

# 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%)	Cores Bolted Together (\$50)	Missing Oil Pump (10%)
Core Not Drained (\$50)	496 Chevy Missing Intake (\$350)	Timing Components (10%)
2.0 Ford Missing Manifold (\$350)	Damaged/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%)  
Actuator (50%)      Core Not Drained (\$50)      Damaged/Missing Honda Electronics (\$100 each)  
Cores Bolted Together (\$50)      Over-the-Counter Converter Damage (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%)

**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)

### Over The Counter Parts 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 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.

**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.

**OTC Heads** are NC = No Chargeback- Like-for-like core returned without missing parts will be given full credit. If there are missing parts, 25% of the core value will be charged.

## **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 or for damage on multiple units returned bolted together.



# **DIESEL ENGINE CORE POLICY**

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

3208 & 3208T	Caterpillar
3116 & 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
ISB/QSB 5.9 Common Rail Rear Gear	Cummins
ISB Common Rail VGT	Cummins
ISB 6.7	Cummins
ISC Common Rail	Cummins
ISC	Cummins
QSC	Cummins
QSM	Cummins
8.2/8.2T	Detroit
6.6/7.8	Ford
6.7	Ford
6.2 & 6.5/6.5T	GM
444TE	International
6.9, 7.3 & 7.3T	International
9.0	International
DT/DTA360 & DT/DTA466	International
DT408	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
2.7 Sprinter	Mercedes

**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. Charges will also apply for missing trim parts.

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

4B/QSB 4.5	Cummins
ISL	Cummins
LT10	Cummins
M11	Cummins
53/71/92	Detroit
DT466 (Industrial)	International
236,248 & 1004	Perkins

**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.