

# DAIMLERCHRYSLER

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

March 18, 2005

Ms. Kathleen C. DeMeter  
Acting Associate Administrator, Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Ms. DeMeter:

Reference: NHTSA Identification Number 05V-034

Enclosed are representative copies of communications relating to the 2005 model year vehicles involved in the referenced recall. DaimlerChrysler expects to notify dealers during the week of March 28, 2005 and to begin owner notification during the week of April 4, 2005. The exact number of manufactured vehicles in the recall is 24,484.

The involved Vehicle Identification Number range is:

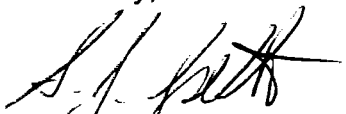
<u>Low</u>	<u>High</u>
5F500001	5F535219

(VIN last eight characters) - 5 = 2005; F = Newark Assembly Plant, Newark Delaware; and the last six digits = sequential number.

**We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because many vehicles with a VIN within the range are not affected by the recall.**

This completes DaimlerChrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,



Stephan J. Speth, Director  
Vehicle Compliance and Safety Affairs

Enclosure: Recall E01

March 2005

Dealer Service Instructions for:

# Safety Recall E01

## Fuel Tank Inlet Check Valve

### Models

2005 (HB) Dodge Durango

*NOTE: This recall applies only to the above vehicles built through October 12, 2004 (MDH101223).*

**IMPORTANT:** Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to stop sale and complete this recall service on these vehicles before retail delivery. Dealers should also consider this requirement to apply to used vehicle inventory and should perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

### Subject

The fuel tank inlet check valve on about 24,000 of the above vehicles may stick in the open position. This can cause fuel to spill out of the filler tube when the vehicle is being refueled. Fuel in the presence of an ignition source can result in a fire.

### Repair

The fuel tank inlet check valve must be tested for proper operation. Vehicles with a sticking check valve must have the fuel tank replaced.

**Alternate Transportation**

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that a new fuel tank is required and the vehicle must be held overnight.

**Parts Information**

<u>Part Number</u>	<u>Description</u>
<b>CBE0E010</b>	<b>Fuel Tank Package</b>

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Fuel Tank
1	Fuel Pump Module Seal

Due to the small number of involved vehicles expected to require fuel tank replacement, no parts will be distributed initially. **Fuel tank assemblies should be ordered only after inspection determines that replacement is required. *Very few vehicles are expected to require fuel tank replacement.***

**Special Tools**

The following Special Tools may be required to perform this recall:

- 8404 or 8404A Evaporative Emissions Leak Detector (Smoke Machine)
  - 9340 Lock Ring Remover / Installer
  - 9790 Probe Tool Kit consisting of:
    - 9790-1 Probe Tool
    - 9790-2 Canister Vent Tube Adapter
    - 9790-3 Vent Line Plug
  - CH9401\* StarSCAN Tool
  - CH9404\* StarSCAN Vehicle Cable
- \* Part of CH9400 StarSCAN Diagnostic Kit.

**Service Procedure**

**A. Testing Inlet Check Valve Operation (Smoke Test):**

**NOTE:** Fuel level in the tank is not critical to perform this test.

1. Open the fill cap door and slowly remove the gas cap.
2. Raise the vehicle on an appropriate hoist using the proper lift points.

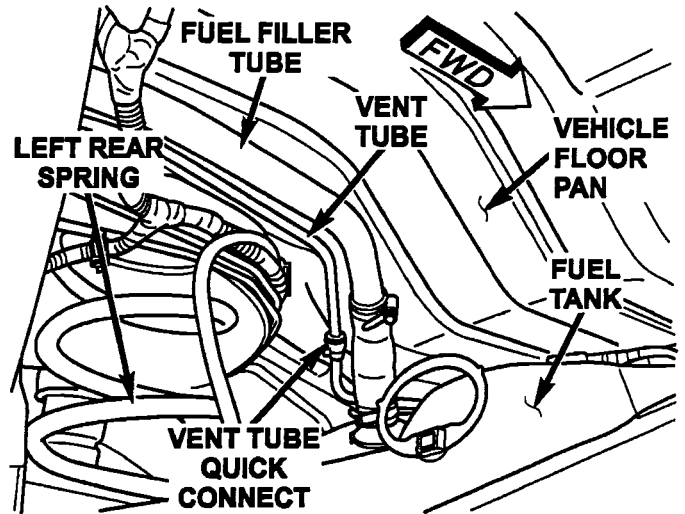


Figure 1

3. Disconnect the vent tube quick connect located next to the filler tube (Figure 1).
4. Using Miller Special Tool 9790-3, plug the vent tube on the fuel tank side of the quick connect fitting (Figure 2).

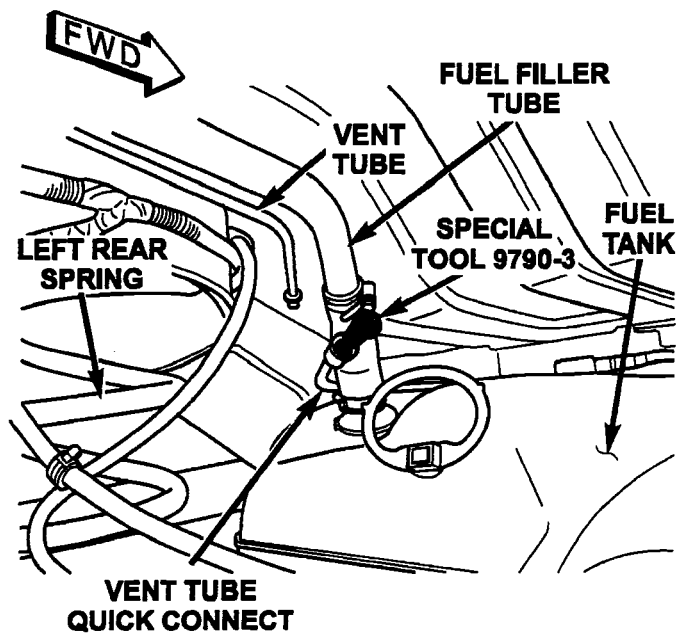
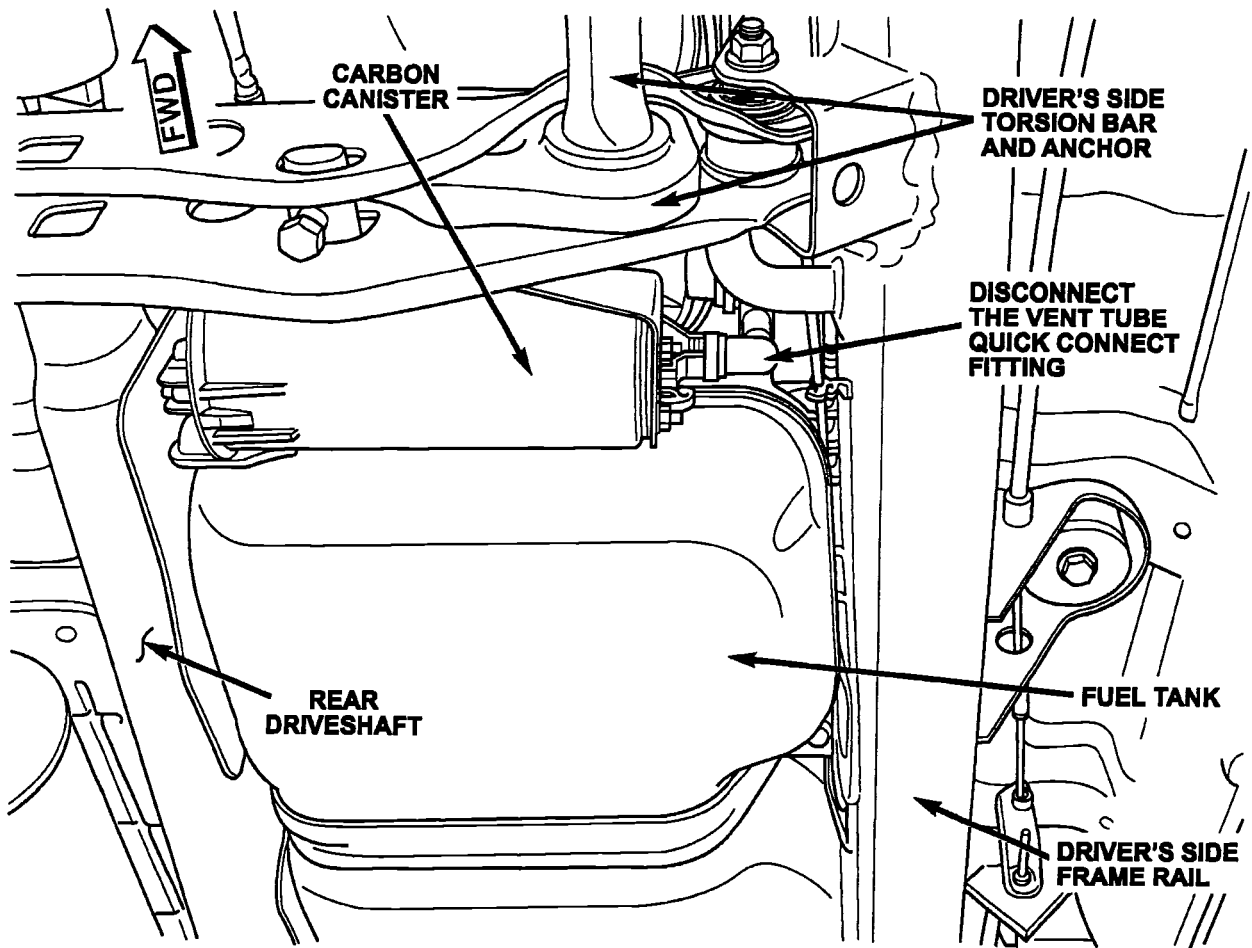


Figure 2

**Service Procedure (Continued)**



**Figure 3**

5. Disconnect the carbon canister vent tube quick connect fitting from the canister (Figure 3).

**Service Procedure (Continued)**

6. Connect the Smoke Machine Adapter (Special Tool 9790-2) to the canister vent tube quick connect fitting (Figure 4).
7. Connect the other end of the Smoke Machine Adapter (Special Tool 9790-2) to the black discharge hose on the Smoke Machine (Special Tool 8404 or 8404A).

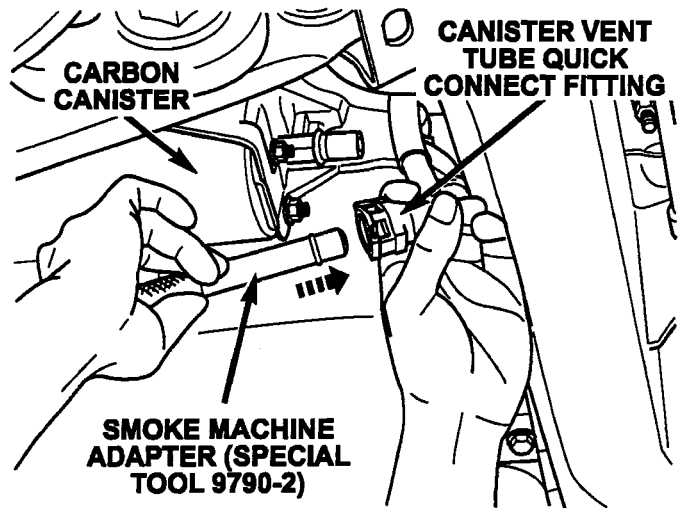


Figure 4

8. Lower the vehicle.
9. Turn on the Smoke Machine (Special Tool 8404 or 8404A) and inject smoke into the canister vent tube, filling the fuel tank for approximately 30 seconds.
  - If smoke comes out of the fuel filler tube, continue with Section “B” Replace the Fuel Tank.
  - If no smoke comes out of the fuel filler tube, continue with Step 10 of this procedure.

10. Turn off the Smoke Machine.
11. Apply a small amount of engine oil to the rubber plunger located on the end of the Probe Tool (Special Tool 9790-1). This will aid in the insertion and removal of the tool.
12. Insert the probe tool filler tube adapter into the filler tube opening (Figure 5). The filler tube adapter is part of the probe tool.

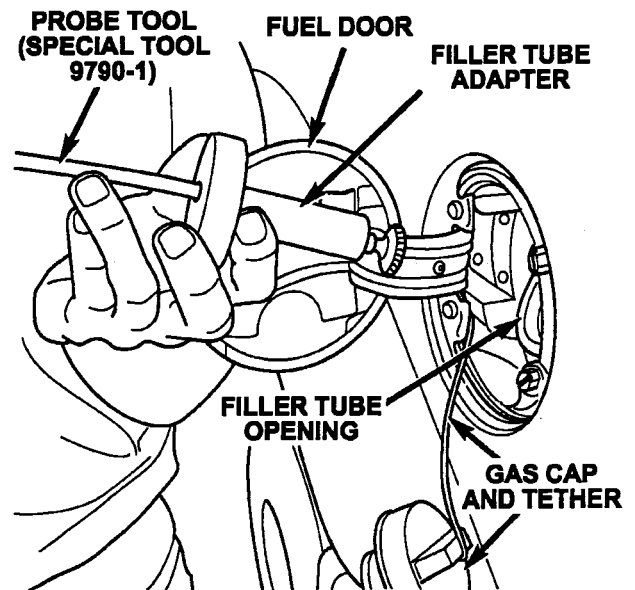
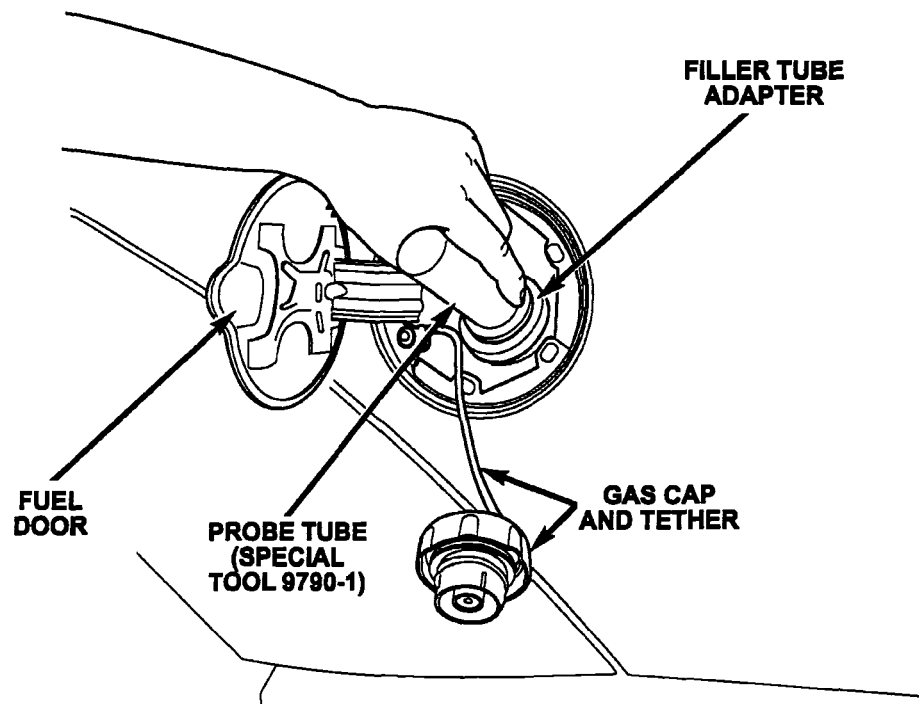


Figure 5

**CAUTION:** To prevent tool damage the filler tube adapter must be installed before inserting the probe tool.

**Service Procedure (Continued)****Figure 6**

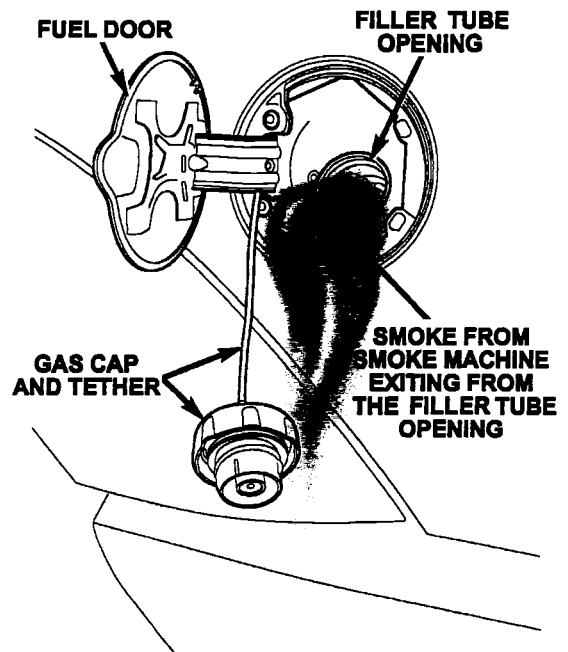
13. Insert the Probe Tool (Special Tool 9790-1) until the handle of the tool is bottomed against the filler tube adapter (Figure 6). This will open the fuel tank inlet check valve. A slight burst of pressure and smoke will indicate that the inlet check valve has been opened. Keep the probe tool fully inserted for five seconds.

**NOTE:** You may feel some slight resistance when inserting or removing the tool. This is due to the probe tool making its way around the various bends in the filler tube. This is a normal condition.

14. In an attempt to get the inlet check valve to stick in the open position, slowly remove the probe tool from the filler tube.
15. Turn on the Smoke Machine (Special Tool 8404A) and begin injecting smoke into the tank through the canister vent tube.

**Service Procedure (Continued)**

16. Watch for smoke exiting the fuel filler tube opening:
- If no smoke is seen coming out of the fuel filler tube, the valve is working properly. Repeat Steps 13 through 16 a second time to verify that the valve is working properly. If no smoke comes out of the fill tube opening during both attempts, continue with Step 17 of this procedure.
  - If smoke comes out of the fuel filler tube opening, the inlet check valve is defective. Continue with Section B – Replace the Fuel Tank.

**Figure 7**

17. Turn off and disconnect the Smoke Machine (Special Tool 8404A) from the canister vent line.
18. Connect the canister vent line to the carbon canister.
19. Remove the Vent Tube Plug (Special Tool 9790-3) installed in the vent tube and reconnect the vent tube quick connect.
20. Install the gas cap and close the fuel door.
21. Return the vehicle to the customer.



**Service Procedure (Continued)****B. Replace the Fuel Tank:**

**NOTE:** Fuel tank replacement is only required if the vehicle fails the “Smoke Test” performed in Section “A.” *Very few vehicles are expected to require fuel tank replacement.*

**WARNING:** The fuel system is under a constant pressure (even with the engine off). Before replacing the fuel tank, the fuel system pressure must be released.

1. Use the following procedure to release the fuel pressure from the fuel system:
  - a. Remove the fuel pump relay from the Power Distribution Center (PDC). To determine the location of the fuel pump relay, refer to the label on the underside of the PDC cover.
  - b. Start and run the engine until it stalls.
  - c. Attempt to restart the engine until it will no longer run.
  - d. Turn the ignition to the “OFF” position.
  - e. Install the fuel pump relay back into the PDC.

**NOTE:** Do not turn the key to the “run” position until all repairs have been made. Turning the key to the “RUN” position will turn on the fuel pump and pressurize the fuel system.

**CAUTION:** One or more Diagnostic Trouble Codes (DTC’s) may have been stored in the Powertrain Control Module (PCM) due to the fuel pump relay removal. A diagnostic scan tool must be used to erase all - DTC’s.

**Service Procedure (Continued)**

2. Drain the fuel tank using the following procedure:
  - a. Raise the vehicle on a hoist.
  - b. If equipped, remove the fuel tank skid plate.
  - c. Thoroughly clean the area around the fuel filler fitting and rubber hose at the rear of the tank.
  - d. Loosen the clamp and disconnect the rubber fuel filler tube at the gas tank fitting (Figure 8).
  - e. Using an approved fuel storage tanker, drain the fuel tank through the fuel tube filler fitting on the fuel tank.

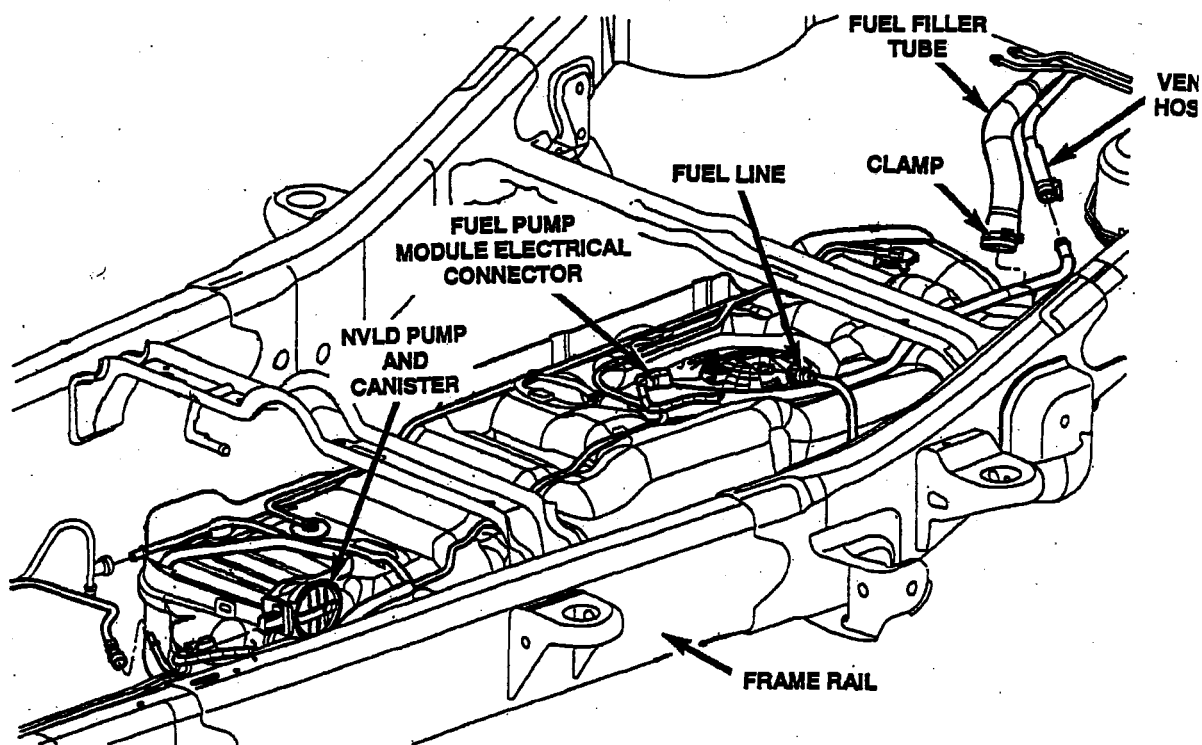


Figure 8

**Service Procedure (Continued)**

3. Support the fuel tank with a hydraulic transmission jack.
4. Remove the two fuel tank strap bolts and remove both tank support straps (Figure 9).
5. Carefully lower the fuel tank a few inches and disconnect the fuel pump module electrical connector located on the top of the tank.
6. Disconnect the fuel line quick connect at the fuel pump module.
7. Disconnect the Natural Vacuum Leak Detection (NVLD), On-board Refueling Vapor Recovery (ORVR), and Evaporative (EVAP) lines located at the front of the fuel tank.
8. Disconnect the NVLD electrical connector.
9. Continue to lower the tank for removal.
10. With the help of an assistant, remove the old tank from the hydraulic jack and set the tank on the floor.

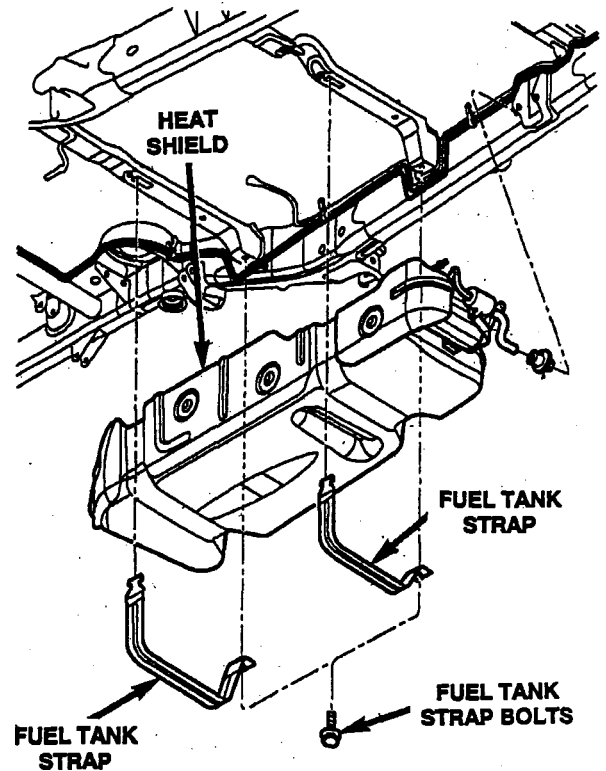


Figure 9

<b>Service Procedure (Continued)</b>
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11. Use the following procedure to remove the fuel pump module:

a. Note the rotational position of the module before attempting removal. An indexing arrow is located on the top of the module for this purpose (Figure 10).

b. Position Special Tool 9340 into the notches on the outside edge of the lock ring (Figure 10).

c. Install a 1/2 inch drive breaker bar to Special Tool 9340.

d. Rotate the breaker bar counter-clockwise to loosen the lock ring.

e. Remove the lock ring.

**NOTE:** The module will spring up slightly when the lock ring is removed.

f. Lift the fuel pump module from the fuel tank.

**CAUTION:** Be careful not to bend the float arm while removing the fuel pump module.

12. Discard the old tank using an environmentally safe method.

13. Remove the new fuel tank from its packaging.

14. Install a new seal into the fuel pump module opening.

15. Position the fuel pump module into the opening in the fuel tank.

16. Position the lock ring over the top of the fuel pump module (Figure 10).

17. Rotate the module until the embossed alignment arrow points to the center alignment mark.

**NOTE:** The pump module must be indexed to prevent the fuel gauge float from contacting the side of the fuel tank. Also be sure the fuel fitting on the top of the pump module is pointing towards the driver's side of the vehicle.

18. Using Special Tool 9340 and a 1/2 inch breaker bar, tighten the lock ring (clockwise) until all seven notches have engaged (Figure 10).

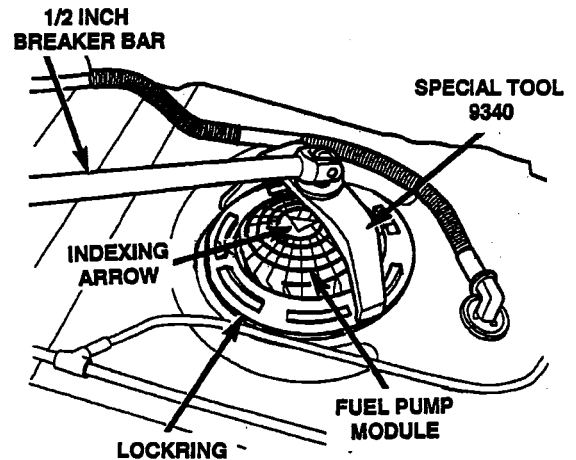


Figure 10

**Service Procedure (Continued)**

19. Transfer the NVLD pump, canister and canister vent line located on the front of the old fuel tank to the new fuel tank.
20. Transfer the heat shields from the old tank to the new tank.
21. Place the fuel tank assembly onto the hydraulic jack.
22. Carefully raise the tank until positioned near the body.
23. Connect the EVAP, ORVR and NVLD hoses and electrical connector located at the front of the tank.
24. Connect the fuel pump module electrical connector located at the top of the tank.
25. Connect the fuel line quick-connect fitting to the pump module.
26. Connect the fuel fill tube while raising the fuel tank into position. Continue raising the fuel tank until it is positioned snug against the floor pan.
27. Install and position both fuel tank support straps (Figure 9).
28. Install the fuel tank strap retaining bolts and tighten bolts to 30 ft. lbs. (41 N·m).
29. Position and tighten the fuel filler tube hose clamps (Figure 8).
30. Connect the fuel tank vent hose located next to the fuel fill tube (Figure 8).
31. If equipped, install the fuel tank skid plate. Tighten the bolts to 30 ft. lbs. (41 N·m).
32. Lower the vehicle and refill the fuel tank with the fuel that was removed.
33. Start the engine and check for leaks at the fuel tank and pump module area.
34. Connect the StarSCAN diagnostic tool and check all modules for Diagnostic Trouble Codes (DTC's).

**NOTE:** When the fuel pump relay was removed to release the fuel system pressure, a Diagnostic Trouble Code (DTC) may have been set. Some DTC's may cause the Malfunction Indicator Lamp to illuminate. Check all modules using "System View" from the "Home" screen, record the DTC's, and erase these DTC's prior to returning the vehicle to the customer. Erase any DTC's in the Powertrain Control Module only after all other modules have had their DTC's erased.

**Completion Reporting and Reimbursement**

Claims for vehicles that have been serviced must be submitted on the DealerCONNECT Claim Entry Screen located on the Service tab. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	<b><u>Labor Operation Number</u></b>	<b><u>Time Allowance</u></b>
Test Fuel tank Inlet Check Valve Operation	14-E0-11-81	0.7 hours
Test Fuel tank Inlet Check Valve Operation and Replace Fuel Tank (without skid plate)	14-E0-11-82	1.7 hours
Test Fuel tank Inlet Check Valve Operation and Replace Fuel Tank (with skid plate)	14-E0-11-83	1.9 hours

Add the cost of the recall parts package plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

**Dealer Notification**

All dealers will receive a copy of this dealer recall notification letter by mail. Two additional copies will be sent through the DCMMS. To view this notification on DealerCONNECT, select “Global Recall System” on the Service tab, then click on the description of this notification.

**Owner Notification and Service Scheduling**

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A generic copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification postcard to allow owners to update our records if applicable.

**Vehicle Lists, Global Recall System, VIP and Dealer Follow Up**

All involved vehicles have been entered into the DealerCONNECT Global Recall System (GRS) and Vehicle Information Plus (VIP) for dealer inquiry as needed.

GRS provides involved dealers with an updated VIN list of their incomplete vehicles. The owner's name, address and phone number are listed if known. Completed vehicles are removed from GRS within several days of repair claim submission.

To use this system, click on the “**Service**” tab and then click on “**Global Recall System.**” Your dealer's VIN list for each recall displayed can be sorted by: those vehicles that were unsold at recall launch, those with a phone number, city, zip code, or VIN sequence.

**Dealers must perform this repair on all unsold vehicles before retail delivery.** Dealers should also use the VIN list to follow up with all owners to schedule appointments for this repair.

*Recall VIN lists may contain confidential, restricted owner name and address information that was obtained from the Department of Motor Vehicles of various states. Use of this information is permitted for this recall only and is strictly prohibited from all other use.*

**Additional Information**

If you have any questions or need assistance in completing this action, please contact your Service and Parts District Manager.

Customer Services Field Operations  
DaimlerChrysler Corporation

# DAIMLERCHRYSLER

*Buckle up  
for Safety!*

## **SAFETY RECALL – FUEL TANK INLET CHECK VALVE**

Dear: (Name)

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. DaimlerChrysler Corporation has decided that a defect, which relates to motor vehicle safety, exists in some **2005 model year Dodge Durango vehicles.**

***The problem is...*** The fuel tank inlet check valve on your vehicle (VIN: xxxxxxxxxxxxxxxxxxxx) may stick in the open position. This can cause fuel to spill out of the filler tube when the vehicle is being refueled. Fuel in the presence of an ignition source can result in a fire.

***What your dealer will do...*** DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will test your vehicle's inlet check valve and replace the fuel tank if necessary. The test will take about an hour to complete and fuel tank replacement, if required, will take another hour. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

***What you must do to ensure your safety...*** Simply contact your dealer right away to schedule a service appointment. Ask the dealer to hold the part for your vehicle or to order it before your appointment. **Remember to bring this letter with you to your dealer.**

***If you need help...*** If you have questions or concerns which your dealer is unable to resolve, please contact DaimlerChrysler at 1-800-853-1403.

Please help us update our records, by filling out the enclosed prepaid postcard, if any of the conditions listed on the card apply to you or your vehicle. Be sure to print the last eight (8) characters of the VIN (VVVVVVVV) and notification code E01 on the postcard.

If you have already experienced this condition 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, P.O. Box 610207, Port Huron, MI 48061-0207, Attention: Reimbursement.

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services Field Operations  
DaimlerChrysler Corporation  
Notification Code E01

Note to lessors receiving this recall: Federal regulation requires that you forward this recall notice to the lessee within 10 days.