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**GROUP:** 14 - Fuel System

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**This bulletin supersedes Technical Service Bulletin (TSB) 18-060-20 REV. A, date of issue October 21, 2020, which should be removed from your files. This is a complete revision and no asterisks have been used to highlight revisions.**

**SUBJECT:**

6.7L Cummins Engine High Pressure Fuel Injection Pump Identification Differences

**OVERVIEW:**

This bulletin provides information regarding the identification differences between the CP4 style high-pressure fuel injection pump, and the new CP3.3 style high-pressure fuel injection pumps installed under the Y78 recall. 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 and LATAM.

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

**DISCUSSION:**

**NOTE:** The only available calibration will be for vehicles equipped with the updated CP3.3 design High-Pressure Fuel Injection Pump (Fig. 2) . All other calibrations to support the CP4 design pump (Fig. 1) have been deactivated. **DO NOT** replace or reprogram the PCM/ECM unless recall Y78 has been performed first.

Whenever an PCM/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. If the vehicle is equipped with a CP4 style fuel injection pump (Fig. 1) , it must be replaced with the new CP3.3 injection pump (Fig. 2) released under recall Y78 or active Technical Service Bulletins (TSBs), before the PCM/ECM can be programmed or replaced.

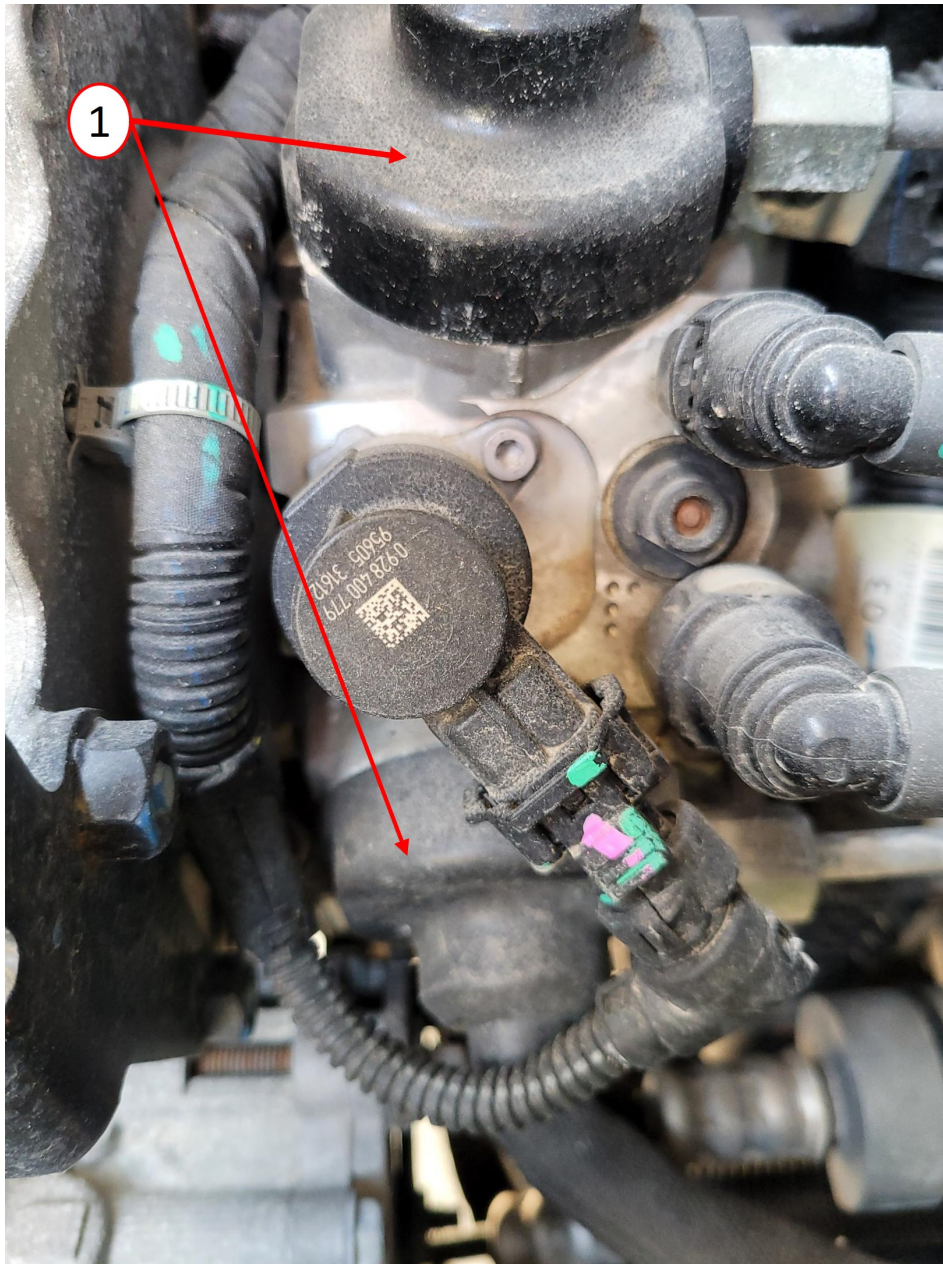
Additionally, when the fuel injection pump is replaced with the new CP3.3 design pump (Fig. 2) , the PCM/ECM must be updated to the latest available calibration to support the new pump.

The CP4 pump can be identified by its two distinct pumping chambers in a V configuration, with the Fuel Quantity Solenoid (FQS) located in between. Each of the pumping chambers will have a high-pressure fuel supply line supplying fuel to the high-pressure fuel rail.

The CP3.3 style pump is a 3-piston, radial configuration pump (Fig. 2) that looks much different than the CP4 style pump (Fig. 1). There will be only one high-pressure fuel line attached to the body of the pump that is used to supply fuel to the high-pressure fuel rail.

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, each pump is visibly different:
  - Vehicles with the CP4 pump will have the 2 distinct pumping chambers with the FQS located between them (Fig. 1).



**Fig. 1**  
**CP4 Design Pump**

1 - Two Distinct Pumping Chambers.

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- Vehicles with the new design CP3.3 pump installed under recall Y78 (Fig. 2) .

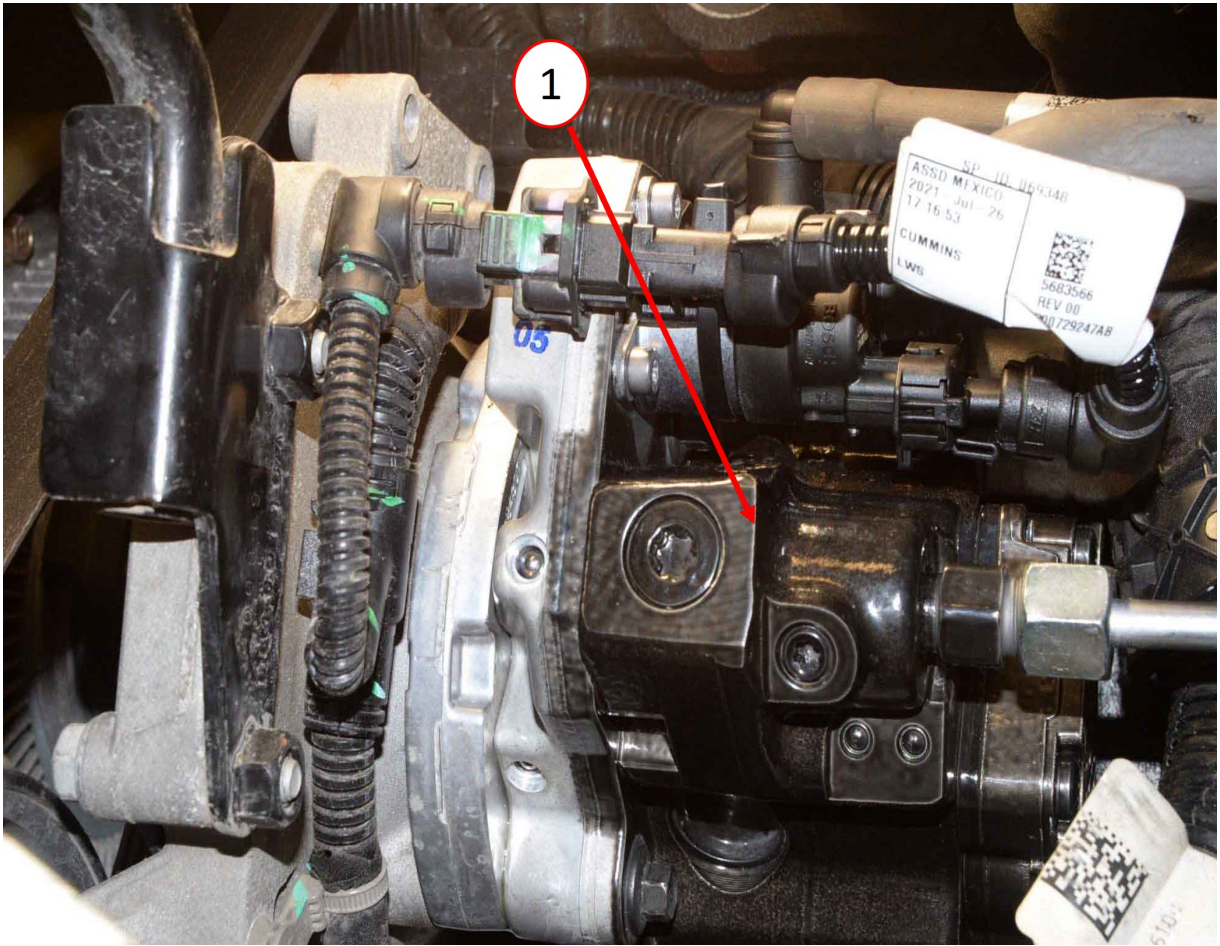


Fig. 2  
CP3.3 Design Pump

1 - CP3.3 Design Pump From Top View.

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