The Intriguing
ZIPWAKE Trim
from Sweden, through AMI
Control System
**The ZIPWAKE Trim Control System**

Control, comfort, safety. The new Zipwake Dynamic Trim Control System offers powerboat owners a smooth and comfortable ride even during acceleration.

AMI, a wholesale distributor and specialist agent of leisure marine products, is pleased to announce a recent partnership to deliver Swedish made Zipwake to our Australian customers.

Zipwake is the world's first inexpensive dynamic trim control system, incorporating a state-of-the-art series of what they describe 'durable, fast-acting interceptors' but what most Australian boatowners would call 'trim tabs'.

The system is fully automatic. It significantly enhances the boat's performance, fuel economy, comfort and safety when accelerating, turning or running in a seaway.

Zipwake’s unique 3D controls provide the driver with unmatched, user-friendly, intuitive and precise control of running trim, heel or heading. Integral, high-frequency GPS, 3D gyro sensors and a robust ride-controller all come as standard along with a colour display that is readable in bright sunlight.

This first-ever modular design made for mass production makes the series of fast-acting interceptors durable, affordable and perfectly adapted to any planing or semi-planing boat between 6m and 18m. All components have been meticulously engineered to withstand impact and avoid water ingress, thereby minimizing the risk of costly maintenance and downtime. Interceptor or blade actuation takes place by way of a
SMART RIDE CONTROLLER

Model: CP-S
Weight: 0.22 kg
Mounting: Flush or surface
Supply Voltage: 12-32 V DC
Power Consumption: 10 W max
Waterproof Rating: IP67/IP64 (front/back)
Operating Temperature: -20° to +85°C (-4° to +185°F)

STATE OF THE ART INTERCEPTORS

Model: IT300-S, IT450-S, IT600-S, IT750-S
Weight: 2.1 kg, 2.8 kg, 3.5 kg, 4.0 kg
Max Boat Speed: 60 knots
Thru-Hull Cable Fitting: Concealed or above waterline
Supply Voltage: 12-32 V DC
Power Consumption: 25 W max
Waterproof Rating: IP68, 5 m
Operating Temperature: 0° to +40°C (+32° to +104°F)
The ZIPWAKE Trim Control System

calibration-free submersible electric servo within the interceptor unit.

Its natural water cooling provides excellent working conditions for the brushless DC servo motor, which runs on 12-32 volts.

ZIPWAKE claims their blade stroke takes 1.5 seconds, outperforming conventional trim tabs by a factor of 5.

Installation is made easy with an integral mounting plate and the option of a concealed or above-waterline, self-sealing, thru-hull cable fitting.

For more information on the ZIPWAKE Trim Control System, contact your local AMI branch Australia wide, or visit the website at www.amisales.com.au. AMI will also be presenting ZIPWAKE at Sanctuary Cove International Boat Show, Stand 88, along with a wide range of other leading marine products.

Behind The Scenes - PW

As we can plainly see, ZIPWAKE is a fascinating new take on the traditional long serving trim tab set-up so popular throughout the recreational boating world from trim tab companies such as Bennett, Lenco and more recently, Volvo Penta.

Different applications show the diversity that can be achieved by pairing different Interceptors to comply with different hull shapes and strikers. This is a 388 Princess (love the 2-way thruster, too) and on the right, a Bayliner 2859.
Indeed, these tabs clearly come from the Volvo school of trim tab thinking, because the so-called "interceptors" are utilising the same vertical blade technology popularised by Volvo in their trim system. It's interesting to observe that Volvo themselves are now offering or talking about this system as a complementary product to their own.

It was really only a matter of time before the electronics engineers that are now so used to working with the internet, GPS systems and increasingly miniscule electronic control 'boards', would put two and two trim tabs together and make a flexible 'wing' of interceptors or tabs.

This system takes trim tab and trim control to a whole new world, because it is both very fast acting and infinitely more dynamic than conventional tabs – indeed, the guts of this system is that it can be wholly automatic if desired.

With GPS headers built in, the system can clearly detect directional instability as well as conventional trim up and down along the centreline - and they are also talking about roll movement in larger vessels.

There is no reason at all why these features cannot be incorporated with today's electro hydraulic trim systems and sophisticated electronics.

Overseas, this unit is being directly compared to inboard gyro-stabilising systems and external gyro-based stabilisers fitted to larger craft, but what's happened is that they have realised that it is possible to adapt management systems to much smaller craft and thus take advantage of the enormous increase in volume that can be had by producing a system of trimming as good as this in much smaller craft.

This is a truly fascinating development that we attempt to follow with AMI, to find an Australian installation we can test at sea.

ABM