

## 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

#### 3408 and 3412 Engines

#### 3408 和 3412 发动机

You will receive:  
你将得到:

Full Core Refund	<ul style="list-style-type: none"><li>◆ Cylinder block not visibly cracked, broken or welded (by a source other than Caterpillar).</li><li>◆ No known or evident internal failure. See “3408 and 3412 Engine Crankshaft Rotation Requirement.” (p. 2)</li><li>◆ No non-operational damage (mishandling, excessive rust, corrosion, pitting, or fire damage).</li><li>◆ Fully assembled and complete.</li><li>◆ Returned on Caterpillar<sup>®</sup> Remanufactured engine stand.</li><li>◆ Must be an acceptable Caterpillar 3408 or 3412 engine part number.</li></ul>
全部旧件退款	<ul style="list-style-type: none"><li>◆ 缸体没有可看见的裂纹、破损或焊接（由非卡特彼勒的其它方焊接）。</li><li>◆ 无已知或明显的内部故障。参见“3408 和 3412 发动机曲轴旋转要求。”（页 2）</li><li>◆ 没有非运转性损坏（错误处置，过度生锈、腐蚀、穴蚀或火损）。</li><li>◆ 完全组装而且完整。</li><li>◆ 随卡特彼勒<sup>®</sup>再制造发动机支架一起退回。</li><li>◆ 必须是可接受的卡特彼勒 3408 或 3412 发动机零件号。</li></ul>
Damaged Core Refund	<ul style="list-style-type: none"><li>◆ Cylinder block visibly cracked, broken, or welded (by source other than Caterpillar).</li><li>◆ Known or evident internal failure. See “3408 and 3412 Engine Crankshaft Rotation Requirement.” (p. 2)</li></ul>
受损旧件退款	<ul style="list-style-type: none"><li>◆ 缸体有可看见的裂纹、破损或焊接（由非卡特彼勒的其它方焊接）。</li><li>◆ 已知或明显的内部故障。参见“3408 和 3412 发动机曲轴旋转要求。”（页 2）</li></ul>

# 3408 and 3412 Engines / 3408 和 3412 发动机

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

No Core Refund	<ul style="list-style-type: none"><li>◆ Scavenged or disassembled cores.</li><li>◆ Non-operational damage (mishandling, excessive rust, corrosion, pitting, or fire damage).</li></ul>
无旧件退款	<ul style="list-style-type: none"><li>◆ 废弃的或解体的旧件。</li><li>◆ 非运转性损坏（错误处置，过度生锈、腐蚀、穴蚀或火损）。</li></ul>

NOTE: There will be an add charge for missing parts or engine stand.

注：如果缺失零件或发动机支架将收取附加费用。

## INSPECTION TIPS / 检查提示

Dealers should refer to REMAN Policies and Core Management (SCLD0122), Core Management Systems and Operations procedures (SCLD0040), and Shipping Instructions (SCLD0039) in the “Operations and Core Management Tab”, and to Core Acceptance Guide Introduction (SCLD0013) 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》(SCLD0122)，《旧件管理系统和操作规程》(SCLD0040)，“操作和旧件管理标签”中的《运输规程》(SCLD0039)以及“旧件验收指导原则标签”中的《旧件验收指导说明》(SCLD0013)。

### Damaged Blocks

#### 缸体损坏

- Cracked, broken, or welded cylinder blocks will receive a damaged core refund.
- 裂纹、破损或焊接的缸体将获得“受损旧件退款”。

### Non-Operational Damage

#### 非运转性损坏

- Engine cores that have been in fires receive no core refund.
- 曾经着火的发动机旧件不能获得旧件退款。
- Engine cores that appear to have been scavenged by having salvageable parts removed and non-salvageable parts substituted will be subject to a detailed inspection.
- 看起来已经废弃，将可修补的零件拆下并替换上不可修补的零件的发动机旧件需要细致的检查。
- Disassembly of suspect cores may be necessary to determine the authenticity of the core. Internal inspection may reveal missing internal components or parts that could not have run on the core.
- 可能需要解体受怀疑的旧件，以确定旧件的真实性。内部检查可能发现缺失的不能运转的内部部件或零件。

# 3408 and 3412 Engines / 3408 和 3412 发动机

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

- Missing or non-genuine parts and components are subject to add charges equal to the new dealer net price in effect at the time of Caterpillar's inspection. Add charges will be deducted from the core deposit refund.
- 缺失或非纯正的零件和部件将被收取附加费用，此费用等于卡特彼勒进行检查时有效的零部件代理商净价。附加费用将从旧件押金退款中扣除。
- If a returned 3408 or 3412 engine core is found to have been scavenged or assembled from scrap material, their will be no core refund and the dealer will be assessed a \$300 inspection fee.
- 如果发现退回的 3408 或 3412 发动机旧件是已经废弃的或由废弃材料组装的，将不会给予旧件退款，而且将向代理商收取 300 美元的检查费。

### Full vs. Damaged Core Refund 全部旧件退款与受损旧件退款

- To receive Full Core Refund, you must have determined the engine to be a non-failed, running core. If there is a known internal failure, use "KNOW" inspection code on the electronic CCR.
- 要获得“全部旧件退款”，你必须确定发动机是无故障的、可运转的旧件。如果有一个已知的内部故障，在电子 CCR 上使用“KNOW（已知）”检查代码。
- If there is no known evidence of internal failure, the engine's crankshaft must meet the Crankshaft Rotation Requirement to receive Full Core Refund.
- 如果没有已知的内部故障证据，发动机曲轴必须符合曲轴旋转要求才能获得“全部旧件退款”。

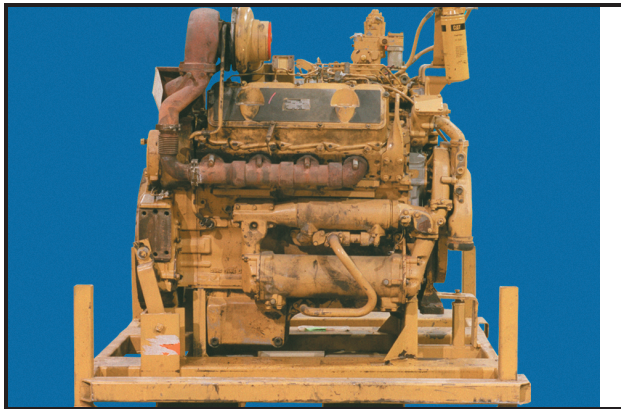


Figure 1  
图 1  
Fully Assembled and Correctly Fastened to Metal Stand  
完全组装并正确固定在金属支架上

Full Core Refund  
全部旧件退款

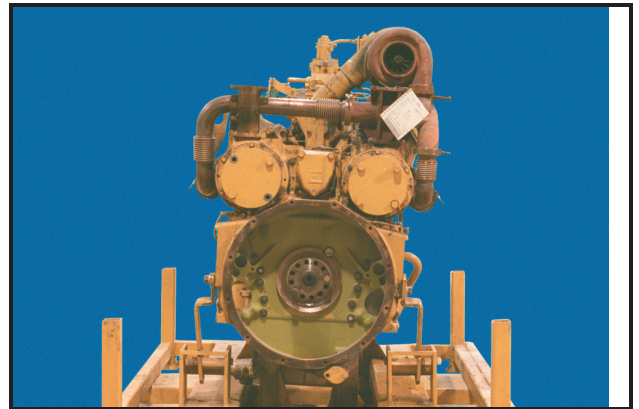


Figure 2  
图 2  
Fully Assembled and Correctly Fastened to Metal Stand  
完全组装并正确固定在金属支架上

Full Core Refund  
全部旧件退款

# 3408 and 3412 Engines / 3408 和 3412 发动机

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

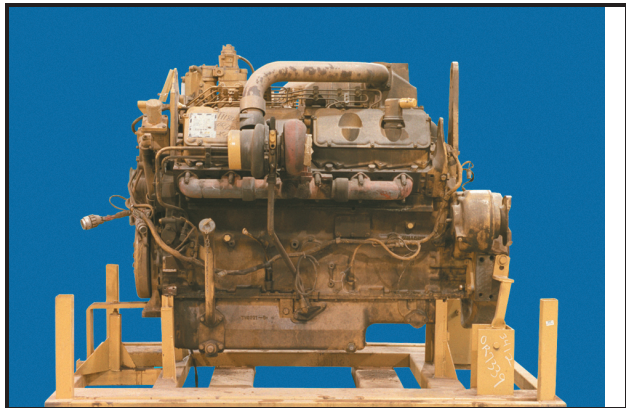


Figure 3 Full Core Refund  
图 3 全部旧件退款  
Fully Assembled and Correctly Fastened to Metal Stand  
完全组装并正确固定在金属支架上

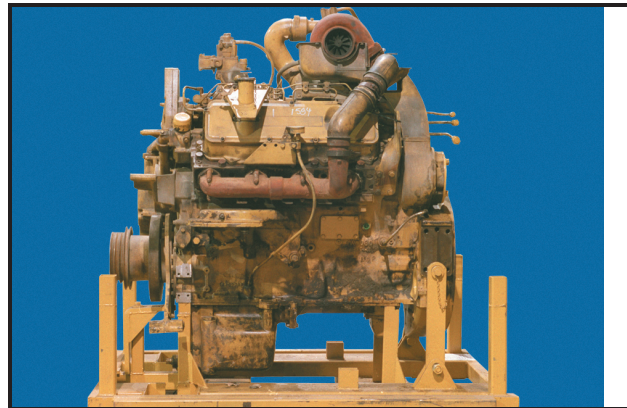


Figure 4 Full Core Refund  
图 4 全部旧件退款  
Fully Assembled and Correctly Fastened to Metal Stand  
完全组装并正确固定在金属支架上

### 3408 and 3412 Engine Crankshaft Rotation Requirement

#### 3408 和 3412 发动机曲轴旋转要求

- Using the 9S-9082 Crankshaft Turning Tool, rotate the crankshaft two full revolutions in the operating direction (counterclockwise looking into the face of the flywheel) and listen and feel for any signs of loose or damaged parts indicating internal damage. If internal damage is noticed, mark the CCR/PL as “NOT RUNNING.”
- 使用 9S-9082 曲轴转动工具，按运转方向（从飞轮正面看是逆时针方向）将曲轴旋转完整的两圈，并倾听和感觉有无表示内部损坏的零件松动或损坏的迹象。如果发现内部损坏，在 CCR/PL 上标注“NOT RUNNING（无法运转）”。

- An engine's crankshaft may not rotate if:
  - 如果出现以下情况，发动机曲轴可能不能旋转：
    - There are parts left loose in the oil pan.
    - Water has filled the cylinders and caused a hydraulic lock.
    - Piston seizure has occurred.
    - 油底壳中有松动的零件。
    - 水进入汽缸中并造成液压阻塞。
    - 活塞卡死。
- The crankshaft in a damaged core engine may rotate but not smoothly or without noise if:
  - Bearings or valves have failed.
  - Gear train damage has occurred.
  - The crankshaft is broken.
  - 轴承或气门故障。
  - 齿轮系损坏。
  - 曲轴破损。

# 3408 and 3412 Engines / 3408 和 3412 发动机

## CORE RETURN REQUIREMENTS / 旧件退回要求

### Core Return Requirements

#### 旧件退回要求

- Cores must be returned complete. Refer to the BASIC ENGINE section in the front of the parts manual for that vehicle for a complete consist list. Figures 1-4 illustrate complete cores properly attached to shipping stands. All engine cores must be returned securely fastened to the specially designed 3408 or 3412 metal stand. Cores not returned on the stand are subject to a \$600 add charge which will be deducted from the dealer's core deposit refund. This charge amount is subject to change without notice.
- 旧件必须完整退回。有关完整的零件清单，参考该车辆的配件手册前面的基本发动机章节。图 1-4 所示是正确安装在运输支架上的完整的旧件。退回时所有发动机旧件必须牢固地固定在专门设计的 3408 或 3412 金属支架上。对于没有固定在支架上退回的旧件，将收取 600 美元附加费用，并将从代理商旧件押金退款中扣除。此费用金额如有变更恕不提前通知。
- Completely drain and recycle or properly dispose of all fluids. Drain all coolant from the engine block, oil cooler, and water pump. Drain all oil from the engine block, remove oil filters, and seal all openings with plugs and covers from the Remanufactured engine or with puncture resistant tape. Leaks or spills during transportation are very serious. Dealers are liable for cleanup cost or damage resulting from in transit leaks or spills.
- 完全排空和回收或正确处理所有油液。从发动机缸体、机油冷却器和水泵中排空冷却液。从发动机缸体中排空所有机油，拆卸机油滤清器，并使用再制造发动机上的塞子和盖子或使用防刺破胶带将所有开口密封。运输过程中的泄漏或溢出非常严重。代理商对因运输泄漏或溢出而产生的清洁费用或损失负责。

See SHIPPING INSTRUCTIONS (SCLD0039) for more information.

更多信息，参见运输规程 (SCLD0039)。

### Disassembly

#### 解体

- Disassembly of Reman 3408 and 3412 engine cores for inspection or failure analysis is permitted. Any such core returned to Caterpillar must be fully assembled with all the original parts installed in the original sequence. All nuts, bolts, and fasteners must be installed in the correct location and tightened adequately to prevent shipping and handling damage. After reassembly, transportation, and storage, cores must still meet all core acceptance criteria (especially rotation requirements where applicable) in order to earn core refunds.
- 允许出于检查或故障分析目的对 3408 和 3412 再制造发动机进行解体。任何这类退回给卡特彼勒的旧件必须使用全部原来的零件完全组装号，并按照原来的顺序安装。所有螺母、螺栓和紧固件安装在正确的位置，并适当地拧紧，以避免运输和搬运中的损坏。在重新组装、运输和存放后，为了获得旧件退款前，旧件仍必须符合所有旧件验收标准（特别是适用旋转要求的时候）。
- Packaging must be adequate to compensate for any gaskets or seals damaged during disassembly or reassembly. Additional rust preventative steps must be taken to ensure all internal parts arrive at Cat without rust or corrosion.
- 包装必须足以弥补在解体或重新组装过程中损坏的任何密封垫或密封件的作用。必须采取额外的防锈步骤，以确保所有内部零件在运达卡特彼勒时不会生锈或腐蚀。

### 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。