

Arc Sport Owner's Manual

Version 1.7

Last updated: April 2026



Welcome to the crew.

Congratulations on your purchase of the Arc Sport, the world's most advanced wake boat.

By owning an Arc Sport, you are among the pioneers pushing the world of boating forward to an electric future.

The boat has been hand-crafted by our talented team in Los Angeles, California. We're confident you will enjoy its powerful electric performance, tech-forward interface and low maintenance ownership experience.

Before using the boat, please thoroughly review this manual and familiarize yourself with its operational and safety features. Boating safety is dependent on passenger conduct as well as weather and water conditions. Familiarizing yourself and your passengers with this manual will ensure you have the information you need to maximize your enjoyment out on the water.

Thank you again for your Arc Sport purchase, and welcome to the crew!



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Introduction

About this manual

This manual contains important information about operation, safety, and maintenance of the Arc Sport. Please familiarize yourself with it before you use the boat.

The manual is current as of the date on the cover page. The most recent edition can always be found online at arcboats.com/arc-sport/owners-manual.

Software updates may change the operation and features of the boat beyond what is covered in this manual, and it is not intended to be an exhaustive troubleshooting guide. Please contact Arc if you are having any difficulties related to the boat that are not covered here.

Getting in touch with Arc

Our team is available for any technical assistance or questions regarding your Arc Sport.

You can reach us with a call or text to 848-ARC-BOAT or by email at

service@arcboats.com. We aim to respond to all requests within one business day.

We also love hearing feedback (positive and negative!) from you.

Owner's Responsibility

At the time of delivery, you are responsible for:

1. Understanding the boat's [warranty](#) conditions
2. Maintaining the proper documentation for the boat
3. Obtaining a boater's license, if needed
4. Ensuring proper operation of all boat systems

Registration

The U.S. Coast Guard requires that all power boats operated on the navigable waters of the U.S. be registered in the state where they are predominantly used.

Registration numbers must be clearly displayed on the boat in accordance with local and federal regulation guidelines. Registration certificates and documents must be current and carried on board at all times.

Federal, State, and Local Regulations

The U.S. Coast Guard is the federal authority of U.S. coastal and inland waterways. State and local authorities enforce boating regulations and may often have additional safety requirements.

It is the operator's responsibility to comply with maritime traffic laws and the COLREGS for inland, coastal, and ocean waterways. You must stop and allow enforcement officers to board the boat if directed.

NOTICE When trailering across some state borders, it may be required to remove the vessel's drain plugs to avoid contamination. Be aware of local rules and regulations to comply with decontamination efforts.

Definitions and Disclaimers

- **Operator** - The owner of the boat, or any individual who has command of the boat at any given time. It is the operator's responsibility to ensure the safety of the boat, passengers, and the surrounding environment. The operator must comply with all local, state, and federal laws and regulations.
- **ABYC** - The American Boat and Yacht Council is a nonprofit organization that develops global safety standards for recreational boats.
- **COLREGS** - The International Regulations for Preventing Collisions at Sea, more commonly known as the "COLREGS" are the 'rules of the road' for boats. The COLREGS were developed by the International Maritime Organization, a United Nations agency.
- **HIN** - A unique identifier made up of letters and numbers that identifies the boat.
- **NMMA** - The National Marine Manufacturers Association is the leading trade association in the U.S. representing boat and marine manufacturers.
- **PFD** - A Personal Flotation Device is a safety item that can be used to keep people afloat in the water. These can be life jackets, flotation devices, throwable devices, or buoyancy aids.
- **USCG** - The U.S. Coast Guard is the maritime security, search and rescue, and law enforcement service branch of the U.S. Armed Forces.

Warning and Notices

Important warnings and notices have been bolded throughout the document. Read and understand all precautions before operating the boat.

⚠ WARNING Indicates a hazardous situation that, if ignored, could lead to harm or death.

NOTICE Indicates a situation that could cause harm to the boat or environment, or could cause the boat to not operate as expected.

Specifications & Certifications

Key Specs

Top speed	40 mph	The top speed of the Arc Sport
Cruising speed	27 mph	The fastest efficient speed for covering long distances
Length overall	23' 0"	Length from bow to end of transom
Length with platform	24' 8"	Length from bow to end of swim platform
Beam	8' 6"	Maximum width of boat
Max height	8' 0"	Height from waterline to fully raised tower
Min height	6' 4"	Height from waterline to fully lowered tower
Trailer height	10' 3"	Height from ground to fully lowered tower on trailer
Trailer height (no all-round light)	9' 9"	Height from ground to fully lowered tower on trailer after removing the all-round light from the tower
Draft	35"	Height from bottom of propeller to waterline
Weight	7,650 lbs	Total weight of the boat
Trailer weight	1,700 lbs	Total weight of the trailer without the boat
Trailer length	29' 8"	Total length of the trailer

Certifications

National Marine Manufacturers Association

Arc Boat Company is a member of the NMMA, and is NMMA-certified to ABYC standards. This is a robust set of safety standards that build on the USCG's safety requirements.

American Boat and Yacht Council

Arc Boat Company is a member of the ABYC. The Arc Sport has met ABYC's safety standards for the design, construction, maintenance, and repair of recreational boats.

Design Conditions

The boat is intended for use as a pleasure and sport craft and a Craft Design Category of Inshore Category C. It is designed to operate in winds up to Beaufort force 6 and the associated wave heights and significant wave heights up to 6' 6.7" (2 m) at speeds safe for the conditions. Such conditions may be encountered in exposed inland waters, in estuaries, and in coastal waters in moderate weather conditions. Avoid rough water, large waves, and wakes from other boats when traveling at high speeds on plane. Hard impacts may injure occupants, cause ejections, and/or damage the boat.

Capacity and Weight Limits

Do not exceed the stated maximum weight limits or capacity of people the boat can safely carry. An NMMA weight limit and passenger capacity safety sticker is located by the throttle (see [Safety labels](#) for more information).

- The maximum number of people the boat can safely carry is **15 people** or **2,083 lbs.**
- The maximum weight capacity of the boat (people and gear) is **3,200 lbs.**

Hull Identification Number

A HIN is a 12-digit number that uniquely identifies the boat. The HIN can be found in three locations:

1. **Interior:** Under the helm to the right of the speaker
2. **Exterior:** On the starboard side transom
3. **Touchscreen:** On the **Settings > About** page

Boat Computer Regulatory Information

Contains FCC ID: PD9AX210NG

Contains FCC ID: N7NRC76B

Contains IC: 1000M-AX210NG

Contains IC: 2417C-RC76B

Safety

Please read this section carefully. Failure to adhere to the safety warnings below can result in injury or death.

Always

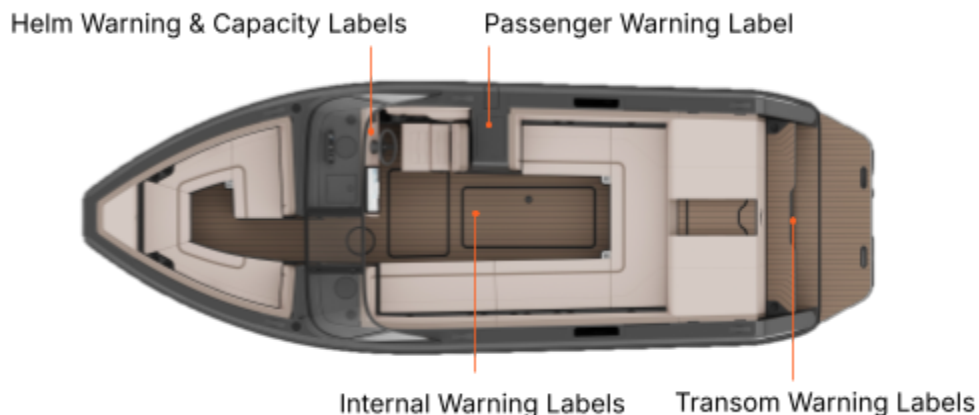
- Ensure that all safety equipment is current and in good working condition, and is sufficient for the number of people on board and operating conditions.
- Follow safe operating practices and the ["Rules of the Road."](#)
- Maintain a good knowledge of the boat's operating systems.
- Keep safety equipment in good condition and accessible at all times.
- Provide safety training for the passengers.
- Assist other boaters as needed.

Never

- Operate the boat while under the influence of alcohol or other drugs.
- Stand in the boat while it is in motion.
- Sit on the outer edges of the bow, transom, seat backs or gunwales while the boat is in motion.
- Leave children in the boat without adult supervision.
- Put any body part near the propeller, even in an idle state.
- Remove, modify, or otherwise directly interact with any components of the battery or high-voltage system. Please [contact Arc](#) for support if service is required.

Safety Labels

The Arc Sport has safety labels to communicate important reminders and safety information. The safety labels are located in positions that are visible to the area being referred to. If the labels become damaged or missing, you can [contact Arc](#) at any time for replacements.



Helm Warning Labels

Helm warning labels are visible reminders for the operator to ensure the safety of their passengers and other boaters within the area. These warning labels are located on both sides of the area underneath the dash.

⚠ WARNING	
Failure to follow these warnings could cause SEVERE INJURY or DEATH.	
<ul style="list-style-type: none"> • SECURE ALL TOWER STOWAGE BEFORE AND DURING USE. • PINCH POINT, keep hands clear during operation. • DO NOT TOW MORE THAN 2 PERSONS OR 500 POUNDS (227KG) at one time from this tow tower. • ONLY USE this tow tower for waterskiing, wake boarding, or similar activities. • DO NOT USE this tower for recreational towables. 	<ul style="list-style-type: none"> • DO NOT USE this tow tower for parasailing, kite flying, pyramids, group pulls, or towing other boats. • DO NOT climb on, sit on, stand on, jump off of or dive off the tow tower. • DO NOT ADD ANY ATTACHMENTS that are not installed by Arc Boat Company. • NEVER ALLOW loose towrope ends to dangle. • SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION.

⚠ DANGER	
CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.	
<ul style="list-style-type: none"> • REMOVE SAFETY LANYARD while people are in the water near the boat, on the swim platform, or on the boarding ladder. • NEVER OPERATE IN REVERSE TOWARD A PERSON in the water. 	

⚠ WARNING	
Failure to follow these warnings could cause SEVERE INJURY or DEATH.	
<ul style="list-style-type: none"> • REDUCE SPEED BEFORE ATTEMPTING SUDDEN OR SHARP TURNS, AND MAINTAIN SAFE SPEEDS for water conditions and environment at all times. Maneuverability at high speeds is limited, and sudden turns may cause loss of boat control. • DO NOT OVERLOAD THE BOAT. ENSURE THAT WEIGHT IS PROPERLY AND EVENLY DISTRIBUTED fore and aft and on both sides of the boat to avoid poor handling, sudden loss of control, swamping and/or capsizing. • PASSENGERS SHOULD WEAR U.S. COAST GUARD APPROVED LIFE JACKETS. • MAKE SURE THAT ALL PASSENGERS ARE PROPERLY SEATED WHILE UNDERWAY. To avoid passengers falling overboard or being ejected from the boat, do not allow passengers to sit on seat backs, gunwales or outermost deck edges while boat is moving.  	<ul style="list-style-type: none"> • CHECK WEATHER FORECAST BEFORE DEPARTING DOCK and heed all weather advisories. • WEAR SAFETY LANYARD at all times while operating boat to prevent unmanned boat operation.  • NEVER OPERATE WHILE UNDER THE INFLUENCE of drugs or alcohol. • KEEP PROPER LOOKOUT AND SAFE DISTANCE for the conditions at all times to avoid collisions.  • OBEY APPLICABLE NAVIGATION RULES AND BOATING LAWS. • USE CAUTION AND PROPER LIGHTING during nighttime boating and boating in adverse weather. • READ THE OWNER'S MANUAL AND COMPLETE THE BOATER'S PRE-OPERATION CHECKLIST prior to boat operation.

Helm Capacity Label

The capacity label indicates the maximum weight and occupant capacity and should not be exceeded. The label is located on the starboard wall underneath the dash.




Passenger Warning Label

The passenger warning labels are visible reminders for the passengers to ensure their safety. This label is located inside the open storage area directly behind the captain's chair. The tower can also present a risk to passengers when raising and lowering.

⚠ WARNING

Failure to follow these warnings could cause **SERIOUS INJURY** or **DEATH**.

- **REMAIN PROPERLY SEATED AND HOLD ON** to available handrails while boat is moving to avoid falling overboard or being ejected from the boat. Do not sit on seat backs, gunwales or outermost deck edges.
- **WEAR U.S. COAST GUARD APPROVED LIFE JACKETS.**
- **DO NOT OVERLOAD THE BOAT. OCCUPANTS AND GEAR MUST BE PROPERLY AND EVENLY DISTRIBUTED** fore and aft, and on both sides of the boat. Improper loading and/or overloading may result in poor handling, sudden loss of control, swamping and/or capsizing.
- **DO NOT EXCEED THE BOW CAPACITY** of 5 persons or 875 pounds (397 kg). Overloading the bow of the boat can cause loss of control, swamping and/or capsizing.
- **REFER TO AND OBEY THE DESIGNATED OCCUPANT SEATING POSITIONS** that are indicated by the manufacturer for your specific model.
- **OBEY THE OPERATOR** at all times.
- **DO NOT RESTRICT THE OPERATOR'S VISION.**
- **DO NOT DEPART THE VESSEL** without informing the operator.



Transom Warning Labels

The transom warning labels are located behind the tow bar, directly above the swim platform. Although the easiest way to reboard the boat is from the swim platform, when doing so, be aware of the dangers of a moving propeller.

⚠ WARNING		
Failure to follow these warnings could cause SEVERE INJURY or DEATH.		
<ul style="list-style-type: none">• OVERLOADING WATER-SPORTS TOW POINT CAN CAUSE PERSONAL INJURY AND/OR EQUIPMENT DAMAGE.• DO NOT TOW FROM ANY POINT OTHER THAN THE DESIGNATED TOW POINT.	<ul style="list-style-type: none">• This boat is equipped with at least one tow point.• DO NOT TOW MORE THAN 1000 POUNDS (454 KG) at one time. The tow point is only to be used for waterskiing, wake boarding, recreational towables, or other similar activities and devices.• DO NOT tow heavy loads such as kites or parasails.	<ul style="list-style-type: none">• DO NOT TOW OTHER VESSELS WITHOUT CONSULTING OWNERS MANUAL.• NEVER ALLOW loose towrope ends to dangle.• SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION.

⚠ DANGER	
	<ul style="list-style-type: none">• CONTACT WITH A SPINNING PROPELLER WILL CAUSE SERIOUS INJURY OR DEATH.• STAY CLEAR OF BOAT AND STAY OFF SWIM PLATFORM AND BOARDING LADDER WHEN SAFETY LANYARD IS ATTACHED

Internal Warning Labels

This label is on the underside of the lid of the large internal hatch in the center of the deck.

⚠ DANGER	
<ul style="list-style-type: none">• ROTATING DRIVE SHAFT MAY CAUSE SERIOUS INJURY OR DEATH.• Do not operate while access hatch is open.• REMOVE SAFETY LANYARD before performing any work in this area.	

High-voltage warning labels are placed around the outside of the battery pack.

⚠ WARNING	
	<p>HIGH VOLTAGE INSIDE.</p> <p>DO NOT OPEN</p>

Equipment Checklist

To ensure the safe operation and enjoyment for everyone on the water, the following items should be carried on board:

- Life jackets
- Throwable PFD
- Portable fire extinguisher
- Distress flares
- Fenders
- Dock lines
- First aid kit
- Skier down flag
- Water
- Sun protection
- Air horn
- VHF radio

Safety Equipment

USCG regulations require a minimum amount of safety equipment on board. It is the operator's responsibility to make sure the equipment is current and in good working order.

Local and state laws may have additional requirements for safety equipment to be carried when operating the boat in certain waters. It is the operator's responsibility to ensure compliance with local and state laws.

Bilge Pumps

There are two bilge pumps in the Arc Sport, one forward and one aft. The bilge pumps automatically turn on when enough water accumulates in the boat's bilge. Once activated, water will be pumped from the bilge and discharged from both the port (left) and starboard (right) thru-hulls. Once the water level falls below the float switch, the pumps will turn off.

The automatic bilge pumps are connected to the 12V battery. This allows for the bilge pumps to switch on even if the main power shutoff switch is turned off.

Manual bilge pump switches are also located in the helm on the starboard wall near the captain's right leg. Turn the switches to the *on* position to manually run the bilge pumps; turn the switch *off* once water has been discharged.

Fire Extinguisher

A portable fire extinguisher is mounted on the aft wall in the forward most center bow seat storage. Periodically check the general condition and charge level of the extinguisher to ensure readiness in case of emergency.

Safety Lanyard

The safety lanyard is an emergency cut off switch that is designed to turn off the motor when the driver is separated from the helm. The safety lanyard attaches with a clip located beneath the throttle, recessed into the deck. The other end of the lanyard should be securely fastened to the boat operator. This is a safety function that can save lives. Always use the safety lanyard when operating the boat.

The safety lanyard should also be used as a safety precaution. When anyone is in the water near the boat, it should be removed from the throttle to ensure that the motor has been shut off and the boat will not be operational.

NOTICE Ensure that the safety lanyard has been attached prior to starting the boat. Without it, the boat will not operate.

Emergency Procedures

Fire

Onboard fires can spread rapidly. Acting quickly in response to a fire can save lives. If a fire starts above the deck, immediately attempt to control it using the fire extinguisher located on the aft wall in the forward-most center bow seat storage. If the fire cannot be contained, or if the fire originated below the deck, ensure all passengers are wearing PFDs and disembark the boat immediately.

Grounding

In the event of a grounding, inspect the hull, rudder, shaft, and propeller for damage. If all systems are in satisfactory condition, maneuver the boat to safe water and prepare to lift the boat for a full inspection. If there is severe damage, call [Arc Support](#) for assistance.

In the event the boat is taking on water, ensure all passengers are wearing PFDs. If the bilge pumps cannot keep up with the ingress of water, disembark the boat immediately.

Collision

If you are in a collision, the first priority is ensuring the well-being of all passengers. Once you have done that, assess any damage to the boat and to any other boats impacted. If necessary, call or signal for assistance.

Person Overboard

If a passenger falls overboard, stop the boat immediately. Keep the overboard passenger in sight at all times. The most efficient way to reboard the boat is via the swim platform. Always keep the throttle in neutral when anyone is in the water and near the stern of the boat, as a moving propeller can cause harm or death.

Operating the Boat

Startup and Shutdown

Unlocking the Boat

The Arc Sport stays in a sleep state when not in use. Waking the boat will turn on the touchscreen display and take you to the unlock screen. To wake the boat:

1. Press the volume knob below the touchscreen display.
2. Enter your PIN on the displayed PIN pad.

Locking the Boat

Locking the boat will prevent further operation until the boat's PIN is entered again. Once the boat is locked, it will return to a sleep state after two minutes of inactivity. The Arc Sport does not need to be manually turned off.

To lock the boat:

1. Put the throttle in neutral.
2. Press the **Lock Boat** button on the General tab of the touchscreen's Settings menu.

As an added safety feature, after 30 minutes of inactivity the boat will automatically lock and will require a PIN for further operation.

NOTICE It is not necessary to turn off the main power shutoff switch when you are not using the boat.

Resetting the Lock PIN

If the lock PIN to access the Arc Sport needs to be reset, please select **Reset Lock Pin** in the Safety & Support tab of the touchscreen's Settings menu.

Charging

There are multiple ways you can charge the Arc Sport depending on the power and setup available. The boat is compatible with AC charging (also known as Level I or Level II) using the J1772 AC charging standard. It is also compatible with DC fast charging (Level III) using a CCS1 charge port, and is capable of over 850V.

Start Charging Session

1. Open the charge port on the starboard side of the boat.
2. Ensure there is no moisture or water inside the charge port as that can prevent the charge from initiating.
3. Insert the charge gun. [The charging status light](#) will pulse white.
4. Once the charger has locked, an audible click will sound and the charging status light will start pulsing green. This indicates charging has started, and can take up to 30 seconds to complete.
5. The boat's touchscreen will indicate progress of the charging session. When charging is complete, the charging status light will remain solid green.

End Charging Session

1. Press the release button on the charge port or charge gun.
2. After a few seconds, an audible click will indicate the charge handle is unlocked and the charging status light will turn to blue, indicating charging was manually stopped.
3. Unplug and remove the charge gun.
 - If the charge gun is **not** unplugged, charging will restart.

NOTICE After finishing charging, always replace the charge port plugs in order to keep the port clean and dry.

Charging Status Light

The light next to the charge port indicates the status of charging. It has seven unique states:

1. **No Light:** Charge gun is unplugged.
2. **Pulsing White:** Charge session is initializing.
3. **Solid White:** Charge gun is plugged, but not receiving power from the charger.
4. **Pulsing Green:** Boat is being charged.
5. **Solid Green:** Boat is fully charged.
6. **Blue:** Charge session was manually stopped (e.g., by pressing the button on the charge port or charge gun). Remove and re-plug the charge gun to restart the session.
7. **Red:** Charging session was stopped due to an error. Check the boat's touchscreen for more information. Refer to the [Troubleshooting](#) section if this occurs.

NOTICE The charging status light will gradually dim and then turn off at night to reduce light pollution.

Charging Speeds

Charging times for the boat will vary based on air and water temperature as well as voltage and current fluctuations. The below estimated charging times are subject to change with software updates over the life of the boat. Please note that the boat can charge on Level 2 chargers rated over 48A, but the boat will only pull up to 48A.

Arc Sport Charging Times (10% → 90% Charge)

Level	Charging Type	Outlet Voltage	Max Current	Estimated Charge Time
Level 3	DC Fast Charger	-	290A	70 minutes
Level 2	Wall Mounted	240V	48A	14 hours on water 16 hours on a trailer*
	Portable Charger	240V	40A	17 hours
		240V	32A	22 hours
Level 1	Standard Outlet	120V	12A	185 hours

*Trailer charging time is longer due to onboard charger thermal limitations.

Charging in Different Climates

The Arc Sport can be stored and charged in a variety of outdoor climates and air temperatures. Recommended ranges for different scenarios are below.

Scenario	Min temperature	Max temperature
Level I or II Charging	14°F -10°C	113°F 45°C
DC fast charging	16°F -9°C	90°F 32°C

If the air temperature falls outside these temperatures, bring the boat indoors for storage or charging. If the outdoor temperatures limits are exceeded, charging speeds will be reduced to regulate the internal temperature of the boat and to protect the battery life.

NOTICE For maximum efficiency, AC charging should be done with the boat in the water.

Charge Port Release

In the event of a charge gun becoming stuck in the boat's charge port, an emergency release mechanism is located on board. To use it:

- Open the storage compartment on the starboard side of the boat, behind the captain's chair.
- Locate the emergency release cable (a small loop) located on the forward wall of the storage compartment.
- Pull the cable while wiggling out the charge gun.

Basic Rules of the Water

It is the operator's responsibility to be familiar with the [COLREGS](#). These are the maritime rules of the road and will ensure your safety and the safety of people around you.

It is important to always keep a proper lookout at all times. The boat operator must understand who should give way to who, and to always operate the boat at a safe speed. Boaters not following the COLREGS can be held liable for damages and injuries during accidents.

Occupant Positions

The Arc Sport is built to seat up to 15 people:



Driving

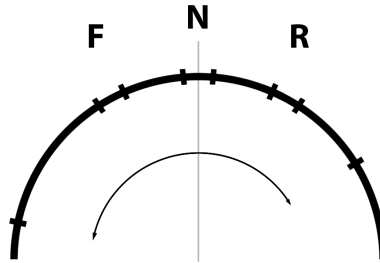
Throttle

To operate the throttle from a neutral position, pull upwards on the locking collar below the handle and push the throttle forwards (to move forward) or backwards (to move in reverse). Once out of neutral, you may release the collar. The lock will automatically re-engage when returning the throttle to neutral.

When you start to move the throttle forward from neutral you will feel the first notch, or 'forward detent'. This puts the boat into idle speed (approximately 3-4 mph). You will feel

the same notch or 'reverse detent' position when you move the throttle from neutral to reverse. This is your reverse idle speed.

NOTICE Take care to make sure you are in neutral and not in a detent position when bringing the boat to a stop. The driver screen will display "Neutral" when in neutral.



⚠ WARNING Do not run the motor or thrusters when the boat is out of the water (e.g., on a trailer), as this can damage seals or other parts of the boat and risk injury to people nearby.

Maneuvering

The Arc Sport has a single inboard electric motor with a straight shaft to a propeller. The propeller is a left-hand propeller, which will rotate clockwise when moving forward and counter clockwise when moving backward.

Maneuvering an inboard boat in close quarters may require practice, especially as weather conditions can make every close quarter maneuver different. Increasing speed will make steering easier as there is more water moving over the rudder. However, it is recommended to only go as fast as you need to safely maneuver the boat. Using the boat's thrusters and joystick control are recommended for easier close-quarters navigation.

Visibility

For most activities, the operator should be seated at the helm. Some situations, such as docking or navigating tight areas, may require standing at the helm to maintain visibility over the bow.

The tower reduces forward visibility when in the lowered position. The bow camera is available on the touchscreen to assist with forward visibility while the tower is down.

Avoid operating at high speeds with the tower lowered unless you have a clear view of the water ahead.

Going in Reverse

As with most inboards, the boat is prone to “prop-walk” when moving in reverse. Prop-walk is the effect of the propeller moving water one way and pushing the stern the other. In the Arc Sport’s case, when moving backwards the propeller pulls the stern to starboard.

Using Thrusters

The Arc Sport is equipped with two thrusters—one at the bow and one at the stern—to make low-speed maneuvering easier. To activate, press down on the joystick and then move it side-to-side or twist it clockwise or counterclockwise to rotate the boat accordingly.

Rotation and translation can be combined as well. This is useful to move the bow or stern without moving the rest of the boat. For example, rotating the joystick clockwise while pushing it to the starboard side will keep the stern where it is and move the bow in the starboard direction.

“Advanced Mode” can be enabled in the **Settings > Drive** menu. Once this has been selected, double-tap the joystick to command both thrusters and the prop together. This allows for low-speed omnidirectional control using only the joystick.

NOTICE Thrusters can overheat if used for extended periods of time. A notification will appear on the screen if this happens, and you may experience reduced performance until they cool to protect them from damage.

▲ WARNING Do not use the thrusters when swimmers or riders are in nearby water for risk of injury.

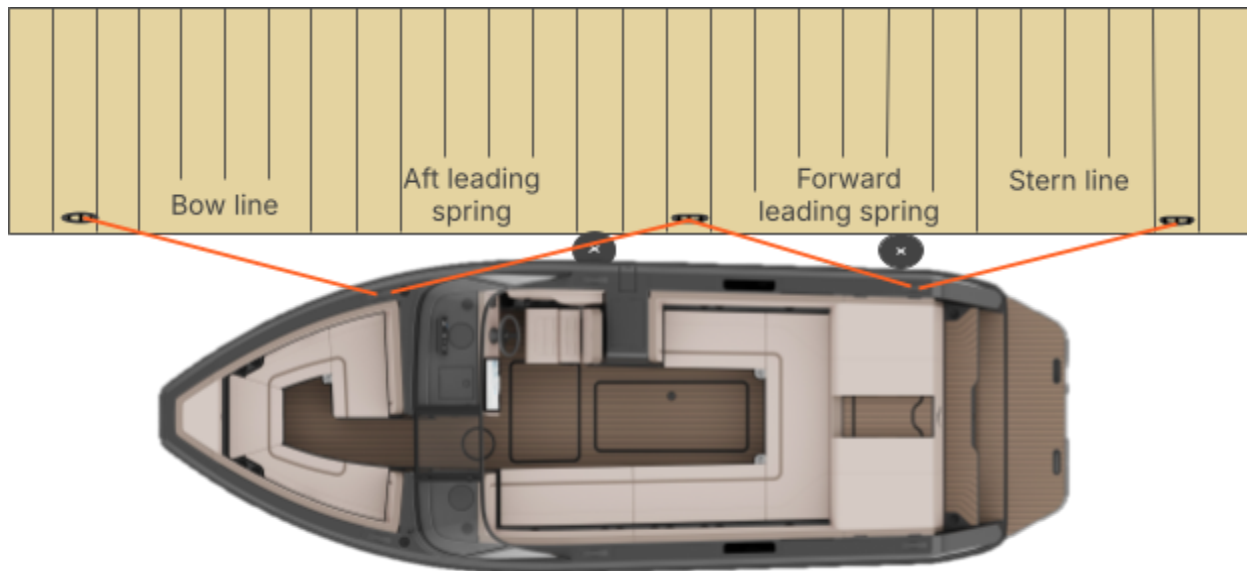
Docking

Environmental factors such as wind, current, and visibility, as well as traffic density, can affect how you should maneuver the boat when approaching the dock. Knowing how the boat operates in various conditions is essential.

Set mooring lines on the boat before approaching the dock. Lines should be attached fore and aft and on the boat. If necessary, have an additional person standing by to help you dock the boat. As the boat's prop walk is to starboard, try and dock the boat on the starboard side to use the prop walk to your advantage.

Once you are tied to the dock, depending on the wind and current, additional spring lines can also be set for added security.

Fenders of appropriate size should be set in advance of approaching a dock, and should generally be placed on both a forward and aft cleat. Fender height should be adjusted to match the size and height of the dock.



NOTICE The boat should not be beached or intentionally run aground, as this can result in damage to the hull.

Cruise Control

Cruise control allows boaters to set and maintain a specific speed. This improves the boating experience because a variety of common boating use cases are easier and more enjoyable if the boat holds a consistent speed, such as towing a wakesurfer, wakeboarder, tubing, skiing, or crossing large distances at a speed that efficiently uses the battery.

Activation

To activate Cruise Control the user presses the Cruise Control button on the Home page of the touchscreen, enters the desired speed, and presses enter.

Throttle

The throttle is used to set the motor speed until it is above the speed required to achieve the desired speed. This allows the user to slowly throttle forward for gradual acceleration to the desired set point.

If the throttle is set to a motor speed higher than what is required to achieve the desired boat speed, the boat will automatically adjust the motor speed output to hold the speed selected via cruise control. This allows the user to throw the throttle forward for a fast acceleration.

Adjusting the Speed

The desired speed can be changed at any time via the touchscreen, even if Cruise Control is already active.

Deactivation

Cruise Control can be disabled at any time by the user through the touchscreen, regardless of the boat's speed or throttle state.

When Cruise Control is disabled, the boat will hold the current motor speed output until the speed requested by the throttle is less than or equal to that value. Once this happens throttle control will be returned to the user.

Station Keeping

Station Keeping allows the Arc Sport to hold itself at a constant position and heading using the boat's bow thruster, stern thruster and propeller, without any user intervention.

Availability

Station Keeping is only available on boats with bow and stern thrusters installed. Station keeping requires a good GPS signal and working thrusters, propeller, and compass. See the [Navigation and Depths](#) section for more information about the compass.

Capability

Station Keeping is capable of holding the Arc Sport within a few feet of the set position and within a 10 degrees of the set heading. It is intended for use in calm waters only. Performance in rough waters, high wind or current is not guaranteed and should be used with caution.

▲ WARNING Swimming while Station Keeping is active is unsafe as the main propeller is required to spin to hold the boats position and heading.

Activation

Station Keeping can only be activated while the throttle is in Neutral. To activate Station Keeping push the joystick down for at least one second. Upon activation a notification will be shown on the Drivers Screen and the boat will automatically center the rudder.



NOTICE It is not recommended to activate Station Keeping when the boat is moving. If the boat is moving when Station Keeping is activated the boat will return to the position and heading it was in when Station Keeping was activated

Deactivation

Station Keeping can be deactivated by moving the joystick off-center or by moving the throttle out of neutral. If the GPS signal becomes poor, Station Keeping may deactivate. If this happens, a notification will appear on the touchscreen and an alert will sound.

Changing Position or Heading

If the user wants to change the position and/or heading the user must:

1. Deactivate Station Keeping
2. Move the boat to the desired position and heading
3. Activate Station Keeping again

Operating Speeds

The Arc Sport's maximum cruising speed is 40 mph. If this speed is exceeded for a sustained period of time, the boat will automatically reduce speed. This is to regulate internal temperatures to safe operating limits. After an appropriate cool down period, the boat will return to normal operating speeds. For further information, see [Speed Limiting](#).

NOTICE The most efficient speed for covering long distances is from 25 mph to 28 mph.

Operating Temperatures

For best performance, we recommend operating the boat when outdoor temperatures are between 41°F and 104°F. Using the boat when outdoor temperatures are outside of this range can result in suboptimal battery performance or speed limiting. The boat is not to be used below 32°F or above 122°F.

Scenario	Low temperature	High temperature
Regular Boat Operation	41°F 5°C	104°F 40°C
Operating Limits	32°F 0°C	122°F 50°C

Watersports

General Safety

The operator is responsible for the safety of all passengers, including when passengers are participating in watersports. While doing watersports, you should have an experienced operator at the helm and another person observing the rider.

For every outing that involves towing riders outside the boat:

- Always inspect watersports equipment before use. Don't use equipment that shows signs of significant wear.
- Every rider should wear a USCG-approved Type III personal flotation device.
- Only attach the tow rope to the tower tow point or transom tow points. Do not attach the tow rope to cleats.
- The surfer/skier should indicate that they are clear of the boat prior to you engaging the propeller.
- Do not ski/ride near swimming areas or beaches, or in high-traffic areas.
- Do not ski/ride at night, in limited visibility conditions, or directly in front of other boats.
- Do not ski with multiple surfers/skiers with different length ropes.
- Keep track of ski lines so they do not become entangled in the propeller.

Tower Tow Point Safety

This tow point is designed for wake surfing, wakeboarding, and waterskiing only. In order to safely use the tower tow point:

- **Do not tow inflatables (e.g. tubes).**
- Do not tow more than two individuals or 500 lbs (227kg) at one time.
- Do not tie to another boat, a dock cleat, etc. from this tow point.
- Do not tow parasailers, kite boarders, ski pyramids, or group pulls.
- Do not climb on, sit on, stand on, jump off, or dive off the tower.
- Do not add any attachments that are not installed by Arc.

NOTICE Only use appropriately load-rated rope for towing. Never use a chain, cable, or other metallic attachment as it may damage the tow points. Never allow loose tow rope ends to dangle.

Reboarding From the Water

Reboarding the boat is easiest and safest from the swim platform. Do not approach the boat when it's in gear as a moving propeller can cause serious injury or even death. If you are in the water, always get confirmation from the boat operator that it's safe to approach the stern before doing so. This can be done by verifying the operator has removed the safety lanyard.

Towing the Boat

In extreme circumstances it may be necessary for the Arc Sport to be towed by another boat on the water. Always make sure the towing line is inspected before use and the tow line is rated sufficiently for the weight of the boat and its passengers. Attach the tow line to the bow eyelet when being towed and always keep towing speeds to a maximum of 5

mph. Never attach a tow line to a cleat. Avoid towing another boat and instead call for assistance.

Interior Features

Screens & Software

The Arc Sport features two large screens in the helm area:

- The **Main Screen**, located to the left of the driver, is a 19" touchscreen with features like a music player and cameras as well as fine-grained boat controls and settings
- The **Driver Screen**, directly behind the steering wheel, is a 12" read-only display that contains critical information for operating the boat.

In order to perform a hard restart of the touchscreen, hold down the upper-right and upper-left buttons above the joystick until you see the screen go dark.

NOTICE In the unlikely event that the boat's screens are completely inoperable, press and hold down on the joystick to trigger the "Go Home" settings. This will empty all ballast and return the tabs to their starting position.

Over-the-Air Updates

Arc will periodically update the boat's software over time via over-the-air updates. These updates will process automatically outside of typical boat usage hours, and you will be notified of the features and changes contained with each new update.

NOTICE When the boat is fully off (e.g. for offseason storage) it will not receive software updates.

Navigation and Depths

Water depth data is available for some waterways on the touchscreen's Charts tab. This data is sourced from third-party agencies and is prone to error and frequent changes from weather, seasonality, or tides. A live depth sensor reading is also shown on the left-hand side of the driver screen. It's imperative to maintain vigilance of your surroundings to safely navigate the boat.

▲ WARNING The charts provided are only an aid to navigation only and should not be relied upon as the sole method for navigation.

NOTICE The boat's depth sensor may produce inaccurate readings and fluctuations when getting on plane or when debris is nearby in the water.

The Arc Sport is equipped with a unique, self-calibrating electronic compass. This system is designed to automatically adjust itself during operation to ensure maximum directional accuracy without the need for regular maintenance. If the compass seems inaccurate refer to the [Troubleshooting](#) section for calibration instructions.

Settings

The boat's Settings app can be accessed by tapping the gear icon in the lower right. The various tabs in this app contain many critical operating functions:

- **General:** Locking the boat, tower controls
- **Connectivity:** Bluetooth and WiFi connection status
- **Safety & Support:** Emergency contact info
- **Light:** Adjusting interior and exterior lights
- **Sound:** Adjust sound preferences and alerts
- **Display:** Adjust brightness and units
- **Service:** System health and active alerts
- **About:** Boat stats and software information

Connectivity

The Arc Sport is equipped with Wi-Fi and LTE capabilities. LTE coverage is supported in North America (US, Canada, Mexico). In areas without LTE coverage, connect to Wi-Fi every few days to ensure telemetry data uploads and system updates. When possible, connect to your home Wi-Fi network for the most stable connection. Without an active internet connection, charts and other connected features may not load or update.

Bluetooth

Bluetooth is available through Settings and enables pairing with compatible devices for audio and communication functions.

Maximum Screen Temperatures

Both screens contain temperature sensors to protect them from damage when operating in extreme heat. If a screen exceeds the temperatures listed below, it will automatically dim and eventually turn off until it has cooled for safe operation.

Screen	Max Temperature Before Dimming
Main Screen	122°F 50°C

Driver Screen	185°F 85°C
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NOTICE Screens on the boat can become hot under the boat cover in direct sunlight. We recommend keeping the covered boat in the shade or limiting use directly after removing the cover to avoid screen dimming.

USB Flash Drive

The boat can record photos and videos captured from its on-board cameras. This content is stored on an attached USB flash drive, found on the forward wall of the large portside storage area. The drive can be removed from the boat and used to upload content to a computer.

If replacing the flash drive with another one, please be sure to meet these minimum specs:

- Must support USB2.0 with write speed faster than 10MB/s
- Storage capacity of 64GB or more
- File system compatibility: Supports exFAT file system only
- We recommend the [Samsung Bar Plus](#)

Joystick

In addition to the throttle and steering wheel, the boat has a joystick for easy navigation with the boat's thrusters. We recommend using this for low-speed maneuvers like docking and trailering. To activate the thrusters, simply push down on the joystick once. You'll see a notification on the screen and the light around the joystick will activate, after which it can be pushed in any direction or twisted to move the boat at low speeds.

The button array surrounding the joystick can also be used for a variety of common controls on the boat as detailed in the diagram below:



Horn

The boat features an integrated horn, complying with USCG requirements. The horn's switch is located in the helm on the starboard wall near the captain's right leg, next to the manual bilge pump switches. Press the switch for the horn to sound, and release the switch to stop the horn from sounding.

Sound System

The boat contains a high-end sound system from JL Audio:

- 2 speakers in the bow
- 2 speakers in the helm
- 4 speakers in the main cabin
- 2 speakers in the tower
- 1 subwoofer underneath the helm
- 3 amplifiers (800W and 2x 500W)

The **volume knob** directly below the touchscreen controls music after a device is connected via Bluetooth. Press the knob to play and pause the track, or double-tap to skip to the next track. Brightness of the volume knob can be adjusted if desired:

1. Press and hold the dial until the LED ring flashes 3 times (program mode)
2. Rotate the dial to adjust the LED ring's brightness to the desired intensity
3. Press the dial once to exit program mode (it will flash 3 times). Program mode will also exit automatically after 15 seconds of inactivity.

The boat comes with a **speed adjusted volume** feature that can be enabled from the Sound settings.

NOTICE Audio from the tower speakers can carry far behind the boat. Please be respectful of fellow boaters and those living near the water.

Wireless Phone Chargers

The boat has three wireless phone chargers: one in the helm to the right of the steering wheel, and two in the primary cockpit seating area. These can be used to charge compatible iPhone and Android devices when on the water.

Power Outlets

Beyond the phone chargers, the boat has additional outlets for powering accessories:

- **2 USB-C outlets** located in the glovebox and port storage area
- **12V accessory outlet** located in the starboard cockpit area (max 10A)
- **12V stud** on the aft wall of the starboard cubby

Bilge Controls

The boat contains two bilge pumps for removing water from the hull. The forward bilge removes water from the front half of the boat, and the aft bilge removes water from the back half.

Bilge pumps will run automatically when water is detected in the hull. They can also be manually run via the touchscreen (**Settings > Service**) or two physical switches located on the starboard wall near the captain's right leg, next to the horn switch.

Bilge Inspection Hatches

The boat has two hatches from which the bilges can be inspected for water:

- **The forward bilge inspection hatch** is a small circular opening in the forward area of the deck near the bow, underneath the windshield.
- **The aft bilge inspection hatch** is a small opening located inside the transom storage.

Wind Blocker Door

A wind blocker door has been included to prevent airflow through the cockpit when traveling at high speeds.

The door can be installed by dropping it directly down into the track on both sides of the bow walkway, under the windshield door. Make sure the tower is in the raised position when doing this.

When not in use, the door can be stored underneath a seat in the main cockpit area.

Storage

The boat contains storage under all of the primary seating areas except for the transom bench, where the high-voltage battery is stored. Each storage area has a weight limit:

- Port underseat storage: **450 lbs**
- Starboard underseat storage: **150 lbs**
- Bow storage: **400 lbs**
- Transom storage: **600 lbs**

Evenly distributing weight across the port and starboard storage areas will help keep the boat balanced and prevent listing to either side.

On some models, under the transom seating is the facility for storing up to 4 surfboards in bespoke guides. This is a useful feature for storing boards when the boat is being trailered. Some guidelines on their use:

- Boards should be placed in a board bag or wrapped in a dry moving blanket before storing to prevent scuffing and denting.
- Surf fins should be removed from boards where possible. If not possible, care should be taken to avoid snapping off fins while in transit.
- Boards should be stored from largest width to narrowest width, with the widest in the aftmost slot, and the narrowest in the forward most slot. This ensures that the securing bungee places tension on all the boards.

NOTICE When the boat is in motion, all storage hatches and doors should be in the closed and latched position. Cushions in the bow must be properly installed, and all guests should be fully seated.

NOTICE Please allow storage areas to dry out completely after use to prevent mildew growth. Remove any wet equipment at the end of the day and open storage hatches and doors to improve air circulation and assist with drying time.

Captain's Chair

The cockpit has a custom captain's chair with multiple degrees of customization to fit the driver:

- **Forward and backward:** Twist the handle on the side of the chair to loosen, manually slide the chair to the desired position, and then tighten the handle again. "Hand tight" is sufficient for this (tools are not required). Take care not to pinch fingers when sliding.
- **Up and down:** The bolster at the front of the seat base can add additional height. Manually pull the bolster upright to raise the seating position, and carefully lower it to return to the lower seating position.

NOTICE If the bolster becomes too hard or too easy to move, loosen or tighten the M6 set screws on each side of the chair with an allen key to adjust the friction.

▲ WARNING Never step, kneel, or stand on the armrest next to the captain's chair.

Seating

The boat's interior uses marine-grade vinyl upholstery on all seats. In order to preserve the quality of this seating:

- Do not leave wet towels, clothes, or life vests on the seats for extended periods of time.
- Do not allow freshly-applied sunscreen to come into contact with the seats. Wait 60 seconds for sunscreen to dry before sitting directly on the vinyl, and apply spray sunscreen outside the cabin area.
- Cover the boat when not in use to prevent sun and weather damage.
- Careful use will extend the lifetime of upholstered items. Removing shoes before entering, and careful use of hard coolers, boards with fins, tools, and ropes are all good practices to prevent creases, tears, and abrasions.
- Regular use of manufacturer-approved conditioners and UV protectant recommended

More information about vinyl care can be found in the [maintenance](#) section.

Interior Lighting

Courtesy interior deck lights are located on the inside of the hardtop tower and underneath the seat backs in the main cockpit seating area.

Lights can be controlled on the touchscreen's **Settings > Light** page. "On and Off" can be used to manually toggle lights.

To adjust the brightness of the LED ring around the volume knob, press and hold the knob for 3 seconds until the LED ring flashes, then rotate the knob to adjust the brightness. Press the volume knob once to lock in your desired brightness setting.

Ballast

The boat features three water ballast bags for adding additional weight and creating a larger wake behind the boat. The ballast bags take in water through three seacocks located on the bottom of the hull. Ballast settings can be adjusted through the Main Screen's Wake app, and are also displayed on the Driver Screen.

Ballast bags, seacocks, and impellers can be accessed through the large hatch in the center of the boat's deck. Always make sure the boat is off before opening this hatch.

NOTICE If using lead to increase wake size, make sure that the total weight of the boat and gear does not exceed the trailer's rated capacity before trailering the boat.

⚠ WARNING Always empty ballast tanks completely after watersports are complete. This will provide a more efficient ride and prevent damage to boat lifts and trailers when exiting the water.

If a larger wave is desired, up to 600 lbs of additional weight can be added to the transom storage area. This is most commonly done with lead bags. Please make sure to distribute additional weight evenly.

Please contact Arc for details if taking the boat to an Aquatic Invasive Species decontamination station.

Exterior Features

Tower

The boat features a large hardtop tower for shade, towing, and storage. The tower position can be raised and lowered on the touchscreen (**Settings > General**) or by pressing and holding the lower-right button next to the joystick. Note that for safety purposes, the tower will only move while these buttons are being held down.

Please use caution when changing tower position, as the driver is responsible for being aware of potential collisions. Areas to watch include:

- **Ensure the windshield door is closed before fully lowering the tower.** The tower must be at least 25% raised to open the windshield door.
- Keep fingers, hands, and other body parts away from the tower where it reaches the gunwales.
- Do not place hands between the front edge of the tower's hardtop and the upper edge of the windshield when it is lowering or the boat is in motion.
- Watch out for low garage roofs, items stored on or near the tower, boards, and ropes.

NOTICE The tower should be kept in the retracted (lowered) position when trailering and storing the boat.

⚠ WARNING Do not climb on top of the tower's hardtop or hang from any part of the tower.

⚠ WARNING Do not enter the boat by climbing over the gunwale between the windshield and tower due to risk of collision with the hardtop.

⚠ WARNING Do not drill holes in the hardtop, tower arms, or sections of the hull near the tower arms. This risks damaging wires, electronics, or critical physical structures.

Windshield

The boat has a large walkthrough windshield to protect you and your crew from wind and spray while underway. The door to the windshield should always be closed and latched when the boat is in motion or being trailered.

Tow Points

The boat has two tow points for pulling riders behind the boat:

1. On the aft edge of the hardtop tower
2. On the transom bar underneath the swim platform bench

Tower Tow Point (Watersports)

This tow point is designed for wake surfing, wakeboarding, and waterskiing only. In order to safely use the tower tow point:

- **Do not tow inflatables (e.g. tubes).**
- Do not tow more than two individuals or 500 lbs (227kg) at one time.
- Do not tie to another boat, a dock cleat, etc. from this tow point.
- Do not tow parasailers, kite boarders, ski pyramids, group pulls.

- Do not climb on, sit on, stand on, jump off of or dive off the tow tower.
- Do not add any attachments that are not installed by Arc.

Transom Bar Tow Point (Water Toys)

This tow point is more heavily reinforced and must be used when towing inflatables like tubes. It can also be used to tow other boats at low speeds (i.e. 5 mph or less). It is not designed for parasailing or towing things that go above the boat. No more than **3,600 lbs** should be towed on the tow bar.

NOTICE Only use appropriately load-rated rope for towing. Never use a chain, cable, or other metallic attachment as it may damage the tow points. Never allow loose tow rope ends to dangle.

Hull

The boat's hull is made of fiberglass and has been reinforced with core for strength and durability. The exterior of the boat has a gelcoat finish.

Arc does not recommend drilling into the hull for any purpose. If holes are required for aftermarket accessories, please use heavy caution and avoid drilling holes near the path of travel for the tower arms. Any hardware added should be through-bolted and holes should be sealed with a watertight material.

Anchors and ties for mooring balls and buoys can be attached to the boat's bow eyelet (on the front face of the bow) or the boat's cleats.

The hull has two drain plugs for removing excess water from the hull after the boat has left the water.

- Forward drain plug in the circular hatch to the left of the helm (T-handle style); better when the boat is flat.
- Aft drain plug is above the center trim tab, below the thruster tube, thumb-style screw in. This plug is better when the boat is angled (e.g., on a launch ramp) and requires the center tab to be extended to access. Ensure that the plug is fully installed before retracting the trim tab - the plug can be crushed if it is left partially installed.

⚠ WARNING Always ensure drain plugs are securely inserted before the boat enters the water. Alerts will appear on the touchscreen if drain plugs are not detected.

Cameras

The boat has three 1080p cameras on board:

1. On the front of the bow, facing forward
2. On the tower below the tow point, facing aft
3. On the back of the transom, facing aft

These cameras can be accessed on both touchscreens to monitor surroundings, aid in maneuvering, and watch riders behind the boat.

Surf Tabs

The boat contains three tabs underneath the swim platform to help shape the wake behind the boat for various watersports. These tabs can be adjusted via the Wake app on the touchscreen. The left and right side tabs are intended for use in wakesurfing, and the center tab can be used for a variety of watersports as well as general boat efficiency.

NOTICE Surf tabs will occasionally require calibration for proper performance. The calibration process is short and will happen automatically if required when requesting a new tab position. Always keep people clear of the surf tabs when movement or calibration is in process.

⚠ WARNING Surf tabs will automatically return to the retracted position when traveling below 7mph or above 15 mph to protect the tabs and actuators. Do not step or jump off the swim platform while the tabs are retracting or the boat is underway. Surf tabs may also move upon startup if they were not fully retracted when the boat was last shut off. Do not deploy surf tabs when tied to a dock.

Swim Platform

The boat has a removable swim platform at the stern for easy entry and exit from the water and nearby docks. Always use caution when boarding from the swim platform because it can be slippery when wet. Be aware that the surf tabs are directly underneath the swim platform and can cause injury if contact is made when entering or exiting the water. The swim platform can be removed with two pins attached to the hull.

The swim platform also has a spring-loaded ladder for easy access back onto the boat. It can be manually lowered down by pulling on it from the water. Make sure fingers and skin are clear from the ladder's mechanism before extending to avoid any pinching.

Cleats

There are six pop-up cleats on the boat, three on the port side and three on the starboard side. The load rating for each cleat is 1,500 lbs.

Bow Eyelet

The bow eyelet can be used for tying off an anchor, tying to a mooring ball, securing to a strong point, securing a trailer, or towing the boat. The load rating of the bow eyelet is 3,750 lbs.

Trailer Tie Downs

There are two trailer tie downs located on the port and starboard sides of the stern below the swim platform. These trailer tie downs are used for securing the boat to the trailer during transportation.

NOTICE Never tow any boat from the trailer tie downs.

Deck Drainage

To remove standing water off the deck, there are four drainage holes in the deck that will allow water to drain into the bilges. All cupholders are also plumbed to drain into the bilges.

To discharge any water that has collected in the bilges, open the aft drain plug after removing the boat from the water. This will discharge any water that has drained into the bilges.

NOTICE In case any environmentally harmful substances have accumulated in the bilge, avoid opening the drain plug while on a boat ramp as discharging harmful substances into the environment is illegal.

Exterior Lighting

The boat has four sets of lights on its exterior:

1. **Navigational Lights:** Red and green lights located on the boat's port and starboard sides, near the captain's station. These lights are required when visibility is restricted (e.g. at night or in heavy fog) and the boat is underway.
2. **All-Round Light:** A 360° white light located on top of the tower tow point. This light is required when visibility is restricted (e.g. at night or in heavy fog), whether the boat is moving or stationary.
3. **Docking Lights:** Forward-facing lights near the bow. These should only be used when the boat is in neutral or traveling at low speeds, such as when docking at night.

- 4. Transom Lights:** Aft-facing lights above the swim platform bench. These should only be used when the boat is in neutral or traveling at low speeds, such as when docking at night.

Lights can be controlled on the touchscreen's **Settings > Light** page. "On and Off" can be used to manually toggle lights. Lights can also be turned on and off using the bottom-center button next to the joystick.

Boat Cover

The Arc-provided boat cover is made of waterproof WeatherMAX fabric. It should be cleaned regularly to prevent permanent stains, as per the [manufacturers instructions](#)

Preparing to Cover the Boat

1. Clean the boat and remove any debris to protect the boat finish.
2. Open the cockpit and bow storage hatches for ventilation.
3. Remove and stow the wind blocker door and close the windshield door.
4. Lower the tower until it rests on the windshield.

Putting the Cover On

1. Ensure the cinch strap ratchets, located midship on both sides, are fully loosened. Keep the ratchets in their pockets when not in use to avoid damage to the boat.
2. Stand in the bow seating area and secure the cover's front corner (identified by the grey tab) over the prow.
3. In order to aid installation of the cover, Arc has provided a throw strap in a small gray zip up pocket sewn to the cover.
4. Throw the furled cover over the top of the tower roof.
5. Move past the windshield into the cockpit to the rear of the roof and retrieve the thrown strap.
6. Pull the strap and the cover up the windshield and across the roof. Take care to clear any snags. The cover should pull easily over the boat with moderate effort.
7. Spread the cover over the sides of the boat and then run the cover down the back, finishing at the swim step.
8. Unzip the rear opening, step inside of the cover, and fit it over the swim step, using the hand straps provided.

Securing the Cover

1. Loop the straps near the port and starboard aft bilge vents over the swim step grab bar. Use the material flap to protect the surface finish of the boat, and snap the strap into place and pull tight.
2. Make sure the cover's edges sit over the rub rail and that openings align with cleats and the charging port door.
3. If the boat is docked
 - a. From inside the boat, tighten the water-side ratchet just enough so that you can get your hands between the cover and the rub rail.
 - b. Then tighten the dock-side ratchet so that the perimeter cinch strap is tight.
4. Zip the rear opening closed.

5. If the boat is on a trailer, tighten both ratchets evenly from the outside.
6. Check that the cinch strap is below the rub rail. If needed, loosen, reposition, and retighten.

Removing the cover

1. Cover should be dry before storage.
2. Loosen all of the straps, following the installation process in reverse.
3. Pull sides of the cover into the middle of the boat.
4. Roll the cover forward from aft to bow.
5. Store the throw strap in the integral bag.
6. Store the cover in the provided bag.

NOTICE Only use Arc-provided or Arc-approved boat covers in order to prevent damage to the boat or interior overheating.

The boat cover is designed for use while the boat is docked, on a boat lift, or when trailering at low speeds. It is not recommended for long-distance or high-speed transport. Debris can accumulate under the cover during towing, potentially causing damage to the boat's surface. For long-distance transport, Arc strongly recommends wrapping the boat for optimal protection.

Tower Board Storage Bag

The boat can be fitted with optional board storage bags on top of the tower, which have capacity for two additional boards.

Storage bags should be cleaned in line with [manufacturers instructions](#).

To install the bags, fully lower the tower. As a safety precaution, avoid standing on the gunwales. Install the bag so that the pocket for the nose of the board is at the forward edge of the tower and the bungee cord strap is at the aft edge.

To store a board in the bag, slide it along the surface of the bag over the bungee until the nose of the board is in the pocket at the front of the bag. Pull the bungee from under the board and place it in the angle made by the horizontal surface of the board and the vertical line of the trailing edge of the board fins.

NOTICE Surf boards, foils, and wake boards come in many different shapes and sizes; use discretion on the best way to safely store each one.

Systems

General

Cooling

The boat features a closed-loop cooling system. This allows the boat to operate without drawing in external water and avoids the need for most maintenance typically associated with traditional cooling systems.

Steering

The electric steering system in the boat allows for excellent maneuverability. There are only a few serviceable parts within the system, which minimizes the need for servicing and maintenance. At slower speeds, responsiveness will be reduced because maneuverability is dependent on the water flow over the rudder.

To adjust the steering wheel to fit driver height and preferences, use the small black lever below the steering wheel on the base of the steering column.

NOTICE The electric steering system does not have force feedback, so the steering wheel will not self-center.

▲ WARNING The rudder may move upon startup to realign with the boat's hull. Stay clear of the water under and behind the boat when starting up.

Speed Limiting

The boat's speed will be limited if the internal temperatures of the boat become too high, or the battery enters low-power mode. This allows internal systems to cool and preserves remaining charge in the battery.

If internal temperatures exceed acceptable limits, the boat's speed will automatically be limited until temperatures cool down. To avoid being speed limited, reduce the continuous top speed to 35 mph or less.

The boat's available power will gradually decrease as the battery's charge level drops below full. The boat will enter **low power mode** and speeds will be limited if the battery falls below 10% charge. If the battery reaches 3% charge, the boat will limit speeds to no more than 5mph. Low power mode is a safety feature to ensure the boat is able to return to the dock.

Electrical systems

The boat's electrical system consists of **high voltage** (800V) and **low voltage** (12V & 48V) and batteries and components. To ensure the highest level of safety and reliability, waterproof connectors rated at IP67 and above have been used throughout the boat.

High-Voltage Electrical

Battery Information

The Arc Sport has 226 kWh (318 Ah) of capacity in its high-voltage battery pack. The battery uses Lithium Ion cells with a Nickel Manganese Cobalt cell chemistry in pouch cell form. No manual high-voltage battery connections will ever be required over the life of the vehicle.

NOTICE Please [contact Arc](#) for assistance with recycling or disposing of high-voltage batteries.

Battery Safety

The Arc Sport's software and controls systems keep the battery pack in its safe operating envelope, which includes voltage limits, current limits, peak power limits, and temperature limits. The battery has also been tested for submersion in fresh and saltwater and does not present any additional risk. Battery-specific safety hazards and associated safety features are:

- **Thermal Runaway (battery fire):** High cell voltage protection, high current protection, and temperature and pulse-based current limiting
 - In the event of a thermal runaway, gasses that may be released are hydrogen fluoride, carbon monoxide, carbon dioxide, methane, ethylene, and formaldehyde.
- **High Voltage Exposure:** Insulation monitoring and high-voltage interlock loop to detect and disable exposed high voltage.

NOTICE To prevent excessive heating of the battery, external heating sources should not be used in the transom storage compartment.

⚠ WARNING If you see or smell smoke from under the deck, or if the touchscreen alerts you to a potential battery fire, all passengers should put on a life jacket and leave the boat immediately.

⚠ WARNING Never attempt to service or open the high-voltage lithium-ion battery packs. Only Arc-certified personnel may service the battery packs. Contact [Arc support](#) for more information.

Low-Voltage Electrical

Electrical Breaker Panel

The 12V circuit breaker panel for various subsystems on board can be found inside the large service panel on the deck, or at the helm below the steering wheel. If a circuit breaker trips, it will extend outward and can be reset by pushing in. If a circuit breaker continues to trip, please contact customer support.

The panel contains the following circuit breakers:

Circuit Breaker Label	Description
PDM #1	Power for various functions
STEERING	Steering (rudder) actuator.
PDM #2	Power for various functions
ADDONS	Owner add-ons
AFT BILGE PUMP	Bilge pump in the aft (rear)
FORE BILGE PUMP	Bilge pump in the fore (front)
VEHICLE CONTROLLERS	Vehicle controllers
INFOTAINMENT	Panels, speakers

Main Power Shutoff Switch

The main power shutoff switch is used to turn the 12V battery system on and is located inside the large service panel on the deck. The switch is not intended for regular use, and should instead only be used when preparing for long-term storage or when troubleshooting issues, such as ones impacting the touchscreen display.

The switch should only be used when the boat is secured, such as tied to a dock or hitched on a trailer. In the unlikely event a 12V reset is required when the boat is being

used, navigate the boat to an open area away from any hazards, and then reset the 12V battery. Wait at least 10 minutes before performing another 12V reset.

The main power shutoff switch should remain on during periods of boat inactivity. If the boat will be inactive for longer than 12 months and will not be plugged into a charger, charge the boat to at least 50% and then turn the switch off.

NOTICE The main power shutoff switch does not deactivate the bilge pumps. Bilge pumps will remain operational regardless of the switch position.

12V Stud

There is a 12V stud for additional powered add-ons like a fridge or walkie-talkie chargers. The stud is protected by a 150A fuse, which also protects audio amps. Anything powered by this stud will reduce the 12V storage life. Devices powered by this stud must also be wired per ABYC E-11.

Trailer

When towing the Arc Sport with a trailer, please follow these precautions:

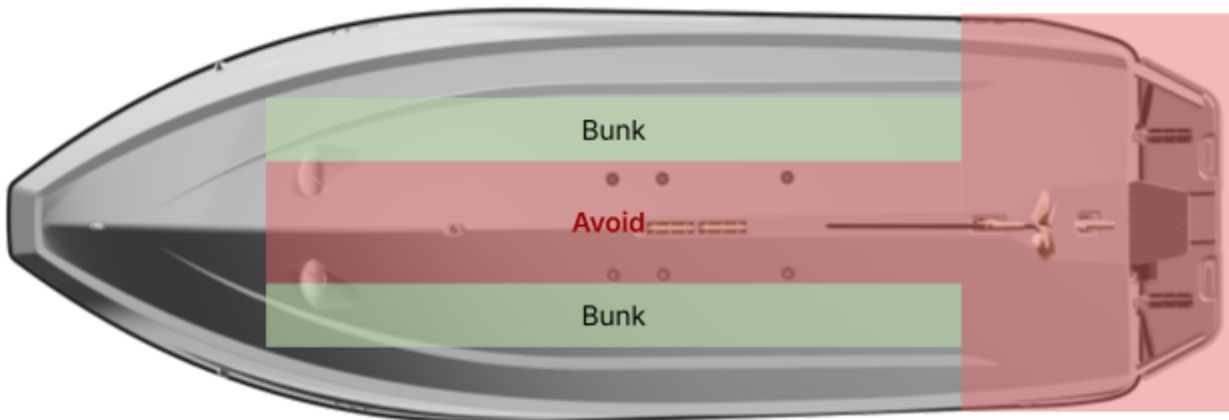
- Always make sure ballast is emptied before trailering.
- Always close and fully latch the windshield door before trailering.
- Tow with the tower fully lowered to maximize clearance.
- Do not exceed posted speed limits.

Trailering Vehicle

The towing vehicle must be able to pull the trailer and a fully loaded boat. The weight of the boat and trailer together is 9,200 lbs. Never pull a trailer load that exceeds the vehicle's towing capacity; you risk losing control of the trailer and/or vehicle.

Boat Loading and Bunk Placement

To safely distribute the boat's weight for towing, ensure that the trailer's bunks do not overlap any important running gear on the underside of the boat. The preferred distance between bunks (measured from outer edge to outer edge of each bunk) is 3' 5", with a maximum of 5' 2".



NOTICE Do not power load the boat onto the trailer. This can cause damage to the trailer, boat, or ramp surface and may lead to unsafe loading conditions. Always use the winch or manual loading methods to secure the boat safely.

Hitch ball and Trailer Coupler

The trailer coupler fits a 2-5/16" trailer hitch ball. The coupler connects to a hitch ball attached to the towing vehicle's hitch. The hitch ball must always match the size of the trailer hitch coupler.

▲ WARNING Using an improper size or rated hitch ball can lead to loss of control of the trailer and/or vehicle.

Safety Chains

The safety chains should be attached using the S hook in a criss-cross fashion underneath the trailer tongue. Never allow the safety chains to drag along the ground when trailering.

7-pin Trailer Plug

The trailer uses a 7-pin plug. This is a 2" heavy-duty plug that connects the trailer to the back of the vehicle. Without the 7-pin trailer plug connected, the lights and brakes on the trailer will not work.

Trailer Care

The trailer should be visually inspected before each use for any defects or issues that could prevent safe towing. Recommended regular care includes:

- **Lug Torque:** Torque the trailer's lug nuts to 115 ft-lbs after 50 and 250 miles, using a torque wrench for even pressure, and check periodically afterward.
- **Tire Pressure:** Maintain proper inflation based on the tire's specification tag by the VIN to ensure even wear.
- **Brake Fluid:** Keep DOT 3 brake fluid at the correct level in the master cylinder reservoir to avoid leaks and air in brake lines.
- **Vault Systems:** Check UFP Dexter Marine Vault Systems for leaks periodically; the hybrid grease adapts to temperature changes for consistent lubrication.
- **Saltwater care:** If using the trailer in saltwater, thoroughly wash and clean the entire trailer (axles, brakes, trailer body, winch, bunks) after each use to prevent corrosion and maximize lifespan.

Full detail and part-specific manuals are at <https://www.boatmateparts.com/manuals.php>.

Winterization & Storage

Preparation

Before storing the boat for extended periods of time (such as the offseason), ensure to complete the following steps:

1. Recover the boat onto level dry ground or a lift
2. Remove the FWD and AFT drain plugs
3. Unscrew the forward bilge access hatch
4. Remove any remaining standing water from the boat's bilges
5. Thoroughly clean and dry the interior and exterior of the boat
6. Ballast Winterization (refer to section below)
7. Securely fasten the boat cover

Ballast Winterization

Complete the following procedure to winterize the boat's ballast system. Ensure seacocks are left in the open position.

1. Recover the boat onto level dry ground
2. Drain all ballast for 30 seconds
3. Fill all ballast for 30 seconds
4. Wait 60 seconds
5. Drain all ballast for 30 seconds

Storage

When storing the boat for extended periods:

- If the boat will remain plugged in, set the SoC limit to 50% from the touchscreen.
- If the boat will not be plugged in, shut off the 12V battery at the ACDC box (not the 12V main power shutoff switch). Before reactivating the boat, trickle-charge the 12V battery.

NOTICE Clear snow from the hardtop regularly. Accumulation may lead to damage from excessive weight.

NOTICE Storing the boat in water for extended periods risks blistering the gel coat.

Scenario	Min temperature	Max temperature
Storage	-4°F -20°C	140°F 60°C
Level I or II Charging	14°F -10°C	113°F 45°C

All-Round Light Removal for Storage

With the tower fully lowered, the boat's total height from the ground (including trailer) is **10' 3."** The all-round light on top of the tower can be removed for storage in shorter garages, reducing that height to **9' 9."** To remove the light, you will need a T40 Torx socket or allen wrench. Unscrew the six screws holding the tow point onto the plate. Then unplug the connector underneath. Store the 6 screws somewhere safe for use after storage.

To reinstall the light after storage, first plug the connector back in. Then apply blue Loctite brand thread locking compound (or similar) to the screws and thread them back into the plate. Hand-tighten until snug, and then turn an additional quarter-turn. The part should feel secure but don't over-tighten, as this can cause damage. Please contact [Arc support](#) if more assistance is needed with this process.

Maintenance

General care and maintenance ensures the boat will stay in good condition for years to come. It is recommended to closely follow these best practices for maintenance, servicing, and winterization.

NOTICE Only use environmentally-approved cleaning products for the area of operation. Never allow cleaning products or solutions to be discharged into the water.

Gel Coat

Wash and dry the boat after each use. Use a soft brush and a non-abrasive soap. Keeping the boat covered when not in use will also prolong the life of the paint. Contact [Arc support](#) for further paint information.

NOTICE Storing the boat in water for extended periods risks blistering the gel coat.

NOTICE Storing the boat under a shade (out of direct sunlight) will help extend the lifetime of the gel coat and upholstery.

Upholstery

The boat uses Spradling® marine vinyl on seat bases and cushion backs. Clean the upholstery regularly to prevent dirt and contamination from building up and stains from becoming permanent.

General cleaning tips:

- Clean the whole surface in circular motions with a mild detergent, such as one part soap to nine parts water. Rinse and wipe off the excess soap with a clean, damp cloth. Repeat as necessary.
- Once a month, use a soft bristled brush for deeper cleaning. As a general rule, lighter colored vinyls need more regular care and cleaning.

Do not use the following on Spradling® vinyl:

- Solvents such as paint thinner
- Varsol
- Acetone
- Whiteners
- Waxes
- Silicones or detergents.
- Cleaning products that are not pH-neutral

See Spradling's [Care Guide](#) for more tips on upholstery care.

Gatorstep™ Decking

Gatorstep™ is a waterproof foam-based flooring product that has been installed throughout the boat. Clean the Gatorstep™ regularly and following particularly heavy use or soiling. Avoid resting especially heavy or sharp objects on the Gatorstep™ as this may cause indentations and/or permanent damage.

General cleaning

- Combine one tablespoon of dishwashing detergent to one gallon of water to create a soapy mixture.
- Work the soapy mixture with a medium bristle deck brush until you see the stain disappear.
- Completely rinse with fresh water until no soap residue remains.
- Repeat as necessary.
- Refer to [Gatorstep](#) for further information and guidelines.

Swim Ladder

Hose off your swim ladder after every use. To remove sand build up: Remove side caps and use a hose to spray water inside the spring mechanism while moving the step up and down. When finished rinsing, lubricate the spring with a lubricant such as Prolong Oil. Replace caps and bolts to ensure a proper fit.

Storage Areas

For carpeted sections, do not machine wash. Carpet may be cleaned with a mild household detergent and a sponge or scrub brush. Rinse well with a hose or clean water and let the carpet dry completely. For storage floors with Gatorstep, clean as described [above](#).

Cameras

The boat's three cameras are located on the bow, tower, and outer transom wall. Occasional wiping of the camera lenses with a soft towel will result in the best video quality.

Stainless Steel

Periodic care for stainless steel parts used on the boat will keep them in good working condition. If rust or corrosion begins to appear, use a purpose built cleaner or polish to protect from permanent damage. Apply a chrome or stainless polish/wax to maintain finish. Avoid cleaning with steel wool or other abrasive materials.

Corrosion and Marine Growth

Galvanic corrosion

The boat is designed primarily for fresh water. It can be used in salt or brackish water, but should not be stored for extended periods of time in those environments as galvanic corrosion can be accelerated.

Saltwater Corrosion

If using the boat in saltwater, store it out of the water (e.g., on a trailer or boat lift) to prevent corrosion. If that is not possible and the boat must be kept in saltwater for extended periods of time, remove the boat from the water every two weeks to clean and inspect the hull, and inspect and replace sacrificial anodes as necessary.

NOTICE Bilges should be sprayed occasionally with freshwater to prevent corrosion inside the boat.

Sacrificial Anodes

If your boat will be used in salt or brackish water, we recommend installing a sacrificial aluminum anodes to prevent corrosion damage to essential components of the boat:

- Main anode: Performance Metals HC5A
- Propshaft anode: Performance Metals C1250A
- Thrusters: Vetus SET0149

By design, the anode will slowly erode through electrolysis before other metal parts are affected. These anodes will deteriorate in salt/brackish water at a quicker rate than freshwater. Replace the anode when the red dot in the center of the anode becomes visible, or every 2-3 months when stored in saltwater. Do not paint the anode. The thruster anodes are located behind the propeller, which is removable with a 10mm socket. For further information on replacing anodes, contact [Arc support](#).

Marine Growth

Marine growth can be accelerated depending on the water conditions in which the boat is kept. Prolonged storage in water will accelerate the amount of growth build up. It is recommended to regularly clean the hull of the boat to prevent marine growth. It may be necessary to switch to an antifoul bottom paint if marine growth is accelerated. Contact [Arc support](#) if marine growth is a problem in your area.

The depth sensor's paddlewheel needs to be cleaned from marine growth every 6 months. For further information on replacing the paddlewheel, contact [Arc support](#).

Ballast Flush (Aquatic Species Prevention)

Many lakes require a hot water flush of the ballast system to prevent the spread of invasive aquatic species like Quagga Mussels. It's common for boat inspection stations to have all equipment needed for this procedure. If not, the process can be performed manually:

1. Attach a "fake a lake" style plunger on the thru-hull fittings on bottom of the hull.
2. Run the pump as hot water is pumped into the bag until it spills overboard.
3. Wait a minute.
4. Remove the plunger and drain the ballast bags.

▲ WARNING Hot water cannot be pumped through the boat's gunwale through-hulls.

Coolant Levels

The boat uses a closed-loop cooling system to keep systems at safe operating temperatures.

Occasionally this system will need coolant levels topped up; error messages will appear on the touchscreen when this happens. To refill coolant:

1. Locate the plastic overflow tank inside of the large storage area on the port side of the boat across from the helm, underneath the windshield. The tank is located on the outer wall.
2. Refill the tank to the "normal" line (shown on the outside of it) using a 50/50 ethylene glycol solution.

Motors, Shafts, and Related Seals

Motor

The boat is equipped with a direct drive motor. The motor is filled with oil from the factory and is filled for the lifetime of the boat.

CV Shaft

The boat is equipped with a CV shaft that transfers torque in the direct drive format instead of using a transmission like traditional internal combustion engines. It is recommended to check for damage, cracking, or tearing to the rubber boot before every outing.

NOTICE The CV shaft may get hot during usage and could cause serious burn or injury.

Thrust Bearing

The boat uses a thrust bearing separated from the motor. It is recommended that the bearing is inspected monthly for signs of leakage that may be indicative of early seal failure.

NOTICE The thrust bearing may get hot during usage and could cause serious burn or injury.

Propeller Shaft/Seal

The boat's final drive to the propeller is done with a 1.25" shaft. Water is sealed out of the boat using a Flex Gland Dripless Shaft Seal for 1.25" shafts. While the bilge pumps can accommodate water ingress from this seal in the case of a failure, it is best to inspect this seal monthly, or daily during periods of high use, to prevent major water ingress into the boat.

Shaft Strut

The boat uses a shaft strut on the bottom side of the boat to support the propeller shaft. This is designed to support the shaft during usage. Debris may occasionally be caught in this strut.

Cutlass Bearing

The boat uses GLIDE ultra lubricating cutlass bearings. These are more resilient to dry running than traditional rubber cutlass bearings. These bearings may wear down over time and need replacement, as indicated by increased noise or reduced motor performance. Please contact [Arc support](#) for guidance in securing replacements.

▲ WARNING Never spin the prop while the boat is out of the water.

Rudder Seal

The boat uses a seal in its hull around the rudder to prevent water ingress. The seal can be inspected by opening the transom storage area and opening the panel in the floor. Inspect the rudder seal at least annually for signs of leakage when the boat is in the water.

Propeller

The boat uses a custom 19" x 20" propeller. If you damage the propeller, please contact [Arc support](#) for assistance in securing a replacement prop.

Lifting the Boat

The boat should be lifted using bunks, such as those on a trailer or boat lift. If the boat needs servicing off of a trailer, the only approved lifting configuration is a 3-point lift using the bow eyelet and the 2 removable aft lifting points. Do not use the trailer tie down points to lift the boat, and always remove all gear from the boat (especially lead bags) before lifting. Please contact [Arc support](#) for more information if necessary.

High Voltage

⚠ WARNING Do not attempt to service the high-voltage system yourself. Please contact [Arc support](#) for assistance.

12V Battery (Low Voltage)

The boat's high voltage system will ensure the 12V battery remains charged by topping off the charge when the 12V battery is running low. To prevent permanent damage to the HV battery over long storage periods, the boat does not keep the 12V battery topped up if the HV battery is less than 25% SOC.

Dead 12V Battery

If the 12V battery is depleted, do the following to charge the boat:

1. Open the midbay hatch and turn off the 12V main disconnect
2. Attach a 12V battery charger, compatible with size 24 AGM batteries. It is recommended that this is greater than 5A (e.g. NOCO GENIUS10)
3. Once the 12V battery charger is finished, remove the 12V battery charger and turn on the 12V main disconnect
4. Close the midbay hatch
5. Plug in a powered AC charger into the boat's charge inlet

If the battery needs to be replaced, ensure a like-for-like battery is used. The Arc Sport uses a Lifeline GPL-24T battery. Please contact [Arc support](#) for any assistance in sourcing a replacement battery or finding a local marine repair shop.

Navigational Lights

Navigational lights should be inspected regularly to ensure proper function. If they do need replacement, do not add lights that could diminish the visibility or be confused with navigation lights. Navigational lights should not be modified or replaced unless compliant with ABYC A-16 / 72 COLREGS.

Galvanic Isolator

The Arc Sport uses a Vitron Energy VDI-64 A galvanic isolator which can experience possible loss of galvanic protection in the event of lightning strike. Please contact [Arc support](#) for more information if necessary.

Replacement Parts

For additional replacement parts please contact [Arc support](#).

Troubleshooting

Boat Not Turning On

If the boat is not turning on, the 12V (low voltage) or the 800V (high voltage) battery packs may have no charge. Follow these steps to diagnose:

1. Ensure the [main power shutoff switch](#) is on (located under the midbay hatch).
 - a. If it is off, turn it on and check if the boat turns on
 - i. Ensure the touchscreen brightness is not turned all the way down making the display appear black in bright sunlight.
 - b. If it is on, turn it off as the 12V battery may be depleted
 - c. If the 12V battery has no charge, [charge as instructed here](#).

High-Voltage Battery Dropout

In the rare event that the high-voltage battery is completely dead:

1. Plug the boat into a charger as soon as possible.
2. If you cannot plug the boat into a charger within 5-10 minutes, turn off 12V, and turn it back on once at a charger.

Touchscreen or Operation Errors

In the event of an onboard error that cannot be remedied, restart the 12V power on the boat by turning the [main power shutoff switch](#) off for 5 seconds, and then turning it back on. The switch is located under the large hatch in the center of the deck.

Once the main power shutoff switch has been turned back on, the touch screen will remain off while the system restarts. After 3 minutes press the volume knob again to resume normal operation.

If the onboard control system detects an error that it cannot remedy itself, a notification may appear on the touchscreen prompting you to restart the 12V power.

NOTICE Before turning off 12V power, ensure the throttle is in the neutral position and the boat is in a safe location where it will not run aground.

Charger Not Working

In the event of a charging issue, ensure the charge gun is firmly inserted and the charge gun trigger is locked into place. On some charging guns, the trigger may not lock on the first attempt. To fix this, remove the charging gun, reinsert, and then ensure the trigger has locked into place. This may have to be repeated multiple times.

If the charge port door button LED is red, there is an issue with initiating charging.

1. Check the circuit breaker for the outlet you are using has not tripped.
2. Verify that there is no water in the charge inlet of the boat. You can dry the inlet by air-drying or by using a towel.
3. Unplug the charge gun. Ensure the throttle is in the neutral position and restart the 12V power using the main power shutoff switch. Then plug the charge gun back in.
4. Check that the AC breakers in the AC/DC breaker box (located in the large hatch in the center of the deck) are not tripped.
5. Restart the 12V power using the main power shutoff switch.

NOTICE Charging can take up to 30 seconds to begin once the charge gun is inserted.

The J+ Boost charger may also experience errors, which are detailed using the charger's lights. See the below snippet from the charger's manual:

Function display	The LED(s)	Possible cause	Action
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The BOOSTER LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at BOOSTER	Initialisation error	Disconnect the J+ BOOSTER 2 from the vehicle and the power socket. Restart the process. Charge your vehicle at other power outlets and locations. If the same error recurs: Stop using the device and contact J+ Customer Service.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The CAR LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at CAR	Error on the car	Check your vehicle and the vehicle connection socket. Restart the complete charging process. If the same error recurs, contact a vehicle specialist.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The SOCKET LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at SOCKET	Error in the outlet/ power cord or the sensor in the adapter reports overheating	Check whether the J+ CONNECTOR has been firmly plugged in until an audible click is heard. Check the installation, main plug and adapter for damage, and have the damage repaired if needed. If overheating has occurred, once the device has cooled down the charging process will automatically restart three times.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The NO.GROUND LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at NO GROUND	No ground detected at the outlet	Do not charge your vehicle at this outlet. There is a risk of electric shock.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The CCID20 LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at CCID20	Charging circuit-interrupting device has been tripped	Disconnect the J+ BOOSTER 2 from the vehicle. Restart the process. If this fault occurs repeatedly in succession: have your vehicle checked by your dealership.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. The HOT LED is illuminated red, while all other LEDs are dark.</p>	Red LED showing at HOT	The device has overheated	Wait until the J+ BOOSTER 2 restarts automatically once the device has cooled down. Do not leave the device exposed to sunlight, but also do not cover it.
 <p>The LED display shows eight LEDs labeled 6, 8, 12, 16, 20, 24, 32, and 40. Below the LEDs are labels: STANDARD, BOOSTER, CAR, SOCKET, NO.GROUND, CCID20, and HOT. Both the BOOSTER and CCID20 LEDs are illuminated red, while all other LEDs are dark.</p>	Red LEDs showing at BOOSTER, CCID20	Initialisation of the charging circuit-interrupting device in the device has failed	If this fault occurs repeatedly in succession: Contact J+ Customer Service and have the device checked.

Smoke/Fire in the Cabin

If you see or smell smoke or fire in the cabin, attempt to contain it by using the fire extinguisher located on the aft wall in the forward most center bow seat storage. If the fire cannot be contained, all passengers should put on a PFD (life jacket) and leave the boat.

Smoke/Fire Under the Deck (Battery Fire)

The [lithium-ion batteries](#) on the boat are rigorously tested to ensure the utmost safety, and it is extremely unlikely that they will catch fire. Numerous sensors have been installed, which will alert you well in advance of any potential issues or risks of fire.

In the unlikely case a fire develops below the deck, you should not try to extinguish it. Lithium-ion battery fires cannot be extinguished with a regular fire extinguisher. Instead, put on a life jacket and leave the boat immediately.

⚠ WARNING If you see or smell smoke from under the deck, or if the touchscreen alerts you to a potential battery fire, all passengers should put on a life jacket and leave the boat immediately.

Water in the bilge

If you suspect water in the bilge, turn the manual bilge pump override switch on (located on the starboard wall near the captain's right leg) to activate the bilge pumps if they have not automatically turned on. You can verify an accumulation of water using the [bilge inspection hatch](#).

If the level of water does not decrease, the bilge pumps may not be working. Ensure all passengers are wearing life jackets, proceed to the closest dock, and [contact Arc](#) for assistance.

If the bilge pumps are operational and water is still accumulating, you may have a leak. If available, use an external bilge pump to assist in removing water and proceed to the closest dock to lift the boat from the water.

The boat can operate safely with 54 gallons of water in the bilge (450 lbs). If water levels exceed this amount, call for a tow assist to the nearest dock to get hauled out.

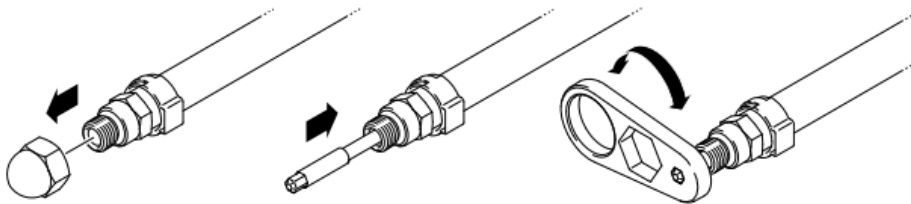
Debris in Propeller

If marine debris such as seaweed, rope, fishing wire, etc. gets caught in the prop, please be sure to turn off the boat completely before attempting to dislodge. Please contact [Arc support](#) for guidance if a replacement propeller is needed.

Steering Inoperable

If the electric steering system is inoperable, the rudder may be manually positioned via a mechanical override system. The system uses a cable located below the transom storage to move the actuator, thus moving the rudder. This should only be used at speeds below 5 mph.

To locate the override, remove the hatch at the bottom of the transom storage compartment. On the underside of the hatch, there is a plastic bag with an instruction card, metal cable, and black plastic thumb wrench. The override sleeve is fixed to the bottom of the black metal rudder support bracket. Remove the plastic nut at the end of the sleeve and insert the metal cable. The rudder may then be moved by using the thumb wrench to rotate the cable (see diagram below).



Compass

If the compass reading appears inaccurate, or if the boat icon on the map display does not consistently align with the direction the boat is pointing, the compass may require recalibration.

You can accelerate the automatic calibration process by performing any of the following maneuvers:

- Drive the boat in a figure-eight (8) pattern.
- Drive the boat in a complete circle.
- Spin the boat 360 degrees using the thrusters.



Should accuracy issues persist after attempting these maneuvers, perform a 12V reset of the boat's systems and repeat the calibration procedure. Please contact [Arc support](#) for more information if necessary.

Checklists

Operator's Checklist

NOTICE Safety requirements can vary depending on where you are operating the boat. Check local laws to make sure you are compliant before using the boat.

Planning:

- Know where you are going, how you will get there, and how you will return. Leave a float plan with a person ashore.
- Charts and aids to navigation have been referenced for the intended operating area.
- Know the weather forecast. Be aware of the water and wind conditions.
- Know and follow the "Rules of the Road" (COLREGS).

Before Departure:

- Make sure the boat is in a good operating condition.
- Ensure the boat is sufficiently charged for the expected time on the water (always leave a buffer in case you are out longer than anticipated).
- Ensure the required equipment is on board (mooring lines, fenders, tools, etc).
- Ensure the required safety equipment is on board, well maintained, and accessible at all times (fire extinguisher, personal floatation devices, distress signals, etc).
- Ensure boat documentation is on board.
- Ensure navigation lights are operational.
- Ensure the horn is operational.
- Ensure both bilge pumps are operational.
- Ensure that both drain plugs are secured before launching the boat.

When on the Water:

- Make sure the safety lanyard is attached to start using the boat
- Make sure all passengers have been given a safety brief.
- Make sure you understand how the boat operates, handling characteristics, and how it reacts to environmental conditions.
- Make sure that everyone is wearing a U.S. Coast Guard-approved PFD at all times.
- Never operate a boat while under the influence of drugs or alcohol.
- Obey local and federal waterway markers/laws.
- Understand marine pollution regulations.
- Have a good knowledge of accident reporting/ownership responsibility.

- Always maintain a proper lookout. Be alert and aware of your surroundings. Most maritime accidents are caused by operator error.

Equipment Checklist

To ensure the safe operation and enjoyment for everyone on the water, the following items should be carried on board:

- | | |
|------------------------------|-------------------|
| ● Life jackets | ● First aid kit |
| ● Throwable PFD | ● Skier down flag |
| ● Portable fire extinguisher | ● Water |
| ● Distress flares | ● Sun protection |
| ● Fenders | ● Air horn |
| ● Dock lines | ● VHF radio |

Trailer Launching Checklist

NOTICE Always launch the boat with two or more people. As every launch can be different, the below procedures are intended as a guideline only.

Launching Arc Sport From a Trailer:

- Visually inspect the trailer and boat. Only proceed if both are in good working condition.
- Insert the aft drain plug.
- Remove all tie downs from the boat.
- Insert safety cutoff lanyard
- Keep safety chains and the trailer winch and strap connected.
- Attach lines to the cleats on the side of the boat you will be boarding from.
- Reverse the trailer into the water so that the boat will float free from the trailer bunks.
- Put the vehicle in park and apply the parking brake.
- Manually back the boat clear of the trailer by using the dock lines.
- Once you are able to, release the trailer winch strap from the boat.
- Put out fenders on the side(s) of the boat that will be closest contact with the dock.
- Using the dock lines you previously attached to the boat, tie up securely to the dock.

Trailer Checklist

Before Trailering:

- Ensure your vehicle and trailer's maintenance is up to date.
- Visually inspect the trailer and look for anything that may compromise strength.
- Check tire air pressure when the tires are cold before trailering.

Connecting the Trailer to the Vehicle:

- Back the vehicle so the tow ball sits under the trailer coupler.
- Lower the trailer coupler onto the trailer ball using the trailer winch.
- Insert Trailer Safety Pin
- Connect the safety chains to the vehicles safety chain attachment points in a criss-cross formation under the trailer tongue.
- Firmly insert the 7-pin plug from the trailer into the vehicle receptor.
- Check that the trailer brake is operating properly before driving.
- Check all lights are working on the trailer: turn signal, brake lights, and hazard lights.

Trailering the Boat:

- Ensure the boat is secure on the trailer with the bow firmly up against the roller wheel or support structure.
- Secure the stern of the boat to the trailer using the trailer tie downs on the stern.
- Once the aft ratchets are tight and secure, check there's no slack in the trailer winch strap by tightening once more on the trailer winch.
- Remove both drain plugs.
- Close and fully latch the windshield door.
- Lower the hardtop tower all the way down.
- Ensure all items on the boat have been secured.
- Remove the safety cutoff lanyard
- Lock the boat via the main display

Warranty

Cruise in comfort knowing that your Arc Sport is covered by our warranty. You will have direct access to our team should it need service. You can review the full warranty at arcboats.com/arc-sport/warranty.