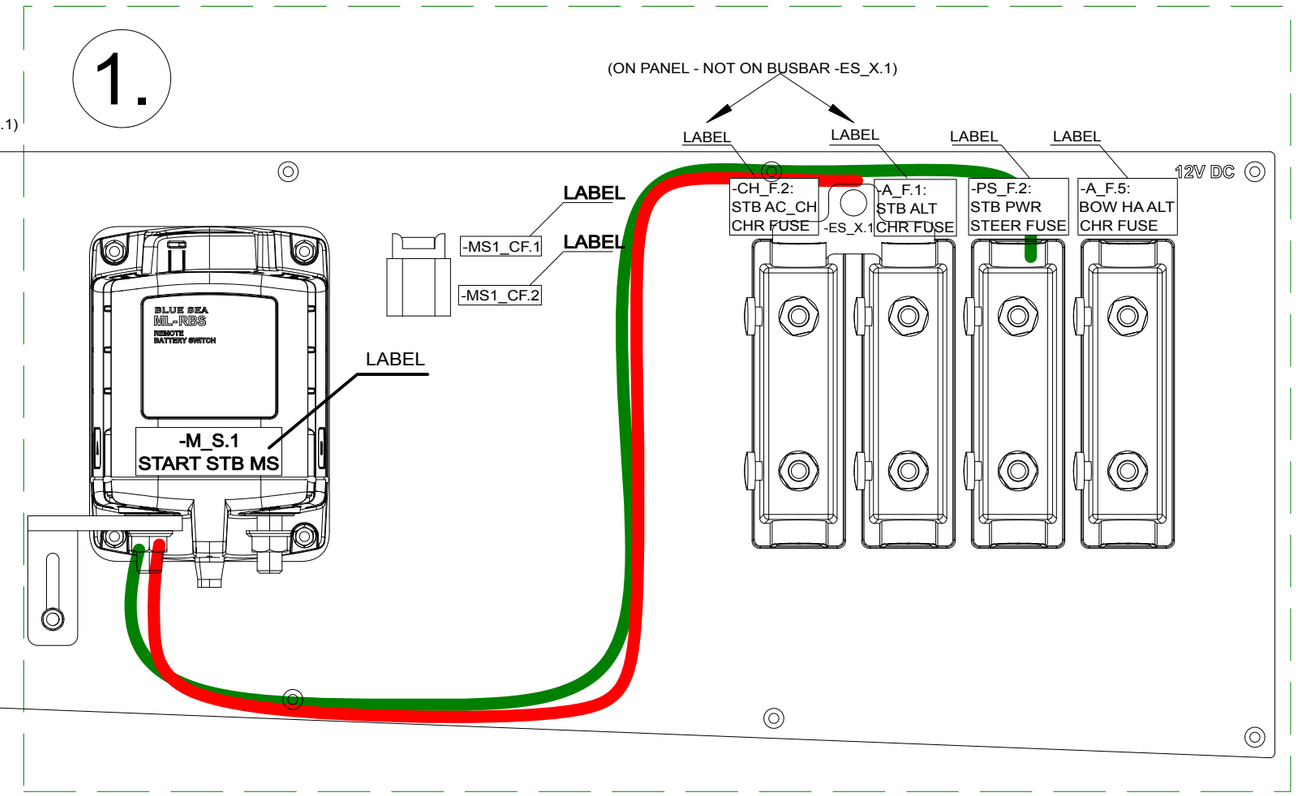
Date 3.7.2019
Drawing by TuM
Sheet rev. 3
Project rev. B

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 |

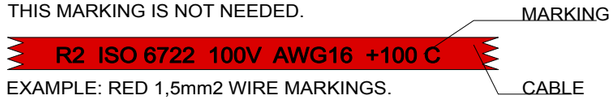
# GENERAL LAYOUT/ LABELS / CABLE ROUTING




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

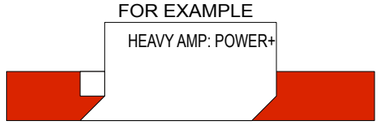
EXEMPTION:
ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
THIS MARKING IS NOT NEEDED.




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 |

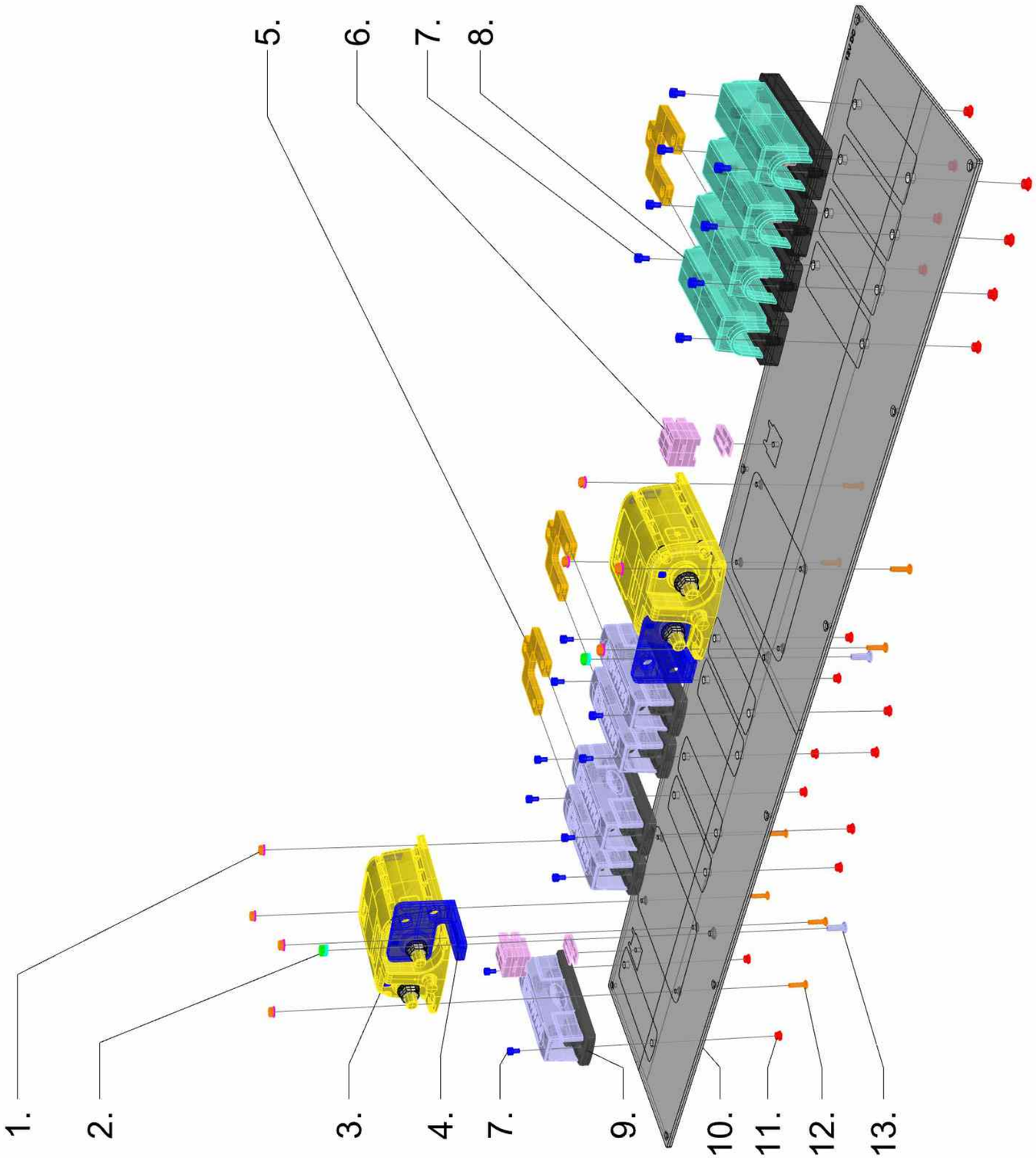
NAVIX designed solutions

Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29613<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX<br>STB PANEL 1<br>Title | HL<br>Loc | 123 / 149<br>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<br>Boat | SEE EXP VIEW<br>Sub-product code | 29613<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX STB PANEL 1<br>Title | HL<br>Loc | 124 / 149<br>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)

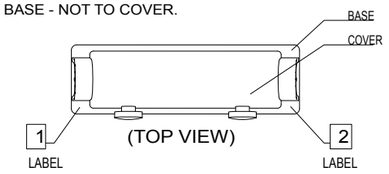
NOTICE!
-AC_A.4, PPV110-O2 MUST TO BE TESTED.

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 |

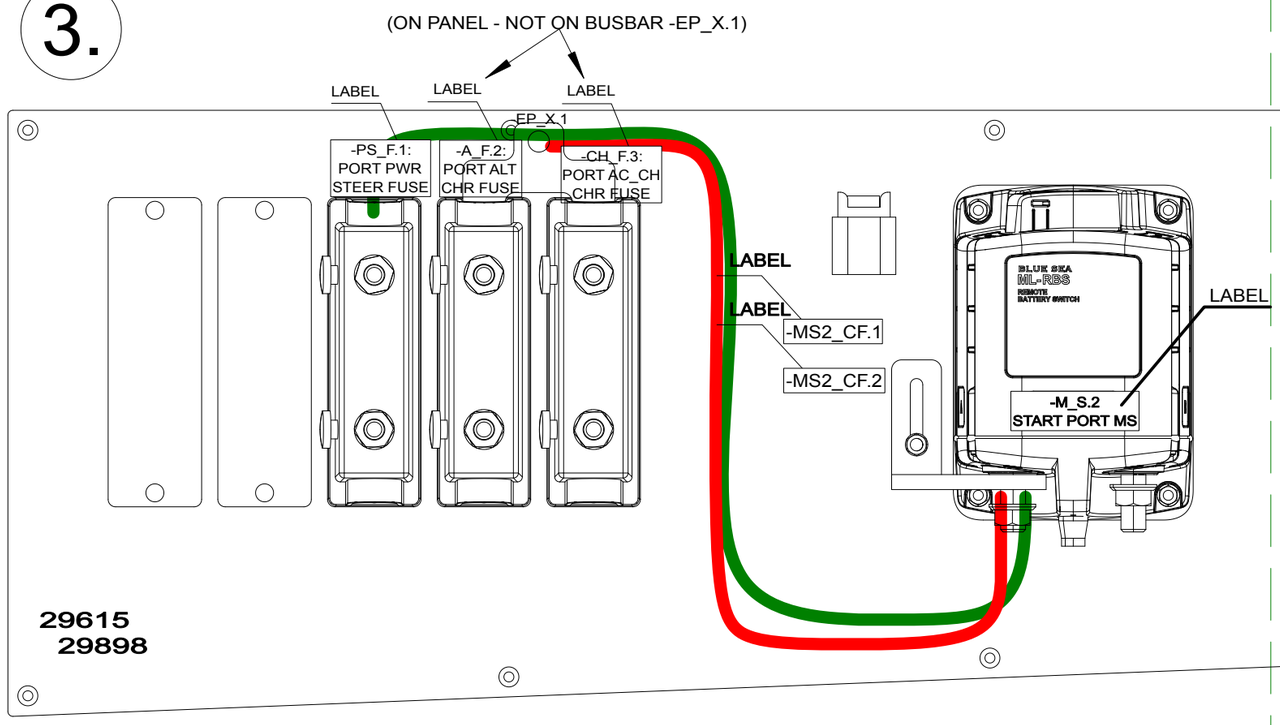
Copyright by

NAVIX designed solutions

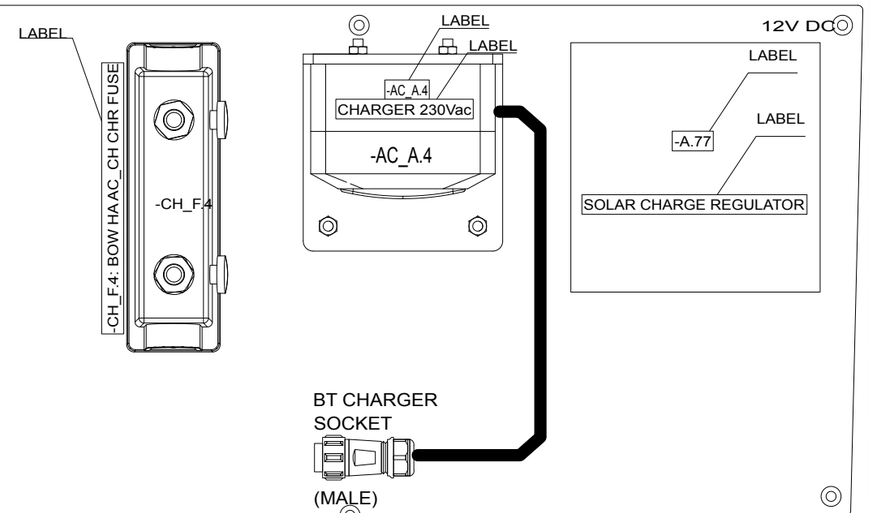
| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29615<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX<br>PORT PANEL 1<br>Title | HL<br>Loc | 126 / 149<br>Sheet | |

# GENERAL LAYOUT/ LABELS/ CABLE ROUTINGS

3.

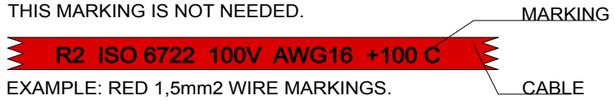



4.




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

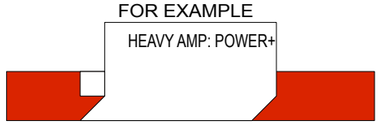
EXEMPTION:
ALL <500mm WIRES, BLACK WIRES AND HI-FLEX CABLES
THIS MARKING IS NOT NEEDED.




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 |

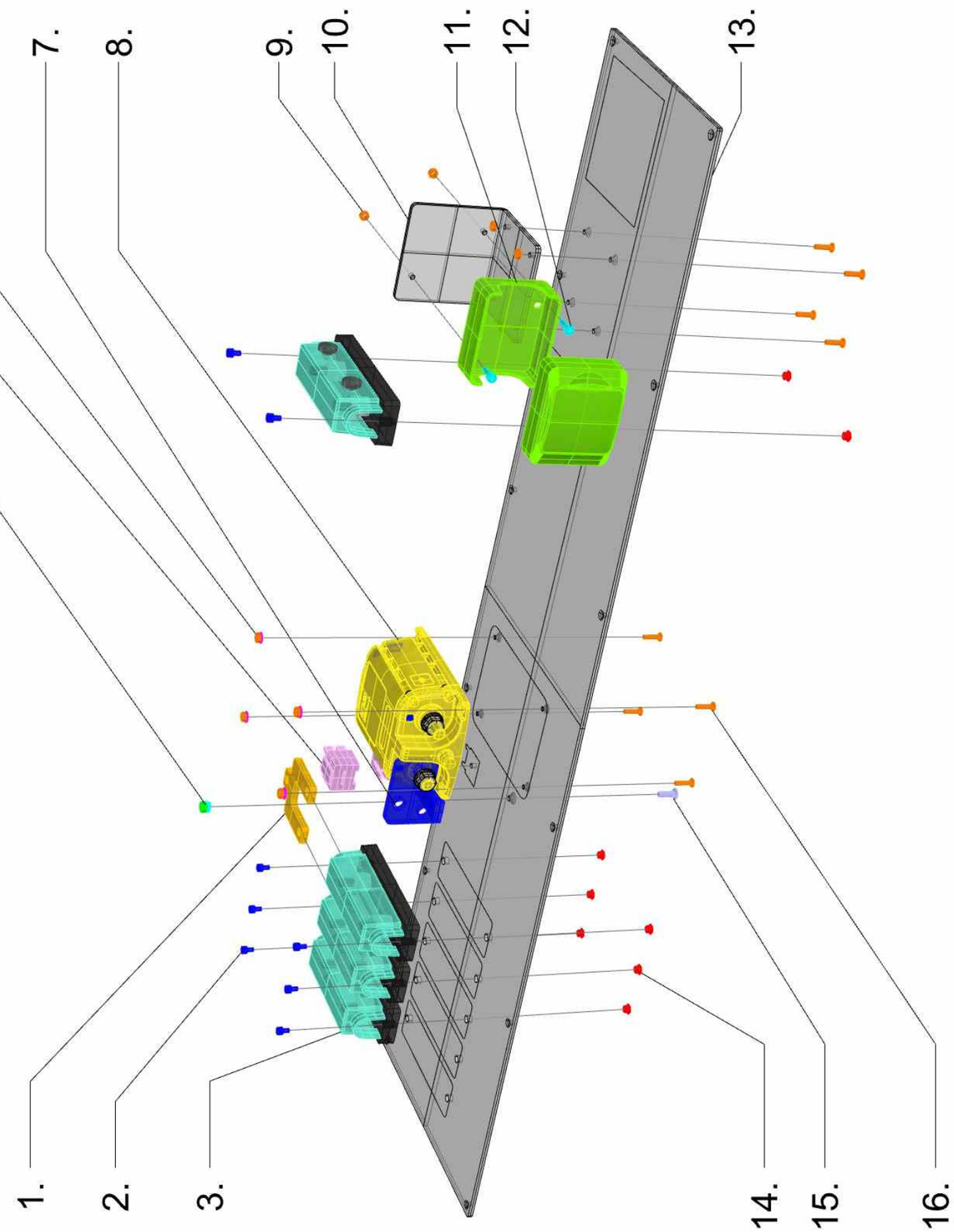
| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 3 |
| Project rev. | B |

NAVIX designed solutions

Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29615<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX<br>PORT PANEL 1<br>Title | HL<br>Loc | 127 / 149<br>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

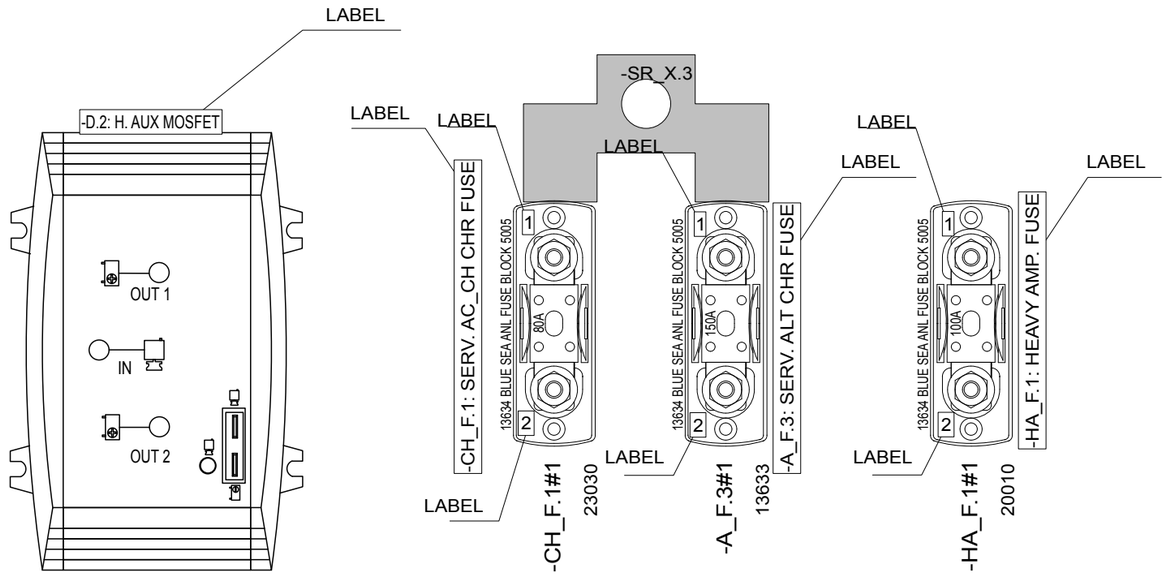
TE 28.06.-19
TE 11.10.-19

| 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<br>Boat | SEE EXP VIEW<br>Sub-product code | 29615<br>Product code | Project ID | |
| 37 MY20<br>Boat model | BATTERY BOX PORT PANEL 1<br>Title | HL<br>Loc | 128 / 149<br>Sheet | |




# -D.2

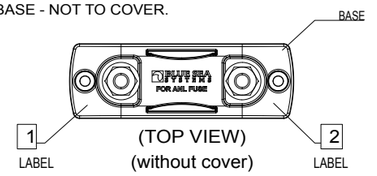
18239

Battery Isolator 150A 1 input- 2 outputs
Cristec RCE/150-1E-2IG

H. AUX 150A MOSFET 1-2

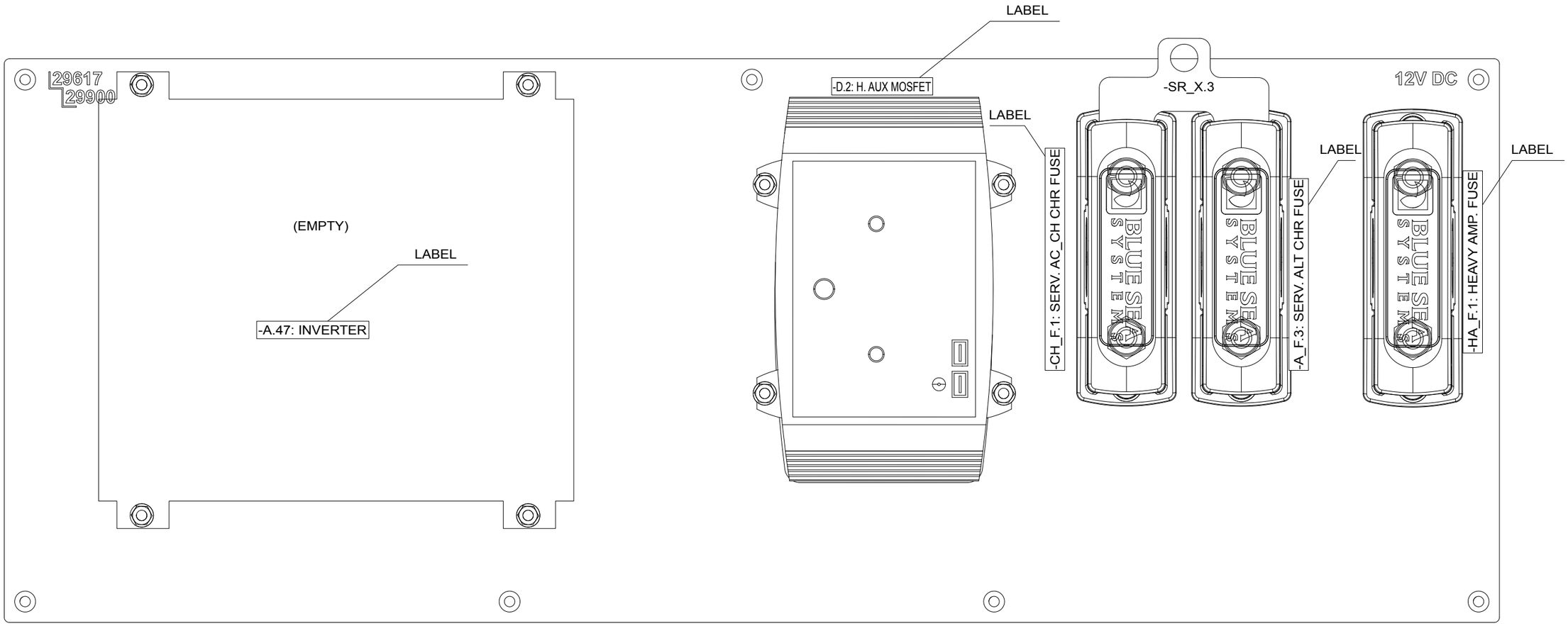
**LABEL INSTRUCTIONS**

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. |
| | | |

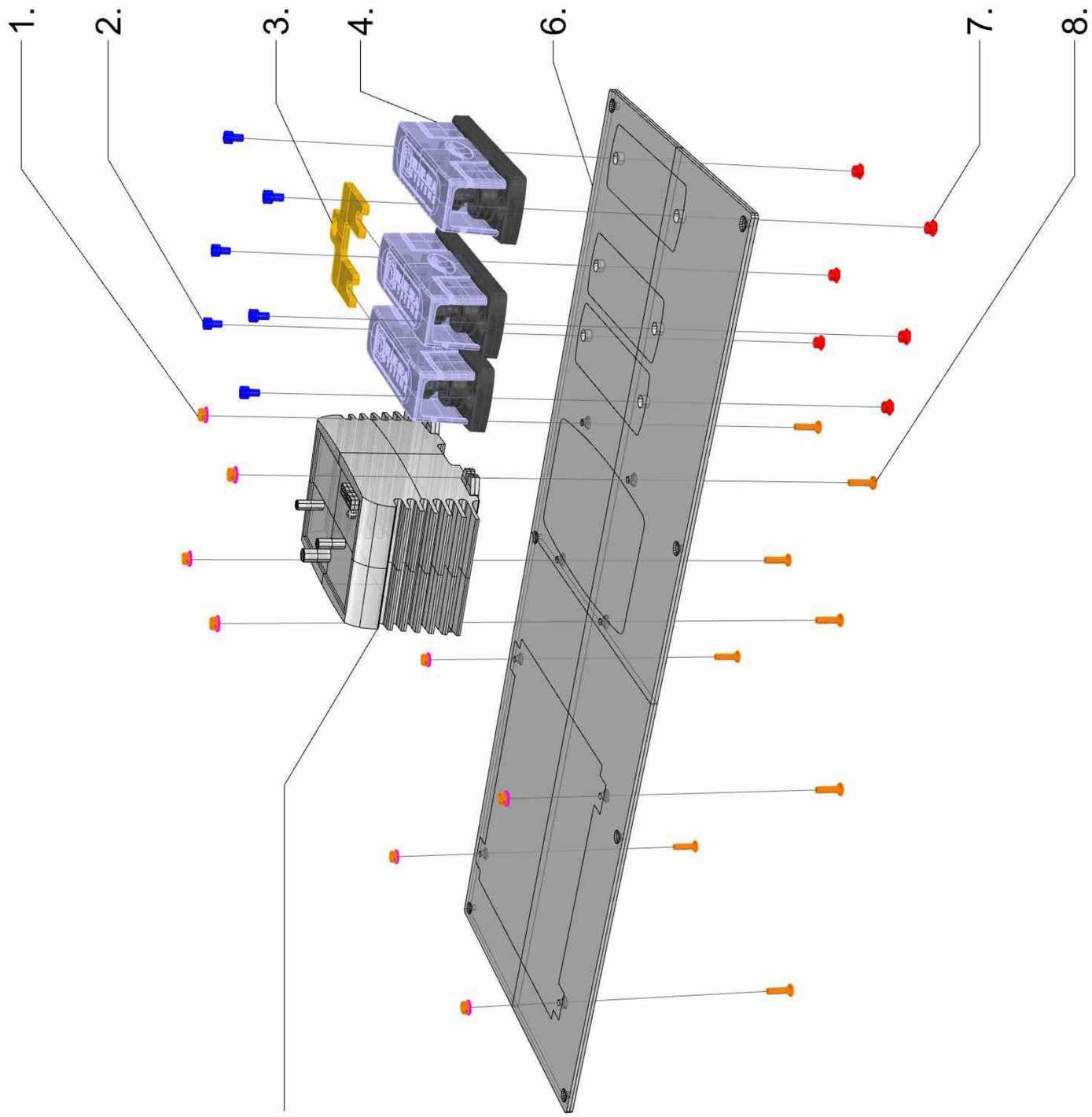
| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 1 |
| Project rev. | B |

NAVIX designed solutions
Copyright by

| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29617<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX<br>FWD WALL PANEL<br>Title | HL<br>Loc | 130 / 149<br>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

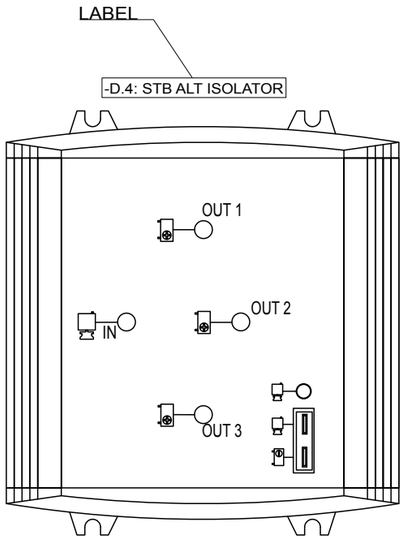
| Date of modification | Modified by | Description |
|---|---|---|
| 2.7.2019 | TuM | A1: INTRODUCED DRAWING. |
| 10.10.2019 | PN | B1: NOT MODIFIED. |
| | | |

| | |
|---|---|
| Date | 1.7.2019 |
| Drawing by | TuM |
| Sheet rev. | 1 |
| Project rev. | B |

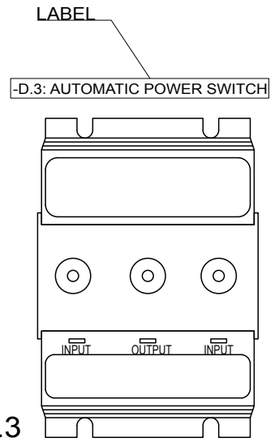
Copyright by

NAVIX designed solutions

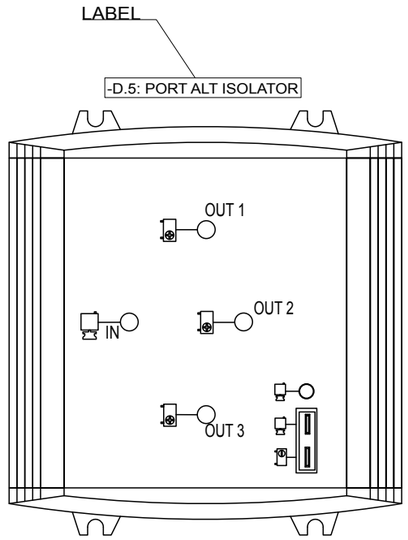
| | | | |
|---|---|---|---|
| Axopar<br>Boat | SEE EXP VIEW<br>Sub-product code | 29617<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX<br>FWD WALL PANEL<br>Title | HL<br>Loc | 131/ 149<br>Sheet |




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



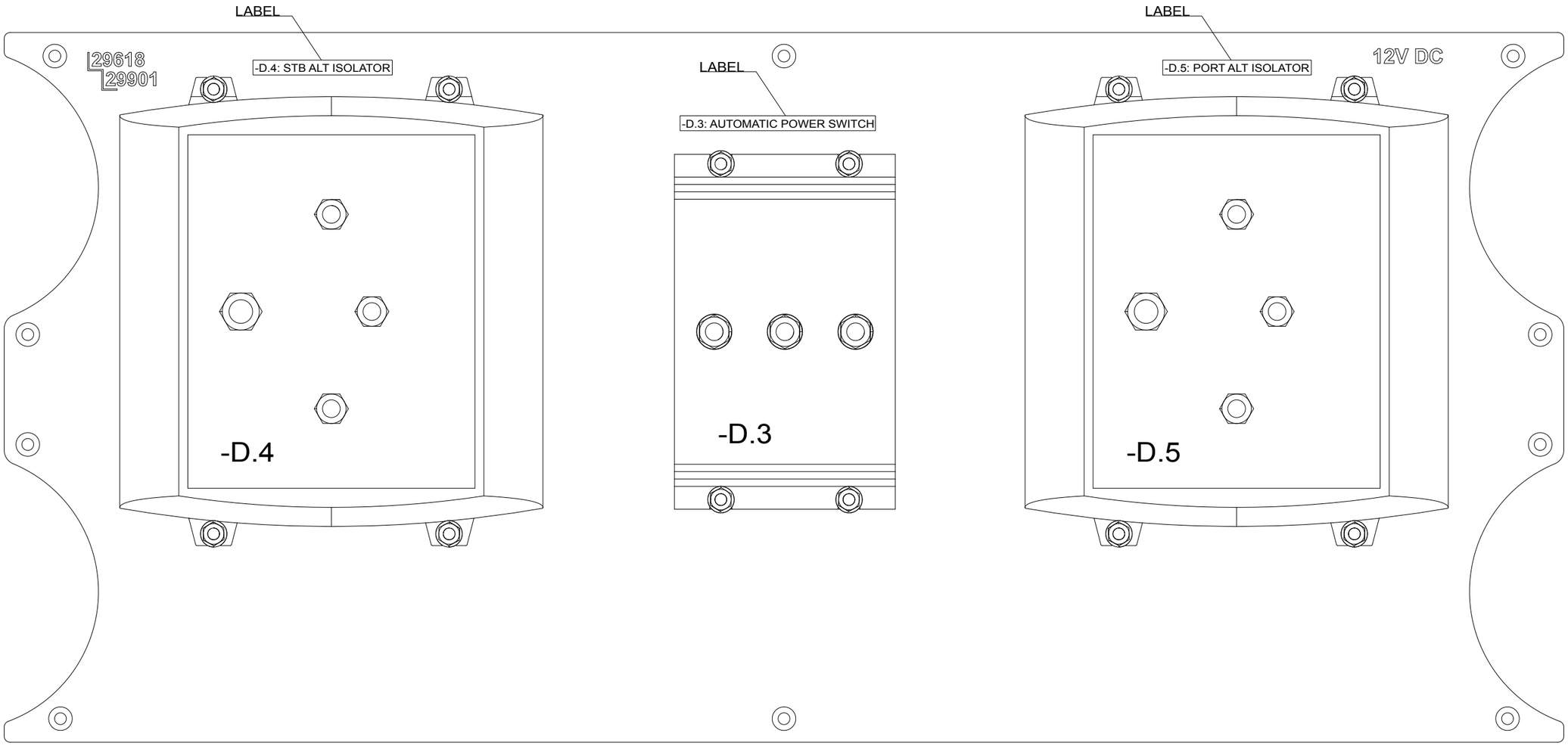

**-D.3**
23655
Battery Combiner 80A, 2 batteries
Victron BCD 802




**-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 |

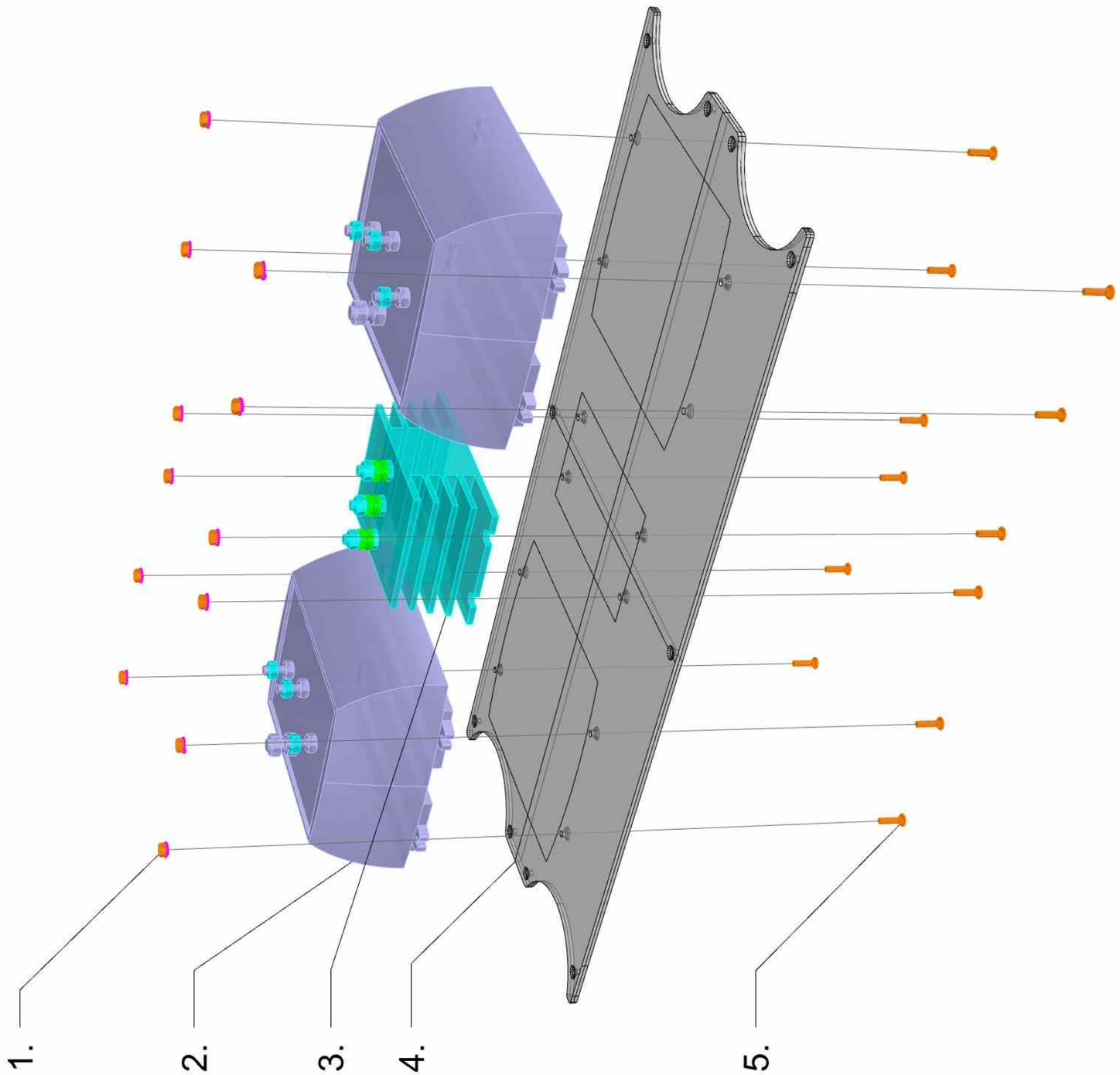
# GENERAL LAYOUT/ LABELS




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 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<br>Boat | SEE EXP. VIEW<br>Sub-product code | 29618<br>Product code | Project ID |
| 37 MY20<br>Boat model | BATTERY BOX AFT WALL PANEL<br>Title | HL<br>Loc | 134 / 149<br>Sheet |

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

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

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

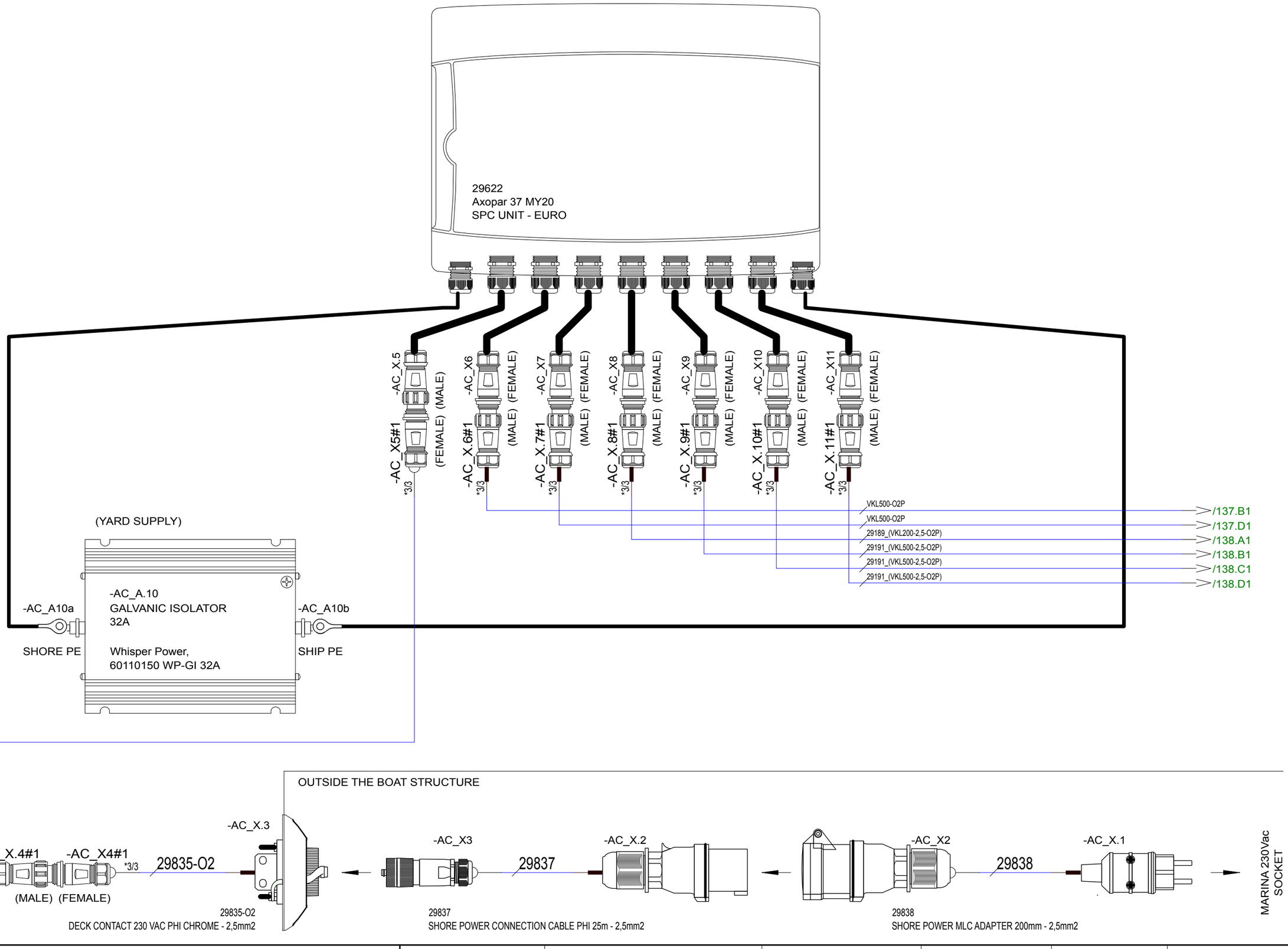
450 mm
400 mm
100 mm
CONNECTION
TO STB PANEL 2
-B_X.2#1
1.5 WHITE/YELLOW -B_X.1c:1 SERV_MS_C_YEL
1.5 WHITE/BROWN -B_X.1c:3 SERV_MS_C_BRN
1.5 ORANGE -B_X.1c:4 SERV_MS_C_ORG
1.5 BLACK -B2d:1 INPUT-
1.5 WHITE/RED -B_X.1c:2 SERV_MS_C_RED
2634610
-B_X.2#1
2634610 (6N BACK VIEW)

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<br>Boat | | 29621<br>Product code | Project ID |
| 37 MY20<br>Boat model | SHORE POWER SYSTEM - EURO<br>Title | HL<br>Loc | 136 / 149<br>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

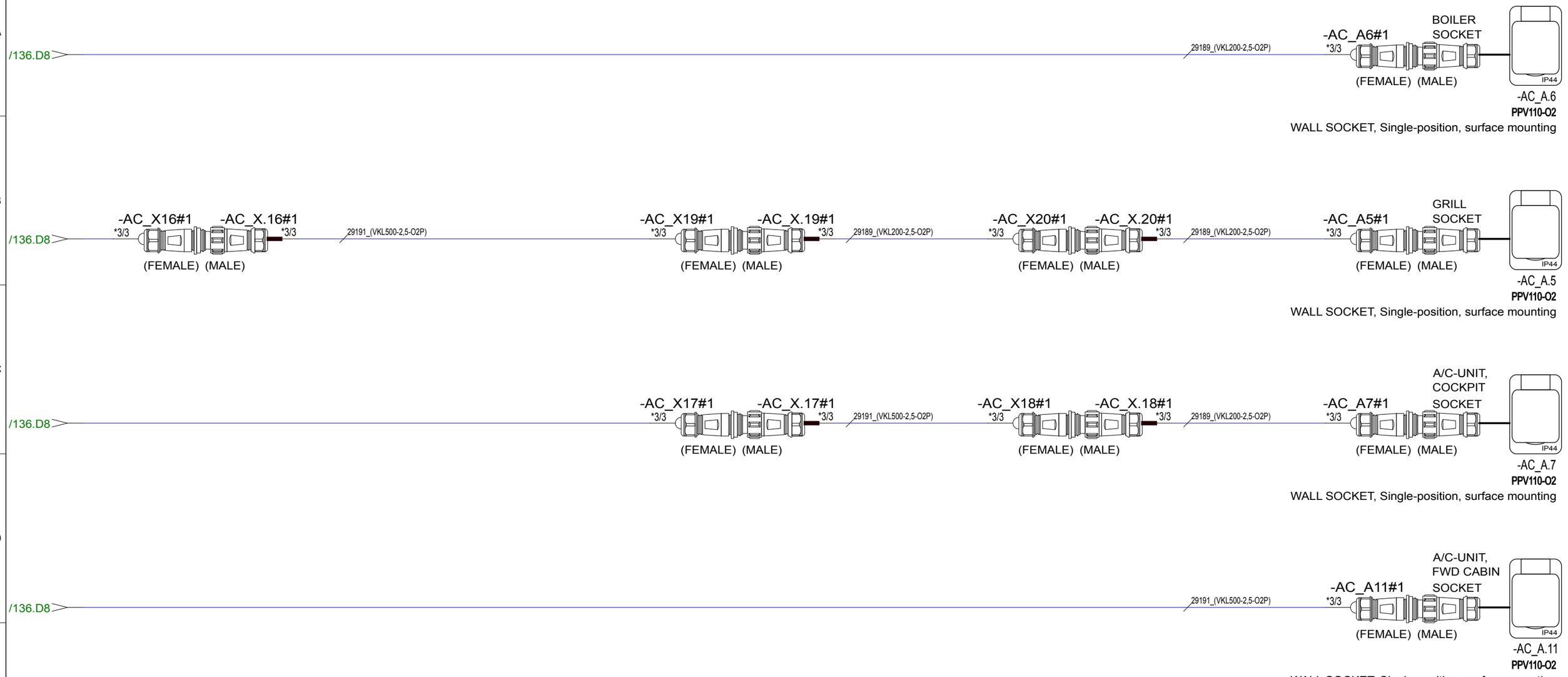
-A42ac

(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 |

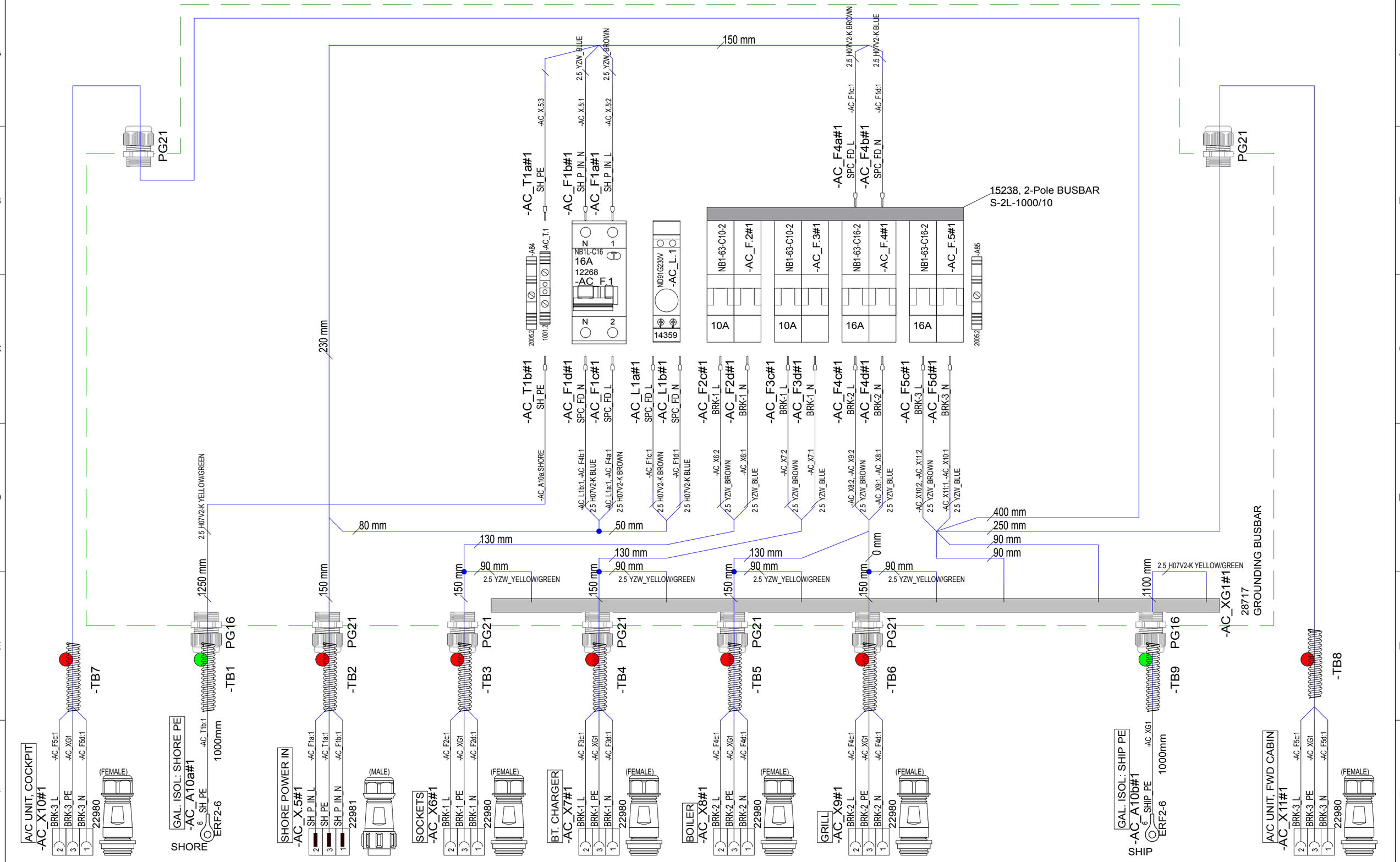



| Date of modification | Modified by | Description |
|---|---|---|
| 24.5.2019 | TuM | A1: INTRODUCED DRAWING. |
| 10.10.2019 | PN | B1: NOT MODIFIED. |
| | | |

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

NAVIX designed solutions
Copyright by

| | | | | |
|---|---|---|---|---|
| Axopar<br>Boat | | 29621<br>Product code | | |
| 37 MY20<br>Boat model | SHORE POWER SYSTEM - EURO<br>Title | | HL<br>Loc | 138 / 149<br>Sheet |

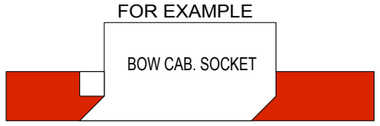


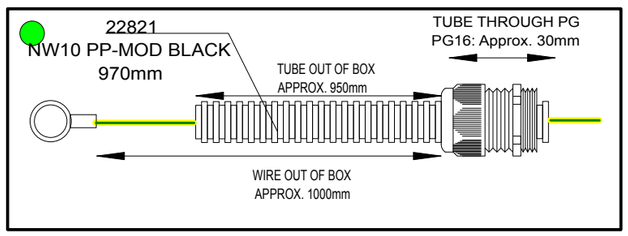

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 24.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 24.5.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29622 | |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | 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 |

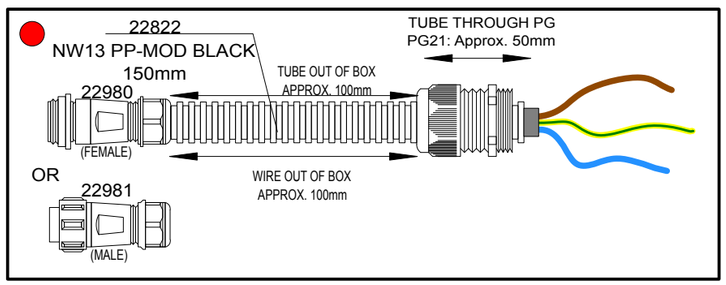
INSTRUCTIONS FOR FIRST PAGE.

NOTICE! CABLES WITH STICKER

FOR EXAMPLE



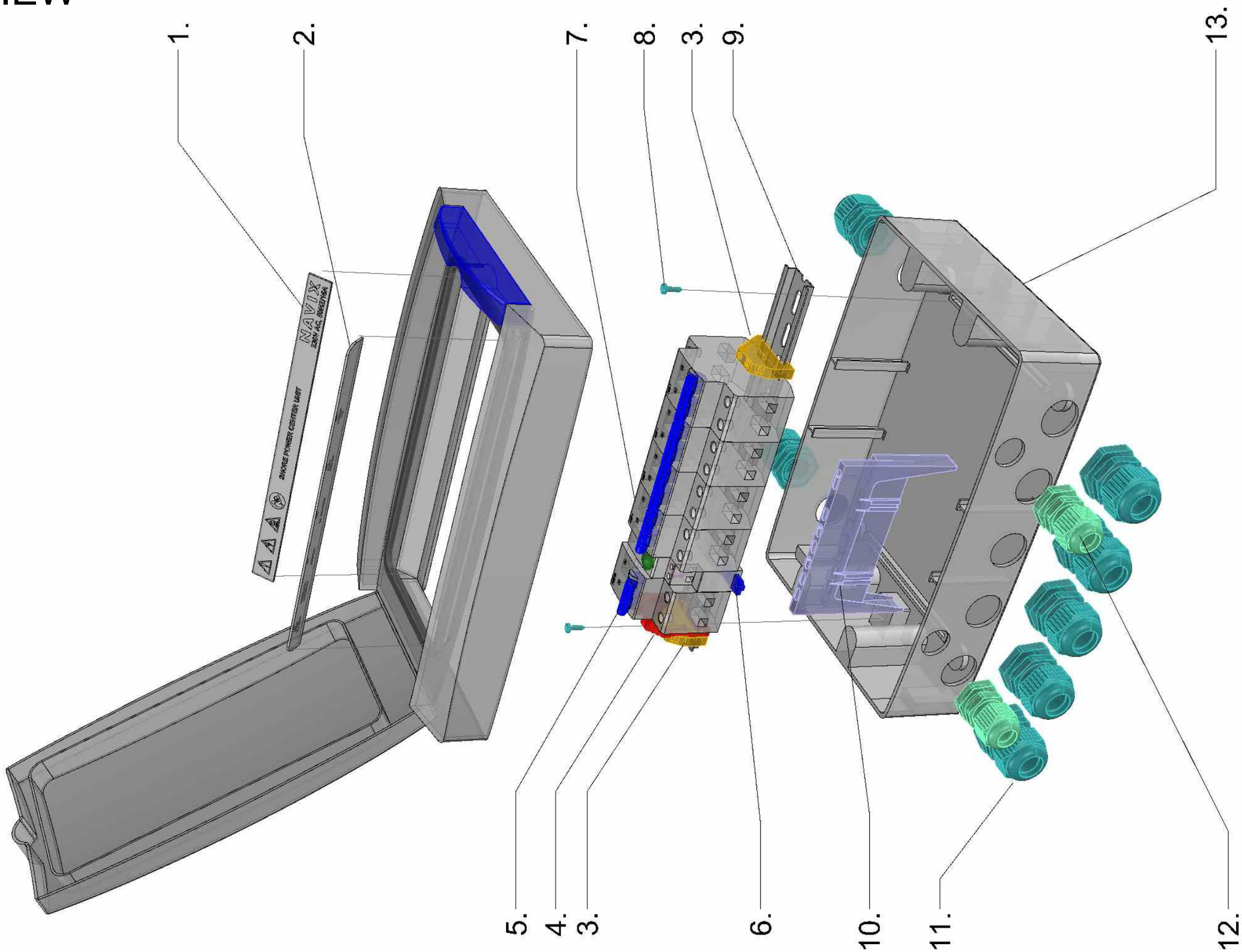




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 24.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 24.5.2019 | NAVIX designed solutions | Axopar | SEE EXP VIEW | 29622 | |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | 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. |
| | | |

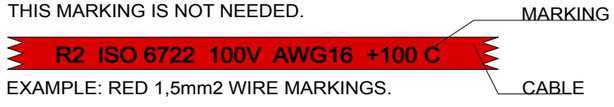
Date 11.7.2019
Drawing by TuM
Sheet rev. 1
Project rev. B

NAVIX designed solutions
Copyright by

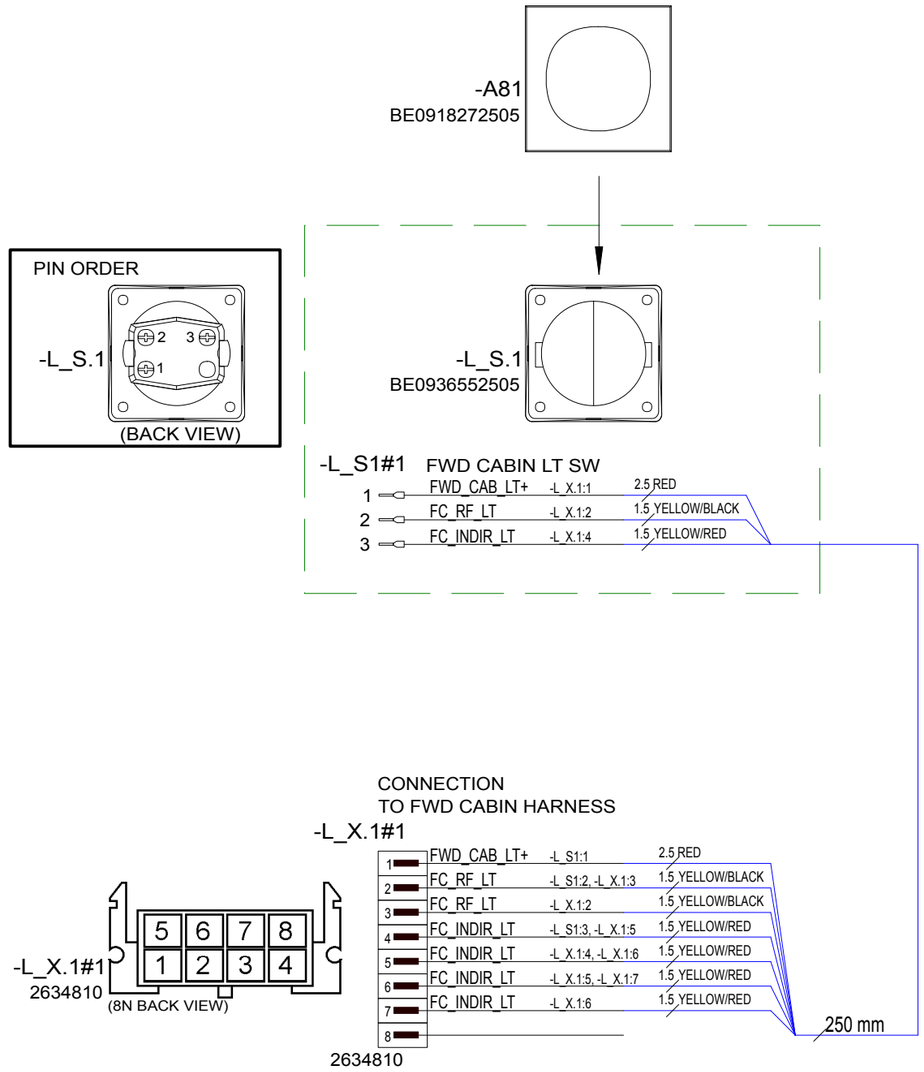
Axopar — Boat
37 MY20 — Boat model
SEE EXP VIEW — Sub-product code
29622 — Product code
Project ID
INSPECTION SHEET — Title
HL — Loc
142 / 149 — Sheet

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

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



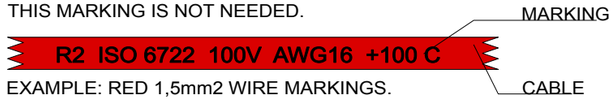

EXAMPLE: RED 1,5mm2 WIRE MARKINGS.



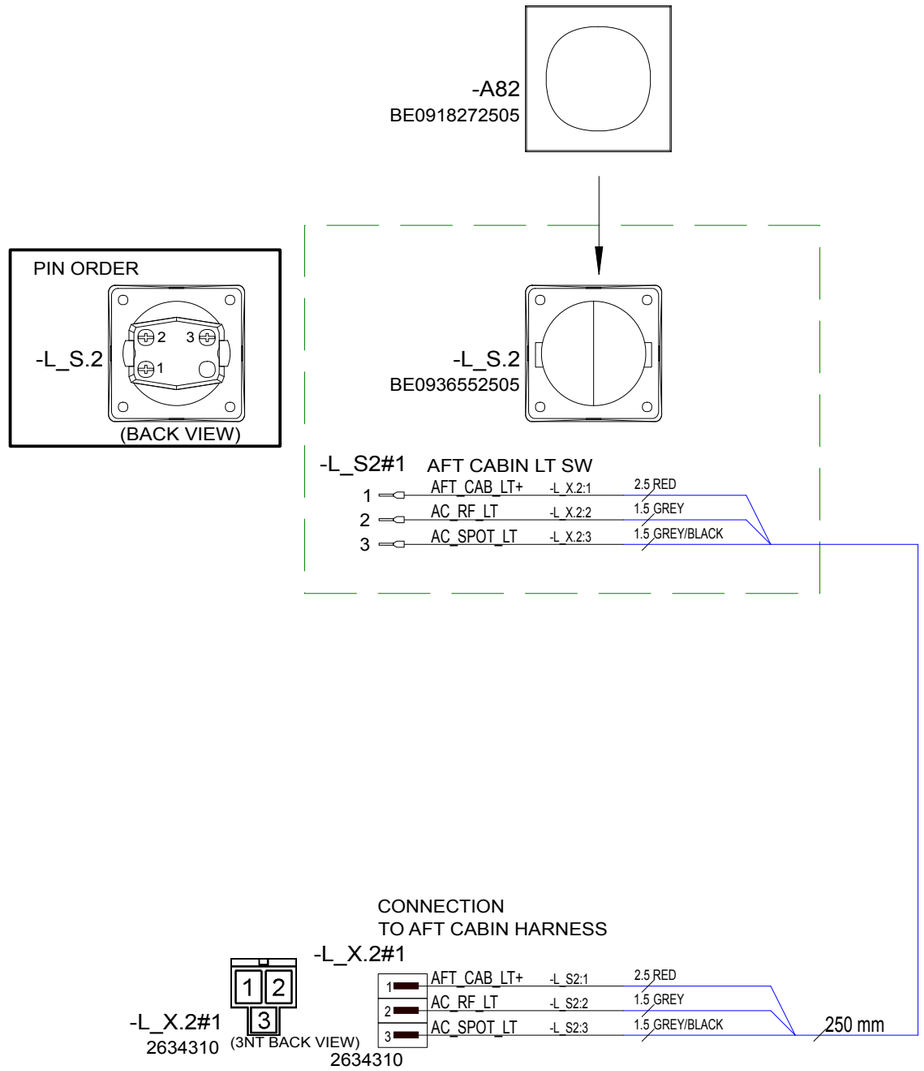

| Date of modification | Modified by | Description | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 22.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date | 22.5.2019 | NAVIX designed solutions | Axopar | | 29635 | |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by | TuM | | Boat | Sub-product 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.

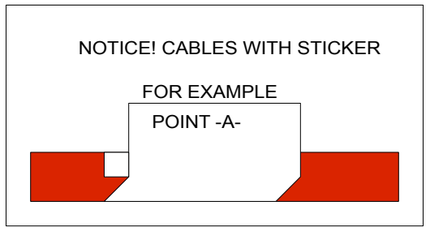



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 22.5.2019 | TuM | A1: INTRODUCED DRAWING. | Date 22.5.2019 | NAVIX designed solutions | Axopar | | 29636 | |
| 10.10.2019 | PN | B1: NOT MODIFIED. | Drawing by TuM | | Boat | Sub-product code | Product code | Project ID |
| 1.11.2019 | TT | 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

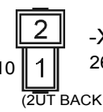
ISM_BOW_TH_C -X7d:1 1.5 WHITE/BLACK
ISM_B_TH_SW_L+ -X7d:2 1.5 WHITE
100 mm

-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

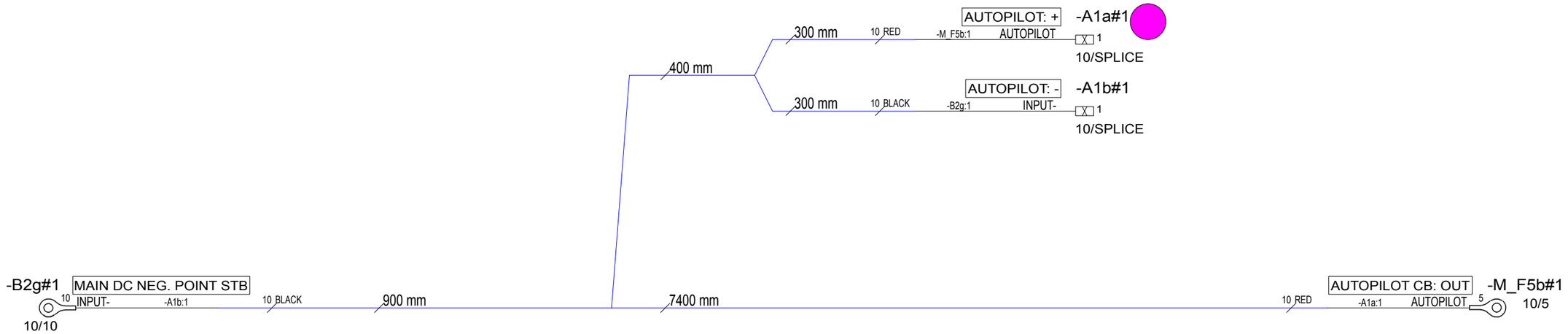
R2 ISO 6722 100V AWG6 +100 C

CABLE

EXAMPLE: RED 16mm2 WIRE MARKINGS.

MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

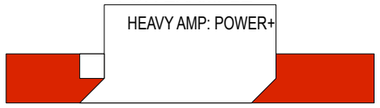
| | EQUIVALENCY: mm2 | | AWG |
|---|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2 AND ADD THIS TO CABLE MARKINGS. | 10 mm2 | = | AWG8 |
| | 16 mm2 | = | AWG6 |
| FOR EXAMPLE: CABLE SIZE IS 25mm2 --> MARKING AWG3. | 25 mm2 | = | AWG3 |
| | 35 mm2 | = | AWG2 |

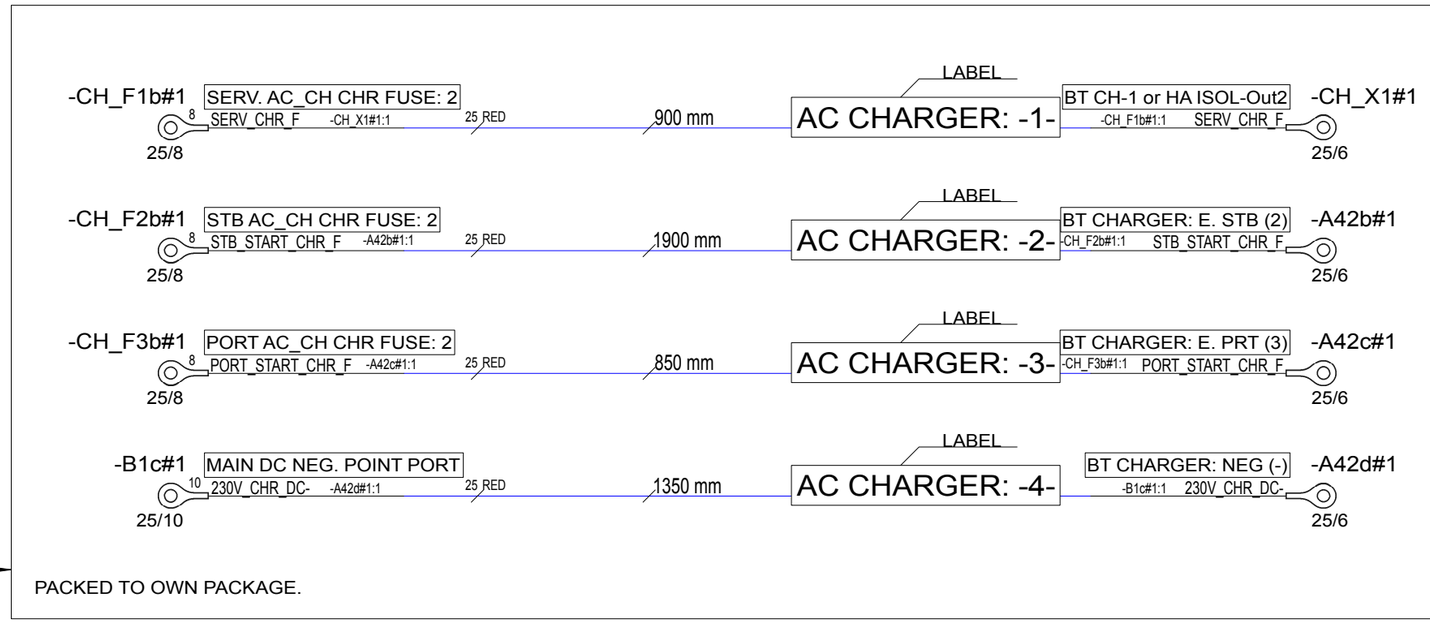



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B1: INTRODUCED AUTOPILOT HARNESS | Date | 25.9.2019 | NAVIX designed solutions | Axopar | | 30736 | |
| | | | Drawing by | TuM | | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | | 37 MY20 | AUTOPILOT 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 |

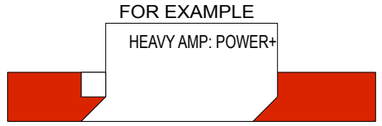
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10.10.2019 | PN | B1: INTRODUCED CHARGER CABLES PRODUCT | Date | 26.9.2019 | Axopar | | 30737 | |
| | | | Drawing by | TuM | Boat | Sub-product code | Product code | Project ID |
| | | | Sheet rev. | 1 | 37 MY20 | BATTERY BOX CHARGER CABLES | HL |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

NAVIX designed solutions

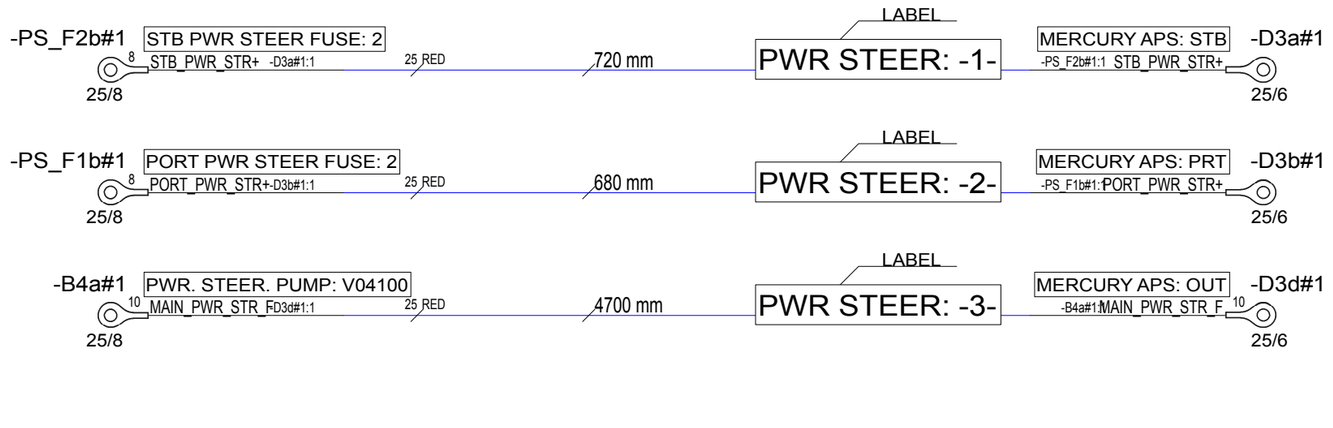
Copyright by

NOTICE! CABLES WITH STICKER

FOR EXAMPLE




OPTION 1.
-TWIN EMGINE ONE STEERING PUMP




LABEL

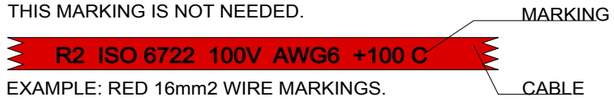
POWER STEER 1. CABLES

(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.

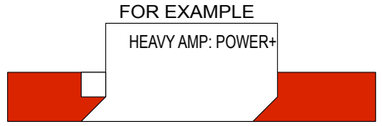
MARKING SHOWN ABOVE ONLY TO CABLES LISTED BELOW.

| | EQUIVALENCY: mm2 | | AWG |
|---|---|---|---|
| LOOK FOR EQUIVALENT AWG SIZE FOR mm2<br>AND ADD THIS TO CABLE MARKINGS.<br><br>FOR EXAMPLE:<br>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

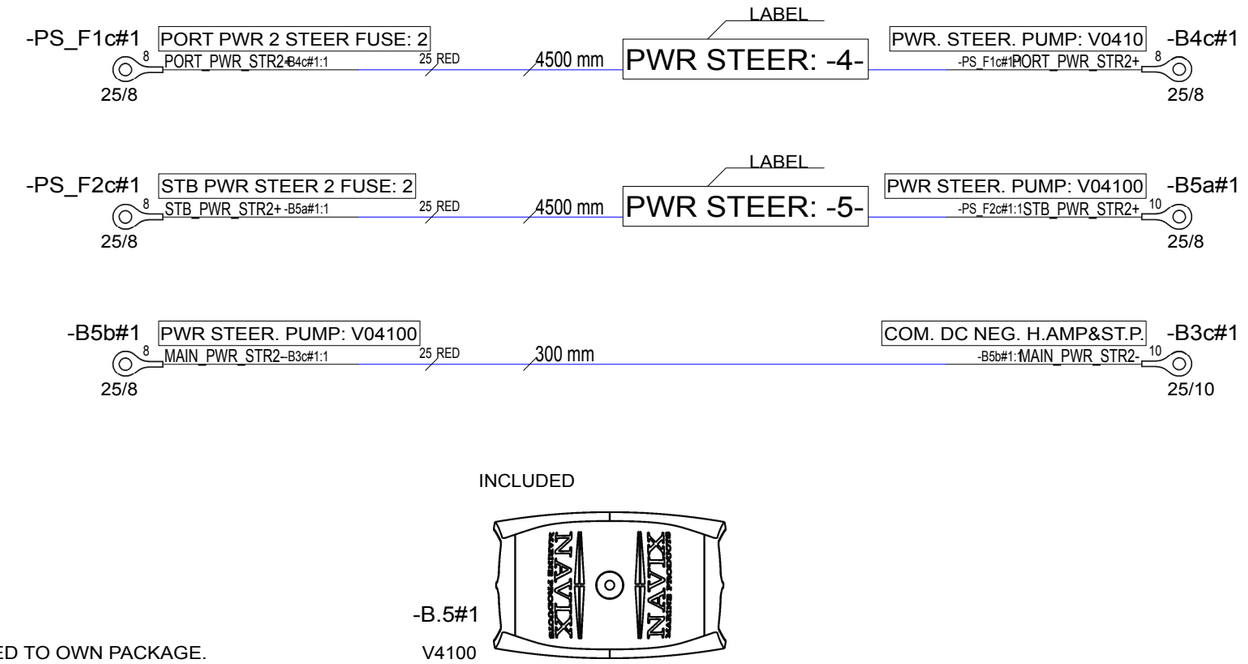



LABEL

POWER STEER 2. CABLES

(TO TOP OF PACKAGE)

OPTION 2.
-TWIN EMGINE, TWIN STEERING PUMP




INCLUDED

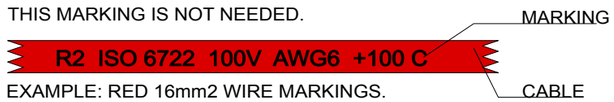
-B.5#1
V4100




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 |

NAVIX designed solutions

Copyright by

# 12 Appendix IV: AIS Decontamination – North America

According to

ABYC T-32 Design and Construction in Consideration of Aquatic Invasive Species 7/21

© 2021 American Boat & Yacht Council, Inc

# Table of Contents

1 Decontamination criteria based on UMPS III, Table 3.....3

2 Example of AIS Owner's Manual Information.....4

3 Additional boat-specific recommendations.....6

© 2021 Axopar Boats

# 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.*

© 2021 Axopar Boats

# 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.

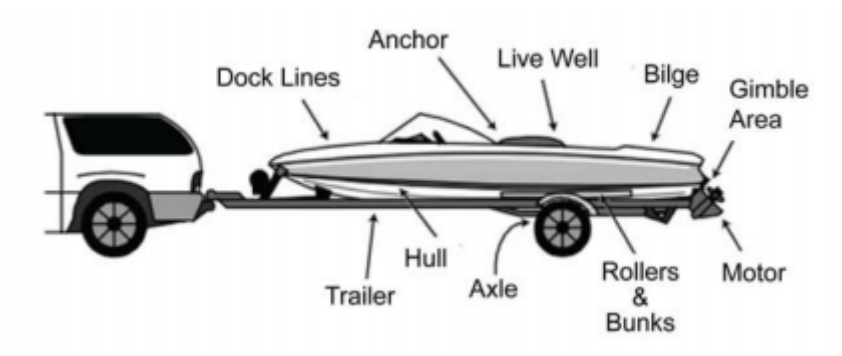
### Drain

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.

© 2021 Axopar Boats




*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.*

© 2021 Axopar Boats

# 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.

© 2021 Axopar Boats