


VOLUME 2

 WARNING	<ul style="list-style-type: none"> • READ THIS MANUAL CAREFULLY BEFORE USING YOUR BOAT. • THE OWNER'S MANUAL CONSISTS OF 2 VOLUMES THAT SHOULD BE KEPT TOGETHER.
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NOTICE	<p>The Owner's Manual is divided into 2 volumes:</p> <ul style="list-style-type: none"> - 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.
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SERIE ERB ERB 380 – ERB 400

SUMMARY

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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-8).

 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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8. Store the boat	11	DEFLATION/FOLDING

 warning	<p>IN THE CASE OF QUICK INFLATION, REFER TO THE PARAGRAPH ENTITLED “Quick inflation System”</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 380-400
1. H2P Floor	1
2. Repair kit	1
3. Owner manual (2 volumes)	1
4. Buoyancy tube quick inflation system, including compressed air cylinder	1
5. Cylinder sheath on floor	1
6. Quick keel inflation system	1
7. Equipment stowage bag	1
8. Respirator haversack	1
9. Telescopic paddles	2
10. Inflation pump (1 standard Heavy-duty inflation pump and 1 high-pressure inflation pump)	2
NOTICE	<p><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></p>

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,



High-pressure
inflation pump
(Bravo 9)

- Use the adapter that corresponds to the diameter of the hose tip valve.

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THE STANDARD VALVE

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

To activate the valve in the inflation position:

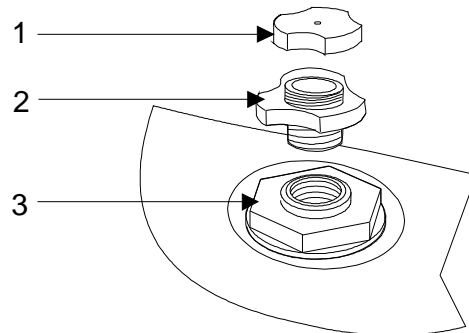
- Remove the valve from its protection,
- Unscrew the cap,
- Screw the valve into its base (tighten fully without damaging the thread), keep the cap at hand.

To close the valve after inflation:

- Screw on the cap.

To deflate the buoyancy tube:

- Unscrew the valve from its base.



INTERCOMMUNICATION VALVES (I/C VALVES)

- (1) Valve base (2) Valve wheel
(3) Valve insert (4) Cap cover
(5) Cap

To activate the valves in the inflation position:

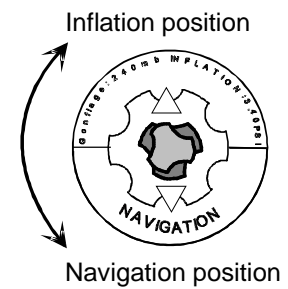
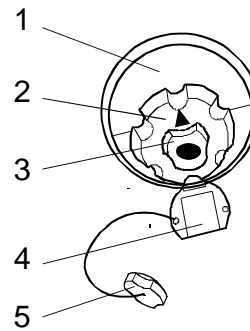
- Position the valve wheel in inflation position (red zone),
- Unscrew the cap,
- Screw the valve insert onto the base (energetically, but do not damage the thread).

To shut off the valves after inflation:

- Position the valve wheel in navigation position (green zone),
- Screw on the cap.

To deflate the buoyancy tube:

- Position the valve wheel in inflation position (red zone),
- Remove the valve insert, with its cap, from the valve wheel.



THE INFLATION SYSTEM

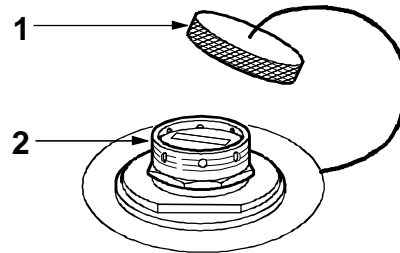
O/P VALVES

(1) Cap

(2) Valve

Location:

- There are a number of O/P valves in the boat:
 - 1 at the front of the H2P floor,
 - 2 on the buoyancy tube.



warning

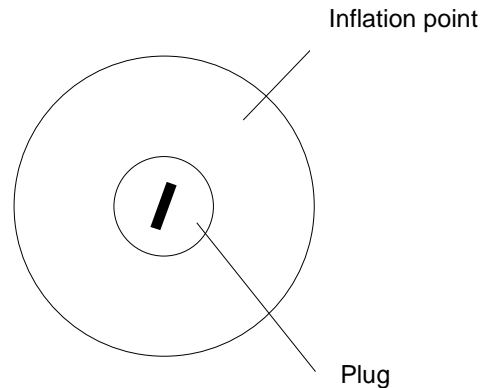
- NEVER INFLATE THE BOAT OR THE H2P FLOOR WHILE THE CAPS ARE ON THE O/P VALVES.
- REMOVE THE CAPS DURING INFLATION AND REFIT THEM ONCE THIS PROCEDURE IS COMPLETED.
- DURING NAVIGATION, THE CAPS MUST BE IN PLACE, UNSCREW THEM WHEN THE BOAT IS OUT OF THE WATER.
- REGULARLY CHECK THEIR FUNCTIONING.
- TIGHTEN THE CAPS TO THE VALVES WITH JUST A ½ TURN.

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COMPRESSED AIR INFLATION POINTS

Location:

- There are several compressed air inflation points that are used to connect the compressed air bottle for quick inflation:
 - 1 at the back of the H2P floor
 - 2 on the buoyancy tube.



BOAT ASSEMBLY

Assemble the boat on a smooth clean surface.

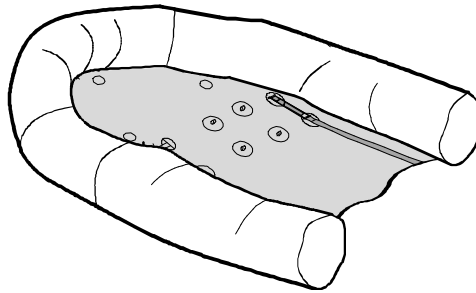


IF THE BOAT IS STORED AT A TEMPERATURE BELOW 0°C, BEFORE UNFOLDING, LET IT WARM UP FOR 12 HOURS AT ROOM TEMPERATURE, 20°C.

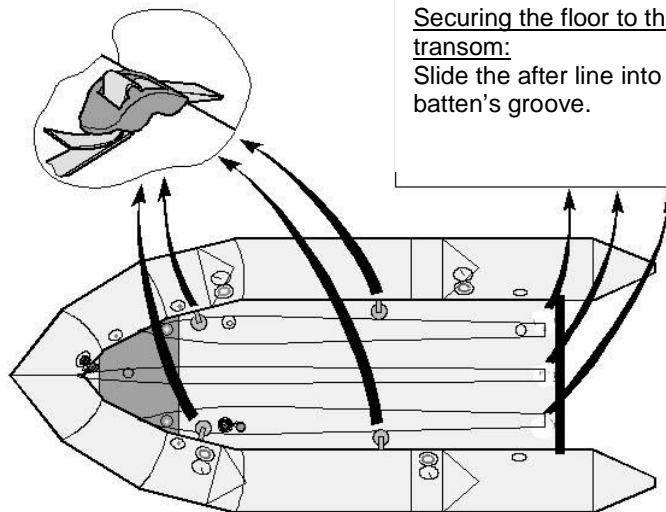
ASSEMBLING THE H2P FLOOR



- 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 H2P floor to the fabric flap at the bow



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

BOAT ASSEMBLY

Two different types of floor option exist for this boat.

Roll-up floor:



Rigid floor:



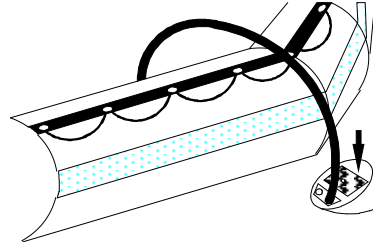
ENGLISH


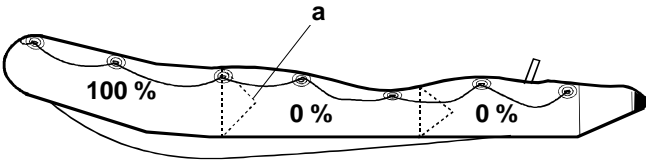
INFLATING THE BOAT USING FOOT OR HAND INFLATION PUMP


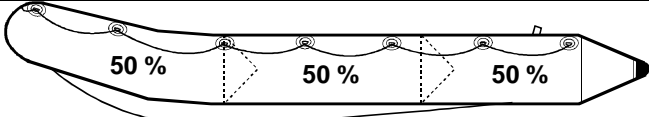
Illustration in Appendix of page A-6


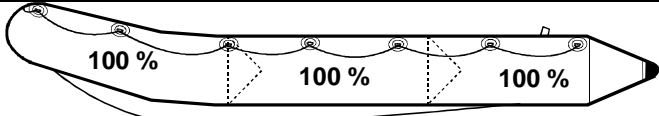
NOTICE	Do not inflate boats that are piled up on one another.
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- Activate all the valves in the inflation position.
- Attach the pump hose tip to the valve on the buoyancy tube.
- Inflate of the buoyancy, while balancing the pressure between different 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	
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	1	
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	2	
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INFLATING THE BUOYANCY TUBE

- Inflate the buoyancy tube up to operating pressure.
- Screw the caps after inflation (See appendix on page A6).
- Shut off the valves in "navigation" position.

INFLATING THE H2P FLOOR

- Inflate the H2P floor, after having placed the buoyancy tube in the above configuration.
- Screw the cap after inflation (See appendix on page A6).

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

- Inflate the keel after having inflated the buoyancy tube and the floor up to operating pressure.
- Screw the cap after inflation (See appendix on page A6).

QUICK INFLATION SYSTEM

GENERAL

ZODIAC quick inflation system permits, in boats equipped with inflation points, an easy inflation of the boat as a whole from a 15 litre compressed air diving bottle.

The inflation system consists of:

- 3 high pressure hoses,
- 1 regulator manometer,
- 3 quick couplings,
- 1 diving bottle.

KEEL HOSE

The keel inflation system consists of:

- Couplings to the main buoyancy tube and element to be inflated,
- Feed hoses,
- Quick connectors.

The couplings can be replaced by standard ZODIAC inflation valves.
The connector is locked by pushing the male part into the female one.
For disconnection, press on the metallic latch.

The hoses can be pulled out from the coupling receptacle by pushing on the ring and pulling out the hose.

Push the hoses into the couplings to ensure proper connection. To deflate the keel either disconnect the hoses couplings or press on the male ends of the hoses.

KEEL INFLATION SYSTEM

Illustration in Appendix of page A-7

INFLATION BOTTLE AND KIT

Illustration in Appendix of page A-8

The inflation bottle can stay in its casing 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.

INSTALLATION

Illustration in Appendix of page A-8

- Check inventory of the quick inflation kit (2) and figure out how to install the diving bottle (1). Piping (7) is the longest.
- Pull out the plug cap from each of the inflation points located as follows:
 - 2 points on the buoyancy tube separated by the transom,
 - 1 point on the inflatable floor.
- Screw the quick couplings (8 and 3) to the inflation points. The black or grooved coupling (3) must be fitted on the inflatable floor.

QUICK INFLATION SYSTEM

- Connect the couplings to the tips of hoses (4 and 7) on the 3 quick couplings (8 and 3) by pushing the hose into the connector.
Check that tips (5) of hoses (4 and 7) are properly screwed to the regulator (6).
- Screw the regulator (6) to the diving bottle (1).
- Place the bottle (1) back into its casing on the transom. Close the quick-release fasteners and tighten the fixing straps.
- Check that the inflation system assembly of the boat is in quick inflation position:
 - Caps of the overpressure valves must be removed,
 - Inflation valves of the bottom and buoyancy tube must be screwed on and the caps closed,
 - The keel inflation hose connectors must be locked,
 - Arrow of I/C valve inserts must be in "GONFLEMENT"(inflation) position.
- Fold the boat starting from the bow towards the transom.
Close the respirator haversack.

INFLATION – NAVIGATION

Illustration in Appendix of page A-9

- Open the bag and slightly unroll the transom in order to reach the valve of the diving bottle.
- Open wide the valve of the bottle. Stay close by in order to re-shut off the valve if necessary.
- Allow the boat to inflate until all the overpressure valves open Re-shut off the valve of the bottle.
- The boat is ready for navigation:
 - Screw the caps to the overpressure valves,
 - Position the arrow of I/C valves on "NAVIGATION",
 - Disconnect the keel inflation hose.



warning

**DURING QUICK INFLATION, CAPS OF OVERPRESSURE VALVES MUST BE REMOVED AND THE VALVES PUT IN "GONFLEMENT" (INFLATION) POSITION.
STOP THE INFLATION IMMEDIATELY IF THESE CONDITIONS ARE NOT MET.**

AIR PRESSURE

NOTICE

In a boat equipped with valves, put the valves in Inflation position in order to control the pressure.

The service pressure for the buoyancy tube and keel is 240 mbar/ 3.4 PSI, and 1100 mbar/ 16 PSI for the H2P floor.

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 PRESSURE LOSS

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.



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

RISK OF OVERPRESSURE

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.



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

AIR PRESSURE

IN CASE OF UNDER PRESSURE

Do some topping up:

The standard valve:

- Remove the reinflation compartment cap,
- Inflate to adjust to the operating pressure,
- Screw on the cap.

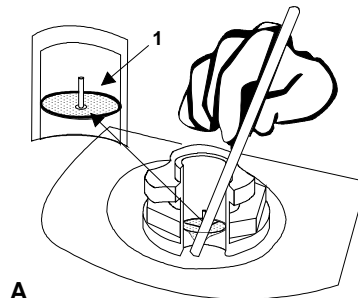
I/C Valve:

- Remove the cap,
- Attach the pump to the valve,
- Position all the valve wheels on "inflation" (red zone),
- Inflate to adjust to the operating pressure,
- Position all the valve wheels on "navigation" (green zone),
- Screw on the cap.

IN CASE OF OVERPRESSURE

Standard valve (A):

- 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.



I/C Valve:

- Remove the cap,
- Position all the valve wheels on "inflation" (red zone),
- 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.**
- Position all the valve wheels on "navigation" (green zone),
- Screw on the cap.

DISASSEMBLY / MAINTENANCE

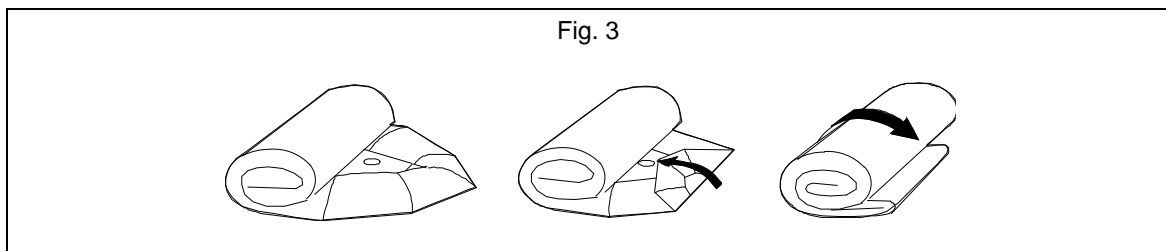
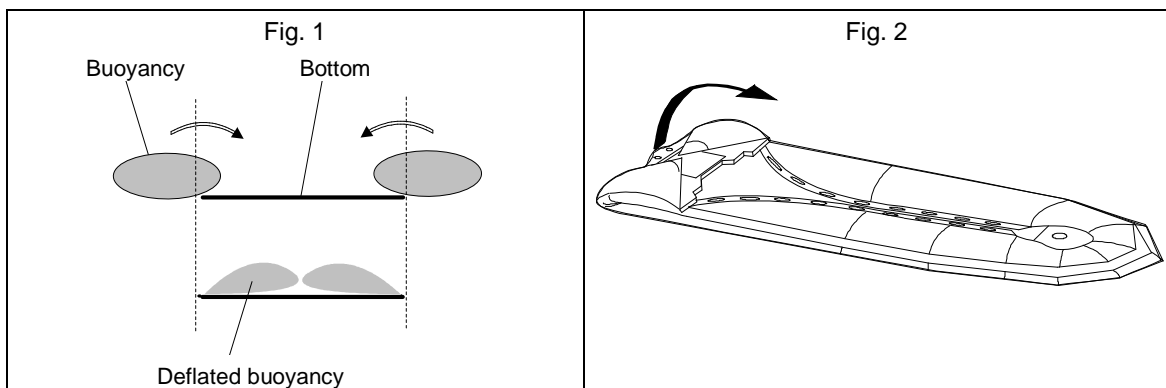
Disassembly / maintenance of the h2p floor

On folding, we recommend that you leave the H2P 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 inflatable floor. Proceed as follows:

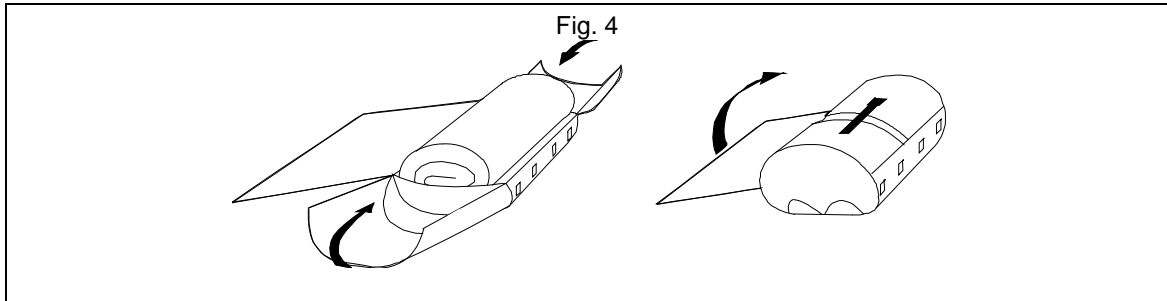
- **DISASSEMBLY:** Deflate the buoyancy tube and the H2P floor.
Open the floor/buoyancy tube fixation buckles.
- **MAINTENANCE:** Slightly re-inflate the boat before rinsing with a water hose in between the buoyancy tube and the bottom then lift up the nose of the boat to drain the water.
Repeat the operation until all sand and residues are removed.

BOAT DEFLATION / FOLDING

- Remove all various equipment.
- Deflate the boat:
 - Position all I/C valves on "inflation" (red zone),
 - Unscrew the valves.
- Remove the floorboard, execute the assembly procedure in reverse.
- Refit the valves on the I/C valves.
- Remove the self bailer caps.
- Rinse the boat with fresh water:
 - Partly inflate the boat in order to facilitate cleaning and drying operations,
 - Remove the sand and clean stains with soapy water,
 - Drain all water and leave the boat to dry before folding it.
- 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 THE 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.

ANNEXES – APPENDIX – ANHANG – ALLEGATO – ANEXO

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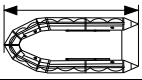
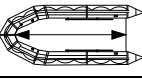
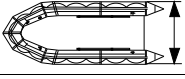

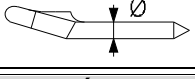

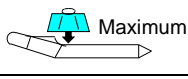
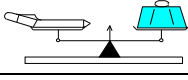
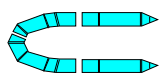

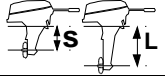


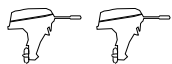
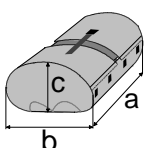
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**CARACTERISTIQUES TECHNIQUES – TECHNICAL SPECIFICATIONS
 – TECHNISCHE DATEN – CARATTERISTICHE TECNICHE
 – CARACTERISTICAS TECNICAS**

		ERB 380	ERB 400
DIMENSIONS – DIMENSIONS – ABMESSUNGEN – DIMENSIONI – DIMENSIONES			
	(m) (ft)	3,88 12' 9"	4,10 13'5"
	(m) (ft)	2,69 8' 10"	2,80 9'2"
	(m) (ft)	1,68 5' 6"	1,90 6'3"
	(m) (ft)	0,81 2' 8"	0,88 2'9"
	(m) (ft)	0,43 17"	0,51 20"
CAPACITÉ – CAPACITY – KAPAZITÄT – CAPACITÀ – CAPACIDAD			
 (ISO)		6	8
 Maximum	Kg *	650	920
	lb.*	1433	2028
	Kg **	55	65
	lb.**	120	143
		3+quille+plancher H2P 3+keel+H2P floor 3+Kiel+H2P Boden 3+chiglia+pagliolato H2P 3+quilla+suelo H2P	4+quille+plancher H2P 4+keel+H2P floor 4+Kiel+H2P Boden 4+chiglia+pagliolato H2P 4+quilla+suelo H2P
CERTIFICATION – AUSLEGUNGSKATEGORIE – CATEGORIA DE DISEÑO – CERTIFICACIÓN			
 (94/25/CE)		C	
		S	L
	Maximum Kg	68	98
	Maximum lb	150	216
	Maximum CV***	30 (Pumpjet) 25 (Propeller)	40 (H2P & Rigid floor) 30 (Roll-up floor)
	Maximum kW***	22 (Pumpjet) 18 (Propeller)	30 (H2P & Rigid floor) 22 (Roll-up floor)
	CV		
	kW		
	a		(1) 1,27 / 50" (2) 2,30 / 80"
	b		(1) 0,61 / 24" (2) 0,41 / 16"
	c		(1) 0,43 / 17"

**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.

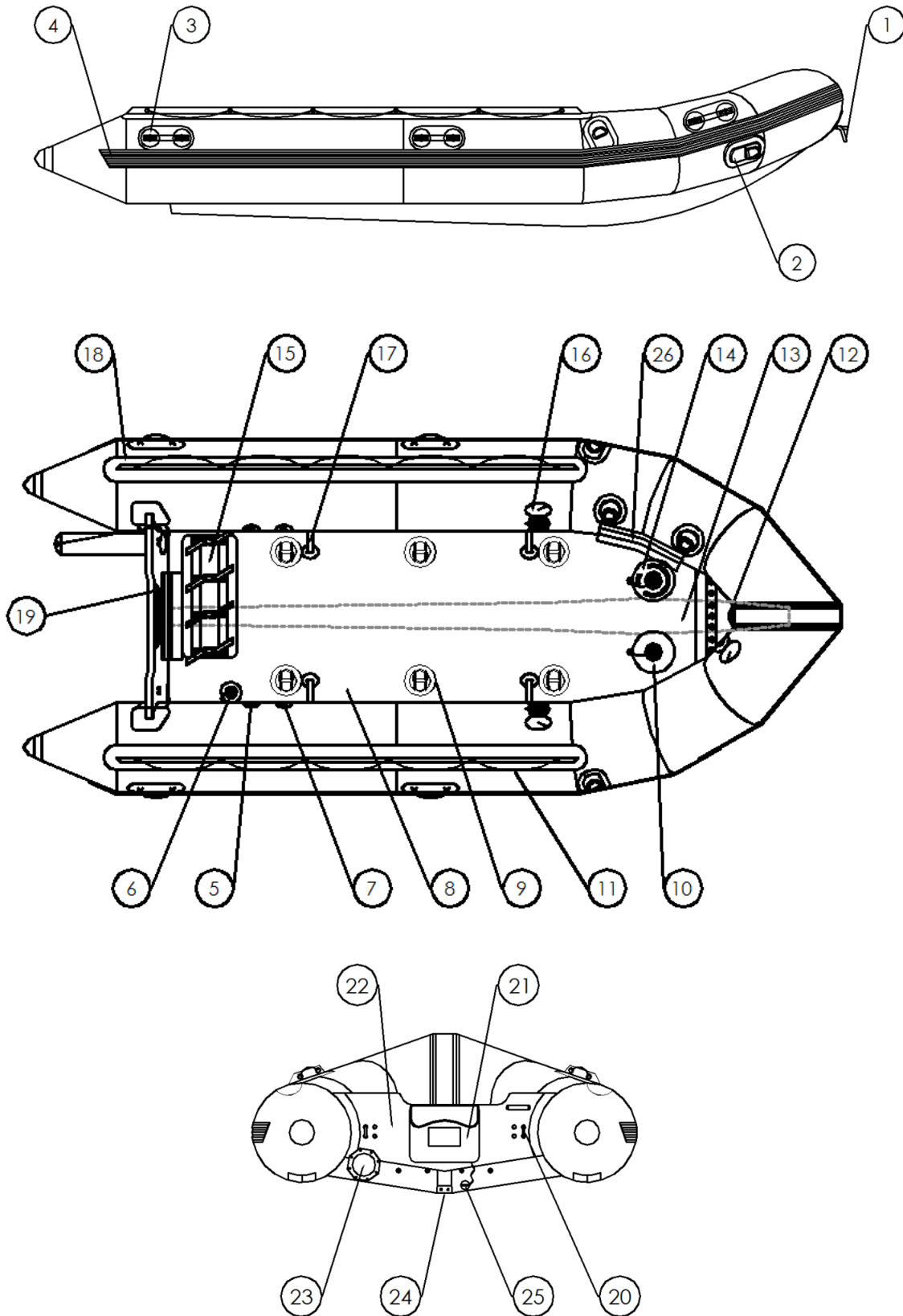
*** Le potenze suggerite corrispondono ad uno sfruttamento ottimale delle capacità del battello, in condizioni medie di carico. In funzione del tipo di utilizzo prevalente, potrà essere preferita la motorizzazione massima (sci nautico) o minima (pesca, impiego familiare).
La potenza massima autorizzata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



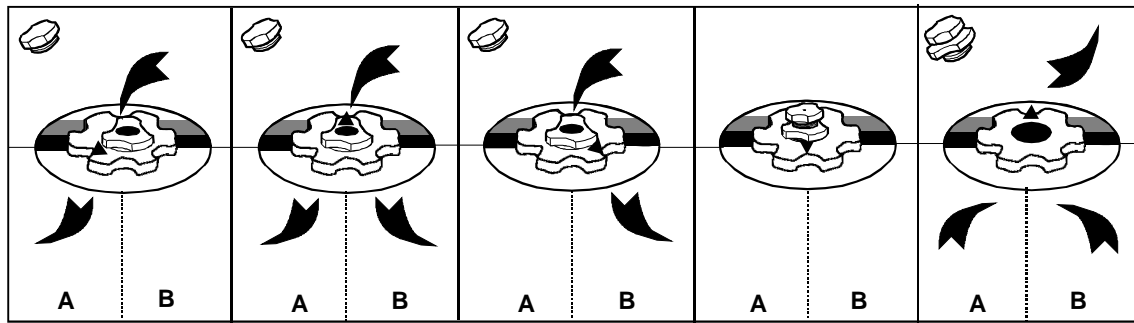
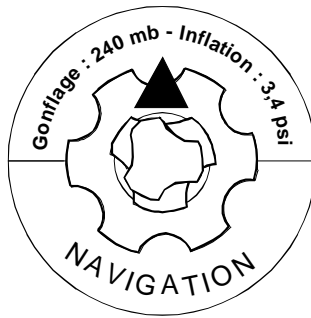
**DESCRIPTION – BESCHREIBUNG
DESCRIZIONE – DESCRIPCION**

	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 flotteur	Buoyancy tube quick inflation connector	Anschluss für das Schnellaufpumpsystem des Tragschlauchs	Raccordo di gonfiaggio rapido del tubolare	Conexión de hinchado rápido del flotador
6	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
7	Valve de surpression flotteur	Buoyancy float overpressure valve	Überdruckventil des Tragschlauchs	Valvole di sovrappressione tubolare	Válvula de sobrepresión del flotador
8	Plancher gonflable H2P	H2P floor	Aufblasbarer H2P-Luftboden	Pagliolato H2P	Suelo alta presión
9	Anneau D plancher	Floor D-ring	Ring D am Boden	Anello D pagliolato	Anillo D suelo
10	Valve de gonflement plancher H2P	H2P inflation valve	Füllventil H2P-Luftboden	Valvola di gonfiaggio pagliolato H2P	Válvula hinchado suelo alta presión
11	Saisine	Lashing	Zurrleine	Rizza	Cabo de sujeción
12	Raccord de gonflement quille	Keel inflation connector	Aufpumpanschluss am Kiel	Raccordo di gonfiaggio della chiglia	Conexión de hinchado de la quilla
13	Quille gonflable	Inflatable keel	Aufblasbarer Kiel	Chiglia gonfiabile	Quilla hinchable
14	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
15	Gaine bouteille	Cylinder sheath	Flaschenhalter	Guaina bombola	Conducto de la botella
16	Robinet d'inter-communication	I/C valve	Verbindungsventil	Rubinetto intercomunicante	Grifo intercomunicación
17	Fixation plancher H2P	H2P floor securing attachment	Befestigung des H2P-Luftbodens	Fissaggio pagliolato H2P	Fijación de suelo H2P
18	Ralingue	Grab line	Keder	Ralinga	Relinga
19	Plaque support moteur	Engine mount plate	Motortragplatte	Piastra supporto motore interna	Placa soporte motor
20	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
21	Plaque moteur sacrificielle	Wood transom pad	Auswechselbare Motorplatte	Placca motore esterna	Placa motor

**DESCRIPTION – BESCHREIBUNG
DESCRIZIONE – DESCRIPCION**

22	Tableau arrière	Transom	Heckspiegel	Specchio di poppa	Tabla popa
23	Vide vite	Self bailer	Schnellablass	Autovuotante	Desagüe
24	Protection inox tableau	Transom stainless steel protection	Heckspiegelschutz aus Edelstahl	Protezione in acciaio inossidabile specchio	Protección de acero inoxidable de la tabla
25	Vide vite sous plancher	Self-bailer below floor	Schnell-Lenzventil unter dem Boden	Autovuotante sotto pagliolato	Achicador rápido bajo suelo
26	Pochette accesoire amovible	Removable accessory pocket	Abnehmbare Zubehörtasche	Pochette accessori amovibile	Bolsa para accesorios extraíble

LE SYSTÈME DE GONFLAGE – INFLATION SYSTEM – AUFPUMPSYSTEM
 IL SISTEMA DI GONFIAGGIO – EL SISTEMA DE HINCHADO



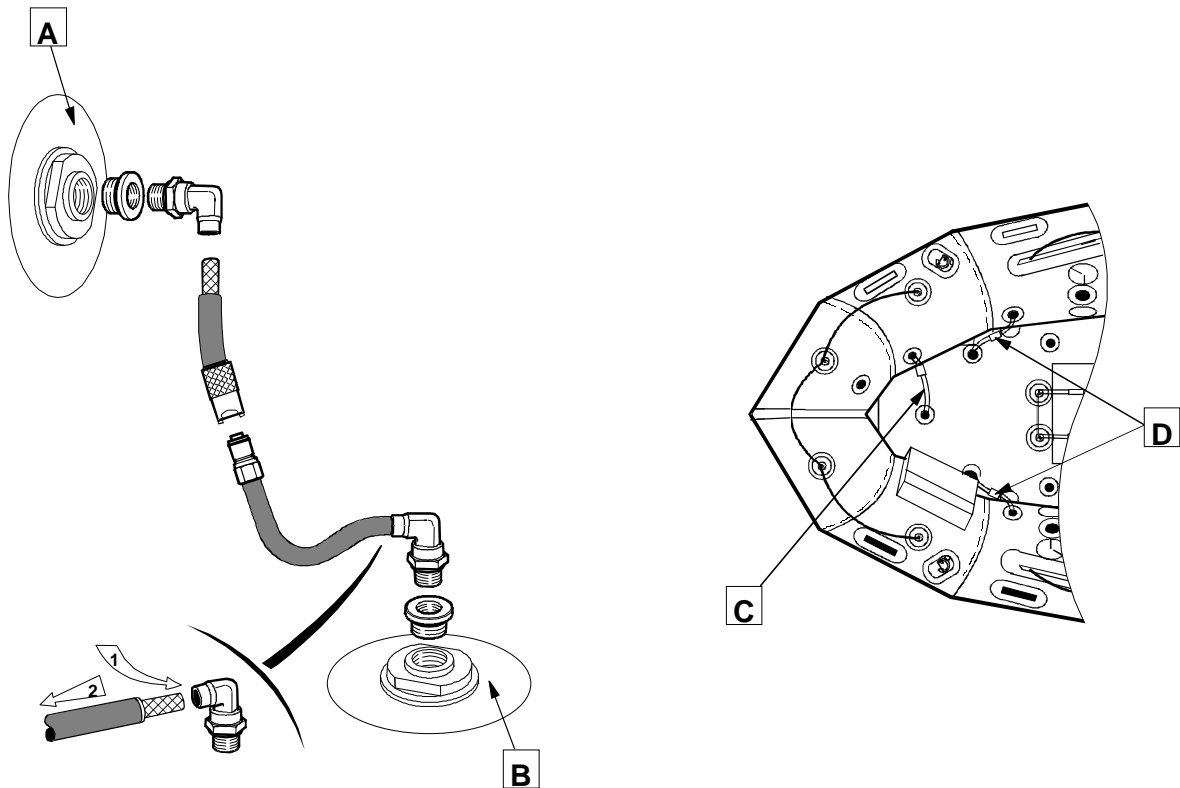
GONFLEMENT
 Inflation
 Gonfiaggio
 Aufblasen
 Hinchado

NAVIGATION
 Navigation
 Navigazione
 Betriebs
 Navegación

DEGONFLEMENT
 Deflation
 Sgonfiaggio
 Entlüften
 Deshinchado

**LE SYSTÈME DE GONFLAGE – INFLATION SYSTEM – AUFPUMPSYSTEM
IL SISTEMA DI GONFIAGGIO – EL SISTEMA DE HINCHADO**

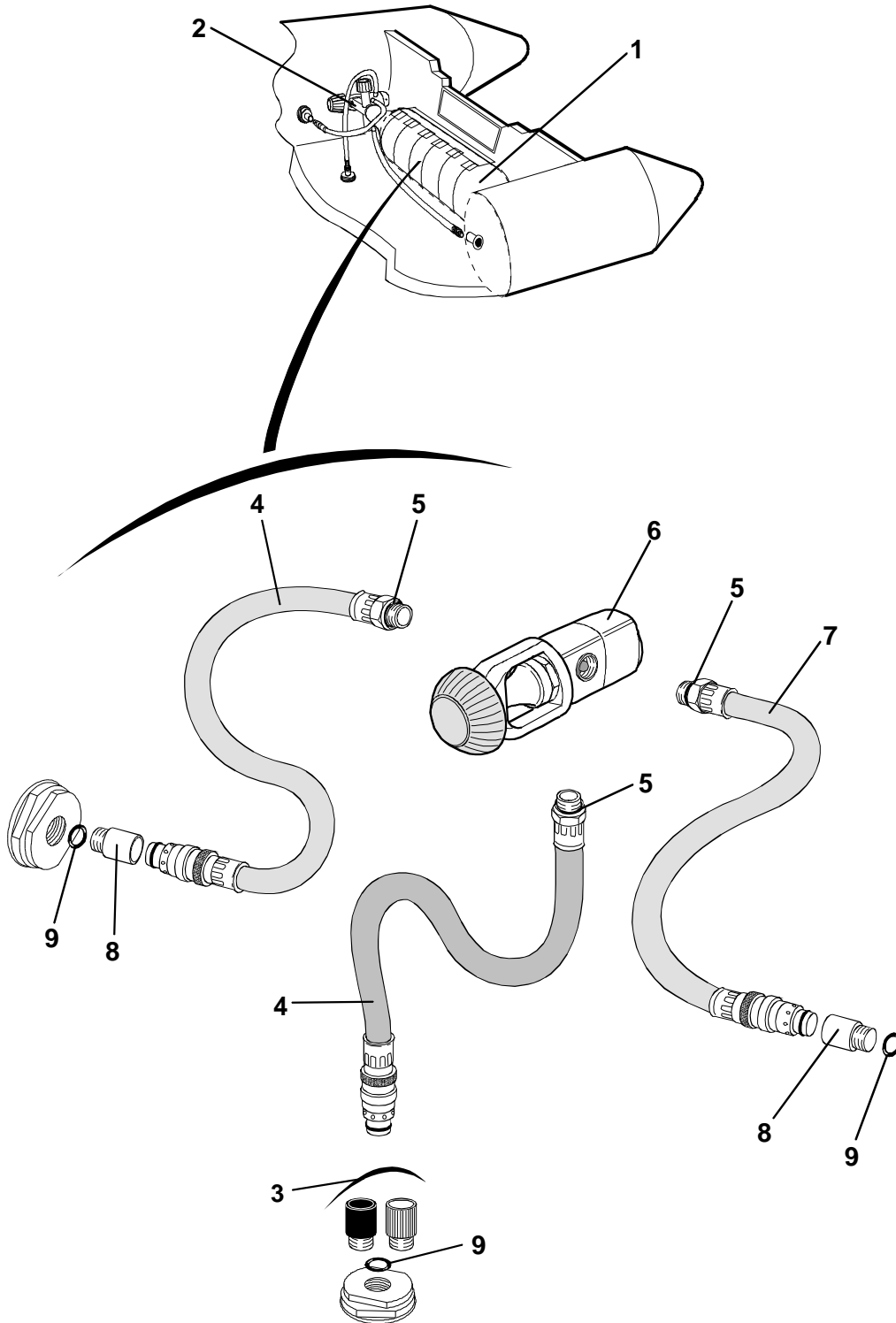
**CHAÎNE DE GONFLEMENT QUILLE ET FLOTTEURS D'AMORTISSEMENT
KEEL AND DAMPING BUOYANCY TUBES INFLATION CHAIN
AUFPUMPABLAUF KIEL UND UNTERE TRAGESCHLÄUCHE
CATENA DI GONFIAGGIO CHIGLIA E TUBOLARI AMORTIZZANTI
SECUENCIA DE HINCHADO QUILLA Y FLOTADORES DE AMORTIGUACIÓN**



<p>A : flotteur principal B : quille ou flotteurs d'amortissement C : tuyau gonflement quille D : tuyaux gonflement flotteurs d'amortissement</p>
<p>A : main buoyancy tube B : keel or damping buoyancy tubes C : keel inflation pipe D : damping buoyancy tube inflation piping</p>
<p>A: Hauptschlauchkörper B: Kiel oder untere Trageschlauchkörper C: Schlauch zum Aufpumpen des Kiels D: Schläuche zum Aufpumpen der unteren Trageschläuche</p>
<p>A: tubolare principale B: chiglia o tubolari ammortizzanti C: tubo di gonfiaggio chiglia D: tubi di gonfiaggio tubolari ammortizzanti</p>
<p>A : flotador principal B : quilla o flotadores de amortiguación C : tubo de hinchado de la quilla D : tubos de hinchado de los flotadores de amortiguación</p>

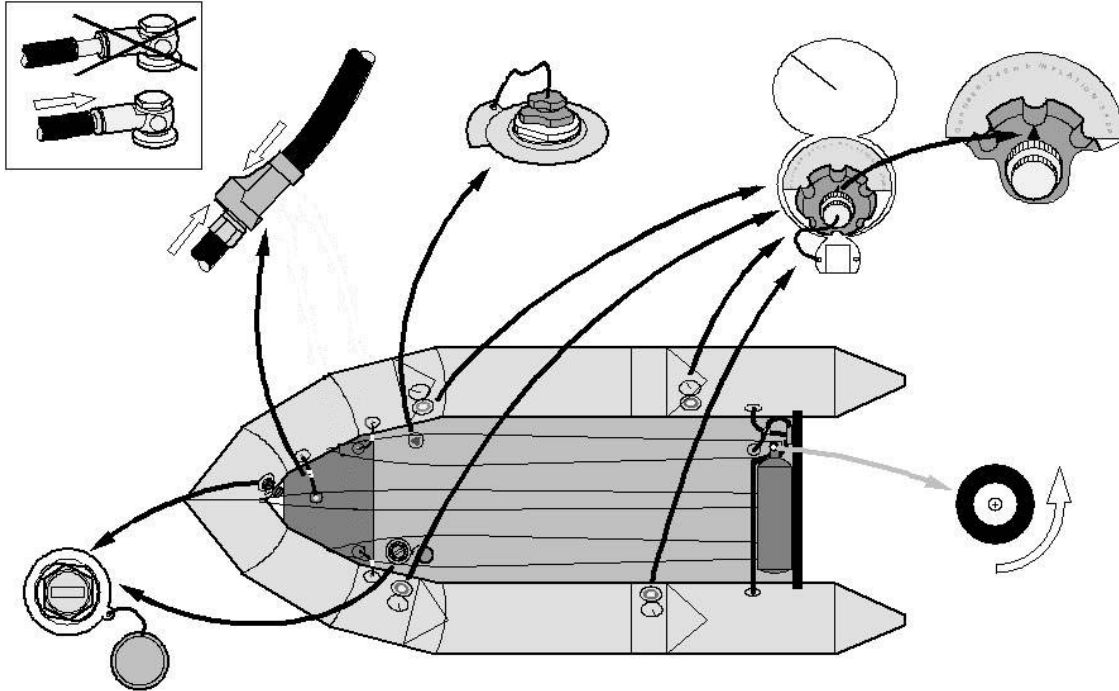
LE SYSTÈME DE GONFLAGE – INFLATION SYSTEM – AUFPUMPSYSTEM
IL SISTEMA DI GONFIAGGIO – EL SISTEMA DE HINCHADO

BOUTEILLE ET KIT DE GONFLEMENT
INFLATION BOTTLE AND KIT
FLASCHE UND AUFPUMPSSET
BOMBOLA E KIT DI GONFIAGGIO
BOTELLA Y KIT DE HINCHADO

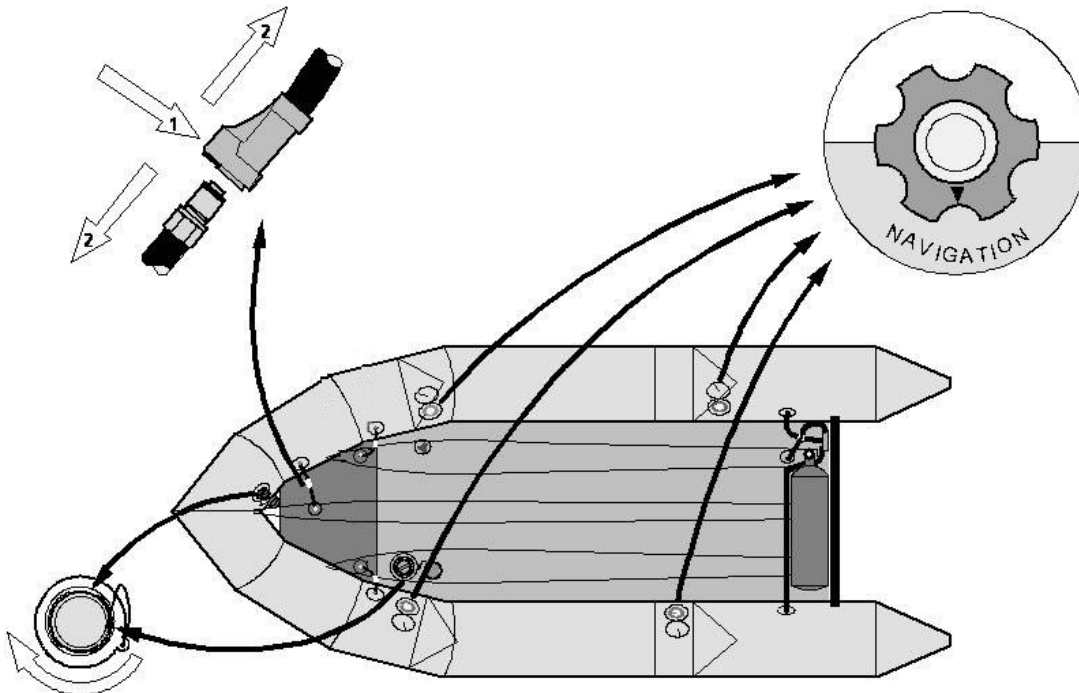


LE SYSTÈME DE GONFLAGE – INFLATION SYSTEM – AUFPUMPSYSTEM
IL SISTEMA DI GONFIAGGIO – EL SISTEMA DE HINCHADO

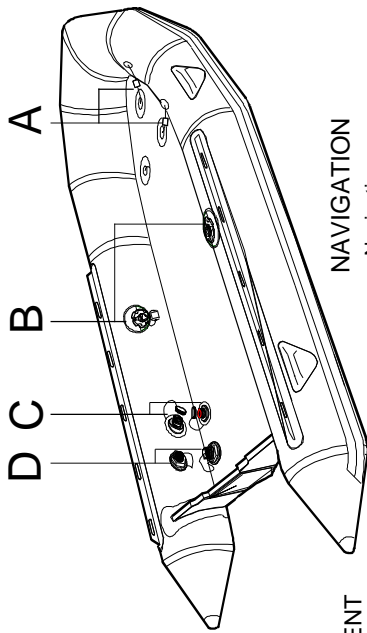
GONFLEMENT – INFLATION – AUFPUMPEN – GONFIAGGIO - HINCHADO



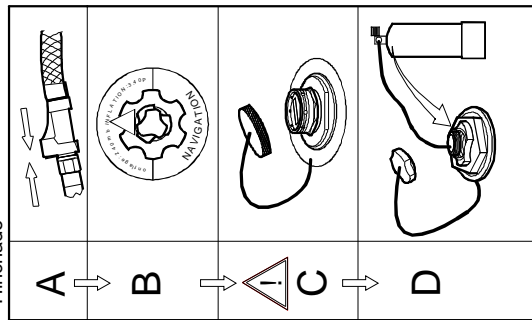
NAVIGATION – NAVIGAZIONE - NAVEGACION



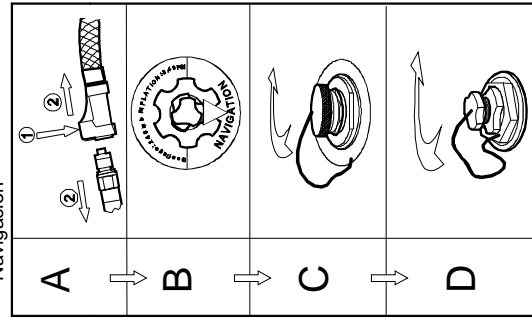
LE SYSTÈME DE GONFLAGE – INFLATION SYSTEM – AUFPUMPSYSTEM
 IL SISTEMA DI GONFIAGGIO – EL SISTEMA DE HINCHADO



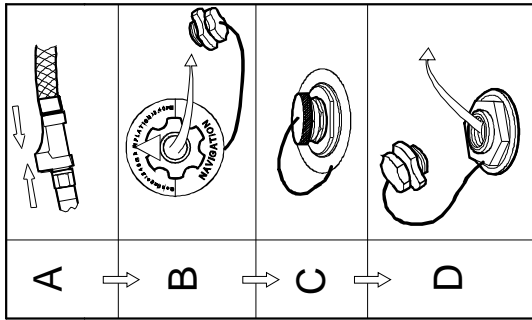
GONFLEMENT
 Inflation
 Gonfiaggio
 Aufblasen
 Hinchado



NAVIGATION
 Navigation
 Navigazione
 Betriebs
 Navigacion



DEGONFLEMENT
 Deflation
 Sgonfiaggio
 Entlüften
 Deshinchado



**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!**





FOR THOSE WHO WORK ON THE WATER.

32 bis, boulevard Haussmann
75009 PARIS

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