

# Cummins Core Acceptance Policy

Model	Full Credit	Partial Credit	No Credit
<b>5.9L/6.7L Cummins Long Blocks</b>  <b>(2003-2018)</b>	<ul style="list-style-type: none"> <li>→ Like for Like (5.9L/6.7L)</li> <li>→ No Visible External Damage And/Or Cracks in Head or Block</li> <li>→ No Fire Damage</li> <li>→ All Components Present Including Cylinder Head, Crankshaft, Camshaft, Oil Pan, Oil Cooler, Rocker Box, Front Gear Housing, Cam and CP3 Gears</li> <li>→ Crankshaft Must Rotate Freely 360* When Turned Over</li> <li>→ No Bolt Hole/Excessive Thread Damage</li> <li>→ Core Paperwork Returned</li> <li>→ Core Delivered In Original DDS Pallet/Crate</li> </ul>	<ul style="list-style-type: none"> <li>→ Missing Or Cracked Cylinder Head (50% Deduction)</li> <li>→ Cracked or Damaged Intake Runner (25% Deduction)</li> <li>→ Provide 5.9L Core as A 6.7L Core (50% Deduction)</li> <li>→ Missing Crankshaft (50%)</li> <li>→ Spun Rod Or Main Bearing(s) (40% Deduction)</li> <li>→ Missing Camshaft (25%)</li> <li>→ Missing Front Gear Housing (25% Deduction)</li> <li>→ Missing Oil Pan (\$125 Deduction)</li> <li>→ Damaged Bolt Holes (\$25 Each)</li> <li>→ Missing or Incomplete Paperwork (\$100 Deduction)</li> <li>→ Missing Original DDS Crate (\$500 Deduction)</li> </ul>	<ul style="list-style-type: none"> <li>→ Fire Damage</li> <li>→ Catastrophic Engine Damage Including Windowed Block and Failed Connecting Rods [Please Contact Us for Further Clarification]</li> <li>→ Shipping Damage</li> </ul>

Customer Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Office Use Only | Date Returned: \_\_\_\_\_



Manager Approval: \_\_\_\_\_