

October 2005

Dealer Service Instructions for:

Safety Recall E13

Transmission Fill Tube Oil Seal

Effective immediately, all repairs on involved vehicles are to be performed according to this notification. Service Bulletin (SB) #21-011-05 Rev. A is being cancelled.

Models

2005 (WK) Jeep® Grand Cherokee

NOTE: This recall applies only to the above vehicles equipped with a 3.7L engine ("K" in the 8th VIN Position) built through June 2, 2005 (MDH 060209).

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 transmission fill tube oil seal on about 99,000 of the above vehicles may allow water to enter into the transmission. This can cause a torque converter related shudder and increase transmission temperatures. If the vehicle continues to be driven, transmission oil can spill onto the engine's exhaust manifold and cause an underhood fire.

Repair

The transmission fill tube oil seal must be checked for leaks. All vehicles must have the fill tube seal replaced and a water shield installed. Vehicles found with a leaking fill tube oil seal will also have the transmission flushed or the torque converter replaced.

Alternate Transportation

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

Parts Information

Fill Tube Oil Seal Package

Part Number Description

CBL0E131 Fill Tube Oil Seal and Water Shield Package

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Seal, Fill Tube Oil
1	Shield, Water
1	Bolt (M6x1.00x17mm)

Each dealer to whom vehicles in the recall were invoiced will receive enough Fill Tube Oil Seal and Water Shield Packages to service about 10% of those vehicles.

Part Number Description

CBL0E134 Leak Detection Fluid

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Fluid, Leak Detection (8 oz. bottle)
1	Nozzle, Applicator

Each dealer to whom vehicles in the recall were invoiced will receive one bottle of leak detection fluid, which is enough to service eight vehicles.

Parts Information (Continued)

The following parts are only required for vehicles that exhibit a leaking fill tube oil seal as determined by the inspection in Section “A” of the repair procedure. Very few vehicles are expected to require these parts.

<u>Part Number</u>	<u>Description</u>
CBL0E132	Filter, Transmission Oil
CBL0E133	Converter, Torque
05013457AA	ATF+4 Transmission Fluid (1 Qt. Bottle) or
05013458AA	ATF+4 Transmission Fluid (1 Gallon Bottle)

Special Tools

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

- 8875A Disconnect, Transmission Cooler Line
- * 9902 Fill Tube Oil Seal Installation Disc
- * W-18-MIL-1146AS Air Pressure Regulator (w/hose)
- CH9401 StarSCAN Scan Tool
- CH9404 StarSCAN Vehicle Cable

* One of these special tools was mailed to each Chrysler/Jeep/Dodge dealer free of charge in late September, 2005. Additional tools may be purchased at dealer expense.

For Air Pressure Regulator warranty issues contact Wright Tool Company at 1-800-783-9826.

For Fill Tube Oil Seal Installation Disc warranty issues contact Miller Special Tool at 1-800-801-5420.

To order additional tools contact Pentastar Service Equipment (PSE) Order Desk at 1-800-223-5623.

Service Procedure**A. Air Pressure Testing the Fill Tube Oil Seal**

1. Open the hood and remove the transmission dipstick from the fill tube.
2. Connect the air pressure regulator hose to the transmission fill tube (Figure 1).
3. Verify that the regulator air pressure setting is turned all the way counterclockwise. This will provide minimal pressure to the transmission.

CAUTION: Never allow the air pressure inside the transmission to exceed 5 psi (34 kPa). This could cause transmission oil seal damage or separate the transmission vent cap from the transmission case.

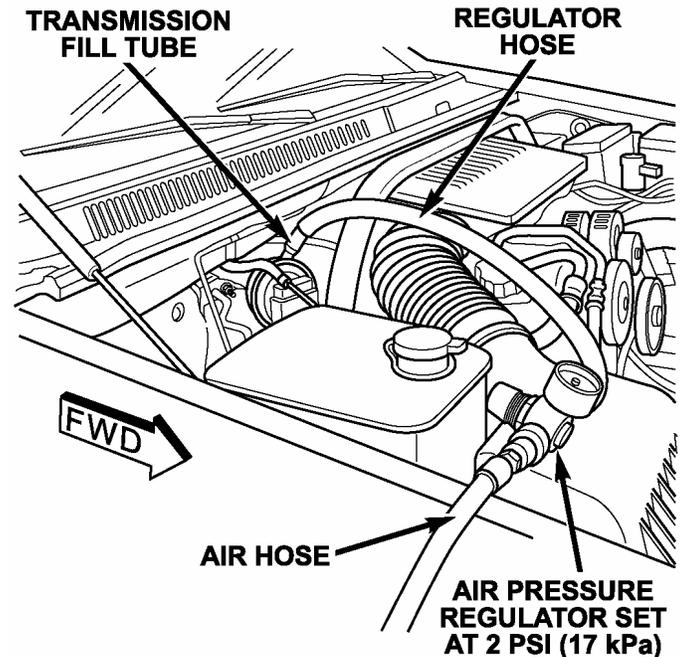


Figure 1

4. Connect shop air hose to the pressure regulator (Figure 1).
5. Adjust the pressure regulator by turning the adjustment knob clockwise until the gauge reads 2 psi (17 kPa).

NOTE: A hissing noise will be heard from the transmission vent. This is a normal condition.

Service Procedure (Continued)

6. With the transmission pressurized to 2 psi (14 kPa), raise the vehicle on a hoist.
7. Apply the leak detection fluid around the transmission fill tube oil seal area (Figure 2).

- If **bubbles** appear around the fill tube oil seal, the seal is leaking. Remove the air pressure regulator and continue with **Section B – Road Testing the Vehicle for Torque Converter Shudder/Buzz**.

NOTE: On some seals with a large leak path, the leak detection fluid may be blown off the seal by the air escaping before the fluid has a chance to bubble.

- If there are **no bubbles** coming from around the fill tube oil seal, the seal has not been leaking. Remove the air pressure regulator and continue with **Section E – Fill Tube Oil Seal Replacement**.

NOTE: The purpose of air pressure testing the fill tube oil seal is to determine if the potential existed for water to enter into the transmission. All vehicles must have the fill tube oil seal replaced with a new improved seal. Those vehicles found with a leaking seal must also have additional steps taken to correct the effects of water in the transmission fluid. Visual inspection of the transmission fluid cannot always determine if water is present in the fluid.

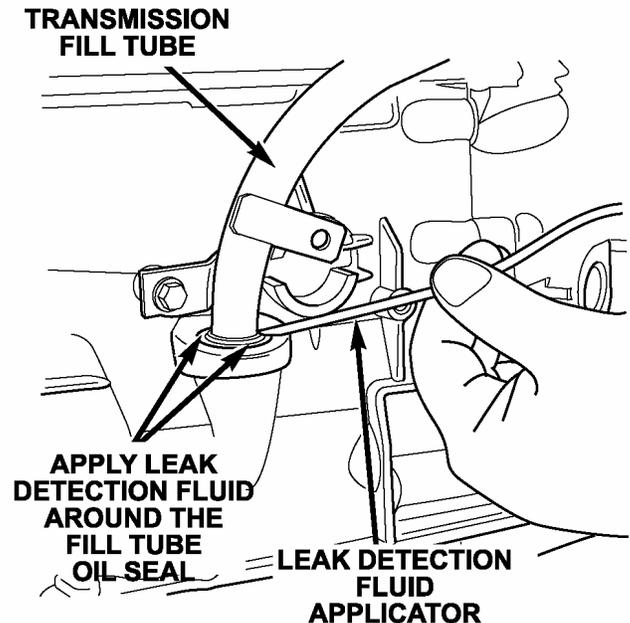


Figure 2

Service Procedure (Continued)

B. Road Testing the Vehicle for Torque Converter Shudder/Buzz

All Vehicles found with a leaking transmission fill tube oil seal, as determined by the procedure in Section A, must be road tested for the presence of torque converter clutch shudder/buzz. Use the following procedure to determine if the vehicle has a torque converter clutch shudder/buzz.

WARNING: Never attempt to drive the vehicle while monitoring the StarSCAN scan tool. Have an assistant drive the vehicle while performing the road test.

1. Allow the engine and transmission to warm to normal operating temperature.
2. Connect the StarSCAN scan tool to the vehicle Data Link Connector (DLC).
3. Using the StarSCAN, navigate to the **ECU view**, select **TCM EGS 52**, and select the **Data Display** screen.
4. Scroll to the TCC data information screen. The screen will display the following:
 - a. “TCC Duty Cycle”
 - b. “TCC Status”
 - c. “TCC Actual Slip”
 - d. “TCC Desired Slip”
 - e. “TCC Setpoint Pressure”
 - f. “Actual Gear”
 - g. “Target Gear”
5. With an assistant driving, slowly accelerate the vehicle to 35 mph (56 km/h).
6. Verify that the StarSCAN transmission (“Actual Gear”) display is in either 4th or 5th gear.

Service Procedure (Continued)

7. Slowly accelerate the vehicle until the “TCC Status” changes from OPEN to SLIP mode.
8. While the transmission is in 4th or 5th gear and in the “SLIP” mode, carefully evaluate the vehicle for the presence of a shudder vibration or an audible high frequency buzz-like sound. The shudder/buzz is most noticeable in 4th or 5th gear at vehicle speeds between 40 and 50 mph (64 and 80 km/h).

- Under **normal operation**, the “TCC Actual Slip” value will change/modulate between 40 to 80 RPM’s of slip.
- When the **shudder/buzz condition** is present, the “TCC Actual Slip” value will change/modulate between 0 to 80 RPM’s of slip.

NOTE: The shudder/buzz condition may not occur during the first evaluation attempt. Repeat steps 5 through 8 three times to confirm the shudder/buzz condition.

NOTE: The shudder/buzz condition is usually much more detectable while the transmission is cold (below normal operating temperature).

9. Based on the road test results found in Step 8, perform one of the following steps.
 - If torque converter shudder/buzz has been detected, the torque converter assembly must be replaced. Continue with **Section C. – Torque Converter Replacement**.
 - If **no** torque converter clutch shudder/buzz has been detected during the road test, continue with **Section D. – Transmission Oil Flush**.

Service Procedure (Continued)

C. Torque Converter Replacement.

Only vehicles found with a leaking fill tube oil seal and torque converter clutch shudder/buzz, as determined by Sections A and B, require torque converter replacement.

- 1. On vehicles equipped with four wheel drive**, shift the transfer case into “Neutral.”
2. Disconnect the negative battery cable.
3. Lift the vehicle on an appropriate hoist.
- 4. On vehicles equipped with four wheel drive**, remove the front skid plate if equipped.
5. Apply reference marks and remove the rear propeller shaft from the vehicle (Figure 3).
- 6. On vehicles equipped with four wheel drive**, apply reference marks and disconnect the front propeller shaft from the transfer case at the companion flange (Figure 3).

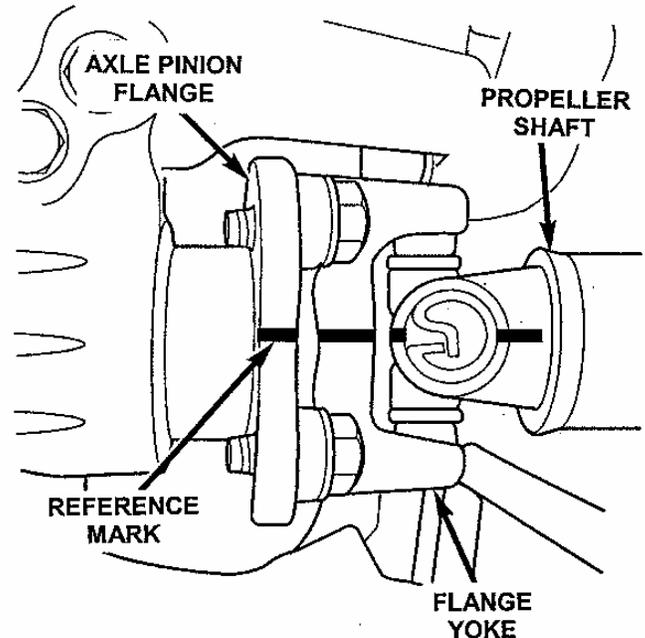


Figure 3 – Rear Propeller Shaft Shown

CAUTION: Do not allow the propeller shaft to hang from the attached end. Damage to the joint can result.

7. **On vehicles equipped with four wheel drive**, disconnect the transfer case shift motor and mode sensor connector.
8. **On vehicles equipped with four wheel drive**, support the transfer case with a transmission jack and install chains to secure the transfer case to the jack.

Service Procedure (Continued)

9. **On vehicles equipped with four wheel drive**, remove the nuts that attach the transfer case to the transmission (Figure 4).

10. **On vehicles equipped with four wheel drive**, pull the transfer case and jack rearward to disengage the transfer case from the transmission. Remove the transfer case from under the vehicle.

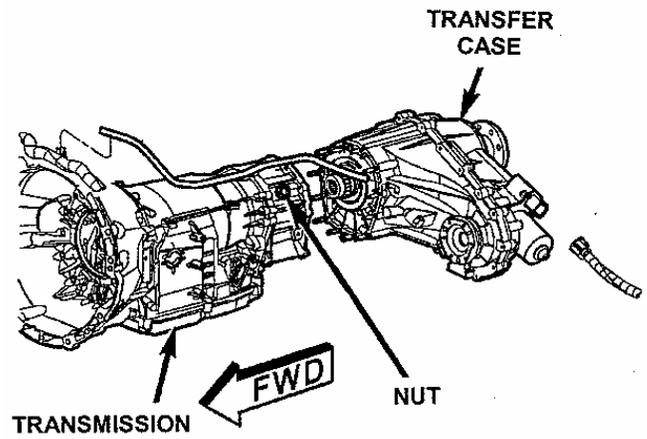


Figure 4

11. Remove the starter motor.

12. Disconnect the gearshift cable from the transmission manual valve lever and the gearshift cable bracket.

13. Disconnect the 13-pin wiring connector to the transmission by turning the bayonet lock counterclockwise (Figure 5).

14. Using Special Tool 8875A, disconnect both of the transmission fluid cooler lines at the transmission.

15. Remove transmission fill tube.

16. Support the rear of the engine with a safety stand or jack.

17. Raise the transmission slightly with a service jack to relieve the load on the crossmember and supports.

18. Remove the bolts securing the rear support and mount to the transmission crossmember.

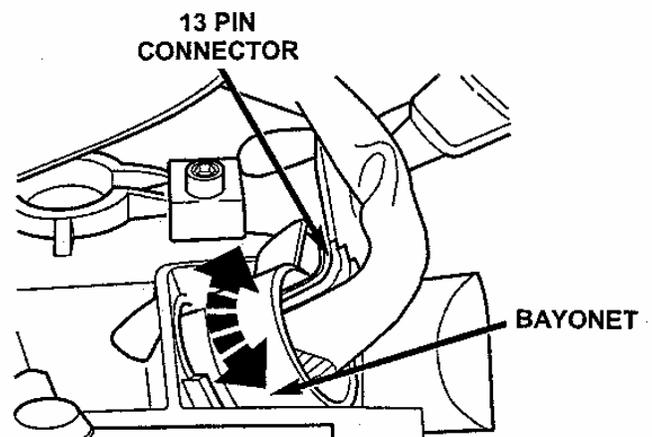


Figure 5

Service Procedure (Continued)

19. Remove the bolts attaching the crossmember to the frame and remove the crossmember.
20. Remove exhaust system “Y” pipe with catalytic converters.
21. Remove the structural cover bolts from the transmission bellhousing (Figure 6).

NOTE: The structural cover cannot be removed from the vehicle. Move cover to the side to gain access to the torque converter bolts.

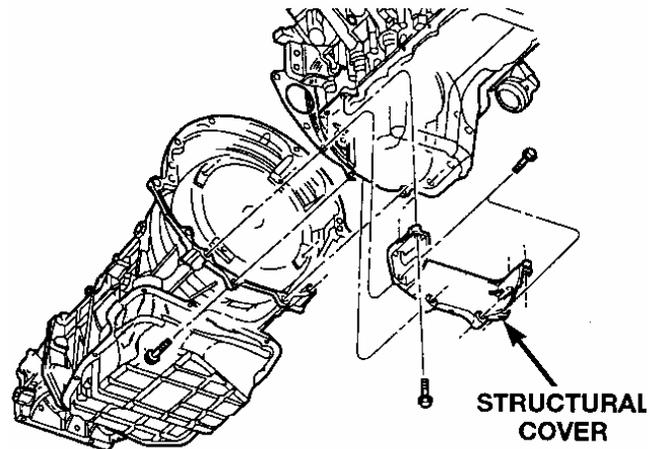


Figure 6

22. Rotate the crankshaft clockwise until the torque converter bolts are accessible. Then remove the bolts one at a time. Rotate the crankshaft to expose the next set of torque converter bolts. Again, remove the bolts one at a time. Continue this process until all torque converter bolts are removed.

23. Remove all remaining bolts that are holding the transmission to the engine.

24. Carefully work the transmission and torque converter assembly rearward off the engine block dowels.

25. While holding the torque converter in place, lower the transmission.

26. Carefully slide the torque converter out of the transmission bellhousing.

27. Using a screwdriver, remove the old fill tube oil seal from the transmission case.

28. From the outside of the new seal, pierce the seal surface with a small screwdriver along the molded “Y”. This will make installing the fill tube easier (Figure 7).

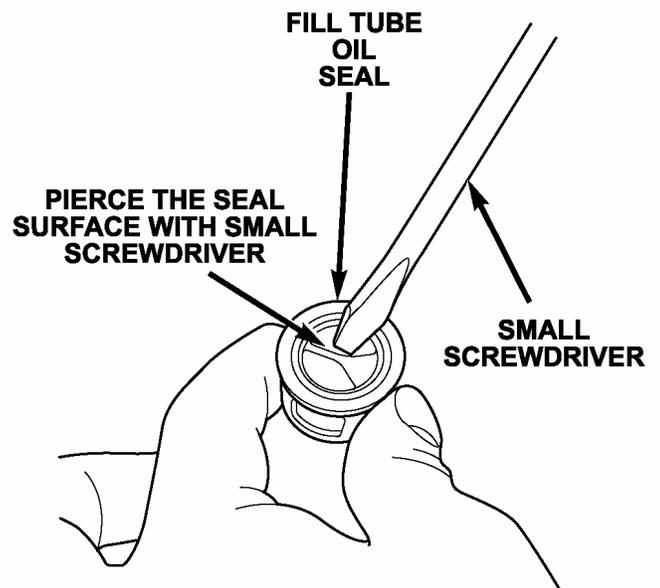


Figure 7

Service Procedure (Continued)

29. Install the new fill tube oil seal using seal installation disc (Special Tool 9902), a deep well socket and a small hammer (Figure 8). Drive the seal down until the seal installer edge contacts the case.
30. Lightly lubricate the torque converter drive hub with transmission fluid and install the torque converter onto the transmission input shaft. While pushing the torque converter inward, rotate the converter until it is fully seated into the oil pump gears.
31. Check the converter for proper seating with a straightedge. The surface of the converter lugs should be at least ¾ inch (19mm) to the rear of the straight edge when the converter is fully seated (Figure 9).

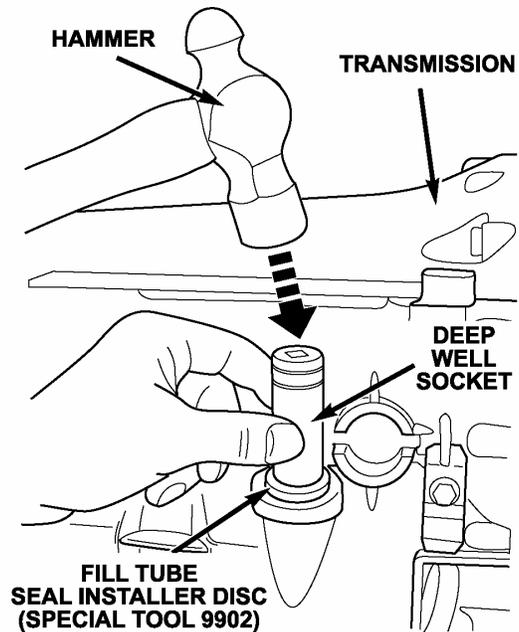


Figure 8

32. Apply a light coat of high temperature grease to the torque converter hub pocket in the rear of the engine's crankshaft.
33. While holding the torque converter in place, raise the transmission into position. The transmission must align with the dowels on the engine block.

34. Install two bolts to attach the transmission to the engine. Then install the remaining bellhousing-to-engine bolts. Tighten bolts to 29 ft. lbs. (39 N·m).

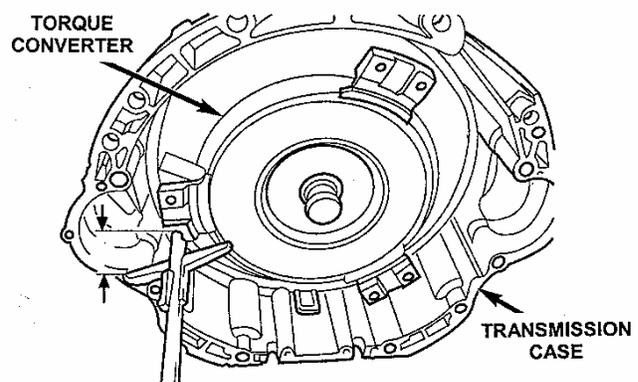


Figure 9

35. Install the exhaust system "Y" pipe with catalytic converters.
36. Install the rear transmission crossmember. Tighten the crossmember-to-frame bolts to 35 ft. lbs. (47 N·m).

Service Procedure (Continued)

37. Lower the transmission onto the crossmember and install the bolts attaching the transmission mount to the crossmember. Tighten the clevis bracket-to-crossmember bolts to 35 ft. lbs. (47 N·m). Tighten the clevis bracket-to-rear support bolt to 50 ft. lbs. (68 N·m)
38. Remove the engine support fixture and transmission jack
39. Connect the gearshift cable to the gearshift cable bracket and the manual valve arm (Figure 10).

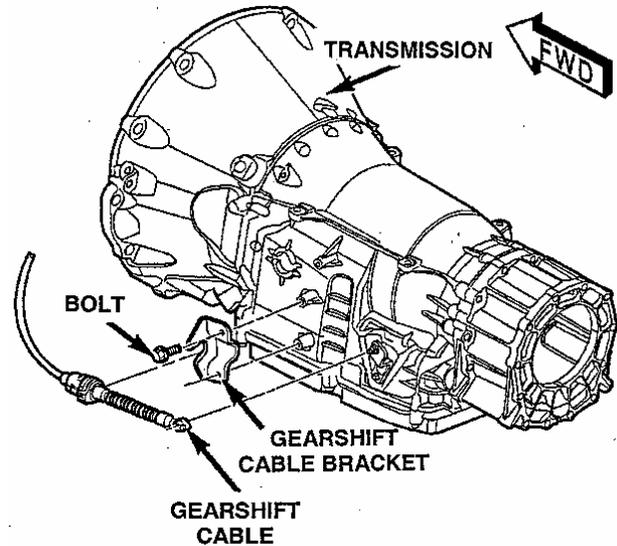


Figure 10

40. Install all the torque converter-to-drive plate bolts by hand. Verify that the torque converter is pulled flush to the drive plate. Tighten the bolts to 31 ft. lbs. (42 N·m).
41. Install the engine structural cover.
42. Install the starter motor (Figure 11). Tighten the starter motor bolts to 50 ft. lbs. (68 N·m).

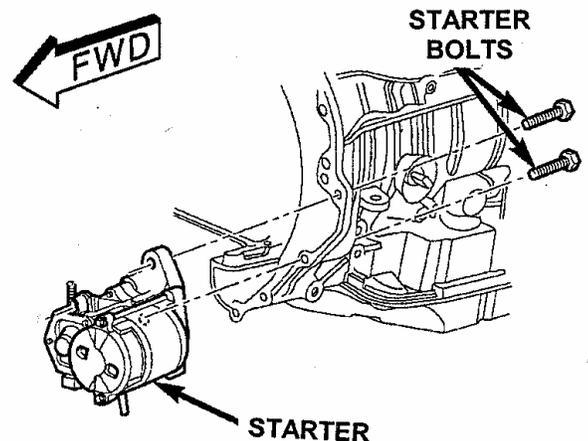


Figure 11

43. Wipe the end of the fill tube clean with a shop cloth. Then lightly lubricate the fill tube end with transmission oil and install the fill tube into the fill tube oil seal on the transmission case.
44. Install both fill tube fasteners hand tight.

Service Procedure (Continued)

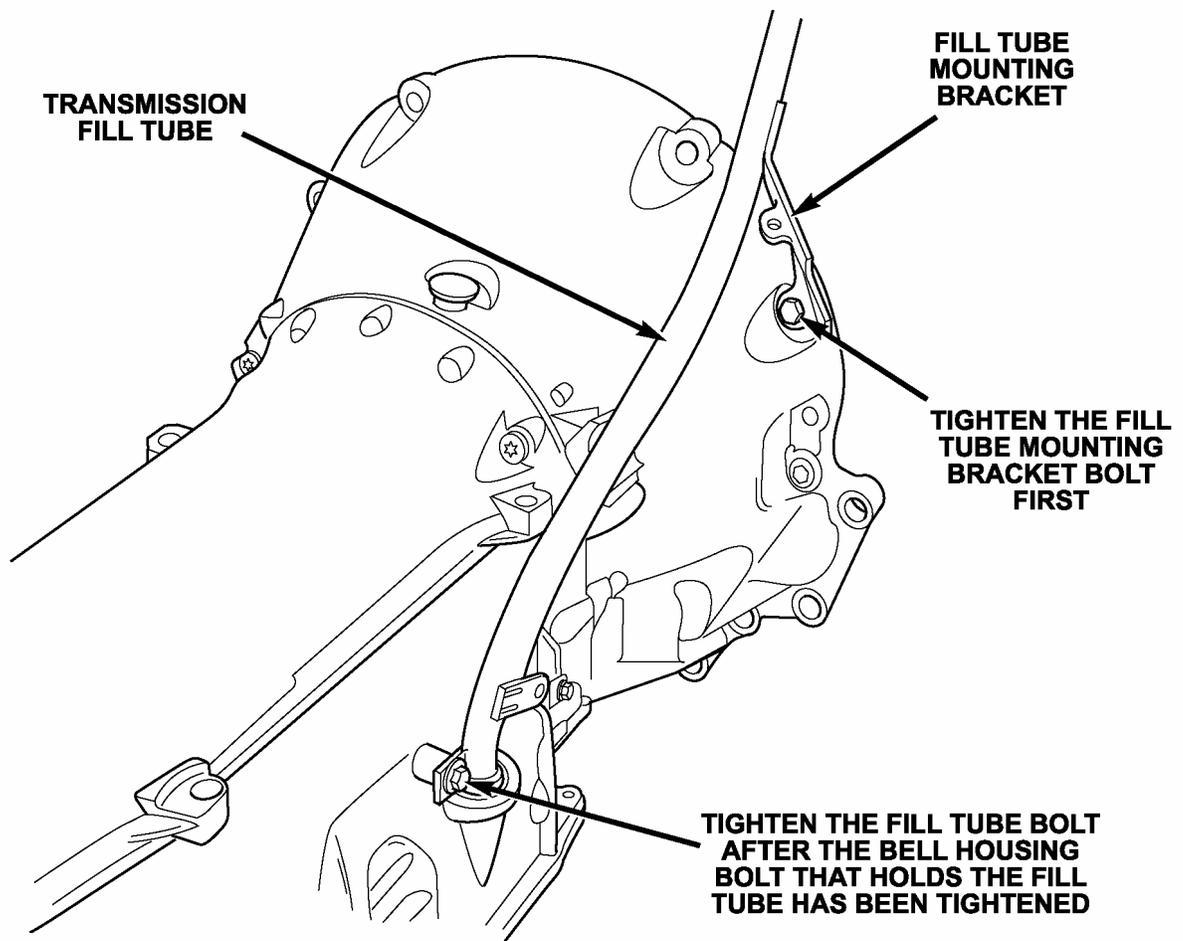


Figure 12

45. Tighten the fill tube fastener at the bellhousing first (Figure 12). Tighten the fastener to 29 ft. lbs. (39 N·m).
46. Tighten the lower fill tube fastener (closest to the fill tube seal) to 105 in. lbs. (12 N·m) (Figure 12).
47. Using shop air, blow out any remaining oil from the transmission oil cooler lines.
48. Connect the cooler lines to the transmission.
49. **On vehicles equipped with four wheel drive**, place transfer case onto the jack and secure with chains.
50. **On vehicles equipped with four wheel drive**, raise the transfer case into position.

Service Procedure (Continued)

51. **On vehicles equipped with four wheel drive**, install the nuts that attach the transfer case to the transmission. Tighten the nuts to 26 ft. lbs. (35 N·m).
52. **On vehicles equipped with four wheel drive**, remove the jack from the transfer case.
53. **On vehicles equipped with four wheel drive**, connect the transfer case shift motor and mode sensor connector.
54. **On vehicles equipped with four wheel drive**, connect the front propeller shaft from the transfer case at the companion flange. Tighten the bolts to 24 ft. lbs. (32 N·m).
55. Connect the rear propeller shaft. Tighten the bolts to 80 ft. lbs (108 N·m).
56. Install front skid plate.
57. Lower vehicle from the hoist and connect the negative battery cable.
CAUTION: Do not start the engine until instructed. Contamination of the new torque converter will occur if the engine is started.
58. Continue with **Section D – Transmission Oil Flush**.

Service Procedure (Continued)

D. Transmission Oil Flush

NOTE: Only vehicles that were found with a leaking seal and did not have torque converter replaced require that transmission oil be mixed before performing the flush procedure.

1. **On vehicles that did not have the torque converter replaced**, mix the fluid before flushing the transmission fluid from the transmission. Use the following procedure to mix the fluid.
 - a. **Turn off the air conditioning.**
 - b. With the parking brake engaged & foot on brake pedal, start the engine.
 - c. With the brakes fully applied, place the transmission in “Reverse” and open the throttle 25% for 10 seconds. Release the throttle.
 - d. Place the transmission in “Neutral” and hold the engine RPM’s at 2000 for 10 seconds.
 - e. With the brakes fully applied, place the transmission in “Drive” for 10 sec at 25% throttle. Release the throttle.
 - f. Place the transmission in “Neutral” and hold the engine RPM’s at 2000 for 10 seconds.
 - g. With the brakes fully applied, place the transmission in “Reverse” and open the throttle 25% for 10 seconds. Release the throttle.
 - h. Place the transmission in the “Park” position and turn off the engine.

Service Procedure (Continued)

2. Remove and save the six (6) push pins that hold the grill in position and lift the grill from the front fascia (Figure 13).

3. Remove the engine air cleaner air inlet tube from the air filter housing by pulling it straight out.

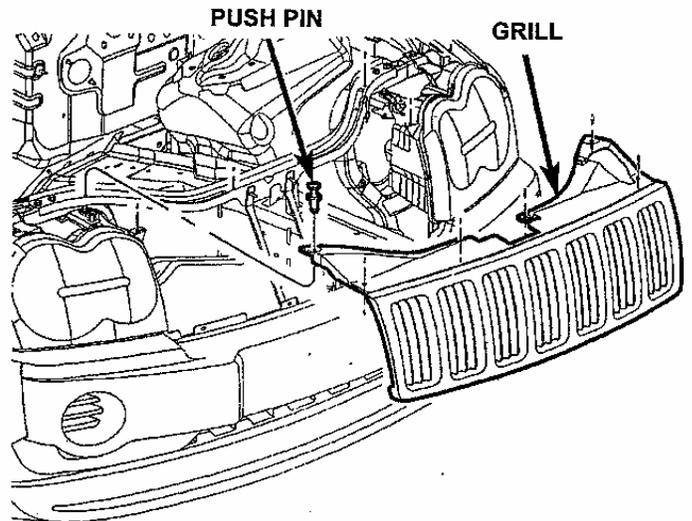


Figure 13

4. Pull back the black rubber quick connect cover on the upper cooler line, and using Special Tool 8875A, disconnect the upper transmission oil cooler line at the transmission oil cooler (Figure 14).

NOTE: There is a black plastic cooler tube spacer clip located about four inches down the cooler line that holds the two lines in place. It may need to be removed to make removal of the upper cooler line easier.

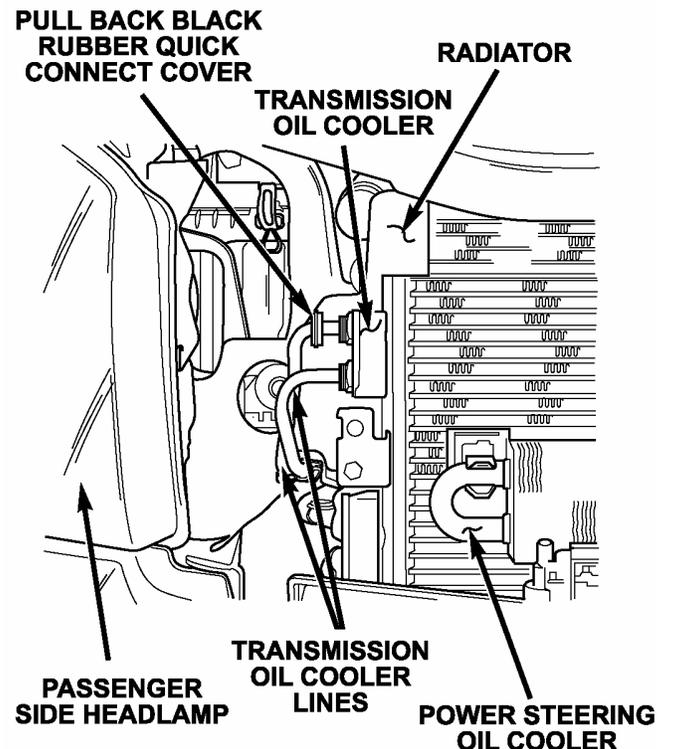


Figure 14

Service Procedure (Continued)

5. Connect a 2 foot long piece of 3/8 inch rubber hose to the upper transmission cooler line coming from the transmission. Place the other end of the hoses into a suitable drain pan (Figure 15).

6. Connect a 2 foot long piece of 3/4 inch rubber heater hose around the upper transmission oil cooler fitting (Figure 15). Use a standard screw type hose clamp to hold the hose in place. Place the other end of the hoses into a suitable drain pan.

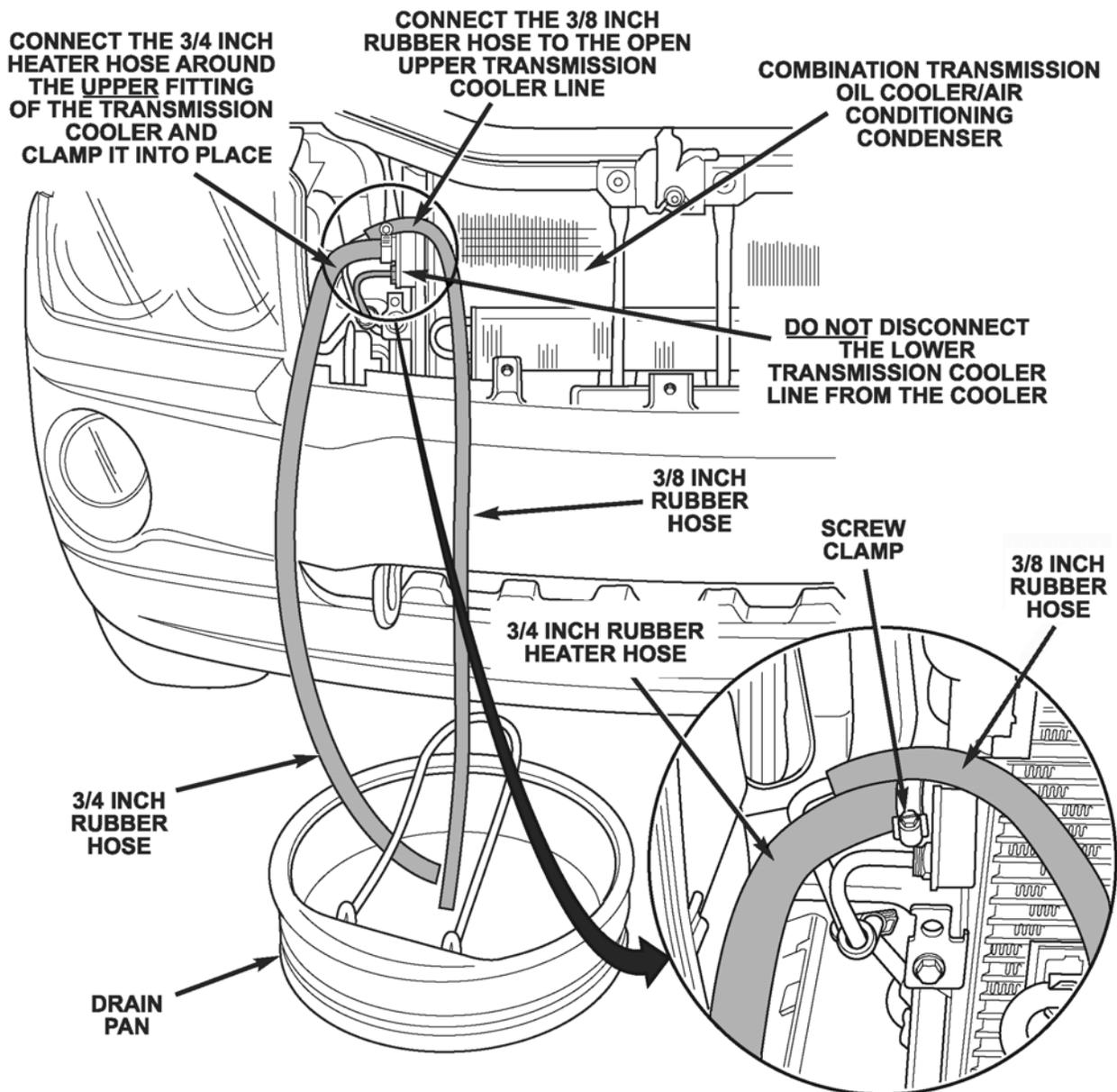


Figure 15

Service Procedure (Continued)

7. On vehicles that **did not** have the torque converter replaced, start the engine, and with the brakes fully applied, **place the transmission gear selector in the “Drive” position**. Allow the transmission to pump out all the transmission fluid into the drain pan. Once all the fluid has been pumped out, leave the transmission gear selector in the “Drive” position and turn off the engine.

NOTE: Leaving the gear selector in the “Drive” position will make valve body removal easier.

8. Raise the vehicle on the hoist.
9. Place a drain pan under the transmission pan and carefully remove the transmission pan retaining bolts, (Figure 16).
10. While tilting the pan to drain the remaining transmission fluid, remove the transmission oil pan and clean the inside of the pan.
11. Remove and discard the old transmission oil filter (Figure 16).
12. If not already performed, disconnect the 13-pin wiring connector to the transmission by turning the bayonet lock counterclockwise.
13. Loosen the transmission 13-pin connector adapter screw located in the center of the transmission side of the 13-pin connector and remove the adapter assembly.
14. Loosen all of the valve body retaining bolts and allow the fluid that was trapped behind the valve body to drain.
15. Remove all of the valve body retaining bolts and remove the valve body from the transmission.
16. Drain the valve body by rotating the valve body at different angles to drain any remaining fluid trapped inside the valve body.

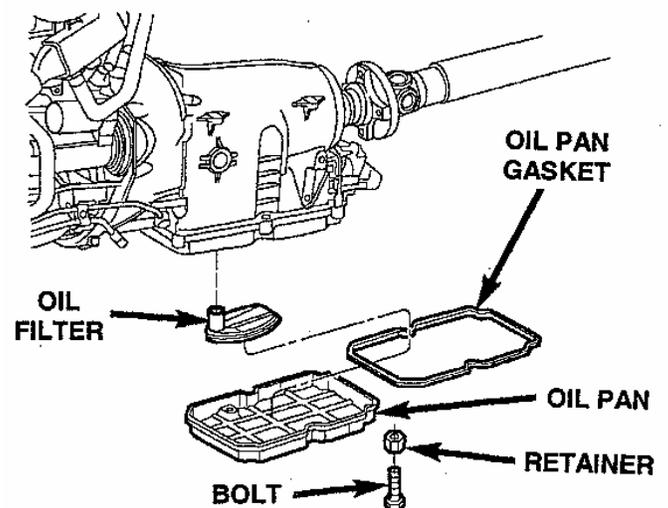


Figure 16

NOTE: Do not disassemble the valve body.

Service Procedure (Continued)

17. Using Mopar Brake Parts Cleaner (P/N 04897150AB), clean the outside surfaces of the valve body assembly.
18. Using shop air, blow off the valve body assembly.
19. Install the valve body into the transmission and tighten the valve body retaining bolts to 70 in. lbs. (8 N·m).
20. Install the 13-way connector adapter into the transmission. Tighten the adapter retaining screw to 22 in. lbs. (1.5 N·m)

CAUTION: Do not over tighten the 13-way connector adapter retaining screw. Damage to the valve body will occur.

21. Connect the 13-way wiring connector to the transmission by inserting the plug connector into the guide bushing and turning the bayonet lock of the guide bushing clockwise.
22. Install a new transmission oil filter (Figure 16).
23. Install the transmission oil pan using the original oil pan gasket. Tighten the retaining bolts to 70 in. lbs. (8 N·m).
24. Lower the vehicle.
25. **On vehicles that had the torque converter replaced**, pour 8 quarts (7.5 liters) of new ATF+4 transmission fluid into the transmission through the fill tube (Figure 17).
26. **On vehicles that did not have the torque converter replaced**, pour 5 quarts (4.75 liters) of new ATF+4 transmission fluid into the transmission through the fill tube (Figure 17).

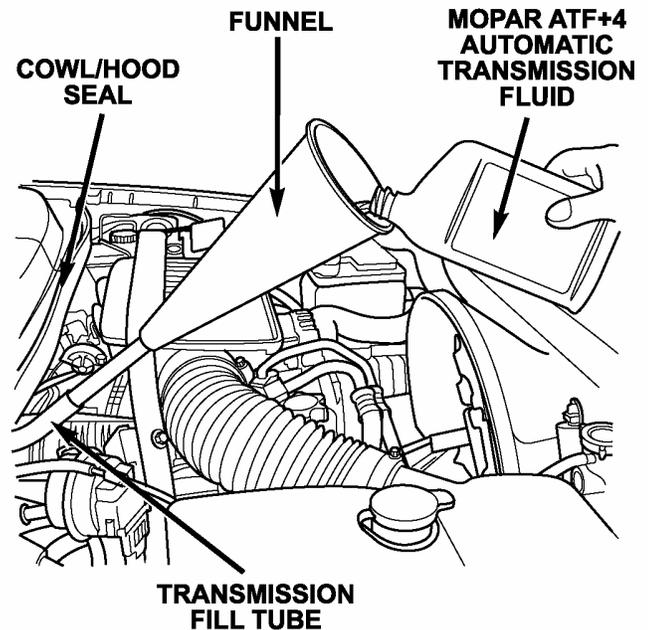


Figure 17

Service Procedure (Continued)

27. Start the engine, and with the brakes fully applied, **place the transmission in the “Drive” position**. Allow the transmission to pump out all the transmission fluid into the drain bucket. Once all the fluid has been pumped out, place the transmission in the “Park” position and turn off the engine.
28. Pour an additional 5 quarts (4.75 liters) of new ATF+4 transmission fluid into the transmission through the fill tube (Figure 17).
29. Start the engine, and with the brakes fully applied, **place the transmission in the “Drive” position**. Allow the transmission to pump out all the transmission fluid into the drain bucket. Once all the fluid has been pumped out, place the transmission in the “Park” position and turn off the engine.
30. **Repeat Steps 28 and 29 five (5) more times.**
31. Remove the rubber hoses from the cooler line and transmission oil cooler.
32. Connect the transmission oil cooler line to the transmission oil cooler and snap the black rubber cover over the quick connect.
CAUTION: Pull back on the cooler line to ensure that it is fully latched.
33. Install the air cleaner housing air inlet tube.
34. Place the grill into position and install the six (6) push pin fasteners.
35. **On vehicles that did not have the torque converter replaced**, continue with **Section E – Fill Tube Oil Seal Replacement**.
36. **On vehicles that had the torque converter replaced**, raise the vehicle on the hoist and continue with **Section F - Water Shield Installation**.

Service Procedure (Continued)

E. Fill Tube Oil Seal Replacement

1. Raise the vehicle on the hoist.
2. Remove the two fill tube fasteners (Figure 18).
3. Lift the fill tube out of the transmission case.
4. Using a short screwdriver, pry the old fill tube oil seal out of the transmission case.

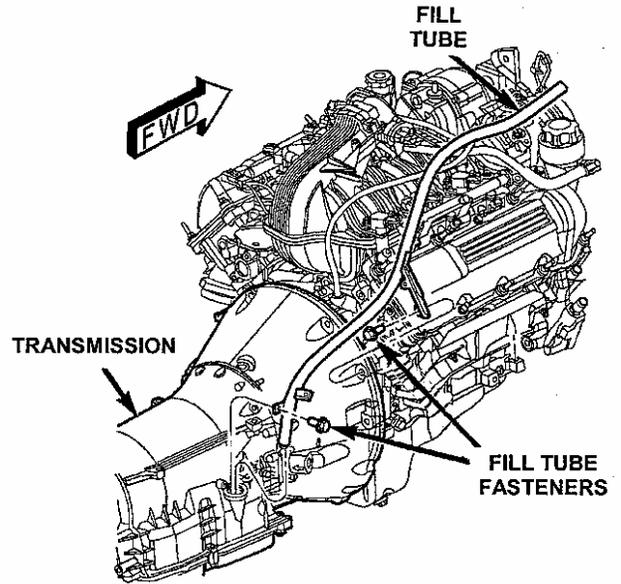


Figure 18

5. From the outside of the new seal, pierce the seal surface with small screwdriver along the molded “Y” (Figure 19). This will make installing the transmission fill tube easier.

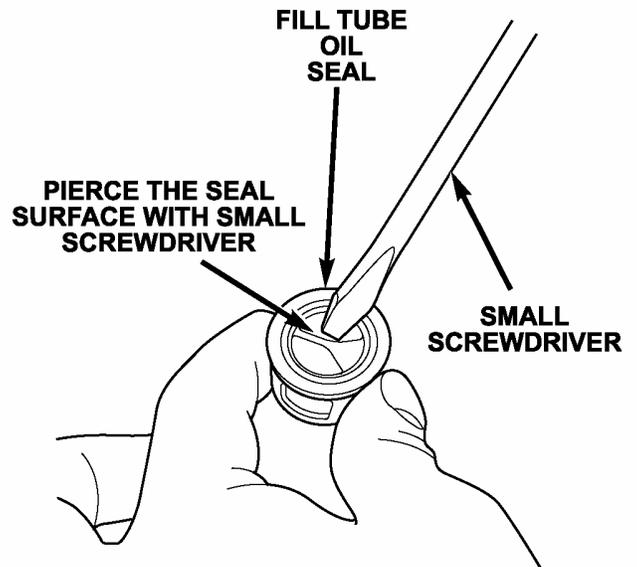


Figure 19

Service Procedure (Continued)

- Install the new fill tube oil seal into the fill tube bore on the transmission case. Push the seal in by hand until bottomed.

NOTE: The seal cannot be fully installed by hand. The seal installer disc and “C” clamp must be used to fully seat the fill tube oil seal.

- Seat the new fill tube oil seal using the seal installer disc (Special Tool 9902) and a 6 inch “C” clamp (Figure 20).

CAUTION: Do not over tighten the “C” clamp during fill tube oil seal installation. Transmission oil pan damage or bending could occur.

NOTE: A piece of shim stock can be placed between the transmission oil pan and the “C” clamp to further eliminate the chance of damaging or bending the oil pan.

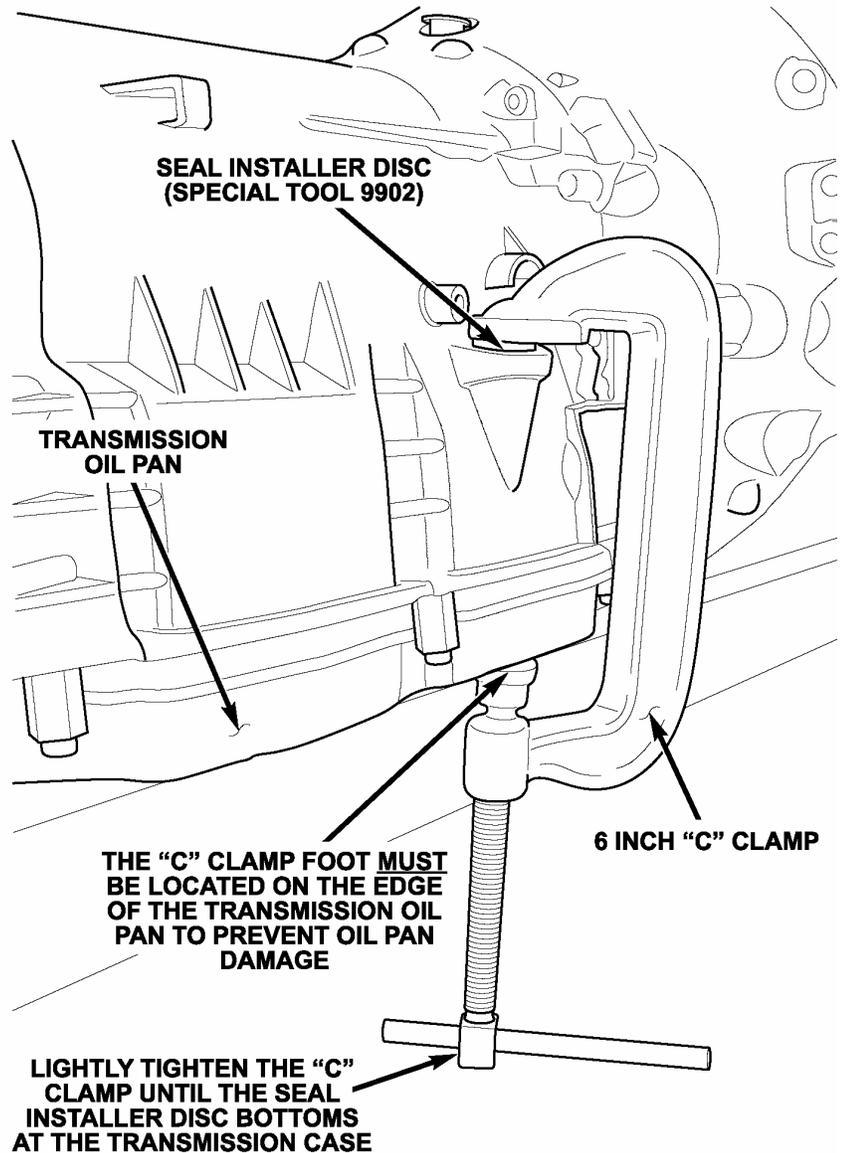


Figure 20

- Clean the end of the fill tube with a shop cloth. Then lightly lubricate the fill tube end with transmission oil and install the tube into the seal.
- Install both fill tube fasteners hand tight.

Service Procedure (Continued)

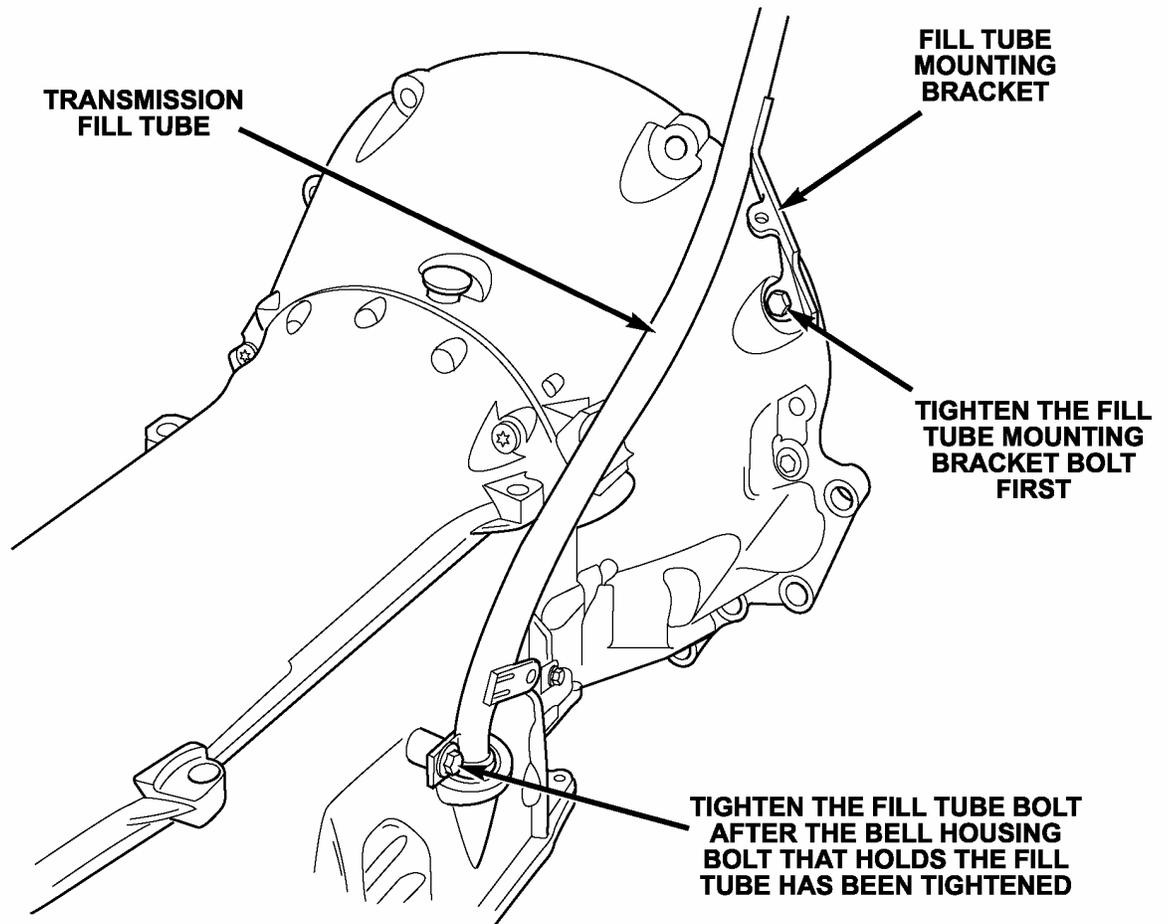


Figure 21

10. Tighten the fill tube fastener at the bellhousing to 29 ft. lbs. (39 N·m) (Figure 21).
11. Continue with **Section F – Water Shield Installation.**

F. Water Shield Installation

1. Remove the lower fill tube fastener if necessary (closest to the fill tube seal).
2. Remove and discard the bolt that holds the wiring harness metal clip.

Service Procedure (Continued)

- Place the water shield into position (Figure 22).

NOTE: The fill tube bracket and wiring harness metal clip must be under the water shield attachment points.

- Reinstall the original lower fill tube fastener. Install the new bolt supplied in the repair package into the wiring harness bracket hole (Figure 22). Tighten both bolts to 105 in. lbs (12 N·m).

CAUTION: Do not reuse the original (short) bolt for the wiring harness metal clip or damage to the transmission case threads may occur.

- Lower the vehicle from the hoist.
- On vehicles that had the torque converter replaced and/or the transmission fluid flushed, pour 5 quarts of new ATF+4 transmission fluid into the transmission through the fill tube. Check the transmission fluid level and adjust as required.**
- If the torque converter was replaced and/or the transmission fluid flushed, continue with Section G - Reset Transmission “Learned Adaptives” Using the StarSCAN.**

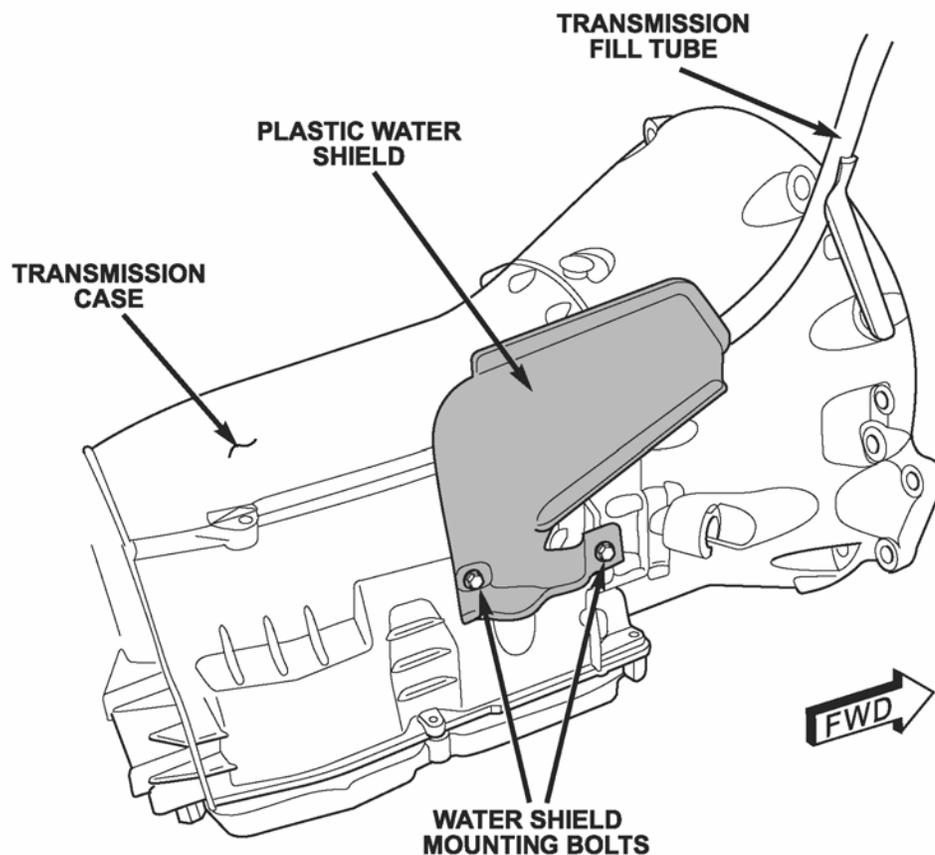


Figure 22

Service Procedure (Continued)

G. Reset Transmission “Learned Adaptives” Using the StarSCAN

1. Allow the engine and transmission to warm to normal operating temperature.
2. Connect the StarSCAN scan tool to the vehicle Data Link Connector (DLC).
3. Starting at the StarSCAN home screen select “**ECU view.**”
4. Select “**TCM EGS 52 Transmission,**”
5. Select the “**Data Display**” screen.
6. Select “**Reset Learned Adaptives.**”
7. Press the blue “**Start**” button in the upper right corner of the StarSCAN screen.
8. Press the blue “**Next**” button.
9. Allow the StarSCAN to reset the learned adaptives.
10. Press the “**Finished**” button and then remove the StarSCAN from the vehicle.

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
Pressure test transmission, replace fill tube seal and install water shield	21-E1-31-82	0.7 hours
Pressure test transmission, replace fill tube seal and transmission oil filter, flush transmission fluid, reset learned adaptives and install water shield	21-E1-31-83	3.3 hours
Pressure test transmission, replace fill tube seal, transmission oil filter, torque converter, flush transmission fluid, reset learned adaptives and install water shield (4x2 equipped)	21-E1-31-84	5.0 hours
Pressure test transmission, replace fill tube seal, transmission oil filter, torque converter, flush transmission fluid, reset learned adaptives and install water shield (4x4 equipped)	21-E1-31-85	6.2 hours

Related Operation for Torque Converter Replacement:

4x4 equipped with transfer case skid plate	21-E1-31-50	0.2 hours
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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 E13 – TRANSMISSION FILL TUBE OIL SEAL

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 Jeep® Grand Cherokee vehicles equipped with a 3.7L engine.**

The problem is... The transmission fill tube oil seal on your vehicle (VIN: xxxxxxxxxxxxxxxxx) may allow water to enter into the transmission. This can cause a torque converter related shudder and increase transmission temperatures. If the vehicle continues to be driven, transmission oil can spill onto the engine's exhaust manifold and cause an underhood fire.

What your dealer will do... DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will install a water shield and replace the transmission fill tube oil seal. Vehicles found with a leaking fill tube oil seal will also have the transmission flushed or the torque converter replaced. The water shield and seal repair will take about one hour to complete. Another six hours will be required if torque converter replacement and/or a transmission flush is necessary. 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 E13 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 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 E13

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