

INSTRUCTION MANUAL

YARDING  YACHT 27

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No doubt the arrival of your new boat has given you an irresistible urge to raise the anchor and head for the open sea.

May we advise you to hold your horsepower just a little longer, the time it will take to read this manual carefully so as to get to know your motor yacht from stem to stern. Herein you will find explanatory notes regarding the various equipment and systems of the YARDING YACHT 27 together with some advice in respect of use and maintenance.

YARDING YACHT has taken care in selecting all its equipment from the best suppliers thereby ensuring safety and reliability.

We should also like to remind you that the boat was designed, built and powered according to a very precise specification schedule and that the materials which went into its construction are capable of standing up to being driven fast.

You should take care not to overload the boat. An overload will not have any effect on safety, but will cause a proportional reduction in performance.

This manual can in no way provide all the answers to those questions you may have and so your YARDING YACHT dealer is at your disposal to help you to get the most out of your YARDING YACHT 27.

AT THE HELM OF YOUR BOAT

We shall not presume to give you any advice on the basics of driving your boat since your experience is certainly adequate to start off with. Be that as it may, we do insist that you allow for a period to get the feel of your new Yarding Yacht.

During this period, and on a smooth sea, we advise you to get to know the various reactions of your new boat.

First of all, at a standstill, her stability, her trim, then, with the engine running, observe the various parameters, engine controls and reverse, checking the temperature, pressure and idle speed readings (this will be of use in comparing these same readings when under full load).

Having made these first observations, carry out an initial suing by using the hydraulic flaps (or the trim-tabs, depending on which your boat is fitted with). You will observe the boat's gradual levelling out (suing). For good stability and good behaviour, it is vital you spread the load and the equipping of your boat.

Once on "an even keel", at 3/4 of full speed and on a stretch of water that is free of all other craft, start a swing to port whilst watching the boat's reactions (helm position, heel, variation in engine revs, etc.), then carry out the same operation to starboard.

Following this test, carry out a further test at full throttle; this will enable you to monitor the differences in temperature, pressure, and revolutions at this maximum speed.

While you are getting the feel of your boat, we advise you get to know your stopping distance. To do this, carry out a rapid deceleration (throttle to zero) after having attained top speed (in a zone free of other craft) and throw overboard a recoverable buoy at the moment you cut the throttle; this buoy will give you a rough idea of the stopping distance (from full speed) of your boat.

All these manoeuvres must be executed gradually and with extreme care.

Do not take to sea with insufficient crew; do not use the automatic pilot without vigilance (beware of heading changes caused by the use of certain other radio accessories); never swim around the boat without having first shut down the engines.

The above advice should enable you to get the very best out of your Yarding Yacht.

Happy powerboating.

I N D E X

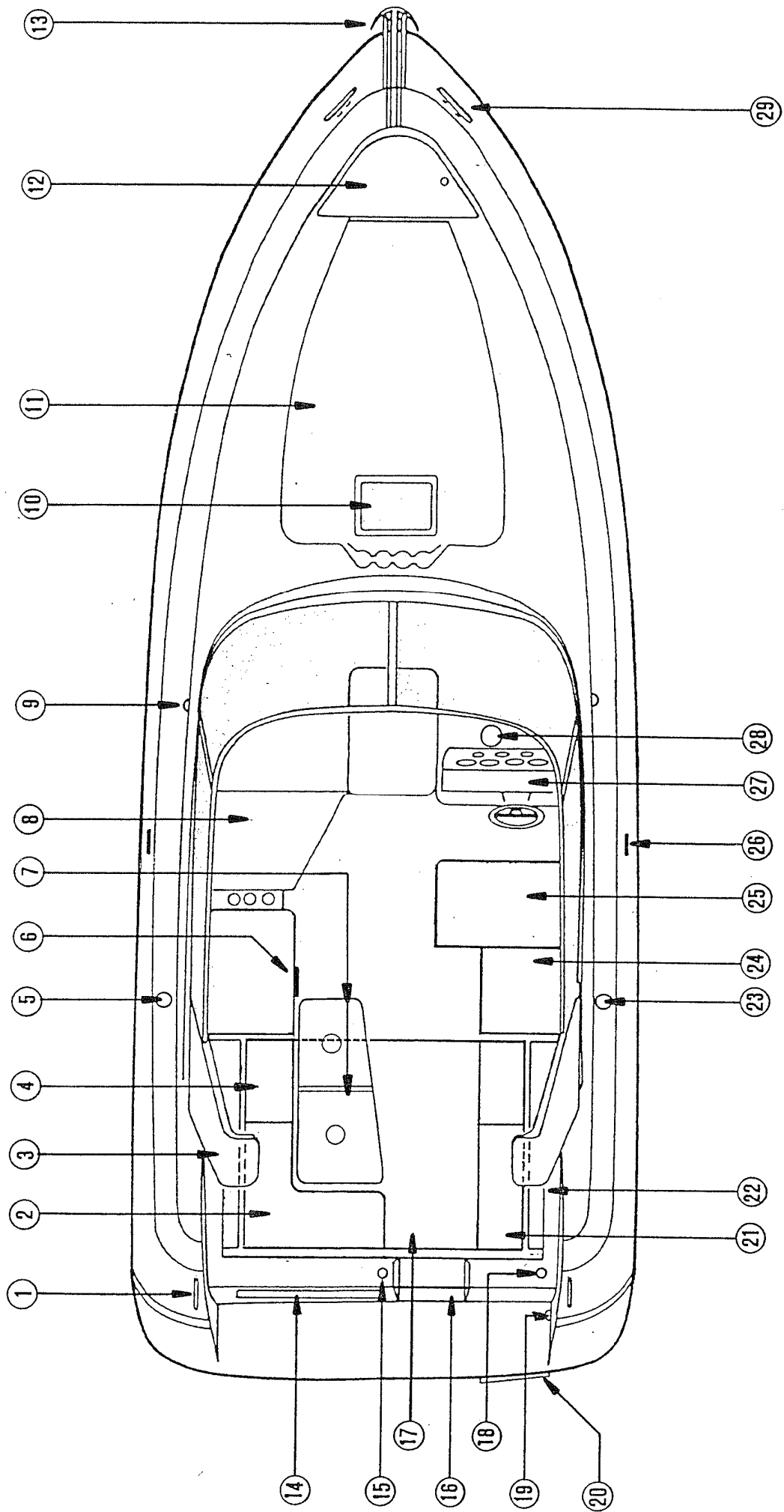
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M A I N S P E C I F I C A T I O N S

Length overall	8m22 (27')
Hull length	7m99 (26'2.5")
Length on waterline	6m00 (19'8")
Overall beam	3m00 (9'10")
Draught	0m55 (1'10")
Overhead clearance	2m20 (7'2.5")
Light weight	3100 kg (6834 lbs) (2x205 Mercruiser)
	2900 kg (6393 lbs) (1xAGAD 41 Volvo)
	3200 kg (7055 lbs) (2xD 183 TA Mercruiser)
	2900 kg (9514 lbs) (2x151 Volvo)
Weight less engine	2370 kg (5225 lbs)
Fuel capacity	(2 petrol) 365 l (80.29 imp.g/96.43 USg)
	(2 diesel) 250 l (55 imp.g/66.05 USg)
	(1 diesel) 170 l (37.39 imp.g/44.91 USg)
Water capacity	100 l (22 imp.g/26.42 USg)
Maximum inboard power	(2 petrol) 2x200 HP
	(2 diesel) 2x150 HP
	(1 diesel) 200 HP
Number of cabins	2
Number of berths	4
Sailing class	3
French Merchant Navy Approval Number	6/8
Number of persons	
Gross tonnage	
Length when cradle packed	8m22 (27')
Width when cradle packed	2m99 (9'10")
Total height	3m17 (10'5")

D E C K L A Y O U T

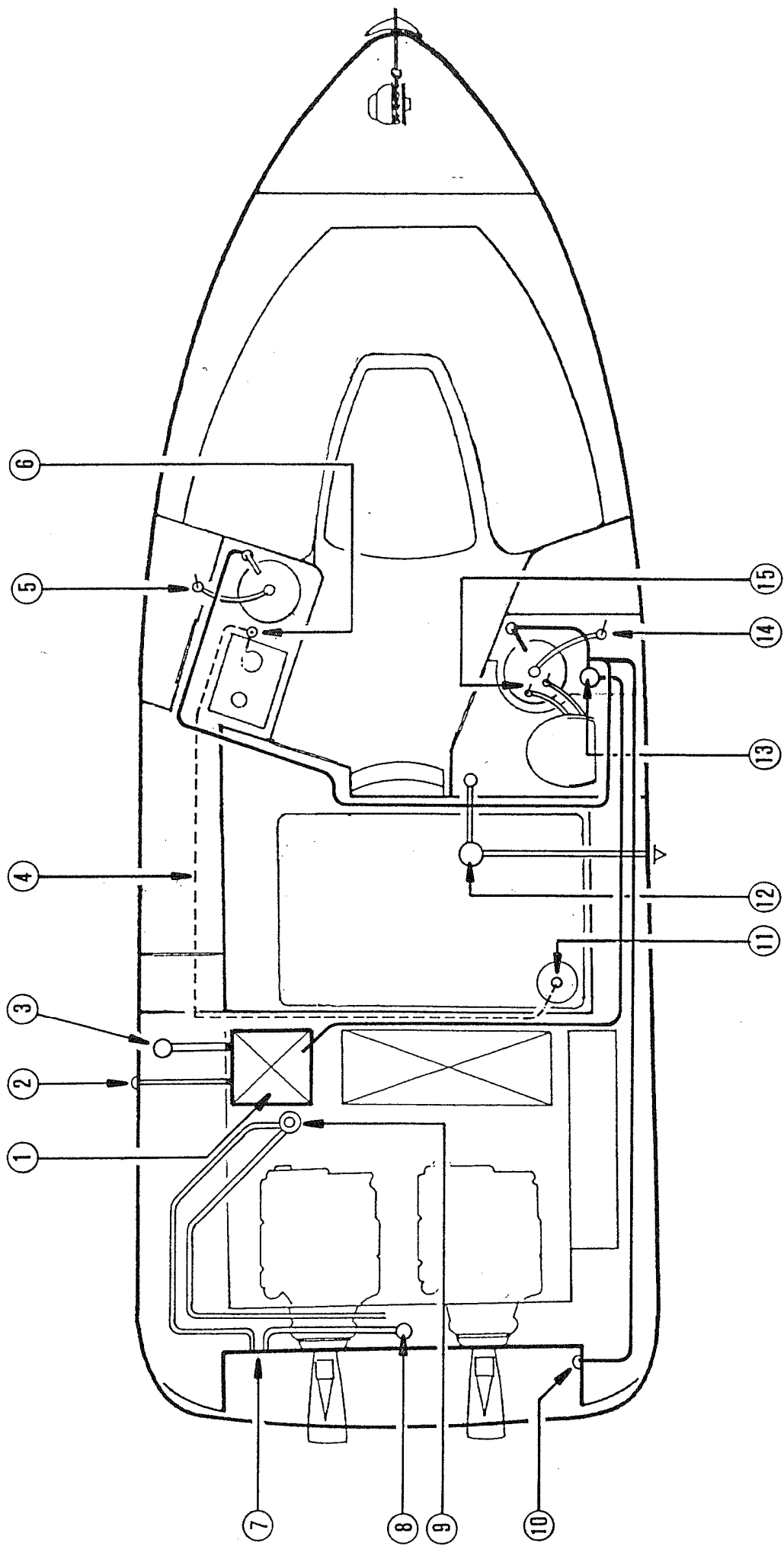
- 1 Aft mooring cleat
 - 2 Aft cockpit locker portside with stowage for cockpit-pump lever-handle and for cockpit table legs (also with fire-extinguisher stowage on "petrol" version)
 - 3 Arch structure portside (dodger support, loudspeaker, and navigation lights)
 - 4 Fold-back seat (opening of engine cover)
 - 5 Deck fill cover to water tank
 - 6 Manual cockpit pump
 - 7 Cockpit table with table position/berth position conversion (stowage of aft section in the hanging locker in the forward cabin and of the fore section in the ski locker)
 - 8 Chart table
 - 9 Attachment eye-strap for dodger in folded position
 - 10 Saloon deck hatch
 - 11 Sun-deck with lounge-pad
 - 12 Chain locker with electric anchor winch (use 50 metres of diameter 8 chain with a 10-kilogram BRUCE anchor) with foot-control, location of the handle enabling disengagement of the winch
 - 13 Anchor stowage forward
 - 14 Locker for fenders and location of stern gate stowage
 - 15 Waterski tow-ring
 - 16 Stern gate
 - 17 Engine compartment : to take off the engine cover, remove the cockpit cushions, lift up the hinged seats, use the opening handle (push and turn) and lift the cover towards midships
 - 18 Torch holder
 - 19 Deck shower facility
 - 20 Fold-up swim ladder
 - 21 Stowage locker with access-door forward (life-jacket stowage)
 - 22 Waterski locker
 - 23 Deck fill cover to fuel tank
 - 24 Gas bottle housing
 - 25 Locker beneath driving seat (life-raft stowage)
 - 26 Fender cleat (port and starboard)
 - 27 Instrument dash - helm
 - 28 Compass
 - 29 Forward mooring cleat
-



W A T E R S Y S T E M S - G A S S Y S T E M S

- 1 Water tank - capacity : 100 1/22 imp. galls/26.42 US g
water gauge on instrument dash
- 2 Water tank breather exit
- 3 Deck fill cover to water tank
- 4 Gas line
- 5 Discharge cock for galley sink
- 6 Gas line shut-off cock
- 7 Exits for manual and electric bilge pumps
- 8 Electric bilge pump with automatic activator
- 9 Manual bilge pump in cockpit
- 10 Deck shower facility
- 11 Gas bottle
- 12 Pump servicing waste water from shower basin -
switch-control located in the washroom
- 13 Pressurised water unit
- 14 Discharge cock for washroom washbasin
- 15 Rinse and discharge cocks for WC

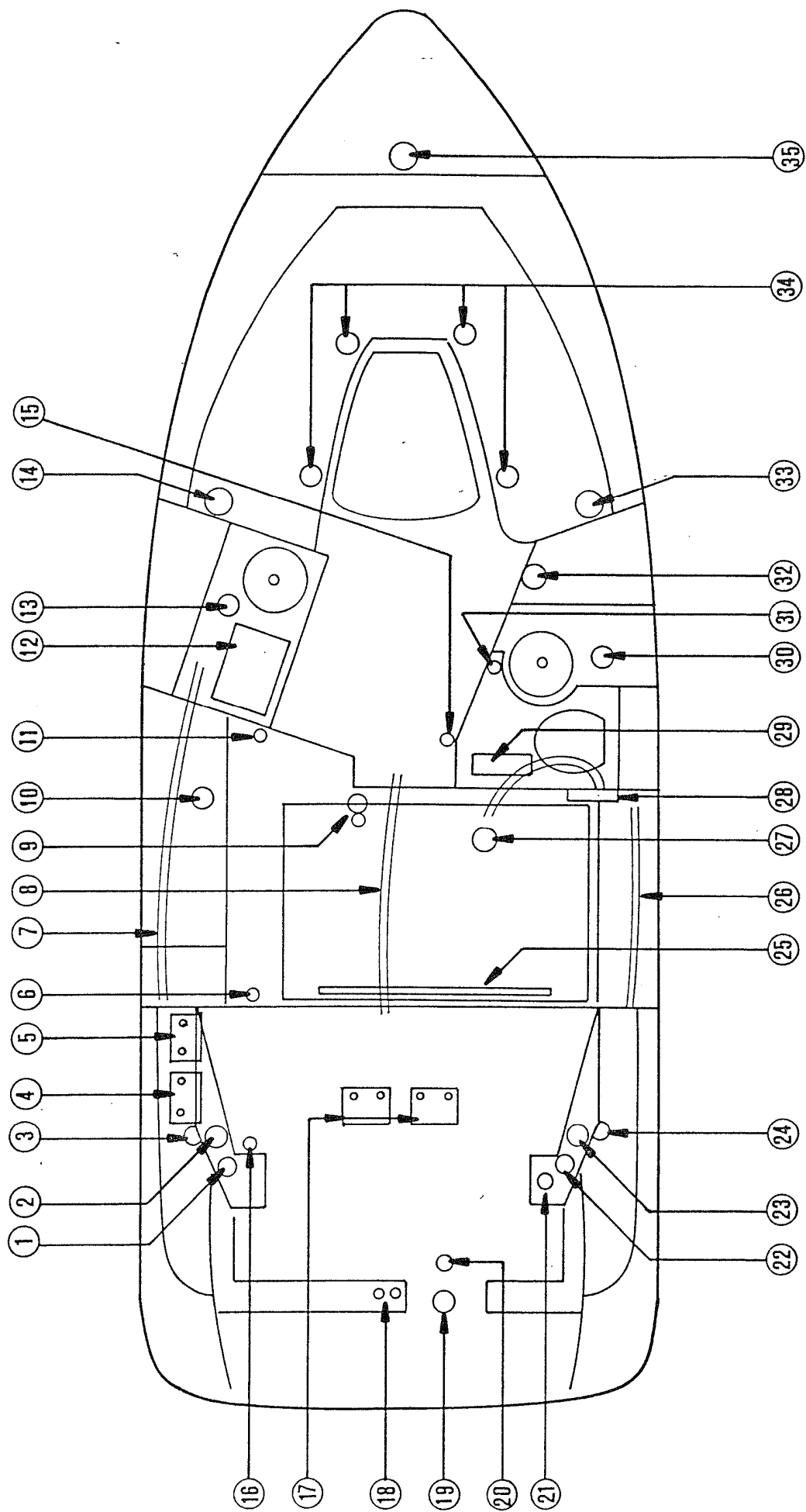
Refer to diagram on following page



ELECTRICAL SYSTEMS - EQUIPMENT LAYOUT

- 1 Deck lighting on arch structure portside
- 2 Cockpit loudspeaker portside
- 3 Navigation light portside
- 4 Accumulator battery (diesel version)
- 5 Accumulator battery (diesel version)
- 6 Switch covering striplights in aft cabin
- 7 Duct for wiring harnesses portside
- 8 Duct for wiring harnesses saloon ==> engine compartment
- 9 Switch and spotlight in aft cabin
- 10 Portside spotlight in aft cabin
- 11 Switch covering portside spotlight in aft cabin
- 12 12-volt refrigerator
- 13 Galley spotlight
- 14 Saloon loudspeaker portside
- 15 Switch covering spotlights in saloon
- 16 Warning klaxon
- 17 Accumulator batteries (petrol version)
- 18 Electrical circuit cut-outs (access in fender locker)
- 19 Bilge blower
- 20 Electric engine compartment bilge pump
- 21 Motoring light (anchor and sailing)
- 22 Deck lighting on arch structure starboard side
- 23 Cockpit loudspeaker starboard side
- 24 Navigation light starboard side
- 25 Aft cabin striplights
- 26 Duct for wiring harnesses starboard side
- 27 Pump servicing shower basin (switch located in washroom)
- 28 Electrical cabinet with connections and breakers (access in the washroom)
- 29 Helm instrument dash
- 30 Washroom spotlight
- 31 Switch to washroom spotlight
- 32 Radio
- 33 Saloon loudspeaker starboard side
- 34 Saloon spotlights
- 35 Electric anchor winch with foot-control and relay

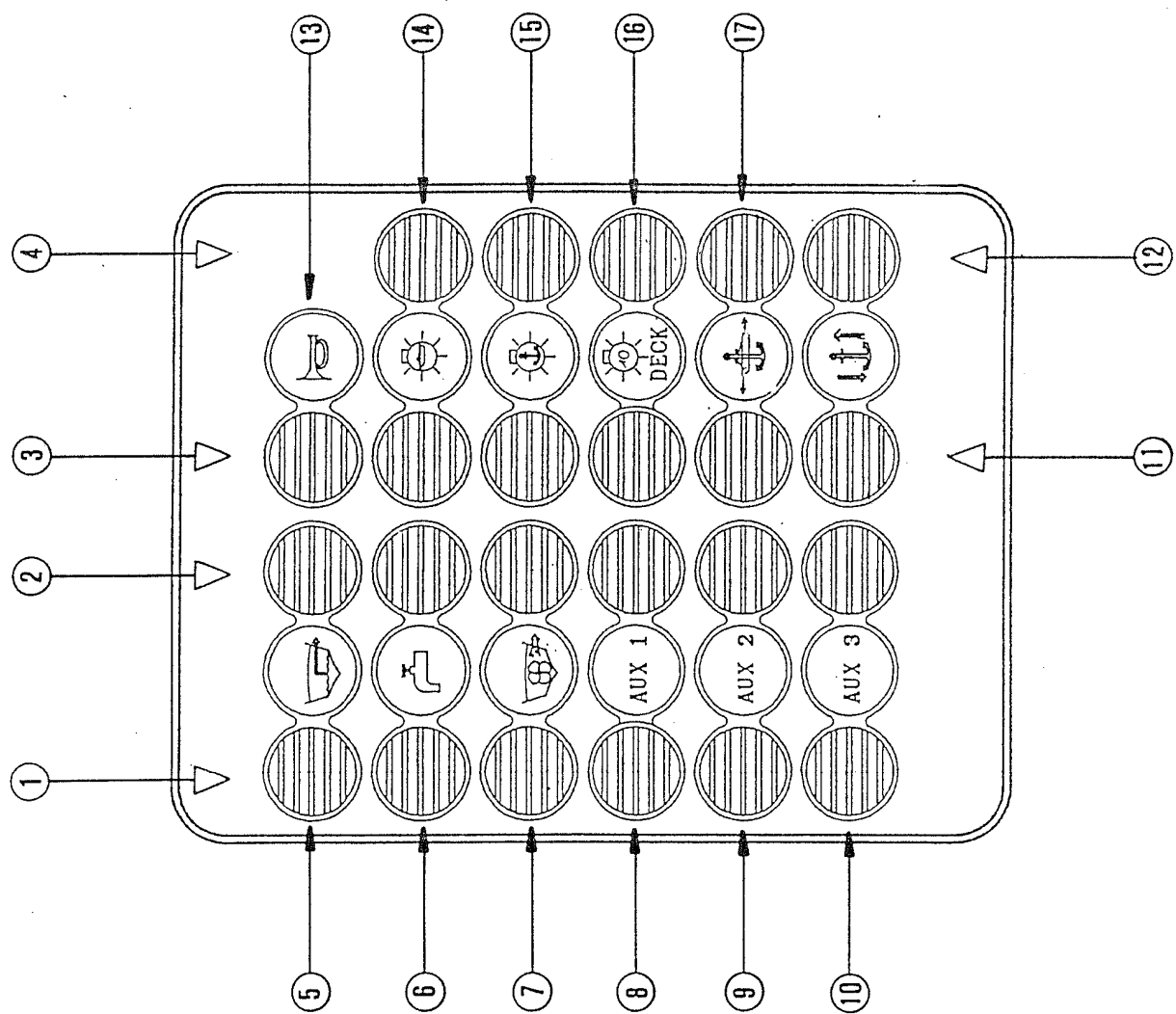
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E L E C T R I C S P A N E L

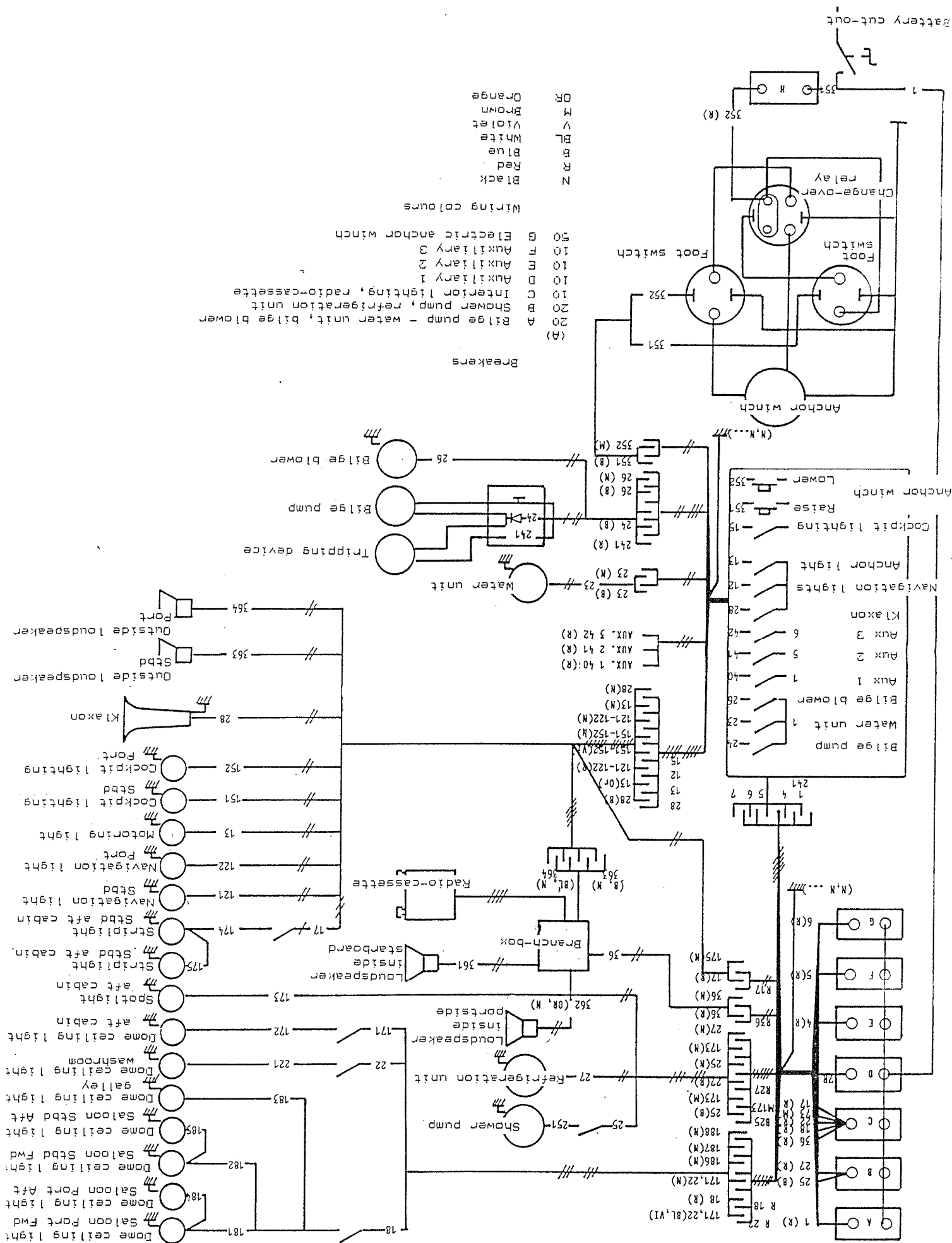
- 1 Push-buttons for stop (Off)
 - 2 Push-buttons for start (On)
 - 3 Push-buttons for start (On)
 - 4 Push-buttons for stop (Off)
 - 5 Control covering electric bilge pump
 - 6 Control covering pressurised water unit
 - 7 Control covering bilge blower
 - 8 Control covering extra facility n°1
 - 9 Control covering extra facility n°2
 - 10 Control covering extra facility n°3
 - 11 Control covering lowering of anchor
 - 12 Control covering raising of anchor
 - 13 Push-button for klaxon
 - 14 Control covering anchor and navigation lights
 - 15 Control covering anchor light only
 - 16 Control covering cockpit lighting
 - 17 Control enabling operation of anchor winch from instrument dash (the other control being in the chain locker)
- green light on : control of anchor winch from instrument dash impossible
- red light on : beware - control of raising and lowering of anchor from instrument dash possible

Refer to diagram on following page



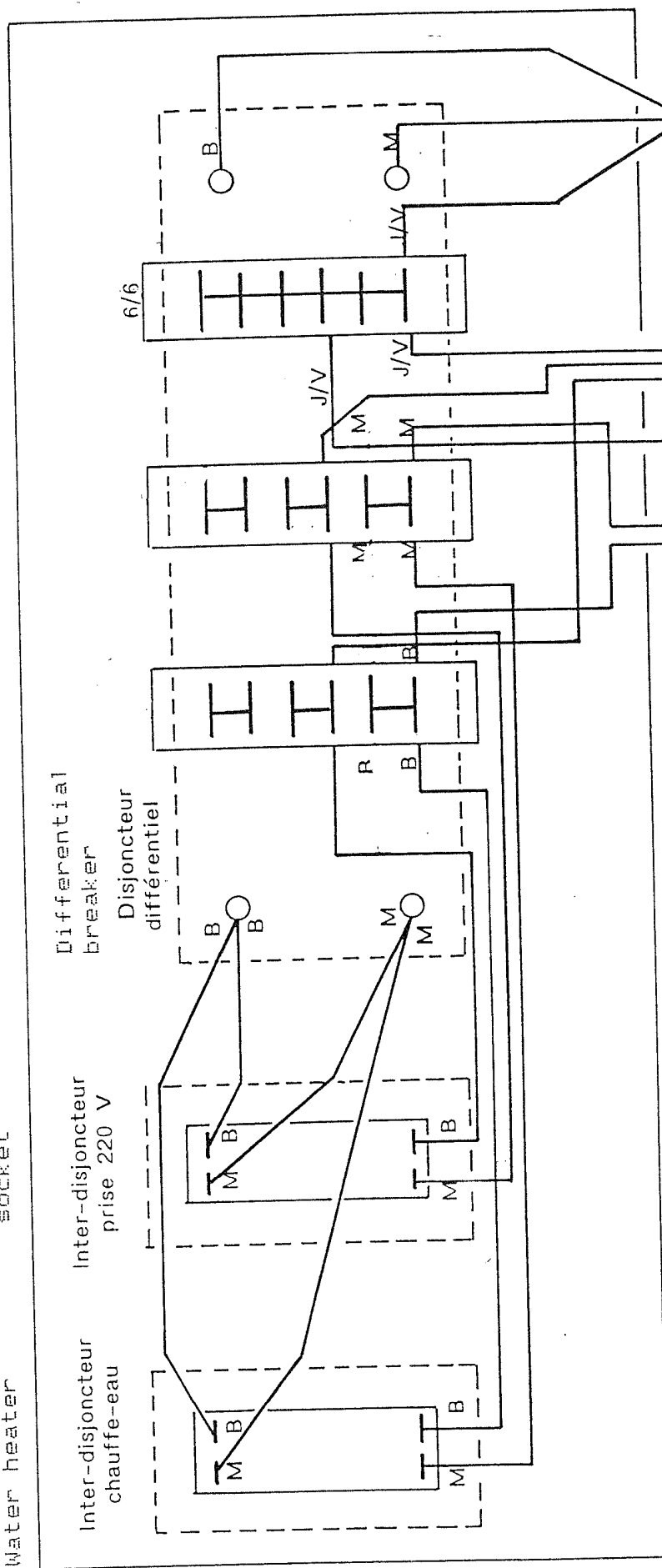
W I R I N G H A R N E S S E S

Harness N°	Description
1	Electrics panel supply breaker
12 1	Navigation light starboard
12 2	Navigation light port
13	Motoring light
15 1	Cockpit lighting starboard side
15 2	Cockpit lighting portside
17 1	Supply to switch covering aft cabin (dome ceiling light)
17 2	Switch outlet towards aft cabin dome ceiling light
17 3	Aft cabin spotlight
17 4	Aft cabin striplight (portside)
17 5	Aft cabin striplight (starboard side)
17	Supply to switches covering aft cabin striplight
18	Supply to saloon switch
18 1	Switch outlet towards dome ceiling light in saloon forward to port
18 2	Switch outlet towards dome ceiling light in saloon forward to starboard
18 3	Switch outlet towards dome ceiling light in galley
18 4	Dome ceiling light in saloon aft to port
18 5	Dome ceiling light in saloon aft to starboard
18 6	Earth to (saloon) dome ceiling light forward to starboard
18 7	Earth to (saloon) dome ceiling light forward to port
18 8	Earth to galley dome ceiling light
18 9	Earth to (saloon) dome ceiling light aft to starboard
19 0	Earth to (saloon) dome ceiling light aft to port
22	Supply to switch covering washroom
22 1	Switch outlet towards washroom dome ceiling light
23	Water unit
24	Supply to bilge pump float
24 1	Direct supply to bilge pump
25	Supply to switch covering shower pump (blue wire)
25	- current return to shower pump (black wire)
25 1	Switch towards shower pump
26	Blower
27	Refrigeration unit
28	Klaxon
35 1	Supply to anchor winch breaker
35 2	Anchor winch breaker ==> anchor winch relay
35 3	Battery cut-out ==> anchor winch (earth)
36	Supply to radio-cassette
36 1	Inside loudspeaker to starboard
36 2	Inside loudspeaker to port
36 3	Outside loudspeaker to starboard
36 4	Outside loudspeaker to starboard
40	Water gauge
41	Fuel gauge
35 1 + 35 2	HOTNRF wiring covering anchor lowering/raising control relay



Switch breaker
220-volt power
socket

Switch breaker
Water heater



Differential
breaker

Disjoncteur
différentiel

Inter-disjoncteur
prise 220 V

Inter-disjoncteur
chauffe-eau

6/6

J/V

J/V

R

B

B

M

B

M

B

M

B

M

B

M

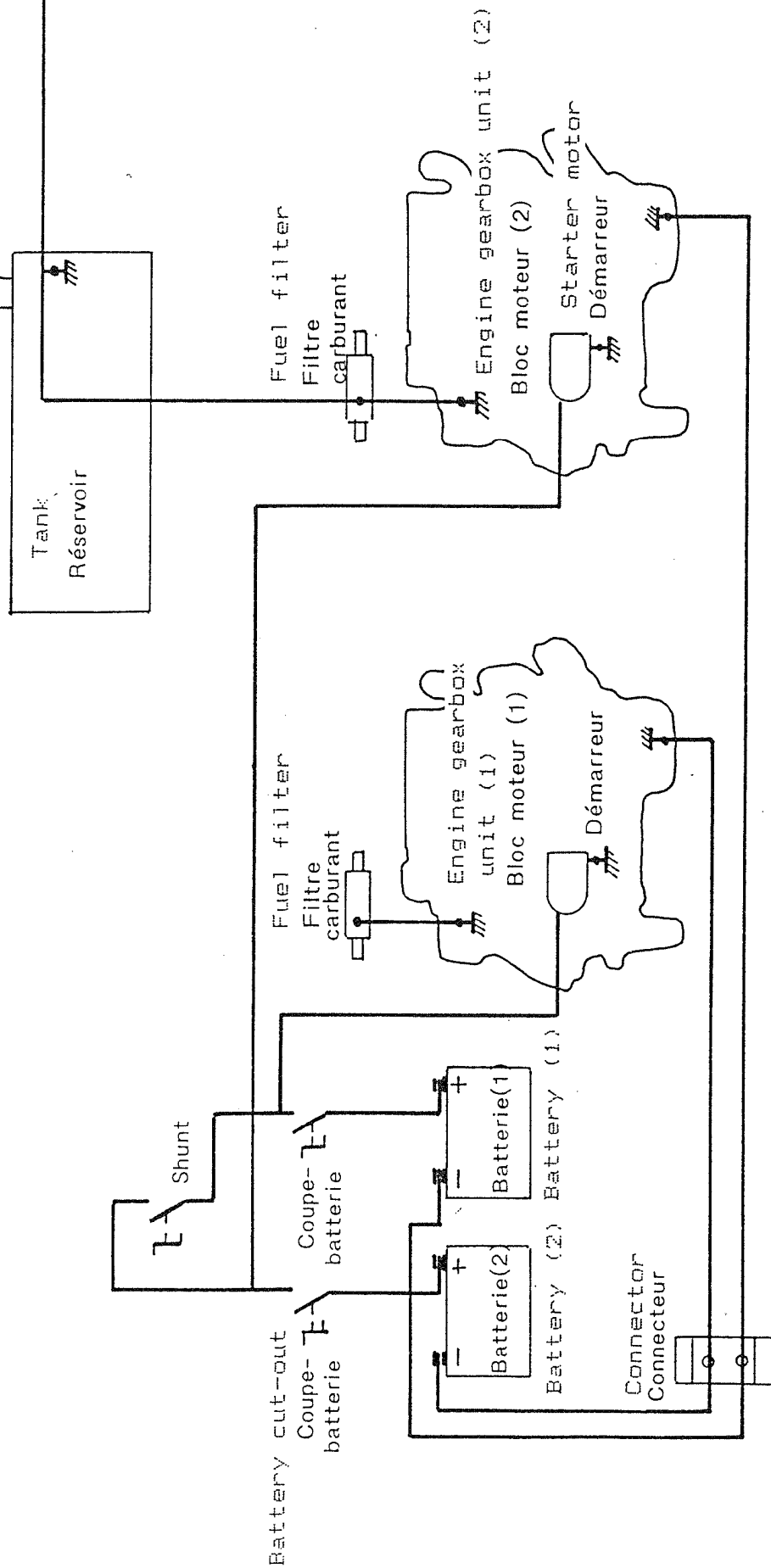
Prise de quai
Shore line

chauffe-eau
Water heater

prise 220 V
220-volt
power socket

Deck--fill cover

Nable

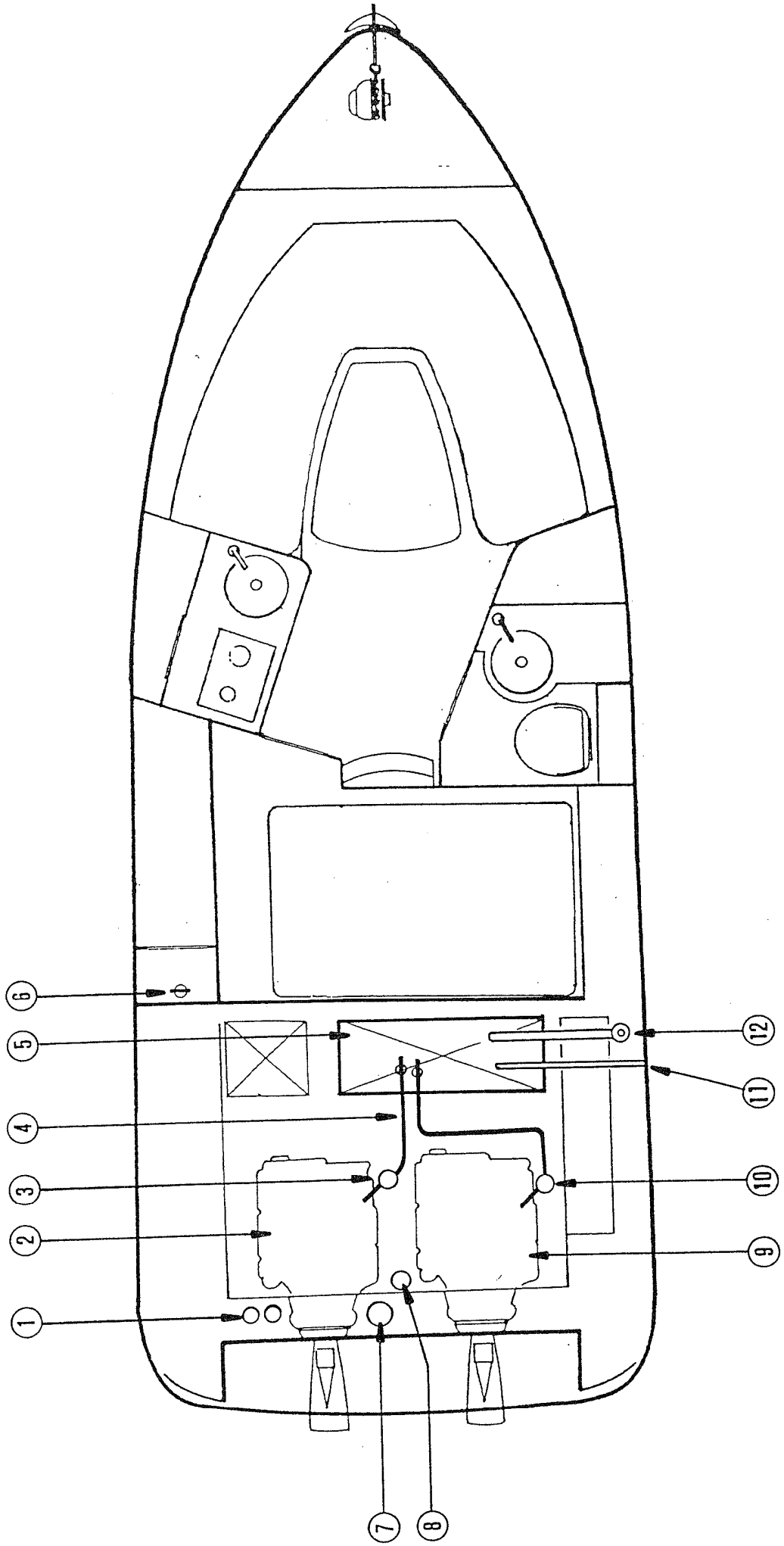


E N G I N E S Y S T E M S

It is essential that you read the instructions sheet in respect of your engine as much for starting up the engine as for its maintenance.

- 1 Fire-extinguishing system in the event of a fire in the engine compartment: two 2-kilogram bottles of halon - activator switch located in aft cockpit locker portside
- 2 Port engine
- 3 Filter separator to port engine fuel line
- 4 Fuel supply to engines
- 5 Fuel tank (capacity depending on engine versions)
- 6 Handle covering control opening the fuel cocks at tank outlet (location of control in the aft hanging locker portside in the aft cabin)
- 7 Bilge blower (for operation please refer to MECHANICS)
- 8 Electric bilge pump for engine compartment
- 9 Starboard engine
- 10 Filter separator to starboard engine fuel line
- 11 Exit of fuel tank breather tube
- 12 Deck fill cover to fuel tank

Refer to diagram on following page



PRIOR TO SLIPPING

Provide for the possible later installation of the echo sounder and speedometer if your boat is to be equipped with these devices.

Check the engine and box oil levels (as per your engine maintenance manual). The engine-cooling-water drain cocks must be in the closed position.

The sealing, by means of a sealant, of all optional accessories is essential.

Push the speedometer sound back into its housing (risk of damage by lifting slings).

On shaft-line engines, check that the anode situated at the end of the shaft is indeed in place and check the tightness of the nut and that the lock-washer is secure on the nut.

All seacocks (intake and discharge) must be in the closed position (sinks, washbasins, WC, engine).

Place mooring lines fore and aft together with fenders.

Check that on lifting no sling comes into contact with any equipment (echo-sounder, speedometer, prop shaft....).

It is worth pointing out that marking the position of the slings (tape on the wash-stroke) on lifting saves time on later lifting operations (most boats are already fitted with self-adhesive markers to this end).

ON SLIPPING

Ensure that the speedometer and echo-sounder sounds are watertight.

Open the seacocks and make sure that they are watertight with the hull as well as with the corresponding hose-pipe.

Also check the stuffing-box for leakage (refer to paragraph "Stuffing-box" under "MECHANICS" heading).

BEFORE STARTING THE ENGINE

Open the fuel cock(s).

Open the engine cooling-system cock(s).

Engage the electrical system by means of the battery cut-out(s).

Before starting the engine, disengage the gear so as to obtain throttle in neutral.

For engine starting procedure consult the engine maintenance manual.

When the engine(s) is/are turning over, make sure that the cooling system is operating correctly by checking that the cooling-system water is coming out of the exhaust, then let the engine warm up for a few minutes, after which time you should engage FORWARD and REVERSE one after the other at idle speed.

SEACOCKS

As a general rule, it is recommended that you close "thru-hull fitting" seacocks after use.

BEACHING

Make quite certain of the nature of the bottom before beaching (silty bed, rocky floor) and of the weather forecast !....

INTERIOR FITTINGS

WC

When not in service, it is advisable to close the cocks.

Instructions for use

Make sure that the supply and discharge cocks (inflow/outflow) are open.

To empty the bowl, put the pump handle into the "slanted" position (FLUSH) and work the pump.

To pump the bowl dry, put this handle back to the "vertical" position (DRY) and work the pump.

Shut cocks after each use and above all remember to do this where the boat is to be left unattended.

When the boat is to be put up for the winter, remove the drain plug located in the base and work the pump having put the handle into the "slanted" position.

It is recommended, if sea-water has been used, to rinse out the WC using fresh water by working the flush vigorously so as to ensure good working order for the season to follow.

DO NOT USE EITHER ANTI-FREEZE NOR CHEMICAL PRODUCTS

CUSHIONS AND MATTRESSES

Take advantage of any fine weather to air the settee-seating and backrest cushions as well as the mattresses. Also stand these up when you leave the boat (condensation on the sides)

GALLEY/WASHROOM

If your boat is fitted with GPP sanitary fittings, these can be cleaned with a sponge soaked in water and liquid soap. Scrubbing powders or abrasive brushes or pads should not be used.

ELECTRICAL SYSTEMS

Do not place any electronic instruments or indicators (compass repeater) within 1m30 of the radio equipment speakers.

Batteries:

Check the water level (except for sealed batteries) and top up if need be with distilled water.

Keep the battery terminals clean and well-maintained.

Spray the connections with an insulating product so as to protect them from damp.

GAS SYSTEM

Should the gas bottle be disconnected, screw the cap back onto the thread of the regulator to prevent any corrosion.

Replace the hose-pipe at the expiry date printed on it.

WATER TANKS

The water tanks can be sterilized by dropping in clonazone tablets (available from chemist's).

In the event of extended non-use, purify tanks and hoses (acetic acid, white vinegar).

Inspection traps are fitted onto the stainless steel and rotatory-moulded tanks and thus permit the cleaning of the inside.

ENGINE

Consult the instructions supplied in the boat.

It is VITAL that you read these CAREFULLY; they will give you a detailed explanation of how the engine works and of all those operations which will permit correct use and thus keep it in good running order.

ANODE

From time to time check the corrosion of the anode located at the end of the prop shaft and change it if necessary. It is advisable to add an anode to the shaft between the P-bracket and the hull approximately 10 cm (4") ahead of the P-bracket (compulsory on a folding prop).

Check and change if need be the water-lubrication ring.

PROPELLER

The propeller supplied as standard with your boat is the result of exhaustive tests carried out by JEANNEAU in close cooperation with the engine manufacturer.

DO NOT CHANGE THE PROPELLER WITHOUT FIRST CONSULTING A SPECIALIST

FUEL FILTER, PREFILTER AND SEA WATER FILTERS

To clean the fuel prefilter :

- Completely unscrew the lower screw on the bowl,
- Remove it
- Empty and clean the bowl
- Change the filter if need be
- Reassemble the unit

To BLEED, loosen the screw provided for this purpose.

BEWARE of intake of air (system cut-off and engine-heating)

STUFFING-BOX (JEANNEAU & VETUS models)

As the shaft turns, water should drip from the stuffing-box approximately once every five to ten seconds and there should be practically no drip when the shaft is stopped (slight seepage can be allowed).

To adjust :

- Tighten or loosen the adjustment nut by unscrewing the butt screw on the VETUS version, the 2 adjustment nuts on the JEANNEAU version (whilst checking that the gripping yoke remains parallel to the body of the stuffing-box.)
- from time to time check the condition of the hose connection.

BEWARE ! Never overtighten the stuffing-box as this will very rapidly deteriorate the packing inside.

AT THE END OF THE SEASON, remove the gripping yoke and check the condition of the packing. If the latter is very dry or if the yoke comes up against the body of the stuffing-box, change it or top it up.

BEWARE ! This should only be carried out when the boat is OUT OF THE WATER.

STUFFING-BOX (VOLVO model)

The seal ring is to be greased every 200 running hours or once a year. Grease using 1 cubic centimetre on each occasion.

After slipping:
Remove any air from the sleeve and from the ring in the following way :
Any air must be removed from a water-cooled propeller-bearing shaft, after slipping, by tightening the ring in the direction of the sealing lips whilst pushing it against the propeller-bearing shaft. On tightening, the ring moves away from the shaft and any air is forced out when the water comes in through this gap..

STUFFING-BOX turning-gasket model (ERCHEM)

IMPORTANT SAFETY NOTE: the gland must be checked without fail once a year by an approved specialist.

Do not forget, following the fitting of the ERCHEM gasket, to let water penetrate the interior of the gland by pulling it back slightly.

Repeat the above operation on each slipping.

ENGINE OPERATION

BEWARE : Never cut the electrical circuit while the engine is running, such action could cause immediate and irreparable damage to the charging equipment.

If your boat is fitted with a diesel engine with a stop-pull knob, it is essential this be used before cutting the circuit with the ignition key.

Diesel : do not wait for the fuel level to drop to near empty before filling up; this may cause the fuel system to fail.

Petrol : it is important to operate the bilge blower before starting up the engine so as to evacuate any build up of fuel vapour.
Keep the tanks as full as possible so as to avoid condensation build-up.

Effect a cleaning of the bilge pump strainer on a regular basis.

Engine compartment fire

Half-way down the companionway steps (or the engine compartment cover) is a hole into which the nozzle of a fire extinguisher can be introduced in the event of a fire in the engine compartment except where your boat is fitted with a fire-extinguishing system using inert gas.

Exhaust system

Make a yearly inspection of the exhaust system and replace it if necessary.

Fuel system

From time to time check the seals and hose connections of the fuel system.

MANUFACTURER'S IDENTIFICATION PLATE

The boatbuilder's ID plate is affixed to the boat and include the following information :

- Year of manufacture
- Boat type
- Serial number
- Sailing class
- Maximum power
- Maximum number of persons allowed aboard
- French Merchant Navy Approval Number

MAINTENANCE AND OUT-OF-SEASON STORAGE

MAINTENANCE

Moving and mechanical parts must be greased on a regular basis.

Engine-stop pull-knob, sliding bolts, hinges, locks
Gear-box control-lever box

This greasing is to be effected using products specially intended for use in the marine environment (white teflon grease).

Strip down and clean fuel separator from time to time.

For the mechanics, refer to the maker's handbook and consult your approved brand dealer or stockist.

CARE OF STAINLESS STEEL AND BRASS

To be serviced on a regular basis.

Buff up stainless steel and brass fittings using a suitable product ("Miroir" in France) should these show signs of surface oxidation.

Effect a thorough fresh-water rinse of the whole as often as possible.

HULL

A frequent cleaning of the hull and deck should be carried out using (non-abrasive) cleaning agents (such as "Mir" in France) and fresh water.

Where the hull is concerned a yearly antifouling will avoid tiresome and time-consuming hull cleaning; nevertheless, a prior application of an epoxy is advised (e.g.: 3 coats of "Brai" epoxy)

While on this subject, a necessary reminder: any rubbing down of the hull or primer application before antifouling attacks your gel-coat and undermines its reliability. We thus advise you to effect a very light rub-down.

Against difficult staining on the waterline, muriatic acid can be used. After allowing the acid to work for ten minutes, rinse off thoroughly.

Polishing pastes can give your boat that "new" shine.

For repairwork, refer to attached notes.

Should an immediate and lasting problem arise, we advise you consult your dealer or the JEANNERAU company directly.

Avoid using a high-pressure water or steam cleaner.

OUT-OF-SEASON STORAGE

For an extended out-of-season lie-up, particular care must be taken of the entire boat:

- rinse with fresh water
- oil and grease all metal parts

If the boat is to remain afloat, close all seacocks and protect all those parts which might rub or scrape....

Raise the speedometer sound.

If the boat is fitted with a stuffing-box, it is as well to slightly tighten it so as to render it perfectly watertight; do not fail to readjust it before the next trip out.

Drain water systems (beware of freezing!).

Should you be leaving your boat over a period of several months the best procedure is to block off all air inlets and to install a dehumidifier in the saloon whilst leaving cabin, hanging and other lockers, ice-box and other doors open. It is also a good idea to stand mattresses and cushions on their sides.

CARE OF GRP

So that you may keep your boat looking as good as new, we have made available JEANNERAU factory constituent products (gel coats of various colours) to be ordered from your local dealer.

INSTRUCTIONS FOR USE

NECESSARY PRECAUTIONS:

There are two essential factors for this operation: dry conditions and a temperature of between 15°C and 25°C (59°F and 77°F).

PROPORTIONS:

Our products are preactivated. You have just to add the catalyst (colourless liquid).

The usual proportion is two parts in one hundred (2%).

The pot-life (the time the product remains malleable) is approximately half an hour; hardening being complete after ten hours or so.

PROCEDURE:

To fill a dent or a scratch, clean over the surface with acetone; if necessary rubbing down beforehand.

Prepare the required amount of gel-coat, preferably on a small pane of glass.

To apply, use a spatula or sharp instrument.

Apply a liberal amount with a view to rubbing down with a wet/dry abrasive and to polishing to obtain a shiny surface).

For minor retouching to smooth surfaces, simply apply a strip of sticky tape (or better still "Mylar") to the fresh gel-coat, then remove it after hardening (to obtain a shiny finish rub down and buff up).

STORAGE

So that they will keep, you should store the constituents in a cool, dry place away from the light.

Polyesters are inflammable and the necessary precautions should be taken.

BEWARE: The catalyst is a dangerous product. Keep out of the reach of children, keep clear of skin and mucous areas. In the event of contact, wash thoroughly in soapy water and rinse well.

CLEANING

Use acetone to clean all tools and the like.

EVER AT YOUR SERVICE

YARDING YACHT

AFTER-SALES SERVICE

It is stipulated that this document is not contractual and that the information (EXOE) given herein is given merely as guidance; we reserve the right to modify the specifications of our models without being compelled to keep this manual up-to-date. In all events, you should refer to the clauses relative to warranties and the service schedule.