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### **Core Criteria Guidelines for Engine Cores**

**Core criteria for engines returned to CIS on an exchange basis, are subjected to the following criteria to be considered for full or partial core credit. (Note: The following lists are not exhaustive, and Seller reserves the right to declare an Exchange Core unacceptable for other reasons, not listed.)**

**To be refunded Full Core Credit, the returned engine core must comply with the following conditions:**

- Acceptable part number. The returned engine core must be the same arrangement number as the engine that was provided.
- The returned engine core must be fully assembled and complete. Should the engine show signs that salvageable parts were removed, and non-salvageable parts were installed in their place, the engine will be rejected and will not qualify for any core credit. The same policy applies to engines that appear to have been salvaged and/or assembled from scrap components.
- The returned engine core must be a non-failed, running core.
- The returned engine core must be returned on the metal stand that was provided. Cores not returned on the metal stand may result in a \$1500.00 USD penalty. Improper shipment of engine core may result in additional reductions in core credit issued.
- The returned core cylinder block cannot show visible signs of being cracked, broken, or welded.
- The returned engine core crankshaft must rotate through 360 degrees twice in one direction and once in the opposite direction. If the inspection reveals that the main or rod bearing caps have been altered to facilitate crankshaft rotation, the engine core will be rejected and will not qualify for any core credit.
- The returned engine core must not show signs of non-operational damage such as excessive rust, corrosion, mishandling, torch marks, water damage or fire damage.

**Should the returned engine core not qualify for full core credit, it may qualify for Partial core Credit, if it meets the following conditions:**

- Crankshaft will not rotate through 360 degrees twice in one direction and once in the opposite direction, and the returned engine core does not show signs of destructive internal failure.
- If the returned engine core reveals repairable internal damage (i.e. dropped valves or spun bearings).
- If the returned engine core shows signs of non-operational damage (mishandling, excessive rust, corrosion, or pitting) that is not excessive and/or does not impede the ability to rebuild the returned engine core.

**If the returned engine core reveals any of the following conditions, No Core credit will be issued:**

- The returned engine core is an unacceptable part number.

- The returned engine core shows signs of Water or Fire damage.
- The returned engine core is disassembled or not complete.
- The returned engine core shows signs of an unsuccessful attempt to salvage.

**IMPORTANT: Please note that the customer is responsible for the following criteria when preparing the engine core for shipment:**

- All oil and fluids must be drained prior to shipment. A purge certificate must be attached to the engine core.
- The engine core must be securely fastened to the metal shipping stand.
- The engine core must be properly covered/wrapped as to prevent any damage during shipment.
- The fuel injection pump and the ECM must be removed from the engine and shipped separately, via air shipment.
- All documents must refer to the returned engine core as a “Long Block” since it will be processed into the shop as a long block as opposed to a complete engine.

**BUYER’S FAILURE TO DELIVER AN ACCEPTABLE CORE WILL RESULT IN BUYER’S FORFEITURE OF ANY CLAIM TO THE CORE DEPOSIT.**