

Power*news* MAGAZINE

A PUBLICATION OF POWER EQUIPMENT: AUSTRALIA, NEW ZEALAND & THE SOUTH PACIFIC



TOHATSU

A NEW CHAPTER BEGINS FOR POWER EQUIPMENT,
AND THE AUS, NZ & OCEANIA INDUSTRY



CRX POWER
A FIRST FOR
AUSTRALIA & NZ

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INSIDE THE PROVEN
ENGINEERING OF
PSS SHAFT SEALS

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AUSTRALIAN
BOATING FAMILY
LEGACY

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ELECTRIC MARINE ENGINES FOR ALL BOAT TYPES



eLite
500W



Spirit 1.0
1kW



Spirit 2
2kW



X Series
12kW - 40kW



Navy
3kW - 6kW



Pod Drives
1kW - 20kW



Virtually Silent



Minimum Maintenance



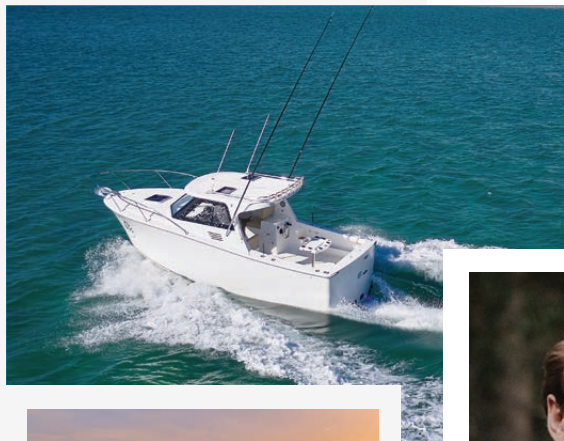
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Welcome to our sixty first edition of our Power News magazine. Since our last issue, there has been some incredible changes, additions and exciting developments for Power Equipment.

The biggest news of all is that Tohatsu has joined our family of brands, adding petrol powered propulsion to our product offering for the very first time. The team is excited and ready to grow the Tohatsu brand throughout the Australian and New Zealand marine industry.

In other exciting news, USA-designed CRX Power small petrol engines will be available exclusively through Power Equipment. These great little engines are used widely around the globe in all sorts of equipment, including pressure washers, generators and even small farm machinery.

In fact, CRX already power some of the biggest brand names through their exclusive engine agreements, and we're

confident the range will shake up the small engine market here in Australia and New Zealand.

In amongst all this, we've wrapped up both the Sanctuary Cove Boat Show and the Sydney Boat Show, and celebrated some great staff achievements and milestones.

In this edition we showcase some wonderful projects powered by Power Equipment, from classic marine repowers, to toasting the success of one of our key partners in Aussie Pumps.

There's plenty more to come as we continue to grow and bring the best power solutions products to the Australian, New Zealand and South Pacific markets.

Luke Foster
CEO
Power Equipment



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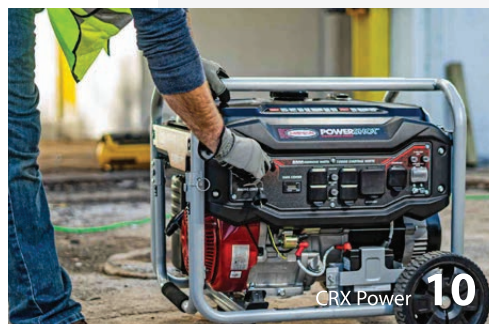
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Power News is now available to download or read online.





A NEW CHAPTER BEGINS WITH TOHATSU

A new chapter is about to begin in the marine industry, with Japanese outboard manufacturer Tohatsu Corporation appointing Power Equipment Pty Ltd as its exclusive distributor for Australia, New Zealand and across the Oceania region.





TOHATSU



The agreement brings together one of Japan's longest-established engine manufacturers and an Australian marine business with more than 35 years of industry experience.

For Power Equipment, it also marks a significant expansion of its propulsion portfolio and the company's first petrol-powered marine propulsion brand.

Under the new arrangement, Power Equipment will be responsible for the exclusive distribution of Tohatsu's outboard

range, giving its dealer and OEM network access to the company's complete MFS and BFT outboard families. The MFS range covers Tohatsu's small, portable and mid-range four-stroke outboards, while the BFT range provides high-power outboards up to 250hp.

For boat builders, dealers and end users, the result is a comprehensive petrol outboard offering backed by Power Equipment's established and state-of-the-art infrastructure in parts, distribution, engineering and technical support.

Tohatsu Corporation president Isami Hyuga says the partnership provides a strong platform for the company's next phase of growth in the region.

"Power Equipment has demonstrated strong capability and unwavering commitment within the marine industry. We are confident that, together with such a trusted partner, this agreement will play a pivotal role in driving our long-term growth across the Oceania market," Mr Hyuga said.

Hyuga also highlighted the resources that Power Equipment brings to the relationship, particularly its technical capabilities, industry connections and parts infrastructure.

The timing is particularly significant for Tohatsu. The Japanese manufacturer is celebrating 70 years of outboard production in 2026, having commenced outboard production in 1956, and has now delivered more than five million outboards worldwide. Tohatsu also proudly holds the distinction of being Japan's - and in fact the world's - oldest current outboard manufacturer.

Its reputation has been built around Japanese engineering, durability and a philosophy of producing engines that combine performance with low weight.

That philosophy is particularly evident in one of Tohatsu's newest products — the MFS150A, a 150hp four-stroke that the manufacturer describes as the lightest 150hp outboard in its class. Weighing from just 178.5kg, this new



From left: Chris Guppy from Power Equipment, Genki Tamura & Satoshi Kuwata from Tohatsu Corporation, Tommy Ericson from Aus Ships Group, and Power Equipment CEO Luke Foster at the 2026 Sydney Boat Show.



engine is designed to deliver a particularly strong power-to-weight ratio.

The MFS150A also introduces some distinctive engineering features, including it's new 4-2-1 Performance Tuned Exhaust which improves fuel flow and increases torque, helping acceleration and time to plane.

“With over 100 years of Japanese engine manufacturing and a gold standard R&D program, the Tohatsu products speak for themselves”

Luke Foster
CEO Power Equipment

For Power Equipment CEO Luke Foster, the agreement represents more than simply another brand added to a catalogue.

“We are incredibly pleased and excited to add Tohatsu to our marine line-up. This agreement enables us to offer a complete range of propulsion solutions - including petrol outboards - for our extensive dealer network and OEM customers,” Mr Foster said.

Power Equipment has traditionally built its marine business around engines, power technology and supporting equipment, with an emphasis on diesel and electric propulsion. Adding Tohatsu gives the company a dedicated petrol outboard offering.

It also brings another quality Japanese brand into a distribution organisation with considerable local infrastructure.

“With over 100 years of Japanese engine manufacturing and a gold standard R&D program, the Tohatsu products speak for themselves and offers us the chance to grow our range of quality brands,” Mr Foster said.

Tohatsu brings decades of outboard engineering expertise and a substantial global base, while Power Equipment brings an established local network of dedicated state offices and dealerships, warehouse capacity, parts support, engineering knowledge and experienced technical personnel.

This combination allows Tohatsu to be supported locally at a level appropriate to the expectations of today's marine market. Parts availability and technical support are particularly important in an outboard market where dealers and boat owners expect prompt access to components and knowledgeable assistance.

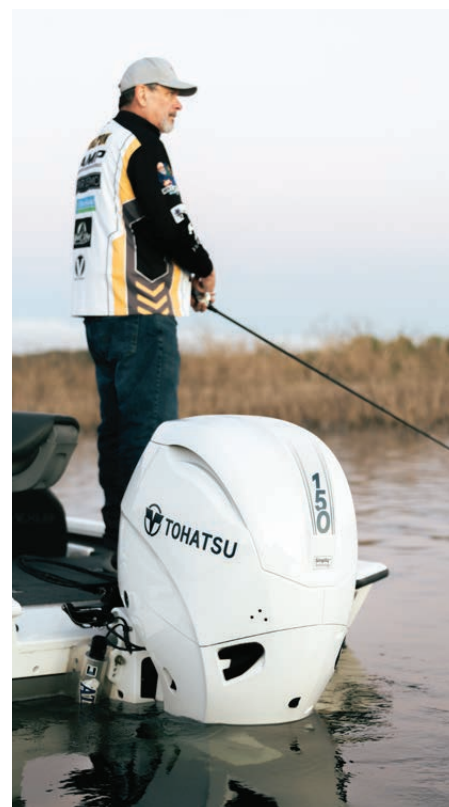
Power Equipment's extensive distribution and dealer network also gives Tohatsu an opportunity to build visibility beyond the traditional pockets in which the brand has been known.

For Power Equipment the agreement represents another step in the company's strategy of building a portfolio of respected global brands rather than simply expanding the number of products it sells.

The addition of Tohatsu is a particularly strong fit. It combines a quality Japanese manufacturer with a long engineering heritage, with an Australian family-owned business that has spent more than three decades developing its marine distribution, parts and technical-support capabilities.

“With our world-class parts and warehouse infrastructure, along with our highly experienced marine team, we are well placed to continue the growth of the Tohatsu brand throughout the region.” Mr Foster said.

Explore the complete Tohatsu range at tohatsu-motors.com.au or scan the QR code.



CRX[®] POWER



A FIRST FOR POWER EQUIPMENT & AUSTRALIA

CRX POWER

Power Equipment will be the first and exclusive distributor in Australia and New Zealand for the USA-designed **CRX Engines**, makers of premium single and V-twin cylinder petrol engines.



The CRX Engine distributorship also represents the first time Power Equipment has taken a stake in the petrol engine market and promises to reshape the engine business, and the wider engine market, across Australasia.

The CRX Engine range will provide a professional grade petrol alternative for customers who are looking for the kind of robust reliability they get from Yanmar "L" series diesel engines.

Packed with premium features, CRX engines are a true single source engine manufacturer with years of industry-leading engineering experience.

They are already an OEM choice for brands such as DeWalt and Simpson in the USA.

Power Equipment has been looking at the CRX Engine distributorship option for more than 12 months, with visits to the USA and the CRX Engines factories and processing facilities.

The CRX Engines range include the 3.4kW (3,600rpm) CRX165 through to the 9kW (3,600rpm) CRX420 across six models in the single-cylinder range and three V-twin models delivering up to a powerful 24kW.

There are some nice synergies with one of Power Equipment's flagship diesel brands Yanmar when compared with the new CRX Engine power range, particularly in power-to-weight factors.

"One advantage we have with the CRX Engine option is that many of our "L" series Yanmar customers are often using petrol engines in their applications also," explained Power Equipment's National Power Products Sales Manager Dean Whitford.

"Many of our existing customers have indicated another option in the petrol engine market of this kind would be beneficial – and now they certainly have a quality option to choose from in CRX Engines," he said.

With multiple Australian and New Zealand manufacturers exporting their products, low emission petrol power like the CRX Engine range will also assist in getting their machines to comply with overseas emissions rules, in turn opening ever more export opportunity.

Both Power Equipment CEO Luke Foster and Dean Whitford have also looked at soon-to-be-available options from CRX Engines that





include the CRX-E electric engine range and the CRX-H2 hydrogen engine variants.

“Power Equipment has also secured exclusive Australian and New Zealand market rights to the new CRX electric and hydrogen-powered options,” said Power Equipment CEO Luke Foster.

“While traditionally Power Equipment has been mostly a “diesel house” company, we have always considered new technologies,” Luke said.

“Power Equipment has also secured exclusive Australian and New Zealand market rights to the new CRX electric and hydrogen powered options.”

Luke Foster
CEO Power Equipment

“Our range of quality diesel engines will continue to meet many demands and provide the best power solution for many applications, but Power Equipment will offer even more options in the future and CRX Engines is just one example of that.”

CRX petrol power advantages

Designed to thrive in the most demanding settings, CRX engines have options for home users and commercial customers alike.

Whether for generators, pumps, welders, or other heavy-duty equipment, CRX provides a petrol option from the Power Equipment range that delivers more power solutions than ever before.

With features like forged crankshafts, steel ball bearings, and heavy-duty castings, these engines offer excellent durability.

Whilst made tough with features like powder-coated steel fuel tanks, cast iron cyclinder sleeves and steel blower housing and recoil covers, power-to-weight is still impressive across the range.

The smallest engine in the range (the CRX165 3.4kW @ 3,600rpm) weighs in at just 15.4kg, whilst even the most powerful V-twin CRX1000 (24kW @ 3,600rpm) still only tips the scales at just over 60kg.

Single cylinder CRX engines offer a variety of outdoor applications for the DIY user or professional alike, while the CRX V-Twin Engine Line delivers real power for industrial and commercial users.

The V-Twin Line are full pressure lubrication engines that incorporate an oil cooler and

filter along with advanced air filtration. They even come with an impressive 20amp alternator onboard!

Both the single cylinder and V-Twin range are built with heavy duty, industrial-grade muffler systems and come standard with low oil shutdown sensors, preventing damage to the engine should oil levels drop too low.

Whilst standard features of the CRX range are impressive, (including a three-year commercial warranty), options such as electric start, electric choke and electric fuel injector ensure all user needs are met.

With the soon to be included CRX-E electric and CRX-H2 hydrogen engine options expected to be available soon, these are exciting times indeed for Power Equipment and the Australian/New Zealand engine market.

Explore the complete CRX range at powerequipment.com.au or scan the QR code.





POWER MEETS PRECISION

"These little boats are expected to do a lot of things," says Rob Kirby, Managing Director of Kirby Marine in Western Australia. Rob is talking about tender vessels built to service either superyachts or expedition vessels, an increasingly popular order for his boat building business. Kirby Marine are seasoned professionals in the boat building game and you will see their work on the water in everything from large, high-performance patrol boats through to 3.8 metre pleasure boats.

They are long-time builders of the famous NAIAD design rigid inflatable vessels and boast a 35-year-plus history of building and refurbishing boats across Australia and Southeast Asia.

A recent order for a 5.3m tender, to deliver ship-to-shore duties for a brand new Horizon luxury yacht, presented some challenges for the Kirby Marine team.

The Yanmar 4LV solution!

There was nothing random about the choice of a Yanmar 4LV195M marine diesel engine for this NAIAD project, as Rob explains.

"We knew the boat design was good, but we had weight restrictions and needed to match engine RPM's to a Hamilton Jet propulsion system," Rob said.

"The build needed to be done without a gearbox and the Yanmar 4LV delivered both the right horsepower and revs to get the job done."

With the 4LV series specifically designed to cater for multiple shaft and jet drive options – as well as the ever-durable Yanmar ZT370 sterndrive – the right engine for this project was ready to go.

As a five-times best-in-class engine, the 2.8L class Yanmar 4LV delivers the goods across an astounding range of vessels. Everything from 50-foot-plus yachts, light duty commercial vessels and a wide range of smaller motorboats can benefit in new builds or repowers with the Yanmar 4LV.

The 4LV's advantages start with unbeatable power-to-weight and only get better from there. This 334kg engine delivers its maximum horsepower ratings at 3,500rpm but does it with exceptionally low smoke, emissions and noise.

Low noise and vibration were serious considerations for the 5.3m NAIAD tender build, given that the engine was sitting directly below the console structure.

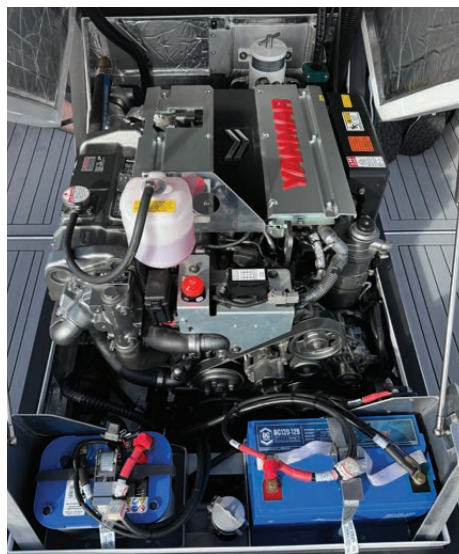
"We wondered about vibration from an engine in that position because we didn't have a lot of room to play with in this kind of boat, but the Yanmar is very smooth and it's no worries at all," Rob explained.

Smooth and clean running (EPA Tier 3 and IMO Tier 2 compliant) are impressive claims of course, but performance on the water is the star of the show in such boat builds.

"I'm not really interested in what is claimed on paper," says Rob, "if a boat doesn't perform to my expectations, I'm not happy."

No problems in that department either! "When you drive it, it's another experience altogether," enthuses Rob.

Indeed, his team have described this great-looking tender as "hilarious" to drive, with the Yanmar 4LV195M easily pushing the hull over 33 knots at WOT.



This engine delivers incredible low-end torque, (delivering stunning acceleration), helped by the latest in common rail diesel technology.

Available in options from 110kW (150hp @ 3,500rpm) up to 183kW (250hp @ 3,800rpm), the compact power of the 4LV has usually got an option to turn a vessel from “run-of-the-mill” to “thrill” with economical fuel consumption.

The 5.3 metre NAIAD tender designed and delivered by Kirby Marine is much more than a workhorse however – take a look at the finish and it certainly earns its place on any luxury yacht lifting platform or davits.

Coming in at just under 1.4 tonnes and carrying around 150litres of diesel onboard, this sleek tender also sports Yanmar’s YD42 smart display panel.

This display delivers all the information you could need from your Yanmar in a 4.1inch display, including the added advantage of easy viewability from up to 170 degrees.

It offers 8 onboard pre-programmed languages and has gateway functionality to allow engine data to be displayed on NMEA 2000 devices.

It looks fantastic on any console or sitting beside other screen displays too! Rob loves the way it looks, but as a seasoned boat builder he’s not just about the aesthetic.

“I’m not interested in just creating a nice piece of furniture when we design and build a boat – it has to be able to do its job,” Rob says of the process in designing the boat.

“We have to look at where the boat will operate, what will be expected of it and serviceability factors,” he said.

“The reality is, we’re building a vessel like this tender as much for the crew and the skipper as the owner of the yacht because those are the people who will be keeping it running.”

Rob likes the Yanmar brand and has deep respect for the Yanmar Marine philosophy of building engines that can last.

His own weekend pleasure vessel, unsurprisingly a jet boat too, sports the famous Yanmar 6LP marine diesel inboard engine and he is well aware of Yanmar’s enviable record for reliability, efficiency and technical innovation.

“When we build a tender for a luxury yacht like this one, we need to consider factors like the availability of spares in various parts of the world. That’s never an issue with Yanmars,” Rob says.

For more information on Kirby Marine’s services, visit kirbymarine.com.



POWER PROFILE

VESSEL NAME	Hilarious
APPLICATION	Yacht Tender
VESSEL TYPE	NAIAD Rigid Inflatable
LENGTH	5.3m / 17.4ft
ENGINE MODEL	Yanmar 4LV195
POWER RATING	195hp @ 3,500rpm

**DAVEY****Power
Equipment**

THE ULTIMATE PUMPING COMBO

Power Equipment assembles custom commercial pump systems for Davey Water Australia – a unique partnership that has existed for some ten years now. Matching the legendary Yanmar TNV series engines and John Deere engines to Davey pump designs delivers some of the best custom pumping systems money can buy.

Iconic Australian brand Davey Water Australia enjoys a relationship with Power Equipment that has seen the expertise and quality products of two companies combine in the best way.

For more than 90 years, people have trusted Davey to deliver water where it matters most — from household pressure and safe drinking water to fire protection, flood defence, pools, spas, farms, and businesses. They build their products for some of the world's harshest conditions.

While long recognised in domestic pumping, water treatment, and pool markets, Davey has broadened its horizons in recent years, expanding into commercial pumping, irrigation, and large-scale water-transfer and irrigation systems.

High-volume commercial and custom pumping systems is where the Davey/Power Equipment story has become renowned.

Custom pumps using Yanmar and John Deere power

Whether Davey's customers are looking for float-controlled water transfer and irrigation, or perhaps a commercial-grade pressure demand pump, there's a lot to consider when it comes to moving high volumes of water.

Davey relies on Yanmar TNV series pumps across virtually every horsepower variant and John Deere options available through Power Equipment to get its ISO-rated pumping systems doing their job.

Says Davey's pump designer Brijesh Patel; "We look at each application on a case-by-case basis."

"Every pump is a custom build and we size the engines from Power Equipment to match both the pumping demands and site conditions," says Patel.

Pump expertise is one thing of course, but a unique arrangement that sees Davey custom pumps built and shipped direct from Power Equipment's Melbourne hub is the "secret recipe" of this successful partnership.

The power to pump!

Yanmar's TNV series diesel engines have earned a strong reputation in pumping applications, and for good reason.

First, they're built for continuous, heavy-duty operation. With a robust cast-iron block, forged steel crankshaft, and precision balancing, TNV engines deliver long service life even under demanding 24/7 pumping workloads.

Second, they're known for fuel efficiency and clean combustion. Yanmar's direct injection system ensures reliable starting, low fuel burn, and reduced emissions — a big advantage where pumps often run for hours on end.

They provide strong torque across their rev range, ideal for maintaining consistent pump performance without strain.



The famous green engine blocks of John Deere stationary engines are workhorses in the pumping world, trusted for irrigation, dewatering, and industrial applications where uptime is critical.

John Deere diesel engines are built with heavy-duty components, giving them the staying power for continuous operation.

They are world-famous for delivering strong lugging ability, ensuring pumps keep steady flow and pressure even under variable or heavy load conditions.

Power Equipment's Steve Harvey further explained the design that has gone into Davey commercial pump builds with Yanmars and John Deere engines.



"For a start, we match engines to their pumping application at around 75 per cent of the engine's duty cycle," Harvey said.

"This gives room for higher volumes or extra work in the real-world applications and caters for extremes in environmental conditions too."

Power Equipment has also helped develop an improved coupling system between engine and pump for longer life and better reliability.

It keeps maintenance simple, with just two uni-joints to grease on a coupling system that keeps running smooth.

"It's low-maintenance and we have zero issues with it – it's the best way to run these combinations," Harvey says proudly.

Completed pumps are shipped direct from Power Equipment to Davey's clients, with engines turn-key and ready to go.

This means the Davey and Power Equipment partnership delivers a machine that is ready to pump hard from the day it arrives at the customer's site.

Discover the Davey range of water pumps for home and work at daveywater.com/au



YANMAR

TNV Series

Heavy-Duty Build – Cast-iron block and forged crankshaft designed for continuous operation

Fuel Efficiency – Direct injection keeps running costs low and emissions clean

High Torque at Low RPM – Delivers steady, reliable pumping under load

Compact & Quiet – Small footprint with smooth, low-noise performance

Easy Maintenance – Simple servicing keeps downtime to a minimum



JOHN DEERE

4045 & 6068 Series

Built Tough – Heavy-duty blocks and forged components for nonstop reliability

Strong Low-End Torque – Keeps pumps running steady under varying loads

Fuel-Efficient & Clean – Advanced fuel systems reduce costs and meet emissions standards

Right-Sized Power – 4045 for compact efficiency, 6068 for high-capacity demands

Unbeatable Support – Like all Power Equipment's products, expertise and parts are easy through an extensive dealer network



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INSIDE THE PROVEN ENGINEERING OF

PSS SHAFT SEAL

There are products that shout their value from the marina - sleek outboards, polished propellers, digital wonders - and then there are the unsung heroes that sailors only notice when things go wrong.

The PSS shaft seal belongs squarely in the latter category: small, well-engineered and utterly crucial.

It has been a star of Power Equipment's quality marine components for a long time!

For four decades, the PSS has rewritten the rules for how propeller shafts work through a hull, swapping wet bilges and endless gland fiddling for dry cabins and long service intervals.

Founded in 1981, the company's focus on face-seal engineering has made the PSS the default dripless solution for recreational and commercial craft around the world.

What is a PSS Shaft Seal?

Put simply, it's a mechanical face seal that creates a watertight barrier between a spinning stainless steel rotor mounted to the shaft and a stationary carbon/graphite facing attached to flexible bellows on the stern tube.

Unlike traditional packing, (like the old-school braided stuffing box), the mating stainless and graphite faces of the PSS, when correctly lapped and lubricated by a small feed of raw water, prevent water passage without shaft-contact wear or continual adjustments associated with packing.

The result? A bone-dry bilge, reduced shaft wear, and maintenance that's scheduled in years rather than weeks.

A Seal for Every Boat

Over time PSS has evolved into a range of products that suit everything from trailerable power boats to long-range commercial hulls.

The PSS lineup that can be found through Power Equipment and its authorised dealers include everything from the Type A PSS through

to the equally innovative PSS rudder seal. They have pretty much every boating application covered.

The original PSS Type A, (for smaller shafts), caters for power and sail boats with shafts up to 3¾". It is the most popular of the PSS models and can be found in literally hundreds of thousands of craft around the world. It uses a nitrile rubber bellows and 316 stainless rotor.

The PSS PRO utilises a similar but upgraded four-ply aramid/silicone construction bellows with fluoroelastomer outer to withstand harsher conditions and fuel/oil spillage resistance. The PSS PRO is available in shaft sizes from ¾" through to 3¾".

Handling the serious shaft sizes from 4" through 6½" is the job of the larger PSS Type B, designed for higher-load applications. It has dual injected carbon stators and upgraded components like the PSS PRO.

Engineering That Matters

The technical elegance of PSS is in the separation of rotating and static parts. Most importantly, it is the choice of materials that is the reason it works so well.

The rotor is stainless steel, (with Nitronic 50 upgrade available for extreme corrosion resistance), and the stator is a lapped carbon-graphite face - a combination chosen because the static carbon face and the rotating metal face can maintain an ultra-fine contact while enduring the sliding and thermal stresses of a spinning shaft.

Two O-rings secure the rotor to the shaft but do not rotate on the shaft, avoiding the continuous wear packing glands impose.



Power Equipment's Ian Mills (left), Justin Romesburg from PSS Seal LLC (centre) and Power Equipment CEO Luke Foster (right) at the Sanctuary Cove International Boat Show.

A small raw-water feed cools and lubricates the faces on higher speed installations; bellows isolate the stator from axial movement and hull flexing.

This delivers both longevity and low-maintenance performance - qualities boatowners prize more than marketing hyperbole.

Safety, Standards & Global Acceptance

PSS seals are not just popular—they're certified. Shipyards and classification-minded owners looking for approvals from marine classification societies and engineering certifiers know that PSS has secured recognition from agencies and registrars around the world, including Bureau Veritas, ABS and RINA certifications.

That broad acceptance underpins its place as standard equipment in many production and custom builds and as a trusted retrofit for older vessels.

A Practical Advantage

Practicality is another strength of the PSS seal. These units are designed to be retrofittable onto existing stern tubes without extensive reworks that stuffing boxes often demand.

Routine maintenance is straightforward: the face components are replaceable, bellows and clamps are serviceable and kits are widely available through Power Equipment, its dealers and a global PSS dealer network.

This accessibility reinforces the PSS's long-life argument. With replacement parts and service

intervals predictable, in virtually all cases it's less costly over a vessel's life than recurring packing changes and shaft wear repairs.

From Innovator to Part of a Sealing Family

Power Equipment has enjoyed a decades-long association with PSS and is honoured to include its range with the premium marine products it distributes.

Says Justin Romesburg, Vice President of PSS Seal LLC, "We're proud to have Power Equipment representing PSS in Australia and New Zealand."

"Their extensive reach, first-class organization, and shared values align perfectly with PSS Seal and the wider AESSEAL Group, ensuring exceptional service and support across both regions."

PSS's journey from a niche, Seattle-based innovator to a globally distributed product has included strategic partnerships and ownership changes that expand engineering and manufacturing reach.

Recent corporate moves, including acquisition by a larger engineering group known for mechanical-seal expertise, signal both the maturity of the technology and a pathway for ongoing product refinement, (and even further industrial application).

For owners and shipyards, that's reassurance.

PSS isn't a passing fad, it's a sealed technology with a track record and the backing to continue crossing seas and oceans reliably into the future.

The bottom line is this: A shaft seal lives in a small, confined space—but its consequences ripple through every corner of a boat's operation.

Bilge dryness, propulsion reliability, and long-term cost of ownership are all the guarantees of its proven design.

PSS brought mechanical-face sealing into mainstream marine use by solving real-world headaches with a compact, robust, and serviceable component.

For many skippers, the PSS is the component they didn't know they needed. But once you get one, we guarantee you'll never go back to stuffing box towels, drips, and endless adjustment again.



PSS
SHAFT SEAL



PSS PRO SHAFT SEAL



The PSS PRO Shaft Seal is a mechanical face seal.

The sealing surface is created between the flat surfaces of the rotating stainless-steel rotor and the stationary carbon stator.

The stainless-steel rotor compresses the carbon stator and bellows assembly. This compression maintains constant contact between the two flat faces, allowing the PSS to compensate for the variable fore and aft movement due to propeller thrust.



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torque, trust & tourism explore group

When an operator of one of the biggest and most successful tourism operation fleets in New Zealand and Australia puts their stamp of approval on a marine engine, it's proof of a reliable product. Explore Group repowered a hard-working 24m ferry with their first Yanmar 6AYM engines back in 2012 – a decision that has led to a fleet-wide preference for Yanmar. "We've found with the 6AY model we use, the reliability but also the efficiency is really good. . . from a commercial standpoint they are definitely our first choice."

- William Goodfellow, Explore Group Managing Director



Explore Group is a premier marine tourism operator offering exceptional experiences across New Zealand and Australia. Established in Auckland in 2000, the company has expanded its operations to include the Bay of Islands, Hamilton Island, and Airlie Beach, providing a diverse range of maritime adventures.

Since 2012, Explore Group has put its trust in Yanmar's marine propulsion to run its larger cruise and ferry vessels.

With a fleet comprising of America's Cup charter sailing yachts through to 29 metre ferries and cruise vessels, Explore Group is committed to delivering unique and high-quality maritime experiences.

Such a commitment to quality tourism offerings is as much about what goes on in the engine rooms of the fleet as it is in the dynamic and competitive world of tourism.

William Goodfellow, Managing Director of the Explore Group, explained; "We're a big fleet in NZ with Auckland and the Bay of Islands, including Fullers Bay of Islands, as well as Hamilton Island and Airlie Beach having recently bought Whitsunday Ferries in the Whitsundays Queensland, Australia," William said.

"Our first experiences with Yanmar was with smaller engines on our racing yachts and we always had a good run with them.

When we had to repower a commercial 24m ferry back in 2012, our primary concern was reliability. We were one of the first customers in New Zealand to run the new 20-litre Yanmars and we've loved them ever since," he said.



William's mention of the "new 20-litre Yanmars" is in reference to the now well-established 6AYM series of six-cylinder, four-valve, direct injection and turbocharged commercial engines that deliver up to 911 horsepower at just over 1,900rpm.

These have become a firm and super reliable favourite of commercial operators worldwide – and for good reason.

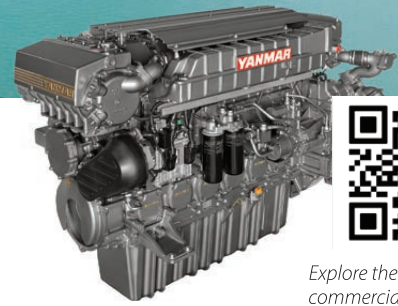
The 6AYM not only caters for a range of horsepower needs, annual operating hour options and high or low speed vessels, but it does its job with superior economy, low emissions and stable performance.

Stable performance refers to an engine that delivers less speed reduction against sudden load changes, among other benefits of this engine designed around Yanmar's eco-diesel solution technology.

The 6AYM also proves itself through incredibly linear torque and power outputs (along with a smooth fuel consumption graph), ensuring it is fit for purpose in virtually any commercial vessel application of applicable horsepower.

Torque, Trust & Tourism: Explore Group's Fleet-Wide Shift to Yanmar Power

"Putting the same Yanmar engines into our fleet also has advantages of a consistent engine type across all vessels which helps keep servicing regimes conformed," William said.



Explore the Yanmar range of commercial marine engines.

"Our outer Great Barrier Reef and dinner cruise vessel in the Whitsundays works pretty hard and servicing can be a challenge in such regions, so the reliability of the Yanmars and ease of servicing is what we're all about there. Here in New Zealand, we run the Yanmars in our 24m and 29m ferries and again, it's that reliability that is key to us."

"All of our fleet new builds in this size range are spec'd with Yanmars and we have completed repowers on existing vessels that received Yanmars as well."

The Yanmar advantage keeps its promise with commercial operators like Explore Group day in, day out.

It's little wonder then that the 6AYM series engines are a favourite of Power Equipment's Yanmar lineup.

See where the Explore Group can take you in New Zealand at exploregroup.co.nz or in Australia at exploregroup.com.au

POWER PROFILE

APPLICATION	Commercial Ferry
LENGTH	24m / 78.7ft
ENGINE MODEL	Yanmar 6AYM-WGT
POWER RATING	911hp @ 1938rpm



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THE HISTORY OF TOHATSU

Anyone with boating experience knows the feeling. The unparalleled experience of gliding across the water with the wind in your face.

The Tohatsu logo of blue wings and its slogan of “Feel the Wind” promises that exhilaration – and their outboards have delivered it for 70 years.



From 1.5hp to 250hp The Tohatsu Outboard Story

When Tohatsu put its first production outboard into the water in 1956, few could have predicted the journey that would follow. Seventy years later, the Japanese manufacturer has built more than 5,000,000 outboards and developed a reputation around a simple engineering objective: make an outboard as capable, durable and lightweight as possible.

The Tohatsu story began back in 1922 when Mr. Masuzo Takata founded the Takata Motor Research Institute. The company's engine expertise was developed from building small petrol engines for a range of applications, including railway cars, motorcycles and pumps. The 1956 foray into outboard engines represented the beginning of a business that would eventually be the company's defining enterprise.



Building a Japanese industry

During the 1960s, Tohatsu established a dominant position in Japan's developing outboard market. Restrictions on imported products helped Japanese manufacturers, but Tohatsu's success wasn't simply a consequence of limited competition. The company was producing engines while developing the manufacturing expertise needed to make compact outboards reliable enough for commercial fishing, transport and recreational boating.



Masuzo Takata, founder of the Takata Motor Research Institute

By 1970, Tohatsu had reached another milestone with the B38A, a 25hp engine described as Japan's first 25hp outboard.

The next step was even more important: a focus on international markets. Through the 1970s, the company increasingly looked to markets such as the United States and Australia, not simply as destinations for existing products, but as important testing grounds for new ideas. There is no secret in the Australian boating industry that many commercial fishers relied on Tohatsu's smaller outboard range, primarily for their durability and reliability. That was no accident given that Tohatsu's original outboard development was aimed at Japanese commercial fishermen.

Racing breeds innovation

In the 1970s, Tohatsu entered the larger-performance end of the outboard market with the M35A, a 500cc-class engine – the first of its kind in the world. It represented a major step beyond the smaller engines that had established the company.

The M35A was designed to provide more horsepower for boat racing which gave Tohatsu an opportunity to explore the limits of engine performance, acceleration, durability and weight. Success on the water established the company's credentials internationally, and Tohatsu engines subsequently built an impressive record in racing competitions.

Tohatsu outboards cemented themselves as performance leaders by taking consecutive wins in the famous Atami Ocean Cup Powerboat Race from 1977 onwards.

Such competition is where engines faced an unforgiving combination of high load, salt water and rapidly changing conditions. Racing provided an engineering laboratory for Tohatsu in which performance improvements could be proven in the harshest possible environment.



That competitive experience fed directly into Tohatsu's production engines.

Models developed throughout the 1970s and 1980s progressively pushed Tohatsu into the higher horsepower territory, culminating in engines such as the M55A, M70A and M90A.

The company was moving rapidly from small portable propulsion into serious offshore power.

From 2-stroke to electronic control

The two-stroke remained at the heart of Tohatsu's range for decades, but the technology continued to evolve. The company developed engines that combined increasingly sophisticated induction and ignition systems, while at

the same time expanding into international manufacturing and OEM relationships.

Its 1988 partnership with Brunswick resulted in the establishment of Tohatsu Marine Corporation, which would become an important production operation for outboards supplied into the global market.

Then came the environmental challenge. As emissions regulations became increasingly demanding during the 1990s, the traditional carburetted two-stroke faced a fundamental problem. Tohatsu responded by developing two parallel technologies that would shape its next generation of engines.

In 1998, the company entered the four-stroke market with the compact 5hp MFS5A. Rather than simply convert existing designs, Tohatsu embarked on a broader programme of developing four-strokes that retained the characteristics customers valued in its two-strokes — particularly low weight and compact dimensions.

Then came TLDI — Two-Stroke Low-Pressure Direct Injection. Introduced around the turn of the century, the system allowed Tohatsu to retain the lightness and punch of a two-stroke while dramatically improving fuel delivery and combustion efficiency.

The result was a fascinating period in which Tohatsu offered customers three distinct approaches: traditional two-stroke technology, advanced direct-injected two-strokes and increasingly sophisticated four-strokes.

A new generation of four-strokes

Moving into the 2000s and 2010s saw Tohatsu steadily expand its four-stroke range.

Electronic fuel injection became increasingly sophisticated, while the company's engineers concentrated heavily on reducing weight. Models such as the MFS25 and MFS30 established the modern four-stroke direction, followed by progressively larger engines. The MFS40 and MFS50 appeared in 2014, while the company subsequently extended the range through 75, 90, 100 and 115hp models.



Tohatsu production facility, Komagane Japan.

Weight became more than a specification on a sales brochure. It became an engineering philosophy. A lighter outboard means less weight hanging on the transom, easier installation and removal, improved boat balance, better acceleration and fuel efficiency. Tohatsu increasingly differentiated its products by finding ways to remove kilograms without sacrificing strength or durability.

Investing in the future

The most tangible expression of Tohatsu's future ambitions arrived in 2018, when the company opened its dedicated R&D Center in Kawaguchi, Saitama, Japan.

The facility brought multiple research activities together under one roof, with state of the art testing infrastructure. The centre represented an investment of approximately ¥5.5 billion and was designed to accelerate product development for both Japanese and international markets.

That investment says much about how Tohatsu views engineering. The company that began with a 1.5hp outboard in 1956 is no longer simply building engines to fill a horsepower range. It is applying increasingly sophisticated research, testing and manufacturing techniques to a very specific objective: delivering maximum performance from minimum engine weight.

Celebrating 100 years of manufacturing and 70 years of outboard production in 2026 has seen Tohatsu take the lead once again with the introduction of its best-in-class MFS150A four-stroke outboard – the lightest of its horsepower on the market.

With a heritage of delivering the lightest, most durable and high performing outboards on the planet, Power Equipment truly can "Feel the Wind" of the continuing Tohatsu success behind it.

Find out more about the history, legacy and today's performance of Tohatsu at tohatsu-motors.com.au



Tohatsu production staff celebrate the 4,000,000th Tohatsu engine in 2018

Powerlite

 **YANMAR**

50 YEARS IN QUALITY POWER



When you think of generators fighting the extreme heat of the outback, powering a remote mine site at 3am, or keeping vital services online during a blackout in suburban Sydney, one name consistently rises: **Powerlite Australia.**



Founded back in 1964 and based in Kings Park NSW, Powerlite has built a reputation over five decades for rugged, reliable power solutions designed specifically for the harsh reality of Australian conditions.

Yanmar engines have played a big role in building that reputation, and Darren Broughton says it is not unusual for his clients to ask specifically for a Yanmar in their generator pack.

Powerlite Australia most commonly utilise Yanmar's famous L-Series air cooled diesels and the powerhouse TNV engines.

Putting it simply, Darren says: "Yes, we've tried other brands over the years, but the Yanmars just don't let you down."

At the heart of Powerlite's story is their commitment to designing and manufacturing locally. Their portable generator lines—ranging from 3kVA to upwards of 16kVA, are engineered to Australian standards, equipped with genuine components such as Yanmar engines, and paired with Mecc Alte alternators.

This isn't simply importing boxes and slapping a sticker on them – Powerlite are about building machines that can stand up to dusty sites, searing summer days, and long hours of operation.

Their client base spans government and emergency services (including producing purpose-built equipment for NSW Fire and Rescue since 1992), mining and large-scale industrial sites, and a wide range of backup and portable generator applications for commercial and residential uses.

What sets Powerlite apart is their "bespoke" mindset. Aside from the wide range of pre-designed portable units, they also build larger customised generator sets, trailer-mounted systems, lighting towers and hybrid solutions to meet the demanding requirements of clients in mining camps, emergency services and remote worksites.

For example, their mine site spec generators can include custom inclusions like twin lock-out safety for both battery and cranking, and even a fire extinguisher inclusion.



It's not just the physical build either – this Australian OEM company is ISO9001 accredited and designs for compliance with Australian Standards and regulatory needs.

From quiet suburbs to remote mining camps and essential government services, Powerlite Australia has grown through decades of experience with Power Equipment's Yanmars into a dependable name in power generation.

Powerlite brings the engineering, service and know-how to ensure you're not just buying a machine - but securing a long-term partner. And Power Equipment is proud to be a long term partner with the powerlite legend.

Why Yanmar LN and TNV engines?

The Yanmar LN Series of air-cooled diesel engines delivers a rare combination of simplicity, ruggedness and clean performance.

Built for portable generators, pumps and compact construction equipment, the LN Series is designed to thrive in tough Australian conditions.

With low vibration, easy recoil or electric start options, and compliance with stringent emission standards, the LN Series represents Yanmar's legacy of reliable, lightweight diesel engineering.

“The Yanmars just don't let you down.”

Darren Broughton
Powerlite Australia

For higher power and continuous-duty applications, Yanmar's TNV Series water-cooled diesel engines deliver refined performance and efficiency.

Incorporating direct injection, high-pressure fuel systems and advanced combustion chamber design, the TNV range achieves outstanding torque delivery and low noise while meeting a range of international emissions standards.

Available in two, three, and four-cylinder configurations, the TNV range powers everything from industrial equipment to generator sets, where dependable, low-emission output is essential.

Discover the Powerlite difference and their complete product range at powerlite.com.au



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BUILT FOR AUTONOMY POWERED BY YANMAR

**YANMAR 4JH110 DELIVERS CONFIDENCE & PRECISION IN
GROUND BREAKING *USV FREMANTLE 01***

In an industry where performance, precision and endurance can make or break a mission, the launch of Unmanned Surface Vessel USV Fremantle 01 stands as a bold statement in modern marine engineering.

Developed by EGS Australia and proudly built in Western Australia, this 11.95m autonomous hydrographic survey vessel sets a new benchmark for efficiency, simplicity and technological integration - with the Yanmar 4JH110 marine diesel engine at its core.

Designed for deployment in some of Australia's most remote and challenging marine environments, USV Fremantle 01 has one clear mandate: collect critical seabed data with minimal crew, maximum uptime, and complete reliability.

To fulfil this, EGS turned to a powerplant that could deliver a winning combination of efficiency, serviceability and endurance - The Yanmar 4JH110. the most powerful engine in the JH series.

Rated at 110hp (80.9 kW) at 3200 rpm, it's the most powerful engine in Yanmar's 4JH series.

So, why did EGS Australia select this engine for their first-of-its-kind uncrewed surface vessel?

According to EGS, the 4JH110 offers the ideal blend of output, fuel economy, and simplicity. But when you look closer at the engine's credentials, it's clear the decision was grounded in technical foresight.

The Yanmar 4JH110 boasts five "Best in Class" advantages:

- Best Power-to-Weight Ratio in its segment
- Great interconnectivity
- Quietest and lowest vibration
- Clean emissions compliance, including meeting EPA Tier 3 and EU RCD2
- Exceptional Fuel Economy

In a vessel that must operate up to 10 days autonomously and consume as little as 6L/hour in survey mode, those advantages are mission-critical.

While the autonomous control system, (designed by Greenroom Robotics), enables transitions between remote control, local Wi-Fi command, and line-of-sight helm, the engineering team made an intentional choice to keep core mechanical systems straightforward.

"In a field where proprietary tech can become a service nightmare, we've designed Fremantle 01 to be maintainable by any experienced marine technician," says EGS Project Engineer David Berthold. "That's a big reason we chose the Yanmar. It's a global engine, with local serviceability, known reliability, and excellent support through Power Equipment."

Paired with a Mase Mariner 550s genset, (also supplied by Power Equipment), the vessel's propulsion and electrical backbone are both rooted in simplicity and dependability — an essential approach for operations in regions hundreds of nautical miles from the nearest port.



The Mase Mariner 550s is a compact, water-cooled marine generator delivering 5.5kW of continuous power at 3000 RPM.

With an aluminium hull, a 2B Unmanned and 2C Manned classification, and a fully laden displacement of 8.23 tonnes, USV Fremantle 01 was built to thrive in environments that would challenge any crewed platform.

Its maiden voyage under the HydroScheme Industry Partnership Program (HIPP) saw it surveying the historically hazardous Eastern Recherche Archipelago off Western Australia’s southern coast — including stretches that haven’t been accurately charted since the voyages of HMAS Moresby in 1986 and HMS Penguin in 1901.

Over the course of a 44 day mission, Fremantle 01 operated in water depths from 3m to 150m, with its Yanmar engine providing the steady, quiet propulsion necessary to collect high-resolution data without compromising survey accuracy. With its low fuel burn, (just 6L/h during survey operations), the 4JH110 engine

supports the vessel’s 10-day endurance target with a modest 2040L tank.

The low environmental impact of both the engine and the unmanned design aligns perfectly with EGS Australia’s broader vision: developing technology that is environmentally responsible, locally supported, and globally deployable.

This clean and quiet propulsion profile is not only more efficient but also contributes to safer operations in marine parks, near cultural heritage zones, and in waters shared with sensitive ecosystems.

With high-end Furuno electronics, RTK GNSS integration, and real-time remote control capabilities, USV Fremantle 01 is a fusion of traditional marine architecture and modern autonomy. But at its heart lies a diesel engine that ties everything together with unwavering performance.

Yanmar’s 4JH110 doesn’t just offer power — it offers confidence. Whether in a fully autonomous survey or future iterations of uncrewed or hybrid missions, this engine proves that you don’t have to sacrifice simplicity to achieve state-of-the-art results.

Class-leading power to weight with the Yanmar also helps keep Fremantle 01’s overall weight down, which along with a slim beam assists with its ability to be easily hauled out of the water for storage or trucked large distances if sea transit under its own power is not an efficient option.

EGS Australia plans to roll out additional USVs in the future, each likely to follow the same guiding principles: intelligent systems, robust construction, and proven propulsion, powered once again by the reliable heartbeat of Yanmar engines.



The cutting-edge USV Fremantle 01 was made possible via a team of highly-skilled Western Australian contractors who made the vessel a reality. These included:

- Electrical Systems:**
Oceanomatics - Pierre-Louis Constant
- Fabrication:**
Sealed Fabrication - Ryan Dunlop
- Engineering:**
Jota Marine - David Berthold
- Autonomous Systems:**
Greenroom Robotics
- Naval Architect:**
Dave Sherwood

EGS formally acknowledged the Wudjari Nyungar people, the Traditional Custodians of the sea country where the mission took place. Respect for cultural heritage and ecological impact is deeply embedded in the vessel’s operations — and the Yanmar engine’s low emissions and minimal noise footprint support that respect in practical terms.

For more information about EGS Australia and USV operations, visit www.egssurvey.com.au



POWER PROFILE	
VESSEL NAME	USV Fremantle 01
APPLICATION	Unmanned Survey Vessel
CONSTRUCTION	Aluminium
LENGTH	11.95m / 39.2ft
ENGINE MODEL	Yanmar 4JH110
POWER RATING	110hp @ 3,200rpm

DRIVING THE ELECTRIC REVOLUTION WITH



As electric vehicles become a familiar sight on roads, the marine industry is undergoing its own electric evolution — and ePropulsion is leading the charge. Now available across Australia through exclusive distributor Power Equipment, ePropulsion's state-of-the-art electric marine propulsion systems are making quiet, clean, and efficient boating a reality for everyone from recreational tender users to serious commercial operators.

What sets ePropulsion apart isn't just its whisper-quiet operation or zero-emissions promise. It's their relentless commitment to innovation, user-friendly design, and a product lineup that caters to pretty much all marine applications. Backed by over a decade of R&D and a global presence spanning Europe, Asia, and the US, ePropulsion's range delivers world-class performance at incredible value for money. Here's a look at the complete suite of ePropulsion products now making waves in Australian waters, and why they offer outstanding value for boaters looking to futureproof their on-water experience.



eLite

Compact power with BIG innovations

At the entry point of the range sits the all-new eLite, a lightweight, compact outboard designed for tenders, inflatables, and small boats. Weighing in at just 6.7kg, this 500W motor features an integrated lithium battery and an intuitive mounting system that allows quick setup without tools.

The eLite is perfect for quick trips ashore or exploring sheltered bays — and with no fumes, noise or fuss, it's as hassle-free as electric boating gets.

Its value lies not just in the simplicity, but in the smart design: the eLite is IP67 waterproof, features a magnetic kill switch for safety, and offers hours of run time at low speed.

It is truly the next generation of electric outboards for small craft.



Spirit 1.0

Mid-range power with premium features

ePropulsion's Spirit 1.0 has become a global best-seller in the 1kW electric outboard class.

Delivering the equivalent thrust of a 3HP petrol outboard, the Spirit is ideal for dinghies, day sailers, and small fishing boats.

Featuring a swappable, floating lithium-ion battery, the Spirit has plenty of range to get you out and back again.

The Spirit EVO ups the ante with hydrogeneration capabilities, allowing sailboats to recharge the battery while under sail. Add in the brushless direct-drive motor, digital display, and ultra-low maintenance design, and it's clear why the Spirit series is a standout.

Spirit 2 **NEW**

The next-generation in electric outboards

The all new Spirit 2 takes the original and ground breaking Spirit 1.0, and turns the volume right up!

With 2kW of power, plus a range of additional features, the Spirit 2 is the perfect emission free propulsion system for smaller boats, fishing, dinghies, sailing yachts and more.



Pod Drive

Discreet, efficient and purpose built

For sailors and boatbuilders seeking an integrated, space-saving solution, the Pod Drive Series offers a sleek answer. Available in 1kW, 3kW, 6kW, 12kW and 20kW configurations, these direct-drive motors are mounted beneath the hull, providing quiet propulsion with no drag when sailing and no need for a bulky outboard.

These drives are popular in OEM applications and repowers alike, and are increasingly being seen on electric charter fleets, lakeboats and boutique boat builds.



Navy

High thrust outboards that perform

Need more grunt? For on-water fun or quicker travel times, who doesn't!

The Navy Series steps up with 3kW and 6kW options - comparable to 6HP and 10HP petrol motors respectively - and is suited for heavier boats including centre consoles, pontoons, and small commercial craft.

Navy outboards are built for durability and performance, with a rugged design, advanced cooling system, and smart throttle control. These units are paired with ePropulsion's E-Series lithium batteries, offering efficient energy use and hours of run time depending on configuration.

For operators who want an electric solution that can go the distance - both in performance and lifespan - the Navy series offers serious capability with the same low-maintenance, low-noise benefits of its smaller siblings.

X Series

The X factor for new age boating

The ePropulsion X Series crowns the brand's outboard range with three models offering long and XL shaft options and a distinctive, high efficiency five-bladed propeller.

The 12KW, 20KW and 40kW variants offer zero-emission electric propulsion systems with an industry-leading powertrain efficiency of 88.2%.

With a comprehensive range of accessories and options available, the X Series electric outboard can be customised to suit your boat and how you use it.



Smart Batteries

E Series & G Series LiFePO4

Central to the ePropulsion system is a robust energy platform — including the modular E-Series and G-Series lithium ion phosphate (LiFePO4) batteries. These units offer high energy density, long cycle life, and intelligent battery management that communicate seamlessly with ePropulsion motors.

Commercial

Serious performance for larger vessels

For commercial operators and larger vessels, ePropulsion's high-power inboard range delivers muscle with minimal environmental impact.

The i-Series is available from 10kW to 40kW and features an integrated motor, controller, and gearbox in a sleek, modular unit.

The H-Series is aimed at even bigger boats, with options ranging from 60kW to 250kW. Perfect for displacement hulls up to 200t, it offers unmatched performance in a marine electric inboard, including high torque at low RPM and fully customisable setups for ferry operators, tour boats, and commercial fleets.

Our commercial propulsion solutions can be customised to suit just about any need, including hybrid propulsion and onboard power systems.

For more information on the complete ePropulsion range, or to find your nearest dealer, visit us at e-propulsion.com.au or simply scan the QR code below.





THE POWER OF CHOICE

*THE GLOBAL LEADER
IN MARINE PROPULSION*



**ELECTRIC
SAILDRIVE**
7kW - 15kW



**4JHCR
SERIES**
45HP - 110HP



**4LV
SERIES**
150HP - 250HP



**8LV
SERIES**
320HP - 370HP





KG MECHANICAL SERVICES BUILT ON TRUST POWERED BY YANMAR

Established in the 1980s and based in Cairns, KG Mechanical Services has grown into one of Australia's leading marine mechanical specialists. From North QLD to the NT, PNG, the Torres Strait and the Solomon Islands, their reach reflects both their capability and the confidence clients place in them.

In the commercial sector where downtime costs and safety is non-negotiable, KG Mechanical Services has built its reputation on reliability and fast turnaround times.

"Customers can be demanding, particularly in the commercial sector," explains KG Mechanical Services Managing Director Brenton Chandler, "and as such we've come to rely on Yanmar as the engine of choice for most applications."

"What probably sets the business apart is our genuine passion for the marine industry," says Brenton.

"Of course, we love to sell and fit a new Yanmar and there's very few applications a Yanmar doesn't have the answer for on the water – we're big fans and always have been."

Whether servicing a commercial trawler, a luxury yacht or ferry fleet, the KG Mechanical Services team have got you covered.

KG Mechanical Services offers a complete range of marine mechanical services. Their mobile service is a major advantage, allowing technicians to travel directly to vessels wherever they're located.

"We do a lot of work in the Torres Strait looking after pilot vessels and ferries, we're always down in the Airlie Beach/Whitsundays region looking after fleets and we're currently doing an important repower on the Fraser Coast," says Brenton as examples of his team's travels.

The business' full-time spare parts interpreter, Peter Decicco has been instrumental in bolstering KG Mechanical Services' reputation with his knowledge of Yanmar parts.

"We have put a lot of focus on provision of Yanmar parts in recent years and it's been very rewarding – help people with parts and give them the right advice and you've usually won a customer for life!" Brenton said.

With more than 40 years of industry experience, the team has worked on virtually every type of marine vessel operating in the region. That depth of knowledge saves time and money for clients who depend on their boats to perform.

As an authorised Yanmar dealer and service centre, the team specialises in the installation, maintenance and repair of Yanmar engines.

"Take the Yanmar 6AY platform – a mechanical marine diesel that is the go-to for so many operators. They ask for them time and time again!"

From routine servicing to major repairs, as well as full engine installation and commissioning, KG Mechanical Services offers end-to-end Yanmar diesel solutions.



In an industry shaped by salt, distance and unforgiving conditions, KG Mechanical Services continues to stand out through experience, integrity and Yanmar engines that just keep running.

Power Equipment CEO Luke Foster was excited to visit the KG Mechanical Services team in Cairns earlier this year and has endorsed their authorised Yanmar dealership status into the future.

"Power Equipment has built its reputation on unbeatable brands like Yanmar, but it is quality and experienced dealers who know their stuff like KG Mechanical Services that keep that reputation leading the industry," Luke said.

"We're proud to have KG Mechanical Services as part of our authorised dealer network and applaud their ever-increasing success."

Learn more about
KG Mechanical Services
at kgmechanical.com.au



A BOATING FAMILY LEGACY

OVER 50 YEARS OF AUSSIE BOATING INNOVATION



A boating family legacy doesn't get much more iconic in Australia than the Stessl family's. With over 50 years of boat manufacturing, design and innovation, Tim and Sally Stessl are continuing this legacy with their Sea-Trex and Makocraft aluminium boats and have chosen Tohatsu to power their boating vision for Australia and beyond.

"Everyone should have the opportunity to have a boat."

That's the simple, yet heartfelt philosophy of Tim Stessl when you ask him about why he continues to be involved with the boat building industry.

Tim and Sally Stessl are the proud owners and proprietors of Sea-Trex and Makocraft aluminium boats, based and built on the Gold Coast, Queensland.

They have fitted Tohatsu outboards to both boat brands and became exclusive dealers of Tohatsu outboards in 2020.

"We genuinely like Tohatsu outboards, they have performed really well on our hulls," explains Sally.

"They are simply a great Japanese motor, they're more competitively priced than the other major brands and we just don't have problems with them," she said.

The small recreational boat market in Australia is perhaps one of the most competitive markets of its kind in the world. Tim and Sally can tell you plenty about how that market has morphed since Alf Stessl (Tim's father, now retired) was making a name for himself in the industry.

"The smaller tinny market continues to grow," according to Sally, "there's all types of Australians looking to do a trip with a car-topper tinny, get on the water with a small boat or set up a fishing rig for the weekend."





From left: Tim, Alf & Max Stessl, three generations of Stessl boating

"There's plenty of people who save for years to get their first boat, and being able to package that first boating option with a Tohatsu means we know they're getting a good package," Sally explains.

And the reason for trusting in Tohatsu outboards?

"They are built with fewer complexities, they're simple to use and the reliability is second to none," says Tim.

No doubt – and Tohatsu's engineering approach is a mirror of this opinion. All Tohatsu outboards are designed and built under the company's "Simpliq Technology™" design that encompasses quality, ease-of-use and simple architecture.

As the world's oldest production outboard builder and now second-largest outboard manufacturer, the fact that Tohatsu's heritage was building outboards for fishermen in 1950's Japan provides some insight to this design heritage.

"We package the Topper Tracker, one of our most popular Makocraft, with the 20hp Tohatsu," Sally said.

"That outboard is super-reliable and comes in around 5kg lighter than its competitors which is a huge advantage with a boat/motor combo designed to be portable."

The Tohatsu "lighter and simpler" approach is mirrored across their portable/small, mid and high-power ranges. The brand in fact now boasts the best-in-class power to weight with its recently released 150hp outboard, (punching hard in a virtual featherweight class of 178.5kg - with propeller!).

Two brands – one heritage

The Sea-Trex and Makocraft ranges truly deliver offerings for all needs, whether that be a tinny on a budget or something a little more refined with custom extras. Coupled with a Tohatsu, these boats help deliver the Tohatsu brand promise of "Feel the Wind", a joy reserved specially for those who get on the water in small boats.

Sea-Trex delivers a range of simple open tinnies, cartoppers and tough, no-nonsense open, console and front cab trailerable boats up to six metres. They cater for the simplest of on water needs through to endless family or fishing adventures.

Sea-Trex was originally introduced to the Australian market in 1983 by Alf Stessl to deliver affordable and accessible boating for the recreational market.

More than 40 years later, Tim and Sally Stessl have taken over the brand and continue its legacy of quality boats on a budget, with Tohatsu on the back to deliver a reliable package.

Makocraft – founded by Tim Stessl in 2005 – celebrates 21 years of quality plate aluminium designs and an enviable reputation.

With a range of models almost as numerous as its years being built, there are Makocraft options from cartoppers through to fully optioned 7+ metre centre cab vessels for serious ocean adventure.

With Tohatsu power on the back, these premium vessels certainly deliver the strength, durability and reliability that professionals, serious boat owners and fishing enthusiasts demand.

As the new Australia, New Zealand and Oceania region distributor for Tohatsu Outboards, Power Equipment pays homage to the recently retired Alf Stessl, Tim and Sally Stessl and their boating industry legacy. As a family-owned business itself, Power Equipment is proud to continue supplying Tohatsu power to the Sea-Trex and Makocraft stables.

You can check out the Stessl's boating innovation at makocraft.com.au or seatrex.com.au



Tim, Max & Sally Stessl





BRIDGEFORD GROUP

TURNING ENERGY SAVING OPPORTUNITIES INTO ACTION

Cutting energy costs on the farm and in the factory.
New funding opportunities make now the time to act.

What if your farm, packhouse or processing plant was sitting on energy savings you haven't yet found? A Bridgeford Group engineering assessment finds them, puts a dollar figure on each one, and shows where funding can bring them forward.

For farms and industrial businesses, energy is one of the biggest costs that can actually be controlled. Pumps, motors, refrigeration, drying and process heat all add up, and rising electricity, gas, and diesel prices have made the bill harder to ignore. The good news is that scheme changes taking effect this October make upgrades that once looked out of reach seem possible.

Bridgeford Group works with businesses the whole way through: understanding energy use, identifying opportunities, building the business case, securing funding, and delivering the project.

New Funding Opens the Door to Bigger Energy Projects

From 1 October 2026, the Small-scale Renewable Energy Scheme (SRES) will cover eligible solar systems 100 kW up to 1 MW. Farms and businesses can now access upfront support for systems up to ten times larger than before. As a result, the Australian Government expects installation costs for medium-sized systems to fall by 20%.

Beyond solar, several major programs are currently open:

- ARENA's \$400 million Industrial Transformation Stream, for eligible industrial facilities in regional Australia, supporting electrification, energy efficiency, low-emissions processing, fuel switching, storage and demand management, from feasibility studies through to deployment.
- The SME Industrial Decarbonisation Fund, offering co-investment for eligible manufacturers moving away from fossil-fuel-powered processes such as process steam, drying, cooking and metals processing. Applications are open until December 2027 or until funding is fully allocated.
- The \$5 billion Net Zero Fund, providing concessional finance for large industrial facilities where high upfront costs or long paybacks make conventional finance difficult.
- Discounted finance through the Clean Energy Finance Corporation and ANZ, expanded by a further \$150 million in July 2026, for equipment including solar, batteries, electric vehicles and energy-efficient technology. More than 1,600 businesses have already used it, including in agriculture and manufacturing.

State certificate schemes can add further value. In NSW, the Energy Savings Scheme

(ESS) can help fund irrigation upgrades. Eligible activities, including solar-assisted diesel pumping upgrades, can generate Energy Savings Certificates (ESCs), while the Peak Demand Reduction Scheme (PDRS) can reward batteries and other technologies that reduce demand at peak times.

New Victorian Energy Upgrades (VEU) methods for industrial heat. Four new specified measurement methods start under the VEU measurement and verification (M&V) pathway: electric thermal energy storage (eTES), heat demand reduction, gas efficiency improvement, and behind-the-meter biogas. They follow the Victorian Government's March 2026 industrial heat decarbonisation consultation, which singled out food manufacturing and agriculture as hard-to-electrify sectors.

In Victoria, Bridgeford helps businesses identify opportunities to create Victorian Energy Efficiency Certificates (VEECs) under the Victorian Energy Upgrades program, including for solar and energy-saving projects.

Timing matters: certificate eligibility should be checked before the design is locked in, not after installation.

Is your business ready to identify possible savings and long term benefits?

Start with the site, not the grant

Finding a grant is only the beginning. The real value comes from knowing which projects will benefit your business, and where funding can bring them forward.

Bridgeford Group takes an engineering-led approach. We look at how your site uses energy, then identify improvements that deliver financial, operational and environmental benefits. That might mean upgrading refrigeration or HVAC, improving pumps and motors, electrifying heating and hot water, adding submetering and controls, or investigating solar, storage and waste-heat recovery.

Each opportunity is ranked on energy savings, emissions reduction, capital cost, payback, and operational impact. The result is a practical investment plan that shows where grants, incentives or finance can strengthen the business case.

Case study: \$1.47 million a year in savings identified

Select Harvests' Carina West almond processing facility in regional Victoria uses significant energy across its hulling, shelling, drying, and packing operations. Bridgeford undertook a Type 2 energy audit, a detailed assessment of the site's energy use, equipment, and operations.

The audit identified ten measures spanning renewable energy, electrical efficiency, process heat and demand management, including a proposed 1.9 MW behind-the-meter solar system, motor and variable-speed-drive upgrades, power-factor correction, peak-demand management and waste-heat recovery.

Together, the measures had the potential to:

- Deliver approximately \$1.47 million in annual energy savings
- Reduce annual energy use by approximately 35,259 GJ
- Avoid more than 10,000 tonnes of CO₂-e emissions each year

The lesson: rather than starting with a grant and looking for a project to fit it, start by understanding your energy profile. The right funding follows the right projects.

On the farm: where the savings add up

For many in the farming industry, pumps, engines, and generators are at the heart of the operation. The same engineering approach applies on farm as in the factory:

- **Irrigation and water transfer.** Matching pump and motor sizing to the actual duty, adding variable-speed drives, fixing pipework losses and pairing solar with pumping can cut running costs without compromising reliability.
- **Refrigeration and cold storage.** Controls, door and insulation upgrades, condenser maintenance and heat recovery reduce the cost of keeping produce cold.
- **Grain and produce drying.** Drying is often the largest heat load on farm. Better controls, heat recovery and heat pumps or electric heat can reduce gas and diesel use.
- **Dairy and wash-down.** Milk pre-cooling, hot-water heat pumps and refrigeration heat recovery are proven options.

Farm sheds and spare land also suit mid-scale solar, which from 1 October 2026 can attract upfront certificates for systems up to 1 MW.

Irrigation upgrades can earn certificates

Irrigation is one of the largest electricity loads on many farms, and some irrigators can now claim energy efficiency certificates for upgrading it.

In Victoria, irrigation pump upgrades can create Victorian Energy Efficiency Certificates (VEECs) through the VEU measurement and verification pathway. One Victorian orchard replaced four 30 kW irrigation pumps with higher-efficiency units on variable-speed drives. The project created more than 200 VEECs, recovering about 20% of its \$50,000-plus cost, on top of lower power bills.

In NSW, grid-connected pumping efficiency upgrades may be eligible under project-based methods of the Energy Savings Scheme (ESS). The Peak Demand Reduction Scheme (PDRS) can reward some technologies that reduce demand at peak times.

Also in NSW, eligible irrigation projects can potentially generate Energy Savings Certificates (ESCs) through the NSW Energy Savings Scheme (ESS). The scheme provides pathways for projects that can demonstrate measurable energy savings. For irrigators, this can include projects that deliver

The Bridgeford Group Story

Bridgeford Group, part of the Power Equipment group, was a passion and dream started by Power Equipment's CEO Luke Foster and award winning engineer Nick Tassigiannakis.

It all began at university, where Nick and Luke studied Aerospace Engineering together. Fast forward a few years and Nick provided his design and energy expertise for Power Equipment's 99kW rooftop solar energy system.

This initial project, and its success, led Luke and Nick to form Bridgeford Group. Five years later and the firm has helped hundreds of property owners, businesses, education institutes and government departments meet their energy goals, sustainability needs and assist them on the path to Net-Zero.

Find out more about the story at bridgefordgroup.com.au



BRIDGEFORD GROUP





measurable reductions in electricity or diesel consumption through more efficient pumping and irrigation equipment.

For agricultural irrigation, this can be relevant to a range of improvements, including:

- Upgrading pumps and motors to improve pumping efficiency
- Optimising pump operation and irrigation scheduling
- Improving system pressure management
- Installing or optimising variable-speed drives
- Improving the efficiency of diesel-powered pumping systems
- Upgrading or replacing inefficient diesel engines or pump sets where there is a measurable energy saving.
- Improving the overall efficiency of the irrigation system while maintaining the required water delivery.

Importantly, diesel remains an important and widely used energy source for agricultural irrigation, particularly where reliable grid supply is unavailable or where mobile and remote pumping equipment is required. The opportunity is therefore not simply about changing the power source, but about making the entire irrigation system operate more efficiently and cost-effectively.

Industrial heat: new support for steam and hot water

Industry uses about 31% of Victoria's gas, around 55 PJ a year, mostly for hot water, steam, cooking and drying. For food and agricultural processors that means pasteurisation, blanching, drying and cleaning. The new VEU methods are aimed squarely at these loads.

Signs it could be worth a conversation

- Your energy bills have become a major line item, or have risen sharply in recent years.
- You run irrigation, refrigeration, drying, process heat or large pumps and motors.
- You are planning to replace or expand major equipment in the next few years.
- You have roof space or land that could host a solar system larger than 100 kW.
- You want to know which grants or finance programs your business could qualify for.

Your partner in Achieving Actionable Net Zero

Bridgeford Group combines engineering expertise with a practical understanding of how agricultural and industrial businesses run. We work alongside you from understanding current energy use and identifying opportunities through to business cases, funding applications and implementation.

Book a no-obligation discussion or site assessment with the Bridgeford team. We will show you where the savings are, which funding programs could apply, and what a practical first step looks like. Mention Power News when you get in touch.

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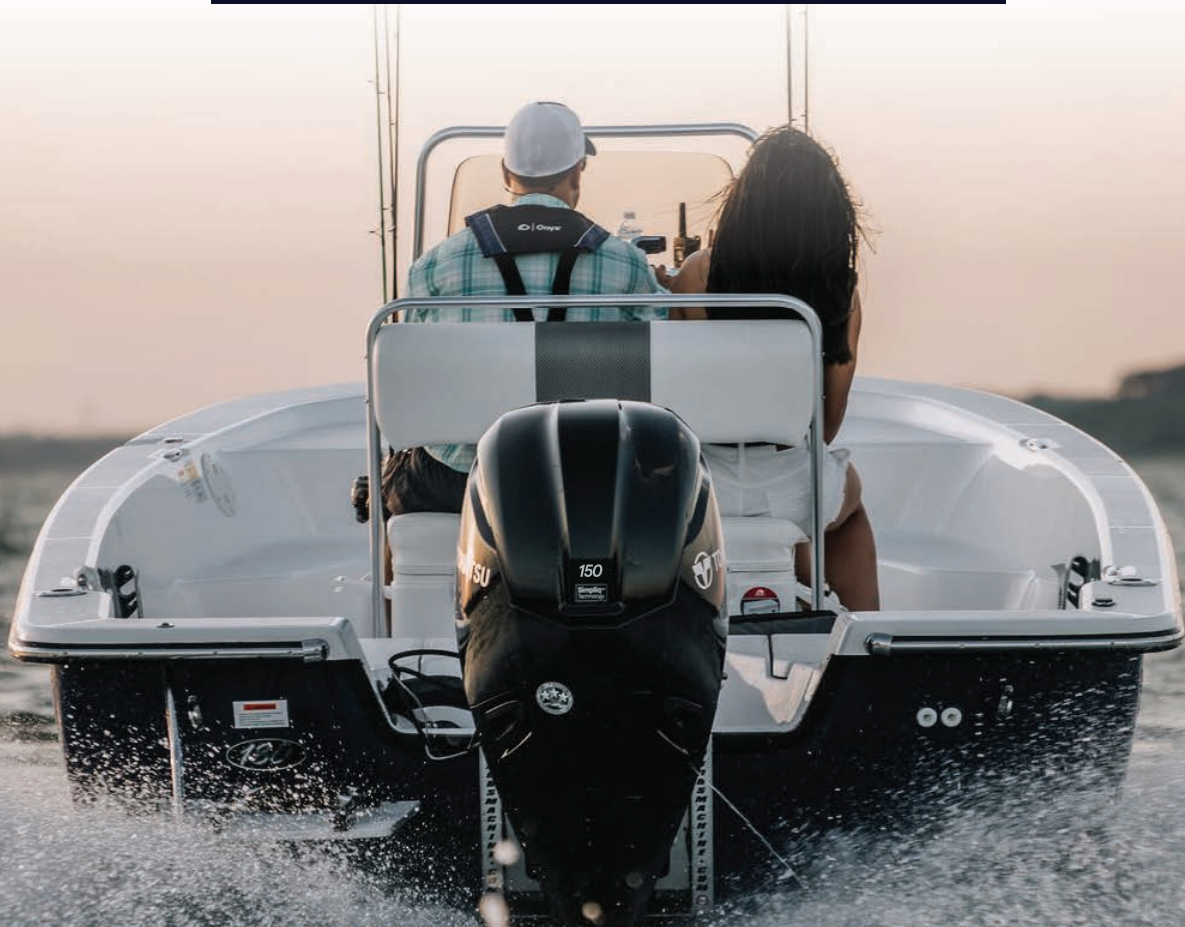
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