



OWNER'S MANUAL



D600

OWNER'S MANUAL



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1. SAFETY INFORMATION

INTRODUCTION

Thank you for choosing a Grand boat.

If you need assistance or advice please contact your Grand Dealer or Distributor who has qualified specialists, special tools, original spare parts and accessories and will be happy to assist.

This Manual provides an overview for the safe operation of your Grand boat. Please take time to read it carefully so as to become familiar with your new boat. Make sure that you fully understand the controls and instructions before operating the boat. Improper operation can be extremely dangerous!

Please, note that most boating-related accidents happen when safety instructions are ignored. We want you to enjoy your experience on your boat so please be sure to take our guidance seriously and comply with safety instructions at all times.

The basic safety rules are stated throughout the Manual, additional precautions are indicated by the special PRECAUTIONARY SYMBOLS:



PRECAUTIONARY SYMBOLS

The following precautionary symbols are used throughout this Manual:



Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations.



Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.



Indicates a potentially hazardous situation that, if not avoided, could result in minor or moderate injury.

PLEASE NOTE that in some countries a boat operating license or other form of authorization may be required.



Operators should be familiar with the use of all safety equipment and emergency procedures (e.g. man overboard recovery, towing etc.). We strongly recommend that appropriate training is undertaken from a recognized boating and/or safety organization prior using your boat.

Please note that in some countries it is a mandatory requirement to wear a buoyancy aid.

Some information may not apply to your boat since standard and optional equipment may vary from model to model.

Data sheets and specifications given in this manual relate to the boat's characteristics at the time of publishing. Grand reserve the right to introduce changes in specifications and equipment without notice and without obligation.

We continually work with our customers to improve quality and to ensure you will be completely satisfied with your Grand boat.

If you have any additional questions after reading this manual, please feel free to ask for your dealer.

PLEASE KEEP THIS MANUAL IN A SECURE PLACE, AND HAND IT OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.



SAFETY

GENERAL INFORMATION

Name of craft Manufacture: GRAND MARINE. Model: D600 Drive/Active/Lux.

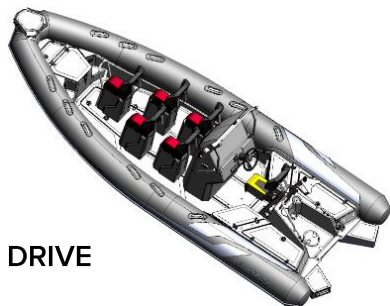
According to the Recreational Craft Directive 2013/53/EU of the European Parliament and of the Council of 20th November 2013, which is in force, your boat has design category: C, i.e., the craft is designed to operate in the following conditions:

Wind (Beaufort scale) up to and including Force 6. Significant wave height ($H^{1/3}$, meters) up to and including 2 meters.

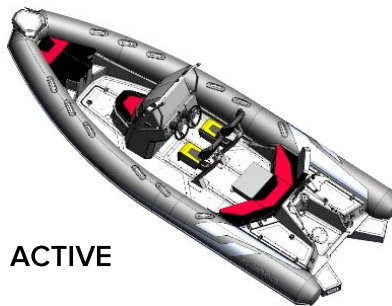


WARNING

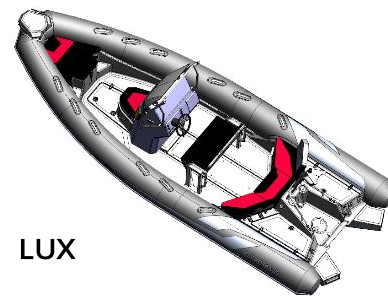
BE RESPONSIBLE, TAKE NOTICE OF THESE PARAMETERS WHEN YOU PLAN YOUR NAVIGATION PROGRAM AND DO NOT BOAT IF THE WIND/WAVE CONDITIONS ARE LIKELY TO EXCEED THESE PARAMETERS.



DRIVE



ACTIVE



LUX



MAXIMUM NUMBER OF PERSONS

The Maximum number of people (adults + children) authorized to be on board according to design standards ISO 14946 and ISO 12217 is given in the technical data sheet in the “TECHNICAL INFORMATION” section.



DO NOT EXCEED THE MAXIMUM RECOMMENDED NUMBER OF PEOPLE. REGARDLESS OF THE NUMBER OF PEOPLE ON BOARD, THE TOTAL WEIGHT OF PEOPLE AND EQUIPMENT MUST NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS USE THE SEATS/SEATING SPACES PROVIDED.

MAXIMUM LOADING CAPACITY

You can find the maximum load capacity in the “TECHNICAL INFORMATION” section in this Manual. It is also shown on the builder’s plate affixed to the hull. Please note that the maximum load capacity includes the weight of all people onboard, outboard engine, provisions, personal effects, and additional equipment, minus liquids in fixed tanks. Note that excess and unevenly distributed load within the boat can create unstable steering conditions and even loss of control.



WARNING

WHEN LOADING THE CRAFT, NEVER EXCEED THE MAXIMUM RECOMMENDED LOAD. ALWAYS LOAD THE CRAFT CAREFULLY AND DISTRIBUTE LOADS APPROPRIATELY TO MAINTAIN DESIGN TRIM (APPROXIMATELY LEVEL). AVOID PLACING HEAVY WEIGHTS HIGH UP.

DISTRIBUTION OF LOAD

Evenly distribute the load within the boat.



CAUTION

1. POORLY DISTRIBUTED LOADS CAN DESTABILIZE THE BOAT AND MAY RESULT IN A LOSS OF CONTROL.
2. THE CRAFT'S HANDLING WILL CHANGE SIGNIFICANTLY DEPENDING ON THE LOAD CARRIED.
3. BE PARTICULARLY CAREFUL WHEN ACCELERATING OR CHANGING DIRECTION.
4. IT MAY BE NECESSARY TO ADJUST LOAD DISTRIBUTION AND TRIM WHEN NAVIGATION CONDITIONS OR THE CRAFT'S DIRECTION THROUGH WAVES CHANGE.

LOADING PASSENGERS

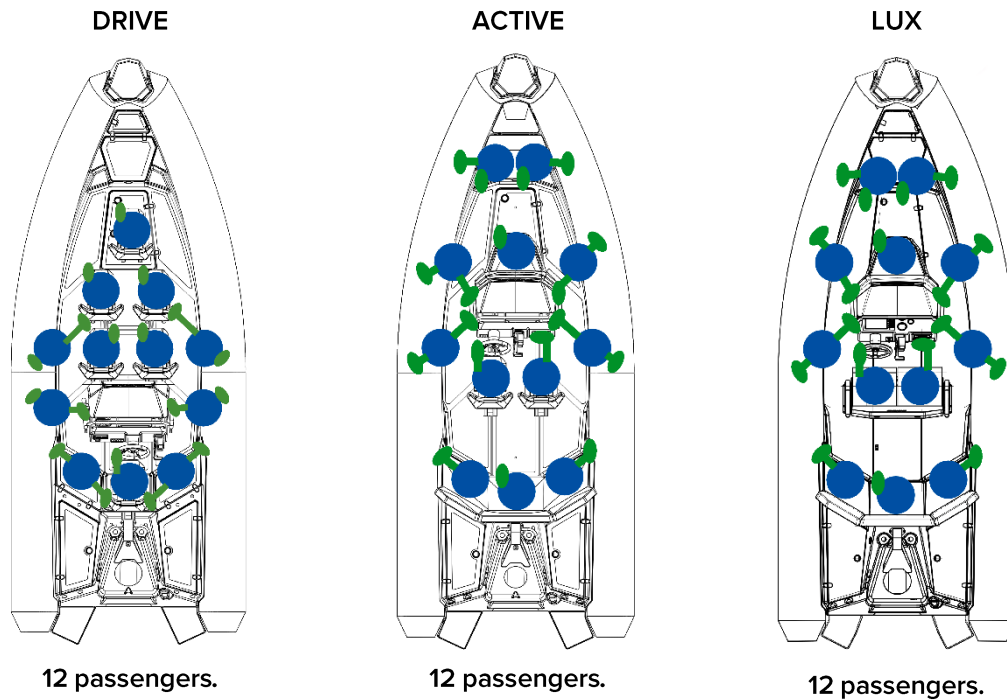


Fig. 1. Recommended seating arrangement.



SAFETY

IN CASE OF AN ACCIDENT

In case of an accident, do not panic and reassure passengers.

- Be aware that your boat, even if damaged, may provide the best shelter and facilitate your rescue. Never leave the boat whilst it remains afloat. Remember that an inflatable boat, even when full of water, is virtually unsinkable.
- If, after an accident, a tube compartment deflates, bring it inside the boat, restore the load balance to the opposite side of the deflated compartment and return to port at reduced speed.
- In case of a collision or an impact with a floating object, stop to examine the hull, the buoyancy tubes, the motor and its attachments and return to shore at a low speed.
- Signal for help.

Following an accident and before using the craft again, make sure that it is examined by your dealer or a qualified technician and any defects are repaired.



WARNING

NEGLECTING REGULAR INSPECTIONS AND REPAIRS MAY LEAD TO A SERIOUS INJURY OR DAMAGE AND WILL REDUCE THE LIFE OF YOUR BOAT.



STABILITY AND BUOYANCY

The stability and buoyancy of the craft have been thoroughly assessed by the Manufacture in compliance with the requirements of the Recreational Craft Directive 2013/53/EU. The craft manufacturer guarantees that the boat meets all safety criteria during normal operating conditions. However, the person responsible for operating the craft must always keep in mind that the safety of the craft and crew should be their priority at all times and that conditions on the water can change suddenly with little prior notice. Before using your boat, it is strongly recommended that appropriate training is given to all crew members in the safe operation of the craft.

ENGINE INFORMATION

Information about recommended engine capacities, maximum engine capacities, maximum engine weights for each model are given in the technical data sheet of “TECHNICAL INFORMATION” section.



DANGER

NEVER USE A MOTOR WITH A POWER OUTPUT GREATER THAN THE MAXIMUM RECOMMENDED, OR HEAVIER THEN INDICATED ON THE BUILDER'S PLATE. THIS COULD RESULT IN LOSS OF CONTROL.



SAFETY

RISK OF FLOODING AND STABILITY

DRAINAGE SYSTEM

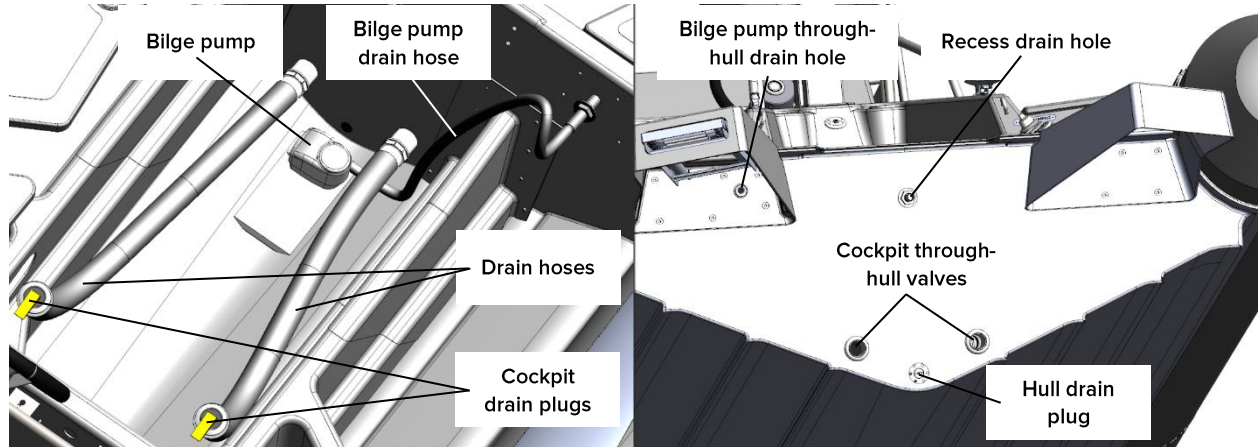


Fig. 2. The drainage system.

Cockpit drainage: Two cockpit drain hoses with plugs + valves.

Hull drainage: Hull drain plug (manual maintenance) + bilge pump (manual/automatic operation).

COCKPIT DRAINAGE

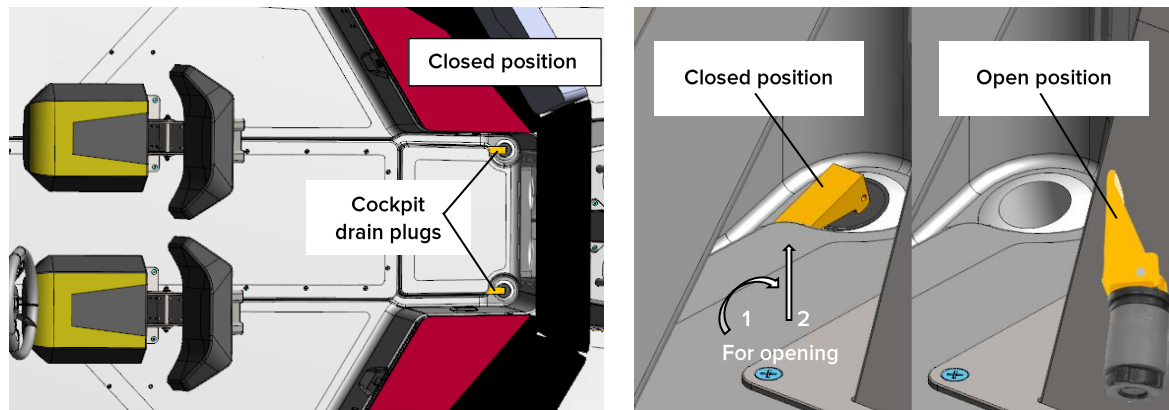


Fig. 3. Cockpit drainage.

	In water at rest	In water in motion	Out of water
Cockpit drain plugs	Closed	Open	Open

CAUTION

WHEN THE BOAT IS ON LAND/DAVIT OR TRAILER, OPEN THE COCKPIT DRAIN PLUGS SO THAT WATER (RAINWATER, FOR INSTANCE) CAN EASILY DRAIN OUT OF THE BOAT THROUGH THE VALVES AND NO DAMAGE TO THE INTERNAL COMPONENTS (E.G THE BATTERY) WILL OCCUR.



SAFETY

HULL DRAINAGE

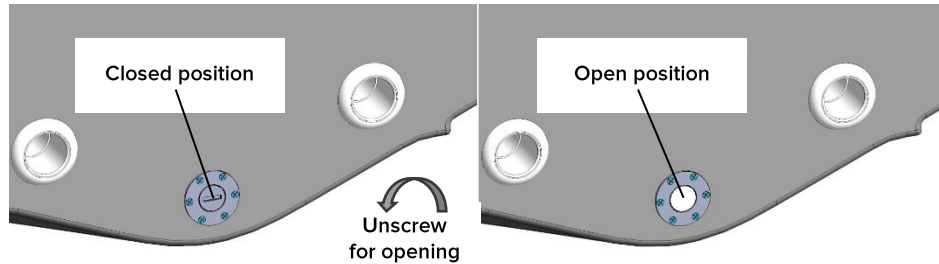


Fig. 4. Hull drain plug.

	In water at rest	In water in motion	Out of water
Hull drain plug	Closed	Closed	Open

To drain the hull unscrew the plug (fig. 4). After removal refit and re-tighten (do not over-tighten) the plug before using the boat.



CAUTION

WHEN THE BOAT IS ON LAND/DAVIT OR TRAILER, OPEN THE HULL DRAIN PLUG SO THAT WATER CAN EASILY DRAIN OUT OF THE BOAT.



DANGER

NEVER OPEN THE HULL DRAIN PLUG WHEN AFLOAT.

AUTOMATIC HULL DRAINAGE

The automatic bilge pump serves to pump water out of the bilge area of the boat.

To get access to the bilge pump for maintenance purposes open bilge pump hatch (Fig. 5).

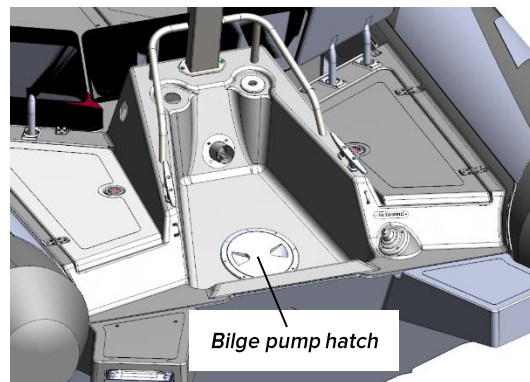
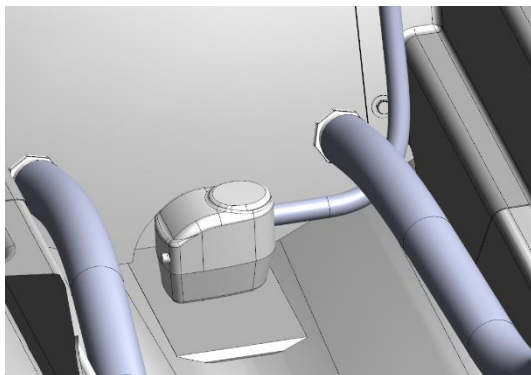


Fig. 5. Bilge pump and its location.



THE BILGE PUMP SYSTEM IS NOT DESIGNED FOR DAMAGE CONTROL.



SAFETY

BILGE PUMP SPECIFICATIONS

Capacity 2.3 m³/h (with zero head).

Power 12 V/2.5 A.

Maximum head 2.3 m.

Connection 3/4".

Overall dimensions 17x9.5x12 (LxWxH) cm.



Switching the bilge pump on/off is done manually by using the switch located on the steering console and automatically by a built-in mercury-free float type switch.

Check the operation of the bilge pump either by using the switch located on the steering console or by turning the test knob (see also manufacturers' manual), located on the pump in a clockwise direction. Make sure the inlet channels are free from contamination (see also sections "RISK OF FLOODING AND STABILITY", "SAFETY EQUIPMENT" in chapter "SAFETY").



CAUTION

CHECK BILGE PUMP REGULARLY TO MAKE SURE IT IS WORKING. CLEAR DEBRIS FROM PUMP INLETS.

BOW ANCHOR DRAINAGE

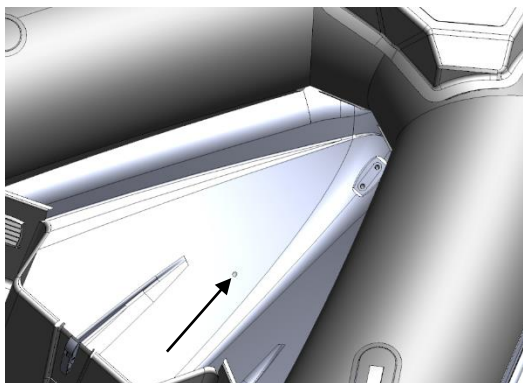


Fig. 6. Bow anchor drainage.



SAFETY

RECESS DRAINAGE

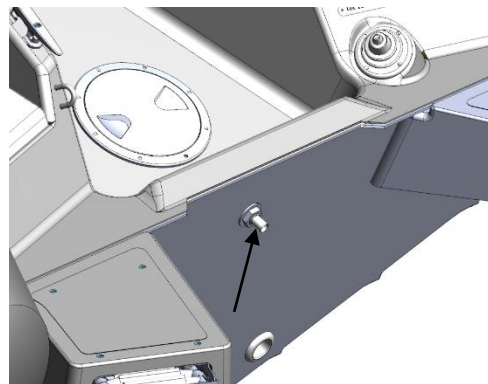
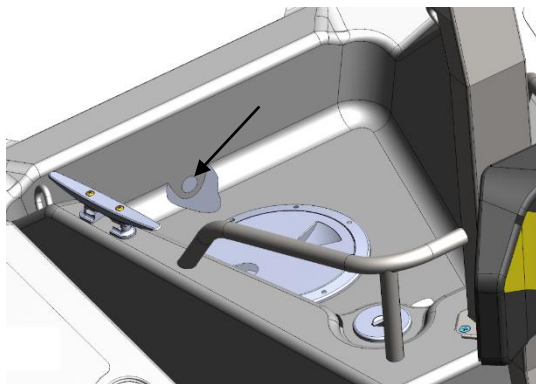


Fig. 7. Recess drainage.



RISK OF FIRE OR EXPLOSION

Pay particular attention to the fact that a fuel tank and electrical devices are installed on your boat. This means that there is a risk of explosion or fire caused, for example, by a spark. Be careful and check systems regularly with a view to identifying leaks or corrosion in the fuel tank and possible damage to the electrical wiring.

For information concerning safe operation of the engine consult the manufacturers instruction manual.

FIRE PREVENTION

Consult your Dealer for more detailed information on this subject before operating your boat.

The owner/operator of the craft should:

- Inform all crew members about the location and operation of all firefighting equipment.
- Check firefighting equipment at the intervals indicated on each item.
- Replace any used extinguisher with one of same type and rating.



NEVER MODIFY ANY OF THE CRAFT'S SYSTEM UNLESS COMPETENT TO DO SO.



FUEL SYSTEM

The fuel system consists of a fuel tank (the volume is given in the technical data sheet), sender and fuel level gauge (on the steering console), filler neck, fuel filler cap with built-in fuel vent.

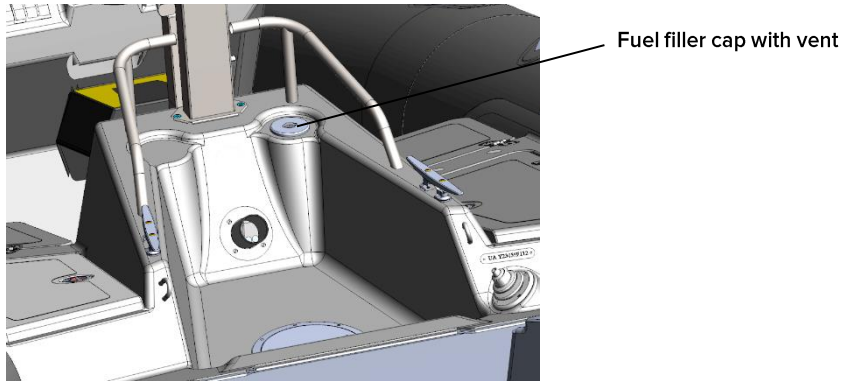


Fig. 8. The location of the fuel filler cap on the rear deck.



DANGER

DO NOT SMOKE OR USE AN OPEN FLAME WHEN FUELING THE BOAT.

AVOID CONTACT OF FLAMMABLE MATERIALS WITH HOT ENGINE PARTS.

VENTILATION OF PETROL TANK COMPARTMENT

Petrol tank compartment has a natural ventilation system. The fuel tank compartment is ventilated by the natural flow of air through ventilation openings (figs. 9 and 10) to and from the atmosphere. These openings are located at the bow locker and rear side compartment.

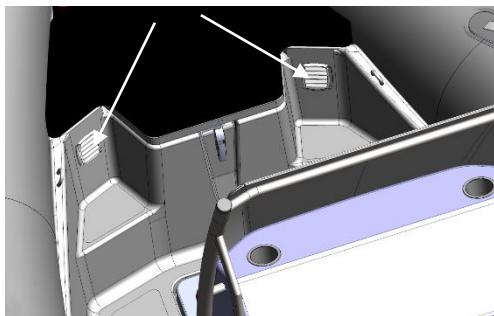


Fig. 9. Ventilation openings on the bow compartment.

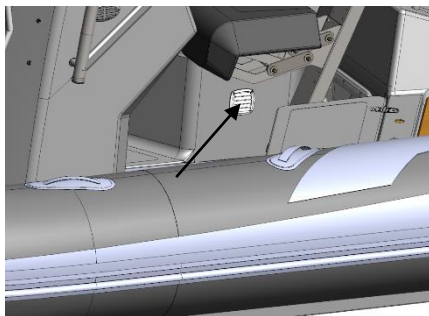


Fig. 10. Ventilation opening on the rear side compartment.



DANGER

**DO NOT OBSTRUCT OR MODIFY THE VENTILATION SYSTEM AND VENTILATION OPENINGS.
KEEP VENTILATION OPENINGS UNOBSTRUCTED AT ALL TIMES.**



BEFORE FUELING

- Check the engine manufacturer's manual for information about the correct type of fuel be used for proper and long-term trouble-free operation.
- Turn off the engine.
- Turn off the ignition.
- Be sure to extinguish any open flames.



CAUTION

USING POOR QUALITY OR UNSUITABLE FUEL CAN RESULT IN DAMAGE TO YOUR ENGINE!

IT IS PREFERABLE NOT TO STORE UNUSED FUEL FOR LONG PERIODS IN THE FUEL TANK AND FUEL SYSTEM AS THIS CAN RESULT IN DAMAGE TO FUEL LINES, PUMPS AND FILTERS.

EXPLOSIVE/FIRE HAZARD



DANGER

IF A FUEL LEAK OR FUMES ARE DETECTED, DO NOT START THE ENGINE. ENSURE ALL CREW LEAVE THE BOAT AND HAVE A QUALIFIED PERSON REPAIR THE DEFECT AS SOON AS POSSIBLE. NEVER USE A FLAME TO CHECK FOR LEAKS.

**WARNING**

CHECK FOR FUEL AND GAS VAPOURS OR FUEL LEAKS AT REGULAR INTERVALS AND BEFORE STARTING THE ENGINE.

HOSES SHOULD BE INSPECTED AT LEAST ANNUALLY AND REPLACED IF ANY DETERIORATION OR DAMAGE IS FOUND. IF FUEL LEAKAGE IS PRESENT, HAVE THE SYSTEM REPAIRED BEFORE FURTHER USE. FUEL SYSTEM REPAIRS SHOULD ONLY BE MADE BY COMPETENT PERSONNEL.

WHILE FUELING

- Keep hose nozzle in contact with the filler pipe to provide a ground against static sparks.
- Fill the tank slowly to avoid danger of spillage.
- Do not overfill the tank. Leave some room for the fuel to expand. In hot conditions fill the tank to about 80% of its maximum capacity.

If fuel is spilt on the hull, use an ordinary, non-abrasive cleaner then wipe with a damp cloth and rinse the area with clean water.

**WARNING**

NEVER FILL ANY FUEL TANK WHEN ENGINE IS RUNNING.



FIRE-FIGHTING EQUIPMENT

It is the owner/operator's responsibility to have appropriate fire extinguisher in serviceable condition and readily accessible on board as prescribed by local requirements. At least one portable extinguisher type 34 B shall be present on board. The storage compartment of a portable fire extinguisher is marked by the symbol shown in Fig. 10.



Fig. 10. Symbol of designated place of portable fire extinguisher.

This boat, when in service, shall be equipped with portable fire extinguisher of the following extinguishing capacities and in the following recommended location:

Nº1 Location: Bow locker Fire rating: 34B



NEVER OBSTRUCT ACCESS TO PORTABLE EXTINGUISHER.



ELECTRICAL SYSTEMS - SAFETY RULES

- Check condition of battery and charging system before departure.
- When the electrical system is in use check that individual components are working satisfactorily.
- Disconnect and remove the battery when the craft is in winter storage (cold weather areas) or long term storage.



NEVER WORK ON THE ELECTRICAL INSTALLATION WHILE THE SYSTEM IS ENERGIZED.

NEVER MODIFY THE CRAFT'S ELECTRICAL SYSTEM; INSTALLATION AND MAINTENANCE SHOULD ONLY BE PERFORMED BY A QUALIFIED MARINE ELECTRICAL TECHNICIAN.

NEVER ALTER OR MODIFY THE RATED CURRENT AMPERAGE OF OVERCURRENT PROTECTIVE DEVICES.

NEVER INSTALL OR REPLACE ELECTRICAL APPLIANCES OR DEVICES WITH COMPONENTS WHICH EXCEED THE RATED CURRENT AMPERAGE OF THE CIRCUIT.

NEVER LEAVE THE CRAFT UNATTENDED WITH THE ELECTRICAL SYSTEM ENERGIZED, EXCEPT AUTOMATIC BILGE PUMP, FIRE PROTECTION AND ALARM CIRCUITS.



BATTERY

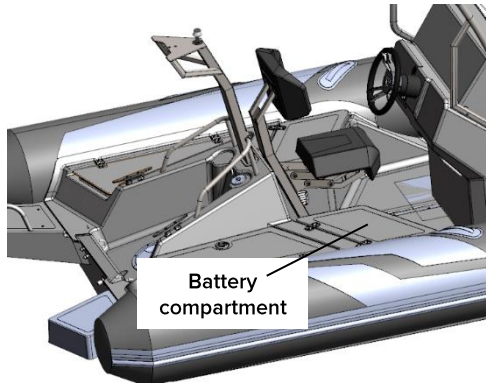


Fig. 11. Battery location.

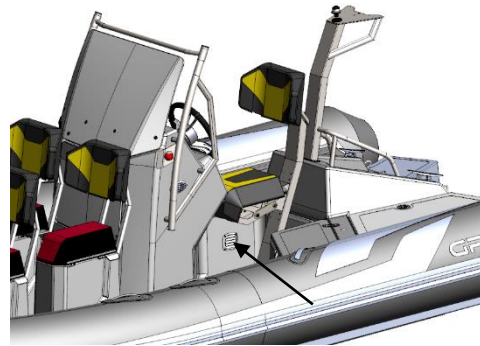


Fig. 12. Ventilation opening of battery compartment.



DANGER

1. AVOID SPARKS AND EXPOSED FLAMES NEAR BATTERY. IT MAY EXPLODE.
2. TURN OFF THE ENGINE WHEN INSPECTING OR SERVICING THE BATTERY.
3. NEVER KEEP THE BATTERY CLOSE TO A FUEL TANK, FILLER OR FUEL SYSTEM COMPONENTS.
4. NEVER DELIBERATELY OR INADVERTENTLY BLOCK VENTILATION OF BATTERY COMPARTMENT.



MAN-OVERBOARD PREVENTION AND RECOVERY

Man-overboard prevention.

The working deck has an anti slip surface.

When the boat is underway, the operator and passengers should always occupy designated seating areas, using handles when necessary. Other parts such as seat backs, cleats, windscreen tops and rails can be used as handholds to reduce the risk of falling overboard.



WARNING

IF PASSENGERS ARE NOT IN DESIGNATED SEATING WHEN UNDERWAY THERE IS A RISK OF FALLING INSIDE THE BOAT OR OVERBOARD CAUSING SERIOUS INJURY OR DEATH.

DO NOT MAKE SHARP TURNS AT HIGH SPEEDS: YOU COULD BE EJECTED FROM THE BOAT.

DO NOT MAKE VIOLENT CHANGES IN DIRECTION WITHOUT INFORMING PASSENGERS.

Areas such as the bow step plate, the engine well should not be used as seating when the boat is underway.



MEANS OF REBOARDING

This boat is equipped with a rigid foldable ladder (fig. 13), which allows a person to reboard easily without any assistance. Additional handle for assistance while re-boarding is located close to the ladder.

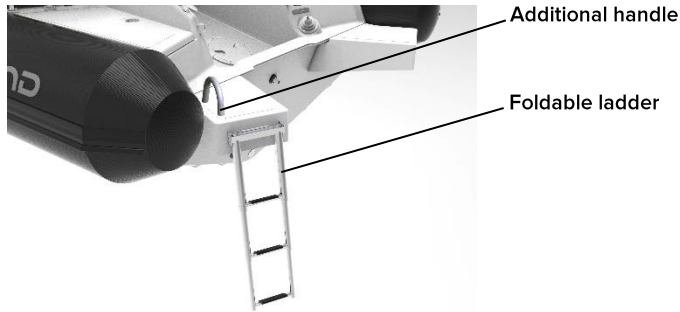


Fig. 13. Foldable ladder and handle for assistance with re-boarding.

DANGER FROM MOVING PARTS



DO NOT USE SWIMMING PLATFORMS WHEN ENGINE IS RUNNING!

KEEP AWAY FROM MOVING PROPELLER! IT COULD RESULT IN INJURY OR DEATH!

Even in neutral, engine's propeller may rotate and may cause injury. If a person is in the water near the boat, immediately switch off the engine to avoid injury from the propeller rotation.



SAFETY EQUIPMENT

The owner/operator is responsible for ensuring that appropriate safety equipment is onboard and is in proper working condition. The type of safety equipment and quantity will depend on the conditions expected and length of trip.

The type of safety equipment required will depend on local or national regulations. In most countries, safety equipment of the following type is required:

- Emergency Engine Kill Switch Lanyard.
- Personal Flotation Devices (PFD).
- Fire extinguisher.
- Horn or Whistle.
- Bilge pump (s).
- Visual Distress Signals.



CAUTION

CONSULT YOUR LOCAL DEALER REGARDING REQUIRED SAFETY EQUIPMENT IN YOUR COUNTRY/STATE BEFORE GOING AFLOAT.



SAFETY

In addition to the required safety equipment, we recommend tools as listed below. You can also ask your Dealer for any additional recommendations or advice based on local requirements.

RECOMMENDED EQUIPMENT

- An anchor with at least 25 meters of line.
- A manual bailing device for removing water from the boat (bucket, hand pump).
- A combination oar/boat hook.
- A day-and-night visual distress signal.
- A first aid kit and manual.
- An airway breathing tube.
- A waterproof flashlight.
- A set of local navigation charts.
- A whistle or non-electric horn.
- Mooring lines and fenders.
- Extra engine oil.
- A tool kit.
- A portable AM/FM radio or weather radio.
- Cell Phone with waterproof container.
- Binoculars.



SAFETY DRIVING RULES



WARNING

- DO NOT USE ALCOHOL/DRUGS BEFORE OR WHILE OPERATING YOUR BOAT.
- AVOID BOW RIDING AS IT MAY BE ILLEGAL AND IS EXTREMELY DANGEROUS.
- KEEP CLEAR OF SWIMMERS AND DIVERS: ALWAYS AVOID AREAS WHERE DIVERS/SWIMMERS ARE PRESENT.
- KEEP A SHARP LOOKOUT ESPECIALLY WHEN OPERATING NEAR BEACHES AND BRIDGES.
- SHUT OFF THE MOTOR WHEN OPERATING NEAR SOMEONE IN THE WATER. THE INTERNATIONAL CODE FLAG ALPHA INDICATES PROXIMITY OF DIVERS. MAINTAIN A SAFE DISTANCE (MINIMUM 50 METERS) AT ALL TIMES.



CAUTION

THE OWNER IS RESPONSIBLE FOR ENSURING THAT THE NORMAL MODE OF OPERATION IS MAINTAINED. THIS MEANS THAT THE SPEED OF THE CRAFT NEEDS TO BE MATCHED TO THE PREVAILING SEA STATE, THE CRAFT BEING USED “WITH GOOD SEAMANSHIP BEHAVIOUR”.



BOAT IDENTIFICATION

2. BOAT IDENTIFICATION

BOAT'S IDENTIFICATION NUMBER

Every boat has “Watercraft Identification Number” (WIN), which uniquely identifies your boat and is important for safety and identification purposes. The WIN is marked on a non-removable metal plate, which is fixed to the transom of your boat (fig. 14).

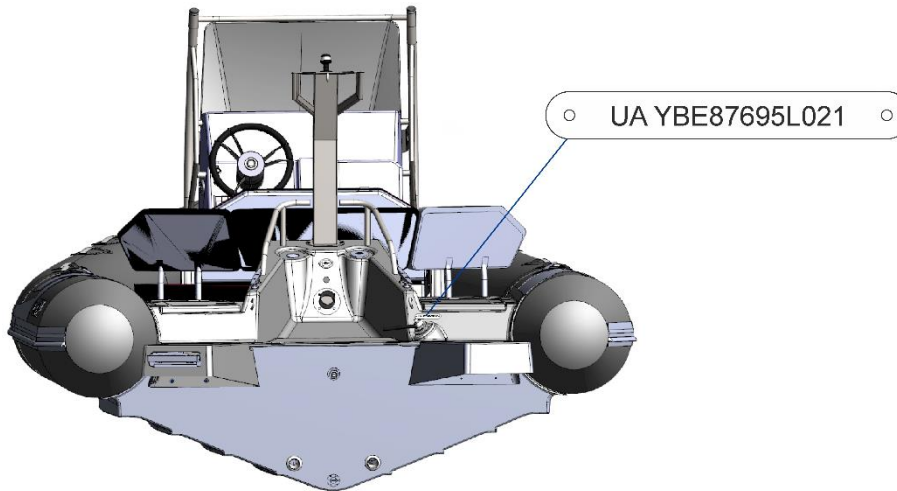
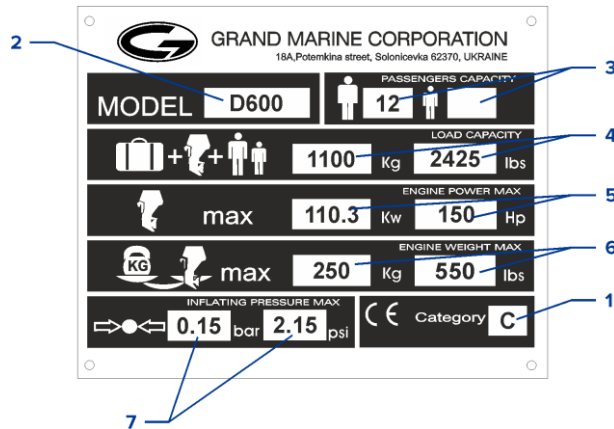


Fig. 14. Location of the WIN plate.

BUILDER'S PLATE

The builder's plate (fig. 15), which is fixed to the craft, provides information about the Builder including builder's name, registered trade or trade mark plus contact name and address, CE - marking, craft design category, maximum recommended load minus liquids in fixed tanks, number of persons recommended by the builder for which the craft was designed. This information may not however comprise a complete list: safety requirements (obligatory safety equipment carried on the boat, maximum authorized distance you can navigate from a port, etc.) may vary according to the country or state.



- 1 - Design category*
- 2 - MODEL: Catalogue name or model number.
- 3 - Maximum number of people authorized on board (adults + children) according to ISO standards.
- 4 - Maximum load capacity of the boat allowed by the builder and expressed in kilograms and lbs.
- 5 - Maximum outboard power allowed by the builder for the boat and expressed in kilowatts and HP.
- 6 - Maximum weight of outboard motor allowed by the builder expressed in kilograms and lbs.
- 7 - Nominal Pressure of the buoyancy tubes in Bar and Psi.

Fig. 15. Builder's plate.



BOAT IDENTIFICATION

Always refer to local regulations for information on additional requirements.

*Design category (European directive 2013/53/EU):

Category	B	C
Navigation	"Offshore"	"Inshore"
Wind speed (Beaufort scale)	Up to and including F8	Up to and including F6
Significant height of wave to consider (in meters)	Up to and including 4 m	Up to and including 2 m



WARNING

BE RESPONSIBLE, TAKE NOTE AND DO NOT NAVIGATE IF THE CONDITIONS ARE LIKELY TO EXCEED THESE PARAMETERS.



LOCATION OF THE BUILDER'S PLATE

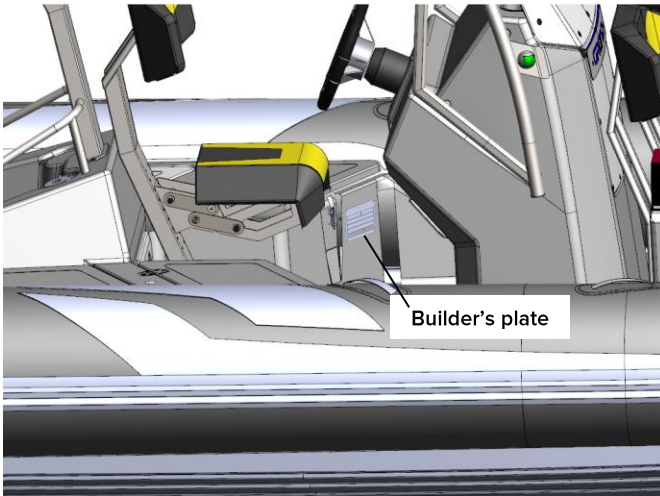


Fig. 16. Location of the Builder's plate.



BEFORE OPERATING YOUR CRAFT

3. BEFORE OPERATING YOUR CRAFT

CHECKLIST BEFORE DEPARTURE

- Using a pressure gauge (not supplied), check inflation pressure in each section of the tube.
- Check the tightness of the outboard motor clamps or bolts.
- Inspect the steering system: an improperly maintained system may fail, causing sudden loss of control.
- Remove the cockpit and hull drain plugs, check the gasket, replace if necessary.
- Check the fuel system.
- Top off fuel and lubricating oil levels to required levels. Note: do not overfill fuel tank.
- Be sure that you do not exceed the recommended maximum load indicated on the Builder's plate. Check the load is evenly distributed.
- Make sure that each passenger is seated or has a seat available. Inform all passengers regarding the necessity to hold on to safety handles. Check that each passenger has his personal flotation device.
- Check that all required safety equipment is on board (horn, first aid kit, waterproof light, cell phone in watertight case, fresh water reserve etc.).
- Check that the boat is equipped with an additional flotation device for emergency use.
- Check that the boat is equipped with two oars/paddles. Check the condition of the oars and rowlocks.
- Be sure that the boat is equipped with at minimum 2 x boat length of suitable towing line.



WEATHER

Before starting any trip, check the local weather forecast. Depending on location and seasonal conditions, the weather can sometimes change very quickly. If the weather suddenly changes and conditions become rough:

- Try to find shelter as soon as possible because riding out a storm at sea can be extremely dangerous.
- Reduce speed whilst maintaining sufficient power to continue making headway.

GENERAL

1. **OBTAIN INFORMATION** on local regulations and hazards related to marine activities and boat operation.
 2. **ADVISE** someone on land when you expect to be back.
 3. **EXPLAIN** basic boat operation to all passengers.
 4. **ENSURE** that at least one passenger is able to operate the craft and motor, provide training as needed.
 5. **FAMILIARISE** all passengers with safety procedures and drills.
 6. **LEARN** how to estimate the distance you can cover with a full tank of fuel. Always be sure you have enough fuel to reach your destination or a place of safety.
 7. **CHECK** you have all necessary documentation and licenses.
-



BEFORE OPERATING YOUR CRAFT

RULES TO OBSERVE WHEN AFLOAT

- Be responsible: do not ignore safety rules.
- Make sure that you are always in control of your boat.
- Always operate your boat with courtesy and respect for others.
- Respect local regulations and practices.
- Near the shore, navigate within designated boating areas.
- Always be sure that you can reach shelter quickly.





4. OPERATING THE CRAFT

TUBE INFLATION

Inflation valve.

A boat is equipped with a valve as shown in figure 17.

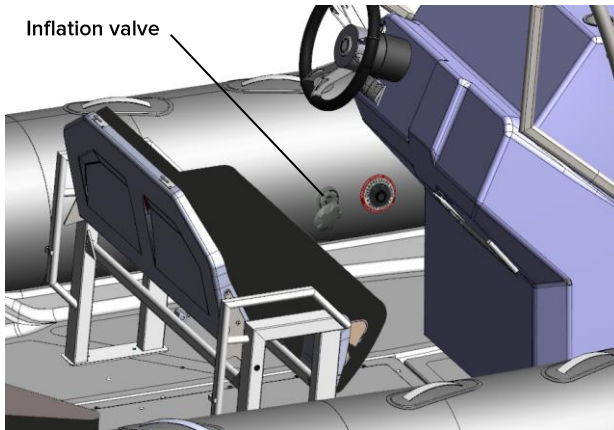


Fig 17. Inflation valve.

To inflate the tube chamber, first open the valve cap by turning it about half a turn counter clockwise (fig. 18). The spindle should be in the upper (closed) position.



OPERATING THE CRAFT

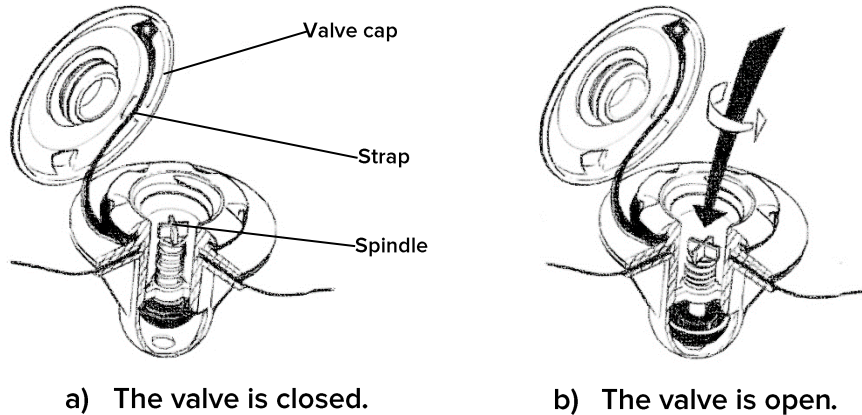


Fig. 18. Design of the inflation valve.

When the spindle is in the normal (closed) position, the valve operates as a check valve and opens when air is pumped into the tube.

To release air from the tube, press down and hold the spindle. If you need to fully deflate the tube, press and turn the spindle counter clockwise to lock it in the "open" position.



To inflate the tube chambers, use the foot pump (fig. 19) supplied.



Fig. 19. Foot pump.

Insert the end of the hose into the inflation valve using one of the appropriate adapters.

Make sure the adaptor makes an air-tight connection with the valve and inflate using foot pump.

To inflate the tube, you can also use a small electric boat pump.



IF YOU USE A SMALL ELECTRIC PUMP, COMPLETE THE PROCEDURE BY USING THE FOOT PUMP TO REACH THE REQUIRED NOMINAL PRESSURE.



OPERATING THE CRAFT

Begin the inflation procedure according to the sequence shown in figure 20. Initially, partially inflate each chamber (approx. 0.1 bar (1.45 psi)) then repeat the procedure inflating each chamber to its nominal pressure, 0.15 bar (2.15 psi).

The nominal pressure is 0.15 bar (2,15 psi).

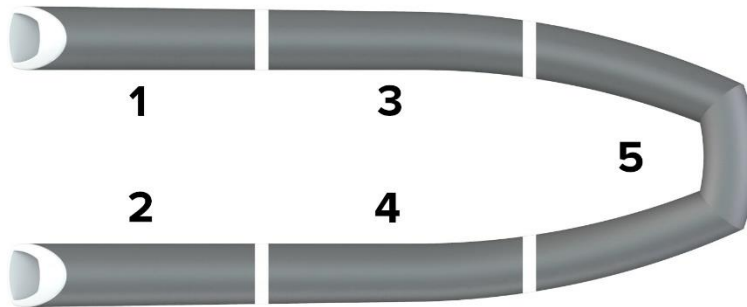


Fig. 20. Tube inflation sequence.

Check the pressure in each chamber with a pressure gauge (not supplied). If you do not have a pressure gauge the following procedure will serve as a guide. Press a finger firmly against the tube – if the tube is depressed by about 10 mm ($\frac{3}{8}$ inch) this indicates that the pressure is approximately correct.

After the tube chambers have been inflated to the nominal pressure replace the valve caps. Fit the caps to the valve body and turn clockwise until secure.



Valve caps protect the valves from accidental opening, provide a secondary seal and protect the valves from contamination.

The valves require little maintenance. Keep them clean using a standard household cleaner.

Remember that changes in ambient temperature will change the inflation pressure within the tube. A tube that is over-inflated in the morning can be damaged by a significant increase of temperature in the afternoon.



WARNING

IF THE PRESSURE WITHIN THE TUBE BECOMES EXCESSIVE, THE GLUED SEAMS MAY BE DAMAGED.

If the ambient temperature rises significantly or you intend leaving the boat in direct sunlight, we recommend you relieve the air pressure in each chamber. It is strongly recommended that the boat be kept in the shade or under cover when not in use.



CAUTION

DO NOT USE SOURCES OF HIGH PRESSURE COMPRESSED AIR FOR INFLATING THE TUBE. EXCESSIVE PRESSURE CAN DAMAGE THE GLUED SEAMS AND THE INTERNAL BULKHEADS.



OPERATING THE CRAFT

OVERPRESSURE VALVE (IF FITTED)

Overpressure valve can be fitted to buoyancy tubes as shown in figure 21.

It serves to protect the tube from over inflation and excess pressure build up due to solar heat.

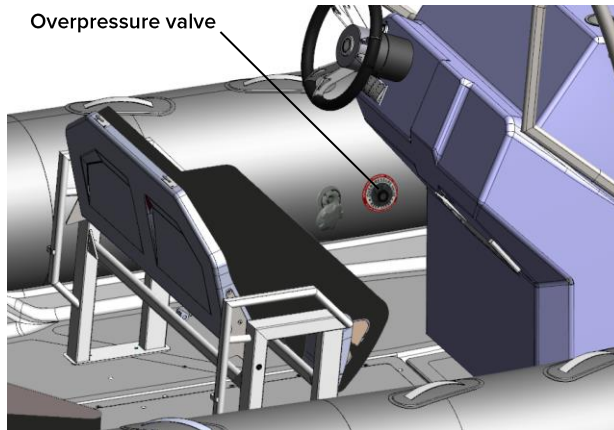


Fig. 21. Overpressure valve.

Ultrafine mesh of the filter cup prevents contamination without affecting the pressure relief function. The filter cap can be easily removed for cleaning.



MOTOR

MOTOR INSTALLATION

Information about motor trim is given for reference purposes only.



Please refer to the manual supplied by motor manufacturer before operating the motor and craft.

The motor manufacturer's dealer or authorized agent should undertake installation of the motor on your boat.

The optimum position is with the propeller axis parallel with the water.

CORRECT



Fig. 22. Optimum trim/motor angle.



OPERATING THE CRAFT

If the motor is tilted too far outwards from the transom the boat will tend to porpoise.

INCORRECT



Fig. 23. Trim up.

If the motor is tilted too far inwards towards the transom the boat will travel bow down.

INCORRECT



Fig. 24. Trim down.



MOTOR START&STOP

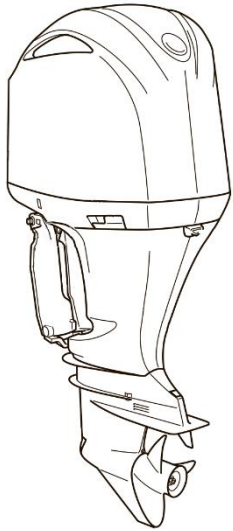


Fig. 25. Motor.

CAUTION

BE SURE THE MOTOR IS NOT IN GEAR BEFORE ATTEMPTING TO START IT!

CAUTION

ALL EQUIPMENT THAT BURNS FUEL WILL REQUIRE AN AIR SUPPLY. ENSURE ALL AIR INTAKES ARE CLEAR BEFORE FUEL-BURNING EQUIPMENT IS USED.

Routine maintenance should be carried out in strict conformity with the instructions given in the appropriate motor owner's manual.





OPERATING THE CRAFT

ENGINE KILL SWITCH LANYARD

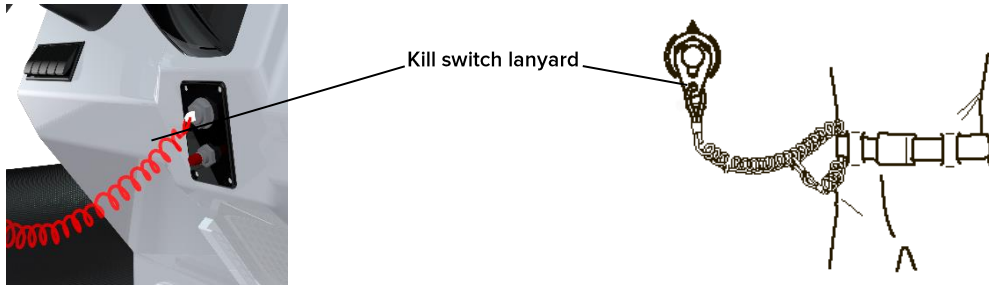


Fig. 26. Engine kill switch lanyard.

For safety reasons always use the engine kill switch lanyard. The purpose of the engine kill switch lanyard is to turn off the engine if for any reason the operator is removed from the steering position. The kill switch is located next to the ignition key. Start the engine and check that the emergency kill switch functions correctly.



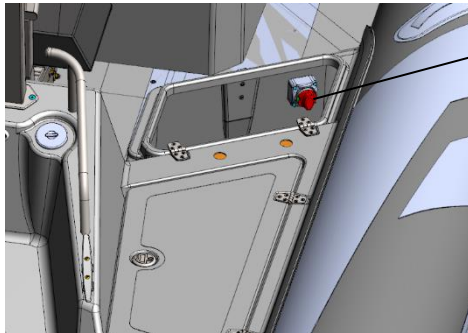
WHEN THE ENGINE IS RUNNING, THE KILL SWITCH LANYARD SHOULD ALWAYS BE WORN ON THE WRIST, ANKLE, OR FIXED TO YOUR CLOTHES OR TO YOUR PERSONAL FLOTATION DEVICE. IGNORING THIS INSTRUCTION MAY CAUSE DEATH OR SERIOUS INJURY.



ELECTRICAL COMPONENTS

BATTERY ISOLATOR SWITCH

The battery isolator switch is designed to isolate the battery from the boat's electrical circuit. It is used when the boat is in long-term storage to prevent the battery becoming drained, during maintenance (this should be done by qualified electrical technician) and in emergency cases.



Battery isolator
switch

Specification:

Operating voltage: up to 48 Volt DC.

Max. current: 380 A - 5 min / 850 A - 10 sec.

The battery isolator switch is located on the internal/external side of the rear right side compartment in an accessible place for the operator. It should be accessible at all times for disconnecting all devices from the battery.

Fig. 27. Battery isolator switch.



CAUTION

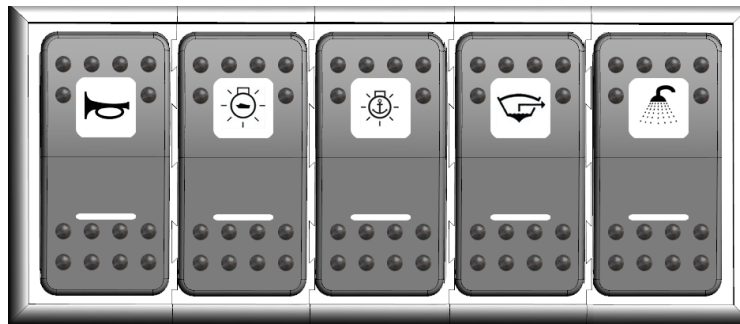
THE BATTERY MUST NEVER BE DISCONNECTED FROM THE ENGINE
WHEN IT IS RUNNING!



OPERATING THE CRAFT

SWITCH PANEL

Use the following switches located on the steering console to switch on/off a horn, navigation lights, anchor/all-round light, bilge pump and shower.



Horn	Navigation lights	Anchor/ all round light	Bilge pump	Shower
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Fig. 28. Switch panel.



ELECTRICAL SPECIFICATION

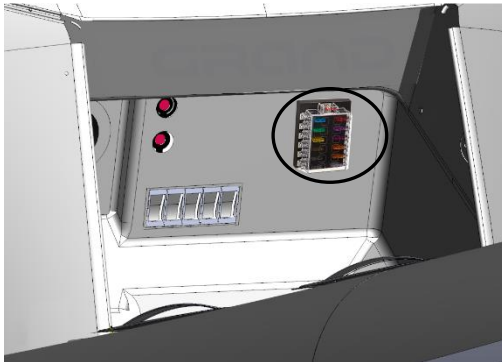
System voltage – 12V, two-wire d.c. system with negative ground (earth). Connection is done through a motor.

BLADE FUSE BOX

The fuse box is located on the inboard side of steering console.

To change a fuse, unlock and open fuse board transparent cover. Pull out a blown fuse and replace it with a new one. Close the fuse board cover.

A rating of relevant fuses are given below.



Circuit	Fuse rating, A
Horn	5
Nav. light/all-round light	5
Double USB socket	2
Bilge pump	4
Reserve/Shower pump	5

Fig. 29. Location of the fuse box.



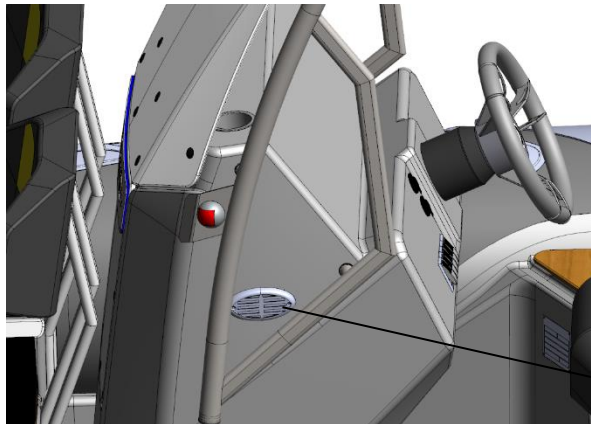
OPERATING THE CRAFT

ELECTRICAL HORN (IF APPLICABLE)

The horn serves as a warning to other craft and individuals when setting off, mooring or in other safety related situations.

The horn is mounted on the steering console.

The horn is switched on/off by means of a switch located on the steering console. To use the horn press and hold the switch. Release the switch to turn the horn off.



Before making a trip, check the horn is functioning by briefly switching it on/off.



Electrical horn

Fig. 30. Electrical horn.



NAVIGATION LIGHTS

Navigation lights are designed to indicate the craft's relative position, the nature of its movement or its location at night. The side lights are a green light on the starboard side and a red light on the port side.

Navigation lights are located on the steering console (side lights) and on the mast (all-round) light.

Before make a trip, check that all navigation lights are in working order. Use the switch on the steering console to turn the navigation lights on/off when needed.

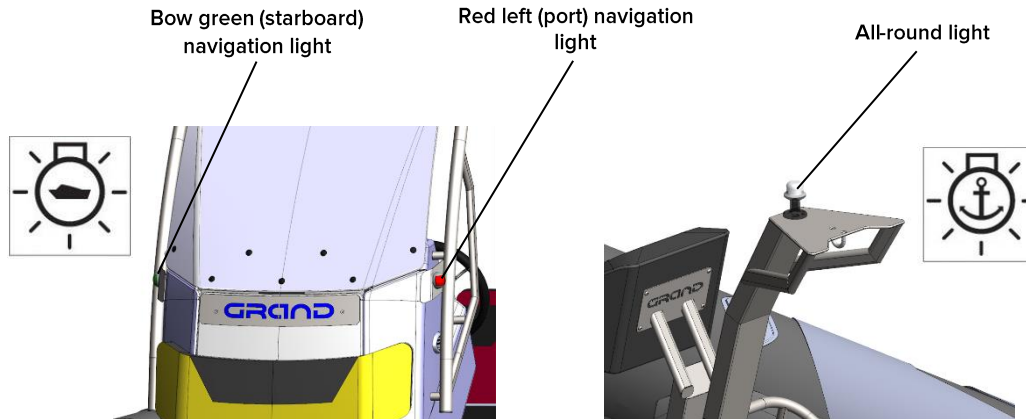


Fig. 31. Navigation lights.



OPERATING THE CRAFT

LIFTING THE BOAT

To lift the boat and place it on davits, use the factory fitted lifting eyes only (fig. 32, 33). Use only certified and rated lifting slings, appropriate for your boat and motor weight.

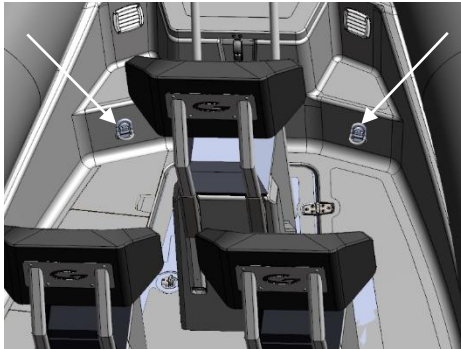


Fig. 32. Bow lifting eyes, 2 positions.

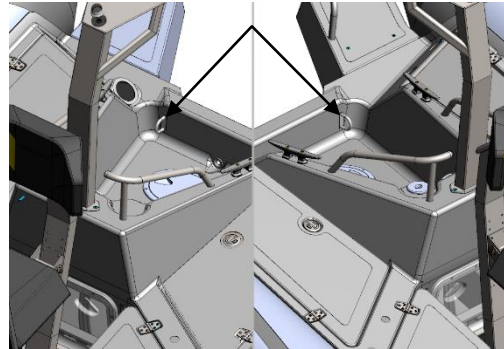
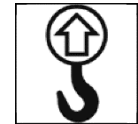


Fig. 33. Rear lifting eyes, 2 positions.



WARNING

1. **MAKE SURE NOBODY IS ON BOARD WHEN LIFTING.**
2. **WHEN LIFTED, THE BOAT SHOULD BE EMPTY (NO REMOVABLE EQUIPMENT) AND IT IS TIPPED SLIGHTLY TOWARD THE REAR WITH COCKPIT DRAIN VALVES OPEN.**



COMPONENTS OF A BOAT

BOW ANCHOR STORAGE AND BOW LOCKER

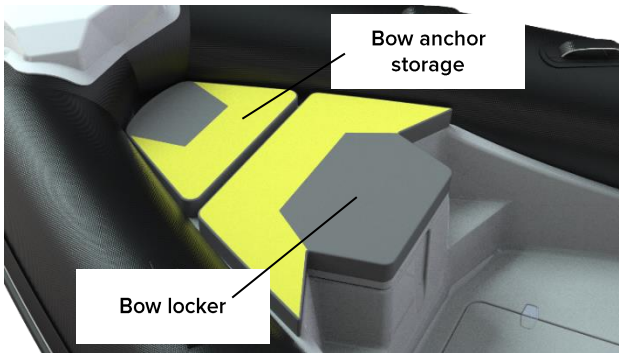


Fig. 34. Bow anchor storage and bow locker.



OPERATING THE CRAFT

SINGLE JOCKEY SEATS. D600 DRIVE



Fig. 35. Single jockey seats.



STEERING CONSOLE. FRONT VIEW. D600 DRIVE

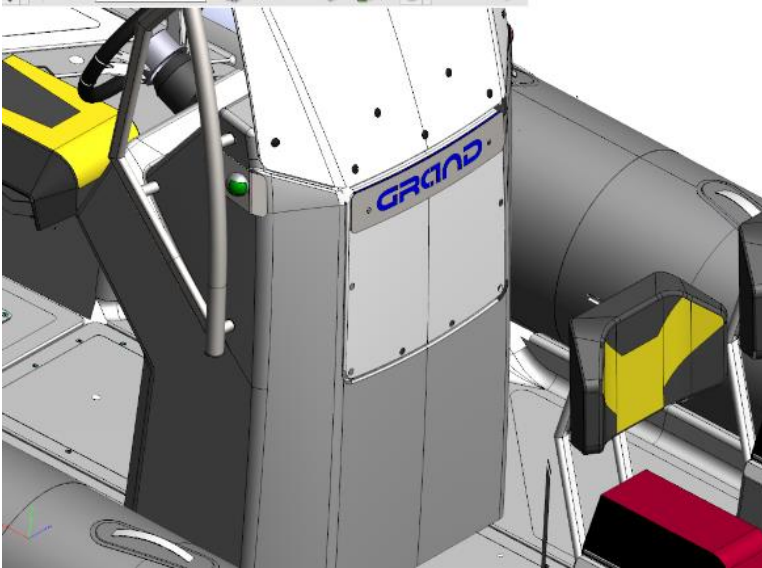


Fig. 36. Steering console. Front view.



OPERATING THE CRAFT

ADJUSTABLE SPORTS SEAT. D600 DRIVE

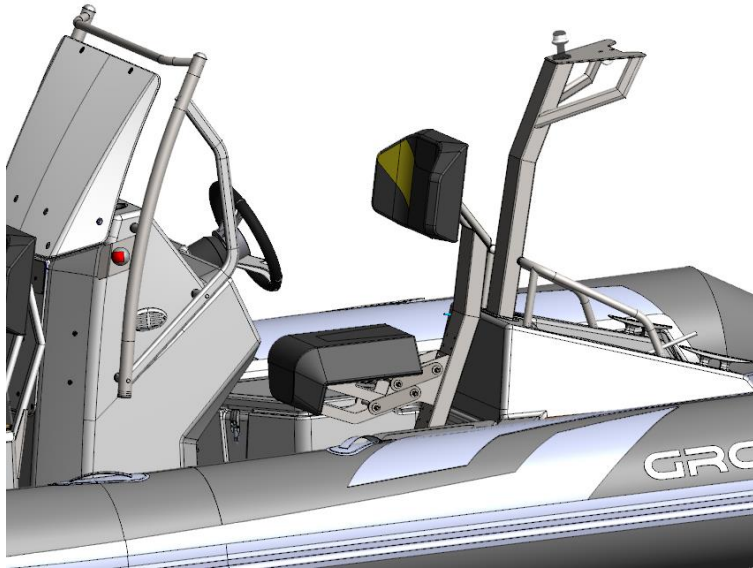


Fig. 37. Adjustable sports seat for driver.

The adjustable sports seat has two positions: upper – for leaning against, down – for seating.



FRONT SEAT OF STEERING CONSOLE. D600 ACTIVE

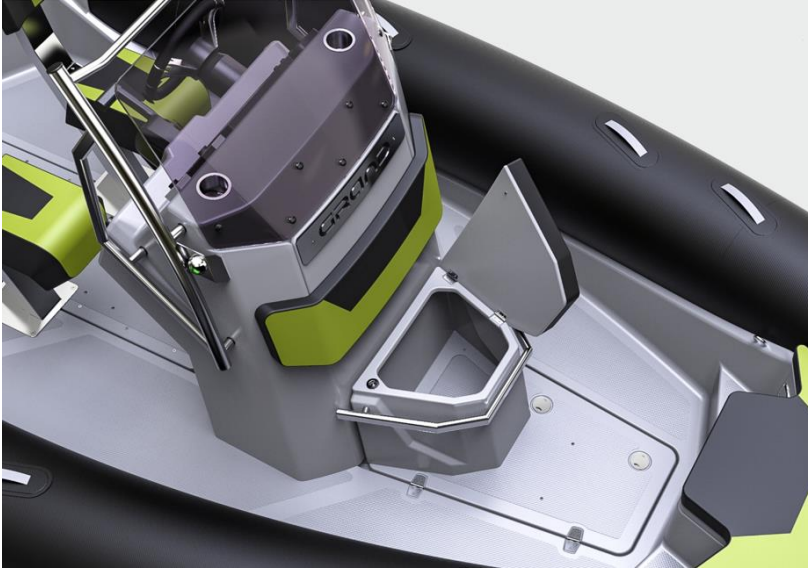


Fig. 38. Front seat of steering console.



OPERATING THE CRAFT

ADJUSTABLE SPORTS SEATS. D600 ACTIVE



Fig. 39. Adjustable sports seats.



REAR SOFA-STYLE SEATING. D600 ACTIVE/LUX

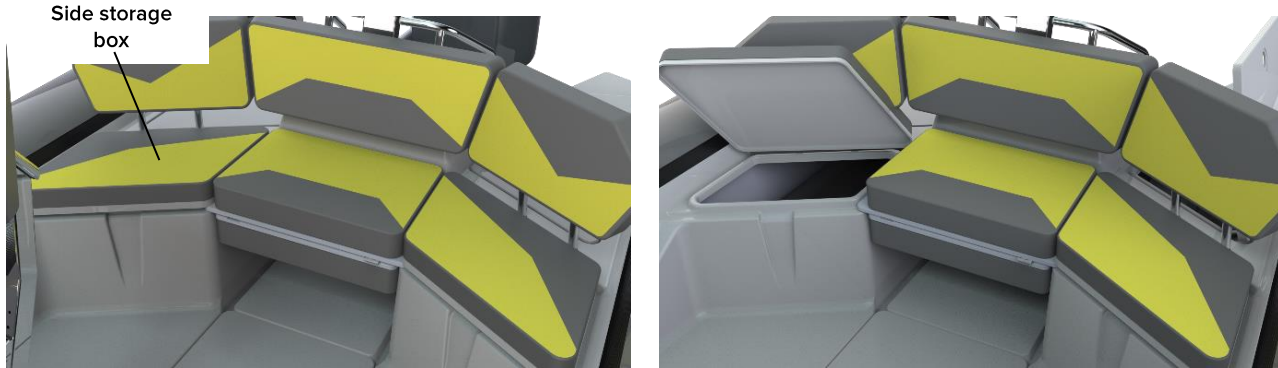


Fig. 40. Rear sofa-style seating.

The sofa-style seating is fitted with soft cushions and high seat back.



OPERATING THE CRAFT

HELM AND PASSENGER SD-26 WITH PIVOT SEATS. D600 LUX

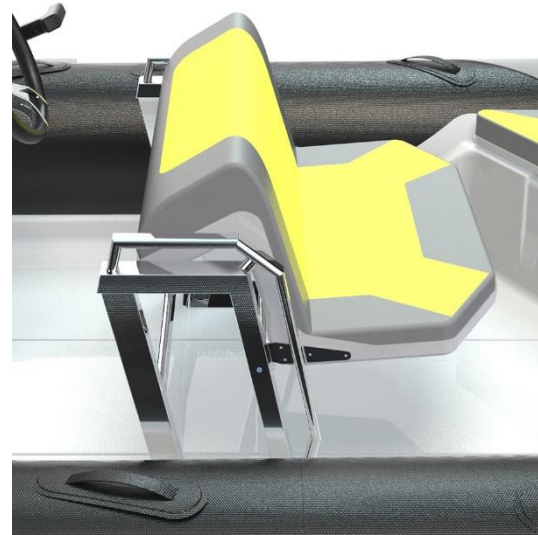
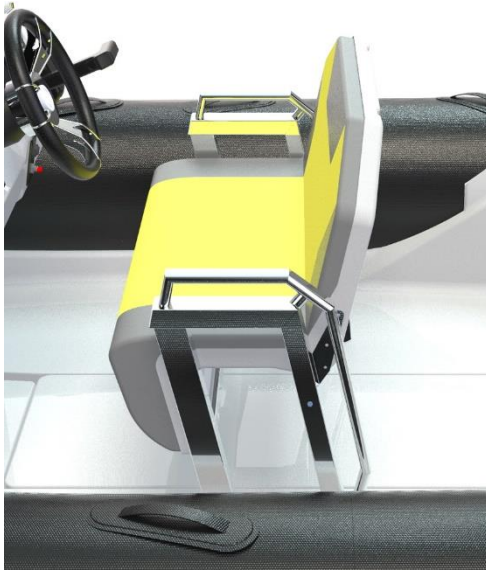
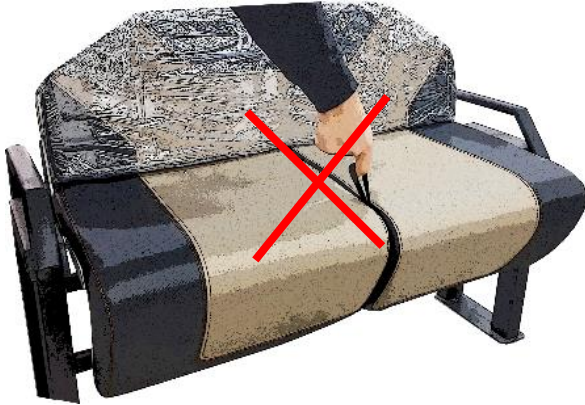


Fig. 41. Helm and passenger SD-26 with pivot seats.

PIVOT SEATS. PRECAUTIONS



Don't pull on the rope if no load!



No reaching in!

Fig. 42. Pivot seats. Precautions.



OPERATING THE CRAFT

PIVOT SEATS. HOW TO CHANGE THE POSITION



1. Push down to seats.



2. Give the rope a pull, keeping push down.

Fig. 43. Pivot seats. The change of position.



REMOVABLE REAR SUNDECK WITH CUSHION – D600 LUX (IF APPLICABLE)



Fig. 44. Removable rear sundeck.

CAUTION

ALWAYS STORE REMOVABLE SUNDECK INSIDE THE STORAGE COMPARTMENT IF YOU ARE PLANNING TO CRUISE AT MORE THAN 15 KNOTS.



OPERATING THE CRAFT

REMOVABLE REAR SUNDECK. INSTALLATION PROCEDURE



Fig. 45. How the rear sundeck should be installed.



REMOVABLE REAR SUNDECK. INSTALLATION PROCEDURE

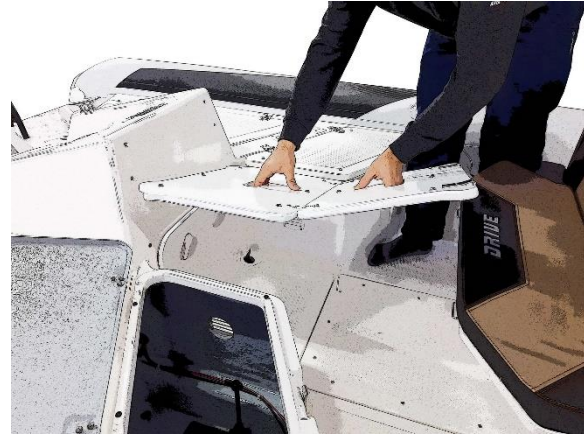


Fig. 46. How the rear sundeck should be installed.



OPERATING THE CRAFT

REMOVABLE REAR SUNDECK. INSTALLATION PROCEDURE

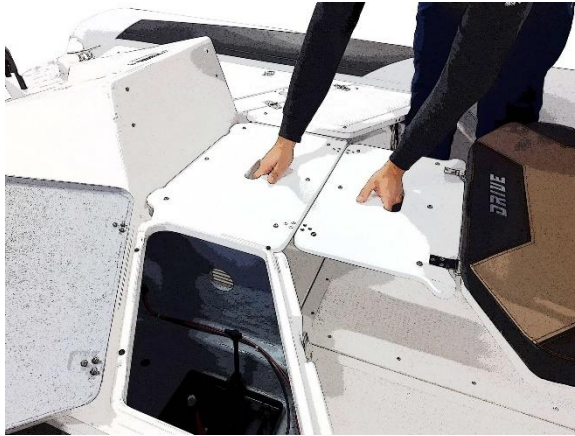


Fig. 47. How the rear sundeck should be installed.



REMOVABLE REAR SUNDECK. INSTALLATION PROCEDURE

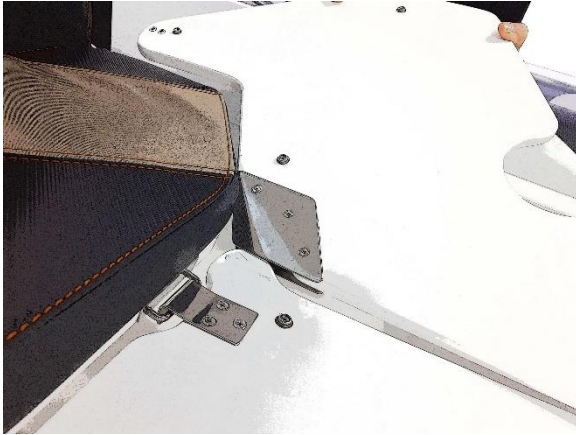


Fig. 48. How the rear sundeck should be installed.



OPERATING THE CRAFT

REMOVABLE REAR SUNDECK. INSTALLATION PROCEDURE



Fig. 49. How the rear sundeck should be installed.



REMOVABLE BOW SUNDECK



Fig. 50. Removable bow sundeck.

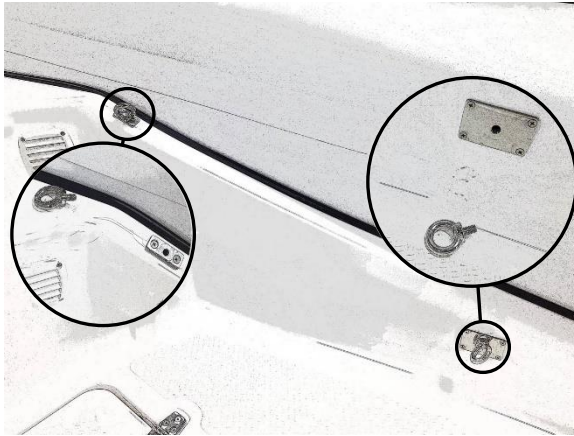


ALWAYS STORE REMOVABLE SUNDECK INSIDE THE STORAGE COMPARTMENT IF YOU ARE PLANNING TO CRUISE AT MORE THAN 15 KNOTS.



OPERATING THE CRAFT

REMOVABLE BOW SUNDECK. INSTALLATION PROCEDURE



Unscrew eye-bolts.



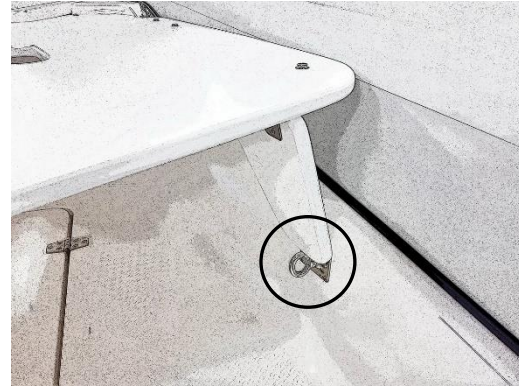
Install a pin into fixation hole.

Fig. 50. How the bow sundeck should be installed.

REMOVABLE BOW SUNDECK. INSTALLATION PROCEDURE



Assemble the top fastener.



Assemble the bottom fastener.

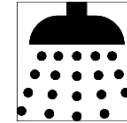
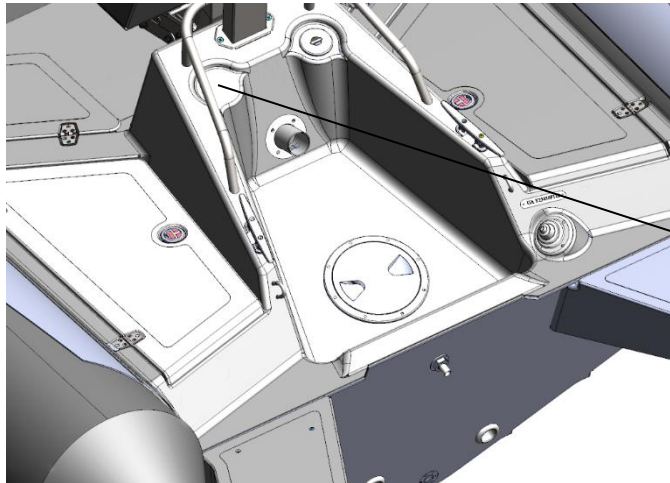
Fig. 51. How the bow sundeck should be installed.



OPERATING THE CRAFT

WATER SHOWER SET. LUX (IF APPLICABLE)

A pump and 45-liter tank available.



Installation position of water
shower filler neck

Fig. 52. Water shower set.



REAR SIDE ROPE HATCHES

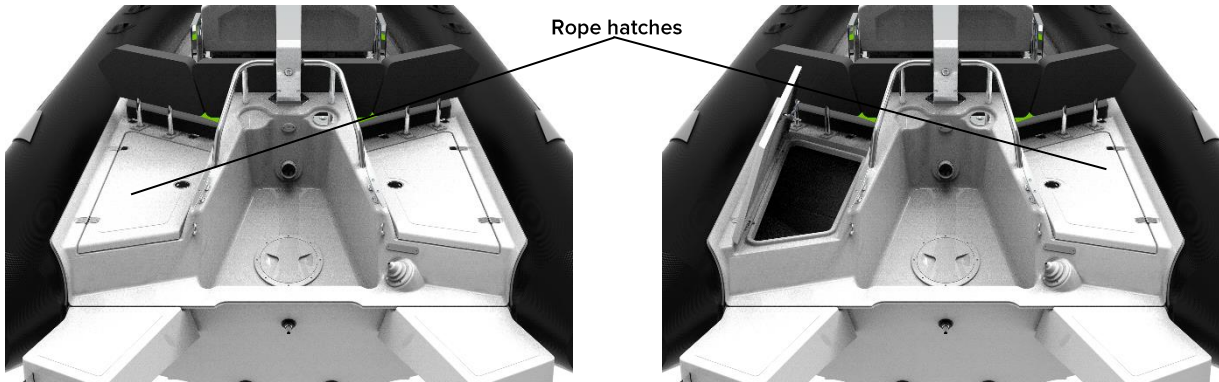


Fig. 53. Rear side rope hatches.



OPERATING THE CRAFT

WATERSKI TOWING MAST

Always observe safe driving procedures when towing a water skier.

For information about waterski towing procedures contact your local power boat school or yacht club.

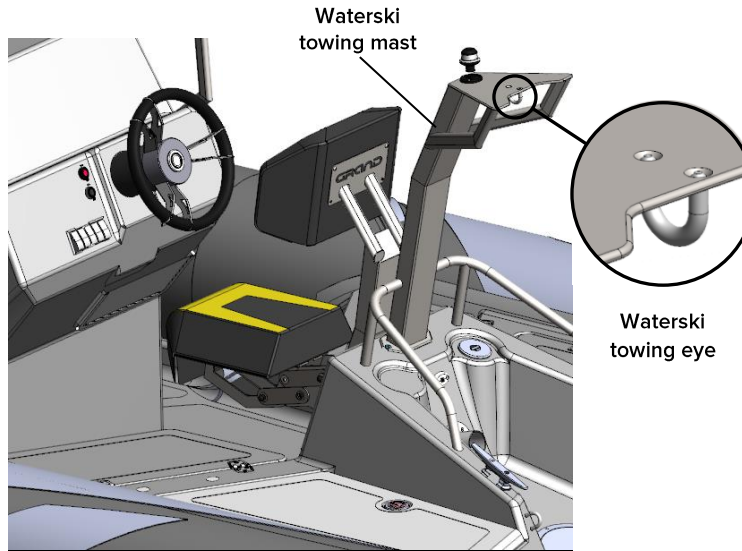


Fig. 54. Waterski towing mast.



WARNING

THE SAFE WORKING LOAD OF THE TOWING MAST IS INDICATED ON A LABEL ATTACHED TO THE MAST.

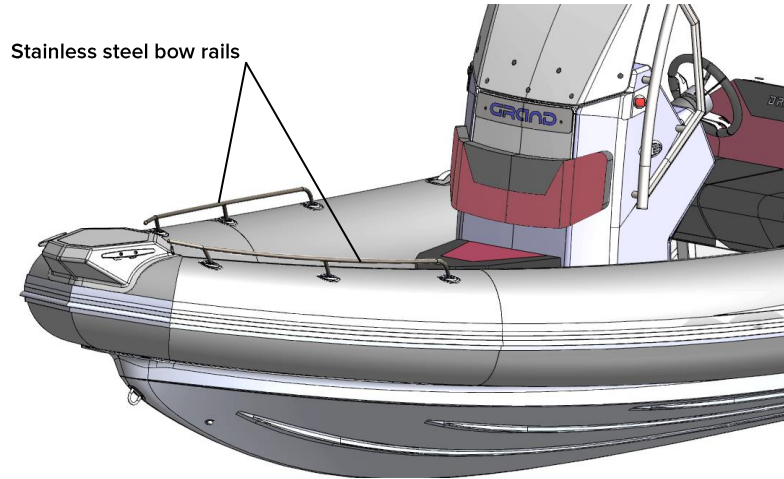


WARNING

DO NOT USE THE TOWING MAST TO PULL A BANANA TUBE.



STAINLESS STEEL BOW RAILS (IF APPLICABLE)



CAUTION

NEVER USE THE RAILS FOR
MOORING.

TIE-UP ONLY TO THE CLEATS.

Fig. 55. Stainless steel bow rails.



OPERATING THE CRAFT

STAINLESS STEEL T-TOP (IF APPLICABLE)



Fig. 56. Stainless steel T-Top.



BOW AND REAR SUNTOP WITH TWO CARBON LEGS FOR BOATS WITH T-TOP (IF APPLICABLE)



Fig. 56. Bow and rear SunTop.



ALWAYS STORE BOW AND REAR SUNTOP INSIDE THE STORAGE COMPARTMENT IF YOU ARE PLANNING TO CRUISE AT MORE THAN 15 KNOTS.



OPERATING THE CRAFT

SEADECK ANTISKID SET (IF APPLICABLE)



Fig. 56. Seadeck antiskid product.

Safe and comfortable non-absorbent long life product specially designed for marine application. Textured micro-dot robust surface ensures:

- Exceptional traction even when wet.
- Unparalleled comfort when standing, walking or leaning on boat surfaces.
- Shock absorption, which decreases fatigue.
- Protection for boat surfaces against scratches, chips and dents.
- Noise reduction characteristics – ideal for fishermen.

The following area of your boat (depending on the model) can be enhanced by Seadeck antiskid material:

- Deck.
- Bow step plate.
- Rear side lockers.
- Swimming platforms.

Extremely stain resistant seadeck surface, if needed, can be easily cleaned with soap, hot water, and a stiff brush. For best cleaning results tend to remove all stains, spills and leaks as soon as possible.



CAUTION

**DO NOT USE ACID-BASED CLEANERS.
AVOID TO USE HIGH PRESSURE WASHERS**



ANCHORING, MOORING AND TOWING

ANCHORING

Please make sure your craft is equipped with an appropriate anchor and line. If you are not sure, ask your Dealer who will be happy to advise. Setting-up a securing anchorage requires knowledge and practice so it is important that properly trained persons undertake this procedure.

When anchoring your boat make sure you are not creating a potentially dangerous situation for yourself, other boats or people.



WARNING

ANCHOR ONLY IN AREAS WHERE YOUR BOAT WILL NOT HINDER OTHER BOATS.

DO NOT ANCHOR IN A CHANNEL!

Before anchoring the boat, stop the engine. If an anchor windlass is fitted, consult the manufacturer's manual.

When anchoring be aware that the condition of the sea bed, changes in tide, wind strength and direction and currents will affect the position of the craft. Use local landmarks to obtain an approximate fix for the craft's position and check this regularly.

When not in use, ensure the anchor and line are stored in the anchor locker.



OPERATING THE CRAFT

MOORING. BOW CLEATS

Use the bow and rear cleats for mooring.

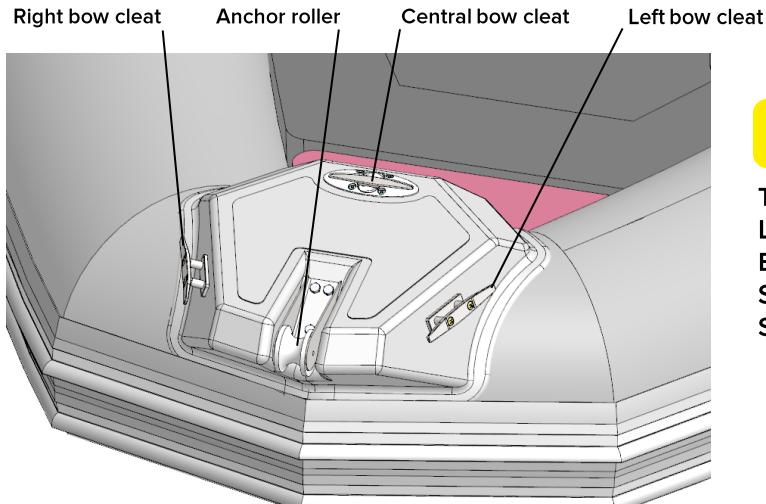


Fig. 57. Bow cleats.

Breaking strength of bow cleat is 14 kN.

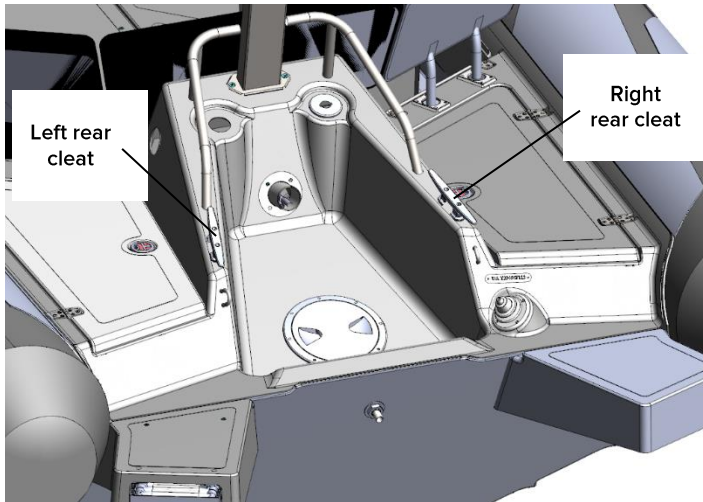


CAUTION

THE BREAKING STRENGTH OF LINES SHALL IN GENERAL NOT EXCEED 80% OF THE BREAKING STRENGTH OF THE RESPECTIVE STRONG POINT.



MOORING. REAR CLEATS



CAUTION

BE VERY CAREFUL WHEN MOORING:
ARMS AND LEGS MAY BE INJURED IF
THEY ARE OUTSIDE THE BOAT.

Fig. 58. Rear cleats.

Breaking strength of rear cleat is 10 kN.

CAUTION

THE BREAKING STRENGTH OF LINES SHALL IN GENERAL NOT EXCEED 80% OF THE BREAKING STRENGTH OF THE RESPECTIVE STRONG POINT.



OPERATING THE CRAFT

TOWING

When towing an inflatable boat behind another craft, always connect the tow line to the bow eye. Do not tow using the bow handle or bow rail.

If possible use a double tow line when towing behind another boat. The second line acts as a backup in case one line breaks or comes undone.

Use a tow line of sufficient length so that there is at least two boat lengths between boats.

Use only line intended for towing, ask your Dealer for advice and select the correct line for your application (Do not tow with three strand nylon rope).

Fasten the towed boat securely and observe it continuously. Avoid towing a tender over long distances.

Do not use a tow line with signs of damage or wear. Check tow lines for wear and damage prior to use.

Always keep hands and feet clear of tow lines.



Be prepared to cast loose or cut the tow line if necessary.

Do not tow at high speeds or while planing.

Breaking strength of bow towing eye is 18 kN.

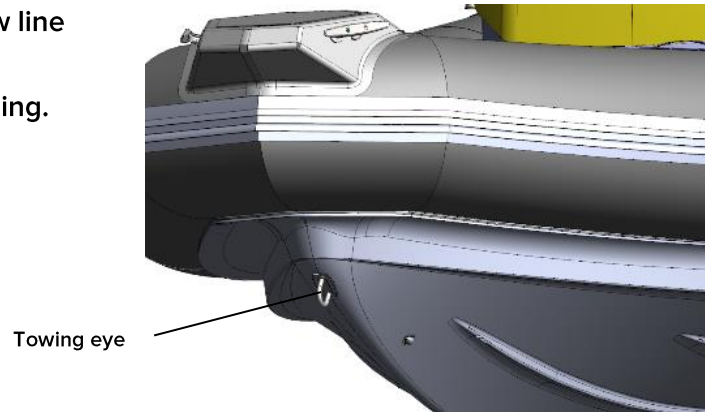


Fig. 59. Bow towing eye.

CAUTION

1. TOWING MUST BE DONE AT LOW SPEED (NOT MORE THAN 10 KM/H) AND IN GOOD WEATER CONDITIONS WITH NO WAVES.
2. THE BOAT BEING TOWED MUST BE OBSERVED AT ALL TIMES.
3. THE BREAKING STRENGTH OF LINES SHALL IN GENERAL NOT EXCEED 80% OF THE BREAKING STRENGTH OF THE BOW TOWING EYE.



OPERATING THE CRAFT

LAUNCHING AND RECOVERING THE BOAT FROM THE WATER



Fig. 60. Fiberglass hull.

CAUTION

NEVER DRAG THE BOAT OVER A ROUGH SURFACE (ROCKS, STONES, CONCRETE, ETC) AS THE HULL AND TUBE CAN EASILY BE DAMAGED.

Regularly check the surface of the fiberglass hull. If the gel coat is damaged, contact your Dealer for repair.

When approaching a beach or waters edge proceed slowly and with extreme caution.

Avoid hazards below the water surface such as rocks. Hazards can damage the hull, tube, motor, or propeller. Do not power the boat onto land as serious damage to the hull and tube may occur.

Do not drag the boat across rough or abrasive surfaces (rocks, concrete etc.). The hull and tube can be damaged.



5. TECHNICAL INFORMATION

TECHNICAL SPECIFICATION

See the table below for technical specifications of D600 DRIVE/ACTIVE/LUX.

Model		D600 DRIVE	D600 ACTIVE	D600 LUX
Specification	Unit			
Length overall	cm	612	612	612
	ft/inches	20'1"	20'1"	20'1"
Length internal	cm	440	440	440
	ft/inches	14'5"	14'5"	14'5"
Beam width	cm	250	250	250
	ft/inches	8'2"	8'2"	8'2"
Width internal	cm	154	154	154
	ft/inches	5'1"	5'1"	5'1"
Chambers	Number	5	5	5
Tube diameter	cm	50	50	50
	inches	20"	20"	20"
Tube fabric		PVC/Hypalon	PVC/Hypalon	PVC/Hypalon
Bare boat weight*	kg	626	596	597
	lbs	1380	1314	1316
Fully loaded weight**	kg	2125	2011	2014
	lbs	4684	4433	4440



TECHNICAL DETAILS

Loading capacity	kg lbs	1100 2425	1100 2425	110 2425
Passenger capacity	Number	12	12	12
Maximum height (light craft)	m ft/inches	1.34 4'5"	1.34 4'5"	1.34 4'5"
Maximum draft (fully loaded), from hull's underside lowest point	m ft/inches	0.5 1' 64"	0.48 1' 57"	0.48 1' 57"
Engine recommended	HP kW	130 95,6	130 95,6	130 95,6
Engine max	HP kW	150 110,3	150 110,3	150 110,3
Engine weight max	kg lbs	250 550	250 550	250 550
Engine shaft length	inches	25" (extra long)	25" (extra long)	25" (extra long)
Midsection / aft deadrise	degrees	22°22°	22°22°	22°22°
Built in fuel tank capacity	l	140	140	140

Note:

* - The bare boat weight is just a weight of the boat without any removable accessories.

** - Mass of the craft in the fully loaded condition (m_{LDC}).



D600 DRIVE. STANDARD AND OPTIONAL EQUIPMENT

D600 DRIVE. STANDARD EQUIPMENT:

- Extra-Deep «V» fiberglass hull with self-bailing cockpit
- Heavy-duty multi-chamber inflatable tube
- Anchor locker and bow locker compartments
- Bow step plate
- Steering console CL-26 with windshield and handrail
- Adjustable sports seat for driver
- Five single jockey seats with inbuilt dry storage compartments and front st/st rails
- Rear seat with two side lockers, soft cushions and high removable seat backs
- Two stern lockers with large access panels
- Cleats, lifting and towing eyes
- Built-in fuel system with 140 liter tank and sender



TECHNICAL DETAILS

D600 DRIVE. GRAND LUXE FEATURES:

- Two swimming platforms with folding ladder
- Electric package with navigation lights, bilge pump, electric horn, switches, battery switch and complete wiring
- Stainless steel navigation/waterski towing arch
- Premium eccentric latches, st.st logo on steering console
- Bow cushions

D600 DRIVE. OPTIONAL EQUIPMENT:

- Water shower set with pump and 45 l tank
- Hydraulic steering system
- Steering wheel PERFORMANCE (black)
- Overall cover, consoles and rear seat covers
- Two overpressure valves
- Stainless steel bow rails
- Keel and tube protector packages
- SILVERTEX upholstery upgrade



D600 ACTIVE. STANDARD AND OPTIONAL EQUIPMENT

D600 ACTIVE. STANDARD EQUIPMENT:

- Extra-Deep «V» fiberglass hull with self-bailing cockpit
- Heavy-duty multi-chamber inflatable tube
- Anchor locker and bow locker compartments
- Bow step plate
- Steering console CL-26 with removable front seat, windshield and handrail
- Two adjustable sports seats
- Rear seat with two side lockers, soft cushions and high removable seat backs
- Two stern lockers with large access panels
- Cleats, lifting and towing eyes
- Built-in fuel system with 140 liter tank and sender



TECHNICAL DETAILS

D600 ACTIVE. GRAND LUXE FEATURES:

- Two swimming platforms with folding ladder
- Electric package with navigation lights, bilge pump, electric horn, switches, battery switch and complete wiring
- Stainless steel navigation/waterski towing arch
- Underdeck locker with gas springs
- Premium eccentric latches, st.st logo on steering console
- Bow cushions

D600 ACTIVE. OPTIONAL EQUIPMENT:

- | | |
|---|---|
| ▪ Bow sundeck | ▪ Stainless steel bow rails |
| ▪ Water shower set with pump and 45 l tank | ▪ Keel and tube protector packages |
| ▪ Bow removable sundeck extension with cushions | ▪ Stainless steel T-top |
| ▪ Hydraulic steering system | ▪ Bow suntop (for boats with T-top) |
| ▪ Steering wheel PERFORMANCE (black) | ▪ Rear suntop with two carbon legs (for boats with T-top) |
| ▪ Overall cover, consoles and rear seat covers | ▪ SILVERTEX upholstery upgrade |
| ▪ Two overpressure valves | ▪ SeaDek antiskid set |



D600 LUX. STANDARD AND OPTIONAL EQUIPMENT

D600 LUX. STANDARD EQUIPMENT:

- Extra-Deep «V» fiberglass hull with self-bailing cockpit
- Heavy-duty multi-chamber inflatable tube
- Anchor locker and bow locker compartments
- Bow step plate
- Steering console CL-26 with removable front seat, windshield and handrail
- Helm and passenger SD-26 with pivot seats
- Rear seat with two side lockers, soft cushions and high removable seat backs
- Two stern lockers with large access panels
- Cleats, lifting and towing eyes
- Built-in fuel system with 140 liter tank and sender



TECHNICAL DETAILS

D600 LUX. GRAND LUXE FEATURES:

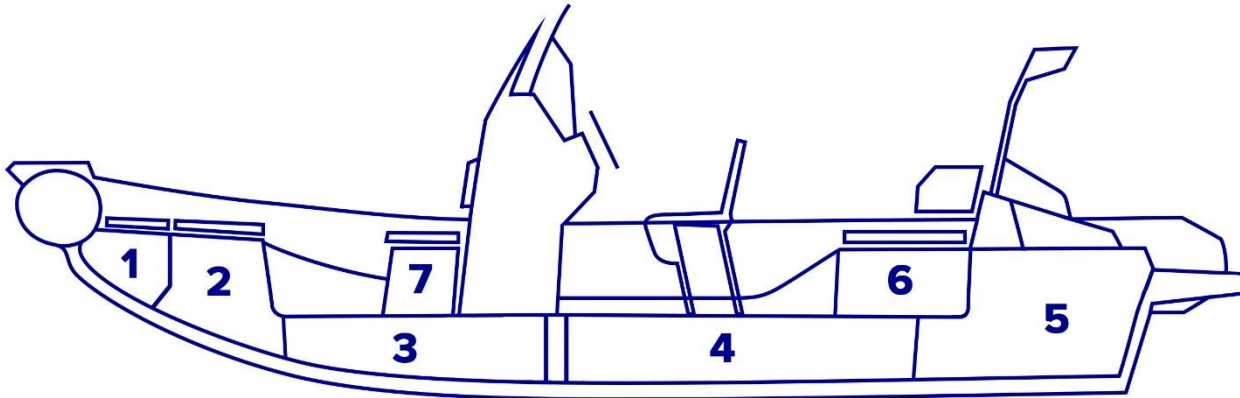
- Two swimming platforms with folding ladder
- Electric package with navigation lights, bilge pump, electric horn, switches, battery switch and complete wiring
- Stainless steel navigation/waterski towing arch
- Underdeck locker with gas springs
- Premium eccentric latches, st.st logo on steering console
- Bow cushions

D600 LUX. OPTIONAL EQUIPMENT:

- Bow and rear sundecks
- Water shower set with pump and 45 l tank
- Hydraulic steering system
- Steering wheel PERFORMANCE (black)
- Overall cover, consoles and rear seat covers
- Two overpressure valves
- Stainless steel bow rails
- Keel and tube protector packages
- St.st T-top
- Bow suntop (for boats with T-top)
- Rear suntop with two carbon legs (for boats with T-top)
- SILVERTEX upholstery upgrade
- SeaDek antiskid set



COMPARTMENT CHART



- 1. Bow anchor storage
- 2. Bow locker
- 3. Under deck storage (option)
- 4. Fuel tank compartment

- 5. Two side rear storages
- 6. Two side storage boxes
- 7. Seat storage

Fig. 61. Compartment chart.



TECHNICAL DETAILS

GENERAL ARRANGEMENT OF A BOAT D600 DRIVE

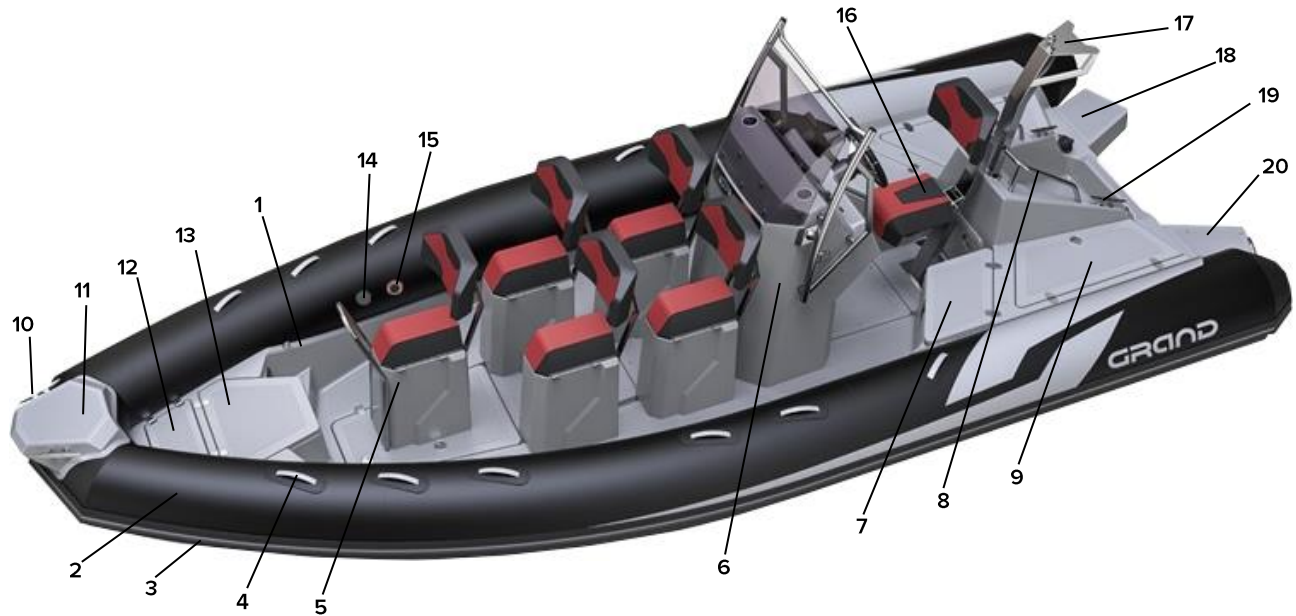


Fig. 62. General arrangement of a boat D600 DRIVE.



General arrangement of a boat D600 DRIVE (see fig. 62 on the previous page)

- | | |
|-------------------------------------|---|
| 1. Fiberglass hull | 12. Bow anchor storage |
| 2. Reinforced buoyancy tube | 13. Bow locker |
| 3. Rubbing strake with splash guard | 14. Inflation/deflation valve |
| 4. Safety grab handle | 15. Overpressure valve |
| 5. Single jockey seat | 16. Adjustable sports seat |
| 6. Steering console | 17. Navigation/towing mast |
| 7. Side storage box | 18. Swimming platform |
| 8. Rear handrail | 19. Rear cleat |
| 9. Rear storage | 20. Swimming platform with folding ladder |
| 10. Bow cleat | |
| 11. Bow step plate | |



TECHNICAL DETAILS

GENERAL ARRANGEMENT OF A BOAT D600 ACTIVE

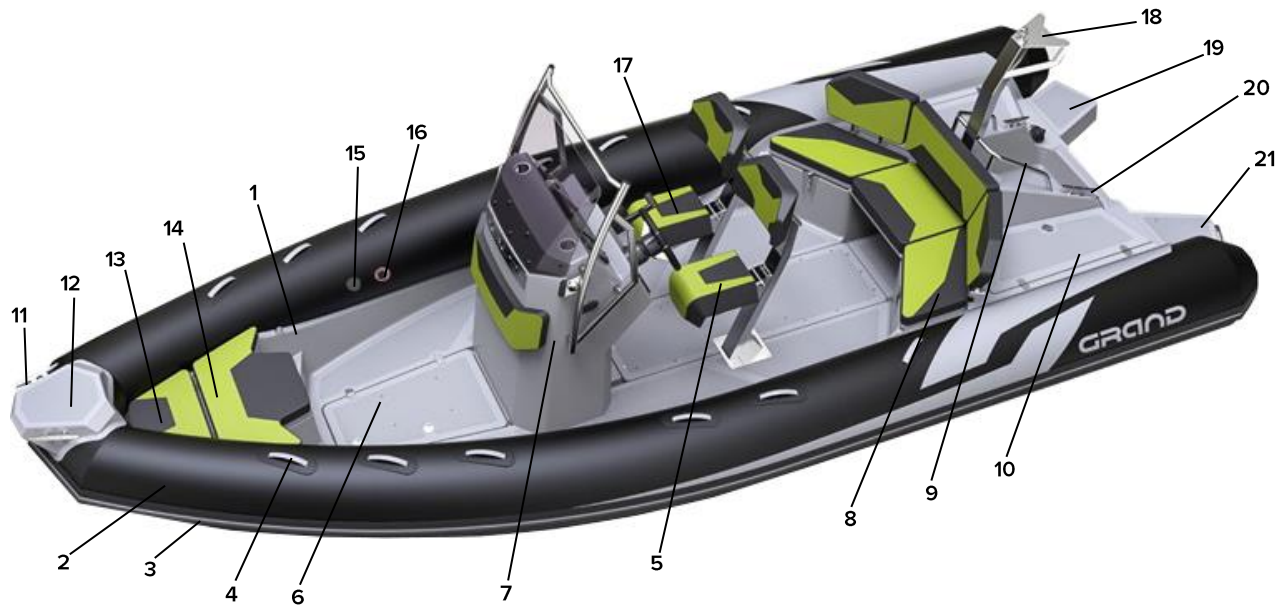


Fig. 63. General arrangement of a boat D600 ACTIVE.



General arrangement of a boat D600 ACTIVE (see fig. 63 on the previous page)

- | | |
|---|---|
| 1. Fiberglass hull | 11. Bow cleat |
| 2. Reinforced buoyancy tube | 12. Bow step plate |
| 3. Rubbing strake with splash guard | 13. Bow anchor storage |
| 4. Safety grab handle | 14. Bow locker |
| 5. Helm sports seat | 15. Inflation/deflation valve |
| 6. Hatch of under deck storage (option) | 16. Overpressure valve |
| 7. Steering console | 17. Passenger sports seat |
| 8. Side storage box | 18. Navigation/towing mast |
| 9. Rear handrail | 19. Swimming platform |
| 10. Rear storage | 20. Rear cleat |
| | 21. Swimming platform with folding ladder |



TECHNICAL DETAILS

GENERAL ARRANGEMENT OF A BOAT D600 LUX

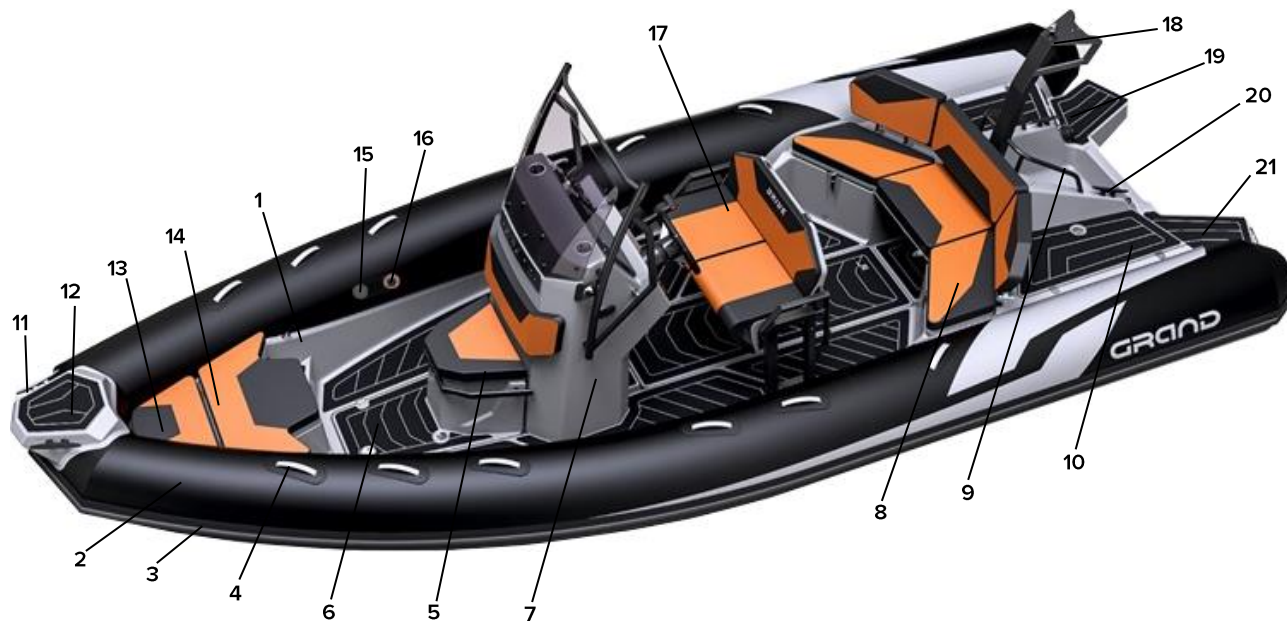


Fig. 64. General arrangement of a boat D600 LUX.



General arrangement of a boat D600 LUX (see fig. 64 on the previous page)

- | | |
|---|---|
| 1. Fiberglass hull | 11. Bow cleat |
| 2. Reinforced buoyancy tube | 12. Bow step plate |
| 3. Rubbing strake with splash guard | 13. Bow anchor storage |
| 4. Safety grab handle | 14. Bow locker |
| 5. Front seat of steering console | 15. Inflation/deflation valve |
| 6. Hatch of under deck storage (option) | 16. Overpressure valve |
| 7. Steering console | 17. Pivot seat |
| 8. Side storage box | 18. Navigation/towing mast |
| 9. Rear handrail | 19. Swimming platform |
| 10. Rear storage | 20. Rear cleat |
| | 21. Swimming platform with folding ladder |



STEERING CONSOLE COMPONENTS

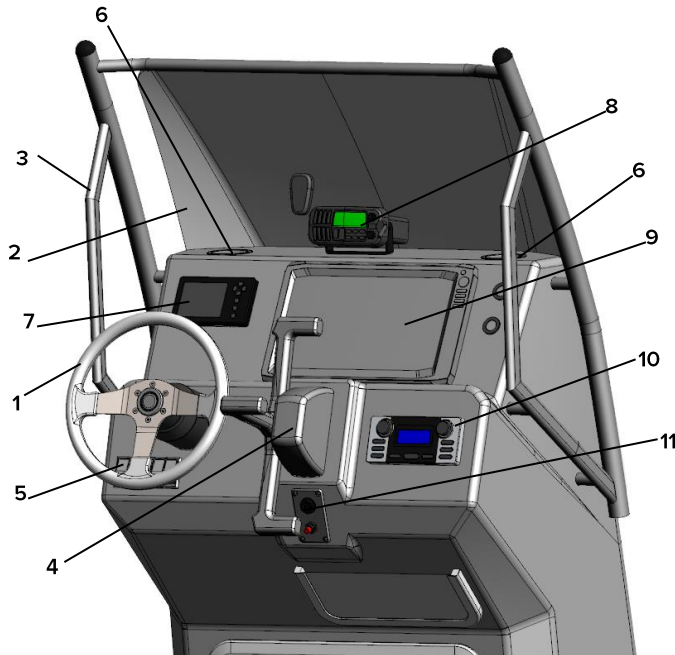


Fig. 65. Steering console components (see the list on the next page).



Steering console components (see fig. 65 on the previous page):

Steering system

Steering cable

Steering wheel (1)

Windshield (2)

Handrail (3)

Throttle lever (optional*) (4)

Speedometer (optional*)

Tachometer (optional*)

Switches (5):

- Running light
- Top light
- Horn
- Bilge pump
- Shower pump
- Anchor windlass

Cup holder (6)

Depth sounder (optional*) (7)

Radio (optional*) (8)

Plotter (optional*) (9)

Recorder (optional*) (10)

Ignition switch (11)

When your trip is finished, always remove the key from the ignition switch. This will prevent theft or unauthorized use of your boat.

* - Please contact your regional Dealer for more detailed information.



GENERAL VIEW OF A BOAT D600 DRIVE

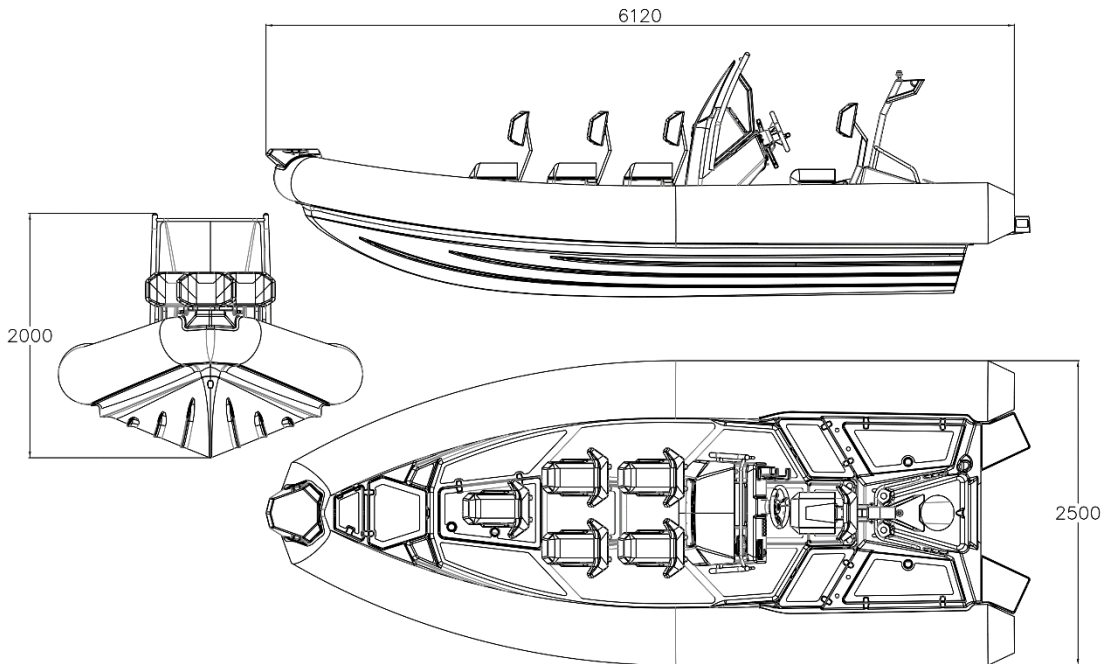


Fig. 66. General view of a boat D600 DRIVE.

GENERAL VIEW OF A BOAT D600 ACTIVE

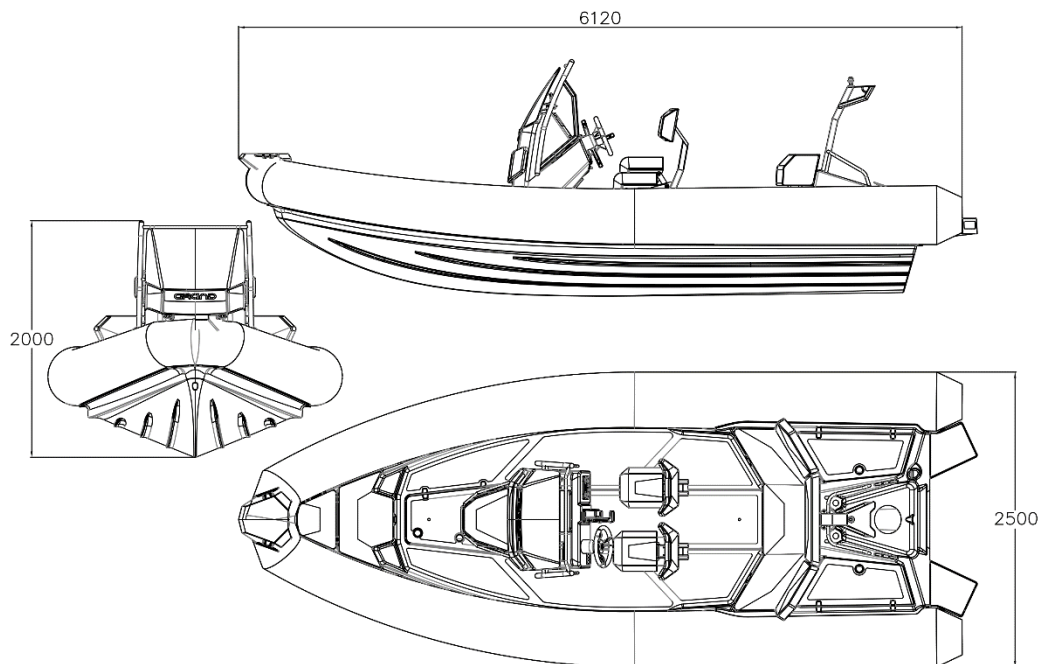


Fig. 67. General view of a boat D600 ACTIVE.



TECHNICAL DETAILS

GENERAL VIEW OF A BOAT D600 LUX

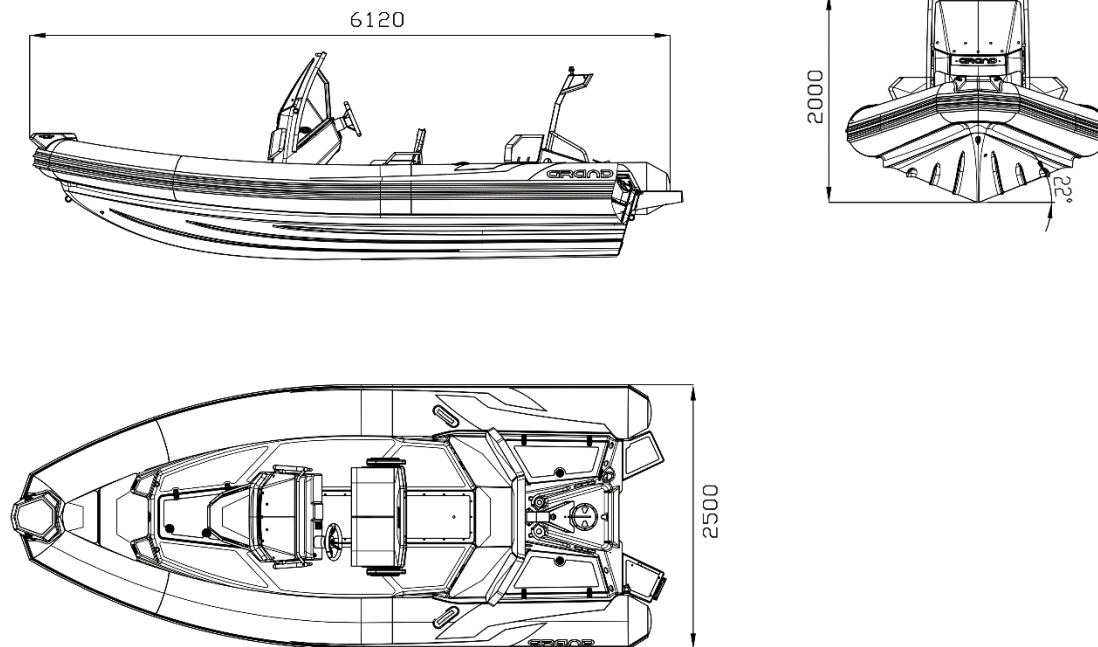


Fig. 68. General view of a boat D600 LUX.



ELECTRICAL SCHEMATIC DIAGRAM

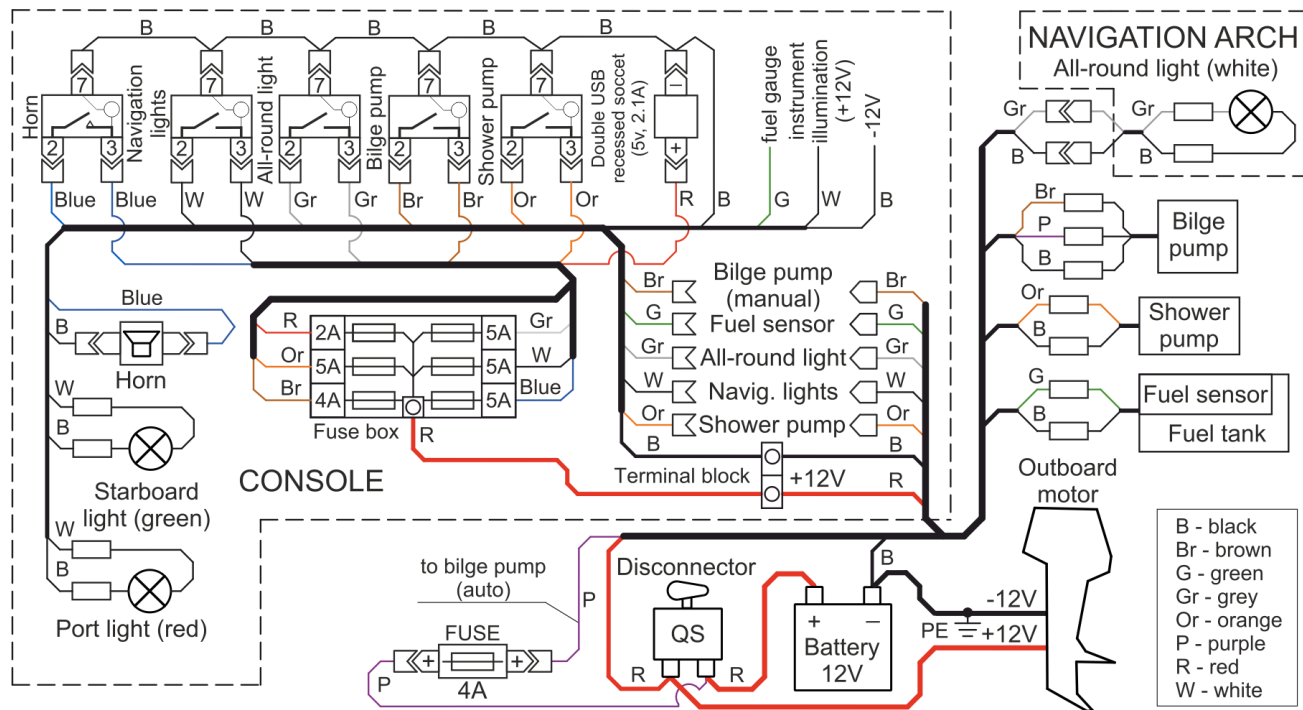


Fig. 69. Electrical schematic diagram.



SERVICE AND MAINTENANCE

6. SERVICE AND MAINTENANCE

CLEANING

- Regularly clean your boat and make sure this is done before winterizing.
- For cleaning use household cleaner (non abrasive) and fresh water only!
- At all times keep the inflatable tube, vinyl and other boat parts free of any chemical spills, such as:
 - Gasoline, grease, oil and any other oily product.
 - Suntan oils, lotions and any other body care products.
 - Pollution products, dirt and dust.
 - Silicon based products.
- To prevent damage clean and rinse the boat or relevant part as soon as possible if you find any of these items on your boat.
- When not in use keep your boat properly covered.
- Keep your boat away from or well protected against car or other exhaust smoke or pollution, which may damage the boat.



CLEANING OF TUBE

An important factor for the long life of tube fabric is regular adequate cleaning.

The subsequent cleaning procedure is recommended:

- Rinse off with clear, tap water (approx. 20 °C).
- Use gentle soapy water (pH value neutral to slightly alkaline) to wash the tube by means of a soft cloth or brush. Do not leave the soapy water on the surface for more than 5 minutes.
- Clean the surface very thoroughly and make sure that no soap residue remains on the surface.
- Then dry by wiping off the surface with a soft cloth.



CAUTION

DO NOT USE:

- Any cleaning device that might cause mechanical damage to the surface such as hard brushes, high-pressure washers, etc.
- Any cleaning agents (scouring agents or scrubbing powder), which will damage the surface;
- Strong alkaline cleaning agents.
- Acid cleaning agents.
- Solvent based cleaning agents (e. g. based on ester, ketone, ether, furan or benzol).
- Petrol, diesel, kerosene.
- Self-made cleaning agents.
- Bleaching or oxidizing cleaning agents (e.g. containing hydrogen peroxide, sodium hypochlorite, chlorine dioxide or sodium dithionite).



SERVICE AND MAINTENANCE

AIRTIGHTNESS OF THE INFLATABLE TUBE

The tube is considered to be airtight if it retains the recommended inflation pressure for 8 hours.

- As the inflatable tube is a primary safety feature - check the airtightness of your boat regularly. Inspect the condition of all inflatable components and remember that some natural release of pressure (see the information below) can occur. Make sure that:
- There are no material cracks, holes and leaks.
- All inflation valves and seams are intact.
- ISO 6185 standard permits up to 20% loss of pressure in any compartment within 24 hours.
- If you discover a significant reduction in pressure add some air using the foot pump supplied.

Never use high-pressure equipment to inflate your boat.

Changes in ambient temperature have a significant influence on air pressure within the tube. A variation of 1°C results in a variation in pressure of about +/- 4 mb (0,06 psi).



- If you discover a significant reduction in pressure, but do not see any obvious sources of leakage:
 - Step 1: check the inflation/deflation valves and overpressure valves.
 - Step 2: check the major seams.
 - Step 3: check the tube material from top to bottom.

Contact your Dealer for advice if necessary.

If you discover any source of leakage, it must be properly repaired.



DO NOT OPERATE YOUR BOAT IF YOU ARE AWARE OF AIR LEAKS.



SERVICE AND MAINTENANCE

MAINTENANCE OF STAINLESS STEEL

- We use only top quality stainless steels, which are resistant to corrosion. However, this may not be permanent and maintenance is sometimes required so:
 - Avoid contamination and scoring to the surface.
 - Frequently wash with fresh water.
 - Apply a little marine type grease and mirror polish it regularly.

If you see a sign of rust – clean and mirror polish the area as soon as possible.

WINTERIZING AND STORAGE

- When storing your boat, keep it in a clean and dry place so it is not affected by major temperature fluctuations and other conditions.
- You may store the boat:
 - Assembled and partly inflated with a cover so as to protect it from direct sunlight, dirt, dust and pollution.
- For winterizing:
 - Clean and dry the boat, including seat cushions and any wooden components,
 - Completely drain all water from the hull and bilge compartment.
 - Disconnect and remove the battery.
 - Grease all metal moving parts and connections, including steering.
 - Properly close the fuel system to avoid any vapour leaks.
 - If possible allow air to circulate within the boat, a breathable canvas cover will help.



Winterize the motor, following the manufacturer's instructions.

CAUTION

1. MAKE SURE THAT THE INFLATABLE TUBE DOES NOT COME INTO CONTACT WITH SHARP OBJECTS, AGGRESSIVE LIQUIDS OR CHEMICALS.
2. WHEN THE BOAT IS IN STORAGE MAKE SURE IT IS COVERED.
3. AVOID SHARP FOLDS IN THE TUBE MATERIAL.
4. STORE THE BOAT AWAY FROM RODENTS.

REGULAR INSPECTIONS

- Check frequently all navigation lights, horn, VHF radio (if fitted), safety handles, handrails and all other safety related equipment.
- Check frequently the tightness of various screws, bolts and nuts, with particular attention to those holding the engine onto the transom. Also check all steering system components are secure and functioning correctly.
- Regularly examine your fuel system, replace old or damaged components and check the tightness of the fuel line connections.

DANGER

REGULARLY CHECK THE TIGHTNESS OF THE ENGINE TRANSCOM
BOLTS AS THEY MAY BE AFFECTED BY VIBRATION.



TRAILERING

7. TRAILERING

The size and carrying capacity of the trailer should be suitable for the size and weight of your boat including the engine. Do not use a trailer that is too big or too small for your boat.

Use a BUNK trailer. Make sure that the trailer provides adequate support for the keel because basis weight of the boat is to be supported by the keel. Lateral bunks should be used just for extra support and stability.



Fig. 70. Trailer.



CAUTION

DO NOT USE A ROLLER TRAILERS AS ROLLERS DO NOT PROVIDE ADEQUATE SUPPORT FOR THE HULL.



BOAT TOWING

Before towing your boat please refer to the trailer manufacturer's manual and also note the following:

- Make sure that the trailer provides adequate support for the keel and bunks that provide large contact areas for the hull.
- The boat is properly inflated and the cockpit and hull drain plugs are open.
- Haul the boat onto the trailer using the bow eye.
- Make sure that the outboard engine leg is in the "trailer position". Refer to manufacturer's manual.
- Secure the boat to the trailer with suitable straps or rope, using bow, lateral and rear eyes for this purpose.
- Close and secure all hatches and openings on the boat. Cushions must be placed in lockers or removed to prevent loss during transit.

Do not trailer the boat with the overall cover in place, it is not designed for transportation.



8. SHOW RESPECT FOR THE ENVIRONMENT

REMEMBER THAT RESPONSIBLE BOATING BEGINS WITH YOU!

Respect your environment by applying the following basic rules:

- AVOID CREATING EXCESSIVE WASH.
- KEEP OUT OF DESIGNATED SWIMMING AREAS.
- RESPECT ALL ANIMAL LIFE.
- BE CAREFUL NOT TO OVERFILL THE FUEL TANK.
- DON'T MAKE UNNECESSARY NOISE.
- DO NOT DISCHARGE OIL OR FUELS INTO THE WATER.
- DO NOT LITTER.

The health of our environment depends on us all acting responsibly to ensure a clean tomorrow. If each of us follows these few simple rules, we can help to keep the Earth's resources intact for future generations.



9. GRAND'S WARRANTY

GENERAL

Subject to the terms and conditions detailed below, Grand Marine Corporation warrants that Grand Inflatable Boats are free from defects in material or workmanship for the defined warranty period, and will, at its option, repair or replace defective parts on return of the craft to the premises of an Authorised Grand Reseller.

This warranty applies to new Grand Inflatable Boats purchased from an Authorised Grand Marine Reseller.

By using the Grand Inflatable Boats, the owner and operator understands and agree to undertake all instructions in the Grand Owner's Manual, and agrees to all warranty and liability terms and conditions contained in this warranty.

WARRANTY PERIOD

Grand warrants Grand branded components from the date of purchase for a period of:

- 24 consecutive months for normal personal recreational use*.

* - Normal recreational use is defined as not more than 100 annual return trips with not more than 100 annual outboard hours. Greater annual usage than this is not covered by the Grand recreational warranty.



WARRANTY

WARRANTY COVERAGE

The Grand warranty covers the following:

- Grand hull and its appropriated hull components.
- Inflatable tubes.

This warranty is limited to repair, or at Grand option, replacement of parts suffering from any of the defects described above during the warranty period. The judgment of Grand is final concerning the extent of items covered under above warranty.

The outboard engine, electrical and electronic components, other auxiliaries are subject of the warranty of the appropriate Manufacturer.



WARRANTY EXCLUSIONS

Grand warranty does not cover the following:

- Replacement of parts due to normal wear and tear.
- Routine maintenance parts and services, including but not limited to, maintenance requirements, oil and lubrication, replacement of fuses or bulbs, linkage adjustments, filters and spark plugs, tyres, and other consumable items.
- Damage caused by not following procedures and recommendations in the Grand Owner's Manual.
- Operating the craft beyond the design category.
- Damage caused by improper or lack of maintenance, winterization or storage.
- Damage caused by abuse, impact, accident, misuse, abnormal use or strain, neglect, racing, improper operation or operation not in accordance with the recommended procedures described in the Grand Owner's Manual.
- Damage or cosmetic changes due to exposure to the atmospheric or environmental conditions, including mould or marine organisms, or outside galvanic activity.
- Damage resulting from tearing, punctures, abrasions, abuse, external damage, accident, submersion, water ingestion or contamination, fire, theft.



WARRANTY

WARRANTY CERTIFICATE

Name of Customer: _____

Address: _____

City: _____ Post code: _____

E-mail _____ Phone number: _____

WIN (Serial number): _____

Signature: _____

Dealer address: _____

City: _____ Post code: _____

Date of purchase: _____

Seller and customer acknowledge by signing that seller handed and customer received hereinbefore boat including standard (optional, if relevant) equipment and manual in English and that the boat is without evident defects.

SELLER SIGNATURE:

CUSTOMER SIGNATURE:

FOR YOUR NOTES

GRAND

INFLATABLE BOATS

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