

Yanmar Powerboat Marine Engine Operational Check Policy

Thank you for choosing a Yanmar Diesel Engine. To help ensure optimal performance and longevity, we recommend an on-water Operational Check prior to vessel delivery. This check verifies that the engine operates within its design parameters and provides guidance on correct installation and application, though it does not replace full installation compliance with Yanmar's requirements.

POLICY STATEMENT

It is the policy of Power Equipment and Yanmar Ltd (the manufacturer) that an on-water operational test ("Operational Check") must be conducted for every new boat model released, any production variant within an existing model, or any vessel re-power fitted with an engine from the Yanmar Powerboat range — models LH, LP, LY, and LV. This test is mandatory to confirm that the engine is operating within its main design parameters.

COMPLIMENTARY SERVICE

Power Equipment, or an authorised Yanmar Dealer, will provide an Operational Check as a once-only service for all clients. This check is free of charge for clients located within the metropolitan areas of major Australian capital cities. For clients outside these areas, negotiable charges may apply.

The Operational Check involves testing and recording measurements for the following criteria:

- Exhaust gas back pressure
- Exhaust temperatures and back pressures
- Maximum engine speed
- Cooling water temperature
- Engine temperatures and oil pressures

These are required to determine whether the engine operates within its design parameters under heavy ship conditions for each of the specified criteria.

For this reason, the Operational Check must be conducted under **heavy ships conditions**, including full fuel and water, an antifouled hull and ballasted to simulate typical end user loading. However, if it is not possible to meet these conditions, and measurements are taken under lighter or less representative conditions, an allowance must be factored into the maximum engine RPM to prevent engine overloading when the vessel is operated in the owner's normal sea-state conditions.

The Operational Check is provided as a support service for the Owner and/or Installer to help ensure that the engine is correctly applied. During this process, our authorised technician may also carry out a peripheral inspection of the installation and provide comments on any obvious defects observed. **Such an inspection is brief in nature and is not exhaustive. Therefore, it must not be construed as a formal "sign-off" or as relieving the Owner or Installer of their responsibility to properly install the engine in accordance with Yanmar's recommendations and good engineering practices.** (Please refer to clause 10.5 of our Standard Terms and Conditions)

Australia, New Zealand and South Pacific distributor for these leading brands



INSTALLER'S RESPONSIBILITY

If a formal **"sign-off"** or any other form of assurance regarding the engine installation is required, the Installer should engage a qualified **Marine Surveyor or Naval Architect** to provide this. As stated, the Operational Check is strictly limited to testing the criteria outlined above.

It is also the Installer's responsibility to ensure that Yanmar's minimum recommended height between the waterline and the engine exhaust rise is strictly adhered to, **measured or anticipated under full-load, heavy-ship conditions by the Installer, Boat Builder, or Naval Architect**. Yanmar provides no warranty against the ingress of seawater into the engine, the chances of avoiding this disaster are increased, the higher the exhaust is above waterline.

If Power Equipment is made aware that engines are overloaded or that modifications or rectifications are necessary, all costs associated with any rectification work carried out by Power Equipment will be at the Owner or Installer expense.

IMPORTANT NOTE

Installers should refer to the following documents, which are available on request from Power Equipment or an authorised Dealer. It is the Installer's responsibility to obtain these documents in a timely manner and to familiarise themselves with all relevant sections.

1. Power Equipment's:
 - i) Installation Guidelines for Yanmar Powerboat Engines.
 - ii) Terms and Conditions
2. Yanmar's Publications:
 - i) Installation Manual, Pleasure Boat Use.
 - ii) Installation Manual, Marine Diesel Engine & Mercruiser Sterndrive.

EXPORT VESSELS

We also advise that for vessels exported overseas, if Operational Checks are not performed by Power Equipment or an authorised Australian Yanmar Dealer, any similar tests requested by the Customer to be carried out by an overseas Yanmar Representative will be charged to the Customer's account. Power Equipment will not be responsible for any costs incurred in completing on water testing and inspection in areas outside of Australia.

ADVANTAGES OF A DOCUMENTED TEST

A documented on-water Operational Check conducted prior to vessel delivery greatly reduces the likelihood of future engine-related issues. Power Equipment will make every effort to ensure that any delays associated with these tests are kept to an absolute minimum. Based on our experience, any minor delay at this stage is well justified in the long run. Time and again, we have seen instances where bypassing the Operational Check has led to significant frustration, unnecessary expense, and reputational damage for all parties involved.

WORLDWIDE WARRANTY

Yanmar, as the engine manufacturer, offers a Worldwide Warranty with every new engine sold. However, if the installation does not meet Yanmar's installation requirements, the International Distributor cannot submit a warrantable claim for any failure attributed to the installation. Any costs arising from a failure due to an improperly installed engine package will be the responsibility of the Owner or Installer, and not that of Yanmar or Power Equipment.

OUR GUARANTEE

Yanmar (as the manufacturer) and Power Equipment supply engines that are rated to specific outputs under defined operating conditions. **We guarantee that all engines are factory tested and certified to meet the manufacturer's performance specifications prior to leaving the factory.**

However, no guarantees, warranties, or representations are made regarding boat speed or performance, as these depend on the vessel's overall design, loading, and installation. Owners and Installers should understand that if the engine load is not correctly matched at this stage, a range of operational issues may occur — including propeller bush failures, reduced engine component life, overheating, excessive exhaust smoke, and other problems arising from improper application.

It is important to note that propeller selection must be based on correct engine loading, regardless of vessel speed. Selecting an improper propeller can lead to loss of performance, reduced speed, and other operational issues.

TORSIONAL VIBRATION

Disregarding torsional compatibility within the propulsion system can result in damage to engine and drivetrain components, resulting in loss of vessel mobility. At a minimum, incompatibility may lead to gear clatter, damage to transmissions, internal engine gears, thrown V belts, and/or excessive belt and pulley wear. The responsibility for ensuring torsional compatibility rests with the assembler of the drive and driven components.

In cases where a Waterjet and Jackshaft are used, we strongly recommend that a Torsional Vibration Analysis be performed on the complete drivetrain. This analysis should include the engine, flexible coupling, gearbox, drive shaft, and jet rotational assembly, **especially when a universal drive shaft is used without a torsionally resilient member or gearbox in the driveline.** It is the responsibility of the vessel builder to ensure this analysis is carried out.

LIMITATION OF LIABILITY

All written or verbal comments provided by either authorised Dealer personnel or Power Equipment Representatives during the sea trial are supplied "as is" and without warranties of any express or implied warranties. The Operational Check is provided for informational purposes only and is not intended to be a substitute for a full installation check of the Yanmar Engine.

If a "Complete Installation Check", "Sign Off", or "Seaworthiness Certificate" is required, you must engage a qualified Naval Architect or Marine Surveyor. The Installer and/or Boat Builder acknowledges and accepts that, to the extent permitted by law, Power Equipment and Yanmar are under no liability to the Builder or any engine user—whether in contract, tort, or breach of statute—for any direct or indirect loss or damage arising from:

- (a) the Builder's failure to comply with the installation guidelines; or
- (b) The installation of the engine; or
- (c) The reliance on comments made by the Power Representative; or

Any inaccuracies or omissions of the Boatbuilder or its employees or contractors.