-US EPA Regulations for Longblock Sales and Use Gas Engines-

US Dealers

(Other markets see “Outside US” at the end of bulletin)

The following information is released by Volvo Penta outlining the requirements for use and sale of long block assemblies as directed by the U.S. EPA. Failure to obey these requirements could subject you to significant fines or other penalties.

Also see Service Bulletin 21-0-3

**New U.S. EPA Regulations**

(from Dealer Newswire issued Dec. 2009)

New U.S. EPA regulations on sterndrive engines manufactured after January 1, 2010, take effect in January. These regulations effect both new boat manufacture and repowers because the definition of “engine” includes a complete engine, longblock and bobtail.

For longblocks, three factors are important to understand:

1. The regulations focus on calendar year of engine manufacture, not boat model year or sale date. Your pre-January 2010 engine inventory is legal to sell in any application and not subject to the guidelines in this Bulletin.

2. Engine repair using a longblock requires special analysis and new requirements at the dealer and Power Center levels, and creates new legal requirements on you.

3. The regulations require you to provide proof of destruction of the replaced non-compliant engine to ensure on-going product availability and to protect our environment.

**Exempt Engines**

The discontinued General Motors 4.3L and 8.1 L engines are considered “exempt” and not subject to these new regulations or the guidelines in this Bulletin. So, you will not see any change in our distribution of replacement engines or longblocks for the 4.3L and 8.1 L engines for the foreseeable future.

**Non-Compliant Engines**

The following VPA models built after January 1, 2010, are considered non-compliant engines and not legal for new boat construction: 3.0 GL and GXi, 5.0 GL, 5.0 GXi, 5.7 Gi and 5.7 GXi. However, these engines may be built and sold as replacement engines (quantities will be limited). Under the regulations, a “replacement engine” is a new engine (including longblocks) used to replace an engine that has already been placed into service.

Starting January 1, non-compliant model 3.0 GL and GXi, 5.0 GL, 5.0 GXi, 5.7 Gi and 5.7 GXi and other non-current replacement engines will have this label:

"VOLVO PENT.A. . "

This engine does not comply with U.S. EPA nonroad emission requirements. Selling or installing this engine for any purpose other than to replace a nonroad engine built before January 1, 2010 may be a violation of federal law subject to civil penalty.
A new non-compliant engine can be used to repower a boat not originally equipped with emissions control if the original engine cannot be repaired or rebuilt, a different compliant engine (including rebuilt engine) is not available and an engine with emissions controls (e.g., a catalyst) is not appropriate for the boat's physical and performance characteristics. (If extensive modifications are required to the exhaust, electrical, steering, throttle or shift rigging or engine box, a compliant engine would likely be considered "not appropriate" for the application.)

You, as the selling dealer, are required to make the determination whether a non-compliant replacement engine is permitted in a particular situation. The regulations state that "anyone installing a ... new replacement engine is deemed to be a manufacturer of a new engine with civil penalties for non-compliance."

Finally, just like "Cash for Clunkers," a replaced engine must be returned or destroyed. So, expect us to ask for proof of destruction and return of the serial number tag of the replaced engine as a normal course of business. A core charge will be added to the purchase price and credited after proof of destruction.

**Compliant Engines**

After January 1, replacement longblocks and engines in full compliance with current emissions regulations (e.g., 5.7 GXICE-M) require a different replacement label. An example of a label for a compliant engine looks like this:

```
-TOx,7,T01PE=N"T.A..-
THIS E~GINE COMPIES WITH U.S. EPA NO-ROAD
EMISSION REQUIREMENTS FOR ~911-"-"-
ENGINES UNDER 40 eFR 1068.240. SELLING OR
INSTALLING THIS ENGINE FOR ANY PURPOSE
OTHER THAN TO REPLACE A ------u
ENGINE MAY BE A VIOLATION or FEDERAL LAW
```

Because a longblock can be used on both a compliant and non-compliant engines, you will need the serial number of the failed engine that you are replacing at the time you order a new engine so that we can label the longblock properly. When you use a complete emissions control engine to replace another complete emissions control engine, you do not need to return or destroy the replaced engine. If you replace just the longblock, the replaced longblock must be destroyed.

Volvo Penta supports the new emissions regulations and their goal of a cleaner environment. Feel free to discuss the issue with either your Power Center or Volvo Penta if you have any questions or concerns.

If you have questions regarding engine emissions regulations, please e-mail us at ypnsupport@volvo.com.

**New U.S. Parts Procedures for Longblocks**

**Ordering Longblocks**

The new EPA regulations will require changes to the way some longblocks are ordered from Volvo Penta and how they are used at the dealer. The degree of change is determined by whether the engine being serviced is exempt, compliant, or non-compliant, and the engine family. The changes described below are effective January 1, 2010.
4.3L and 8.1L

These engines are exempt from the new EPA regulations. Continue to order as before, using the part numbers listed in EPC. These longblocks are now labeled "exempt from emission standards".

3.0L, 7.4L, 8.2L, early 5.7L

The longblocks for these engines are considered as "Non-Compliant" under the EPA regulations. According to the EPA regulations the use of these longblocks for repairs requires that the original engine must be destroyed. To ensure that the regulations are followed, the part numbers for these longblocks have been replaced to exchange part numbers. A core charge of $500.00 will be added to each longblock order, the core charge is returned when proof of the EPA required destruction is received. See the details below, "Proof of Destruction" and "Core Procedure".

The new longblocks are labeled "Non-Compliant", part numbers (PIN) follow:

<table>
<thead>
<tr>
<th>Model</th>
<th>2009 PIN</th>
<th>2010 PIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.0GL</td>
<td>3857760</td>
<td>3801413</td>
</tr>
<tr>
<td>3.0GXi</td>
<td>21288306</td>
<td>3801414</td>
</tr>
<tr>
<td>5.7L</td>
<td>3858019</td>
<td>3801417</td>
</tr>
<tr>
<td>7.4GUGi</td>
<td>3857949</td>
<td>3801415</td>
</tr>
<tr>
<td>7.4GSi</td>
<td>3856688</td>
<td>3801416</td>
</tr>
<tr>
<td>DPX385</td>
<td>3856688</td>
<td>3801416</td>
</tr>
</tbody>
</table>

5.7L engines in this section are GEN1 engines used up to the LK models (1997).
8.2L longblocks are no longer available: 8.2GL, 8.2GXi, DPX415.

5.0L, 5.7L

This section covers GEN1+ 5.7L's used from the present and back to the LK models (1997). This also covers all 5.0L's from the present and back to the BY model (1998).

A 5.0L or 5.7L engine requiring a longblock for service could be used for either a compliant or a non-compliant engine. The new EPA regulations require that all longblocks must be labeled specifically as compliant or non-compliant before they leave our manufacturing facility. To ensure compliance with the new regulations each of the existing part numbers for these longblocks has been variably replaced by two longblock part numbers: one compliant and one non-compliant. The selection criteria for the variable replacement is a serial number break.

The new part numbers are also exchange part numbers. A core charge of $500.00 will be added to each long block order, the core charge is returned when proof of the EPA required destruction is received. See the details below, "Proof of Destruction" and "Core Procedure".
If repairing a damaged 5.0L or 5.7L engine with a longblock you will need the serial number of the damaged engine to order the longblock. The variable replacement will give you two choices for the longblock part number, use the serial number to select the correct part number for your application. The longblock shipped will have the proper EPA labeling based on the part number you selected.

By selecting the long block part number you have agreed that the long block meets the EPA regulations for the original engine being serviced.

The long block part numbers (PIN) are replaced as follows:

<table>
<thead>
<tr>
<th>Model</th>
<th>2009 PIN</th>
<th>2010 PIN</th>
<th>Label, appl.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.0L</td>
<td>3862057</td>
<td>3801407</td>
<td>non-compl.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3801408</td>
<td>compliant</td>
</tr>
<tr>
<td>5.7 L01)</td>
<td>3862058</td>
<td>3801409</td>
<td>non-compl.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3801410</td>
<td>compliant</td>
</tr>
<tr>
<td>5.7 H02)</td>
<td>3862059</td>
<td>3801411</td>
<td>non-compl.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3801412</td>
<td>compliant</td>
</tr>
</tbody>
</table>

1) low output; GL, Gi, OSi
2) high output; GXi, OSi
appl. = EPA application of engine
non-compl. = does not meet current emissions regulations
compliant = meets current emissions regulations, built in 2010 or later

See the Parts Order Center for the serial number break(s) for the longblock part number replacements.

Proof of Destruction

The core charge of $500.00 is added to each longblock to ensure compliance with the EPA regulations. The regulations state that the original engine block must be "rendered unusable" whenever a longblock is used for repair. You and Volvo Penta must document, and retain this proof for U.S. EPA inspection, if required, that this is happening whenever a long block is sold for a non-exempt engine.
To destroy ("render unusable") the original engine, fracture a hole in the cooling jacket in the area of the oil filter boss. This can be done by hitting the side of the block with a hammer.

**NOTICE!** Use eye protection and any other needed personal protection when striking the block.

Documentation must be sent to Volvo Penta that the engine block was destroyed. Take a picture that clearly shows the hole in the cooling jacket and the serial number tag in place on the block. The photo will be sent to us as an e-mail attachment, a digital photo is recommended.

**NOTE:** EPA regulations prohibit the reuse of the original engine block for any reason or purpose, even if the core charge is forfeited.

Remove the serial number tag from the original engine after the photo has been taken.

Record the original serial number on any work orders or in the customer’s files or records.

To receive credit for the $500.00 core charge:

1. When a longblock order is placed we will mail the dealership an updated “Request for Parts Return” form.

2. Fill out the form as instructed. E-mail the form and the proof of destruction photo to vpa@volvo.com. The form and photo must be received within 60 days of the invoice date of the longblock order.

3. When we receive and approve the completed "Request" form and the photo, we will e-mail you a "Return Authorization" (RGA).

4. When you receive the RGA form; mail the form and the serial number tag to our Duluth, GA warehouse (address on RGA).

**NOTE:** do not return the original engine block!

5. After receipt and approval of the RGA and tag, we will issue a credit for the core charge (same process as other exchange cores).

You may use the original engine for parts. Dispose of the original engine block and any unused parts locally. Observe
all local, state and federal laws regarding environmentally responsible disposal of used engine components.

**Warranty**

Follow instructions and guidelines from the Warranty and Service departments for return of the original engine. DO NOT destroy the original engine. Return the engine to Volvo Penta as is, for warranty analysis.

**Outside US**

The replacements of the longblocks are global and apply to Parts’ systems in all Markets.

Destruction of the original engine block and return of the serial number tag are not required.

Policies and procedures for the handling of the longblocks as exchange parts will be issued shortly by the various market units.