HPi VS HPi Verification Services	REFERENCE:	RCD - GN - 05	ISSUE:	01
	TITLE:	**Guidance Note** ***Requirements for components purchased and fitted in Recreational Craft***		

DATE OF ISSUE:	29/8/2025	**NUMBER:**	RCD-GN-05
Applicable Regulation:	RCD II, RCD harmonized standards	Module/Product:	All
KEY WORDS:	Components, engines, annex II, essential requirements		

This document is intended to help the purchasing managers of recreational craft manufacturers to buy only compliant components to fit in their boats.

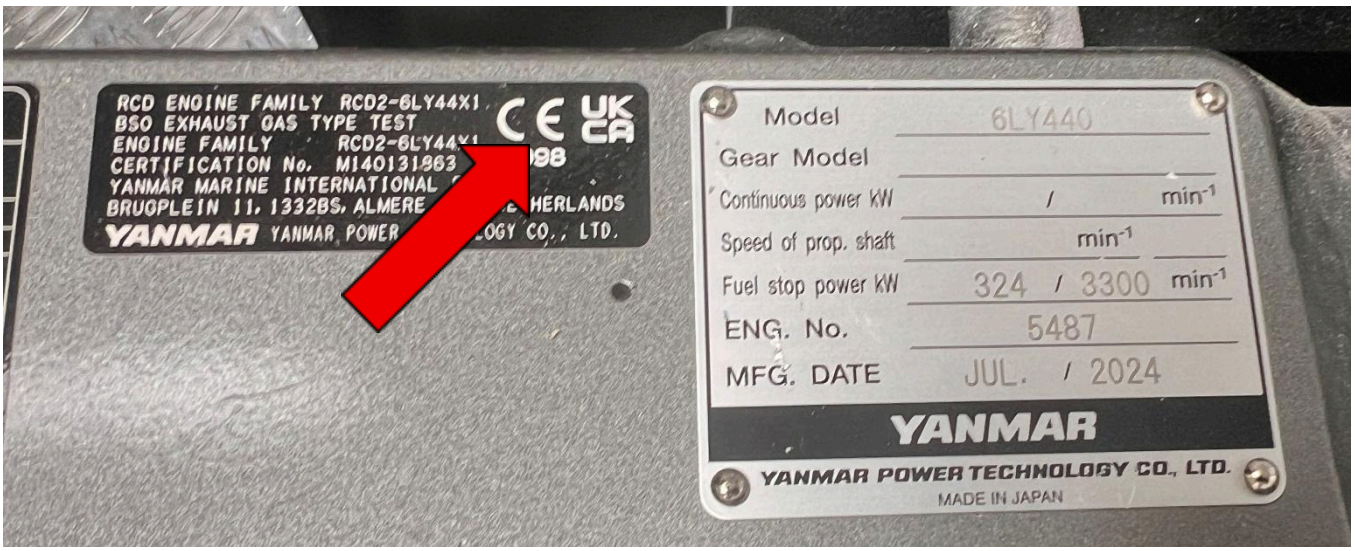
Note that this document applies to craft being manufactured. A single (used) boat being imported into Europe without the manufacturer's input are often permitted to use more pragmatic assessment methods for conformity. But a manufacturer of a boat MUST purchase new components that conform to this document.

Contents

1 Engines

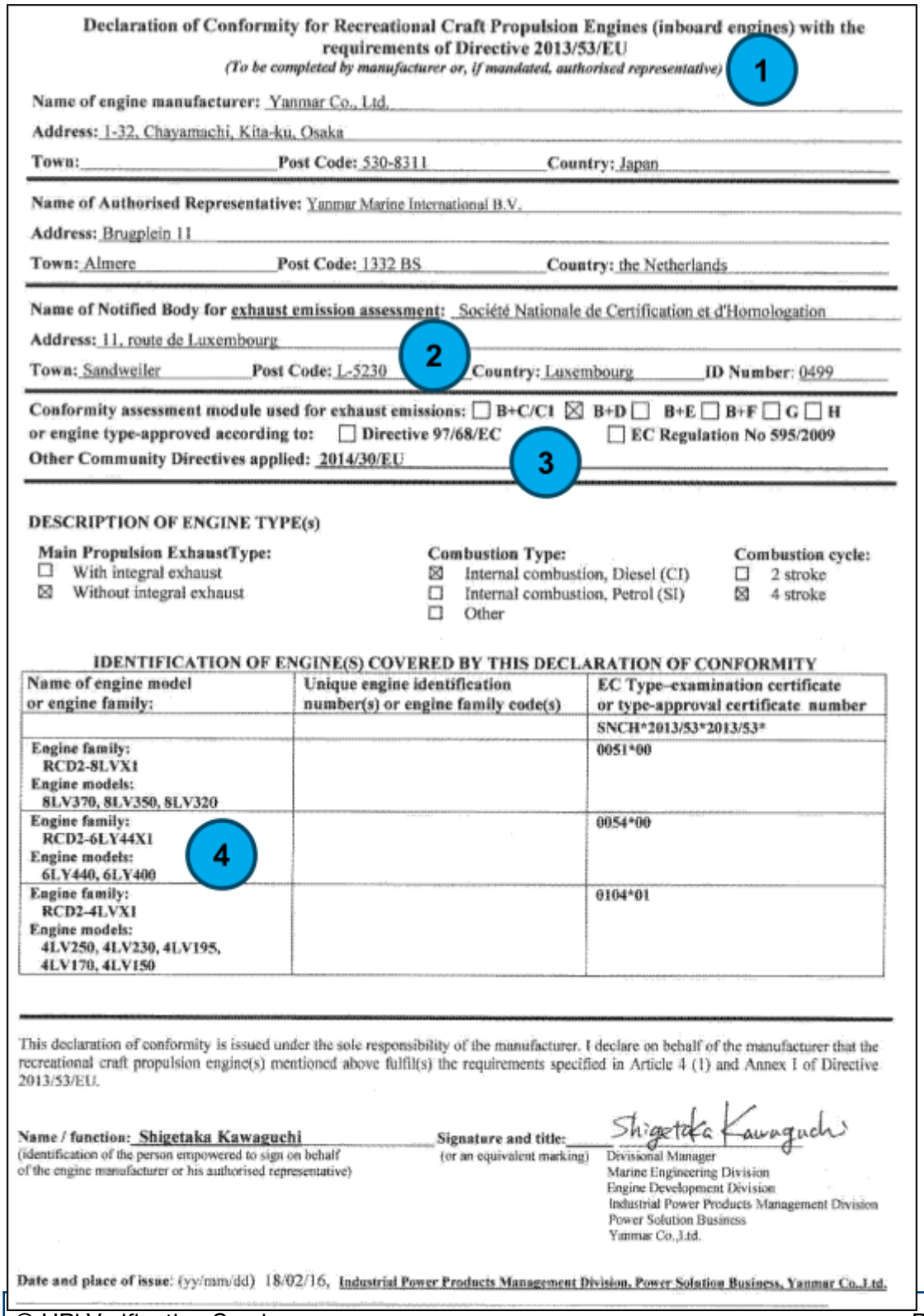
1.1 Exhaust Emissions

Internal combustion engines (inboard and outboard) for propulsion[1], are required to show a CE mark which shows that it meets the RCD's exhaust emission limits. Here is an example on a Yanmar engine.



It should also be supplied with a Declaration of Conformity (DoC) that identifies the RCD's exhaust emissions. Here is the DoC for the engine above.

[1] Generators are not required to conform.



Declaration of Conformity for Recreational Craft Propulsion Engines (inboard engines) with the requirements of Directive 2013/53/EU

(To be completed by manufacturer or, if mandated, authorised representative)

1

Name of engine manufacturer: Yanmar Co., Ltd.

Address: 1-32, Chayamachi, Kita-ku, Osaka

Town: _____ **Post Code:** 530-8311 **Country:** Japan

Name of Authorised Representative: Yanmar Marine International B.V.

Address: Brugplein 11

Town: Almere **Post Code:** 1332 BS **Country:** the Netherlands

Name of Notified Body for exhaust emission assessment: Société Nationale de Certification et d'Homologation

Address: 11, route de Luxembourg

2

Town: Sandweiler **Post Code:** L-5230 **Country:** Luxembourg **ID Number:** 0499

Conformity assessment module used for exhaust emissions: ☐ B+C/C1 ☒ B+D ☐ B+E ☐ B+F ☐ G ☐ H

or engine type-approved according to: ☐ Directive 97/68/EC ☐ EC Regulation No 595/2009

Other Community Directives applied: 2014/30/EU

3

DESCRIPTION OF ENGINE TYPE(s)

Main Propulsion ExhaustType:
☐ With integral exhaust
☒ Without integral exhaust

Combustion Type:
☒ Internal combustion, Diesel (CI)
☐ Internal combustion, Petrol (SI)
☐ Other

Combustion cycle:
☐ 2 stroke
☒ 4 stroke

IDENTIFICATION OF ENGINE(S) COVERED BY THIS DECLARATION OF CONFORMITY

Name of engine model or engine family:	Unique engine identification number(s) or engine family code(s)	EC Type-examination certificate or type-approval certificate number
		SNCH*2013/53*2013/53*
Engine family: RCD2-8LVX1 Engine models: 8LV370, 8LV350, 8LV320		0051*00
Engine family: RCD2-6LY44X1 Engine models: 6LY440, 6LY400		0054*00
Engine family: RCD2-4LVX1 Engine models: 4LV250, 4LV230, 4LV195, 4LV170, 4LV150		0104*01

4

This declaration of conformity is issued under the sole responsibility of the manufacturer. I declare on behalf of the manufacturer that the recreational craft propulsion engine(s) mentioned above fulfil(s) the requirements specified in Article 4 (1) and Annex I of Directive 2013/53/EU.

Name / function: Shigetaka Kawaguchi
(identification of the person empowered to sign on behalf of the engine manufacturer or his authorised representative)

Signature and title: Shigetaka Kawaguchi
(or an equivalent marking)
Divisional Manager
Marine Engineering Division
Engine Development Division
Industrial Power Products Management Division
Power Solution Business
Yanmar Co.,Ltd.

Date and place of issue: (yy/mm/dd) 18/02/16, Industrial Power Products Management Division, Power Solution Business, Yanmar Co.,Ltd.

Key:

1. Declaration is for RCD, not another directive.

2. Notified (certification) body is mandatory for exhaust emissions.

3. Conformity assessment module is applied for exhaust emissions

4. DoC is valid for our engine model.

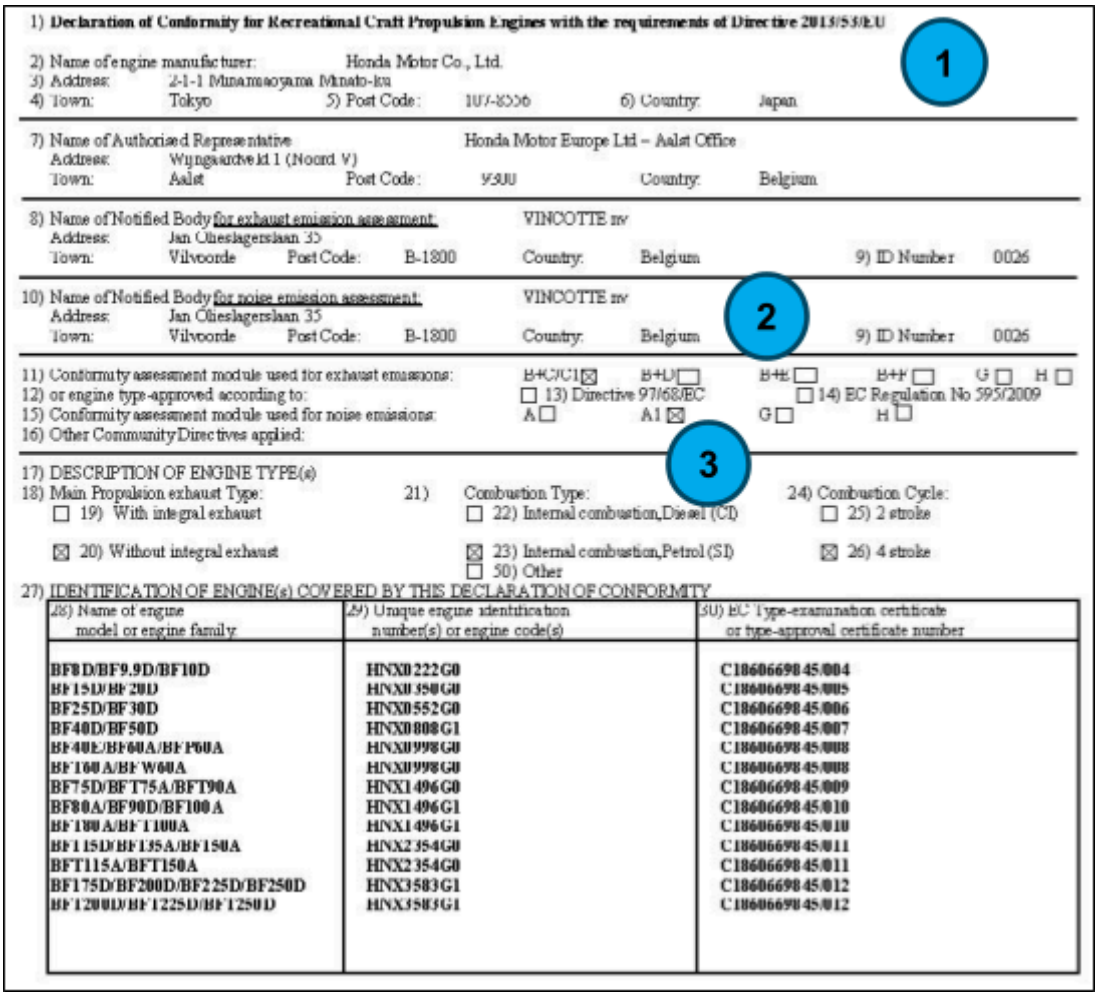
1.2 Noise Emissions

Internal combustion engines, for propulsion, that have an "integral exhaust" are also required to have a CE mark to show that they comply with the noise emission limits of RCD.

An "integral exhaust" is where the exhaust is ducted through the engine and its directly coupled drive train. (examples: outboard motor, stern-drive, Volvo IPS).

A "non-integral exhaust" is where the exhaust is ducted (by the boat manufacturer) from the engine through a hole in the boat's hull.

The Yanmar engine in section 1.1 above has a "non-integral exhaust" and so the DoC does not state conformity for noise emissions. The following DoC is for Honda outboard motors:



1) **Declaration of Conformity for Recreational Craft Propulsion Engines with the requirements of Directive 2013/53/EU**

2) Name of engine manufacturer: Honda Motor Co., Ltd.
3) Address: 2-1-1 Minamiaoyama Minato-ku
4) Town: Tokyo 5) Post Code: 107-8556 6) Country: Japan

7) Name of Authorised Representative: Honda Motor Europe Ltd – Aalst Office
Address: Wyngaardveld 1 (Noord V)
Town: Aalst Post Code: 9300 Country: Belgium

8) Name of Notified Body for exhaust emission assessment: VINCOTTE nv
Address: Jan Olieslagerslaan 35
Town: Vilvoorde Post Code: B-1800 Country: Belgium 9) ID Number 0026

10) Name of Notified Body for noise emission assessment: VINCOTTE nv
Address: Jan Olieslagerslaan 35
Town: Vilvoorde Post Code: B-1800 Country: Belgium 9) ID Number 0026

11) Conformity assessment module used for exhaust emissions: B+C/C1☒ B+D☐ B+E☐ B+F☐ G☐ H☐
12) or engine type-approved according to: ☐ 13) Directive 97/68/EC ☐ 14) EC Regulation No 595/2009
15) Conformity assessment module used for noise emissions: A☐ A1☒ G☐ H☐
16) Other Community Directives applied:

17) DESCRIPTION OF ENGINE TYPE(s)
18) Main Propulsion exhaust Type: 21) Combustion Type: 24) Combustion Cycle:
☐ 19) With integral exhaust ☐ 22) Internal combustion,Diesel (CI) ☐ 25) 2 stroke
☒ 20) Without integral exhaust ☒ 23) Internal combustion,Petrol (SI) ☒ 26) 4 stroke
☐ 50) Other

27) IDENTIFICATION OF ENGINE(s) COVERED BY THIS DECLARATION OF CONFORMITY

28) Name of engine model or engine family	29) Unique engine identification number(s) or engine code(s)	30) EC Type-examination certificate or type-approval certificate number
BF8D/BF9.9D/BF10D	HNX0222G0	C1860669845/004
BF15D/BF20D	HNX0350G0	C1860669845/005
BF25D/BF30D	HNX0552G0	C1860669845/006
BF40D/BF50D	HNX0808G1	C1860669845/007
BF40E/BF60A/BFP60A	HNX0998G0	C1860669845/008
BF60A/BFW60A	HNX0998G0	C1860669845/008
BF75D/BFT75A/BFT90A	HNX1496G0	C1860669845/009
BF80A/BF90D/BF100A	HNX1496G1	C1860669845/010
BF100A/BFT100A	HNX1496G1	C1860669845/010
BF115D/BF135A/BF150A	HNX2354G0	C1860669845/011
BFT115A/BFT150A	HNX2354G0	C1860669845/011
BF175D/BF200D/BF225D/BF250D	HNX3583G1	C1860669845/012
BF200D/BF225D/BF250D	HNX3583G1	C1860669845/012

Key:

1. Declaration is for RCD, not another directive.

2. Notified (certification) body is mandatory for noise emissions.

3. Conformity assessment module used for noise assessment

IMPORTANT: if a boat is high-speed and has an engine with a non-integral exhaust, the boat+engine must be noise tested by Notified Body, before the boat may be Declared to RCD and CE marked.

2 Components Listed in RCD's Annex II

All of the devices in this section require both a **CE mark and a Declaration of Conformity** (DoC) for the **Recreational Craft Directive** whose number is **2013/53/EU**.

It is very important that the boat manufacturer's purchasing department put into their purchase orders, the conformity details listed below.

2.1 Ignition-protected equipment

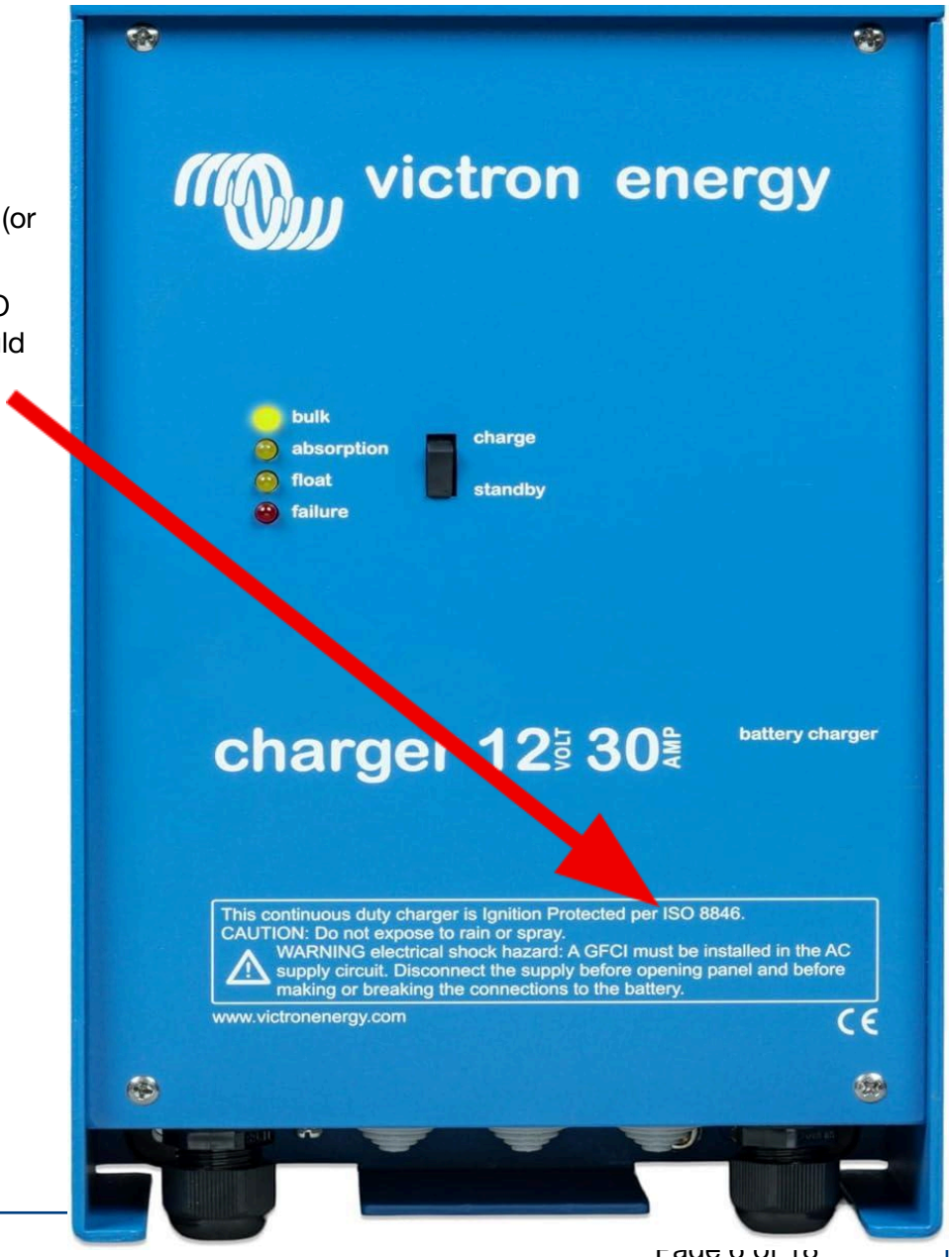
`Electrical components fitted in PETROL engine and tank spaces must be CE marked to show they are ignition protected (IP). An IP device is considered not to issue sparks or heat, during normal operation, that could ignite petrol (or gas) fumes.

The European test standard is ISO 8846 and compliant devices should not only have a CE mark but must also be labelled "ISO 8846".

However, the Notified Bodies will usually accept equivalent test standards (eg ABYC/UL), so long as there is a CE mark and DoC to RCD.

Here is a photo of such a device

On the next pay, we show a DoC for an IP compliant device.

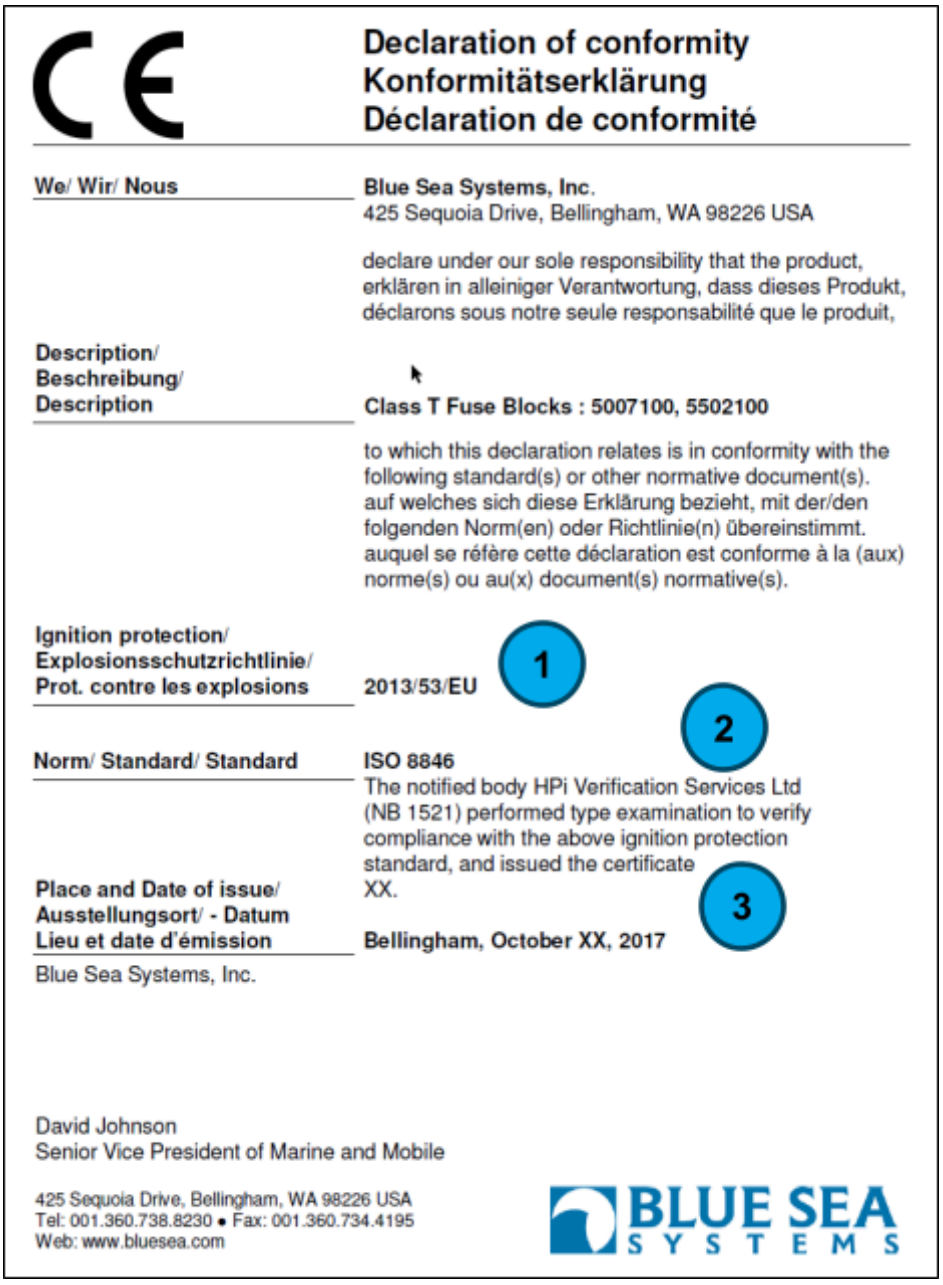


Key:

1. Declaration is for RCD, not another directive.

2. Notified (certification) body is mandatory for all annex II components.

3. Standard (ISO 8846) confirms the declaration is for ignition protection



CE

Declaration of conformity
Konformitätserklärung
Déclaration de conformité

We/ Wir/ Nous — **Blue Sea Systems, Inc.**
425 Sequoia Drive, Bellingham, WA 98226 USA

declare under our sole responsibility that the product, erklären in alleiniger Verantwortung, dass dieses Produkt, déclarons sous notre seule responsabilité que le produit,

Description/ Beschreibung/ Description — **Class T Fuse Blocks : 5007100, 5502100**

to which this declaration relates is in conformity with the following standard(s) or other normative document(s). auf welches sich diese Erklärung bezieht, mit der/den folgenden Norm(en) oder Richtlinie(n) übereinstimmt. auquel se réfère cette déclaration est conforme à la (aux) norme(s) ou au(x) document(s) normative(s).

Ignition protection/ Explosionsschutzrichtlinie/ Prot. contre les explosions — **2013/53/EU** (1)

Norm/ Standard/ Standard — **ISO 8846** (2)
The notified body HPi Verification Services Ltd (NB 1521) performed type examination to verify compliance with the above ignition protection standard, and issued the certificate XX.

Place and Date of issue/ Ausstellungsort/ - Datum Lieu et date d'émission — **Bellingham, October XX, 2017** (3)
Blue Sea Systems, Inc.

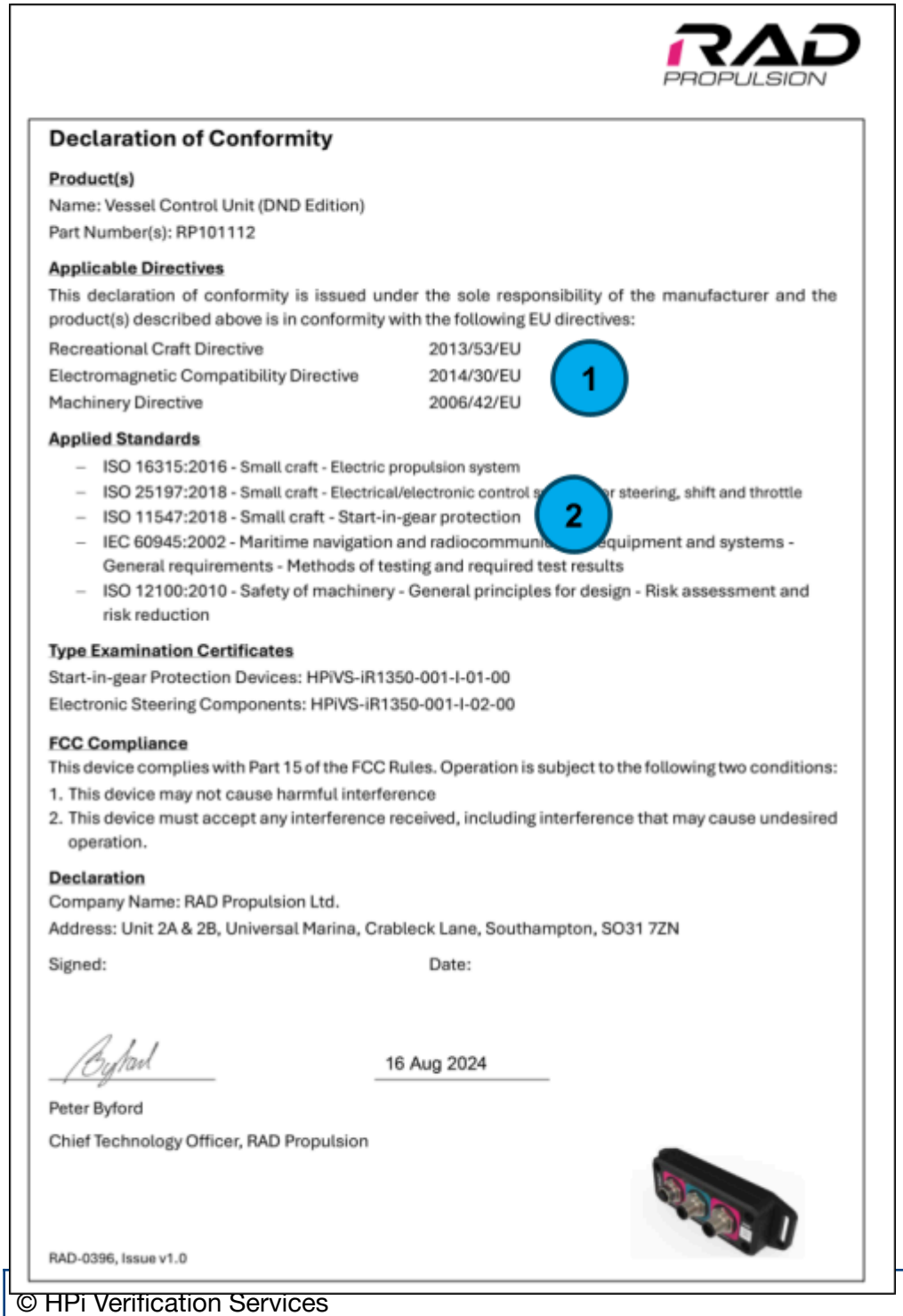
David Johnson
Senior Vice President of Marine and Mobile

425 Sequoia Drive, Bellingham, WA 98226 USA
Tel: 001.360.738.8230 • Fax: 001.360.734.4195
Web: www.bluesea.com

BLUE SEA SYSTEMS

2.2 Start-in-gear protection devices for outboard engines

When a boat manufacturer buys an outboard motor to fit to a recreational craft, it must have a CE mark and Declaration of Conformity that shows the motor has a means to stop it from starting if it is left in-gear (ie with the gear engaged).



RAD PROPULSION

Declaration of Conformity

Product(s)

Name: Vessel Control Unit (DND Edition)

Part Number(s): RP101112

Applicable Directives

This declaration of conformity is issued under the sole responsibility of the manufacturer and the product(s) described above is in conformity with the following EU directives:

Recreational Craft Directive	2013/53/EU
Electromagnetic Compatibility Directive	2014/30/EU
Machinery Directive	2006/42/EU

1

Applied Standards

- ISO 16315:2016 - Small craft - Electric propulsion system
- ISO 25197:2018 - Small craft - Electrical/electronic control s… …r steering, shift and throttle
- ISO 11547:2018 - Small craft - Start-in-gear protection
- IEC 60945:2002 - Maritime navigation and radiocommuni… …equipment and systems - General requirements - Methods of testing and required test results
- ISO 12100:2010 - Safety of machinery - General principles for design - Risk assessment and risk reduction

2

Type Examination Certificates

Start-in-gear Protection Devices: HPiVS-iR1350-001-I-01-00

Electronic Steering Components: HPiVS-iR1350-001-I-02-00

FCC Compliance

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

1. This device may not cause harmful interference
2. This device must accept any interference received, including interference that may cause undesired operation.

Declaration

Company Name: RAD Propulsion Ltd.

Address: Unit 2A & 2B, Universal Marina, Crableck Lane, Southampton, SO31 7ZN

Signed: Date:

16 Aug 2024

Peter Byford

Chief Technology Officer, RAD Propulsion

RAD-0396, Issue v1.0

The European test standard for start-in-gear protection is ISO 11547.

This applies to all outboard motors: ie electric motors as well as internal combustion engines.

Here is a DoC for an electric outboard that conforms to these requirements.

Key:

1. Declaration is for RCD, not another directive.

2. Standard (ISO 8846) confirms the declaration is for ignition protection

2.3 Steering wheels, steering mechanisms and cable assemblies

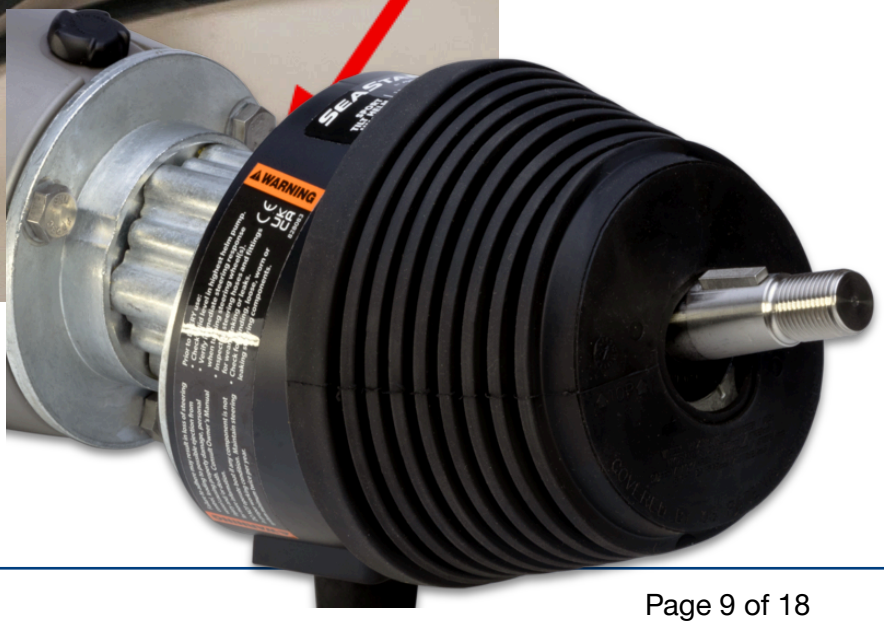
All components of a bought-in steering system fitted to a recreational craft, must be CE marked and declared compliant with the RCD.

There are a number of standards, depending upon the system and components:

1. ISO 8847 Steering gear — Cable over pulley systems
2. ISO 8848 Remote mechanical steering systems
3. ISO 10592 Remote hydraulic steering systems
4. ISO 11591 Field of vision from the steering position
5. ISO 13929 Steering gear — Geared link systems
6. ISO 23411 Steering wheels
7. ISO 25197 Electrical/electronic control systems for steering, shift and throttle

Here is a photo of a hydraulic steering ram with a CE mark.

Here is a photo of a helm unit with a CE mark.



2.4 Fuel Tanks

A tank that is bought 'off-the-shelf' to fit in a recreational craft should be CE marked and Declared compliant with RCD. The boat builder should be careful to make sure that the Declaration and label on the tank confirm:

- The tank is fit to carry the correct type of fuel, and
- If, in the case of petrol tanks, it may or may not be fitted in an engine space.

A boat manufacturer may fabricate their own fuel tanks without needing to have a Notified Body certify them. These tanks should still conform to the applicable standard (ISO 21487) but should NOT be CE marked.

Only tanks certified by a Notified Body may be CE marked.

Öja Alu-Tank

DECLARATION OF CONFORMITY

Manufacturer:	**Ab Öja Alu-Tank Oy, FI24615923**
Designer:	**Ab Öja Alu-Tank Oy**
Certification No.:	**No. EUFI29-24002271-C1**
Certification Module:	**B**
Model/ type:	**Permanently installed Fuel tanks**

We declare that all our products comply with all the relevant requirements and directives for fuel tanks and systems.

EN ISO 21487:2018
EN ISO 10088:2023

This declaration of conformity is issued under the sole responsibility of the manufacturer or the private importer or the person referred to in Article 19(3) or (4) of Directive 2013/53/EU

Notified body: **Eurofins Expert Services Oy [0809]**
Kivimiehentie 4
02151 Espoo

We declare that all our products comply with all the relevant requirements for Fuel tanks and systems in standards and federal regulations.

H-24 Gasoline (Petrol) Fuel Systems
H-33 Diesel Fuel Systems
33 CFR 183 SUBPART J

Date: **29.5.2024**

Approval :

Sebastian Sundfors
Responsible Engineer/CEO

CE

Ab Öja Alu-Tank Oy
Öjavägen 835
68550 ÖJA

+358407580039
Info@alutank.fi

2.5 Fuel Hoses

Fuel hoses should always be bought with a CE mark on the hose itself. They should also be marked as compliant with ISO 7840 or ISO 8469 as follows:

Hose function	Location	Approved hoses
Filler & vent lines	in engine compartment	ISO 7840 grade A1, A2 or A15
	outside engine compartments	ISO 7840 grade A1, A2 or A15 ISO 8469 grade A1, A2 or A15
Petrol distribution	Entirely within the splash well at the stern of the craft and connected directly to an outboard engine	ISO 7840 grade A1, A2 or A15 ISO 8469 grade A1, A2 or A15
	Elsewhere	ISO 7840 grade A1, A2 or A15
 Diesel distribution	All	ISO 7840 grade A1, A2 or A15

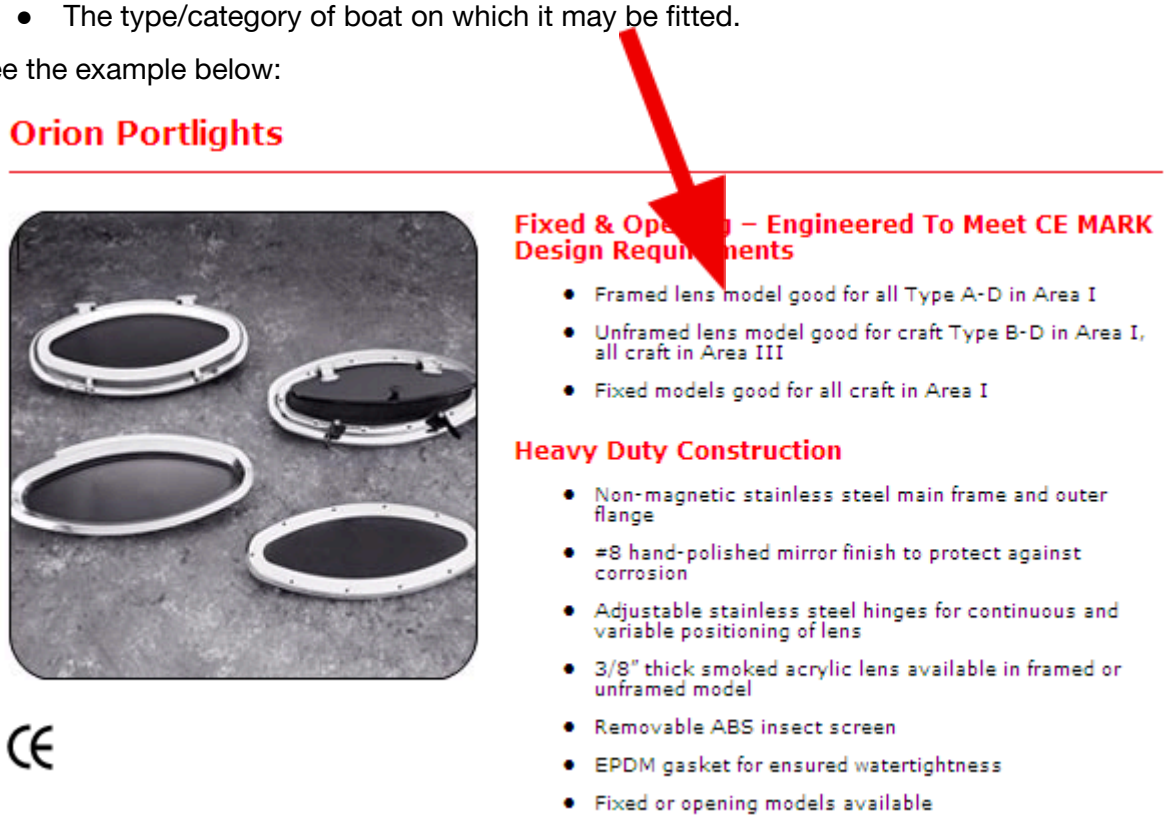
Here are photos of CE marked ISO 7840 grade hoses.

2.6 Prefabricated hatches, and port lights

Hatches and port lights bought 'off-the-shelf' to fit in a recreational craft should be CE marked and declared compliant with RCD. The boat builder should be careful to make sure that the Declaration and label on the tank confirm:

- The location in which the device may be fitted, and
- The type/category of boat on which it may be fitted.

See the example below:



ISO 12216 defines "areas" as follows

I. Lower part of hull and transom
II. Upper part of hull/transom and deck
III. Sides of superstructure inboard of topsides
IV. Aft facing parts of superstructure.

Such portlights and hatches should have a Declaration of Conformity that references a certificate from a Notified Body.

Note that windows and doors are also covered by ISO 12216 and should comply, but they are not listed in annex II of RCD and so they may NOT be CE marked.

3 Non-Annex II components

All components that are not engines or listed in annex II of RCD may not be declared as compliant with RCD because they are not in the scope of RCD. But there may be ISO standards and possibly other EU Directives that apply to them. When purchasing such components, the following considerations are advised.

3.1 Electrical Systems

Applicable standard for electrical systems: ISO 13297 from which the following requirements apply.

Electrical components can be separated into those that have a function (eg a switch or breaker) and those that do not (eg a conductor or junction box).

3.1.1 Functional electrical components

These should be CE marked to at least one of the EU electrical product directives which are:

- Electromagnetic Compatibility - Directive 2014/30/EU
- Radio equipment - Directive 2014/53/EU
- Low Voltage - Directive 2014/35/EU
- Batteries - Regulation (EU) 2023/1542

3.1.2 Conductors

1. Must be stranded copper with fire-retardant insulation.
2. Conductor insulation temperature rating:
    a. In engine spaces 70 °C minimum.
    b. Elsewhere 60 °C minimum.
3. Single core: minimum area 1 mm^2.
4. Multi core: minimum area 0,75 mm^2.
5. Minimum rating of 300 V to 500 V (in AC system)

3.1.2.1 Colours of conductors

Colour	Not Permitted	Required	Recommended
GREEN	Shall not be used for current carrying	Green or green/yellow must be used in DC equipotential bonding	DC equipotential
+ YELLOW stripe			AC protective
RED	-	-	DC +
BLACK	Shall not be used as DC positive *Shall not be used as DC negative if AC system uses black	DC negative must be black* or yellow AC live/active shall be black or brown	-
YELLOW	Shall not be used as DC positive	Black or yellow must be used as DC negative	DC -
BLUE	Shall not be used in DC	-	AC neutral
BROWN	Shall not be used in DC	AC live/active shall be black or brown	AC live/active

3.2 Fuel System

For hoses and permanent tanks, refer to section 2.4 above.

There is no Directive under which portable fuel tanks may be CE marked.

The standard for the fuel system is ISO 10088. This sets requirements for components downstream of the tank, as follows:

- Filters should be labelled as compliant with ISO 10088.
- All non-metallic components in a petrol fuel system should be fire tested and labelled compliant with ISO 10088.
- Filler cap must state “petrol” or “diesel” and never just “fuel” unless it also has the following icons:

Petrol	Diesel
	

3.3 Bilge System

Electric bilge pumps should be CE marked under at least one of the electrical directives referenced in section 3.1.1 above. It should also comply with ISO 8849. (The capacity of bilge pumps is given in ISO 15083).

There is not standard or Directive for manual bilge pumps, although they may be declared to the EU Safety of Machinery Directive 2006/42/EC.

3.4 Fresh Water System

This is not regulated by RCD and there are no requirements.

3.5 Grey Water System

This is not regulated by RCD and there are no requirements.

3.6 Black Water System

The system must conform to ISO 8099.

The level of a black water tank's contents shall be observable when 3/4 full, or be gauged. The tank does not need a CE mark.

Overboard discharge valves for black water must have a means to be sealed in the closed position (so that an authority can fit an official seal in restricted waters).

3.7 Gas (LPG) Systems

ISO 10239 sets requirements for the system.

A regulator is mandatory. It may not operate above 5kPa pressure and must have an over-pressure unit.

The system must have a means to test for leakage e.g. a pressure gauge, bubble leak tester.

3.8 Navigation lights

Must be approved by a recognised organisation and marked with the 'Wheel Mark' shown here, which indicates that it conforms to the EU Marine Equipment Directive or to COLREG72.