



NUMBER: 18-060-20

GROUP: 18 - Vehicle Performance

DATE: August 7, 2020

This bulletin is supplied as technical information only and is not an authorization for repair. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, or otherwise, without written permission of FCA US LLC.

SUBJECT:

6.7L Cummins Engine High Pressure Fuel Injection Pump Identification Differences

OVERVIEW:

This bulletin provides information regarding the identification differences in the high pressure fuel injection pumps between the new style Symmetrical Cam design pump and the old syle Asymmetrical Cam design used on the 6.7L Cummins in the 2019 and 2020 HD Trucks. The following information is intended to eliminate confusion and possible noise complaints shortly after pump replacement or ECM reprogramming.

MODELS:

2019 - 2020	(DJ)	RAM 2500 Pickup
2019 - 2020	(D2)	RAM 3500 Pickup
2019 - 2020	(DD)	RAM 3500 Cab Chassis
2019 - 2020	(DP)	RAM 4500/5500 Cab Chassis

NOTE: This bulletin applies to vehicles within the following markets/countries: North America.

NOTE: This bulletin applies to vehicles equipped with a 6.7L I6 Cummins Turbo Diesel Engine (Sales Code ETL or ETN) or 6.7L I6 Cummins HO Turbo Diesel Engine (Sales Code ETM).

DISCUSSION:

NOTE: Two calibration choices may be present when flashing the ECM. Please follow the published technical service bulletin closely to avoid choosing the incorrect calibration. Choosing the incorrect calibration will result in an undesirable noise from the High Pressure Fuel Pump, requiring the ECM to be flashed again with the correct calibration.

Whenever an ECM is replaced, or reprogrammed for any reason, the fuel injection pump must be inspected to determine which design pump is installed on the vehicle. Additionally, when a fuel injection pump is replaced with a new design pump, the ECM must be programmed with the correct calibration to support this new design pump.

Older design pumps have an Asymmetrical design internal cam. The newer design pumps have a Symmetrical design internal cam. The design of the pump will determine which calibration will need to be programmed into the ECM. From outward appearance both pumps look identical, with the exception of specific identification marks machined into the body of the pump.

The inspection procedures listed below outline how to identify which design injection pump is installed so that a technician can verify that the ECM is programmed with the correct calibration.

1. Inspect the fuel injection pump to see which pump the vehicle has:
 - Vehicles with the new style Symmetrical Cam design pump will have one large single dot embossed in the pump housing (Fig. 1) .
 - Vehicles equipped with a Symmetrical Cam pump, choose the calibration labeled Symetric Cam, or Sym Cam.



Fig. 1

New Style Symmetrical Cam Design Pump

1 - One large Single Dot on Housing

- Vehicles with the old syle Asymmetrical Cam design will have multiple dots embossed in the pump housing (Fig. 2) .
- Vehicles with an Asymmetrical Cam pump, choose the calibration labeled Asymmetric Cam or Asym Cam.

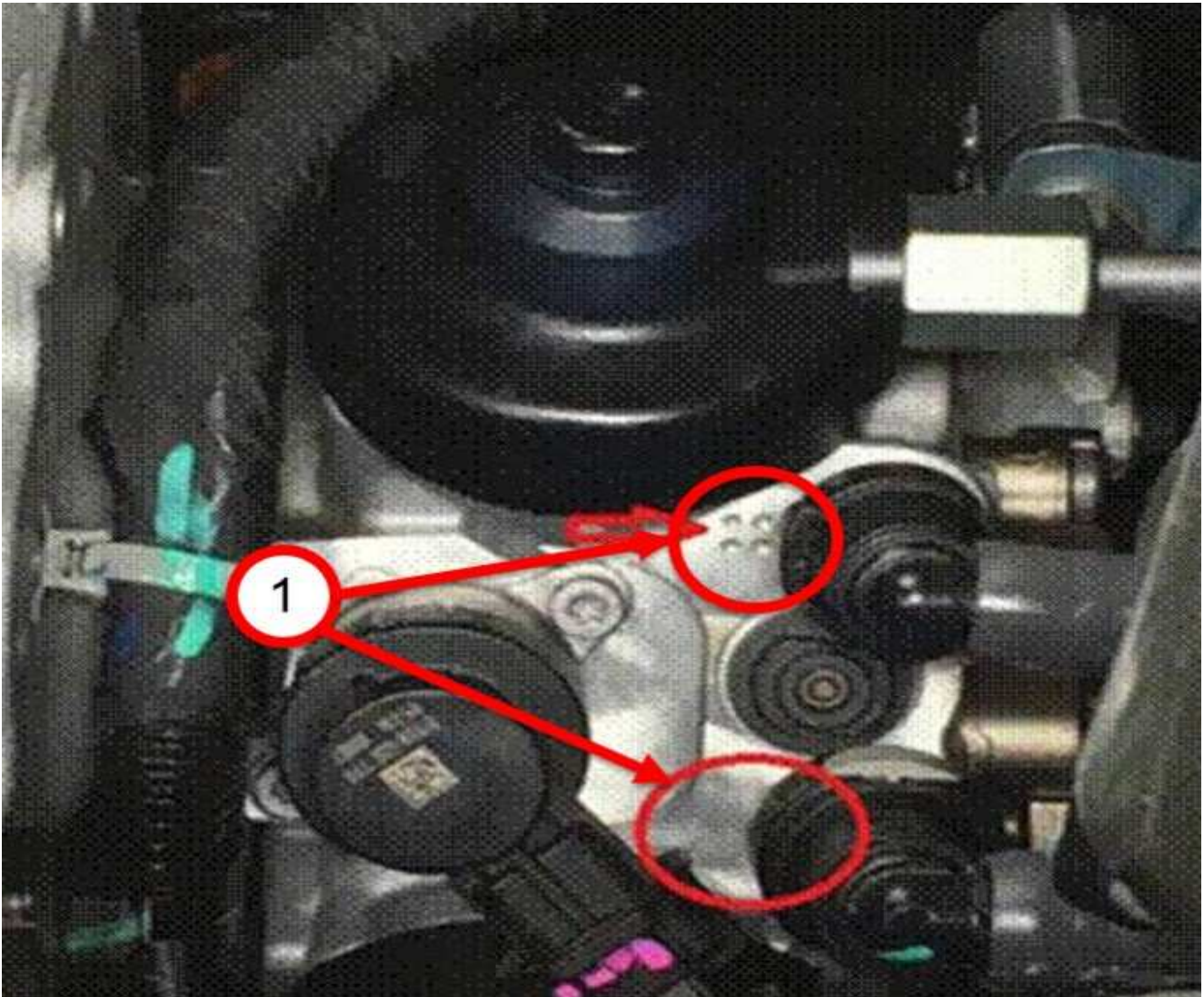


Fig. 2
Old Style Asymmetrical Cam Design Pump

1 - Multiple Dots on Housing

POLICY:
Information Only