
Heavy

2000

5000i

8000

9000i

Operator's Manual

Navistar, Inc.

2701 Navistar Drive, Lisle, IL 60532 USA

Preview Only

1087593R8

Printed in the United States of America

CALIFORNIA

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

Notice

The information, specifications and illustrations in this manual are based on information that was current at the time of publication.

Navistar International Transportation Corp. reserves the right to make changes or improvements without notification, or applying these changes or improvements to vehicles previously manufactured.

Make sure your use of this completed vehicle conforms with all federal, state and local requirements and regulations imposed on owners and operators.

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IMPORTANT

IT IS IMPORTANT THAT VEHICLE IDENTIFICATION NUMBER (VIN), COMPONENT CODE AND SERIAL NUMBERS BE RECORDED. THESE NUMBERS ARE REQUIRED TO OBTAIN INFORMATION PERTINENT TO THIS VEHICLE.

VEHICLE IDENTIFICATION NUMBER (VIN)

3000 SERIES BUS: Stamped on plate, cowl panel, upper right (engine compartment).

2000, 4000, 8000, 5000i, 9000i: Stamped on plate, left door rear post.

COMPONENT IDENTIFICATION NUMBERS

Component codes appear on the vehicle line setting ticket (see page A-1). Component serial numbers appear on the components.

FRONT AXLE

CÓDE#	SERIAL#

REAR AXLE

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TRANSFER CASE

--	--

TRANSMISSION

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ENGINE IDENTIFICATION NUMBERS

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ENGINE SERIAL NUMBER LOCATION

CATERPILLAR: Stamped on plate, left rear side of crankcase.

CUMMINS: Stamped on plate, left side of gear case, front of engine.

DETROIT DIESEL: Stamped on plate, left side of block.

INTERNATIONAL®: Stamped on pad located on crankcase left side.

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Vehicle Inspection Guide



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VEHICLE INSPECTION GUIDE

To be sure your vehicle is ready to operate, conduct a pre-trip inspection at the beginning of each work period. Follow the steps below and check them off to assure a proper vehicle inspection procedure. The pages in this section may be reproduced locally and used on a regular basis.

1. Engine Compartment — *with the engine stopped, check the following:*

- _____ **Oil Level** — Use dip stick to verify that the oil level is between the full and refill mark.
- _____ **Coolant Level** — Look through the plastic reservoir and make sure the fluid level is within the minimum and maximum fluid level range as marked on the reservoir. *Do Not Remove Radiator Cap Until Radiator Has Cooled. See Cooling System in the Operation Section.*
- _____ **Power Steering Fluid** — Use the dip stick to verify that the fluid level is between the full and refill mark.
- _____ **Water Pump** — With engine off, touch or press belt to test that it is snug. Check for frays, cracks, loose fibers, or visible signs of wear. If it deflects more than 1/2 to 3/4 of an inch, slippage is probably excessive.
- _____ **Alternator** — Check belts the same as for Water Pump.
- _____ **Air Compressor** — Check belts (if so equipped) the same as for Water Pump.
- _____ **Refrigerant Compressor** — Check belts (if so equipped) the same as for Water Pump.
- _____ **Any Leaks** — Check for signs of fluid puddles, or dripping fluids on the ground under the engine, or the underside of the engine.

2. Engine Start

- _____ **Safety/Emergency Equipment** — Prior to entering cab, verify that vehicle is equipped with spare electrical fuses (if used); 3 red reflective triangles; and a properly charged and rated fire extinguisher, and wheel chocks. When entering cab, verify that grab handles and steps are tight and clean; use extreme caution and maintain 3 point contact at all times.
- _____ **Clutch/Gearshift** — Depress clutch (if manual transmission) and verify transmission is in neutral before turning on starter; keep depressed until engine reaches idling speed.
- _____ **Oil Pressure Builds** — Check to see that oil pressure is building to normal. Engine oil temperature gauge should begin a gradual rise to normal operating range.
- _____ **Air Buzzer Sounds** — If the air pressure is low, the low air pressure warning should sound immediately after the engine starts but before the air compressor has built up pressure. Let the air pressure build to governed cut-out pressure, which should occur between 100-125 psi. The low air pressure warning should stop when the air pressure gets to 60 psi or more.
- _____ **Accelerator** — Depress accelerator pedal and verify that it operates smoothly without any binding or irregular feel. Remove foot from accelerator and make sure engine returns to idle immediately.
- _____ **Ammeter/Voltmeter** — Check the gauge to see if the alternator is charging.
- _____ **Steering Play** — Check for excessive looseness in the steering linkages. The steering wheel should have less than 10 degrees free play (approximately 2 inches at rim of 20 inch steering wheel).
- _____ **Horn(s)** — Check to see that horn works.
- _____ **Mirrors, Windshield** — Check mirrors for proper adjustment; check for cracks or loose fittings. Make sure the mirrors are clean. Check the windshield for cracks, dirt, illegal stickers or other obstructions to view.
- _____ **Wipers** — Check the following: worn rubber on blades, blades securely mounted on wiper arms, and that wipers work.
- _____ **Lighting Indicators** — Check to see that indicators illuminate when corresponding lights are turned on.
- _____ **Heater/Defroster** — Check to be sure heater/defroster is working.