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WARRANTY TERMS AND CONDITIONS
applicable to
REMANUFACTURED DIESEL LONG ENGINES

IMPORTANT
READ BEFORE FITTING!

If you are the owner and/or the fitter of this engine you cannot afford to overlook the contents of this leaflet.

THIS WARRANTY COVERS - Your reconditioned long engine against defective workmanship and materials on the basis that all conditions listed on page 3 are met and the warranty validation form is returned complete upon installation. **WARNING:** - All claims will require detailed invoices/receipts proving that all conditions were met at the time of engine installation. Failure to produce these detailed invoices/receipts on demand will void any warranty entitlement.

Warranty is not transferable and is applicable to the original purchaser only.

COMMERCIAL VEHICLES:- The long engine assembly for a period of 12 months commencing from the invoice date.

MARINE & INDUSTRIAL:- The long engine assembly for a period of 3 months/400hrs (whichever comes first) commencing from the invoice date.

ANCILLARY EQUIPMENT -

WARRANTY PERIOD AND CONDITIONS AS FOLLOWS:-

1) **FUEL INJECTORS:-** If fitted warranted to be operating correctly at the time of engine installation over the initial start up period. **WARNING** -Contamination or abrasives entering the fuel system will govern the life and operating efficiency of the injectors and pump. As the service life of the fuel injectors is determined by many variables over which MOTORmotion has no control they are not warranted beyond the initial start up period. Consequential damage to the long engine assembly caused by faulty fuel injectors is not warranted and remains the responsibility of the owner at all times.

- 2) FUEL INJECTOR PUMP (reconditioned):- if fitted- 6 months/50,000km warranty - does not cover:
 - A) Damage to the pump (or long engine) caused by contamination.
 - B) An injector pump which has had the seals broken and/or fuel settings altered.
- 3) AIR COMPRESSOR (reconditioned):- if fitted- 6 months warranty. Does not cover damage caused by foreign matter contamination.
- 4) TURBO CHARGER (where fitted as OEM/standard equipment):- 6 months warranty - Does not cover -
 - a) Damage caused by incorrect engine shutdown.
 - b) Damage caused by introduction of foreign matter via air or oil ways.
- 5) WATER PUMP (new or reconditioned):- 12 months warranty - does not cover damage caused by:
 - a) The presence of contaminants or abrasive material in the cooling system.
 - b) Use without manufacturer's recommended coolant and/or failing to use the manufacturer's specified amount of coolant.
 - c) Over-tensioning of fan belts.
 - d) Failure to lubricate grease nipples.
 - e) Unbalanced fan.
- 6) EXCESSIVE OIL & WATER LEAKS:- 3 months warranty - Covers parts and labour associated with the replacement of faulty oil seals. A parts only warranty is applicable to gaskets which still leak after shrinkage correction. Warranty does not cover water or oil leaks occurring due to incorrect head torquing procedures. WARNING - Gasket shrinkage may occur due to storage, transit and/or expansion/contraction after initial engine warm up. Correct gasket shrinkage by re-tightening all covers, sump, bolts and screws etc. after initial engine warm up and again at 800km.
- 7) GENERAL ANCILLARIES SUPPLIED ON ENGINE:- 12 months warranty. eg:- Inlet manifolds, exhaust manifolds, exhaust brake butterfly (where fitted), oil cooler, timing cases, rear engine housing, injector lines, thermostat housing, oil filter housing. WARNING -
 - a) The warranty is subject to inherent fault.
 - b) Limited to replacement only and does not cover labour charges to replace any of the stated items if they become defective.
 - c) If any of the stated items require changing at the time of engine installation due to a different in specification to the previous engine, and the ancillaries off the previous engine are damaged and cannot be used, MOTORmotion is not responsible to supply or replace the specification of the ancillaries required.
 - d) If any such changes are required they are to occur at the owner's/fitter's expense regardless of circumstance or verbal representation.
- 8) ANCILLARIES NOT WARRANTED:- Fans (viscous or otherwise), fan belts, thermostat, rubber hoses, flywheel, clutch & pressure plate, air conditioning compressor, oil pressure and temperature sender switches, engine mounts and brackets. WARNING- These items if left on the engine by the reconditioner are suitable for scrap only and should not be used. Use at your own risk or discard accordingly.

THIS WARRANTY DOES NOT COVER - A) An engine overheat or an engine which has been run low or without oil. B) Damage to the engine as a consequence of it being operated with a fault. eg: It is the operators responsibility to shut down the engine immediately upon any indication of malfunction (eg: noise, high operating temperature, low oil pressure). C) Unauthorised repairs. D) Transit damage. F,) Oil consumption due to cylinder hone glazing. F) An engine which has been

fitted with an after-market turbocharger or modified in any way to obtain additional horsepower. G) Damage to the engine caused by faulty ancillary equipment. H) An engine which has been: over-revved for any reason (e.g. dropping to a lower gear at too high a speed), overloaded or not serviced in accordance with manufacturer's service intervals. I) Towing - or travelling time or expenses J) Normal wear & tear. K) An engine which has not been fitted in accordance with the fitting requirements as listed on page 3.

IF YOU ARE NOT PREPARED TO CARRY OUT THE MINIMUM FITTING REQUIREMENTS AS LISTED ON PAGE 3 DO NOT FIT THE ENGINE.

Return the engine to the point of purchase, a refund will be arranged (conditions apply).

THE FOLLOWING FITTING REQUIREMENTS ARE COMPULSORY TO VALIDATE YOUR WARRANTY

- 1) The re-manufactured engine which you have purchased has been assembled to a set configuration. Compare the re-manufactured engine to your old engine as there may be differences in the sump and oil pick up, timing cases, rocker cover, rear housing etc. MOTORMotion cannot guarantee that the engine supplied will be identical in every aspect to your old engine. BE WARNED - If any of these changes are required they are to occur at your own expense regardless of circumstance or verbal representation.
- 2) Injector pump timing - accurately set to the manufacturer's specification. WARNING- Do not assume the timing is correct on the engine. Depending upon the engine the injector pump will require setting by either spill timing or by using a dial indicator.
- 3) All air filters - replace. Do not overlook the particle oil filter located on the chassis of certain vehicles. NOTE: oil filters and fuel filters where supplied on the engine have already been renewed and must be replaced at first service interval.
- 4) Cooling System -
 - A) Thoroughly examine and replace the following items where necessary: fan belts, thermostat, radiator hoses & viscous fan. Ensure to check the operation of the thermostat by placing it in hot/boiling (above 90°C) water before fitting it even if it is new.
 - B) Recondition the radiator and ensure the shroud is fitted so it is working properly at the time of installation.
- C) Viscous fan:- slowly rotate the fan and ensure there are no loose spots. If the movement is not consistently firm then replace it. WARNING - After filling water and coolant, cooling system must be 'bled' properly. Ensure there are no air locks restricting the operation of the thermostat and water pump.
- 5) Oil - Do not use friction modified oil for the first 5,000kms as it will restrict the rings bedding in and may glaze the bore. WARNING - Warranty does not cover bore glazing.
- 6) Starting the engine - The amateur procedure of starting the engine after filling the engine and filters with oil is extremely risky and will usually cause damage to the crankshaft bearings. The correct method of preparing the engine for its initial start up is to pressure prime the oil system with a pressure primer after filling the engine and filters with oil. Oil pressure must read correctly on the

oil gauge prior to allowing engine to start up. If you do not have a pressure primer then fill the engine and oil filters with oil and remove the injectors (this will release the cylinder compression forces which are normally transmitted on to the crankshaft bearings) and then crank the engine over until the correct oil pressure reads on the oil pressure gauge. Refit the injectors and start the engine only after the correct oil pressure is attained.

7) Marine and industrial applications - These applications generally require the engine to be run at a constant RPM which will glaze the bores. It is recommended that the engine is "run in" on a dynamometer. WARNING - bore glazing is not warranted.

8) Cylinder head and tappets - If the cylinder heads have not been torqued using the angle torque method they will require re-torquing to the manufacturer's specification after initial engine warm up and again after the engine has operated for a period of 800 -1,000 km. The procedure of resetting the tappet clearances must also occur at the same intervals. Cylinder heads which have been torqued using the angle torque method must not be re-torqued. However, the tappets will require resetting to the manufacturer's specification after initial engine warm up and again at 1000 km.

9) GENERAL WARNING - Check tightness of sump plug, oil sender switch, and all external oil pressure lines before and after initial engine start up, and prior to putting the engine to work.

IN THE EVENT OF A CLAIM FOR WARRANTY IMPORTANT

READ CAREFULLY - UNDERSTAND YOUR RESPONSIBILITIES AND ENTITLEMENTS

In the event of any preliminary signs of malfunction, it is the customer's/operator's responsibility to cease operation of the engine immediately and notify MOTORmotion as soon as possible.

Failure to comply with this condition may result in more serious consequential damage to the engine and will void any warranty entitlement.

1) Depending upon the situation and/or the severity of the problem our warranty department reserves the right to inspect the engine in our workshop. If the engine is requested by the warranty department to be returned, it is the purchaser's responsibility to return the engine freight paid to our production centre for inspection, regardless of the state of purchase. Until the engine has been inspected by our warranty department and deemed warrantable, it should not be assumed that warranty will be accepted, nor should it be assumed that any cost associated to the removal, return and repair of the engine will be met by MOTORmotion. MOTORmotion reserves the right to have input into the commissioning of any charges associated to inspection, removal and return of the engine prior to any of these works taking place. Once the engine has been returned and has been deemed warrantable by the warranty department (at the Company's discretion), MOTORmotion will reimburse charges for outside preliminary inspections, removal and return, and charges only which were prior discussed and agreed upon to be reasonable at the time.

2) MOTORmotion must give written authorisation prior to the commencement of any outside repairs. Labour charges shall be paid at factory times and at an hourly rate stipulated by MOTORmotion.

3) MOTORmotion will supply free of charge all components required to rectify any authorised claims and reserves the right to supply used components in certain circumstances.

4) MOTORmotion will not recognise any warranty claim where any failure or defect is caused by:

a) The non compliance of our compulsory fitting requirements as outlined on page 3.

- b) The conditions as outlined on pages 2.
- 5) In the event of any claim not being accepted due to any provisions under paragraph 4, the Company reserves the right to recover reasonable out-of-pocket expenses incurred in the towing, freight, dismantling and inspection process, such costs to be reimbursed by the customer prior to delivery of the unit. Cleared funds only will be accepted as payment.
- 6) In the event of any dispute arising over a claim being declined by our warranty department, a mutually acceptable third party opinion is to be obtained at your expense prior to MOTORMotion reconsidering its position. The third party inspector must be from NRMA, MVRIC or other recognised establishment and who is a member of the M.S.A.E. The outcome/findings of the independent third party engineer may not necessarily alter the decision of our warranty department.
- 7) In the event MOTORMotion declines warranty but is used as the repairer a release form must be signed by the purchaser prior commencement of repair. Cleared funds only will be accepted as payment.
- 8) If MOTORMotion instructs or gives authorisation to a warrantable repair being undertaken by an outside repairer the warranty for such work will remain the responsibility of repairer at all times.
- 9) MOTORMotion will not recognise or be held responsible for towing, travelling time, demurrage/down time, accommodation costs, loss of profits or consequential damage or loss.
- 10) MOTORMotion cannot be held responsible for any implied or verbal representations outside the invoice description of goods sold and warranted.
- 11) This warranty does not affect the statutory rights of the customer.
- 12) Warranty registration/validation questionnaire supplied must be completed in full upon installation of the unit and returned within 14 days of invoice date.