



**General Policy**

All core returns must be,

- like for like, no mixed models
- drained of all fluids (\$50 Charge)
- be returned in the original packaging
- Part Disassembled
- No junkyard cores (core must have been removed from vehicle)
- No fire damage
- Excessive Rust or Water Damage

Returned cores that fail to follow the above conditions will be disallowed and scrapped or returned at the customer's expense. Freight and removal damage are not covered. BD Diesel reserves the right to adjudicate cores as it sees fit and may deviate from its policy.

<b>BD FUEL INJECTION CORE ACCEPTANCE POLICY</b>		
<b>Model</b>	<b>Deduction</b>	<b>No Credit</b>
P7100 Injection Pump	<ul style="list-style-type: none"> <li>• AFC Housing Damaged (25% Deduction)</li> <li>• Governor Housing Damaged Front or Back (25% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Damaged Camshaft on 911/913 pumps.</li> <li>• Main Body Damaged</li> </ul>
Bosch VE Pump	<ul style="list-style-type: none"> <li>• AFC Housing Damaged (25% Deduction)</li> <li>• Cold Advanced Housing Damaged (50% Deduction)</li> <li>• Governor housing damaged front or back (25% deduction)</li> <li>• Main Body Damaged (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Seized Head (Does not turn)</li> </ul>
CP3		<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Seized (Does not turn)</li> <li>• Catastrophic Shaft Failure (Frost Plugs Damaged or Missing)</li> <li>• Front Cover Damaged</li> </ul>
VP44	<ul style="list-style-type: none"> <li>• Damaged Electronics (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Seized Head (Does not turn)</li> </ul>
Common Rail Injectors	<ul style="list-style-type: none"> <li>• Solenoid melted or destroyed, stretched terminals (25% Deduction)</li> <li>• 5.9/6.7 Broken Solenoid Terminal Divider (No Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Damaged Body</li> </ul>
Mechanical Injectors		<ul style="list-style-type: none"> <li>• Contaminated/Bio Diesel</li> <li>• Damaged Body</li> </ul>

<b>BD TURBOCHARGER CORE ACCEPTANCE POLICY</b>		
<b>Turbo Model/ Application</b>	<b>Deduction</b>	<b>No Credit</b>
Cummins ISX VGT Air or Electronic Actuated	<ul style="list-style-type: none"> <li>• Damaged Electronics (50% Deduction)</li> <li>• Missing Clamps (25% Deduction)</li> <li>• Missing Parts or Actuators (50% Deduction)</li> <li>• Turbine Wheel Separation (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Part Disassembled</li> </ul>
Caterpillar (Ball Bearing) Models		<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Wheel Separation</li> </ul>
Caterpillar (Standard Turbocharger)		<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Turbo with 3 support Webs</li> </ul>

704604-9007, 704604-9011)		
Detroit Diesel VGT	<ul style="list-style-type: none"> <li>• Damaged Electronics (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Wheel Separation</li> </ul>
Ford 6.4 Powerstroke	<ul style="list-style-type: none"> <li>• Missing Parts or Actuators (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Part disassembled</li> <li>• Wheel Separation</li> </ul>
Ford 6.7 Powerstroke	<ul style="list-style-type: none"> <li>• Missing Parts or Actuators (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Wheel Separation</li> </ul>
Dodge Cummins 6.7 HE351VG/HE300VG	<ul style="list-style-type: none"> <li>• Missing Parts or Actuators (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> </ul>
Standard Turbochargers (All Models, Non VGT)	<ul style="list-style-type: none"> <li>• Damaged Electronics (50% Deduction)</li> <li>• Missing Clamps (25% Deduction)</li> <li>• Missing Parts or Actuators (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> <li>• Wheel Separation</li> </ul>

The above criteria apply to customer core returns. The following criteria will apply for core purchases.

Deduction	No Credit
<ul style="list-style-type: none"> <li>• Cracked or Damaged due to freight</li> <li>• Damaged Electronics</li> <li>• Missing Parts or Actuators</li> <li>• Heavily Damaged Wheels and/or Shaft</li> <li>• Missing Clamps</li> <li>• Turbine Wheel Separation</li> <li>• Heavily Modified Turbochargers</li> </ul>	<ul style="list-style-type: none"> <li>• Knock Off Models (Not Genuine)</li> </ul>

BD TRANSMISSION/TORQUE CONVERTOR CORE ACCEPTANCE POLICY		
Model	Deduction	No Credit
Transmissions	<ul style="list-style-type: none"> <li>• Cracked Overdrive housings (\$100 Deduction)</li> <li>• 68rfe Cracked Case (25% Deduction)</li> <li>• Part disassembled (50% Deduction)</li> <li>• Missing Transmission Shipping Crate (\$200 Deduction)</li> <li>• Missing TC/Transmission bracket (\$50 Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Cracked Case (Except 68rfe)</li> </ul>
Torque Convertors	<ul style="list-style-type: none"> <li>• Hub and Impeller damaged. (50% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Excessive corrosion</li> <li>• Part disassembled</li> </ul>
Valve Bodies	<ul style="list-style-type: none"> <li>• Missing electronics (25% Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>• Excessive corrosion</li> <li>• Part disassembled</li> </ul>
GENERAL CORE ACCEPTANCE POLICY		
Model	Deduction	No Credit
EGR Cooler		<ul style="list-style-type: none"> <li>• Brackets broken</li> </ul>

Please note that all cores have a time eligibility restriction. Please see BD Terms & Conditions for further details. [https://cdn.bddiesel.com/downloads/bd\\_terms\\_general.pdf](https://cdn.bddiesel.com/downloads/bd_terms_general.pdf)