

SEA-DOO®



2022 TO 2026 ALL SWITCH SERIES

INTELLIGENT BALANCE ASSIST (IBA)

Supplement to SWITCH operator's guide



296000393

Original Instructions

CALIFORNIA PROPOSITION 65 WARNING

WARNING

Operating, servicing and maintaining a recreational marine vessel can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, service your vessel in a well-ventilated area and wear gloves or wash your hands frequently when servicing this vessel. For more information go to:
www.p65warnings.ca.gov/marine

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GENERAL INFORMATION

FOREWORD

This document has been prepared to acquaint the owner/operator or passenger with safety information regarding this watercraft and safe riding instructions. Keep this document with the Operator's Guide in the watercraft, as you can refer to it for the operation and instructing others.

This document is available in several languages. In the event of any discrepancy, the English version shall prevail. If you want to view and/or print an extra copy of this document, visit the following website: WWW.OPERATORSGUIDES.BRP.COM

Know Before You Go:

To learn how to reduce the risk for you or other persons being injured or killed, read this document, your Operator's Guide and watch attentively the Safety Video located at: [HTTPS://WWW.SEA-DOO.COM/SAFETY](https://www.sea-doo.com/safety)

Or use the following QR code:



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SAFETY INFORMATION

IMPORTANT ON-PRODUCT LABELS

iBA Console – Label

INTELLIGENT BALANCE ASSIST

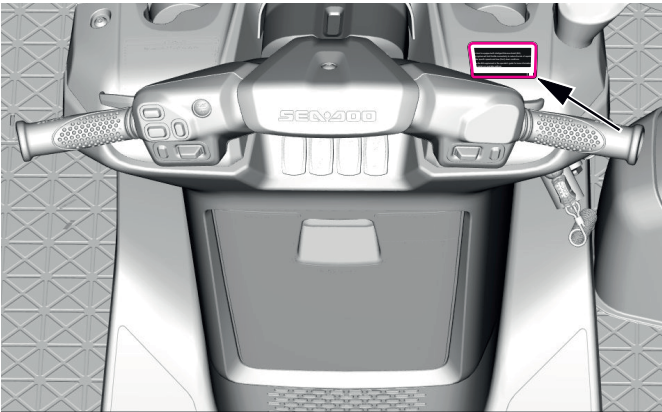
This boat is equipped with intelligent Balance Assist (iBA).

This system will limit throttle momentarily to reduce the risk of capsizing under specific speeds and bow (front) down conditions.

See the iBA supplement or the operator's guide for more information and details on available settings.

6981

IBA CONSOLE – LABEL



TYPICAL – LABEL LOCATION

WATERCRAFT INFORMATION

INTELLIGENT BALANCE ASSIST (IBA)

The intelligent Balance Assist helps operators avoid bow-down operation of the watercraft, which reduces the risk of capsizing, by temporarily lowering the throttle when it detects a combination of specific factors indicating to the operator the need to rebalance and evenly distribute passengers or cargo. These factors include speed, throttle input, and negative trim caused by a front overload.

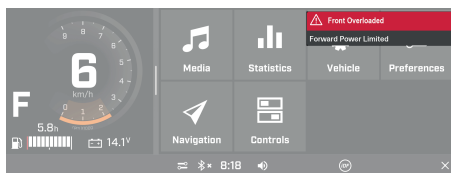
Importance of Proper Loading

Boating safety guidelines require boats to be properly loaded during operation. That means the total weight of passengers plus cargo must remain below the boat's maximum weight capacity and be evenly distributed along the boat from front (bow) to back (stern) and side to side (port to starboard).

Operating the watercraft at 9-13 km/h (6-8 mph) with front loaded weight distribution or uneven weight placed at the front two rows of deck tiles can create noticeable nose diving, bow submergence, and swamping as water comes over the deck. If the operator accelerates or increases throttle while the watercraft is front loaded and nose diving, the operator can create a risk of capsizing, which can result in serious injuries or even death

How the Assistance Works

While the watercraft is in forward operation, when the iBA detects a specific combination of factors, including negative trim, speed, and throttle input, the throttle is automatically limited to idle to assist and prevent the operator from accelerating or increasing throttle. A ! warning lamp will turn on and a warning message will be displayed.



WITH 10.25" TOUCH DISPLAY: "FRONT OVERLOADED - FORWARD POWER LIMITED"



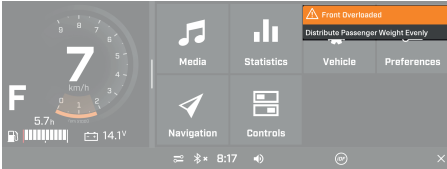
WITH 4.5" DISPLAY, THE FOLLOWING MESSAGE WILL SCROLL: "FORWARD POWER LIMITED - FRONT OVERLOADED"

When the iBA starts its intervention, the bow may slightly dive further down momentarily because of the deceleration.

During an iBA intervention, the throttle in reverse operation can be used and is not limited.

What should the operator do: The operator needs to rebalance and evenly distribute passenger and cargo to achieve correct weight distribution and raise the bow.

While the throttle in forward operation is limited, when the iBA detects that the bow is rising beyond a specific negative trim value, the throttle is gradually restored to allow speeds slightly higher than idle. A warning message will be displayed.



WITH 10.25" TOUCHSCREEN DISPLAY:
"FRONT OVERLOADED - DISTRIBUTE
PASSENGER WEIGHT EVENLY
WARNING"



WITH 4.5" DISPLAY: "WARNING - FRONT
OVERLOADED"

Once the iBA detects the watercraft is level (neutral trim) or bow up (positive

trim), the full throttle capacity is recovered.

⚠ WARNING

This system is an ASSIST only and does not replace safe boating practices.

- The operator is responsible for safe operation of the watercraft including the proper loading requirements of passengers and cargo during operation. See RIDE SAFELY.
- The iBA will not prevent capsizing in every situation. Do not overly rely on this system. Use the iBA interventions to gain knowledge on the proper loading of your watercraft. Always ensure your watercraft is safely and evenly loaded.
- Although the iBA is designed to help the operator to reduce the risk of capsizing, its effectiveness may change according to various conditions. Read and understand the Operational Conditions below.
- The iBA does not detect the effect of the current. If the watercraft is going in the same direction as the current, the system may not operate to assist and prevent the operator from accelerating or increasing throttle which can create a risk of capsizing. Make sure that passengers and cargo weight is properly and evenly distributed front and back and on both sides.

Operational Conditions

The iBA will **NOT** operate in the following conditions:

- When engine is not running.
- During the first 30 seconds after engine start.
- When watercraft is in Neutral.

- When iBR lever is depressed to brake or reverse.
- When throttle lever is not depressed and is not in Cruise Control or Slow Speed Mode.
- When throttle lever is lightly depressed in forward operation, equivalent to maintaining a speed slightly higher than idle.
- When watercraft is moving at speeds in excess of 20 km/h shown on digital display (relative to ground). This includes the combination of watercraft speed relative to water and current speed.
- When iBA malfunctions and/or other malfunctions exist in the ECM, iBR module, or digital display.

The iBA may intervene more **FREQUENTLY** in those conditions:

In the necessary trade-offs in the system calibration, the system may intervene more frequently in the following conditions:

- In some high waves conditions, as the watercraft alternates from negative trim to positive trim, the iBA may operate to limit the throttle and then, each time the bow raises up with a wave, the throttle will be recovered instantly.
- In certain deceleration situations that cause the watercraft to be bow-down temporarily, when the watercraft reaches speeds below 20 km/h, the iBA may limit the throttle if, during that time, the throttle lever is depressed.

By balancing properly your passenger weight and cargo toward the rear, you will lower these activation occurrences.

The iBA may have **REDUCED PERFORMANCE** in those conditions:

The system may operate earlier or later than originally intended and not

help to reduce the risk of capsizing in the following conditions:

- During the first 2 minutes after engine start (including the first 30 seconds the iBA will not operate), before full system accuracy is achieved. Starting the watercraft on calm water without passengers moving on deck reduces this time.
- When watercraft lists due to uneven lateral distribution of load. Make sure passengers weight and cargo are also evenly distributed between left and right (port and starboard).
- When watercraft weight capacity is exceeded.
- When in heavy seas. These conditions can cause pitching and rolling that exceed the system's design. Avoid venturing in heavy seas.
- When or after being exposed to repeated impacts (ex: heavy chops), the iBA accuracy may be altered.
- If the front balustrade or front door (s) were modified, removed or opened. Ingress of water may be increased on the bow.
- When GPS signal (used for speed in digital display) is lost.

Disabling the iBA

An operator may decide to disable the iBA momentarily to be able to

maintain full-throttle capability in forward operation.

⚠ WARNING

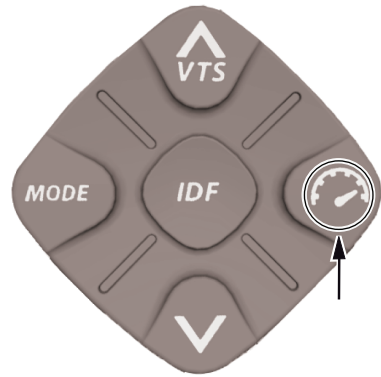
Avoid SERIOUS INJURY or DEATH when disabling the iBA.

- **DO NOT OVERLOAD THE FRONT** as this may cause nose diving and even capsizing.
- **PASSENGERS AND CARGO WEIGHT MUST BE EVENLY DISTRIBUTED** from front to back and on both sides of the boat.
- If ever the boat starts to nose-dive, immediately **STOP** the boat and **REMOVE PASSENGERS** from the front.
- **When GPS signal (used for speed in digital display) is lost.**

The intelligent Balance Assist system can be disabled and re-enabled by holding the cruise control button for 3 sec.



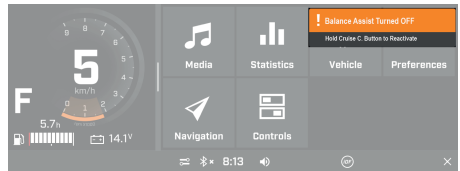
WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY, USING THE RIGHT MULTIFUNCTION SWITCH



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY, USING THE RIGHT MULTIFUNCTION SWITCH

The system is automatically re-enabled after starting the engine.

If the system is disabled, a ! warning lamp will turn on and a beep will be heard. A warning message will remain displayed on the digital display.



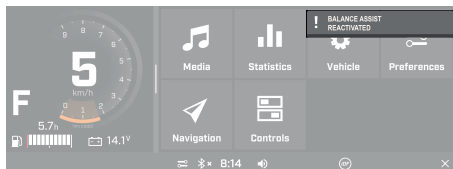
WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY: "BALANCE ASSIST TURNED OFF - HOLD CRUISE C. BUTTON TO REACTIVATE"



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY: "SYSTEM TURN OFF : BALANCE ASSIST - HOLD CRUISE TO TURN ON"

When the system is enabled, the ! warning lamp will turn off, a beep will be heard, and an information

message will be shortly displayed on the digital display.



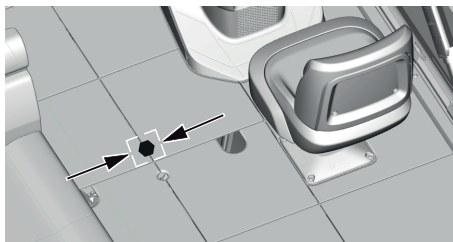
WATERCRAFT EQUIPPED WITH 10.25" TOUCH DISPLAY: "BALANCE ASSIST REACTIVATED"



WATERCRAFT EQUIPPED WITH 4.5" DISPLAY: "BALANCE ASSIST REACTIVATED"

Sensor

An inertial measurement unit (IMU) sensor, located underneath the fixed tiles forward of the engine access cover, measures necessary information to operate the iBA.



⚠ WARNING

To avoid malfunction of the IMU sensor.

Observe the following precautions. Otherwise, the IMU sensor may not operate properly, possibly leading to a capsizing resulting in serious injury or death.

- Do not subject the sensor or the deck tiles on which it is mounted to strong impacts. If it was subject to strong impacts, have your boat inspected by an authorized Sea-Doo dealer.
- Do not disassemble the sensor from its mounting support, nor the mounting support from the deck tiles.
- Do not modify the sensor or its mounting support.
- In the following cases, the sensor must be recalibrated. Contact your authorized Sea-Doo dealer for details.
 - When the sensor is removed and installed, or replaced.
 - When the sensor mounting support is removed and installed, or replaced.
 - When the corresponding deck tiles are removed and installed, or replaced.

Warning Lamps

The following warning lamp is used to alert the operator of a condition with the iBA.

Warning lamp (Telltale)	
Icon	Description
	ORANGE – iBA is turned OFF. See Disabling the iBA – During iBA intervention. See How the Assistance Works

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TROUBLESHOOTING

MONITORING SYSTEM

Indicator Lamps Description

The monitoring system will also send a visual indicator and message with an audible signal to inform the operator in case of an iBA malfunction.

Indicator light (Malfunction)		
Indicator	Message	Description
	4.5" display: MALFUNCTION – BALANCE ASSIST 10.25" Touch Display: Balance Assist Malfunction – Service Required	There is a malfunction with the intelligent Balance Assist system. Contact an authorized Sea-Doo dealer to have your watercraft serviced. This means the iBA is inoperative and will NOT operate.

⚠ WARNING

Disregarding any of the safety precautions and instructions contained in this document could cause injury including the possibility of death.



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