

# Guidelines Return Old Engine

In the case of a barter, the following points regarding the return of the old engine must be adhered to:

1. The engine block must not have a **hole** or a **crack**. In the case of holes or crack in the engine block, a **surcharge** of **€ 250,-** is automatically due.  
If this has not been communicated by the customer in the course of the purchase process, this premium will be offset no later than when the old engine is received!
  - **The engine must be completely emptied** and all openings where residual oil could still leak are closed!  
In the event of non-compliance, an **expense allowance** of **€ 96,-** (conforming 1 hour work) will be charged for emptying the oil and disposal.  
Note that the contractor is responsible, i.e. As a customer, you must therefore instruct your workshop to empty the engine after expansion!
  - The engine must be returned **in the same scope** as the purchased engine!  
Faulty parts (such as broken crankshaft, broken valves, etc.) must also be present. These are needed for surveying purposes.  
Missing parts are offset at the standard used parts price!
  - The engine must be **fixed firmly fixed** and **covered** on the pallet (with which the purchased engine was delivered) OR in the same box (in which the purchased engine was obtained) including all turf belts returned!
  - The 10-day return period (Aviso for collection) must be met. Renewals of this period must be reported on time (telephone or email).

In the event of non-compliance with the time limit without any feedback, the surcharge noted on the order confirmation and invoice will be charged. A later return of the engine is no longer possible, as we also had to pay this surcharge to our supplier.