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# Air, Hydraulic Brake and Bendix Truck Products Components Upfront Core Program

Bendix Commercial Vehicle Systems LLC is the world's leading manufacturer of original equipment air and hydraulic brake components and offers a complete line of remanufactured assemblies.

Bendix Commercial Vehicle Systems LLC remanufactured parts are the same high technology, high quality and superior performance parts supplied in their original equipment lines. These parts are made available to retail outlets through the service organizations of the original equipment manufacturers (OES) and through approved independent aftermarket distribution channels (IAM).

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#### Disclaimer

Bendix Commercial Vehicle Systems LLC reserves the right to revise, supplement or change the policies and procedures or other information contained in this core handbook at any time.

# AIR AND HYDRAULIC BRAKE COMPONENTS OUTRIGHT CORE PROGRAM

#### **GENERAL**

The price of Bendix remanufactured air and hydraulic brake components is based on the assumption that a used unit or "Core" will be returned to Bendix Commercial Vehicle Systems LLC for each remanufactured unit purchased.

Customers have 12 months from the end of the month in which their order is shipped to return a core. Bendix Commercial Vehicle Systems LLC maintains detailed records of units shipped, cores returned and cores due. Account statements itemizing core status are prepared monthly and sent to all customers. These statements are titled "Bendix Core Activity Report".

#### **HOW CORE ACCOUNTS WORK**

When a remanufactured exchange order is shipped from Bendix Commercial Vehicle Systems LLC, the customer is billed at the remanufactured exchange price plus the core for each unit shipped. Payment of the core is subject to the same terms of payment as any other invoice. *This core is also recorded as a charge to the customer's core account.* 

When cores are returned, the allowance for each core is credited to the customer's account. The credit is always applied against the oldest outstanding exchange purchase. The core accounting system will automatically issue a cash core credit back to the customer.

#### HOW PRODUCT AND BENDIX TRUCK PRODUCTS CORE GROUPS WORK

Bendix air and hydraulic brake components are divided into product groups that are established by similarity of design features. Bendix Truck Products components are divided into compressor and valve product groups.

Customer core accounts will be set up and tracked for each separate core group.

CORES PURCHASED AND RETURNED APPLY ONLY TO THEIR OWN CORE GROUPS AND CANNOT BE TRANSFERRED BETWEEN GROUPS. In the event core groups are changed by Bendix Commercial Vehicle Systems LLC, you will be supplied with specific instructions on allowances for transfers.

#### **RETURNING CORES**

Cores must be returned within 12 months after the end of the month in which the material was shipped. For example: for any material shipped in January, the customer has until the end of the following January before the core will be due. (NOTE: Cores must be IN-TRANSIT by January 15th.)

If a core is not returned against a purchase within the prescribed time, the customer will forfeit the core from the original billing.

Cores processed at the plant **after** the last day of the **due** month will apply to the account for the following month.

Cores must be shipped with a bill of lading dated by the **15th** of the month. Cores shipped after the 15th will be in the following months activity.

A returned core will create a credit in its own core group depending upon the exchange value assigned to the core. Exchange values will vary by model and class within each core grouping.

All orders for remanufactured units will create a debit against its respective core group.

If a customer has an excess of cores in stock that, if turned in, would result in a credit balance, Bendix Commercial Vehicle Systems LLC may be interested in purchasing. Please contact our Huntington, Indiana facility at 260-356-9720.

#### **OBSOLESCENCE**

Bendix Commercial Vehicle Systems LLC offers the following alternatives to settle core banks for obsolete devices and core groups. In a case where a device is obsoleted and the group the device was in, remains active, the values associated with the device remain within the Group and are not transferable. If the device and the group are obsoleted, the value of the group bank may be transferred to any other like group.

For accounts operating under our UPFRONT program, you will have 12 months from the date of obsolescence to settle outstanding core eligibility. You may return obsolescence cores or any other active device within the group to recover this eligibility. In the event an obsolescence core balance becomes due and there has been no return, the eligibility will be dropped from the bank.

#### **TERMINATION OF PROGRAM**

If for any reason the program is terminated by either party, Bendix Commercial Vehicle Systems LLC offers the following option:

- A. If the customer's account shows a positive balance (cores due to Bendix Commercial Vehicle Systems LLC), cores may be returned within the group to recover eligibility. In the event the core becomes due and there has been no return, the eligibility will expire from the bank.
- B. If the customer's account shows a negative balance (excess cores returned), Bendix Commercial Vehicle Systems LLC may, at its option, either:
  - 1) Accept an order for remanufactured exchange product at the outright price level up to the amount in the core account; or
  - Issue a credit at a negotiated market value not to exceed outstanding accounts receivable balance (Bendix Commercial Vehicle Systems LLC). No check will be issued for excess core amounts.

#### **NON PROGRAM MATERIAL**

Air/Hydraulic Brake components that are not specifically identified in the Core Exchange Program may be of interest to Bendix Commercial Vehicle Systems LLC. Please contact the post sales center at Huntington (260-356-9720) to initiate transactions of this nature.

#### **RULE OF ABANDONMENT**

Excess core banks that have aged a total of two years with no activity will be considered abandoned. These transactions will be zeroed out and eliminated from the core reporting system. An excess bank is defined as a negative balance where returns exceed purchases and the return or credit transaction has aged more than one year from its original transaction date.

#### TRANSFER OF OWNERSHIP

Core accounts can be transferred **ONLY** when ownership of an active business entity set up as a Bendix customer transfers. Core ownership between different OES affiliations are **NOT** eligible for transfers. Previous ownership must be in good account standing with Bendix Commercial Vehicle Systems LLC.

#### **CORE TRANSFER RIGHTS**

Effective July 1, 1996 Bendix Commercial Vehicle Systems LLC will allow excess core bank transactions to be transferred to other more active groups. An excess bank is defined as a negative balance where returns exceed purchases and the return or credit transaction has aged more than one year from its original transaction date. The following are the conditions for transferring excess core balances:

- 1) The annual cumulative transfer amount may not exceed more than 1% of your previous year net reman product purchases, (if you purchased \$100,000 in net remanufactured Bendix products, then the amount you can transfer would be \$1,000).
- 2) The transfer must be within like core families. (See details below)
- 3) Balances to be transferred must have aged at least 1 year.
- 4) You cannot transfer balances between Bendix Truck Products and Bendix Standard Air and Hydraulic products. Transfer of balances on Bendix Truck Products can only be transferred to other Bendix Truck Products core groups. Balances on Bendix Standard Air and Hydraulic products can only be transferred to like core families within Bendix Standard Air and Hydraulic products.

As always, credit or return transactions are available to offset future purchases. However, in the event the transaction is not offset by a purchase or transferred to another group before 24 months has expired from the original transaction date, the transaction will be considered abandoned. These transactions will be zeroed out and removed from the Core Reporting System. You will be notified 90 days prior to expiration of transfer eligibility of a particular transaction in your core report.

Credit or return transactions that have aged more than 1 year as of July 1, 1996 will be grandfathered and allowed to remain open for a period of 8 years from this effective date. In the event these transactions are not offset by a purchase or transferred to another group before the 8-year allowance has expired, these transactions will be considered abandoned and will be zeroed out and removed from the Core Reporting System.

Transfers or offset purchases will be applied first to transactions with the earliest expiration date. That is, if you have a transaction that is set to expire in 24 months, and a transaction that is set to expire in 8 years, any transfers or appropriate offset purchases will be applied first to the transaction scheduled to expire in 24 months.

Like core families are defined as:

- Compressor Groups 01, 1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, 1J, 1K, 12, 13 and 14
- Valve Groups 03, 16, 17, 25, 27, 28, 31, 32, 33, 34, 35, 36, 37, 70, 71, 72 and 73
- Air Dryer Groups 04, 06, 09, 9A, 9B, 9C and 26
- Fan Clutch Groups 02, 30
- Hydraulic Caliper Groups 3A, 3B, 3C, 3D, 3E, 3J, 3K, 3L, 3M, 3N, 3P, 3Q, 3R, 3S, 3T, 19, 20, 21, 22, 23 and 24
- Hydrovac Booster Groups 40, 41, 42, 43, 44, 45, 46 and 47
- Truck Products Compressor groups to Compressor groups
- Truck Products Valve groups to Valve groups

Please note: No transfer rights are allowed on Groups 05 (Governors), 38 (SR5 Changeover kit), 07 (Automatic Slack Adjusters), 10 (Hydromax Booster) and 11 (Minimaster Cylinder).

To initiate a transfer request, please write, fax or email:

Core Manager Bendix Commercial Vehicle Systems LLC 901 Cleveland Street Elyria, Ohio 44036 Phone: 440-329-9289

Fax: 440-329-9783

Email: cores@bendix.com

#### **RX BUYBACK PROGRAM**

Effective July 1, 1996, Bendix Commercial Vehicle Systems LLC will allow reman buyback core credits which create or add to an excess core bank, to be moved to other more active groups, within like core families at full core value, immediately upon request (see above reference for definitions of like core families). This will reduce the eventuality of creating an excess core bank for you on product that you have likely stopped selling/purchasing. Transfer right conditions such as the 1% net reman purchase restriction and the minimum 1 year excess rule will not apply to these reman buyback credits, however, rules of abandonment will be in effect. *Product must be in salable condition and the restriction of an equal, offsetting order along with a 15 percent penalty on the product credit still applies.* There will be no 15 percent penalty on the core credit.

The Core report will highlight which credits are the result of reman buybacks.

To initiate a transfer request, please write, fax or email:

Core Manager Bendix Commercial Vehicle Systems LLC 901 Cleveland Street Elyria, Ohio 44036 Phone: 440-329-9289

Fax: 440-329-9783

Email: cores@bendix.com

#### **UPGRADE/CHANGEOVER COMPETITIVE CORES**

Effective July 1, 1996 Bendix Commercial Vehicle Systems LLC will allow upgrade/changeovers on selected models within the Bendix product line. This program is intended for valid upgrades/changeovers and will be subject to audit by Bendix Commercial Vehicle Systems LLC at any time. Upgrade/changeovers are limited to 10% of the previous year's net reman unit purchases of the upgrade device.

In addition, Bendix Commercial Vehicle Systems LLC will allow select competitive cores to be returned to offset brake core obligations. Acceptable competitive cores are identified in the pictorial examples under the section titled Upgrade/Changeover/Competitive cores. Only these cores will be accepted for core credit. Also, devices that have an acceptable competitive core are identified on core return memo (BW693). Competitive core returns will be limited to 10% of the previous year net reman unit purchases of the air brake device being returned against.

For those who are found in violation of the tenets of this program, or exceed their 10% maximum upgrade/changeover or competitive core return limit on any particular device, Bendix Commercial Vehicle Systems LLC reserves the right to:

- A) return the cores ship collect or
- B) give a reduced value for the cores in violation of the program, as solely determined by Bendix Commercial Vehicle Systems LLC.

Changeover cores must be tagged with a changeover identification tag BW1829.

The basic core being returned must be complete with no parts missing or damaged to obtain the good core allowance. Cores with missing or damaged parts are subject to core allowances as defined below:

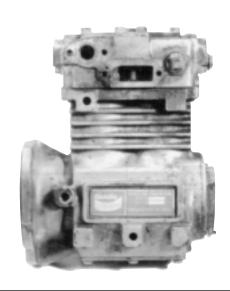
Grade your cores and note the grade of each on the Core Return Memo. Bendix Commercial Vehicle Systems LLC will also review the condition of the cores upon receipt at our inspection facility. We reserve the right to return cores that do not meet the intent of our core policy. The results of the Bendix Commercial Vehicle Systems LLC review will be final. No material will be held in inventory for further review. Improperly packaged core returns may result in damaged or missing cores.

- A. The exchange value of the returned core will be determined by the physical condition of the core. There are three grades: Good, 1 part damaged and 2 parts damaged. For a more detailed description of the core criteria, see the write ups by core families on the following pages.
- \* Major parts for compressors include head, block, crankcase (case-block), crankshaft, front and rear end covers, flange adapters, and bottom covers where applicable.
- \* Major parts for valves include basic body, covers, flanges and pistons.
- \* Major parts for air dryers include cartridge, end cover, canister and weldments.
- \* Major parts for air dryer end covers include basic body and purge valve assembly.
- Major parts for fan clutches include pulley, bracket and shaft.
- \* Any cores which have been welded, braised or show excessive wear will be considered damaged.
- B. Upgrade/changeover and competitive cores returned are subject to the core allowance stated in Core Value Tables. (See Policy section for details).
- C. Returned cores that have been exposed to fire, flood or high temperature will have no core allowance.
- D. Cores "torched" off an engine or dash will not be accepted for core allowance.

See additional details and photos that follow.

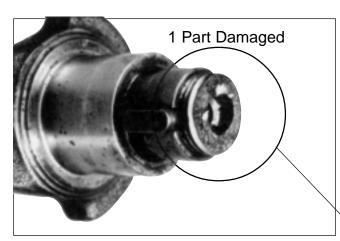
# AIR BRAKE PRODUCTS

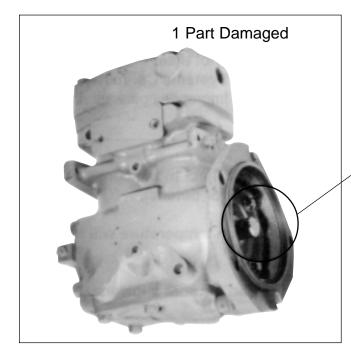
**COMPRESSORS** 



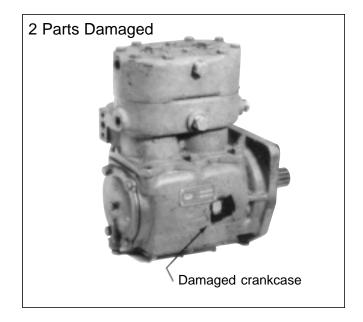
GOOD CORE

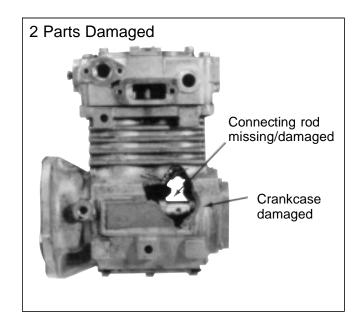
No major components damaged or missing

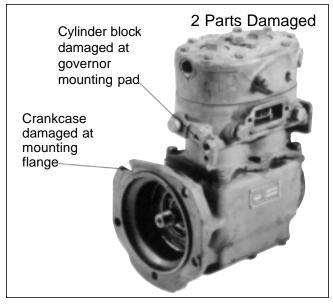




Crankshaft
Damaged threads or
splines- crankshaft may
be sheared due to
overtorquing of crankshaft nut.









Co-mingled Parts Cylinder head & crankcase base are from different compressor models

#### CORE GRADING GUIDELINES FOR COMPRESSORS

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

#### **Major parts include:**

- Damaged crankshaft (including threads)
- Broken cooling fins
- Broken governor mounting pad
- Missing or broken connecting rod & cap
- Damaged flange
- Case/crankcase or block damage
- Missing end cover
- Excessive wear (e.g. rust, corrosion, etc.) that would prevent the part from being remanufactured (final determination will be made by Bendix)
- Any core that has been welded or brazed
- · Damage to the cylinder head

#### **Two Parts Damaged**

Two major parts damaged or missing

Hole in case/crankcase is two part damage

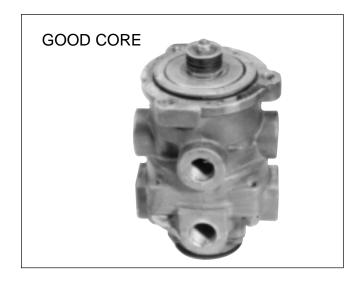
#### Scrap

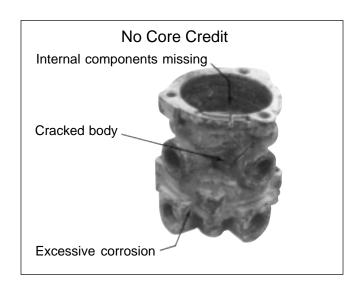
- Co-mingled parts
- Competitor parts not in Bendix Truck Products
- Three major parts damaged or missing
- Obsolete or not in program parts

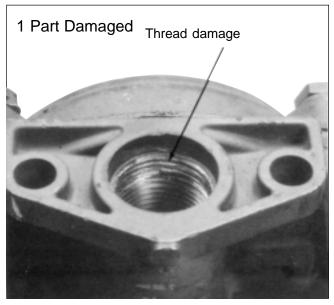
#### What to look for

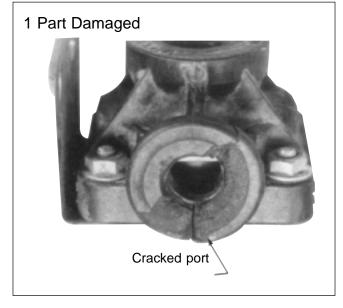
- Compressor crankshafts capable of making 360 degree rotation if not, the shaft may be broken and/or significant internal damage is present.
- Damage to threaded end of crankshaft or spline damage.
- Hammer marks to end of crankshaft.
- Evidence of over torque possibly sheared end of crankshaft.
- Evidence of high heat.

## **VALVES**

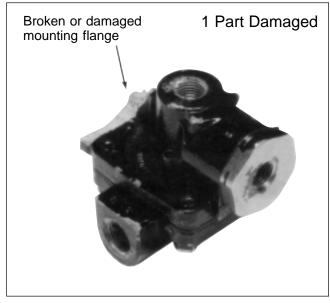












## **CORE GRADING GUIDELINES FOR VALVES**

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

## **Major parts include:**

- Damaged threads on connecting ports
- Broken body
- Broken cover
- Broken bolts if flush or below body
- Missing internal components (i.e. piston)
- Excessive corrosion or pitting
- Broken flange mounts

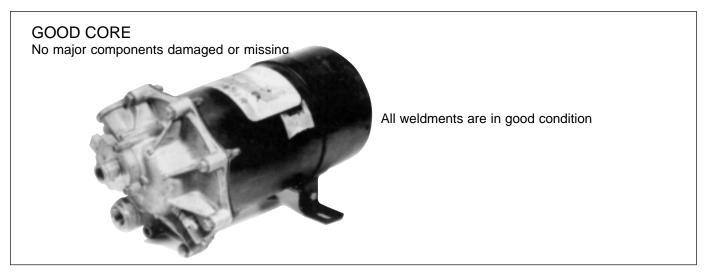
#### Scrap

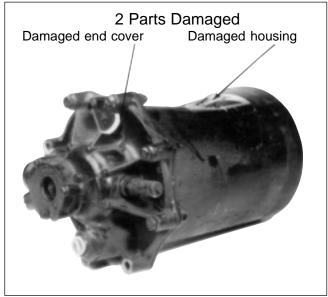
- Co-mingled parts
- Competitor parts not in Bendix Truck Products
- Two major parts damaged or missing
- Obsolete or not in program parts

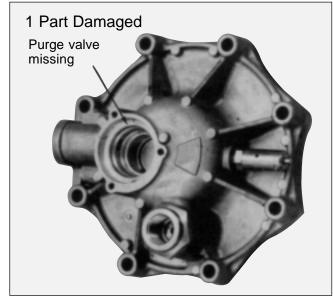
#### What to look for

- Valves must have Bendix logo or casting mark that begins with a "T".
- Snap ring in bottom signifies PR-4 valve.
- "PR-2" is stamped on side of PR-2 valve. Valve does not have spring in bottom.

#### AIR DRYER

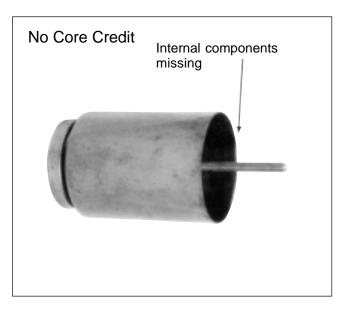






# **CARTRIDGE**





# CORE GRADING GUIDELINES FOR AIR DRYERS

#### **Good Core**

No major components damaged or missing

#### One Part Damaged

One major part damaged or missing

#### Major parts include:

- Broken or excessive corrosion on end cover
- Dented or excessive corrosion on canister
- Missing purge valve
- Missing cartridge

#### **Two Parts Damaged**

Two major parts damaged or missing

#### Scrap

- Co-mingled parts
- Competitor parts not in Bendix Truck Products
- Three major parts damaged or missing

#### What to look for

• End cover matches air dryer canister.

# CORE GRADING GUIDELINES FOR AIR DRYER END COVER AND PURGE VALVES

#### **Good Core**

No major components damaged or missing

#### Scrap

- Missing or damaged purge assembly
- Damaged body of end cover
- Broken bolts if flush or below the body
- · Excessive corrosion or pitting
- Obsolete or not in program parts

#### What to look for

 Excessive corrosion on the lip of AD-2 end cover where it fits into canister.

# CORE GRADING GUIDELINES FOR AIR DRYER CARTRIDGE

#### **Good Core**

No major components damaged or missing

#### One Part Damaged

One major part damaged or missing

## Major parts include:

- Broken or stripped threads on bolt
- Dented or excessive corrosion on canister
- Missing end cap
- Missing internal components
- Broken flange

#### Scrap

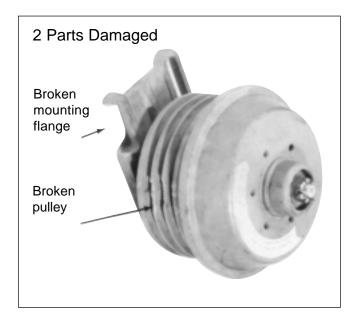
- Two major parts damaged or missing
- Co-mingled parts
- Competitor parts not in Bendix Truck Products

#### What to look for

- AD-9 cartridge has bolt in bottom of can with 4 drain holes. All other configurations are scrap.
- AD-2 cartridge must have minimum of 3 threads left above cover to receive good core credit.
- Part must have "BW" diamond logo to receive any core credit.

#### **FAN CLUTCH**





# CORE GRADING GUIDELINES FOR FAN CLUTCH

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

#### Major parts include:

- Damaged cover
- Damaged pressure plate
- Damaged pulley
- Damaged mounting flange
- Broken or stripped threads on shaft
- Damaged or missing spring pack

#### **Two Parts Damaged**

Two major parts damaged or missing

#### Scrap

- Co-mingled parts
- Competitor parts not in Bendix Truck Products
- Three major parts damaged or missing



#### What to look for

- FD-L cover is smooth without a lip at bottom and does not have rivets.
- FD-3 cover is smooth with a lip at bottom.
- FD-3 shaft has a cast numbers ending in "785" and "822".
- FD-2 is similar in style to FD-3. Cast numbers on shaft are not "785" or "822".
- Gouging of pressure plates.
- Spin pulley to ensure it moves freely. If not the ball bearing may be damaged or the studs have been installed too far causing internal damage.

# HYDRAULIC BRAKE PRODUCTS

**HYDROMAX BOOSTER** 



# CORE GRADING GUIDELINES FOR HYDROVACS

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

## Major parts include:

- Broken bolts
- Damaged slave cylinder
- Damaged vacuum chamber
- Broken bleeder screw
- Missing or damaged retainer
- Missing or damaged spring and out put rod

#### Scrap

- Two major parts damaged or missing
- Non Bendix program parts

#### What to look for

- Check bracket to ensure it has not been cut off.
- Determine part number by size of delivery nut (wide or narrow hex head)
- Determine part number by size of bracket (large or small)

# CORE GRADING GUIDELINES FOR HYDROMAX BOOSTER

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

#### Major parts include:

- Broken body
- Broken bolts
- Missing internal components

#### Scrap

- Two major parts damaged or missing
- Co-mingled parts
- Non Bendix program parts

# CORE GRADING GUIDELINES FOR MINI MASTER CYLINDER

#### **Good Core**

No major components damaged or missing

#### One Part Damaged

One major part damaged or missing

#### Major parts include:

- Broken or missing reservoir
- Damaged to body
- Broken bolts
- Missing internal components

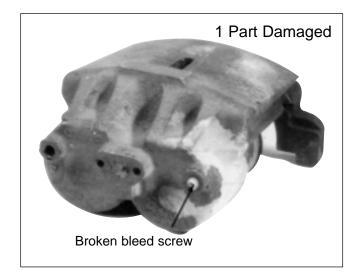
#### Scrap

- Two major parts damaged or missing
- Non Bendix program parts

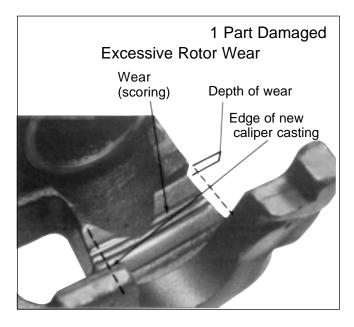
#### What to look for

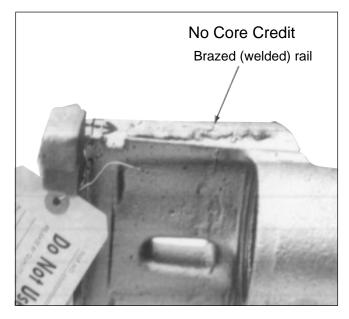
- Bore size is stamped into side of body.
- Standard 2.00 and 1.75. All others are scrap.
- Metric 50.50 and 44.45. All others are scrap.

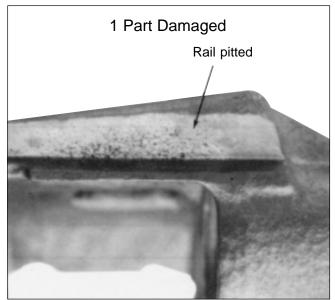
#### CALIPER

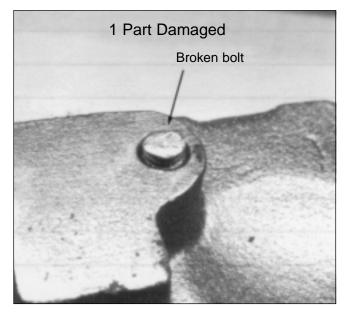












# CORE GRADING GUIDELINES **FOR CALIPERS**

#### **Good Core**

No major components damaged or missing

#### One Part Damaged

One major part damaged or missing

#### Major parts include:

- Broken bleeder screws
- Broken mounting bolt
- Damage to "V" Way

#### Scrap

- Two major parts damaged or missing
- Non Bendix program parts
- Excessive rotor wear on inside
- Excessive rim wear on outside
- Damaged or cracked casting
- Excessive rust

#### What to look for:

- Port location for 55314, 55313 and 55717
  - 55314 Top side of opening
  - 55313 Same side as opening
  - 55717 Has threaded mounting holes in center

# **CORE GRADING GUIDELINES** FOR TRUCK PRODUCTS **VALVES**

#### Good Core

No major components damaged or missing

#### One Part Damaged

One major part damaged or missing

#### **Major parts include:**

- Damaged threads on connecting ports
- Broken body
- Broken cover
- Broken bolts if flush or below body
- Missing internal components
- Excessive corrosion or pitting
- Broken flange mounts

#### Scrap

- Co-mingled parts
- Two major parts damaged or missing
- Obsolete or not in program parts

#### What to look for

- Excessive corrosion around all ports and mounting brackets.
- Bolts with heads that are sheared off level to cover.

# CORE GRADING GUIDELINES FOR TRUCK PRODUCTS COMPRESSORS

#### **Good Core**

No major components damaged or missing

#### **One Part Damaged**

One major part damaged or missing

#### **Major parts include:**

- Damaged crankshaft (including threads)
- Broken cooling fins
- Broken governor mounting padMissing or broken connecting rod
- Damaged mounting flange
- Case/crankcase or block damage
- Missing end cover
- Excessive wear (e.g. rust, corrosion, etc.) that would prevent the part from being remanufactured (final determination will be made by Bendix)
- Any core that has been welded or brazed
- Damage to the cylinder head

#### Two Parts Damaged

Two major parts damaged or missing

Hole in case/crankcase is two part damage

#### Scrap

- Co-mingled parts
- Three major parts damaged or missing
- Obsolete or not in program parts

#### What to look for

- Compressor crankshafts capable of making 360 degree rotation – if not, the shaft may be broken and/or significant internal damage is present.
- Damage to threaded end of crankshaft or spline damage.
- Hammer marks to end of crankshaft.
- Evidence of over torque possibly sheared end of crankshaft.
- Evidence of high heat.

#### CHANGE OVER UPGRADE & COMPETITIVE PROGRAM BENDIX CORE PROGRAM HANDBOOK

The following details how the cores turned in under the various aspects of the above programs will be valued.

#### COMPETITIVE TO BENDIX CHANGE OVER

All competitive devices in this section will be accepted back at the full core value of the applicable Bendix device being changed over to. For example: If you submit a Midland EL13053X core that has been changed over to a Bendix TF-550 107622, your core bank will be credited at the TF-550 core value of \$450.00.

Competitive to Bendix change overs are limited to 10% of your previous year's reman purchases of the device being changed over to. Cores must be tagged with a complete competitive changeover tag – BW1829.

#### COMPETITIVE CORE RETURN

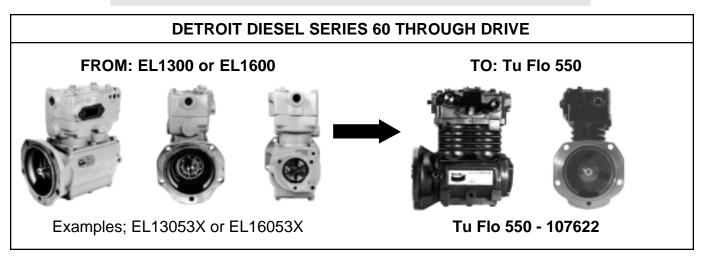
All competitive devices in this section will be accepted back at a reduced core value of the applicable Bendix device being changed over to. For example: If you submit a Midland KN18530X governor core for a Bendix 275491 governor core, your core bank will be credited at a core value of \$1.00. Designated blocks on the Bendix air CRM form indicate acceptable competitive returns.

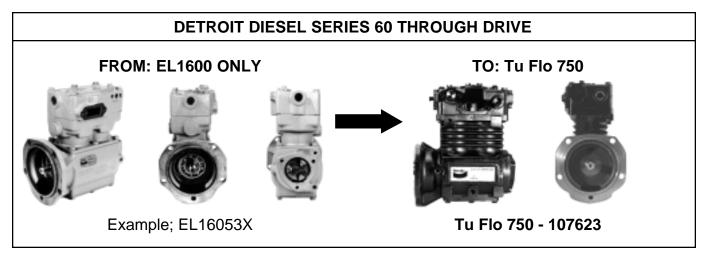
Competitive Core Returns are limited to 10% of your previous year's reman purchases of the Bendix device being returned against.

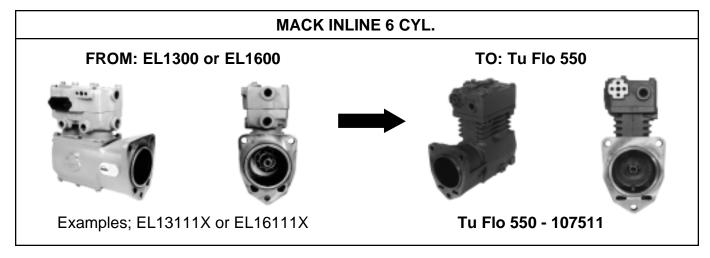
Only the competitive and Bendix devices illustrated on the following pages will be accepted as a core for the Competitive to Bendix Change Over Program. Substitutions are not permitted.

The competitive cores and Bendix change overs are presented by device. Where applicable, all Original Equipment, Service New and/or Remanufactured part number versions of the featured competitive core will be accepted for change over credit.

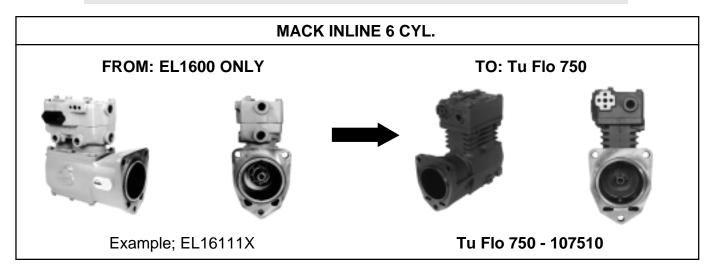
## **TU FLO 550/750 FLANGE MOUNTED COMPRESSOR**

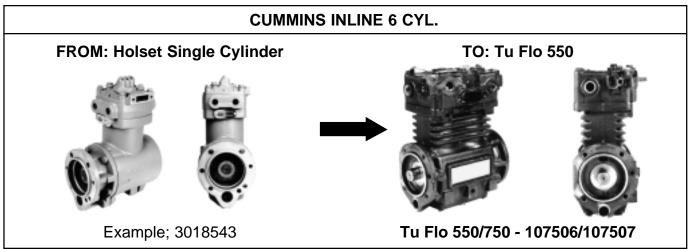




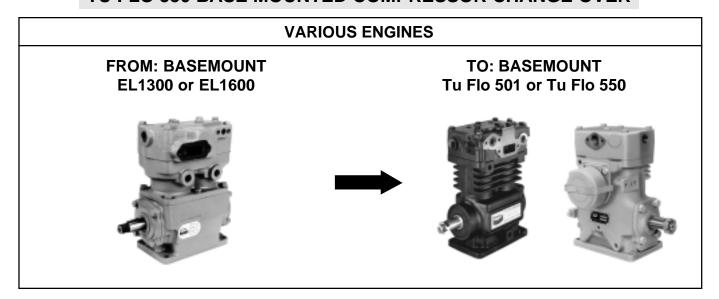


# TU FLO 550/750 FLANGE MOUNTED COMPRESSOR (CONT.)

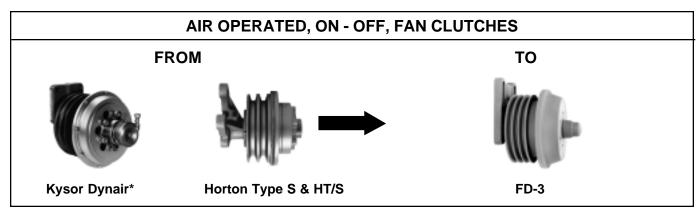




# TU FLO 550 BASE MOUNTED COMPRESSOR CHANGE OVER

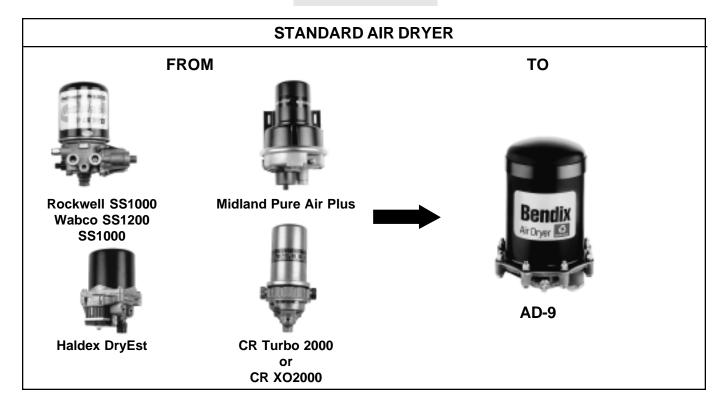


## **FAN CLUTCH**



\*Kysor - Core allowed ONLY when mounted on straight hub.

# **AIR DRYER**



## **RELAY VALVE**

#### STANDARD SERVICE RELAY VALVE

**FROM** 





Kelsey Hayes 5461, 5462, 5457, 5470



Midland\Berg 12343



Midland\Berg 12345, 12346



Midland 28010, 28011



**R-6** 



Midland 28060, 28061, 28132



Midland 28080, 28085



R-12



Midland/Wagner 28500, 28510, 28520



Midland/Wagner A80070



R-12



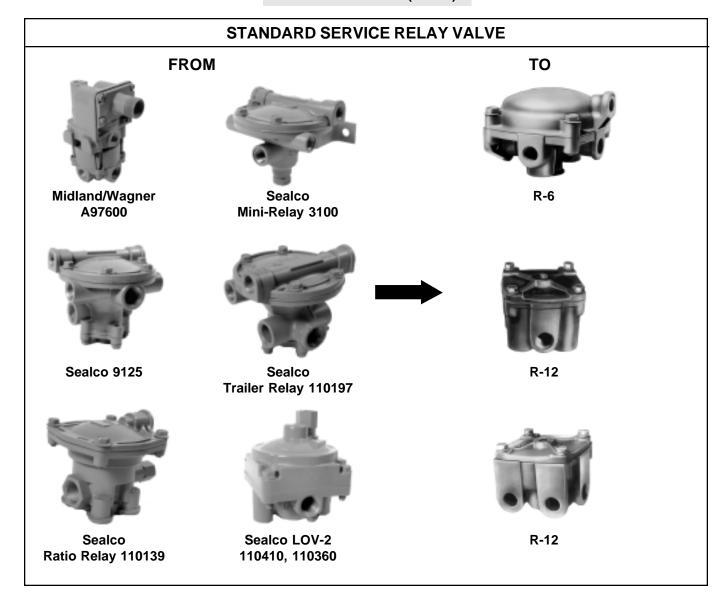
Midland/Wagner A85490, A85493



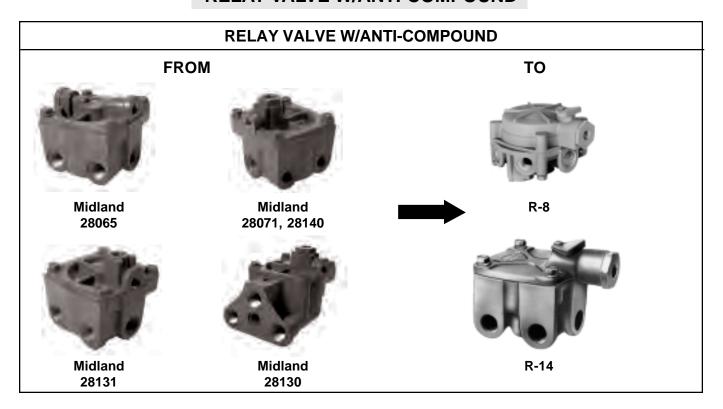
Midland/Wagner A86473, A86477, A103600

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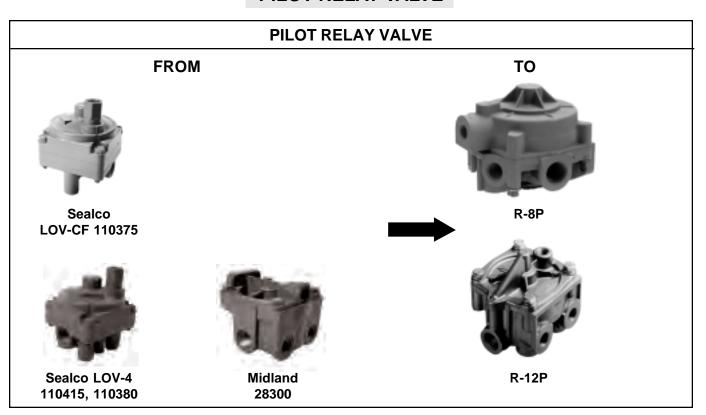
# **RELAY VALVE (CONT.)**



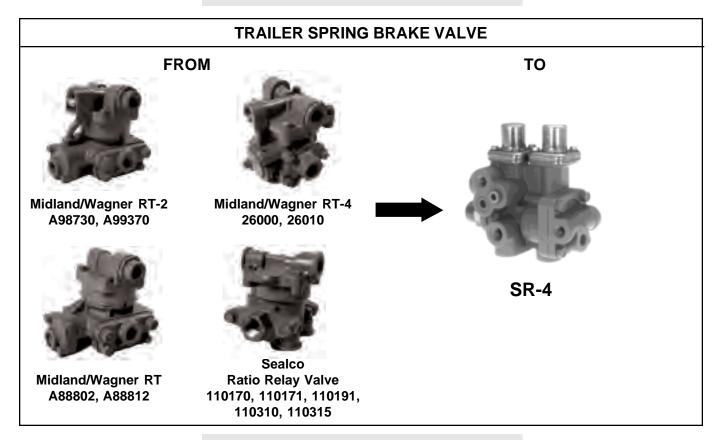
## **RELAY VALVE W/ANTI-COMPOUND**



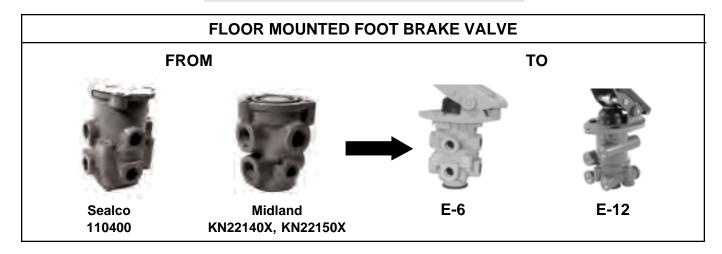
# PILOT RELAY VALVE



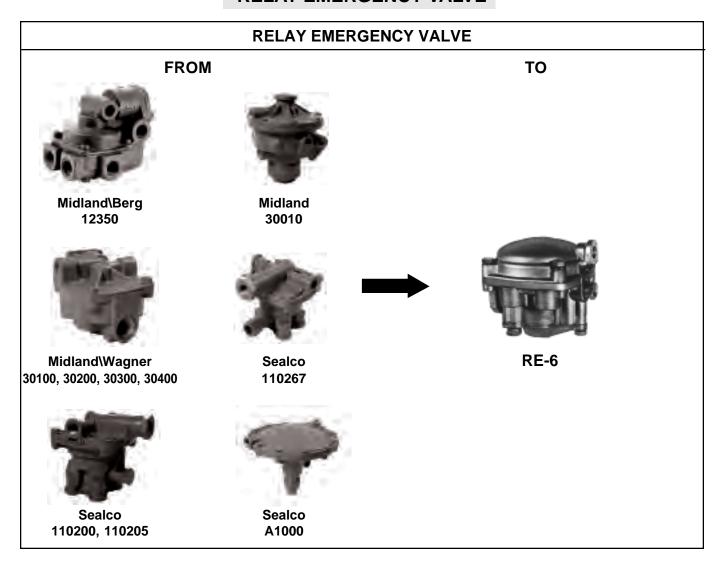
## TRAILER SPRING BRAKE VALVE



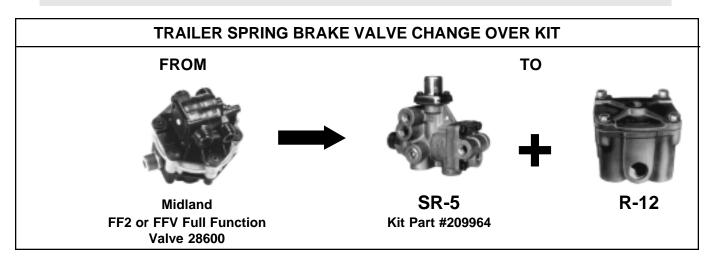
#### **DUAL CIRCUIT BRAKE VALVE**



## **RELAY EMERGENCY VALVE**



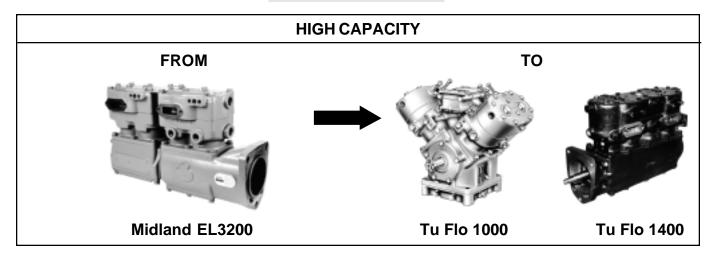
# SPECIAL SR-5 TRAILER SPRING BRAKE VALVE CHANGE OVER KIT



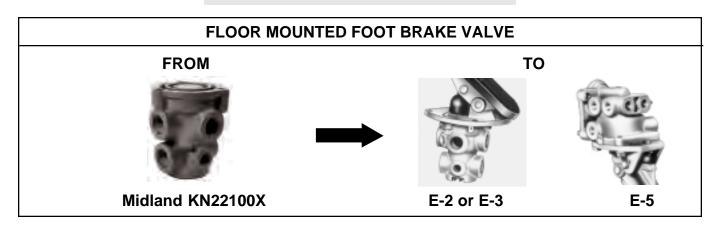
Only the competitive and Bendix devices illustrated on the following pages will be accepted as a core for the Competitive Core Return Program. Substitutions are not permitted.

The competitive cores and Bendix change overs are presented by device. Where applicable, all Original Equipment, Service New and/or Remanufactured part number versions of the featured competitive core will be accepted for change over credit.

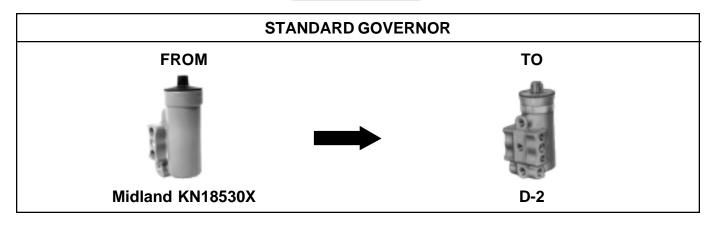
#### **COMPRESSORS**



#### SINGLE CIRCUIT BRAKE VALVE



#### **GOVERNOR**



# TRAILER SPRING BRAKE VALVE

# TRAILER SPRING BRAKE VALVE FROM TO Midland/Berg Task Valve Sealco Ratio Relay Valve 12360, 12361 TRAILER SPRING BRAKE VALVE SR-2

# Remanufactured Net Core Values - Air Valores Netos Para Cascos Remanufacturadas - Aire

Core Groups	Description	Core Class	Good Core	1 Part Damaged	2 Parts Damaged	Competitive Core*	Upgrade/ Changeover Core*
Grupo del Casco	Descripcion	Clase del Casco	Casco Bueno	1 Parte Danada	2 Partes Danada	Casco de la Competencia*	Casco Actualizado/ Intercambio*
1	BX-2150 - FLANGE MOUNT	26	\$275	\$150	\$30	\$0	\$0
	TF-501 - FLANGE MOUNT	14	325	160	60	0	0
	TF-700 - FLANGE MOUNT	5	350	160	60	0	0
	TF-1400 - FLANGE MOUNT	6	520	300	50	300	0
1A	TF 550 CAT 31.5 DEGREE 2-HOLE FLANGE	1A	450	250	100	0	450
	TF 550 CAT 5-HOLE FLANGE	1A	450	250	100	0	450
	TF 550 CAT 3-HOLE FLANGE	1A	450	250	100	0	450
	TF 750 CAT 31.5 DEGREE 2-HOLE FLANGE	2A	450	250	100	0	450
	TF 750 CAT 5-HOLE FLANGE	2A	450	250	100	0	450
	TF 750 CAT 3-HOLE FLANGE	2A	450	250	100	0	450
1B	TF 550 CUMMINS 4-HOLE FLANGE	1B	450	250	100	0	450
	TF 750 CUMMINS 4-HOLE FLANGE	2B	450	250	100	0	450
1C	TF550 DDC 4-HOLE THRU DRIVE	1C	450	250	100	0	450
	TF550 DDC 4-HOLE NON THRU DRIVE	1C	450	250	100	0	450
	TF550 DDC SERIES 55	1C	450	250	100	0	450
	TF750 DDC 4-HOLE THRU DRIVE	2C	450	250	100	0	450
	TF750 DDC 4-HOLE NON THRU DRIVE	2C	450	250	100	0	450
	TF750 DDC SERIES 55	2C	450	250	100	0	450
1D	TF 550 DDC INTEGRAL ADAPTER	1D	450	250	100	0	450
	TF 750 DDC INTEGRAL ADAPTER	2D	450	250	100	0	450
1E	TF550 CUMMINS 2-HOLE FLANGE	1E	450	250	100	0	450
1F	TF550 MACK EXTENDED FLANGE	1F	450	250	100	0	450
	TF750 MACK EXTENDED FLANGE	2F	450	250	100	0	450
	TF750 MACK 3-HOLE FLANGE	2F	450	250	100	0	450
1G	TF550 NAVISTAR 7 DEGREE 2-HOLE FLANGE	1G	450	250	100	0	450
	TF750 NAVISTAR 7 DEGREE 2-HOLE FLANGE	2G	450	250	100	0	450
1H	TF550 VOLVO 5-HOLE FLANGE	1H	450	250	100	0	450
	TF750 VOLVO 5-HOLE FLANGE	2H	450	250	100	0	450
11	TF550 BASE MOUNT	60	400	200	100	0	400
1J	BA921 COMPRESSOR - DDC	2J	450	250	100	0	0
1K	BA921 COMPRESSOR - CAT	2K	450	250	100	0	0
2	FD-2 FAN CLUTCH	27	75	50	20	0	0
	FD-3 FAN CLUTCH	7	175	100	50	0	175
	FD-L FAN CLUTCH	28	225	150	75	0	0
3	E-2/3/5 BRAKE VALVES	41	30	15	0	5	0
4	AD-4 CARTRIDGES	65	25	10	0	0	0
	AD-9 CARTRIDGES	66	30	10	0	0	0
	AD-2 CARTRIDGES	13	15	10	0	0	0
5	D-2 GOVERNOR	16	3	1	0	1	0
6	AD-4 END COVER	67	40	0	0	0	0
	AD-2 END COVER	17	25	0	0	0	0
	AD-9 PURGE VALVE	68	20	0	0	0	0
7	ASA-5 AUTOMATIC SLACK ADJ.	54	29	20	10	0	0
9	AD-4 AIR DRYERS	11	120	60	30	0	0
	AD-9 AIR DRYERS	29	120	60	30	0	120
9A	AD-IP AIR DRYER	79	160	80	40	0	0

<sup>\*</sup> See Policy section of publication BW1020 or BW1020-A for restrictions on competitive and upgrade/changeover core returns.

<sup>\*</sup> Refiérase a la sección de condiciones en el catálogo BW1020 ó BW1020-A para las restricciones en la devolución de cascos de la competencia y cascos actualizados/de intercambio.

# Remanufactured Net Core Values - Air Valores Netos Para Cascos Remanufacturadas - Aire

Core Groups	Description	Core Class	Good Core	1 Part Damaged	2 Parts Damaged	Competitive Core*	Upgrade/ Changeover Core*
Grupo del Casco	Descripcion	Clase del Casco	Casco Bueno	1 Parte Danada	2 Partes Danada	Casco de la Competencia*	Casco Actualizado/ Intercambio*
9B	AD-IP CARTRIDGES	96	\$50	\$15	\$0	\$0	\$0
9C	AD-IS AIR DRYER	9C	175	90	45	0	0
12	TF-501 - BASE MOUNT	59	275	125	50	0	275
	TF-700 - BASE MOUNT	61	300	125	50	0	0
	BX-2150 - BASE MOUNT	62	275	150	30	0	0
13	TF-300 - A/C \ SELF LUBED	55	185	100	50	0	0
	TF-300 - ENGINE LUBED	1	90	50	25	0	0
	TF-400 - A/C \ SELF LUBED	56	200	100	50	0	0
	TF-400 - ENGINE LUBED	2	100	50	25	0	0
	TF-500 - A/C \ SELF LUBED	57	250	120	60	0	0
	TF-500 - ENGINE LUBED	30	50	25	10	0	0
	TF-1000 - ENGINE & SELF LUBED	64	460	300	100	300	0
14	DF - 596 COMPRESSOR	97	520	300	50	300	0
16	PP-1 & 7 DASH VALVE	36	30	15	0	0	0
	PP-2/3/8 DASH VALVE	37	15	7	0	0	0
	TC-2 & 4 DASH VALVE	37	15	7	0	0	0
	TW - 1 & 3 DASH VALVE	37	15	7	0	0	0
17	LQ-2 LIMITED QUICK RLS VALVE	43	5	2	0	0	0
	LQ-4 & 5 LTD. QUICK RLS VALVE	39	25	10	0	0	0
	QR-1 QUICK RELEASE VALVE	43	5	2	0	0	0
	QR-1C QUICK RELEASE VALVE	38	15	7	0	0	0
25	R-12 & 14 RELAY VALVE	69	20	10	0	0	20
20	R-6/8/8P RELAY VALVES	40	30	15	0	0	30
26	AD-2 AIR DRYERS	63	90	40	0	0	0
27	DS-1 DBL CHECK STOP LIGHT	18	10	5	0	0	0
	DV-2 DRAIN VALVE	19	15	7	0	0	0
28	SR-1 SPRING BRAKE VALVE	33	30	15	0	0	0
	SR-2 SPRING BRAKE VALVE	8	30	15	0	5	0
	SR-4 SPRING BRAKE VALVE	9	30	15	0	0	30
	SR-5 SPRING BRAKE VALVE	75	30	15	0	0	0
30	FD-1 FAN CLUTCH	3	25	10	5	0	0
31	E-6 BRAKE VALVE	31	25	15	0	0	25
	E-7 & 10 BRAKE VALVE	32	50	25	0	0	50
32	E-12 BRAKE VALVE	72	50	25	0	0	50
33	R-7 RELAY INVERSION VALVE	35	45	20	0	0	0
34	BPR-1 BOBTAIL VALVE	34	50	25	0	0	0
35	RE-6 RELAY VALVE	70	45	20	0	0	45
36	TP-4 TRACTOR PROTECTION	25	25	10	0	0	0
	TP-5 TRACTOR PROTECTION	12	50	25	0	0	0
37	PR-2 & 4 PRESSURE REG. VLV	20	15	7	0	0	0
] 3,	TR-2 & 3 INVERSION VALVE	22	15	7	0	0	0
38	SR-5 CHANGE-OVER KIT	76	0	0	0	0	67
70	R-12P RELAY VALVE	73	20	10	0	0	20
70	E-14 BRAKE VALVE	3A	50	25	0	0	50
72	E-14 BRAKE VALVE E-15 BRAKE VALVE	3B	50	25	0	0	50
73	TP-3 TRACTOR PROTECTION	10	15	7	0		0
13	IF-3 IKACIUK PKUTECHUN	10	10	/	U	0	U

<sup>\*</sup> See Policy section of publication BW1020 or BW1020-A for restrictions on competitive and upgrade/changeover core returns.

<sup>\*</sup> Refiérase a la sección de condiciones en el catálogo BW1020 ó BW1020-A para las restricciones en la devolución de cascos de la competencia y cascos actualizados/de intercambio.

# Remanufactured Net Core Values - Hydraulics Valores Netos Para Cascos Remanufacturadas - Piezas Hidráulicas

Core Groups	Description	Core Class	Good Core	1 Part Damaged	2 Parts Damaged	Competitive Core*
Grupo del Casco	Descripción	Clase del Casco	Casco Bueno	1 Parte Dañada	2 Partes Dañada	Casco de la Competencia*
10	HYDROMAX BOOSTER	23	\$30	\$15	\$0	\$0
11	MINI - MASTER CYLINDER	24	30	15	0	0
19	BW CALIPER	46	23	10	Ō	0
20	BW CALIPER	47	27	10	0	0
21	BW CALIPER	48	63	20	0	0
22	BW CALIPER	49	54	20	0	0
23	DAYTON CALIPER	50	54	20	0	0
23	DAYTON CALIPER	51	59	20	0	0
24	BW CALIPER	52	63	20	0	0
2A	BRAKE SHOES	X1	5	0	0	0
2B	BRAKE SHOES	X2	20	0	0	0
2D	BRAKE SHOES	X4	6	0	0	0
2E	BRAKE SHOES	X5	10	0	0	0
2G	BRAKE SHOES	X7	40	0	0	0
3A	BARE CALIPER	Y3	10	0	0	0
3B	BARE CALIPER	Y4	15	0	0	0
3C	BARE CALIPER	Y5	25	0	0	0
3D	BARE CALIPER	Y6	35	Ō	Ō	0
3E	BARE CALIPER	Y7	50	Ō	Ō	0
3J	CALIPER	Z2	63	20	Ō	0
3K	CALIPER	K3	15	0	Ō	0
3L	CALIPER	L3	40	Ō	0	0
3M	CALIPER	M3	59	20	Ō	0
3N	CALIPER	N3	40	0	0	0
3P	CALIPER	P3	75	50	0	0
3Q	CALIPER	Q3	75	50	Ō	0
3R	CALIPER	R3	75	50	Ō	0
3S	CALIPER	S3	59	20	Ō	0
3T	CALIPER	Т3	15	0	0	0
40	HYDROVAC BOOSTERS	80	70	35	0	0
41	HYDROVAC BOOSTERS	81	70	35	0	0
42	HYDROVAC BOOSTERS	82	70	35	0	0
42	HYDROVAC BOOSTERS	86	70	35	0	0
43	HYDROVAC BOOSTERS	83	120	60	0	0
44	HYDROVAC BOOSTERS	84	70	35	0	0
44	HYDROVAC BOOSTERS	85	70	35	0	0
45	HYDROVAC BOOSTERS	87	70	35	0	0
46	HYDROVAC BOOSTERS	88	70	35	0	0
47	HYDROVAC BOOSTERS	89	70	35	0	0
48	SINGLE MASTERVAC	H1	70	35	0	0
49	TANDEM MASTERVAC	H2	70	35	0	0
4B	WHEEL CYLINDER	4B	35	0	0	0
4C	BACKING PLATE	4C	150	0	0	0
4D	PUMP & MOTOR	4D	50	0	0	0
4E	PARKING BRAKE CHAMBER	4E	25	0	0	0
50	HYDROBOOST	H3	70	35	0	0
51	HMAX PUMP & MOTOR	H4	50	0	0	0
52	LOADED CALIPER	H5	50	0	0	0
53	LOADED CALIPER	H6	25	0	0	0
54	LOADED CALIPER	H7	59	20	0	0
55	LOADED CALIPER	H8	50	0	0	0
56	LOADED CALIPER	C1	20	10	0	0
57	LOADED CALIPER	C2	75	20	0	0
58	LOADED CALIPER	C3	50	20	0	0

<sup>\*</sup> See Policy section of publication BW1020 or BW1020-A for restrictions on competitive and upgrade/changeover core returns.

<sup>\*</sup> Refiérase a la sección de condiciones en el catálogo BW1020 ó BW1020-A para las restricciones en la devolución de cascos de la competencia y cascos actualizados/de intercambio.

# Remanufactured Net Prices - Truck Products Precios Netos para Piezas Remanufacturadas - Truck Products

Core Groups	Description Description	Core Class	Good Core	1 Part Damaged	2 Parts Damaged	Competitive Core*
Grupo del Casco	Descripción	Clase del Casco	Casco Bueno	1 Parte Dañada	2 Partes Dañada	Casco de la Competencia*
A1	EL740-4-HOLE BASE A/C-ROTATABLE HEAD	AA	\$150	\$98	\$38	\$0
A2	EL740-4-HOLE BASE A/C-NON-ROTATABLE HEAD	AB	150	98	38	0
A3	EL740-4-HOLE BASE W/C-ROTATABLE HEAD	AC	150	98	38	0
A4	EL740-4-HOLE BASE W/C-NON-ROTATABLE HEAD	AD	150	98	38	0
A5	EL740-DETROIT 0° FLANGE MOUNT	AE	150	98	38	0
A6	EL740-6-HOLE BASE	AF	150	98	38	0
A7	MIDLAND GOVERNOR-DIAPHRAGM TYPE	AG	3	0	0	0
A8	MIDLAND GOVERNOR-PISTON TYPE	AH	3	0	0	0
B1	EL850-4-HOLE BASE-A/C	BA	240	156	60	0
B2	EL850-4-HOLE BASE-W/C	BB	240	156	60	0
B3	EL850-CUMMINS "B" SERIES	ВС	240	156	60	0
C1	EL1300-4-HOLE BASE	CA	270	175	68	0
D1	EL1300-DETROIT 60 SERIES	DA	270	175	68	0
D2	EL1300-DETROIT 0°	DB	270	175	68	0
D3	EL1300-DETROIT 1°	DD	270	175	68	0
D4	EL1300-DETROIT 41°	DE	270	175	68	0
D5	EL1300-DETROIT 45°	DF	270	175	68	0
D6	EL1300-DETROIT 50°	DG	270	175	68	0
E1	EL1300-CUMMINS	EA	270	175	68	0
E2	EL1300-CUMMINS 2-HOLE	EB	270	175	68	0
F1	EL1300-MACK	FA	270	175	68	0
G1	EL1300-CAT TAPERED SHAFT	GA	270	175	68	0
G2	EL1300-CAT TAPERED SHORT SHAFT	GB	270	175	68	0
G3	EL1300-CAT SPLINE SHAFT	GC	270	175	68	0
G4	EL1300-CAT 5-HOLE MOUNT	GD	270	175	68	0
H1	EL1600-4-HOLE BASE	HA	270	175	68	0
J	HOLSET CUMMINS SINGLE CYL COMPRESSOR	AJ	300	195	75	0
J1	EL1600-CUMMINS	JA	270	175	68	0
J2	COMPT JB - CUMMINS COMPRESSOR	JB	300	195	75	0
J3	COMPT JC - CUMMINS COMPRESSOR	JC	300	195	75	0
J4	COMPT JD - CUMMINS COMPRESSOR	JD	300	195	75	0
K1	EL1600-DETROIT 0°	KA	270	175	68	0
K2	EL1600-DETROIT 60 SERIES	КВ	270	175	68	0
K3	EL1600-DETROIT 1°	KC	270	175	68	0
K4	EL1600-DETROIT 4°	KD	270	175	68	0
K5	EL1600-DETROIT 41°	KE	270	175	68	0
K6	EL1600-DETROIT 45°	KF	270	175	68	0
K7	EL1600-DETROIT 50°	KG	270	175	68	0
K8	EL1600-DETROIT 75°	KH	270	175	68	0
L1	EL1600-MACK	LA	270	175	68	0
M1	EL1600-CAT TAPERED SHAFT	MA	270	175	68	0
M2	EL1600-CAT SPLINE SHAFT FOX HEAD FLANGE	MB	270	175	68	0
M3	MIDLAND CYLINDER HEAD	MC	40	0	0	0
N1	EL3200-4 CYLINDER	NA	450	293	113	0
P1	HOLSET CUMMINS 2-CYLINDER	PA	600	390	150	0
P3	HOLSET CUMMINS CYLINDER HEAD	PC	60	0	0	0
Q1	CLAYTON DEWANDRE	QA	250	162	62	0

<sup>\*</sup> See Policy section of publication BW1020 or BW1020-A for restrictions on competitive and upgrade/changeover core returns.

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<sup>\*</sup> Refiérase a la sección de condiciones en el catálogo BW1020 ó BW1020-A para las restricciones en la devolución de cascos de la competencia y cascos actualizados/de intercambio.

# Remanufactured Net Prices - Truck Products Precios Netos para Piezas Remanufacturadas - Truck Products

		Core	Damaged	Damaged	Core*
Descripción	Clase del Casco	Casco Bueno	1 Parte Dañada	2 Partes Dañada	Casco de la Competencia*
MIDLAND SINGLE CIRCUIT FOOT VALVE	VA	\$40	\$20	\$0	\$0
				0	0
				0	0
MIDLAND RELAY VALVE-DIAPHRAGM TYPE	VE	20	10	0	0
MIDLAND RELAY VALVE-PISTON TYPE	VF			0	0
MIDLAND RELAY VALVE	VG	40		0	0
		36		0	0
	VI			0	0
				0	0
				0	0
				0	0
			1	0	0
			1	1	0
			1	1	0
				1	0
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	MIDLAND SINGLE CIRCUIT FOOT VALVE MIDLAND DUAL CIRCUIT FOOT VALVE SEALCO DUAL CIRCUIT FOOT VALVE MIDLAND RELAY VALVE-DIAPHRAGM TYPE	MIDLAND SINGLE CIRCUIT FOOT VALVE  MIDLAND DUAL CIRCUIT FOOT VALVE  SEALCO DUAL CIRCUIT FOOT VALVE  WE  SEALCO DUAL CIRCUIT FOOT VALVE  WE  MIDLAND RELAY VALVE-DIAPHRAGM TYPE  WE  MIDLAND RELAY VALVE  MIDLAND WAGNER RELAY VALVE RG-2  WAGNER RELAY VALVE RF  WAGNER RELAY VALVE RF  WAGNER RELAY VALVE RS, RG-4, RS-2  BERG RELAY VALVE  SEALCO MINI-RELAY VALVE  SEALCO RELAY VALVE  SEALCO SERVICE BRAKE-LOV VALVE 2 PORT  WE SEALCO SERVICE BRAKE-LOV VALVE 4 PORT  WE SEALCO RATIO SPRING BRAKE CONTROL VALVE  WIDLAND RELAY VALVE-2 PORT  SEALCO RATIO SPRING BRAKE CONTROL VALVE  WIDLAND RELAY EMERGENCY VALVE  WW  MIDLAND RELAY EMERGENCY VALVE  WW  MIDLAND RELAY EMERGENCY VALVE  WAGNER "RT" SPRING BRAKE CONTROL  WA  WAGNER "RT-2" SPRING BRAKE CONTROL  WA  WAGNER "RT-2" SPRING BRAKE CONTROL  WA  WAGNER "RT-2" SPRING BRAKE CONTROL  WA  MIDLAND TR-4 TYPE SPRING BRAKE VALVE  WE  MIDLAND TRACTOR PROTECTION VALVE  WE  MIDLAND TRACTOR PROTECTION VALVE/2-LINE  MIDLAND TRACTOR PROTECTION VALVE  WH  SEALCO CARTRIDGE FOR A10005X  WJ  SLOAN PUSH PULL-BRASS  WK  NEWAY LEVELING VALVE  WI  FULLER RANGE SELECTOR  WA	MIDLAND SINGLE CIRCUIT FOOT VALVE MIDLAND DUAL CIRCUIT FOOT VALVE SEALCO DUAL CIRCUIT FOOT VALVE VC 20 MIDLAND RELAY VALVE-DIAPHRAGM TYPE VE 20 MIDLAND RELAY VALVE-DISTON TYPE VF 36 MIDLAND RELAY VALVE-PISTON TYPE VF 36 MIDLAND RELAY VALVE MIDLAND RELAY VALVE MIDLAND RELAY VALVE MIDLAND RELAY VALVE VH 36 MIDLAND RELAY VALVE MIDLANDWAGNER RELAY VALVE RG-2 VI 36 WAGNER RELAY VALVE RF VJ 36 WAGNER RELAY VALVE RS, RG-4, RS-2 VK 5ERG RELAY VALVE VN 16 SEALCO MINI-RELAY VALVE VN 16 SEALCO RELAY VALVE VN 16 SEALCO RELAY VALVE VO 20 SEALCO SERVICE BRAKE-LOV VALVE 2 PORT VP 25 SEALCO SERVICE BRAKE-LOV VALVE 4 PORT VR KELSEY HAYES RELAY VALVE-2 PORT VS SEALCO RATIO SPRING BRAKE CONTROL VALVE MIDLAND ET TYPE RELAY EMERGENCY VALVE WW 20 BERG RELAY EMERGENCY VALVE WW 20 MIDLAND RT-4 TYPE SPRING BRAKE VALVE WW 20 MIDLAND RT-4 TYPE SPRING BRAKE CONTROL WA MIDLAND TR-4 TYPE SPRING BRAKE CONTROL WB 55 MIDLAND TR-4 TYPE SPRING BRAKE CONTROL WB 56 MIDLAND TR-4 TYPE SPRING BRAKE CONTROL WB 57 MIDLAND TR-4 TYPE SPRING BRAKE CONTROL WB 58 MIDLAND TR-6TOR PROTECTION VALVE WH 36 MIDLAND TR-6TOR PROTECT	MIDLAND SINGLE CIRCUIT FOOT VALVE  MIDLAND DUAL CIRCUIT FOOT VALVE  SEALCO DUAL CIRCUIT FOOT VALVE  WB 40 20  SEALCO DUAL CIRCUIT FOOT VALVE  WC 20 10  MIDLAND RELAY VALVE-DISTON TYPE  WF 36 18  MIDLAND RELAY VALVE-PISTON TYPE  WF 36 18  MIDLAND RELAY VALVE  WG 40 20  MIDLAND RELAY VALVE  WH 36 18  MIDLAND RELAY VALVE  MIDLAND RELAY VALVE RG-2  WI 36 18  WAGNER RELAY VALVE RF  WJ 36 18  WAGNER RELAY VALVE RF  WJ 36 18  WAGNER RELAY VALVE RS, RG-4, RS-2  VK 5 3  BERG RELAY VALVE  WN 16 8  SEALCO MINI-RELAY VALVE  VN 16 8  SEALCO RELAY VALVE  VN 16 8  SEALCO SERVICE BRAKE-LOV VALVE 2 PORT  VN 16 8  SEALCO SERVICE BRAKE-LOV VALVE 4 PORT  KELSEY HAYES RELAY VALVE-2 PORT  VR 15 8  KELSEY HAYES RELAY VALVE-2 PORT  VR 15 8  SEALCO RATIO SPRING BRAKE CONTROL VALVE  WM 16 8  MIDLAND E TYPE RELAY EMERGENCY VALVE  WM 16 8  MIDLAND ELAY EMERGENCY VALVE  WW 20 10  BERG RELAY EMERGENCY VALVE  WW 20 10  BERG TASK VALVE  WAGNER 'RT'- SPRING BRAKE CONTROL  WA 5 3  WAGNER 'RT'- SPRING BRAKE CONTROL  WB 5 3  WAGNER 'RT-2'- SPRING BRAKE CONTROL  WB 5 3  WAGNER 'RT-2'- SPRING BRAKE CONTROL  WB 6 18  MIDLAND UICK RELEASE/DOUBLE CHECK  WD 10 5  MIDLAND TRACTOR PROTECTION VALVE  WG 36 18  MIDLAND TRACTOR PROTECTION VALVE  WH 36 18  MIDLAND TRACTOR PROTEC	MIDLAND SINGLE CIRCUIT FOOT VALVE  MIDLAND DUAL CIRCUIT FOOT VALVE  SEALCO DUAL CIRCUIT FOOT VALVE  VC  20  10  0  MIDLAND RELAY VALVE-DIAPHRAGM TYPE  VF  36  MIDLAND RELAY VALVE-DIAPHRAGM TYPE  VF  36  MIDLAND RELAY VALVE-PISTON TYPE  VF  36  MIDLAND RELAY VALVE  VG  40  20  0  MIDLAND RELAY VALVE  VH  36  MIDLANDWAGNER RELAY VALVE RG-2  VI  36  MIDLANDWAGNER RELAY VALVE RG-2  VI  36  MIDLANDWAGNER RELAY VALVE RF  VJ  36  MIDLANDWAGNER RELAY VALVE RF  VJ  36  MIDLANDWAGNER RELAY VALVE WH  MIDLANDWAGNER RELAY WALVE

<sup>\*</sup> See Policy section of publication BW1020 or BW1020-A for restrictions on competitive and upgrade/changeover core returns.

<sup>\*</sup> Refiérase a la sección de condiciones en el catálogo BW1020 ó BW1020-A para las restricciones en la devolución de cascos de la competencia y cascos actualizados/de intercambio.

#### SHIPPING: All U.S.

All cores are to be shipped to your local service plant at one of the addresses shown below. Shipments of 500 #'s or more can be shipped collect using America Presidents Logistics. Please call 1-877-681-1949 option #1 for scheduling.

Shipments under 500 #'s must be shipped prepaid. If discrepancies are found between the actual weight of the units and the bill of lading weight, Bendix Commercial Vehicle Systems LLC reserves the right to debit the customer the freight cost if the total unit weight is less than 500 #'s. Describe parts on bill of lading as "USED BRAKE ASSEMBLIES CLASS 60, NMFC #17850."

#### Canada

From most locations, use Day & Ross Transport

#### Exceptions:

- From Manitoba, Saskatchewan, Alberta, British Columbia and Thunder Bay to Montreal use Reimer Express
- From anywhere in Quebec to Montreal use Thibodeau Transport

#### Eastern U.S. Ship-to:

Bendix Commercial Vehicle Systems LLC 1155 East Franklin St. Huntington, IN 46750

#### Western U.S. Ship-to:

Bendix Commercial Vehicle Systems LLC 1095 Spice Island Drive #101 Sparks, NV 89431

#### Canadian Ship-to:

Bendix Commercial Vehicle Systems 8851 Crescent 4 Anjou QC H1J1A9

#### **PACKAGING:**

Improperly or poorly packaged remanufactured exchange cores can result in lost or damaged cores. (See picture).

Returned material should be physically consolidated as much as possible by groups to assist in checking the material at the inspection point and to assure proper core credit. Preprinted Core Return Memo (CRM) forms are available (BW693 Air Components & BW693H Hydraulic Components and BW1744 Truck Products Components).

Shipments should be adequately packed to ensure protection of the parts. Individual corrugated cartons are recommended. Parts received damaged due to inadequate packaging may be downgraded. Packing slips should be properly attached to the exterior of shipment. Place your name, address & customer number visibly on the outside of the box.

Cores are valuable and should be packed accordingly.



### **UPGRADE/CHANGEOVER:**

In order to expedite upgrade/changeover claims, upgrade/changeover material should be separately packaged and tagged "UPGRADE/CHANGEOVER" (use tag BW1829) when returned with remanufactured exchange cores. Upgrade/changeover material not separately tagged will result in missed upgrade/changeover credit.

### **BRAKE SHOE AND LININGS:**

Brake shoe and linings should be placed inside a separate plastic bag with a tag identifying the part numbers and quantities contained in the bag.

### **HYDRAULICS:**

Should be returned in their original box for identification purposes. If the box is not available, please tag with the part number.

### **WARRANTY MATERIAL:**

In order to expedite warranty claims, warranty material must be separately packaged and marked "WARRANTY MATERIAL" when returned with remanufactured exchange cores. Warranty material, not separately packaged, will result in missed warranty credit (use warranty tag BW 285).

Customer returns may be returned with the same shipment as cores to the customer postsales center as long as they are packaged & marked separately.

### **FORMS**

There are four Core Return Memo (CRM) Forms. They are:

(1) BW-693 - "Air Brake Parts"

(2) BW-693H - "Hydraulics"

(3) BW-1744 - "Truck Products"

(4) BW-2313 - "Hydraulic Brake Shoes"

These pre-numbered forms show Bendix models, device codes, groups, classes and grades.

After grading, simply fill in the appropriate block with the quantity being returned and complete the total quantity for each group.

Complete the Name and Address; and Bill-Of-Lading information.

Check the appropriate "Ship-To" address box and follow the "Copy Distribution" as printed in the lower right corner of the form.

When the shipment is received, Bendix Commercial Vehicle Systems LLC will count and inspect the cores and will return a core exchange maintenance report as acknowledgment of your return. If you supply Bendix with your email address, the acknowledgment can automatically be sent electronically as soon as the shipment is counted & graded.

Any discrepancies not reported within 30 days of acknowledgment will be assumed to be accepted as reported.

Additional CRM Forms can be ordered by the "BW" Part Number(s) as part of your normal stock order.

Additional copies of this Core Return Handbook can be ordered as Part Number BW1020A.



### **CORE RETURN MEMO**

	RETURNED CORES:
	B/L NO
CRM MEMO NO.	CARRIER
FOR BCVS USE ONLY	CONTAINERS /LBS.
FOR BUYS USE UNLT	UNDER 500 LB. SHIP PREPAID - OVER 500 LB. SHIP COLLECT
CUST. CODE	
	SHIP FREIGHT CLASS 60 - Call APL 877-681-1949

D.	ATE:
	SHIP TO:
	1155 East Franklin, Huntington, IN 46750
	1095 Spice Island Drive, Sparks, NV 89431
	8851 Crescent 4, Anjou, Quebec, H1J 1 A9

			LIST		S BY CO	RE CONDI	
		uriour.	0000	ONE	TWO	couper	UPGRADE
MODEL	O ASS / DEVICE						
HODEL	CO-CO-7 DEVICE				DHIINGED	OUNE	OVER
CPOUR 1- CO	WEIGHT   COOMPET   CHAPTER   COURTE   CHAPTER   COURTE   CHAPTER   COURTE   CHAPTER   CHAPTER						
BX-2150			mooni	<u> </u>			
TF-1400							
TF-700							
TF-501							
			COMPR	ESSOR			
			1	I			
TF550 5-Hole							
TF550 3-Hole							
TF750 5-Hole							
TF750 3-Hole							
			IPRESSO	ıR			
TF550 4-Hole				ï			
TF750 4-Hole							
			SSOR				
TF550 4-Hole			1				
TF550 3-Hole							
TF750 4-Hole							
TF750 3-Hole							
TF550 6-Hole							
TF750 6-Hole							
			E COMP	RESSOR			
TF550 2-Hole			LCOMIT	LOSOK			
			ESSUB		_		
TF550 Extnd			LOSOK				
TF750 Extnd							
TF750 3-Hole							
			MPRESS	OR.			
TF550 2-Hole			111111111111111111111111111111111111111	Ĭ			
TF750 2-Hole							
			FSSOR				
TF550 5-Hole			LOGOIC				
TF750 5-Hole							
TF550							
			DDC				_
BA921							
BA921			J				
FD-2							
FD-3							
FD-L							
			CIRCIII	n n			
E-2			0001	ľ –			
E-3							
E-5							
	#1-0010	4.0					

			LIST		S BY COL	RE CONDI	
				ONE	TWO		UPGR/
MODEL	CLASS / DEVICE	WEIGHT IN LBS.	GOOD	PART DAMAGED	PARTS DAMAGED	COMPET. CORE	CHANG
GROUP 4: AIR				UNWHOLD	DMMMGED	CUNE	OIL
AD-4	65-2902		ì				
AD-9	66-2909		_				$\vdash$
AD-9	13-3082						
GROUP 5: D-2		0.0					
D-2	16-0503	4.4					
GROUP 6: A/D			EVIVA	COM		_	
AD-4 End Cove			EVLVA	oom .			
AD-2 End Cove							-
AD-9 Purge Ass							
GROUP 7: SLA			_				
ASA-5 Auto Sla							
GROUP 9: AIR		7.5					
AD-4	11-2407	30 U					
AD-9	29-2412						
GROUP 9A: A		20.0					_
AD-IP Air Drver		24.0					
GROUP 9B: A			EC				
AD-IP	96-0194						
GROUP 9C: A		70.1					_
AD-IS	9C-02418	27.0					
GROUP 12: CC			OUNTER	_			
TF-501	59-0615		CONTEL	Ĺ –			
TF-700	61-0617						
BX-2150	62-0619						-
GROUP 13: CC			I IITPIIT Δ	ND OLD:	STYLF		
ENGINE LUBE				HD OLD	011122		
TF-300	01-0325		ĺ				
TF-400	02-0326						
TF-500	30-0327						
SELF LUBED O							
TF-300	55-0603						
TF-400	56-0600	35.0					
TF-1000	64-0328	78.0					
TF-500	57-0601						
GROUP 14: DF							
DF596	97-0673						
GROUP 16: DA	ASHBOARD VA	ALVES					
TC-2	37-0813	2.8					
TW-1	37-3602	0.5					
TW-3	37-3609	0.5					
PP-1	36-3611	0.6					
PP-2	37-3612	0.6					
PP-3	37-3613	1.2					
PP-7	36-3617	1.2					
PP-8	37-3618	1.0					
TC-4	37-4503	0.5					
GROUP 17: LII	MITING & QUIC	K RELE	ASE VA	LVES			
QR-1	43-0901	0.7					
QR-1C	38-0904	1.0					
LQ-2	43-0950	1.0					
LQ-4	39-0951	1.0					
LQ-5	39-0953	1.8					

			LIST	NO. UNIT		RE CONDI	
				ONE	TWO		UPGRADE
		WEIGHT	GOOD	PART	PARTS	COMPET.	CHANGE
MODEL	CLASS / DEVICE	IN LBS.	CORE	DAMAGED	DAMAGED	CORE	OVER
	RELAY VALVES		_	_	_	_	_
R-6	40-1060	2.5					_
R-8/R-8P	40-1061	3.1					
R-12	69-1064	2.6					
R-14	69-1065	3.0					
GROUP 26:	AD-2 AIR DRYE						
AD-2	63-2405	23.5					
GROUP 27:	DRAIN VALVES						
DS-1	18-1850	0.8					
DV-2	19-2501	0.8					
GROUP 28:	SPRING BRAKE	VALVE	S				
SR-1	33-4508	1.7					
SR-2	08-4510	3.0					
SR-4	09-4514	3.8					
SR-5	75-4516	2.9					
GROUP 30:	FD-1 FAN CLUT	CH					
FD-1	03-8501						
	BRAKE VALVES		CIRCUIT	CROSS	PORT)		
E-6	31-0817	2.2	- CIITOOII	011000	101(1)		
E-7	32-0818	3.3					_
E-10	32-0823	2.7					
	BRAKE VALVE		CIDCUIT	DADALLI	EL DODT	_	
E-12	72-0826	2.6	JIRCOIT,	PARALL	LFORT		
	RELAY INVERSION		VEC				
R-7	35-4504		VEO				
	BOBTAIL PROP		INO DEL	******			1
			ING KEL	AT VALV	_		
BRP-1	34-1067						
	RELAY EMERGE		LVE	_		_	_
RE-6	70-1151	3.4	<u> </u>				
	TRACTOR PROT		VALVES	3		_	_
TP-4	25-3653	2.0					
TP-5	12-3655	2.5					
	PRESSURE REG		G VALVE	S			
PR-2	20-2010	0.6					
PR-4	20-2012	0.7					
TR-2/3	22-4650	0.9					
GROUP 38:	SR5 COMPETITI	VE C/O	KIT				
SR-5	76-0110	5.5					
GROUP 70:	RELAY VALVE						
R-12P	73-1063	2.7					
GROUP 71:	BRAKE VALVE	(Dual C	ircuit Par	allel Port	:)		
E-14	3A-0828	3.4					
GROUP 72:	BRAKE VALVE	(Dual C	ircuit Par	allel Port	)		
E-15	3B-0827	2.5			ĺ		
	TRACTOR PROT		VALVE				
TP-3	10-3652	1.0					
	QUANTITY	ı	ı		I	ı	1

### PLEASE PACK WARRANTY MATERIAL SEPARATE FROM CORES AND ATTACH LISTING TO CORE RETURN FORM

W.	RRANTY CLAIM NO.:

CUSTOMER CODE FOR CORE CREDIT		
CUSTOMER		
STREET & NO		
P.O. BOX		
CITY	ST	ZIP
PARENT COMPANY		
SIGNED		

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P	R	0	D	U	C	T	S

### **CORE RETURN MEMO**

CRM MEMO NO.
FOR BCVS USE ONLY
CUST CODE

RETURNED CORES:	
B/L NO	
CARRIER	
CONTAINERS	/LBS
UNDER 500 LB. SHIP PREP.	AID - OVER 500 LB. SHIP COLLECT
SHIP FREIGHT CLASS 60 -	Call APL 877-681-1949

_	
D	ATE:
	SHIP TO:
	1155 East Franklin Street, Huntington, IN 46750
	1095 Spice Island Drive, Sparks, NV 89431
	8851 Crescent 4, Anjou, Quebec, H1J 1 A9

		WEIGHT	GOOD CORE	ONE PART	TWO PART			WEIGHT	GOOD	ONE PART	E CONDITION TWO PART			WEIGHT	GOOD	ONE PART	TWO
ODEL	CLASS / DEVICE	IN LBS.		DAMAGED	DAMAGED	MODEL	CLASS / DEVICE	HIT LUO.	CORE	DAMAGED	DAMAGED	MODEL	CLASS / DEVICE	IN LBS.	CORE	DAMAGED	DAM
	TRUCK PRO	DUCTS -	COMPRE	SSORS			EL1600-DETROIT						EALCO SERVICE		ov Valve 2 P	ort	_
	EL740-4-HOLE BA					EL 16050X	KA-10148		_	_		110410X	VP-10360	3.0			-
1 7000X	AA-10101					EL 16051X	KA-10148					110360X	VP-10360				-
	EL740-4-HOLE BA AB-10102		n-Rotatable	Head			EL1600-DETROIT		_			110375X	VP-10362				
N 7010X N 7020X						EL 16053X	KB-10150 EL1600-DETROIT				1		EALCO SERVICE		ov Valve 4 P	ort	_
	AB-10102		totable Hear			EL 16070X			_	_		110415X	VQ-10364		_	_	-
N 7030X	EL740-4-HOLE BA	SE W/C-Ro	tatable Head	1			KC-10152 EL1600-DETROIT				1	110370X 110380X	VQ-10366	12.1			-
	AC-10104												VQ-10366				_
	EL740-4-HOLE BA		n-Rotatable	Head		EL 16072X	KD-10154						ELSEY HAYES RI		/E-4 Port		_
7040X	AD-10106				$\overline{}$		EL1600-DETROIT	41°				5457X	VR-10368				_
7041X	AD-10106	23.0				EL 16090X	KE-10156	45.0				5470X	VR-10370	2.0			
7050X	AD-10106	23.0					EL1600-DETROIT		_				ELSEY HAYES RI		/E-2 Port		_
	EL740-DETROIT 0°		MOUNI			EL 16160X	KF-10158					5461X	VS-10372				-
7060X	AE-10107						EL1600-DETROIT		_			5462X	VS-10372 FALCO RATIO SE				_
7070X	AE-10107					EL 16100X									KE CONTRO	JL VALVE	_
7080X	AE-10107						EL1600-DETROIT	75"	_			110147X 110148X	VT-10374				+
	EL740-6-HOLE BAS					EL 16250X		45.0			1		VT-10374				
7170X	AF-10108					GROUP L1:	EL1600-MACK		_				EALCO RATIO SE		KE CONTRO	DL VALVE	_
7180X	AF-10108	30.0				EL 16111X	LA-10164	50.0				110170X	VU-10376				+
	MIDLAND GOVERI						EL1600-CAT TAPI		FI .			110171X	VU-10376	4.0		_	+
18511X	AG-10190					EL 16080X	MA-10166	45.0				110191X	VU-10376				-
	MIDLAND GOVERN					EL 16200X	MA-10166	45.0				110310X	VU-10376	4.0			-
18530X	AH-10191					GROUP M2:	EL1600-CAT SPLI	NE SHAFT	FOX HEAD	LANGE		110315X	VU-10376				
	EL850-4-HOLE BAS					EL 16120X	MB-10168						IDLAND EE TYPE		IERGENCY V	ALVE	_
85020X	BA-10110						MIDLAND CYLIND	ER HEAD				KN 30100X	VV-10380				
	EL850-4-HOLE BAS					KN 17090X						KN 30300X	VV-10380				_
86020X	BB-10112						EL3200-4 CYLIND					KN 30200X	VV-10382				
	EL850-CUMMINS "E					EL 14111X	NA-10170	97.0				KN 30400X	VV-10382	3.0			
86230X	BC-10114						CUMMINS 2-CYLIN	IDER					IDLAND RELAY E	MERGEN	Y VALVE		_
	EL1300-4-HOLE BA					3048680X	PA-10174				$\perp$	KN 30010X	VW-10378				
13020X	CA-10115						CUMMINS CYLIND						ERG RELAY EME				_
13021X	CA-10115					3044389X	PC-10175					12350X	VX-10384				
13022X	CA-10115						CLAYTON DEWAR						IDLAND RT-4 TY		BRAKE VA	LVE	_
13060X	CA-10115					2P8711X	QA-10180	20.0				KN 26000X	VY-10386				$\perp$
	EL1300-DETROIT 6					TOTA	L QUANTITY					KN 26010X	VY-10386				
13053X	DA-10116					IOIA							ERG TASK VALV				
	EL1300-DETROIT (								CTS - VALV	ES		12360X	VZ-10388				
13050X	DB-10122						MIDLAND SINGLE					12361X	VZ-10388				$\perp$
13051X	DB-10122					KN 22100X		2.0					AGNER "RT" SP		KE CONTRO	L	
OUP D3:	EL1300-DETROIT 1	•				GROUP V2:	MIDLAND DUAL C		OT VALVE			A88802X	WA-10390				_
13070X	DD-10124					KN 22140X	VB-10302	2.0				A88812X	WA-10390				
	EL1300-DETROIT 4					KN 22150X	VB-10304						AGNER "RT-2" S		AKE CONTR	OL	
13090X	DE-10126					GROUP V3:	SEALCO DUAL CI	RCUIT FOO	T VALVE			A98730X	WB-10392	3.0			
	EL1300-DETROIT 4					110400X	VC-10306	4.0				A99370X	WB-10392				
13160X	DF-10128					GROUP V4:	MIDLAND RELAY	VALVE-Dia	phragm Typ	e		110500X	WB-10392				$\perp$
	EL1300-DETROIT 5					KN 28010X	VE-10308					GROUP Y2: N	IIDLAND QUICK F	RELEASE/I	OUBLE CHE	CK	
13100X	DG-10130	45.0				KN 28011X	VE-10310					KN 32040X	WD-10396	1.0			
	EL1300-CUMMINS						MIDLAND RELAY		ton Type			GROUP Y3: M	IDLAND INVERSI	ON VALVE			
13040X	EA-10118	45.0				KN 28060X	VF-10312	3.0				KN 28030X	WE-10398	2.0			$\perp$
	EL1300-CUMMINS					KN 28061X	VF-10314						IDLAND TRACTO			E/2-LINE	
13220X	EB-10121	45.0				KN 28132X	VF-10314					KN 34060X	WF-10400				
	EL1300-MACK					KN 28300X	VF-10314						IDLAND TRACTO				
13111X	FA-10132					KN 28065X	VF-10316					KN 34030X	WG-10402				_
	EL1300-CAT TAPE		T			KN 28080X	VF-10318					KN 34050X	WG-10404				$\perp$
13080X	GA-10134	45.0				KN 28085X	VF-10318					KN 34070X	WG-10406				
13170X	GA-10134						MIDLAND RELAY						IDLAND TRACTO		CTION VALVE		
OUP G2:	EL1300-CAT TAPE		T SHAFT			KN 28130X	VG-10320					KN 34080X	WH-10408				
13200X	GB-10136						MIDLAND RELAY					KN 34090X	WH-10410				┸
	EL1300-CAT SPLIN					KN 28071X	VH-10322						EALCO TRAILER				
13120X	GC-10138					KN 28131X	VH-10324					A1000X	WI-10412				
	EL1300-CAT 5-HOL					KN 28140X	VH-10324						EALCO CARTRIE				_
13151X	GD-10140	45.0				GROUP V8:	MIDLAND/WAGNE		ALVE RG-2			10005AX	WJ-10414	1.0			
	EL1600-4-HOLE BA	SE				KN 28500X	VI-10326	2.0					LOAN PUSH PUL	L-Brass			
16020X	HA-10144					KN 28510X	VI-10328					401033X	WK-10416				
16060X	HA-10144	45.0				KN 28520X	VI-10330					401037X	WK-10416				
OUP J: H	IOLSET-CUMMINS S	S					WAGNER RELAY						EWAY LEVELING				
18527X	AJ-10119	36.0				A 86473X	VJ-10332	3.0				90054007X	WL-10418	2.0			
18543X	AJ-10119	36.0				A 86477X	VJ-10332	3.0				GROUP Z2: F	JLLER SHIFT VAL				
19186X	AJ-10119	36.0				A 103600X	VJ-10334					A3546X	WM-10420				
58013X	AJ-10119						: WAGNER RELAY		, RG-4, RS-2			GROUP Z3: F	JLLER RANGE SI				
58020X	AJ-10119	40.0				A 80070X	VK-10336	3.0				A3547X	WN-10422	4.0			Ш
58044X	AJ-10119	36.0				A 85490X	VK-10338	4.0					JLLER RANGE SI	LECTOR			
58045X	AJ-10119	36.0				A 85493X	VK-10338	4.0				A3991X	WO-10424	4.0			
OUP J1:	EL1600-CUMMINS					A 97600X	VK-10340	4.0					JLLER RANGE SI	LECTOR			
16040X	JA-10146	45.0				<b>GROUP W2</b>	: BERG RELAY VAL	LVE				A4688X	WP-10426				
OUP J2: I	HOLSET-CUMMINS	SS				12343X	VL-10342	2.0					UMMINS FUEL SO	LENOID V	ALVE		
58005X	JB-10200	36.0				12345X	VL-10344	2.0				6997312X	WQ-10428	1.0			
58006X	JB-10200	36.0				12346X	VL-10346	2.0				6997324X	WQ-10428	1.0			
58021X	JB-10200	40.0				GROUP W3	: SEALCO MINI-REL					GROUP Z7: N	IDLAND FULL FU	INCTION \	ALVE		
58022X	JB-10200	47.0				3100X	VM-10348	3.0				KN 28600X	WR-10429				
	HOLSET-CUMMINS						SEALCO RELAY V	/ALVE				KN 28601X	WR-10429				
58072X	JC-10201					9125X	VN-10350					KN 28602X	WR-10429	0.9			
58074X	JC-10201	40.0				110197X	VN-10352					KN 28603X	WR-10429	0.9			
OUP J4: I	HOLSET-CUMMINS	QE					SEALCO RELAY V				•						
58049X	JD-10202					110139X	VO-10354										
58050X	JD-10202	40.0				110200X	VO-10356										
58051X	JD-10202					110205X	VO-10356										
58052X	JD-10202					110267X	VO-10358										
		40.0				110338X	VO-10358	6.0					QUANTITY				T
58095X	JD-10202																

PLEASE PACK WARRANTY MATERIAL SEPARATE FROM CORE
AND ATTACHLICTING TO CODE DETURN FORM

WARRANTY CLAIM NO.:	
	7
	7
	7

CUSTOMER CODE FOR CORE CREDIT		
CUSTOMER		
STREET & NO		
P.O. BOX		
CITY	ST	ZIP
PARENT COMPANY		
SIGNED		

COPY DISTRIBUTION: CANARY - ENCLOSE WITH CORE RETURN WHITE - CUSTOMER COPY

CDM					NO					— Ľ	DATE:	enin	TO:	
CRM M	EMO NO.				RRIER					— H	SHIP TO: 1155 East Franklin, Huntington, IN 46750			
OR INTER	RNAL USE (	ONLY			NTAINERS		-	/LBS		— F	1095 Spice Is			
UST. COI	DE			- 1	DER 500 LB. S				P COLLECT	H	8851 Crescen			
			1107110 111		P FREIGHT C	LASS 60 - C	all APL 87		70 By 00BF			. , ,		
		WEIGHT IN LBS.	GOOD CORE	ONE PART DAMAGED			WEIGHT	GOOD CORE	ONE PART DAMAGED			WEIGHT IN LBS.	GOOD CORE	ONE PAR DAMAGE
DEL C	LASS/DEVICE	IN LBS.	CORE	DAMAGED	MODEL GROUP 3T: CA	CLASS / DEVICE	IN LBS.	CORE	DAMAGED	MODEL GROUP 4	CLASS / DEVICE D: HYDROVAC BOOS		CORE	DAMAGE
193	Y3 / 6712	9.5			R55209	T3 / 6667	7.5			R2514916	80 / 6629	22.5		
194 205	Y3 / 6712 Y3 / 6712	9.5			R55210 GROUP 4B: W	T3 / 6667 HEEL CYLINDER	7.5			R251491	1: HYDROVAC BOOS 7 81 / 6630			
UP 3B: CAI	LIPER				R201179	4B / 6608	14.0			GROUP 4	2: HYDROVAC BOOS	TER		-
118 119	Y4 / 6728 Y4 / 6728	11.0			R201180 R201181	4B / 6608 4B / 6608	13.5 14.0			R2514918				
248	Y4 / 6728	9.4			R201182	4B / 6608	14.0			GROUP 4	: HYDROVAC BOOS	TER		
UP 3C: CAI 206	Y5 / 6729	10.0			R201183 R201184	4B / 6608 4B / 6608	12.0 12.5			R2514920 R2515020		24.0		
249	Y5 / 6729	9.4			R201185	4B / 6608	12.0				5: HYDROVAC BOOS	TER		
154M 155M	Y5 / 6729 Y5 / 6729	27.9 12.5			R201186 GROUP 4C: B.	4B / 6608 ACKING PLATE	12.5			R2515050	87 / 6636 5: HYDROVAC BOOS			
272	Y5 / 6729	6.5			R202249	4C / 6707	57.0			R2515074	88 / 6637	25.0		
273 292	Y5 / 6729 Y5 / 6729	6.5			R202250 R202251	4C / 6707 4C / 6707	58.0 56.6			R251040	7: HYDROVAC BOOS 89 / 6604			
293	Y5 / 6729	10.4			R202252	4C / 6707	56.5			R2512059	89 / 6604	25.0		
381 382	Y5 / 6729 Y5 / 6729	10.5			R202261 R202262	4C / 6707 4C / 6707	61.0 61.1			R2513869	B: SINGLE MASTERV H1 / 6639			
383	Y5 / 6729	9.8			R202271	4C / 6707	63.0			R2514207	7 H1 / 6639	12.0		
384 411	Y5 / 6729 Y5 / 6729	9.8			R202272 R203249	4C / 6707 4C / 6707	64.5 38.5			R2516108		12.5 13.0		
412	Y5 / 6729	11.0			R203250	4C / 6707	38.0			GROUP 4	: TANDEM MASTER	/AC		
UP 3D: CAI 49M	Y6 / 6730	10.0			R203251 R203252	4C / 6707 4C / 6707	37.5 37.5			R2511018				
460	Y6 / 6730	11.4			R203261	4C / 6707	39.0			R2513872	2 H2 / 6640	13.5		
461 500	Y6 / 6730 Y6 / 6730	11.5			R203262 GROUP 4D: PL	4C / 6707	39.5			R2514110 R2515075				
501	Y6 / 6730	10.7			R2771320	4D / 6702				R2515076	H2 / 6640	15.0		
'36M '37M	Y6 / 6730 YA / 6730	11.9 12.5			GROUP 4E: PA	ARKING BRAKE N 4E / 6705				R251529	H2 / 6640 H2 / 6640			
UP 3E: CAL		12.5				/DROMAX BOOST					D: HYDROBOOST	1 15.0		
496 497	Y7 / 6731 Y7 / 6731	12.0			R2771558 R2771559	23 / 6603	4.9 5.1			R2770433	H3 / 6641	14.0		
604	Y7 / 6731	17.0			R2771818	23 / 6603	6.0			R277111		12.0		
605 636	Y7 / 6731 Y7 / 6731	17.5 16.0			R2771819 R2771975	23 / 6603	5.3 6.0			R2771250		12.0		
637	Y7 / 6731	15.5				NIMASTER CYL	0.0			R277174		13.0		
687 688	Y7 / 6731	14.2			R11892 R11898	24 / 6607 24 / 6607	12.1			R277179	H3 / 6641 1: PUMP & MOTOR (F			
UP 3J: CAL	Y7 / 6731 JPER	14.2			R11909	24 / 6607	12.1			R2772302				
756 757	Z2 / 6734 Z2 / 6734	7.6 7.6			R11910 R11992	24 / 6607 24 / 6607	12.0 12.0			GROUP 5: L55774M	2: LOADED CALIPER H5 / 6668	5.7		_
UP 3K: CAI					R11993	24 / 6607	13.0			L55775M	H5 / 6668			
288M 289M	K3 / 6659 K3 / 6659	12.0			R11994 R11999	24 / 6607 24 / 6607	13.5 12.3			GROUP 5 L55726M	3: LOADED CALIPER H6 / 6669	10.7		_
UP 3L: CAL	JPER				GROUP 19: Ca					L55727M	H6 / 6669	10.7		
02M 03M	L3 / 6660 L3 / 6660	9.5			R55098 R55099	46 / 6600 46 / 6600	17.0 17.0			L55837FN L55838FN				
UP 3M: CAI	LIPER				GROUP 20: Ca	ALIPER 3.38"					1 H6 / 6669 4: LOADED CALIPER			
26M 27M	M3 / 6661 M3 / 6661	8.5 8.5			R55199 R55200	47 / 6616 47 / 6616	17.5 17.5			L55801M L55802M	H7 / 6670 H7 / 6670			
UP 3N: CAI	LIPER				GROUP 21: Ca	ALIPER 2.60"				GROUP 5	5: LOADED CALIPER			
40M 41M	L3 / 6660 L3 / 6660	10.0 9.5			R55314 L55245M	48 / 6617 49 / 6617	20.0 27.9			L55857PF L55858PF	M H8 / 6671	17.6		
UP 3P: CAL	JPER				GROUP 22: Ca	ALIPER 2.88"				GROUP 5	6: LOADED CALIPER			
95PM 94PM	P3 / 6663 P3 / 6663	17.6 17.6			R55250	49 / 6618	24.0			L55498M L55499M	C1 / 6672 C1 / 6672	11.7		
94PM UP 3Q: CAI	LIPER				R55656 R55748	49 / 6618 49 / 6618				GROUP 5	7: LOADED CALIPER			_
'96PM	Q3 / 6664	14.9			R55850	49 / 6618				L55788M	C2 / 6673			
97PM UP 3R: CAI	Q3 / 6664 JPER	14.9			R55251 2.5"	50 / 6601	18.5			L55789M GROUP 5	C2 / 6673 B: LOADED CALIPER	16.0		
798	R3 / 6665	4.5			R55252 2.8"	51 / 6619	25.7			L55754M	C3 / 6674	13.3		
UP 3S: CAL	S3 / 6666	14.9			R55313	52 / 6620	20.4			L55755M TO	C3 / 6674 FAL QUANTITY	13.3		
10PFM	S3 / 6666	14.9			R55717 R55849	52 / 6620 52 / 6620	20.4							
		ACH LIS		AL SEPARA ORE RETUR	TE FROM C		CL CL ST P.C	JSTOMER _ TREET & NO D. BOX TY		DRE CREI	ST		_ ZIP	
								RENT COM	PANY					
nou DEV	1/02 @ 2002 0	andiv Corre	ornial Vobiat- C	untome LLC 1200	12 Printed i= 11	S A Allrights -		GNED						
BOH KEV.	1703 © 2003 Be	riulx Comm	ercial venicle S	ystems LLC 1/200	33 Printed in U. BUTION: CA			ODE DETUDN	MUITE C	ISTOMED O	ODV			

					URNED CORES:		DATE:			
CRM MEMO				- 1				SHIP TO:		
I CINI MEMO	LIVI MEMU NU.							, Huntington, IN 46750		
OR INTERNAL	USE O	NI Y		- coi	ITAINERS	/LBS		1095 Spice Island Drive, Sparks, NV 89431 8851 Crescent 4, Anjou, Quebec, H1J 1 A9		
UST. CODE	002 0			UNI	ER 500 LB. SHIP PREP	AID - OVER 500 LB. SHIP COLLECT				
UST. CODE				— SHI	FREIGHT CLASS 60 -	Call APL 877-681-1949	8851 Crescent 4,			
					MAY BE COM	BINED WITH OTHER CORES				
					==	WEIGHT ALLOWANCE				
				TS BY CORE	10 111/11/11					
DEL CLASS/	DEVICE	WEIGHT IN LBS.	GOOD CORE	ONE PART DAMAGED						
OUP 2A: BRAKE SH										
	A / 6706	7.5								
	A / 6706	4.0								
	A / 6706	5.5								
	A / 6706	6.5								
OUP 2B: BRAKE SH										
	3 / 6720	13.3								
	B / 6720	16.0								
OUP 2E: BRAKE SH		13.0								
	6722	9.6								
	/ 6722	10.8								
F473 2E	/ 6722	8.5								
PLEASE PA	CK WA	RRANT	Y MATERIA	ALSEPARA	TE FROM CORES	CUSTOMER CODE FOR COR	E ODEDIT			
AN	D ATTA	CH LIST	TING TO CO	ORE RETUR	N FORM					
ARRANTY CL	AIM NO	) .				CUSTOMER				
						STREET & NO				
						P.O. BOX				
						CITY	ST.	ZIP		
						PARENT COMPANY				
					in U.S.A. All rights reserved.	SIGNED				

### INSTRUCTION SHEET FOR BENDIX COMMERCIAL VEHICLE SYSTEMS LLC TBS CORE ACTIVITY REPORT

Attached is a sample of the BENDIX COMMERCIAL VEHICLE SYSTEMS LLC Core Activity Report designed for the Upfront Billing Program. These instructions will help you understand the reporting format and data.

### A. CUSTOMER CODE, CUSTOMER TYPE, DEALER CODE, SUPPLY PLANT:

CUSTOMER CODE: 99999-999-999 CUSTOMER TYPE: DISTR (OES) DEALER CODE: (OES DEALER CODE) CORE PROGRAM: UPFRONT BILLING

REPORT TYPE: FULL DETAIL

SUPPLY PLANT: 043

The Bendix Commercial Vehicle Systems LLC CUSTOMER CODE will appear at the top of each page of the Core Activity Report. This code is used by Bendix Commercial Vehicle Systems LLC to identify the customer's name (99999 = Co. Name): the customer's "bill-to" segment (999=Home Office): and "ship-to" destination (999 = Receiving Location). This code is unique to you as a Bendix Commercial Vehicle Systems LLC customer and should be used for core inquiries at any Bendix Commercial Vehicle Systems LLC facility.

The CUSTOMER TYPE indicates that you are either a contracted Bendix Commercial Vehicle Systems LLC DISTRIBUTOR (DISTR) or an OES DEALER (DLR-OES NAME).

The DEALER CODE indicates your OES CODE NUMBER identification.

The CORE PROGRAM indicates the type of program for your account.

The REPORT TYPE indicates whether you receive FULL DETAIL or just the CURRENT MONTH transaction detail.

The SUPPLY PLANT indicated here is the Bendix Commercial Vehicle Systems LLC plant with which your core account is associated. These plants are regionally located as follows:

043 = Bendix Commercial Vehicle Systems LLC 1155 East Franklin Huntington, IN 46750 (219) 356-9720 073 = Bendix Commercial Vehicle Systems LLC 1095 Spice Island Drive Sparks, NV 89431 (775) 353-4255

133 = Bendix Commercial Vehicle Systems LLC 8851 Crescent 4 Anjou, Quebec H1J 1A9 (514) 323-0303

NOTE: CORE RELATED ISSUES/QUESTIONS REGARDING COUNT, RECEIPT & GRADING CAN BE DIRECTED TO THE BENDIX COMMERCIAL VEHICLE SYSTEMS LLC FACILITY NOTED ON YOUR CORE REPORT.

CORE RELATED ISSUES/QUESTIONS ON YOUR REPORT SHOULD BE DIRECTED TO THE CORE MANAGER AT 440-329-9289.

### **B. REPORT HEADING:**

### BENDIX COMMERCIAL VEHICLE SYSTEMS LLC TBS CORE ACTIVITY REPORT FOR PERIOD ENDING AUGUST, 2002

The REPORT HEADING will appear at the top-center of each page of the report. It identifies for the customer that this is the Bendix Commercial Vehicle Systems LLC Core Activity Report for the month indicated on the third line of the heading.

### **C. CORE GROUP IDENTIFICATION:**

GROUP 01 - COMPRESSORS - FLANGE MOUNTED

This line will appear after the header line on each page of the report. It identifies which core group is being reported below. The beginning of a new core group will be indicated by a page break.

### D. SUMMARY OF CORE GROUPS:

Summary:

Credit Due: COMPRESSORS \$300 You will be credited this amount

on credit number 1234567

Cores valued at: \$200 Must be in transit by 05-15-02
Cores valued at: \$0 Must be in transit by 06-15-02
Cores valued at: \$800 Must be in transit by 07-15-02

The first line of the SUMMARY SECTION shows the amount of cash being credited to you for returned cores. The core reporting system will automatically issue credit for cores returned within the 12 month core "window". This credit will not exceed the total of cores purchased. You will receive additional core credit by monitoring the second part of the SUMMARY SECTION. The amounts indicated here advise you to return cores by the time period specified. If there are zero dollars in any of these sections, it means you owe nothing for that time period. Returned cores will be applied to the oldest invoice first, and any carry-over credits (excess returns) will be applied to the next reporting period. Banked (or excess) cores will show as "carry-over credits" and be applied to future purchases within the same core group. Excess cores from one group cannot be used to reduce purchases in another group.

### **E. PURCHASE ELIGIBILITY ACCOUNT SUMMARY:**

This section details numerically your previous month group balance, current month purchases, returns, and adjustments, and the new balance for your account. Each one of these balances is shown aged according to the core window under the adjacent account aging.

### F. DETAILS OF TRANSACTIONS:

The core activity report detail shows all open items in the core account. This detail is reported under the following headings:

DUE	TRANS	DOC	DOCUMENT/ITM	CUSTOMER	
DATE	DATE	TYPE	NUMBER	P. O. / REF. NO.	
*(1)	*(2)	*(3)	*(4)	*(5)	
					- 1

<sup>\*(1)</sup> The DUE DATE is the month that your cores are due to Bendix Commercial Vehicle Systems LLC.

\*(3) The third column of the detail section indicates what type of document created the core record. These are:

DESC.	DESCRIPTION
INV/EDI	PURCHASE / INVOICE - MEANS CORES ARE DUE TO BENDIX COMMERCIAL
	VEHICLE SYSTEMS LLC.
CRM	CORE RETURN - MEANS CORES WERE RETURNED TO BENDIX COMMERCIAL
	VEHICLE SYSTEMS LLC.
*CR	CREDIT MEMO - IS AN ADJUSTMENT THAT REDUCES CORES DUE.
*DB	DEBIT MEMO - IS AN ADJUSTMENT THAT INCREASES CORES DUE.

<sup>\*(4)</sup> The DOCUMENT/ITEM NUMBER is the Bendix Commercial Vehicle Systems LLC control number for that core record transaction. Please reference this number when inquiring about a specific transaction.

\*(5) The CUSTOMER P.O./REF. NO. is YOUR reference information. If the transaction is a "PURCHASE", your P.O. number will appear here. If the transaction is a RETURN, your Bill-of-Lading number (if available) will appear.

PART NUMBER QUANTITY *(6) *(7)	CORE AMOUNT *(8)	CUMULATIVE BAL. DUE *(9)	NOTE *(10)	
--------------------------------------	------------------------	--------------------------------	---------------	--

<sup>\*(6)</sup> PART NUMBER is the Bendix Commercial Vehicle Systems LLC part number. This will only be shown for purchase transactions.

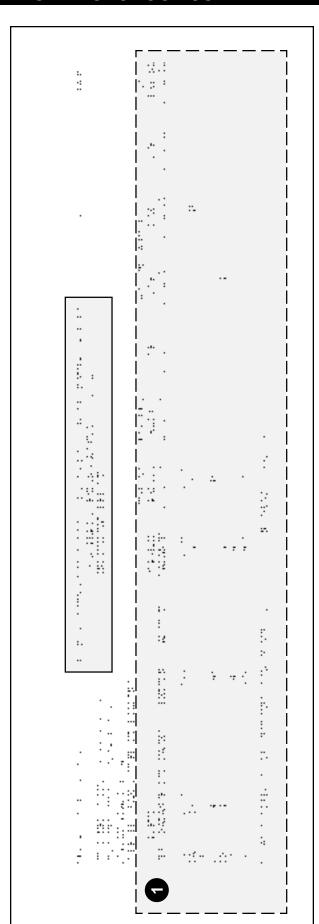
- \*(7) The QTY represents the number of units applied to each core record as shown on the original document. (Due to the aging process from one month to the next, this "QTY" may not match core values in columns 8/9.)
- \*(8) The CORE AMOUNT column tells you the core value of purchases, returns or adjustments.
- \*(9) The CUMULATIVE BALANCE DUE column is the cumulative balance in your core account after EACH transaction. If the balance is zero, your returns and purchases are even and no further action is required. If the balance is positive, you should return cores to receive core credits (outlined in the SUMMARY SECTION above). If the balance is negative, you can purchase additional Bendix Commercial Vehicle Systems LLC reman product and receive cash credit from this "bank" of excess cores.
- \*(10) The NOTE column is used for additional reference information when an adjustment is made to your core account. Example: on warranty credits, the warranty tag number will appear.

The intent of this reporting system is to help you manage cores and gain market share. If you have any questions regarding this program, please contact your Bendix Commercial Vehicle Systems LLC Account Manager or call the Bendix Commercial Vehicle Systems LLC Service Plant as indicated on your Core Report.

Examples of the monthly core report follow. There are three sections to the report. (1) Summary Report, (2) Debit/Credit Reconciliation and (3) Detailed Report.

<sup>\*(2)</sup> The TRANSACTION DATE is the month, day, year (MM-DD-YY) that the purchase or return was processed into your core account.

## **Example: Group Summary Report**

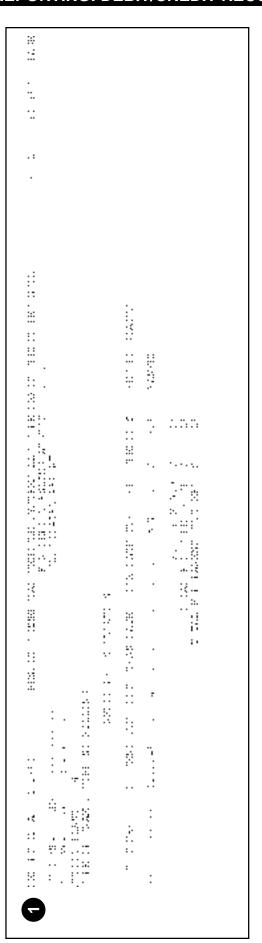




The Group Summary report details by group the previous month balance, current month purchases, returns and adjustments and the current month balance. The current month balance is then shown aged according to the core window. Use this report as a quick and easy reference to group activity.

44

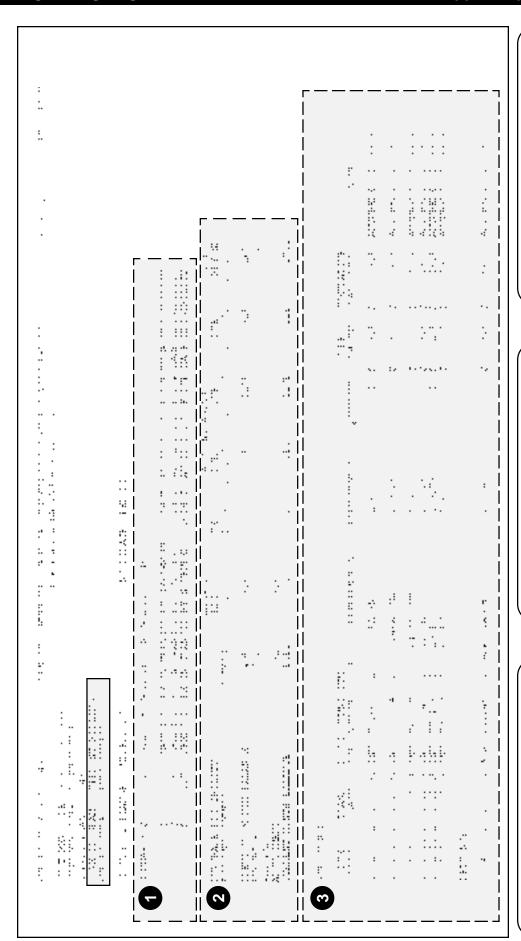
# Example: Debit/Credit Reconciliation Report





The debit/credit reconciliation report shows the transaction item and date that produced the debit or credit.

### **Example: Detailed Report**





open purchase, return and adjustment This section shows complete detail of all activity.



of the group and when core dollars are due This section details numerically the status according to the core window.



This section details in a worded summary

expired and how much needs to be returned how much in core dollars will be credited/ to avoid losing future eligibility.

### **CORE PROGRAM TOOLS**

Don't forget all of the valuable tools that are available to you to help you identify, evaluate and package cores properly. These tools include:

**BW1020** ...... Bendix Core Return Handbook - Delayed Program, U.S. • BW1020A ...... Bendix Core Return Handbook - Upfront Program, U.S. BW2080 ..... Bendix Core Return Handbook - Delayed Program, Canada • BW2080A ...... Bendix Core Return Handbook - Upfront Program, Canada BW1299 ..... Full Size Wall Chart • BW1330 ..... Small Wall Chart BW1829 ..... Changeover Tag BW2218 ...... Coreless Form

January 2003 47

BW2231 ..... Truck Products Catalog