FORCE Outboards

# service bulletin

No. 92-12

## Quicksilver Propeller Failures and Guidelines

Mercury, Mariner and Force
All Quicksilver Propellers

An increasing number of propellers, both stainless steel and aluminum, are being returned for warranty credit or inspection. Some of these propellers have legitimate failures caused by defects in material or workmanship. Others have failures caused by conditions beyond the control of Mercury Marine. Many propellers only need the rubber hub replaced. Following are procedures and guidelines to follow when dealing with propellers.

**A. REHUBBING:**

**Warranty**

Replacement of propeller due to defective material or workmanship (not centered, tight spline, loose spline, etc.) is covered by Quicksilver warranty.

**Not Warranty**

Replacement of spun propeller hubs doe to impact, fouled by foreign material, improper previous hub replacement, etc. is not covered by Quicksilver warranty.

**REHUBBING STAINLESS STEEL PROPELLERS**

Stainless steel propellers with a slipped hub and no evidence of impact should be rehubbed by an authorized Quicksilver Propeller repair station. Attach a copy of the rehubbing cost to a properly completed warranty form and submit for payment.

**REHUBBING ALUMINUM PROPELLERS**

Aluminum propellers with a slipped hub and no evidence of impact should not be rehubbed but should be replaced. Send the propeller with a properly completed claim for payment.

**Warranty Period**

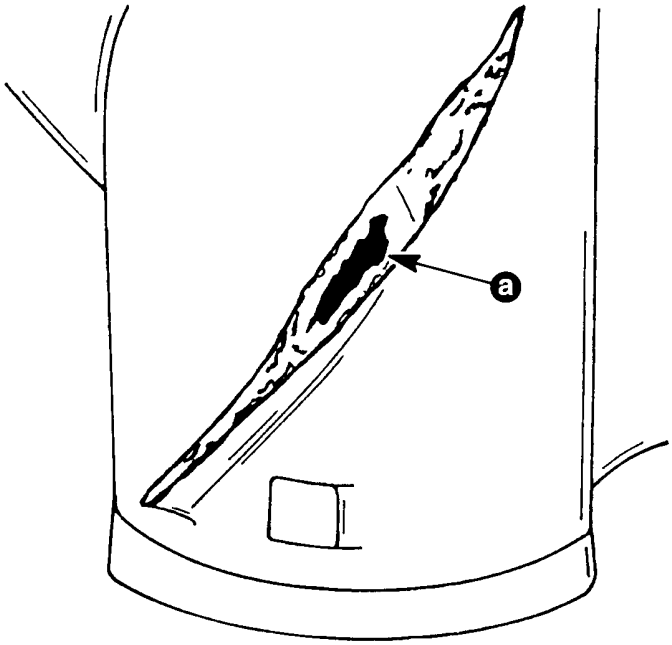
Quicksilver propellers are warranted against defects in material or workmanship for a period of one year from the date of purchase.

**Proper Identification**

The customer must present either a plastic warranty card or a sales slip identifying the propeller and showing it to be less than one year old.

**B. CRACKED BLADES**

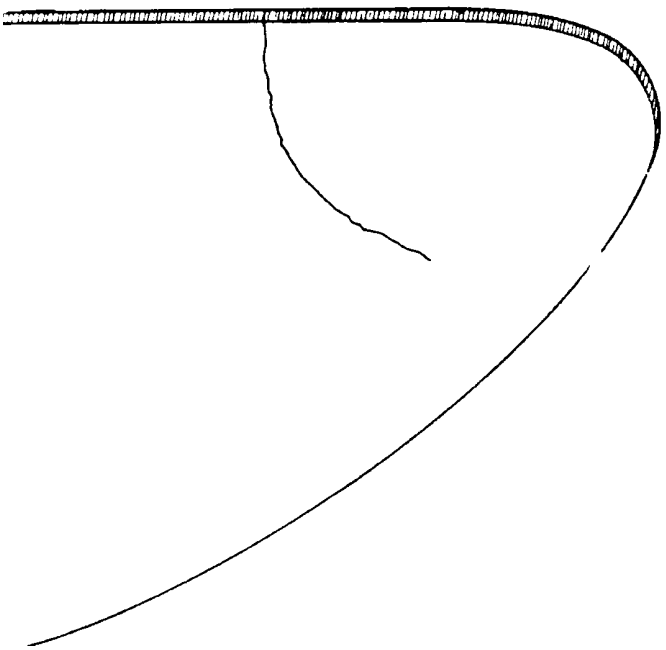
1. Loss of Blade
   The picture below shows a propeller with blade failure. This failure is a result of a casting void (a). This is a true defect in material.



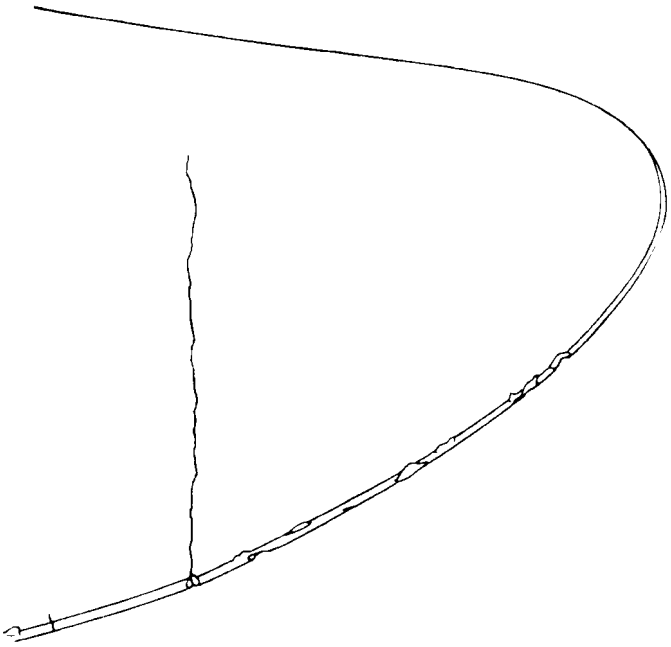



provided by http://www.crowleymarine.com

2. Trailing Edge Blade Cracks
   The picture below shows a propeller blade with blade failure. This failure is a result of a fatigue crack. This type of fatigue failure starts at the trailing edge of the propeller and works its way to the leading edge. This type of failure can be caused by cup modifications, improper repairs, impacts and blade flex. Blade flex is the only possible warrantable condition among the aforementioned causes. Failure caused by cup modifications, improper repairs, or impacts are not covered by Quicksilver warranty.



3. Leading Edge Blade Cracks
   Pictured following, is a propeller with a fracture line starting at the leading edge of the blade. Leading edge fatigue cracks are caused by impacts with objects in the water, often not even detected or observed by the operator. Small nicks on the leading edge, if left undressed, can cause fatigue cracks. These types of fatigue cracks start at the leading edge and work their way back to the trailing edge. This type of failure is normally seen on thin blade propellers (High Five, Laser II and Choppers). Fatigue cracks starting on the leading edge are not covered by Quicksilver warranty. The owner may wish to report this type of fatigue failure to a casualty insurer inasmuch as they are impact failures.



**Warranty Claim Form Instruction**

1. Complete the form with all required information. If a sales slip is used for ID, attach a copy to the form.
2. Send the claim with the prop, if it is being replaced to:

Mercury Marine
Warranty Department
W6250 West Pioneer Road
Fond du Lac, WI 54936-1939

International Areas: Follow instructions issued by your Marine Power International office or by your distributor.



provided by http://www.crowleymarine.com