

Chantey

NEWSLETTER FOR YAMAHA MARINE DEALERS

English

WEBSITE

YAMAHA OUTBOARDS WEBSITE

<https://global.yamaha-motor.com/business/outboards/>

WAVERUNNER WEBSITE

<https://global.yamaha-motor.com/business/waverunner/>

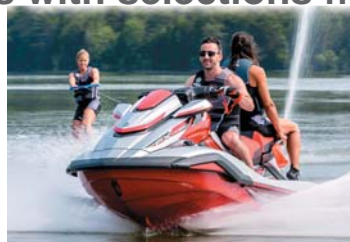


Yamaha Motor Co., Ltd., Marine Business Operations
2500 Shingai, Iwata, Shizuoka 438-8501, Japan

Chantey Special



Lively and freely traverse the waters with selections from a full line-up!



The 2020 Yamaha WaveRunner lineup carries over the huge well-balanced selection seen in the 2019 lineup. From cruising to sport riding and from entry to luxury models, depending on the purpose, riders can find what they desire. In the 2020 lineup, we focused on the fun

riding experience and the ease of handling for riders. We provide all the riders an exhilarating WaveRunner world. Let's work together to introduce the 2020 Yamaha WaveRunners to customers and increase sales.



FX Series

[Luxury]

FX Limited SVHO

FX Cruiser SVHO

FX SVHO

FX Cruiser HO

FX HO



GP•SJ Series

[Performance]

GP1800R SVHO

GP1800R HO

Super Jet



VX Series

[Recreation]

VX Cruiser HO

VX Cruiser

VX Deluxe

VX

VX-C



EX Series

[Rec-Lite]

EXR

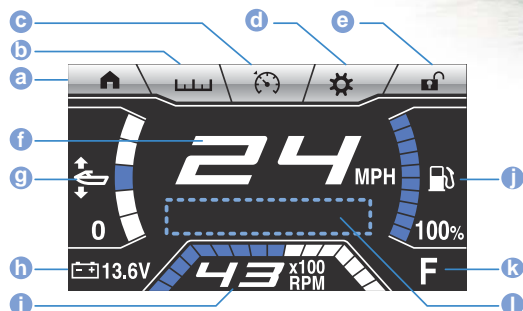
EX Deluxe

EX Sport

EX

CONNEXT

4.3 INCH COLOR TOUCHSCREEN DISPLAY for FX Series



- a Home
- b Info
- c Drive Control
- d Setting (Display / Language / Unit)
- e Security System
- f Boat Speed
- g Trim Level
- h Battery Voltage
- i Engine RPM
- j Fuel Level
- k Shift Position
- l Mode Display
Reverse Assist
Thrust Directional Enhancer
No Wake Mode
Cruise Assist

CONNEXT MULTIFUNCTION DISPLAY



We are using a 4.3 inch LCD multifunction touch panel display. The riders can see and keep track of the current riding information and engine status. The interface is intuitive so it's easy to set Drive Control and Security System with a quick touch.

c DRIVE CONTROL

The rider can select from three speed settings and two acceleration modes. Depending on the situation, riders can choose their preferred mode. For towing, the rider can maintain a constant speed and for long touring, the rider can adjust the fuel consumption. An entry rider can choose slower speeds.

1 REVERSE ASSIST

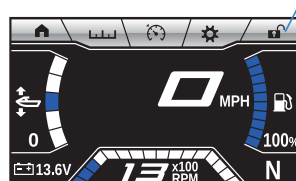
When getting off from the trailer, the Reverse Assist will allow riders to increase the reversing rpm, creating a smoother entry into the water. There are two rpm settings.

1 THRUST DIRECTIONAL ENHANCER (T.D.E., Ultra slow speed maneuvering mode)

The T.D.E. enables riders to move forward and back at ultra slow speeds by slightly lifting and lowering the reverse gate from the neutral position. Idling is easier to handle with this feature.

e CONNEXT SECURITY SYSTEM

Locked UnLocked

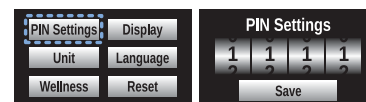


The Yamaha Security System functions help to prevent unauthorized use or theft of the watercraft. The engine cannot be started if the lock mode of the security system is selected.

Setting Menu Screen



For PIN setting, push the Setting Menu screen.



1 NO WAKE MODE / CRUISE ASSIST

No Wake Mode is useful for slow-speed riding, three settings which add ± 1 km/h to standard 8 km/h setting are available. Cruise Assist maintains engine rpm and can be adjusted from -5 to +5 settings.

Sport and high performance: The fastest model in the line-up is represented by the letters "GP"
The GP1800R HO is a new addition in the 2020 line-up!

Speed demons can enjoy a monster machine made for pure speed.



GP1800R SVHO

•Dimension: L3.35m x W1.22m x H1.19m •Dry Weight: 349kg

Color variation

Achieving superb handling and comfort, this sport model brings pleasure and versatility to the ocean.



GP1800R HO

•Dimension: L3.35m x W1.22m x H1.19m •Dry Weight: 335kg

Color variation

We renewed the website on August 15th. We are presenting the attractiveness of Yamaha WaveRunners through the website tools and functions such as showcasing a product and its features on videos.

<https://global.yamaha-motor.com/business/waverunner/>

Detailed Explanation About the Outboard Motor Service Manual

Rinko Matsuda
Technical and New Model Information Group,
Service Division, Customer Quality Section, CS Center

Hello, everyone.

In this edition, I would like to introduce a slightly different subject from the previous Chantey. Up until today, we have given advice on how to properly conduct inspection and maintenance.

Going back to the basic, I will explain the details of the Service Manual and how to navigate it. It's essential for performing maintenance.

1 General Information of the Service Manual

What's the Service Manual ?

The Service Manual is a textbook for the service staff members on how to inspect and perform maintenance.

The procedures and techniques demonstrate safe and proper maintenance for customers' products.

Target person

The Service Manual is for people who are qualified as **YTA Bronze technicians** or who have **over three years maintenance experience**.

*The basic knowledge Bronze technicians acquired is not included in the Service Manual.

Approximate publishing time

One month from
the model production start

English version

Two months from
the model production start

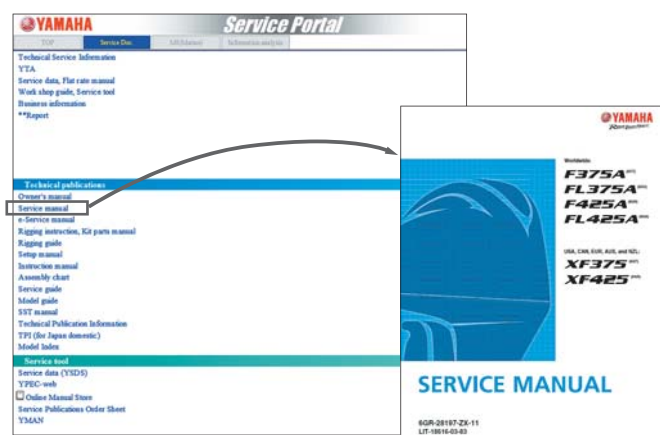
Japanese version and other languages

*This is an estimated schedule. The publishing day may change due to the editing process.

How to get the Service Manual

The published Service Manuals are available on the Yamaha online site and from distributors.

"Service Portal" Introduction



2 Contents of the Service Manual

Explanation of warning symbols

The warning symbols are explained in the beginning of the Service Manual.

Make sure to read the explanation pertaining to the warning symbols. They give important information for proper operations.

⚠ : This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

⚠ WARNING

A WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

NOTICE

A NOTICE indicates special precautions that must be taken to avoid damage to the outboard motor or other property.

TIP:

A TIP provides key information to make procedures easier or clearer.

Currently available Service Manual's basic structure

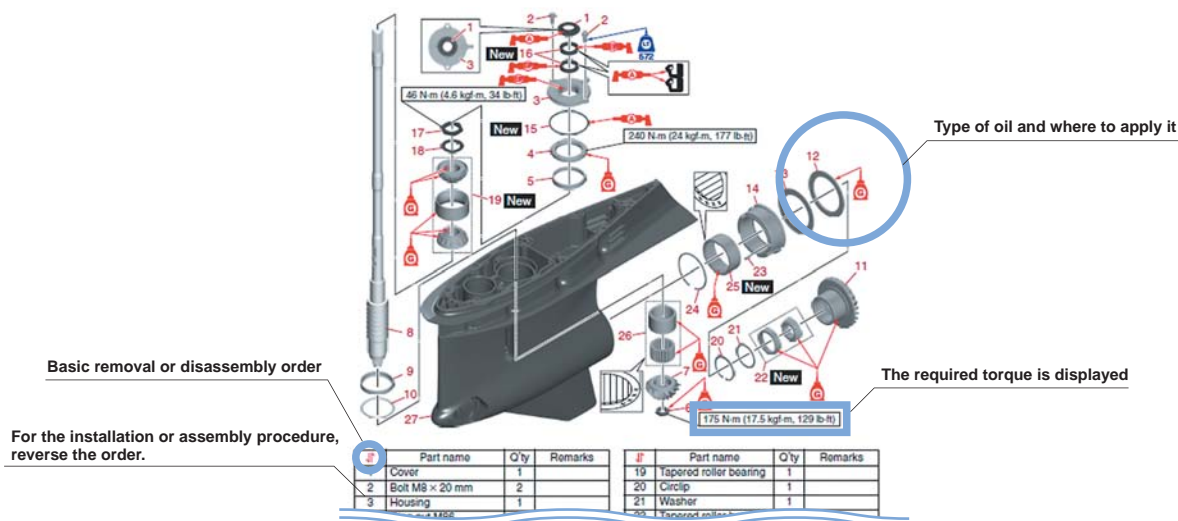
[Examples of application]

Chapter number	Chapter name	Contents and [Examples of application]	Chapter number	Chapter name	Contents and [Examples of application]
—	Cover page	Model name and Service Manual part number	5	Electrical system	Handling a harness, schematic diagram, how to inspect electrical parts, and disassembling / assembling a starter motor
—	Preface / Contents	Introduction, information on the warning symbols, and table of contents	6	Fuel system	How to inspect, install, and uninstall the fuel system equipment [Checking the inside of VST, inspecting the intake manifold]
0	General information	Explanation of oil and other symbols [Checking the lubricant, sealant, and thread lock adhesive symbols]	7	Power unit	Installing / uninstalling the power unit and flywheel magnet, installing the starter motor, and inspecting the cylinder system [Inspecting compression pressure/oil pressure and adjusting valve clearance]
1	Specification	Specification data, exterior dimensional drawing, and clamp bracket dimensional drawing	8	Lower unit	Inspecting a propeller and installing / uninstalling the lower unit, water pump, and shift rod [Shim adjusting (clockwise rotation and counterclockwise rotation)]
2	Technical feature and description	Model's feature description [Checking the function of each equipment. Checking the lubricant, fuel, and intake / exhaust flow]	9	Bracket unit	Installing / uninstalling an apron and bottom cowl. Inspecting and installing / uninstalling PTT system
3	Rigging information	Unpacking procedure, installing an outboard motor to the boat, and setting riggings [Checking the position of the riggings for different boats, setting a tilt limiter]	10	Maintenance	Severe condition, periodic inspection chart, pre-delivery inspection, and tips for the periodic inspection
4	Troubleshooting	Introduction of YDIS, how to troubleshoot, and explanation of the YDIS malfunction codes [Looking up the YDIS malfunction code to check the engine status and how to troubleshoot it]	A	Appendix	Wiring diagram, shim chart, and model data (specification) such as size and weight

3 Unfamiliar Service Manual Information

Lastly, I will explain how to use the Service Manual through an example and give other useful information.

The parts diagram displays required torque, oil information, and the order of disassembling parts



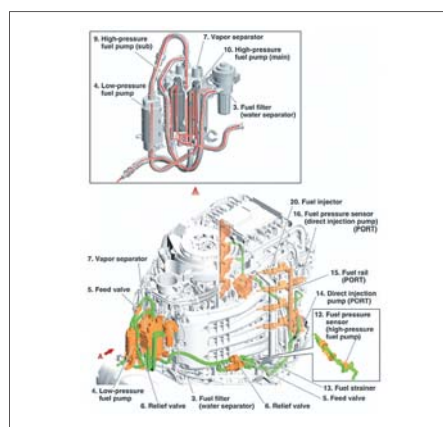
Brand new Service Manuals in color with pictures and 3D images are available!

The illustration is complemented with pictures and 3D images for easier viewing. Shapes of the parts are clearer.

Previous Service Manuals were printed in white and black however from the F425 Service Manual, they became colorized.

Fuel system illustration

[Example]



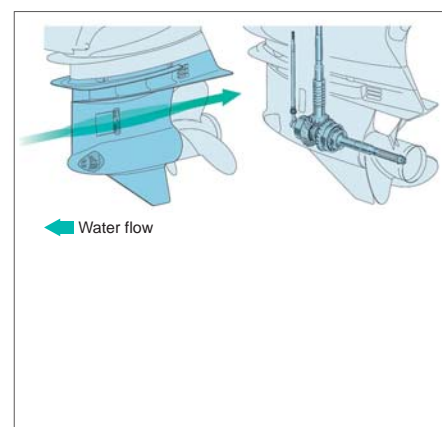
SST

[Example]



Lower case

[Example]



Supplement: Marine service publications - Technical Service Information (TSI)

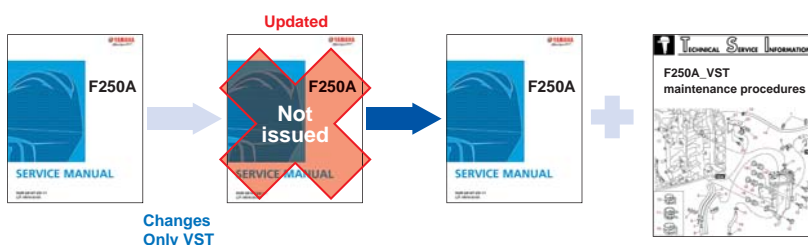
If any minor changes exist, a new Service Manual will not be published.

Any changes from the current model will be notified through the Technical Service Information (TSI) to the market.

In this instance, please use the current model's Service Manual and the TSI.

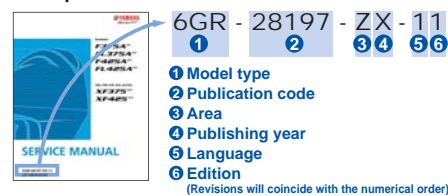
*In the case of year model change, TSI may not be used instead it will be updated in the model guide.

Example: If the VST to the current F250A change



The meaning of the parts number in the Service Manual

Example: F425A



Example of codes

- ③ Area
0: JPN, A: North America, Z: Worldwide
- ④ Publishing year
X: Published in 2018, Y: Published in 2019, 0: Published in 2020
- ⑤ Language
0: Japanese, 1: English, 2: French
- ⑥ Edition
1: First edition (no revision), 2: Second edition (First revision), 3: Third edition (Second revision)



Stern-to mooring

Toshihiro Shimizu,
Business Development Division, Marine Planning Section,

This article explains how to moor the WaveRunner stern-to.

This is useful when mooring the WaveRunner for short periods during a test ride event however, it's not suitable for extended periods and when winds or waves are present.

Merit

- Unlike a side-to-side mooring which takes up more dock space, stern-to mooring needs only half of the area.
- The WaveRunner rocks less because people mount it from the stern as oppose to getting on from the side.
- Riders can effortlessly drive forward and depart the dock.

Demerit

- This method of mooring cannot be used when waves and winds exist.
- The WaveRunner facing direction has to be changed.
(The stern needs to be toward the dock.)
- The WaveRunner always has to be watched to prevent it from bumping into the dock.

*This type of mooring cannot be achieved when waves and winds are present.

A clear view of the WaveRunner must be maintained to prevent it from bumping into the dock.

*The reverse gate on some models may stick out past the gunnel or close to the end of the gunnel.

In these models, the reverse gate is vulnerable to damage by coming into contact with the dock or fender.
Please check in advance.



A guide for stern-to mooring

- 1 Turn the WaveRunner's stern toward the dock.
- 2 Put a fender (the white fender in the picture) between the gunnel and dock.
- 3 Put a rope or belt through the stern cleat and pull the WaveRunner to the dock.
(The fender is a cushion between the dock and stern.)

***Because the gunnel is near to the surface of the water, using a properly sized fender is important to prevent it from coming out of the water and on to the reboarding platform.**



Mooring rope

Just like in the picture, it's useful to moor with an adjustable belt.





KUWAIT

3S OBM Campaign in Kuwait

Suresh John, Service Manager
KUWAIT DEVELOPMENT & TRADING CO. SULTAN AL SALEM & SONS

3S OBM Service campaign was conducted on June 28, 2019 at Khairan Resort in Kuwait. Despite the high temperature over 50°C all day, a total of 30 staff members from Sales, Service, and Spare Parts participated and worked hard the entire day. 48 engines (29 four-stroke and 19 two-stroke engines) were serviced during the campaign. Basically, we asked customers to buy either the two-stroke or four-stroke maintenance kit for their engines before our service. We also diagnosed the four-stroke engines using the YDIS and gave the diagnosis report to customers for further maintenance.

In the venue, the OBM and the WaveRunner were displayed along with Yamalube, product banners, and some educational materials. Many inquiries were received for the products from the customers, and we succeeded in selling some units and spare parts. We felt confident that our customers were satisfied with our campaign. Unlike other brands, Yamaha has been hosting these types of events for Yamaha owners for a long time.



MEXICO

Service Campaign in Mexico

Tsugumi Yamanaka
1st Marketing Division Marine Business Operations YMC

Mechanics at Industria Mexicana de Equipo Marino, S.A. de C.V. (IMEMSA) have an annual schedule to practice service campaigns throughout Mexico. In May, some members of YMC had the privilege of joining them in their campaign in the state of Yucatan.

The campaign was conducted by 3 parties- IMEMSA, local dealers (El Delfin and Pro Shop Marine) and YMC members. During the 9-day-long event, approximately 350 Fishermen received free basic maintenance inspection which included changing spark plugs, oil, and oil filters.

Witnessing our clients waiting early in the morning, we could tell that they had been looking forward to the campaign. The objective of this event was not only to enhance YAMAHA's brand image but also to share the importance of practicing basic maintenance by themselves.

Thus, we made sure to take time and discuss these topics with our clients. A local fisherman in the port of El Cuyo commented on how he would like to take more care of his engine by changing the oil more frequently and using official parts in order to

keep working every day during the upcoming high season.

Throughout this campaign, my appreciation and admiration towards the mechanics, who continuously reached out to the clients to provide the much needed after service has grown even more. Yamaha believes that after service is a core factor for success in the industry and we are excited to work with IMEMSA and dealers to expand the market by working as a team.



JAPAN

Hamana Lake Cleaning Event Report

"The 11th Hamana Lake Cleaning Event" was held on May 24th, 2019. Hamana Lake is a haven for an array of both saltwater and freshwater marine species because the southern part of the lake extends to the ocean. It's an ideal fishing location among professionals and hobbyists. With its naturally calm and peaceful waves, Hamana Lake is known to be one of the best places for marine sports and leisure activities in Japan. People can enjoy swimming, sailing, cruising, and towing. Hamana Lake is crucial for Yamaha Motor Marine Business Operations. We utilize the lake for our work such as product evaluations and test rides. Yamaha believes in giving back to Hamana Lake as a social contribution activity. Between 2013 to 2018, we conducted cleaning events twice a year to cover most of the shore around the lake. Moving forward, we decided to continue this practice once a year. The lake is cleaned using easy-to-steer personal watercrafts (PWCs), sport boats that can be driven in shallow water, and fishing boats with outboard motors capable of hauling heavy loads. It's difficult to reach the shore through land, therefore by taking advantage of our marine products, we are able to access the shore from the water to collect and dispose of trash.

The participants divided into two groups and cleaned for about 1.5 hours.

Volunteers collected 145 garbage bags worth of burnable trash, 67 bags of non-burnable trash, and other large-sized pieces of garbage. The total weight was 450kg. Although it was tough and the volunteers were sweating, everyone had a gratifying smile at the end. We will continue to protect and clean the wonderful Hamana Lake and pass it on to the next generation.



Billfish Tournament Participation Report in 2019



Hello, my name is Matt Kondo from the Human Resource Development Group, Marine Planning Section. This time I would like to report on the billfish tournaments which we at the marine team participated in.

In summer, the billfish follows the Kuroshio Current to Enshu-nada Sea which is located outside of Hamamatsu city. Every year, two billfish tournaments are held in this area. When I was working in Australia, I had the opportunity to take part in billfish fishing. I wanted to share my experience with my colleagues so in 2015 we entered the billfish tournament for the first time. Four years have passed from that day. A total of ninety-five participants have entered six tournaments so far.

With the weather being good, both Hamamatsu Billfish Tournament from July 13th to 14th and Enshu-nada Billfish Tournament from August 3rd to 4th were held as scheduled. We organized a mixed team of beginners and experienced members from Yamaha and entered both competitions.

In July's competition, we got a bite from a billfish twice but unfortunately, both escaped. On the first day of the August competition, we tagged and released a blue marlin weighing approximately 80kg. Working as a team, we successfully released the fish in 17 minutes after the hit. Since there were two tournaments this year, many Yamaha members were able to join these competitions and catch a billfish. It was a great season for us.



Now, I would like to present a message from a newly joined member.

We participated in the billfish tournament for the first time because we wanted to know how sports fishing is captivating many customers. I heard nobody caught a billfish for a few years however surprisingly we got a hit in the competition. It was like something you see on TV or movies to witness a billfish jumping out of the water in a distance. With exciting moments like these, I can understand how boats and the ocean appeal to customers. In order to understand our market and customers, it is important for Yamaha staff members to enjoy fishing firsthand. We want to enter the next competition again!



I feel it is valuable that members from different departments of the company gathered and got on the same boat. Even though there are some failures and successes, together we feel the warmth when we work as a team for an extraordinary experience of catching a billfish. A deeper bond and better communication were born out of it. I believe that we carry over our stronger connection formed with other members to the workplace and achieve better results.

Lastly, we are currently using GradyWhite Express 360, but this year we decided to change from a triple- engine F250D setup to a twin-engine F375. With this change, we noticed a substantial performance increase. Compared to the inboard motor boats which are commonly used in the billfish tournament, the top speed of outboard motorboats is outstanding.

Anyone onboard can acknowledge the benefits that come with reaching an area quickly. With the F375's power and thrust which create powerful propulsion, there is no need to worry about propellers' slipping due to wave condition in the open sea. Compared to the previous triple engine rig, the fuel consumption decreased by 20% when engaging in a full day of trolling pattern. Also, the response of the Helm Master has markedly improved. The speed control feature of the Helm Master is useful for trolling. In order to make the lure move effective in the varying tide conditions, precise adjustments of the boat speed are necessary. The speed control feature is very effective for trolling. We can change the rpm by 100 with a push of a button.

Next year, I want to enter the billfish tournaments again with new colleagues. I will enjoy sports fishing and put myself into the customers' perspective to experience the same feeling.

Ecuadorian Market

On this round of Meet the Yamaha Family, we would like to introduce our OBM distributor in Ecuador, Almacenes Juan Eljuri Cia. Ltda. (Juan Eljuri) and their dealer KDJ.

Juan Eljuri was founded in 1925 and is one of the oldest distributors that Yamaha has been working with. Having over 60 dealers in the country, the distributor covers over 4 regions: Coast, Highlands, Amazons, and the Galapagos Islands. The largest market is the fishermen in the coastal area where the rough waves of the Pacific Ocean hit. In this region, a powerful and durable engine has always been in high demand and Juan Eljuri has succeeded in expanding the market by providing the fishermen with Enduro models.

KDJ is one of the authorized dealers in the coastal area. It is located right in front of Santa Rosa pier where there are more than 1,200 boats. Shop owner Mr. Claudio Alonzo and his son keep the shop tidy and clean,



maintaining a welcoming atmosphere. He also makes sure that the clients are well aware of how to use their engines properly. When YMC staff visited his shop early this summer, they were giving out the leaflets which Juan Eljuri had issued, cautioning fishermen not to get rid of their thermostat.

The Ecuadorian fishing market has great potential and Juan Eljuri and its dealers have been working hard to make it even bigger. We look forward to building a future with our "Yamaha Family" in Ecuador!



Revs Report

Two World Championships

2019 470 Junior World Championships (World Championships for ages 23 and under hosted by the International 470 Class Association) was held in Slovenia from July 2nd to 7th.

From the Yamaha Sailing Team 'Revs', Udagawa / Kudo pair representing Japan entered this competition. Instead of using their own boat to compete, they decided to charter one. Time and energy were required to get the boat into racing condition. They also needed to get used to the overall handling of the boat. The pair was able to be proficient with the boat and compete in the top group from the third day. They earned a spot in the medal race and placed 4th in the competition. Facing against competitors in the same generation and achieving a high rank in the world championships, they gained confidence for future competitions. YAMAHA 470 World Championships, which Yamaha Motor is the main sponsor of, was held in Enoshima, Japan from August 2nd to 9th. The competition is a qualifying race for the 2020 Tokyo Olympics. Depending on the outcome of this competition, the teams that will represent Japan will be selected. During all the races, athletes had fair and strong winds. Accomplished athletes stood out from the rest and placed in the top rankings. Indubitably, teams ranked number one in the world won both men's and women's races.

Yamaha Sailing Team 'Revs' used the new Yamaha 470 class boats*. Both teams competed hard in favorable wind conditions however they were unable to place in the top group. The male pair Takayama / Imamura placed 28th and the female pair Udagawa / Kudo placed 23rd.

The female pair Yoshida / Yoshioka placed 2nd in this competition becoming Japan's Olympic team. Udagawa / Kudo became substitute athletes. The selection process for the males was carried over to the Sailing World Cup in September. It's a long shot to be selected to represent Japan but both teams are working hard to give their best performance in the upcoming Sailing World Cup.



Mathew Belcher / William Ryan : Men's Champion, Yamaha Sailing Team 'Revs' contract athletes



*Yamaha 470 class boat

Yamaha Motor developed the new 470 class yacht "YAMAHA 470 CPH" and started accepting orders from the end of May of this year. For details, please visit the Yamaha Motor Global Site.

<https://global.yamaha-motor.com/news/2019/0508/470.html>