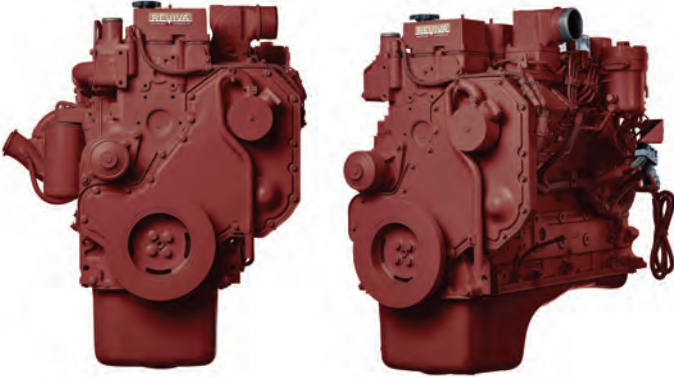


## Cummins® ISB/QSB 5.9L Diesel Engine



### LONG BLOCK INCLUDES:

- Block
- Rods
- Crank gear
- Piston assemblies
- Head
- Rear cover & seal
- Oil filter assembly
- Side cover/crankcase breather
- Valve train (lifters, pushrods & rocker arms)
- Water pump
- Crankshaft
- Oil pump
- Cam gear
- Camshaft
- Front gear housing
- Oil cooler
- Valve cover(s)
- Gasket Set

### COMPLETE DROP-IN INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- Lift pump
- Low & high pressure lines
- Fuel filter assembly
- Turbocharger
- Intake cover & connection
- Thermostat housing
- Oil pickup tube
- Sensors & switches
- Injection pump
- Injectors
- Damper pulley
- Thermostat
- Exhaust manifold
- Oil pan
- Gear cover & seal

### APPLICATIONS

The ISB/QSB 5.9L Cummins is used in many applications including walk-in vans, buses, yard tractors and conventional cabs. Reviva also offers this engine in the QSB format for construction and industrial applications.

Reviva utilizes torque plating methods for boring and honing to ensure block straightness, which reduces break-in time and crankcase pressure. In addition, Reviva uses OEM or equivalent pistons, rings, bearings, valves and gaskets, making sure that this engine will stand the test of time.

All Reviva engines are assembled in the USA.

### TO PLACE AN ORDER

Before calling to request price and availability, please gather the following information:

- The original engine serial number
- The original engine CPL number

The CPL and serial numbers are located on the injection pump side of the engine on the front gear cover. The serial number is also stamped on the cylinder block above the oil cooler assembly.

### REVIVA'S DYNO TEST

All of Reviva's Complete Drop-In engines are 100% dyno tested prior to shipment. Computer controls ensure that each engine dyno test is conducted under standard, repeatable settings. Every engine is run through a warm up cycle; three separate cruise segments simulating light, medium and heavy throttle conditions; maximum torque and horsepower tests; both high and low idle tests; and a black light leak detection test with dyed oil, coolant and fuel.

### WARRANTY COVERAGE

On-Road Complete Drop-In configurations: 2yr/unlimited mileage.\*

Long Block configurations: 1 year/unlimited mileage.

Off-Road Complete Drop-In configurations: 1yr/2,000 hours.

*Some restrictions apply; see limited warranty details or call for more information.*

*\*2nd year long block coverage only.*

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ISSUE: ISB-D



# Cummins - 5.9L / ISB Engine Core Evaluation

## SECTION I: CUSTOMER INFORMATION

User/Installer \_\_\_\_\_ Date \_\_\_\_\_

Dealer/Distributor Contact \_\_\_\_\_ Phone #( ) \_\_\_\_\_

Engine Part Number \_\_\_\_\_ Serial Number \_\_\_\_\_

## SECTION II: NON TYPE FOR TYPE OR JUNKYARD CORE DEDUCTION

If returning a core of a type different than the engine being purchased (ie: different displacement or horsepower rating), junkyard or disassembled core that cannot be remanufactured, the deduction will be up to a full core deposit.

\$ [ ]

## SECTION III: CORE DEDUCTIONS (What to send back? Send back what we sent you)

The following table represents the deductions for missing or damaged components. Missing miscellaneous fittings will be charged at cost. Oil and coolant must be drained (including oil cooler), and oil filter must be removed and discarded. Fuel Filters must not be removed. This list is generic and subject to change. Please contact Reviva with any specific questions regarding core deductions. Some items will not apply to you. At Reviva you return the core in the same configuration as you purchased the replacement engine. No missing or extra parts.

- |  |   |
|--|---|
| 1) <input type="checkbox"/> Block ..... \$1,000              | 13a) <input type="checkbox"/> Inj Plumbing/Fuel Manifold ..... \$100        |
| 2) <input type="checkbox"/> Cylinder Head ..... \$400        | 13b) <input type="checkbox"/> Fuel Inj Pump Rotary ..... \$300              |
| 3) <input type="checkbox"/> Gear Housing ..... \$125         | 13c) <input type="checkbox"/> Fuel Inj Pump Inline ..... \$600              |
| 4) <input type="checkbox"/> Aftercooler ..... \$250          | 14) <input type="checkbox"/> Fuel Inj Pump QSB/ISB ..... \$400              |
| 5) <input type="checkbox"/> Rocker Arm Assembly ..... \$250  | 15) <input type="checkbox"/> Fuel Filter Base ..... \$100                   |
| 6) <input type="checkbox"/> Front Cover ..... \$200          | 16) <input type="checkbox"/> Fuel Injectors (ea) ..... \$25                 |
| 7) <input type="checkbox"/> Exhaust Manifold ..... \$200     | 17) <input type="checkbox"/> Fuel Lines High PSI (ea) ..... \$25            |
| 8a) <input type="checkbox"/> 6B Valve Covers (ea) ..... \$75 | 18) <input type="checkbox"/> Fuel Lines Low PSI (ea) ..... \$25             |
| 8b) <input type="checkbox"/> ISB Valve Cover ..... \$300     | 19) <input type="checkbox"/> Oil Filter Base/Cooler Cover ..... \$50        |
| 9) <input type="checkbox"/> Oil Pan ..... \$250              | 20) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed ..... \$500 |
| 10) <input type="checkbox"/> Intake Cover ..... \$250        | 21) <input type="checkbox"/> Original Engine Skid ..... \$500               |
| 11) <input type="checkbox"/> Turbocharger ..... \$400        |   |
| 12) <input type="checkbox"/> Vibration Damper ..... \$100    |   |

TOTAL EXTERNAL DEDUCTIONS (add lines 1 through 22) \$ [ ]

## SECTION IV: NET CORE CREDIT

CORE DEPOSIT (Complete and Assembled) [ ] - DEDUCTIONS (Sum of Section II, III and IV) [ ] = NET CORE CREDIT [ ]

## SECTION V: AUTHORIZATION

Dealer/Distributor Signature \_\_\_\_\_ Date \_\_\_\_\_

Inspector Signature \_\_\_\_\_ Date \_\_\_\_\_

Inspector Phone #( ) \_\_\_\_\_