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Kunden-Referenz-Nr.: <i>Client reference no.:</i>	N/A	Auftragsdatum: <i>Order date:</i>	27.10.2021	
Auftraggeber: <i>Client:</i>	Removed by K.I.			
Prüfgegenstand: <i>Test item:</i>	Inflatable boat			
Bezeichnung / Typ-Nr.: <i>Identification / Type no.:</i>	P4F150090 (XPRO CATAM-AIR 2.85)			
Auftrags-Inhalt: <i>Order content:</i>	Mechanical Test Report according to client's request			
Prüfgrundlage: <i>Test specification:</i>	EN ISO 6185-1: 2018 Inflatable boats – Part 1: Boats with a maximum motor power rating of 4,5 kW Except clause 4.2			
Wareneingangsdatum: <i>Date of sample receipt:</i>	27.10.2021			
Prüfmuster-Nr.: <i>Test sample no.:</i>	A003178632-001			
Prüfzeitraum: <i>Testing period:</i>	27.10.2021 - 28.12.2021			
Ort der Prüfung: <i>Place of testing:</i>	Kunshan			
Prüflaboratorium: <i>Testing laboratory:</i>	TÜV Rheinland (Shanghai) Co., Ltd. Kunshan Branch.			
Prüfergebnis*: <i>Test result*:</i>	Pass			
geprüft von: <i>tested by:</i>		genehmigt von: <i>authorized by:</i>		
Datum: <i>Date:</i>	19.01.2022	Ausstellungsdatum: <i>Issue date:</i>	19.01.2022	
Stellung / Position:	Rain wei / PE	Stellung / Position:	Qian Guan / Reviewer	
Sonstiges / Other :				
Zustand des Prüfgegenstandes bei Anlieferung: <i>Condition of the test item at delivery:</i>		Prüfmuster vollständig und unbeschädigt <i>Test item complete and undamaged</i>		
*	1 = sehr gut P(ass) = entspricht o.g. Prüfgrundlage(n)	2 = gut	3 = befriedigend F(ail) = entspricht nicht o.g. Prüfgrundlage(n)	4 = ausreichend N/A = nicht anwendbar
	5 = N/T = nicht getestet			
* Legend:	1 = very good P(ass) = passed a.m. test specification(s)	2 = good	3 = satisfactory F(ail) = failed a.m. test specification(s)	4 = sufficient N/A = not applicable
				5 = poor N/T = not tested
<p>Dieser Prüfbericht bezieht sich nur auf das o.g. Prüfmuster und darf ohne Genehmigung der Prüfstelle nicht auszugsweise vervielfältigt werden. Dieser Bericht berechtigt nicht zur Verwendung eines Prüfzeichens.</p> <p><i>This test report only relates to the a. m. test sample. Without permission of the test center this test report is not permitted to be duplicated in extracts. This test report does not entitle to carry any test mark.</i></p>				

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Anmerkungen
Remarks

1	<p>Alle eingesetzten Prüfmittel waren zum angegebenen Prüfzeitraum gemäß eines festgelegten Kalibrierungsprogramms unseres Prüfhauses kalibriert. Sie entsprechen den in den Prüfprogrammen hinterlegten Anforderungen. Die Rückverfolgbarkeit der eingesetzten Prüfmittel ist durch die Einhaltung der Regelungen unseres Managementsystems gegeben. Detaillierte Informationen bezüglich Prüfkonditionen, Prüfequipment und Messunsicherheiten sind im Prüflabor vorhanden und können auf Wunsch bereitgestellt werden.</p> <p><i>The equipment used during the specified testing period was calibrated according to our test laboratory calibration program. The equipment fulfils the requirements included in the relevant standards. The traceability of the test equipment used is ensured by compliance with the regulations of our management system. Detailed information regarding test conditions, equipment and measurement uncertainty is available in the test laboratory and could be provided on request.</i></p>
2	<p>Wie vertraglich vereinbart, wurde dieses Dokument nur digital unterzeichnet. Der TÜV Rheinland hat nicht überprüft, welche rechtlichen oder sonstigen diesbezüglichen Anforderungen für dieses Dokument gelten. Diese Überprüfung liegt in der Verantwortung des Benutzers dieses Dokuments. Auf Verlangen des Kunden kann der TÜV Rheinland die Gültigkeit der digitalen Signatur durch ein gesondertes Dokument bestätigen. Diese Anfrage ist an unseren Vertrieb zu richten. Eine Umweltgebühr für einen solchen zusätzlichen Service wird erhoben.</p> <p><i>As contractually agreed, this document has been signed digitally only. TUV Rheinland has not verified and unable to verify which legal or other pertaining requirements are applicable for this document. Such verification is within the responsibility of the user of this document. Upon request by its client, TUV Rheinland can confirm the validity of the digital signature by a separate document. Such request shall be addressed to our Sales department. An environmental fee for such additional service will be charged.</i></p>
3	<p>Prüfklausel mit der Note * wurden an qualifizierte Unterauftragnehmer vergeben und sind unter der jeweiligen Prüfklausel des Berichts beschrieben. Abweichungen von Prüfspezifikation(en) oder Kundenanforderungen sind in der jeweiligen Prüfklausel im Bericht aufgeführt.</p> <p><i>Test clauses with remark of * are subcontracted to qualified subcontractors and described under the respective test clause in the report.</i> <i>Deviations of testing specification(s) or customer requirements are listed in specific test clause in the report.</i></p>

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Produktbeschreibung
Product description

1	Produktdetails <i>Product details</i>	Boat type: TYPE II Number of buoyancy chamber: 5 Max number of person: 4 adults Working pressures: 0.3 bar (4,35 psi) Max. load capacity: 400 kg (882 LBS) Max. motor power: 4.4KW
2	Maße / Gewicht <i>Dimensions / Weight</i>	Hull dimension (Inflated size): L2830 x W1580 mm; Hull weight: 24.8kg; Total Weight: 27.65 kg.
3	Bedienelemente <i>Operating elements</i>	N/A.
4	Ausstattung / Zubehör <i>Equipment / Accessories</i>	Attachment contains with: Repair kits,Storage bag.paddle, foot pump
5	Verwendete Materialien <i>Used materials</i>	Polyester, PVC,etc.
6	Sonstiges <i>Other</i>	Test sample(s), as well sample information, description, product details and intended usage was provided by customer.
7	Prüfmusterbereitstellung: <i>Test sample obtaining:</i>	<input checked="" type="checkbox"/> Sending by customer <input type="checkbox"/> Sampling by TÜV Rheinland Group <input type="checkbox"/> others:

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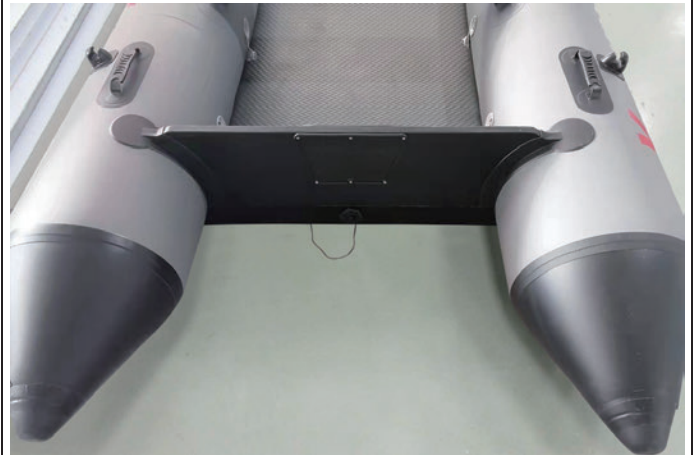
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Produktbeschreibung
Product description

1. Sample pictures



2. Sample pictures(Installation hole of transom)



3. Sample pictures(Inflation valve)



4. Sample pictures(bottom)



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Absatz Clause	Anforderungen - Prüfungen / Requirements - Tests	Messergebnisse – Bemerkungen / Measuring results - Remarks	Ergebnis Result
-	<p>Introduction</p> <p>ISO 6185 is subdivided into three parts as shown in Figure 1. It excludes: single-chambered boats, boats of buoyancy less than 1 800 N, boats made from unsupported materials of more than 12 kN inflated buoyancy and powered by motors exceeding 4,5 kW, and boats greater than 8 m in overall length. It is not applicable to: aquatic toys, and inflatable liferafts.</p> <p>Part 1: Type I Boats propelled exclusively by manual means. Type II Powered boats not exceeding 4,5 kW. Type III Canoes and kayaks. Type IV Sail craft with a maximum sail area of 6 m².</p> <p>Part 2: Type V Powered boats of 4,5 kW to 15 kW inclusive. Type VI Sail craft with sail area greater than 6 m².</p> <p>Part 3: Type VII Powered boats of 15 kW and greater. Type VIII Powered offshore boats of 75 kW and greater.</p>		Type II

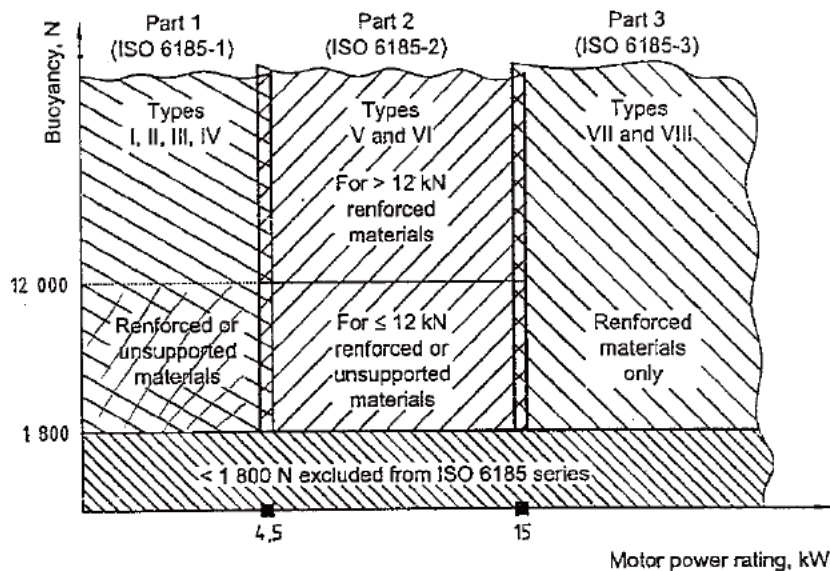


Figure 1 — Illustration of how the three parts of ISO 6185 are divided

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1	<p>Scope</p> <p>This part of ISO 6185 specifies the minimum safety characteristics required for the design, materials to use, manufacture and testing of inflatable boats (including rigid inflatable boats) less than 8 m in overall length with a minimum buoyancy of 1 800 N.</p> <p>This part of ISO 6185 is applicable to the following types of inflatable boats intended for use within the operating temperature of -5 °C to +60 °C.</p> <ul style="list-style-type: none"> - Type I Inflatable boats propelled exclusively by manual means; - Type II Inflatable boats capable of taking a maximum motor power of 4,5 kW; - Type III Inflatable canoes and kayaks (see normative annex A); - Type IV Inflatable craft propelled by sail with a maximum sail area of 6 m² (see normative annex B). <p>NOTE 1 General arrangements of typical boats of Type I, II and III are given in annex C, D and E, respectively</p> <p>NOTE 2 For boats with power rating of 4 5 kW and greater, refer ISO 6185-2 and ISO 6185-3</p> <p>This part of ISO 6185 excludes single-chambered boats and is not applicable to aquatic toys and inflatable liferafts.</p>	<p>Type designation: P4F150090</p> <p>Boat type: II</p> <p>Design category: D Sheltered Waters</p> <p>Max number of persons: 4 adults</p> <p>Max. load capacity: 400 kg (882 LBS)</p> <p>Design working pressure: 0,30bar (4.35psi).</p> <p>Hull dimension (length x width): L2830x W1580 (mm) (Inflated size)</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
2	Normative references		
3	Terms and definitions		
4	Materials		
4.1	<p>General</p> <p>All materials shall be selected by the manufacturer according to the stresses to which the craft is to be subjected (shape, dimensions, maximum load, installed power, etc.) and also according to the intended service conditions. Use under normal seagoing conditions shall not materially impair their performance and they shall meet the requirements specified in 4.2 to 4.5.</p>	See details below.	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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4.2	Reinforced materials (excluding glass-fibre-reinforced plastic components) and/or unsupported materials making up the hull										
4.2.1	Requirements All materials contributing to the integrity of the boat shall meet the relevant requirements stipulated below and shall retain their full serviceability within the operating temperature range of –5 °C to +60 °C.	Not tested acc. to client's request.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input checked="" type="checkbox"/>								
4.2.2	Test methods										
4.2.2.1	Sampling Carry out the test with test pieces taken from the constituent materials prior to manufacturing the boat. If the boats are vulcanized during manufacture, the test pieces shall also be vulcanized.	Not tested acc. to client's request.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input checked="" type="checkbox"/>								
4.2.2.2	Resistance to liquids Carry out the test on the external side or the sides of the material in contact with the ambient environment as specified in ISO 1817 but using ASTM oil No. 1. In case a) and b) shown in Table 1, the change in mass per unit area shall not exceed 100 g/m ² following the stipulated period of contact with the test fluid at a temperature of 40 °C ± 1 °C.	Not tested acc. to client's request.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input checked="" type="checkbox"/>								
Table 1 – Test liquids <table border="1" style="margin: auto;"> <thead> <tr> <th data-bbox="300 1214 529 1272">Test liquid</th> <th data-bbox="536 1214 1321 1272">Period of contact</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 1281 529 1339">a) Oil</td> <td data-bbox="536 1281 1321 1339">22 h ± 0,25 h</td> </tr> <tr> <td data-bbox="300 1348 529 1406">b) Salt water ^a</td> <td data-bbox="536 1348 1321 1406">336 h (minimum)</td> </tr> <tr> <td colspan="2" data-bbox="300 1415 1321 1473"> ^a Components if salt water: Distilled water + 30 g of sodium chloride per litre. </td> </tr> </tbody> </table>				Test liquid	Period of contact	a) Oil	22 h ± 0,25 h	b) Salt water ^a	336 h (minimum)	^a Components if salt water: Distilled water + 30 g of sodium chloride per litre.	
Test liquid	Period of contact										
a) Oil	22 h ± 0,25 h										
b) Salt water ^a	336 h (minimum)										
^a Components if salt water: Distilled water + 30 g of sodium chloride per litre.											
4.2.3	Resistance to ozone Carry out the test on the external side or the sides in contact with the ambient environment as specified in ISO 3011. - Exposure time: 72 h - Temperature of test: 30 °C ± 2 °C - Concentration: 50 pphm ²⁾ , that is to say, a volume fraction of 0,5 x 10 ⁻⁶ - Mandrel diameter: 5 times the material thickness There shall be no signs of cracking on completion of the test when the test samples are examined under a magnification of 10x.	Not tested acc. to client's request.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input checked="" type="checkbox"/>								
4.2.2.4	Resistance to cold All materials shall satisfy the requirements of ISO 4646 at a temperature of –5 °C.	Not tested acc. to client's request.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input checked="" type="checkbox"/>								

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4.3	Wood		
4.3.1	General The types of timber and plywood used shall be suitable for the application and the marine environment. All exposed timber and plywood shall be given weather tight protection, such as paint, varnish or preservative, suitable for a marine environment.	A paint corrosion resistant coating is applied.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
4.3.2	Plywood All plywood used shall incorporate hardwoods for both internal and external veneers and the bonding adhesive shall be waterproof and boil-proof. The timber used shall be seasoned and free from sapwood, decay, insect attack, splits and other imperfections likely to adversely affect the performance of the material. The timber shall be generally free from knots but an occasional sound intergrown knot is acceptable. Other timbers, e.g. Douglas Fir, may be used for the veneers provided that they are treated to give protection against rot, fungal decay and marine borers. Adjoining edges and/or surfaces, including any end-grain, shall be effectively sealed.	A suitable corrosion resistant coating is applied to the seat.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
4.3.3	Constructional timbers The timber used in the construction shall be seasoned and free from sapwood, shakes and other defects.	Not used in structures.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
4.4	Metal and synthetic material parts Materials used shall be of a type, strength and finish suitable for the intended purpose of the components and compatible with the marine environment.	No such material.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
4.5	Glass-fibre-reinforced plastics Resins, reinforcements and laminates shall comply with the requirements of ISO 12215-1.	No such material.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5	Functional components		
5.1	Conditioning All tests shall be performed at a temperature of 20 °C ± 3 °C.	Tested accordingly.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.2	Hull fittings		
5.2.1	Requirement The materials and method of construction used shall be compatible with that of the hull itself. Any load-bearing fitting attached to the boat (see 3.1 and 3.2) shall not, when loaded as described in 5.2.2, result in any impairment in airtightness or water integrity.	The transom structure has been tested.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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5.2.2	Test method Any cordage used for test purposes shall have a diameter of 8 mm. Gradually load the fittings in any direction up to breaking point but not exceeding 2 kN. If 2 kN is reached, maintain this load for 1 min.	2 kN load applied on below devices for 1 minute.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.3	Manual lifting and carrying devices		
5.3.1	Requirement The boat shall be equipped with a means for carrying it. There shall be no failure of the device when tested in accordance with 5.3.2.	Carrying devices installed in bow.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.3.2	Test method Any cordage used for test purposes shall have a diameter of 8 mm. Gradually load the device with a force as detailed below for 1 min in the appropriate directions. Types I and III: 500 N Types II and IV: 1 kN Where lifting or carrying devices also function as safety ropes or grab handles, they shall also conform to the requirements of 6.7.1.	1 kN load applied on below devices for 1 minute. After test no damage. Safety ropes are installed on both sides conform to the requirements of 6.7.1.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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5.4	Valves		
5.4.1	<p>Inflation</p> <p>The assemblies shall be made of corrosion-resistant materials and shall not be capable of damaging the boat materials.</p> <p>The type and arrangement of the inflation valves fitted to an inflatable boat shall ensure that</p> <p>a) the valves will be readily accessible for connection of the inflation device whether the boat is on land or in the water,</p> <p>b) the valves will not inconvenience the persons in their predetermined seating positions,</p> <p>c) the valves will not interfere with the operation of the boat,</p> <p>d) the valves will not interfere with loading and unloading of the boat,</p> <p>e) the valves cannot be damaged or torn off by lines, lifelines or movable components of the boat construction or by normal movements of the passengers and load,</p> <p>f) the valves shall be equipped with a cap that can independently seal the valve and that the cap shall be connected to the valve in a secure manner that prevents it from being accidentally lost, and</p> <p>g) a controlled reduction in buoyancy-chamber pressure and of measuring that pressure is possible</p>	<p>Five valves are made of plastic for main chamber.</p> <p>Easily connected.</p> <p>No inconvenience;</p> <p>Not interfere;</p> <p>Not interfere;</p> <p>Cannot be damaged or torn off;</p> <p>An individual cap is attached to the valve by plastic stripe or line.</p> <p>A controlled reduction is possible.</p> <p>The product is supplied with a Specific inflatable pumps.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
5.4.2	<p>Deflation</p> <p>Deflation of the hull shall be by manual operation, either by using the inflation valve or by using a separate device.</p> <p>Where separate devices are fitted then these shall be made of corrosion-resistant materials and shall not be capable of damaging the boat material. The design and location of such devices shall meet the requirements of 5.4.1 b) to e) inclusive.</p> <p>The deflation of any one compartment shall not cause a loss of air or gas from any of the remaining compartments.</p>	<p>Manually operated.</p> <p>N/A.</p> <p>Deflation of each compartment is independent.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
5.5	Rowlocks and oars		
5.5.1	<p>Requirements</p> <p>The provision of rowlocks and oars is not mandatory. If they are provided as standard or optional equipment, they shall meet the requirements given in 5.5.2 to 5.5.5.</p>		<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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5.5.2	<p>Abrasion damage</p> <p>The bearing surfaces of the oars and rowlocks shall be free from any roughness likely to cause wear. All external surfaces of the rowlock shall be smooth and free from sharp edges and corners likely to cause damage when the craft is packed.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.5.3	<p>Prevention from loosening</p> <p>Rowlocks shall be secured against unintended loosening. Means shall be provided for location of two oars or paddles when stowed away.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.5.4	Strength of rowlocks		
5.5.4.1	<p>Requirement</p> <p>There shall be no structural failure of the rowlock or associated fittings when tested as described in 5.5.4.2.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.5.4.2	<p>Test method</p> <p>Any cordage used for test purposes shall have a diameter of 8 mm.</p> <p>Load the rowing fitting, including the rowlock, with a force of 300 N for 1 min. in any horizontal direction.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.5.5	<p>Use of the rowlocks and oars</p> <p>When tested as described in 7.4, there shall be no structural failures or permanent deformation of any component during the test and it shall be clearly demonstrated that the rowlock system is rigid enough for efficient rowing.</p> <p>A minimum unrestricted movement of the oars 60° ahead and 60° astern shall be required.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.6	Transom (where applicable)		
5.6.1	<p>Requirement</p> <p>The transom or motor mount and its attachment to the boat shall be designed to withstand, under normal use, the maximum stresses arising from</p> <ul style="list-style-type: none"> - the output power and torque of the motor(s) specified by the manufacturer, and - the weight of such motor(s). 		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.6.2	<p>Test method</p> <p>Visual inspection during and following in-water performance tests described in 7.2.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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5.7	Hull drainage If the boat is fitted with a transom, it shall be equipped with at least one drain plug or one bailing system. For RIBs fitted with an integral closed hull/deck assembly which is not filled with closed-cell foam or equivalent, a facility shall be provided for draining the lower part of the hull.	Checked ok.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
5.8	Rudder steering system (where offered as standard or optional equipment)		
5.8.1	Strength of the assembly		
5.8.1.1	Requirement No fracture or other damage shall occur following 500 movements of the rudder-blade over an angle of 60°.	No rudder steering system provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.8.1.2	Test method Each movement (cycle) shall be carried out within 1 s and shall include the complete steering gear. The rudder-blade shall be submerged in its service position	No rudder steering system provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.8.2	Rudder-blade		
5.8.2.1	Requirement The rudder-blade shall be capable of being hoisted to the level of the boat bottom and of being fixed in its working position without the use of tools.	No rudder steering system provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.8.2.2	Test method Function test followed by visual inspection.	No rudder steering system provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.9	Remote steering system (Type II only where offered as standard or optional equipment) Any remote steering system shall conform to the requirements of ISO 15652 and ISO 9775. There shall be no damage or malfunction to either the system or to any related attachments to the boat when tested in accordance with clause 7.	No Remote steering system provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.10	Motor-securing line attachment (Type II only) A means for attaching a motor-securing line shall be provided at an appropriate position.	No motor-securing line attachment provide.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
5.11	Towing device (all types) All craft shall have, at their bow, a towing device suitable for securing a towline. See 7.3 for strength test.		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

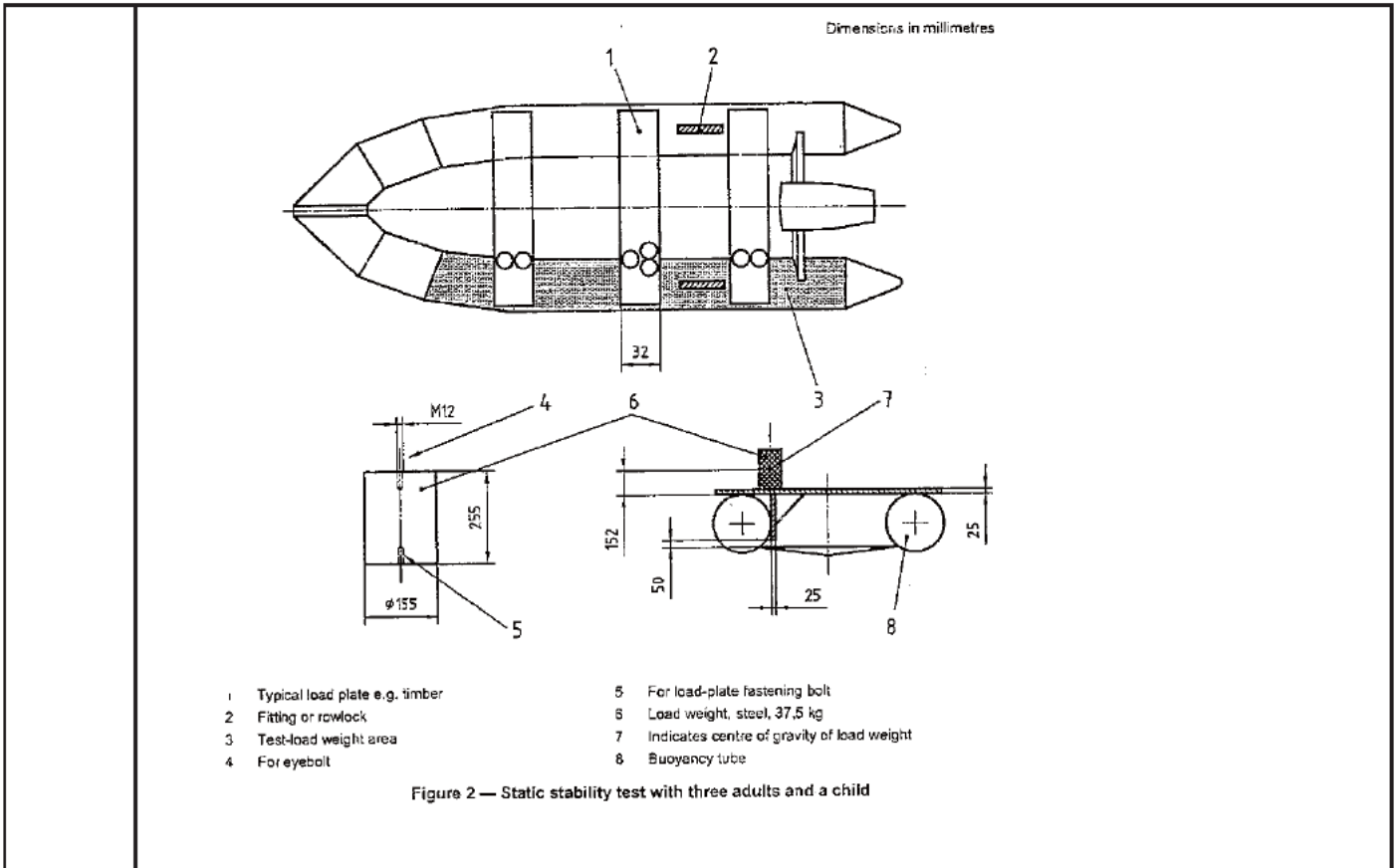
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5.12	<p>Seating and attachment systems (where offered as standard or optional equipment)</p> <p>There shall be no damage or malfunction to either the seating or to any related attachment systems when tested in accordance with clause 7.</p>	No damage or malfunction after test.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
6	Safety requirements of the completed boat		
6.1	<p>Maximum permissible number of persons</p> <p>The maximum permissible number of persons n carried shall be calculated for each boat type as follows:</p> <p>Type I: $n = A_i / 0,3$ where A_i is the inboard area, in square metres.</p> <p>Types II, IV: $n = l_i / 0,38 - 1$ where l_i is the inboard length, in metres.</p> <p>Type III: See annex A.</p> <p>Under no circumstances shall the value n, expressed in body mass, exceed the maximum load capacity (see 6.4).</p> <p>The value n is reduced by one person if either the maximum motor power rating exceeds 3 kW (4 hp) or if a sailkit is mounted.</p> <p>For Type I, II and IV boats, the value n shall always be rounded down to the nearest integer but, if the first decimal place is greater than 5, a child may be added or, if greater than 7, an adult may be added.</p> <p>For calculations, the body mass of child is defined as 37,5 kg and the body mass of an adult as 75 kg</p> <p>The data displayed on the builder's plate(s), see clause 8 e), shall include at least one adult and not more than one child.</p>	Types II: $n = l_i / 0,38 - 1$ $n = 2.1 / 0,38 - 1$ $n = 4,53 > 4$	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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6.2	<p>Maximum motor power</p> <p>This is applicable to Type II boats only.</p> <ul style="list-style-type: none"> - For boats without a transom: $P_{max} = 0,8F(d)$ - For boats with a transom: $P_{max} = 1,2F(d)$ <p>where</p> <p>P_{max} is the maximum motor power rating, in kilowatts, determined in accordance with ISO 8665;</p> <p>$F(d)$ is the dimensional factor = $l \times b$</p> <p>where</p> <p>l is the overall length of the boat, in metres, from the bow to the extremity of the rear float (excluding handholds or other fittings);</p> <p>b is the overall beam of the boat, in metres (excluding handholds or other fittings).</p>	<p>$P_{max} = 1,2F(d)$</p> <p>$= 1,2 \times 2,83 \times 1,58$</p> <p>$= 5.37 > 4.4$ (kw)</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
6.3	Static stability of the boat		
6.3.1	<p>Requirement</p> <p>The boat equipped with the manufacturer's maximum rated motor(s) (see 6.2) shall not capsize when tested as described in 6.3.2.</p>		<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
6.3.2	<p>Test methods</p> <p>Carry out the test with the motor(s) fitted but without a fuel tank, battery or sailkit. Evenly distribute the test load over the test loading area of the boat as shown in Figure 2.</p> <p>The total test load m_t in kilograms shall be calculated using the following formula:</p> <p>$m_t = (0,67 \times n \times 75) + (0,67 \times 37,5)$ for a child, if applicable</p> <p>where</p> <p>n is the maximum permissible number of adults determined by the manufacturer (see 6.1), i.e. 75 kg for each permissible adult and 37,5 kg for a child, if applicable.</p> <p>NOTE The: dimensions for a 37,5 kg steel test weight are given in Figure 2.</p>	<p>Test load:</p> <p>m</p> <p>$= (0,67 \times 4 \times 75)$</p> <p>$= 201 \text{ kg}$</p> <p>(recommended maximum number of person: 4 adult;</p> <p>Manufacturer's maximum rated electric motor was equipped outboard.</p> <p>The boat did not capsize when test.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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6.4	Maximum load capacity										
6.4.1	<p>Requirement</p> <p>The maximum load which may be carried by the boat shall be calculated using the following formula</p> <ul style="list-style-type: none"> - For Types I and III: $m = (0,5 \times V \times 1\,000) - M$ - For Types II and IV: $m = (0,75 \times V \times 1\,000) - M$ <p>where</p> <p>m is the maximum load capacity, in kilograms (total mass on board including persons, equipment, outboard motor(s) and fuel);</p> <p>V is the volume, in cubic metres, of the buoyancy of the boat;</p> <p>M is the total mass, in kilograms, of the boat as supplied by the manufacturer (inclusive of all permanently installed equipment supplied with the boat: hull, fittings and similar items but without outboard motor(s) and fuel). Permanently installed engine(s) and drive systems shall also be included.</p>	<p>Types II:</p> <p>Inner side chamber ①+②: 0.2728m^3</p> <p>Outer side chamber ③+④: 0.2728m^3</p> <p>Bottom auxiliary chamber ⑤: 0.0756m^3</p> <p>Net weight: 27.65 kg;</p> <p>$m = (0.75 \times 0.6212 \times 1000) - 27.65\text{kg}$ $= 438.25\text{ kg} > 400\text{ kg.}$</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px;">P</td> <td style="width: 20px;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>F</td> <td><input type="checkbox"/></td> </tr> <tr> <td>N/A</td> <td><input type="checkbox"/></td> </tr> <tr> <td>N/T</td> <td><input type="checkbox"/></td> </tr> </table>	P	<input checked="" type="checkbox"/>	F	<input type="checkbox"/>	N/A	<input type="checkbox"/>	N/T	<input type="checkbox"/>
P	<input checked="" type="checkbox"/>										
F	<input type="checkbox"/>										
N/A	<input type="checkbox"/>										
N/T	<input type="checkbox"/>										

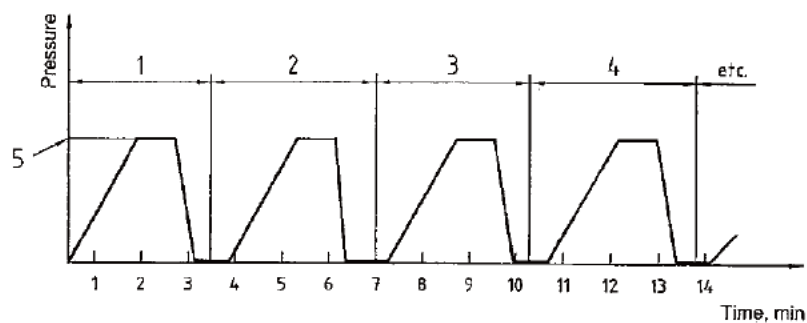
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6.4.2	<p>Test method</p> <p>Calculate the maximum load capacity and compare with the manufacturer's rated value.</p>		P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
6.5	<p>Design working pressures</p> <p>The design working pressures shall be specified by the manufacturer for each compartment (including buoyancy chambers, keel, seats, awning, etc.) of the fully inflated boat. These pressures shall be indicated either on the appropriate compartment or in the operator's instruction booklet (or both) and, for the buoyancy chambers of the boat, on the builder's plate (see clause 8).</p> <p>In order that the user may ascertain that the specified working pressure has been reached, the manufacturer shall provide appropriate equipment or a pressure gauge for this purpose. Alternatively, instructions shall be included in the operator's instruction booklet supplied (see clause 9) which will enable a sufficiently close estimate to be made.</p> <p>The working pressure shall be consistently expressed in bars with psi (pounds per square inch) as an additional unit at the option of the manufacturer</p>	<p>Five buoyancy chambers</p> <p>Design Working pressure: 0.3 bar (4.35 psi) which is mentioned in the builder's plate.</p> <p>The product is supplied with a specific inflatable pumps.</p>	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
6.6	Strength of the hull		
6.6.1	<p>Requirement</p> <p>The boat shall remain airtight (see 6.6.2,5) after each of the relevant tests, described in 6.6.2.</p>	The boat can remain airtight after test.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
6.6.2	Test metho		
6.6.2.1	<p>Test temperature</p> <p>All tests shall be performed at a temperature of 20 °C ± 3 °C unless specified otherwise.</p>	Testing accordingly.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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6.6.2.2	<p>Cycle test for boats manufactured from unsupported material (seam strength)</p> <p>Assemble the boat in accordance with the manufacturer's instructions and fully inflate it to the design working pressure (see 6.5).</p> <p>This test shall be in three stages:</p> <p>a) This stage of the test procedure shall be applied alternately to at least two adjoining main buoyancy chambers in turn (see Figure 3). 50 cycles of inflation to a pressure of 1,1 times the design working pressure</p> <p>b) Inflate the boat completely to the design working pressure and leave it for 12 h.</p> <p>c) 25 cycles of inflation as described in a).</p> <p>Test the airtightness of each main buoyancy chamber in accordance with 6.6.2.5.2.</p> <p>Test durations for the inflation cycle shall be as follows:</p> <ul style="list-style-type: none"> - time to inflate to design working pressure: 2,0 min - maintain at design working pressure: 0,5 min; - time to deflate to zero pressure: 0,5 min; - maintain at zero pressure: 0,5 min; <p>Adjoining chambers shall not be tested simultaneously.</p>	Not applicable.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>



- Key
- 1 Chamber 1
 - 2 Chamber 2
 - 3 Chamber 1
 - 4 Chamber 2
 - 5 Design working pressure

Figure 3 — Airtightness test for buoyancy chambers

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Absatz Clause	Anforderungen - Prüfungen / Requirements - Tests	Messergebnisse – Bemerkungen / Measuring results - Remarks	Ergebnis Result
6.6.2.3	<p>Heat test (all boat types)</p> <p>Assemble the boat in accordance with the manufacturer's instructions and inflate it to a pressure of 1,1 times the design working pressure. When assembled, place the boat in a heat chamber, set at 60 °C, for a period of 6 h. On completion of the test period, remove the boat from the heat chamber and allow to cool down to ambient temperature. Test the airtightness of the boat in accordance with the relevant test specified in 6.6.2.5 (6.6.2.5.1 for boats manufactured from reinforced material or 6.6.2.5.2 for boats manufactured from unsupported material).</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
6.6.2.4	<p>Overpressure test for boats manufactured from reinforced material</p> <p>Inflate each compartment of the buoyancy tube to 1,5 times the manufacturer's design working pressure for 30 min.</p> <p>When separate compartments have common envelope parts (for example, internal partition bulkheads), these compartments shall be individually tested with adjacent compartments deflated. No damage or rupture shall occur and the boat shall be tested for airtightness as described in 6.6.2.5.1.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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6.6.2.5	Airtightness testing		
6.6.2.5.1	<p>Boats manufactured from reinforced material</p> <p>Support or insulate the boat from the floor and do not expose it to any draught of air or direct sunlight. Inflate the boat (all compartments) for 30 min. to a pressure that is 20 % in excess of the manufacturer's design working pressure (see 6.5) in order to pre-stretch the boat. Then reset the pressures to the design working pressure for a further period of 30 min in order to stabilize conditions. Reset the pressures to the design working pressure and record the ambient temperature and atmospheric pressure. Following a test period of 24 h, the pressure drop shall not be greater than 20 % in any compartment. Record the final ambient temperature and atmospheric pressure.</p> <p>The temperature difference between the start of the test and the test readings shall not exceed ± 3 °C.</p> <p>The atmospheric pressure difference between the start of the test and the test readings shall not exceed ± 1 %.</p> <p>For each rise or fall in ambient temperature of 1 °C, an allowance of 0,004 bar may be respectively subtracted from, or added to, the recorded boat pressure.</p>	<p>Tested satisfactory.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
6.6.2.5.2	<p>Boats manufactured from unsupported material</p> <p>The airtightness is measured indirectly as shrinkage of the material.</p> <p>Test all buoyancy chambers individually with all adjacent chambers deflated.</p> <p>Inflate the buoyancy chamber to be tested to a pressure of 1,1 times the design working pressure at ambient temperature. Immediately stick a strip of paper, approximately 100 mm long, at its ends onto the outer surface of the air chamber in a circumferential direction. Cut the strip in half horizontally. Following a test period of 2 h, there shall be no overlapping of the two cut ends.</p>	<p>Not applicable.</p>	<p>P <input type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input checked="" type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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6.7	Safety ropes and grab handles		
6.7.1	<p>Requirement</p> <p>Boats of all types shall be equipped with adequate means of offering a firm hold to each of the permissible number of persons when occupying the seating positions provided or when outside in the water, even if the boat has capsized. All handholds shall be designed to ensure, by their nature and arrangement, that the permissible number of persons can hold them, even for a long period without risk of injury.</p> <p>The handholds and assemblies shall conform to the requirements for hull fittings described in 5.2. Where safety ropes and grab handles also function as manual lifting or carrying devices, they shall conform to the requirements of 5.3.</p> <p>Boats of Type I shall have a safety rope around the whole boat. Boats of Type II and IV shall have a safety rope and/or handles along the sides. Boats of Type III shall be arranged in accordance with A.6 of annex A.</p> <p>There shall be no failure of the handhold assemblies when tested as described in 6.7.2.</p>	<p>Grab handles and carry device are installed conform to the requirements of 6.7.1.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>
6.7.2	<p>Test method</p> <p>Visual inspection and assessment. Load each handle and lifeline assembly with a force as detailed below for 1 min. in any direction. For a practical assessment in the water, see 7.2.</p> <p>Boats of Types I and III: 500 N Boats of Types II and IV: 1 kN</p>	<p>1 kN load applied on below devices for 1 minute.</p> <p>No damage after test.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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6.8	Residual buoyancy										
6.8.1	<p>Requirement</p> <p>After failure of the largest buoyancy chamber, the residual inflated buoyancy of the hull shall be at least 50 % of the manufacturer's rated maximum load capacity (see 6.4).</p>	<p>Residual inflated buoyancy: 219.13kg > 200 kg.</p> <p>See clause 6.4.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>								
6.8.2	<p>Test method</p> <p>Calculate or measure the residual buoyancy.</p>	<p>Calculate.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>								
6.9	Manoeuvrability										
6.9.1	<p>Requirement</p> <p>An inflated boat loaded to the maximum load capacity shall be capable, upon sudden deflation of any one of its compartments, of being propelled by one of its intended means. Oars may be used as paddles.</p>	<p>After the sudden deflation of one side or the bottom compartment, the product can still be propelled by its intended means.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>								
6.9.2	<p>Test method</p> <p>Propel the boat in a generally straight line for at least 50 m in calm water.</p>	<p>50 m is propelled.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>								
6.10	<p>Compartmentation</p> <p>The inflated buoyancy shall be contained within a number of separate buoyancy chambers (compartments). Ancillary inflatable compartments that are not permanently fixed to the hull (see 3.3) shall not be included in, the volume calculation.</p> <p>The minimum number of compartments is specified in Table 2.</p>	<p>Test satisfied.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>								
<p style="text-align: center;">Table 2 - Minimum number of compartments</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Motor max. power rating kW</th> <th style="width: 33%;">Dimensional factor F(d)</th> <th style="width: 33%;">Number of compartments</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">4,5</td> <td style="text-align: center;">≤ 8</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">> 8</td> <td style="text-align: center;">3</td> </tr> </tbody> </table> <p>NOTE The dimensional factor is defined in 6.2.</p>				Motor max. power rating kW	Dimensional factor F(d)	Number of compartments	4,5	≤ 8	2	> 8	3
Motor max. power rating kW	Dimensional factor F(d)	Number of compartments									
4,5	≤ 8	2									
	> 8	3									

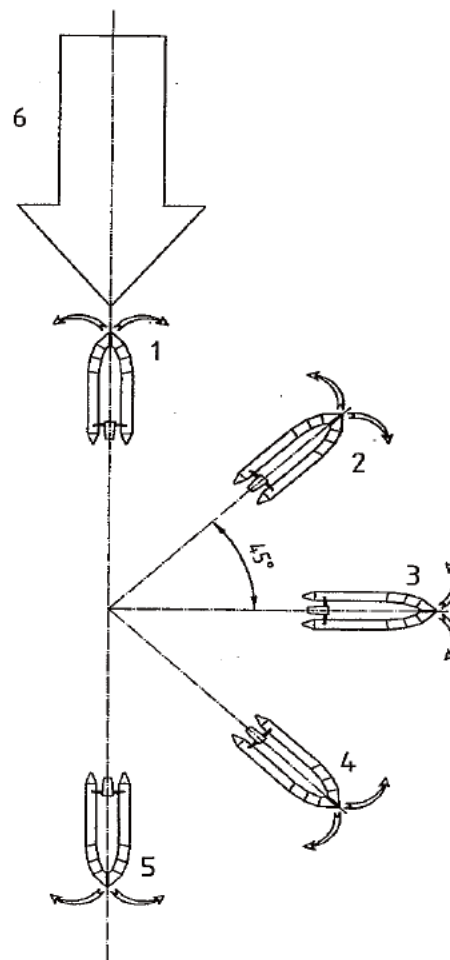
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6.11	Field of vision from the helm position The field of vision from the main helm position shall conform to the requirements of ISO 11591.	No helm.	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
7	Performance requirements and test methods		
7.1	General The boat shall have passed at least the tests in accordance with 5.8 (where applicable) and 6.6. The boat shall be assembled in accordance with the manufacturer's instructions and inflated to the recommended working pressure. Testing shall be performed in the order in 7.2 to 7.5. Testing shall be performed in conditions with an observed significant average wave height of 300 mm.	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.2	In-water performance (Type II only)		
7.2.1	Requirement Closely examine the boat at the end of the test period. There shall be no structural failures in the form of fractures, cracks, tears, separations, etc. on any part of the hull or boat component, such as the deck or thwarts, and including any boundary interface such as floor/hull, deck/transom, buoyancy tube/hull, etc. There shall be no signs of abrasion that could result in subsequent structural damage or failure. The boat shall not overturn. The boat shall remain reasonably dry. The coxswain shall maintain reasonable visibility at all times.	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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7.2.2	Test methods		
7.2.2.1	General Use the remote steering system if it is supplied as standard equipment. If it is offered as optional equipment, carry out the test using both tiller and remote steering systems consecutively.	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>



- Key**
- 1 Upwind course
 - 2 Bowquarter course
 - 3 Beam-wind course
 - 4 Sternquarter course
 - 5 Downwind course
 - 6 True wind

Figure 4 — In-water performance test

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7.2.2.2	<p>Testing — Lightly loaded</p> <p>Embark a coxswain only. The total period of test shall be not less than 45 min. with the motor controls set to develop maximum forward thrust.</p> <p>The boat shall be headed directly upwind and then successively downwind on courses of approximately 45° separation (see Figure 4). This will give a minimum of at least five separate courses encountering a head-on, bowquarter, beam, sternquarter and following sea condition. Turn the boat sharply to port and starboard towards the end of each course (see Figure 4).</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.2.2.3	<p>Testing — Fully loaded</p> <p>Repeat the test described in 7.2.2.2 but with the boat uniformly loaded with its maximum load capacity in persons (see 6.1 and 6.4).</p> <p>All handholds shall be clearly seen to have satisfied the requirements of 6.7.1.</p> <p>All seating and attachment systems shall be clearly seen to have satisfied the requirements of 5.12.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.3	Strength of the towing device (all types)		
7.3.1	<p>Requirement</p> <p>When the boat is closely examined at the end of the test period, there shall be no structural failures on any part of the hull or boat component such as the deck or thwarts, and including any boundary interface such as floor/hull.</p> <p>During the test, there shall be no tendency for the bow to submerge or to lift in a manner likely to submerge the motor or overturn the boat.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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7.3.2	<p>Test method</p> <p>Embark the maximum number of persons calculated in accordance with 6.1.</p> <p>Tow the boat by its designated towing point (see 5.10) at a speed of not less than 4 kn with a towline of length equal to 3 x boat length ($\pm 15\%$).</p> <p>Carry out towing manoeuvres for not less than 15 min.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.4	<p>Rowing test (where applicable, see 5.5)</p> <p>The boat shall be rowed for a distance of not less than 300 m in both the lightly loaded condition (see 7.2.2.2) and the fully loaded condition (see 7.2.2.3).</p> <p>Examine the rowlock system during and on completion of the test, and measure the unrestricted movement of the oars.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.5	Watertightness test (not applicable to open floor, self-bailing craft)		
7.5.1	<p>Requirement</p> <p>Closely examine the boat at the end of the test. There shall be no evidence of water within the boat.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
7.5.2	<p>Test method</p> <p>Ensure that there is no water within the boat. Load the boat to the maximum load capacity recommended by the manufacturer. The distribution of this load shall represent the boat filled with motor(s) of the maximum power rating (as specified by the manufacturer) and passengers seated in their normal positions.</p> <p>Allow the boat to remain static in the water for 20 min.</p>	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>

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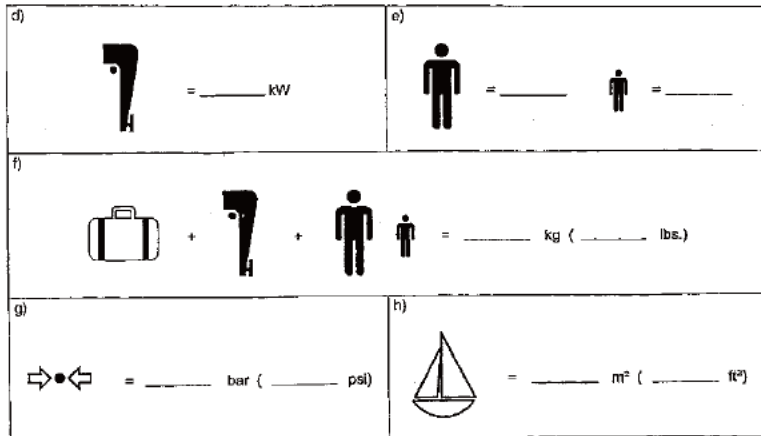
Absatz Clause	Anforderungen - Prüfungen / Requirements - Tests	Messergebnisse – Bemerkungen / Measuring results - Remarks	Ergebnis Result
8	<p>Builder's plate(s)</p> <p>The craft shall be equipped with one or two clearly and indelibly printed or engraved plates displaying all the relevant data listed below.</p> <p>a) Number of this part of ISO 6185 and type(s) to which the craft conforms. Where compliance is required to the European Directive (94/25/EC), the boat design category shall be shown on the builder's plate.</p> <p>b) Name of manufacturer or importer and country of origin.</p> <p>c) Serial number and date of manufacture and type or model number. It is recommended to use the Hull Identification Number (HIN) coding system as detailed in ISO 10087.</p> <p>d) Maximum motor power in kilowatts (shown by symbol).</p> <p>e) Maximum number of persons (shown by symbol).</p> <p>f) Maximum load capacity (shown by symbol).</p> <p>g) Recommended working pressure (shown by symbol).</p> <p>h) Maximum sail area, if a sailkit is provided (shown by symbol)</p> <p>Additional data may be supplied at the option of the manufacturer [maximum mass of motor(s)].</p> <p>Where the HIN coding system is used, the data specified in c) need not be on the builder's plate.</p> <p>For the data d) to h) inclusive, the symbols shown in Figure 5 shall be used. Refer to ISO 7000 and ISO 11192.</p>	<p>Data only:</p> <p>a) EN ISO 6185-1; Type II Design category: D Sheltered Waters</p> <p>b) N/T c) N/T</p> <p>Model: P4F150090</p> <p>d) 4.4 kw. e) 4 adults. f) 400KG (882LBS). g) 0.3bar (4.35psi). h) N/A.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

Absatz Clause	Anforderungen - Prüfungen / Requirements - Tests	Messergebnisse – Bemerkungen / Measuring results - Remarks	Ergebnis Result
9	<p>Operator's instructions and warning notes</p> <p>Operator's instructions shall be supplied in (a) suitable language(s) and in simple terms, sufficient to enable the operator to correctly assemble, inflate and prepare the boat for use afloat, including reference to the location/fixing of seats, steering system, battery and fuel tank (where applicable).</p> <p>A warning shall be provided emphasizing the dangers of not following the operator's instructions, which may detail important inflation and assembly sequences.</p> <p>Guidance shall also be given on drying, storage and servicing of the boat.</p> <p>Warnings and advice, where applicable, shall be given regarding the potential harmful effects of liquids such as battery acid, oil, Petrol.</p> <p>A warning shall be included regarding the dangers associated with uneven distribution of persons or loads in the boat.</p> <p>The instructions shall also warn against the possibilities of natural hazards and shall contain, in a conspicuous manner, the warning</p> <p>"BEWARE OF OFFSHORE WINDS AND CURRENTS"</p> <p>A warning shall be included emphasizing the danger of exceeding the data given on the capacity plate(s) (see clause 8).</p> <p>It is recommended to refer to ISO 10240 for the inclusion of additional information.</p>	<p>E-copy of instruction is provided.</p>	<p>P <input checked="" type="checkbox"/></p> <p>F <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p> <p>N/T <input type="checkbox"/></p>

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Additional units shown in brackets may be included at the option of the manufacturer.

Figure 5 — Symbols for the builder's plate

10	<p>Standard equipment</p> <p>The following items of equipment shall be provided by the manufacturer with each boat:</p> <ul style="list-style-type: none"> - repair outfit suitable for repairing small punctures of limited extent, and including instructions for use; - operator's instructions (see clause 9). <p>Where an inflation pump is not supplied as standard equipment, the manufacturer shall ensure that a compatible inflation pump is available.</p>	Checked satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
Anx. A	Inflatable canoes and kayaks (Type III)	Not Type III	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
Anx. B	Inflatable craft propelled by sail (Type IV)	Not Type IV	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
Anx. C	General arrangement of typical Type I boat	Not Type I	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>
Anx. D	General arrangement of typical Type II boat	Tested satisfactory.	P <input checked="" type="checkbox"/> F <input type="checkbox"/> N/A <input type="checkbox"/> N/T <input type="checkbox"/>
Anx. E	General arrangement of a typical Type III boat	Not Type III	P <input type="checkbox"/> F <input type="checkbox"/> N/A <input checked="" type="checkbox"/> N/T <input type="checkbox"/>

- END OF TEST REPORT -