



MAN Engines & Components

MAN GOLD STANDARD PREMIUM (GSP)

(July 2021)

I. INTRODUCTION

MAN's Gold Standard Premium, herein referred to as "GSP", applies to new MAN marine engine models listed in Section VII. Applicable engine models, which are used in light duty, non-revenue producing, marine propulsion applications. It provides the owner assurance against unexpected repair costs for covered component failures due to defects in material or workmanship under normal use.

II. TERMS AND CONDITIONS

This GSP is available on selected models (see Section VII.) of new MAN marine light duty engines when used in boats operated within the continental United States, Canada, Mexico, Bahamas, Caribbean, and Central America which have met all factory installation requirements and successfully completed commissioning protocol.

This GSP may be purchased, without additional fees, within 360 days from the date of delivery to the first retail customer or 1000 hours of operation whichever occurs first. An additional 5% fee and engine inspection is required for late applications submitted between 360 and 720 days. Under no circumstance shall an application be allowed two years after the date of the first retail purchase.

Failure to provide complete and truthful information on the GSP Registration Application will invalidate coverage thereunder.

This GSP commences at the same time as the MAN Standard Marine Limited Warranty and runs for the time period specified in the Registration Certificate. Component failures not covered by the MAN Standard Marine Limited Warranty may be covered by this GSP pursuant to its terms and as more fully described herein. This GSP obligates MAN to pay for the labor (excluding overtime) and component parts necessary to make the repairs listed herein arising from defects in the covered component parts that occur during normal use. Expiration of this GSP will occur when the time from the original date of commencement or total hours, whichever occurs first, exceeds the periods as specified in the Registration Certificate.

All components listed below are covered under this GSP except the exclusions as listed under Section VI. Exclusions & Limitations:

Exhaust manifolds, intake manifolds, cylinder head casting, cylinder head bolts, intake and exhaust valves, valve spring, rocker arm, camshaft, camshaft bearings, flywheel housing and gasket, cylinder block casting, crankshaft, crankshaft rod, main and thrust bearings, connecting rod assembly, piston, wrist pin, piston rings, oil jet tube, cylinder liner and seals, high pressure fuel pump, timing gear, oil pan, oil pump, oil filter base, sea water pump housing, crankshaft gear, camshaft gear, freshwater pump housing, intercooler, heat exchanger, fuel priming pump, thermostats, starters, alternators, turbochargers, sensors, wiring harness and connectors, engine electrical terminal box and engine diesel control unit.

III. MAN'S RESPONSIBILITIES

Excluding the deductible, as specified in the Registration Application, MAN will pay for the labor (excluding overtime) and component parts necessary to repair or replace covered component parts that fail under normal use due to defects in material or workmanship. MAN will also pay the costs of repairing or replacing any engine component that is damaged or rendered unusable by the failure of a covered defective component.

MAN will return the engine to the condition it was in prior to the failure of the covered defective component by repairing or replacing only the covered defective component and any component damaged or rendered unusable by that failure. Other parts removed during the process of the repair will be reinstalled as is. Additional work will be performed only if authorized by the owner and pursuant to the owner's agreement to pay the cost thereof.

MAN will pay the reasonable costs of any expendables or consumables such as lube oil, filter elements, hoses, belts, gaskets and seals which are made unusable as a result of a covered component failure.

In connection with making a necessary service visit, MAN will reimburse a MAN Authorized Service Dealer for travel expenses for travel that does not exceed 5 hours and 200 miles.

IV. OWNER'S RESPONSIBILITIES

Owner shall operate and maintain the engine according to the guidelines and recommendations specified in the MAN Operation and Maintenance Manual. Upon request, owner shall provide proof of compliance with the maintenance schedules indicating that service work has been performed by an MAN authorized service dealer and showing the work performed. Failure to provide adequate proof of compliance as requested shall result in termination of coverage thereunder with no right to reimbursement of paid fees.

In the event of a covered component failure, owner must promptly make the engine available to a MAN authorized service dealer for repair and provide proof of this GSP by presenting the customer copy of the GSP registration certificate.

Owner is responsible for the cost of towing the boat and all associated docking and harbor charges necessary to make the engines available for repair.

Owner is responsible for communication expenses, meals, lodging, and other downtime or downtime related expenses, cargo damage or economic loss as a result of a covered failure.

Owner is responsible for the costs of diagnosing suspected failures of covered components. If it is determined, however, that the problem is caused by a failure of a defective covered component, MAN will pay the costs of diagnosing the problem.

Owner is responsible for all costs not covered by this GSP.



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V. CLAIM PROCEDURES

An owner seeking service pursuant to this GSP may obtain assistance by contacting a MAN authorized service dealer or MAN distributor. The owner shall make the engine available to a MAN authorized service dealer and present to the MAN authorized service dealer the customer's copy of the GSP registration certificate. The MAN authorized service dealer shall present the owner's claim to MAN.

VI. EXCLUSIONS & LIMITATIONS

This GSP does not cover component failures caused by:

- Dealer and/or distributor workmanship not performed in accordance with MAN repair standards as outlined in MAN Marine Diesel Engine(s) Repair Manuals.
- Non-covered components (including bolts, clamps, and other fasteners that attach non-covered components to the engine).
- Operator abuse, neglect, improper operation or accident.
- Non-MAN attachments, accessories and parts.
- An application or installation not approved by MAN.
- Normal wear and tear, including but not limited to lube oil consumption, chemical/electrical/mechanical erosion and/or leaking seals and gaskets.
- Unauthorized repairs or adjustments, including but not limited to improper fuel setting and valve lash adjustments.
- Repairs or alterations made by an unauthorized dealer.
- Intrusion of seawater into engine through exhaust system.
- Fuel or oil additives or contaminated fuel or oil
- Acts of God, war, vandalism, riot, theft, explosion, and any other act of nature or man.
- Failure to follow maintenance procedures and scheduled component inspections/replacements as specified in the MAN Operation and Maintenance Manuals.

This GSP also does not cover:

- Chrome and gold valve covers.
- Normal preventative maintenance and scheduled component inspections/replacements as specified in the MAN Operation and Maintenance Manuals, including but not limited to valve lash adjustments, inspections, scheduled oil changes, filters, belts, and hoses, impellers, fuel injectors and nozzles.
- Engine attachments not bearing the MAN name including but not limited to; air compressors, hydraulic pumps, transmissions, couplings, exhaust systems beyond engine manifold, instrument panels, display control panels, fuel transfer pump, shut-off solenoid, paint, batteries and battery chargers, throttle controls and related components.
- Performance complaints, other than those caused by the failure of a covered defective component including but not

limited to any adjustments to fuel settings, injection pump calibration, or propeller inspection/service.

- MAN shall not be responsible for any loss of time, inconvenience, loss of use, meals, lodging, communication costs, transportation, cargo damage overtime, towing, any dockage or harbor charges, or other consequential damages resulting from a defect covered by this Limited Warranty. MAN does not accept any liability for consequential, punitive, contingent, or incidental damages.
- MAN shall not be responsible for labor and material costs relating to removal and replacement or dockage charges incurred in connection with warranty repairs.
- Any and all taxes.
- Parts shipping charges and service charges.

VII. APPLICABLE ENGINE MODELS

The following engine models are applicable to this GSP:

i6 / R6-730	V12-1400
i6 / R6-800	V12-1550
i6-850	V12-1650
V8-1000	V12-1800
V8-1121	V12-1900
V8-1200	V12-2000
V8-1300	

VIII. TRANSFER OF COVERAGE

The remaining coverage of this GSP may be transferred to subsequent owners during the coverage period for a USD150.00 administration charge provided the new owner presents a copy of the current Registration Certificate to MAN within ten (10) days of the transfer of ownership of the boat and MAN approves the transfer of the coverage. Remaining coverage cannot be transferred from a covered engine to a non-covered engine nor can it be transferred from a covered engine that is removed from the original boat to another boat.

IX. DISCLAIMERS

MAN'S RESPONSIBILITIES AND THE OWNER'S REMEDIES UNDER THIS GSP ARE LIMITED TO THE PROVISION OF MATERIALS AND LABOR AS SPECIFIED HEREIN.

MAN DISCLAIMS ANY EXPRESS OR IMPLIED WARRANTIES IN CONNECTION HERewith INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

MAN IS NOT RESPONSIBLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. REPLACEMENT PARTS FURNISHED UNDER THE TERMS OF THIS GSP ARE COVERED UNDER THE APPLICABLE REPLACEMENT PARTS WARRANTY.

MISREPRESENTATION OF THE ENGINE'S ELIGIBILITY FOR COVERAGE OR THE ACTUAL ACCUMULATED HOURS OR AGE MAY RESULT IN CANCELLATION OF THIS GSP BY MAN. IN ADDITION, MAN SHALL BE ENTITLED TO SUCH OTHER REMEDIES AS MAY BE AVAILABLE TO IT BY REASON OF SUCH MISREPRESENTATION.