August 18, 2008

TO: ALL CHRYSLER AND DODGE DEALERS

FROM: GLOBAL SERVICE

SUBJECT: RAPID RESPONSE TRANSMITTAL/SERVICE ACTION #08-063
T355 Manual Transaxle Synchronizer Blocker/Stop Ring Debond

INVOLVED VEHICLES:

2008 (JS) Avenger/Sebring/Sebring Convertible
2008 (MK) Compass/Patriot
2008 (PM) Caliber

NOTE: This Service Action affects unsold vehicles.

NOTE: The VIN List is available on DealerCONNECT for all affected dealers. The VIN List has been inserted in the Service Tab under Rapid Response Transmittals. The dealers receiving the Rapid Response Transmittal Service Action are the “Ship To” dealers and the VIN’s listed are specific to their dealership. All involved vehicles will be loaded into the VIP system.

DISCUSSION:
Some vehicles were shipped with manual transaxles that were built with defective synchronizer blocker/stop rings. The stop rings were improperly bonded resulting in friction material which falls off or chips. These transaxles could produce high shift effort, gear clash or gear pop out with use.

Due to disclosure laws in Alabama, California, Florida, Iowa, Maryland, Oklahoma, South Carolina and Virginia. Dealers in those states will be required to repair the vehicles and contact their Business Center for diversion instructions. Vehicles in those states will be sold at auction.

Dealers in all other states will be required to repair the vehicles and after repair the vehicles can be placed back into inventory.

PARTS REQUIRED:

<table>
<thead>
<tr>
<th>Code</th>
<th>Part Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>05191014AA</td>
<td>Synchronizer Blocker/Stop Ring</td>
</tr>
<tr>
<td>05013457AA</td>
<td>ATF+4 Automatic Transmission Fluid</td>
</tr>
<tr>
<td>04761080</td>
<td>Snap Ring (Input and Output Bearings)</td>
</tr>
<tr>
<td>05162355AB</td>
<td>O-Ring Bolt, Shift Blocker Assembly</td>
</tr>
<tr>
<td>04318083</td>
<td>MOPAR® Gasket Maker, Loctite® 518, or equivalent</td>
</tr>
<tr>
<td>05010884AA</td>
<td>MOPAR® RTV</td>
</tr>
<tr>
<td>068018106AA</td>
<td>Clip, Shift Cable Retainer Bracket</td>
</tr>
<tr>
<td>05069148AA</td>
<td>Snap Ring, 3-4 Hub</td>
</tr>
<tr>
<td>04761136</td>
<td>Snap Ring, 5-R Hub</td>
</tr>
</tbody>
</table>
SPECIAL TOOLS / EQUIPMENT:

6768   Bench Fixture
9761-1  Adapter
9761-2  Adapter
9761-3  Adapter
9761-4  Adapter
9761-5  Adapter
9761-6  Adapter
9761-7  Adapter
C-4992-1 Seal Installer
Clean Drain Pan

REPAIR PROCEDURE:

Note: Inspect the transaxle bellhousing for the barcode label. If a date range between TTU2537XXXX (9/10/07) and TTU339701736 (12/5/07) is found, following the procedure below, replace the 3rd, 4th, 5th, and reverse blocker/stop ring regardless of their condition.

Breakdown of Julian Date Code 2537 above = 253rd day of 2007.

Note: If transaxle build date falls after TTU339701736 (12/5/07) this action does not apply.

1. Raise vehicle on hoist and drain fluid into clean drain pan – save for re-use. Re-install drain plug and tighten to 14 N·m (120 in. lbs.).
2. Remove the transaxle from vehicle following the procedures found in DealerCONNECT > TechCONNECT > Transmission/Transfer Case > Manual T355 > Removal.
3. Place transaxle on bench. Follow procedures outlined in DealerCONNECT > TechCONNECT > Transmission/Transfer Case > Manual T355 > Disassembly to disassemble the transaxle. Working in a clean environment should prevent the need to wash internal parts unless there is evidence of damage or debonding. Only case mating surfaces should require cleaning before applying sealer/gasket maker.
   The reverse synchronizer blocker/stop ring should be removed at this point.

CAUTION: The oil dams in the input and output shafts can be damaged while pressing on the shafts if the bearing fixture is not used properly.

4. Remove the 3rd, 4th and 5th and reverse synchronizer blocker/stop rings using procedures outlined in DealerCONNECT > TechCONNECT > Transmission/Transfer Case > Manual T355 > Input Shaft Disassembly. Also, inspect the gear clutching teeth and the sleeve teeth for any damage. If the teeth are damaged, those components will require replacement as well. Bag the 3rd, 4th, 5th and reverse rings to prevent their inadvertent reuse and for return.
5. Pre-lube new synchronizer blocker/stop rings with ATF+4 fluid. There should be no need to clean any internal parts unless damage or debonding has occurred. **Do not clean any new synchronizer blocker/stop rings with solvent.**

**NOTE:** Install new O-ring bolts (05162355AB) through rear of case for shift rail blocker plate.

6. Reassemble the input shaft assembly with new blocker/stop rings using new snap rings PN 05069148AA) in both the 3-4 and 5-R hub locations following procedures outlined in DealerCONNECT > TechCONNECT > Transmission/Transfer Case > Manual T355 > Input Shaft Assembly.

**NOTE:** Remember to install the new reverse blocker/stop ring.


**NOTE:** Install new input and output snap rings (04761080) before installing end cover.

8. Inspect fluid drained earlier in procedure for debris. If no debris is found, reuse fluid and verify transaxle has been filled to prescribed level, adding new fluid as necessary. If fluid was contaminated, fill transaxle to prescribed level with new ATF+4 fluid (approx. 2.6 Liters).
POLICY: Reimbursable within the provisions of the warranty.

PARTS RETURN PROCESS:
The components are subject to the normal part return process.

DIVERSION PROCESS:
Vehicles located in Alabama, California, Florida, Iowa, Maryland, Oklahoma, South Carolina, and Virginia must be diverted and sold at auction. Dealers located in these states, contact your Business Center for direction.

NOTE: USE OF THE LABOR OPERATION INCLUDED WITH THIS SERVICE ACTION ON VEHICLES OTHER THAN THOSE INVOLVED MAY BE SUBJECT TO CHARGE BACK.

TIME ALLOWANCE:

LABOR OPERATION NO:
21-00-04-90 Transaxle, Inspect For Date Code 0.2 Hrs.

21-00-04-91 Transaxle, Inspect and Replace Synchronizer Blocker/Stop Rings 5.6 Hrs.

FAILURE CODE: ZZ - Service Action

If you have any questions, contact your Business Center.