Agilis
JET TENDERS

280

Instruction Manual

Welcome to Agilis Jettenders!

Welcome to Agilis Jettenders! And thank you for choosing our product!

We have conceived this handbook to give you enough information while at sea. This way we are sure you will enjoy your ride safely.

The content of this handbook will inform you about the equipment, its operation and maintenance.
It is very important that you read it and familiarise yourself with the boat.

Please note that this jet uses water jet propulsion. Be aware that maneuverability decreases while decelarating. Handling and operating experience, as well as knowledge of seamanship is compulsory (please refer to RYA Level 2 or ICC).

At delivery, your Agilis authorized dealer will guide you through the functions and features of the boat. Do not forget to fill your warranty registration form with the boat's CIN. This handbook should be kept in a secure place and handed over to the next owner.

CRAFT IDENTIFICATION NUMBER (CIN) :

Your safety is our priority. Therefore we ask you to comply with the safety information provided in this handbook. Always obey the safety labels fitted. Should they become unreadable, we expect that you replace them. Local laws and restrictions are to be applied. Be aware that the influence of drugs and alcohol may affect your judgement.

This symbol appears on a number of labels fitted to the tender.
It draws your attention to the message and refers you to the owner's handbook.

This safety alert symbol appears throughout the handbook and on various labels fitted to the tender. It means attention, be vigilant, your safety is involved!

Danger:	*situation that can result in death or serious injury.*
Warning:	*situation that can result in death or serious injury.*
Caution:	*situation that can result in minor or moderate injury.*

To avoid personal injuries always secure loose equipment safely. Make sure that equipment close to machineries are secured in a way that they do not fall into the engines.

Be aware of the environment. In many regions of the world, there are strictly enforced regulations regarding the protection of the environment. It is the responsibility of the owner/operator to be aware of applicable regulations and to comply with them.

Table of Content

Technical Specifications

	Rotax 900 ACE
LOA	2,80 m
Beam	1,55 m
Dry Weight	215 Kg
Height(Steering wheel removed)	0,78 m
Draft	0,33 m
Max. Speed	35 knots (65 km/h)
Power	60 HP / 44 KW
Fuel Capacity	30 Litres
Seating	3
Max. load (fuel excluted)	305 Kg
Design Category	C

Engine

Engine	ROTAX 900 HP ACE
Maximum Power	Naturally aspirated 66,2 kW / 90 HP
Fuel	**Recommended fuel quality:** Unleaded gasoline with an octane rating of at least 95 RON or 85 MON USA: At least “Premium 91”, unleaded **Minimum requirement:** Low-quality fuel can cause loss of power and/or increase fuel consumption Unleaded gasoline with an octane rating of least 91 RON or 82,5 MON USA: At least “Regular 87”, unleaded An increased share of ethanol can lead to premature abrasion or poor starting peformance of the engine.
Oil Grade	Use XPS 4- STROKE SYNTH. BLEND OIL (SUMMER) (P/N 460787)
Oil Capacity	**maximum 1.8 liters**

Classification

Category C - „inshore“: Craft designed for trips in coastal waters, large bays, estuaries, lakes and rivers. Wind force 6 and significant wave heights up to 2m may be experienced.
This boat complies with ISO 6185-3.
The CE plate is located in the starboard rear foot well.
The CE plate is the certification to European Directive 2013/53/EU.

Risk of Flooding & Stability

1. Openings in the hull. (see General Layout)
2. Bilge pump.

A manually operated bilge pump is fitted.
For operating instructions see owner‘s manual of the bilge pump.
The audio alarm on the instrument panel signals if bilge level exceeds 50 mm. In this case:

1. Switch off the engine.
2. Open the hood to check for water.
3. Check for oil. In the water contains oil, ONLY REMOVE MANUALLY.
4. If water is free from environmentally hazardous substances, then activate the pump.

CAUTION Check the function of bilge pump at regular intervals.
Clear debris from the pump inlets.

WARNING: This system is not suitable for a complete draining in case of damage.

3. Stability and buoyancy.

3.1 Position of persons and luggage.
For safe operation we recommend that your passengers sit in the middle of the boat. The location of the passengers will directly influence the stability of this craft.
Sitting on the sides of the boat is ALSO ACCEPTABLE as long as there is someone sitting on the opposite side.

CAUTION While you are sailing at high speed avoid abrupt turns and high waves as this might endanger the passengers. Make sure everybody holds on to the safety ropes. For comfort and safety, reduce speed in waves. Small children must sit IN the boat. Always wear a lifejacket!

When taking a sharp turn, reduce the speed of your boat. The boat will tilt considerably inside the turning centre.

3.2 bilge water should be kept to a minimum
3.3 stability is reduced by any weight added
3.4 stability may be reduced when towing
3.5 breaking waves is a serious stability hazard

Risk of Fire & Explosion

WARNING: Risk of fire. Do not store fuel, tanks fuel lines or any fuel-related components in direct sunlight.

1. ENGINE

Instructions for safe operation of the engine:

a) run the engine compartment fan for 5 minutes before switching on / after switching off the engine
b) ensure flow of cooling water
c) ensure that ventilation ducts are free
d) no smoking when refuelling and treatment of fuel spillage in craft
e) check for possible damage of fuel lines
f) avoid contact of flammable materials with hot engine parts
g) do not store equipment containing petrol in compartments not designed for this purpose

2. FIRE-FIGHTING EQUIPMENT

2.1 FIRE EXTINGUISHER

An automatic fire extinguisher is fitted in the engine compartment on starboard side.
The 1 Kg capacity of the fire extinguisher can protect an engine volume up to 1,7 m³. The protected space of the boat is 1,25 m³.

The red light on the pilot desk blinks when:

1. there is not enough pressure in the fire-extinguisher.
2. the fire-extinguisher has been activated.

How it works:
The presence of personnel is not needed. Unit intervention is done by seal bulb rupture.
Increase of temperature during first period of fire (93 °) will cause a bulb breaking, followed by the discharge of the extinguishing unit. In case of fire in engine compartment, the operator is informed by a red light blinking on the pilot desk. To check, use fire port installed on starboard side of steering console.
Check the engine room by pushing open the Fire Port. In case of fire, put out using fire extinguisher.

The boat owner/operator shall
- have fire-fighting equipment checked at the intervals indicated on the equipment,
- replace fire extinguisher if expired or discharged by devices of identical fire-fighting capacity.

Responsibility of boat owner/operator
a) to ensure that fire-fighting equipment is readily accessible when the boat is occupied
b) to inform members of the crew about location and operation of fire-fighting equipment

WARNING never obstruct safety controls, e.g. fuel valves, switches of the electrical system.

WARNING never modify any of the craft‘s systems (especially electrical, fuel) or allow unqualified personnel to modify any of the craft‘s systems.

WARNING never smoke while handling fuel.

Electrical System - Risk of fire, explosion or electrical shock

Fire or explosion hazards that may result from improper use of electric DC systems:

a) battery selector switches positioned in engine compartment;
b) For description see pictures of switch panel(s);
c) Information about changing fuses can be taken from the general layout and picture indicating fuse position, type and capacity;
d) when changing fuse, ensure that engine is not running and ignition and electricity circuit is **OFF.**
e) recharging of batteries controlled by automatic voltage sensitve switch: when disconnecting/reconnecting battery check proper „+/-“ connection.

WARNING never work on the electrical installation while the system is energized.

WARNING never modify the craft‘s electrical system or relevant components. Installation, alterations and maintenance should be performed by a competent technician.

WARNING never alter or modify the assessed current amperage of overcurrent protective devices.

WARNING never install or replace electrical appliances or devices with components which exceed the rated current amperage of the circuit.

WARNING never leave the craft unattended with the electrical system energized, except automatic bilge pump, fire protection and alarm circuits.

Risk of falling overboard

Should a member of the crew fall overboard, turn the steering wheel to move the propeller away from the person. Turn off the engine when the person is alongside the vessel and throw him/her a line/lifebuoy/ladder.

They should be recovered using the fixed boarding ladder fitted to the boat‘s transom.

Operating your tender

New Engine Break-In Period

NOTICE

Continued wide open throttle runs and prolonged cruising without speed variations should be avoided.

This can cause engine damage during the break-in period.

A break-in period of 10 hours is required before continuous operation at full throttle.

A maximum of 3/4 throttle is recommended to achieve a good break-in. Brief acceleration and speed variations provide a good break-in.

Fuelling

Your new vessel has been thoroughly checked and tested, as well as drained fo fuel prior to delivery.

Please follow these steps when fuelling:

Step 1: Switch off the engine.
Step 2: Remove the seat cushion in order to access the filler cap.
Step 3: Re-fuel in a ventilated area.
Step 4: Do not overfill the tank; also, do not spill fuel.
Step 5: Close the fuel cap firmly when finished.

THE AREA AROUND THE FUEL FILLER SHOULD NOT BE WET AS WATER MAY ENTER THE FUEL TANK.

CAUTION: NEVER USE FUEL CONTAINING ETHANOL
Use of fuel labeled E15 is prohibited by US EPA Regulations.

Check List

1	**Before Use**	**Caution: tubes must be inflated in the correct sequence to prevent over-inflation.**
	1.1	Set valves to „closed“ and inflate tubes evenly, starting at rear/ right, rear/left, then forward valves.
	1.2	Check bilge for fuel or water contamination.
	1.3	Tighten footwell drain plugs. Check bilge for fuel or water contamination.
	1.4	Ensure towing valve is set to „open“ position.
	1.5	Check that engine cover latches are secure.
2	**Oil Level Check**	**The engine must be at operating temperature before an accurate level is indicated on the dipstick.**
	2.1	The oil level should be between MIN and MAX on the dipstick as shown below.
	2.2	Do not screw cap into check level.
	2.3	Use the correct grade of oil (Recommended 0W40 fully synthetic).

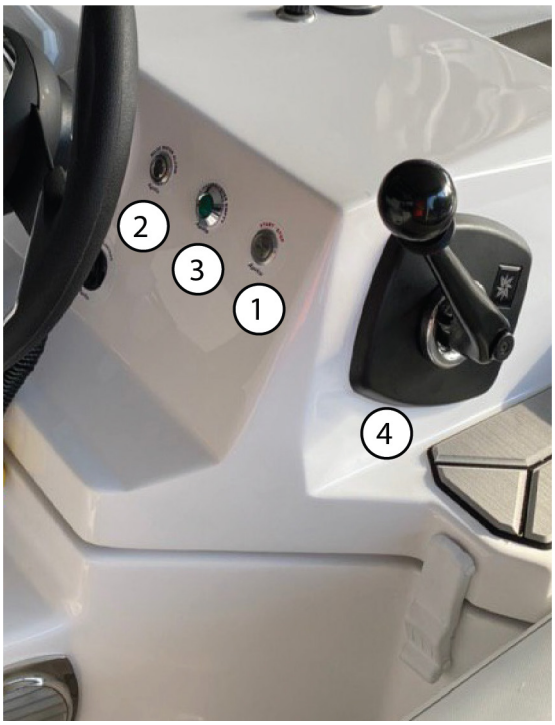
Check List

3	**Safety Check**	
	3.1	**WARNING:** ALWAYS attach the safety lanyard to your leg when engine is running. As a safety check, test the lanyard for its funtionality by pulling it away from its seating - the engine should stop.
	3.2	**WARNING:** NEVER operate the boat when bathers are using the boarding ladder. The reverse deflector might cause serious injury.
	3.3	**WARNING:** NEVER investigate the engine compartment while the engine or the ignition is on.
	3.4	Do not overfill any fluids.
4	**Starting your boat**	**Make sure to start your boat in a water depth of minimum 0.9 m / 3 ft.**
	4.1	Turn on the battery isolator.
	4.2	Run engine room blower for 5 minutes.
	4.3	Secure any loose ropes that could get sucked into the jet unit.
	4.4	Ensure the shift lever is in neutral position.
	4.5	Connect the safety lanyard to your leg / body. **WARNING:** personal injury may result if lanyard is not attached!
	4.6	Press the ignition button until the engine starts 1. Battery isolator switch 2. Keyswitch

Note: At least 10 seconds should be given before turning off the battery isolator after the engine has been switched off. Non compliance will result in data loss within the engines ECU.

Helm Layout

1. Start / Stop Button
2. Bilge Pump Buzzer
3. FIre Extinguisher Alarm
4. Throttle Lever



Anchoring, mooring, towing and lifting

CAUTION Always tow or be towed at a slow speed. Never exceed the hull speed when being towed.

CAUTION A tow line shall always be fastened in a way that it can be released when under load.

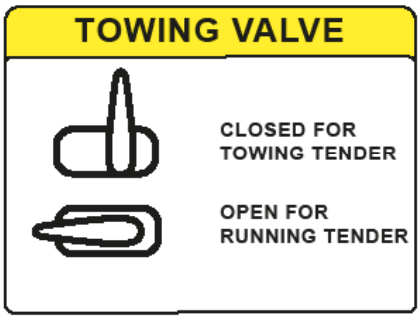
The owner/operaor of the boat should ensure that mooring lines, towing lines are adequate for the vessel‘s intended use.

The craft is equipped with the following strong points:

Item	*Location*	*Strength, kN (kg)*
3 Mooring Cleats	see General Layout	7 (700)
1 Towing Eye	Foreside Stern	8,5 (850)

The owner is responsible for using adequate mooring lines, towing lines and anchor chain and lines.
The breaking strength of the lines used shall not be more than 80% of the breaking strength of the associated strong point.
The crew needs to familiarize themselves with the equipment.

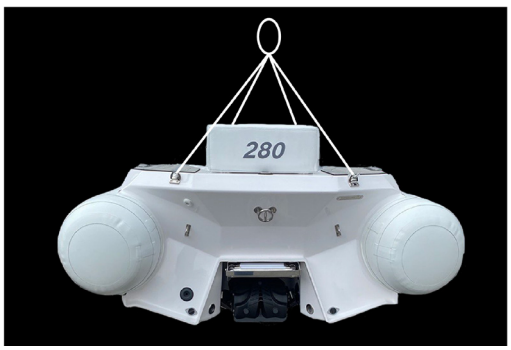
TOWING VALVE



CAUTION: Engine flooding might occur. Towing valve fitted.
Valve must be in **CLOSED** (lever vertical) position during towing and **OPEN** (lever horizontal) position during use.
Failure to observe correct valve position will result in serious engine damage.

LIFTING: PLEASE NOTE THAT THE TENDER CAN ONLY BE LIFTING USING THE LIFTING POINTS THAT ARE PLACED IN THE FOOTWELL. NON-ADHERENCE TO THIS PROCEDURE CAN DAMAGE YOUR TENDER AS WELL AS INVALIDATE THE WARRANTY.

ENSURE THAT BILGE DOES NOT CONTAIN WATER BEFORE LIFTING AS THIS MAY DAMAGE YOUR TENDER !

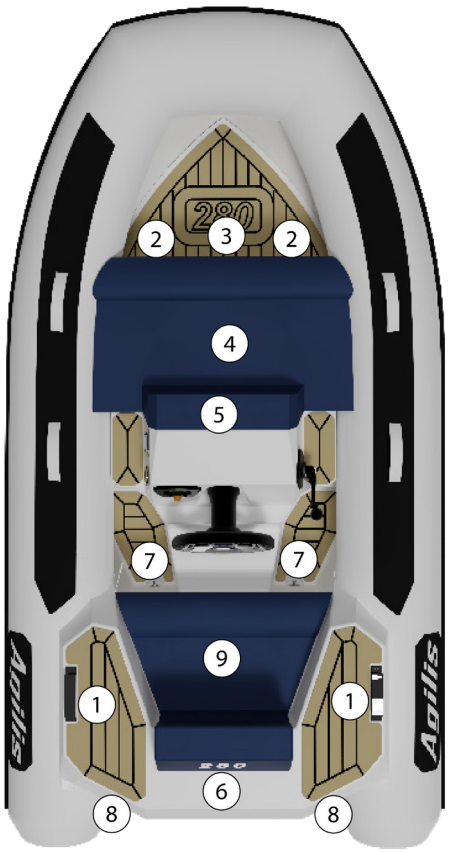


After Use: Flushing Procedure

It is mandatory 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.
It is also advised to thoroughly wash the jet pump area with fresh water to remove all salt residues.

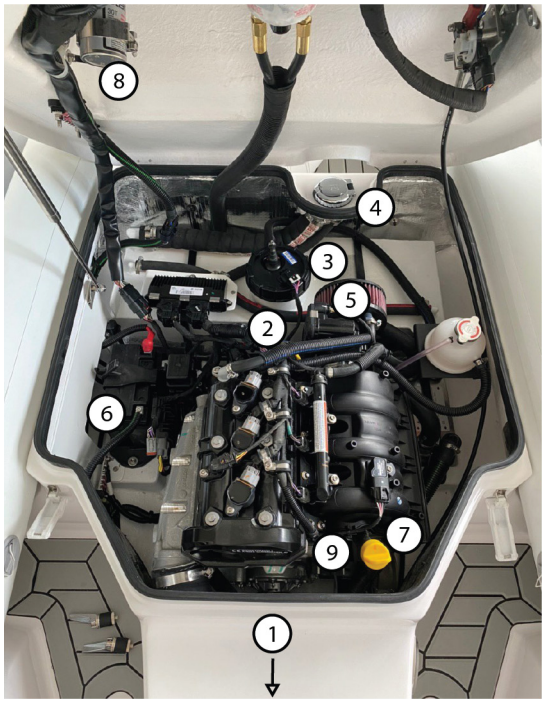
CAUTION: Engine MUST be on before water is connected. Risk of engine flooding exists if water remains on after the engine has been switched off.

1. Connect a fresh water hose to the flushing attachment coupling. Press outer ring to engage and release adaptor.
2. Start engine.
3. IMMEDIATELY turn the water supply on.
4. Run engine at idle for approx. 1 minute to completely flush the open loop cooling system.
5. Turn off water supply.
6. Allow the engine to run for no longer than 10 seconds to allow water to exit the cooling system, then turn off the engine. Disconnect the hose form the the flushing attachment.
7. Check bilge of boat and dry any residual water. Remove footwell drain plugs.

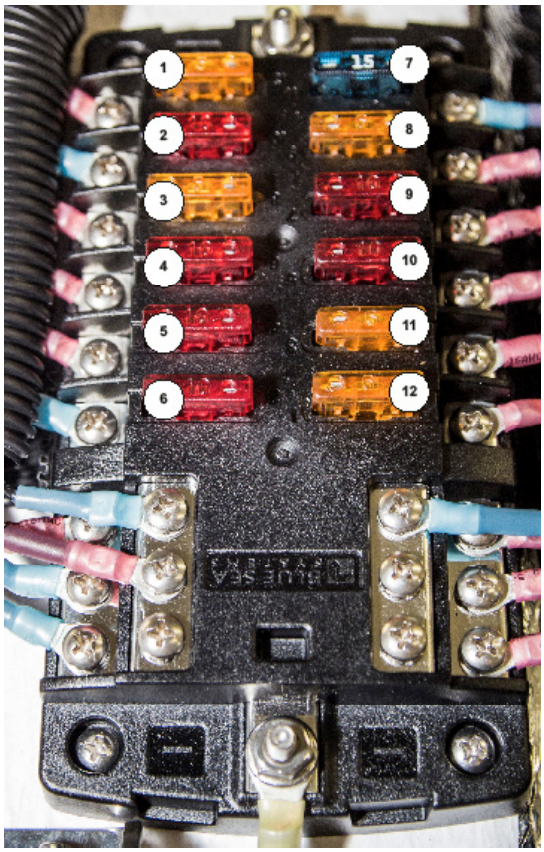


1. „Push-down“ mooring cleat
2. Front lifting points
3. Strap handles
4. Seat (fuel deck filler underneath, starboard side)
5. Engine compartment
6. White all-round light
7. Aft foot wells drains
8. Aft lift points
9. Pilot seat
10. Towing ring (if applicable)
11. Retractable ladder (if applicable)
12. Drain plugs
13. Drain skin fittings
14. Flushing connector
15. Bilge pump outlet
16. Tie-down rings
17. Craft Identification Number

Engine Compartment



1. Towing Valve
2. Bilge Pump
3. Fuel Tank
4. Deck Filler (fuel)
5. Engine Air Filter
6. Engine Battery
7. Oil Dipstick
8. Fire Extinguisher
9. Engine Oil Filter



1. Batteryswitch + Bilge alarm
2. Navigation
3. Deck Light
4. Blower
5. Horn
6. Accessories
7. Underwater Light
8. Navigation Light
9. Allround Light
10. Bilge Pump
11. Stereo
12. USB

Full Inspection Maintenance Table

ROTAX JET PROPULSION PERIODIC MAINTENANCE SCHEDULE

PART / TASK	FIRST 25 HOURS	EVERY 100 HOURS OR PRE- SEASON	EVERY 200 HOURS OR 2 YEARS	TO BE PERFORMED BY
ENGINE				
Engine oil & filter	R	R (1)		RS
Rubber mounts	I	I		O, RS
Corrosion protectionc (3)		L (4)		O
EXHAUST SYSTEM				
Exhaust System (ind. Hoses, fasteners, components and leaks)	I	I, C (5)		O, RS
Exhaust system flushing		I, C (1)		O
COOLING SYSTEM				
Hase and fasteners	I	I		O, RS
Coolant	I		R	O, RS
FUEL SYSTEM				
Throtlle body	I	I		O, RS
Fuel lines, connections, pressure relief vavle and fuel system leak test	I	I		RS
ENGINE MANAGMENT SYSTEN				
Fault codes	I	I		I
AIR INTAKE SYSTEM				
Air filter		I (6)		RS

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE
RS: REPAIR SHOP
O: OPERATOR

(1) At storage perios or after 100 hours of use, whichever comes first.
(2) Replace at 200 hours of use, irrespective of the number of years.
(3) Spray an anti-corrosion lubricant on metallic components in engine compartment.
(4) Every 10 hours in salt water.
(5) Daily flushing in salt water or foul water use.
(6) Replace if required.
(7) Lubricate for corrosion protection.
(8) Inspect each month (every two weeks in salt) and change when necessary.

Due to temperature changes and humidity, the boat has to be stored in a dry and aerated place.

Buoyancy Tube:
Before storing your boat, deflate and rinse the tubes thoroughly to remove all debris. Leave to dry before polishing. The tubes should be stored slightly inflated.

Battery:
This boat uses a wet cell battery. When storing the boat for Winter, disconnect the earth terminal.
Use an accumate to extend battery life.

Fuel System:
Fill the tank completely before storage. Use a fuel stabilizer to minimise fuel break down.

Cables:
All control cables should be greased at both ends.

Cooling System: Proceed as in chapter *Flushing Procedure* to remove debris that may be found in the raw water cooling circuit. Check the anti-freeze content of the engine coolant. Use frost protection such as distilled water mixed with propylene glycol to a 1:1 ratio. Use the same mixture in the open loop system.

Engine Oil:
The engine oil should be changed prior to storage. Leaving used oil in the engine for longer periods may cause corrosion.

Cylinders:
Approximately 10ml of clean engine oil should be filled into each spark plug. Start the engine a few times before screwing back the spark plugs.

Hull & Deck:
The deck should be cleansed on a regularly basis. Use a mild detergent and warm water. Rinse thoroughly to remove debris. Both hull and deck should be polished regularly to protect from UV chalking.

Corrosion Protection:
White grease, i.e. Vaseline, should be applied to the battery isolator switch, upholstery press studs and the running light pole base. Spray the key switch with a maintenance spray. Engine, electrical connections, helm, and jet pump area should be maintained with corrosion guard.

Agilis Warranty

Our warranty covers your boat for 2 years or 60 hours from the date of the original registration.

On purchasing a craft, Agilis provides you with with the original registration card. This card should be filled and sent back to Agilis within 30 days after registration.

Agilis guarantees to the original purchaser that all seams of the inflation valves, tubes and the fabric used to construct the tubes will be flawless over a period of 3 years from the date of original registration.

For commercial use our warranty covers your vessel over a period of 4 months or 60 hours from the original date of registration. Agilis warranty is limited to repairing or replacing defective parts.

Agilis Warranty DOES NOT COVER normal wear and tear, any minor boat damage, tubes exposed to corrosive chemicals, parts installed by third party personnel, boats purchased for commercial or governmental use, defects caused by non-adherence to instructions.

The warranty claim must be approved in writing by Agilis Jet Tenders. The original owner must send a written notification, a copy of his receipt, a photograph of the damage to

Agilis Jet Tenders, Lohfeldstr. 2, 52428 Jülich, Germany

info@agilis-jettenders.com

We hope that this handbook will help you getting started with your new vessel.
It has been conceived to be compact so that the important chapters are easy to find.

In case you need more support, do not hesitate to contact your authorized dealer or Agilis Jet Tenders for any inquiries.

We wish you a pleasant trip !

Notes