

## Steering Gear

# Core ACCEPTANCE Criteria

1. Cores must not be disassembled. Disassembled cores will be inspected prior to issuing credit.  
How to identify cores that have been disassembled.
  - a) **usually clean**
  - b) **loose nuts and bolts**
  - c) **chipped paint around nuts and bolts**
  - d) **wrench marks**
2. Both the input and sector shafts must rotate freely from lock to lock. Both shafts must turn.
3. Inspect the sector shaft for damage such as twisted and or worn splines. (This is best checked with a pocket T-Square or business card). Also check for welds.
4. Inspect the input shaft for damage such as twisted and or worn splines. (This is best checked with a pocket T-Square or business card). Also check for welds.
5. Check the case for damage such as cracks, broken ears and or stripped threads. Welded or brazed cases are not acceptable.
6. Check all elongated, stripped or damaged mounting holes.
7. Inspect all ports for damage in and around the threaded area.
8. Cores damaged due to collision, fire or floods are not acceptable.
9. Cores must be like for like.

<b>CORE CHARGE BACK</b>
-------------------------

1. Attached Pitman Arm **Charge customer \$200.00** There will be an attempt to remove the pitman arm for a minimum charge of \$35.00 with a maximum charge of \$200.00 based on time. TNTC will credit the difference.
2. If the pitman arm can not be removed in 30 minutes it will have to be cut off with a torch. This damages the sectors shaft. TNTC keeps the \$200.00.
3. If fittings are left on the core or unit to be repaired TNTC will remove the fittings for an additional ..... **Charge of \$35.00**
4. If a core is returned disassembled the fee charged back to the distributor can amount to no less than half and no more than the full published value of the core
5. If the core returned has evident external damage the fee charged back to the distributor can amount to no less than half published value and no more than of the core. the full