# JASPER ENGINES AND TRANSMISSIONS CORE POLICY

## GENERAL POLICY:

ALL JASPER REMANUFACTURED UNITS have a core and skid charge billed at the time of sale. When the core is returned, a JASPER Associate will determine the amount to be credited back to the customer's account. The core returned must be a like-for-like Make, Model and Type, but not a junkyard core. Cores must be returned drained of all fluids and oil, assembled and attached to the same undamaged skid or container your new unit was shipped in. Core must be returned within 30 days of the delivery date to receive credit. Full credit will be given unless certain damages and exceptions (listed below) are found.

**Gas Engine Charges:**

*Overview:* Like-for-like cores returned without visible holes or cracks in the block, not missing any parts, drained and bolted to the undamaged supplied skid will receive full credit, otherwise, these charges will apply:

| | | |
|---|---|---|
| Crack/Welded, Hole in Block (50%) | Missing Main Bearing Caps (15% each) | Missing Pan (15%) |
| Missing Crankshaft (35%) | Missing Rod or Rod Caps (5% each) | Missing Camshaft (10%) |
| Missing Timing Cover (10%) | Missing Protectors ($50) | Missing Oil Pump (10%) |
| Core Not Drained ($50) | 496 Chevy Missing Intake ($350) | Timing Components - Import Unit (10%) |
| 2.0 Ford Missing Manifold ($350) | Missing Skid Straps ($10 each) | |

Missing Heads (25% each for V Config, 50% if Inline) High Output Chrysler Engines Not Like for Like ($300)
300 Ford Missing Manifolds ($175 ea. or $350 for both) Damaged Skid/Missing Skid/Not Secured to Skid (100% of skid charge)

**Two and Four-Stroke Yamaha Engines -** Like-for-like cores returned without visible holes or cracks in the block.

***Four-Stroke Engines*** follow the general gas engine core policy, with the addition of the following charges:
Oil Pick-Up Tube ($30) Timing Components (10%)

***Two-Stroke Engines*** follow the general gas engine core policy, except the following charges DO NOT apply:
Missing Camshaft Missing Oil Pump Oil Pick-Up Tube Timing Components

**Optimized Engines –** (factory inspection required)

| | | |
|---|---|---|
| Distributor Assembly ($50) | Propane Fuel Systems ($300) | Oil Filter Adapter and Bolt ($35) |
| Balancer ($125) | Valve Covers w/Filler Tube ($50 per pair) | |

**"Dressed Up" Postal Engines**

Pulley ($15) Distributor ($25) Valve Covers ($50) Exhaust Manifolds ($100)

**Transmission/Transfer Case Charges:**

*Overview:* Like-for-like cores returned without visible holes or cracks in the case, not missing any parts, drained and secured (if straps were provided) to the undamaged supplied skid will receive full credit, otherwise, these charges will apply:

**All Transmission/Transfer Case Cores:**

| | | |
|---|---|---|
| Damaged/Missing Straps ($10 per strap) | Missing Support Bracket ($25) | Cracked/Welded Case (50%) |
| Missing Honda Electronics ($100 each) | Actuator (50%) | Over-the-Counter Converter Damage (50%) |
| Core Not Drained ($50) | Damaged Skid/Missing Skid/Not Secured to Skid (100% of skid charge) | |

**Assembled Units:**

| | | |
|---|---|---|
| Missing Pan (10%) | Cracked/Missing Ext. Housing (10%) | Missing Top Cover on Stds. (10%) |
| Missing Converter (25%) | Damage to Removable Bell Housing (20%) | |

**ZF Units: (Factory Inspection)**

Disassembled (Max $50 credit) Missing ZF Shifter ($100) Cracked Case (50%)

**Disassembled Transmissions (Non-ZF):**

| | | |
|---|---|---|
| Missing Valve Body (10%) | Missing Pump (10%) | Missing Pan (10%) |
| Missing Drums (10%) | Missing Shafts (10%) | Missing Converter (25%) |

**Transfer Cases**

Missing shift motor for transfer case ($125) Disassembled ($175 Charge)

**Valve Bodies**

Crack/Weld/Hole in Case (50%) Damaged/Missing Solenoids ($100 each) Damaged/Missing Solenoid Harness Clip ($100 each)

**Differential and Rear Axle Assembly Charges:**

*Overview*: Like-for-like cores returned without visible holes, cracks or bends in the main housing/center section, carrier or tube, not missing any parts, and drained and bolted to the undamaged supplied skid will receive full credit, otherwise, these charges will apply:

| | | |
|---|---|---|
| Oil Not Drained from Axle ($50) | Missing Bearing Caps (50%) | Extra Parts ($50) |
| Welds Past Wheel Seal Area (50%) | Cracked Housing/Hole in Housing/Bent Tube (50%) | |

Damaged Skid/Missing Skid/Not Secured to Skid (100% of skid charge)

**Stern Drive and Lower Outboard Charges:**

*Overview:* Like-for-like cores returned without missing parts will receive full credit, otherwise, these charges will apply:
Core being returned must be "like-for-like" with the unit that has been sold by JASPER. There is no skid charge on JASPER remanufactured Stern Drives. No charges apply for damage or cracks found in case. Missing Shafts – 25% of core cost will be charged. Some upgrades are considered for full core credit. If unsure, these units will be inspected by JASPER prior to issuing core credit. For details on possible upgrades, please contact JASPER's Marine division.

**Custom Built Units:**

These are built using the customer-supplied core and, therefore, have only a skid charge. Parts that are nonessential to the running of custom units will be boxed and returned with the finished product for a minimum charge of $50. JASPER is not responsible for lost or broken parts left on these units.

# DIESEL CORE POLICY

**NO CHARGE BACK (NC):** ***Core must come from same vehicle-no junk yard cores***

| | |
|---|---|
| 3208 | Caterpillar |
| 8.2/8.2T | Detroit |
| 6.6/7.8 | Ford |
| 6.2.1 | GM |
| 6.5/6.5T | GM |
| 444TE | International |
| 6.9 | International |
| 7.3 | International |
| 7.3T | International |
| 9.0 | International |

No Charge-Back Policy means if the customer returns the core that was removed from the vehicle and the core is like for like there is no charge if the core is cracked or has a hole. No charges applied for damage only for missing parts.

**HASSLE FREE (HF):** ***No visible damage-no charge back***

| | |
|---|---|
| 3208T | Caterpillar |
| 3116 | Caterpillar |
| 3126 | Caterpillar |
| C7 – C7 Common Rail | Caterpillar |
| 4B/4BT/4BTA/4BTAA3.9 | Cummins |
| QSB3.9 | Cummins |
| 6B/6BT/6BTA/6BTAA5.9 | Cummins |
| 6C/6CT/6CTA/6CTAA8.3 | Cummins |
| ISB, QSB 5.9 | Cummins |
| ISB 5.9 Common Rail Front Gear | Cummins |
| ISC (Not Common Rail) | Cummins |
| QSC(Not Common Rail) | Cummins |
| DT/DTA360 | International |
| DT408 | International |
| DT/DTA466 | International |
| DT466 (7.6) NGD, 40 Series | International |
| DT466E | International |
| DT530/530E, 40 Series, 466 EGR | International |
| 6.0 | International |
| 6.4 Maxxforce | International |
| 4BD2 | Isuzu |
| 4HK1 | Isuzu |
| 6.6 LB7/LLY 2001-2005 | Isuzu/Duramax |

Hassle-Free Core Policy is as simple as inspecting the like-for-like cores for any holes or cracks. If there are any visible holes or cracks, charges will apply to the customer, up to and including the maximum charge-back amount for that unit type.

**FACTORY INSPECTION (FI):** ***Castings will be checked out and charges will apply***

| | |
|---|---|
| ISB/QSB 5.9 Common Rail Rear Gear | Cummins |
| ISB Common Rail VGT | Cummins |
| 4B/QSB 4.5 | Cummins |
| ISB 6.7 | Cummins |
| ISC Common Rail | Cummins |
| ISL | Cummins |
| LT10 | Cummins |
| M11 | Cummins |
| 53/71/92 | Detroit |
| DT466 (Industrial) | International |
| F4M1011 | Duetz |
| | Perkins |
| 2.7 Sprinter | Mercedes |

Factory Inspection, applies to units not covered under the above policies. A JASPER factory Associate will fully inspect these units, determining core credit. The customer is responsible for any and all non-rebuildable castings or trim parts. These castings and trim items will be charged-back at current market price for either new or replacement parts/castings. Parts that are non-essential to the running of custom engines will be boxed and returned with finished product. We have established maximum charge-backs on major castings only, for most popular engines. The customer will be notified within 3-4 weeks of receiving the core at the Crawford County, IN facility.

***NOTE:**
Engines sent in completely disassembled will void core policy and will be subject to chargebacks. These policies apply to major castings. The trim, accessory parts and fuel system are not covered and are expected to be returned on core. All missing or damaged trim or accessory parts will be charged at current market price for either new or replacement parts.

**Diesel Fuel System Charges:** Like-for-like cores returned without damage or missing parts will receive full core credit, otherwise charges will apply. There is no skid charge on JASPER fuel system components.

**OVER THE COUNTER SALES:**
**Injectors** are HF = Hassle Free – Like-for-like core returned without visible holes, cracks or damage. If there are any visible holes, cracks or damage, the charge will be ½ of the full core amount for that unit-type. 25% for damaged/ cut wire.
**Injection Pumps** are NC = No Charge-Back – Like-for-like core returned with no missing parts. (No charges apply for damage or cracks found in injection pump housings.)
**Turbos** are HF = Hassle Free – Like-for-like core returned without visible holes, cracks or damage. If there are any visible holes, cracks or damage, the charge will be ½ of the full core amount for that unit-type. 25% for missing parts.
**Diesel 6.0 IH Heads** are NC = No Charge-Back – Unit must be a like-for-like exchange. No charges applied for damage only for missing parts.

This core policy includes most popular applications and their charges, but is not intended to be all-inclusive, so other charge backs could apply. Please contact Jasper Engines and Transmissions at 800-827-7455 if you have questions on a product or application and the specific core charge policy. Core credits not used within one year against future purchase will be considered void.