

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

Turbocharger – Groups and Cartridges (NACD & LACD Only)

No disassembly is required. Use visual inspection only.

You will receive:

Full Core Refund

- ◆ Unit is fully assembled and complete.
 - Band clamps must be tight, or unit must be wire tied (band clamp must be wired together if broken).
 - Turbine wheel (hot wheel) and compressor wheel (cold wheel) must be included, even if they are broken.
- ◆ Unit is an acceptable part number or turbocharger model.
- ◆ Unit has not been damaged by fire.
- ◆ Unit has no non-operational damage due to any of the conditions listed below:
 - Mishandling that results in broken flanges or housings.
 - Torch marks that melt any housing material on the turbocharger or cartridge.
 - Grinder marks on any housing material on the turbocharger or cartridge.

No Core Refund

- ◆ Unit is disassembled or not complete.
 - Band clamps are loose or missing, or unit is disassembled.
 - Turbine wheel (hot wheel) or compressor wheel (cold wheel) are missing.
- ◆ Unit is not an acceptable part number or turbocharger model.
- ◆ Unit has been damaged by fire.
- ◆ Unit has non-operational damage due to any of the conditions listed below:
 - Mishandling that results in broken flanges or housings.
 - Torch marks that melt any housing material on the turbocharger or cartridge.
 - Grinder marks on any housing material on the turbocharger or cartridge.

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INSPECTION TIPS

- Acceptable Part Number or Model.
 - ❖ Must be a Caterpillar part number or acceptable (BorgWarner, Schwitzer, Garrett, Air Research, or MHI) turbocharger model. Will fit manufacturers such as Rotomaster will receive No Core Refund.
- Unit must be assembled and complete.
 - ❖ Band clamp must be tightened, if band clamp is broken it is acceptable to use wire to secure the housing to the rest of the turbo band clamp, you must make sure it will stay assembled during shipment. Unit will receive No Core Refund if the band clamps are loose or missing.
 - ❖ If wastegate (can, arm, crank assembly) has rusted or broken off, it does not need to be returned with the turbocharger core to receive Full Core Refund.
 - ❖ Both the turbine wheel (hot wheel) and compressor wheel (cold wheel) must be returned with the unit to receive Full Core Refund. If the shaft or wheels are broken due to catastrophic failure of the turbocharger, it is not necessary to return the pieces to receive Full Core Refund. If either wheel has been deliberately removed No Core Refund will be given.
- Non-operational damage due to any of the conditions listed below will result in No Core Refund.
 - ❖ Mishandling that results in broken flanges or housings (does not refer to cracks due to operation conditions).
 - ❖ Torch marks that melt any housing material on the turbocharger or cartridge.
 - ❖ Grinder marks on any housing material on the turbocharger or cartridge.
- DO NOT inspect Turbine Wheel (Hot Wheel) for damage.
- DO NOT inspect Compressor Wheel (Cold Wheel) for damage.
- DO NOT inspect for housing cracks.
- Wheels do not have to turn.

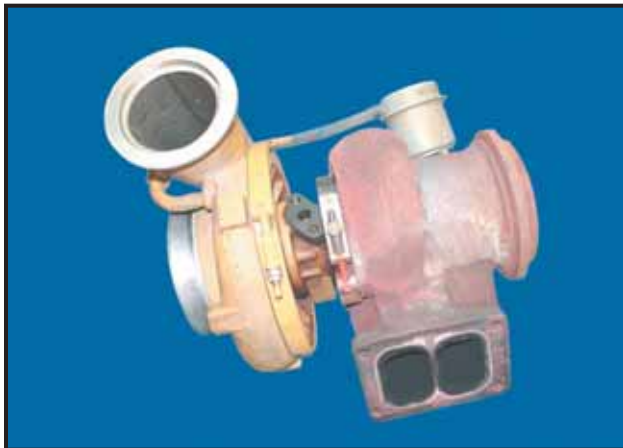


Figure 1

Full Core Refund

Fully assembled and complete



Figure 2

Full Core Refund

Fully assembled and complete

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INSPECTION TIPS (continued)

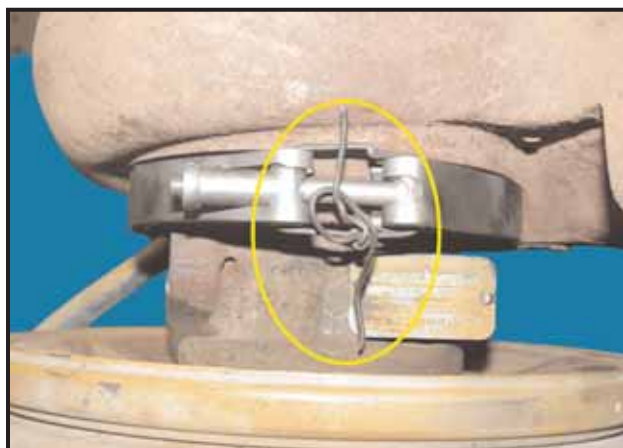


Figure 3 **Full Core Refund**

Fully assembled and complete
(band clamp wired together if broken)



Figure 4 **Full Core Refund**

Operational damage — crack



Figure 5 **Full Core Refund**

Turbo with hammer marks/blows



Figure 6 **Full Core Refund**

Turbo with hammer marks/blows



Figure 7 **Full Core Refund**

Damage — chipped cold housing



Figure 8 **Full Core Refund**

Divider wall burned out

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INSPECTION TIPS (continued)



Figure 9 **No Core Refund**
Broken housing resulting from mishandling



Figure 10 **No Core Refund**
Turbocharger damaged by fire



Figure 11 **No Core Refund**
Non-operational damage — grinder marks



Figure 12 **No Core Refund**
Non-operational damage — broken center housing

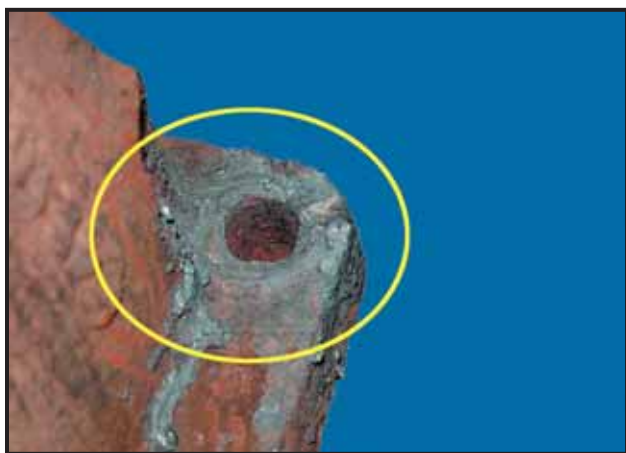


Figure 13 **No Core Refund**
Non-operational damage — melted by torch



Figure 14 **No Core Refund**
Non-operational damage — melted by torch

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INSPECTION TIPS (continued)



Figure 15

No Core Refund

Band clamps loose



Figure 16

No Core Refund

Rotomaster — not acceptable turbo model

CORE INSPECTION REQUIREMENTS

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.

To avoid shipping damage cores should be returned in the packaging of the replacement part. It may be necessary to re-orient turbochargers to fit in box. If this is not possible please package in locally available materials. (Shipping damage may result in reduced core refund.) For additional information on packaging refer to the video, Reman Core Packaging and Shipping Guidelines, form number TEVN4246.

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Direct Purchase Criteria

Please refer to the Core Management Information System (CMIS) 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 Direct Purchase Requirements". Part numbers that have both a "FULL" and "PARTIAL" Direct Purchase price must meet the applicable "FULL" or "PARTIAL" requirements listed below.

No disassembly is required. Visual adjustable flashlight inspection only.

Full Direct Purchase Price	Partial Direct Purchase Price	Not Acceptable for Direct Purchase
<ul style="list-style-type: none">• Turbine Wheel (Hot Wheel) or Compressor Wheel (Cold Wheel) not visibly cracked broken or bent• Shaft not broken• Unit is fully assembled and complete (band clamps must be tight)	<ul style="list-style-type: none">• Turbine Wheel (Hot Wheel) and/or Compressor Wheel (Cold Wheel) visibly cracked broken or bent• Shaft broken• Unit not fully assembled and complete (band clamps loose or missing)• Unit has non-operational damage that is a result of torch damage or mishandling	<ul style="list-style-type: none">• Unit is not an acceptable part number or model• Unit has been damaged by fire• Unit has excessive rust

