

Manuel du Propriétaire
Owner's Manual
Eigner Handbuch
Manuale del Proprietario
Manual del Propietario



EMERGENCY RESPONSE BOATS

ERB 310

ZE20554 Janvier 2013



LIRE ATTENTIVEMENT CE MANUEL AVANT LA MISE EN SERVICE DE VOTRE ZODIAC.
READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT.
VOR BENUTZUNG IHRES BOOTES LESEN SIE DIESES HANDBUCH SORGFÄLTIG DURCH.
LEGGERE ATTENTAMENTE IL PRESENTE MANUALE PRIMA DI UTILIZZARE IL BATTELLO.
ANTES DE UTILIZAR LA EMBARCACIÓN, LEA ESTE MANUAL CON ATENCIÓN.

VOLUME 2



WARNING

- READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT.
- THE OWNER'S MANUAL CONSISTS OF 2 VOLUMES THAT SHOULD BE KEPT TOGETHER.

NOTICE

The Owner's Manual is divided into 2 volumes:

- **Volume 1** gives general rules for use of the boat and recommendations that should be followed aboard the boat and on the water,
- **Volume 2** gives the technical specifications and assembly instructions for the boat and its equipment.



SERIE ERB ERB 310

SUMMARY


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ENGLISH


PUTTING THE BOAT INTO USE

To identify the boat, turn to the APPENDICES:


- Technical specifications (page A-2, A-3),
- Description (page A-4, A-5).

 warning	<p>WHEN ASSEMBLING THE BOAT, IT IS IMPORTANT THAT YOU FOLLOW THE PROCEDURE IN THE CORRECT ORDER. REFER TO THE PAGES INDICATED BELOW FOR STEP BY STEP INSTRUCTIONS.</p>
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Procedure for putting the boat into use and storage	Page	Section
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 warning	<p>FOR DETAILS ON QUICK INFLATION, REFER TO PAGE - 8</p>
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INVENTORY UPON OPENING

 warning	<p>DO NOT USE SHARP IMPLEMENTS (CUTTER, KNIFE, ETC...)</p>
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The package of your boat contains 1 buoyancy tube as well as:

Description	ERB 310		
1. High pressure Floor	1		
2. Repair kit	1		
3. Owner manual (2 volumes)	1		
4. Fast inflation kit for Scuba bottle	1		
5. Cylinder sheath on floor	1		
6. Repair kit (including pressure gauge).	1		
7. Boat carrying valise	1		
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9. Telescopic paddles	2		
10. Inflation pump (1 standard Heavy-duty inflation pump and 1 high-pressure inflation pump)	2		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">NOTICE</td> <td><i>If you wish to replace lifting rings (for davits) you must imperatively attach them to the buoyancy tubes and transom (and not to the floor).</i></td> </tr> </table>		NOTICE	<i>If you wish to replace lifting rings (for davits) you must imperatively attach them to the buoyancy tubes and transom (and not to the floor).</i>
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THE INFLATION SYSTEM

The inflation system consists of:

THE INFLATION PUMP

- (a) Adapter
- (b) Hose tip
- (c) Hose base
- (d) Air outlet

To inflate:

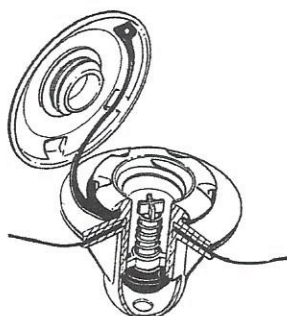
- Place the hose tip in the air outlet,
- To inflate correctly, the pump should be flat on the ground,
- The boat will inflate rapidly if pumping is done at a regular calm rhythm,
- Use the adapter that corresponds to the diameter of the hose tip valve.



High-pressure
inflation pump
(Bravo 9)

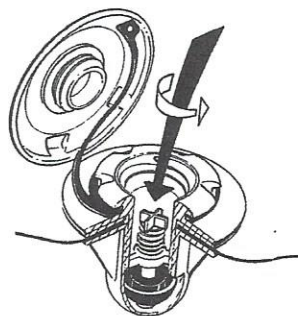
INFLATION VALVE IN THE BUOYANCY TUBE AND KEEL

Inflation position



Valve closed, the inner button springs upwards.

Deflation position



Valve open, the inner button pushes down and twists to the left.

INFLATION VALVE IN THE HIGH PRESSURE FLOOR

- (1) Cap (2) Valve insert (3) Valve base

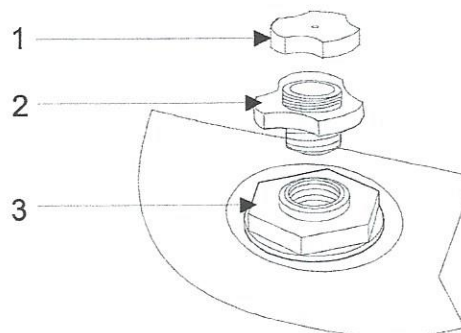
To activate the valve in the inflation position:

- Remove the valve from its protection,
- Unscrew the cap,
- Screw the valve into its base (tighten fully without damaging the thread), keep the cap at hand.

To close the valve after inflation:

- Screw on the cap.

To deflate the buoyancy tube: Unscrew the valve from its base.



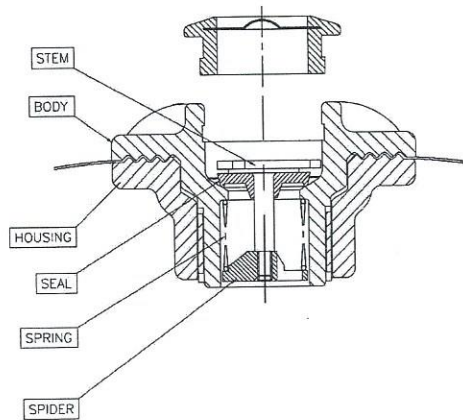
NOTE:

ALWAYS REPLACE VALVE CAP AFTER INFLATING OR DEFLATING

OVER PRESSURE VALVE IN THE BUOYANCY TUBE AND KEEL

Location:

- This over pressure valve is situated in the buoyancy tube and keel only, one in each chamber.



The pressure relief valve is fitted with a mesh filter cap to prevent the ingress of sand and dirt. Do not remove the filter cap.

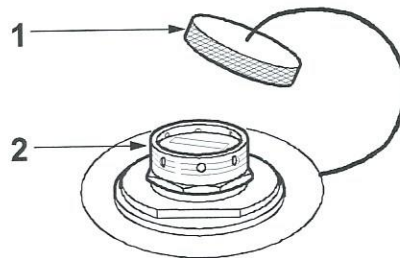
OVER PRESSURE VALVE IN THE HIGH PRESSURE FLOOR

(1) Cap

(2) Valve

Location:

- This over pressure valve is situated in the floor only.



DO NOT TRY AND INFLATE THE BOAT THROUGH THE PRESSURE RELIEF VALVE. SEVERE DAMAGE MAY OCCUR.

NOTE:

THE PRESSURE RELIEF VALVES ARE SET TO OPEN WHEN THE BUOYANCY TUBE OR KEEL PRESSURE REACHES 4 PSI (0.275BAR). THIS PREVENTS DAMAGE TO THE CRAFT FROM EXCESS INTERNAL PRESSURE.



- NEVER INFLATE THE BOAT OR THE HIGH PRESSURE FLOOR WHILE THE CAPS ARE ON THE OVER PRESSURE VALVES.
- REMOVE THE CAPS DURING INFLATION AND REFIT THEM ONCE THIS PROCEDURE IS COMPLETED.
- DURING NAVIGATION, THE CAPS MUST BE IN PLACE, UNSCREW THEM WHEN THE BOAT IS OUT OF THE WATER.
- REGULARLY CHECK THEIR FUNCTIONING.
- TIGHTEN THE CAPS TO THE VALVES WITH JUST A ½ TURN.

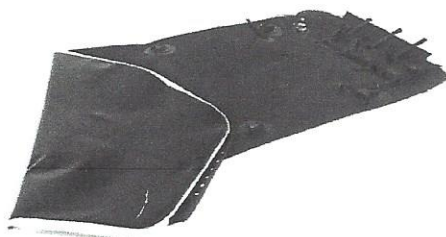
BOAT ASSEMBLY

Assemble the boat on a smooth clean surface.

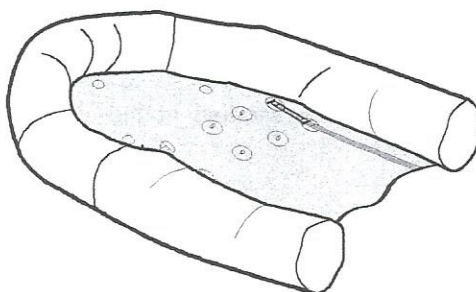


IF THE BOAT IS STORED AT A TEMPERATURE BELOW 0°C, BEFORE UNFOLDING, LET IT WARM UP FOR 12 HOURS AT ROOM TEMPERATURE, 20°C.

ASSEMBLING THE HIGH PRESSURE FLOOR

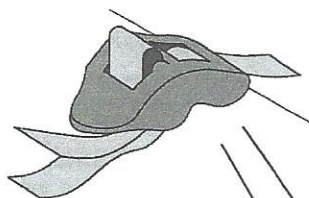


- Place the deflated floor at the bottom of the boat; and make sure the deflated floor is correctly placed in the corner reinforcements.

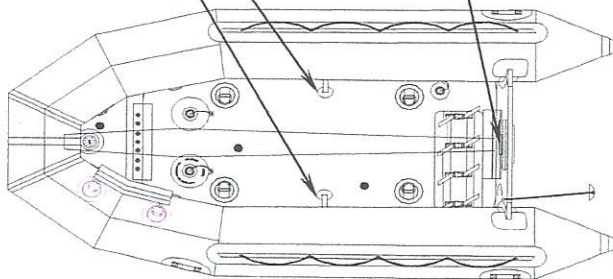


- Tighten the buoyancy tube / floor and transom/floor fixation buckles.

Lace the high pressure floor to the fabric flap at the bow



Securing the floor to the transom:
Slide the after line into the batten's groove.



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THERE ARE TWO OTHER TYPES OF FLOOR OPTIONS FOR THIS BOAT

Roll-up floor:



Rigid floor:



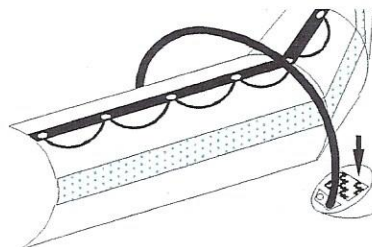
INFLATING THE BOAT USING FOOT OR HAND INFLATION PUMP

Illustration in page 15

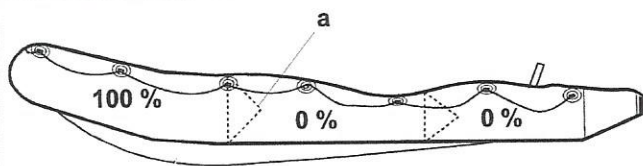
NOTICE

Do not inflate boats that are piled up on one another.

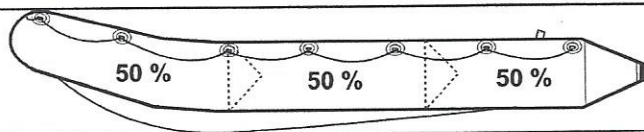
- Remove the cap to the inflation valve and ensure the diaphragm is in the closed position.
- Attach the pump hose tip to the valve on the buoyancy tube.
- Inflate of the buoyancy, while balancing the pressure between different compartments until the bulkheads (a) are no longer visible (pressure = 240 mb).



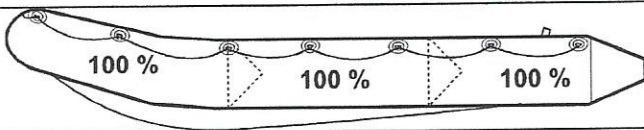
NEVER PUT A COMPARTMENT UNDER PRESSURE WHILE THE OTHERS ARE STILL FULLY DEFLATED



1



2



INFLATING THE BUOYANCY TUBE

- Inflate the buoyancy tube up to operating pressure, 240 mbar/ 3.4 PSI.

INFLATING THE HIGH PRESSURE FLOOR

- Inflate the high pressure floor, after having placed the buoyancy tube in the above configuration.
- Screw the cap after inflation.

NOTICE

A slight loss of air is normal before the cap is screwed on. Only the cap ensures complete air tightness.

INFLATING THE KEEL

- Inflate the keel after having inflated the buoyancy tube and floor. Screw the cap on after inflation.



warning

- NEVER INFLATE THE BOAT, KEEL OR THE HIGH PRESSURE FLOOR WHILE THE CAPS ARE ON THE OVER PRESSURE VALVES.
- REMOVE THE CAPS DURING INFLATION AND REFIT THEM ONCE THIS PROCEDURE IS COMPLETED.
- DURING NAVIGATION, THE CAPS MUST BE IN PLACE, UNSCREW THEM WHEN THE BOAT IS OUT OF THE WATER.
- REGULARLY CHECK THEIR FUNCTIONING.
- TIGHTEN THE CAPS TO THE VALVES WITH JUST A ½ TURN.

ENGLISH

INFLATION USING A COMPRESSED AIR DIVING BOTTLE GENERAL

Quick inflation can be achieved using a 12 Litre compressed air diving bottle, fitted with a single high pressure hose and inflation valve adaptor.

The inflation system consists of:

- 1 high pressure hose,
- 1 regulator manometer,
- 1 inflation valve adaptor,
- 1 diving bottle.

INFLATION BOTTLE AND KIT

Illustration in page 13

The inflation bottle can stay in its sheath, secured to the floor in front of the transom, during navigation. Usually, enough air remains in order to allow additional inflation if needed.

The inflation bottle must be filled up on a diving bottle filling bench as per standard regulations applicable to diving bottles.

INFLATING THE BOAT USING THE COMPRESSED AIR DIVING BOTTLE

- Remove the compressed air cylinder from it's sheath near the transom.
- Screw the regulator (1) to the diving bottle (5).
- Remove the caps to the inflation valves and ensure the diaphragm is in the closed position.
- THE CAPS ON THE OVER PRESSURE VALVES MUST BE REMOVED.
- Push the valve adapter on the end of the high-pressure hose into the valve on the buoyancy tube, keel or high pressure floor.
- Inflate the buoyancy, while balancing the pressure between different compartments until the bulkheads (a) are no longer visible (pressure = 240 mb).



warning

**DURING QUICK INFLATION, CAPS OF OVERPRESSURE VALVES MUST BE REMOVED.
STOP THE INFLATION IMMEDIATELY IF THESE CONDITIONS ARE NOT MET.**

AIR PRESSURE

The service pressure for the buoyancy tube and keel is 240 mbar/ 3.4 PSI.

The boat is fitted with a pressure indicator, which provides a quick, efficient readout during inflation.

It is important to foresee pressure changes: Check and adjust pressure in the inflatable compartments (by reinflating or deflating) when temperature changes occur (especially in tropical areas where day-night temperature variations are high). Make sure the pressure is within the recommended zone (220 to 270 mb/green zone).

Temperature of the surrounding air or water will proportionally influence the level of internal pressure in the buoyancy tube.

Ambient temperature	Pressure inside the buoyancy tube
+1°C	+4 mb / 0.06 PSI
-1°C	-4 mb / 0.06 PSI

RISK OF UNDER PRESSURE

Example: The boat is on the beach exposed to the sunlight, the temperature is 50°C, and the boat pressure is the recommend one (240 mb/3.4 PSI). When you launch the boat into 20°C water, temperature and pressure inside the inflatable compartments will both decrease (to 120mb). Consequently the boat must be topped up in order to recover pressure loss due to the difference in temperature (between the surrounding air and the water). It is also normal to experience a pressure loss at the end of the day when outside temperature decreases.



warning

WHEN UNDER INFLATED, THE BOAT LOOSES RIGIDITY IN NAVIGATION AND WILL PERFORM POORLY. IT ALSO TENDS TO AGE PREMATURELY.

RISK OF OVER PRESSURE

Example: The boat is inflated to the recommended pressure (240mb/3.4PSI) at the beginning or end of the day (low outdoor temperature =10°C). Later in the day, the boat is exposed to full sunlight (50°C) either on the beach or on a yacht deck. Temperature inside the inflatable compartments will increase (up to 70°C) especially with a dark colour buoyancy tube, causing the pressure to double (480 mb). Deflating is then necessary to bring the pressure back to the recommended level.



warning

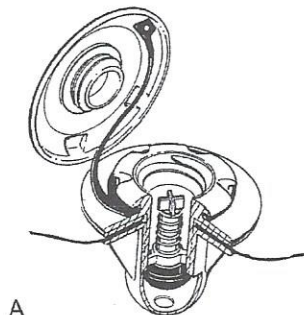
IF THE BOAT IS OVER INFLATED, THE EXCESSIVE PRESSURE EXERTED ON THE INFLATABLE STRUCTURE CAN RUPTURE THE SEAMS.

IN CASE OF UNDER PRESSURE

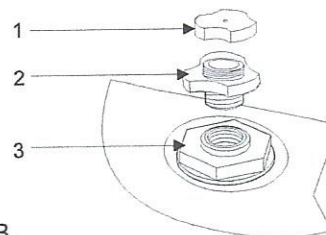
Do some topping up:

A - The buoyancy tube valve

B - The high pressure floor



A



B

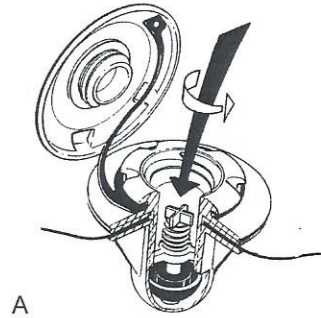
NOTICE

IF THE CAPS ON THE OVER PRESSURE VALVES HAVE BEEN REMOVED WHILE THE BOAT IS NOT IN USE, THEN ANY INCREASE IN PRESSURE WILL HAVE BEEN CONTROLLED AND NOT EXCEEDED THE PRESSURE LIMITS.

IF NOT, THEN THE PRESSURE MUST BE REDUCED BY LETTING AIR OUT THROUGH THE INFLATION VALVES.

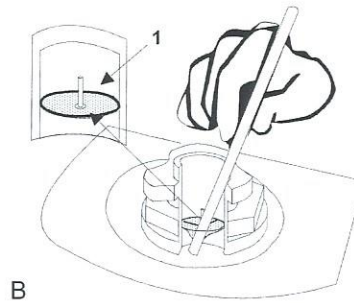
Buoyancy tube inflation valve - A

- Remove the cap,
- Release some air by lightly pushing down on the diaphragm
- Screw on the cap.



High pressure floor inflation valve - B

- Remove the cap,
- Release some air by lightly pushing down on the diaphragm (1) with a blunt object (such as a pen), **CAUTION: MAKE SURE THE DIAPHRAGM DOES NOT FOLD OVER.**
- Screw on the cap.



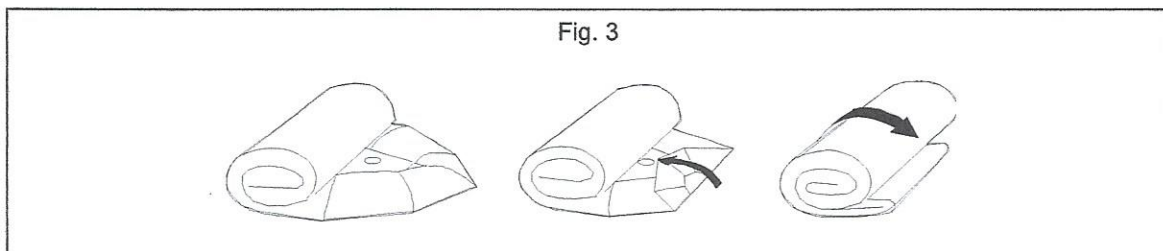
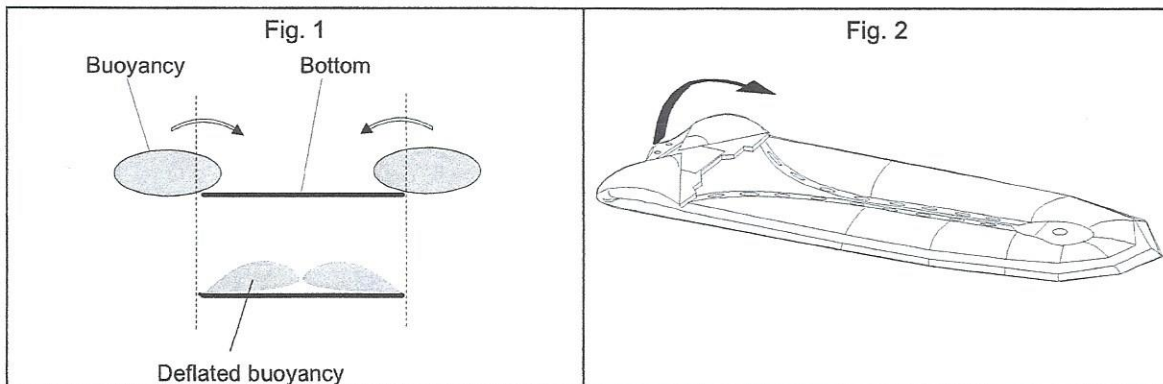
GENERAL MAINTENANCE OF THE BOAT

On folding, we recommend that you leave the high pressure floor in place in the boat. However, when cleaning the bottom of the boat, where sand and other kinds of residues can accumulate, it is recommended to remove the floor. Proceed as follows:

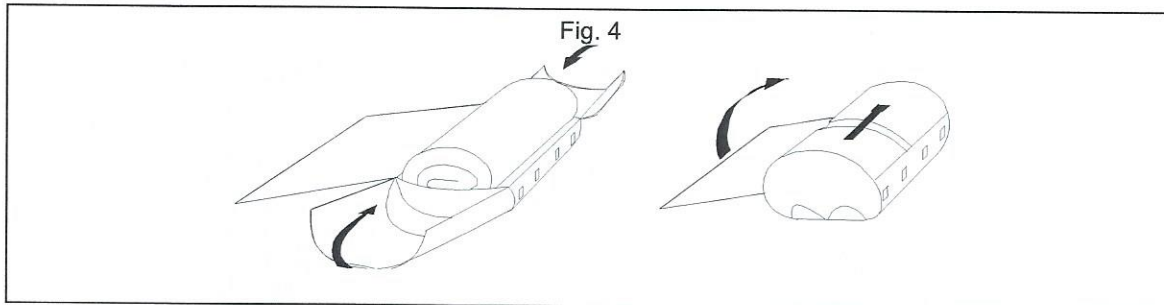
- **REMOVAL:** Deflate the buoyancy tube and the high pressure floor. Undo the buckles securing the floor to the buoyancy tube.
- **MAINTENANCE:** Slightly re-inflate the boat before rinsing with water. Hose in between the buoyancy tube and the bottom then lift up the bow of the boat to drain the water out over the transom.
- Repeat the operation until all sand and residues are removed from under the floor.
- Whilst the buoyancy tube is partially inflated rinse the boat with fresh water, remove the sand and clean stains with soapy water.
- Drain all water and leave the boat to dry before packing it away.

BOAT DEFLATION AND FOLDING

- Remove all various equipment.
- Deflate the boat and leave all inflation valves in the open (deflate) position.
- If the boat is fitted with a rigid or roll up floor it must be removed.
- Remove the self bailer caps.
- Fold both sides of the buoyancy tube toward the interior of the boat (Fig. 1), bring up the cones against the transom (Fig. 2) then fold the boat on itself around the transom (Fig. 3).
Start again if you notice that some air remains in the buoyancy tubes.



- Place the boat in the bag using the following procedure (Fig. 4):
 - Place the buoyancy tube in a bag,
 - Fold over the top and buckle the front cords,
 - Then close tightly by pulling the lateral tightening cords, making sure no accessories are sticking out.

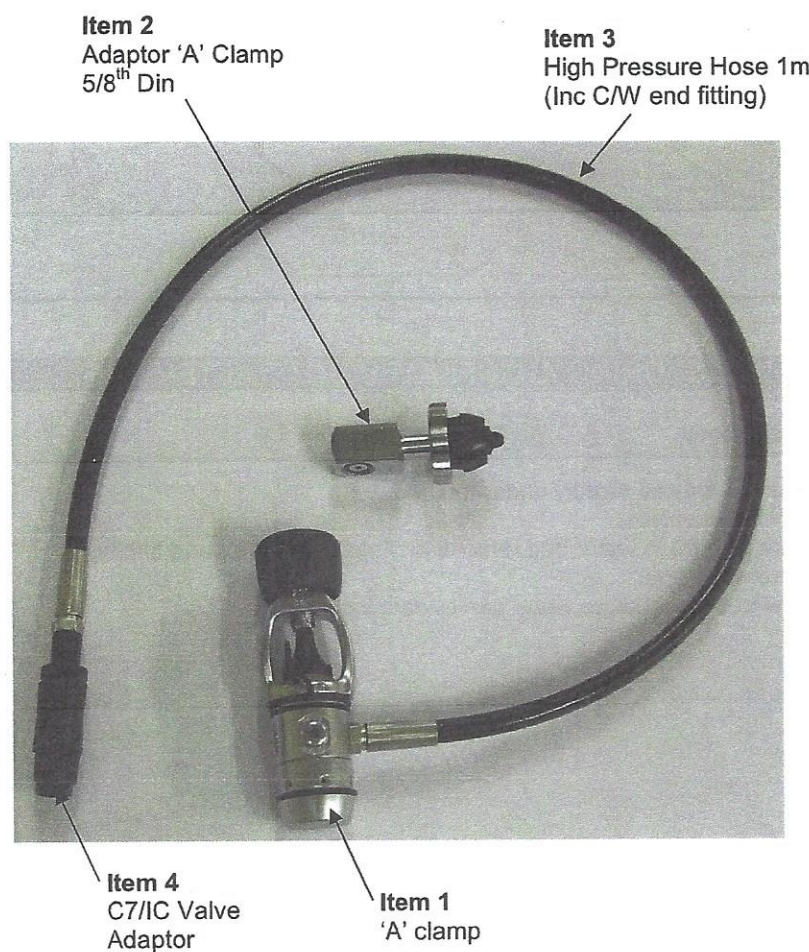


STORING AN INFLATED BOAT AFTER USE

To store the inflated boat:

- The boat must be stowed slightly under-inflated.
- Open the self bailer valves,
- Rinse the boat with fresh water and remove any sand seaweed and shells,
- Drain water from the boat,
- Store the boat in a way that no water can remain inside.

OPERATION OF THE PRESSURE REDUCER ADAPTER ZODIAC ERB 310



ENGLISH

NOTICE

Pressure reducer adaptor comprises: "A" Clamp, "A" clamp/DIN fitting adaptor, one meter hose, plus C7 / IC valve adaptor.

Connecting the "A" Clamp to the cylinder via an "A" clamp 5/8th din adaptor

Connect (item 1) "A" Clamp & (item 2) "A" clamp 5/8th din to the cylinder (item 5) as shown.

Make sure all components are clamped securely to prevent any loss of air during inflation.



Note: The above image is used to illustrate a bottle fitted with "A" Clamp connection (item 1) and "A" clamp 5/8th Din Adaptor (item 2). If you have a bottle with the "A" clamp adaptor already fitted, same processes minus item 2.

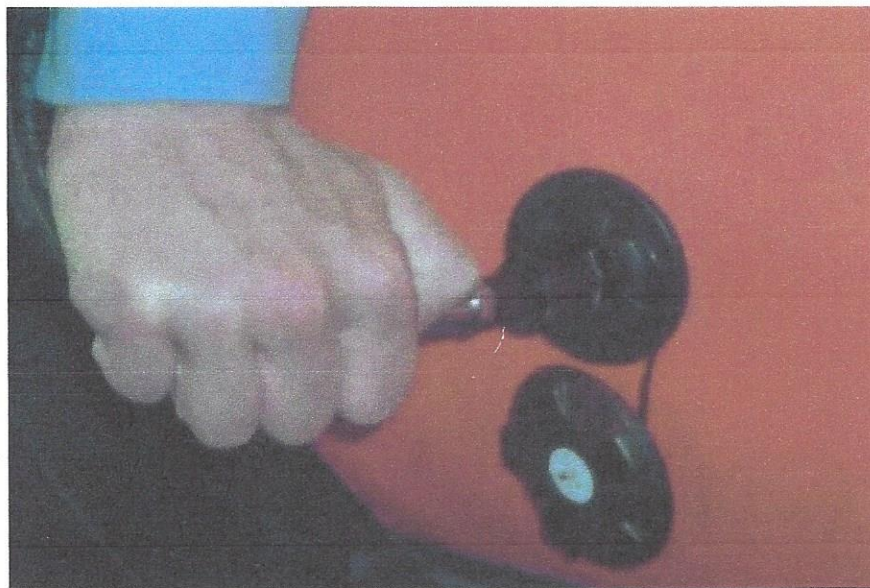
Inflating the ERB

Unroll your ERB onto a flat surface making sure that there are no sharp stones or debris underneath the boat.

Insert the end of the hose firmly into the valve on the boat.

NOTE

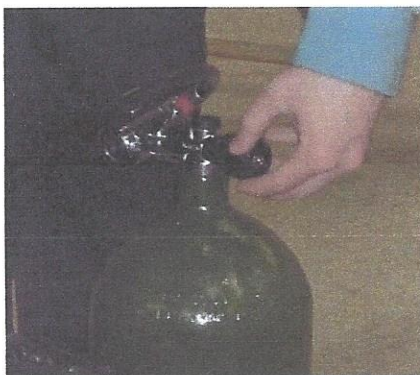
The diaphragm inside the manual inflation valves must be in the closed position (inflation position – see manual) prior to inflating, otherwise the air will escape through the open valve once the air line is removed.



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NOTICE	Ensure that the inflation hose is inserted into the inflation valve and not the pressure relief valve as this could cause severe damage. The inflation valve is the one with the flat screw-on cap.
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Once the inflation hose has been inserted into the valve on the boat, the valve located on top of the cylinder can be opened and the boat will start to inflate (see instruction manual on correct inflation of the buoyancy tubes)

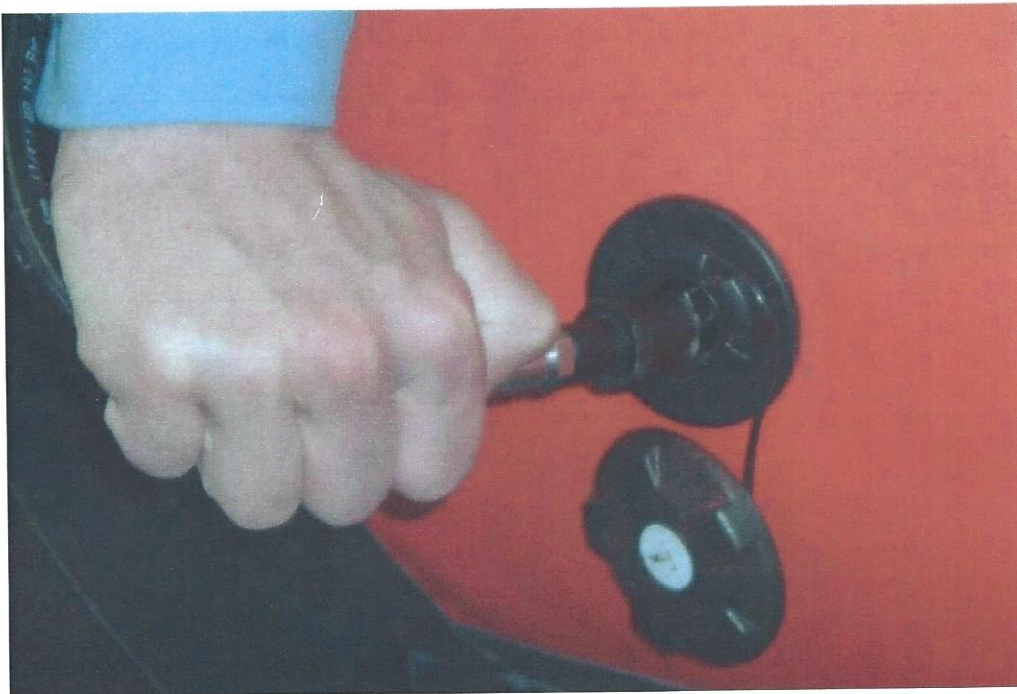


Inflate until the pressure relief valve protecting that particular chamber, starts to vent. Close the air cylinder, withdraw the hose from the inflation valve on the boat, then proceed to the next boat chamber, insert the hose into the inflation valve as described above, and proceed with inflation as described above. Inflate all chambers, including the keel, in the same way.



WHILST THE BOAT IS INFLATING THE OPERATOR MUST MAKE SURE THAT THEY HAVE A FIRM HOLD ON BOTH THE CYLINDER AND AIR LINE.

FAILURE TO DO SO COULD CAUSE SERIOUS INJURY.



ANNEXES – APPENDIX – ANHANG – ALLEGATO – ANEXO

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⇒ Caractéristiques Techniques	A2-A3
⇒ Description	A4-A5
⇒ Illustrations :	
• Etiquettes d'avertissement sur valve de surpression	A6

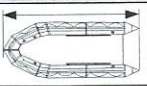






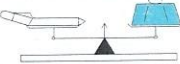






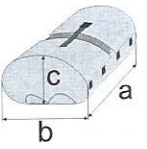
	APPENDIX
⇒ Technical Specifications	A2-A3
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• Warning labels on the overpressure valve	A6

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• Etichette d'avvertenza sulla valvola di sovrappressione	A6

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**CARACTERISTIQUES TECHNIQUES – TECHNICAL SPECIFICATIONS
– TECHNISCHE DATEN – CARATTERISTICHE TECNICHE
– CARACTERISTICAS TECNICAS**

ERB 310		
DIMENSIONS – DIMENSIONS – ABMESSUNGEN – DIMENSIONI – DIMENSIONES		
	(m) (ft)	3.196 10'6"
	(m) (ft)	2,13 7'0"
	(m) (ft)	1,60 5'3"
	(m) (ft)	0,75 2'6"
	(m) (ft)	0,38 15"
CAPACITÉ – CAPACITY – KAPAZITÄT – CAPACITÀ – CAPACIDAD		
 (ISO)		4 + child
 Maximum	Kg *	530
	lb.*	1170
	Kg **	32.5
	lb.**	71.6
		2+quille+plancher H2P 2+keel+H2P floor 2+Kiel+H2P Boden 2+chiglia+pagliolato H2P 2+quilla+suelo H2P
CERTIFICATION – AUSLEGUNGSKATEGORIE – CATEGORIA DE DISEÑO – CERTIFICACIÓN		
 (94/25/CE)		C
		S
	Maximum Kg	41
	Maximum lb	90
	Maximum CV***	10
	Maximum kW***	7.4
	CV	
	kW	
	a	1,3M / 51"
	b	0,6M/ 23.5"
	c	0,37M/ 14.5"

CARACTERISTIQUES TECHNIQUES – TECHNICAL SPECIFICATIONS
– TECHNISCHE DATEN – CARATTERISTICHE TECNICHE
– CARACTERISTICAS TECNICAS

NOTE NOTICE HINWEIS NOTA	<input checked="" type="checkbox"/> Toutes les mesures indiquées sont susceptibles de varier de $\pm 3\%$ <input checked="" type="checkbox"/> All dimensions indicated have a tolerance of $\pm 3\%$ <input checked="" type="checkbox"/> Alle angegebenen Abmessungen haben eine Toleranz von $\pm 3\%$ <input checked="" type="checkbox"/> Tutte le dimensioni indicate hanno una tolleranza del $\pm 3\%$ <input checked="" type="checkbox"/> Todas las dimensiones tienen una tolerancia de $\pm 3\%$
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* La charge maximale autorisée a été calculée selon la norme ISO. Il est recommandé de naviguer avec précaution lorsque le bateau est chargé au maximum.

** Poids indiqués hors accessoires.

*** Les puissances conseillées correspondent à une exploitation optimale des capacités du bateau pour une charge moyenne. Selon l'utilisation, vous choisirez la puissance maximale (ski nautique) ou minimale (pêche, promenade).
 Utilisez la puissance maximale autorisée avec une extrême prudence (voir caractéristiques techniques).

* The maximum payload has been calculated according to ISO standards. Operating at or near maximum payload is only advised in calm water and at reduced speeds.

** The weights indicated do not include any accessories.

*** The spread of engine sizes corresponds to the efficient use of the boat with an average load. The minimum power is exploitable in relaxed activities, such as fishing, while the maximum recommended power is destined for performance activities such as water-skiing.
 Where the maximum power exceeds the recommended power it must be treated with extreme care (see Technical Specifications).

* Die zulässige Nutzlast wurde gemäß ISO-Normen berechnet. Fahren mit oder nahe der zulässigen Nutzlast ist nur empfehlenswert in ruhigem Wasser und mit reduzierter Geschwindigkeit.

** Die Gewichtsangaben beinhalten kein Zubehör.

*** Die Bandbreite der Motorleistung entspricht einer optimalen Nutzung des Bootes bei durchschnittlicher Zuladung. Die minimale Motorleistung ist für entspannende Tätigkeiten wie Angeln, während die maximal empfohlene Motorleistung für hohe Fahrleistung wie Wasserski bestimmt ist.
 Ist die zulässige Motorleistung größer als die empfohlene, muss mit äußerster Vorsicht gehandelt werden (Sehen Technische Daten).

* La portata massima autorizzata è calcolata in conformità alla normativa ISO. In condizioni di massimo carico si raccomanda di navigare con particolare prudenza.

** Pesi s'intendono accessori esclusi.

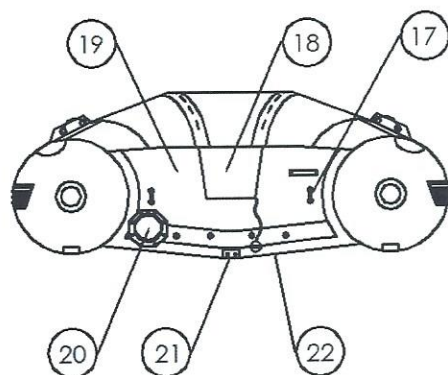
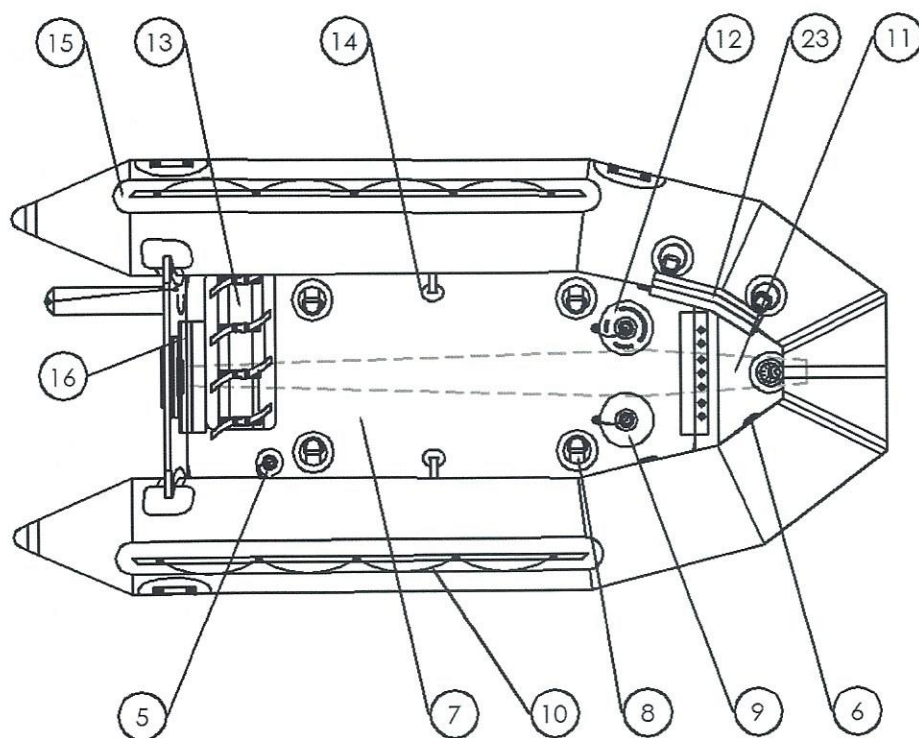
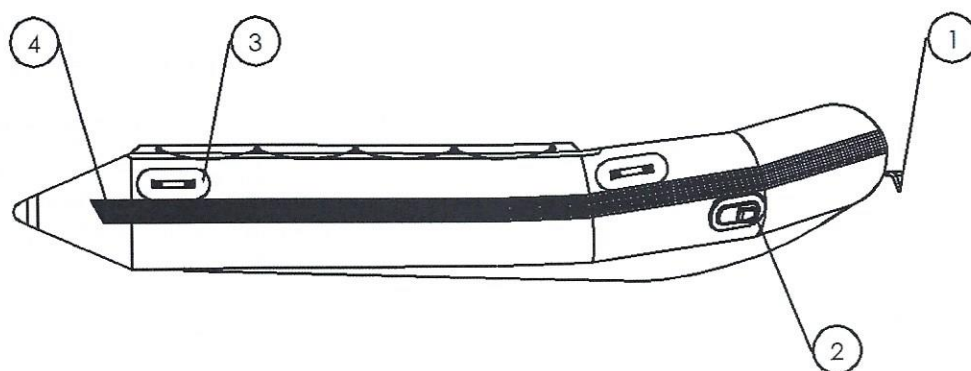
*** Le potenze suggerite corrispondono ad uno sfruttamento ottimale delle capacità del battello, in condizioni medie di carico. In funzione del tipo di utilizzo prevalente, potrà essere preferita la motorizzazione massima (sci nautico) o minima (pesca, impiego familiare).
 La potenza massima autorizzata deve essere sfruttata con prudenza (riferire caratteristiche tecniche).

* La carga máxima autorizada se ha calculado según la norma ISO. Se recomienda navegar con precaución cuando la embarcación esté cargada al máximo.

** Peso indicado sin accesorios.

*** Las potencias aconsejadas corresponden a una explotación óptima de las capacidades de la embarcación para una carga media. Según la utilización, escogerá la potencia máxima (esquí náutico) ó mínima (pesca, paseo).
 Utilice la potencia máxima autorizada con extrema prudencia (ver características técnicas).

DESCRIPTION – BESCHREIBUNG
DESCRIZIONE – DESCRIPCION



**DESCRIPTION – BESCHREIBUNG
DESCRIZIONE – DESCRIPCION**

	Français	English	Deutch	Italiano	Español
1	Poignée avant	Bow handle	Griff vorne	Maniglia anteriore	Asa delantera
2	Anneau de remorquage	Towing ring	Abschleppring	Anelli di rimorchio	Anilla de remolcado
3	Poignée de portage	Carrying handle	Tragegriff	Maniglia per il trasporto	Asa de transporte
4	Défense antiragage	Fender	Schamfilschutz	Bottazzo di protezione	Perfil defensa
5	Raccord de gonflement rapide plancher H2P	H2P floor quick inflation connector	Anschluss für das Schnellaufpumpsystem des H2P-Luftbodens	Raccordo di gonfiaggio rapido del pagliolato H2P	Conexión de hinchado rápido del suelo H2P
6	Valve de surpression flotteur	Buoyancy float overpressure valve	Überdruckventil des Tragschlauchs	Valvole di sovrappressione tubolare	Válvula de sobrepresión del flotador
7	Plancher gonflable H2P	H2P floor	Aufblasbarer H2P-Luftboden	Pagliolato H2P	Suelo alta presión
8	Anneau D plancher	Floor D-ring	Ring D am Boden	Anello D pagliolato	Anillo D suelo
9	Valve de gonflement plancher H2P	H2P inflation valve	Füllventil H2P-Luftboden	Valvola di gonfiaggio pagliolato H2P	Válvula hinchado suelo alta presión
10	Saisine	Lashing	Zurrleine	Rizza	Cabo de sujeción
11	Quille gonflable	Inflatable keel	Aufblasbarer Kiel	Chiglia gonfiabile	Quilla hinchable
12	Valve de surpression plancher H2P	H2P – O/P valve	Überdruckventil H2P-Luftboden	Valvola di sovrappressione pagliolato H2P	Válvula de sobrepresión del suelo de alta presión
13	Gaine bouteille	Cylinder sheath	Flaschenhalter	Guaina bombola	Conducto de la botella
14	Fixation plancher H2P	H2P floor securing attachment	Befestigung des H2P-Luftbodens	Fissaggio pagliolato H2P	Fijación de suelo H2P
15	Ralingue	Grab line	Keder	Ralinga	Relinga
16	Plaque support moteur	Engine mount plate	Motortragplatte	Piastra supporto motore interna	Placa soporte motor
17	Cadènes remorquage / levage arrière	Stern towing/lifting chain plates	Schleppringe / Heberinge am Heck	Lande di traino/sollevamento a poppa	Cáncamo de remolcado / izado de popa
18	Plaque moteur sacrificielle	Wood transom pad	Auswechselbare Motorplatte	Placca motore esterna	Placa motor
19	Tableau arrière	Transom	Heckspiegel	Specchio di poppa	Tabla popa
20	Vide vite	Self bailer	Schnellablass	Autovuotante	Desagüe
21	Protection inox tableau	Transom stainless steel protection	Heckspiegelschutz aus Edelstahl	Protezione in acciaio inossidabile specchio	Protección de acero inoxidable de la tabla
22	Vide vite sous plancher	Self-bailer below floor	Schnell-Lenzventil unter dem Boden	Autovuotante sotto pagliolato	Achicador rápido bajo suelo
23	Pochette accessoire amovible	Removable accessory pocket	Abnehmbare Zubehörtasche	Pochette accessori amovibile	Bolsa para accesorios extraíble

**ETIQUETTES D'AVERTISSEMENT SUR VALVE DE SURPRESSION
WARNING LABELS ON O/P VALVE
WARNSCHILDER AUF DEM ÜBERDRUCKVENTIL
ETICHETTE D'AVVERTENZA SULLA VALVOLA DI SOVRAPPRESSIONE
ETIQUETAS DE ADVERTENCIA EN LAS VÁLVULAS DE SOBREPRESIÓN**

**ATTENTION!
WARNING!
ACHTUNG!
ATTENZIONE!
¡ATENCIÓN!**

**AVANT TOUT GONFLAGE : ÔTER IMPERATIVEMENT LES BOUCHONS DES
VALVES DE SURPRESSION !**

**BEFORE ANY INFLATION: IT IS IMPERATIVE TO REMOVE
THE O/P VALVE CAPS!**

**VOR DEM AUFPUMPEN DIE VERSCHLUSSKAPPEN DER
ÜBERDRUCKVENTILE AUF JEDEN FALL ENTFERNEN.**

**PRIMA DEL GONFIAGGIO: RIMUOVERE TASSATIVAMENTE I TAPPI DELLE
VALVOLE DI SOVRAPPRESSIONE!**

**ANTES DEL HINCHADO: ¡RETIRAR OBLIGATORIAMENTE LOS TAPONES DE
LAS VÁLVULAS DE SOBREPRESIÓN!**



16-hour Pressure Test

LTI/PDI/MADPAC SCHEDULE FOR F SERIES/G SERIES/GRAND RAIDS & HD BOATS

LIMITED TECHNICAL INSPECTION - PRE DELIVERY INSPECTION - MATERIEL DETERIORATION PREVENTION CONTROL

LTI BOAT RECEIVING INSPECTION (PAGE 2) & PRESSURE TEST REPORT

PROCEDURE: FIRST READ THESE 2 PAGES CAREFULLY, DECIDE WHICH OF THE 3 MAINTENANCE ACTIVITIES CONCERNS YOU, GO TO PAGE 2 & FOLLOW THE CHART FROM TOP TO BOTTOM, THEN PROCEED WITH THE 16 HOUR OVERNIGHT CORRECTED PRESSURE TEST. THE PDI SCHEDULE OF INSPECTION APPLIES TO NEW AND OLD BOATS.

BOAT RETRIEVED FROM THE FOLLOWING UNIT: _____

INSPECTION PERFORMED BY _____ DATE _____

BOAT SERIAL NUMBER XDC _____ BOAT TYPE _____

(Boat serial number: please fill in all 9 alphanumerical digits, followed by the type of boat, F470, MKIIIGR or other)

(BOAT SERIAL NUMBER IS THE HIN PLATE = HULL IDENTIFICATION NUMBER)

16-HOUR OVERNIGHT CORRECTED PRESSURE TEST

[Example ... between 16:00 and 08:00 hrs]

WARNING: ALL BOATS PRIOR TO ANY PRESSURE TEST MUST BE STABILIZED FOR A PERIOD OF 2 HOURS @ 320 mbs.

BEGIN PR TEST TEMP _____ °C BEGIN INFLATE DATE ____/____/____ TIME _____ START TEST @ 280 mbs.

END PR TEST TEMP _____ °C END INFLATE DATE ____/____/____ TIME _____ FINISH TEST _____ mbs

TEMP DIFFERENCE _____ °C DURATION OF TEST _____ hrs. DIFF VALUE "B" _____ mbs

_____ °C X 4 mbs = _____ VALUE "A"

SUBTRACT¹ VALUE (A) FROM THE ABOVE DIFF VALUE "B"
or ADD² VALUE (A) TO THE ABOVE DIFF VALUE "B"

CORRECTED PRESSURE LOSS (CPL) = VALUE "C" _____

CPL - Corrected Pressure Loss
DIFF - Difference
PR - Pressure
mbs - millibars
TEMP - Temperature

KEY: 1 C = (+/- 4 m)

PASS ☐
FAIL ☐
DRMO ☐

¹ When TEMP goes **down**, subtract Value "A" from result of pressure loss DIFF "B" to get the CPL, "C"

² When TEMP goes **up**, add Value "A" to result of pressure Loss DIFF "B" to get the CPL, "C"

WARNING: PLEASE NOTE THAT THE ABOVE 16-HOUR PRESSURE TEST DOES NOT EXCLUDE A 24-HOUR FINAL BOAT CORRECTED PRESSURE ACCEPTANCE TEST. THE 16-HOUR PRESSURE TEST IS DESIGNED TO GIVE YOU A GOOD OVERNIGHT ESTIMATE OF THE BOAT'S GENERAL AIR RETENTION ABILITY, AFTER YOU HAVE SERVICED THE VALVES & REPLACED ALL PERTINENT O-RINGS AND GASKETS AND HAVE TIGHTENED ALL VALVE BASES. A 24-HOUR PRESSURE TEST WILL FOLLOW EXACTLY THE SAME FORMAT AS ABOVE, BUT WILL BE DONE OVER A 24-HOUR PERIOD.

WHEN TESTING A "G" BOAT, TIGHTEN ALL 3 H2P VALVE BASES, MBT/LBT & KEEL HOSE BANJOS (both sides of the hoses) AND IN THE LBT SHEATHS, TEST THE MIRADA O/P VALVE, VERIFY THE 2929 O-RINGS ARE IN PLACE IN THE DIFFUSER VALVES (2 ON THE MBT, 1 IN THE H2P FLOOR), AND THAT HOSE CONNECTIONS ARE AIRTIGHT BETWEEN THEMSELVES. VERIFY THAT THE SCUBA INFLATION MANIFOLD DOES NOT LEAK, AND TAKE CORRECTIVE ACTION IF NECESSARY.

COMMENTS ON THE GENERAL APPEARANCE & ANY PARTICULARS CONCERNING THE BOAT
ARE TO BE MADE BELOW BY THE ZODIAC CERTIFIED BOAT TECHNICIAN.

LEAK TEST

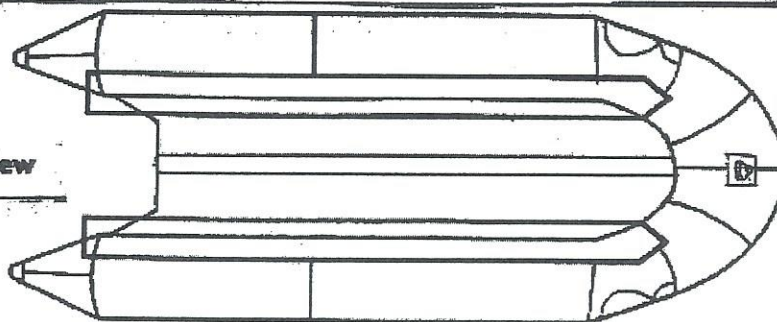
Authorization No. _____

IF LEAK IS PRESENT, IND. CATE WHERE. (WHEN ONE LEAK IS FOUND, THIS DOES NOT PRECLUDE THE EXISTENCE OF MORE LEAKS. SOAP BOAT COMPLETELY.)

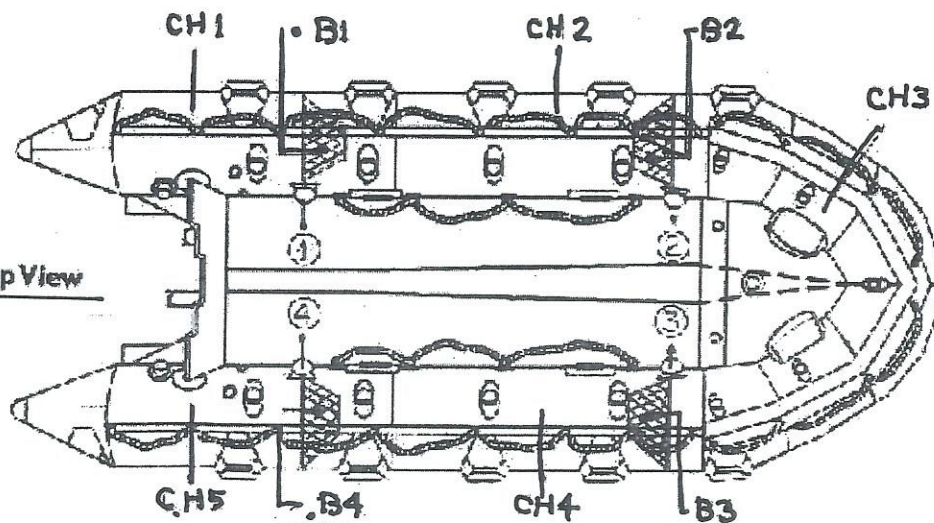
CHAMBERS	CH 1	CH 2	CH 3	CH 4	CH 5
BAFFLES	B 1	B 2	B 3	B 4	
LET	Port	Starb	Aft/Port	Aft/Starb	
IC VALVES	①	②	③	④	

- # Scuff (Nylon showing)
- ⊕ Cut with Inner Patch
- ⊗ Hole/Puncture Without Inner Patch
- ★ Unglued
- M Missing
- RP Replace

Bottom View



Top View



INSPECTING OFFICER _____ ZODIAC REPAIRMAN _____