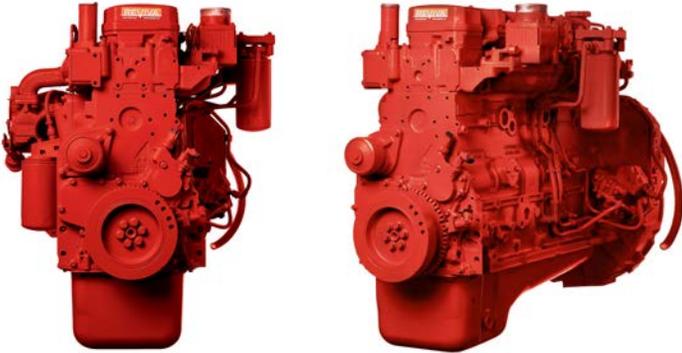


Cummins® QSB 6.7L HP Common Rail Diesel Engine

ISSUE: QSB6.7L-HPCR



LONG BLOCK INCLUDES:

- Block
- Crankshaft
- Camshaft
- Piston assemblies
- Cylinder head
- Oil pan
- Rear gear housing
- Valve train (lifters, pushrods, & rocker arms)
- Front gear cover
- Flywheel housing
- Oil cooler
- Oil filter base
- Oil pump
- Water pump
- Gasket set

COMPLETE DROP-IN ENGINE INCLUDES:

ALL PARTS ON THE LONG BLOCK PLUS

- High pressure fuel pump
- Fuel manifold
- Fuel lines
- Fuel filter
- Turbo
- Exhaust manifold
- Damper pulley
- Thermostat
- Intake cover & connection
- Valve cover
- Sensors & switches
- Injectors

****EGR Cooler Kit included with 2013 + up models****

**FROM SKIDSTEERS TO SEMI-TRUCKS,
REVIVA HAS YOU COVERED!**

QUALITY PROCESSES

Every engine is machined using state-of-the-art equipment and assembled using precise and repeatable methods. All engine production follows documented lean manufacturing processes and principles to create consistent quality and dependable outcomes.

- All Reviva engines are assembled in the USA.
- Reviva replaces 100% of rings, bearings, gaskets and seals.
- Reviva matched OEM requirements for piston type depending upon HP and application.
- All heads get new valves and are vacuum tested to ensure the quality of the valve job. All heads are pressure tested and upgraded to the latest style valve seal.
- Cylinder head seats replaced or machined.
- Camshafts are checked for size, reground if necessary, and micro-polished to OEM specifications.
- All connecting rods are de-magnetized.
- Frost plugs are 100% stainless steel to avoid corrosion.
- Blocks, heads and crankshafts are 100% magnaflux tested to avoid cracked components.
- Connecting rods are re-machined to OEM specifications.
- Crankshaft is checked for size, reground if necessary, and micro-polished to OEM specifications.

REVIVA TESTING

- **Long blocks** are SIM tested for performance.
- The machine measures cylinder compression, rotational torque, oil pressure, coolant pressure.
- Engines are checked with a black light to ensure no leaks.
- **Drop-In** engines are Dyno tested prior to shipment.
- Reviva runs a 30 minute, 12-stage dyno process which includes running the engine at high idle, full load.
- Multiple engine parameters are monitored including horsepower and torque. Fuel, oil, coolant pressure and temperature along with crank case pressure.
- All fluids are dyed different colors for post dyno leak inspection with a UV light.
- All electronic engines are hooked up to a scan tool to check for active codes and a copy is added to the dyno sheet.

WARRANTY COVERAGE

On-Road Complete Drop-In configurations: 2 year/unlimited mileage.* Long Block configurations: 1 year/unlimited mileage. Off-Road Complete Drop-In configurations: 1 year/2,000 hours. Motorhome/RV Applications: 1 year parts and labor only.

Some restrictions apply; see limited warranty details or call for more information.
*2nd year long block coverage only.

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Cummins - QSB CM850 6.7 Rear Gear 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"/> Cracked Block/Visual hole 50% charge back | 15) <input type="checkbox"/> Inj Plumbing/Fuel Manifold \$110 |
| 2) <input type="checkbox"/> Cylinder Head \$440 | 16) <input type="checkbox"/> High Pressure Pump \$440 |
| 3) <input type="checkbox"/> Intake Cover \$30 | 17) <input type="checkbox"/> Fuel Filter Base / Canister \$110 |
| 4) <input type="checkbox"/> Rear Gear Housing \$140 | 18) <input type="checkbox"/> Fuel Injectors (ea) \$165 |
| 5) <input type="checkbox"/> Flywheel Housing \$440 | 19) <input type="checkbox"/> Fuel Lines High PSI (ea) \$30 |
| 6) <input type="checkbox"/> Front Gear Cover \$55 | 20) <input type="checkbox"/> Fuel Lines Low PSI (ea) \$30 |
| 7) <input type="checkbox"/> Exhaust Manifold \$110 | 21) <input type="checkbox"/> Oil Filter Base/Cooler Cover \$55 |
| 8) <input type="checkbox"/> Water Outlet \$25 | 22) <input type="checkbox"/> Vibration Damper \$110 |
| 9) <input type="checkbox"/> Valve Cover \$80 | 23) <input type="checkbox"/> Coolant/Oil Filter/Oil not removed..... \$550 |
| 10) <input type="checkbox"/> Grid Heater \$85 | 24) <input type="checkbox"/> Original Engine Skid \$550 |
| 11) <input type="checkbox"/> Intake Inlet \$85 | |
| 12) <input type="checkbox"/> Turbocharger \$330 | |
| 13) <input type="checkbox"/> Rocker Arm Assembly \$330 | |
| 14) <input type="checkbox"/> Oil Pan \$110 | |

TOTAL EXTERNAL DEDUCTIONS (add lines 1 through 24) \$ _____

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 #() _____