



NEWSLETTER

JULY 13TH 2016

SOFTWARE VERSION 2.3 - NEW FEATURES

The new Zipwake Series S Software Version 2.3 incorporates 4 significant improvements and as usual a number of smaller enhancements, all aiming to make the system more user-friendly and delivering maximum performance.

FOUR SIMULTANEOUS GPS SOURCES

GPS signal via NMEA2000 now handles simultaneous input from up to 4 sources. Inputs from modern units made by Garmin, Furuno, Humminbird, Lowrance, Raymarine and Simrad are all accepted.

ENHANCED AUTOMATIC ROLL CONTROL

The automatic roll controller has been further enhanced to better manage 1) very quick decelerations and 2) high-speed turning of boats with a tendency to turn too flat, involving fast control of outward interceptors subject to water exit/entry.

AUTO ROLL THRESHOLD SPEED RANGE

The Auto Roll Threshold Speed range has been changed to -3/+6 knots for more flexibility when to activate the automatic roll control.

INTERCEPTOR CHECK - NO GPS SIGNAL

Interceptor Check is allowed when no GPS signal is available, provided the boat is considered to be on land (determined by accelerometer outputs). This feature is helpful when checking an interceptor installation in a building with a shielding roof.

SYSTEM UPDATE

Download the software upgrade file from www.zipwake.com and copy it to the root of a high quality USB memory stick. Then refer to the Operator's Manual Section 15 and follow the remaining steps.

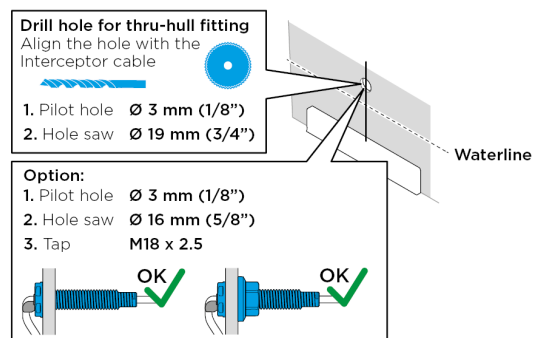


INSTALLATION GUIDE R1C - NEW FEATURES

A new release; R1C has been published in 10 languages on the website. There are six improvements:

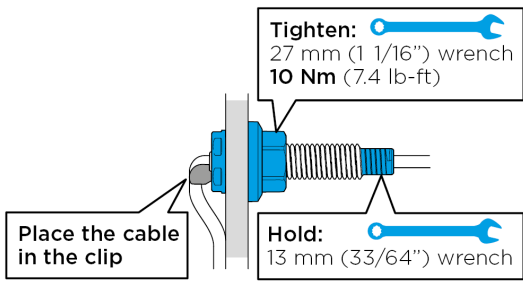
THREADED OPTION

Threaded option for the thru-hull fitting drill hole.



REDUCED TIGHTENING TORQUE

Thru-hull nut tightening torque reduced to 10Nm (1 kg on 1 m lever).

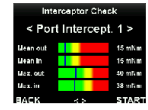


INTERCEPTOR CHECK

The Initial start procedure now highlights the important Interceptor Check and an extra note emphasizing that "All readings must be green".

INTERCEPTOR CHECK

It is recommended that a first check is always made right after installing the interceptors, before launching the boat. If an Interceptor then shows excessive servo motor torque, the prime suspect is the flatness of the transom behind the interceptor and/or excess antifouling between its blades.

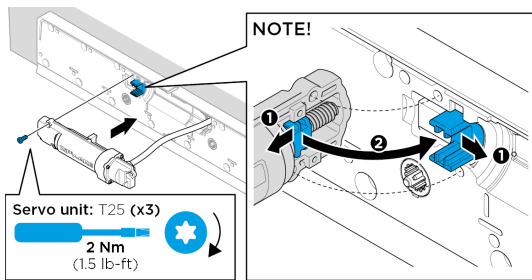


NOTE! Corrective actions are always necessary in the event that too high torque levels are observed. **All readings must be green!**

All readings must be green!

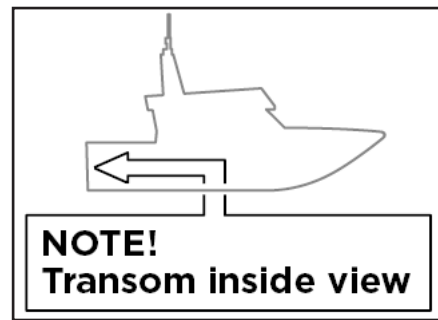
SERVO UNIT MOUNT BETTER DEPICTED

Concealed thru-hull fitting servo unit mount better depicted.



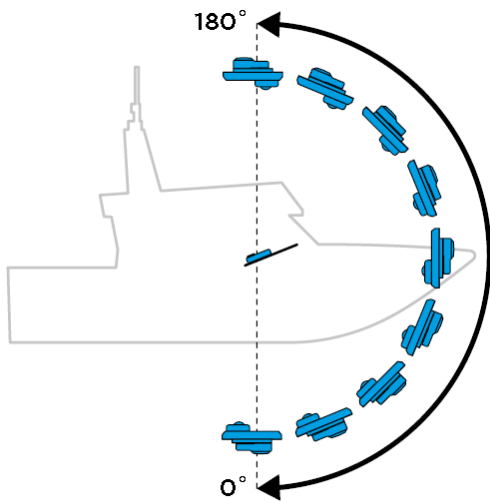
SYMBOL CLARIFYING TRANSOM SIDE

The wiring diagram now shows with a symbol the depicted side of the transom.



CONTROL PANEL - ANGLE RANGE

Control panel installation angle range increased and made less ambiguous.



NOTE! Any angle between 0-180°

