

RMC Installation Manual



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1 Contents

Our warmest congratulations on your purchase of Hydronautica's Remote Motor Control system!

This manual will provide you with a step-by-step guide to a professional and reliable installation, connection and set-up of this system.

For the sake of overall clarity, we will begin by listing the sections contained in the manual.

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2 Technical specifications



3 Remote Motor Control

The RMC system enables you to wirelessly control your vessel's motors and, if applicable, its bow and stern thrusters. The system is intended to assist you in mooring your boat.

The RMC system is compatible with any electric motor controls, whether they belong to Hydronautica's EMC system or other brands.

Later in the manual, we will clearly explain the features that differentiate the various suppliers.

In addition to the RMC system, Hydronautica has three other products in the EZY line. In combination with the intelligence of the RMC system, they offer unprecedented convenience in the form of the

EZY dock:
EZY positioning:
EZY Pilot:
Controls all movement of your vessel by means of one 'clever' joystick This electronic anchor uses GPS to keep your boat exactly in position. An electronic course pilot that uses an electric compass to keep you constantly on course. In combination with the RMC, it makes it possible to perform wireless course corrections.

All products in the EZY series are extensions of the RMC system and issue commands that operate the motor(s) and bow/stern thruster(s). Installation is extremely simple because each module becomes ready-for use by inserting a single plug (plug and play)

To obtain more information about the products from the EZY series, you can consult our site <u>www.hydronautica.nl</u> or contact one of our employees.



4 Installation

The installation of the RMC system is not difficult, but there are a few points that must be properly attended to. First of all, we will treat the various devices separately:

- \rightarrow General installation (connection to bow/stern thruster, etc.)
- \rightarrow RMC connection to EMC
- \rightarrow RMC connection to a non-Hydronautica system.

4.1 General installation

The RMC system consists of 2 components. First, a blue box containing the electronics that we will henceforth call the 'CPU box'.

Second, there is a hand-held unit, the device that you actually will hold in your hand when you use the system.

4.1.1 Installation of the CPU box

There are a number of issues that must be taken into account when installing the CPU box.

- Install the CPU box in a dry place.
- Ensure that the CPU box is not fastened to a source of vibration (motors).
- Make sure that the ambient temperature never rises above 50° Celsius (hence not too close to the exhaust outlet or in poorly ventilated engine compartments).
- In most cases, it is advisable to locate the CPU box in the immediate vicinity of the components that must be controlled (throttle, bow/stern thruster controls).
- Remember that you must make a one-time adjustment of a number of settings using the potentiometer on the printed-circuit board (PCB). Make certain that the CPU box is still, in a sense, accessible.
- The dimensions of the CPU box are: L 29.1 x W 4.5 x H 17 cm

4.1.2 Power supply for the RMC hand-held

See Section 6.2 for instructions on charging the RMC. Ensure, before you begin the installation, that the RMC hand-held unit is connected to the charger. The battery will be fully charged in approximately 4 hours, when you will be finished with the installation and can then immediately proceed to test it.

4.1.3 Power supply for the RMC

The RMC can make use of 2 separate power supplies, providing it with a back-up for additional safety. Should one of the battery systems fail, the system is then always automatically switched over to the other power circuit. The system has 2 positive terminals and a central negative. On most vessels, all negative terminals are connected together, regardless if they belong to the start circuit or the light circuit.



If such is the not the case on your vessel, you can only connect one power source.

Examine the general PCB diagram (appendix) to find out where the power connector is located. In the connector, the middle terminal is the negative pole, which may be directly connected to the nearest negative connection. The positive connection for each circuit may, at your discretion, be connected right or left of the negative terminal, providing this involves a DC voltage between 8 and 32 volts. Both positive terminals are protected by diodes preventing any current from running between the two circuits. In accordance with your wishes, the power supply of the RMC can be connected either to the ignition lock or to a separate on/off button on the dashboard. If you wish to expand the system with an EZY Pilot, you will have to keep contacts 7 and 8 free.

4.1.4 Connecting the bow/stern thruster and other equipment

As stated above, the RMC system can control more than the motors, and there are eight free contacts to which other equipment can be connected. They can be used for the bow/stern thruster but also for the electricallycontrolled Davits crane, sliding roof or marine horn, just to name a few examples.

The PCB contains 8 relays that can make or break a connection. The diagram provides a number for each button: button 1 operates relay number 1, etc. See the appendix to Section 7 for the PCB layout. If you are using other products from Hydronautica's EZY series, you will have to connect the stern thruster to contacts 3 + 4. The bow thruster must be connected to 5 + 6.

If you would like a connection to be made whenever the corresponding button on the RMC is pressed, use the left contact together with the middle one.



If you would like a connection to be broken whenever the corresponding button on the RMC is pressed, use the right contact together with the middle one. When connecting a system such as a bow or stern thruster, always use two contacts that belong together (for example 3 + 4). When both buttons on the RMC are simultaneously pressed, nothing at all will happen in the CPU box in order to prevent any malfunction due to activating both turning directions at the same time.

First of all, you need to investigate the manner in which a system is to be operated. For instance, a bow thruster can be operated by connecting the wires nearest the joystick to the wires running to the RMC. In other cases, it may be easier to feed the signal through a terminal block.

Always consider in advance if a switching device must be connected in parallel or in series with the existing wiring. Should you encounter any problems, it is advisable for you to contact an electrician. Of course, you can also give us a call, as Hydronautica has installed innumerable systems over the years and built up substantial expertise regarding the widest variety of brands and applications.

Suppose that the bow thruster turns right when you press the button for left, you can easily correct this by switching the two associated plugs belonging to the mechanism.

4.1.5 Programming the hand-held unit for the CPU

The RMC hand-held and the CPU box are received by you in separate packages. Before the one can communicate to the other, they must be programmed to recognize each other. In practice, this involves turning the system on after it has been connected to a power source (the small red LED will light up). On the extreme left of the PCB, there is a black button (LEARN). Press this button and subsequently any other button on the hand-held unit. Once recognition is complete, you will hear a relay click and the corresponding LED will shine a green light.

If this does not occur, it may be that you do not have enough range. In such case, first read the following section in order to connect the antenna.

4.1.6 Connecting the antenna

A system is as strong as its weakest link. The range of the RMC is very important in this regard. It is certainly important to know that you have sufficient range to cover every part of your vessel. To obtain this range, we include an antenna with the PCB. These antennae are available in two forms. The standard package includes an antenna that is 1.5 meters in length. Removing the cover from the adhesive strip on the flat side of the antenna enables you to mount the antenna in any chosen location. Be careful that the antenna is not located in a so-called 'faraday cage'. This means that the antenna must not be placed in a steel or aluminium cage.

Test the range ahead of time by positioning the antenna in the approximate location where you intend to mount it and testing the range. If the latter is sufficient, the antenna can be permanently attached in this location.

Make sure that it provides enough range to cover the entire vessel. If the standard antenna proves insufficient, you can contact us in order to obtain an extension cable or a telescopic antenna. This antenna must be mounted vertically and will strongly improve the system's range.

You are in range as long as the green signal LED is lit during use. If this turns red when a button is pressed, you are out of the system's range.

4.2 RMC connection to EMC

It is extremely easy to use the RMC system in combination with Hydronautica's EMC. The only thing that has to happen involves connecting the 12-wire cable from the EMC throttle to the CPU box and then similarly connecting the latter to the blue box of the EMC. At the bottom right of the PCB are two connectors. Connect one of the two plugs from the EMC throttle to one of the connectors. Connect the other connector to the cable running to the control box for the EMC system.

4.3 RMC connection to a non-Hydronautica system

The strength of the RMC system lies in its functionality. Nearly all brands can be used as the basis for Remote Motor Control.

The basic requirement comes down to the following: a throttle containing a 'potentiometer'. This potentiometer communicates a signal to the control system. The RMC system must be connected parallel across the potentiometer. When a command is being issued that should control the motors, an extra resistance is placed across the potentiometer of the throttle. The resulting compensating resistance simulates a certain position of the throttle.

4.3.1 Connecting the potentiometer

There are various ways in which the throttle can be connected to the RMC. Ensure that the wires connected to the potentiometer are also connected to the raw throttle signal. Some throttles (e.g. Cummings) have levers that contain internal electronics. In such case, open the throttle lever and solder the signal wires directly behind the potentiometer.

There are always 3 wires coming from the potentiometer.

- The positive
- The slider
- The negative

Similarly, there are three contacts for each motor on the PCB having the exact same functions. The middle of the three contacts in the plug is always for the slider. See the appendix to Section 7 for the location of the connectors.

The aim is to connect negative wire to negative contact, positive to positive and slider to slider. However, you will be unable to ascertain if you have connected a positive wire to a positive contact or a negative one. Do not worry about this at first, as you will be able to determine if you have done it right during testing. If it is incorrect, the boat will reverse when you give it the command to go forward. If this occurs, switch the two outside wires in the plug on the PCB and the problem should disappear.

To be certain that you know which wire connects to the slider (not the middle one in Volvo engines), we need to employ a multimeter. The illustration below shows what you have to measure between the various contacts.



Throttles with neutral switches

Some throttles have a physical neutral switch as an extra safety device. The control system detects the potentiometer value and determines if the throttle is still in neutral. Suppose that the RMC simulates that the throttle is in a certain position by increasing the potentiometer value. The control system will detect that the potentiometer value does not agree with the fact that the neutral switch indicates the throttle to be in neutral. Consequence: Malfunctions.



5 Fine tuning the system

When all wires are connected, all that remains to be done is to adjust the signals that operate the motors. Adjustment of the RMC system is independent of the type of throttle to which it is connected. There are a total of 4 potentiometers on the PCB that can be adjusted: two for each motor (one for adjusting the signal for forward motion and one for the reverse signal).

The adjustment procedure is as follows:

- Turn the potentiometers as far to the left as possible. (**IMPORTANT**!)
- Place the throttle in neutral.
- Turn on the motors
- Enter the command: Port motor forward
- See how the motors respond. If nothing happens, you need to turn the corresponding potentiometer (the LED for this potentiometer will shine a green light as long as you press down the button). Turn the potentiometer to the right until you find that the motors deliver sufficient power to readily manoeuvre the boat.
- Repeat the above step for port reverse as well as starboard forward and reverse.
- Press the forward buttons of both motors and check the RPM of both motors to ensure that they are generating equal power. Repeat the check for the reverse buttons of both motors.

You will know that you have made a mistake when the system malfunctions or when the vessel responds differently than it should.

In investigating the cause, consideration should be given to the following:

- Is the slider connected to the middle of the three connections?
- Do the three wires belong to one side of the motor?
- Have the jumpers been removed?
- Is there a neutral switch?
 - Has the neutral switch been properly connected? In neutral, the resistance between the connectors on the throttle must be 0.
 - Is the left neutral switch actually connected to the left motor?
- Does the port motor respond to a signal for the starboard motor? Switch the plugs around.
- Does the vessel go in reverse when a forward command is entered? Switch the two outside wires (the positive and negative) in the plug.

6 Operating instructions

Using the RMC system is extremely easy. The system is active when the CPU box is switched on.

The buttons on the RMC will emit signals for as long as they are pressed down. You can use several buttons at the same time. For instance, you can operate the bow and stern thrusters simultaneously.

6.1 Charging the RMC

The RMC hand-held is powered by a battery contained in the unit. To avoid having to replace the battery, you can connect the hand-held device to a charger in order to charge the battery. A fully-charged battery represents approximately 600 hours (25 days) of stand-by time. This capacity will be obtained after you have used and recharged the battery 5 times.

After the initial charge, the RMC unit must be used until the battery is completely empty!

Whenever the battery grows weak, a red LED will begin to flash,

indicating that it is time to charge the battery. Connect the adapter and allow it to charge until a green LED flashes. During charging, this LED will emit a steady green light. You can safely leave the RMC connected to the charger for a week; once the battery is full, the system stops charging. As long as the charger remains connected, the battery will always be fully charged whenever you go to use it.



7 Appendices

7.1 Appendix: Lay-out of the PCB:



- 1. Antenna jack
- 2. "Learn" button
- **3.** 8 available contacts Numbered 1 to 8 from left to right These match the numbers on the RMC hand-held unit.
- 4. Power supply connector Note: the middle contact is negative, the outside contacts are for two different positive connections (1 is sufficient).
- 5. Potentiometers for adjustment of engine power. Press the appropriate button and simultaneously turn the corresponding potentiometer in order to adjust the emitted signal
- 6. Neutral switch
- 7. Connector for connecting another manufacturer's throttle to the RMC system.
- 8. Jumpers; remove them when you connect the RMC system to a non-Hydronautica throttle.
- 9. Pass-through connectors for an RMC system used in combination with a Hydronautica EMC system

7.2 Appendix: Operation of multi-position joystick (Vetus BPJSTH5)

Introduction:

The operation of a bow thruster controlled, for example, by a Vetus BPJSTH5 joystick requires a few additions to the RMC system.

Three wires are internally connected to this joystick at the same time, while the standard RMC with one relay works with two contacts. You need to employ a number of diodes to overcome this mismatch.

Diagram:



6 is used instead of 5

The above diagram shows the method that has to be applied in order to correctly connect the bow/stern thruster. Numbers indicated in red identify the wires coming from the Joystick. All wires running to the RMC must be placed in parallel to the existing wiring.

If left on the RMC results in right for the bow/stern thruster, the two relevant plugs on the PCB can simply be interchanged.



7.3 Appendix: Connecting a PBRMC for operation of a proportional bow/stern thruster

Introduction

Specifically for bow/stern thrusters that are operated proportionally, Hydronautica has developed an additional control. It can be used to operate the bow thruster using the Remote Control at a preset power setting.

You can best mount the PBRMC in a location close the bow thruster joystick. The standard DIN rail delivered with the unit is used for its suspension.

The PBRMC has been developed to replace the joystick function whenever the Remote Control takes over operation of the controls. The RMC signal is consequently dominant.

Overview



provided by an external source, and only the slider signal form the joystick fed into the unit. The joystick in the above system is equipped with a neutral switch. If present, this must also be connected through the PBRMC. A distinction needs to be made between a make or break switch.

Connecting the PBRMC

The diagram below shows the connections and indicator LEDs for the PBRMC. First of all, the corresponding functions of the connections are;

Pin number	Function
a1 + a2	Contact for switch Preset 1 \rightarrow Directly connected to the RMC
a3 + a4	Contact for switch Preset 2 \rightarrow Directly connected to the RMC
a5 + a7	NC contact \rightarrow
	a5 and a7 are used if the signal must be interrupted when the joystick is moved
	from neutral.
<u>a6 + a7</u>	NO contact \rightarrow
	a6 and a7 are used if the signal must be emitted when the joystick is moved from
	neutral.
<u>a8 to a10</u>	These three contacts have the same function as a5 to a7 and are not used.



Pin number	Function
b1 + b2	Positive wire from bow/stern thruster management is connected to b1 and leaves
	the PBRMC from b2, which is directly connected to the joystick for the bow/stern
	thruster.
b3 + b4	Negative wire The same applies to these contacts as to $b1 + b2$, except in this case
	involving the negative terminal.
<u>b5</u>	Slider signal directly from the joystick
<u>b6</u>	The slider signal entering at b5 leaves the PBRMC from b6.
b7 + b8	Positive terminal of the power supply. The positive terminal of the power source
	must be connected to b7 or b8 If two PBRMCs are used and power is supplied to
	the unit through b7, it can be fed through to the other PBRMC from b8.
b9 + b10	Negative terminal of the power supply. The negative connections otherwise mirror
	the positive connections via b7 and b8.

Fine-tuning the system

Preset 1 (e.g. left turn) can be fine-tuned by pressing the Left button on the Remote Control and measuring current across b1 or b2 and b6. Turning the potentiometer of Preset 1 (small dial on the blue block) will change the value. In practice, it can also be adjusted by starting the motor and operating the bow/stern thruster by means of the RMC. Simultaneously turning the potentiometer will increase or decrease the power of the bow/stern thruster.

TERMS OF DELIVERY FOR HYDRONAUTICA BV

1. Applicability

- 1.1 These General Terms apply to all the offers, contracts and deliveries that Hydronautica BV (hereinafter referred to as: the "Seller") makes to or concludes with third parties (hereinafter referred to as the "Buyer") with regard to the delivery of goods and/or services to these third parties. The applicability of any Terms of the Buyer is explicitly excluded by the Seller unless agreed or confirmed in writing by the latter.
- 2. Quotations
- 2.1 All quotations, even those regarding price, are always without obligation can only result in any commitment by Seller after an order has been placed on the basis of a provided quotation and is confirmed by the Seller.
- 2.2 Even after the formation of a contract, the Seller may unilaterally revise the agreed priced if factors arise increasing the costs of an item to be delivered, at which time the Buyer shall be entitled to cancel the order providing cancellation occurs prior to delivery and within eight days of the Buyer being informed of the price increase.
- 2.3 The acceptance of orders is always subject to the availability of the ordered goods.
- 2.4 A contract for renovation or repair exclusively applies to the work that the Seller could have reasonably foreseen. If the extent of the work turns out to be greater than anticipated, the Seller must immediately suspend its work and consult with the Buyer about its continuation or discontinuation, and the manner in which it is to be performed. The Seller is, in any event, entitled to payment for work already performed and the costs associated with it.
- 3. Delivery and delivery date
- 3.1 The Buyer is required to take possession of the purchased item at the time when it is delivered or made available in accordance with the Contract. If the Buyer refuses to accept any goods or is negligent in providing any information or instructions required for their delivery, the goods will be stored at the Buyer's risk and expense. In this case, the Buyer shall be liable for any additional costs, in all cases including storage costs.
- 3.2 An agreed delivery date is not an absolute deadline, unless explicitly otherwise agreed. The Buyer must therefore provide the Seller with notice of default in cases involving late delivery. The Buyer is entitled to dissolve the Contract without being subject to costs if the Seller fails to fulfil its obligations within 3 weeks of receiving notice of default.
- 3.3 The Seller is permitted to make deliveries of purchased goods in instalments unless an instalment does not have any independent value. If goods are delivered in instalments, the Buyer will be entitled to invoice each instalment separately.
- 4. Force majeure
- 4.1 Force majeure shall be understood as comprising any circumstances that impede performance of the Contract and are not imputable to the Seller. It shall include the following circumstances (if an to the extent that they make fulfilment of the Contract impossible or unreasonable): labour disputes at other companies than the Seller, wildcat strikes or political strikes at the Seller's company, a general lack of necessary raw materials and other goods or services required to manufacture the goods necessary for the contracted performance, unforeseeable stagnation at suppliers or other third parties on which the Seller depends, as well as any general traffic problems.
- 4.2 The Seller may also invoke force majeure: If circumstances arise preventing (further) performance after the date when the Seller should have fulfilled the Contract.
- 4.3 During a period of force majeure, delivery and other obligations of the Seller are suspended. If the period during which force majeure prevents fulfilment of the obligations by the Seller is longer than three weeks, either party is entitled to dissolve the Contract without, in such case, giving rise to any obligation or entitlement involving compensation of loss.
- 4.4 If the Seller has partially fulfilled or can partially fulfil its obligations at the time that a force majeure arises, it will be entitled to

separately invoice the Buyer for the part already delivered or deliverable, and the Buyer will be required to pay this invoice as if it pertained to a separate Contract. This, however, does not apply to any already delivered or deliverable part that does not have any independent value. In case of force majeure, a failure to comply with a delivery date never entitles the Buyer to any compensation for loss.

- 5. Payment
- 5.1 Payment for goods must transpire in accordance with the terms of payment indicated in the quotation, order confirmation or invoice.
- 5.2 If deemed desirable, the Seller is entitled to require a down payment on any of the Buyer's orders that the Seller accepts.
- 5.3 If the deadline for payment is exceeded, the Buyer is in default and subject from the moment of default to the payment of interest equalling 1% of the invoiced amount PER MONTH.
- A buyer in non-performance or default of one or more obligation is liable for all reasonable extralegal costs required to obtain fulfilment. In any event, the Buyer is required to pay an additional:
 15% on the first € 6.500
 - 10% on any additional amount up to € 13,000
 - 8% on any additional amount up to € 32,500
 - 5% on any additional amount up to € 130,000
 - 3% on any additional amount

If the Seller demonstrates that any reasonable and necessary higher costs have been incurred, these additional amounts are also susceptible to compensation.

- 5.6.1 In all instances, the Buyer shall reimburse the Seller for any legal costs that the latter incurs, unless they are unreasonably high. The preceding only applies if the Seller and Buyer undertake legal proceedings with regard to a Contract covered by these general terms and a definitive legal decision finds the Buyer to be fully or predominantly in the wrong.
- 5.6.2 Ownership of the delivered goods transfers to the Buyer after the purchase price has been fully paid. The risk of damage to or loss of the delivery transfers to the Buyer at the moment when the goods are actually made available to the Buyer.
 - Warranty/Claim

6.

- 6.1 The Seller guarantees that the delivered goods satisfy the requirements of conventional commercial quality and usability.
- 6.2 The Buyer must conduct or commission inspections of purchased goods or any work performed for the Buyer at the time of delivery or completion of the work, or else as soon as possible thereafter. During this inspection, the Buyer should determine if the delivered goods comply with the Contract and specifically:

 if the goods have been properly delivered
 if the delivered Goods correspond to what had been agreed insofar
 - as quantity is concerned (e.g. number and amount) - if the delivered Goods satisfy the agreed quality requirements or, if no such requirements are stipulated, the requirements that may be imposed for normal use and/or commercial purposes
- 6.3.1 If discernible defects and deficiencies are detected, the Buyer must report them to the Seller in writing within eight days of delivery.
- 6.3.2 The Buyer must report indiscernible deficiencies in writing to the Seller within eight days of their discovery but no later than the end of the warranty period, enclosing a copy of proof of payment.
- 6.3.3 Claims for technically unavoidable colour differences, marks of use and regular wear and tear are explicitly excluded.
- 6.3.4 Any entitlement to submit a claim expires if the Buyer has further modified the goods or if the goods are implemented in a defective manner or if they are improperly put into operation.
- 6.3.5 In case of a justified claim, the Seller shall, at its discretion, replace or repair the delivered goods, or else refund the purchase price to the Buyer.
- 6.3.6 The Seller provides a warranty for the delivered goods for a period of 12 months following delivery.
- 7. Exchange

- 7.1 Delivered goods may be exchanged within seven days of purchase, providing the Buyer can present proof of purchase and the goods are returned in the originally packaging and are offered for exchange.
- 7.2 The Seller may refuse to refund or partially refund the purchase price.
- 7.3 Discounted goods or goods specially ordered by the Seller for the Buyer cannot be exchanged.
- 8. Liability
- 8.1 The Seller's liability to the Buyer is in all cases limited to the invoiced amount of the delivered goods to which the claim pertains, and the Seller shall never be liable for any indirect damage caused by any failure on its part.
- 8.2 The Seller shall never be liable to the Buyer (or potential Buyer) for proffered advice, given that it is provided entirely without obligation.
- 8.3 Any liability of the Seller expires if the delivered goods are used in a manner for which they were not intended.
- 8.4 The Seller shall never be liable for any consequential damage that may arise due to the improper functioning or breakdown of the delivered goods.
- 9. Retention of title
- 9.1 The goods delivered by the Seller remain legally and economically the Seller's property until the Buyer performs all the obligations arising from the applicable Contract(s).
- 9.2 The goods delivered by the Seller to which it retains title under Paragraph 1 may not be resold or forwarded if the Buyer does not satisfy the obligations arising from the applicable Contract in whole or in part.
- 9.3 If the Buyer does not fulfil said obligations or if there is justified reason to believe that the Buyer will not fulfil them, the Seller is entitled to remove or have another party remove the delivered goods to which the Seller retains title under Paragraph 1 from the Buyer or from any third party that holds the goods for the Buyer. The Buyer is required to provide full cooperation in this endeavour under penalty of a fine equalling 10% of the amount due per day.
- 9.4 If third parties wish to establish any claim to the goods delivered under retention of title or have such claim sustained, the Buyer is required to inform the Seller as quickly as it may be reasonably expected.
- 10. Applicable law
- 10.1 All agreements between the Buyer and Seller are subject to the law of the Netherlands, and any disputes shall be settled exclusively by the competent court in the Seller's registered office location, unless another court is authorized to hear the dispute on account of imperative provisions or the Seller give preference to the competent court in the Buyer's registered office location.



