

## Certified Avgas Engine Core Exchange Policy

Continental Aerospace Technologies (CONTINENTAL), allows for core exchange on avgas engines as outlined below:

### General Requirements for Core Acceptance

To qualify as an acceptable exchange engine core, the returned engine must meet the following criteria:

#### 1. Serviceability

- The returned core must be operable and safe for flight up until removal from the same aircraft in which the exchange factory engine has been installed.
- The core should reflect actual accumulated flight time and have had maintenance within the past twelve (12) months.

#### 2. Condition & Assembly

- Must be returned **fully assembled**, "as removed" from the aircraft.
- Must include **all logbooks, components and accessories** that were part of the replacement engine.  
*For example:* If the replacement engine includes a fuel pump, alternator, and/or ignition system, the returned core must include the same components that were last installed and operable during flight time.
- Damaged cores, where major components are no longer serviceable may be assessed as a core penalty.
- The engine must retain the **original data plate**.

#### 3. Model & Configuration

- Core must be of the **same model and configuration** as the factory exchange engine delivered by Continental®.
- Any non-genuine crankcases and/or crankshafts may be rejected or subject to a surcharge up to 100% of the core value.

#### 4. Documentation

- Must include the **engine model, serial number, authorized distributor's name, RMA (Returned Material Authorization) number**.

- A record of **total time since new or last factory rebuilt**, such as a logbook entry or signed statement, must be included. An engine logbook entry must include the removal of the core engine from the airframe.

## Return Timeline

All exchange engine cores must be returned **within 120 calendar days** from the invoice date of the replacement engine. Failure to return the core within this timeframe may result in **a penalty or loss of core credit**.

## Special Conditions & Exceptions

### 1. Modified Engines

- Engines that have been **externally or internally modified** from their original factory configuration may be **rejected** or incur an additional charge.

### 2. Catastrophic Damage

- Continental® reserves the right to **revoke core credit** or issue partial credit if catastrophic internal damage is discovered during teardown inspection.

## Case-by-Case Evaluation

- Any deviations from the requirements must be discussed and **approved in writing** by Continental® prior to placing the engine exchange order.
- Exceptions may be granted but may result in **adjusted credit** or additional terms.
- Special exception for acceptance of an unlike core may explicitly be given by Continental®, to accommodate certain upgrades under an approved STC.

## Distributor Responsibility

- Continental® Engine Distributors are responsible for facilitating and verifying proper core return, documentation, and shipment on behalf of their customers.
- **Continental® should not be billed** for any engine core-related fees, including but not limited to freight, duties, customs clearance fees, or other applicable charges. Any such charges will be **billed back to the responsible distributor or customer**.
- Communication with the customer and Continental® should occur **before shipment** of any questionable or non-standard cores.

If you have any questions, please submit a request via email to [CMCustomerSvc@continental.aero](mailto:CMCustomerSvc@continental.aero) or contact Customer Service at +1 800 326 0089 or +1 251 436 8292.