

# TDR RESOURCE

*A Listing of Resource Material.  
For this issue we have an update from Stan Gozzi on the 67A  
Emissions recall followed by comments from the editor-dude.*

## THE 67A RECALL UPDATE

by Stan Gozzi

Recall 67A: 2013-2018 Ram 2500 and 3500 software update to reduce emissions. Note, 2019 engines were recalled early-on under notice VB6

Having completed the 67A recall update (and not seeing any difference in operation) I can see no logical reason to not have it done. Then you'll have peace of mind you have a warranty in place for the next four years on some very expensive parts.

Another piece of good news concerning those trucks that had the 67A recall completed is that the XQ1 extended warranty clearly states that the extended warranty covers the DIAGNOSTIC TIME for any vehicle that has a check engine light (CEL/MIL) on after completion of the recall, regardless of whether the light is caused by a failure of one of the covered components or not. To me that is just another plus for having the recall completed. No need to bother with trying to diagnose a CEL that comes on after the recall, just have the dealer pull the codes and then you can decide if you want to take it home to address the problem or have them repair it if it isn't covered under the extended warranty. If you have a problem I would suggest you request a copy of the Vehicle Health Report and Freeze Frame Report regardless of whether it is going to be a covered report or not. Both reports take less than 30 seconds to run once the truck is hooked up and can provide valuable information to aid in the diagnosis.

Stan Gozzi  
TDR Writer

### 67A: Summary from 12/23

*Editor's note: I wanted to check the TDR's previous coverage of the 67A recall. The big announcement of the \$1.675 billion EPA fine happened in late December 2023, which was too late for our Issue 123 (February 2024). In Issue 124 (May) we talked about the EPA fine. From that point I was certain we had discussed the "67A Recall" that was released 5/1/2024.*

*Oops! Aside from Stan's discussion in Issue 127 (February 2025) the 67A has not been covered.*

*My mistake. The recall has certainly been discussed by members in forums at the website. In the Front Page News section of the website, we posted "Cummins Explains Ram 6.7L emissions Recall 67A" back on November 20, 2024. However, as the editor-dude, I had not covered the subject.*

*So, one year and several months after the EPA's "gotcha," what can I add to the story?*

*Not too much. Here is a repeat of my closing comments to the "Disappointment, Deceit, Dumb, Devoid, Discrepancy, Disrespectful, and Derogatory" titles that were used in Issue 124 to describe the happenings last year. Here goes:*

*"See if you can buy into this bit of rumor and innuendo:*

*"Calibration on the new 2019 engine resulted in minor concerns about the previously certified 2013-2018 engine. Cummins elected to report the discrepancy to the two agencies, the EPA and CARB.*

*"CARB would like nothing better than to completely eliminate diesel engines. (Strong opinion!) So, they escalated the previously certified 2013-2018 discrepancy problem with the EPA. It gets political. The EPA does further investigation. Cummins is fined. A big recall is initiated. There are no criminal charges involved.*

*"For reasons that are unknown, Cummins chooses not to fight the EPA. (Feel free to speculate: Other skeletons in the closet? Election year? EPA and or CARB folks trying to make a name for themselves? A 'soft' Cummins management team?) Now, add to this rumor and innuendo as you see fit."*

### 67A: One Year Later

*Seriously, one year later I only have two additional editorial comments (and rumor and innuendo):*

*In December 2023 the Cummins folks were diligently working toward future EPA and California emissions standards. There was also speculation that future approval(s) would hinge on corrections of previous "misunderstandings" of the previously certified engines.*

*Local vendors that work with Cummins on emission testing told me that the EPA and California were infamous for "moving the goal post" after the football was in the air.*

*Conclusion: We still (and likely never will) find the smoking gun.*

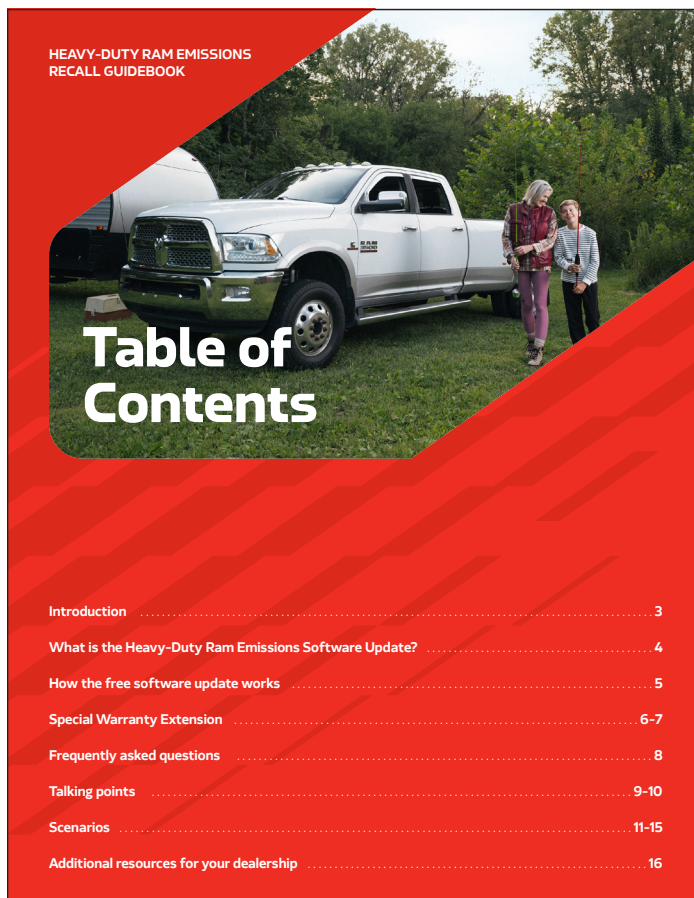
## 67A: The Nuts and Bolts of the Recall

The best summary of the 67A Recall is a 16-page document, “2013-2019 Ram 2500 and Ram 3500 Heavy-Duty RAM Emissions Recall Guidebook.”

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is a 16-page document,  
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Ram 3500 Heavy-Duty  
RAM Emissions Recall Guidebook.”*

It is written for Ram dealership personnel to help them answer customer concerns about the recall.

In the picture below you'll see a screen shot of the book, page 2, “Table of Contents.” If you have an interest, the entire document is available at: [www.cummins.com/files/67/hd-ram-emissions-recall-guidebook.pdf](http://www.cummins.com/files/67/hd-ram-emissions-recall-guidebook.pdf).



## Key Points

The key points that I noticed from the “Guidebook” are the same points that were emphasized in a six-minute interview with Cummins’ Lead Powertrain Engineer, Brad Sutton. This interview was posted at the TDR’s website on 11/20/24. A review of those key items:

- Software Update 2013-2018.
- No more than an hour to perform.
- Horsepower, torque, engine response – no effect.
- The update impacts the amount of DEF used to lower NOx emissions in certain applications.
- Lightly loaded: DEF consumption is less than 1.5% of fuel consumed.
- Heavy loaded: DEF consumption is up to 2.5% of fuel consumed.
- No impact on fuel economy on 2013-2015 trucks.
- Impact of -.5mpg on some 2016-2018 trucks in stop-and-go applications.
- Extended warranty on components is offered – 10 years/120,000 miles from initial sale or an additional 4 years/48,000 if the initial vehicle warranty has expired.
- Previous out-of-pocket repairs are eligible for reimbursement.

## Your Concerns...

I hear you. You want some “real world” reports on fuel and DEF consumption. However, after thorough discussions among writers, Geno’s staff, and independent testing facilities/contractors that are in Cummins’ hometown area of Columbus, Indiana, we concluded that we don’t have the mojo, time or facilities to do an independent test to address the MPG or DEF numbers. From those same conversations I’ve concluded that the “Brad Sutton Interview” observations/data are the real numbers.

## Upon Further Review

Realizing that this magazine and TDR members evolve, many of the TDR audience falls into the 2013-2018 category that the 67A Recall covers. Writers Joe Donnelly (an emphatic, NO!), James Langan (not yet), Stan Gozzi (the yes guy) and Geno’s Garage Brandon Parks (not yet) all have these engines. So, my straw poll is inconclusive. Website discussion is similarly divided.

## On the Fence? Need More Details?

Opinion: After looking at the warranty extensions, I have to wonder why an owner would not choose to have the recall performed. Sign me up. Especially the older trucks... an extension of the component warranties for 4 years or 48,000 miles. Yes. Indeed.

However, there are always those (Joe Donnelly) that need the fine print of the warranty extension that is offered by Cummins. I’ll make it easy for Joe (and others). Turn to page 42. The source for this document is page 7 of the Cummins “Guidebook.”

## HEAVY-DUTY RAM EMISSIONS RECALL GUIDEBOOK

Review the parts and labor covered under the Special  
Warranty Extension for all eligible U.S. owners and lessees.

**For both Ram 2500 and Ram 3500 pickup trucks powered by Cummins 6.7L Turbo Diesel engines**

**MY = MODEL YEAR**

	Component	MY '13	MY '14	MY '15	MY '16	MY '17	MY '18	MY '19***
<b>Catalysts</b>	Diesel Oxidation Catalyst / Diesel Particulate Filter (DPF) Assembly							✓
	Selective Catalyst Reduction (SCR) Catalyst Assembly	✓	✓	✓	✓	✓	✓	✓
	Ammonia Oxidation Catalyst	✓	✓	✓	✓	✓	✓	✓
<b>Sensors</b>	NOx Sensors (Including Engine Out & System Out)	✓	✓	✓	✓	✓	✓	✓
	DPF Differential Pressure Sensor							✓
<b>Diesel Exhaust Fluid (DEF) System</b>	DEF Injector	✓	✓	✓	✓	✓	✓	✓
	DEF Injector Controller	✓	✓	✓	✓	✓	✓	✓
	DEF Storage Tank	✓	✓	✓	✓	✓	✓	✓
	DEF Delivery Lines	✓	✓	✓	✓	✓	✓	✓
	DEF Quality Sensor	✓	✓	✓	✓	✓	✓	✓
	DEF Supply Module, Pump, & Temperature Sensor Unit	✓	✓	✓	✓	✓	✓	✓
<b>Exhaust Gas Recirculation (EGR) System</b>	EGR Cooler							✓
	EGR Valve							✓
	EGR Temperature Sensors							✓
	EGR Cooler Bypass Valve and Actuator							✓
<b>Additional</b>	*OBD Diagnostic Scan	✓	✓	✓	✓	✓	✓	✓
	**Selective Catalyst Reduction (SCR) Controller	✓	✓	✓	✓	✓	✓	✓

\*The Special Warranty Extension will cover the cost of any On-Board Diagnostic (OBD) scan for malfunctions that trigger the OBD malfunction indicator light (MIL), regardless of whether the malfunction is related to a part covered under the Special Warranty Extension.

\*\*Although Cummins does not expect any damage to the hardware of the Selective Catalyst Reduction (SCR) Controller as a result of the software update, if any occurs, Cummins will replace the hardware at no cost to the customer and provide a two-year parts warranty for the replaced part.

\*\*\*Model Year 2019 Ram 2500 and Ram 3500 pickup trucks with Cummins 6.7L Turbo Diesel engines are included under Emissions Recall VB6. Under Emissions Recall VB6, the Special Warranty Extension of certain emissions control system components applies to all 2019 Ram 2500 or Ram 3500 pickup trucks.

*Eligibility is contingent on FCA US LLC's standard terms and conditions, which include eligibility exclusions for accident, abuse, neglect and tampering. All applicable existing warranty provisions remain in effect.*

**In Search of Information: Also Known As  
The Rabbit Hole and Other Stuff**

As is the case with YouTube, if you view one video you get multiple like-topic videos that you can review. While looking for "Recall 67A" information, I saw a fuzzy white creature on my computer screen. I chased the cute little rabbit into the rabbit hole of lost time and misinformation.

First up was the dude that had the 67A recall done and noted the only effect was that the DEF gauge "went to empty a bit sooner than normal." He was correct in the assessment of the gauge recalibration, and he wondered "why the recalibration should have a \$1.675-billion repercussions to Cummins." The truth: The gauge recalibration was another Ram update that was done while he was at the dealership for the 67A. Geez. Rabbit hole. Misinformation. Lost time.

Next up, another podcast dude (Under the Hood Show) with the same observation as well as some other conspiracy-theory stuff. (Why did this recalibration take five years to discover and a \$1.675-billion fine?) Geez. Rabbit hole. Misinformation. Lost time.

The DEF gauge update these two "Tubers" received was likely a part of TSB 18-066-23 that was a PCM update (TDR 123, page 40) for "DEF gauge calibration."

Then I watched the old guy driving his truck and he rambled-on about "It's hard to believe Ram/Cummins did such a stupid thing if it's just a simple recalibration." No doubt. I agree. But there was nothing to shed light on any of our concerns. Geez. Rabbit hole. Misinformation. Lost time.

Final YouTube junk... "The government was/is looking for owners that have done a delete to bring in their trucks to get a 67A update and say 'gotcha.'" Yep, this is more than a dumb observation. If you've deleted a vehicle you would have to be not-so-smart to go in for a recall. Geez. Rabbit hole. Misinformation. Lost time.

**Summary**

Stan Gozzi still has some contacts and I had him make some calls on our behalf. The *really good* news from the area service representatives is that come-backs and repercussions from having 67A performed are next to nothing. And, truthfully, the last thing a field service guy needs is to have to re-fix or address a come-back customer. "Come-back" owners are never happy.

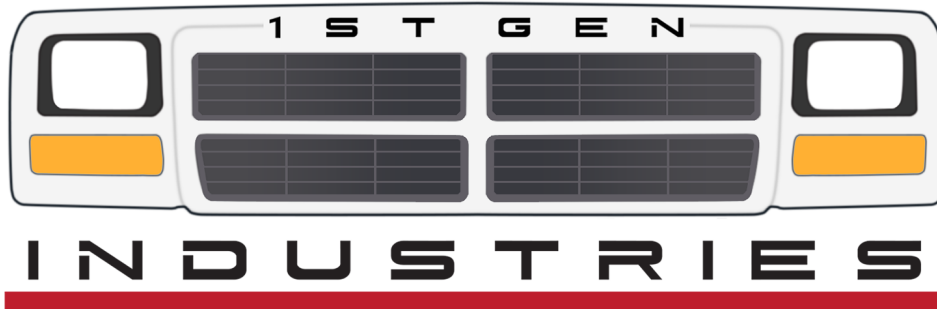
I'd say the news from Stan is an excellent endorsement of the 67A flash.

And, again, after looking at the warranty extensions, I have to wonder why an owner would not choose to have the recall performed.

Last, many discussions with owners, Cummins personnel and those that do independent tests in Cummins' hometown give credibility to the 67A/Brad Sutton interview. There is minimal effect on MPG and DEF consumption.

I will check in with Joe Donnelly and Brandon Parks before the next issue of the TDR.

**Robert Patton**  
TDR Staff



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