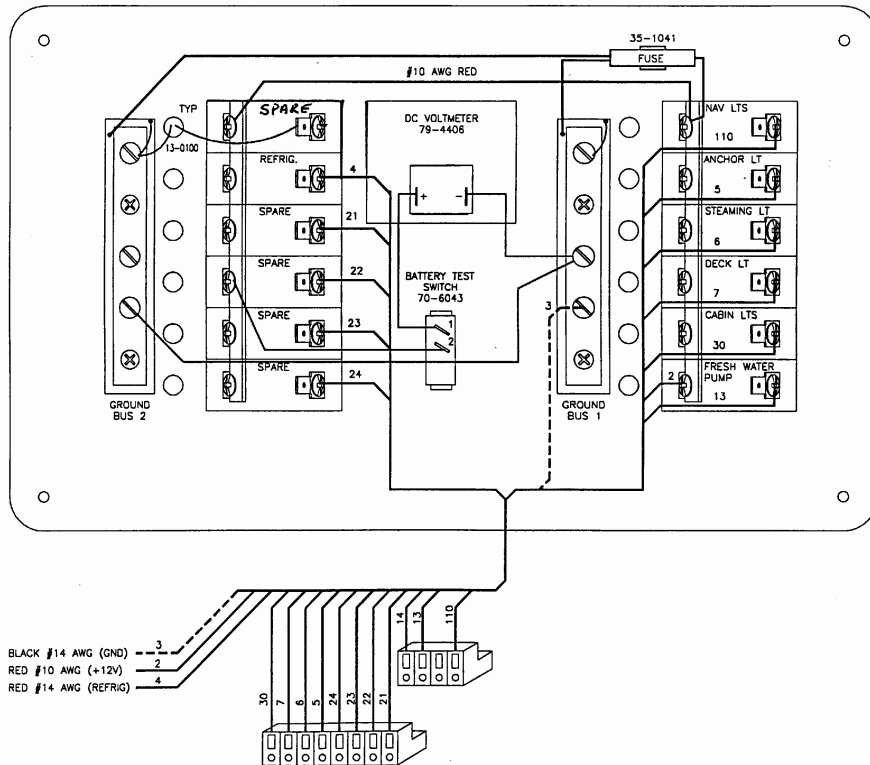
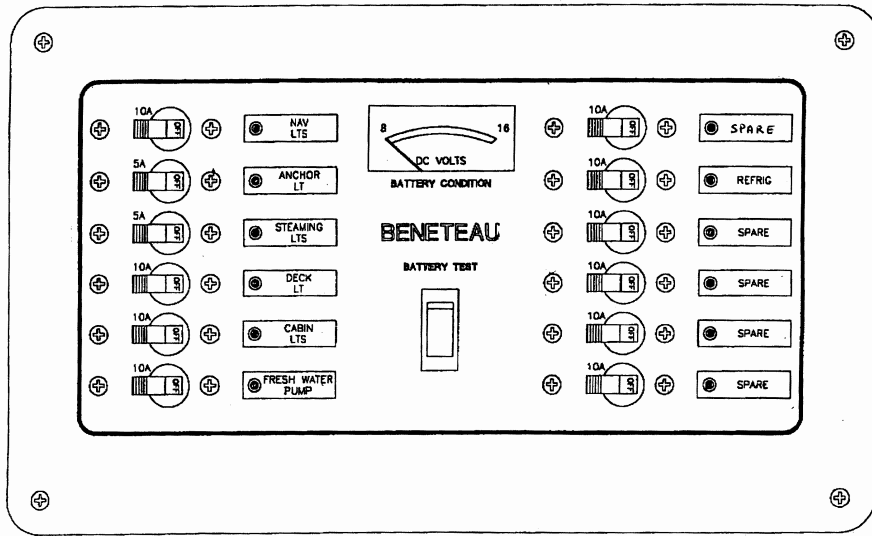


13.12. 12V SYSTEM

13.12.1. 12V Distribution Panel

The 12V power from your batteries is distributed throughout your boat via a distribution panel. This panel separates the current into separate circuits. Each circuit is protected by an individual breaker switch which allows you to turn the individual circuits on or off as needed at the panel. Each breaker switch has an individual amperage rating which it is designed to trip at in case it is overloaded.

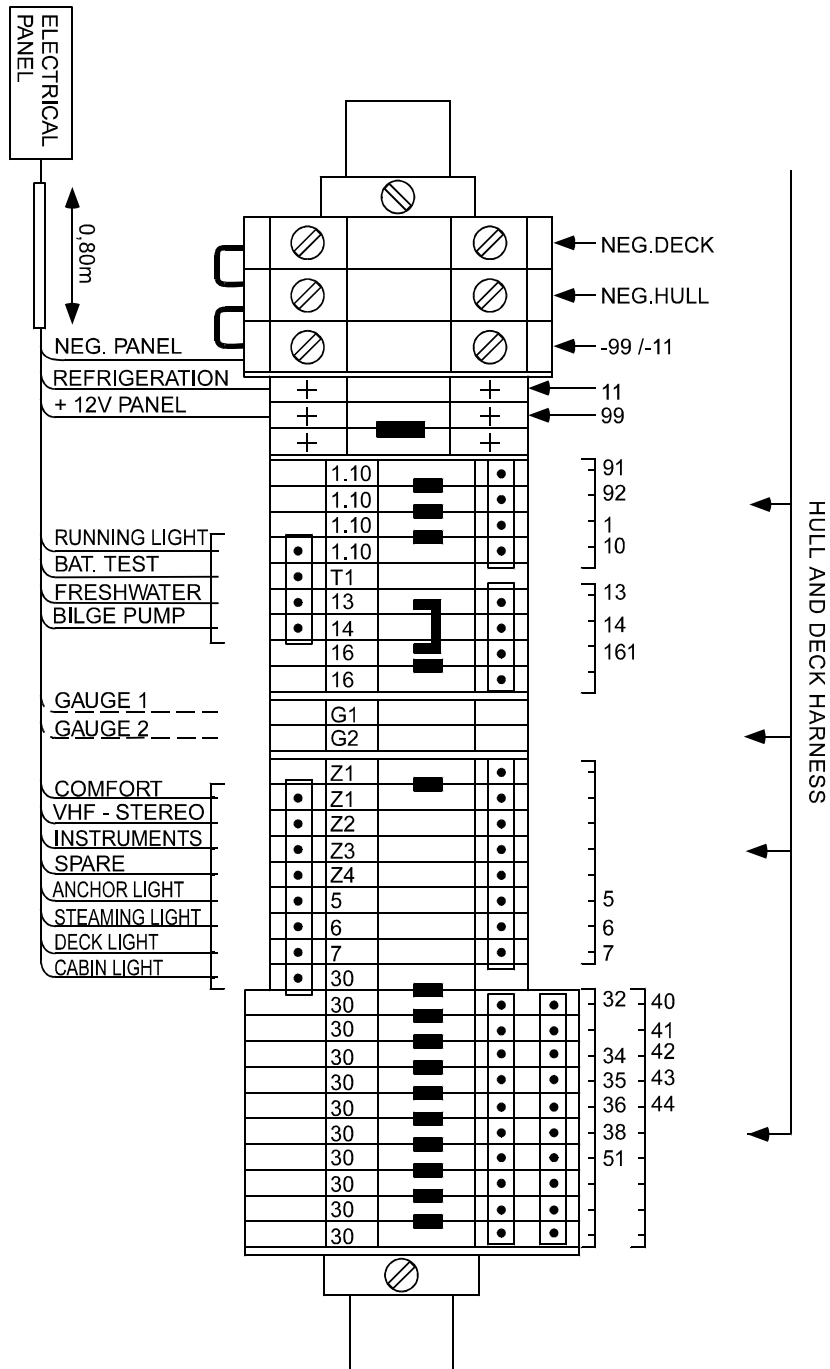


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13.12.2. Wago Drawing

The panel is wired to the boat thru a "Wago" wiring block strip. The boat's wiring harness and the panel are connected together at the wiring block strip using a series of plugs from each that snap onto opposite sides of the wiring block strip. Each of the boats positive 12V circuits connect to it's circuit breaker in the panel this way, ie: Wire #7 'Deck Light' connects across the wiring block to circuit breaker #7 on the panel. The negative side of the circuits lead to a common ground.

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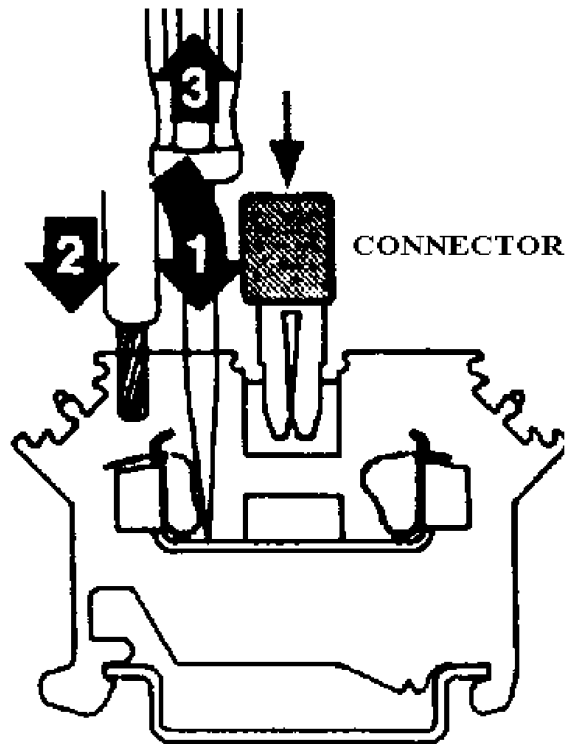


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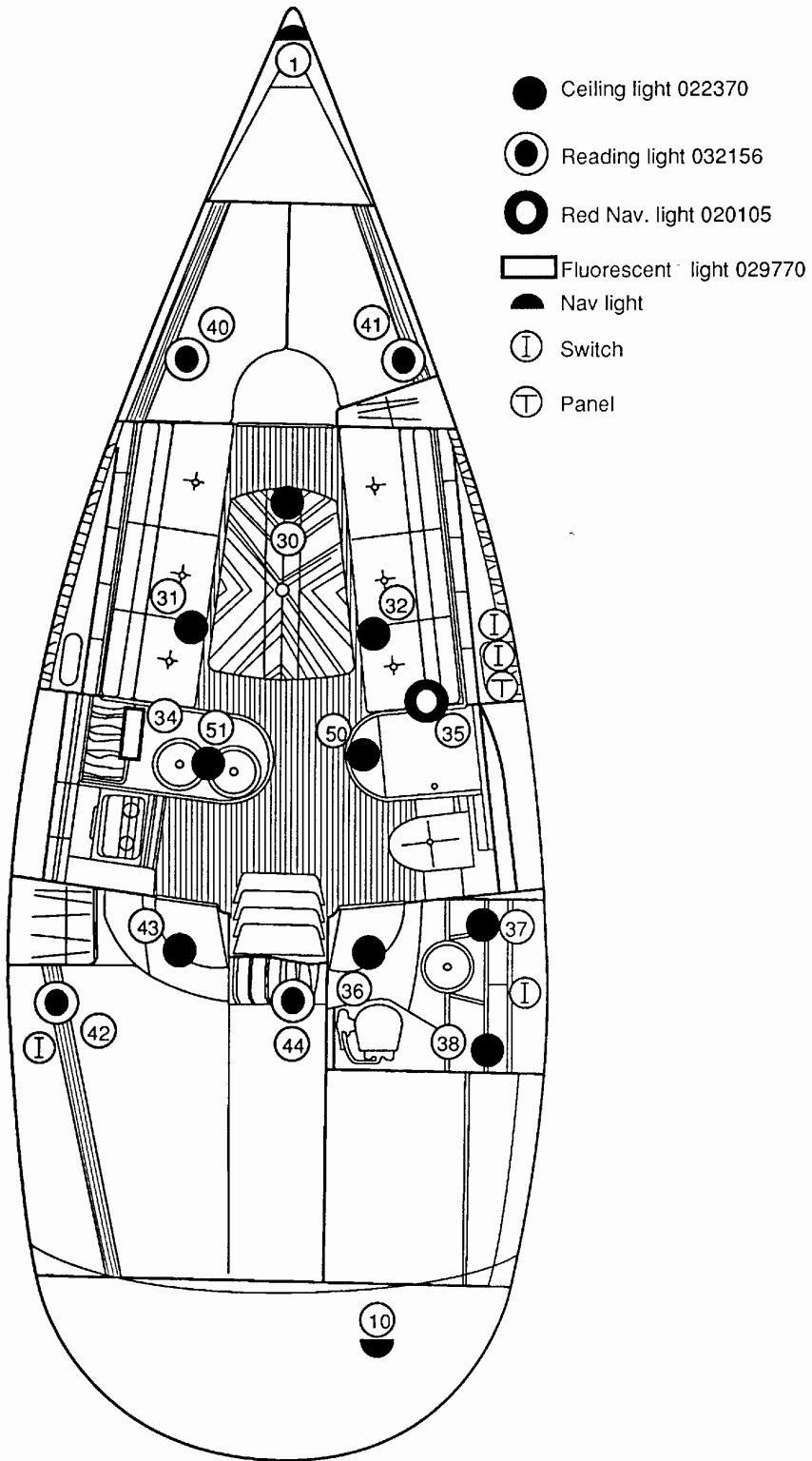
Each strip on the wago wiring block is an individual block mounted side by side on a frame to form the wiring block strip. These individual blocks can be connected to the blocks on either side of it to create a larger circuit as in the saloon lights. Wires are inserted into the block by:

1. Inserting a small screwdriver into the inside hole and pressing down.
2. Insert the wire.
3. Remove the screwdriver

Remove wires by inserting the screwdriver and pulling out the wire.



13.12.3. Lighting Layout



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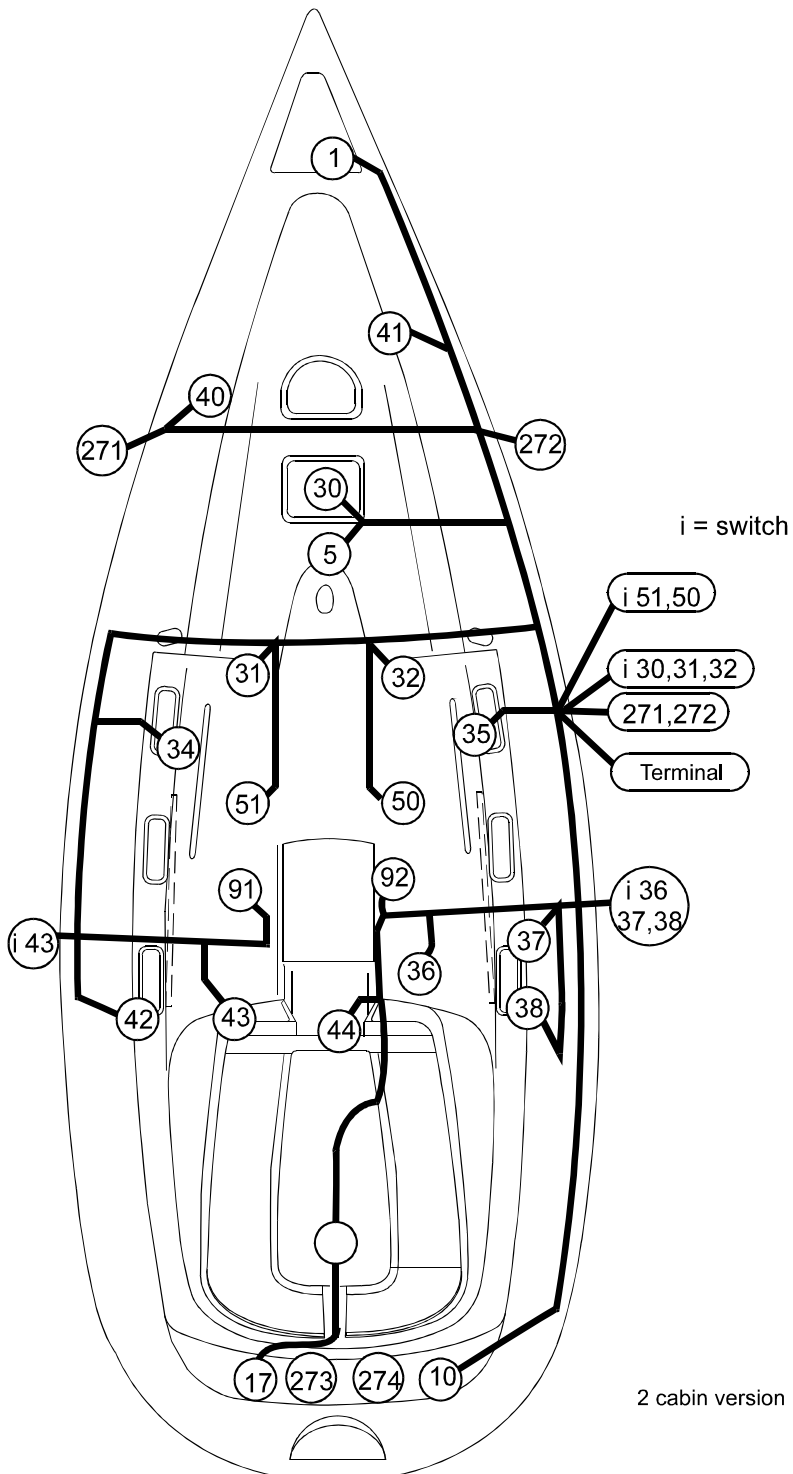
13.12.4. Deck and Hull Electric Circuit 12 Volt

WIRE NUMBERS

1	BOW LIGHT	37	AFT CABIN READING LIGHT
4	MAST LIGHT	38	AFT HEAD CEILING LIGHT
5	MAST LIGHT	40	FWD CABIN PORT READING LIGHT
6	MAST LIGHT	41	FWD CABIN STBD READING LIGHT
7	MAST LIGHT	42	PORT AFT CABIN READING LIGHT
8	COMMON NEG. MAST	43	PORT AFT CABIN CEILING LIGHT
10	STERN LIGHT	44	AFT STBD CABIN READING LIGHT
11	REFRIGERATION	50	CEILING LIGHT STBD SALOON
13	FRESH WATER PUMP	51	CEILING LIGHT PORT SALOON
14	BILGE PUMP	91	PORT COMPASS LIGHT
24	FUEL TANK GAUGE	92	STBD COMPASS LIGHT
30	FWD SALON CEILING LIGHT	98	STEREO
31	PORT SALON CEILING LIGHT	99	12V MAIN SUPPLY
32	STBD SALON CEILING LIGHT	100	HOT WATER HEATER
34	GALLEY LIGHT	161	SHOWER PUMP
35	LIGHT CEILING CHART TABLE	271	SPEAKER PORT SALON
36	AFT HEAD CEILING LIGHT	272	SPEAKER STBD SALON
		T1	BATTERY TEST

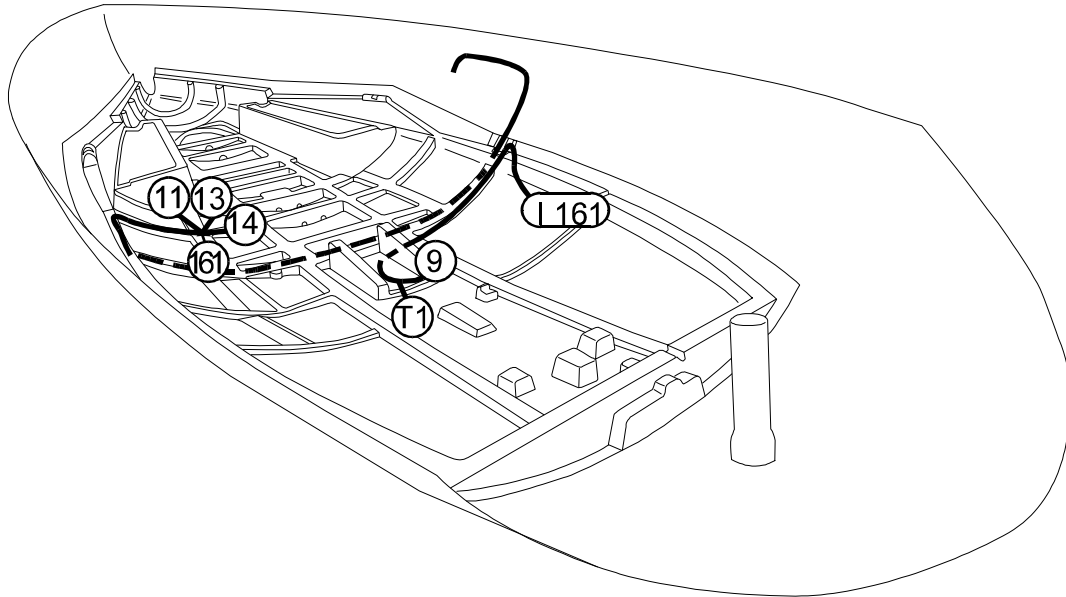
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13.12.4.1 Deck Electric Circuit 12 Volt



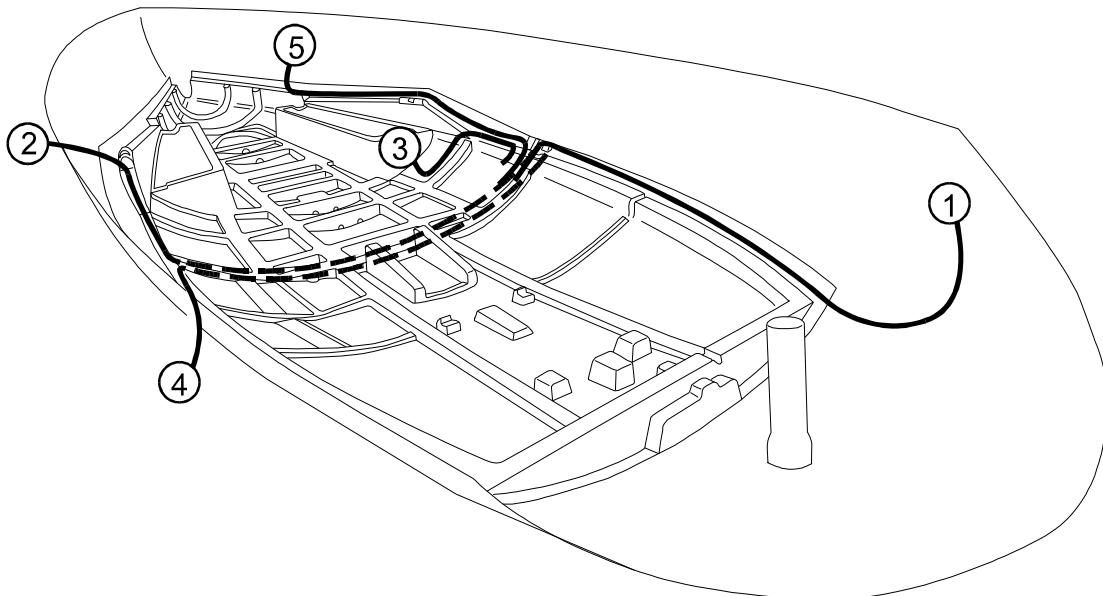
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13.12.4.2 Hull Electric Circuit 12 Volt



13.12.4.3 Hull Electric Circuit 110 Volt

- | | |
|----------------------------|-----------------------------|
| 1 Aft stbd head 110 outlet | 4 Aft port cabin 110 outlet |
| 2 Port salon 110 outlet | 5 Fwd cabin 110 outlet |
| 3 Stbd salon 110 outlet | |

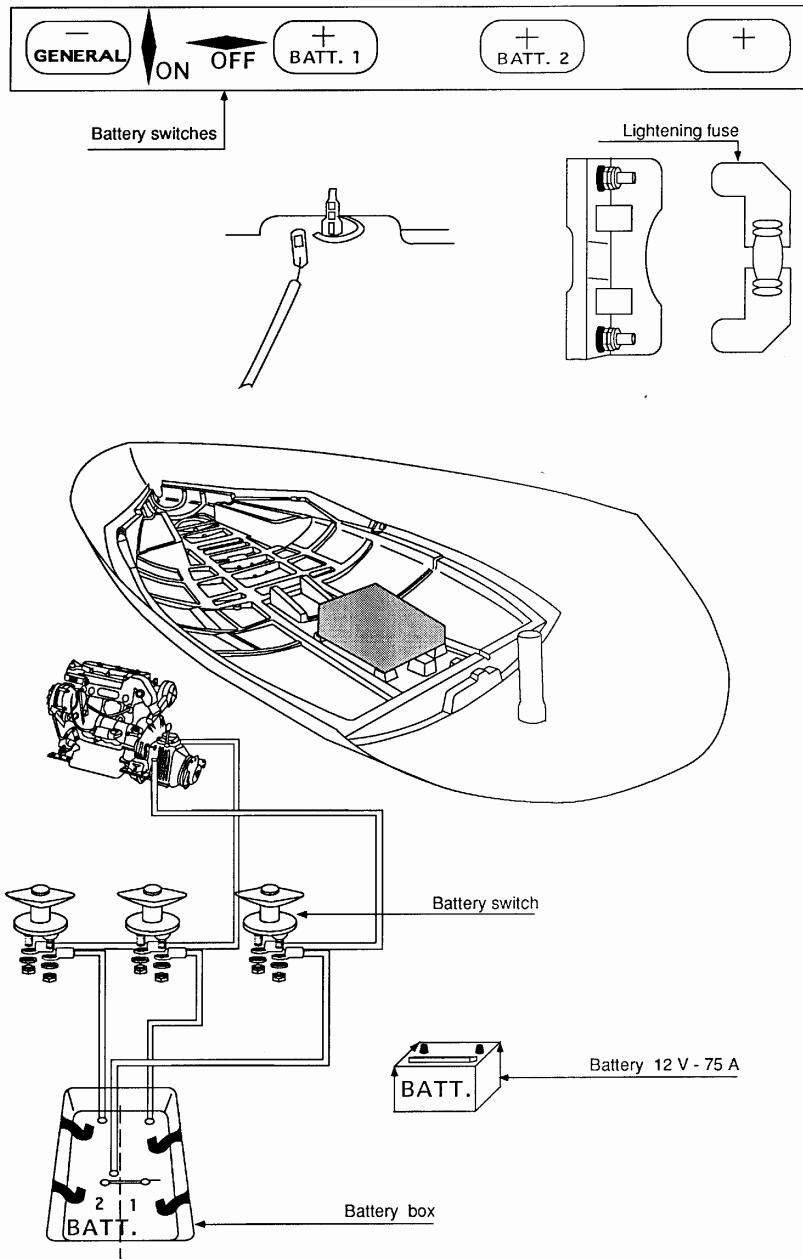


13.12.5. Batteries

The amount of charge the battery is receiving can be checked on the voltmeter, which is graduated in volts. This should be done when the battery is cold and has not been recharged or used for several hours beforehand. A reading of less than 11.5 V means that recharging is necessary.

WARNING! NEVER OPERATE ISOLATING SWITCHES WHILE THE ENGINE IS RUNNING - DOING SO COULD DAMAGE THE ALTERNATOR DIODES AND REGULATOR BEYOND REPAIR.

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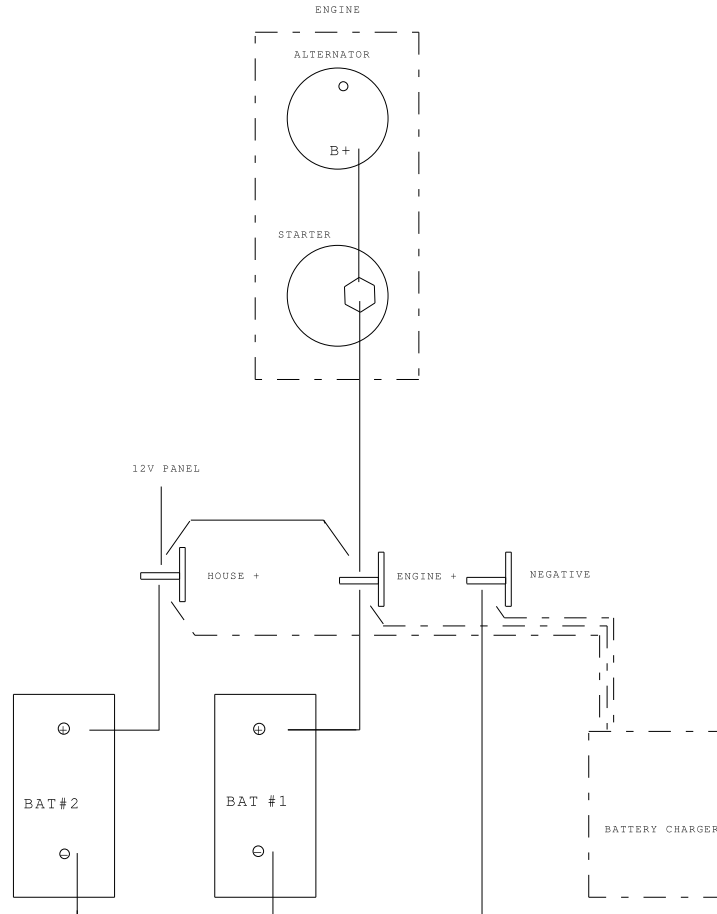


13.12.6. 12V Charging System

The batteries must be recharged by one of the following systems:

13.12.6.1. Alternator

A belt drive alternator is mounted to the engine which produces 12V as needed by the batteries when the engine is running. The output of the alternator is wired to the battery switches.



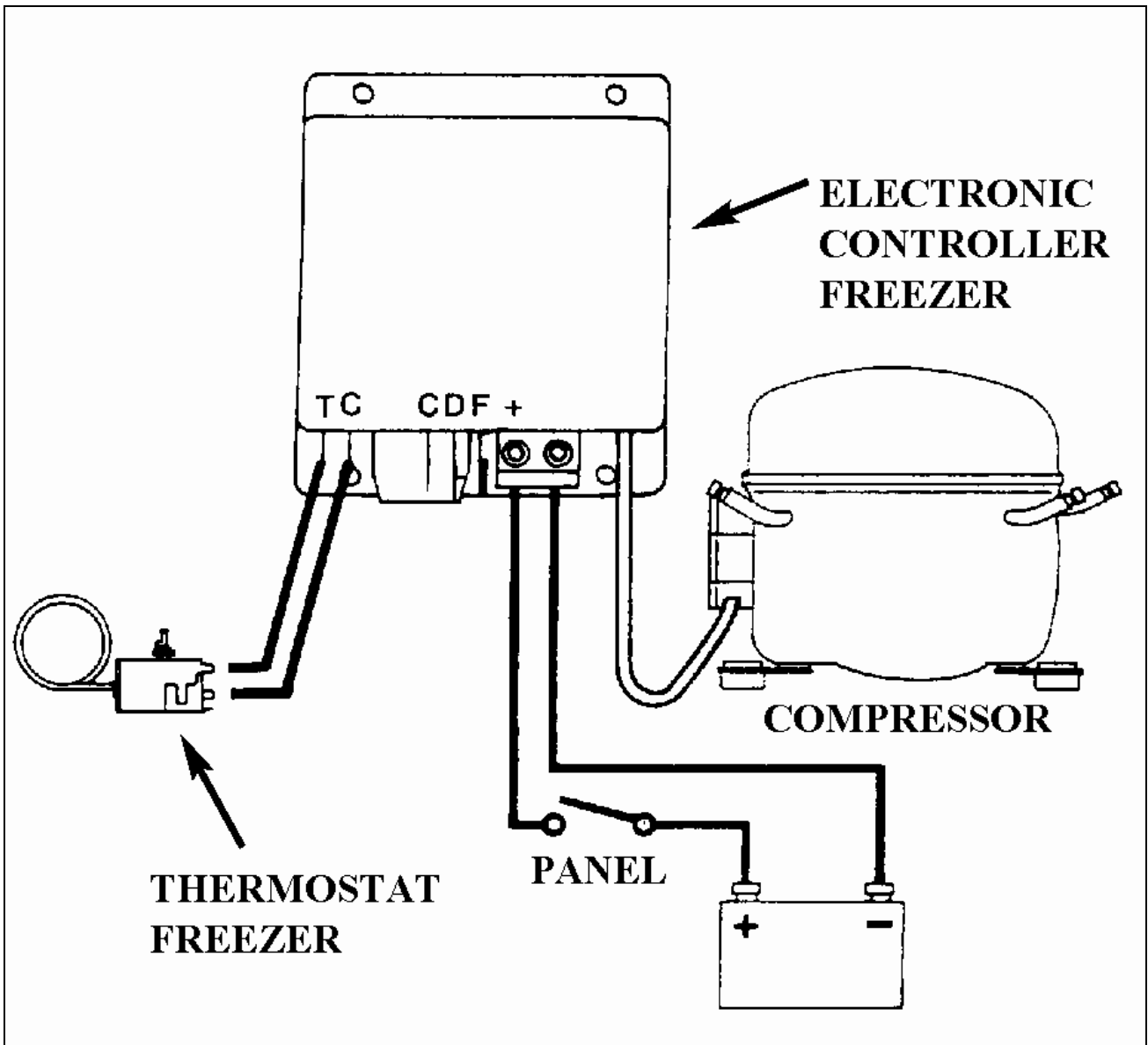
13.12.6.2. Battery Charger

A marine battery charger is wired into the 110V shore power system. This charger converts the AC dock power to 12V DC and feeds it to the batteries.

WARNING! DO NOT OPERATE THE CHARGER WHEN THE ENGINE IS RUNNING.

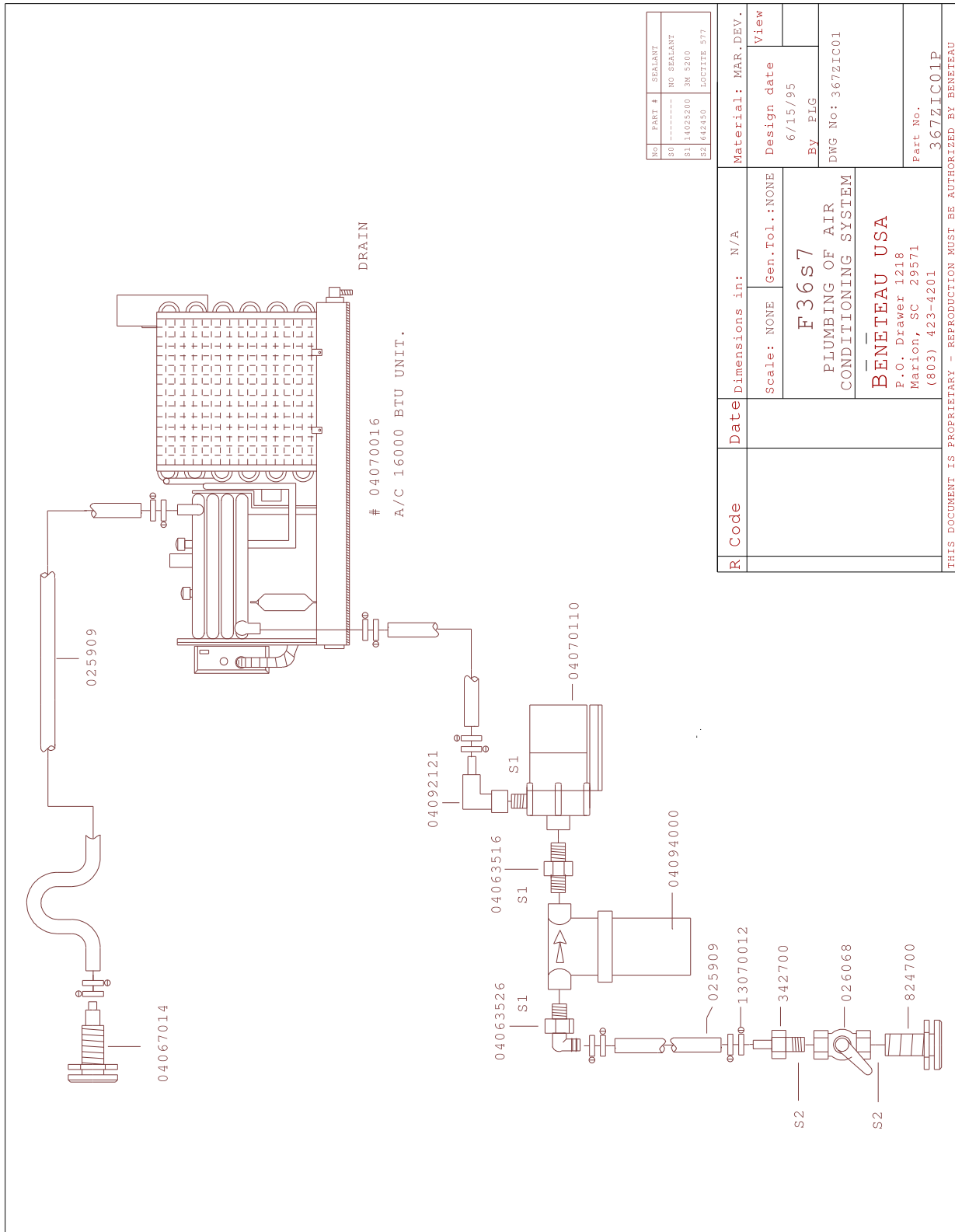
The battery charger is completely automatic, refer to the charger's manual for complete details. To charge the batteries using the charger: plug in the shore power cord and turn the charger breaker on at the 110V shore power panel.

13.12.7. Refrigeration



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13.12.8. Air Conditioning System (OPTIONAL)



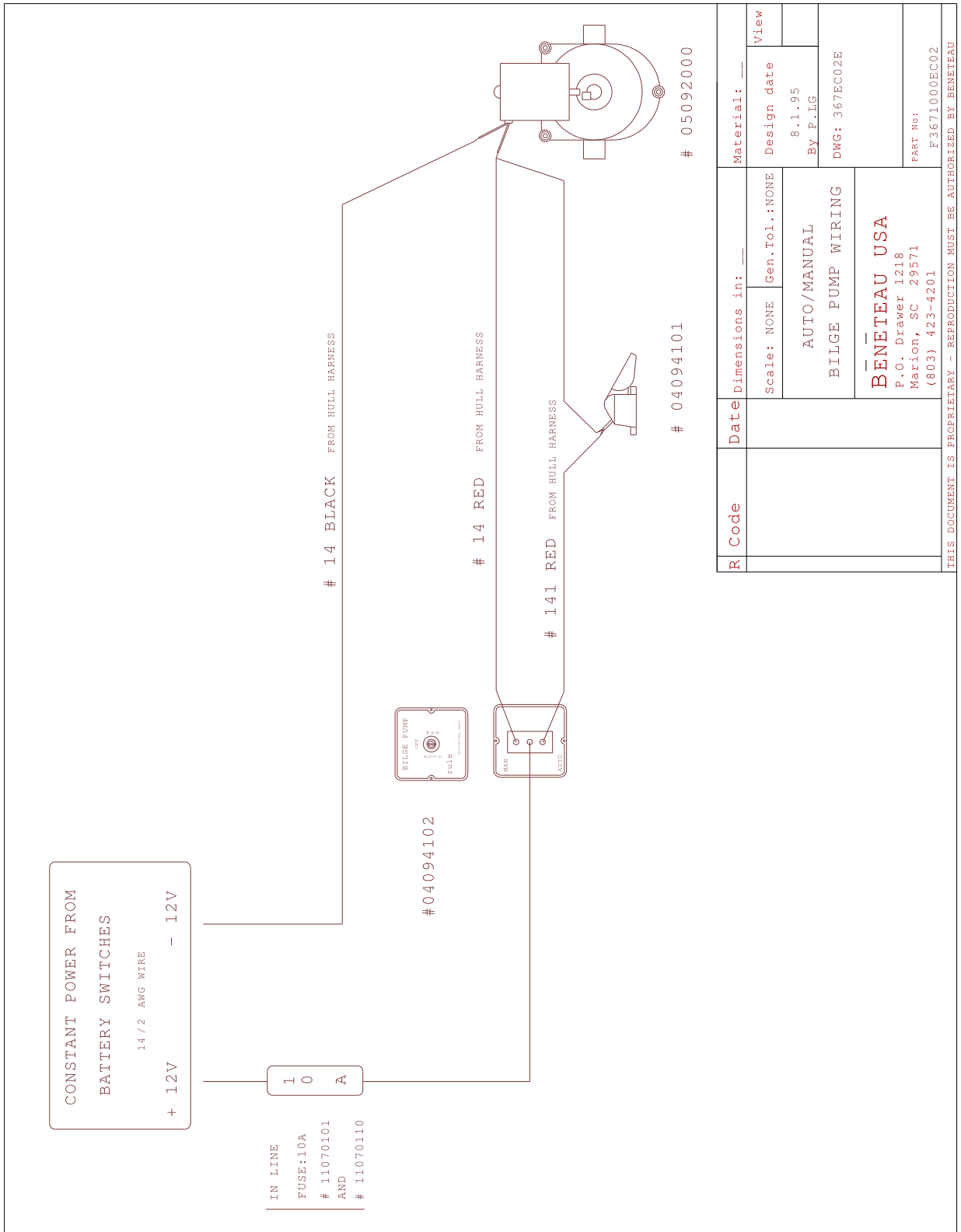
No	PART #	SEALANT
80	-----	NO SEALANT
S1	14023200	3M 5200
S2	624650	LOCTITE 577

R Code	Date	Dimensions in:	N/A	Material: MAR.DEV.
		Scale: NONE	Gen.Tol.:NONE	
		F 36 s7		By ELG
		PLUMBING OF AIR CONDITIONING SYSTEM		DWG No: 367ZIC01
		BENETEAU USA P.O. Drawer 1218 Marion, SC 29571 (803) 423-4201		Part No. 367ZIC01P

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13.12.9. Electric Bilge System Wiring



R Code	Date	Dimensions in:	Material:	View
		Scale: NONE Gen.Tol.:NONE	Design date 8.1.95	
		AUTO/MANUAL	BY P.L.G	
		BILGE PUMP WIRING	DWG: 367EC02E	
BENETEAU USA P.O. Drawer 1218 Marlon, SC 29571 (803) 423-4201				
PART No: F3671000EC02				
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13.12.10. Windlass Operation (OPTIONAL)

The windlass is used to raise and lower your ground tackle (anchors, chains and rodes), refer to the windlass owners manuals for proper operation. As a general guide please observe the following procedures. Control the speed of the chain running over the gypsy as the anchor is being released.

CAUTION! ALLOWING THE CHAIN TO RELEASE FREELY MAY CAUSE THE CHAIN TO JUMP FROM THE GYPSY DAMAGING THE WINDLASS, THE BOAT OR CAUSE PERSONAL INJURY.

Set the anchor by engaging the engine in reverse briefly. Do not set the anchor by pulling in with the windlass.

Always make the anchor rode fast on a cleat when the anchor is set. Do not rely on the windlass brake to hold the boat.

WARNING! THE MOTION OF THE BOAT AT ANCHOR CAN CAUSE LOADS ON THE ANCHOR RODE THAT MAY DAMAGE THE WINDLASS.

Always motor the boat up to the anchor as you take in on the rode.

WARNING! NEVER PULL THE BOAT UP TO THE ANCHOR WITH THE WINDLASS.

WARNING! NEVER BREAK THE ANCHOR OUT USING THE WINDLASS, CLEAT THE RODE OFF AND USE THE ENGINE TO BREAK OUT THE ANCHOR.

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13.12.10.1 Electric Windlass (OPTIONAL)

