



JetTENDER 250

User Manual

FOREWORD

Congratulations on choosing a JetTENDER boat!

This user manual will familiarise you with the features of your new boat and help with its care and maintenance. It has been written to help you learn to handle your boat safely and avoid any problems. Make sure that you have received manuals for all equipment fitted on your boat. Supplement this manual with the specifications and manuals of equipment you purchase later for your boat. Space has been left for your own notes at the end of the manual. Please read this manual carefully and familiarise yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, please ensure that you obtain sufficient handling and operating experience before "assuming command" of the craft. This is highly important for your own comfort and safety.

Your dealer or national sailing association or yacht club will be happy to advise you of local boating schools or competent instructors.

This user manual is not a detailed maintenance or trouble shooting guide. In case of difficulty please contact the dealer. Always use qualified and competent people for the maintenance, repair and modification of the boat. Modifications that may affect the safety characteristics of the craft must be assessed, executed and documented by Competent people. The manufacturer is not responsible for modifications he has not approved.

Always keep your boat in a good condition and be aware that the boat requires maintenance and servicing.

Any craft – no matter how strong it may be, can be severely damaged if not used properly. Always adjust the speed and direction of the craft to prevailing weather conditions.

We wish You enjoyable and relaxing times on board your JetTENDER Boat.

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Please keep this user manual safe and hand it over to the next owner if you sell your boat.

Hull Identification Number (HIN):

The HIN is located on the right hand side of the transom face. Record it in the above box.

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BEFORE YOU SET OFF

Familiarise yourself with this user manual.

Always check at least the following items before leaving:

– **Weather conditions and forecast**

Take the wind, waves and visibility into account. Are the design category, size and equipment of your boat, as well as the skills of the skipper and crew adequate for the waters you are heading for? Hull windows and hatches must be battened down during heavy wind and rough seas to prevent water incursion.

– **Loading and stability**

Do not overload the craft, and distribute loads appropriately. Heavy items are to be placed in the storage compartments underneath the aft bench. Please consider that the stability of the boat is reduced if people stand up when on board.

– **Passengers**

Ensure that there are personal flotation devices or lifejackets for all people on board.

Agree on the tasks each person will be responsible for during the voyage before setting off.

– **Fuel and fuel system**

Make sure that the boat has enough fuel, including a 20 % reserve for heavy weather or other unforeseen eventualities.

– **Engine and maneuvering equipment**

Check the function and condition of steering and the remote control, and carry out the routine daily checks specified in the engine manual.

– **Seaworthiness**

Check the boat's seaworthiness in other respects as well: no fuel or water leaks, safety equipment on board, etc. Check that there is no water in the bilge.

– **Fastening of equipment**

Check that all onboard items are positioned so that they are held in place also during rough seas and high winds. Please note that the seat cushions may fly over board if they are not fixed properly with press studs.

– **Nautical charts**

If you are not navigating in completely familiar waters, ensure you have nautical charts on board that cover a large enough area! If your boat is equipped with a chart plotter, learn to use it before setting off. Ensure that the plotter charts are of the latest edition.

– **Leaving the berth**

Agree with the crew who will unfasten which mooring line, etc. Make sure that the mooring lines will not get entangled with the propeller during maneuvering.

– **Obligatory equipment**

What is considered obligatory equipment varies from country to country. Find out what is required for your boat.

You will find additional instructions concerning the engine in the separate engine manual.

1 General

The user manual will help you familiarise yourself with the properties and features, as well as the care and maintenance of your new boat. Separate manuals for installed equipment are attached and are referred to in many sections of the user manual. You can supplement this owner's manual by adding the manuals of devices which are installed afterwards. Space has been left for your own notes at the end of the manual.

The craft has a running serial number, a CIN-code (Craft Identification Number). The CIN code can be found on the starboard side of the transom. We recommend that you write down the CIN-code in the declaration of conformity in this book.

When contacting the dealer, please provide the CIN-code and the type of craft. This helps in delivering the correct spare parts.

1.1 Declaration of conformity

Deklaracija o sukladnosti rekreacijskog plovila u svezi zahtjeva za projekt, gradnju i jačinu buke prema Direktivi 94/25/EZ kako je izmjenjena Direktivom 2003/44/EZ
(ispunjava proizvođač)

Declaration of Conformity of Recreational Craft with the Design, Construction and Noise Emission Requirements of Directive 94/25/EC as amended by Directive 2003/44/EC
(to be completed by boat builder)

Naziv proizvođača plovila: AXA d.o.o.

Name of craft manufacturer:

Adresa: Petra Preradovića 4

Address:

Grad: KARLOVAC

Town:

Poštanski broj: 47000

Post Code:

Država: HRVATSKA

Country: Croatia

Naziv ovlaštenog predstavnika (ako je primjenjivo):

Name of Authorised Representative (if applicable):

Adresa:

Address:

Grad:

Town:

Poštanski broj:

Post Code:

Država:

Country:

Naziv Ovlaštenog tijela za ocjenu sukladnosti projekta i izrade (ako je primjenjivo):

Name of Notified Body for design and construction assessment (if applicable):

Hrvatski Registar Brodova

Croatian Register of Shipping

Adresa: Marasovićeve 67

Address:

Grad: Split

Town:

Poštanski broj: 21000

Post Code:

Država: Hrvatska

Country:

Ident. broj: 2489

ID Number:

Br. potvrde o EZ tipnom ispitivanju (ako je izdata):

EC type-examination Certificate number (if issued):

Datum: (god./mj./dan):

Date: (year/month/day):

Br. potvrde o ispitivanju za Modul Aa (ako je izdata): 01-010393/017181

Number of Examination report for Module Aa (if issued):

Datum: (god./mj./dan): 2014-06-18

Date: (year/month/day):

Naziv Ovlaštenog tijela za ocjenu sukladnosti za jačinu buke (ako je primjenjivo):

Name of Notified Body for noise emission assessment (if applicable):

Adresa:

Address:

Grad:

Town:

Poštanski broj:

Post Code:

Država:

Country:

Ident. broj:

ID Number:

Korišteni modul za ocjenu sukladnosti izrade:

Module used for construction assessment:

 A Aa B+C B+D B+E B+F G H

Korišteni modul za ocjenu sukladnosti za jačinu buke:

Module used for noise emission assessment:

 A Aa G H

Ostale primijenjene Direktive:

Other Community Directives applied:

OPIS PLOVILA
DESCRIPTION OF CRAFT

Identifikacijski broj plovila:
Craft Identification Number:

H	R	-	A	X	A														
---	---	---	---	---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Trgovački naziv plovila: "Jet Tender 250"
Brand name of the craft:

Tip ili broj: "Jet Tender 250"
Type or number:

Tip plovila:
Type of craft:

- jedrilica/sailboat motorni/motorboat
 plovilo na napuhivanje/inflatable boat
 ostalo (navesti)
/other/(specify): _____

Sredstvo poriva:
Type of main propulsion:

- jedra/sails benzinski motor/petrol engine
 dizel motor/diesel engines elektromotor/electric engine
 vesla/oars
 ostalo (navesti)
/other/(specify): _____

Vrst trupa:
Type of hull:

- jednotrupan/monohull višetrupan/multihull
 ostalo (navesti)
/other/(specify): _____

Vrst porivnog stroja:
Type of engine:

- izvanbrodski/outboard ugrađeni/inboard
 z ili krmeni propulzor bez integralnog ispuha/z or stern drive
without integral exhaust
 z ili krmeni propulzor s integralnim ispuhom/z or stern drive with
integral exhaust
 ostalo (navesti)
/other/(specify): _____

Materijal gradnje:
Construction material:

- Al, Al slitine/Al, Al alloys plastika, SOP/plastic, FRP
 Fe, Fe slitine/Fe, Fe alloys drvo/wood
 ostalo (navesti)
/other/(specify): gumirano platno

Palube:
Decks:

- s palubom/fully decked djelom. paluba/partly decked
 bez palube/open
 ostalo (navesti)
/other (specify): _____

Najveća projektna kategorija/Maximum Design Category: A B C D

Snaga stroja: najveća preporučena: 12,6 kW ugrađena: _____ kW (ako je primjenjivo)
Engine power: max. recommended: installed: kW (if applicable)

Najveći dopušteni broj osoba: 3 Najveće dopušteno opterećenje: 240 kg
Maximum recommended number of persons: Maximum recommended load: kg

Duljina trupa (Lh): 2,49 m Širina trupa (Bh): 1,62 m Visina (D Lh/2): 0,78 m Gaz (T): 0,22 m
Length of hull (Lh): Beam of hull (Bh): Depth (D Lh/2): Draught (T):

Ovim potvrđujem, u svojoj isključivoj odgovornosti, da predmetno plovilo udovoljava primjenjivim temeljnim zahtjevima kako je navedeno na poleđini (i da je u skladu s prototipom za koji je izdana gore navedena Potvrda o EC tipnom ispitivanju - uključiti samo u slučaju da je ta potvrda izdata). - I declare at my own and sole responsibility that the craft mentioned above complies with all applicable essential requirements in the way specified overleaf (and is in conformity with the type for which above mentioned EC type examination certificate has been issued - include only if such certificate has been issued).

Ime i prezime i funkcija
odgovorne osobe:
Name and function:

Dan Marković, direktor

Potpis i pečat tvrtke:

Signature and title (or an
equivalent marking):

(ovlaštene potpisati u ime proizvođača ili od njega ovlaštenog predstavnika)
(identification of the person empowered to sign on behalf of the manufacturer or his authorised

Datum i mjesto izdavanja (god./mj./dan): Karlovac
Date and place of issue (year/month/day):

TEMELJNI ZAHTJEVI (ref. na odgovarajuću točku u Dodatku IA i IC, Direktive) <i>ESSENTIAL REQUIREMENTS</i> (reference to relevant articles in Annex IA & IC of the Directive)	Norma, propis Standards	Drugi propisi metode koji su koristeni Other normative document methods	Tehnička dokumentacija Technical file	Navesti detaljno (*: obvezno) Please specify in more detail (*: Mandatory Standards)
Opći zahtjevi (2) • General requirements	<input checked="" type="checkbox"/>			HRN EN ISO 8666:2002 *
Identifikacijski broj plovila CIN (2.1) • Craft Identification Number – CIN	<input checked="" type="checkbox"/>			HRN EN ISO 10087:2006 *
Pločica graditelja (2.2.) • Builder's Plate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 14945:2004
Zaštita od pada u more i sredstva za ukrcaj na plovilo osoba u moru (2.3) • Protection from falling overboard and means of reboarding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 15085:2003
Vidljivost s glavnog mjesta upravljanja (2.4) • Visibility from the main steering position	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-3
Priručnik za korištenje (2.5) • Owner's manual	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	HRN EN ISO 10240; 6185-3
Struktura (3.1) • Structure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 12215-1, 2, 4, 5, 6
Stabilitet i nadvođe (3.2) • Stability and freeboard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Istisnina i plovnost (3.3) • Buoyancy and floatation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Otvori na trupu, palubi i nadgrađu (3.4) • Openings in hull, deck and superstructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Naplavlivanje (3.5) • Flooding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Najveće opterećenje preporučeno od proizvođača (3.6) • Manufacturer's maximum recommended load	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 14946; 6185-2
Smještaj splavi za spašavanje (3.7) • Liferaft stowage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Napuštanje plovila (3.8) • Escape	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 9094-1; 12216
Sidrenje, vez, tegalj (3.9) • Anchoring, mooring and towing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 15084
Upravljujivost (4) • Handling characteristics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 11592
Strojevi i prostorije strojeva (5.1) • Engines and engine spaces				
Ugrađeni porivni strojevi (5.1.1) • Inboard engine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ventilacija (5.1.2) • Ventilation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Izloženi dijelovi strojeva (5.1.3) • Exposed parts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pokretanje izvanbrodskih motora (5.1.4) • Outboard engine starting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Sustav goriva (5.2) • Fuel system				
Sustav goriva - općenito (5.2.1) • General – fuel system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Tankovi goriva (5.2.2) • Fuel tanks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Električna oprema (5.3) • Electrical systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Sustav kormilarenja (5.4) • Steering systems				
Sustav kormilarenja - općenito (5.4.1) • General – steering system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Sustav kormilarenja u nuždi (5.4.2) • Emergency arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Plinska instalacija (5.5) • Gas systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Protupožarna zaštita (5.6) • Fire protection				
Protupožarna zaštita - općenito (5.6.1) • General – fire protection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Protupožarna oprema (5.6.2) • Fire-fighting equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Navigacijska svjetla (5.7) • Navigation lights	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Sprečavanje ispuštanja u more (5.8) • Discharge prevention	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	HRN EN ISO 6185-2
Dodatak I.B/Annex I.B – Zahtjevi za ispušne plinove/Exhaust Emissions	vidi Deklaraciju o sukladnosti proizvođača porivnog stroja see the Declaration of Conformity of the engine manufacturer			
Dodatak I.C/Annex I.C – Zahtjevi za jačinu buke ¹ /Noise Emissions ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Razina jačine buke I.C.1/Noise emission levels (I.C.1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Korisnički priručnik I.C.2/Owner's manual (I.C.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

¹ Ispuniti za plovila s ugrađenim pogonskim strojem ili ugrađenim krmenim propulzorom bez integralnog ispuha

¹ Only to be completed for boats with inboard engines or sterndrive engines without integral exhaust

2 Definitions

The warnings and cautions in this manual are defined as follows:

DANGER! Denotes an extreme intrinsic hazard exists, which would result in a high probability of death or irreparable injury if proper precautions are not taken.

WARNING! Denotes a hazard which can result in injury or death if proper precautions are not taken.

NOTE! Denotes a reminder of safety practices or directs attention to unsafe practices, which could result in personal injury or damage to the craft, its components or the environment.

SI system units are used in this manual. In some cases other units have been added in brackets. An exception is wind speed, for which the Beaufort scale is used in the recreational craft directive.

3 Warranty

AXA d.o.o. Limited Warranty Certificate

AXA d.o.o. undertake a PDI (pre-delivery inspection) on all new boats before shipment from factory. AXA will provide for repairs to their inflatable boats during the specific warranty periods provided herein, in accordance with the following terms, conditions and limitations.

Warranty coverage:

AXA warrants to the original private purchaser of a properly registered craft that: a) All seams of the tubes, inflation valves, and the fabric used in the construction of the tube shall be free from defects in material and workmanship for a period of 3 years from the date of the original registration; b) The fabric of the tube shall be free from deterioration affecting serviceability (i.e. cracking, porosity, but not discoloration, fading or chaffing) for a period of 3 years from the date of the original registration; c) the fiberglass hull shall be free from defects in material and workmanship for a period of 2 years from the date of the original registration; d) all components fitted to the boat at the AXA factory or subsequently replaced under warranty shall be free from defects in material and workmanship for a period of 2 years from the date of the original registration. The warranty period for commercial use owners will be 4 months from the date of original registration. The obligation of AXA under this Limited Warranty is limited to repairing or replacing, as AXA may elect at its sole discretion, any parts that prove, in AXA' sole judgement, to be defective in material or workmanship.

THIS LIMITED WARRANTY SHALL BE THE ORIGINAL PURCHASER'S SOLE AND EXCLUSIVE REMEDY.

What is not covered:

This Limited Warranty shall not apply to : a) normal wear and tear; b) any minor boat damage, including but not limited to, gel coat crazing, fading or blistering; c) any damage to AXA boats due to negligence, accident, misuse, litigation, improper operation, collision, fire, theft, vandalism, riot, explosion, objects striking the boat, improper maintenance and storage; d) any damage caused by towing a AXAboat, any damage caused by lifting or recovering a AXA boat; e) tubes exposed to harsh or corrosive chemicals; f) any parts installed by anyone other than AXA factory personnel; g) any damage caused by after-market parts; h) AXA boats purchased for commercial/governmental use; i) any work carried out on a boat by an unauthorized service center and/or without AXA' prior approval; j) labor, freight, delivery, storage or other similar charges; k) defects caused Or worsened by failure to adhere to the instructions concerning the treatment, maintenance and care of the boat; l) Damage caused by water ingestion.;m) Damage caused by overheating .

AXA reserves the right to make warranty coverage contingent upon proof of proper maintenance.

How to obtain Warranty repair:

Prior to any work being commenced on AXA boat, the warranty claim must be approved in writing by AXA d.o.o. In order to obtain warranty repair approval, the original owner must send written notification, along with a copy of the bill of sale, and photograph depicting the damage and/or defect sought to be repaired to AXA d.o.o., Preradoviceva 4, 47000 Karlovac, Croatia. If AXA finds that the specific defect and/or damage is covered under this Limited Warranty, AXA will advise the owner in writing where to send (via pre-paid freight) the boat or part(s) for repair or replacement. In many cases the local authorized Sales and Service Centre may be utilized for repairs. In others the boat or parts must be repaired by AXA personnel only. AXA does not assume any liability for any work performed on AXA boat at an unauthorized Service Centre and/or without AXA' prior approval. All parts replaced under this Limited warranty become the property of AXA.

Miscellaneous:

AXA does not authorise any person to create for it any other obligation or liability in connection with its boats. THIS LIMITED WARRANTY AND AXA' OBLIGATION HEREUNDER IS IN LIEU OF ALL WARRANTIES EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. AXA will not be liable for any incidental or consequential damages resulting from breach of this limited warranty, including without limitation, loss of inflatable boat use, storage, payment for loss of time, inconvenience , boat rental expense, and local taxes required on warranty repairs. AXA reserves the right to alter models, change colors, specifications, materials, equipment, component parts, prices or cease production of certain models at any time without prior notice, and such changes, alterations, or cessation shall be made without AXA incurring any obligations to equip or modify inflatable boats produced prior to the date of such changes or alterations. This Limited Warranty shall be governed by and construed and enforced in accordance with Croatian Law.

4 Before use

4.1 Registration

Registration regulations vary from country to country.

4.2 Insurance

Boat insurance can compensate damage occurring on water or during transport and lifting. Check who has insurance liability each time when having the boat lifted. Insurance also has an indirect effect on safety at sea: In the event of a serious accident or damage, you must, above all, concentrate on saving people. Insurance companies will be able to give more information about different insurance alternatives. Check who has insurance liability each time when having the boat lifted or transported!

4.3 Training

No one is a born sailor.

Navigation courses are arranged by local yacht clubs or national boating associations where you can gain basic skills.

However, please remember that you only become confident in boat handling, navigation, docking and anchoring after long practical experience.

5 Characteristics and use of your boat

5.1 General

This user manual is not meant to be a complete service or repair manual, but to guide the user in using his/her boat in a proper way.

5.2 Basic data

Recreational crafts can be constructed according to 4 categories (A, B, C and D) according to recreational craft directive 94/25/EC. This boat has been constructed according to design category C, which denotes the following: The boat is built for conditions where the wind reaches a maximum of 6 Beaufort (approx. 14 m/s) and corresponding seas (significant wave height at most 2 meters). Such conditions may be encountered on exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions.

Significant wave height is the mean height of the highest third of the waves, which approximately corresponds to the wave height as estimated by an experienced observer. Individual waves may reach up to twice this height. If the significant wave height is 2.0 m, the mean height of all waves is roughly 1.2 m.

Maximum recommended load: See technical specification.

Please also refer to section 5.4, "Loading".

Main dimensions and capacities: See technical specification.

Craft length, width, draught, total weight etc., as well as tank capacities are shown in the technical specifications.

Builder's plate:

Part of the previously mentioned information is given on the builder's plate, which is affixed below seats.

Supplementary information is provided in the appropriate sections of this manual.

General Specifications

JETTENDER 250

LOA 2.49m

Beam 1.62m

Dry weight 98 Kg-Hypalon tubes, 93 kg PVC tubes

Height 0,62m

Max speed 20,5 mph/33 kmh

Power 9,5hp*

Fuel capacity 8 litars

Seating 3

Max. payload 240 kg

Design category (CE) C

Engine Specifications

Engine AQUANAMI

Maximum power 9,5hp @ 6300rpm

Fuel : Recommended fuel quality: Unleaded gasoline (super) with an octane rating of at least 95 ROZ or 85 MOZ.

USA: At least "Premium 91", unleaded

Minimum requirement: Low-quality fuel can cause loss of power and/or increased fuel consumption.

Unleaded gasoline with an octane rating of at least 91 ROZ or 82.5 MOZ.

USA: At least "Regular 87", unleaded

An increased share of ethanol can lead to premature abrasion and poor starting performance of the engine.

Oil grade 20W40 fully synthetic, four stroke

5.3 Maximum recommended number of passengers

The boat's maximum recommended number of passengers is three persons.

WARNING! Do not exceed the maximum recommended number of passengers. Regardless of the number of passengers, the total weight of people and equipment must never exceed the maximum recommended load (please refer to "Loading"). All persons on board must remain seated while the boat is moving.

5.4 Loading

The boat's maximum permitted load is 240 kg. This load includes the following weights:

a) The total weight of passengers 225 kg (the default weight of an adult is assumed to be 75 kg and that of a child 37.5 kg).

c) And liquids (fuel) in fixed tanks and cargo is 15 kg.

NOTE! The maximum load only includes the above-mentioned weight components.

WARNING! Never exceed the maximum recommended load when loading the craft. Always load the craft carefully and distribute loads appropriately so that the boat is on an even keel. Always avoid placing heavy items high up.

5.5 Prevention of water incursion and stability

5.5.1 Hull and deck through fittings

The boat has a rainwater draining system, which means that rainwater is drained from the undecked part of the boat when the boat is on the water. The system also functions when the boat is out of water, provided that the bow is higher than the stern.

NOTE! Make sure that water can flow unobstructed through the drainpipe. Debris like autumn leaves may obstruct the water flow, which can cause the boat to fill with water and sink.

NOTE! There is always some amount of condensed water in the bilge. A small amount of water may also come through the hull bushings, especially as the boat ages. Always remember to check the bilge, before you leave the boat at quay or buoy and always before setting off.

WARNING! The boat's handling properties may become extremely dangerous if there is water in the bilge.

5.5.2 Stability and buoyancy

Please note that the boat's stability is reduced by any weight added high up on the boat. Any change in the distribution of weight on board may significantly affect the stability, trim and performance of your craft. Please remember that large breaking waves always present a serious danger to stability.

The amount of water in the bilge must be kept as low as possible.

The boat's stability may be impaired during towing, or when passengers are lifting heavy items.

The boat will carry its passengers also when filled with water.

5.6 Avoiding the risk of fire or explosion

5.6.1 Refuelling

Shut off the engine and extinguish any cigarettes before starting to refuel. During refuelling do not use switches or appliances that can cause a spark.

Do not stow any loose items under the seat that, if moved, could prevent fuel flow to the engine. This is particularly important for items that may press against hoses or the fuel filter.

Check annually that the fuel hoses are not worn, especially at lead-ins.

Please note that depending on the trim of the boat or the boat's heeling angle, it might not be possible to use the full capacity of the tank.

WARNING! Gasified fuel is highly explosive. Observe these instructions and the utmost caution during refuelling.

The smell of fuel always means that there is gasified fuel on your boat

Remember:

Never make changes to any of the boat's systems (especially the electricity or the fuel systems) or allow an unqualified person to make changes to any of the boat's systems.

Never smoke while handling petrol or gas.

NOTE! Always keep the bilge clean and regularly check for possible fuel leaks.

5.7 General Arrangement

1. Splash proof storage (below seat)
2. Mooring cleat
2. And 3 Lifting points
4. Fuel filler (under storage cover)
5. Throttle/shift control
6. Big splash proof storage
7. Certification plate
8. Drain plug
9. Tube inflation valves
10. Hull Identification Number (HIN)
11. Engine flushing attachment
12. Start switch
13. Stop switch
14. Throttle
15. Safety lanyard / switch



6. Operating Your Tender

This boat uses a water-jet propulsion system and has unique characteristics in steering. The throttle produces thrust from the jet pump, the directional control is provided by opening the throttle and turning the joystick in the direction of your turn. High thrust will turn the boat sharply; low thrust will produce less turning force. There is no rudder, so while underway there is no steering without thrust.

If weed or debris gets caught in the jet unit during use cavitation can occur causing a decrease in forward thrust. If this condition is allowed to continue the engine may overheat resulting in serious damage. If there is any sign of debris or weeds etc. blocking the jet, remove the boat from the water.

Remove kill switch and remove all debris from around the jet unit. **DO NOT make repeated attempts to start a blocked or jammed tender as engine damage may result. In case of difficulty consult your AXA authorized dealer.**

Recovery

 **CAUTION.** Do not attempt to lift or recover the tender by the transom. Any stern-up angle will cause water to enter the engine from exhaust system and will result in serious engine damage.

Mooring

 **CAUTION.** Do not leave the JetTENDER moored for extended periods as this may result in an accumulation of marine growth and a loss of performance.

Beaching

 **CAUTION.** DO NOT operate in less than 0.6m/2ft of water as debris may enter the jet unit. DO NOT drive JetTENDER onto beach. Stop engine before beaching as damage to pump/engine cooling may occur.

After beaching, move boat into deeper water and rock from side to side several times to remove sand from intake area – failure to do so could cause damage to jet unit.

Trim

 **CAUTION.** Do not overload the boat. At all speeds be aware of trim and keep weight evenly distributed.

General

 **CAUTION.** Operate the boat with due care and at a speed appropriate to the sea conditions. Be aware of local laws and restrictions. Always carry out a visual check of the boat and its components prior to use.

 **WARNING.** Manoeuvrability is restricted while decelerating. Familiarize yourself with the boat's handling.

New Engine Break-in Period

Aquanami recommends that during the first five hours of operation, you should not operate the engine over 5,000 RPM. This protective running-in has a positive effect on the engine's lifespan.

6.1 Fuelling

- **As part of its pre-delivery inspection your new JetTENDER has been fully tested and drained of fuel.**
- Ensure kill switch is removed.
- Open back storage compartment to expose filler cap.
- Re-fuel in a ventilated area.
- Do not overfill the tank; be careful not to spill fuel.
- Tighten fuel cap securely after re-fuelling.
- Open engine hatch and inspect bilges after re-fuelling.

Do NOT hose around the fuel filler area as water may enter the fuel tank.

IMPORTANT! Do not use fuel from fuel pumps labeled E85.

Use of fuel labeled E15 is prohibited by U.S EPA Regulations.

Fuel containing Ethanol can result in problems in the fuel system and engine, resulting in:

- Starting and operating difficulties.
- Deterioration of rubber or plastic parts.
- Corrosion of metal parts.
- Damage to internal engine parts.

6.2 Before Use

Tube pressure will fluctuate with temperature. Inflate tubes in sequence to 250mB/3.6psi. Failure to observe this will compromise the sea-keeping ability and watertight integrity of the boat. Inflation valves are fitted with quarter-turn locks to enable rapid deflation.



CAUTION. Tubes must be inflated in the correct sequence to prevent over-inflation.

- Set valves to shut and inflate tubes evenly
- Check bilge for fuel or water contamination.
- Tighten drain plugs.
- Check engine cover latches are secure

6.3 Safety Check!



WARNING. ALWAYS attach yourself to the safety lanyard when engine is running. Before setting off as a precautionary measure always test lanyard for its functionality by pulling away from its seating – engine should always stop.



WARNING. NEVER investigate engine bay with engine running or ignition on.

6.4 Starting Your JetTENDER

Ensure boat is in a depth of at least 0.6m/2ft of water.

Secure any loose ropes that could get sucked into jet unit.

Connect safety lanyard to switch.



WARNING. Personal injury may result if not attached.

Press START button until engine starts.

Test safety lanyard for correct functionality (see **Safety Check!**).

6.5 SAFETY LANYARD:

Always disconnect safety lanyard when watercraft is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

NOTE: Leaving the safety lanyard on its post when engine is not running will slowly discharge the battery.

6.6 Oil Level Check

The engine must be at operating temperature before an accurate level is indicated on the dipstick.

The oil level should be between MIN and MAX on the dipstick. Do not screw in cap to check level. Use the correct grade of oil – recommended 20W40 fully synthetic.

Do not overfill

- The engine has 2 liter oil reservoir. However, your engine may already have some oil left over from the factory testing. Add oil slowly and use the oil level stick to check the oil level. Use a towel to wipe the stick for better reading.
- Air may be trapped inside the hose and engine chamber. Please run the engine for 15 seconds and stop engine, check the engine oil level again. To make sure you engine has right amount oil.
- Check the engine oil level each time before you use your boat. The engine oil evaporates fast because the engine is running at high RPM all the time

ATTENTION:

- The engine will be burned and permanently damaged if the right engine oil level is not maintained

6.7 ENGINE COOLANT :

- Check engine coolant each time before use. Make sure the engine coolant is full.
- The engine coolant evaporates fast because the engine is running at high RPM all the time.

ATTENTION:

- The engine will be burned and permanently damaged if the engine coolant is not filled fully.

6.8 DRY ENGINE COMPARTMENT:

- During over-night and storage time, leave engine compartment cover open to prevent moisture condensation and keep engine compartment dry.

Engine bay Arrangement



1. Closed loop coolant reservoir
2. Oil check dipstick
3. Fuel filter/separator
4. Battery
5. Cylinder
6. Electronic box

After Use: Flushing Procedure

To prolong engine life it is very important to flush engine of salt water after use and prior to storage. Failure to carry out flushing will significantly reduce the life of engine components and may invalidate warranty. DO NOT operate throttle out of water.

In addition it is advised to thoroughly wash with fresh water around the jet pump area to remove all salt deposits after use.

⚠ CAUTION. Engine MUST be running before water is connected. Risk of engine flooding exists if water remains on after engine is switched off.

1. Connect a fresh water hose fitted with the male connector supplied with the tender to the flushing attachment coupling fitted to the tender. Press outer ring to engage and release adaptor.
2. Start engine and immediately turn on water supply.
3. Run engine at idle for approximately 1 minute to completely flush the open loop cooling system.
4. Turn off water supply.
5. Allow the engine to run for no longer than 10 seconds to allow water to exit from the cooling system, then turn off the engine. Remove hose connector from flushing attachment.
6. Check bilge of boat and dry any residual water.



1. Flushing attachment
2. Bilge pump outlet
3. Open loop coolant overflow
4. Footwell drain
5. Engine compartment drain
6. Ride plate anode

6.11 Fuel System Check



WARNING. Pressurised fuel system. Inspect system for leaks at scheduled service intervals. All elements of the fuel system function under pressure (4 bar). The system remains pressurised after engine is switched off. Extreme care must be taken when removing connectors during filter change. Wear eye protection. No naked flames.

6.12 Routine Maintenance

To ensure long service life and to maintain the tender in a safe and reliable condition please follow these routine maintenance instructions. AXA cannot accept any responsibility for damage or injury resulting from incorrect maintenance or improper adjustment carried out by the owner.

1. Wash tender regularly with fresh water to remove salt deposits.
2. Check engine oil level (refer to section **Oil Level Check in this handbook**).
3. Check coolant level.
4. Flush open loop cooling system.
5. Apply a good quality marine grease containing Teflon (e.g. Quicksilver 101) to all control cables both under the helm and at the pump.
6. Check bilges for water ingress, oil or fuel contamination and clean if necessary.
7. Lightly grease the extending running light pole base using white grease or similar.
8. Check condition of the anodes.
9. Loss of tube pressure over 24 hours is not unusual. Temperature and atmospheric pressure will affect tube pressures. Check pressures regularly.
10. For boats used in tropical environments, the frequency of the routine maintenance should be increased accordingly.

6.13 Servicing

Refer to Product Maintenance Chart

For parts and accessories please contact your AXA authorized dealer

7 PRE-OPERATION CHECK LIST

ITEM	TO DO
Start and Stop buttons	Check operation.
Safety Lanyard	Check operation.
Throttle	Check operation.
Steering system	Check operation.
Armpole	Check operation.
Exhaust pipe cooling	Check by-pass outlet. Water mist/drops should come out exhaust by-pass outlet.
Bilge plugs	Ensure plugs are secured.
Exhaust flush	Check for steady flow when engine is running
Battery	Inspect cables and retaining fasteners. Ensure good condition and fully charged.
Fuel tank	Check/refill.
Engine compartment	Check if any water exists. Check if any signs of water leak. Check fuel line connections for tightness. Verify for any fuel leak/odor as well as oil and coolant leaks. Check any loosen parts.
Engine oil level	Check/refill.
Engine coolant	Check/refill.
Carburetor	Periodically drain water or contaminated fuel from the carburetor bowl by loosening the carburetor drain screw. Use a cup to collect the drained liquids. Ensure the drain screw closed after cleaning.
Fuel water separator bottle	Periodically drain water or contaminated fuel from the bottle.
Engine breathing oil retainer	Periodically drain the engine breathing oil retainer bottle to clean oil/water residue.
Jet pump water intake	Inspect/clean.
Jet pump water intake seal	Inspect any damage or leak.
Hull	Inspect.
Dry storage compartment covers	Ensure they are closed and properly sealed.

8 Product Maintenance Chart

	10 hrs	50 hrs or 6 months	100 hrs or 12 months	200 hrs or 24 months
ITEM				
GENERAL				
Lubrication/corrosion protection	L	L	L	L
ENGINE				
Engine oil	R	R	R	R
Exhaust system and fasteners	I		I	
Engine support and rubber mount	I		I	
Engine breathing oil retainer	C	C	C	C
Carburetor	C	C	C	C
Fuel water separator	C	C	C	C
Airbox	I		I	
COOLING SYSTEM				
Hose and fasteners	I		I	
Coolant	I		R	R
Exhaust flushing	I	I	I	I
FUEL SYSTEM				
Throttle cable	IL	IL	IL	IL
Fuel lines, connections, pressure relief valves	I		I	
Fuel filter		R	R	R
ELECTRICAL				
Spark plug	I		I	R
Battery and fasteners	I		I	
Circuit breaker	I		I	
Electric connectors and fasteners	I		I	
STEERING SYSTEM				
Steering cable and connections	I		I	
Steering set	I		I	

PROPULSION SYSTEM				
Jet set (including impeller)	I	I	I	I
Mechanic seal set (drive shaft)	I		I	I
Automatic vacuum siphon pump	IC	IC	IC	IC
Sacrificial anode (if so equipped)	I		IR	
Ride plate and water intake grate	I		I	
Ride plate seal	I	I	I	I
Hull				
Snorkel airintake	I		I	
Engine compartment seals	I		I	
Hull	I		I	
A: ADJUST				
C: CLEAN				
I: INSPECT				
L: LUBRICATE				
R: REPLACE				

9 Winterising/Dry Storage

- Store the boat covered in a clean, ventilated and dry place that is not affected by major variations in temperature or humidity. For full information on servicing please refer to the AQUANAMI engine service manual.

Buoyancy Tube

- Prior to storing over the winter periods the buoyancy tubes must be deflated and hosed down with fresh water, removing any small stones and weed from luffing track, then allowed to dry. Use a proprietary tube cleaner and polish to ensure optimum condition. Store with the tubes lightly inflated where possible.

Maintenance of the Hull & Deck

- Wash the deck regularly using a mild detergent in warm water and hose down to remove sand etc. The hull and deck should be regularly polished using a good quality gelcoat polish to minimise fade and UV chalking.

Battery

- The battery used in the Jettender is of the dry cell type. This means that the electrolyte content is absorbed in a special fabric which requires no 'topping up' and is leak proof in any position. When the boat is not being used for an extended period of time, disconnect the earth terminal. A trickle-charging device, such as an 'accumate', will extend battery life.

Fuel System

- Fuel will become stale over a period of several months. A full fuel tank prevents moisture and mildew from developing within the tank. Fuel begins to break down after approx. 30 days. Adding a fuel stabilizer in the recommended ratio will minimise this.

Cooling System

- Flush the open loop water circuit to remove salt, sand, shells and other contaminants that may be trapped in the raw water cooling circuit (refer to **After Use: Flushing Procedure section**).
- Measure the anti-freeze content of the engine coolant with a commercially available anti-freeze tester. A 50/50 mixture of distilled water to propylene glycol provides sufficient frost protection to approx. -37°C. Run the same 50/50 antifreeze mixture through the open loop system using the flush attachment and a suitable container.

Engine Oil Change

- It is important to change the oil. Used engine oil contains water, unburned fuel and small metal particles. When old oil is left in the engine for longer periods, corrosion and degradation of bearings within the engine may occur.

Conserving the Cylinders

- Unscrew the spark plugs and fill approx. 10ml of clean engine oil directly into each spark plug bore. Crank the engine a few times with the starter. Screw in the spark plugs again.

Grease Cables

- Grease all control cables at both ends and exercise to ensure good coverage

General Corrosion Protection

- Apply Vaseline, dielectric grease or a similar white grease to battery isolator switch, upholstery press studs and running light pole base. Use maintenance spray on key switch. Apply a proprietary corrosion guard to engine, electrical connections, under helm and around jet pump area.

10 Trouble Shooting

TROUBLE	POSSIBLE CAUSE	REMEDY
Engine does not turn over	Lanyard is not in place	put Lanyard on post
	battery runs down, bad terminal connection	charge battery and tighten terminal
	fault start motor	refer to a AXA dealer
	bad electric connectors of start motor cables	refer to a AXA dealer
	seized jet pump	refer to a AXA dealer
	seized engine	refer to a AXA dealer
	faulty stop button, Lanyard post	refer to a AXA dealer
	bad start switch	refer to a AXA dealer
	bad relay switch	refer to a AXA dealer
Engine turns slowly, but does not start	weaken or discharged battery	replace battery
	bad battery cable connection	tighten
	worn start motor	refer to a AXA dealer
Engine turns regularly, but does not start	empty fuel	fill
	stale or contaminated fuel tank	clean and refill
	watered/contaminated carburetor	drain carburetor, and drain fuel water separator bottle
	fouled or defective spark plug	replace
	spark plug cap not connected or loose	tighten
	fuel flooded engine	refer to a AXA dealer
	water flooded engine	refer to a AXA dealer
	disconnected or faulty fuel pump	refer to a AXA dealer
	defective electronic control box	refer to a AXA dealer
	Bad electric connectors	Clean and dry the connectors

TROUBLE	POSSIBLE CAUSE	REMEDY
Engine runs irregularly or stalls	empty, stale or contaminated fuel	siphon tank and refill
	watered carburetor and watered fuel water separator bottle	drain carburetor bowl and drain fuel water separator bottle
	fouled or defective spark plug	replace
	electric wire loose connection or bad connectors	tighten, or see a AXA dealer.
	defective electric control box	refer to a AXA dealer
Weak spark plug	fouled or weak spark plug	replace
	faulty ignition coils (inside electronic control box)	refer to a AXA dealer
Engine smoke	internal engine damage	refer to a AXA dealer
	coolant too low; air trapped in cooling system; coolant leak; damaged cooling system	fill coolant according to Liquid section
Engine overheat	coolant low; trapped air in cooling system; clogged exhaust cooling system; coolant leak; damaged cooling system; garden flushing connector is closed; clogged jet. Incorrect oil level (to low or to much)	fill coolant; flushing exhaust cooling system; clean jet; check oil level or refer to a AXA dealer;
JetTENDER can not reach top speed, engine does not have power	weeds and debris trapped inside jet	remove and clean
	water or contaminated fuel in carburetor bowl and fuel water separator bottle	drain and clear
	watered or contaminated fuel	clean and refill
	damaged impeller	refer to a AXA dealer
	fouled carburetor	replace
	air box is blocked by alien objects such as cloth or tower	remove and clean
	air leak between ride plate and intake pipe, damaged water intake seal	refer to a AXA dealer
	weak spark plug	replace
	damaged engine by water injection	refer to a AXA dealer
	engine oil level too high	drain oil and check
	blocked engine breathing hose; blocked shut off valve	clean and remove blockage
	foul throttle lever	refer to a AXA dealer
	person and cargo weight is too heavy	

TROUBLE	POSSIBLE CAUSE	REMEDY
Abnormal vibration	misalignment at the coupler between engine output shaft and jet drive shaft	refer to a AXA dealer
Water in bilge	engine compartment cover not properly closed	install cover properly
	bad seal	replace
	automatic siphon pump head is blocked	clean
	fouled bilge pump	replace bilge pump
	bad drive shaft mechanic seal	refer to a AXA dealer
	hull leak	refer to a AXA dealer
	loose drain plug	tighten
	bad air intake valve	check and replace

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