Owner's Manual

Volume 2

OPEN 3.1- 3.4

ZNAUTIC puts at your disposal the owner's manuals in digital format for the Italian / German / Spanish and Norwegian languages. For all other languages, contact your distributor for request to the ZNAUTIC teams in due form.

Edition 1

ENGLISH

VOLUME 2

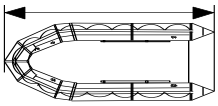
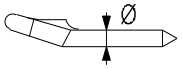
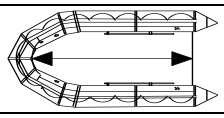
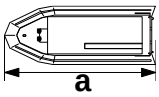
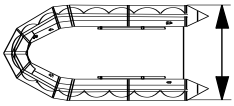
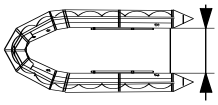
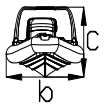
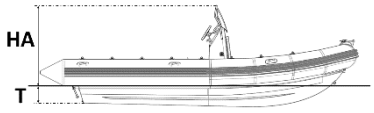
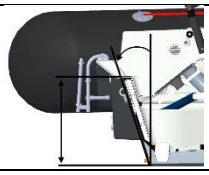
DESCRIPTION – BUOYANCY CHAMBER
PROPULSION SYSTEM
INSTALLATION AND CIRCUITS

CONTENTS

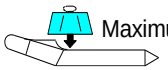
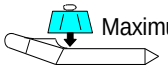
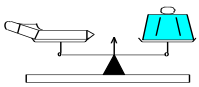
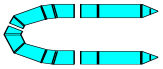
DESCRIPTION - Technical characteristics

I DESCRIPTION

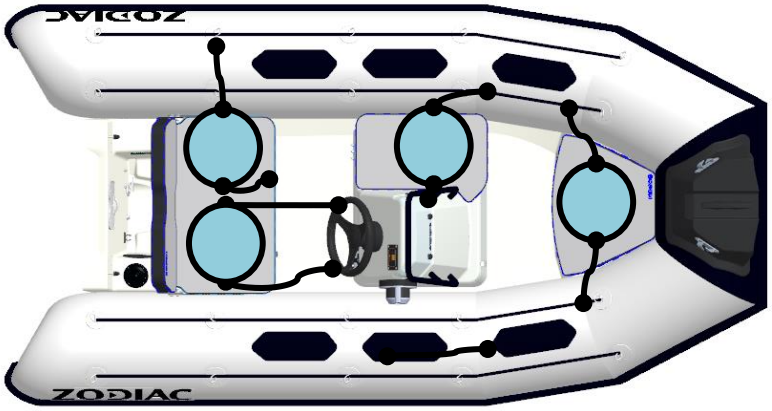
I-1 TECHNICAL CHARACTERISTICS OF THE OPEN 3.1

Dimensions *Dimension tolerance +/- 3%*						
	m	3.1	 Buoyancy chamber diameter		m	0.455
	ft	10‘ 2“			ft	1‘ 6“
	m	2	Without the buoyancy chamber 	a	m	2.58
	ft	6‘ 7“			ft	8‘ 6“
	m	1.65		b	m	1.01
	ft	5‘ 5“			ft	3‘ 4’’
	m	0.71		c	m	1.134
	ft	1‘ 6“			ft	3‘ 9’’
		HA (mm)	920	Max. air draught		
		T (mm)	225	Max. draught		
		°	13	Transom angle		
		mm	438	Transom height		

Design category	
CE (Directive 2013/53/EU)	I

Capacity *Weight tolerance +/ – 5%*				
(ISO)			I **4**	
 Maximum	**ISO 14946**	**Kg**	280	Maximum load i.a.w. ISO 14946 (1+2+3+4) data figuring on the ICNN certificate. Maximum load i.a.w. ISO 14945 (1+2+3+5) data figuring on the manufacturer plate. Weight of people Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water, etc.) Weight of the engine or engines
		lb.	617	
 Maximum	**ISO 14945**	**Kg**	300	
		lb.	661	
		**Kg**	210	The weights indicated do not include any accessories
		lb.	463	
Number of compartments 			3	

DESCRIPTION - Technical characteristics



Seat with handles

WARNING!!!

DO NOT EXCEED THE MAXIMUM RECOMMENDED NUMBER OF PEOPLE.
NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD.
ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.

Propulsion		
TORQEEDO CRUISE 6.0 RS		
Electric power	KW	6
Equivalent engine power	HP	9
Shaft length	/	S
Weight	Kg/lb.	22/49

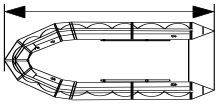
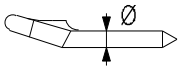
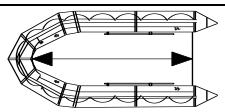
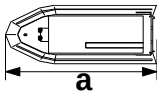
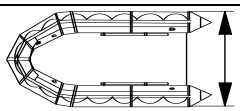
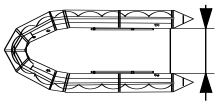
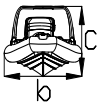
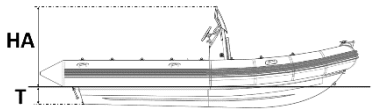
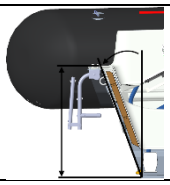
Battery		
TORQEEDO POWER 48-5000		
Technology	/	Lithium-ion
Capacity	Ah	118.8
Nominal voltage	V	44.4
Nominal power rating	Wh	5275
Operating temperature range	°C	-10/+50
Storage temperature range	°C	-25/+60

Charger		
TORQEEDO POWER 48-5000 Charger		
Dock power supply	/	16A /230V
Charging time from 0 to 100%	h	10
Charging temperature range	°C	0/+45

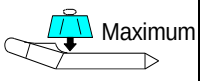
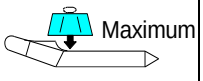
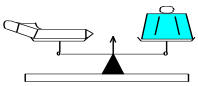
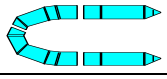
NOTE: For more information on the above electrical system please refer to the TORQEEDO manual.

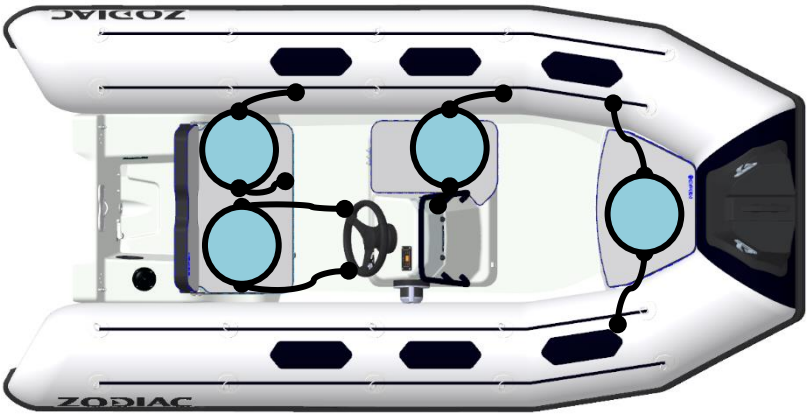
DESCRIPTION - Technical characteristics

I-2 TECHNICAL CHARACTERISTICS OF THE eOPEN 3.4

Dimensions *Dimension tolerance +/- 3%*						
	m	3.4	 Buoyancy chamber diameter		m	0.455
	ft	11‘ 2“			ft	1‘ 6“
	m	2.16	Without the buoyancy chamber  a	a	m	2.9
	ft	7‘ 1“			ft	9‘ 6“
	m	1.7		b	m	1.13
	ft	5‘ 7“			ft	3‘ 8’’
	m	0.8	 c b	c	m	1.17
	ft	2‘ 7“			ft	3‘ 10’’
 HA T	HA (mm)	934	Max. air draught			
	T (mm)	266	Max. draught			
	°	13	Transom angle			
	mm	524	Transom height			

Design category	
CE (Directive 2013/53/EU)	I

Capacity *Weight tolerance +/ – 5%*				
(ISO)			I **4**	
 Maximum	**ISO 14946**	**Kg**	320	Maximum load i.a.w. ISO 14946 (1+2+3+4) data figuring on the ICNN certificate. Maximum load i.a.w. ISO 14945 (1+2+3+5) data figuring on the manufacturer plate. Weight of people Personal property List of all options proposed Content of consumable liquid tanks (fuel, drinking water, etc.) Weight of the engine or engines
		lb.	705	
 Maximum	**ISO 14945**	**Kg**	340	
		lb.	750	
		**Kg**	230	The weights indicated do not include any accessories
		lb.	507	
Number of compartments 			3	



Seat with handles

WARNING!!!

DO NOT EXCEED THE MAXIMUM RECOMMENDED NUMBER OF PEOPLE.
NO MATTER HOW MANY PEOPLE ARE ON BOARD, THE TOTAL WEIGHT OF PASSENGERS AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD.
ALWAYS USE THE DESIGNATED SEATS OR SEATING AREAS.

Propulsion		
TORQEEDO CRUISE 6.0 RS		
Electric power	KW	6
Equivalent engine power	HP	9
Shaft length	/	L
Weight	Kg/lb.	23/51

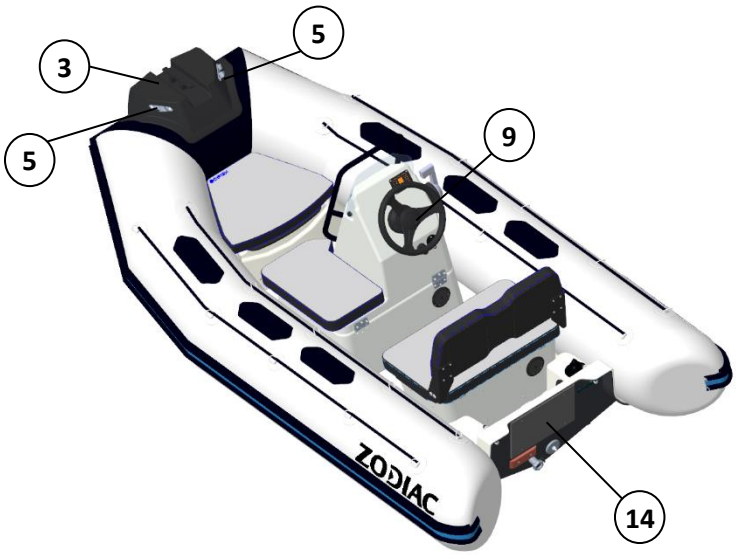
Battery		
TORQEEDO POWER 48-5000		
Technology	/	Lithium-ion
Capacity	Ah	118.8
Nominal voltage	V	44.4
Nominal power rating	Wh	5275
Operating temperature range	°C	-10/+50
Storage temperature range	°C	-25/+60

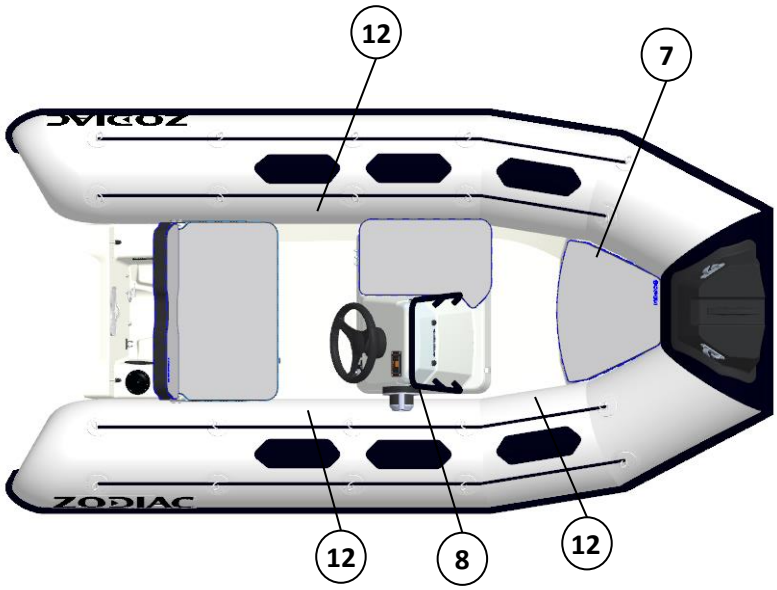
Charger		
TORQEEDO POWER 48-5000 Charger		
Dock power supply	/	16A /230V
Charging time from 0 to 100%	h	10
Charging temperature range	°C	0/+45

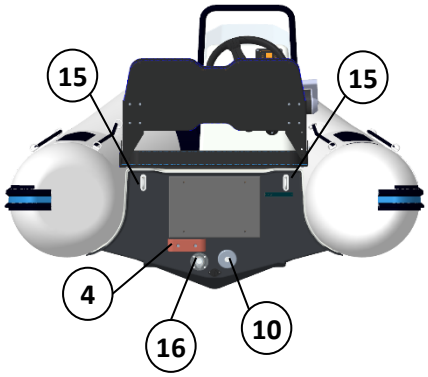
NOTE: For more information on the above electrical system please refer to the TORQEEDO manual.

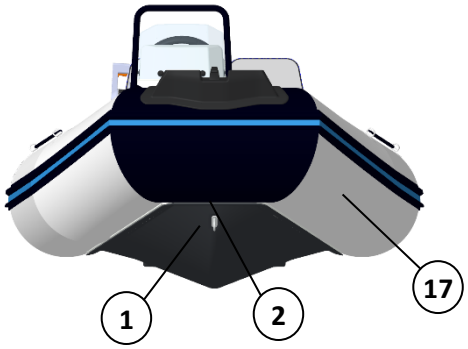
I-3 INVENTORY AND LOCATION

I-3-1 eOPEN 3.1 & 3.4







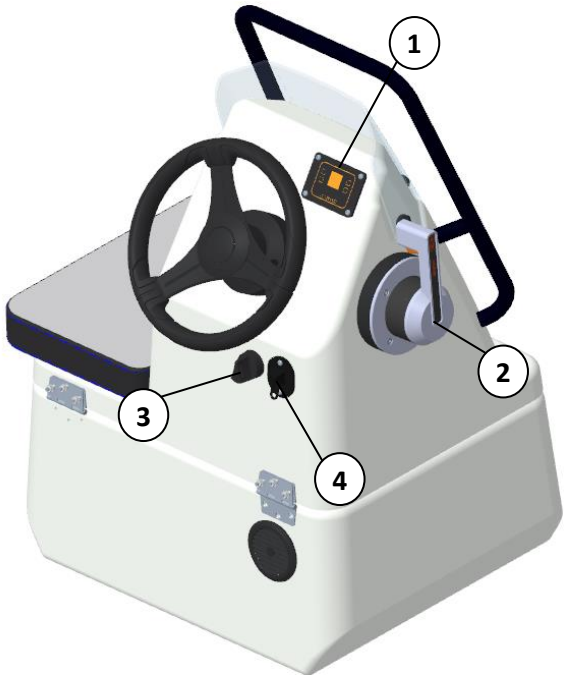


DESCRIPTION – INVENTORY and location

Ref.	DESCRIPTION
STANDARD EQUIPMENT	
	2 telescopic paddles, 1 foot inflator, 1 repair kit, 1 owner's manual (2 volumes), 1 pressure gauge. Polyester hull with counter-moulded and anti-slip deck
	Bolster
	Console
1	Bow plate
2	Buoyancy chamber flap fastening
3	Bow roller
4	Earth plate
5	Fairlead
6	Mooring bollard
7	Anchor locker
8	Handrail
9	Steering wheel, mechanical steering
10	Anode
11	Glove compartment /Glass holder
12	Inflation/deflation valves
13	Deck self-bailer with non-return valve
14	Martyr plate
15	Towing chain plates
16	Hull scupper
17	Fixed buoyancy chamber with rubbing strip, grab lines and long cones.

OPTIONAL EQUIPMENT		**eOPEN 3.1**	**eOPEN 3.4**
	Boarding ladder	X	X
	Storage net	X	X
	EVA deck	X	X
	White lights and battery powered navigation	X	X
	Lifting kit	X	X
	Cockpit cover	X	X
	Bimini	X	X
	Quick charger	X	X
	Other options available. See your ZODIAC dealer		

I-3-2 Controls and displays



Ref.	DESCRIPTION
1	Remote throttle display
2	Throttle / Reverser
3	Key ignition
4	Circuit breaker

I-4 HANDLING

I-4-1 Transport

Trailer installation recommendations are specified in VOLUME I of the owner's manual.

Use a trailer adapted to your boat.

The boat is sized for road transport. It is designed to be transported inflated.

Total weight when in condition for trailer transportation comprises:

eOPEN 3.1

Unladen weight of the boat:	210 kg	*Tolerance +/- 5 %*
Engine weight:	22 kg	
Options:	14 kg	*Model including all options*
Safety equipment:	21 kg	*Equipment*
Σ:	**267 kg**	

eOPEN 3.4

Unladen weight of the boat:	230 kg	*Tolerance +/- 5 %*
Engine weight:	23 kg	
Options:	14 kg	*Model including all options*
Safety equipment:	21 kg	*Equipment*
Σ:	**288 kg**	

STOWING ON A TRAILER OR CRADLE:

USE THE BOW RING AND THE REAR CHAIN PLATES ON THE OUTSIDE OF THE TRANSOM.

RECOMMENDATION: IF TRANSPORTED WITH BUOYANCY CHAMBER DEFLATED!

TO AVOID DAMAGING THE CONE ENDS, WE RECOMMEND YOU USE THE TRANSPORT STRAP KIT (OPTIONAL EQUIPMENT).

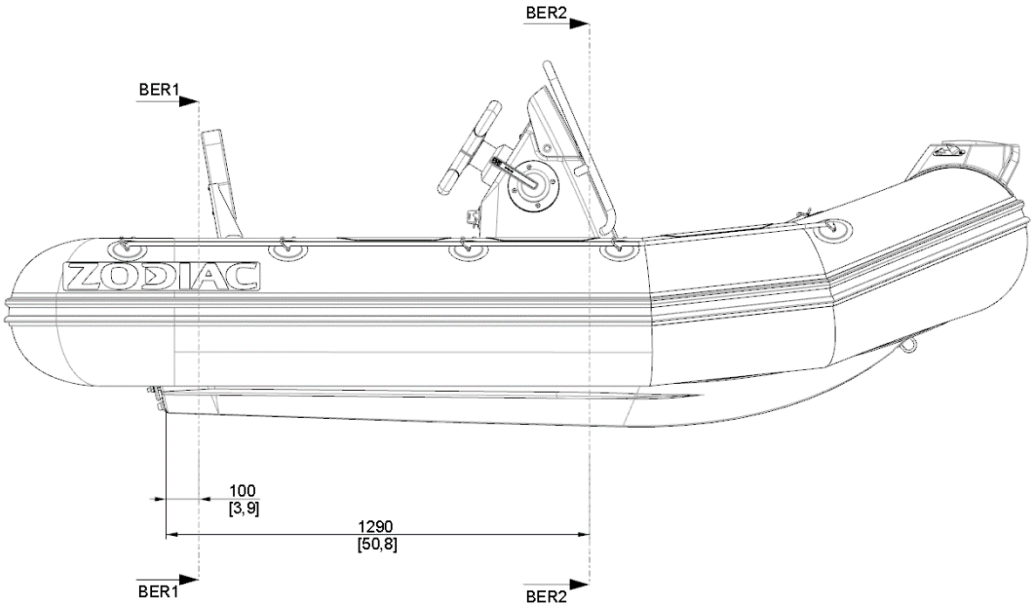
WARNING!!!

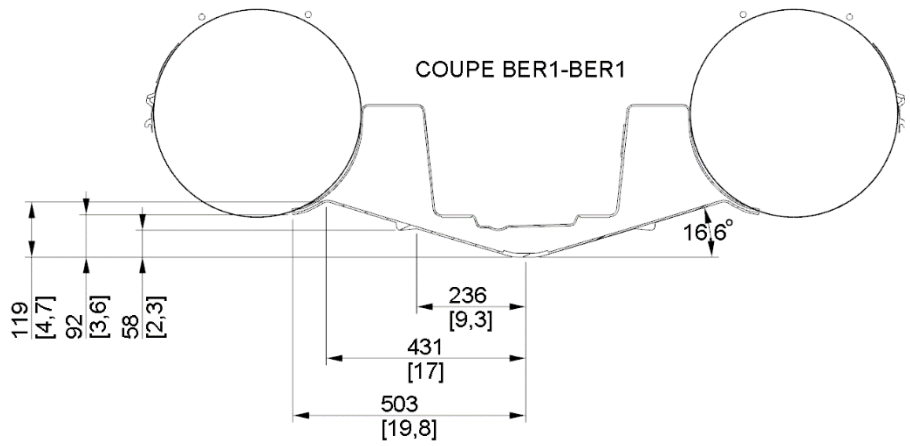
THE BOAT MUST REST ON THE BOW LINE.

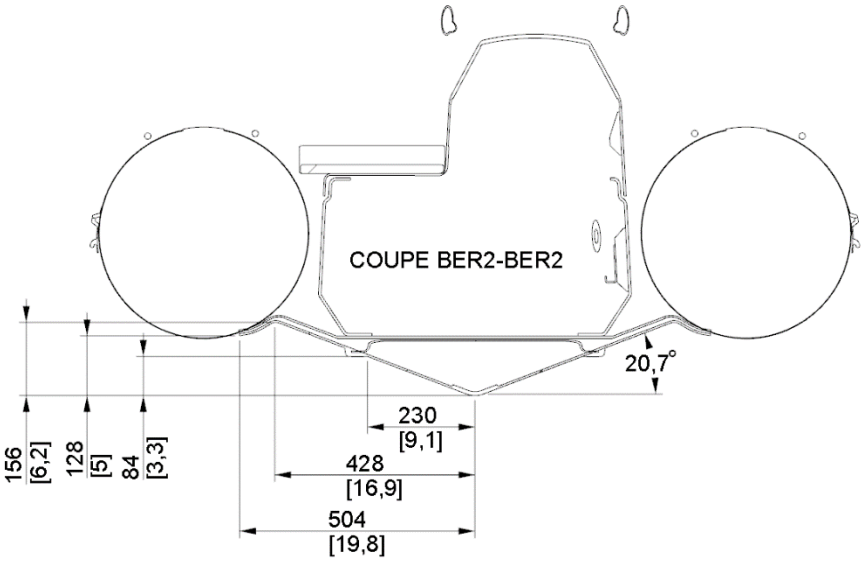
SEE DIAGRAM BELOW.

DESCRIPTION - Handling

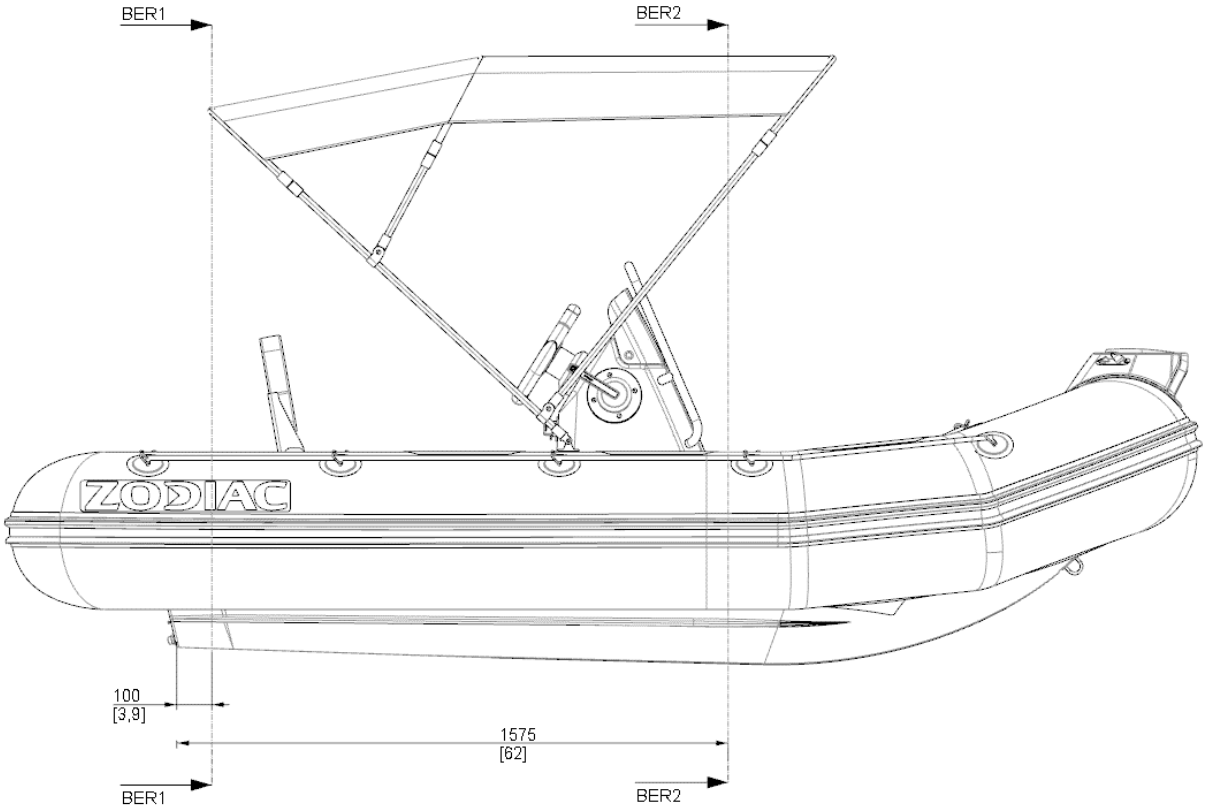
eOPEN 3.1

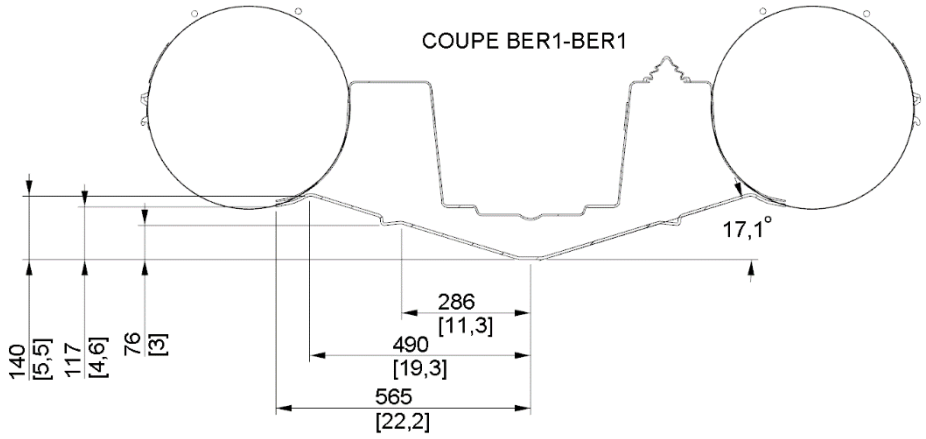






eOPEN 3.4


BER1
BER2
ZODIAC
100
[3,9]
1575
[62]
BER1
BER2


COUPE BER1-BER1
17,1°
140
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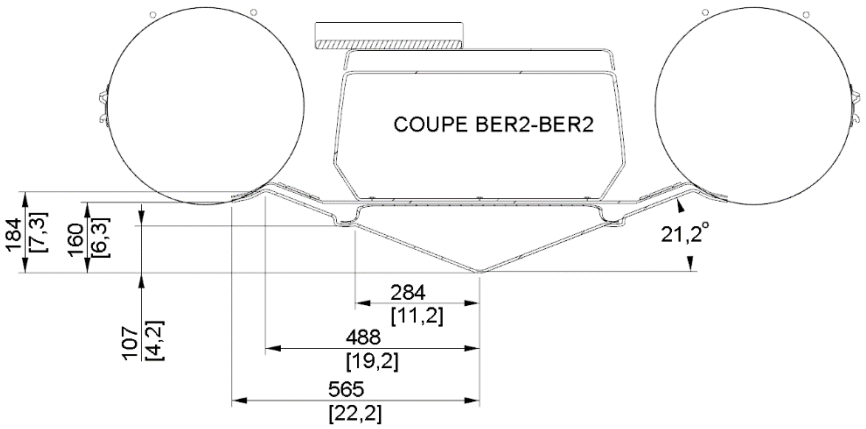
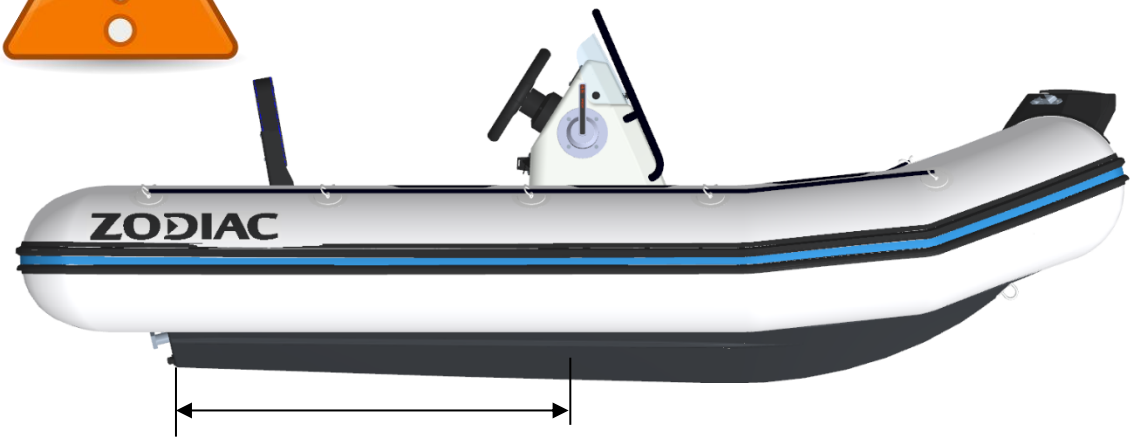
117
[4,6]
76
[3]
286
[11,3]
490
[19,3]
565
[22,2]


COUPE BER2-BER2
21,2°
184
[7,3]
160
[6,3]
107
[4,2]
284
[11,2]
488
[19,2]
565
[22,2]

DESCRIPTION - Handling

I-4-2 Lifting

WARNING
THE BOAT HAS NO LIFTING DEVICES. HOISTING REQUIRES PASSING SUITABLE LIFTING STRAPS UNDER THE HULL.



eOPEN 3.1: 931 mm*

eOPEN 3.4 1105 mm*

*Estimation of centre of gravity with all options fitted.

WARNING
LIFTING MUST BE CARRIED OUT BY PROFESSIONALS.

DANGER!!!
NO PASSENGERS ON BOARD WHILE LIFTING.

WARNING!!!
ALL EQUIPMENT MUST BE UNLOADED FROM THE BOAT FOR LIFTING OR DAVIT HANDLING.
BEFORE LAUNCHING THE BOAT, OPEN THE AFT DRAIN HOLE TO DRAIN ANY RAINWATER FROM THE BOTTOM OF THE BILGE (CLOSE THE DRAIN HOLE AGAIN BEFORE LAUNCHING).

II BUOYANCY CHAMBER

II-1 BUOYANCY CHAMBER

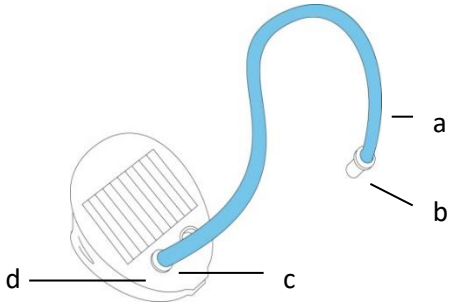
Your boat's buoyancy chamber is made from STRONGAN DUOTEX® **1100** Decitex, 1000 gr/m² or NEOPRNE CSM-CR **1100** Decitex, 1050 gr/m².

The maintenance recommendations are specified in VOLUME I of the owner's manual.

II-2 INFLATING THE BUOYANCY CHAMBER

INFLATOR

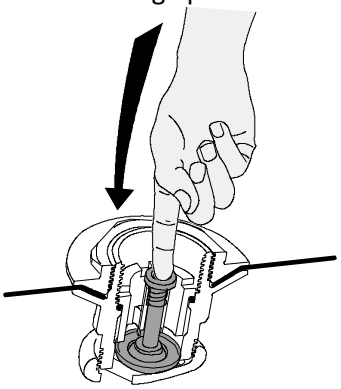
a. tube end
b. adaptor
c. tube base
d. inflation port



NOTE: A high capacity electric (12 V) inflator is available as an option (contact your dealer).

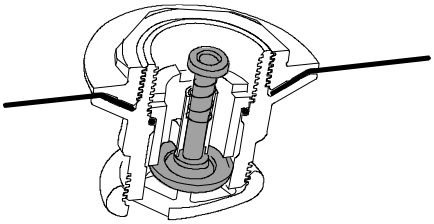
"EASY-PUSH" VALVES

To change position



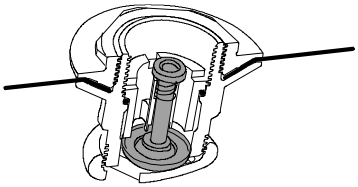
Push

Inflation position



The membrane is closed, the plunger is up

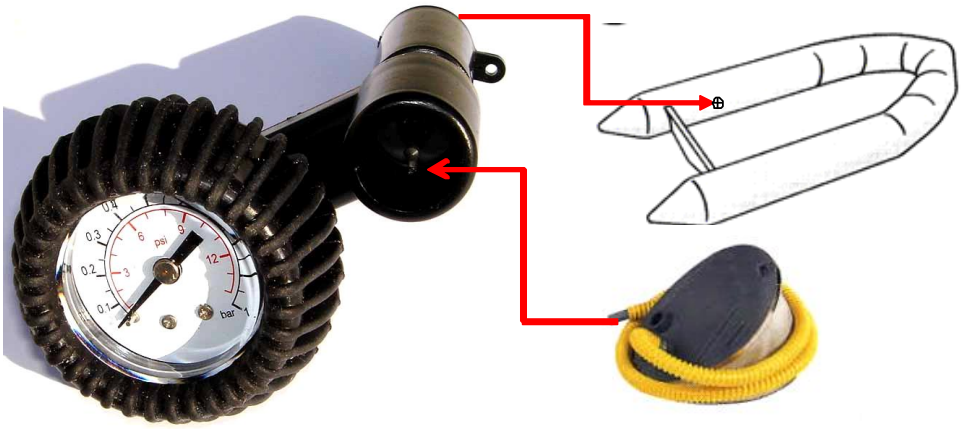
Deflation position



The membrane is open, the plunger is down

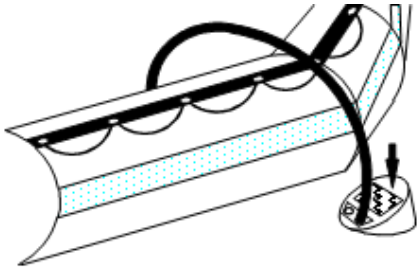
BUOYANCY CHAMBER - INFLATING THE BUOYANCY CHAMBER

PRESSURE GAUGE



DANGER!!!
NEVER USE A COMPRESSOR OR COMPRESSED AIR CYLINDER.

INFLATION



1º/ Place all valves in inflation position.

2º/ Fit the adaptor that matches the diameter of the "easy-push" valve to the inflation tube tip.

3º/ Attach the hose connector to the inflation pump inflation valve.
To properly inflate your tube, the inflator needs to be properly placed on the ground.
The tube will inflate quickly if the inflator is operated smoothly and unhurriedly.

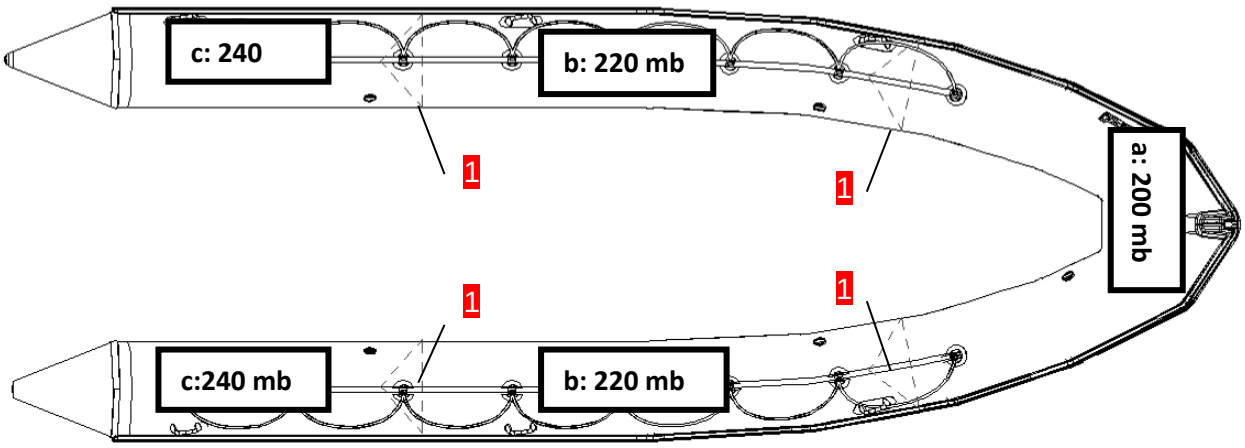
4./ Inflate the tube starting with the first compartment (a) from the bow (front), until a pressure of 200 mb is reached.

5./ Then inflate the compartments (b) in the middle, until a pressure of 220 mb is reached, as read on the pressure gauge left on the first compartment.

6./ Then inflate the aft compartments (c) to a pressure of 240 mb, still leaving the pressure gauge in the same location. The partitions (1) enable the pressure between each chamber to balance out.

7º/ Inflation is completed: screw on the inflation valve plugs.

BUOYANCY CHAMBER – PRESSURE



NOTE: Observing a slight air loss before screwing the valve cap on is perfectly normal.
Only the plugs provide final airtightness.

II-3 **PRESSURE**

The tube has **5** compartments. Each one should be at a pressure of **240 mb / 3.4 PSI**.
It is the buoyancy chamber's correct pressure.

The ambient temperature of the air or the	Ambient temperature	Pressure inside the buoyancy chamber
water proportionally influences the	+1°C	+4 mb / 0.06 PSI
internal pressure of the buoyancy chamber.	-1°C	-4 mb / 0.06 PSI

It is therefore important to be able to anticipate changes.
Check and adjust the pressure of inflatable compartments (by inflating or deflating) depending on the temperature (particularly when temperature variations are high between the morning and evening in particularly hot regions) and check that the pressure does not exceed the recommended pressure zone (from 220 to 270 mb).

RISK OF PRESSURE LOSS
Example:
Your boat is exposed to bright sunlight on the beach (temperature = 50°C) at the recommended pressure level (240 mb/3.4 PSI). When you put it in the water (temperature = 20°C), the temperature of the inflatable compartments and the pressure inside them will fall in step (by up to 120 mb) and **YOU WILL NEED TO REFLATE** to regain the millibars lost due to the difference in temperature between the ambient air and water.
It is normal to observe a drop in pressure at the end of the day when the outdoor temperature drops.

BUOYANCY CHAMBER – PRESSURE

RISK OF OVERPRESSURE

Example:

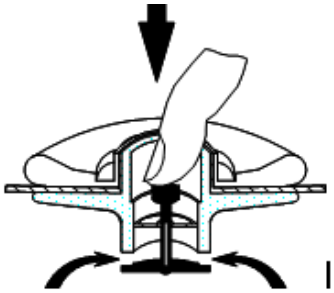
Your boat is inflated to its recommended pressure (240 mb/3.4 PSI) at the start or the end of the day (low outside temperature = 10°C). During the day, your boat is exposed to bright sunlight on the beach or on the deck of a yacht (temperature = 50°C). Temperature inside the inflatable compartments will increase (up to 70°C) especially with a dark colour buoyancy chamber, causing the pressure to double (480 mb). **YOU WILL NEED TO DEFLATE** to return to the recommended pressure.

DANGER!!!

IF YOUR BOAT IS OVERINFLATED, THE PRESSURE WILL ABNORMALLY WEAR THE INFLATABLE STRUCTURE WHICH MAY LEAD TO A BREACH OF THE ASSEMBLY.

SHOULD AN OVERPRESSURE OCCUR

Release air by pressing on the valve knob



III **PROPULSION SYSTEM**

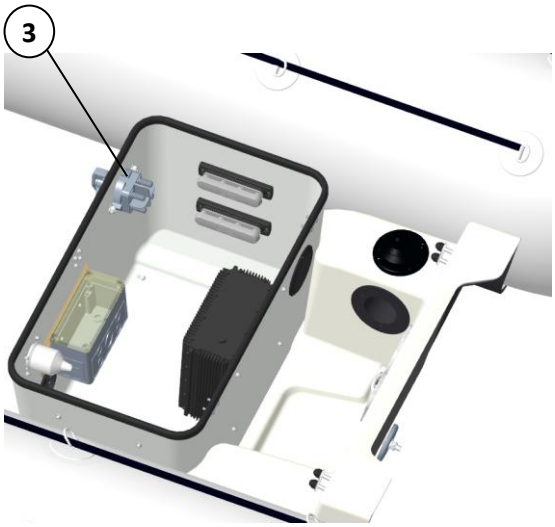
III-1 **General**

Comply with the ZODIAC and the TORQEEDO recommendations for the assembly, use and servicing of the engine and the battery.

To get the best out of your boat, please consult your dealer.
The engine bolts must be fitted through the transom using a screw hole sealing procedure (e.g: using Sikaflex sealant).

III-2 **ENGINE RIGGING**

As all of the electrical system is already installed, the engine just needs to be connected to the boat. The engine power cables are designed to be routed through the engine duct (1) and exit through the bench via the cable gland sleeve (2). Finally, complete by connecting the cables to the isolator switch (3) ensuring the polarities are respected

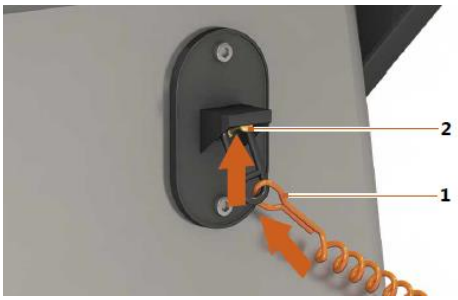
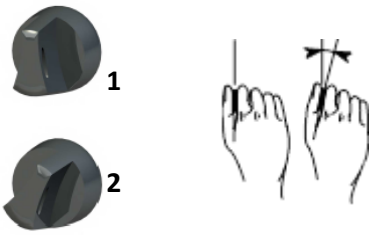


IV USING YOUR BOAT

IV-1 How to drive your boat

Before starting, refer to the Owner's Manual Volume I.

NOTE: Check that the buoyancy chamber is correctly inflated.

1  Isolator switch set to "ON", powered up	**2**  Put on and connect the circuit breaker*
3  Throttle lever in neutral	**4**  Move the engine starter to position (2)

** If the coxswain falls overboard, immediately stopping the engine considerably reduces the risks of serious or fatal injury caused by being run over by the boat. Always couple the two ends of the emergency circuit breaker correctly.*

DANGER!!!

- TURN OFF THE ENGINE IMMEDIATELY AS SOON AS A SWIMMER COMES CLOSE TO THE BOAT. THEY RISK BEING SERIOUSLY INJURED BY A ROTATING PROPELLER.

WARNING!!!

WHEN UNDERWAY, KEEP ALL LOCKERS, DECK HATCHES AND TANK ACCESS HATCH CLOSED.

BREAKING WAVES CAN BE A SIGNIFICANT DANGER FOR STABILITY AND CAUSE FLOODING.

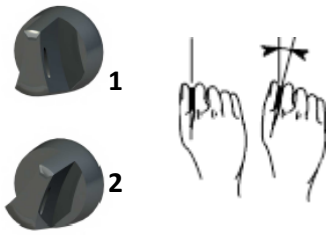
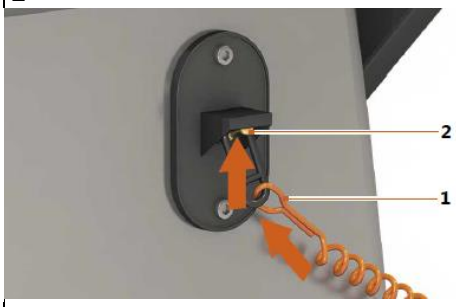
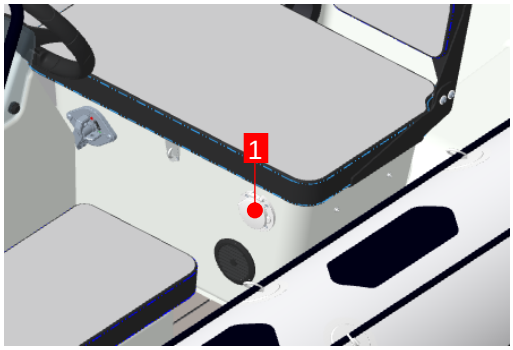
- SHOULD A DECK HATCH SEAL BECOME DAMAGED, PLEASE CONTACT YOUR DEALER TO ENSURE REPLACEMENT AS SOON AS POSSIBLE.

- AVOID ABRUPT MANOEUVRES AT FULL SPEED. REDUCE SPEED IN WAVES FOR THE COMFORT AND SAFETY OF PASSENGERS.

IV-3 **How to charge the boat's batteries**

A mains adapter and a 16A/250V charging cable are supplied with the boat.

NOTE: Refer to the Torqeedo user manual, chapter **charging a low voltage battery**.

1	2	3
 Move the engine starter to position (1)	 Pull the circuit breaker cable	 Isolator switch set to "OFF", powered down
4		**5**
 Connect the power cable to the dock power outlet (1).		 Turn the charge switch to the "ON" position.

The charging process will start automatically.

RECHARGE THE BATTERY(IES) AFTER EACH VOYAGE.

WARNING!!!

RISK OF FIRE AND BURNS FROM OVERHEATING OR HOT SURFACES ON THE COMPONENTS.

FIRE AND HOT SURFACES CAN CAUSE DEATH OR SERIOUS PHYSICAL INJURY.

- DO NOT STORE FLAMMABLE OBJECTS IN THE AREA OF HIGH VOLTAGE EQUIPMENT.

- IF THE SYSTEM BECOMES VERY HOT OR IF YOU SEE STEAM OR SMOKE, TURN THE SYSTEM OFF IMMEDIATELY.

- DURING OR IMMEDIATELY AFTER A TRIP, DO NOT TOUCH ANY MOTOR OR BATTERY COMPONENTS.

- AVOID LARGE MECHANICAL FORCES ON THE SYSTEM'S BATTERIES AND CABLES.

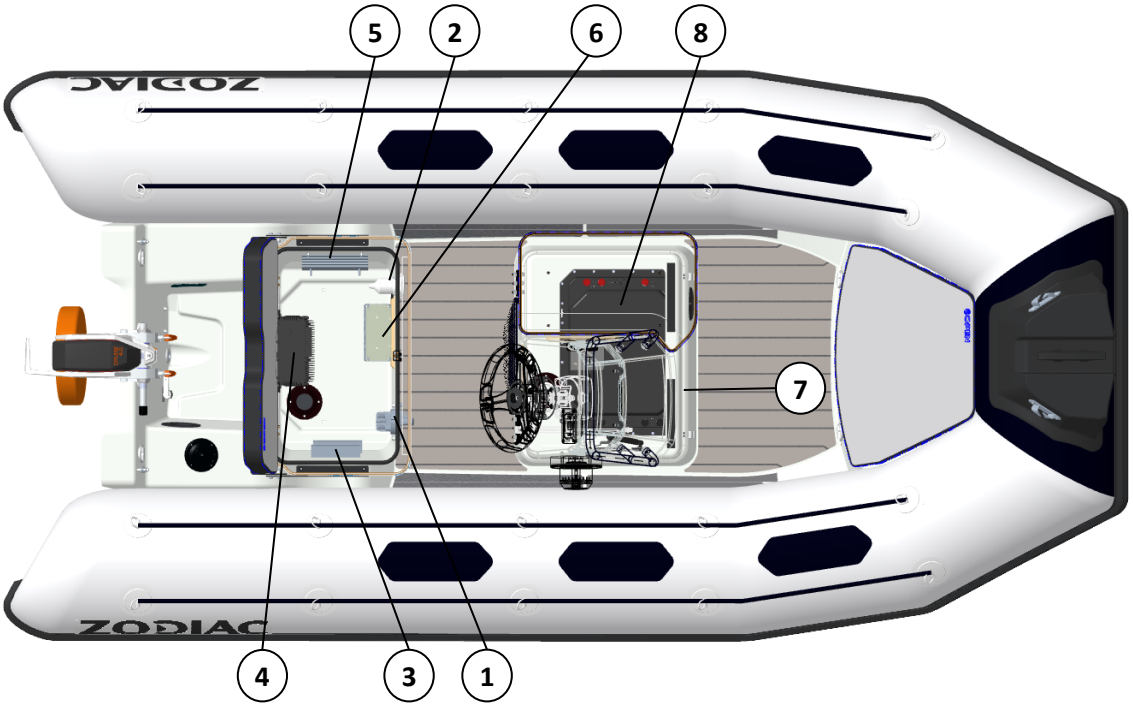
ONLY USE THE CHARGING CABLES SUPPLIED BY ZODIAC.

UNWIND THE CABLE COMPLETELY BEFORE CHARGING

V INSTALLATION AND CIRCUIT

V-1 ELECTRICAL CIRCUIT

V-1-1 Location of items

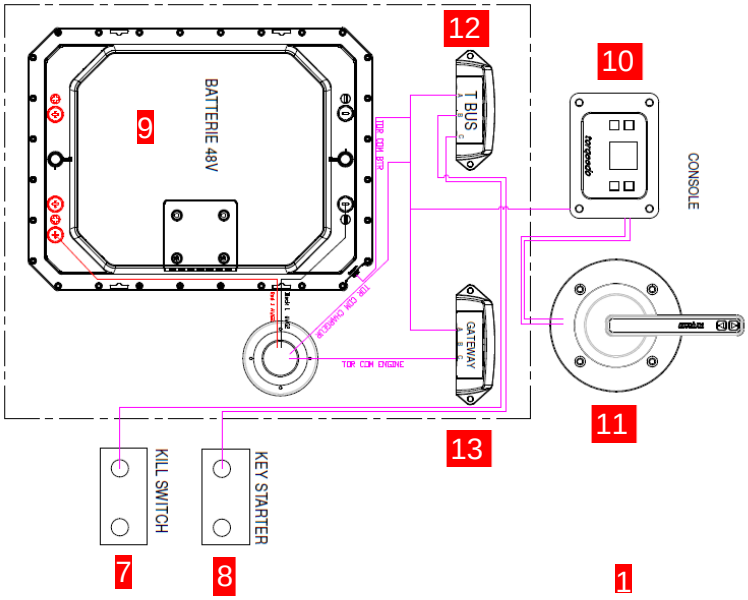


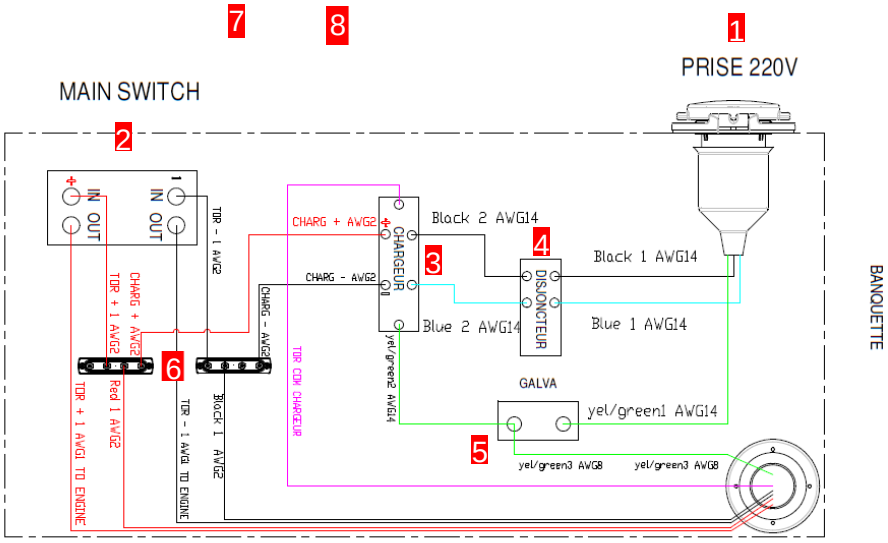
V-1-1 Isolator switch

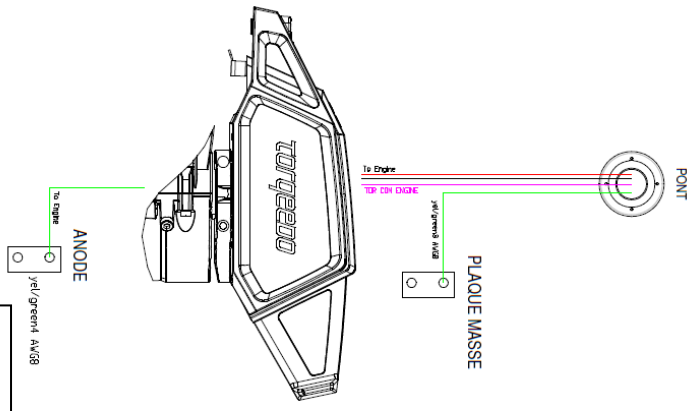
When you are not using your boat, turn the isolator switch to the OFF position.

WARNING

V-1-2 General wiring diagram







This document is available in PDF format from your dealer

INSTALLATION AND CIRCUIT

V-1-3 Battery Power 48-5000 and chargers

Comply with the TORQEEDO recommendations for use and safety guidelines for batteries and chargers

V-1-4 Adding and wiring in an accessory

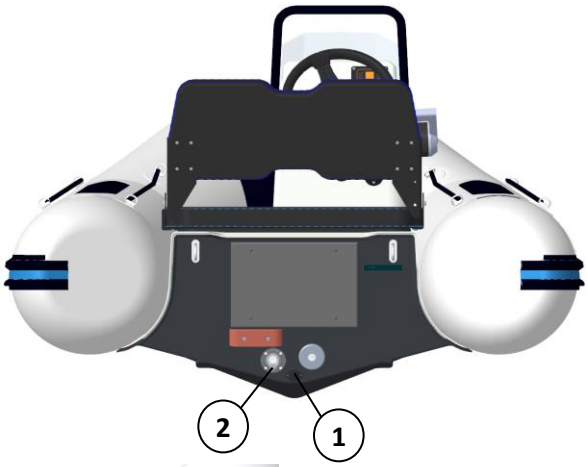
DANGER!!!

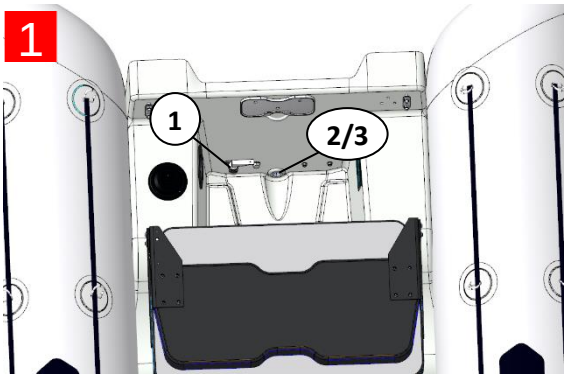
DO NOT ADD OR WIRE ANY ADDITIONAL ACCESSORY INTO THE TORQEEDO ELECTRICAL SYSTEM.

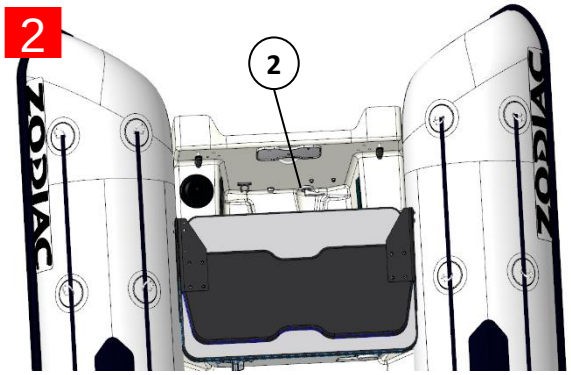
ANY ADDITIONS MAY DISRUPT OR DAMAGE THE OPERATION OF THE ELECTRICAL SYSTEM.

V-2 INSTALLATION OF THE DRAINING SYSTEMS

V-2-1 Description of the functional elements







Ref.	DESCRIPTION
1	Hull scupper
2	Through-hull with non-return valve
3	Through-hull plug

V-2-2 Through-hull plugs

Boat out of the water (on a trailer, cradle, etc.)

- **PLUGS IN POSITION (1)**

<u>Boat in the water...</u>

- **WHEN SAILING, PLUGS INSERTED IN THE THROUGH-HULL (2)**
- **<u>WATER DRAINING PROCEDURE.</u>**
  - **STOPPED: PLUGS IN POSITION (1), THEN SAIL IN PLANING POSITION (> 6 KNOTS). PLACE PARTS BACK IN POSITION (2) WHEN THE WATER IS DRAINED.**

INSTALLATION AND CIRCUIT - DRAINING

- **AT ANCHOR:**
  - **AT A TEMPORARY MOORING OR IN OTHER SITUATIONS WHERE THE BOAT IS UNLIKELY TO TAKE IN LARGE AMOUNTS OF WATER (HEAVY RAIN, BREAKING WAVES), PLACE THE PARTS IN POSITION (1) OR (2).**
  - **LONG-TERM OR RISKY ANCHORAGE: PLUGS OUT (1).**

WARNING

IF THE BOAT TAKES IN LARGE AMOUNTS OF WATER FROM THE OUTSIDE (HEAVY RAIN, WAKE, ETC.) AND THE THROUGH-HULLS ARE PLUGGED, THE BOAT RISKS BEING SUBMERGED (BATHTUB EFFECT). THE WATER TAKEN ON MAY THEN ACCUMULATE IN THE BILGE AND MAKE THE BOAT MUCH HEAVIER CAUSING IT TO LIE LOW IN THE WATER AND CAUSE SERIOUS DAMAGE TO CERTAIN UNITS SUCH AS THE ENGINE OR THE ELECTRICAL CIRCUITS.

V-2-3 Hull scupper:

Boat out of the water (on a trailer, cradle, etc.)

OPEN POSITION, SCUPPER PLUG REMOVED.

Boat in the water...

CLOSED POSITION, SCUPPER PLUG IN PLACE.
(ALWAYS ENSURE THAT THE SCUPPER PLUG IS PROPERLY CLOSED/TIGHT).

V-3 **STEERING**

Comply with the steering manufacturer's recommendations (installation, use and maintenance).

To get the best out of your boat, please consult your dealer.

V-4 **FIRE**

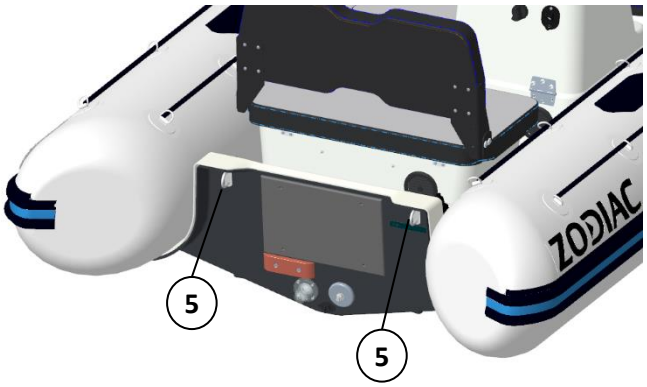
WARNING

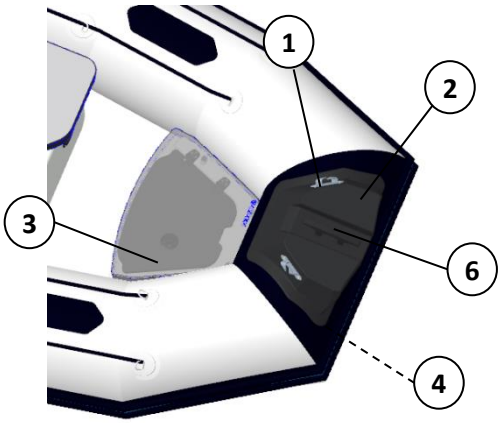
- **WE RECOMMEND THAT YOU ALWAYS HAVE A FIRE EXTINGUISHER ONBOARD. ALWAYS COMPLY WITH THE APPLICABLE LAWS IN YOUR COUNTRY.**
- **NEVER PLACE INFLAMMABLE MATERIALS CLOSE TO, OR ABOVE COOKING APPLIANCES.**

The boat is delivered without a fire extinguisher. It is your responsibility to ensure full compliance with the regulations that apply in your place of registration. When in service, the boat should be equipped with portable fire extinguishers.
The recommended position for the extinguisher is inside the stern locker or console.

Take care to keep the bilges clean and check at regular intervals that there are no fuel leaks or vapours
Never leave the boat unattended when cooking and/or heating equipment is in use.
Do not smoke while handling gas or fuel.
Do not obstruct the safety controls, e.g. fuel shut-off valves, electrical system switches.
Do not fill the fuel tank when the engine is running or when cooking equipment is operating.

V-5 **ANCHORING/MOORING**





Ref.	DESCRIPTION
1	Cleats
2	Polyester bow roller
3	Anchor locker
4	Bow plate
5	Transom chain plates
6	Fairleads

WARNING

- **FOR PERMANENT MOORING, USE THE BOW CHAIN PLATE AT THE FRONT OF THE BOAT OR ON THE TRANSOM.**
- **CHOOSE YOUR ANCHOR CHAIN ACCORDING TO THE LENGTH AND WEIGHT OF YOUR BOAT.**

V-6 RETURNING ON BOARD

V-6-1 VIA THE BUOYANCY CHAMBER

The boats have low free-boards (less than 500mm), allowing you to get back on board easily using the outer grips of the buoyancy tube:

V-6-2 VIA THE LADDER (IN OPTION)

eOPEN 3.1/ 3.4

Take the eye nut supplied with the ladder and screw it onto a chain plate on the transom. Hook the ladder onto the eye nut and unfold the ladder onto the buoyancy chamber.

DANGER!!!

ALWAYS MAKE SURE THAT THE ENGINE IS SWITCHED OFF BEFORE ANYONE CLIMBS BACK ON BOARD USING THE STERN LADDER.

WARNING

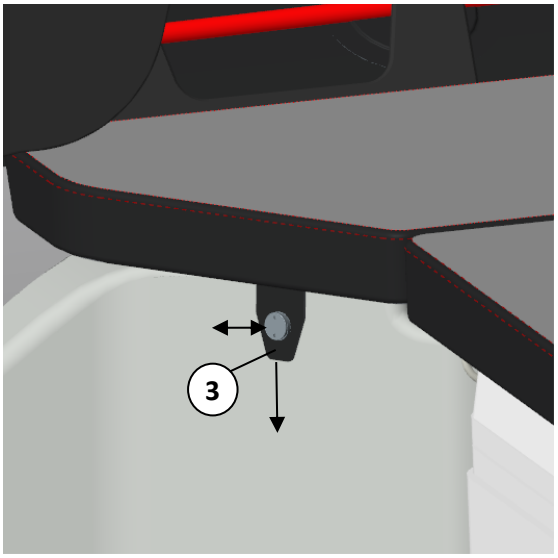
WHEN THE BOAT IS OPERATED ALONE AND WHEN THE BOARDING LADDER CANNOT BE DEPLOYED FROM THE WATER, IT MUST BE LEFT IN PLACE FULL TIME.

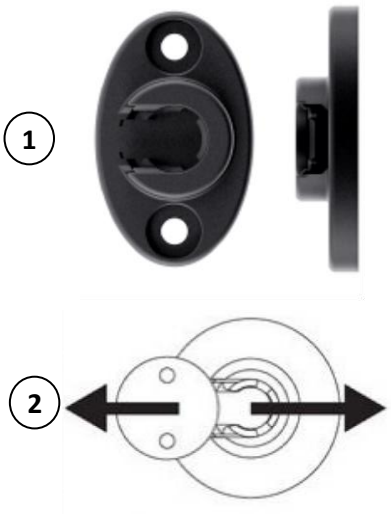
INSTALLATION AND CIRCUIT

V-7 UPHOLSTERY FIXATION

Your boat is equipped with a new type of fixation (1) to maintain the upholstery on the hull. This system provides magnets with a lateral unlocking (2).

- **Unlocking:** Slightly pull the retaining strap (3) downwards and make it slide to the side.
- **Locking**: Slightly pull the retaining strap (3) downwards and make it slide to the interior of the fixation.





WARNING

DO NOT PULL DIRECTLY ON THE UPHOLSTERY TO UNCLIP IT, AS THIS WILL DAMAGE THE NEW FIXATION SYSTEM.

VI **LOCATION OF ACCESSORIES**

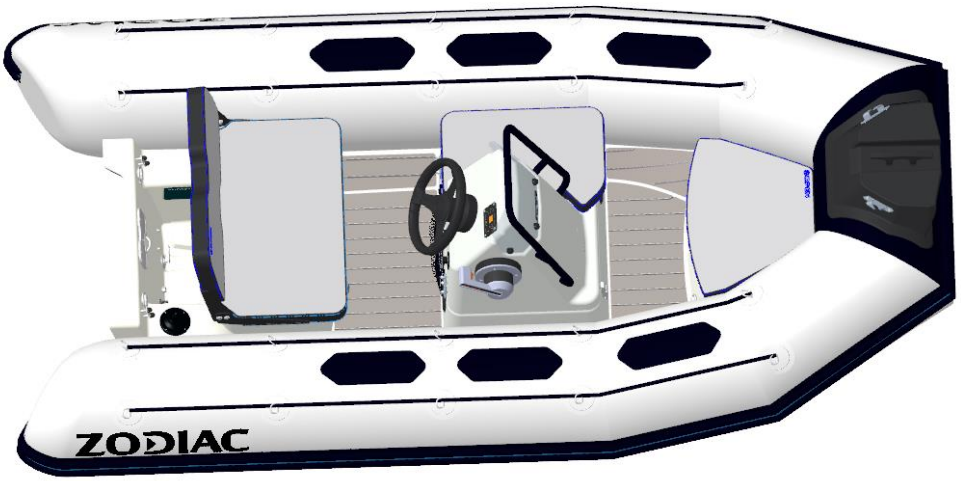
VI-1 **OPEN 3.1 / 3.4 BIMINI**

VI-2 **STORAGE NET**

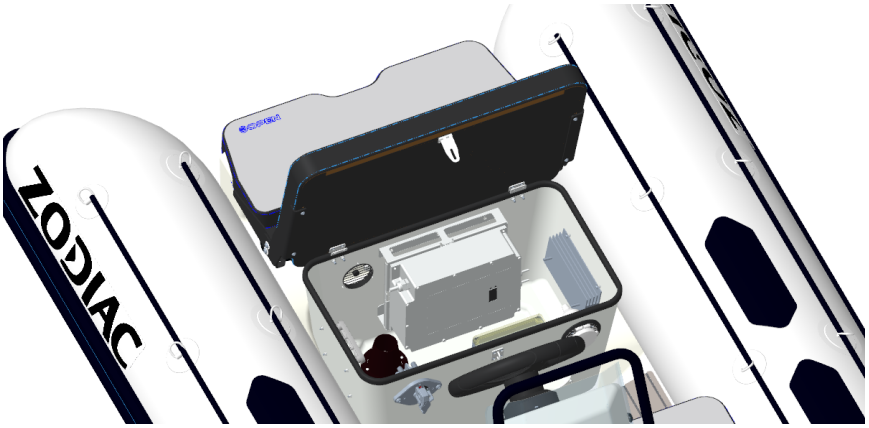
VI-3 **LIFTING KIT**

LOCATION OF ACCESSORIES

VI-4 **EVA DECK**



VI-5 **QUICK CHARGER**



VII **SIGNALLING**

VII-1 **POSITION OF STICKERS**

SIGNALLING

VII-1 **STICKER DESCRIPTIONS**

⚠ WARNING	⚠ AVERTISSEMENTS
• DO NOT TOUCH BATTERY TERMINALS (SHOCK AND ACID HAZARDS) • DISCONNECT BOTH LEADS BEFORE REMOVING BATTERY • CONNECT RED LEAD TO POSITIVE (+) TERMINAL • CONNECT BLACK LEAD TO NEGATIVE (-) TERMINAL	• NE PAS TOUCHER LES TERMINAUX DE LA BATTERIE (RISQUE DE CHOC ELECTRIQUE ET DE CONTACT AVEC L' ACIDE DE LA BATTERIE) • DEBRANCHER LES 2 FILS DE SORTIE AVANT DE RETIRER LA BATTERIE • RELIER LE CABLE ROUGE A LA BORNE (+) • RELIER LE CABLE NOIR A LA BORNE (-)

1

⚠ CAUTION	⚠ ATTENTION
IMPROPERLY TOWING YOUR BOAT CAN CAUSE SEVERE DAMAGE TO YOUR BOAT. • NEVER TOW IN OPEN SEAS • NEVER TOW ABOVE 6 KNOTS	UN REMORQUAGE INAPROPRIE PEUT ENDOMMAGER VOTRE BATEAU • NE PAS REMORQUER EN PLEINE MER • NE PAS REMORQUER A PLUS DE 6 NOEUDS

3

⚠ WARNING	⚠ AVERTISSEMENT
DO NOT LIFT THE BOAT WITH PASSENGERS ON BOARD	NE PAS SOULEVER LE BATEAU AVEC DES PASSAGERS A BORD

4

⚠ DANGER	⚠ DANGER
TO AVOID INJURY OR DEATH, SHUTT OFF ENGINE WHEN NEAR SWIMMERS OR PRIOR TO USING SWIN PLATFORM AND BOARDING LADDER	POUR EVITER DES BLESSURES OU LA MORT, COUPER LE MOTEUR EN APPROCHANT DE NAGEURS, ET AVANT TOUTE UTILISATION DE LA PLATEFORME ARRIERE OU DE L' ECHELLE DE BAIN

5

⚠ DANGER	⚠ DANGER
A FIRE EXTINGUISHER MUST BE CARRIED AT ALL TIMES	UN EXTINCTEUR DOIT ETRE DISPONIBLE EN PERMANENCE A BORD

6

7

2 chemin de la Val Priout
31450 AYGUESVIVES
FRANCE

eOPEN

Edition 1