

DAIMLERCHRYSLER

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OFFICE OF DIRECTOR
INVESTIGATION

DaimlerChrysler Corporation

Stephan J. Speth

Director

Vehicle Compliance & Safety Affairs

November 17, 2005

Mr. Daniel Smith
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Smith:

Reference: NHTSA Identification Number 05V-460

Enclosed are representative copies of communications relating to the vehicles involved in the referenced recall. While preparing for the implementation of this recall, we determined that the suspect transmissions were also included in many 2006 model year vehicles. As a result, the following table revises the vehicles that are potentially affected by this recall.

Make	Model	Model Year	Inclusive Dates of Manufacture	Other
Dodge	Dakota	2005 - 2006	09/09/2004 - 09/19/2005	With 42RLE automatic transmission only
	Durango	2005 - 2006	10/06/2004 - 05/23/2005	
	Magnum	2005 - 2006	07/31/2004 - 08/17/2005	
	Charger	2006	02/02/2005 - 08/17/2005	
Jeep	Liberty	2005 - 2006	08/28/2004 - 10/07/2005	
	Wrangler	2005 - 2006	09/07/2004 - 08/13/2005	
Chrysler	300	2005 - 2006	07/31/2004 - 08/17/2005	

DaimlerChrysler expects to notify dealers during the week of November 21, 2005 and to begin owner notification during the week of November 28, 2005. The exact number of manufactured vehicles in the recall is 253,549.

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL E14

Page 2

The involved Vehicle Identification Number range is:

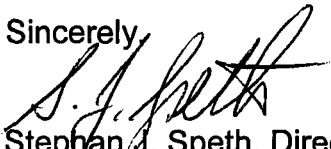
<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
5F500209	5F620833	5H500576	5H697248
5P300265	5P388331	5S115529	5S342776
5W501025	5W727556	6F100041	6F100126
6H100073	6H231627	6P702838	6P709996
6S500060	6S547117	6W100005	6W155063

(VIN last eight characters) – 5 = 2005 model year; 6 = 2006 model year; F = Newark Assembly Plant, Newark NJ; H = Brampton Assembly Plant, Brampton, Ontario, Canada; P = Toledo South Assembly Plant, Toledo, OH; S = Warren Truck Assembly, Warren, MI; W = Toledo North Assembly Plant, Toledo, OH; 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 some 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 E14

cc: K.C. DeMeter

November, 2005

Dealer Service Instructions for:

Safety Recall E14

Transmission Cup Plug Bracket

Models

- 2005-2006 (TJ) Jeep® Wrangler
- 2005-2006 (HB) Dodge Durango
- 2005-2006 (KJ) Jeep® Liberty
- 2005-2006 (ND) Dodge Dakota
- 2005-2006 (LX) Chrysler 300C and Dodge Magnum
- 2006 (LX) Dodge Charger

NOTE: This recall applies only to the above vehicles equipped with a 42RLE automatic transmission (sales code DG6) and a transmission build date code from TK2454 through TK1235. Many of the vehicles built within this transmission date range were repaired before shipment to dealers and therefore have been excluded from this recall.

IMPORTANT: Some of the involved vehicles may be in dealer new vehicle inventory. Federal law requires you to 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 cup plug that retains the automatic transmission parking pawl anchor shaft on about 253,000 of the above vehicles may be improperly installed. This could allow the park pawl anchor shaft to move out of position and prevent park engagement. If this occurs and the parking brake is not applied, the vehicle could roll away and cause an accident without warning.

Repair

A transmission cup plug bracket must be installed.

Parts Information

<u>Part Number</u>	<u>Description</u>
CBP1E140	Cup Plug Retention Bracket

Each dealer to whom vehicles in the recall were invoiced will receive enough Transmission Cup Plug Retention Brackets to service about 5% of those vehicles.

05013458AA	Mopar ATF+4 Transmission Fluid (gallon - preferred) (05013457AA quart - optional)
05010884AA	Mopar ATF-RTV (One tube will service about two vehicles)

Special Tool Information

The following Special Tools are required for LX models to perform this recall.

9336	Transmission Dipstick
CH9401*	StarSCAN Tool
CH9404*	StarSCAN Vehicle Cable

* Part of CH9400 kit.

Service Procedure

A. Parking Pawl Test & Anchor Shaft Repositioning

1. On level ground, place transmission selector in “P” (park)
2. Release the parking brake (if applied).
3. Attempt to push the vehicle forward or backwards.
 - If the vehicle will not roll (the transmission parking pawl is engaged), continue with Step 4.
 - If the vehicle rolls several inches (the transmission pawl is not engaged), continue with Section B – Anchor Shaft Installation.
4. Place the transmission selector in “L1” (low).
5. Raise the vehicle on an appropriate hoist.
6. Remove the transmission skid plate (if so equipped).
7. Place a drain container, with a large opening, under transmission oil pan.
8. Loosen pan bolts and using a thin wide blade putty knife, separate the pan from the transmission case at one corner. Allow the fluid to drain and remove the transmission oil pan.

9. If a loose cup plug is found in the transmission oil pan, discard the cup plug.

10. Look into the rear drain slot (Figure 1).

- If you do not see the anchor shaft, continue with Section C – Cup Plug Bracket Installation.
- If the anchor shaft is visible, it has slid rearward out of position, continue with Step 11.

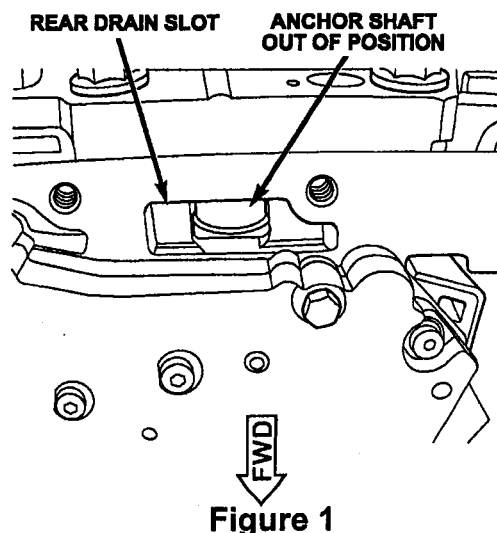


Figure 1

Service Procedure Continued

11. Insert a screwdriver into the rear drain slot and gently pry the anchor shaft back into the case. Use a pair of needle nose pliers and gently grip the shaft and guide it into the case if needed.
 - If the anchor shaft is flush with the edge of the hole, continue with Section C – Cup Plug Bracket Installation.
 - If the anchor shaft springs back out (not flush with the edge of the hole), continue with Step (12).
12. Clean the transmission outer case with soap and water at shifter shaft and electrical connectors and blow dry. This will prevent dirt and debris from falling into the transmission during disassembly.
13. Disconnect the transmission solenoid/pressure switch and transmission range sensor electrical connectors.
14. Disconnect the shifter linkage at the transmission.
15. Rotate the shifter shaft clockwise until it stops.
16. Remove the transmission oil filter bolts and remove the transmission filter. Place the transmission oil filter and bolts on a clean surface for reuse.
17. Remove the valve body bolts and pull the valve body down.

CAUTION: Do not drop the two piston accumulators and springs located on top of the valve body.

18. Place the valve body assembly, springs, accumulator, filter and bolts (valve body and filter) on a clean surface.

Service Procedure Continued

19. Pull down the parking pawl spring until it clears the anchor shaft (Figure 2).
20. Slide the anchor shaft forward into the front hole. Release the pawl spring.
21. Carefully install the valve body.

NOTE: Accumulator pistons and springs are interchangeable.

CAUTION: Be careful not to damage the accumulator piston seals.

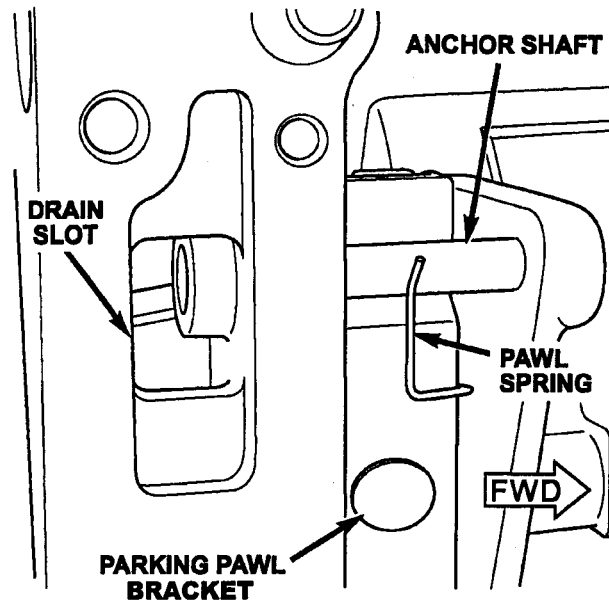
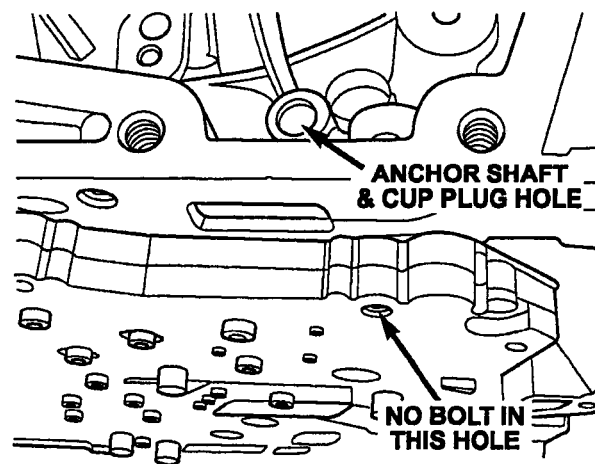


Figure 2

22. Hand-start the valve body bolts **EXCEPT** the bolt for the bolt hole shown in Figure 3. This bolt will be installed later in Section C.
23. Tighten the valve body bolts to 105 in-lbs (12 N·m).
24. Install the transmission oil filter and tighten the transmission oil filter bolts to 40 in-lbs (5 N·m).
25. Rotate the shifter shaft counter clockwise to the L1 position and install and adjust the shifter linkage.



REAR VIEW (ADAPTOR/EXTENSION REMOVED FOR VIEWING PURPOSES)

26. Attach the transmission solenoid/pressure switch and range sensor electrical connectors.
27. Continue with Section C – Cup Plug Bracket Installation.

Figure 3

Service Procedure Continued**B. – Anchor Shaft Install or Replace**

Only vehicles found to have rolled several inches while in “P” (Park) as determined in Step 3 of Section “A”, require the following procedure. *Very few vehicles are expected to require anchor shaft installation or replacement.*

1. Clean the transmission outer case at shifter shaft and electrical connectors with soap and water and blow dry. This will prevent dirt and debris falling into the transmission during disassembly.
2. Disconnect the transmission solenoid/pressure switch and transmission range sensor electrical connectors.
3. Disconnect the shifter linkage at the transmission.
4. Rotate the shifter shaft clockwise until it stops.
5. Loosen the transmission oil pan bolts and using a thin wide blade putty knife, separate the pan from the transmission housing at one corner. Allow the fluid to drain, and remove the transmission oil pan.
6. If a loose cup plug is found in the transmission oil pan, discard the cup plug.
7. Remove the transmission oil filter bolts and remove the transmission oil filter. Place the transmission oil filter and bolts on a clean surface for reuse.
8. Remove the valve body bolts and lower the valve body.

CAUTION: Do not drop the two piston accumulators and springs which are located above the valve body.

9. Place the valve body assembly, springs, accumulator, filter and bolts (valve body and filter) on a clean surface.

Service Procedure Continued

10. **A. If the anchor shaft has not come completely out of the hole:** Use a pair of needle nose pliers and gently work the shaft into the hole until it just comes out the other side of the case. Continue with Step 13.

B. If the anchor shaft has come out of the hole and is visible in the drain hole: Use a magnet to extract it. Secure a tie wrap (P/N 04641780) to the anchor shaft about 1/4" from one end as shown in Figure 4.

C. If you cannot see the anchor shaft: Obtain a new anchor shaft (P/N 04431999) and secure a tie wrap (P/N 04641780) to the anchor shaft about 1/4" from one end as shown in Figure 4.

NOTE: If you cannot see the old anchor shaft, it has dislodged into the transmission adaptor or transmission extension housing. It is not necessary to remove the old anchor shaft as it will not harm the transmission, transmission adaptor, or the transmission extension housing.

11. Insert the anchor shaft-tie strap assembly, long end first through the drain slot (Figure 5). Rotate the assembly so that the short end faces the anchor shaft hole as shown in Figure 6.

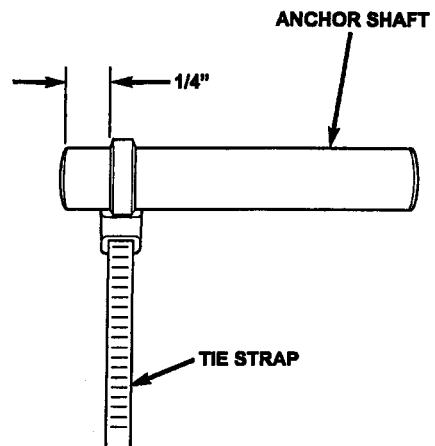


Figure 4

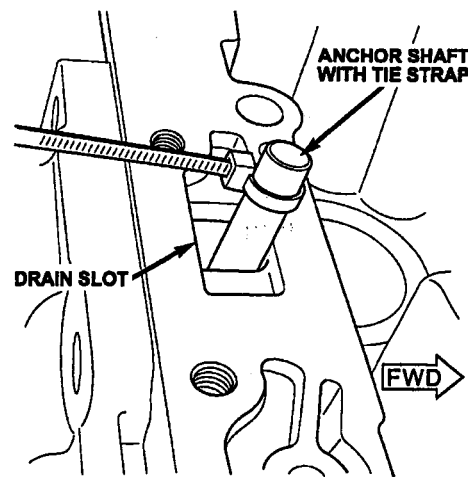


Figure 5

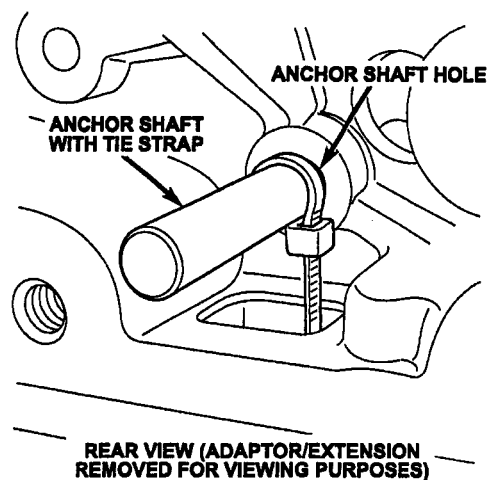


Figure 6

Service Procedure Continued

12. Carefully insert the short end into the anchor shaft hole and with a pair of needle nose pliers, gently work the shaft into the hole until it just comes out the other side of the case.
13. Push up the parking pawl bracket and slide the shaft forward to the pawl spring (Figure 2).
14. Pull down the parking pawl spring and slide the anchor shaft forward into the front hole. Release the pawl spring.

NOTE: The tie-strap will drop out of the transmission.

15. Carefully install the valve body.

NOTE: The accumulator pistons and springs are interchangeable.

CAUTION: Be careful not to damage the accumulator piston seals during installation.

16. Hand-start the valve body bolts **EXCEPT** the one bolt for the bolt hole as shown in Figure 3. This bolt will be installed later in Section C.
17. Tighten the valve body bolts to 105 in-lbs (12 N·m).
18. Install the transmission oil filter and tighten the transmission oil filter bolts to 40 in-lbs (5 N·m).
19. Rotate the shifter shaft counter clockwise to the L1 position and install and adjust the shifter linkage.
20. Attach the transmission solenoid/pressure switch and range sensor electrical connectors.
21. Continue with Section C – Cup Plug Retention Bracket Installation.

Service Procedure Continued

C. – Cup Plug Bracket Installation

1. Remove the valve body attachment bolt as shown in Figure 7 (if not previously done).
2. Clean the oil pan and magnet. Wipe magnet with a clean dry cloth.
3. Clean transmission oil pan surface using a plastic scraper.

CAUTION: Do not scratch the transmission case oil pan sealing surface.

4. Clean the one loose valve body attachment bolt with brake clean or equivalent to remove all oil.
5. Apply one drop of MOPAR Lock and Seal Adhesive (P/N 04318031) to the threads of the valve body bolt that was cleaned in Step 4, about 1/4" up from the bottom.

CAUTION: Do not let the adhesive dry on the threads prior to installation.

6. Position the retention bracket into the rear drain slot. Make sure the tab of the bracket is centered in the cup plug or cup plug hole (Figure 8).
7. Install the valve body bolt and hand tighten (Figure 9).

NOTE: The retention bracket can be installed with or without a cup plug in the anchor shaft hole.

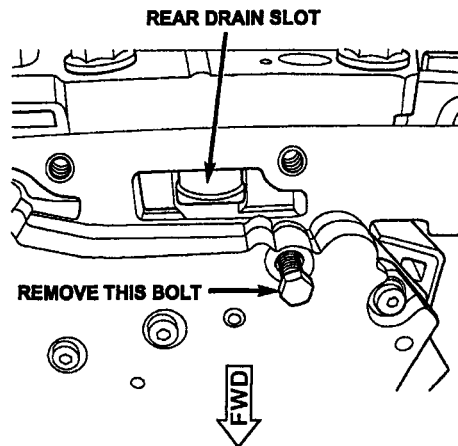


Figure 7

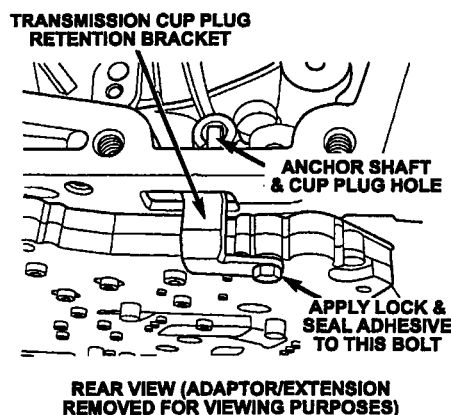


Figure 8

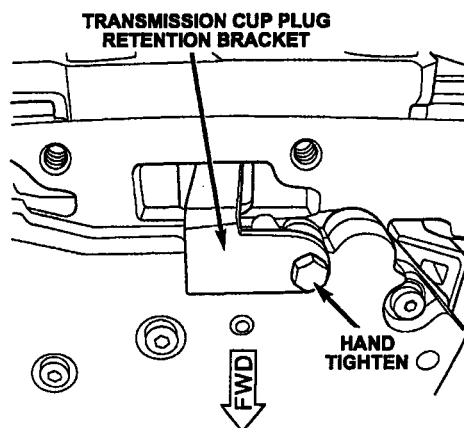


Figure 9

Service Procedure Continued

8. Using a screwdriver, gently pry between the transmission housing and the bracket until seated. This will insure the proper positioning of the anchor shaft with or without cup plug (Figure 10).
9. While prying gently with the screwdriver, tighten the valve body bolt to 105 in-lbs (12 N-m).

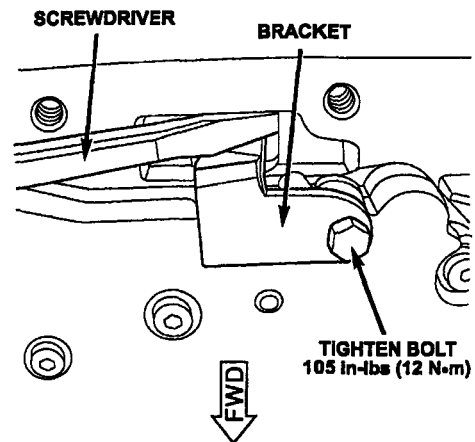


Figure 10

CAUTION: DO NOT OVER TIGHTEN.

10. Apply 1/8" bead of Mopar ATF-RTV on the transmission oil pan.
11. Install the transmission oil pan and tighten the transmission oil pan bolts to 165 in-lbs (19 N·m).
12. Install the transmission skid plate (if so equipped).
13. Remove the dipstick (if not previously done) or the fill tube cap on LX models. Pour four quarts of Mopar ATF+4 Automatic Transmission Fluid into the fill tube opening.
14. **For LX models only:** Connect the cable of the StarSCAN tool (special tool CH9400) to the vehicle Data Link Connector (DLC).
15. Start the engine and allow it to idle for at least one minute. With parking and service brakes applied, move selector lever momentarily to each position, ending in the neutral position.

For LX models only, the ending position is in "P" (Park).

16. **For all models except LX,** check the transmission fluid level and add an appropriate amount to bring the transmission fluid level to the COLD – FULL mark on the dipstick.
17. **For all models except LX,** recheck the transmission fluid level after the transmission has reached normal operating temperature (180°F). Adjust the transmission fluid level as needed.

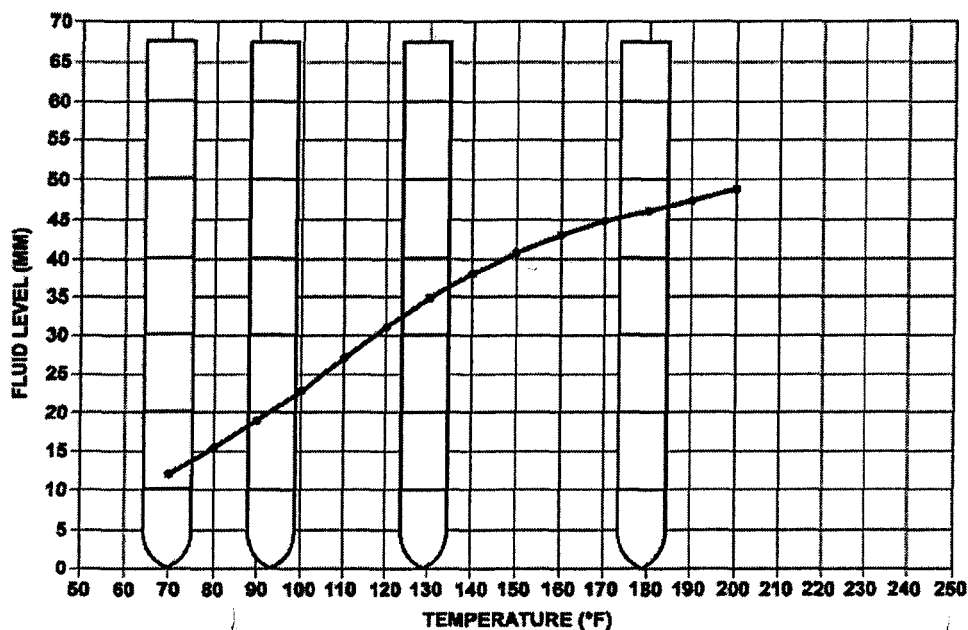
Service Procedure Continued

18. **For LX models only** – Use the following Transmission Fluid Level Check Procedure:

- a) StarSCAN instructions to read transmission temperature.
 - 1) Starting at the StarSCAN home screen, press OK
 - 2) Select “ECU View”.
 - 3) Select “TCM”
 - 4) Select “Data Display”
 - 5) Read the transmission oil temperature
- b) Wipe off any oil from the Oil Dipstick (Special Tool 9336) and insert it into transmission fill tube until the dipstick tip contacts the bottom of the oil pan. Pull it out and read the oil level (each mark is 10 mm).

NOTE: The special tool dipstick will protrude from the fill tube when installed.

- c) Using the 42 RLE Fluid Temperature Chart below, find the transmission temperature vertical line matching the temperature value on the StarSCAN tool. Move up the vertical temperature line until you arrive at your dipstick reading value.



Service Procedure Continued

- d) If you are below the full line, add transmission fluid. If you are above the line, remove some fluid. Repeat as necessary.
- 19. Disconnect the StarSCAN cable from the DLC and remove the StarSCAN tool from the vehicle.
- 20. To prevent dirt from entering transmission, make certain that dipstick or the fill tube cap is fully seated into the dipstick opening.

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 the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Parking Pawl Test and Cup Plug Bracket Installation. All except Wrangler (TJ)	21-E1-41-82	0.8 hours
Wrangler (TJ)		0.9 hours
Parking Pawl Test, Cup Plug Bracket Installation and Anchor Shaft Positioning, or Anchor Shaft Install or Replace. All except Wrangler (TJ)	21-E1-41-83	1.3 hours
Wrangler (TJ)		1.4 hours

Related Operation:

Transmission skid plate equipped. All except Wrangler (TJ).	21-E1-41-50	0.2 hours
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Add the cost of the parts 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 E14
TRANSMISSION CUP PLUG BRACKET**

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 and 2006 model year Dodge Durango, Dakota, Charger and Magnum, Jeep® Liberty and Wrangler, and Chrysler 300C vehicles equipped with an automatic transmission.**

The problem is... The cup plug that retains the park pawl anchor shaft in your vehicle's transmission (VIN: xxxxxxxxxxxxxxxxxxxx) may be improperly installed. This could allow the park pawl shaft to move out of position and prevent park engagement. If this occurs and the parking brake is not applied, the vehicle could roll away and cause an accident without warning.

What your dealer will do... DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will install a bracket in your transmission. The work will take about 1½ hours to complete. 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. In addition, we recommend that you always apply the parking brake before exiting the vehicle.

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 E14 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 4639, Oak Ridge, TN 37831, 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 Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

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 E14

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