



REQUEST FOR OWN-CORE REMANUFACTURING

This form is to be completed and faxed or emailed to Remtec for initial approval before forwarding the engine to Remtec.

Dealer:	MUSINA AUTO SERVICE CENTRE
Address:	JOUBERT FOURIE STREET, RSA BUILDING WAREHOUSE, MUSINA, 0900
Contact Person:	WILLEM.A.SWANEOEL (COWBOY)
Contact No.:	082 898 3968 (015 534 0591)
Fax No.:	N/A
eMail Address:	info@tulem.net / cowboy @tulem.net

ENGINE INFORMATION

Owner's Name:	JOICE SIBANDA
Owner's Contact No.:	+263 714 389 868 / +263 77 559 4001
Make:	MADZA
Model:	BT50
Engine Variation:	3.2 TDI SLX P/U S/C
Engine No.:	SA2KGCE57842
VIN No.:	AFBGXXMJ2GCE57842

Brief description of the symptoms/problems/reasons for the request:

SMELL OF BURNT OIL COMING FROM THE EXHAUST PIPE.
 CLIENT REQUEST ENGINE REBUILD AT THEIR EXPENSE (JOICE SIBANDA)

CUSTOMER REQUIREMENTS & APPROVAL

The control in remanufacturing a Customer's own core is complex and we require your co-operation in this regard. The Parts/service Manager must please read through this document carefully and sign or initial in the appropriate spaces provided confirming their acceptance of the initial requirements:

PLEASE CONTINUE ON THE NEXT PAGE



1. **This build request must be authorized before you send the engine.**
Failure to comply with this could see the core-receiving department inadvertently regarding the unit (if sent ahead) as a normal core return and issuing it into the production system where it will be "lost".
2. **Once approved, this form must accompany the engine when shipped.**
Failure to comply with this could also see the core-receiving department inadvertently regarding the unit as normal core return and issuing it into the production system where it will be "lost".
3. **The engine must be re-useable (i.e. be in a remanufacturable state).**
The dealer/customer must ensure that there are no holes through - or cracks in - the block and that the crankshaft can rotate 360° prior to removing timing components.
4. **The engine must be sent at the same/correct dress-level as supplied.**
This means it must be stripped of all (non-applicable) hang-on components down to combo level (sump to tappet cover) as the engine would normally be supplied by Remtec.
5. **Non-applicable parts/components must NOT be sent with the engine.**
Referring to item 4: Non-applicable components (e.g. manifolds, pulleys, alternators, etc - i.e. hang-ons/ancillaries) that aren't used during the reman process can easily get lost. Remtec's Core Supervisor will inspect the engine upon arrival and confirm that all dress-level requirements have been met.
6. **Applicable components or parts must not be omitted from the engine.**
No matter how insignificant they may appear (e.g. tappet covers, bolts & nuts, timing components [only if applicable to the dress-level], rockers etc), leaving any such parts behind can result in significant delays in completing the unit.
7. **The engine must be assembled and intact (in one piece) before being sent.**
It must not be supplied in a disassembled state. Cylinder heads, sumps etc. don't have to be tightened down, but the engine has to be in one piece and not sent as a "box of parts" or as a sub with a loose head etc.
8. **The engine must be drained of oil & fluids, and excess grime removed.**
Failure to do so can result - and has resulted - in old, dirty oil spilling, dripping or messing out and in doing so contaminating other customer's cargo in transit with the couriers.
9. **The engine is to be shipped to Remtec in a suitable crate.**
The engine must be suitably crated for road transportation with due consideration for other customers' cargo - bearing in mind that the completed rebuild will be shipped back in it. (A crate can be obtained from Remtec if needed).
10. **Transport to be used is DSV** (for RSA dealers only) account **041579** and, very importantly, the method must be **ECONOMY**.
11. **This form must be faxed back to 0866581894 or e-mail to sales@remtec.co.za**
and, as stated in item 2, a copy is to be placed in a plastic bag which must accompany the engine.
12. **REMTEC RESERVES THE RIGHT TO RETURN THE ENGINE TO THE DEALER / CUSTOMER SHOULD THE ABOVEMENTIONED CONDITIONS AND PRE-CONDITIONS NOT BE COMPLIED WITH OR ADHERED TO.**
(Should this occur, transport costs will be for the dealer/customers' account)
13. **Remtec will endeavor to conclude the remanufacturing process in less than two weeks.**
However, due to occasional unforeseen circumstances (e.g. delays receiving parts from suppliers) Remtec cannot be held responsible for any losses incurred as a result hereof.

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VERY IMPORTANT:

14. **Extra costs incurred due to unusable major parts will be charged for.**
Once the unit is in production and it is discovered that a major component (e.g. unserviceable crankshaft, cracked head, etc) is not useable or scrap, Remtec will attempt to buy the part out, but please note that such additional costs will be for the customer's account and will be approved by the customer before the part is purchased.
If the component is not available Remtec will have no option but to re-assemble the engine (which will obviously not be useable) and return it to the customer/dealer

Signature: _____

Name: _____

Date: _____

Designation: _____

FOR OFFICE USE:

Approved In Principle: _____

Name: _____

Date: _____

Estimated Date Of Receipt Of Engine: _____