

## C O R E   A C C E P T A N C E   C R I T E R I A

### Long Blocks

You will receive:

#### *Full Core Refund*

- ◆ Cylinder block is not visibly cracked, broken, or welded.
- ◆ Fully assembled (except parts which “shipped loose” with the Reman Long Block). (See Packaging Requirement in Inspection Tips.)
- ◆ No nonoperational damage (mishandling, excessive rust, corrosion, pitting, or fire damage).
- ◆ Acceptable engine model—Caterpillar<sup>®</sup> part.
- ◆ Crankshaft is not visibly broken.

#### *Damaged Core Refund*

- ◆ Cylinder block visibly cracked, broken, or welded.
- ◆ Crankshaft is visibly broken.

#### *No Core Refund*

- ◆ Scavenged cores. (See Inspection Tips.)
- ◆ Disassembled (except parts which “shipped loose” with the Reman Long Block).
- ◆ Non-Operational damage (mishandling, excessive rust, corrosion, pitting, or fire damage).
- ◆ Not an acceptable engine model—Caterpillar part.



Figure 1

Full Core Refund

See checklist for items to be packaged with the block.

# Long Blocks

## INSPECTION TIPS

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Dealers should refer to REMAN Policies and Core Management (SELD0122), Core Management Systems and Operations procedures (SELD0040), and Shipping Instructions (SELD0039) in the "Operations and Core Management Tab", and to Core Acceptance Guide Introduction (SELD0013) in the "Core Acceptance Guidelines Tab" for additional information applicable to all cores.

### Damaged blocks

- Cracked, broken, or welded blocks will receive damaged core refund.
- Examine all exposed areas of the cylinder block and head, including front and rear mounting faces, and pan rail.
- Long blocks with visibly broken crankshafts will receive damaged core refund.

### Nonoperational damage

- Cores which have been in fires will receive No Core Refund.
- Long blocks which appear to have had salvageable parts removed from them and had non-salvageable parts substituted in their place will be subject to a detailed inspection. Some of the characteristics of scavenged cores are: different colored components or a freshly painted core; components mounted with few bolts; or missing bolts. Disassembly of suspect cores may be necessary to determine the authenticity of the core. Internal inspection may reveal missing valves, pistons, piston rings, connecting rods, etc.; components which could not have run on the core; mismatched component wear patterns, such as failed crankshaft journals not matching failed connecting rods; and severely rusted components.
- If a returned core is found to have been scavenged or assembled from scrap material, the core will be rejected, and the dealer will be assessed a \$300 inspection fee.
- If rust can be wiped away with an emery cloth, the core will be accepted for full core refund. Excessive rust, corrosion, or fire damage will result in no core refund.

### Fully assembled

- All long blocks must be fully assembled and returned in the original long block (wooden) box. The "shipped loose" \* parts must be removed from the block, packaged inside the original packaging material, and placed securely inside the original long block box. If some or all of the loose parts are missing, Full Core Refund will be issued with add charges for the missing parts that are listed as part of the consist for that long block part number.
- \* Some long blocks are shipped with two different oil coolers to ensure the customer receives the correct replacement cooler. To earn proper core deposit refund, the unopened Reman cooler must be returned unused, along with the used oil cooler core from the long block under repair.
- Add charges will be applied for disassembled or missing main and connecting rod bearing caps.

# Long Blocks

## LONG BLOCK CHECK LIST

### 3116

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft pistons, & connecting rods*
- ☐ Head GP-Cylinder
- ☐ Mechanism GP-Valve  
*Injector push rods not required*
- ☐ Cover GP-Valve Mech
- ☐ Camshaft GP
- ☐ Gear GP-Front
- ☐ Pan GP-Oil
- ☐ Pump GP-Engine Oil
- ☐ Lifting Eye GP
- ☐ Pump GP-Water
- ☐ Housing GP-Flywheel
- ☐ Support GP-Engine

#### Shipped Loose:

- ☐ Core Assembly-Oil Cooler
- ☐ Breather

### 3126 / 3126B

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft pistons, & connecting rods*
- ☐ Head GP-Cylinder
- ☐ Mechanism GP-Valve
- ☐ Cover GP-Valve Mech
- ☐ Camshaft GP
- ☐ Gear GP-Front
- ☐ Lifting Eye GP
- ☐ Pump GP-Mtg
- ☐ Housing GP-Front
- ☐ Heui Oil Manifold (if applicable)

#### Shipped Loose:

- ☐ Pump GP-Engine Oil
- ☐ Shaft-Oil Pump
- ☐ Gear Assembly-Idler
- ☐ Core Assembly-Oil Cooler
- ☐ Breather

### 3204

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft, pistons, liners, & connecting rods*
- ☐ Head GP-Cylinder
- ☐ Mechanism GP-Valve
- ☐ Cover GP-Valve Mechanism
- ☐ Camshaft GP
- ☐ Lifting Eye GP
- ☐ (Fuel Pump Idler) Gear Assembly

#### Shipped Loose:

- ☐ Breather Assembly
- ☐ Core Assembly-Oil Cooler
- ☐ Water Pump GP

### 3208

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft pistons, & connecting rods*
- ☐ Head GP-Cylinder (2)
- ☐ Mechanism GP-Valve
- ☐ Cover-Rocker Arm (2)
- ☐ Camshaft GP
- ☐ Lifting Eye GP

#### Shipped Loose:

- ☐ Core Assembly-Oil Cooler
- ☐ Pump GP-Water
- ☐ Valve Assembly-Crankcase

### 3304/3306

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft, pistons, liners, & connecting rods*
- ☐ Head GP-Cylinder *with bolts*
- ☐ Camshaft GP *with gear*
- ☐ Gear GP-Front
- ☐ Mechanism GP-Valve
- ☐ Cover GP-Valve Mechanism
- ☐ Lifting GP-Engine

#### Shipped Loose:

- ☐ Pump GP-Engine Oil *with idler gear*
- ☐ Oil Cooler(s)
- ☐ Fuel Pump Idler Gear
- ☐ Breather

# Long Blocks

## LONG BLOCK CHECK LIST (continued)

### 3406

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft, pistons, liners, & connecting rods*
- ☐ Cylinder Head Assembly
- ☐ Valve Mechanism GP *with lifters, push rods, and rocker arms*
- ☐ Camshaft GP
- ☐ Front Housing GP *with cluster gear*
- ☐ Water Pump GP *mounted to front plate*
- ☐ Lifting GP

#### Shipped Loose:

- ☐ Breather Assembly
- ☐ Oil Cooler Core
- ☐ Fuel Transfer Pump Group

### 3406E

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft, pistons, liners, & connecting rods*
- ☐ Head GP-Cylinder
- ☐ Mechanism GP-Valve
- ☐ Camshaft GP
- ☐ Housing GP-Front
- ☐ Gear GP-Front *oil pump drive gear not required*
- ☐ Pump GP-Water *mounted to front plate*
- ☐ Cover GP-Valve Mech
- ☐ Lifting GP

#### Shipped Loose:

- ☐ Core Assembly-Oil Cooler
- ☐ Breather
- ☐ Pump GP-Fuel Transfer

### 3408/3412

#### Fully Assembled:

- ☐ Block GP-Short *with crankshaft, pistons, liners, & connecting rods*
- ☐ Cylinder Head Assemblies *(oil manifold must be included for 3408E/12E)*
- ☐ Valve Mechanism GP *with lifters, push rods, and rocker arms*
- ☐ Camshaft GP *with gear*
- ☐ Front Gear GP
- ☐ Rear Balancer GP *with drive gear - 3408 only (not req'd on 3408E)*
- ☐ Lifting GP

#### Shipped Loose:

- ☐ Breather
- ☐ Oil Cooler
- ☐ Water Pump
- ☐ Oil Pump Drive Idler Gear Assembly *With Bearing Installed (3412 only)*

## Direct Purchase Criteria

Please refer to the Core Management Information System (CMIS2) Parts Information Application for all Direct Purchase pricing information. Only the parts that have Direct Purchase prices with a current end date are included in the program. Parts with non-current end dates are not included in the program.

Part numbers that only have a "FULL" Direct Purchase price must meet the "FULL Core Refund" exchange core acceptance criteria to receive direct purchase value. Part numbers that have both a "FULL" and "PARTIAL" Direct Purchase price must meet the applicable "FULL Core Refund" or "Damage Core Refund" exchange core acceptance criteria to receive direct purchase value.

Add charges will apply as appropriate based on the normal exchange core acceptance criteria.