

C O R E A C C E P T A N C E C R I T E R I A 旧 件 验 收 标 准

ABB Turbocharger Groups and Cartridges – 3500 Engine Series ABB 涡轮增压器总成和管壳 — 3500 发动机系列

Reman Cartridge
再制造涡轮增压器芯

You will receive:
你将得到:

Full Core Refund	<ul style="list-style-type: none">◆ Acceptable part number or model.◆ Fully assembled and complete – must have Caterpillar®, or ABB parts only.◆ Core damage is within criteria specifications*.◆ No non-operational damage (mishandling, excessive rust, corrosion, or pitting).
全部旧件退款	<ul style="list-style-type: none">◆ 可接受的零件号或型号。◆ 完全组装而且完整 — 必须只有 Caterpillar®或 ABB 零件。◆ 旧件损坏符合标准技术规格*。◆ 非运转性损坏（处置不当、过度锈蚀、腐蚀或穴蚀）。

Caution - Careful packaging and using the original container for the Reman cartridge will help prevent the core from being damaged in transit.

注意— 小心包装，同时把再制造管壳放到原来的包装箱中，这可避免在运输过程中损坏。

Damaged Core Refund	<ul style="list-style-type: none">◆ Acceptable part number or model.◆ Fully assembled and complete – must have Caterpillar, or ABB parts only.◆ Only one major component (bearing housing, turbine wheel, or compressor wheel) is damaged*.
受损旧件退款	<ul style="list-style-type: none">◆ 可接受的零件号或型号。◆ 完全组装且完整 — 必须只有卡特彼勒或 ABB 零件。◆ 只有一个主要部件（轴承壳、涡轮或压缩机轮）损坏*。
No Core Refund	<ul style="list-style-type: none">◆ Non-operational damage (mishandling, shipping damage, excessive rust, corrosion, or pitting).◆ Not an acceptable part number or model – Not a Caterpillar component.◆ More than one major component (bearing housing, turbine wheel, or compressor wheel) is damaged*.
无旧件退款	<ul style="list-style-type: none">◆ 非运转性损坏（处置不当、运输中损坏、过度锈蚀、腐蚀或穴蚀）。◆ 不是可接受的零件号或型号 — 不是卡特彼勒部件。◆ 超过一个主要部件（轴承壳、涡轮或压缩机轮）损坏*。

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CORE ACCEPTANCE CRITERIA (continued) / 旧件验收标准（接上页）

Upgrade-to-New Turbocharger
升级到新的涡轮增压器

You will receive:
你将得到:

Full Core Refund

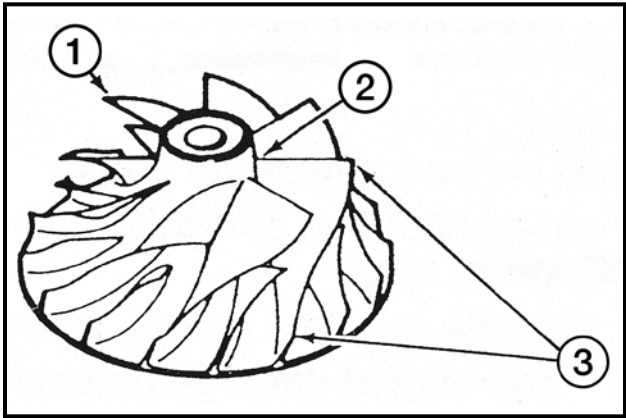
全部旧件退款

- ◆ Acceptable Caterpillar part number or model.
- ◆ Fully assembled and complete.
- ◆ No non-operational damage.
- ◆ 可接受的卡特彼勒零件号或型号。
- ◆ 完全组装而且完整。
- ◆ 没有非运转性损坏。

* See INSPECTION TIPS for more details on criteria specifications.
* 有关标准技术规格的更多详细信息，请参考检查提示。

NOTE: The core criteria for these cartridges are significantly different than other 3500 turbo cartridges, please follow inspection tips to ensure proper credit.

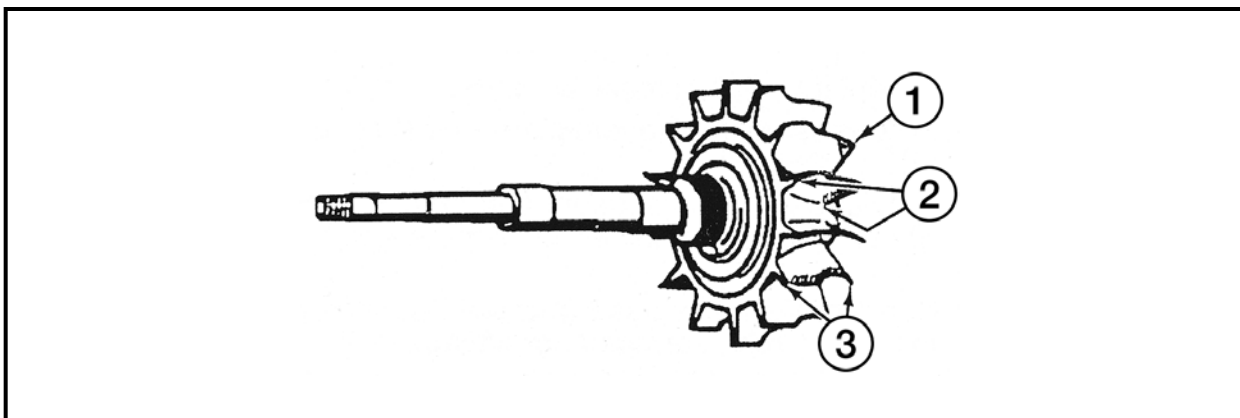
注：这些管壳的旧件标准与其它 3500 涡轮增压器管壳显著不同，请遵循检查提示以确定正确的款额。



Compressor Wheel
压缩机轮

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CORE ACCEPTANCE CRITERIA (continued) / 旧件验收标准（接上页）



Turbine Blades and Shaft
涡轮叶片和轴

- (1) Bending. Blade bending cannot be more than 3 mm x 3 mm (0.12 in. x 0.12 in.) on outside edge of blades. No other visible bending of blades allowed.
(1) 弯曲。叶片外边缘的叶片弯曲不得超过 3 mm x 3 mm (0.12 in. x 0.12 in.)。不允许有其它可看见的叶片弯曲。
- (2) Nicks. No nicks within 10 mm (0.4 in.) of blade root. Compressor wheel blade nicks must not exceed 1 mm (0.04 in.) in depth or width. Turbine wheel blade nicks must not exceed 3mm (0.12 in.) in length and 0.5 mm (0.02 in.) in width.
(2) 拉痕。叶片底座无 10 mm (0.4 in.) 以内的拉痕。压缩机轮叶片拉痕的厚度和宽度不得超过 1 mm (0.04 in.)。涡轮叶片拉痕厚度不得超过 3mm (0.12 in.)，宽度不得超过 0.5 mm (0.02 in.)。
- (3) Rubbing. Nicks and/or rolled metal must not exceed 0.5 mm (0.02 in.) in depth on outside edge of blades.
(3) 锈蚀。叶片外边缘的拉痕和/或滚压金属厚度不得超过 0.5 mm (0.02 in.)。
- (4) Cracking. No cracks allowed.
(4) 裂纹。不允许有裂纹。

INSPECTION TIPS / 检查提示

Dealers should refer to REMAN Policies and Core Management (SELD0122), Core Management Systems and Operations procedures (SELD0040), and Shipping Instructions (SELD0039) in the “Operations and Core Management Tab”, and to Core Acceptance Guide Introduction (SELD0013) in the “Core Acceptance Guidelines Tab” for additional information applicable to all cores.

有关适用于全部旧件的额外信息，代理商应参考《再制造政策和旧件管理》(SELD0122)，《旧件管理系统和操作规程》(SELD0040)，“操作和旧件管理标签”中的《运输规程》(SELD0039)以及“旧件验收指导原则标签”中的《旧件验收指导说明》(SELD0013)。

Introduction 前言

These cores will require a thorough inspection by the dealers to insure that proper core condition is determined. Because of the high core charge for this family of cartridges, each core should be inspected by a trained serviceman. Some measurement is required and the inspection must be more than just a quick, visual inspection. The cartridge does not have to be disassembled in order to perform the inspection.

这些旧件需要代理商进行完全检查以正确判定旧件的状况。因为该涡轮增压器管壳系列旧件收费高，每个旧件应由受训过的维修人员进行检查。需要进行一些测量，并且检查过程切勿只是快速及目视检查。无需分解涡轮增压器芯进行检查。

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INSPECTION TIPS (continued) / 检查提示（接上页）

Fully Assembled and Complete

完全组装而且完整

- Disassembled turbochargers arriving in Corinth will receive No Core Refund.
- 抵达 Corinth 前已分解的涡轮增压器将获得“无旧件退款”。
- Cores assembled from scavanged parts will receive no credit.
- 废弃零件装配的旧件将不会获得款额。

Component Damage

部件损坏

- Bearing Housing - Cannot be cracked or broken, or show visible heat cracking on the heat cap (trumpet).
- 轴承壳— 加热盖（喇叭筒）处不能有裂纹或破损，或者显示有可看见的加热裂纹。
- Rotating Assembly - Must rotate freely in bearing housing and show no excessive heat or erosion damage to blades.
- 旋转总成— 必须在轴承壳旋转自如且叶片没有过度加热或腐蚀损坏。
- Blade damage - Compressor and turbine blade damage is defined below and illustrated on opposite page: Wheel/blade damage
- 叶片损坏— 下面规定了压缩机和涡轮叶片损坏，同时对面页上有图解：轮/叶片损坏
- Bending. Blade bending cannot be more than 3 mm x 3 mm (0.12 in. x 0.12 in.) on outside edge of blades. Otherwise, no visible bending of blades.
- 弯曲。叶片外边缘的叶片弯曲不得超过 3 mm x 3 mm (0.12 in. x 0.12 in.)。并且，没有可看见的叶片弯曲。
- Nicks. No nicks within 10 mm (0.4 in.) of blade root. Compressor wheel blade nicks must not exceed 1 mm (0.04 in.) in depth or width. Turbine wheel blade nicks must not exceed 3mm (0.12 in.) in length and 0.5 mm (0.02 in.) in width.

- 拉痕。叶片根部无 10 mm (0.4 in.) 以内的拉痕。压缩机轮叶片拉痕厚度和宽度不得超过 1 mm (0.04 in.)。涡轮叶片拉痕长度不得超过 3mm (0.12 in.) 且宽度不得超过 0.5 mm (0.02 in.)。
- Rubbing. Rolled metal must be 0.5 mm (0.02 in.) or less in depth along outside diameter of inducer/impeller wheel.
- 锈蚀。沿导轮/叶轮外径的滚压金属厚度不得超过 0.5 mm (0.02 in.)。
- Cracking. No cracks on compressor wheel.
- 裂纹。压缩机轮上无裂纹。

Non-operational Damage (mishandling, excessive rust, corrosion, pitting or fire damage)

非运转性损坏（处置不当、过度锈蚀、腐蚀或火损）。

- If rust can be wiped away with an emery cloth, the core will be accepted for full core refund. Excessive rust, corrosion, or pitting, which are most likely caused by incorrect storage, will result in No Core Refund.
- 如果可以用砂布擦除锈迹，旧件可接受为“全部旧件退款”。过度生锈、腐蚀或穴蚀最有可能是因不正确的存放造成的，其结果是“无旧件退款”。
- To prevent damage during shipment, all turbocharger cartridge cores should be carefully packaged, preferably in their original shipping containers. Unpackaged turbocharger cartridges will likely be damaged in transit. This will result in reduced core refund.
- 要防止运输过程中受到损坏，所有涡轮增压器管壳旧件应小心打包，最好是在其原有的装运箱中。运输过程中涡轮增压器管壳的开包也可能造成损坏。这会导致旧件退款额降低。

Return Serial Number Plates with Cores

序列号铭牌要和旧件一起返还。

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INSPECTION TIPS (continued) / 检查提示（接上页）

- On older units, serial number plates are attached to compressor housings. Remove and return with the core. On current units, no removal is necessary since S/N plates are attached to the cartridge.
- 以前的型号，序列号铭牌是在压缩机壳体上。要拆卸并与旧件一同退回。现在的型号，无需进行拆卸，因为序列号铭牌就在涡轮增压器芯上。
- Acceptable Caterpillar part number or model.
- 可接受的卡特彼勒零件号或型号。
- Fully assembled and complete.
- 完全组装而且完整。
- No non-operational damage.
- 无非运转性损坏。

Upgrade-to-New Turbocharger

升级到新的涡轮增压器

Full core refund will be issued for any turbochargers meeting the following criteria.

满足下列标准的任何涡轮增压器可获得全部旧件退款。

Rotation of the wheel assembly is not required and the condition of the blades of either wheel does not affect core credit.

不需要旋转轮总成，任意一个轮叶片的状况不影响旧件的款额。

Direct Purchase Criteria / 直接购买标准

Please refer to the Core Management Information System (CMIS2) Parts Information Application for all Direct Purchase pricing information. Only the parts that have Direct Purchase prices with a current end date are included in the program. Parts with non-current end dates are not included in the program.

有关所有直接购买定价信息，请参考旧件管理信息系统 (CMIS2) 零件信息应用。本程序中只包括那些具有直接购买价格并带有当前结束日期的零件。带有非当前结束日期的零件没有包括在本程序中。

Part numbers that only have a "FULL" Direct Purchase price must meet the "FULL Core Refund" exchange core acceptance criteria to receive direct purchase value. Part numbers that have both a "FULL" and "PARTIAL" Direct Purchase price must meet the applicable "FULL Core Refund" or "Damage Core Refund" exchange core acceptance criteria to receive direct purchase value.

只有一个“全额”直接购买价格的零件号必须符合“全部旧件退款”交换旧件验收标准，才能获得直接购买价值。有“全额”和“部分”直接购买价格的零件号必须符合相应的“全部旧件退款”或“受损旧件退款”交换旧件验收标准，才能获得直接购买价值。

Add charges will apply as appropriate based on the normal exchange core acceptance criteria.

何时适用附加费用将根据正常交换旧件验收标准。