



# **TECHNICAL SERVICE BULLETINS**

## **1989-2012**

A Publication of the *Turbo Diesel Register*

# Over the Years— Dodge Technical Service Bulletins

Not surprisingly, there have been comments by those unfamiliar with the truck (prospective new/used buyers, Internet, truck shows) that “the Turbo Diesel certainly has its share of problems.” To them, no doubt, the grass looks greener on the other side.

Although some will dwell on the problems, the majority of owners take initiative to solve/correct, anticipate/prepare for a future situation. That’s what the TDR is all about!

Thanks to the TDR membership group and the support from DaimlerChrysler and Cummins we are equipped with answers and solutions, rather than wonderment and isolation that would exist without a support group. My thanks goes out to the TDR members for being a supportive membership group.

## DODGE TECHNICAL SERVICE BULLETINS

With the brief introduction out of the way, this is our review of Dodge Technical Service Bulletins issued in the previous years. For a given calendar year, all Dodge vehicle TSBs are published in book format and are available for purchase in July/August. As a service, we purchase the TSB directory and then search through the book for only those bulletins relating to the Turbo Diesel truck.

In an effort to consolidate the TSBs for the magazine, we use the same index system categories as DaimlerChrysler. Below are the index categories.

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A note concerning the TSBs and their use: the bulletins are intended to provide dealers with the latest repair information. Often the TSB is vehicle identification number (VIN) specific. VIN data on the Chrysler service network helps the dealer in his service efforts. A TSB *is not* an implied warranty.

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# TSBs Issued During 1989-1995

## CATEGORY 2 FRONT SUSPENSION

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-05-95 5/15/95	'94 - '95 (BR) 4x4 4x2 Cab Chassis	<i>Rattling/clunk type noise from front of vehicle.</i> Verify that the stabilizer bar is built with the correct ball stud links. If necessary, the bulletin details the replacement of both stabilizer links with tapered ball stud links.
02-02-94 2/11/94	'94 (BR)	<i>Service manual revisions for torque values on front suspension.</i>
02-07-94 6/15/94	'94 (BR)	<i>This information bulletin differentiates the track bar used on different vintage trucks.</i>
02-08-94 7/22/94	'94 2500 (BR) Cab Chassis with sales code XBC	<i>Low ride height on 8800 GVW cab chassis.</i> The bulletin describes abnormal low ride height in the rear where the truck is loaded near GVW. It lists the parts necessary to replace the shocks and rear leaf springs.
02-20-94 12/2/94	'94 (BR)	<i>Service manual revision for torque values on stabilizer link bar.</i>
02-02-91 1/28/91	'92 (AD) 2WD vehicles only	<i>Front spring spacer for two wheel drive trucks.</i> The condition is a vehicle leaning or low on the left front corner. The repair involves the installation of a spacer (4322629) on the left coil spring to raise the left front corner approximately one inch.
02-06-90A 12/17/90	'90 - '91 (AD) 2WD vehicles only	<i>Front spring spacer for two wheel drive trucks.</i> The condition is a vehicle leaning or low on the left front corner. The repair involves the installation of a spacer (4322629) on the left coil spring to raise the left front corner approximately one inch.
02-09-90 11/19/90	'89 - '90 (AD) 4WD	<i>Service manual revision for camber specification.</i>

## CATEGORY 3 REAR AXLE

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
03-03-95 5/5/95	'94 - '95 (BR)	<i>Rear axle trac-loc chatter.</i> This bulletin supersedes 03-01-94 (7/8/94) and applies to trac-loc Dana model 60, 70 and 80 axles. The symptom is chatter while turning corners. The bulletin involves draining and refilling the axle with new fluid and trac-loc additive. It is important that gear oil 4796517 and trac-loc additive 4318060 be used.
03-02-93 5/7/93	'92 - '93 (AD)	<i>Launch shudder/vibration.</i> For 1992-1993 131" or 149" wheelbase trucks. Describes repair procedure to adjust the pinion angle of the rear-end to eliminate vibration or shudder in the 1-2 shift made at medium to heavy throttle. This TSB does not address "wheel hop" that occurs with manual transmission trucks at start off. Wheel hop is a function of driveline spring wrap up because of high torque being exerted on the pinion shaft.

## CATEGORY 5 BRAKES

<b>TSB #</b>	<b>MODELS</b>	<b>SUBJECT/DESCRIPTION</b>
05-09-95 B 9/22/95	'94 - '95 (BR) All 4x4 and 3500 4x2 Club Chassis only	<i>Drift left or right under moderate or hard braking.</i> The symptom is a drift right or left during moderate to hard brake applications just short of antilock operation. The condition is more evident with worn brakes. The steering wheel remains straight ahead - truck drifts. The repair is <u>not</u> to correct a condition where the steering wheel moves during the drift. If steering wheel moves, a brake system inspection, according to the service manual, is in order. The repair involves installing shims between the wheel and (2500) hub/bearing assemble, (3500) hub extension as required.
05-02-95 3/24/95	'94 - '95 (BR) 3500 4x4/4x2 2500 4x4	<i>Front brake noise on trucks with 86 mm diameter caliper pistons.</i> The symptom is a squeal noise when applying the brakes for a normal stop. The repair involves grinding or filing a chamfer on both ends of the front brake pads.
05-03-94 3/4/94	'94 (BR)	<i>Service manual revision for brake bleeding procedure on trucks equipped with ABS brakes.</i>
05-21-94 10/21/94	'89 - '93 (AD)	<i>Premature brake wear on trucks with 12" brake drums.</i> The bulletin involves replacement of the rear brake shoes (linings) with revised shoes.
05-08-93 A 9/3/93	'94 (BR)	<i>Pedal feel/characteristics of ABS brakes is the subject of this information only bulletin.</i>
05-15-93 11/1/93	'94 (BR)	<i>Brake pedal noise.</i> The symptom is a squawk caused by the metering valve spring chattering when the brake is depressed. The bulletin involves the installation of a revised metering valve.
05-04-92 A 4/21/92	'89 - '92 (AD) sales code BKH, BKJ	<i>Premature brake wear on trucks with 12" brake drums.</i> The bulletin involves replacement of the rear brake shoes (lining) with revised shoes.
05-01-91 1/28/91	'81 - '91 (AD)	<i>Rear wheel anti-lock speed sensor connector repair procedure.</i> If a red/amber ANTILOCK warning light illuminates and a code 9 diagnostic code is found, a possible cause is the connector for the RWAL speed sensor. The bulletin describes the repair procedure and parts needed to correct the problem.
05-05-91 8/12/91	'90 - '91 (AD)	<i>Front disc brake noise from Bendix disc brakes.</i> The bulletin applies to trucks with Bendix disc brakes (3.38" caliper pistons). Noise can occur and the repair involves grinding a chamfer on both ends of the outboard brake pad.
05-07-90 9/24/90	'89 - '90 (AD)	<i>Rear wheel anti-lock faults caused by water contamination.</i> A possible cause for illumination of the BRAKE and ANTILOCK warning lamps could be water contamination of the 4-way connector at the hydraulic valve and/or at the 50-way connector. The bulletin describes the repair and parts necessary to add a service jumper harness to the existing harness.

## CATEGORY 6 CLUTCH

<b>TSB #</b>	<b>MODELS</b>	<b>SUBJECT/DESCRIPTION</b>
06-01-94 8/12/94	'89 - '93 (AD) with manual transmission	<i>Transmission noise below 1400 rpm.</i> The bulletin describes a powertrain induced cyclic noise condition that appears to be transmission/driveline related. Especially noticeable in 4th and 5th gears, the noise occurs below 1400 rpm during coast or light throttle. The noise is not damaging to the powertrain and is due to the dampening characteristics of the clutch springs. The revision, if needed, involves replacement of the clutch disc.  <i>Transmission noise below 1400 rpm.</i>

## CATEGORY 6 CLUTCH...continued

06-01-90 A '89 - '91 (AD) with manual transmission  
12/31/90

The bulletin describes a powertrain induced cyclic noise condition that appears to be transmission/driveline related. Especially noticeable in 4th and 5th gears, the noise occurs below 1400 rpm during coast or light throttle. The noise is not damaging or durability related. The diagnosis involves a road test to pinpoint the rpm at which the noise occurs. The revision involves a change of the flywheel.

## CATEGORY 7 COOLING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
07-04-94 4/8/94	'94 (BR)	<i>Service manual revision - thermostat seals.</i> Revised service manual pages showing t-stat seal pictures.
07-07-94 9/30/94	'94 - '95 (BR)	<i>Engine slow to warm-up in cold ambient temperatures.</i> The bulletin describes an overcooling condition caused by the thermostat being stuck in a partial open position. Gauge fluctuation is addressed and is considered normal with no action required. Owners are advised that the cooling system is large to provide capacity and protection for high temperatures and high GCWR ratings. Slower warm-ups are to be expected.
07-01-91 1/28/91	'89 - 90 (AD)	<i>Overheating or no heat condition.</i> An interference between the thermostat and cylinder head coolant passage on engines built before engine serial number 44465181 may result in a stuck t-stat in the open or closed position. A revised t-stat and coolant passage diameter check a part of the repair procedure.
07-04-91 9/23/91	'90 - '91 (AD)	<i>Lower radiator hose leakage.</i> Some leakage from the lower radiator hose at the waterpump connection may occur due to a step cast in the water pump nipple. The repair involves installing a second hose clamp.
07-05-91 12/16/91	'91 (AD)	<i>Fan belt noise/chirp.</i> The noise is caused by excessive paint in the grooves of the water pump allowing the belt to slip. Wire brush and solvent to remove the paint is the repair procedure.
07-03-90 12/21/90	All	<i>Recycled engine coolant.</i> The use of "reconstituted" antifreeze/coolants is not authorized in the performance of any repair covered under the provisions of warranty.
07-01-89 2/27/89	'88 - '89 with automatic transmission	<i>Auxiliary oil cooler freeze-up.</i> At ambient temperatures of -10°F or lower, trucks with auxiliary coolers (NHB) may lose transmission fluid due to a restriction of oil flow. A bypass line is the recommended repair.

## CATEGORY 8 ELECTRICAL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-25-95 6/9/95	'94 - '95 (BR)	<i>Power mirror vibration associated with installation of "bugscreen" deflectors.</i> The symptom is blurred images in the power mirrors. The diagnostic procedure - remove the bugscreen. If vibration ceases the mirrors are ok. Bugscreen deflectors are designed to disrupt airflow which can lead to mirror/antenna vibration.
08-24-95 9/30/95	'94 - '95 (BR)	<i>Accessory frame ground jumper wire.</i> The bulletin discusses a frame ground jumper wire from the battery negative to the frame bumper bracket be added if electrical accessories (winch, lights, snow plow, etc.) are added to the vehicle.

**CATEGORY 8****ELECTRICAL...continued**

08-22-95 5/12/95	'94 - '96 (BR) '89 - '93 (AD)	<i>Installation of radio equipment.</i> The bulletin supersedes 08-31-94, 7/15/94 and discusses the proper installation of communication equipment in Chrysler vehicles.
08-16-95 A	'94 - '96 (BR) '89 - '93 (AD)	<i>Speed control - over/undershoot during set of speed selection.</i> The bulletin discusses the "adaptive strategy" that compensates for vehicle-to-vehicle variations in speed control cable lengths. Pressing the "set" button without pressure on the accelerator pedal can cause speed fluctuations. Proper review of the condition with vehicle operator is recommended.
08-05-94 1/20/94	'94 (BR)	<i>Poor AM radio reception.</i> Tighten the antenna base to 70 in/lbs to assure reception.
08-06-94 2/4/94	94 (BR)	<i>Infinity radio (code RAY) loses sound on right channel speakers.</i> Infinity (RAY) cassette with equalizer system may lose the sound of right side speakers. RAS code radios are not affected. An exchange radio is the repair.
08-08-94 A 5/20/94	'94 (BR)	<i>Weak sounding horn.</i> The bulletin discusses an upgrade from a single horn to a dual horn system.
08-10-94 2/18/94	'94 (BR)	<i>Fuel gauge sticks.</i> The bulletin covers replacing the fuel pump module, if the fuel gauge intermittently sticks at full, with less than full capacity.
08-17-94 4/1/94	'94 (BR)	<i>Battery drain on vehicles equipped with trailer tow package.</i> Water may collect in the 7 pin trailer tow connector housing causing corrosion. Exterior or interior lights may erratically operate regardless of switch operation. Inspect the tow connector and notch the connector to allow for drain.
08-29-94 6/24/94	'94 (BR)	<i>Diesel secondary battery does not charge—vehicles built prior to 2/14/94.</i> Corrosion at battery clamp to secondary battery may prevent charging. Inspect, test, and replace battery clamp bolt if necessary.
08-33-94 7/15/94	'91 - '93 (AD)	<i>Fuel gauge inaccuracy.</i> If the fuel gauge reads inaccurately (too much reserve when the tank gauge reads empty), a revised fuel sending unit may be necessary.
08-41-94 8/5/94	'94 - '95 (BR)	<i>Trailer tow brake wire location.</i> An information only bulletin showing the wiring provisions for an electric brake actuator.
08-64-94 11/4/94	'94 - '95 (BR)	<i>Power mirror vibration.</i> On vehicles equipped with power mirrors built prior to 9/18/94 this TSB discusses the diagnosis and repair for excessive vibration/blurred images.
08-65-94 11/4/94	'94 (BR)	<i>Poor AM radio reception.</i> On vehicles built prior to 12/01/93 poor AM reception can be repaired by replacement of the antenna base and cable assembly.
08-05-93 2/8/93	'93 (AD)	<i>White smoke at start-up.</i> Service changes to the powertrain control module (SEBC) may cause white smoke at start-up. The SEBC is programmed to eliminate operation of the air intake heater for the first 25 vehicle starts. After service or in predelivery situations, there may be vehicles that have not accumulated 25 starts. The white smoke condition should be resolved after 25 starts are accumulated.
08-07-93 A 3/19/93	'92 - '93 (AD) with four wheel drive	<i>Speed control surge.</i> The bulletin describes the correct speed control servo and cable match for the powertrain control module. Verify compatibility of components. Replace speedometer drive gear, if necessary.
08-45-93 10/8/93	'94 (BR)	<i>Radio lock-up.</i>

**CATEGORY 8****ELECTRICAL...continued**

The bulletin applies to AM/FM Stereo (RAL) or AM/FM stereo cassette (RAS) radios. If the buttons and controls do not function the condition is caused by a programming error. The condition is corrected by following the operational sequence outlined in the TSB.

08-47-93 10/15/93	'94 (BR)	<i>Erratic coolant temperature gauge reading.</i> The cooling system on the Cummins diesel engine equipped vehicles provide for capacity and protection at high GCWR. The large capacity can cause slower than normal warm-up. Also temperature gauge reading fluctuations are normal.
08-58-93 12/10/93	'91 - '93 (AD)	<i>Fuel gauge innaccuracy.</i> Too much reserve fuel in the tank when the gauge indicates empty may be the fault of an incorrect sending unit. The repair involves a wiring harness and sending unit change.
08-67-93 12/31/93	'94 (BR)	<i>Service procedure for the stop light switch connector.</i> An information only bulletin showing the disconnect procedure of the stop light switch.
08-05-91 4/22/91	All trucks	<i>Trailer tow wiring installation.</i> The information only bulletin gives guidelines for proper wiring of trailer tow wiring packages.
08-10-91 9/9/91	'89 - '91 (AD)	<i>Speedometer reading fluctuates and/or the speed control disengages.</i> The condition may be caused by spread female connectors at the 2-way distance sensor connector. Inspect and replace as necessary.
08-11-91 10/7/91	'91 (AD)	<i>Fuel reads low when fuel tank is full.</i> If fuel gauge does not read full after filling the fuel tank, the problem may be an incorrectly calibrated fuel sealing unit. Repair and replace as necessary.

**CATEGORY 9****ENGINE**

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-10-95 6/2/95	'94 - '95 (BR)	<i>Diagnosing oil consumption.</i> The concern is an operator report of greater than one quart per one thousand miles. Variations in oil level are likely possible if the oil check is performed on a warm engine due to slow drain back from the inline fuel pump. Discuss with customer and assure dipstick is updated to part number 4796874. The correct dipstick increases the safe zone to two quarts versus the early '94 vintage dipsticks with only a one quart safe zone.
09-04-95 4/14/95	'94 - '95 (BR)	<i>Excessive oil drainage from oil draft (breather) tube.</i> The bulletin applies only to engines built prior to 12/1/94. It involves replacing the tappet cover with a new sealed version.
09-06-94 4/22/94	'94 (BR)	<i>Cummins exhaust manifold gaskets.</i> Service gaskets and production gaskets can vary in thickness. Do not intermix. If an exhaust gasket requires replacement, then replace all six.
09-22-93 12/31/93	'94 (BR)	<i>Service manual revision for Cummins piston grading procedure.</i> The information only bulletin details the pistons to be used if engine rebuild is necessary.
09-07-91 12/2/91	'91 - '92 (AD)	<i>Cylinder head bolt torque tightening procedure.</i> The information only bulletin describes the bolt tightening procedure for cylinder head bolts.
09-11-89 7/3/89	'89 (AD) with automatic transmission	<i>Knocking noise at rear of engine due to a cracked torque converter drive plate.</i> On trucks built prior to 2/8/89 if there exist a knocking or grinding noise at the rear of the engine check, the torque converter drive plate for cracking. Replace as necessary.

## CATEGORY 11 EXHAUST

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
11-03-94 5/13/94	'94 (BR)	<i>Diesel exhaust stains.</i> The bulletin applies to 5-speed trucks built prior to 2/1/94 and automatic trucks between 2/1//94 and 10/1/94. The condition is exhaust soot on the side of the truck. A tail pipe extension is the part needed to remedy the situation.
11-02-92 7/27/92	'88 - '92 (AD)	<i>Rear tailpipe support bracket cracking.</i> The condition is a rattle noise caused by a crack or break in the rear tailpipe support bracket area. A revised tailpipe support bracket (5 2018458) is the part used for repair.

## CATEGORY 14 FUEL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
14-05-94 4/8/94	'94 (BR) '89 - '93 (AD)	<i>Use of low sulfur fuel.</i> The bulletin discusses the new for 1994 low sulfur fuel. Fuel lubricity concerns are addressed as the use of diesel fuel additives to increase the lubricity of low sulfur fuel are not required.
14-15-93	'89 - '93 (AD)	<i>Fuel leakage from the roll-over valve vent.</i> The bulletin warns that repeated attempts to force fuel into the tank after the automatic shut off has engaged may lead to a condition where the fuel level in the tank is above the designed operating level. Fuel may leak out of the roll over valve in this situation. The repair involves raising the roll over vent location by installing fuel hose to the vent nipple and routing to a high location along the filler tube.
14-02-90 12/3/90	'89 - '90 (AD)	<i>Accelerator pedal effort too high.</i> The bulletin describes the installation of revised parts to lessen the pedal effort. If the truck has a Mopar aftermarket speed control kit, the kit already has the revised parts.
14-01-89 10/2/89	'89 (AD)	<i>Injection pump diagnosis procedure.</i> A troubleshooting procedure is outlined to help diagnose diesel engine problems.

## CATEGORY 16 PROPELLOR SHAFTS & U-JOINTS

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
16-02-95 11/3/95	'94 - '95 (BR) automatic transmission trucks	<i>Droaning noise/vibration.</i> The symptom/condition is a droaning type noise and/or vibration felt in seat track, floor pan or steering column. The noise is worst case when pulling a camper or trailer with significant wind drag. Peak noise level is 1900 rpm for 4x2 trucks 1850 rpm on 4x4 models with torque converter clutch engaged. The repair involves replacement of the propeller shaft.
16-01-94 10/14/94	'94 - '95 (BR)	<i>Shudder at start on vehicles with two piece driveshafts operated at near maximum GVW.</i> The symptom is a driveline shudder when pulling away from a stop. As the vehicle is loaded, the driveline angle will change. In the case of maximum GVW, the rear differential may rise above the rear driveshaft center bearing. The alignment could cause a shudder in the driveline. The repair involves replacement of the driveshaft center support bearing bracket and/or driveshaft.



## CATEGORY 18      VEHICLE PERFORMANCE

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-29-95 A 10/16/95	'94 - 95 (BR) with automatic transmission	<i>Diesel low power/performance specs.</i> The bulletin applies to automatic transmission trucks with a customer complaint of slow acceleration or low power. Performance tests (0-60) are performed and an acceleration table to reference is provided. The bulletin guides the dealership through a series of trouble shooting tests to troubleshoot the low power complaint. Checks for wide open throttle, a low pressure fuel system check, and finally, an injection pump timing adjustment are described.
18-01-94 1/14/94	'94 (BR) with automatic transmission	<i>Lack of power/harsh transmission shifts.</i> The bulletin applies to vehicles built before 10/28/93 and involves the replacement of the throttle control lever to ensure full throttle travel. Also, adjustment of the throttle position sensor is described.
18-10-94 A 7/29/94	'94 (BR)	<i>Excessive White Smoke/Low Power.</i> The bulletin involves a diagnostic check of the cooling system and starting instructions before verifying timing of the engine. Manual transmission engines are set to 12.5 degrees top dead center. Automatic engines should be set according to the engine data plate.
18-05-93 4/30/93	'91 - '93 (AD)	<i>Poor performance/lack of power.</i> The bulletin discusses the troubleshooting procedures for a poor performance complaint. After verification of engine system performance, the bulletin outlines the criteria for a torque converter stall test for automatic equipped trucks and a 20-50 mph test for manual transmission trucks. An adjustment procedure for the LDA (a timing advance that is controlled by boost pressure) is described. The bulletin is known as the "starwheel" or "balloon test" by service technicians.
18-06-92 A 7/23/93	'91 - '93 (AD) with automatic transmission	<i>Erratic 3-4 or 4-3 shifts.</i> The bulletin discusses erratic shifting (hunting) between third and fourth gear. The shift schedule is based on several inputs to the powertrain control module (SEBC). Diagnosis of the components is described. If a throttle position sensor is required the replacement part number is 4746966.
18-05-92 6/15/92	'92 (AD)	<i>Vehicle surging when cruise control is engaged.</i> The condition may be caused by the calibration of the powertrain control module (SEBC). Replacement of the SEBC is covered in the repair procedure.
18-06-92 6/29/92	'91 - '92 (AD)	<i>Lack of power, poor acceleration in cold ambient temperatures.</i> Below 33°F some vehicles may be slow to accelerate or feel low on power. The condition may be caused by ice forming at the fuel intake area of the fuel gauge sending unit module. A revised module part number and repair procedure are outlined.
18-10-92 A 9/8/92	'91 - '92 (AD) with automatic transmission	<i>Erratic 3-4 or 4-3 shifter.</i> Note: See TSB 18-06-93 A
18-11-92 7/13/92	'91 - '92 (AD)	<i>Poor performance/lack of power.</i> Note: See TSB 18-05-93
18-17-92 9/8/92	'91 (AD)	<i>Engine rpm fluctuates when the cruise control is engaged.</i> This bulletin is for non-intercooled (build date prior to 1/1/91) trucks. The bulletin involves replacing the vehicle speed control module with a recalibrated module.
18-18-92 10/19/92	'91 - '92 (AD)	<i>Poor engine performance/erratic engine operation/transmission operation.</i> Some vehicles may exhibit the above characteristics as well as transmission hunting. Corrosion or spreading of the female terminals in the 3-way throttle position sensor connector could be the problem. Diagnosis and repair as necessary.
18-15-92	'91 (AD)	<i>White smoke at start-up.</i> At cold ambient conditions white smoke can be a condition. This bulletin applies to trucks built after 1/1/91. The repair involves replacing the air temperature sensor. If the engine serial number is higher than 44623028 the sensor is of the new design.

## CATEGORY 19 STEERING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-02-05 B 11/3/95	'94 - '95 (BR) trucks with a build date prior to 1/1/95	<i>Clunk or rattle felt in steering wheel/column over rough surfaces or while making a turn.</i> The repair involves performing an inspection of suspension and steering components to assure proper torque. The replacement of the steering column intermediate shaft is described.
19-01-94 1/28/94	'94 (BR) 4x4	<i>Slow steering return.</i> The bulletin applies to 4x4 trucks with a Dana 60 axle. The diagnosis involves using a spring scale to determine turning force. The repair involves performing a ball joint tightening.
19-04-94 6/3/94	'94 (BR)	<i>Low power assist in cold ambient temperatures.</i> The condition can be minimized by reviewing the cold start procedures. Cold climate power steering fluid (pn 04778524) may be used.
19-03-93 4/16/93	'89 - '93 (AD)	<i>Steering Column coupler.</i> A repair package with a revised boot has been developed to service the steering coupler. The part number is 4740761. This is an information only bulletin.
19-02-91 4/22/91	'89 - '91 (AD) with four wheel drive	<i>Steering wheel off-center.</i> Due to a shift in the steering gear bracket in high load conditions, the steering wheel may be off center during straight driving. The repair involves installing a shoulder bolt that acts as a dowel pin locking the steering gear bracket to the frame.

## CATEGORY 21 TRANSMISSION

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-02-95 3/31/95	'95 (BR) built after 3/20/95	<i>Quick connect removal and reconnect procedure.</i> The bulletin is an "information only" bulletin outlining two ways to disconnect the quick connectors of the automatic transmission lines.
21-03-95 A 6/16/95	'94 - '95 (BR)	<i>Automatic transmission cold temperature cooler bypass kit.</i> The condition occurs at ambient temperatures of -15°F or below. Vehicles equipped with automatic transmission coolers may experience a lack of fluid flow to the transmission due to restricted cooler lines. In periods of extended driving transmission failure may result. The bulletin describes the installation of a cold weather transmission cooler by-pass kit. Caution is needed as the kit <i>decreases</i> the cooling capacity of the transmission when driving in hot ambient temperatures, and <i>is not</i> recommended.
21-04-95 4/14/95	'94 - '95 (BR) trucks with automatic transmission	<i>Vibration or perceived engine miss.</i> The symptom is a vibration or perceived engine miss at approximately 1100 rpm as the torque converter clutch engages. The condition occurs in fourth gear lock-up at speeds between 42 to 48 mph. Depending on year model the powertrain control module is either replaced or reprogramed.
21-05-95 A 1/5/96	'94 - '95 (BR) trucks with automatic transmission	<i>Delayed transmission engagement/torque convertor drainback.</i> The condition is delayed transmission engagement of 2 to 8 seconds at initial start-up. The problem is most noticeable after the vehicle has been parked for an extended period. The bulletin describes the installation of transmission lines with a one-way drainback valve.
21-08-95 1/30/95	'94 - '95 (BR)	<i>Speed sensor oil seepage.</i> The bulletin describes how oil seepage can occur in the speed sensor area. The repair is the installation of a speedometer adapter.
21-09-95 6/30/95	'94 - '95 (BR) trucks with manual transmission	<i>Servicing of 5th gear mainshaft nut on NV 4500 manual transmission.</i> The information only bulletin describes the replacement of the 5th gear main-shaft nut with a new nut if the original nut has to be removed. Under no circumstances is the original part to be reused. Special Mopar lock seal should be applied to the threads at reassembly.
		<i>Overdrive unavailable in extreme cold temperatures.</i>

## CATEGORY 21 TRANSMISSION...continued

21-11-95 7/7/95	'96 (BR) trucks with automatic transmission	The information only bulletin emphasizes a change to the PCM for 1996. For '96 in ambient temperatures of -5°F and below the PCM inhibits the transmission from shifting into overdrive. This protects the transmission from damage if the fluid would begin to freeze. The PCM will allow overdrive once the ambient temperature has risen approximately 7° above the temperature the ID was inhibited at.
21-04-94 3/4/94	'94 (BR) with manual transmission NV 4500 HD	<i>Transmission shift lever stuck in or blocked out of 5th gear/reverse.</i> The shift lever does not shift out of 5th or reverse gear position, or the shift lever will not go into 5th/reverse. Diagnose the transmission and, if necessary, replace the transmission overdrive rail, lug shift fork, and synchronizer.
21-10-94 5/27/94	'94 (BR) with manual transmission NV 4500 HD	<i>Shift lever contacts instrument panel.</i> Inspect the shift lever to transmission stub shaft connection. Reseat the lever to the stub shaft if necessary.
21-17-94 9/16/94	'94 (BR) '93 (AD) with automatic transmission	<i>Transmission diagnostic reference supplement.</i> To assist in the repair of automatic transmission, the information only bulletin, lists symptom/cause/correction information.
21-18-94 9/30/94	'94 (BR), '89 - '93 (AD) with automatic trans.	<i>Transmission 4-3 downshift clunk.</i> A driveline clunk or harshness occurs during 4-3 coast downshift repair as described in bulletin.
21-24-94 12/2/94	'94 - '95 (BR) with automatic trans.	<i>Shift linkage adjustment.</i> The information only bulletin explains how to correct a PRNUL misalignment.
21-25-94 12/23/94	'94 - '94 (BR) with NP 241 HD transfer case	<i>High effort when shifting from 2WD high to 4WD high in cold temperatures.</i> If high effort condition occurs when shifting the transfer case in cold temperatures, the bulletin describes the repair. The procedure involves a change in the front axle lubricant or possibly a parts component replacement.
21-23-93 9/3/93	'92 - '93 (AD) with automatic transmission	<i>Lack of 3/4 up-shift and deep throttle 2/4 up-shift.</i> A complaint of lack of 3/4 up-shift at 50 to 60 mph on the '92 MY trucks or complaint of deep throttle 2/4 up-shift on late built '92 and '93 models could be related to the overdrive shift calibration. Using the DRB scan tool verify the engine and transmission systems are functioning properly. The powertrain control module (SEBC) may require replacement to updated part number 4746568.
21-39-93 12/31/93	'89 - '93 (AD) with automatic transmission	<i>Four speed automatic transmission 4-3 downshift clunk.</i> The bulletin describes a clunk or harshness during 4-3 coast downshift at approximately 18-20 mph. Verify all engine and transmission systems are functioning properly. Repair as required.
21-18-92 11/30/92	'92 - '93 (AD) with automatic transmission	<i>Delayed up-shifts and harsh engagement into drive or reverse.</i> The bulletin describes a repair involving adjustment of the throttle valve cable and replacement of the return spring.
21-11-91	'89 - '91 (AD) with A 518 automatic transmission	<i>3-4 up-shift noise with A 518 transmission.</i> A noise or rattle during 3-4 up-shift or down-shift may be the result of an overdrive clutch pack vibration. Diagnose the vehicle to confirm condition and repair as necessary.
21-05-90 2/26/90	'89 - '90 (AD) with manual transmission	<i>Replacement of transmission shift lever and stubshifter.</i> The shift lever and stub shifter are available as separate replacement parts. If replacement is required, use the component parts - do not replace the transmission assembly.
21-14-90 5/7/90	'90 (AD) with 518 automatic transmission	<i>Low/reverse band wear.</i> Premature wear of the low/reverse band may be the result of one of the overdrive transmission mounting bolts making light contact with the band strut resulting in incomplete release of the band. A washer is installed to prevent contact.
21-12-89 5/1/89	'89 (AD) with manual transmission	<i>Speedometer drive gear replacement procedure.</i> An information only brochure to supplement the service manual.

## CATEGORY 22 WHEELS & TIRES

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
22-03-95 3/3/95	'95 (BR)	<i>Match mounted tire/wheel combinations.</i> The bulletin is an "information only" bulletin describing a match mounting process to improve ride characteristics.
22-04-95 4/7/95	'94 - '95 (BR)	<i>Spare tire winch operation.</i> The bulletin is an "information only" bulletin reminding not to use power tools to drive the spare tire winch.
22-05-95 A 6/30/95	'94 - '95 (BR) with code WDC wheels	<i>Wheel runout measurement code WDC wheels procedures.</i> The bulletin gives the allowable remount and informs the dealer that the tire must be dismounted to correctly measure radial and lateral runout.
22-06-95 6/16/95	'95 (BR)	<i>Match mounting during wheel service.</i> The information only bulletin helps dealers match mount wheels and tires. Premature rust on chrome wheels.
22-03-94 6/24/94	'94 (BR)	<i>Wheels manufactured after 1/1/94 have an improved chrome plating process. Wheels prior to 1/1/94 may show signs of premature rust.</i> Replacement of the wheels is described.
22-05-93 7/16/93	'93 (AD)	<i>Tire and wheel runout.</i> A quick reference chart is provided for dealer diagnosing.
22-02-92 4/6/92	'89 - '92 (AD)	<i>Wheel vibration on 350 Series trucks with flange type lug nuts.</i> Wheel/tire vibration may be caused by the wheels being off center on the wheel studs. The repair involves a wheel centering procedure using two 90° cone nuts.

## CATEGORY 23 BODY

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-04-95 2/10/95	'94 - '95 (BR)	<i>Rattle due to seat belt latch plate bumping trim.</i> The symptom is a noise due to the seat belt latch bumping against the trim when the belt is not in use. The repair involves the addition of a sound deadener pad to the trim panel.
23-29-95 6/9/95	'94 - '95 (BR)	<i>Cracked sunvisor support bracket/retainer.</i> The bulletin involves the replacement of the visor bracket with a revised bracket.
23-43-95 6/14/95	'94 - '95 (BR)	<i>Door operation not smooth or feels loose.</i> Visually inspect the door hinge area. If the door hinge bushing has fallen out the bushing should be reinstalled and crimped to prevent recurrence.
23-52-95 A	'94 - '95 (BR) Standard cab only	<i>Creaking noise or exterior noise from back of cab.</i> The condition is a sheet metal creaking or exterior noise from the back of the cab caused by verticle or horizontal cracks in cab back. Using a hoist and a strong light, look for cracks on lower portion of cab. If cracks are noted four cab reinforcements and replacement cab isolators should be installed.
23-74-95 12/8/95	'95 -'96 (BR)	<i>Interior film build-up on windows.</i> Window film build-up is caused by vinyl interior trim material releasing gasses that adhere to the glass. The condition lessens as the vehicle gets older.
23-08-94 1/28/94	'94 (BR)	<i>Wind noise at front of door.</i> Inspect the vehicle for the appropriate seal. If not present, perform the repair/installation procedure.
23-32-94 4/1/94	'94 (BR)	<i>Door fit at roof line.</i> The top of the door should project higher than the roof panel. Do not attempt a repair if the door falls within the overflush 1-3 mm condition.

## CATEGORY 23 BODY...continued

23-36-94 4/22/94	'94 (BR)	<i>Front door to windshield moulding squeak/creak.</i> A noise from the front of door/plastic windshield moulding can occur. The correction is to install anti-friction tape to the inside edge of the doors.
23-39-94 5/6/94	'94 (BR)	<i>Pickup box floor rattle.</i> The bulletin involves applying sealer to the pickup box floor at the crossmember.
23-40-94 A 5/6/94	'94 (BR)	<i>Door glass rattle.</i> If the door glass rattles when the door is closed and the window is open the bulletin describes the diagnosis and repair of the weather strips.
23-41-94 5/13/94	'94 (BR)	<i>Creak noise from instrument panel bezel.</i> If a creaking noise occurs, coming from the instrument panel bezel, add felt tape to dash to dampen/isolate the components.
23-45-94 6/3/94	'94 (BR)	<i>Snapping noise at right side of instrument panel.</i> A snapping noise (sounds like a small stone hitting the window) may occur. If diagnosed, add a pad to the stiffening rib of the instrument panel to isolate the components.
23-49-94 7/1/94	'94 (BR)	<i>Warped tailgate.</i> Vehicles built at the Warren truck assembly plant (Dodge City complex) between 1/10/94 and 2/15/94 are suspect. Inspect as tailgate may be twisted or warped on the right side. Check the "run number" for date of production. Check the last three digits as 02X through 05X are suspect. Replace as necessary.
23-51-94 7/1/94	'94 (BR)	<i>Tailgate rattle.</i> If a tailgate rattle is heard, inspect the tailgate pivot bracket. Repair as described in bulletin with replacement stud and bearing mount.
23-60-94 8/12/94	'94 (BR)	<i>Popping or snapping noise from windshield.</i> The condition is a noise from the base of the windshield while traveling over rough roads/irregular surfaces. The repair involves removing windshield spacers at the base of the windshield.
23-63-94 8/26/94	'89 - '93 (AD)	<i>Cowl cracks.</i> The condition is cracking or popping sounds from the cowl area at the lower corners of the windshield. Inspect the area underneath the fender at the cowl welds. The fenders must be removed to see the cracks. The repair involves installing cowl reinforcement brackets to the cowl.
23-68-94 9/30/94	'94 - '95 (BR)	<i>Glue seeps out at backlight or windshield moulding.</i> Hot melt glue (clear to light brown) can seep out at the edge of the light or molding. The repair is to clean the glue with Mopar Concentrated Windshield Washer Solvent.
23-71-94 10/7/94	'95 (BR)	<i>Tailgate latch handle loose.</i> The bulletin applies to vehicles built from 8/30/94 to 9/8/94. The hole in the tailgate was stamped oversize. Inspect the latch handle and apply Mopar Bond-All Gel Adhesive to correct.
23-73-94 10/7/94	'94 (BR)	<i>Cup holder rattle.</i> If cup holder rattles in the closed position, add a foam block to the back of the mug holder.
23-95-94 A 12/30/94	'94 - '95 (BR)	<i>Front seat cover wear through above the recliner pivot.</i> The condition is wear-through at the recliner pivot. Inspect as directed and repair if necessary.
23-98-94 12/23/94	'94 (BR)	<i>Tailgate hard to latch in cold temperatures.</i> If the tailgate is difficult to latch when ambient temperatures are below freezing, the strikers should be checked for proper adjustment. If the problem persists, replace the caliper stop with a shorter one, part number 55075773.

<b>CATEGORY 23</b>	<b>BODY...continued</b>
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23-101-94 12/30/94	'94 - '95 (BR)	<p><i>Anti-friction tape on A-pillar.</i> Bulletin 23-36-94 described a squeak and paint abrasion at the door to windshield A-pillar area. Anti-friction tape is now being applied at the assembly plants to prevent the problem. Do not remove the anti-friction tape.</p>
23-57-93 10/8/93	'94 (BR)	<p><i>Instrument panel creak.</i> A creak or squeak may be present on the left side of the instrument panel. The repair involves loosening of the instrument panel to provide additional clearance between the cowl side panel and instrument panel support joint.</p>
23-64-93 11/19/93	'94 (BR)	<p><i>Tailgate rattles.</i> If tailgate rattles over bumps, check for looseness. If tailgate does not close tightly, replace the overslam and alignment bumpers.</p>
23-21-92 9/8/92	'93 (AD)	<i>'93 standard paint colors.</i>
23-09-91 8/26/91	'92 (AD)	<i>'92 standard paint colors.</i>
23-12-90 10/8/90	'91 (AD)	<i>'91 standard paint colors.</i>
23-24-89 10/10/89	'90 (AD)	<i>'90 standard paint colors.</i>
23-08-89 4/10/89	'89 (AD)	<i>'89 standard paint colors.</i>

<b>CATEGORY 24</b>	<b>AIR CONDITIONING</b>
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<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
24-01-95 A 3/3/95	'89 - '94 (AD)	<p><i>R-12 to R-134a refrigerant adaptation procedure.</i> The bulletin describes the conversion from R-12 to R-134a. The procedure should only be performed on vehicles when R-12 is no longer available.</p>
24-06-95 A 5/26/95	'94 - '95 (BR)	<p><i>Odor from air conditioning ducts.</i> Some vehicles may emit a "musty" odor from the airconditioning ducts. The odor is most noticeable when the A/C system is first turned on. Two possible causes are discussed and repair procedure are outlined based on less than or greater than 12 months in service.</p>
24-08-95 5/19/95	'94 - '95 (BR)	<p><i>White flakes from instrument panel outlet.</i> Sodium silicate is used to coat the air conditioner evaporator for corrosion protection. If excessive amounts are applied during the manufacturing process, there is a tendency for the extra coating to flake off. Flakes may blow from the vents when the fan is turned on. The bulletin is issued for information only.</p>
24-08-94 5/6/94	'94 (BR)	<p><i>A/C evaporator odor.</i> A "musty" odor may be emitted from the air conditioner ducts. The odor is most noticeable when the A/C is first turned on after the system has been left off overnight or longer. The odor is a result of foreign material accumulating in the evaporator area. The bulletin involves cleaning and disinfecting the A/C evaporator and housing.</p>

<b>CATEGORY 24</b>	<b>AIR CONDITIONING...continued</b>
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24-17-94 11/18/94	'91 - '93 (AD) '94 - '95 (BR)	<p><i>A/C evaporation freeze-up or lack of cooling on cycling clutch of air conditioning system.</i></p> <p>Loss of A/C airflow and/or cooling while the blower fan continues to operate may occur. This bulletin discusses the role of the powertrain control module in the A/C system.</p>
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The electrical signal from the A/C cycling clutch switch passes through the Powertrain Control Module (PCM) to engage and disengage the A/C clutch relay. If the PCM is not properly disengaging the A/C clutch via the relay, the compressor will stay on continuously and result in evaporator freeze-up. Also, the PCM may not energize the A/C clutch relay at all. This condition results in the lack of cooling from the A/C system.

The PCM should be checked per the procedure in the appropriate Powertrain Diagnostic Procedure Manual. Diagnostic Trouble Code 33 (A/C clutch relay circuit) will be present when either of these conditions are caused by the PCM. It is important to perform the complete test sequence because there are other A.C clutch relay circuit components that could also cause or contribute to the condition.

24-27-93 11/19/93	'91 -'93 (AD) '94 BR	<p><i>Air conditioner compressor noise.</i></p> <p>A growling noise may be heard with the compressor running. Diagnose the condition as outlined and perform the repair procedure if necessary. The repair involves installing a revised compressor valve plate assembly.</p>
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<b>CATEGORY 26</b>	<b>MISCELLANEOUS</b>
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<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
26-04-94 10/28/94	All	<p><i>Diagnostic procedure manuals.</i></p> <p>The bulletin gives a current list of available diagnostic procedure manuals. These manuals provide system information, step-by-step trouble shooting procedures, diagnostic and driveability tests, along with diagrams, illustrations and helpful charts to find and fix problems on Chrysler Corporation vehicles. These manuals can be ordered by calling 1-800-626-1523.</p>

# TSBs Issued During 1996

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-01-96A 5/31/96	'94-'96 (BR)	<i>Camper Special service kit.</i> The bulletin supersedes TSB 02-01-96 dated 3/15/96. The bulletin applies to body style codes 31, 32, and 62 with one of the listed GVW sales codes Z2B, Z3A, Z7B, Z8A or Z8B. The bulletin describes the parts and installation procedure for a special service kit developed for use by owners that consistently carry a box mounted camper. A rear stabilizer bar and auxiliary spring comprise the kit.
02-03-96 5/31/96	'94-'96 (BR)	<i>Creaking noise from rear of vehicle.</i> The diagnosis involves the inspection of the rear leaf spring assembly to verify the appropriate number of spring tip inserts are present. If tip inserts are broken or missing the repair procedure is detailed in the TSB.
02-04-96 6/21/96	'94-'96 (BR) Two wheel drive (2WD)	<i>Lower ball joint replacement.</i> This bulletin applies only to two wheel drive vehicles. It discusses the service differences in tack welded ball joints/control arms and non tack welded ball joints/control arms.
02-06-96 11/29/96	'94-'97 (BR) 4x4 only	<i>Track bar ball joint diagnosis.</i> The bulletin refers to the '97 Truck Service Manual and is a supplement to help the technician troubleshoot loose or worn steering components. The track bar ball joint previously did not have an inspection procedure.

## CATEGORY 3 REAR AXLE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
03-02-96 5/10/96	'94-'96 (BR) 2500 and 3500 4x2 trucks, regular cab, automatic transmission and two-piece propeller shafts.	<i>Shudder when pulling away from stop when operated at maximum GVW rating.</i> The bulletin is a supersession of bulletin 16-01-94. If the vehicle exhibits a driveline shudder while pulling away from a stop at maximum GVW rating, the bulletin describes the replacement of the two-piece driveline and center support bracket with a single piece assembly.
03-03-96 8/16/96	'94-'96 (BR) With automatic transmission and 5.9 Turbo Diesel engine. Note: '96 2500 club cab, 155 WB 4x4 with heavy duty transfer case built after 5/9/96 have the revised propeller shaft.	<i>Droaning noise/vibration.</i> The symptom typically occurs at maximum load and is engine speed specific - 1900 rpm for 4x2 models, 1850 rpm for 4x4 models with the truck in fourth gear and the torque converter clutch locked up. If the problem is identified, a repair procedure involving a revised propeller shaft with a yoke weight damper is described.



## CATEGORY 5 BRAKES

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-14-96 A 2/9/96	'95 - '96 (BR)	<i>Brake pedal noise when depressed.</i> The symptom is a squawk type noise when the brakes are depressed. The repair involves installing a revised back-up plate into the brake combination valve.
05-02-96 A 11/15/96	'94-'97 (BR) 2500, 8800 GVW - sales code and 3500 built before 8/5/96	<i>Accelerated brake lining wear, front versus rear.</i> The bulletin supersedes TSB 05-02-96 dated 2/23/96. The bulletin adds the 3500 series truck and incorporates the use of revised brake linings. The bulletin discusses wear conditions. The repair procedure involves replacing possibly the front brake linings, rear brake linings, or rear wheel cylinders, depending on truck model and vehicle sales code.
05-08-96 9/13/96	'94-'96 (BR)	<i>Brake pedal rattle.</i> If a rattle is heard coming from the brake pedal area and is eliminated when pressure is applied to the side of the brake pedal, a repair procedure involving a "wave washer" is outlined.
05-09-96 10/4/96	All	<i>Brake noise.</i> The information only bulletin describes the normal noises that may occur with a properly operating system, ABS self check, trace squeak, grinding, groaning etc., noises are discussed.
05-10-96 12/13/96	'94-'97 (BR)	<i>Chassis dynamics diagnosis.</i> The bulletin discusses conditions where-by the vehicle may move to the right or left when not controlled by the driver. Several causes are cited (aftermarket wheels, road crown, cross winds, incorrect tire pressures, worn wheel bearings, etc.). Diagnosis involves testing the vehicle to determine if the drift is brake related. A brake system evaluation is outlined. Steering and suspension inspection is discussed. Suspension torque values for fasteners are discussed. A suspension geometry evaluation is outlined. Front end alignment specifications are provided. Wheel shim kits and installation of shims for 4x4 trucks is discussed.

## CATEGORY 8 ELECTRICAL

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-20-96 7/19/96	'96-'97 (BR)	<i>Cassette auto load error on RAS code radio.</i> This information only bulletin describes a condition where the radio may enter the cassette play mode without a cassette being inserted. The bulletin explains the correction and discusses the function of the Ignition Off Draw (IOD) fuse.
08-21-96A 10/18/96	'96 (BR)	<i>Wiring harness connector repair packages.</i> This information only bulletin helps the service technician by providing a part number listing for the correct electrical components per an assembly. It also gives a review of the diagnosis procedure for electrical components.
08-23-96 8/23/96	'94-'96 (BR) built prior to 12/15/96	<i>Clicking noise from speedometer.</i> If a clicking/ticking noise is heard coming from the instrument cluster area, the bulletin describes the repair procedure to replace the speedometer.
08-33-96 10/11/96	'94-'97 (BR)	<i>Trailer tow wiring information.</i> Chrysler Corporation has offered optional trailer tow packages on all '94 through '97 Dodge Ram Trucks and has made trailer tow packages available through Mopar for vehicles that were not built with the trailer tow package. Several changes to the trailer tow wiring have occurred since the truck was introduced. It also identifies flashers. This bulletin identifies the part numbers for the Mopar trailer tow packages required to adapt trailer wiring to a vehicle that did not have the trailer tow package installed as original equipment from the factory.
08-47-96 12/20/96	'97 (BR)	<i>Radio interference from buzzer module.</i> The condition is a buzzing noise in the rear radio speakers with the radio on/ignition on and the door ajar. If a buzzing noise is heard the repair involves replacing the buzzer module.

## CATEGORY 9 ENGINE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-07-96 6/7/96	'94-'95 (BR)	<i>Fuel injection pump oil supply bushing oil seepage.</i> If oil seepage is diagnosed, the bulletin describes the repair procedure using a special oil supply and removal tool.

## CATEGORY 11 EXHAUST

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
11-05-96 8/23/96	'94-'97 (BR)	<i>Diesel turbocharger diagnostic procedure.</i> This information only bulletin guides the service technician through troubleshooting steps to properly diagnosis turbocharger situations. Normal/abnormal noises, oil leakage, acceleration and low boost, are topics discussed in the bulletin.

## CATEGORY 14 FUEL

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
14-07-96 8/2/96	'94-'96 (BR)	<i>Low pressure fuel system diagnostic procedures.</i> Too low a fuel supply to the Bosch P7100 fuel pump can affect performance. Low rpm miss/instability, white smoke, hard starting, low power may be the result. This bulletin gives the technician additional information to assist in diagnosis of the above problems.

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-11-96 3/22/96	'96 (BR)	<i>Revised injection pump timing specifications.</i> A revision in the injection pump timing specification on Cummins engines with a CPL 2022 or 2023 should be utilized when checking or performing injection pump timing.

## CATEGORY 10 STEERING

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-01-96 2/9/96	'95-'96 (BR)	<i>Clunk or rattle felt in steering column/wheel.</i> The condition is a clunk or rattle in the steering wheel/column during slow turns or stops on some '95-'96 trucks. Diagnosis includes a check of all fasteners for the appropriate torque value.
19-05-96 8/30/96	'94-'96 (BR) 4x4 trucks with sales codes Z8A and Z8B and 4x2 cab chassis (Z3B) built before 5/15/96.	<i>Shimmy after striking a bump or pothole.</i> This bulletin supersedes TSB 19-04-95 (5/12/95). The bulletin discusses a sustaining vibration (shimmy) felt in the front end of the vehicle after striking a bump or pothole. The repair procedure involves replacing the steering damper, replacing the track bar (if necessary) and the addition of an auxiliary steering damper.

## CATEGORY 19 STEERING...continued

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-04-96 3/15/96	'96 (BR)	<i>Transmission will not upshift following a 3-2 downshift.</i> Under certain conditions the transmission will not upshift following a 3-2 downshift. In this condition, the engine will continue to operate at maximum governor speed in second gear until the throttle is reduced. The condition only occurs if the overdrive is "off." The repair involves reprogramming the powertrain control module with new software.
21-13-96 9/20/96	'96 (BR) 4x4	<i>Transfer case shifter buzz or clatter.</i> A buzz or clatter may be heard from the 4x4 shifter at an engine speed of approximately 2000 rpm. The repair involves the addition of an insulating plastic gate liner to the transfer case shifter.
21-15-96 11/8/96	'95-'97 (BR)	<i>Quick connect removal and reconnect procedure.</i> The information only bulletin describes the repair procedure for removal/reconnect of the transmission cooler line fitting on trucks built after 3/20/95 and superseded bulletin 21-02-95, 3/31/95.

## CATEGORY 23 BODY

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-01-96 1/5/96	'94-'96 (BR)	<i>Replacement cargo box information.</i> This information bulletin list the revised part numbers for the 6.5 ft. and 8.0 ft. cargo box with a reinforced front box floor.
23-02-96 1/19/96	'94-'96 (BR)	<i>Creak or tick noise from right side instrument panel.</i> The noise can be reproduced by pushing on the instrument panel at the shelf above the glove box door. The repair involves the removal of a 3/10 rivet.
23-09-96 2/2/96	'96 (BR) Clubcab with a "J" in the VIN at position 11 and built prior to 10/6/95	<i>Seatbelt buckle difficult to engage with one hand.</i> The driver side power seat may have a seat belt buckle that may be difficult to latch. The repair involves replacement of the seatbelt buckle.
23-21-96 3/29/96	'94-'96 (BR)	<i>Tailgate difficult to close in cold weather.</i> At less than 5° F the tailgate latch stop bumper may be too stiff to allow for easy closure. Inspect and replace bumper stop.
23-27-96 4/19/96	'96 (BR)	<i>Windnoise (whistle) around grille area.</i> If vehicle exhibits a windnoise (whistle) at speeds of 45 to 85 mph the diagnosis involves checking the grille for a manufacturing code "CAV3." If there is not a CAV3 stamp than the grille is not likely the source of the noise. If noise is from the grille, the repair involves adding 1/4" foam tape between the grille and hood.
23-29-96 5/10/96	'94-'96 (BR)	<i>Tailgate cracking on top inner ends.</i> Some vehicles may exhibit a sheet metal crack along the top inner ends of the tailgate. The bulletin describes the parts and the correct repair procedure.
23-45-96 8/2/96	'94-'96 (BR)	<i>Instrument panel creak.</i> This bulletin supersedes TSB 23-57-93, 8/8/93. A creak or squeak may be present on the left or right side of the instrument panel. The noise is caused by two sheet metal parts rubbing together. The repair involves loosening the instrument panel and providing additional clearance between the cowl and instrument panel support joint.
23-46-96 8/2/96	'94-'96 (BR)	<i>Rattle in door area.</i> Inspect the area of the door latch face around the lower window channel retaining bolt. If necessary perform the outlined repair procedure.

## CATEGORY 23 BODY...continued

23-69-96 '97 (BR)  
11/22/96

*Repair procedure for fallout/damaged paint.*

Mopar Parts has released a new product, Mopar Fallout Removal Kit (p/n 04882417) for correcting paint damage due to industrial fallout, rail dust, over-spray and volcanic ash.

The Mopar Fallout Removal Kit does not use a compounding process or acid wash and is the current Chrysler preferred method for correcting fallout damage. This product uses a clay polymer material and a liquid that are safer and better than other fallout removal methods.

## CATEGORY 24 AIR CONDITIONING

### TSB#      MODELS      SUBJECT/DESCRIPTION

124-01-96A '94-'96 (BR)  
10/18/96

*Heater A/C system changes mode to defrost when accelerating.*

This bulletin supersedes TSB 24-01-96 (2/2/96). The vacuum supply line to the Heater A/C system may drop when accelerating or when speed control engages. This may cause the vacuum motor to switch to defrost. The repair involves the addition of a vacuum check valve to the vacuum system.

24-12-96 '96 (BR)  
8/2/96  
Vehicles assembled between 2/1/96 and 6/28/96 with a VIN code 3 as the first digit.

*Water leaks from HVAC floor outlet onto floor.*

Water may drain out of the HVAC floor outlets while operating the A/C system. The bulletin describes the diagnosis and repair procedure.

24-16-96 '95-'96 (BR)  
10/11/96  
With engine serial number 56230585 thru 56293178 or 45232867 thru 45360437. These engines were installed before 6/1/96.

*Vacuum system contaminated with engine oil.*

Some Turbo Diesel trucks were produced without a check valve on the vacuum pump. Without a check valve oil may enter the vacuum system. A visual inspection of the HVAC system is presented and the repair procedure outlined.

### YOU MIGHT BE A FORD/CHEVY OWNER IF...\*

1. You write off a radiator as a business expense.
2. Your truck is insured by Smith & Wesson.
3. There is a puddle in your driveway year-round.
4. Your stereo speakers used to belong to the Moonlight Drive-in Theater.
5. Your wife has ever said, "Come move this transmission so I can take a bath."
6. You read the *Auto Trader* with a highlight pen.
7. You've ever hit a deer with your truck, deliberately.
8. There are more than four hats in the rear window of your truck.
9. Directions to your house include "turn off the paved road."
10. Your hood ornament used to be a bowling trophy.

*\*From "You Might Be A Redneck If . . ." by Jeff Foxworthy. Foxworthy's "Southern" humor can be found at bookstores everywhere. Buy his books for some serious fun.*

# TSBs Issued During 1997

## CATEGORY 24 AIR CONDITIONING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-03-97A 8/29/97	'94-'97 (BR)	<i>Rear of vehicle sits too low.</i> This bulletin supersedes TSB 02-03-97 as there were part number errors in the previous bulletin. The bulletin applies to 1500 series trucks rated at 6400 GVW and 2500 series trucks rated at 8800 GVW. The bulletin discusses rear leaf springs and shock absorber availability that will increase the height of the vehicle when the vehicle is at maximum GVW. The bulletin gives specific part numbers for various applications.

## CATEGORY 5 BRAKES

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-03-97 3/17/97	'94-'97 (BR)	<i>Chassis dynamics diagnosis.</i> The bulletin supersedes TSB 05-10-96 as revisions have been made to torque specifications and procedures. The bulletin summarizes different conditions that can cause a vehicle to move to the right or left when not controlled by the driver. A lengthy test procedure is outlined to isolate the cause of vehicle drift.
05-04-97 3/28/97	'94-'97 (BR) 2500-3500 series	<i>Accelerated brake lining wear, front versus rear.</i> This bulletin supersedes TSB 05-02-96A as the bulletin incorporates the use of revised brake linings for trucks with 80mm calipers (typically found on 2500, 4x2 trucks). The bulletin discusses wear conditions, repair procedures, part numbers and rear brake adjustment procedures.
05-07-97 9/22/97	'98 (BR)	<i>Parking brake release handle does not fully return.</i> The bulletin applies to trucks built prior to 8/15/97. If applicable, the repair procedure involves replacing a park brake release lever with a revised part.

## CATEGORY 7 COOLING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
07-03-97 5/9/97	All	<i>Engine coolant usage.</i> This information only bulletin discusses the use of propylene glycol instead of ethylene glycol coolants.

## CATEGORY 8 ELECTRICAL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-01-97 2/3/97	'96-'97 (BR)	<i>JTEC powertrain control wiring harness connector repair packages.</i> If a dealership determines that a powertrain customer complaint could be related to a poor electrical connection, the PCM connectors should be inspected. The bulletin describes an assortment of electrical connector and terminal repair components that are available to aid in powertrain electrical wiring repairs.
08-21-97 5/23/97	'94-'97 (BR)	<i>Engine failed to crank—no start.</i> This information only bulletin discusses a condition where the engine does not crank over when the ignition is placed in the start position. The shop should then refer to the appropriate '97 Service Manual for proper diagnosis of the starter motor's electrical circuit.

## CATEGORY 8 ELECTRICAL...continued

08-22-97A 7/11/97	'96-'97 (BR)	<i>Inoperative speed control.</i> This bulletin supersedes TSB 08-22-97, dated 6/20/97. The problem covered by the bulletin is an inoperative speed control due to a vacuum supply hose that is loose, leaking or deteriorated. Using the diagnosis as outlined in the '97 Service Manual determine the cause of the inoperative speed control. Perform the repair as outlined in the bulletin.
08-27-97A 9/26/97	'97 (BR)	<i>Inoperative CD player as a part of sales code RAZ radio.</i> This bulletin supersedes TSB 08-27-97, dated 7/18/97. The bulletin applies to '97 vehicles equipped with an AM/FM/cassette/CD player, sales code "RAZ" radio. A condition is described where the CD player may become inoperative, and will not accept the CD when attempting to insert the disk into the radio. The condition can be intermittent and may occur more often in hotter ambient temperatures. The AM/FM radio and cassette portion of the radio will continue to operate normally. The repair involves an exchange of the unit as supplied by Chryslers repair center.
08-30-97 9/5/97	'98 (BR)	<i>Ashtray receiver lamp degrades from blue-green to bright white.</i> The ash receiver lamp, when illuminated, may change from a blue-green illumination to a bright white illumination. This change will occur over a long period of time of continuous use. This bulletin involves replacing the ash receiver lamp and housing with revised parts.
08-32-97 9/19/97	'94-'98 (BR)	<i>NHTSA authorized airbag deactivation for medical necessity.</i> This information only bulletin describes the procedures necessary to deactivate airbags authorized by NHTSA. Airbag deactivation is a customer pay procedure, <u>not</u> covered under the provisions of warranty.
08-35-97 9/26/97	'98 (BR)	<i>Dead battery from ignition off draw (IOD).</i> The problem described is a dead battery due to the glove box lamp remaining illuminated when the glove box door is closed. The proper diagnosis involves performing an ignition-off draw (IOD) test as described in the '98 Service Manual. If necessary the bulletin outlines the installation of two spacers between the glove box lamp switch bracket and the instrument panel glove box opening upper reinforcement.
08-39-97 11/28/97	'98 (BR)	<i>Remote keyless entry transmitter batteries discharge prematurely.</i> This bulletin applies to vehicles built prior to August 15, '97 and describes a condition where the Remote Keyless Entry transmitter batteries discharge in approximately 6 weeks. The repair calls for replacement and reprogramming of the transmitter.

## CATEGORY 11 EXHAUST

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
11-01-97 5/16/97	'94-'97 (BR)	<i>Whine or howl while driving at highway speeds.</i> This bulletin applies to vehicles equipped with the diesel engine option. Some vehicles may experience a whine or howl noise while driving at highway speeds. This noise may be misinterpreted as turbo whine. After proper diagnosis of the condition the bulletin's repair procedure involves replacement of the muffler.

## CATEGORY 14 FUEL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
14-07-97 7/18/97	'94-'97 (BR)	<i>Diesel fuel injection pump tampering.</i> This information only bulletin applies to inline fuel injection pumps as found on '94 thru early '98 model trucks. The bulletin stipulates that there are only a few items on the pump that are serviceable (low idle adjustment, timing adjustment, throttle linkage adjustment, and air bleed procedures). Any other adjustments or modifications are considered tampering. Tampered injection pumps are not warrantable. The bulletin shows the service location where to look for suspected tampering.

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-25-97 8/15/97	'96-'97 (BR)	<p><i>EGR system failure with Hex Code \$2E* on 5.9L Diesel.</i></p> <p>This bulletin applies to vehicles equipped with a 5.9L Cummins Diesel engine built between Jan. 1, 1996 and Dec. 31, 1996 with California emissions sales code NAE. If while performing other diagnostics, the technician notices Hex Code \$2E - EGR SYSTEM FAILURE on the Diagnostic Scan Tool (DRB III) the diagnosis outlined in the bulletin should be followed. The customer may or may not experience any engine driveability symptoms. The Malfunction Indicator Lamp (MIL) will not be illuminated. The repair involves using revised test procedures to diagnose the EGR system and selectively erase and reprogram the Powertrain Control Module (PCM) with new software (calibration changes) for the condition listed.</p> <p>*Editor's note: \$2E is correct.</p>
18-29-97A 12/5/97	'96-'98 (BR) with Cummins engine and five-speed transmission	<p><i>Vehicle bucking on '96 thru '98 trucks with the Cummins engine and a manual transmission.</i></p> <p>This bulletin supersedes TSB 18-29-97, dated 10/17/97. The condition to be corrected is one where the vehicle may exhibit a bucking or jerking condition while under light acceleration or while driving at steady state speeds. The vehicle may be in a loaded or unloaded state when the bucking or jerking occurs. This condition results from the sensitivity of the throttle linkage to driver input. The repair procedure involves replacement of the throttle linkage levers with revised parts.</p>

## CATEGORY 19 STEERING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-08-97 5/30/97	'96-'97 (BR)	<p><i>Clunk/rattle felt in steering column/wheel.</i></p> <p>This bulletin supersedes TSB 19-01-96, dated 2/9/96 for 1996 model year vehicles. This bulletin applies to all vehicles built in the United States (first digit of VIN = 1) and vehicles built in Mexico (first digit of VIN = 3) before Mar. 3, 1997. The condition to be examined is a clunk or rattle that maybe felt in the steering wheel/column during slow turns, rough road driving, and stops. The diagnosis involves inspection of the front suspension and steering components, including a check of all fasteners for proper torque as specified in the appropriate Service Manual. The repair procedure involves replacement of the steering intermediate shaft.</p>
19-10-97 8/15/97	'94-'98 (BR)	<p><i>Steering wander.</i></p> <p>If when driving on a straight road, a higher than normal steering wheel movement (perceived as excessive play) is required to keep the vehicle going straight or if over-compensating the steering to keep the vehicle from wandering is a condition, the bulletin describes the diagnosis and repair procedure. The repair involves adjustment of the over-center and, if necessary, the worm thrust bearing preload adjustments on the steering gear.</p>
19-16-97 11/28/97	'94-'97 (BR)	<p><i>Lower steering column noise and/or minor lower steering column movement.</i></p> <p>This bulletin applies to vehicles built before Dec. 31, 1996 and describes a lower steering column noise and/or minor lower steering column movement. If movement in the steering column is greater than the tolerance, the repair involves adding a "toe plate" (shim) to the steering column.</p>

## CATEGORY 21 TRANSMISSION

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-12-97 8/29/97	'96-'97 (BR)	<p><i>Transfer case shifter buzz or rattle.</i></p> <p>This bulletin supersedes TSB 21-13-96, dated 9/20/96. A buzz or clatter may be heard from the 4x4 transfer case shifter at an engine speed of approximately 2000 rpm. The condition may worsen when the engine is under load. On vehicles equipped with automatic transmission the diagnosis must be done with the transmission in overdrive and torque converter clutch engaged. If necessary the correction involves bending the shift lever spring reaction tab outward to increase the spring tension on the shift lever.</p>

## CATEGORY 22 WHEELS & TIRES

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
22-01-97 6/13/97	'94-'97 (BR)	<i>Tire and wheel runout.</i> Radial runout is the vertical distance between the high and low points on the tire or wheel edge measured at the center line of the tread. Lateral runout is the horizontal movement of the tire or wheel measured near the shoulder of the tire. Runout of more than the preferred specification may cause the vehicle to shake. This information only bulletin provides the proper specification for runout.

## CATEGORY 23 BODY

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-03-97 2/14/97	'89-'93 (AD) '94-'97 (BR)	<i>Difficult to clean light colored "chalky" residue from black plastic body components.</i> The discussion covers difficult to clean light colored "chalky" residue from exterior plastic body components that are molded in black, especially those that are textured, such as door handles, mirrors, roof rack attachments, etc. Frequently, this "chalky" residue is actually an accumulation of car wax, road grime, etc. trapped in the plastic grain. The correction is to clean the component with a soft bristle brush and mild detergent (liquid dish soap) until the residue is gone.
23-22-97 4/4/97	'94-'97 (BR)	<i>Driver's side wiper blade contacts A-Pillar.</i> This bulletin applies to vehicles built before Oct. 15, 1996. If the driver's side wiper blade contacts A-Pillar or a popping sound can be heard when the driver's side wiper blade reaches its full upper wipe position (farthest to the left) during high speed wiper operation, this bulletin describes the repair procedure. The repair has the dealership replace the wiper blades with a blade that has a revised air deflector.
23-25-97 5/2/97	'96-'97 (BR)	<i>Windnoise (whistle) around grille area.</i> This bulletin supersedes TSB 23-27-96, dated 4/19/96. Vehicles may exhibit a condition where a windnoise whistle occurs from the front of the vehicle. This condition can occur while driving the vehicle at highway speeds between 45-65 mph or at slower speeds when driving into a headwind. If necessary a foam strip is installed between the grille and hood.
23-27-97 5/9/97	'94-'97 (BR)	<i>Water leaking through rear window.</i> The problem is water leaking past rear window module into cab of vehicle. The bulletin outlines the repair procedure.
23-39-97 6/27/97	'94-'97 (BR)	<i>Driver side power mirror vibrates while driving.</i> This bulletin supersedes TSB 08-64-94, dated 11/4/94. The condition covered in the bulletin is one where the driver side power mirror vibrates causing blurred images in driver side mirror while driving. The repair involves installing a power mirror support bracket onto the driver's side mirror.
23-61-97 11/28/97	'94-'98 (BR)	<i>Noise coming from cargo box area.</i> The problem is an "oil canning" noise complaint coming from the box area caused by the cargo box cross member contacting the vehicle's frame as the vehicle is operated over a rough-surfaced road. The repair involves installing isolators on two cargo box cross member rails.
23-67-97 12/6/97	'98 (BR)	<i>Upper rear corner of front door contacts upper front corner of cargo door.</i> This bulletin applies to Quad Cab Ram trucks and describes a door closing condition where the upper rear corner of the front door may come in contact with the upper front corner of the cargo door, causing the paint to chip off the front and/or cargo door. If such, the correction is the installation of an anti chip plastic molding over the chipped area.
23-68-97 12/19/97	'98 (BR)	<i>Water leaking into vehicle through side cowl panel.</i> This bulletin applies to vehicles built between November 16, 1997 and November 26, 1997. If water leaks through either the right and/or left side cowl panels and dampens the carpet in the foot well area, a trim cover is removed and a water proof patch is installed over the cowl panel.



## **CATEGORY 24      AIR CONDITIONING**

<b><u>TSB #</u></b>	<b><u>MODELS</u></b>	<b><u>SUBJECT/DESCRIPTION</u></b>
24-11-97 7/11/97	'94-'98 (BR)	<i>A/C evaporator odor.</i> This bulletin supersedes technical service bulletin 24-06-95A, dated 5/26/95. Some vehicle operators may experience a musty odor from the A/C system, primarily at start up in hot and humid climates. This odor may be the result of microbial growth on the evaporator core. During normal A/C system operation, condensation forms in and around the A/C evaporator. When airborne pollutants mix with this condensation, bacteria and fungi growth begins and odor results. The repair involves cleaning the evaporator with Mopar aerosol cleaner.

# TSBs Issued During 1998

## CATEGORY 5 BRAKES

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-04-98 6/12/98	'97 - '99 (BR)	<i>Height sensing proportioning valve removal.</i> This procedure should only be performed on 2500 series 4x4 vehicles that are continuously operated at 75% or greater GVW and have had their rear suspension altered. The bulletin describes a procedure the dealer should follow in the removal of a rear height sensing proportioning valve. Removal of the proportioning valve should help prolong front brake life.

## CATEGORY 6 CLUTCH

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
06-01-98 6/19/98	'97 - '98 (BR)	<i>Release fork orientation.</i> This bulletin applies to vehicles equipped with an NV4500 manual transmission and either the 8.0L gas engine or the 5.9L Cummins diesel engine. The bulletin covers the proper installation of the clutch release fork.

## CATEGORY 7 COOLING

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
07-08-98 12/11/98	'98 - '99 (BR)	<i>Diesel engine overheating.</i> This information applies to vehicles equipped with a 24 valve Cummins diesel engine with an engine serial number (ESN) 56512007 or prior. This bulletin involves replacing the thermostat with a revised part (05015090AA).

## CATEGORY 8 ELECTRICAL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-09-98 3/13/98	'94 - '98 (BR)	<i>Driver side power mirror vibrates while driving.</i> This bulletin supersedes technical service bulletin 23-39-97, dated June 27, 1997. The problem covered is that the driver side power mirror vibrates or causes blurred images in driver side mirror while driving. If removal of aftermarket bugscreen deflectors does not cure the problem, a procedure for installing a mirror reinforcement bracket is described.
08-11-98 3/13/98	'98 (BR)	<i>Delayed operation of fog lamps.</i> The fog lamps illuminate approximately two seconds after being turned ON with the headlamp LOW beams illuminated. This condition may also occur when the headlamps are turned from HIGH beam to LOW beam with the fog lamps ON. The repair involves checking the headlamp connector for proper wire location.
08-13-98 3/27/98	'98 (BR)	<i>Headlamp switch knob pulls out of headlamp switch.</i> This bulletin applies to vehicles built before November 16, 1997. Rotate the headlamp switch knob to the full dim position. Then, apply pressure to the side of the knob and pull the knob to turn the headlamps ON. If the knob pulls out of the headlamp switch when the headlamps are turned ON, replace the knob using the described repair procedure.

**CATEGORY 8****ELECTRICAL...continued**

- 08-14-98 '98 (BR)  
3/27/98  
*Clicking, rattling, or ratcheting noise coming from the seat belt retractor.*  
This bulletin applies to all club cab vehicles (both two door Club Cab and Quad Cab models) built before March, 5, 1998. During normal operation, the seat belt retractor on the vehicles listed above may emit a clicking, rattling, or ratcheting noise. This noise may be caused by a solenoid that is energized and de-energized to operate the retractor spool of the seat belt retractor assembly. The solenoid is controlled by a Seatbelt Control Timer Module (SCTM) which unlocks the retractor when energized.
- If your diagnosis determines and the owner feels that the noise occurs too frequently, the SCTM on your vehicle may be too sensitive and should be replaced.
- 08-16-98 '89 - '93 (AD)  
4/17/98 '94 - '99 (BR)  
*Installation of radio transmitting equipment.*  
This bulletin supersedes technical service bulletin 08-22-95, dated May 12, 1995. This information-only TSB is provided to assist in properly installing communication equipment in Chrysler vehicle. This information should be given to any owner inquiring about installing radio transmitting equipment.
- 08-17-98 '94 - '99 (BR)  
Rev. C  
12/30/98  
*Airbag on-off switches.*  
This bulletin supersedes technical service bulletin 08-17-98 Rev. B dated September 18, 1998. This information only bulletin is provided to identify the parts and procedures necessary to deactivate airbags authorized by NHTSA. Airbag deactivation is a customer pay procedure.
- 08-21-98 '98 (BR)  
5/22/98  
*Radio Interference to/from two-way radio receivers.*  
Customers may complain of intermittent poor reception on their two-way radios. This condition does not affect the operation of any AM or FM band radio. Radio receivers from approximately 20 MHZ to 174 MHZ may be susceptible to Radio Frequency Interference (RFI) from the fuel pump module's motor. If there is RFI, the bulletin describes the installation of an RFI filter in series with the electric fuel pump.
- 08-35-98 '98 (BR)  
6/24/98  
*Instrument cluster bezel breaks when removed.*  
This information-only bulletin is a reminder that the instrument cluster bezel is retained by several snap clip retainers and one screw located underneath the power outlet access door. It is imperative that this singular screw is removed prior to attempting to remove the instrument cluster bezel from the instrument cluster.
- 08-36-98 '89 - '93 (AD)  
6/24/98 '94 - '99 (BR)  
*Use of two digit calendar year codes in automotive computers.*  
There has been a great deal of recent media attention regarding the turn of the century (year 2000, Y2K, etc.) and the effect it will have on computers that have used two-digit calendar year coding in their programming. Questions are arising regarding computers used in automotive applications and the effect year 2000 will have on them.
- Two digit calendar-year codes have not been used in any Chrysler automotive onboard applications and no problems related to use of two digit coding for calendar years are anticipated.
- 08-51-98 '99 (BR)  
11/27/98  
*Compass mini trip computer indicates erroneous average miles per gallon, distance to empty, and/or trip odometer.*  
This bulletin applies to vehicles equipped with the compass mini trip computer (sales code CUS). The display will show an erroneous number in the third digit from the right. If repair is necessary, the module is replaced.
- 08-54-98 '99 (BR)  
12/30/98  
*Static inside speakers and/or side speaker cuts out when power outside mirror operates.*  
This bulletin applies to vehicles equipped with the power audio amplifier (sales code RDE) and heated outside power mirrors (sales code GTS) built between September 7, 1998 and November 3, 1998. The problem discussed is that static can be heard in the side speakers and/or the sound coming from the side speakers can cut out and/or in extreme cases, the radio can cut out with the radio in the FM mode when the power mirror is actuated to its end of travel. The repair involves replacing the mirrors.

## CATEGORY 9 ENGINE

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-06-98 10/30/98	'98 (BR)	<i>Incorrect engine oil dipstick.</i> This information applies to vehicles equipped with 24 valve Cummins diesel engines. Some early 1998 24 valve diesel engines were built with an incorrect dipstick calibration. This incorrect marking causes an overfilled condition of approximately 1 1/2 quarts when at the top end of the safe zone on the dipstick. This overfill condition is not damaging to the engine. The Cummins part number is stamped on the dipstick. The incorrect Cummins P/N is 3944594. The problem is corrected with the installation of a revised dipstick, 05014562AA/Cummins 3935648.

## CATEGORY 11 EXHAUST

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
11-08-98 9/25/98	'94 - '98 (BR)	<i>Turbo Diesel wastegate actuator repair kit.</i> A new kit has been released that will allow technicians to repair turbochargers with failed wastegate actuators.

## CATEGORY 14 FUEL

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
14-01-98 Rev. A 7/17/98	'98 (BR)	<i>High pressure fuel line service.</i> This bulletin supersedes technical service bulletin 14-01-98 dated March 6, 1998. This information applies to the 5.9L Cummins electronically injected 24 valve diesel built prior to engine serial number (ESN) 56462592. Design revisions have been made to the injector connector tube, and the new design can be re-torqued multiple times without compromising the seal between the connector tube and high pressure fuel line. The new part number for this connector tube is 05013856AA/Cummins 3944833.
14-02-98 3/27/98	'98 (BR)	<i>Fuel filter requirements.</i> With the introduction of the Cummins 24 valve electronically injected engine, a new VP44 injection pump was also introduced. The VP44 injection pump requires finer fuel filtration due to tighter tolerances within the pump. Whenever a fuel filter is replaced, make sure the replacement filter is part number 04883963AB/Cummins 3931476/Fleetguard FS19528.
14-04-98 5/8/98	'98 (BR)	<i>Accelerator pedal buzzing noise with cruise control engaged.</i> This bulletin applies to vehicles equipped with the 5.9L 24 valve Cummins diesel engine. If an audible buzz is coming from the accelerator pedal when the cruise control is engaged a road test diagnosis is described. If necessary, a re-routing of the accelerator cable is described.

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-06-98 2/27/98	'94 - '98 (BR)	<i>Hard starting diagnosis.</i> This information applies to the 5.9L Cummins mechanically injected 12 valve diesel. The discussion covers hard or no-start diagnosis and repair.
18-07-98 2/27/98	'94 - '98 (BR)	<i>Effects of incorrect idle speed.</i> This information applies to the 5.9L Cummins mechanically injected 12 valve diesel. Incorrect idle adjustments (either too high or low) may cause many different customer concerns. The bulletin gives a list of items that explain the condition/symptoms associated with incorrect idle settings along with component checks and specifications to set it properly.

## CATEGORY 21 TRANSMISSION

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-10-98 Rev. A 9/25/98	'94 - '99 (BR)	<i>Loss of fifth gear.</i> This bulletin supersedes technical service bulletin 21-10-98, with an effective date of September 11, 1998. This bulletin applies to vehicles equipped with a NV 4500 manual transmission and the 8.0L V10 gas engine or the 5.9L Cummins diesel engine. The problem described is that the transmission operates normally through all ranges except fifth gear. The 14 page bulletin describes the proper repair procedure.

## CATEGORY 23 BODY

<u>TSB #</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-13-98 5/8/98	'98 (BR)	<i>Rear sliding window difficult to open, will not remain latched, and/or leaks water past the lower run channel.</i> If the rear sliding window is difficult to open, will not latch, and/or leaks water past the sliding rear window's lower run channel, this bulletin describes the proper diagnosis/repair.
23-16-98 5/1/98	'98 (BR)	<i>Splash guards (mud flaps) discolored and/or distorted due to proximity to tailpipe.</i> This bulletin applies to vehicles equipped with dual rear wheels. Vehicles equipped with splash guards may experience discoloration and/or distortion along the outside edge of the passenger side rear splash guard due to the proximity to the tailpipe. If necessary, a new tailpipe assembly is installed.
23-17-98 5/1/98	'94 - '98 (BR)	<i>Center armrest driver side hinge cover broken.</i> If the center armrest upper inertia latch cover (driver side hinge cover) is broken, the proper repair involves replacement of the hinge.
23-35-98 8/7/98	'94 - '99 (BR)	<i>Door trim panel retainer clip attachment breakage when door trim panel is removed for service.</i> The bulletin cautions the dealer that damage to the door trim panel may occur if the door trim panel retainer clips are separated from the door without using a trim panel removing tool.
23-37-98 8/21/98	'98 - '99 (BR)	<i>Cargo net eliminated from production.</i> This bulletin applies to standard cab vehicles and informs the dealer network that the cargo net is no longer a production item. It can be purchased through the parts department using Mopar number 04761197.
23-58-98 11/27/98	'99 (BR)	<i>Wind noise (whistle) around grill area and/or dimples on the grill painted surface opposite of the grill fasteners.</i> This bulletin applies to Ram trucks equipped with the sport package. If there is a windnoise whistle occurring from the front of the vehicle at highway speeds between 45-65 mph or at slower speeds when driving into a headwind, this bulletin describes the repair procedure.

# TSBs Issued During 1999

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
02-06-99 Rev. A 12/17/99	'94-'00 (BR)	<p><i>Front wheel bearing grease is evident on the bearing seal area.</i></p> <p>This bulletin supersedes TSB 02-06-99, dated June 11, 1999. The revisions include the addition of 4x2 models and additional model years. This information-only bulletin discusses the fact that front wheel bearings may be incorrectly diagnosed as faulty due to the evidence of wheel bearing grease on the bearing seal areas. This grease purge is a normal design condition. The factory fill of the bearings includes a slightly greater amount of grease than is required for the bearing lifetime lubricant. A portion of the grease purges through the self-venting seal in the initial few thousand miles to form an additional barrier in the area of the seal and the stamped slinger. This barrier aids in the prevention of contaminants passing through the seal and into the bearing. Do not remove or clean the purged grease as part of normal maintenance because it provides additional protection and once removed, damage to the seal and bearing could result.</p>
02-13-99 09/10/99	'94 - '99 (BR)	<p><i>Squeaking noise from rear leaf springs.</i></p> <p>This bulletin supersedes TSB 02-03-96, dated May 31, 1996. If the diagnosed condition is a squeaking noise coming from the rear of the vehicle, the bulletin gives the correct repair procedure to replace the leaf spring tip liners/install spring clip isolators.</p>

## CATEGORY 5 BRAKES

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-04-99 05/28/99	'98 - '99 (BR)	<p><i>Chassis dynamics diagnosis.</i></p> <p>This 21-page bulletin involves diagnosis and repair of a vehicle drift condition and on some vehicles, installing a shim between the wheel and the brake rotor, between the wheel and hub/bearing assembly, or between the wheel and hub extension.</p> <p>Chassis dynamics diagnosis is the diagnosis of a condition where the vehicle may move either to the right or the left when not controlled by the driver. This condition can be caused by any of the following: Non-factory installed options (e.g. snow plow), tires or wheels of different size, aftermarket wheels, tires that have a belt that has shifted, incorrect tire pressure, a vehicle that is carrying extra added weight (e.g. tool boxes), steering and/or suspension components that are worn or damaged, wheel bearings that are worn or damaged, a vehicle that is not with in alignment specifications, brake drag from brake components that do not release, or braking imbalance.</p> <p>Additionally, under certain road conditions (e.g. high road crown, grooved roads, etc.), most vehicles will move to the right or left uncontrolled by the driver. Also, the same may happen if a cross-wind condition exists.</p>
05-11-99 12/31/99	'94 - '96 (BR)	<p><i>Revised power brake booster check valve.</i></p> <p>This bulletin applies to vehicles equipped with the 5.9L Cummins diesel engine. A revised power brake booster check valve p/n 05011393AA has been released for service. The new check valve performance has been improved by changing the flapper style check valve to a spring loaded style check valve. The spring loaded style check valve performance is superior, especially in vehicles that utilize mechanical vacuum pumps to provide the vacuum source to operate the power brake booster. Part number 05011393AA should be used any time the power brake booster check valve is serviced on the subject model vehicles.</p>

<b>CATEGORY 8</b>	<b>ELECTRICAL</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-06-99 Rev. A 12/17/99	'98 - '00 (BR)	<p><i>Radio interference to/from two-way radio receivers.</i></p> <p>This bulletin supersedes technical service bulletin 08-06-99, dated March 5, 1999. Customers may complain of intermittent poor reception on their two-way radios. This bulletin involves installing a RFI filter in series with the electric fuel pump motor.</p>
08-16-99 6/11/99	'99 (BR/BE)	<p><i>Inoperative or intermittent remote keyless entry (RKE) transmitter.</i></p> <p>This bulletin supersedes TSB 08-16-99, Dated May 28, 1999. This bulletin applies to vehicles built prior to March 1, 1999. It applies only to vehicles equipped with the new peanut shaped transmitters. The problem discussed is an inoperative RKE transmitter. This condition may be intermittent and will have similar symptoms to a dead transmitter battery. This can be caused by a lost or intermittent contact between the battery terminal and the printed circuit board. A transmitter repair kit containing a new case with an improved battery terminal has been released. This bulletin involves replacing the RKE transmitter case.</p>
08-17-99 05/28/99	'99 (BR)	<p><i>Compass/mini-trip computers no longer need calibration during new vehicle preparation.</i></p> <p>This information-only bulletin applies to vehicles equipped with the compass/mini-trip computer (sales code CUS) built after April 28, 1999. Vehicles equipped with the compass/mini-trip computer are now having their compasses calibrated by the assembly plant making it no longer necessary to calibrate the compass during new vehicle preparation. However, in order to ensure proper operation of the compass, it will still be necessary to set the variance of the compass prior to vehicle retail delivery.</p>
08-22-99 07/02/99	'98 (BR)	<p><i>Intermittent operation of oil pressure gauge.</i></p> <p>This bulletin applies to vehicles equipped with the 5.9L Cummins 12-valve Turbo Diesel engine built before January 5, 1998. The condition for correction is an oil pressure gauge that intermittently drops to zero pressure. In addition, the warning chime may sound when the oil pressure gauge drops to zero pressure and the check gauge lamp may come on. Proper repair involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (a calibration change).</p>
08-28-99 08/20/99	'00 (BR)	<p><i>Simplified compass mini trip computer calibration.</i></p> <p>This bulletin applies to vehicles equipped with the compass mini trip computer (sales code CUS). The subject model vehicles are shipped from the assembly plants with the compass mini trip computer NOT calibrated. This will be identified by "CAL" displayed on the compass mini trip computer. To calibrate the compass mini trip computer, drive the vehicle in a complete circle until "CAL" is no longer displayed on the compass mini trip computer.</p>
08-32-99 10/01/99	'98 - '99 (BR)	<p><i>Radio interference to/from two-way radio receivers.</i></p> <p>This bulletin addresses the complaint of intermittent poor reception on two-way radios, and discusses the proper repair. Radio receivers from approximately 30 MHZ to 50 MHZ may be susceptible to Radio Frequency Interference (RFI) from the Airbag Control Module (ACM).</p> <p>Note: technical service bulletin 08-06-99, dated March 5, 1999, addresses two-way radio interference from the fuel pump module and should be performed prior to performing this technical service bulletin.</p>
08-37-99 11/12/99	'94 - '00 (BR)	<p><i>Airbag On-Off Switches.</i></p> <p>This bulletin supersedes technical service bulletin 08-17-98 Rev C, dated December 30, 1998. This information-only bulletin identifies the parts and procedures necessary to deactivate airbags authorized by NHTSA. Airbag deactivation is a customer pay procedure, NOT covered under the provisions of the warranty.</p>
08-39-99 12/10/99	'00 (BR)	<p><i>Communications may stop between the JTEC PCM and a generic scan tool.</i></p> <p>This information applies to vehicles built before November 30, 1999. The JTEC Powertrain Control Module (PCM) may stop communications with a generic scan tool. This bulletin involves selectively erasing and reprogramming the JTEC PCM with new software calibration change (00Cal13 &amp; 00Cal13A).</p>

<b>CATEGORY 8</b>	<b>ELECTRICAL...continued</b>
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08-42-99 12/17/99	'98 - '99 (BR)	<p><i>The fuel gauge reads full for an excessive period of time.</i></p> <p>This bulletin applies to vehicles equipped with the 5.9L Cummins diesel engine. After driving over 200 miles, the fuel gauge may read full until the vehicle travels over a bump in the road and then the gauge operates normally. This condition may be caused by the float in the fuel pump module sticking and may be difficult to diagnose. Perform the repair procedure (new fuel pump module) if the customer's concern matches the description identified in the Symptom/Condition.</p>
08-43-99 12/17/99	'98 - '99 (BR)	<p><i>Central timer module software update when a wiper module is replaced.</i></p> <p>This bulletin applies to vehicles equipped with remote keyless entry. Due to a design change in MOPAR replacement wiper modules, the central timing module must be updated with new software in order to allow the wiper module to function properly. The outlined repair procedure must be performed any time the wiper module is replaced.</p>
08-44-99 12/31/99	'99 - '00 (BR)	<p><i>Intermittent speaker operation/static.</i></p> <p>This bulletin applies to vehicles equipped with the Infinity sound system sales codes (RBR, RBN, and RAZ) built before October 1, 1999. The condition is intermittent operation/static that may occur in any or all speakers. The bulletin describes the proper repair.</p>

<b>CATEGORY 9</b>	<b>ENGINE</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-04-99 07/16/99	'98 - '99 (BR)	<p><i>Hard-to-diagnose noise coming from the engine turbocharger area.</i></p> <p>This bulletin applies to vehicles equipped with a Cummins 5.9L – 24V diesel engine built prior to engine serial number (ESN) 56587424. The ESN is located on the engine data plate which is located on the front left side of the engine, affixed to the gear housing.</p> <p>A noise may be present which on initial investigation may sound like a noisy turbocharger bearing. The sound of the noise may be described as a whistle, a squeal, a howl, a moan, or a gurgle. The noise will be more noticeable as engine temperature increases. The noise will most often occur when the warm engine is operated between 1,500 and 2,200 rpm's. The noise is usually heard in the cab, louder on the passenger side or seems to come from the dash vents. The noise may be caused by the coolant supply hose connector. The connector is located on the cylinder head next to the turbocharger. The connector is used to supply coolant to the heater hose. The bulletin describes the replacement of the hose connector.</p>

<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-02-99 04/19/99	'98 - '99 (BR)	<p><i>Erratic torque converter clutch (TCC) operation.</i></p> <p>This information applies to vehicles equipped with a 5.9L 24-valve diesel engine and automatic transmission built between January 1, 1998 and December 18, 1998. Some vehicles may exhibit a surge-like condition while in fourth gear. This may be caused by the TTC unlocking and locking when it should be consistently locked. The cause of this erratic operation has been identified as electrical noise from the Throttle Position Sensor (TPS) or Alternator. This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (calibration changes 98cal12 and 99cal14).</p>
18-07-99 04/30/99	'98 - '99 (BR)	<p><i>Erroneous MIL illumination with DTC \$A8 (P1763) governor pressure sensor volts too high.</i></p> <p>This information applies to vehicles equipped with a reseries automatic transmission built before December 18, 1998. Some vehicles may exhibit a MIL illumination with DTC \$A8 (P1763) - GOVERNOR PRESSURE SENSOR VOLTS TOO HIGH. The vehicle operator may experience slower than normal accelerations because the transmission may temporarily enter third gear "Limp-In" Mode. The "Limp-In" Mode may last until the vehicle owner cycles the ignition key. The technician may not detect a problem with the automatic transmission during a diagnostic test</p>



or test drive. The MIL is caused by an increase in hydraulic pressure. The increased hydraulic pressure is the result of a new valve body machining process. Vehicles built after January 1, 1998 have an automatic transmission with this new process valve body. Vehicles built before January 1, 1998 may experience this condition if either the transmission valve body or the entire automatic transmission was replaced with components manufactured after January 1, 1998. This bulletin involves selectively erasing and reprogramming the JTEC Powertrain Control Module (PCM) with new software (calibration changes 99Cal14, 98Cal12).

18-08-99 '98 - '99 (BR)  
04/30/99

*Improved speed control system sensitivity to set speed.*

Some customers may complain that their vehicle speed control system may be too busy or drift more than 2 mph below or above the initial vehicle set speed. Vehicle load and road/terrain conditions may impact this issue. The new PCM software improves the speed control system sensitivity so that the vehicle speed remains closer to its set speed with fewer engine rpm oscillations. This bulletin involves selectively erasing and reprogramming the JTEC Powertrain Control Module (PCM) with new software (calibration changes 98Cal12A, 99Cal 17). There is no change to the Cummins CM551 Engine Control Module (ECM) software.

18-09-99 '99 (BR)  
05/21/99

*Common diagnostic trouble codes caused by an open fuse.*

Analysis has revealed an issue with repeated repairs for the same Diagnostic Trouble Code (DTC). The DTC may be due to an overlooked open circuit used to power the component in question. In most instances, either the circuit fuse has been erroneously removed or the fuse itself is open (blown). The component in question, and its circuit, are often protected by two fuses. It is usually the lower amperage fuse that is either missing or open. The lower amperage fuse is positioned electrically in the circuit between the component in question and either a relay or the ignition switch. The lower amperage fuse will be located either in the underhood Power Distribution Center (PDC) or in the instrument panel Junction Block. The lower amperage fuse is often missing because it was removed erroneously for use in another low current circuit. If the lower amperage fuse is open (blown), then the circuit and component in question must be checked for an electrical short. Check to make sure that the open fuse was not exchanged with another fuse or was damaged by an installed accessory.

18-11-99 '98 - '99 (BR)  
05/28/99

*Slow acceleration or lack of power while towing or hauling a heavy load.*

This information applies to vehicles equipped with a 5.9L - 24V diesel engine built before engine serial number 56587297 with a date of engine manufacture of May 5, 1999. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the gear housing. There may be a condition of low power or slow acceleration when towing or when hauling a heavy load. This software change, to the Cummins CM551 diesel engine controller, will increase engine torque. Some 1998 BR vehicles equipped with a 5.9L - 24V diesel engine may already have the latest software revision. Verify that the ECM is at calibration level 98T17 (p/n's 333034303J / 333035303J / 333036303J / 333037303J). If the calibration level is 98T17, then this TSB does not apply and further powertrain diagnosis may be required. This bulletin involves selectively erasing and reprogramming the Cummins CM551 Engine Control Module (ECM) with new software (calibration changes 98Cal T17 and 99CalT8B). There is no change to the JTEC PCM software.

18-21-99 '98 - '99 (BR)

*5.9L - 24V Cummins diesel low power or poor performance diagnostic.*

The vehicle operator may complain of slow acceleration or a lack of power when towing or hauling moderate to heavy loads. The condition may be worse at higher altitude. Do not proceed with this technical service bulletin until TSB 18-11-99 has been performed. This bulletin further describes diagnostic procedures that may be used to assist the technician in the diagnosis of a low power or poor performance complaint.

18-24-99 '00 (BR)  
11/15/99

*5.9L - 24V Cummins diesel low power or poor performance diagnostic.*

The vehicle operator may complain of slow acceleration or a lack of power when towing or hauling moderate to heavy loads. The condition may be worse at higher altitude. This bulletin involves diagnostic procedures that may be used to assist the technician in the diagnosis of a low power or poor performance complaint. The procedures outlined start with confirmation that TSB 18-11-98 (turbocharger wastegate actuator repair kit) has been performed. Additionally, the technician should verify that the throttle is opening fully.

- Perform the complete FUEL TRANSFER PUMP PRESSURE TEST procedure.

<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE...continued</b>
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- Inspect the fuel tank rollover valve for restrictions and to ensure that the shipping cap has not been left on the end of the valve.
- Inspect the charge air cooler hoses and clamps for proper installation. Inspect all connections and clamps for looseness. Verify that no leaks are present when the engine is under boost conditions.
- While performing the following road test, verify that the turbo boost pressure is 16 psi during wide open throttle (WOT) acceleration.
- While road testing the vehicle in a safe area and manner, conduct an acceleration test. For vehicles equipped with an automatic transmission conduct a 0-60 mph acceleration test. For vehicles equipped with a manual transmission, conduct a 40-60 mph acceleration test in fourth gear. It may take the technician performing several acceleration tests to obtain consistent acceleration times. A performance vehicle/tire size/weight chart is provided. A summary of the chart reveals 0-60 mph test for automatic trucks 13.5 to 15 seconds is acceptable. In the 40 to 60 mph test, for manual trucks in fourth gear, can vary from 7.5 to 9.0 seconds. Correction factors for vehicle weight and altitude are presented.

18-24-99 '00 (BR)  
11/15/99

*5.9L - 24V diesel engine intermittent engine stumble.*  
This information applies to vehicles equipped with a 5.9L - 24V diesel engine built before engine serial number 56624822 with a date of manufacture of August 28, 1999. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the gear housing. The customer may experience a quick, momentary stumble while driving or when stopped with the engine running. This condition is intermittent and may occur at any time during the operation of the vehicle. A change to the Cummins CM551 Engine Control Module (ECM) software corrects this condition (calibration change 99CaIT9A).

<b>CATEGORY 19</b>	<b>STEERING</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-03-99 05/07/99	'94 - '99 (BR)	<i>Steering slow to return to center.</i> This bulletin supersedes technical service bulletin 19-01-94, dated January 28, 1994. This bulletin applies to 4x4 vehicles equipped with a Dana model 60 front axle (sales code DRD). The rate of steering return to center (after turning a corner) may be slower than normal or may require slight steering wheel correction while driving straight ahead. The repair involves performing a ball joint tightening sequence.
19-04-99 05/28/99	'99 (BR)	<i>Steering system diagnosis.</i> Customers may complain that the steering system "feels heavy" or the steering wheel is not centered while driving on a straight road. The steering gear used on the 1999 Ram Truck is designed to have a heavy on-center steering characteristic. Before replacing a steering gear for a steering system "feel" complaint, perform the suggested diagnosis to ensure that the rest of the steering system components perform as designed.

<b>CATEGORY 21</b>	<b>TRANSMISSION</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-08-99 04/30/99	'96 - '99 (BR)	<i>Buzz, whine or moaning-type noise from a cold transmission when reverse is selected.</i> Some vehicles may exhibit an intermittent noise from the transmission when reverse gear is selected. This noise has been described as a buzz, whining, or moaning-like noise. The noise is most noticeable when transmission fluid temperature is below 100 degrees F (38C). The condition is caused by a resonance of the transmission regulator valve system. The repair involves replacing the transmission regulator valve.
21-14-99 11/05/99	'00 (BR)	<i>47RE transmission - harsh or early shifts.</i> This information applies to vehicles equipped with a 5.9L - 24V diesel engine and 47RE automatic transmission built before engine serial number 56624822 with a date of manufacture

## CATEGORY 21 TRANSMISSION...continued

of August 28, 1999. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the gear housing.

Some early-built 2000 model year Ram Trucks may experience a harsh 3-4 shift. This condition may occur during any throttle position situation when transmission sump temperatures are 60 degrees F (15C) or higher. The harsh 3-4 shift may be more pronounced during heavy vehicle loading, e.g., trailer towing. Some 2000 M.Y vehicles may also experience an early 1-2 or 2-3 shift condition during wide open throttle (WOT) situations. This condition may have an impact on vehicle performance (acceleration). This condition may occur when transmission sump temperatures are 32 degrees F (0C) or higher. Changes to the Cummins CM551 engine control module (ECM) software/calibration corrects the above two conditions (calibration change 00Cal57T9A).

21-19-99 '99 - '00 (BR)  
11/12/99

*47RE delayed TCC lock-up and/or MIL P1740 = TCC or O/D solenoid performance.*

This information applies to vehicles built for the California market (NAE), equipped with a 5.9L - 24V diesel engine and built between March 2, 1999 and October 1, 1999. The customer may experience a delayed torque converter clutch engagement (lock-up). This condition may illuminate the Malfunction Indicator Lamp (MIL) due to Diagnostic Trouble Code (DTC) P1740 - TCC or O/D Solenoid Performance. In some situations, the customer may describe the condition as a lack of a transmission shift (TCC lock-up) between 30 and 50 mph. The transmission valve body upper housing separator plate was revised (wider slot) to improve fluid flow to the torque converter clutch. This bulletin describes the replacement of the transmission valve body upper housing separator plate.

## CATEGORY 23 BODY

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-08-99 03/05/99	'94 - '99 (BR)	<i>Instrument panel creak.</i> This bulletin supersedes technical service bulletin 23-45-96, dated August 2, 1996. A creak or squeak may be present near the left and/or right side(s) of the instrument panel. The noise is caused by the sheet metal joint between the A-pillar and the dash panel plenum lower rubbing together. This bulletin describes the repair procedure which involves loosening the instrument panel and providing additional clearance between the A-pillar inner panel and dash panel.
23-18-99 05/21/99	'98 - '99 (BR)	<i>Bezel comes loose from seat belt retractor cover.</i> This bulletin applies to club/quad cab vehicles. The seat belt retractor cover bezel comes loose due to a cracked seat belt retractor cover. The crack may occur at the bottom of the opening where the seat belt bezel snaps into the cover. This bulletin describes the installation of a new seat belt retractor cover.
23-22-99 07/02/99	'94 - '00 (BR)	<i>Rattle in door area.</i> This bulletin supersedes technical service bulletin 23-46-96, dated August 2, 1996. Customers may complain of one or more of the following symptoms: rattle heard in the door area; door window shakes when closing; door lower window channel bolt has pulled through the door sheet metal; door sheet metal is cracking around the lower window channel bolt. This bulletin involves removing the window channel from the door and installing a revised window channel.
23-28-99 08/13/99	'98 - '99 (BR)	<i>Power seat track vertical adjustment stuck in a full upward or full downward position.</i> This bulletin applies to club or quad cab vehicles built before March 1, 1999. The repair condition is that the front and/or rear power seat track vertical adjuster motors are stuck in a full upward or full downward position. The repair involves removing existing lubrication on the power seat track adjustment lead screws and then applying a new lubricant.
23-35-99 Rev. A 10/01/99	'94 - '00 (BR)	<i>Child seat tether anchors.</i> This bulletin supersedes technical service bulletin 23-35-99 dated September 3, 1999. This bulletin identifies the parts and labor operation numbers necessary to install a child seat tether anchor.

# TSBs Issued During 2000

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-04-00 Rev. A 05/12/00	'94 - '01 (BR)	<i>Squeaking/clicking noise from rear leaf springs.</i> If the vehicle has a squeaking/clicking noise coming from the rear of the vehicle, verify that the noise is coming from the rear springs as the vehicle's suspension goes through jounce and rebound. If a squeaking/clicking noise is coming from the rear springs, perform the repair procedure. The procedure involves replacing the spring tip liners and installing spring clinch clip insulators.

## CATEGORY 5 BRAKES

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-04-00 05/01/00	'00 (BR)	<i>High pitched squeal from rear brakes.</i> This bulletin applies to 2500/3500 series Ram trucks built before March 1, 2000. The condition discussed is a high-pitched squeal coming from the rear brakes when the brakes are applied. The repair procedure involves installing revised rear brake shoes.
05-06-00 06/09/00	'00 - '01 (BR)	<i>Front brake caliper anti-rattle clip retainer service procedures.</i> This bulletin applies to vehicles built before June 26, 2000. Vehicles built between April 19, 2000, and June 26, 2000, were built with a front brake caliper anti-rattle clip retainer. This Technical Service Bulletin provides the installation procedures for the retainer.

## CATEGORY 8 ELECTRICAL

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-05-00 04/21/00	'99 (BR)	<i>Intermittent operation of the instrument cluster.</i> The needle of the instrument cluster gauges may intermittently drop to zero and/or the telltale lamps, such as the AIRBAG warning lamp, may intermittently come on. The bulletin involves replacing the instrument cluster wire harness connector and associated wire terminals.
08-08-00 03/17/00	'99 - '00 (BR)	<i>Inoperative or intermittent remote keyless entry (RKE) transmitter.</i> The problem described is an inoperative RKE transmitter. This condition may be intermittent and will have similar symptoms to a dead transmitter battery. This bulletin discusses replacing and reprogramming the (RKE) transmitter.
08-11-00 03/24/00	'94 - '00 (BR)	<i>Recordable compact discs used in automotive CD players.</i> Some recordable compact disc media, such as CD-R and CD-RW, may not comply with the standard CD format used in automotive CD players. When these CDs are used, customers may encounter error messages skipping, or delaminating of the labels, which can cause an eject failure. It is important to question whether these kinds of CD media are being used. When customers encounter these symptoms, check the system with a known playable CD. The media may not be compatible with some automotive CD players. Replacing or exchanging the CD player will not address these issues.
08-16-00 04/28/00	'94 - '00 (BR)	<i>Front door speaker buzz.</i> The bulletin discusses a buss noise coming from the front door speaker(s). The noise may be more noticeable while listening to "talk" radio segments with deep male voices. The repair procedure involves installing a urethane foam pad between the inner door panel and the door trim.

## CATEGORY 8 ELECTRICAL...continued

08-17-00 05/12/00	'99 - '00 (BR)	<p><i>Intermittent speaker operation/static.</i></p> <p>Intermittent operation/static may occur in any or all speakers. The bulletin applies to vehicles equipped with the Infinity sound system sales codes (RBR, RBN, and RAZ) built before October 1, 1999. This repair involves installing new speaker kits on both right and left front doors and installing foam between the inner door trim panel and the door.</p>
08-18-00 05/12/00	'98 - '01 (BR)	<p><i>Radio Interference to/from two-way radio receivers.</i></p> <p>Customers may complain of intermittent poor reception on their two-way radios. This bulletin involves installing a RFI filter in series with the electric fuel pump motor.</p>
08-23-00 06/23/00	'98 - '01 (BR)	<p><i>Plastic boot to protect the electrical harness B+ end terminal at the generator.</i></p> <p>While service is being performed to the engine, it may be possible for a momentary electrical short to occur. The electrical short may be caused when a metallic object, such as a wrench or oil filter, comes in contact with the B+ end terminal of the generator wire harness. The B+ end terminal is bolted to the generator B+ stud (output terminal). The B+ stud on the generator is protected by a plastic surround. Part of the wire harness end terminal may extend beyond the protective plastic surround for the B+ output terminal.</p> <p>This bulletin applies to vehicles equipped with a 5.9L – 24V diesel engine built before engine serial number 56681800 with a date of manufacture of January 29, 2000. The repair procedure involves the installation of a protective rubber boot (part number 04487042) over the B+ terminal.</p>
08-26-00 09/29/00	'00 - '01 (BR)	<p><i>Central timer module electrically "locks-up."</i></p> <p>This bulletin applies to vehicles equipped with remote keyless entry (sales code GXR). In addition, this bulletin applies to vehicles built on or before the following build dates: Ram trucks built at the St. Louis North Assembly Plant on or before August 21, 2000; Ram trucks built at the Saltillo Truck Assembly Plant on or before August 31, 2000; Ram trucks built at the Lago Alberto Truck Assembly Plant on or before September 6, 2000. The repair involves replacing the Central Timer Module (CTM) with a revised part.</p>

## CATEGORY 9 ENGINE

<b>TSB#</b>	<b>MODELS</b>	<b>SUBJECT/DESCRIPTION</b>
09-02-00 02/18/00	'99 - '00 (BR)	<p><i>A heavy oil or fuel-like odor coming from the diesel engine compartment.</i></p> <p>This bulletin applies to vehicles equipped with a 5.9L diesel engine. The problem is a heavy oil or fuel-like odor coming from the engine compartment. This condition may occur after the engine oil has been changed. The odor appears to reduce in intensity as the engine oil ages. This aging usually occurs between the first 300 to 500 miles following the oil change.</p> <p>The odor condition is the result of certain diesel engine oil additives. These oil additives are blended with the base oil during the manufacture of the engine oil. Some diesel engine oils with the American Petroleum Institute quality rating of CH-4 or CH-4+ may be more prone of exhibiting the odor condition.</p> <p>The DaimlerChrysler recommended diesel engine oil (p/n 04798231 or p/n 0479832) is formulated to minimize the heavy oil odor condition.</p>
09-03-00 02/18/00	'00 (BR)	<p><i>Engine oil seepage past the oil fill cap on 5.9L-24V diesel engine.</i></p> <p>This bulletin applies to vehicles equipped with a 5.9L-24V diesel engine built before engine serial number 56664950 with a date of manufacture of December 8,j 1999.</p> <p>Oil seepage may be noticed in the area of the oil fill cap. This may be due to paint overspray around the oil fill opening of the cylinder head valve cover. The paint overspray may cause an uneven sealing surface. The corrective action involves using fine grit sandpaper to insure a smooth mating surface.</p> <p>Another possible cause for the oil seepage may be a damaged oil fill cap o-ring. The o-ring may be cut die to the presence of a sharp corner around the top edge of the cylinder head cover oil fill opening.</p>

<b>CATEGORY 14</b>	<b>FUEL</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
14-01-00 02/04/00	'00 (BR)	<p><i>Thump/bump sound heard 1-3 seconds after the vehicle comes to a stop.</i></p> <p>This bulletin applies to 2500 series Club/Quad cab vehicles equipped with the 6 ½ foot box built before December 1, 1999.</p> <p>Customers may hear a thump/bump sound that occurs 1-3 seconds after the vehicle comes to a complete stop. In some cases, the thump/bump sound may be transmitted through the floor of the vehicle allowing the customer to feel the thump/bump in the floor pan of the vehicle. The sound will only occur when the fuel level of the vehicle is between ½ and 7/8 tank of fuel.</p> <p>Since the fuel level of the vehicle must be between ½ to 7/8 full, the condition may be difficult to diagnose. The repair involves replacing the fuel tank.</p>
14-02-00 04/14/00	'00 - '01 (BR)	<p><i>Crack in diesel fuel filter housing cover caused by an improper servicing procedure.</i></p> <p>This bulletin applies to vehicles equipped with a 5.9L-24V diesel engine built before engine serial number 56686747 with a date of manufacture of February 09, 2000. Analysis of returned fuel filter housing covers has determined that a number of plastic covers are being replaced due to cracks. Further analysis has revealed that the cracks may be caused by improper cover removal procedures. Do not use the square opening to remove or install the cover. The fuel filter cover may crack. To remove or install the fuel filter cover correctly, only use the 1 1/8" hex head. Use of a six point socket is preferred.</p>
14-03-00 04/14/00	'98 - '01 (BR)	<p><i>Maintenance to the Water-In-Fuel sensor probes due to possible fuel contamination.</i></p> <p>The probes on the end of the Water-In-Fuel (WIF) sensor may become less effective at sensing the presence of water in the fuel if they are exposed to contaminated fuel. Contaminant from the fuel may insulate the WIF sensor probes and inhibit the WIF lamp from illuminating when water is present.</p> <p>Any time service is performed on the fuel filter or fuel filter housing, the probes on the end of the Water-In-Fuel sensor should be cleaned. Use a clean cloth to wipe the WIF probes of any contaminant.</p>

<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-015-00 Rev. A 12/21/00	'98 - '01 (BR)	<p><i>Driveability enhancements for winter fuel use and for hard starts.</i></p> <p>This bulletin applies to vehicles equipped with a 5.9L-24V diesel engine built between engine serial numbers 56419738 to 56798357, with a date of manufacture of December 16, 1997 to November 15, 2000.</p> <p>The customer may complain of poor driveability when winter fuel is used to power the engine. Or, the customer may complain of a hard or no-start condition, while the engine is at normal operating temperatures, when using any type of good quality diesel fuel. The poor driveability condition may occur only when either straight #1 diesel fuel is used or when other special cold climate winter blend fuels are in use.</p> <p>The no-start or long engine crank condition may occur when attempting to restart the engine while the temperature of the engine is till close to its normal operating temperature. This hard hot restart condition may be experienced in all ambient climates, but may be more of a concern in warmer ambient climates. The repair involves selectively erasing and reprogramming the Cummins CM551 Engine Control Module (ECM) with new software.</p>
18-024-00 12/21/00	'01 (BR)	<p><i>Low engine power when the automatic transmission is in overdrive.</i></p> <p>This bulletin applies to vehicles equipped with a 24-valve diesel engine and automatic transmission built between engine serial numbers 56666444 to 56798357, with a date of manufacture of December 15, 1999 to November 15, 2000. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the side of the timing gear housing.</p>

**CATEGORY 18      VEHICLE PERFORMANCE...continued**

The customer may complain of low engine power and/or poor performance. This engine condition may occur while the automatic transmission is being operated in its overdrive gear. This condition may be further aggravated if the customer is using the vehicle for towing purposes.

The Engine Control Module (ECM) software, on a 2001 Ram Truck equipped with a 24-valve diesel engine, is designed to “torque manage” the power output of the engine. This is done to protect the automatic transmission components. The revised software calibration restores the power output and improves the vehicle performance in overdrive.

Note: If TSB 18-015-00 Rev A has previously been performed too the vehicle in question, then the ECM software has already been revised with the correct calibration to address the above condition. The ECM will not require reprogramming.

The repair procedure involves selectively erasing and reprogramming the Cummins CM551 Engine Control Module (ECM) with new software (calibration versions: 56T13, 59T6). There is no change to the JTEC PCM software.

**CATEGORY 19      STEERING**

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-04-00 06/09/00	'94 - '00 (BR)	<i>Squeaking/creaking sound in steering column while turning.</i> This bulletin applies to vehicles equipped with non-tilt steering columns. A squeaking/creaking sound may be heard coming from the area of the steering wheel while turning. The sound is associated with rotation fo the steering wheel or may be heard while going over bumps in the road. The repair involves installing new lock housing attaching screws.

**CATEGORY 21      TRANSMISSION**

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-02-00 03/10/00	'99 - '00 (BR)	<i>47RE transmission-delayed upshift or no TCC engagement between 30 and 50 MPH.</i> This bulletin applies to vehicles equipped with a federal market 5.9L-24V diesel engine and built between March 2, 1999 and October 1, 1999.  The customer may experience a condition where the transmission may seem to have a delayed 3-4 upshift, while moderately accelerating from 30 to 50 MPH. The customer may also note high engine rpm's while operating in third or fourth gear. This condition may be caused by a delay in the engagement of the transmission torque converter clutch (torque converter lockup). The repair involves the replacement of the transmission valve body upper housing separator plate.
21-04-00 06/30/00	'96 - '99 (BR)	<i>Erroneous MIL illumination for P1763 – Transmission Governor Pressure Sensor Volts Too High.</i> Some vehicles may exhibit a MIL illumination with a Diagnostic Trouble Code (DTC) of P1763 – Transmission Governor Pressure Sensor Volts Too High. The vehicle operator may experience slower than normal vehicle accelerations because the transmission may have temporarily entered its third gear “limp-In” mode as a result of the DTC. The “Limp-In” mode may last until the vehicle owner cycles the ignition key. The technician may not detect a problem with the automatic transmission during a diagnostic test or test drive.  The MIL is caused by an increase in hydraulic pressure. The increased hydraulic pressure is the result of a new valve body machining process, which entered into production January 1, 1998. This condition will occur most often with vehicles that were built between January 1, 1998 and December 18, 1998.  Vehicles built prior to January 1, 1998 may also experience this condition if the valve body or the transmission assembly is replaced with components built after January 1, 1998.  This bulletin involves selectively erasing and reprogramming the JTEC Powertrain Control Module (PCN) with new software.

**CATEGORY 21****TRANSMISSION...continued**21-08-00 '99 - '00 (BR)  
09/01/00*47RE delayed TCC lock-up and/or MIL P1740 – TCC or O/D Solenoid Performance.*

This information applies to vehicles build for the California market (NAE), equipped with a 5.9L-24V diesel engine and built between March 2, 1999 and October 1, 1999.

The customer may experience a delayed torque converter clutch engagement (lock-up). This condition may illuminate the Malfunction Indicator Lamp (MIL) due to Diagnostic Trouble Code (DTC) P 1740 – TCC or O/D Solenoid Performance. In some situations, the customer may describe the condition as a lack of a transmission shift (TCC lock-up) between 30 to 50 MPH.

The transmission valve body upper housing separator plate was revised, with a wider (0.470 inches) slot in the lockup vent circuit, to improve fluid flow in the torque converter clutch. This bulletin involves the replacement of the transmission valve body upper housing separator plate.

21-12-00 '00 - '01 (BR)  
09/15/00*Tapping/knocking sound during idle.*

This bulletin applies to vehicles built before May 10, 2000, equipped with an automatic transmission. A tapping/knocking sound may be heard or felt in the driver side floor pan area during idle conditions. With the engine running at an idle, listen for knocking sound coming from the driver side floor pan area. If a tapping/knocking sound can be heard, replace the shift linkage with revised parts.

**CATEGORY 23****BODY****TSB#****MODELS****SUBJECT/DESCRIPTION**23-03-00  
02/04/00

'00 (BR)

*Vehicle Identification Number (VIN) Plate Relocated*

The VIN plate on the subject model vehicles has been relocated from the instrument panel to the cowl bar. Due to the relocation of the VIN plate, the windshield frit (the frit is the black-out band at the bottom of the windshield) required a change so that the VIN plate could be seen through the windshield. The view of the VIN plate may be blocked if a 1999 or earlier windshield is installed on the vehicle.

Do not install or have class suppliers install 1999 or earlier windshields on 2000 model year subject model vehicles. Likewise, do not install or have glass suppliers install 2000 or later windshields on earlier models.

23-19-00  
05/05/00

'94 - '01 (BR)

*Instrument panel creak.*

A creak or squeak may be present near the left and/or right side(s) of the instrument panel. The noise is caused by the sheet metal joint between the A-pillar and the dash p0anel plenum lower rubbing together. The repair involves loosening that instrument panel and providing additional clearance between the A-pillar inner panel and dash panel.

23-25-00  
06/30/00

'97 - '01 (BR)

*Paint fogging/whitening.*

Painted surfaces of the vehicle that are covered for extended periods of time with front end covers (bras), transit films or magnetic signs may appear to have a white "milky" spot on dark colors, or a fogging, coffee colored spot lighter colors. The repair involves removal of a fogging or staining condition from any painted surface where moisture may be trapped under the clear coat by using a heat gun.



# TSBs Issued During 2001

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-001-01 1/19/01	'94 - '01	<i>Rear of vehicle sits too high to allow hook up to a fifth-wheel trailer.</i> This bulletin applies to 2500 and 3500 4x4s. The curb height lowering package is designed to reduce the rear spring spacer block by 1 7/8 inch, which will lower the rear of the vehicle by several inches providing clearance so that most customers can attach their fifth-wheel or goose neck trailer to the trailer hitch turntable.

## CATEGORY 5 BRAKES

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-002-01 3/9/01	'01	<i>Parking brake pedal adjustment.</i> This bulletin applies to 2500/3500 series Ram trucks with four-wheel disc brakes, built before November 20, 2000. Parking brake cable appears to be mis-adjusted, which may cause the parking brake lamp to remain illuminated even after the parking brake pedal has been released. The parking brake system, however, is not mis-adjusted and functions normally. Install new parking brake cables.

## CATEGORY 8 ELECTRICAL

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-010-01 5/25/01	'94 - '02	<i>Airbag/clock spring service.</i> When servicing any airbag system, it is essential to follow the proper Service Manual and/or Diagnostic Manual procedures for diagnosing, testing, and replacing of any component. Do not use silicone or any other lubricant spray on or near the clock spring. Lubricants are often used in the clock spring area of the steering column to eliminate noise. Any repair that may disrupt the positioning of the steering wheel with the front wheels will require that the clock spring be centered. This includes clock spring replacement, steering column service, HVAC service, steering gear service, and front suspension crossmember service.

## CATEGORY 9 ENGINE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-002-01 03/02/01	'98 - '01 (BR)	<i>Exhaust manifold bolt retention straps.</i> This bulletin applies to vehicles equipped with a 24-valve diesel engine built on or between engine serial number 56419738 and 56777585, with a date of engine manufacture from January 01, 1998 to September 22, 2000. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the side of the timing gear housing.  Vehicles that are used for extended heavy trailer hauling purposes may experience a loss of exhaust manifold bolt torque. This condition may lead to exhaust gas blow-by past the exhaust manifold gasket(s) and even loss of exhaust manifold bolts.  A new exhaust manifold bolt retention strap has been released as a means of locking the outboard exhaust manifold bolts in place. This will prevent bolt rotation and torque loss during the thermal expansion and contraction cycles of the exhaust manifold.

<b>CATEGORY 9</b>	<b>ENGINE...continued</b>
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09-001-01 '01 1/19/01		<p><i>Intermittent loss of oil pressure sensor output voltage.</i></p> <p>This bulletin applies to 2500/3500 diesels with engine serial number 56744083 to 56809910. The output voltage of the oil pressure sensor may intermittently dropout. This condition may cause the engine oil pressure gauge needle to erroneously indicate lower than actual oil pressure. A warning chime may sound and the "Check Gauges" lamp may illuminate. The Engine Control Module (ECM) software has been revised to address this condition. Replacing the oil pressure sensor will not correct this condition.</p>
09-003-01 All 5/4/01		<p><i>Engine oil additives/supplements.</i></p> <p>Engine oil additives/supplements (EOS) should not be used to enhance engine oil performance. Engine oil additives/supplements should not be used to extend engine oil change intervals. No additive is known to be safe for engine durability and can degrade emission components. Additives can contain undesirable materials that harm the long term durability of engines. Generally it is not desirable to mix additive packages from different suppliers in the crankcase; there have been reports of low temperature of low temperature engine failures caused by additive package incompatibility with such mixtures.</p>
09-006-01 '98 - '02 (BR) 08/24/01		<p><i>Engine oil pan gasket sealing.</i></p> <p>This bulletin applies to Ram trucks equipped with the 24-valve diesel engine. Repeat oil pan gasket leaks can occur on 24-valve diesels if the gasket is applied without the use of Mopar Silicon Rubber Adhesive (RTV) sealant (PN 04883971). This bulletin provides specific routing of the sealant when replacing the engine oil pan gasket. When replacing an oil pan gasket, apply a 1/8" bead of RTV to the oil pan side of the gasket, around the back of the engine, extending up to the fourth bolt hole from the rear on each side, as per the referenced diagram.</p>
To be determined	'98 - '02 (BR)	<p><i>Crankcase breather overflow.</i></p> <p>This bulletin applies to '98 - '02 (BR) Ram trucks equipped with the 24-valve Cummins diesel engine built after March 27, 1998 (ESN 56443872). Owners of '98 - '02 trucks equipped with the 24-valve Cummins diesel engine may experience engine oil overflow from the front crankcase breather when the vehicle is operated on an extreme downhill grade (36.5% or 22° slope/grade). Operation of this type for extended periods of time can cause enough engine oil depletion to damage the engine. A kit containing all components necessary to eliminate the oil overflow has been made available. The bulletin outlines the repair procedure that relocates the breather from the front of the engine to a new location on the driver's side tappet cover.</p>

<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-31-1 New Release	'98.5 - 2002 (BR/BE)	<p><i>Cold idle engine warming.</i></p> <p>This bulletin involves selectively erasing and reprogramming the Engine Control Module with new software. This bulletin applies to all Ram trucks built after December 17, 1997 equipped with the 24-valve 5.9L Cummins diesel engine.</p> <p>Extended idle operation, especially in cold weather, can allow varnishes/oils to condense on the exhaust valve stems, leading to stuck valves, and damaged valve train components. The repair procedure involves calibration software that will activate when certain parameters are met, reducing the chance of valve sticking as well as improving cab heat warm-up time. Idle speed will slowly ramp up from 800 rpm to 1200 rpm when all of the following conditions are met:</p> <ul style="list-style-type: none"> <li>▪ Intake Manifold Temperature less than 60°C (32°F)</li> <li>▪ Coolant Temp is less than 60°C (140°F)</li> <li>▪ The transmission is in Neutral or Park</li> <li>▪ The Service Brake pedal is not depressed</li> <li>▪ Throttle = 0%</li> <li>▪ Vehicle Speed = 0 mph</li> </ul>

## CATEGORY 18 VEHICLE PERFORMANCE...continued

If intake manifold temperature (IMT) is less than -9°C (15°F), three of the cylinders will be shut off upon reaching 1200 rpm, creating a slight change in engine sound which is normal. Thus the engine has to work to overcome the three “dead” cylinders. This allows the engine to create increased heat in the cooling system, allowing more rapid warm up.

Either feature will abort when any one of the following occurs:

- The automatic transmission is placed in gear (forward or reverse)
- The service brake pedal is depressed
- Throttle position is greater than 0%
- Vehicle speed greater than 0 mph
- Coolant temperature is greater than 79°C (175°F)

## CATEGORY 21 TRANSMISSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-004-01 02/16/01	'01 (BR)	<p><i>Overdrive disabled to improve transmission reliability during cold temperature operation.</i></p> <p>This bulletin applies to vehicles equipped with an automatic transmission where the vehicle was built on or between June 26, 2000 and December 23, 2000, and the PCM software level is earlier (lower) than calibration 14 for model year 2001.</p> <p>Quality analysis has determined that insufficient lubrication of certain internal transmission components may occur when a vehicle is operated in temperatures lower than -20°C (-5°F). This condition may be caused by the automatic transmission fluid (ATF) freezing in the cooler lines and interrupting the flow of lubricating oil (ATF) to the transmission overdrive unit. This condition should be a concern only in areas where very cold ambient temperatures of -20°C (-5°F) are experienced.</p> <p>The revised software will not allow 4<sup>th</sup> gear overdrive to occur if ambient temperatures are less than -20°C (-5°F). The revised PCM software has been implemented to improve transmission reliability. The customer should be informed that reduced fuel economy would be expected when overdrive is not in use.</p> <p>The repair involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (calibration level 01Cal14).</p>

## CATEGORY 25 EMISSIONS

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
25-001-01 1/19/01	'01 (BR/BE)	<p><i>Generic Scan Tool May Not Display Certain DTC's and Erroneous LDP Switch.</i></p> <p>This bulletin applies to vehicles with an RE automatic transmission built before January 12, 2001 (MDH 0112XX). A generic scan tool may not display certain Diagnostic Trouble Codes (DTC) when a Malfunction Indicator Lamp (MIL) illuminates. The PCM software must be updated to calibration level 01Cal4A.</p>
25-002-01 1/19/01	'01 (BR/BE)	<p><i>Scan Tool Erroneously Displays P000 For DTC's P1740 And P0461.</i></p> <p>This bulletin applies to vehicles with an RE automatic transmission built before January 31, 2001 (MDH 0131XX). A Generic Scan Tool or an Enhanced Scan Tool, like the DRB III, may erroneously display certain Diagnostic Trouble Codes (DTC) as P0000. As a result, the scan tool may display Freeze Frame data incorrectly. The PCM software must be updated to calibration level 01Cal4A.</p>

# TSBs Issued During 2002

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-001-01 1/19/01	'94 - '01	<i>Rear of vehicle sits too high to allow hook up to a fifth-wheel trailer.</i> This bulletin applies to 2500 and 3500 4x4s. The curb height lowering package is designed to reduce the rear spring spacer block by 1 7/8 inch, which will lower the rear of the vehicle by several inches providing clearance so that most customers can attach their fifth-wheel or goose neck trailer to the trailer hitch turntable.

## CATEGORY 5 BRAKES

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
05-002-01 3/9/01	'01	<i>Parking brake pedal adjustment.</i> This bulletin applies to 2500/3500 series Ram trucks with four-wheel disc brakes, built before November 20, 2000. Parking brake cable appears to be mis-adjusted, which may cause the parking brake lamp to remain illuminated even after the parking brake pedal has been released. The parking brake system, however, is not mis-adjusted and functions normally. Install new parking brake cables.

## CATEGORY 8 ELECTRICAL

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-010-01 5/25/01	'94 - '02	<i>Airbag/clock spring service.</i> When servicing any airbag system, it is essential to follow the proper Service Manual and/or Diagnostic Manual procedures for diagnosing, testing, and replacing of any component. Do not use silicone or any other lubricant spray on or near the clock spring. Lubricants are often used in the clock spring area of the steering column to eliminate noise. Any repair that may disrupt the positioning of the steering wheel with the front wheels will require that the clock spring be centered. This includes clock spring replacement, steering column service, HVAC service, steering gear service, and front suspension crossmember service.
08-016-01 8/3/01	'02 (BR/BE)	<i>Locking radio antenna connector.</i> This information only bulletin applies to all 2002 vehicles equipped with radios. The radio units will have a new locking radio antenna connector. This connector requires that a sliding plastic collar be pulled away from the radio, similar to an air hose connector, to release the lock. Pulling the antenna out of the radio without activating the release could damage the antenna or the radio.
08-017-01 9/21/01	'02 (BR/BE)	<i>Safety systems -- Vehicle modifications/repair.</i> Any of the safety systems may be disabled by inadvertent damage to wiring or system components or by changing or modifying the location of a component.
08-025-01 11/23/01	'94 - '01 (BR/BE)	<i>Airbag on-off switches.</i> This bulletin supersedes technical service bulletin 08-037-99, dated 11/12/99. This bulletin is provided to identify the parts and procedures necessary to deactivate airbags authorized by NHTSA. Airbag deactivation is a customer pay procedure, not covered under the provisions of the warranty. The component parts are covered under the appropriate Mopar part warranty.

DaimlerChrysler Corporation is now offering airbag on-off switches for the selected vehicles listed above. The switches are packaged in a kit containing all necessary parts (except as indicated) and a detailed instruction sheet. Under the National Highway Traffic Safety Administration's rule, consumers will be authorized for on-off switches by claiming they meet any of several criteria. Airbag on-off switches must not be installed without the vehicle owner presenting the NHTSA authorization letter. For more information concerning the authorization process and/or the authorization letter call NHTSA's Auto Safety Hotline at 1-800-424-9393. We encourage the dealer to install these switches when the customer is interested in doing so and has the necessary NHTSA authorization.

**CATEGORY 9****ENGINE...continued**

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>																		
09-002-01 03/02/01	'98 - '01 (BR)	<i>Exhaust manifold bolt retention straps.</i> This bulletin applies to vehicles equipped with a 24-valve diesel engine built on or between engine serial number 56419738 and 56777585, with a date of engine manufacture from January 01, 1998 to September 22, 2000. This information is available on the engine data plate, which is located on the left side of the engine, affixed to the side of the timing gear housing.																		
09-001-01 1/19/01	'01	<i>Intermittent loss of oil pressure sensor output voltage.</i> This bulletin applies to 2500/3500 diesels with engine serial number 56744083 to 56809910. The output voltage of the oil pressure sensor may intermittently dropout. This condition may cause the engine oil pressure gauge needle to erroneously indicate lower than actual oil pressure. A warning chime may sound and the "Check Gauges" lamp may illuminate. The Engine Control Module (ECM) software has been revised to address this condition. Replacing the oil pressure sensor will not correct this condition.																		
09-003-01 5/4/01	All	<i>Engine oil additives/supplements.</i> Engine oil additives/supplements (EOS) should not be used to enhance engine oil performance. Engine oil additives/supplements should not be used to extend engine oil change intervals. No additive is known to be safe for engine durability and they can degrade emission components. Additives can contain undesirable materials that harm the long term durability of engines. Generally it is not desirable to mix additive packages from different suppliers in the crankcase; there have been reports of low temperature engine failures caused by additive package incompatibility with such mixtures.																		
09-004-01 5/18/01	'89 - '93 (AD) '94 - '01 (BR/BE)	<i>Engine lubricant.</i> This bulletin involves 1989 – 2001 Ram trucks equipped with the 5.9L Cummins diesel engines. This bulletin discusses the recommended oil filters for use with Cummins 5.9L diesel engine: <table border="1" data-bbox="609 1018 1039 1276"> <thead> <tr> <th><u>Part No.</u></th> <th><u>Manufacturer</u></th> </tr> </thead> <tbody> <tr> <td>05016547AC</td> <td>Mopar</td> </tr> <tr> <td>LF3894</td> <td>Fleetguard Stratapore</td> </tr> <tr> <td>LF3552</td> <td>Fleetguard Microglass</td> </tr> <tr> <td>LF3959</td> <td>Fleetguard Cellulose</td> </tr> <tr> <td>3937695</td> <td>Cummins Cellulose</td> </tr> <tr> <td>FL896</td> <td>MotorCraft Cellulose</td> </tr> <tr> <td>L45335</td> <td>Purolator Cellulose</td> </tr> <tr> <td>PF1070</td> <td>AC Delco Cellulose</td> </tr> </tbody> </table> <p>The information only bulletin was issued to alert the field to problems caused by aftermarket oil filters. For example, neoprene compounds used internally in the manufacture of oil filters not recommended by DaimlerChrysler may separate from the filter, lodge in the piston cooling nozzle, and cause the engine to fail. THIS IS NOT AN ENGINE DEFECT.</p>	<u>Part No.</u>	<u>Manufacturer</u>	05016547AC	Mopar	LF3894	Fleetguard Stratapore	LF3552	Fleetguard Microglass	LF3959	Fleetguard Cellulose	3937695	Cummins Cellulose	FL896	MotorCraft Cellulose	L45335	Purolator Cellulose	PF1070	AC Delco Cellulose
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09-006-01 08/24/01	'98 - '02 (BR)	<i>Engine Oil Pan Gasket Sealing</i> This bulletin applies to Ram trucks equipped with the 24-valve diesel engine. Repeated oil pan gasket leaks can occur on 24-valve diesels if the gasket is applied without the use of Mopar Silicon Rubber Adhesive (RTV) sealant (PN 04883971). This bulletin provides specific routing of the sealant when replacing the engine oil pan gasket. When replacing an oil pan gasket, apply a 1/8" bead of RTV to the oil pan side of the gasket, around the back of the engine, extending up to the fourth bolt hole from the rear on each side, as per the referenced diagram.																		
09-002-02 3/11/02	'98 - '02 (BR)	<i>Crankcase Breather Overflow</i> This bulletin applies to '98 - '02 (BR) Ram trucks equipped with the 24-valve Cummins diesel engine built after March 27, 1998 (ESN 56443872). Owners of '98 - '02 trucks equipped with the 24-valve Cummins diesel engine may experience engine oil overflow from the front crankcase breather when the vehicle is operated on an extreme downhill grade (36.5% or 22° slope/grade). Operation of this type for extended periods of time can cause enough engine oil depletion to damage the engine. A kit containing all components necessary to eliminate the oil overflow has been made available. The bulletin outlines the repair procedure that relocates the breather from the front of the engine to a new location on the driver's side tappet cover.																		

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-019-01 9/3/01	'98.5 - '02 (BR/BE)	<p><i>Cold idle engine warming.</i></p> <p>This bulletin addresses selectively erasing and reprogramming the Engine Control Module with new software. This bulletin applies to all Ram trucks built after December 17, 1997, equipped with the 24-valve 5.9L Cummins diesel engine.</p> <p>Extended idle operation, especially in cold weather, can allow varnishes/oils to condense on the exhaust valve stems, leading to stuck valves, and damaged valve train components. The repair procedure involves calibration software that will activate when certain parameters are met, reducing the chance of valve sticking as well as improving cab heat warm-up time. Idle speed will slowly ramp up from 800 rpm to 1200 rpm when all of the following conditions are met:</p> <ul style="list-style-type: none"><li>• Intake Manifold Temperature is less than 60°C (32°F)</li><li>• Coolant Temp is less than 60°C (140°F)</li><li>• The transmission is in Neutral or Park</li><li>• The Service Brake pedal is not depressed</li><li>• Throttle = 0%</li><li>• Vehicle Speed = 0 mph</li></ul> <p>If intake manifold temperature (IMT) is less than -9°C (15°F), three of the cylinders will be shut off upon reaching 1200 rpm, creating a slight change in engine sound which is normal. Thus the engine has to work to overcome the three "dead" cylinders. This allows the engine to create increased heat in the cooling system, allowing more rapid warm up.</p> <p>Either feature will abort when any one of the following occurs:</p> <ul style="list-style-type: none"><li>• The automatic transmission is placed in gear (forward or reverse)</li><li>• The service brake pedal is depressed</li><li>• Throttle position is greater than 0%</li><li>• Vehicle speed is greater than 0 mph</li><li>• Coolant temperature is greater than 79°C (175°F)</li></ul>
18-014-01 7/9/01	'98 - '02 (BR/BE)	<p><i>Performance enhancement for severe cold weather environments.</i></p> <p>This bulletin applies to all Ram trucks equipped with a 5.9L 24-valve Cummins diesel engine with a 49-state emissions calibration and an automatic transmission. The bulletin describes how to selectively erase and reprogram the Powertrain Control Module (PCM) with new software (59t7a). The problem addressed by the PCM reprogram is a hard starting and/or idle speed fluctuations condition.</p> <p>Cummins 24-valve engines used with automatic transmissions can be severely affected by the use of sub-grade #1 diesel fuel when ambient temperatures are below 0°C (32°F), typically prevalent during the Winter months in Alaska, Northwestern Canada, and similar climates/temperatures elsewhere.</p> <p>This change will have no effect on performance during warm weather or when standard grade diesel fuels #1 or #2 are used.</p> <p>Vehicles with 49-state certification can apply this calibration change if needed. The calibration can be changed back to the original calibration if desired.</p>

## CATEGORY 19      STEERING

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
19-009-01 10/26/01	'97 - '02 (BE/BR)	<p><i>Driver airbag trim cover service.</i></p> <p>Driver airbag trim covers/horn switches for the above vehicles are serviceable and as such, when applicable, must be used instead of replacing the airbag module assembly. Airbag module assemblies returned for trim cover and serviceable horn switch issues, are subject to charge back.</p> <p>The horn switch is integral to the driver airbag unit. Only DaimlerChrysler-trained and authorized dealer service technicians should perform service of this unit. Failure to take the proper precautions or to follow the proper procedures could result in accidental, incomplete, or improper airbag deployment and possible occupant injuries.</p>

## CATEGORY 21      TRANSMISSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
21-004-01 02/16/01	'01 (BR)	<p><i>Overdrive disabled to improve transmission reliability during cold temperature operation.</i></p> <p>This bulletin applies to vehicles equipped with an automatic transmission where the vehicle was built on or between June 26, 2000, and December 23, 2000, and the PCM software level is earlier (lower) than calibration 14 for model year 2001.</p> <p>Quality analysis has determined that insufficient lubrication of certain internal transmission components may occur when a vehicle is operated in temperatures lower than -20°C (-5°F). This condition may be caused by the automatic transmission fluid (ATF) freezing in the cooler lines and interrupting the flow of lubricating oil (ATF) to the transmission overdrive unit. This condition should be a concern only in areas where very cold ambient temperatures of -20°C (-5°F) are experienced.</p> <p>The revised software will not allow 4<sup>th</sup> gear overdrive to occur if ambient temperatures are less than -20°C (-5°F). The revised PCM software has been implemented to improve transmission reliability. The customer should be informed that reduced fuel economy would be expected when overdrive is not in use.</p> <p>The repair involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with new software (calibration level 01Cal14).</p>
21-009-01 10/15/01	'01 (BE/BR)	<p><i>NV5600 Countershaft service.</i></p> <p>This bulletin involves Ram trucks manufactured prior to March 17, 2001, and equipped with the NV5600 6-speed, heavy duty transmission. Customers may experience a shifter vibration (commonly referred to as "gear clash") of the shift knob when shifting from one gear to another between 2500 and 3500 RPM after a cold start up. This condition is most evident when ambient temperatures are at or near 0°C (32°F) but can occur at warmer temperatures as well. The condition is most often reported on 3<sup>rd</sup> to 4<sup>th</sup> gear shifting, but can occur in the other shift ranges as well. The problem can be verified by assuring the transmission is at ambient temperature, vehicle moving and, with the engine at 2500 to 3500 RPM, shifting into and out of the gear ranges.</p> <p>This repair may include disassembly of the countershaft assembly, requiring the use of a 20-ton press. Attempts to use lesser equipment to effect this repair could result in damage or injury.</p> <p>If such a press is available, rebuilding the countershaft assembly is preferred. In the event a press is not available, a new countershaft assembly (PN 05073361AA) has been made available.</p> <p>Follow the service procedures in the appropriate service manual to complete necessary repairs. Follow normal warranty procedures to report the repairs.</p> <p><i>Automatic transmission fluid usage ATF+4 (Type 9602).</i></p>

## CATEGORY 21 TRANSMISSION...continued

21-006-01 '94 - '02 (BR/BE)  
6/29/01

This information only bulletin supersedes technical service bulletin 21-16-99, dated October 22, 1999. The bulletin discusses a new transmission fluid (ATF+4 – Type 9602) which has been developed and is being used as factory fill for all vehicles with Chrysler automatic transmissions. Until now, vehicles originally filled with ATF+2 or ATF+3 were to be serviced with ATF+3. Effective immediately, it is recommended that all vehicles with Chrysler automatic transmissions except for 1999 and earlier minivans be serviced with ATF+4. ATF+3 should continue to be used for 1999 and earlier minivans because of the potential for torque converter shudder during break in. For all other applications the ATF+4 fluid offers significant benefits as outlined below.

ATF+4 must always be used in vehicles that were originally filled with ATF+4.

Service intervals do not change. The service interval currently in effect for a given vehicle should continue to be followed.

ATF+4 is compatible with ATF+3 and can be used to top off vehicles that currently have ATF+2 or ATF+3. Do not use ATF+2 or ATF+3 to top off vehicles that have ATF+4 fluid.

### Benefits:

- Better anti-wear properties
- Improved rust/corrosion prevention
- Controls oxidation
- Eliminates deposits
- Controls friction
- Retains anti-foaming properties
- Superior properties for low temperature operation

Mopar ATF+4 is a World Class Fluid having exceptional durability. However, the red dye used in ATF+4 is not permanent; as the fluid ages it may become darker or appear brown in color. ATF+4 also has a unique odor that may change with age. With ATF+4 fluid, color and odor are no longer indicators of fluid condition and do not support a fluid change.

## CATEGORY 22 WHEELS

**TSB#**      **MODELS**  
22-001-01 '00 - '01 (BR/BE)  
Rev. A  
9/28/01

### SUBJECT/DESCRIPTION

#### *Chrome wheel care.*

Chrome wheels should be cleaned regularly with mild soap and water to maintain their luster and prevent corrosion. Wash them with the same soap solution as the body of the vehicle.

To clean extremely dirty wheels care must be taken in the selection of tire and wheel cleaning chemicals and equipment to prevent damage to wheels. Only Mopar Wheel Treatment, p/n 05066247AB – 12 oz. Or 05066248AB – 5 gal., is recommended to remove brake dust, dirt, grease and grime. Any of the "DO NOT USE" items listed below can damage or stain wheels and wheel trim.

#### DO NOT USE:

- Any abrasive type cleaner
- Any abrasive cleaning pad (such as steel wool) or abrasive brush
- Any cleaner that contains an acid (this will immediately react with and discolor the chromium surface)
- Any oven cleaner
- Any abrasive metal cleaner.
- Chrome polish unless it is buffed off immediately after application.
- Any abrasive cleaning pad or brush
- A car wash that has carbide tipped wheel-cleaning brushes.



## CATEGORY 23 BODY

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
23-027-01 9/21/01	'98 - '02 (BR/BE) Equipped with 6x9 Mirrors Sales Code GPS or GPU	<i>Outside rearview mirror glass replacement.</i> This bulletin supersedes technical service bulletin 23-034-00 Rev. A, dated December 15, 2000. It is unnecessary to replace the entire outside rearview mirror assembly when the mirror glass is broken or is missing. Replacement mirror glasses are available from Mopar. Because of the extremely long list of part numbers involved, please consult the Mopar parts catalog for the correct part number(s).
23-034-01 11/30/01	'00 - '01 (BR/BE)	<i>Scratching sound from the door seal while driving.</i> A scratching or itching type sound may be heard, coming from the front door opening. If a customer indicates that the condition is present, perform the repair procedure, which involves lubricating the secondary door seal with part number 04773427: Weather Seal Lubricant.

## CATEGORY 25 EMISSIONS

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
25-001-01 1/19/01	'01 (BR/BE)	<i>Generic Scan Tool May Not Display Certain DTC's and Erroneous LDP Switch.</i> This bulletin applies to vehicles with an RE automatic transmission built before January 12, 2001 (MDH 0112XX). A generic scan tool may not display certain Diagnostic Trouble Codes (DTC) when a Malfunction Indicator Lamp (MIL) illuminates. The PCM software must be updated to calibration level 0iCall4A.
25-002-01 1/19/01	'01 (BR/BE)	<i>Scan Tool Erroneously Displays P000 For DTC's P1740 And P0461.</i> This bulletin applies to vehicles with an RE automatic transmission built before January 31, 2001 (MDH 0131XX). A Generic Scan Tool or an Enhanced Scan Tool, like the DRB III, may erroneously display certain Diagnostic Trouble Codes (DTC) as P0000. As a result, the scan tool may display Freeze Frame data incorrectly. The PCM software must be updated to calibration level 0iCall4A.

# TSBs Issued 2003-2009

## CATEGORY 2 FRONT SUSPENSION

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
02-003-02 6/17/02	'00 - '02 (BR/BE)	<p><i>Toe-in specification change.</i></p> <p>This bulletin involves an update to the toe-in specification for front end alignments. The specification for toe-in has been revised to <math>0.2^{\circ} \pm 0.1^{\circ}</math> total toe in. This change has been shown to improve straight ahead driving performance and should be used whenever a front end alignment is performed.</p>
02-003-08 6/20/08	'08 (DM) 4500/5500	<p><i>Front and/or rear shock absorber noise.</i></p> <p>The customer may experience a clunking-like sound when traveling over small inputs (bumps and dips) in the road. This clunk-like sound is sometimes described as being similar to the sound that "loose lumber" may make when loose boards strike each other. This condition is more noticeable during cold ambient conditions below 40°F and at lower vehicle speeds when background noise is less. The sound may come from the front and/or rear shock absorbers.</p> <p>This condition is due to internal components within the vehicle shock absorber and the bulletin describes the replacement procedure.</p>

## CATEGORY 3 AXLE/DRIVELINE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
03-001-02 2/11/02	'02 (BR/BE)	<p><i>Front axle disconnect system.</i></p> <p>This bulletin involves a mid-2002 model year deletion of the front axle disconnect system on 2002 (BE/BR) 2500 and 3500 Ram Trucks. This change effects the front axle, transfer case and engine/headlamp and dash wiring harnesses. The bulletin applies to 2500 and 3500 (BE/BR) Ram trucks built after January 4, 2002 and equipped with front axles with the following part numbers: 52070136AO, 52070137AO, 52070138AP, and 52070139AO.</p> <p>The vehicles involved will retain Shift On the Fly (SFO) capability; however, with this change, the front driveshaft will now turn continuously when the vehicle is being driven. Due to the timing of this change this information is not reflected in the Service Manual and a future release will outline service procedures.</p>
03-002-02 7/1/02	'02 - '03 (DR)	<p><i>Use of synthetic rear axle lubricant.</i></p> <p>This bulletin applies to 2002-2003 (DR) Ram trucks equipped with the 9 ¼" rear axle and trailer tow package. It is critical to optimum performance in trailer towing conditions that when service is being performed on the 9 ¼" rear axle on 2002-2003 (DR) Ram trucks, the axle must be refilled with Mopar 75W-140 synthetic gear and axle lubricant (PN 04874469). Five ounces (148ml) of Mopar friction modifier (PN 04318060AB) must also be added to vehicles equipped with the trac-lok style rear axle.</p>
03-003-04 6/15/04	'03 - '04 (DR)	<p><i>Launch shudder.</i></p> <p>This bulletin involves adjusting the propeller shaft working angles and applies to vehicles equipped with a two-piece rear driveshaft. The problem is described as a drive line shudder or vibration while accelerating from a stop. The condition is most noticeable under heavy throttle acceleration and is usually present only at low speeds (below 25 mph). Vehicles equipped with a two-piece driveshaft are designed to minimize reaction forces that result from the universal joint transmitting torque at an angle. These forces cannot be eliminated entirely because of the necessity to compromise joint angle selection between curb and design loading conditions. U-joint angles change depending upon the amount of weight applied to the vehicle bed.</p>

## CATEGORY 3

## AXLE/DRIVELINE...continued

Therefore U-joint angle readings may need to be taken with different vehicle loads in order to obtain a satisfactory compromise. The vehicle should be evaluated under the loaded condition that produces the objectionable disturbance.

The repair procedure involves measurements at the transmission yoke, front propeller shaft, rear propeller shaft and rear axle. The working angles should be adjusted to provide the lowest angle possible for the output shaft to front propeller shaft, front propeller shaft to rear propeller shaft, and rear propeller shaft to axle pinion. The measurements will determine which direction to move the center bearing to optimize the angles. Install the appropriate bracket to obtain the minimum working angle, but still maintain at least ½ degree to ensure that there will be some movement in the U-joint bearings.

03-004-04 '03 - '04 (DR)  
6/22/04

### *Axle whine.*

This bulletin applies to 4x2, 2500 series, 140.5 inch wheelbase vehicles equipped with diesel engine, sales code ETC/ETH, and an automatic transmission, sales code DG8. The problem is that some vehicles may exhibit rear axle whine at speeds between 35 and 70 mph. The repair procedure involves identification of the pinion flange and propeller shaft that the vehicle is equipped with. If a repair is necessary, the propeller shaft is replaced using the chart listing the appropriate part numbers.

03-003-06 '03-'07 (DR)  
10/20/06

### *Axle-fluid level.*

This bulletin supersedes TSB 03-001-04, revision A dated 5/11/04.

The axle fill holes on some 2004 Dodge Truck axles may be located considerably higher than the actual fluid level. Filling the axle until the fluid comes out of the fill hole will overfill the axle, which could cause fluid foaming. When checking fluid level or filling a rear axle with fluid, you must measure distance from the bottom of the fill hole to the actual fluid level. This can easily be accomplished using a pipe cleaner or piece of wire. Make a 90 degree bend in the wire two inches from the end. The wire can then be inserted into the axle fill hole and used as a dipstick. Measure the distance from the bend to the oil level. The fluid levels for the axles are shown in the table below.

#### Ram Truck 2500/3500

Axle	Fluid Level (measured from the bottom of the fill hole)	Fluid Capacity
10.5 Rear Axle	1 inch ± ¼ inch	85 oz. SAE 75W-90 Synthetic
11.5 Rear Axle	¼ inch ± ¼ inch	122 oz. SAE 75W-90 Synthetic
9-¼ Front Axle	¼ inch ± ¼ inch	76 oz. SAE 75W-90 Synthetic

Note: The limited slip feature on 2500/3500 series Ram Trucks utilizes the Trac Rite locking feature which does not require Trac-Lok additives or friction modifiers.

## CATEGORY 6

## CLUTCH

### TSB#      MODELS

06-001-03 '03 (BR)  
5/16/03

### SUBJECT/DESCRIPTION

#### *Rattle sound from transmission when idling.*

This bulletin applies to vehicles equipped with a 5.9L Cummins high output Turbo Diesel (sales code ETH) and NV5600 six-speed manual transmission (sales code DEE) built on or before May 11, 2003. The vehicle operator may describe a rattle sound when idling in neutral with the clutch pedal released. The bulletin involves replacing the clutch disc with a revised part.

06-001-07 '07  
2/03/07

#### *Clutch system may over-adjust causing difficulty engaging transmission gear.*

This bulletin involves replacement of the clutch system flywheel, pressure plate, and disc.

This bulletin applies to vehicles equipped with a 5.9 liter or 6.7 liter Cummins Turbo Diesel engine and the G56 manual transmission (sales code ETH, ETJ, and DEG respectively), and built on or before November 09, 2006.

**CATEGORY 6****CLUTCH...continued**

The customer may experience difficulty attempting to engage a manual transmission gear. This may be due to the self-adjusting mechanism in the clutch system. The self-adjusting clutch mechanism may over-adjust (forward adjust). This condition most often will occur within the first 1,000 miles of vehicle operation.

The bulletin describes the proper repair technique to replace the flywheel, clutch plate, and clutch disc.

**CATEGORY 8****ELECTRICAL**

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
08-016-02 9/2/02	'02 - '03 (DR)	<i>Horn chirp and erroneous alarm.</i> This bulletin involves reprogramming the forward control module (FCM) should there be an erroneous horn chirp when a door is opened or an erroneous alarm. The correction is a reflash of the FCM.
08-004-03 3/14/03	'02 - '03 (DR)	<i>Electro mechanical instrument cluster (MIC) erroneous indicator lamps.</i> Three conditions have been identified which may be caused by communication errors between the electro mechanical instrument cluster (MIC) and other electronic modules on the vehicle. 1. An intermittent false "Check Gauges" on diesel engine equipped vehicles. 2. An intermittent false chime and "Low Wash" indicator. 3. A "Trans Temp" indicator on a manual transmissions equipped vehicle.  This bulletin involves selectively erasing and reprogramming the MIC with new software.
08/007/03 4/4/03	'03 (DR)	<i>Alternator mounting bracket cracked.</i> This bulletin applies to vehicles equipped with a 5.9L 24-valve diesel engine (sales codes ETC, or ETH) and built on or before February 13, 2003, with engine serial numbers prior to 57013271. The problem is that the vehicle operator may experience an accessory drive belt squeal during normal driving conditions. This bulletin describes how to replace the alternator support bracket with a revised bracket.
08-019-03 6/20/03	'03 (DR)	<i>Lamp-out indicator with aftermarket pickup box installation.</i> This information-only bulletin discusses situations where an aftermarket utility box is installed after the removal of the original equipment pickup box. Under the circumstances the lamp-out indicator may illuminate. This is due to the use of aftermarket rear stop and turn signal lamps which use a dual filament bulb instead of separate circuits for the stop and turn indicator. The bulletin then describes the reprogramming procedure to reset the lamp-out indicator.
08-031-03 10/31/03	'03 (DR)	<i>PCM connector corroded—sets MIL light.</i> This bulletin applies to vehicles equipped with a 5.9 liter diesel engine and an automatic transmission. Water may enter the PCM connector causing corrosion of electrical terminals on the PCM. This condition can set diagnostic trouble codes and illuminate the MIL light. If diagnostic trouble codes are present or other diagnostics lead to PCM connector problems, inspect the PCM and the PCM wire harness connector. The repair procedure involves replacement of the wiring harness.
08-011-04 3/16/04	'04 (DR)	<i>Poor radio sound quality with Infinity speakers.</i> This bulletin applies to vehicles equipped with Infinity speakers, sales code RCK. Radios equipped with Infinity Speakers may exhibit a variety of symptoms due to reversed right front speaker wiring (polarity). Symptoms include: front door or speaker buzz, poor sound quality, lack of bass. The solution involves correcting speaker wiring polarity in the radio connector.

**CATEGORY 8****ELECTRICAL...continued**

08-014-04 '04 (DR)  
3/30/04

*Radio intermittent audio.*

This bulletin applies to vehicles equipped with an AM/FM/cassette radio built prior to January 30, 2004 or AM/FM/CD radio built prior to January 30, 2004. Radios built after 1/30/04 will no longer have vent holes in the area the repair procedure covers. If the audio drops out when the vehicle is moved from a cold to a warm or humid environment, the reason is that condensation builds up across the audio amplifier circuitry, causing the amplifier to shut down. Typically, cycling the ignition switch off and on will restore the audio output. If the problem persists, the correct repair procedure is to apply tape over the row of slots on the left hand side of the radio's top cover.

08-014-05 '04 - '05 (DR)  
2/17/05

*Mopar accessory remote starter inoperative due to hood switch.*

This bulletin applies to vehicles equipped with a Mopar remote starter kit. The problem frequently occurs as one or more of the following:

- When the transmitter is pressed twice for start, the vehicle horn will chirp once but the vehicle engine will not start.
- When the transmitter is pressed twice for start, the vehicle horn will chirp twice, indicating a problem with the remote start system and the vehicle engine will not start.
- When the transmitter is pressed twice for start, the vehicle will chirp once, the engine will start and then turn off.

The technician may not be able to verify the symptom(s) because it may be an intermittent condition. The corrective action involves replacing the hood switch for the remote starting system.

08-024-05 '02 - '06 (DR)  
5/4/05

*Radio communication equipment installation recommendations.*

This information only bulletin gives the dealership technician some guidelines for the installation of two-way radio equipment.

08-058-05 '05 - '06 (DR)  
10/29/05

*Revised radio antenna mast installation procedure.*

This information only bulletin advises the proper tightening torque (30-32 in-lbs) for the radio antenna mast for various Chrysler group products.

08-014-06 '06 (DR)  
3/16/06

*UConnect Hands Free module fails to respond due to module lock-up.*

This bulletin supersedes service bulletin 08-049-05 dated September 1, 2005, and applies to vehicles equipped with UConnect Hands Free Communications (sales code RSP) that were built prior to October 2, 2005. If the UConnect Hands Free Communications system does not respond when system activation is attempted by the customer, the technical service bulletin gives the technician the proper repair technique to reset the hands-free module.

08-016-06 '06 - '07 (DR)  
Rev. A  
7/18/06

*Intermittent operation of electrical components due to ignition off draw (IOD) fuse not being fully seated.*

This bulletin supersedes technical service bulletin 08-016-06, dated March 22, 2006. The ignition off draw (IOD) fuse is used to prevent battery discharge during shipping and long term storage of vehicles. If the fuse is not completely inserted, partial contact of the fuse terminals could occur. When the vehicle is prepped for customer delivery, ensure that the fuse is fully engaged. When the IOD fuse holder is depressed into the carrier, an initial distinct detent will be felt to overcome the "pre-hold position." On '06 and '07 DR vehicles the circuits fed by the IOD fuse are: Radio, EVIC, Wireless Control Module, Hands Free Module, Satellite Radio, Video Screen, CCN wake-up with ignition off, Underhood Lamp, and CCN Interior Lighting.

## CATEGORY 8

## ELECTRICAL...continued

08-020-06 '06 (DR)  
5/5/06

### *Overhead console average fuel economy display.*

This information-only bulletin discusses the calculation method used by the truck's average fuel economy display. On '06 vehicles, the calculation has been changed to use the last displayed average fuel economy as a starting point for the calculation after a reset. The average fuel economy will then be adjusted from that point. If the display read 21.6 mpg at the time the reset was activated, the new display will start at 21.6 mpg and would change from that point depending on the current fuel usage. This was done to eliminate the extreme variations caused by very high or low fuel usage at the time of the reset.

08-021-06 '06  
Rev. A  
10/13/06

### *TIPM Flash: DTC's indicating short circuits in the wiring on the trailer or no engine crank with DTC P1277 – starter control circuit too low.*

This bulletin supersedes technical service bulletin 08-021-06, dated May 10, 2006.

This bulletin involves a discussion and reprogramming of the totally integrated power module (TIPM). This bulletin applies to vehicles built prior to April 03, 2006.

The customer may experience any of the following TIPM diagnostic trouble codes (DTC's):

B166B - Left Trailer Tow Lamp Control Circuit Low. Trailer harness left lamp circuit is shorted to ground.

B166C - Left Trailer Tow Lamp Control Circuit High. Trailer harness left lamp circuit is shorted to battery voltage.

B178C - Left Trailer Tow Lamp Control Circuit Over Current. Trailer harness left lamp circuit is intermittently grounding.

B166F - Right Trailer Tow Lamp Control Circuit Low. Trailer harness right lamp circuit is shorted to ground.

B1670 - Right Trailer Tow Lamp Control Circuit High. Trailer harness right lamp circuit is shorted to battery voltage.

B166E - Right Trailer Tow Lamp Control Circuit Over Current. Trailer harness right lamp circuit is intermittently grounding.

B1667 - Back Up Lamp Feed Low. Trailer harness back up circuit is shorted to ground.

B2215 - Front Control Module Internal (TIPM). An internal fault code counter has exceeded its limit of 250 counts and one or more electrical outputs controlled by the TOPM have been disabled.

P1277 - Starter Control Circuit 2 Low (TIPM). The output feed current to the starter solenoid has exceeded the upper current limit of 75 amps. This may result in a no-crank condition.

DTC's B1667, B166B, B166E, B166F, B178C and B2215: These DTC's indicate that a (hard or intermittent) short circuit to ground exists in the wiring of one or more of the trailer electrical harness circuits. The TIPM retries the output on each ignition cycle or request (brake or turn signal activation) in an attempt to enable the output in case the fault is intermittent. The new TIPM software raises the TIPM circuit trigger point from 15 amps to 20 amps.

DTC's B166C and B1670: These DTC's indicate that a short circuit to battery voltage (12 volts) exists in the wiring of one of the trailer electrical harness circuits.

DTC B2215 - Front Control Module (TIPM): This fault code occurs when the TIPM detects a short (to ground or to battery) on one of the trailer circuits more than 250 times. When B2215 is present with one of the above trailer circuit faults, the TIPM will turn off (disable) the respective faulty trailer circuit or circuits. This internal fault does not mean that the TIPM module is defective. The TIPM memory can be cleared, and this action will turn on a previously disabled trailer circuit. If possible, the fault in the circuit should be repaired first before clearing the TIPM memory. The dealer will need a scan tool to clear the TIPM memory.

DTC P1277 - Starter Control Circuit too Low (TIPM): The TIPM monitors the output current to the starter solenoid for over-current conditions. The DTC is set when the output current to starter solenoid exceeds 75 amps. On trucks equipped with a diesel engine, there may be times in cold climates when it is normal for the starter solenoid current to exceed 75 amps. The new TIPM software raises the TIPM current trigger point for DTC P1277 from 75 amps to 100 amps.

If any of the DTC's listed above are present, perform the repair procedure.

**CATEGORY 8****ELECTRICAL...continued**

08-026-06 '06 (DR/DH/D1)  
Rev. A  
10/25/06

*Overhead console temperature reading inaccurate or dome lamp turns off too soon.*

This bulletin supersedes technical service bulletin 08-026-06, dated June 02, 2006.

This bulletin involves selectively erasing and reprogramming the cabin compartment node (CCN) with new software. This bulletin applies to vehicles built on or before May 30, 2006. The vehicle owner may notice that if a vehicle door is left open for longer than 20 seconds the illuminated interior (dome) lamps will turn off. Or the vehicle operator may report that the ambient temperature first displayed in the overhead console is not accurate (displays -40°C or -40°F), when the ignition switch is turned to the "On" position, then slowly updates to the outside ambient temperature as the vehicle is driven. If the vehicle operator describes or experiences the symptom/condition, perform the repair procedure which involves a reflash to the CCN.

08-044-06 '07 (DR)  
10/07/06

*Steering angle sensor over travel performance (DTC:C1240).*

This bulletin involves the diagnosis and possible replacement of the steering angle sensor. This bulletin applies to vehicles equipped with the Electronic Stability Program (sales code BNB) and built prior to October 03, 2006. The customer may experience an illumination on the instrument cluster of the ABS (anti-Lock Brake System) and/or the ESP/BAS (Electronic Stability Program/ Brake Assist System) warning lights. Investigation may reveal the presence of diagnostic trouble code (DTC) C1240 – Steering Angle Sensor Over Travel Performance.

If the diagnostic test procedure for DTC C1240 determines that the steering angle sensor is at fault, then perform the repair procedure.

08-046-06 '04-'07  
10/25/06

*Cell phone induced buzz or clicking-like sound in radio speakers.*

This bulletin involves a discussion regarding cell phone generated signal interference with the vehicle radio system. A customer may experience a buzzing or clicking-like sound coming from the vehicle radio speaker(s). The sound may be heard when the radio is in AM or FM mode. The clicking-like sound may sound like Morse code.

This information-only bulletin points out that the construction of certain cell phones may generate frequencies that can interfere with the vehicle radio system. These frequencies may result in buzzing and/or clicking-like sounds in the vehicle radio. This condition can be easily corrected by instructing the customer to move their cell phone away from the immediate area around vehicle radio system (radio, radio amplifier, antenna, antenna lead). Do not replace any radio system component in an attempt to address this condition.

08-003-07 '07 (DR/DH/D1/DC)  
01/27/07

*Remote start system – Diagnostic chart for antenna.*

This bulletin involves a diagnostic chart that may be used to aid the technician with the diagnosis of the antenna on an originally equipped (factory installed) remote start system. This bulletin applies to vehicles with an original equipment remote start system (sales code XBM). The customer may notice that the signal range of the remote keyless entry system is reduced (less than 100 feet). This condition may be due to the RKE antenna. The diagnostic flow chart is provided as a diagnostic aid for dealer technicians.

08-015-07 '06-'07 (DR)  
06/06/07

*Flash: Sunroof module, excessive ignition off draw, pop in radio with ignition off, dome lamp flickers and may not go off.*

This bulletin involves selectively erasing and reprogramming the Sunroof Motor Module with new software.

08-018-07 '07 (DR/DH/D1/DC)  
06/23/07

*MOPAR remote start system – RKE – intermittent operation or alarm may sound.*

This bulletin involves the installation of a Mopar remote start system service repair kit.

<b>CATEGORY 8</b>	<b>ELECTRICAL...continued</b>
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08-007-08 '07-'08 REV. A 7/4/08	<i>Engine does not crank or start due to electronic lockup of the remote key module.</i> This bulletin applies to vehicles built on or before May 05, 2008. The customer may experience a no engine crank and a no engine start condition. Also, the remote keyless entry system will not operate. This condition may be due to an electrostatic discharge from the ignition key into the wireless control module (WCM), causing the WCM to electronically lock up. This condition is corrected by the replacement of the WCM (also known as the Sentry Key Remote Entry Module).
08-028-08 '08 (DR/DH/DC/D1) 9/18/08	<i>Voice recognition screen lock-up on REN or REZ radio equipped with hands-free communications.</i> The customer may experience one of the following conditions: a) A "lock up" condition of the radio screen when the voice recognition (VR) button is pressed b) When the VR button is pressed, the radio display changes to the phone screen and there is a lack of the "Ready" audio prompt. If the above symptom/condition is experienced, the HFM is replaced. This bulletin applies to radios built before 11/6/07.
08-035-08 '07-'09 (DH/D1) 11/21/08	<i>Proper testing tools for oxygen sensor terminals.</i> This bulletin describes the use of proper test probes to test the oxygen (O2) sensor connector terminals equipped with the new TP2 style sensor. The recommended tool for these testing procedures is the Miller Tool #6801.

<b>CATEGORY 9</b>	<b>ENGINE</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
09-002-02 '98 - '02 (BR) 3/11/02		<i>Crankcase breather overflow.</i> This bulletin applies to 1998-2002 (BR) Ram trucks equipped with the 24-valve Cummins diesel engine built after March 27, 1998 (engine serial number 56443872). Owners of these vehicles may experience engine oil overflow from the front crankcase breather when the vehicle is operated off-road on an extreme downhill grade (37.5% or 22° slope/grade). Operation of this type for extended periods of time can cause enough engine oil depletion to damage the engine. A kit containing all components necessary to eliminate the oil overflow has been made available. If the condition exists, perform the repair procedure outlined in this bulletin. The repair involves the addition of a new breather kit.
09-008-02 '98 - '02 (BR/BE) 10/21/02		<i>Engine knock or rattle sound when climbing a long grade and towing a heavy trailer.</i> This bulletin applies to 1998-2002 Ram trucks equipped with the 24-valve Cummins diesel engine (sales code ETC or ETH). Owners may experience an engine knock or rattle sound when climbing a long grade while towing a heavy trailer. If the condition exists, replace the engine thermostat as outlined in the service manual. Note: Mopar 05015708AC is to be used exclusively for this service bulletin. Use thermostat 05015708AB for all other 24-valve Cummins thermostat repairs.
09-004-06 '03-'06 (DR) 03/31/06		<i>Accessory drive belt chirp at shutdown.</i> This bulletin applies to vehicles with diesel engine sales code ETH. A chirping sound may be heard coming from the accessory drive belt when the engine is shut down. If a customer indicates that the condition is present, the bulletin directs the technician to install an overrunning clutch pulley on the generator.



## CATEGORY 9

## ENGINE...continued

09-002-09 '07-'09 (DH/D1)  
Rev. A  
06/13/09

*MIL illumination due to DTC P2262 - Revised diagnosis and repair procedures.*

This bulletin applies to vehicle equipped with a Cummins 6.7-liter engine (sales code ETJ). The bulletin supersedes technical service bulletin 09-002-09 dated 5/2/09. This bulletin discusses revised diagnostic and repair procedures for DTC P2262 - Turbocharger Boost Pressure Not Detected - Mechanical. Recent PCM calibration updates have improved the robustness to this DTC through updated diagnostic strategies. As a result, many events which have no adverse effects on drivability, emissions, or reliability will no longer set the P2262 fault.

As a result of recent PCM calibration updates, the proper repair for *some* P2262 faults is merely to update the calibration, while others will require cleaning or replacing the turbocharger. Scan Tool software includes a P2262 diagnosis test for this purpose. The new P2262 diagnosis test must be used *prior* to performing any of the following:

- Clearing codes
- Updating the PCM
- Beginning the turbocharger repair.

Based on the outcome of the P2262 diagnosis test, the Scan Tool will provide one of the following as the proper direction for the appropriate repair. Service info and complete the repair as directed:

- Update PCM flash calibration to the latest calibration. No repair required to the turbocharger.
- Clean the turbocharger.
- Update PCM flash calibration to the latest calibration and clean the turbocharger.
- Replace the turbocharger.
- Update PCM flash calibration to the latest calibration and replace the turbocharger.

## CATEGORY 11

## EXHAUST

### TSB#

### MODELS

### SUBJECT/DESCRIPTION

11-002-07 '07-'08 (DH/D1)  
9/25/07 2500/3500

*Inspection and test procedures for the 6.7-liter diesel particulate filter (DPF).*

This bulletin applies to vehicle equipped with a Cummins 6.7-liter engines (sales code ETF). The customer may experience a malfunction indicator lamp (MIL) illumination, warning chime, and an overhead electronic vehicle information center (EVIC) message that states "Catalyst Full Service Required." Investigation may reveal that the MIL illumination is due to one or more of the following diagnostic trouble codes (DTCs):

P1451 – Diesel Particulate Filter System Performance.

P2463 – Diesel Particulate Filter – Soot Accumulation.

P242F – Diesel Particulate Filter Restriction – Ash Accumulation.

The balance of the 10-page bulletin describes the inspection, test, repair, or replacement of the DPF based on the severity of the accumulation in the DPF.

11-001-08 '07-'08 (DH/D1)  
5/21/08 2500/3500

*Cleaning the turbocharger on the Cummins 6.7-liter engine.*

This 17-page bulletin describes the process of cleaning the turbocharger using Cummins Engine Update Kit 10138-UPD to address excess soot accumulation. The procedure cleans the internal components on the exhaust side of the turbocharger.

The bulletin goes hand-in-hand with TSBs 11-005-08 and 11-002-07 for detailed turbocharger, engine and exhaust aftertreatment system repair procedures.

11-002-08 '07-'08 (DH/D1)  
5/21/08 2500/3500

*Inspections and test for the turbocharger on the Cummins 6.7-liter engine.*

The customer may experience a malfunction indicator lamp (MIL) illumination due to diagnostic trouble code (DTC): P2262 – Turbocharger Boost Pressure Not Detected – Mechanical.

If further codes of P1451, P2463 or P242F are present, the technician is referred to the repair procedure listed in TSB 11-002-07. If the codes are not present, the repair and cleaning procedures in this 8-page bulletin and TSB 11-001-08 are to be performed.

<b>CATEGORY 11</b>	<b>EXHAUST...continued</b>
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11-001-09 '07-'09 (DH/D1)  
7/23/09

*Diesel Particulate Filter: Diagnosis and repair of DTC's P1451, P200C, P242F or black smoke from exhaust.*

This bulletin applies to vehicles equipped with a Cummins 6.7-liter engine (sales code ETJ). The customer may experience a malfunction indicator lamp (MIL) illumination, warning chime and an overhead electronic vehicle information center (EVIC) message regarding the aftertreatment system and/or black smoke from the exhaust and/or a no start condition. Further investigation by the technician may reveal that the MIL illumination and/or EVIC message is due to one or more of the following diagnostic trouble codes (DTC's):

- P1451 - Diesel Particulate Filter - System Performance
- P242F - Diesel Particulate Filter Restriction - Ash Accumulation
- P200C - Diesel Particulate Filter Over Temperature - Bank 1.

This bulletin provides revised diagnostic and repair procedures for DTC's P1451, P200C, P242F, black smoke from the exhaust, or a no start condition due to a nonfunctional or plugged diesel particulate filter (DPF).

11-002-09 '07-'09 (D1/DH)  
8/5/09

*Diesel particulate filter Stationary DeSoot.*

This bulletin applies to D1/DH vehicles equipped with a 6.7-liter Cummins diesel engine (sales code ETJ). Mobile DeSoot still applies to DC/DM vehicles equipped with the 6.7-liter Cummins diesel engine (sales code ETJ). Stationary DeSoot has replaced Mobile DeSoot as the repair for Diagnostic Trouble Codes P1451 and P2463. This bulletin provides the procedure to perform Stationary DeSoot. This new procedure allows running the DeSoot in a secured area with the vehicle unattended.

Stationary DeSoot can only be performed when the diesel particulate filter has exceeded a specified soot threshold. The Diagnostic Scan Tool will not allow the procedure to operate unless the threshold has been exceeded. If the vehicle does not have an active P1451, the soot in the Diesel Particulate Filter is at a normal level and a scan tool initiated DeSoot is not needed.

<b>CATEGORY 13</b>	<b>FRAME &amp; BUMPERS</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
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13-001-03 '03 (DR)  
2/7/03

*Frame alterations.*

This bulletin is to support the 2003 Body Builder's Guide and presents guidelines that must be followed during modifications or alterations to any 2003 Dodge Ram pickup frame. The following general industry standard procedures are recommended for proper installation of special bodies and/or equipment on the Ram pickup frame, such as fifth-wheel hitches, snow plows, etc. Failure to follow these recommendations could result in damage to the basic vehicle and possible injury to occupants. The information only bulletin gives the guidelines for welding and drilling of holes into the frame.

<b>CATEGORY 14</b>	<b>FUEL</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
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23-018-02 '00 - '01 (BR/BE)  
5/20/02

*Fuel cap difficult to remove.*

This bulletin involves installing a revised fuel cap.

## CATEGORY 14 FUEL...continued

14-002-02 '98-'02 (BE/BR)  
Rev. A  
6/13/03

### *Tampering with VP44 fuel pump on Cummins diesel engine.*

This bulletin supersedes technical service bulletin 14-002-02, dated July 1, 2002. A number of the VP44 fuel pumps have been returned through the warranty process as a result of tampering. Generally, the customer complains that the vehicle dies while driving. When diagnosed, there may or may not be Diagnostic Trouble Codes (DTC) present. When DTCs are present, there may be one or more of the following:

<u>DTC</u>	<u>P Code</u>	<u>Description</u>
124	P 0234	Turbo boost limit exceeded.
146	P 0217	Decreased engine performance due to engine overheat condition.
361	P 0254	Fuel injection pump fuel valve current too high.
363	P 0251	Fuel injection pump mechanical failure fuel valve feedback circuit.
364	P 1689	No communication between ECM and injector pump module.
375	P 0602	ECM fuel calibration error.

The diagrams show the area where performance enhancing equipment is being connected into the outboard wire of the two wires that control operation of the metering solenoid in the pump. Another type of device places a connector between the metering solenoid harness and the upper connector on the pump. Telltale evidence can be seizure of the pump rotor, and/or cracked or overstressed pump cam ring. The protective sleeve around the two wires may be rolled or cut back to gain access for connection. Injection pumps that have been tampered with are not warrantable.

14-005-02 '03 (DR)  
11/8/02

### *Fuel filter/water separator drain valve restriction.*

This bulletin applies to vehicles equipped with a 5.9L Cummins 24-valve diesel engine (sales code ETC or ETH), built before October 11, 2002. The problem described is that when the fuel filter/water separator drain valve is opened, nothing comes out. The bulletin outlines the procedure for purging fluid out of the filter.

14-004-05 '03 - '05 (DR)

### *Electronic fuel control (EFC) actuator available for service*

This bulletin deals specifically with an engine surge at idle condition. The diagnostic procedures are the same as those listed in TSB 14-003-05. The bulletin describes the repair procedure for replacement of the electronic fuel control actuator.

14-003-06 '03 - '07  
Rev. A (DR/DH/D1/DC)  
10/27/06

### *Cummins diesel diagnostics.*

This bulletin applies to vehicles with the 5.9 liter engine, sales code ETH or ETC. Revised diagnostic procedures are available for the following conditions:

- Engine cranks for a long time or will not start
- White smoke and/or misfire after starting when the engine temperature is below 150° F
- Engine surges at idle
- Engine sounds

The 12-page bulletin gives the service technician a set of revised diagnostic procedures for the fuel system. Each condition is discussed and possible causes are established. Step-by-step instructions help the technician identify and repair the problem.

14-005-06 '07 (DH/D1/DC)  
07/27/06

*5.9-liter and 6/7-liter Cummins diesel engines - correct low and ultra-low sulfur highway diesel fuel use.*  
This bulletin involves a discussion regarding the correct diesel fuel to use for either the 5.9-liter or the 6.7-liter Cummins diesel engine (sales code ETH and ETJ respectively).

Dodge Ram trucks equipped with the 6.7L Cummins Turbo-Diesel engine are required by Federal law to be fueled with ultra-low sulfur diesel fuel (model year '07.5). Early production 2007 Dodge Ram trucks equipped with the 5.9 Cummins Turbo Diesel engine are allowed by Federal law to be fueled with low sulfur diesel fuel, and are encouraged to fuel with ultra-low sulfur diesel fuel. The new ultra-low sulfur highway diesel fuel enables vehicles equipped with the advanced emissions control devices to achieve more stringent U/S EPA vehicle emissions standards.

## CATEGORY 14 FUEL...continued

14-007-06 '06-'07 (DH/D1/DC)  
Rev. A  
09/02/06

*Fuel and fuel filtering requirements for Cummins 5.9-liter and 6.7-liter engines.*

This bulletin supersedes technical service bulletin 14-007-06, dated August 25, 2006.

This information-only bulletin involves a discussion regarding fuel system requirements. The bulletin applies to vehicles equipped with a 5.9-liter High Output or a 6.7-liter Cummins Turbo Diesel engine (sales codes ETH or ETJ respectively) that were built on or after March 07, 2006. Bulletin highlights follow:

For the diesel engine system to operate at its peak performance a high level of fuel quality must be maintained. Emission control and fuel delivery systems have advanced significantly. Care must be taken to ensure that the fuel that is delivered to the engine fuel injection system is of the highest quality possible and free of contaminants.

Significant components to fuel quality are: the initial quality of the fuel (as dispensed from the service station fuel pump or bulk storage), on-vehicle fuel storage, and the on-vehicle fuel filtering of the diesel fuel prior to the fuel injection process.

Use good quality diesel fuel from a reputable supplier. It is recommended that purchase of diesel fuel be made from a service station that is known to dispense a high volume of highway diesel fuel.

Ultra low sulfur highway diesel fuel is required for use in Dodge Ram trucks equipped with a 6.7-liter diesel engine.

A maximum blend of 5% biodiesel (B5) is acceptable as long as the biodiesel mixture meets ASTM specification D-975, D-975-grade S-15, and ASTM D6751. A biodiesel fuel blend that is higher than 5% is not acceptable without additional fuel processing because these higher percentage biodiesel blends contain excess amounts of moisture which exceed the water stripping capability of the on-engine final fuel filter. Should a higher percentage biodiesel fuel be used, an auxiliary water stripping filter will be required.

A maximum blend of 20% biodiesel (B20) can be used by government, military, and commercial fleets who equip their vehicle(s) with an optional water separator, and adhere to the guidelines in *the Department of Defense specification A-A-59693*.

Fuel conditioners (additives) are not recommended and should not be required if you buy good quality fuel and follow cold weather advice supplied in the Owner's Manual.

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
18-024-02 8/12/02	'03 (DR)	<p><i>Incorrect dual wheel identification in VIN, may effect replacement powertrain control module (PCM) programming.</i></p> <p>The sixth character in the VIN is used to identify the vehicle series (1500, 2500, 3500). Some 2003 vehicles equipped with dual rear wheels, built prior to July 15, 2003, may have an incorrect number as the sixth character of the VIN. All vehicles equipped with dual wheels, sales code WLA, should have the number "4" as the sixth character. This identifies the vehicle as a 3500 series equipped with dual rear wheels. The incorrectly built vehicles will have the number "3" in that position. In the event that a Powertrain Control Module (PCM) would require replacement, the new module requires that the complete VIN be input during the programming procedure. If a new PCM is programmed with a "3" as the sixth character and it is equipped with dual rear wheels, a conflict is likely to occur with the ABS module which will set an error code. Dual rear wheel equipped vehicles require an ABS module calibrated for dual rear wheels. If PCM replacement is ever required, simply input a "4" instead of the "3" as the sixth character in the VIN when programming the PCM.</p>

## CATEGORY 18 VEHICLE PERFORMANCE...continued

18-015-03 '03 (DR)  
4/4/03

### *Powertrain control module (PCM) shift quality improvements*

The bulletin applies to vehicles equipped with a 5.9L standard output Cummins diesel engine (sales code ETC) and a 47RE transmission (sales code DGP) built before December 31, 2002. The vehicle operator may find that the vehicle will not shift out of third gear at throttle between 50% and 90% until 70 mph. The repair involves selectively erasing and reprogramming the powertrain control module (PCM) with new software.

18-027-03 '03 (DR)  
7/4/03

### *No throttle response, lack of power while towing and diagnostic trouble codes (DTC) P2638/P0700.*

The bulletin applies to vehicles equipped with a Cummins diesel engine (sales code ETC or ETH) built on or before July 25, 2003. The vehicle may exhibit:

- No throttle response if the engine is started with the Accelerator Pedal Position Sensor (APPS) in an off-idle position (pedal depressed) and the transmission is shifted into drive or reverse while the APPS remains in an off-idle position (pedal depressed), causing the engine to remain at idle.
- Lack of power while towing or hauling a heavy load with the transmission in overdrive – vehicles equipped with 47RE transmission.

The repair involves selectively erasing and reprogramming the Cummins CM845 engine control module (ECM) with new software.

18-030-03 '98.5-'02 (BE/BR)  
8/29/03 '03-'04 (DR)

### *Generic Cummins engine control module (ECM) procedure.*

This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETC or ETH). Mopar is phasing out pre-programmed Cummins Diesel engine control modules (ECM). New modules will no longer be pre-programmed when received from Mopar. Replacement of future ECM's will require programming utilizing the DRBIII and Tech-CONNECT.

18-003-04 '03 - '04 (DR)  
2/3/04

### *Poor A/C performance, slow fuel gauge response, and diagnostic trouble codes PO341 and P1757.*

This bulletin applies to vehicles equipped with a Cummins Turbo Diesel engine (sales code ETC or ETH) with an engine serial number 57130284 or earlier and the engine date of manufacture on or before December 10, 2003. The owner of the vehicle may describe slow fuel gauge response after adding fuel. On California emission equipped vehicles, the problem is rapid A/C clutch cycling and poor A/C performance until coolant temperature reaches 170°. The repair involves erasing and reprogramming the Cummins ECM with new software.

18-004-04 '04 (DR)  
2/3/04

### *Poor cab heat and/or slow engine warm-up in cold ambient temperatures.*

This bulletin applies to DR vehicles equipped with a Cummins Turbo Diesel engine (sales code ETC or ETH) and an automatic transmission, with an engine serial number 57130284 or earlier and the engine date of manufacture on or before December 10, 2003. The vehicle operator may describe poor cab heat and/or slow engine warm-up in cold ambient temperatures. A new feature has been added that allows the vehicle operator to use the speed control switches to increase the engine speed up to 1500 rpm in order to improve cab heat. The feature must be enabled using the DRBIII. If the vehicle operator would like to have the feature enabled, perform the repair procedure which involves erasing and reprogramming the Cummins ECM with new software.

18-007-04 '04 (DR)  
2/24/04

### *White smoke, engine stumble/misfire, or flat spot in engine performance.*

This bulletin applies to vehicles equipped with a Cummins Turbo Diesel engine (sales code ETH) with an engine serial number 57130285 through and including 57149668 and the engine date of manufacture 12/10/2003 through and including 2/2/2004. The vehicle operator may describe:

- White smoke during no-load engine acceleration between 2800 and 3000 rpm.
- Engine stumble/misfire or flat spot during moderate accelerations between 1500 and 2500 rpm. May be accompanied by white smoke.
- During cold ambient temperatures (30° or below) white smoke and/or engine stumble when engine is started after an extended cold soak.
- During cold ambient temperatures (30° or below) white smoke when restarting engine that has not yet reached normal operating temperature.

If the vehicle operator describes or the technician experiences the problem, perform the repair procedure which involves erasing and reprogramming the Cummins ECM with new software.

**CATEGORY 18****VEHICLE PERFORMANCE...continued**

18-033-04 '98.5 - '02 (BR)  
8/20/04 '03 - '05 (DR)

*Cummins engine control module (ECM) procedure.*

Mopar is phasing out pre-programmed Cummins diesel engine control modules (ECM). New modules will no longer be pre-programmed when received from Mopar. Replacement of future ECM's will require programming at the dealership. This bulletin describes the programming procedure.

18-041-05 '06  
12/20/05

*Flash: engine performance/white smoke.*

This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETH) built on or after June 9, 2005, through and including November 8, 2005. This bulletin involves programming the PCM (Cummins) with new software. The software is designed to reduce white smoke and improve engine performance after a cold start at ambient temperatures below 60°F and to improve oil pressure gauge operation.

18-001-06 '06 - '07 (DR, DH, D1)  
Rev. A '07 (DC)  
7/12/06

*StarSCAN StarMOBILE abort recovery procedures.*

This information-only bulletin supersedes technical service bulletin 18-001-06, dated January 11, 2006, and provides guidelines to minimize flash reprogramming problems and recovery procedure information for failed flash attempts.

18-003-06 '05 - '06 (DH, D1)  
Rev. A  
09/27/06

*Flash: long crank when starting and/or transmission shift and battery charging enhancements.*

This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETH) built on or after January 01, 2005. The vehicle operator may experience extended engine crank time in cold ambient temperatures on vehicles equipped with manual transmissions. This flash also provides the following enhancements:

- Improved start times for manual transmission vehicles
- Improved automatic transmission shifting
- Engine fan is activated if the coolant temperature sensor fails
- Enhanced battery charging

This bulletin involves flash reprogramming the PCM (Cummins) with the software.

18-005-06 '06 (DH/D1)  
Rev. B  
05/31/06

*Flash: DTC correction, turbocharger protection, and clutch durability improvement.*

This bulletin supersedes technical service bulletin 18-005-06 Rev. A, dated April 26, 2006. This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETH) built on or after June 9, 2005, through and including May 31, 2006. The PCM software has been revised to address the following issues:

- A MIL may illuminate due to one or more of the following diagnostic trouble codes:
  - P0071 – Inlet Air Temperature Sensor Rationality
  - P0111 – Intake Air Temperature (IAT) Sensor Rationality
  - P0514 – Battery Temperature Sensor Rationality
  - P0191 – Fuel Pressure Rationality
- Turbocharger durability improvement: Implemented an engine speed limitation when cold, to protect the turbocharger bearings.
- Clutch durability improvement: Implemented a minimum engine speed limitation when launching vehicle from a stop, to protect the clutch.

This bulletin involves selectively erasing and reprogramming the PCM (Cummins) with new software.

18-022-07 '03 - '05 (DR)  
03/14/07

*Flash: 5.9L Turbo-Diesel engine system enhancements*

This bulletin applies to vehicles equipped with a 5.9L Turbo Diesel engine (sales codes ETC and ETH respectively). The bulletin supersedes 18-022-06 dated 07/13/06. The following enhancements are included with this software update:

- Improved engine cooling (radiator fan activation) and prevention of possible engine overheat. When coolant temperature faults are present, the radiator fan is enabled (turned on) during vehicle operation.
- Correction to oil pressure reading when engine is operating at higher engine temperatures above 195°F.

- Improvement to the Temperature Sensor Rationality Test to prevent possible false test failures and their following related diagnostic trouble codes:  
DTC P0071 – Inlet Air Temperature Sensor Rationality  
DTC P0111 – Intake Air Temperature (IAT) Sensor Rationality  
DTC P0514 – Battery Temperature Sensor Rationality.
- Additional water-in-fuel (WIF) warning added to indicate that the operator has had a WIF (DTC P2269) and has continued to operate the vehicle in excess of 500 miles without draining the water from the fuel filter. The following is the new WIF DTC that has been added:  
DTC P0169 – WIF Too Long Error
- Improvement to the fuel pressure rationality test to prevent false test failures and the related DTC 0191.

This bulletin involves selectively erasing and reprogramming the engine control module with new software.

18-038-06 '07 (DC)  
12/05/06

*Flash: DTC P0471 – Exhaust pressure sensor rationality on Cummins 6.7-liter Turbo Diesel.*

This bulletin applies to vehicles equipped with a 6.7-liter engine (sales code ETJ) built on or before October 05, 2006. The vehicle operator may experience a malfunction indicator lamp (MIL) illumination due to diagnostic trouble code (DTC) P0471: exhaust pressure sensor rationality. This bulletin involves selectively erasing and reprogramming the engine control module (ECM-Cummins) with new software.

18-001-07 '06 - '07 (DH/D1)  
01/06/07

*Flash: check gauges lamp illuminates for alternator charging with DTC P2502, P2503, or P2509*

This bulletin applies to vehicles equipped with a 5.9-liter engine (sales code ETH) built on or before November 29, 2006. The customer may experience the illumination of the "Check Gauges" lamp on the instrument panel cluster. Inspection of the gauges may reveal that the battery charging gauge may read in the 11-volt range rather than in the 14-volt range. There may not be a Check Engine/Malfunction Indicator Lamp (MIL) illumination.

Further diagnosis may reveal the following diagnostic trouble codes (DTC's) have been set:

- P2502 – Charging System Error – Diesel
- P2503 – Charging System Output Low – Diesel
- P2509 – Powerdown Data Lost Error – Diesel

This bulletin involves selectively erasing and reprogramming the powertrain control module (Cummins PCM) with new software.

18-009-07 '07 (DC)  
Rev. B  
07/13/07

*Ram truck 3500 Cab and Chassis – Excessive soot accumulation in exhaust, PCM may not reprogram, and other engine system enhancements.*

This bulletin applies to Ram truck 3500 Cab and Chassis vehicles equipped with 6.7-liter Cummins Turbo Diesel engine (sales code ETJ). This bulletin supersedes technical service bulletin 18-009-07 Rev. A, dated May 16, 2007.

The vehicle operator and/or technician may experience one or more of the following conditions:

- The technician may not be able to reprogram (flash) the PCM with new application software.
- After extensive idling of the vehicle engine or if an intake air leak is present, the vehicle operator may experience a MIL illumination and/or an electronic vehicle information center (EVIC) message alert due to one or more of the following DTC's:  
P1451 – Diesel Particulate Filter System Performance.  
P2463 – Diesel Particulate filter – Soot Accumulation  
P242F – Diesel Particulate Filter Restriction – Ash Accumulation.
- The vehicle operator may experience a MIL illumination due to one of the following DTC's:  
P0101 – Manifold Absolute Pressure Sensor Performance.  
P0106 – Boost Pressure Sensor Rationality.  
P0191 – Fuel Rail Pressure Sensor Circuit Performance.
- Improved Water-In-Fuel (WIF) alert. To improve awareness that water has been detected in the fuel system, the vehicle operator will be alerted to a five (5) chime alert versus a single (1) chime alert.

This bulletin involves selectively erasing and reprogramming the powertrain control module (PCM) with "bootloader" software and application software.

18-030-07 '04 - '07  
04/26/07 (DR/DH/D1/DC)

*Engine off-idle speed limit feature to protect turbocharger when vehicle is not moving.*

This bulletin applies to vehicles equipped with a 5.9-liter or a 6.7-liter Cummins Turbo Diesel engine (sales codes: ETC, ETH, or ETJ). This bulletin involves a discussion regarding an engine control feature that limits engine off-idle speeds when the vehicle is not moving.

Dependent upon engine coolant temperature, the engine control module (ECM) will temporarily limit the maximum engine speed when the vehicle is not moving. For automatic transmission equipped vehicles the maximum engine speed is temporarily delayed when the vehicle speed is less than one mph, and when the transmission selector is in either the neutral or park position. For manual transmission equipped vehicles, the maximum engine speed is temporarily delayed when the vehicle speed is less than one mph. This ECM feature is used to protect the engine turbocharger.

This delay in maximum engine and turbocharger shaft speed allows for sufficient oil lubrication to the turbocharger shaft bearings which is important for long term turbocharger durability.

The maximum engine speed for the 5.9-liter engine is temporarily limited to 1,600 RPM when the above conditions are met. The 6.7-liter engine speed is temporarily limited to 1,200 RPM when the above conditions are met. The length of time that the maximum engine speed is temporarily limited is dependent upon engine coolant temperature. For example, the delay can be up to 45 seconds at 35° or 7 seconds at 70°.

18-033-07 '07 (DH/D1)  
Rev. B  
06/28/07

*Ram truck 2500 and 3500 – Excessive soot accumulation in exhaust, PCM may not reprogram, OBD readiness status and other engine system enhancements.*

This bulletin applies to Ram truck 2500 and 3500 vehicles equipped with 6.7-liter Cummins Turbo Diesel engine (sales code ETJ) built on or before June 11, 2007. This bulletin supersedes technical service bulletin 18-033-07 Rev. A, dated June 12, 2007.

The vehicle operator and/or technician may experience one or more of the following conditions and/or enhancements:

- The technician may not be able to reprogram (flash) the PCM with new application software.
- The vehicle may fail an emission inspection maintenance (I/M) test because two or more on-board diagnostic (OBD) monitors report that they are not ready for testing. This condition may cause the customer vehicle to fail an emissions I/M test. The following is a list of OBD Monitors that may report as not ready for testing:
  - a. Non-Methane Hydrocarbon (NMHC) Catalyst Monitor.
  - b. Nitrogen Oxide (NOx) Absorber Monitor.
  - c. Exhaust Gas Temperature Sensor Monitor.
  - d. Electrical Charging System Monitor.
  - e. EGR System Monitor.
  - f. Oxygen Sensor Monitor.
- After extensive idling of the vehicle engine or if an intake air leak is present, the vehicle operator may experience a MIL illumination and/or an electronic vehicle information center (EVIC) message alert due to one or more of the following DTCs:
  - P1451 – Diesel Particulate Filter System performance
  - P2463 – Diesel Particulate Filter – Soot Accumulation
  - P242F – Diesel Particulate Filter Restriction – Ash Accumulation.
- The vehicle operator may experience a MIL illumination due to one of the following DTC's:
  - P0106 – Manifold Absolute Pressure Sensor Performance.
  - P242B – Exhaust Gas Temperature Sensor Circuit Performance – Bank 1 Sensor 3
  - P245A – EGR Cooler Bypass Control Circuit – Open
- An intermittent rough engine idle and/or white smoke following initial engine start.
- A throttle tip-in stumble at engine speeds of 1,300 to 2,100 rpm.
- An engine hesitation at altitude of 5,000 feet between engine speeds of 1,200 to 1,600 rpm.
- A turbocharger "chuff-like" sound during rapid deceleration.

This bulletin involves selectively erasing and reprogramming the Powertrain Control Module (PCM) with "bootloader" software and application software.



In October of '07 this TSB (and the number of fault codes addressed by the reprogramming of the ECM) was superseded by a recall (Recall G30) of all 6.7-liter engines built to that date. The TSB 18-033-07 was left in the magazine to give 6.7-liter owners data to see what the Recall G30 scope of work entailed.

Then in December of '08 the G30 recall and the TSB 18-013-08 that described the proper repair technique were updated again by TSB 18-013-08A.

18-037-07 '07 (DH/D1)  
Rev. A  
07-20-07

*68RFE Transmission – DTC P0868 low line pressure.*

This bulletin applies to vehicles equipped with a 68RFE automatic transmission (sale code DG7) built on or before April 30, 2007. The customer may experience a malfunction indicator lamp (MIL) illumination due to diagnostic trouble code (DTC) P0868-Low Line Pressure. This condition may be due to the transmission control module (TCM) software or to a hardware circuit in the TCM.

This bulletin involves checking the transmission control module (TCM) to determine that it is in proper working order and then selectively erasing and reprogramming the TCM with new software.

18-013-08 '07 - '08  
3/13/08

*Engine system and exhaust aftertreatment system enhancements.*

This bulletin applies to vehicles equipped with a Cummins 6.7-liter engine (sales code ETJ) built on or before February 14, 2008. This bulletin discusses the G30 recall and the many drivability issues that are addressed and covered in the G30 recall software update.

18-013-08 '07-'09 (DH/D1)  
REV. A  
12/4/08

*Engine system and exhaust aftertreatment system enhancements.*

This bulletin applies to vehicles equipped with a Cummins 6.7-liter engine (sale code ETJ) built on or before November 27, 2008. This bulletin supersedes technical service bulletin 18-013-08, dated March 13, 2008. This bulletin involves verifying that Emission Recall G30 - Replace Oxygen Sensor Module and Reprogram ECM has been performed. If not, perform Recall G30 first, then verify the software level, and if necessary, selectively erasing and reprogramming the Engine Control Module (ECM) with new software. Additionally, verify the software level, and if necessary, selectively erasing and reprogramming the Cab Compartment Node (CCN) module with new software. With this latest ECM software release listed in this Service Bulletin, the following symptoms have been completely addressed.

- One of the following driveability conditions:
  - a. An intermittent rough engine idle and/or white smoke following initial engine start.
  - b. A throttle tip-in stumble at engine speeds of 1,300 to 2,100 rpm.
  - c. An engine hesitation at altitude of 5,000 feet between engine speeds of 1,200 to 1,600 rpm.
  - d. A turbocharger "chuff-like" sound during rapid deceleration.
- The vehicle may fail an Emission Inspection Maintenance (I/M) Test because two or more On-Board Diagnostic (OBD) monitors report that they are not ready for testing. This condition may cause the customer vehicle to not pass an Emissions I/M test. The following is a list of OBD Monitors that may report as not ready for testing:
  - a. Non-Methane Hydrocarbon (NMHC) Catalyst Monitor.
  - b. Nitrogen Oxide (NOx) Absorber Monitor.
  - c. Exhaust Gas Temperature Sensor Monitor.
  - d. Electrical Charging System Monitor.
  - e. EGR System Monitor.
  - f. Oxygen Sensor Monitor.
- Malfunction Indicator Lamp (MIL) due to one or more of the following Diagnostic Trouble Codes (DTC's):
  - a. P0101 - Mass Air Flow (MAF) Sensor Rationality
  - b. P0128 - Thermostat Rationality
  - c. U1421 - Implausible Ignition Key Off Time Received.

The latest ECM software includes a new extended idle feature to accommodate the extended idle times present in some duty cycles. This feature may help to reduce the accumulation of soot in the exhaust aftertreatment system when the engine is idling for an extended period of time.

A number of improvements have been made to the engine diagnostics. Performing this Service Bulletin completely will enable these diagnostic improvements.

To determine if the vehicle has the latest software, compare the software level to the following notes:

- If the vehicle in question is a 2007 model year vehicle, then compare the current ECM software level part number to one of the following part numbers (or with a higher suffix):
  - 55350430AZ (or higher) = DH 2500 6.7L Manual Transmission 50 State
  - 55350435AZ (or higher) = DH 2500 6.7L Automatic Transmission 50 State
  - 55351430AZ (or higher) = D1 3500 6.7L Manual Transmission 50 State
  - 55351435AZ (or higher) = D1 3500 6.7L Automatic Transmission 50 State
- If the vehicle in question is a 2008 model year vehicle, then compare the current ECM software level part number to one of the following part numbers (or with a higher suffix):
  - 62350430AR (or higher) = DH 2500 6.7L Manual Transmission 50 State
  - 62350435AR (or higher) = DH 2500 6.7L Automatic Transmission 50 State
  - 62351430AR (or higher) = D1 3500 6.7L Manual Transmission 50 State
  - 62351435AR (or higher) = D1 3500 6.7L Automatic Transmission 50 State
- If the vehicle in question is a 2009 model year vehicle, then compare the current ECM software level part number to one of the following part numbers (or with a higher suffix):
  - 72350430AF (or higher) = DH 2500 6.7L Manual Transmission 50 State
  - 72350435AF (or higher) = DH 2500 6.7L Automatic Transmission 50 State
  - 72351430AF (or higher) = D1 3500 6.7L Manual Transmission 50 State
  - 72351435AF (or higher) = D1 3500 6.7L Automatic Transmission 50 State
- Determine if the current CCN module level software part number is one of the following (or with a higher suffix):
  - 05172187AG (or higher) = 2007 DH (2500) or 2007 D1 (3500)
  - 05172334AG (or higher) = 2008 DH (2500) or 2008 D1 (3500)
  - 05172529AG (or higher) = 2009 DH (2500) or 2009 D1 (3500)

18-035-08 '07-'08 (DH/D1)  
9/13/08

*MIL illumination due to P2000, P2A00 and/or P2A01.*

The customer may experience MIL illumination. Further investigation by the technician may find one or more of the following DTC(s) present:

P2000 - NOx Absorber Efficiency Below Threshold - Bank 1.

P2A00 - O2 Sensor 1/1 Circuit Performance.

P2A01 - O2 Sensor 1/2 Circuit Performance.

This bulletin involves verifying all TSBs related to high sooting issues have been properly addressed, replacing both Oxygen (O2) Sensors, and wrapping the exhaust pipe in the area of the FRONT O2 sensor.

18-001-09 '07-'09 (DC/DM)  
1/21/09 (3500/4500/5500  
Cab/Chassis)

*Engine systems and exhaust aftertreatment systems enhancements.*

This bulletin applies to vehicles equipped with a Cummins 6.7-liter engine (sales code ETJ) built on or before January 13, 2009. This bulletin supersedes technical service bulletin 18-009-07 Rev. B, dated July 13, 2007.

This bulletin involves verifying that the latest software has been installed on 2007 MY vehicles. Selectively erasing and reprogramming the Engine Control Module (ECM). Selectively erasing and reprogramming the Cab Compartment Node (CCN).

The latest PCM software will address the erroneous MIL illumination of the following faults:

P0191 - Fuel Rail Pressure Sensor Circuit Performance

P0128 - Thermostat Rationality

P0106 - Manifold Absolute Pressure Sensor Performance

P0524 - Engine Oil Pressure Too Low

P061A - ETC Level 2 Torque performance

P0607 - ECU Internal Performance

The latest PCM software will include the following operational and diagnostic improvements: Improve engine cooling capability and prevention of over temp condition (P0217 - Coolant Temperature Too High) when operating with snow plow. New feature that allows for customer

## CATEGORY 18      VEHICLE PERFORMANCE...continued

selectable remote PTO speed (if equipped). The latest ECM software includes a new extended idle feature to accommodate the extended idle times present in some duty cycles. This feature may help to reduce the accumulation of soot in the exhaust aftertreatment system when the engine is idling for an extended period of time.

To determine if the vehicle has the latest software, compare the following notes:

- If the vehicle in question is a 2007 model year vehicle, then compare the current PCM software level part number to one of the following part numbers (or with a higher suffix):  
     52300430AX (or higher) = DC 3500 6.7L Manual Transmission 50 State  
     55300434AX (or higher) = DC 3500 6.7L Automatic Transmission 50 State
- If the vehicle in question is a 2008 model year vehicle, then compare the current PCM software level part number to one of the following part numbers (or with a higher suffix):  
     61300430AK (or higher) = DC 3500 6.7L Manual Transmission 50 State  
     61300434AK (or higher) = DC 3500 6.7L Automatic Transmission 50 State  
     61301430AK (or higher) = DM 4500/5500 6.7L Manual Transmission 50 State  
     61301434AK (or higher) = DM 4500/5500 6.7L Automatic Transmission 50 State
- If the vehicle in question is a 2009 model year vehicle, then compare the current PCM software level part number to one of the following part numbers (or with a higher suffix):  
     71300430AH (or higher) = DC 3500 6.7L Manual Transmission 50 State  
     71300434AH (or higher) = DC 3500 6.7L Automatic Transmission 50 State  
     71301430AH (or higher) = DM 4500/5500 6.7L Manual Transmission 50 State  
     71301434AH (or higher) = DM 4500/5500 6.7L Automatic Transmission 50 State
- Determine if the current CCN module level software part number is one of the following (or with a higher suffix):  
     05172187AH (or higher) = 2007 DC (3500) / DM (3500/4500)  
     05172334AG (or higher) = 2008 DC (3500) / DM (3500/4500)  
     05172529AG (or higher) = 2009 DC (3500) / DM (3500/4500)

18-024-09    '07-'09 (D1/DH)  
8/6/09

*MIL illumination and stationary DeSoot and other enhancements.*

This bulletin applies to D1/DH vehicles equipped with a 6.7-liter Cummins engine (sales code ETJ) built before May 5, 2009. The customer may experience:

- An erroneous MIL illumination for P2262 - Turbocharger Boost Pressure Not Detected - Mechanical.
- Improved diagnostics for P2299 - Brake Pedal Position/Accelerator Pedal position Incompatible.
- An erroneous MIL illumination for P0402 - Exhaust Gas Recirculation (EGR) Flow Excessive Detected.
- An erroneous MIL illumination for P040B - EFR Temperature Sensor 1 Circuit Performance.
- An erroneous MIL illumination for P0405 - EFR Position Sensor Circuit Low.

This bulletin involves selectively erasing and reprogramming the Engine Control Module (ECM) with new software.

## CATEGORY 19      STEERING

**TSB#**      **MODELS**  
19-003-02    '97-'02 (BR/BE)  
4/15/02

**SUBJECT/DESCRIPTION**

*Hissing sound coming from the power steering system on vehicles equipped with hydroboost brakes.*

A hissing sound may be present in the power steering system during steering maneuvers or straight ahead driving. This bulletin involves replacing the power steering hoses connecting the hydroboost to the power steering pump and gear.

19-005-03    '94 - '02 (BR/BE)  
8/29/03      '02 - '04 (DR)

*Power steering fluid usage.*

The factory fill power steering fluid for most 2004 model year Chrysler Group vehicles is ATF+4 (part number 05013457AA/S9602) and it provides superior performance at both low and high temperatures. Refer to the table to identify factory fill and the approved service power steering fluid by year and model. From the table it is noted that the '94 to '02 truck uses part number 04883077/MS5931. MS9602 should not be mixed or used as a "topping off" fluid on systems requiring MS5931.

<b>CATEGORY 19</b>	<b>STEERING...continued</b>
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<p>19-008-03 '03 (DR) 11/28/03</p>		<p><i>Vibration in steering column.</i> A vibration may be felt in the steering wheel and/or the accelerator pedal on diesel engine vehicles with the engine operating between 2000 and 2200 rpm. The vibration may be more pronounced with the A/C compressor on. Operate the engine between 2000 and 2200 rpm. If the vibration is present, perform the repair procedure which involves installing a power steering hose containing a vibration damper.</p>
<p>19-010-04 '04 - '05 (DR) 11/29/04</p>		<p><i>Power steering fluid contamination.</i> This information-only bulletin discusses the use of supplements to the power steering fluid. Do not use fluids or supplements that contain Teflon as they will cause a restriction at the filter in the power steering system. The power steering fluid used in Chrysler Group vehicles is an engineered product. The addition of any unapproved fluids or supplements can interfere with the proper function of the fluid and cause damage to the steering system. To ensure the performance and durability of Chrysler Group steering systems, use only Mopar Power Steering Fluid +4, ATF+4 automatic transmission fluid, or equivalent (MS-9602), in the power steering system.</p>
<p>19-003-05 '03 - '05 (DR) 5/3/05</p>		<p><i>In and out movement in steering column.</i> This bulletin applies to vehicles built after December 1, 2003. If there is a small amount of movement in the steering column when pulling the steering wheel toward you while seated in the driver's seat, the TSB outlines the proper repair procedure which involves the installation of a steering retainer kit to the steering column.</p>
<p>19-008-05 '02 - '06 (DR) Rev. A 11/2/05</p>		<p><i>Revised power steering system bleeding procedures.</i> This bulletin supersedes service bulletin 19-008-05, dated October 26, 2005. The bulletin discussed that Mopar Power Steering fluid +4 or ATF+4 (MS-9602) is to be used in the power steering system of DR vehicles. No other power steering or automatic transmission fluid is to be used in these systems. Damage may result to the power steering pump and system if the incorrect fluid is used. Do not overfill the power steering reservoir. If the air is not purged from the power steering system correctly, pump failure could result.</p>

<b>CATEGORY 21</b>	<b>TRANSMISSION</b>
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<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
<p>21-023-05 '06 11/11/05</p>		<p><i>Out of park sense alarm.</i> This information only bulletin applies to vehicles equipped with a 5.9L Turbo Diesel engine (sales code ETH). This information only bulletin discusses an alarm for "out of park" transmission setting. Vehicles with a diesel engine and an automatic transmission are equipped with an alarm that warns the customer, upon exiting the vehicle, that the transmission is not in the "Park" position. This feature will only be functional under the following conditions:</p> <ul style="list-style-type: none"> <li>• engine running</li> <li>• foot off the brake pedal</li> <li>• driver's seat belt unbuckled</li> <li>• driver's door open.</li> </ul> <p>When this feature is triggered the horn will sound and the high beams and turn signal lamps will flash. This feature is standard equipment and cannot be disabled.</p>

## CATEGORY 21 TRANSMISSION...continued

21-006-06 '05 - '06  
3/11/06

### *Transmission jumps out of reverse.*

This bulletin applies to vehicles equipped with Cummins Turbo Diesel engines, sales code ETH and G56 manual transmissions sales code DEG. A customer may experience the transmission jumping out of reverse. If the customer indicates that the condition is present, perform the repair procedure which involves replacing the reverse synchronizer.

21-010-06 All  
4/14/06

### *Automatic transmission fluid usage ATF+4 (Type MS9602).*

This bulletin supersedes technical service bulletin 21-004-04, dated March 16, 2004. ATF+4, type 9602, is being used as factory fill for Chrysler Group automatic transmissions. ATF+4 is recommended for all vehicles equipped with Chrysler Group automatic transmissions except for those noted: AW-4 transmissions, Sprinter transmissions, Crossfire transmissions, MK/PM vehicles equipped with Continuously Variable Transmission (CVT). ATF+4 is backward compatible with ATF+3, ATF+2, and ATF+. Additionally, ATF+4 can be used to top off vehicles that used ATF+3, ATF+2, or ATF+. Benefits:

- Better anti-wear properties
- Improved rust/corrosion prevention
- Controls oxidation
- Eliminates deposits
- Controls friction
- Retains anti-foaming properties
- Superior properties for low temperature operation.

Mopar ATF+4 has exceptional durability. However, the red dye used in ATF+4 is not permanent; as the fluid ages it may become darker or appear brown in color. ATF+4 also has a unique odor that may change with age. With ATF+4 fluid, color and odor are no longer indicators of fluid condition and do not necessarily support a fluid change.

21-003-07  
02/09/07

### *Automatic transmission diagnostic tear down procedure.*

This bulletin provides a procedure to determine repair versus replacement of an automatic transmission assembly. Follow the proper repair procedure based on the transmission type. This procedure is to be used after the transmission has been removed from the vehicle.

This bulletin supersedes technical service bulletin 21-008-06, dated 04/08/06.  
This bulletin supersedes technical service bulletin 21-021-08, dated 09/17/08.

21-006-07 '05 (DH)  
03/20/07

### *Flash: New 48RE feature that allows normal shift schedule with full disable of 4th gear overdrive.*

This bulletin applies to vehicles equipped with a 5.9-liter Cummins Turbo Diesel engine and a 48RE automatic transmission (sales codes ETH and DG8 respectively). A new 48RE transmission feature is added that will allow normal shift schedule with full disable of 4th gear (overdrive gear), when the customer selects the Over-Drive (O/D) switch.

Prior to the implementation of this new transmission feature, the use of the O/D switch changed the automatic transmission shift schedule from a "normal" shift schedule to a tow/haul mode shift schedule, and allowed 4th gear (overdrive gear) engagement.

This new transmission feature will not change the transmission shift schedule, but will allow full 4th gear overdrive disable (lock out). With this new feature the customer will have the "normal" shift schedule with NO overdrive (4th gear).

This bulletin involves selectively erasing and reprogramming the Cummins Engine Control Module (ECM) with new software.

21-009-07 '04 - '07  
5/24/07

### *48RE Transmission – 1-2 shift hunt at light throttle.*

The customer may experience a 1-2 shift transmission hunt during light throttle application. This condition may be due to a governor pressure solenoid valve. This bulletin involves the replacement of the governor pressure solenoid valve in the transmission valve body.

## CATEGORY 21 TRANSMISSION...continued

21-014-07 All

### *Automatic transmission fluid usage ATF+4 (Type MS9602).*

This bulletin supersedes technical service bulletin 21-010-06, dated 4/16/06. ATF+4, type 9602, is being used as factory fill for Chrysler Group automatic transmissions. ATF+4 is recommended for all vehicles equipped with Chrysler Group automatic transmissions except for those noted: Sprinter transmissions, Crossfire transmissions, MK/PM vehicles equipped with Continuously Variable Transmission (CVT), all vehicles equipped with a A568RC transmission (sales code DG3), all vehicles with a Getrag MP56 (sales code DG5), and Grand Cherokees with the diesel engine option. ATF+4 is backward compatible with ATF+3, ATF+2, and ATF+. Additionally, ATF+4 can be used to top off vehicles that used ATF+3, ATF+2, or ATF+. Benefits:

- Better anti-wear properties
- Improved rust/corrosion prevention
- Controls oxidation
- Eliminates deposits
- Controls friction
- Retains anti-foaming properties
- Superior properties for low temperature operation.

Mopar ATF+4 has exceptional durability. However, the red dye used in ATF+4 is not permanent; as the fluid ages, it may become darker or appear brown in color. ATF+4 also has a unique odor that may change with age. With ATF+4 fluid, color and odor are no longer indicators of fluid condition and do not necessarily support a fluid change.

21-019-07 '07 - '08 (DH/D1)  
11/14/07 2500/3500

### *68RFE transmission – harsh coast downshift and/or harsh 2-3 upshift.*

This bulletin applies to vehicles equipped with a 68RFE automatic transmission (sale code DG7) built on or before November 6, 2007. The customer may experience a harsh downshift from the transmission when coming to a stop. When a vehicle stop is initiated from 4th gear (around 25mph), the harsh downshift condition will usually occur as the vehicle decelerates to a speed of about 10mph. If the transmission is in 2nd, 3rd, 5th, or 6th gear when the stop is initiated, the condition will not be present. This may cause the condition to appear to be intermittent to the customer. Because the harsh downshift may occur below 10mph, the customer may believe that they are experiencing a harsh 2-1 downshift.

Some customers may also experience a harsh 2-3 upshift during normal acceleration. This symptom is less common than the harsh coast downshift.

This bulletin involves selectively erasing and reprogramming the transmission control module (TCM) with new software.

21-021-08 '95-'02 (BR/BE)  
9/17/08 '07-'09 (D1/DC)  
'02-'09 (DR/DH)

### *Automatic transmission diagnostic tear down procedure.*

This bulletin provides a procedure to determine repair versus replacement of an automatic transmission assembly. Follow the proper repair procedure based on the transmission type. This procedure is to be used after the transmission has been removed from the vehicle.

## CATEGORY 22 WHEELS & TIRES

**TSB#**      **MODELS**  
22-001-05 '00 - '01 (BR/BE)  
12/1/05 '02 - '06 (DR)

### **SUBJECT/DESCRIPTION**

#### *Chrome wheel care.*

This information-only bulletin discusses chrome wheel care. Chrome wheels should be cleaned regularly with mild soap and water or Mopar Car Wash Concentrate to maintain their luster and prevent corrosion. Wash them with the same soap solution as the body of the vehicle. Care must be taken in the selection of tire and wheel cleaning chemicals and equipment to prevent damage to wheels. Any of the "Do Not Use" items listed below can damage or stain wheels and wheel trim.

- Wheel cleaners that contain hydrofluoric acid, bifluoride compounds, sulfuric acid, or phosphoric acid.
- Any abrasive type cleaner.

## CATEGORY 22 WHEELS & TIRES...continued

- Any abrasive cleaning pad (such as steel wool) or abrasive brush.
- Any oven cleaner.
- A car wash that has carbide tipped wheel-cleaning brushes.

22-005-06 '03 - '07  
10/07/06 (DR/DH/D1/DC)

*Front end shimmy on 4x4 vehicles when traveling over rough surfaces in the road.*

This bulletin applies to four wheel drive (4x4) 2500 and 3500 model vehicles. The customer may experience a self sustaining vibration (shimmy) felt in the front end of the vehicle after striking a bump or pothole. This bulletin involves verifying the condition of the vehicle front suspension and steering components, and adjusting the front tire pressure.

If the customer experiences the above condition, perform the repair procedure which includes a steering damper, tie rods and end links.

22-002-07 '08 (DH)  
Rev. A 2500  
7/12/07

*Tire pressure monitor system (TPMS) "Light Load" reset switch and tire rotation caution.*

This information-only bulletin provides information for new vehicle preparation, setting tire pressures, rotating tires and setting the light load switch on vehicles with the tire pressure monitoring system installed.

## CATEGORY 23 BODY

<u>TSB#</u>	<u>MODELS</u>	<u>SUBJECT/DESCRIPTION</u>
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23-018-02 '00-'01 (BR/BE)  
5/20/02

*Armrest lid difficult to open.*

The armrest lid may be difficult to latch or if latched, may be difficult to open. This may be caused by an improperly adjusted latch pin. This bulletin involves adjusting the armrest lid latch pin.

23-018-03 '03 (DR)  
6/13/03

*Instrument panel whistle.*

A whistling sound may be present coming from the front of the instrument panel near the bottom of the windshield when the heater A/C blower is on. This may be caused by air escaping through the holes in the center of the rivets that attach the VIN plate to the instrument panel. This can be mis-diagnosed as a windshield air leak. If necessary, remove the instrument panel top cover and apply a small drop of clear glass sealer to the center of each of the rivets to seal the rivet holes.

23-016-03 '03 (DR)  
6/13/03

*Buzzing or vibrating sound coming from the front of the vehicle.*

The description of the problem is a buzzing or vibrating sound coming from the front of the vehicle at highway speeds. Open the hood and inspect the ID plate located on the radiator support. The ID plate should be attached with four rivets. If there are only two rivets securing the ID plate, the ID plate may be vibrating against the radiator support. The repair involves securing the ID plate with additional rivets.

23-025-03 '03 (DR)  
10/24/03

*Scratched aftermarket window tint film.*

Customers who have installed aftermarket window tint film see scratches on the film on the windows from contact with the door inner belt weather strip. Some vehicles may have been built with the weather strip not having a coating of soft protective flocking on the surface that contacts the window. The repair involves installing a revised door inner belt weather strip.

23-001-04 '03 (DR)  
1/13/04

*Bug deflector wind whistle.*

Some vehicles equipped with a factory installed hood mounted bug deflector may exhibit a whistling sound coming from the front of the vehicle. The repair procedure involves installing foam tape to the bug deflector.

## CATEGORY 23 BODY...continued

23-003-04 1/27/04	'02 - '04 (DR)	<p><i>Water leak at grab handle.</i></p> <p>Water may enter the vehicle through the secondary door seal retainer or the roof seam, onto the headliner and run down the "A" pillar, coming out at the grab handle. The repair involves sealing holes in the roof panel.</p>
23-004-04	'04 (DR)	<p><i>Cup holder binds or sticks.</i></p> <p>If the cup holder binds, will not open, or only opens partially, the instrument panel trim should be adjusted to provide clearance for the cup holder.</p>
23-011-04	'03 - '04 (DR)	<p><i>Bug deflector loose/rattling.</i></p> <p>This bulletin applies to vehicles equipped with a factory installed bug deflector, sales code MXB. The bug deflector or air dam located on the front of the hood may become loose and rattle. The deflector could become dislodged in an automatic car wash. The repair involves replacing the bug deflector fasteners.</p>
23-029-04 8/2/04	'04 (DR)	<p><i>Binding front power window.</i></p> <p>This bulletin applies to vehicles equipped with trailer tow mirrors, sales code GPD or GPG. Vehicle owners may experience the power window on the front door binding or slow to operate. The corrective action involves lubricating the window channel and installing a spacer under the outside mirror.</p>
23-005-05 1/31/05	'03 - '04 (DR)	<p><i>Improved secondary door seal.</i></p> <p>Mud or dirt may accumulate on the rocker panel, causing customers to complain that their clothing gets dirty when they enter or exit the vehicle. This bulletin involves installing a new lower secondary door seal.</p>
23-022-05 4/2/05	'05 - '06 (DR)	<p><i>Low gloss interior trim.</i></p> <p>This information-only bulletin discusses that all Chrysler, Dodge, and Jeep vehicles are designed with a low gloss interior trim. This low gloss finish maintains pleasing aesthetics, and minimizes glare of the instrument panel into the windshield. This low gloss finish should not be altered with a medium or high gloss interior treatment solution such as MOPAR Protector's or other Armor All-like products.</p> <p>Instead, MOPAR Satin Select (part number 05174395AA) which has been specifically developed to remove minor surface contamination and maintain the low gloss appearance, should be used for interior trim treatment.</p>
23-049-05 10/12/05	'04 - '05 (DR)	<p><i>Drip rail door seal torn.</i></p> <p>The drip rail or secondary door seal may become torn from contact with the lower "A" pillar of the front door. The repair involves replacing the secondary door seal with an improved seal.</p>
23-009-06 2/14/06	'04 - '05	<p><i>Water leak at roof mounted marker lamps.</i></p> <p>Water leaks may be present coming from the roof mounted marker lamps. New marker lamps have been released which contain base gaskets. These marker lamps should be used in all cases where water leaks are present at the marker lamps. These lamps will have to be replaced in sets of five due to appearance differences. If water leak tests reveal that water leaks are present at the marker lamps, perform the repair procedure.</p>
23-014-06 3/8/06	All Chrysler Group Vehicles	<p><i>Windshield wiper blade maintenance.</i></p> <p>Windshield wiper blades/elements are frequently replaced unnecessarily. If the wipe pattern appears to be streaky or if there is chatter and no damage to the wiper blades/elements is obvious, the following steps should be performed:</p> <ul style="list-style-type: none"><li>• Use a soft cloth or sponge and squeegee and a solution of 50/50 alcohol and water, to wash the windshield.</li><li>• Raise the wiper blades off the glass and clean the wiper blade elements with a solution of 50/50 alcohol and water and a soft cloth, paper towel or sponge.</li><li>• Return the wiper blades to their normal operating position. If the wipe pattern is still objectionable, repeat several times. If the wipe pattern is still objectionable, replace the wiper blades/elements.</li></ul>



## CATEGORY 23 BODY...continued

- 23-018-06 '06 (DR)  
5/5/06 *Speaker buzz.*  
Customers may experience a buzzing sound coming from the door area when the radio is on. This bulletin involves adding insulating tape to the inner door and door trim panel.
- 23-004-07 '04 - '07 (DR)  
01/26/07 *Transit film removal.*  
This information only bulletin provides a transit film removal procedure.
- 23-021-06 '07 (DR)  
Rev. A  
08/09/06 *YES Essentials stain, odor, and static resistant fabric care.*  
This bulletin applies to vehicles equipped with YES Essentials stain, odor, and static resistant fabric (sales code XGW). YES Essentials fabric is an easy-care material that repels and releases soil to maintain the like-new appearance. Spills remain on the surface of the fabric to allow for easy clean up and to prevent stains and odors. The material is antimicrobial and static resistant.
- YES Essentials fabric may be cleaned in the following manner:
- Remove as much of the stain as possible by blotting with a clean, dry towel.
  - Blot any remaining stain with a clean, damp towel.
  - For tough stains, apply Mopar Total clean, p/m 04897840AA, or a mild soap solution to a clean damp cloth and remove the stain. Use a fresh, damp towel to remove the soap residue.
  - For grease stains, apply Mopar Multi-purpose Cleaner, p/n 05127532AA, to a clean, damp cloth and remove the stain. Use a fresh, damp towel to remove the soap residue.
  - Do NOT use any solvents or fabric protectants on Yes Essentials fabric.
- 23-047-06 '06 - '07 (DR/DH/D1)  
10/21/06 *Cracked windshield.*  
Windshield cracks caused by an impact from a foreign object (i.e. stone) are often difficult to identify. The following assessment should be used to verify the presence of an impact chip on the crack.
- If no obvious impact chip is present, run a ball point pen along the crack and feel for a slight drop or pit in the glass. If a slight drop or pit in the glass is present, this indicates a small impact caused the crack. If the molding contains a witness mark or dent from an impact, inspect under the molding for an impact chip in the same manner. Cracks caused by an impact are not warrantable.
- 23-010-07 '06 - '07 (DR/DH/D1)  
3/24/07 1500/2500/3500 *Water leak due to small void in backlite sealer.*  
The customer may experience the presence of water on or under the rear area floor carpet. This condition is likely due to water leaking past a small void in the adhesive used to retain the backlite glass to the body panel. It is recommended that a flowable sealer be applied to seal a small void in the backlite adhesive.
- 23-011-07 '06 - '07 (DR/DH/D1)  
3/30/07 1500/2500/3500 *Glass keeper loose on back power sliding window.*  
The customer may notice that the glass keeper on the rear backlite has separated from the glass. The bulletin gives directions for the proper repair procedure.
- 23-013-07 '02 - '07  
04/13/07 (DR/DH/D1/DC) *Trailer Towing Mirror – New mirror glass locking tab, new removal procedure.*  
This bulletin applies to vehicles equipped with trailer tow mirrors (sales codes GPD or GPG) built after April 16, 2007, and for any vehicle where service replacement of the mirror glass is required.
- The trailer towing mirror assembly has a replaceable mirror glass. As part of the replaceable mirror glass, a locking tab has been added to the plastic backing on the mirror glass. This change has been made to vehicles built after April 16, 2007. This change is also being incorporated in service replacement of mirror glass.
- This bulletin involves a discussion regarding new removal procedure when replacing the mirror glass on a trailer tow mirror.

## CATEGORY 23 BODY...continued

23-028-07 Rev.A 7/20/07	'06 - '07 (DR/DH/D1) 1500/2500/3500	<p><i>Buzz-like sound from front door speaker area when radio is on.</i></p> <p>The sound in question will come from the interior door trim panel, in the area where the radio speaker is mounted. This condition may be misdiagnosed as a bad radio speaker. The actual cause is typically the interface between the door trim panel sound insulation and the door water shield. The repair procedure involves the addition of sound insulation to the door panel.</p>
23-035-07 08/08/07	'06 - '08 (DC/DM/DR/DH/D1)	<p><i>Exterior Lamp – lens fogging.</i></p> <p>Some customers may report that vehicle exterior lamp assemblies are fogged with a light layer of condensation on the inside of the lenses. This may be reported after the lamps have been turned on and brought up to operating temperature, turned off, and then rapidly cooled by cold water (such as rain, or the water from a car wash). Lens fogging can also occur under certain atmospheric conditions after a vehicle has been parked outside overnight (i.e., a warm humid day followed by clear cool night). This will usually clear as atmospheric conditions change to allow the condensation to change back into a vapor. Turning the lamps on will usually accelerate this process.</p> <p>A lamp that has a large number of water droplets visible on most internal surfaces indicates a problem with the lamp sealing that has allowed water to enter the lamp. In this instance, the customer is likely to report that moisture in the lamp is always present and never disappears. A lamp that exhibits internal moisture permanently should be replaced.</p> <p>This bulletin supersedes technical service bulletin 23-041-06, dated September 27, 2006.</p>
23-017-08 5/10/08	'08 (DR/DH/D1) 1500/2500/3500	<p><i>Tailgate retaining cables appear to be of unequal lengths.</i></p> <p>This bulletin applies to vehicles built on or before May 7, 2008. One of the two side tailgate check cables may not be properly tensioned. This condition may cause the appearance that the tailgate cables are of unequal lengths. The repair procedure involves setting the loose/longer in appearance cable firmly into its seat.</p>
23-046-07 10/30/07	'06 - '08 (DR/D1/DC/DH)	<p><i>Repair of etched paint.</i></p> <p>This bulletin involves evaluating the paint condition on all horizontal panels for etching. If the problem exists, the bulletin describes the proper repair procedure using sanding/buffing techniques or spot paint refinishing.</p>

## CATEGORY 24 HEATING & A/C

TSB#	MODELS	SUBJECT/DESCRIPTION
24-009-02 10/28/02	90 - '04 All Chrysler Group products using R-134A refrigerant	<p><i>A/C system leak detection.</i></p> <p>Vehicles from the factory no longer have leak detection dye in the A/C system. To determine the source of a R-134a leak, a leak tracer dye has to be injected into the A/C system.</p>
24-003-03 5/23/03	90 - '04 All Chrysler Group products	<p><i>A/C system additives.</i></p> <p>The use of A/C system sealers may result in damage to A/C refrigerant recovery/evacuation/recharging equipment and/or A/C system components. Many federal, state/provincial and local regulations prohibit the recharge of A/C systems with known leaks. DaimlerChrysler recommends the detection of A/C system leaks through the use of approved leak detectors available through Pentastar Service Equipment (PSE) and fluorescent leak detection dyes available through Mopar Parts. Vehicles found with A/C system sealers should be treated as contaminated and replacement of the entire A/C refrigerant system is recommended.</p>

## CATEGORY 24 HEATING & A/C...continued

24-004-03 '03 (DR)  
6/13/03

### *Defrost/door inoperative.*

The defrost door may break at the pivot shaft causing inadequate travel. The system may not completely close, causing a lack of air discharge out the floor vents and full discharge from the defrost outlet. This may be caused by a broken actuator stop on the heater A/C (HVAC) housing. The bulletin describes the repair procedure for replacing the defrost door and the lower half of the heater/AC housing.

24-021-05 '06 (DR)  
12/16/05

### *Mega Cab – lack of air flow from rear seat heat duct.*

This bulletin applies to 2006 Ram Truck Mega Cab built between 8/29/2005 and 8/31/2005. The rear seat actuator rod could become disconnected from the actuator lever, causing the rear seat heater door to become inoperative. This bulletin involves replacing the rear seat heat duct actuator lever.

24-006-06 '02 - '07 (DR)  
8/9/06

### *A/C cooling coil odor.*

This bulletin involves inspecting for leaves and other foreign material, cleaning, and treating the cooling coil and housing. Some vehicle operators may experience a musty odor from the A/C system, primarily at start up in hot and humid climates. This odor may be the result of microbial growth on the cooling coil. During normal A/C system operation, condensation, bacteria and fungi growth begins and odor results. If the operator describes, or the technician experiences, a musty odor when operating the A/C system, perform the appropriate repair procedure based on the vehicle model.

# TSBs Issued During 2010

## CATEGORY 8 ELECTRICAL

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
08-004-10 3/2/10	'10 (D1) '10 (DJ) '09-'10 (DS)	<i>Radio video disable update.</i> This information-only bulletin describes the programming process used for allowing the front seat video option to be displayed if the vehicle is in park (automatic) or the emergency brake is on (manual).
09-018-10 7/29/10	'10 (DJ) '09-'10 (DS)	<i>Left turn signal on trailer may be inoperative.</i> When verifying trailer turn signal function prior to towing a trailer, the customer may experience a non functional left trailer turn signal. Check connector terminal number one. If there is silicone in the connector use a suitable tool, such as a straight blade Exacto knife, to scrape the silicone off the outside of the number one, left terminal.

## CATEGORY 9 ENGINE

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
09-001-10 7/2/10	All diesel models	<i>Dust-out diagnosis for Cummins diesel engines.</i> This information-only bulletin involves proper inspection procedures to determine engine failure due to dust-out condition. Engines damaged due to the infiltration of dirt and/or debris through the air intake system are not warrantable.

## CATEGORY 14 FUEL

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
14-001-10 2/2/10	'03-'09 (DH, D1)	<i>Electronic fuel control actuator (FCA) available for service/New diagnostics available for DTC P0251.</i> This bulletin applies to vehicles equipped with a 5.9-liter Cummins Turbo Diesel engine. Should the engine surge at idle or MIL illumination of code P0251 occur, follow the diagnostics in the service bulletin. The bulletin involves replacing the FCA with a revised Mopar part number 05183245AA.
14-002-10 2/11/10	'03-'09 (DH, D1) '07-'09 (DC)	<i>Heavy duty filtration – Mopar retrofit or add on parts available.</i> This bulletin applies to D1/DH/DR vehicles equipped with a 5.9-liter Cummins engine built from 2003 model year and D1/DH/DC vehicles equipped with a 6.7-liter Cummins engine built from 2007 model year. Several fuel system add-on or retrofit parts are available to enhance the filtering capability for customers exposing their vehicles to extremely dirty conditions. The description of parts available for Cummins diesel equipped vehicles is listed below:  <div style="text-align: center;">6.7-Liter Changes</div> <ul style="list-style-type: none"> <li>• New fuel filter. This is the FS2 design. (5 and 10 micron filter-in-filter) fuel filter to retrofit earlier models (shell and element). 68061633AA – FS2 Element, fuel filter and shell. 68061634AA – FS2 Element, fuel filter – This filter to supersede the original 5183410AA filter when supplies are exhausted.</li> </ul> <div style="text-align: center;">6.7-Liter and 5.9-Liter Changes</div> <ul style="list-style-type: none"> <li>• Fuel tank vent hose. 5.9 and 6.7 add-on or upgraded fuel tank vent hose kit with vent cap. 68068997AA – Fuel Tank Vent. Must be used in conjunction with the appropriate Fuel Tank Vent Kit listed below: 68051906AA – Kit, Severe Duty Fuel Tank Ventilation – DC 52 Gallon Tank 68061341AA – Kit, Severe Duty Fuel Tank Ventilation – D1/DH 35 Gallon Tank 68061342AA – Kit, Severe Duty Fuel Tank Ventilation – D1/DH 34 Gallon Tank</li> </ul> <div style="text-align: center;">5.9-Liter Changes</div> <ul style="list-style-type: none"> <li>• 5.9 upgraded air filter. This filter is similar in design to the current 6.7-liter air filter. The part number is: 53034249AA – Element, Air Filter – 2003-2007 5.9-liter</li> </ul>

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
18-024-09 12/3/09 Rev. A	'07-'09 (D1, DH)	<p><i>Diagnostic and System improvements and improved air filter minder.</i></p> <p>This bulletin supersedes technical service bulletin 18-024-09, dated August 6, 2009. This bulletin applies to D1/DH vehicles equipped with a 6.7-liter Cummins engine built before May 5, 2009. This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software. Pickup trucks equipped with a 6.7-liter Cummins diesel have a number of software improvements available. This latest bulletin will include:</p> <ul style="list-style-type: none"> <li>• EGR valve cleaning cycle.</li> <li>• DPF "Snuffer" feature to expand DPF temperature controls during deSoot.</li> <li>• DPF "Super deSoot" feature to enhance the deSoot process.</li> <li>• Improved air filter minder detection.</li> <li>• Added turbo cleaning scan tool service procedure available through a diagnostic scan tool. This procedure is available with version 10.02 due out in December.</li> <li>• Many other enhancements.</li> </ul>
18-016-10 4/30/10	'07-'08 (DH) '07-'08 (D1)	<p><i>CCN update required with J35 recall.</i></p> <p>This bulletin applies to '07 and '08 vehicles equipped with a Cummins 6.7-liter engine. This bulletin supersedes service bulletin 18-013-08 Rev. A, dated December 4, 2008. Many improvements have been addressed with the latest engine control module (ECM) software addressed in Recall J35. The cab compartment node (CCN) may require updating in conjunction with the Recall. This service bulletin discusses the procedure used to update the CCN.</p>
18-017-10 5/15/10	'06 (DH) 2500 pickup 5.9-liter '06 (D1) 3500 pickup 5.9-liter '07 ((DH) 2500 pickup 5.9-liter '07 (D1) 3500 pickup 5.9-liter '07 (DC) 3500 Cab/ Chassis 6.7-liter	<p><i>The problem addressed with this bulletin is that the truck will not pass a Smog Check On-Board Diagnostic (OBD) Test or Inspection and Maintenance check up.</i></p> <p>This bulletin applies to 2006 and 2007 vehicles equipped with a 5.9-liter Cummins engine (sales code ETC or ETH) with Federal emissions (sales code NAA) built after January 1, 2006, or Cab Chassis equipped with a 6.7-liter Cummins engine (sales code ETJ) built prior to January 11, 2007. This bulletin supersedes service bulletin 18-038-09, dated December 19, 2009. This revised bulletin will cover federal emissions (EPA) certified vehicles only. Vehicles equipped with CARB (California) emissions have been removed and are addressed in Recall K01, dated May 2010.</p> <p>The instructions in the bulletin tell the technician how to selectively erase and reprogram the Engine Control Module (ECM) with new software.</p>
18-020-10 6/10/10	'07-'10 (DC) '08-'10 (DM)	<p><i>Engine systems and exhaust aftertreatment systems enhancements.</i></p> <p>Cab chassis trucks equipped with a 6.7-liter Cummins engine have a number of software improvements available. This latest service bulletin (which supersedes 18-038-06 and 18-001-09) will include improvements to prevent erroneous Malfunction Indicator Lamp (MIL) illumination:</p> <ul style="list-style-type: none"> <li>• P000F – Fuel System Over Pressure Relief Valve Activated</li> <li>• P0087 – Fuel Rail Pressure Too Low</li> <li>• P0106 – Manifold Absolute Pressure Sensor Performance</li> <li>• P0191 – Fuel Rail Pressure Sensor circuit Performance</li> <li>• P1011 – Fuel Pump Delivery Pressure Too Low</li> <li>• P2299 – Brake Pedal Position/Accelerator Pedal Position Incompatible</li> <li>• P2262 – Turbocharger Boost Pressure Not Detected – Mechanical</li> </ul> <p>The bulletin involves selectively erasing and reprogramming the ECM.</p>

## CATEGORY 19 FRONT SUSPENSION

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
19-002-10 1/23/10	'08-'09 (DM)	<i>Steering wander.</i> While traveling on a straight stretch of highway, a customer may feel the need to provide steering input to correct a vehicle wander condition. This bulletin applies to 4x2 vehicles built before August 8, 2009. This bulletin involves inspection or replacement of suspension components and revised caster specifications to improve road feel and correct a vehicle wander condition. If the vehicle operator describes the symptom/condition, perform the repair procedure.
19-004-10 5/29/10	'09 (DH)	<i>Steering Wander</i> While traveling on a straight stretch of highway, a customer may feel the need to provide steering input to correct a vehicle wander condition. This bulletin applies to 4x4 vehicles built before February 4, 2009. This bulletin involves installing an Intermediate steering shaft kit, part number 05165725AA.

## CATEGORY 21 TRANSMISSION

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
21-003-10 5/12/10	'07 (DC)	<i>MIL illumination due to transmission related DTC P0711 or P0776.</i> This bulletin applies to 2007 3500 Chassis Cab models equipped with a 6.7-liter diesel engine and an AS68RC automatic transmission. This bulletin supersedes service bulletin 21-019-08, dated August 2, 2008. The customer may experience a malfunction indicator lamp (MIL) due to one or both of the following diagnostic trouble codes: P0711 – Transmission Temperature Sensor 1 Performance P0776 – Pressure Control Solenoid B Performance. This bulletin involves verifying software levels in the transmission control module (TCM) and the engine control module (ECM). Then, as necessary, selectively erasing and reprogramming the TCM and possibly the ECM.

## CATEGORY 23 BODY

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
23-006-10 3/10/10	'10 (D2) '10 (DJ) '09 (DS)	<i>Hood creaking and squeaking sound.</i> The customer may experience a creaking and or squeaking sound from the hood area when turning the vehicle and or going over rough terrain. Inspect the hood, and if a squeaking or creaking sound is observed when pressing the front of the hood, perform the repair procedure, which calls for the addition of anti-squeak tape to the underside of the hood.

## CATEGORY 25 EMISSIONS CONTROL

TSB#	MODEL	SUBJECT/DESCRIPTION																		
25-001-09 10/20/09	'07-'09 (DH/D1)	<p><i>MIL Illumination due to P2000, P2A00 and/or P2A01.</i></p> <p>This bulletin supersedes service bulletin 18-035-08 dated September 13, 2008. This bulletin applies to vehicles equipped with a 6.7-liter Cummins diesel engine. The customer may experience MIL illumination. Further investigation by the technician may find one or more of the following DTC(s) present:</p> <ul style="list-style-type: none"> <li>• P2000 – NOX Absorber Efficiency Below Threshold – Bank 1.</li> <li>• P2A00 – O2 Sensor 1/1 Circuit Performance.</li> <li>• P2A01 – O2 Sensor 1/2 Circuit Performance.</li> </ul> <p>This bulletin involves verifying all TSB's related to high sooting issues have been properly addressed, inspecting both Oxygen (O2) sensors and either cleaning the sensors or replacing sensors, and installing an O2 Sensor Blanket/Shield on the exhaust pipe in the area of the front O2 sensor.</p>																		
25-001-10 7/9/10	'11 (DD) '11 (DP)	<p><i>Diesel exhaust fluid.</i></p> <p>This bulletin provides information regarding the diesel exhaust fluid (DEF) vehicle delivery fill guidelines. The vehicle is equipped with a "Low DEF" warning system that notifies the driver when the level of DEF drops below approximately 2.5 gallons. The warning system includes warning messages displayed by the EVIC and audible chimes. The first level warning displays the message "Refill DEF Engine Will Not Restart In XXX Miles". If the vehicle is driven too long with low DEF, the message "Refill DEF Engine Will Not Start" will be displayed. At that point, the engine will no longer restart if it is shut off. A minimum of 2.5 gallons of DEF will need to be added in order to be able to restart the engine.</p> <p>The following diagnostic trouble code may be displayed on a Diagnostic Scan Tool if the level of DEF was low.</p> <ul style="list-style-type: none"> <li>• P203F – (Diesel Exhaust Fluid) Reductant Level Too Low When this code is set, the Powertrain Control Module (PCM) initiates a countdown that will inhibit an engine restart if the DEF system is not serviced within 500 miles .</li> <li>• P1C70 – SCR Error Detected – Engine Disabled When this code is set, the PCM commands the EVIC to display the "Refill DEF Engine Will Not Start" message. The message will continuously display when the counter reaches zero, and will be accompanied by a periodic chime. The engine will not start after it has been turned off unless up to 2.5 gallons of DEF is added to the tank.</li> </ul> <p>DEF has a temperature dependent shelf life that shortens when exposed to elevated temperatures. As temperatures increase, the Urea in the DEF degrades. As the concentration degrades, the urea will become less effective at reducing NOx levels in the SCR catalyst. The following chart provides the approximate shelf life of DEF Versus temperature.</p> <table border="1"> <thead> <tr> <th>Temperature</th> <th>Estimated Useful Life</th> </tr> </thead> <tbody> <tr> <td>32°F (0°C)</td> <td>Indefinite</td> </tr> <tr> <td>50°F (10°C)</td> <td>75 Years</td> </tr> <tr> <td>68°F (20°C)</td> <td>11 Years</td> </tr> <tr> <td>86°F (30°C)</td> <td>23 Months</td> </tr> <tr> <td>95°F (35°C)</td> <td>10 Months</td> </tr> <tr> <td>104°F (40°C)</td> <td>4 Months</td> </tr> <tr> <td>122°F (50°C)</td> <td>1 Month</td> </tr> <tr> <td>140°F (60°C)</td> <td>1 Week</td> </tr> </tbody> </table>	Temperature	Estimated Useful Life	32°F (0°C)	Indefinite	50°F (10°C)	75 Years	68°F (20°C)	11 Years	86°F (30°C)	23 Months	95°F (35°C)	10 Months	104°F (40°C)	4 Months	122°F (50°C)	1 Month	140°F (60°C)	1 Week
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# TSBs Issued During 2011

## CATEGORY 7

## COOLING

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
07-003-10 9/9/10	'07-'10 DC/DM '11 DD/DP	<p><i>High coolant temperatures on vehicles equipped with snow plows.</i></p> <p>Customers that operate their vehicle with a snow plow attached to the vehicle may cause the airflow passing through the radiator to be disrupted resulting in higher than normal engine temperatures. The Cummins ECM is equipped with software that can fully engage the fan clutch to allow an increase of airflow through the radiator. Customers can initiate the fan clutch operation by performing the following button sequence:</p> <ul style="list-style-type: none"> <li>• Turn the ignition key to the run position or start the truck.</li> <li>• Simultaneously press and release the Cruise Control "Cancel" button/lever and the "Exhaust Brake" button. Repeat this sequence four times within five seconds. The chime will sound twice as an audible indicator that the function is engaged.</li> <li>• To disable the function, repeat the same procedure. The chime will sound four times as an audible indicator that the function is disengaged.</li> </ul> <p>Note: '07-'09 truck engine ECMs were not equipped with the fan engagement software. These engines would require the latest software update (18-020-10) in order to have the fan-on capability.</p>
07-002-11 8/13/11	'11 DJ/D2	<p><i>Transmission cooler hose weepage.</i></p> <p>This bulletin applies to vehicles equipped with the Cummins engine and an automatic transmission built between September 20, 2010, and January 17, 2011. Some of the listed vehicles have been built with a transmission cooler hose that may experience fluid weepage. Inspect the upper transmission cooler hose ("Hot" side line that runs near the battery) for date code 2440. If the upper transmission cooler hose has date code 2440 on the hose, verify whether or not the hose was built between 21:14 – 23:16 (Time Stamp). The date code may be on the lower side of the hose. It may be necessary to use a mirror or rotate the hose. This bulletin involves inspecting the upper transmission cooler hose for a specific date code and time stamp. If found within the suspect range, the transmission cooler hose must be replaced.</p>
08-014-10 6/29/10	'10 D1/DJ	<p><i>Radio locks up.</i></p> <p>This bulletin applies to vehicles equipped with a radio with sales code REN, REZ. The problem may be that the radio will not change stations or frequency intermittently. The only function that will be available is volume control. The repair involves upgrading the software of the REN/REZ radio.</p>
08-026-10 Rev. A 12/18/10	'11 DD/DJ/DP/D2	<p><i>Park assist system for message clarity and false messages on 4x4 models.</i></p> <p>This bulletin applies to vehicles built with the Parksense Rear Park Assist (sales code XAA). Customers may not understand the EVIC message display "Blinded". This indicates that the Parksense Rear Park Assist sensors require cleaning. The EVIC flash will change the display to indicate "Clean Sensors". The EVIC may display the message "Press 4 Low" when a shift into 4x4 is not allowed. This message has no meaning on these vehicles. The EVIC flash will prevent this message from being displayed.</p> <p>This bulletin involves reprogramming the EVIC with new software.</p>



**CATEGORY 8****ELECTRICAL**

<b>TSB#</b>	<b>MODEL</b>	<b>SUBJECT/DESCRIPTION</b>
08-028-10 Rev. A 11/2/10	'10 DJ/DX/D2	<p><i>RBZ radio software enhancements.</i></p> <p>This bulletin applies to vehicles built with a radio that has a sales code RBZ. The customer may experience one or more of the following problems:</p> <ul style="list-style-type: none"><li>• The display may appear to be dimly lit when in backup camera mode (if equipped).</li><li>• Screen fonts too small or unclear.</li><li>• Video playback, display too bright.</li><li>• Audio playback, sound quality/frequency response could be improved.</li><li>• Hands free call information does not display caller ID.</li><li>• Bluetooth streaming audio information is incomplete.</li></ul> <p>The repair involves upgrading the software on the RBZ radio.</p>
08-001-11 Rev. A 3/5/11	'10-'11 DJ/D2	<p><i>Radio software enhancements.</i></p> <p>This bulletin applies to vehicles built with a radio/navigation units with sales codes RER, REW or REP. The problems experienced:</p> <ul style="list-style-type: none"><li>• The radio may lock up when a U-Connect call ends, this may cause battery drain.</li><li>• Intermittent/no sound from audio system.</li><li>• Repeated "Updating Channels" message when in satellite radio mode.</li><li>• Losing Bluetooth connection intermittently and not displaying accurate caller ID information when using U-Connect.</li></ul> <p>This bulletin involves upgrading the software on the RER, REW, or REP Radio.</p>
08-003-11 Rev. B 3/17/11	'10-'11 DD/DJ/DX/D2 '11 D2	<p><i>Exterior mirror courtesy lamps stay on longer than the customer desires.</i></p> <p>This bulletin involves checking the software version and, if necessary, flash reprogramming front door control modules with new software. This bulletin supersedes bulletin 08-003-11 revision A. This bulletin applies to vehicles equipped with exterior mirror courtesy lights (sales code LEC) built between January 1, 2010, and December 13, 2010.</p>
08-018-11 Rev. A 7/1/11	'10-'11 DJ/D2	<p><i>Static, squeal, no sound, or intermittent sound from speakers.</i></p> <p>This bulletin applies to DJ and D2 vehicles built between July 15, 2010, and November 30, 2010, equipped with 9 amplified speakers w/subwoofer (sales code RC3) or 9 amplified speakers (sales code RCZ). This bulletin also applies to DJ, and D2 vehicles built between July 15, 2010, and February 28, 2011, equipped with Premium I speakers (sales code RCK). The repair involves removing and replacing the amplifier.</p>
08-024-11 Rev. A 7/1/11	'11 DD/DJ/DP	<p><i>Flash: Intermittent no start or intermittent RKE function.</i></p> <p>This bulletin applies to DD, DJ, and DP vehicles built before April 7, 2011, equipped with remote keyless entry (sales code GXM). This bulletin involves flash reprogramming the wireless ignition node (WIN) with new software. The service flash corrects the following conditions</p> <ul style="list-style-type: none"><li>• Intermittent no start.</li><li>• Intermittent RKE.</li></ul> <p>The above conditions may be caused by a software lockup in the module. The lockup condition may be cleared by removing the reinserting fuse M27. Flash reprogramming the WIN will correct these conditions.</p>
08-015-11 4/6/11	'11 DJ/D2/DD/DP	<p><i>Loss of communications with the hands free module (HFM).</i></p> <p>If there is a loss of the hands free module function the service bulletin involves performing a USB service flash of the hands free module.</p>
08-033-11 6/22/11	'11 DJ/D2/DD/DP	<p><i>Intermittent diagnostic trouble code P0201 – Fuel injector 1 circuit open/closed.</i></p> <p>This bulletin applies to a small number of vehicles equipped with the Cummins engine built between March 1, 2011, and March 11, 2011. Suspect vehicles may intermittently set DTC P0201 – Fuel injector 1 circuit open/closed. This bulletin involves replacing terminal number 26 from the powertrain control module (PCM) 76-way connector.</p>
08-049-11 8/12/11	'11 DJ/D2/DD/DP/DX	<p><i>Front overhead ambient light intermittent operation or inoperable.</i></p> <p>This bulletin applies to vehicles built between February 11, 2011, and March 9, 2011. If there is intermittent or no operation of the front overhead light this bulletin explains how to remove and repair the light.</p>

<b>CATEGORY 9</b>	<b>ENGINE</b>
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<b>TSB#</b>	<b>MODEL</b>	<b>SUBJECT/DESCRIPTION</b>
09-004-10 11/11/10	'11 DJ/D2/DD/DP	<i>Incorrect engine oil level indicator.</i> Cummins engines are equipped with an engine oil level indicator that identifies a "Safe" region on the end of the indicator. Some vehicles were equipped with an engine oil level indicator end that had "Add, Cold, Hot, and Do Not Add" increments on the end. These engine oil level indicators will need to be replaced. This bulletin involves inspecting the engine oil level indicator and replacing it if found to have an incorrect indicator end.

<b>CATEGORY 13</b>	<b>FRAME &amp; BUMPERS</b>
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13-001-11 5/13/11	'10-'11 DJ	<i>Front axle skid plate to oil pan contact.</i> This bulletin applies to vehicles equipped with 6.7-liter Cummins engine and TRX package (sales code AMW) built after September 1, 2009, and built prior to September 23, 2010. The front axle skid plate may contact the oil pan during extreme off road usage. The repair involves inspection of the oil pan and if necessary replacement of the front skid plate and oil pan.
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<b>CATEGORY 14</b>	<b>FUEL SYSTEM</b>
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14-005-10 9/21/10	'10-'11 DJ/D2	<i>Fuel filler housing pops out of sheet metal.</i> This bulletin applies to vehicles equipped with a single wheel rear axle only built before August 9, 2010. The customer may notice that the fuel filler housing has popped out from the body on one side or the other. This bulletin involves removing the fuel filler housing to file some material off of the tabs that will not lock into place. If tab(s) are broken it will be necessary to replace the fuel filler housing and it still may be necessary to file some material off of the tab(s) that will not lock into place.
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<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE</b>
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18-004-11 Rev. A 2/18/11	'10 DJ/D2	<i>Diagnostic and system improvements.</i> This bulletin applies to trucks equipped with a 6.7-liter Cummins diesel. The bulletin describes a number of software improvements/enhancements that are available: <ul style="list-style-type: none"><li>• P046C – EGR position sensor performance</li><li>• P051B – Crankcase pressure sensor circuit range/performance</li><li>• P0101 – Mass air flow sensor "A" circuit performance</li><li>• P2002 – Diesel particulate filter efficiency below threshold</li><li>• P2196 – O2 sensor 1/1 out of range low</li><li>• P245B – EGR cooler bypass status line intermittent</li><li>• P2262 – Turbocharger boost pressure not detected – mechanical</li><li>• P2271 – O2 sensor ½ out of range low</li></ul>
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This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software.

## CATEGORY 18 VEHICLE PERFORMANCE...continued

TSB#	MODEL	SUBJECT/DESCRIPTION
18-029-11 5/28/11	'11 DD/DP	<p><i>Engine systems and PTO enhancements.</i></p> <p>This bulletin applies to vehicles equipped with a Cummins engine built before January 1, 2011. These cab chassis trucks have a number of software improvements available. This latest service bulletin will include:</p> <p>Improvements to prevent unnecessary malfunction indicator lamp (MIL) illumination for:</p> <ul style="list-style-type: none"> <li>• P0524 – fault for low oil pressure, set during low ambient temperatures.</li> <li>• P051B – fault for crankcase pressure.</li> </ul> <p>Enhanced diagnostics for:</p> <ul style="list-style-type: none"> <li>• Variable geometry turbocharger.</li> <li>• Fuel level sensor.</li> </ul> <p>Other updates:</p> <ul style="list-style-type: none"> <li>• Low diesel exhaust fluid (DEF) level EVIC messaging strategy changes.</li> <li>• Diesel exhaust fluid (DEF) system tampering EVIC messaging strategy changes.</li> <li>• Oil change monitor – updated for easier reset (same basic procedure, easier to reset).</li> <li>• Scan tool display updates.</li> <li>• Enable mobile PTO capability.</li> <li>• Correct operation of remote PTO.</li> <li>• Correct EVIC messaging related to DEF level reporting.</li> <li>• System robustness improvements.</li> <li>• DEF tank level reporting erroneously at high DEF tank level. When DEF tank is overfilled, the EVIC may display low fluid level (20-22%).</li> </ul> <p>This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software.</p>

## CATEGORY 19 STEERING

19-001-11 Rev. A 8/9/11	'08-'10 DM '11 DP '10-'11 DJ/D2/DD '06-'09 DH/D1 '07-'09 DC '05 DH '03-'04 DR	<p><i>Tie rod ball stud housing alignment procedure.</i></p> <p>This bulletin describes the proper procedure to ensure parallel alignment of the right and left steering tie rod ball stud housings. The bulletin applies to 4x4 models of the 2500/3500 pickup truck and to all 3500/4500/5500 Cab Chassis trucks which have a solid front axle. The overview of this repair procedure: The right-to-left tie rod ball stud housings must be aligned parallel to one another and not exceed +/-3 degrees of combined parallelism. This procedure is required any time service is performed to either the tie rod or when performing a front end alignment or toe set procedure. Failure to properly perform the parallel alignment procedure may lead to tie rod damage.</p>
19-003-11 2/2/11	'10-'11 DJ/D2 '11 DD	<p><i>Steering honk and/or groan sound during low speed parking lot maneuvers.</i></p> <p>This bulletin applies to vehicles equipped with 6.7-liter Cummins engine built prior to November 23, 2010. The customer may experience a honk and/or groan sound coming from the steering system during low speed parking lot maneuvers. This bulletin involves inspecting and, if necessary, replacing the power steering gear. This bulletin applies to 4x4 models of the 2500/3500 pickup truck.</p>

**CATEGORY 20      BODY**

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
23-024-11 7/12/11	'11 DD/DP '10-'11 DJ/D2 '09-'10 DM/DC '09 DH/D1	<i>Whistle and/or high pitch windnoise at door near windshield A-pillar.</i> This bulletin applies to vehicles built before April 18, 2011. The customer may experience whistle and/or high pitch windnoise at door near windshield A-pillar. This bulletin involves installing a foam stuffer block into door weatherstrip.

**CATEGORY 25      EMISSIONS CONTROL**

25-002-10 9/22/10	'11 DD/DP	<i>Misassembled diesel exhaust fluid engine coolant control valve.</i> This bulletin applies to vehicles equipped with the Cummins engine built between March 3, 2010, and July 19, 2010. Some trucks may have been built with a DEF engine coolant control valve that may be internally misassembled which may not be able to completely shut the flow of coolant passing through the coolant tubes in the DEF tank. This allows the DEF temperature to rise above its normal operating range. DEF that has been exposed to elevated temperatures can cause the DEF to degrade. This bulletin involves replacing the diesel exhaust fluid (DEF) engine coolant control valve assembly. Some of the involved vehicles may also require draining and adding DEF.
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# TSBs Issued During 2012

## CATEGORY 8

## ELECTRICAL

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
08-011-12 2/8/102	'12 DJ/DD/D2/DP	<p><i>Radio anti-theft codes.</i></p> <p>Starting in model year 2012 radios will come equipped with an anti-theft feature. Once a radio is installed in a vehicle, it learns the vehicle's VIN and cannot be used in another vehicle unless an anti-theft code is applied.</p> <p>This "information only" TSB tells the dealer how to obtain the radio's anti-theft code. This bulletin also supersedes bulletin 08-051-11 dated 8/20/11 by providing updated service information.</p>

### *Editor's Comments – Radios*

***Have you tried to restore a car with a "coded" radio? I've been playing with BMW coded radios from cars that are now 25 years old. What a pain in the tail.***

***This brings several questions to mind: In today's market, where a replacement can be purchased for \$69, does theft occur that often? Why is Chrysler 30 years behind the theft code thing? What implications will this have to Joe-second-owner/Joe-restoration who does not have TSB 08-011-12 to tell him how the dealer can unlock a code?***

***Geez.***

## CATEGORY 9

## ENGINE

09-004-11 9/12/11	Any Cummins diesel engine that is still covered under the provisions of the factory warranty.	<p><i>Dust-out diagnosis for Cummins diesel engines.</i></p> <p>This "information only" bulletin involves proper inspection procedures to determine engine failure due to dust-out condition. Engines damaged due to the infiltration of dirt and/or debris through the air intake system are not warrantable.</p> <p>Engines that exhibit particular symptoms that may have been caused by improper air filtration and/or lack of proper maintenance. Some of these symptoms are listed below (not limited to):</p> <ul style="list-style-type: none"><li>Knocking</li><li>Hard or no start</li><li>Low power/poor performance</li><li>Oil consumption</li><li>Lower end bearing failure</li><li>Broken rod</li><li>Smoking</li><li>Blow-by (rings not sealing)</li><li>Oil on turbo (dust damage to seal/bearing)</li></ul> <p>This nine-page bulletin supersedes bulletin 09-001-10 dated 7/2/10 and gives the service network an easy to print/easy to follow diagnosis procedure. The highlights:</p> <ul style="list-style-type: none"><li>• Major mechanical damage can be caused by fuel, fuel injectors, up-rate kits or programmers. Inspect vehicle for any device that adds more power (fuel), which may damage the engine mechanically. Check for any aftermarket power enhancer box or downloader. Repairs performed on engines with failures caused by these devices do not qualify for warranty coverage.</li><li>• Inspect for aftermarket cold air performance air filter housing, duct work and/or air filter type (wrong style air filter which may be used in a stock air filter box).</li><li>• Vehicles with extremely large amounts of visible dirt accumulation are candidates for dust out damage if not properly maintained or use of improper filters. Engines with excessive cylinder and/or ring wear will consume excess oil. Look for oil spilled near filler on valve cover which may indicate oil has been (or is) added often.</li></ul> <p>As mentioned, the bulletin continues for nine-pages that show the cause/effect from lack of proper air filtration.</p>
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## CATEGORY 9

## ENGINE...continued

### Editor's Comments – Dust Out

*If you spend a day answering the tech line at Geno's Garage you would be surprised at the number of phone calls asking about air filters and cold air boxes.*

*The staffs' answer: If you value your rights to warranty consideration, leave the air intake system alone.*

*Prior to this TSB there was the 09-001-10 TSB. Prior to these TSBs there was the "K&N story," the short version being that testing was done on this filter in 1999 by Dodge and Cummins. Prior to the test, K&N was the number two selling item at Geno's Garage. After the test, K&N filters were no longer offered by Geno's. However, folks still want to know more as aftermarket advertising does an admirable job of selling these parts. So, if you need to help control exhaust gas temperatures due to the high horsepower you are making, you should consider a cold air box and a multi-layer filter. The Geno's folks do sell a multi-layer filter. See TDR Issue 56, page 150 and Issue 59, page 130 for the cold air box story. See TDR Issue 34, page 105 and Issue 77, page 56, for the K&N story.*

## CATEGORY 14

## FUEL SYSTEM

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
14-004-11 4/1/11	'03-'09 (D1/DH/DR) '07-'10 (DC)	<p><i>Heavy duty filtration – Mopar retrofit or add on parts available.</i></p> <p>This bulletin applies to D1/DH/DR vehicles equipped with a 5.9-liter Cummins engine built from 2003 model year and D1/DH/DC vehicles equipped with a 6.7-liter Cummins engine built from 2007.5 model year. Several fuel system add-on or retrofit parts are available to enhance the filtering capability for customers exposing their vehicles to extremely dirty conditions. The description of parts available for Cummins diesel equipped vehicles is listed below:</p> <p style="text-align: center;">5.9-Liter Changes – Air Filter</p> <ul style="list-style-type: none"><li>• 5.9 upgraded air filter. This filter is similar in design to the current 6.7-liter air filter. The part number is: 53034249AA – Element, Air Filter – 2003-2007 5.9-liter</li></ul> <p style="text-align: center;">6.7-Liter Changes – Fuel Filter</p> <ul style="list-style-type: none"><li>• New fuel filter. This is the FS2 design. (5 and 10 micron filter-in-filter) fuel filter to retrofit earlier models (shell and element). 68061633AA – FS2 Element, fuel filter and shell. 68061634AA – FS2 Element, fuel filter – This filter to supersede the original 5183410AA filter when supplies are exhausted.</li></ul> <p style="text-align: center;">6.7-Liter and 5.9-Liter Changes – Tank Ventilation</p> <ul style="list-style-type: none"><li>• Fuel tank vent hose. 5.9 and 6.7 add-on or upgraded fuel tank vent hose kit with vent cap. 68068997AA – Fuel Tank Vent (\$66.10). Must be used in conjunction with the appropriate Fuel Tank Vent Kit listed below: 68051906AA – Kit, Severe Duty Fuel Tank Ventilation – DC 52 Gallon Tank (\$32.95) 68061341AA – Kit, Severe Duty Fuel Tank Ventilation – D1/DH 35 Gallon Tank (\$58.85) 68061342AA – Kit, Severe Duty Fuel Tank Ventilation – D1/DH 34 Gallon Tank (\$63.20)</li></ul> <p style="text-align: center;">6.7-Liter and 5.9-Liter – Auxiliary Fuel Filter</p> <ul style="list-style-type: none"><li>• Severe duty fuel filter kit. This kit supplies the owner with an auxiliary fuel filter, mounting bracket for under the frame installaiton, hoses, hardware and electrical connections to add another fuel filter to the truck. 68083851AA kit, '07-'12 Cab and Chassis 68083853AA kit, '04-'12 Pickup (2500/3500) 68026934AA wiring adaptor, for use with kit 6808353AA and in the model years '04.5-'07</li></ul>

## CATEGORY 14 FUEL SYSTEM...continued

### Editor's Comments – HD filtration

*This is one of those “been there, done that” TSBs. We discussed the merits of this TSB and specifically the “6.7-liter and 5.9-liter – Auxiliary Fuel filter” in last issue’s magazine, Issue 77, pages 14-16.*

*In the cost analysis/conclusion part of the article, I closed by saying, “Ding, ding, ding, bottom line, what is the cost analysis?” The Mopar kit will cost about \$450. From last issue, my “Fool Transfer Pump/Boy Scout” project for the ’05 to current trucks cost \$625.*

*“The Fool Transfer Pump/Boy Scout project gives you better filtration and a redundant pump for fuel supply. However, its installation requires removal of the fuel tank. Nonetheless, for my peace of mind, I’ll spend the \$625 and do the extra labor for the fool solution that I presented in Issue 76. Your decision?”*

*A lot can happen in the 11 months from the beginning of a project to magazine-in-hand. However, I continue to stand behind my decision to use the redundant FASS “Platinum 08-95G” fuel transfer pump and filter as I wrote about in Issue 76, pages 16-21.*

## CATEGORY 18 VEHICLE PERFORMANCE

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
18-004-11 Rev. B 12/21/11	'10 (DJ/D2)	<p><i>Diagnostic and system improvements.</i></p> <p>This bulletin supersedes service bulletin 18-004-11 Rev. A, dated February 18, 2011. This bulletin applies to vehicles equipped with a 6.7-liter Cummins engine. The software flash provides a number of software improvements/enhancements. These include:</p> <ul style="list-style-type: none"><li>P049D – EGR control position exceeded learning limit</li><li>P2002 – Diesel particulate filter efficiency below threshold</li><li>P2195 – O2 sensor 1/1 out of range high</li><li>P2196 – O2 sensor 1/1 out of range low</li><li>P2270 – O2 sensor ½ out of range high</li><li>P2271 – O2 sensor ½ out of range low</li><li>P241A – O2 sensor 1/1 and ½ oxygen concentration mismatch</li><li>P2609 – Intake air heater system performance</li></ul> <p>The previous TSB had software improvements for:</p> <ul style="list-style-type: none"><li>P046C – EGR position sensor performance</li><li>P051B – Crankcase pressure sensor circuit range/performance</li><li>P0101 – Mass air flow sensor “A” circuit performance</li><li>P245B – EGR cooler bypass status line intermittent</li><li>P2262 – Turbocharger boost pressure not detected – mechanical</li></ul> <p>The bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software.</p>

<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE...continued</b>
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<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
18-045-11 10/19/11	All 6.7-liter diesel-equipped vehicles	<p><i>Cummins 6.7-liter Turbo Diesel common diagnostic process.</i></p> <p>This bulletin supersedes service bulletins 09-002-09 dated June 13, 2009; 09-003-09 dated December 2, 2009; and 11-001-09 dated July 23, 2009.</p> <p>This diagnostic process was developed for any drivability concern with the 6.7-liter engine. Non-drivability engine issues or engine cooling system issues are not in the scope of this process. The process begins by identifying the customer's concern and applying it to one of the following symptoms:</p> <ul style="list-style-type: none"> <li>MIL illumination</li> <li>Engine cranks but does not start or starts and immediately stalls</li> <li>Engine surges, bucks, runs rough – no MIL</li> <li>Engine noise – no MIL</li> <li>Excessive black smoke out exhaust – no MIL</li> <li>Excessive white smoke out exhaust – no MIL</li> <li>Excessive blue smoke out exhaust – no MIL</li> </ul> <p>Once the data has been collected and analyzed, the diagnostic process can continue. The tests are designed to direct the service technician to the diagnostic path that leads to corrective actions that repair conditions that occur most frequently for that specific concern.</p> <p><i>Engine systems and PTO enhancements.</i></p> <p>This bulletin supersedes service bulletin 18-029-11 dated December 17, 2011. Cab chassis trucks equipped with a 6.7-liter Cummins diesel have a number of software improvements available. This latest Service bulletin will include:</p> <p>Improvements to prevent unnecessary malfunction indicator lamp (MIL) illumination for:</p> <ul style="list-style-type: none"> <li>P0524 – Engine oil pressure sensor circuit low</li> <li>P051B – Crankcase pressure sensor circuit range/performance</li> <li>P20EE – SCR NOx catalyst efficiency below threshold – Bank 1</li> <li>U010E – Lost communication with diesel exhaust fluid control unit</li> <li>P2609 – Intake air heater system performance</li> <li>P061A – ETC level 2 torque performance</li> <li>P1123 – Power take off system monitor control error</li> <li>P2579 – Turbocharger speed sensor circuit performance</li> </ul> <p>Enhanced diagnostics for:</p> <ul style="list-style-type: none"> <li>Variable geometry turbocharger</li> <li>Fuel level sensor</li> <li>Misfire without MIL illumination</li> </ul> <p>Other updates:</p> <ul style="list-style-type: none"> <li>Low diesel exhaust fluid (DEF) level EVIC messaging strategy changes</li> <li>Diesel Exhaust fluid (DEF) system tampering EVIC messaging strategy changes</li> <li>Oil change monitor – updated for easier reset (same basic procedure, easier to reset)</li> <li>Scan tool display updates</li> <li>Enable mobile PTO capability</li> <li>Correct operation of remote PTO</li> <li>Correct EVIC messaging related to DEF level reporting</li> <li>System robustness improvements</li> <li>DEF tank level reporting erroneously at high DEF tank level. When DEF tank is overfilled, the EVIC may display low fluid level (20-22%).</li> </ul> <p>This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software.</p>
18-005-12 1/28/12	'11 (DD/DP)	



<b>CATEGORY 18</b>	<b>VEHICLE PERFORMANCE...continued</b>
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<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
18-001-12 Rev A 1/28/12	'12 (DD/DP)	<p><i>Engine systems and PTO enhancements.</i></p> <p>This bulletin supersedes service bulletin 18.001/12, dated January 07, 2112. Cab chassis trucks equipped with a 6.7-liter Cummins diesel have a number of software improvements available. This latest service bulletin will include:</p> <p>Improvements to prevent unnecessary malfunction indicator lamp (MIL) illumination for:</p> <ul style="list-style-type: none"> <li>• P061A – ETC Level 2 Torque Performance</li> <li>• P20EE – ACR NOx Catalyst Efficiency Below Threshold – Bank 1</li> <li>• P229F – Aftertreatment NOx Sensor Circuit Performance – Bank 1 Sensor 2</li> <li>• P2609 – Intake Air Heater System Performance</li> <li>• P1123 – Power Take Off System Monitor Control Error</li> <li>• U010E – Lost Communication With Diesel Exhaust Fluid Control Unit</li> </ul> <p>Enhanced Diagnostics For:</p> <ul style="list-style-type: none"> <li>• Selective Catalyst Reduction (SCR) efficiency diagnostic improvements.</li> </ul> <p>Other Update:</p> <ul style="list-style-type: none"> <li>• Idle shutdown message on EVIC.</li> <li>• Turbo protection feature (Not displayed if vehicle is in park or no vehicle speed). Limits RPM at cold ambient to prevent turbo damage.</li> <li>• Scan tool display updates.</li> <li>• Correct operation of remote PTO.</li> <li>• System robustness improvements.</li> </ul> <p>The bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software.</p>
18-013-12 3/17/12	'12 (DJ/D2)	<p><i>Diagnostic and system improvements.</i></p> <p>This bulletin supersedes service bulletin 18-055-11, dated December 17, 2011. This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software. The software package has improvements/enhancements available for the following DTC's:</p> <ul style="list-style-type: none"> <li>• P049D – EGR Control Position Exceeded Learning Limit</li> <li>• P2002 – Diesel Particulate Filter Efficiency Below Threshold</li> <li>• P2195 – 02 Sensor 1/1 Out of Range High</li> <li>• P2196 – 02 Sensor 1/1 Out of Range Low</li> <li>• P2170 – 02 Sensor 1/2 Out of Range High</li> <li>• P2171 – 02 Sensor 1/2 Out of Range Low</li> <li>• P241A – 02 Sensor 1/1 and 1/2 Oxygen Concentration Mismatch</li> <li>• P2609 – Intake Air Heater System Performance</li> </ul> <p>Vehicles flashed to address the above codes should be driven and repair validated. If code(s) return, follow diagnostic procedures available in DealerCONNECT/TechCONNECT.</p> <p>The software also updates the ECU with other improvements:</p> <ul style="list-style-type: none"> <li>• Correct water in fuel (WIF) parameter</li> <li>• ScanTool may report a code as stored, even though the fault has been cleared by completing a significant number of drive cycles without a repeat occurrence.</li> <li>• Active codes not always displayed correctly.</li> <li>• Engine derate with IOD removed. This will help prevent turbo damage due to oil thickening in cold climate start up on new vehicles in transit.</li> <li>• Scan tool readiness reporting issues.</li> <li>• Other drivability enhancements.</li> <li>• EGR Valve cleaning and monitoring enhancements to help reduce occurrences of P049D.</li> <li>• Erroneous, brief brake lamp flash at key on.</li> <li>• Improve EVIC message regarding idle shut down.</li> <li>• Ability to read EGR valve gap an wiTECH</li> </ul>

## CATEGORY 18      VEHICLE PERFORMANCE...continued

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
18-012-12 3/19/12	'11 (DJ/D2)	<p><i>Diagnostic and system improvements.</i></p> <p>This bulletin supersedes service bulletin 18-002-11 Rev. B, dated December 16, 2011. This bulletin involves selectively erasing and reprogramming the engine control module (ECM) with new software. The new software will have improvements/enhancements available for the following DTC's:</p> <ul style="list-style-type: none"> <li>• P0101 – Mass Air Flow Sensor “A” Circuit Performance</li> <li>• P2262 – Turbocharger Boost Pressure Not Detected – Mechanical</li> <li>• P2457 – Exhaust Gas Recirculation Cooling System Performance</li> <li>• P245B – EGR Cooler Bypass Status Line Intermittent</li> <li>• P049D – EGR Control Position Exceeded Learning Limit</li> <li>• P2195 – O2 Sensor 1/1 Out of Range High</li> <li>• P2196 – O2 Sensor 1/1 Out of Range Low</li> <li>• P2002 – Diesel Particulate Filter Efficiency Below Threshold (for high altitude failures)</li> <li>• P2270 – O2 Sensor 1/2 Out of Range High</li> <li>• P2271 – O2 Sensor 1/2 Out of Range Low</li> <li>• P241A – O2 Sensor 1/1 and 1/2 Oxygen Concentration Mismatch</li> <li>• P2609 – Intake Air Heater System Performance</li> </ul> <p>Vehicles flashed to address the above codes should be driven and repair validated. If code(s) return, follow diagnostic procedures available in DealerCONNECT/TechCONNECT. The software also updates the ECU with other improvements:</p> <ul style="list-style-type: none"> <li>• WiTech turbo test revision.</li> <li>• ScanTool may report a code as stored, even though the fault has been cleared by completing a significant number of drive cycles without a repeat occurrence.</li> <li>• Active codes not always displayed correctly.</li> <li>• Engine derate with IOD removed. This will help prevent turbo damage due to oil thickening in cold climate start up on new vehicles in transit.</li> <li>• Enhancement to reduce shift clunk at stop.</li> <li>• Other drivability enhancements.</li> <li>• EGR Valve cleaning and monitoring enhancements to help reduce occurrences of P049D.</li> </ul>

## CATEGORY 19      STEERING

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
19-002-12 7/12/12	'03-'04 (DR) '05-'09 (DH) '06-'09 (D1) '07-'09 (DC) '10-'12 (D2/DJ/DD)	<p><i>The customer may experience steering wheel vibration typically while driving above 50 mph.</i></p> <p>Vehicles equipped with a solid front axle (4x4 or cab and chassis trucks) can be susceptible to steering shimmy. Often this condition is due to modifications to the vehicle that may involve aftermarket equipment that may not be compatible with the vehicle architecture or is not intended for on-road use. For original equipment, this condition can be corrected with routine inspection for properly maintained wheels and tires and replacement of damaged or worn components.</p> <p>Troubleshooting of the problem begins with the verification of warranty coverage and discussion with the customer. The technician is directed to test drive the vehicle to confirm the complaint</p> <p>Next, a long series of inspections, questions, verifications and corrections are presented. The following gives you an example of how the troubleshooting is done:</p> <p>Is the vehicle equipped with aftermarket components or other modifications (e.g. lift kits, wheels, suspension components or tires) that can affect the performance of or wear upon steering components? If the answer is “yes,” the dealer is to notify the owner and document in the repair order that limited warranties do not cover conditions or damage caused by the use of aftermarket components, improper maintenance, or impact damage can cause steering shimmy or otherwise accelerate the wear of steering components that cause steering shimmy. The dealership can inspect steering components that were supplied by the manufacturer for defects in material, workmanship and factory preparation and determine if necessary repairs are</p>

**CATEGORY 19      STEERING...continued**

covered under the terms of the warranties applicable to the vehicle. Clearly, aftermarket items may affect who pays for further inspection.

- Inspect the vehicle steering components for any damage.
- Are the tires on the vehicle properly inflated to the correct pressure?
- Do the tires exhibit a condition of excessive wear, cupping or damage?
- Verify proper wheel and tire balance.
- Inspect the steering damper.
- Does the track bar show signs of excessive wear or damage?
- Do the tie rods show signs of excessive wear or damage?
- Does the drag link show signs of excessive wear or damage?
- Verify vehicle wheel alignment is within specification and adjust accordingly.
- Do the ball joints show signs of excessive wear or damage?

**Editor’s Comments – Death Wobble**

*If you spend a day answering the tech line at Geno’s Garage, you would be surprised at the number of phone calls asking about the “Death Wobble.”*

*More often than not, the customer wants a one-size-fits-all answer to the problem. It is not that easy, and the Geno’s staff suggests that they save money by crawling under the truck to diagnose the problem. So, it is refreshing to see that Dodge has helped us tackle the problem with a step-by-step repair procedure.*

*The TDR has also covered the death wobble problem and in Issue 74, pages 12-23, we presented “Steering Woes.” If you are having death wobble problems, this article is well worth your reread.*

*Finally, there is a part not mentioned in the Dodge TSB that can be added to your truck to help stabilize the front end. My guess as to why Dodge didn’t mention a steering box stabilizer is that it is an aftermarket item not offered through the Mopar parts system.*

**CATEGORY 21      TRANSMISSION AND TRANSFER CASE**

<u>TSB#</u>	<u>MODEL</u>	<u>SUBJECT/DESCRIPTION</u>
21-011-11 11/4/11	'11 (DD/DP)	<i>Difficulty climbing steep grades at maximum gross combined weight rating in third and fourth gear.</i> This bulletin applies to Cab and Chassis vehicles equipped with a six-speed Aisin automatic transmission. Customers may notice they have difficulty climbing steep grades at maximum gross combined weight rating while the vehicle is in third and fourth gear. This usually happens while towing a trailer. This could also be described as a lug down feeling in third and fourth gear. A new feature has been added to the TCM logic that allows new downshift points for the 4-3 and 3-2 downshifts. These new shift points keep the engine at or near peak horsepower to avoid this performance issue.
23-006-10 3/10/10	'10 (D2/DJ)	This bulletin involves flash reprogramming the transmission control module (TCM) with new software.

**CATEGORY 23      BODY**

23-003-12 2/07/12	All Chrysler vehicles	<i>Hood creaking and squeaking sound.</i> This bulletin applies to D2/DJ vehicles built before January 29, 2010. The customer may experience a creaking and/or squeaking sound from the hood area when turning the vehicle and/or going over rough terrain.
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This repair involves adding anti-squeak tape to the hood.

## CATEGORY 23

## BODY...continued

23-019-12 '12 (DJ/DD/D2/  
6/19/12 DP)

*Light to moderate paint surface imperfections on factory applied paint finish.*

This "information only" bulletin applies to vehicles with isolated light to moderate paint surface imperfections (scratches, bird dropping stains, chemical etching, etc.) on factory applied paint. The bulletin outlines a list of Meguiar's products that can be used to clean the paint.

Service personnel are reminded to always begin with the least aggressive method to remove a paint condition. Work one section at a time. Always work on a cool paint surface free of bonded surface contaminants. Should above surface defects be present; prepare the surface with Meguiar's Detailing Clay.

### **Editor's Comments – Paint Detailing**

***When it comes to detailing a truck or car, nothing replaces good lighting, a sharp eye and lots of elbow-grease.***

***Again, the TDR and its writers have "been there, done that," and the most recent article on detailing your truck is found in Issue 68, pages 58-65.***

*Shaking motion in left rearview tow mirror assembly.*

This bulletin applies to vehicles built before January 10, 2012. This bulletin involves inspecting and, if necessary, replacing the left rearview tow mirror assembly.

## CATEGORY 25

## EMISSIONS CONTROL

<b>TSB#</b>	<b>MODEL</b>	<b>SUBJECT/DESCRIPTION</b>
25-002-11 12/6/11	'10-'12 (DJ/D2)	<p><i>On board diagnosis (OBD) monitor readiness.</i></p> <p>Vehicles that fail to pass a state mandated emissions inspection may have certain OBD readiness monitors that have not completely run. Anytime an ECM/PCM has been replaced or flashed, the OBD readiness monitors may need to run again to complete the monitoring process. This bulletin describes the necessary steps required to run each monitor. Customers may be required to drive the vehicle for an extended period of time in a variety of driving styles to allow all of the OBD monitors to run.</p>
25-003-11 12/6/11	'11-'12 (DD/DP)	<p><i>On board diagnosis (OBD) monitor readiness.</i></p> <p>Vehicles that fail to pass a state mandated emissions inspection may have certain OBD readiness monitors that have not completely run. Anytime an ECM/PCM has been replaced or flashed, the OBD readiness monitors may need to run again to complete the monitoring process. This bulletin describes the necessary steps required to run each monitor. Customers may be required to drive the vehicle for an extended period of time in a variety of driving styles to allow all of the OBD monitors to run.</p>
25-001-12 5/3/12	'10-'12 (DJ/D2) '11-'12 (DD/DP)	<p><i>Diagnostic trouble code (DTC) P0471 set in temperatures below freezing.</i></p> <p>This bulletin involves installing an insulated exhaust manifold pressure (EMP) sensor tube and insulation over the EMP sensor along with a new EMP sensor.</p> <p>During the normal combustion process, condensation can form in the EMP sensor tube. Rarely, this condensation may contact the EMP sensor pressure sensing element. If the vehicle is operating in temperatures below freezing, the condensation may freeze. The expanding moisture as it freezes could cause the pressure sensing element to crack causing damage to the EMP sensor and setting DTC P0471 will illuminate the MIL immediately after the fault becomes active.</p>
25-003-12 8/02/12	'11-'12 (DD/DP)	<p><i>Diesel exhaust fluid.</i></p> <p>This bulletin provides information regarding the diesel exhaust fluid (DEF) vehicle delivery fill guidelines. The bulletin supersedes 25-001-10 dated 9/1/10. The tank is pre-filled with approximately three gallons of DEF from the manufacturing assembly plant. This factory fill should be adequate to perform the vehicle's Pre-Delivery Inspection and other in-dealership operations.</p>

# RECALL NOTICES

## OUTER DASH SILENCER PAD AND HEAT SHIELD SAFETY RECALL (737)

The outer dash silencer pad, on the below listed vehicles, may contact the exhaust pipe. Under certain operating conditions, the exhaust pipe may become not enough to over heat or ignite the silencer pad. To correct this condition, part of the silencer pad must be removed and a heat shield must be added to the exhaust pipe.

Models: 1997 model year Dodge Ram (BR) trucks equipped with a 5.9L diesel engine ('D' in the 8<sup>th</sup> VIN Position) built at the:

- Saltillo Assembly Plant ('G' in the 11<sup>th</sup> VIN Position) from March 7, 1997 through May 15, 1997
- St. Louis North Assembly Plant ('J' in the 11<sup>th</sup> VIN Position) from March 15, 1997 through May 16, 1997
- Lago Alberto Assembly Plant ('M' in the 11<sup>th</sup> VIN Position) from March 18, 1997 through May 15, 1997

The service/repair procedure involves removal of a portion of the silencer pad and the installation of heat resistant foil tape to the remainder of the silencer pad and the installation of a heat shield onto the exhaust pipe.

## IGNITION SWITCH WIRING RECALL (875)

The ignition switch and/or steering column wiring may overheat when the blower motor is operated at high speed for an extended period of time. This can cause stalling, loss of blower motor or power window operation, ABS or airbag lamp illumination or a steering column/instrument panel fire.

The vehicles involved in the recall have a vehicle identification number as follows:

- Warren ("S" in the 11<sup>th</sup> VIN position) through April 4, 1996;
- St. Louis ("J" in the 11<sup>th</sup> VIN position) through March 23, 1996;
- Lago Alberto ("M" in the 11<sup>th</sup> VIN position) through April 14, 1996;
- Saltillo ("G" in the 11<sup>th</sup> VIN position) through April 14, 1996.

The repair involves installing a blower motor relay and overlay harness to remove the blower motor circuit from the ignition switch. In addition, the ignition switch and electrical connector must be inspected for damage and replaced if necessary.

Note to TDR subscribers: the primary parts package for this repair does not include a replacement ignition switch assembly, but rather provides a blower motor relay and overlay harness; if necessary, an ignition switch wiring pigtail; clips, screws, washers, etc., to install the blower motor relay.

During the repair the ignition switch and associated connectors are to be inspected. The technician is instructed to look for indications of melting or deformation, specifically at terminals four and five. Very few vehicles are expected to require ignition switch replacement.

*Editor's note: The title of the recall, "Ignition Switch Recall 875" leads one to conclude that the recall is to replace the ignition switch assembly. As summarized from the dealer service instructions, the recall has very little to do with the ignition switch, but rather is focused on adding a relay to the blower motor circuit. The moral of the story – don't jump to conclusions based on the title of a memo and be sure additional trailer light wiring and accessories that are added to your vehicle are on a separate relay-switched circuit.*

## FUEL TRANSFER PUMP RECALL (878)

The fuel transfer (lift) pump on about 12,000 24-valve vehicles may be susceptible to premature internal armature shaft bushing wear. Failure of the shaft bushing typically causes a no-start condition. To correct the problem, the supplier of the fuel transfer pump (Federal Mogul) has returned to the original sintered iron bushing design.

The suspect vehicles have a Cummins engine serial number sequence that falls between 56662576 and 56671920. These engines were installed at the DaimlerChrysler assembly plant in St. Louis from 12/3/99 to 1/18/00; Lago Alberto from 12/2/99 to 2/1/00; Saltillo from 12/2/99 to 2/1/00.

The replacement involves removal of the starter motor to gain access to the electronic transfer pump. Remove and install a replacement pump. Reinstall the starter and check for leaks and proper operation. The flat rate time schedule for replacement is approximately one hour.

## THROTTLE CONTROL CABLE AND THROTTLE LINKAGE REPLACEMENT SAFETY RECALL (970)

DaimlerChrysler Corporation has determined that a defect, which relates to motor vehicle safety, exists in some 1994 through 1996 model year Dodge Trucks equipped with a Cummins Turbo Diesel engine (identified by a "C" in the eighth position of the VIN).

The throttle control cable on your Ram truck may fray and eventually break. A frayed throttle control cable may not allow the throttle to return to the idle position.

In addition, the throttle control linkage joints may corrode and cause the throttle to bind or stick.

Either of the above conditions could increase the truck's stopping distance and cause an accident without warning.

DaimlerChrysler will repair your truck free of charge (parts and labor). To do this, your dealer will replace your truck's throttle control cable and throttle linkage. The work will take about 1.0 hour to complete. The service/repair procedure involves removal of the throttle control cable, throttle linkage rod ends and linkage ball studs as all of these parts are replaced. Detailed removal and reinstallation instructions are provided to the dealership (reference Safety Recall 970).

If you have already experienced the problem described above and have paid to have it repaired, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement: DaimlerChrysler Customer Assistance Center, PO Box 1040, St. Charles, MO 63302-1040, Attention: Recall Center.

**UPPER CONTROL ARM FASTENERS  
(Recall 955)**

2001 BR/BE Ram Truck Quad Cab manufactured in July 2000.

The upper control arms attached with cadmium coated nuts can cause the bolts to stretch due to the application of a higher than specified clamp load. Breakage of the upper control arm fasteners could cause the axle to rotate forward under braking conditions. This rotation could twist the steering linkage and possibly separate the brake lines, increasing the risk of a crash. Dealers will replace the upper control arm bolts and nuts.

**REAR AXLE SPACER PLATE  
(Recall 966)**

2001 (BR/BE) Dodge Ram Truck Quad Cab equipped with a camper package and overload springs manufactured in July 2000.

The rear axle spacer plate could lead to deformation of the upper spring plate during assembly of the axle to the vehicle resulting a soft joint. The soft joint could cause the rear axle U-bolts to lose clamp load, resulting in displacement of the rear axle and a loss of vehicle control. This could increase the risk of a crash. Dealers will remove the spacer plates and the spring plates will be replaced.

**THROTTLE CABLE  
(Recall 970)**

1994-1996 (BR/BE) Dodge Ram Truck with diesel engine manufactured from July 1993 to July 1996.

On certain pickup trucks, the throttle cable could unravel (fray) or break, resulting in a loss of throttle control. A throttle that does not return to idle could result in unexpected acceleration, increasing the risk of a crash. Dealers will inspect and replace the throttle cable and upper bell crank lever.

**Brake Hose/ABS Sensor Wire  
Assembly Clearance  
(Recall 971)**

2000 (BR/BE) Dodge Ram Truck with ABS manufactured from July 1999 To September 1999.

Some vehicles may have inadequate clearance between the front tire/wheel and the brake hose/ABS sensor wire assembly. During full lock turns, it is possible for the tire or wheel to contact the brake hose/ABS sensor wire assembly. This could ultimately result in wire damage and/or a hole in the brake line, affecting brake effectiveness, increasing the risk of a crash. Dealers will replace the front brake hose assemblies, and the ABS sensor wire will be inspected and replaced if necessary.

**CLOCKSPRING  
(Recall 982)**

2001 (BR/BE) Dodge Ram Truck manufactured from May 2000 To October 2000.

Sound deadener material internal to the clockspring could become detached from the clockspring cover and housing. When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled and the air bag warning lamp will illuminate on the instrument panel. Dealers will replace the clockspring assembly.

**CUSTOMER SATISFACTION NOTIFICATION NO. C44  
TRANSMISSION COOLER LINE**

Date: February 2004  
Models: '03-'04 (DR)

This notification applies only to trucks equipped with a 5.9 liter Cummins diesel engine (sales code ETC or ETH) and an automatic transmission (sales code DG8 or DGP) built through November 24, 2003. The transmission cooler line on about 97,000 of the above vehicles can transmit high pressure pulses when the vehicle is operated at heavy loads. These pulses may cause the engine-mounted transmission cooler to crack and leak fluid which could result in significant transmission damage.

Repair: The transmission cooler line must be replaced on all involved vehicles. In addition, the engine-mounted transmission cooler must be inspected and replaced if necessary.

**CUSTOMER SATISFACTION NOTIFICATION NO. C42  
POWERTRAIN CONTROL MODULE CONNECTORS**

Date: February 2004  
Models: '03 (DR)

This notification applies only to trucks equipped with a 5.9 liter Cummins diesel engine (sales code ETC or ETH) and an automatic transmission (sales code DGP or DG8) built through July 9, 2003. The Powertrain Control Module (PCM) electrical connectors on about 70,000 of the above trucks may allow water to enter into the connectors. Water and the resulting corrosion in a PCM connector can cause the speed control and/or transmission overdrive function to become inoperative.

Repair: The three electrical connectors on the PCM must be removed and inspected for corrosion. If no corrosion is found, the connectors must be sealed by installing rubber O-rings onto the harness connectors.

If corrosion is found in the connector, the transmission wiring harness and PCM must be replaced.

**CUSTOMER SATISFACTION NOTIFICATION E10  
FRONT SUSPENSION COIL SPRINGS**

Date: July 2005  
Models: '05 (DH) Dodge Ram 3500 4x2 Pickup Truck

This notification applies only to the above vehicles built through May 27, 2005. Incorrect front coil springs may have been installed on about 8,100 of the above trucks' front suspension. This may cause the front suspension to bottom out prematurely, which can reduce ride quality.

Repair: Both front suspension coil springs must be replaced.

**SAFETY RECALL E17  
OUT-OF-PARK ALARM SYSTEM**

Date: March 2006  
Models: '03 – '04 (DR)  
'05 (DH)

This recall applies only to the vehicles equipped with a 5.9L diesel engine (6 or C in the eighth VIN Position) and an automatic transmission (sales code DGP or DG8). In certain circumstances when a driver has not placed the shifter lever fully into the "Park" position and leaves the engine running, the vehicle may unexpectedly move rearward after seeming to be stable. Unintended rearward movement of a vehicle could injure those in and/or near the vehicle.

Repair: An Out-of-Park alarm system must be installed on the vehicle. The alarm system will beep the horn and flash the headlamps and shift indicator if a driver tries to exit a running vehicle without fully placing the shifter into the "Park" position.

**SAFETY RECALL F05  
ANTILOCK BRAKE SYSTEM CONTROL MODULE**

Date: July 2006  
Models: '06 (D1) Dodge Ram Pickup (3500 Series)  
'06 (DH) Dodge Ram Pickup (1500 Mega Cab and 2500 Series)

This recall applies only to the above vehicles equipped with a four-wheel Antilock Brake System (sales code BGK or BRT) built from September 12, 2005 through December 11, 2005. The Antilock Brake System (ABS) control module on about 37,900 of the above vehicles may cause the rear brakes to lock up during certain braking conditions. This could result in a loss of vehicle control and cause a crash without warning.

Repair: The ABS control module must be replaced and initialized with the StarSCAN tool.

**CUSTOMER SATISFACTION NOTIFICATION F19  
ROLL-OVER VALVE VENT HOSES**

Date: June 2006  
Models: '06 (DH) Dodge Ram 2500 Pickup and Cab-Chassis  
'06 (D1) Dodge Ram 3500 Pickup and Cab-Chassis

This notification applies only to the above vehicles equipped with a 5.9L diesel engine (C in the eighth VIN position) built through February 1, 2006. The roll-over valves on about 69,300 of the vehicles may allow water to enter into the fuel tank. Excessive water in the fuel can damage the injection pump and/or injectors if the engine is off for an extended period of time.

Repair: A vent hose must be installed at each tank roll-over valve (ROV). The fuel system must be inspected for excessive water content. If excessive water is found, the water must be removed and the fuel filter must be replaced.

**EMISSIONS RECALL G30  
REPLACE OXYGEN SENSOR MODULE  
AND REPROGRAM ECM**

Date: October 2007  
Models: '07 – '08 (DH/D1) Dodge Ram 2500/3500 Pickup Truck

This notification applies only to the above vehicles equipped with a 6.7-liter diesel engine built through August 20, 2007. The on-board diagnostic (OBD) system on about 74,000 of the above vehicles may not detect a failed oxygen sensor or illuminate the malfunction indicator light (MIL) as required. In addition, the OBD system may cause these trucks to fail an inspection maintenance test and may not store mileage as required for certain transmission faults.

Repair: The oxygen sensor module must be replaced and the engine control module (ECM) must be reprogrammed (flashed). The new software will also improve vehicle drivability and reduce the potential for exhaust soot accumulation in the vehicle's particulate filter. The recalibration of the ECM updates and supersedes TSB 18-033-07 Revision B, dated 6/28/07 (see page 63 for details).

**EMISSIONS RECALL H31  
VECI LABEL**

Date: October 2008  
Models: '08 (D1) Dodge Ram 3500 Truck Cab and Chassis

An incorrect Vehicle Emission Control Information (VECI) label was inadvertently installed on about 60 of the above vehicles. The original VECI label does not include the required information for vehicles built without a pickup box.

Repair: A new VECI label must be installed over the vehicle's original VECI label.

**SAFETY RECALL H34  
DASH SILENCER PAD**

Date: January 2009  
Models: '07 – '08 (DH, D1, DC, DM)

The dash silencer pad on about 110,000 vehicles, built with a Cummins 6.7-liter diesel engine through 11/5/07, may sag and contact the exhaust gas recirculation (EGR) cooler. This may cause the dash silencer to locally overheat and cause an underhood fire without warning.

Repair: All vehicles must have a dash silencer pad support bracket installed.

**SAFETY RECALL H36  
STEERING DRAG LINK INNER JOINT  
AND DAMPER BRACKET**

Date: May 2009  
Models: '08 – '09 (DH/D1) 2500/3500 series or 1500 Mega Cab (4x4 only)  
'08 – '09 (DC) 3500 series Cab Chassis

This recall applies only to the above vehicles built from February 19, 2008 through October 30, 2008.

The steering drag link inner joint on about 32,700 of the above vehicles may fracture under certain driving conditions. This could result in a loss of steering control and cause a crash without warning.

Also the steering damper bracket at the tie rod tube may loosen. This could allow the bracket to slide on the tube and may cause increased vehicle turning radius.

Repair: The drag link inner joint must be replaced and the steering damper bracket must be inspected and replaced, if required.

**SAFETY RECALL H46  
MOPAR STEERING LINKAGE**

Date: May 2009  
Models: '03 – '04 (DR) 2500/3500 series 4x4  
'05 (DH) 2500/3500 series 4x4  
'06 – '09 (DH) 2500/3500 series or 1500 Mega Cab 4x4  
'06 – '09 (D1) 3500 series 4x4  
'07 – '09 (DC) 3500 series Cab Chassis

This recall only applies to vehicles that had certain Mopar service parts steering components installed.

During a prior service appointment, a Mopar service parts steering linkage was installed on about 13,900 of the above vehicles. The drag link inner joint may fracture under certain driving conditions. This could result in a loss of steering control and cause a crash without warning.

Also, the steering damper bracket at the tie rod tube may loosen. This could allow the bracket to slide on the tube and may cause increased vehicle turning radius.

Repair: The steering linkage must be inspected and some steering linkage components may need to be replaced.

**CALIFORNIA EMISSIONS RECALL K01  
REPROGRAM ECM—OBD READINESS**

Date: May 2010  
Models: '03 (DR) Dodge Ram 2500/3500 Pickup Truck  
'06-'07 (DH/D1) Dodge Ram 2500/3500 Pickup Truck  
'07 (DC) Dodge Ram 3500 Cab Chassis

This recall applies only to the above vehicles equipped with a 5.9-liter diesel engine (sales codes ETC and ETH) and a California emission control system (sales code NAE). And to above vehicles equipped with a 6.7-liter diesel engine (sales code ETJ) and a California emission control system (sales code NAE) built through January 5, 2007.

The Engine Control Module (ECM) on the above vehicles may fail to accurately report diagnostic system information with some generic scan tools. This may cause the vehicle to be rejected or fail an Inspection/Maintenance Test (also known as a Smog Check).

Repair: The Engine control Module (ECM) must be reprogrammed (flashed).

**EMISSIONS RECALL J35  
REPROGRAM ECM—REGENERATION STRATEGY**

Date: April 2010  
Models: '07.5-'09 (DH/D1) Dodge Ram 2500/3500 Pickup Truck

This recall applies only to the above vehicles equipped with a 6.7-liter diesel engine (sale code ETJ). The Engine Control Module (ECM) software program on the above vehicles may cause illumination of the Malfunction Indicator Lamp (MIL) when no problem exists or under certain conditions allow heavy sooting of the turbocharger, exhaust gas recirculation valve and diesel particulate filter. Heavy sooting could damage emissions components and result in increased emissions.

Repair: The Engine Control Module must be reprogrammed (flashed). The bulletin describes the service procedure that the dealership technician is to follow. Using the dealership's scan tools, the time allowance for the reprogramming operation is less than one hour. As a part of the recall and ECM update the technician has to verify that the previous emissions recall, recall G30, October 2007, has been performed. The G30 recall contains software that must be installed to prevent damage to the ECM. There are no parts involved in the J35 recall notice.



**SAFETY RECALL K08  
WIRELESS IGNITION NODE RECEIVER**

Date: August 2010

Models: '10 (DJ) Ram Truck (2500 Series)

'10 (D2) Ram Truck (3500 Series)

This recall applies only to the above vehicles built at Saltillo Assembly Plant ("G" in the 11th VIN position) equipped with an automatic transmission from January 6, 2010 through February 16, 2010. This recall also affected other Chrysler vehicles.

The Wireless Ignition Node (WIN) receiver on about 8,900 of the above vehicles may experience a condition where the Frequency Operated Button Integrated Key (FOBIK) may be removed prior to placing the automatic transmission gear shift lever in the "PARK" position. This could result in unintended vehicle movement and cause a crash without warning.

To correct this condition, the Wireless Ignition Node receiver must be inspected and replaced if necessary. The new WIN must be programmed and all FOBIK transponders must be programmed so they are able to interface with the new WIN receiver.

**CUSTOMER SATISFACTION NOTIFICATION K17  
REPROGRAM HVAC CONTROL HEAD AND  
INSPECT/REPLACE ACTUATORS**

Date: September 29, 2010

Models: '10 (DJ) Ram Truck (2500 series)

'10 (D2) Ram Truck (3500 series)

This recall applies only to the above vehicles built through May 22, 2010

The HVAC mode door actuator gears on about 52,000 of the above vehicles may break and result in the inability to fully control the HVAC functions.

To correct this condition, all involved vehicles must have updated HVAC control head software installed and the mode door actuators must be tested and replaced as required.

**SAFETY RECALL K28  
LEFT TIE ROD END**

Date: February 2011

Models: '08-'10 (DM) Ram Truck

(4500/5500 series cab chassis)

'11 (DP) Ram Truck

(4500/5500 series cab chassis)

This recall applies only to the above vehicles built through September 02, 2010.

The left outer tie rod end on about 15,500 of the above vehicles may fracture due to a misalignment condition. Under certain driving conditions, this may lead to a weakening and eventual fracture of the left outer tie rod ball stud. A fractured tie rod end could cause a loss of directional stability and a crash without warning.

The left outer tie rod end must be replaced, toe-in must be set, and the tie rod ends must be aligned.

**CUSTOMER SATISFACTION NOTIFICATION L14  
REPROGRAM HVAC CONTROL HEAD**

Date: April 12, 2011

Models: '10 (D2) Ram Truck (2500 series)

'10 (DJ) Ram Truck (3500 series)

This notification applies only to the above vehicles built with Manual Temperature Control (MTC) from March 18, 2010, through June 24, 2010.

The Heating, Ventilation, and Air Conditioning (HVAC) control head software on about 10,330 of the above vehicles may cause the mode door actuator gears to make noise and/or break. This could cause the inability to fully control the HVAC functions.

To correct this condition, the HVAC control head must be reprogrammed with new software.

**SAFETY RECALL K33  
POWER STEERING RESERVOIR CAP**

Date: February 1, 2011

Models: '10-'11 (DC/DM/DJ/D2/DD/DP) Ram Truck

This recall applies only to the above vehicles equipped with a Cummins engine built at the Saltillo Assembly Plant ("G" in the 11th VIN Position) through October 05, 2010.

The power steering reservoir cap on about 11,300 of the above vehicles may cause excessive vent pressure levels in the power steering/hydraulic brake booster system. This may cause the vehicle to have brake lights that remain illuminated for an extended period of time after the brake pedal has been released. Brake lights that are slow to turn off could increase the risk of a crash.

To correct this condition, the power steering reservoir cap must be replaced.

**EMISSIONS RECALL K34  
REPROGRAM ECM – EGR DIAGNOSTIC**

Date: February 8, 2011  
Models: '10 (DJ/D2) Ram Truck (2500/3500 series pickup)

This recall applies only to the above vehicles equipped with a Cummins engine built from October 1, 2009, through June 24, 2010.

The Engine Control Module (ECM) on about 1193 of the above vehicles may have been built with a software error that prevents the EGR cooler bypass valve diagnostic from running after detecting a pending fault, disabling deNOx without illuminating the MIL. This may cause the vehicle's exhaust emissions to exceed the allowable limit for oxides of nitrogen.

To correct this condition, the Engine Control Module (ECM) must be reprogrammed (flashed).

**CUSTOMER SATISFACTION NOTIFICATION L03  
DOOR LATCHES**

Date: March 2011  
Models: '11 (D2) Ram Truck (3500 Series) Pick up  
'11 (DD) Ram Truck (3500 Series) Cab Chassis  
'11 (DJ) Ram Truck (2500 Series) Pick up  
'11 (DP) Ram Truck (4500/5500 Series) Cab Chassis

This notification applies only to the above vehicles equipped with power door locks (sales code JPB) built from July 01, 2010, through November 23, 2010.

The right front door latch, right rear door latch and/or swing gate latch on about 35,000 of the above vehicles may develop a ratcheting sound while using the power door locks.

The right front door latch and right rear door latch must be inspected and replaced if necessary.

**SAFETY RECALL L16  
LEFT TIE ROD**

Date: March 2012  
Models/Production:  
'08-'09 (DH) 2500 (4x4)  
'08-'09 (D1) 3500 (4x4)  
'10-'11 (DJ) 2500 (4x4)  
'10-'11 (D2) 3500 (4x4)  
'08-'10 (DC) 3500 Cab Chassis  
'11 (DD) 3500 Cab Chassis

This recall applies only to the above vehicles built at the Saltillo Assembly Plant ("G" in the 11th VIN Position) from February 14, 2008, through March 28, 2011.

Models/Service Parts:  
'03-'04 (DR) 2500/3500 (4x4)  
'06-'08 (D1) 3500 (4x4)  
'07-'08 (DC) 3500 Cab Chassis  
'05-'08 (DH) 2500 (4x4)  
'05 (DH) 3500 (4x4)

This recall applies only to the above vehicles that were built between July 12, 2002, and February 13, 2011, and had the steering linkage replaced with Mopar service parts after February 14, 2008.

Subject: The left tie rod ball stud on about 208,000 of the above vehicles may fracture under certain driving conditions. This could cause a loss of directional control and/or a crash without warning.

The same vehicles may also have a loose front track bar bolt. This could cause a rattle or banging noise under certain driving conditions.

Repair: The vehicle must be inspected for the type of steering linkage the vehicle is equipped with and those found with a certain linkage configuration must have the right and left tie rod angles measured. If the tie rod angles are not within specification, the left tie rod must be replaced.

Note: special Tool 10326 was released to dealers in November of 2010. Service Bulletin 19-001-11 was also issued to alert dealers to the new service tool and procedure for setting toe on the affected, and all subsequent, vehicles.

## Conclusion

If I've heard it once I've heard it a hundred times—the TDR reads like a storybook and you have to keep the back issues handy or you'll miss a topic that has been previously covered.

At times I know it is frustrating. But, for the sake of the editor's sanity and page count containment, I often do the chapter-and-verse thing. The point of this rambling: if you have a problem with a late model truck you'll want to review the TSBs in issues 74, 70, 66 and 62, all of which can be found at our web site.

Likewise, review those magazines for any recall notices that may apply to you.

Is the grass greener on the other side? We hope the TSB and Recall information will help you in your purchase/ownership of the Dodge Cummins Turbo Diesel truck. We choose to think that answers and solutions are much better than wonderment. Happy Motoring!

Finally, did you notice that the TSBs are fewer in number at the end of a vehicle's lifecycle? What is an owner to do, purchase the end of the old generation or be the first-on-the-block with the new? Both scenarios have their benefits. Regardless of your choice, I'll try to keep you up to date with our annual TSB review.

**Robert Patton  
TDR Staff**

# RECALL NOTICES, 2012

## SAFETY RECALL L16 LEFT TIE ROD

Date: March 2012

Models/Production:

- '08-'09 (DH) 2500 (4x4)
- '08-'09 (D1) 3500 (4x4)
- '10-'11 (DJ) 2500 (4x4)
- '10-'11 (D2) 3500 (4x4)
- '08-'10 (DC) 3500 Cab Chassis
- '11 (DD) 3500 Cab Chassis

This recall applies only to the above vehicles built at the Saltillo Assembly Plant ("G" in the 11th VIN Position) from February 14, 2008, through March 28, 2011.

Models/Service Parts:

- '03-'04 (DR) 2500/3500 (4x4)
- '06-'08 (D1) 3500 (4x4)
- '07-'08 (DC) 3500 Cab Chassis
- '05-'08 (DH) 2500 (4x4)
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**Robert Patton**  
TDR Staff