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Отзыв по безопасности P77 / NHTSA 14V-796 Гайка шестерни заднего моста — Dodge Ram 1500 2005 года выпуска

15 ноября 2016 г. от [oemdtc](#)

NHTSA Номер кампании: 14V796

ChryslerПроизводитель**ebay** Group LLC

Компоненты СИЛОВОЙ АГРЕГАТ

Потенциальное количество затронутых юнитов 257 065

Гайка шестерни заднего моста может ослабнуть на дифференциале

Если гайка шестерни ослабнет, задний мост может заклинить, а/или карданный вал может отсоединиться, что приведет к потере управления транспортным средством и повысит риск аварии.

Краткие сведения:

Chrysler**ebay** Group LLC (**Chrysler****ebay**) отзывает некоторые грузовики **Dodge****ebay** **Ram****ebay** 1500 2005 модельного года, выпущенные в период с 28 января 2004 года по 3 августа 2005 года.

В неисправных автомобилях задняя ось гайка ведущей шестерни может ослабнуть из-за недостаточного количества шлицев на ведущей шестерне.

СЛЕДСТВИЕ:

Если **гайка шестерни** ослабнет, **задний мост** может заклинить, а/или **карданный вал** может отсоединиться, что приведет к потере управления транспортным средством и повысит риск аварии.

СРЕДСТВО ПРАВОВОЙ ЗАЩИТЫ:

Chrysler**ebay** уведомит владельцев, а дилеры бесплатно установят фиксатор на **гайку шестерни**.

Отзыв начался 26 июня 2015 года.

Владельцы могут обратиться в службу поддержки **Chrysler****ebay** по телефону **1-800-853-1403**.

Номер отзыва Chrysler — P77.



Примечания:

Владельцы также могут обратиться на горячую линию Национального управления безопасностью движения на трассах по вопросам безопасности транспортных средств по телефону [1-888-327-4236](tel:1-888-327-4236) (для слабослышащих [1-800-424-9153](tel:1-800-424-9153)) или на сайт www.safercar.gov.

[Проверьте, не подлежит ли ваш автомобиль отзыву](#)

Июнь 2015 года

Инструкции по обслуживанию у дилера для:

Отзыв по безопасности P77 / NHTSA 14V-796 Гайка шестерни заднего моста

Модели

2005	(ДР)	Грузовик RAMebay Dodgeebay (серия 1500)
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*ПРИМЕЧАНИЕ. Отзыв касается только вышеуказанных автомобилей, оснащенных 9,25 **задней осью** (**торговый код DRB**).*

Субъект

Задний мост шестеренчатая гайка примерно на 256 000 из вышеперечисленных транспортных средств могла быть установлена без клейкой ленты на резьбе шестеренчатой гайки. Отсутствие этой клейкой ленты могло привести к ослаблению задней **оси** шестеренчатой гайки и/или отсоединению заднего **карданного вала** от задней **оси**. Ослабленная шестеренчатая гайка могла привести к

заклиниванию заднего **моста**, а отсоединенный **карданный вал** — к потере движущей силы. Любая из этих ситуаций может привести к внезапному сбою.

Ремонт

Необходимо проверить, не ослабла ли гайка ведущей шестерни заднего **моста**. **Задние мосты** с ослабленной гайкой ведущей шестерни и/или заклинившим **мостом** в сборе подлежат ремонту. **Мосты** с гайкой ведущей шестерни, которая не ослабла, будут оснащены фиксатором гайки ведущей шестерни.



Альтернативный Транспорт

Если в ходе осмотра выясняется, что задняя ось требует ремонта и автомобиль необходимо оставить на ночь,

дилерам следует постараться свести к минимуму неудобства для клиента, предоставив ему автомобиль на время ремонта.

Информация о Деталях

<u>Номер детали</u>	<u>Описание</u>
CBHKM342AA 	Комплект фиксаторов заднего моста
Каждая упаковка содержит следующие компоненты:	
<u>Количество</u>	<u>Описание</u>
1	Фиксатор, гайка
4	Болт с шестигранной головкой и фланцем
2	Бит, Гекс (3/32 дюйма)

Каждый дилер, которому были переданы автомобили, подлежащие отзыву, получит достаточное количество

комплектов для фиксации задней оси, чтобы обслужить около 20% таких автомобилей.

<u>Номер детали</u>	<u>Описание</u>
СВАКМ343АА	Комплект заднего моста (артикул DMH / передаточное число 3,92)
СВАКМ344АА	Комплект заднего моста (артикул DMD / передаточное число 3,55)
СВАКМ345АА	Комплект заднего моста (артикул DMC / передаточное число 3,21)
Каждая упаковка содержит следующие компоненты:	
<u>Количество</u>	<u>Описание</u>
1	Шестерня, Кольцо
1	Шестерня, Зубчатая Передача
1	Уплотнение, Шестерня
1	Гайка, Шестерня
1	Рукав, Раздавленный
1	Подшипник, передняя шестерня
1	Подшипник, задняя шестерня

12	Болты, Кольцевая Передача
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<u>Номер детали</u>	<u>Описание</u>
СВАКМ347АА 	Комплект Прокладок Глубины Шестерни
52067614АС 	Вал, Ось
04384227 	Кольцо, ABS датчик тона
03507898AB 	Подшипник, осевой вал
52070427AB 	Уплотнитель, осевой вал
04798912AD 	Комплект боковой подвески (без кода продаж DSA)
04384222	Сборка корпуса (без торгового кода DSA)
52111420AA	Сборка корпуса (с кодом товара DSA)
04874469	Смазка для заднего моста (SAE 75W-140)

04318060AB 	Присадка, улучшающая скольжение (с кодом товара DSA)
05013477AA	Ось-RTV
04318031	Клей, фиксатор и герметик (средней прочности фиксатор резьбы)
04883065	Соединение, Маркировка Зубчатых Колес
05012249AB	Смазка, никелевый антизадирный состав (ПРИМЕЧАНИЕ: одного флакона антизадирного состава хватит для ремонта 20 автомобилей)

Если оригинальное кольцо и шестерня используются повторно, закажите указанные ниже детали:

<u>Номер детали</u>	<u>Описание</u>
СВАКМ348AA	Уплотнение, Шестерня
СВАКМ349AA	Гайка, Шестерня

03507678	Рукав, Раздавленный
05072498AA	Подшипник, передняя шестерня (подшипник и чашка)
05017438AA 	Подшипник, задняя шестерня (подшипник и чашка)
05072506AA	Подшипники, дифференциал со стороны корпуса (состоят из двух подшипников и двух чашек)

Специальные Инструменты

Для выполнения этого ремонта потребуются следующие специальные инструменты:

• 6719A	Держатель, Позиция
• C-4164	Регулировочный Ключ
• C-293-PA	Съемник
• C-293-47	Съемник

• C-293-3	Адаптер
• C-452	Съемник
• C-10258	Съемник
• C-4171	Ручка
• C-4309A	Съемник
• C-4310	Установщик
• Д-129	Установщик
• 6739	Блок Высоты Шестерни
• 8542	Шестеренный блок
• 6741	Гайка
• 6740	Коническая Гайка

• 8541A	Оправочные диски
• D-115-3	Беседка
• C-3339A	Стрелочный индикатор
• D-115-2A	Блок для Скутера
• C-4076-B	Установщик
• C-4735	Ручка
• C-3095-A	Установщик
• C-3718	Установщик
• C-4213	Установщик подшипников
• 6310	Съемник подшипников

• 6310-9	Нога
• C-4198	Установщик
• C-4076-B	Установщик

Процедура Обслуживания

Осмотрите гайку шестерни заднего моста

1. Если задний мост заклинило и/или он полностью вышел из строя, перейдите к **разделу В. Восстановление заднего моста**. Если мост работает нормально, перейдите к шагу 2 этой процедуры проверки.
2. Поднимите автомобиль с помощью подходящего подъёмника.
3. Отметьте место соединения **пропеллерного вала** с фланцем, чтобы сохранить ориентацию при установке **пропеллерного вала** (рис. 1).

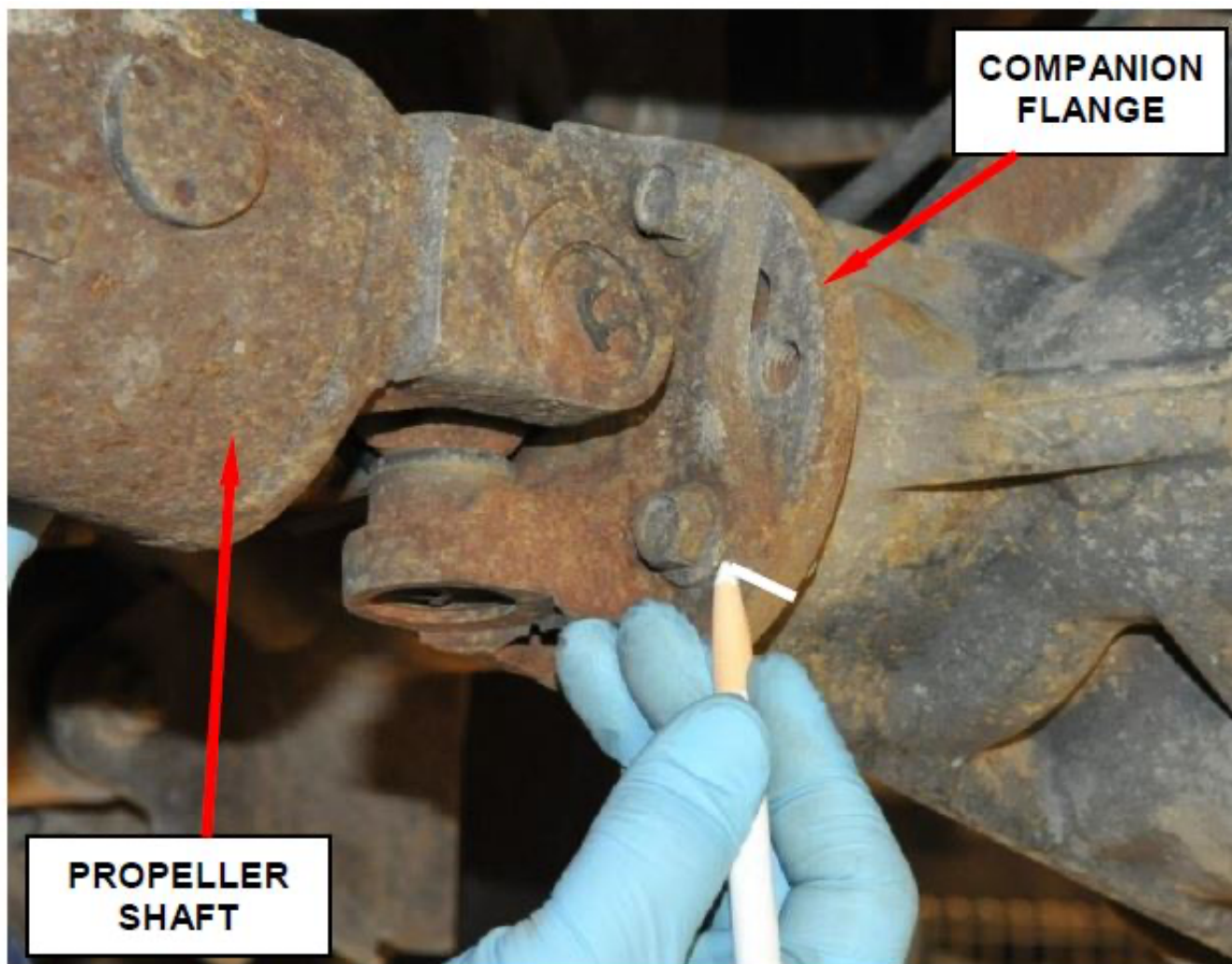


Рис. 1. Маркировка **пропеллерного вала** и расположение сопутствующего фланца

4. Открутите и выбросьте четыре задних **пропеллерных** стопорных болта.
5. Отсоедините **гребной вал** от сопутствующего фланца и установите конец гребного вала на **домкрат**.

ВНИМАНИЕ: не допускайте, чтобы карданный вал свободно свисал с **трансмиссии/раздаточной коробки**.

6. Сделайте отметку на гайке и валу шестерни, как показано на рисунке 2.

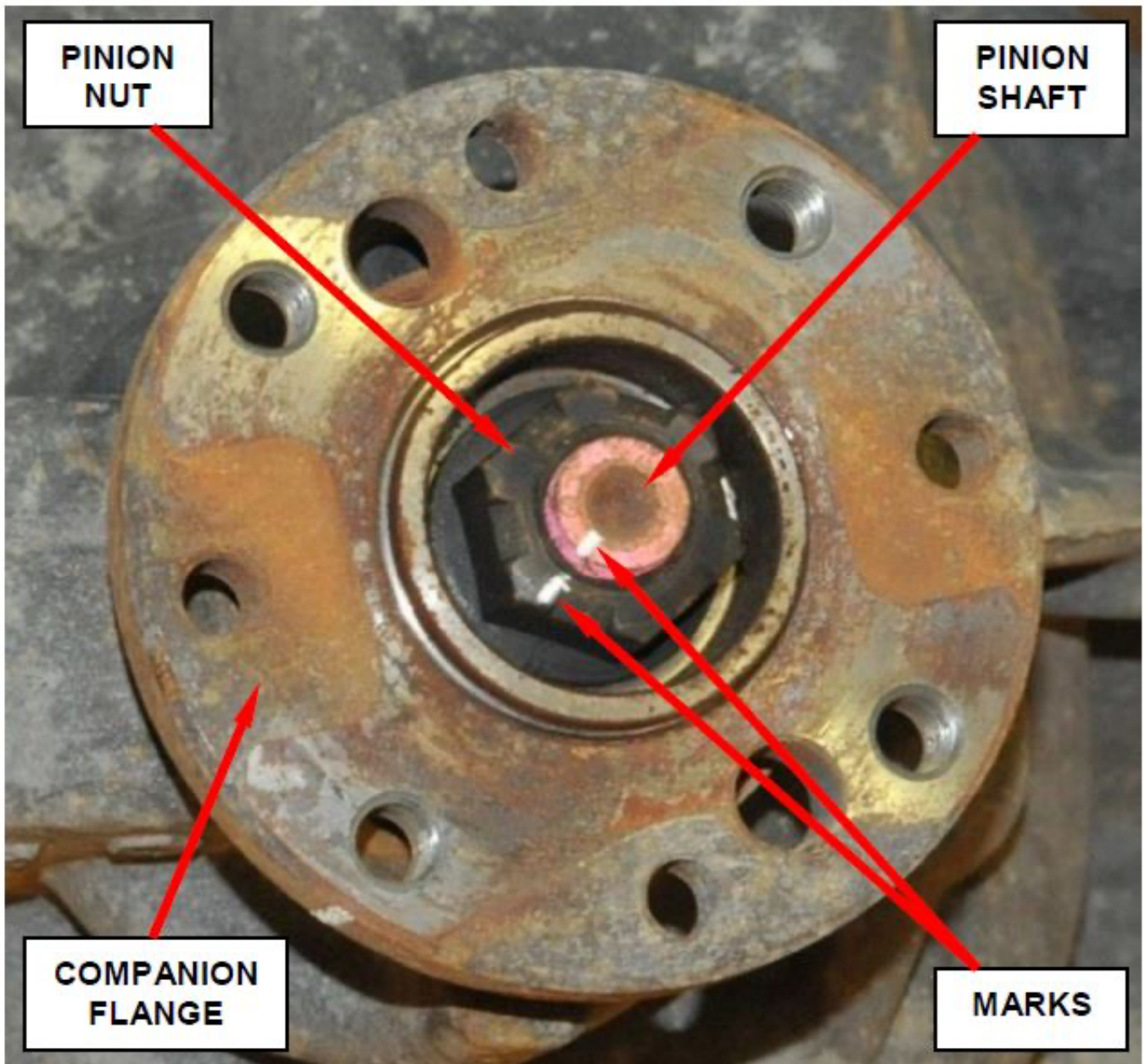


Рис. 2. Гайка и вал ведущей шестерни

7. Приложите держатель положения 6719А к ответному фланцу и установите болт и шайбу в резьбовые отверстия (рис. 3). Затяните болты так, чтобы держатель положения 6719А был зафиксирован на

фланце.

8. С помощью **динамометрического ключа** затяните гайку шестерни до 50 фут-фунтов (68 Н·м) (рис. 4).

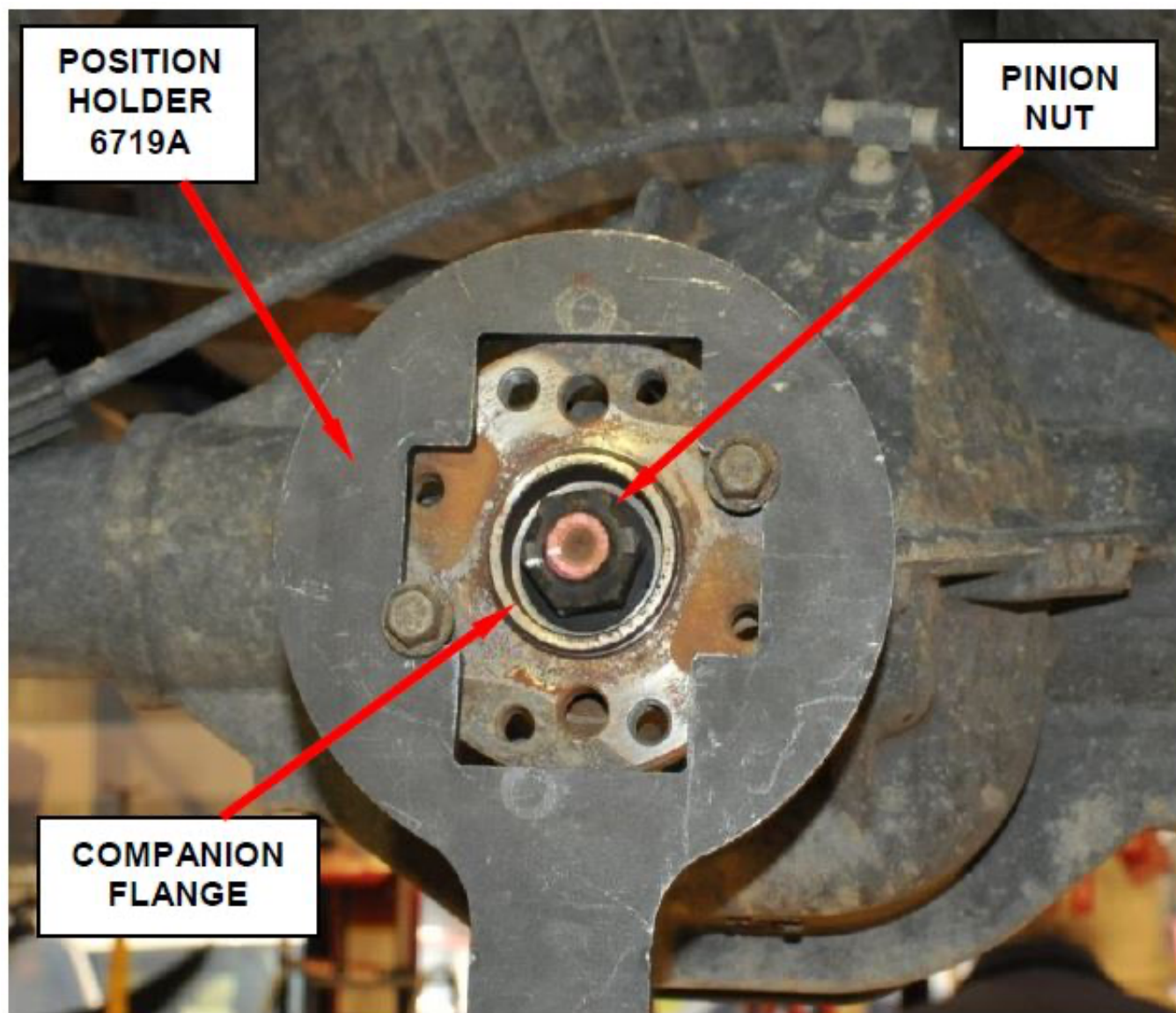


Рис. 3. Установка держателя положения 6719А

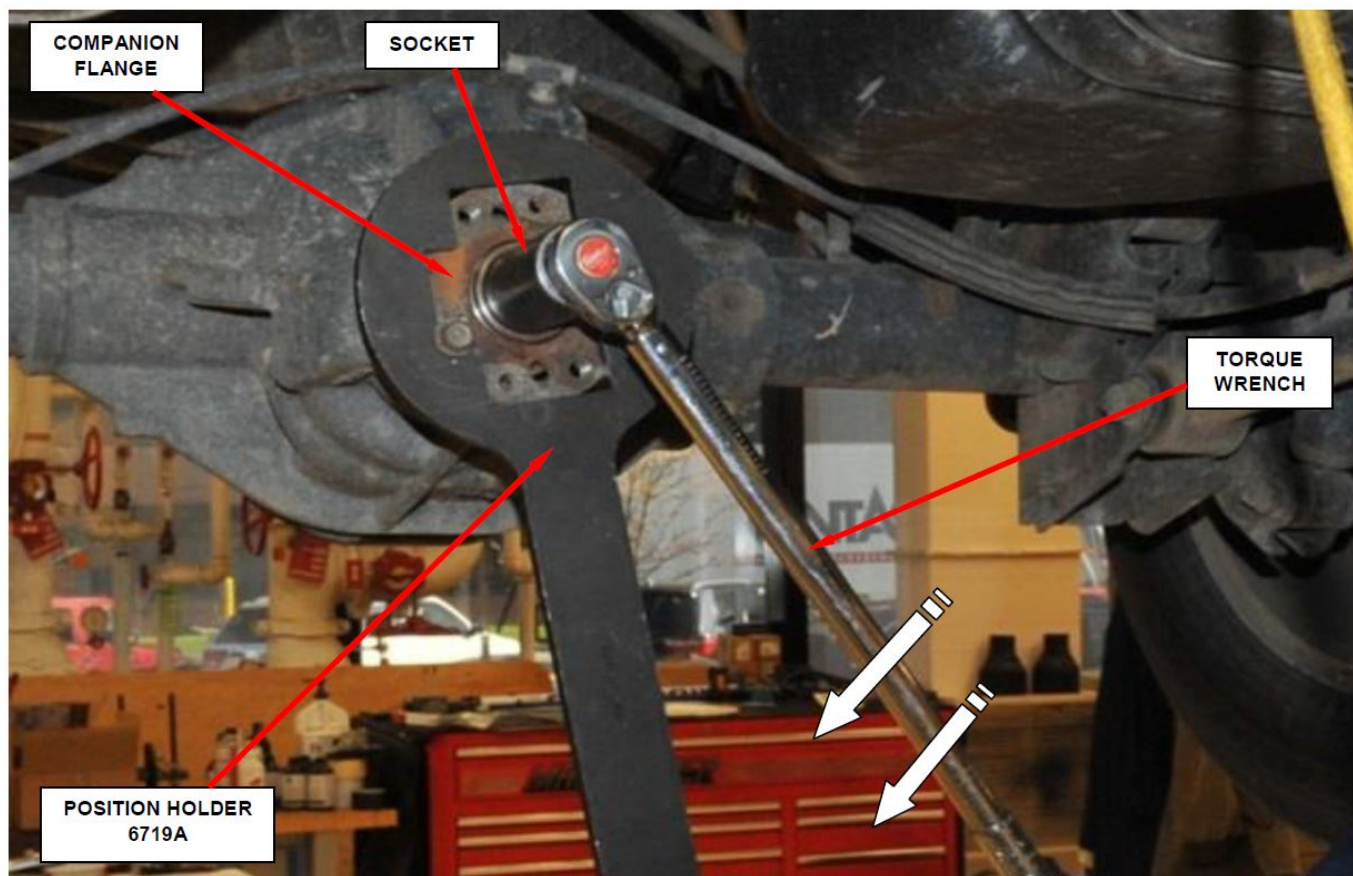


Рис. 4. Попытка затянуть гайку шестерни

9. Проверьте маркировку на гайке и валу шестерни:

- Если метка на гайке шестерни не сместилась (рис. 5), перейдите к **шагу 10 этой процедуры**
- Если метка на гайке шестерни сместилась (рис. 5), кольцо и шестерня должны быть заменены.

Продолжайте работу в соответствии с **разделом В. Восстановление заднего моста**

10. С помощью **динамометрического ключа** затяните гайку шестерни до 100 фут-фунтов (135 Н·м).

11. Снова проверьте метку, нанесённую на гайку и вал шестерни:

- Если метка на гайке шестерни не сместилась (рис. 5), перейдите к **разделу С. Установите стопорное кольцо гайки шестерни.**
- Если метка на гайке ведущей шестерни сместилась (рис. 5), то кольцо и ведущая шестерня должны быть проверены и/или заменены при необходимости.
Продолжайте работу в соответствии с **разделом В. Восстановление заднего моста.**

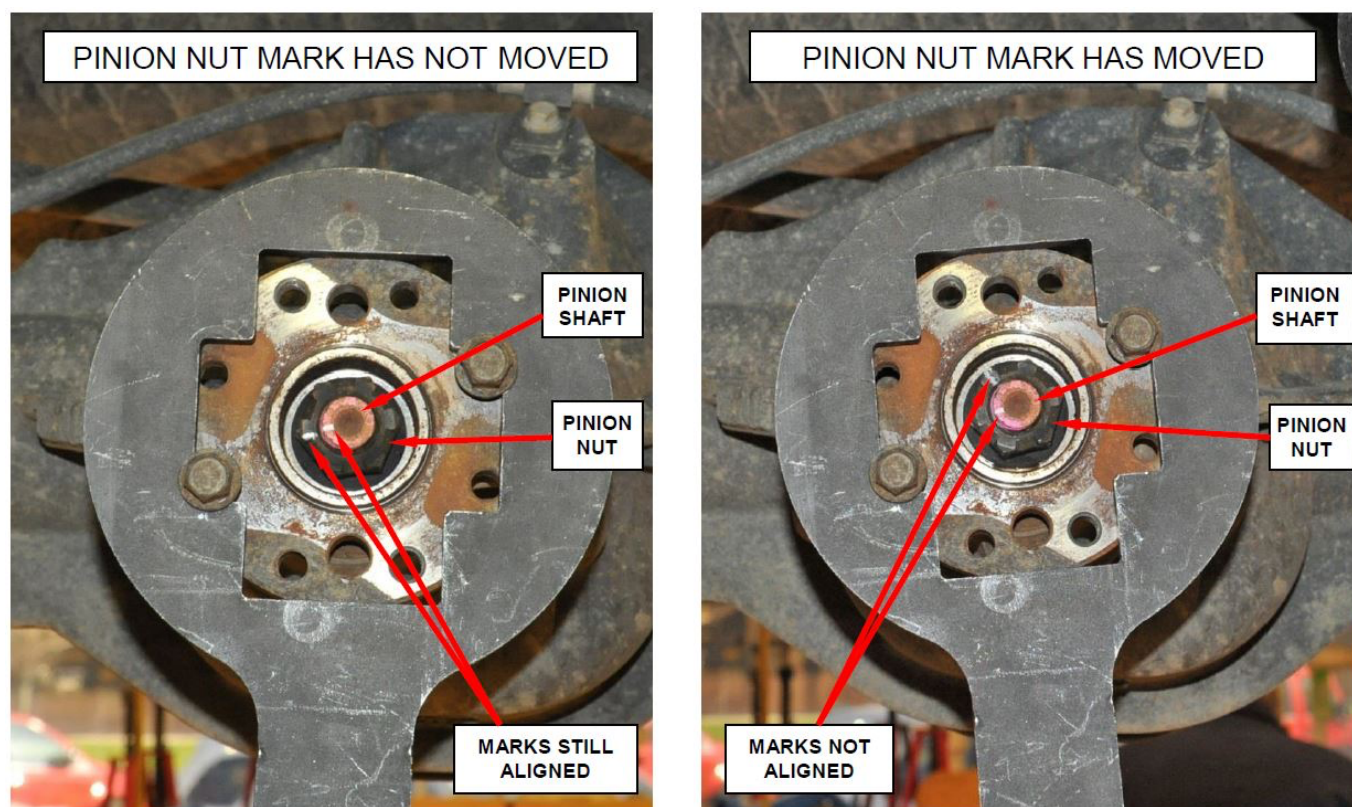


Рис. 5. Проверка перемещения гайки на валу шестерни

В. Восстановление заднего моста

ПРИМЕЧАНИЕ. Только **задние мосты** с ослабленной гайкой шестерни и/или полностью вышедшие из строя, что было установлено в ходе проверки в разделе А, требуют ремонта. Ожидается, что ремонт задних мостов потребуется лишь в небольшом количестве случаев.

1. Поднимите автомобиль с помощью подходящего подъёмника.
2. Снимите и сохраните крышку **дифференциала**.
3. Снимите и сохраните задние **шину** и **колесо** в сборе.
4. Снимите оба **осиных вала** следующим образом:

а. Снимите и сохраните **тормозные суппорты**, переходники и роторы.

б. Поверните **корпус дифференциала** так, чтобы был доступен стопорный винт вала шестерни (рис. 6).

в. Выкрутите стопорный винт и извлеките ведущий вал из **корпуса дифференциала** (рис. 6).

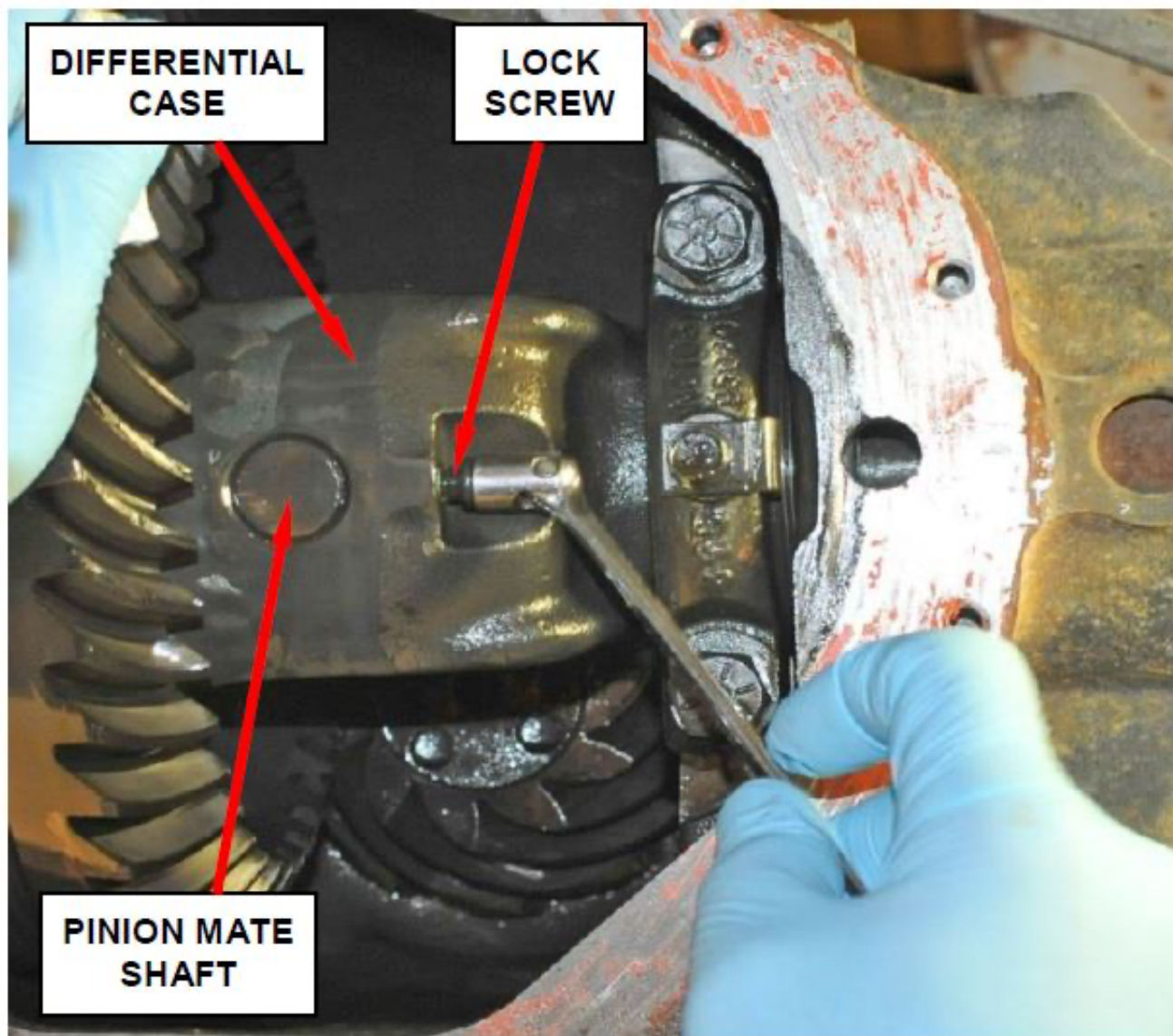


Рис. 6. Выкрутите стопорный винт и извлеките зубчатый вал

г. Нажмите на **оси** и снимите стопорные кольца с **осей** (рис. 7).

е. Аккуратно извлеките **оси**, чтобы не повредить **подшипник осей** и **уплотнение осей** в полуоси.

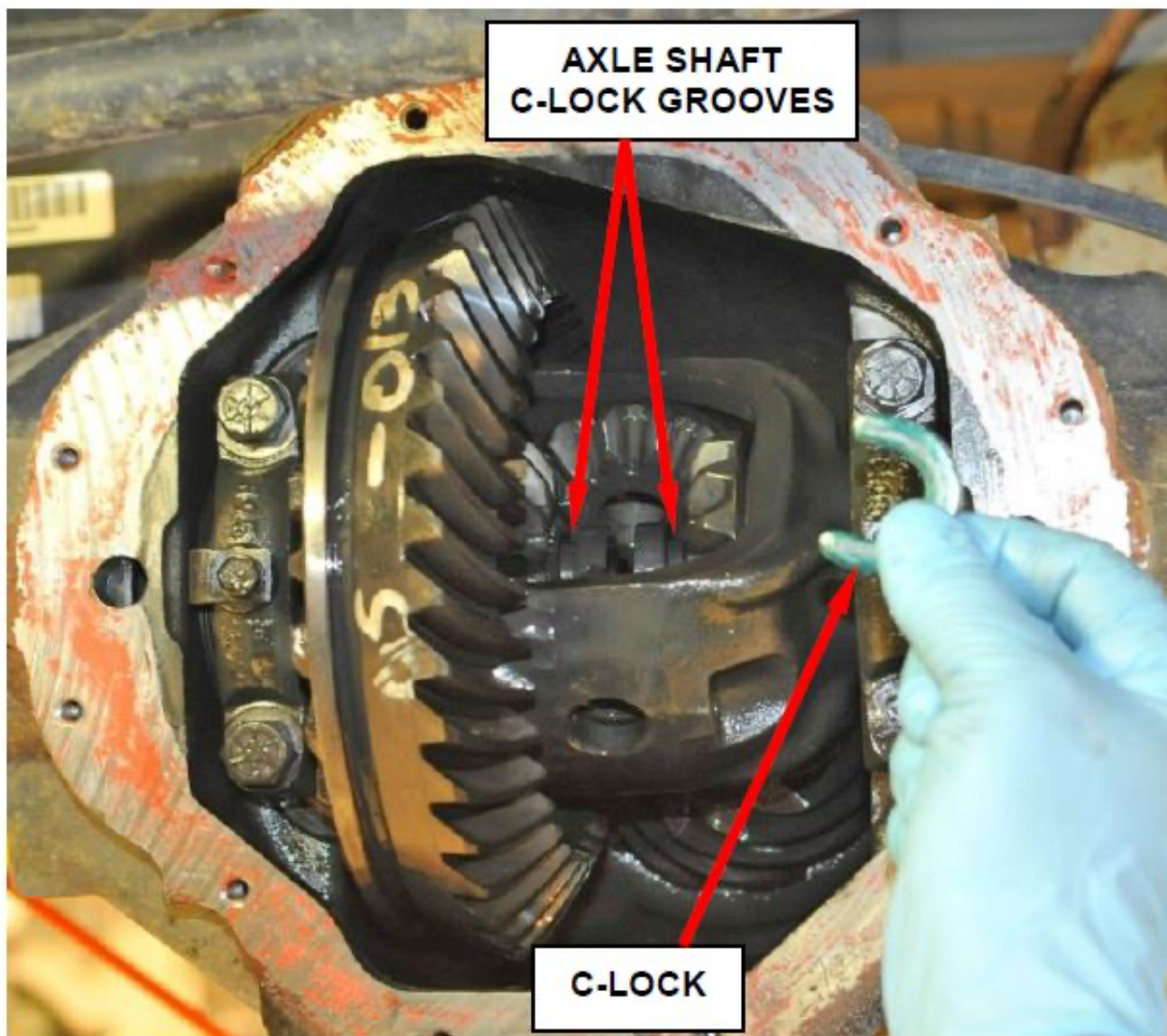


Рис. 7. **Ось** С-образные фиксаторы

5. Для **осей**, которые были заблокированы, проверьте шлицы **вала оси** и обойму подшипника на наличие повреждений.
- Если шлицы **осевого вала**(ов) не скручены или сломаны и/или на опорной поверхности осевого вала нет выбоин или задиров, перейдите к шагу 7 этой

процедуры.

- Если шлицы полуоси (полуосей) повреждены скручены или сломаны и/или на опорной поверхности подшипника полуоси имеются выбоины или задиры, перейдите к шагу 6 этой процедуры.

6. Для осей, которые были заблокированы и имеют повреждённые шлицы полуоси или обойму подшипника, выполните следующую процедуру для замены подшипника полуоси(ов).

ПРИМЕЧАНИЕ: Только на **задних мостах** с полным выходом оси из строя (заблокирована) может потребоваться замена полуоси и **подшипника полуоси**. Ожидается, что замена полуоси потребуется очень немногим автомобилям.

а. Снимите и выбросьте **подшипник полуоси**(и) с помощью съемника подшипников 6310 и лапки 6310-9.

б. Установите **подшипник полуоси** с помощью монтажного инструмента C-4198 и рукоятки C-4171. Вбивайте подшипник до тех пор, пока инструмент не коснется оси

ВНИМАНИЕ: подшипник полуоси устанавливается в полуосевую трубу так, чтобы номер детали подшипника был обращен к установщику.

в. Смажьте кромку **нового** сальника оси **смазкой для оси** и установите с помощью монтажного инструмента С-4076-В и рукоятки С-4735.

г. Перейдите к шагу 7 этой процедуры.

7. Пометьте корпус **дифференциала** и крышки подшипников для удобства установки.
8. Снимите стопорный винт с резьбой с каждой крышки подшипника (рис. 8).
9. Ослабьте болты крепления крышки **подшипника дифференциала** (рис. 8).

Рис. 8. Стопоры регулировочных винтов и крышки подшипников

10. Вставьте регулировочный ключ С-4164 в конец полуоси и ослабьте оба **регулирующих болта подшипника** дифференциала.
11. Удерживайте **корпус дифференциала**, пока снимаете крышки подшипников и регулировочные шайбы.

12. Снимите и сохраните **корпус дифференциала** с картера моста (рис. 9).

Рис. 9 — **Дифференциальный случай**

13. **Для дифференциалов, требующих замены сателлита и ведущей шестерни**, открутите и выбросьте болты крепления сателлита. Затем аккуратно сбейте сателлит с корпуса **дифференциала** с помощью **молотка**. Выбросьте оригинальный сателлит.

ПРИМЕЧАНИЕ. Болты зубчатого венца имеют левую резьбу.

14. Снимите шестерню с корпуса **дифференциала** следующим образом:
 - а. Приложите держатель 6719А к ответному фланцу и установите болт и шайбу в резьбовые отверстия (рис. 10). Затяните болты так, чтобы держатель 6719А был

зафиксирован на фланце.

Рис. 10. Шестигранная гайка

б. С помощью позиционного держателя 6719А зафиксируйте сопутствующий фланец и снимите гайку шестерни (рис. 11).

в. Снимите держатель положения 6719А с ответного фланца.

г. Снимите сопутствующий фланец с помощью съемника С-452 (рис. 11).

Рис. 11. Съемник фланцев С-452

е. Удерживая шестерню-сателлит за отверстие в корпусе дифференциала, слегка ударьте по концу вала сателлита **МОЛОТКОМ**, чтобы снять его (рис. 12).

Figure 12 – Pinion Gear Removal

f. Remove and discard the **pinion oil seal** using a pry tool (Figure 13).

g. Remove the front **pinion bearing** and the oil slinger, if equipped.

Figure 13 – Pinion Oil Seal Removal

h. Remove the front **pinion bearing** cup with Remover C-10258, Handle C-4171 and a **hammer** (Figure 14).

Figure 14 – Front **Pinion Bearing Cup Removal**

i. Remove the rear **pinion bearing** cup from the housing with Remover C-4309A, Handle C-4171 and a **hammer** (Figure 15).

NOTE: Remover C-4309A must be placed into position in the differential case before attaching the C-4171 handle.

Figure 15 – Rear **Pinion Bearing Cup Removal**

15. Clean the housing cavity with flushing oil, light **engine**

oil and/or a lint free cloth.

CAUTION: Do not use steam, kerosene or gasoline to clean the differential housing.

16. Install the rear pinion bearing cup with Installer C-4310, Handle C-4171 and a hammer (Figure 16).

Figure 16 – Rear Pinion Bearing Cup Installation

NOTE: Be sure that the rear pinion bearing cup is fully seated in the differential case.

17. Install the front pinion bearing cup with Installer D-129, Handle C-4171 and a hammer (Figure 17).

NOTE: Be sure that the front pinion bearing cup is fully seated in the differential case.

CAUTION: Failure to seat both the front and/or rear pinion bearing cups completely in the differential case

will cause the pinion bearing preload to decrease after the axle has been put into service. Low pinion bearing preload will cause axle failure.

Figure 17 – Front Pinion Bearing Cup Installation

18. Use the following procedure to set pinion depth:
 - a. Assemble the Pinion Height Block 6739, Pinion Block 8542 and new rear pinion bearing onto Screw 6741 (Figure 20).
 - b. Insert the Pinion Block 8542, Pinion Height Block 6739, new rear bearing, and Screw 6741 into the housing through pinion the bearing cups (Figure 18 and 19).

Figure 18 – Check Turning Torque

NOTE: Do not lubricate the front or rear pinion bearing with gear lubricant before installing. All turning torque specifications are calculated with dry bearings.

c. Install new front pinion bearing and Cone 6740 and nut onto the Screw 6741). Tighten the cone-nut until the turning torque of the screw is 22 in. lbs. (2.5 N·m) (Figure 18 and 19).

Figure 19 – Pinion Depth Tool Installation

Figure 20 – Arbor Discs 8541A and Arbor D-115-3

d. Place the Arbor Discs 8541A on Arbor D-115-3 in position in the housing side bearing cradles. Install the [differential bearing](#) caps on the arbor discs and tighten the bearing cap bolts to 80 ft. lbs. (108 N·m) (Figure 20).

NOTE: Follow the printed instructions on the arbor discs for proper orientation and installation of the discs.

Figure 21 – Zeroing the [Dial Indicator](#)

e. Assemble the [Dial Indicator](#) C-3339A into Scooter Block D-115-2A and secure the set screw (Figure 21).

f. Place the Scooter Block/[Dial Indicator](#) in position in axle housing so the [Dial Indicator](#) probe and the Scooter Block are flush against the rearward surface of the Pinion Height Block (Figure 21). While holding the Scooter Block in place and zero the Dial Indicator. Tighten the Dial Indicator face lock screw.

Figure 22 – Measure pinion Depth Requirement

g. Slide the Dial Indicator probe across the gap between the Pinion Height Block and the Arbor Bar with the Scooter Block against the Pinion Height Block (Figure 22). Continue moving the dial probe to the crest of the Arbor Bar and record the highest reading obtained on the Dial Indicator.

h. Select a shim equal to the Dial Indicator reading plus or minus the pinion depth variance number marked on the pinion gear. For example:

- If the depth variance is -3, add 0.003 in. to the Dial Indicator reading.
- If the depth variance is +3, subtract 0.003 in. from the Dial Indicator reading.

NOTE: Some pinion gears will be marked on the end of the pinion gear head and some will be marked with a paint pencil on the pinion shaft (Figure 23).

i. Subtract two thousandths (0.002) from the shim thickness that was determined in the previous step to compensate for pinion bearing growth.

NOTE: Bearing growth occurs when the bearing is pressed onto the pinion shaft.

Figure 23 – Pinion Depth Variance Markings

19. Install the new front pinion bearing, and oil slinger if equipped, into the differential case.
20. Apply a light coating of [gear lubricant](#) on the lip of the new [pinion oil seal](#). Install the pinion seal with Installer C-4076-B, Handle C-4735 and a hammer (Figure 24).

Figure 24 – Install Pinion Seal

21. Install the pinion depth shim selected in Step 19i. on the pinion gear shaft (Figure 25).

NOTE: If the original pinion is being reused, first remove and discard the original rear pinion bearing and pinion depth shim.

22. Using a hydraulic press, install the new rear pinion bearing on the pinion shaft with Installer C-3095-A (Figure 25).

Figure 25 – Press Rear Pinion Bearing onto Pinion Shaft

23. Install a new crush sleeve on the pinion shaft (Figure 26).
24. Install the pinion gear into the differential case.

Figure 26 – Install New Crush Sleeve

25. Install the companion flange with Installer C-3718 and Position Holder 6719A (Figure 27).

Figure 27 – Companion Flange Installer C-3718

26. Install a new pinion nut onto the pinion shaft (Figure 28).
27. Hold the companion flange with Position Holder 6719A and tighten the pinion nut, with a high quality impact wrench, until there is no free-play in the bearings (Figure 29).
28. Remove the Position Holder 6719A from the

companion flange.

29. Rotate the companion flange/pinion several times to **seat** the pinion bearings.

Figure 28 – Install New Pinion Nut

Figure 29 – Tighten Pinion Nut until there is no Free-play in the **Pinion Bearings**

30. Measure the pinion turning torque with a “dial type” inch pound **torque wrench**. **The correct pinion turning torque range is 15 – 35 in. lbs. (1.7 – 4.0 N·m). The preferred setting is 25 in. lbs. (2.8 N·m).**

- If the pinion turning torque is too low, install the Position Holder 6719A and tighten the pinion nut in small increments. Then remove the Position Holder, rotate the flange several times and recheck the pinion turning torque. Repeat, if necessary, in small increments until the correct pinion turning torque is achieved (Figure 31).
- If the pinion turning torque is too high, never loosen the pinion nut to decrease pinion bearing turning torque. If the pinion turning torque is exceeded a new crush sleeve must be installed.

NOTE: Placing a line on the side of the socket will help to determine how much the socket turned while tightening the pinion nut in small increments (Figure 30).

Figure 30 – Check Turning Torque with Dial Type Inch Pound **Torque Wrench**

31. Inspect, and replace if required, the differential side bearings. Use Puller/Press C-293-PA, Block Set/Puller C-

293-47 and Adapter/Bearing/Gear C-293-3 (Figure 31).

NOTE: For vehicles with a Trac-Lok unit, if damaged axle shaft splines were found, replace the Trac-Lok unit.

Figure 31 – Differential Side Bearing Removal

32. Position the ring gear and ABS sensor tone ring on the differential case and start two new ring gear bolts. This will provide case-to-ring gear bolt hole [alignment](#).
33. Secure the differential case in a soft-jawed vise.
34. Install all of the new ring gear bolts and alternately tighten to 115 ft. lbs. (156 N·m) (Figure 32).

CAUTION: Never reuse the original ring gear bolts.

Figure 32 – Tighten Ring Gear Bolts

35. If replaced, install the differential side bearings with **Bearing Installer** C-4213, Handle C-4171 and a hammer (Figure 33).
36. Place the differential case/ring gear assembly into the differential housing.
37. Install the bearing caps and bolts. Lightly snug the bearing cap retaining bolts.

CAUTION: Ensure that the **differential bearing** caps are installed on the correct side by verifying the markings made in Step 8.

Figure 33 – Install Differential Side Bearings

38. Turn each thread adjuster inward with Adjuster Wrench C-4164 until the **differential bearing** end-play is eliminated and the ring gear backlash is approximately

0.001 in. (0.025 mm). Seat the bearing cups by rapidly rotating the ring gear a half turn back and forth several times.

39. Install a Dial Indicator (C-3339) with probe positioned against a ring gear tooth (Figure 34). Measure and record backlash at 4 positions, 90 degrees apart around the ring gear. Mark the lowest backlash position on the ring gear and make all backlash measurements at this location.

Figure 34 – Measure Backlash in 4 Positions

40. Loosen the left-side threaded adjuster and tighten the right-side threaded adjuster evenly with Adjuster Wrench C-4164 to obtain a backlash of 0.003 – 0.004 in. (0.076 – 0.102 mm).
41. Tighten both adjusters to 10 ft. lbs. (14 N·m). Seat the differential bearing cups by rapidly rotating the ring gear a half turn back and forth several times.
42. Tighten the differential bearing cap bolts 100 ft. lbs. (136 N·m).

43. Tighten the right-side threaded adjuster to 75 ft. lbs. (102 N·m). Seat the differential bearing cups by rapidly rotating the pinion gear a half turn back and forth several times. Continue this procedure until right-side adjuster torque remains a constant 75 ft. lbs. (102 N·m).
44. Measure the ring gear backlash. **Ring gear-to-pinion gear backlash should be 0.005 – 0.008 in. (0.12 – 0.20 mm).**
- If backlash is less than 0.005 in. (0.12 mm) increase the torque on the right-side threaded adjuster until the specified ring gear-to-pinion backlash is obtained.
 - If backlash is more than 0.008 (0.20 mm) repeat procedure from the beginning (Step 41).
45. Tighten the left-side threaded adjuster to 75 ft. lbs. (102 N·m). Seat the differential bearing cups by rapidly rotating the pinion gear a half turn back and forth several times. Continue this procedure until left-side adjuster torque remains a constant 75 ft. lbs. (102 N·m).
46. Install the threaded adjuster locks and tighten the lock screws to 90 in. lbs. (10 N·m) (Figure 35).
47. Measure the backlash at 4 positions around the ring gear, 90 degrees apart. The maximum ring gear backlash variation is 0.003 in. (0.076 mm).

Figure 35 – Tighten Lock Screws

48. Use the following procedure to perform a gear pattern check:
 - a. Wipe clean each tooth of the ring gear.
 - b. Apply Mopar [gear marking compound](#) to all of the ring gear teeth (Figure 36).
 - c. Create an additional 10 ft. lbs. (14 N·m) pinion rotating torque.
 - d. Rotate the pinion yoke four (4) full revolutions in each direction.

Figure 36 – Apply Gear Marking Compound to Ring Gear Teeth

e. Read gear tooth contact pattern.

- The gear contact pattern is correct. Backlash and pinion depth is correct (Figure 37).

Figure 37

- The ring gear is too far away from the pinion gear, coast side toe (1) and drive side heel (2). Decrease the backlash, by moving the ring closer to the pinion gear using the adjusters (Figure 38).

Figure 38

- The ring gear is too close to the pinion gear, drive side toe (1) and coast side heel (2). Increase backlash, by moving the ring away from the pinion gear using the adjusters (Figure 39).

Figure 39

- The ring gear is too far away from the pinion gear, drive side heel (1) and coast side heel (2). Decrease the backlash, by moving the ring closer to the pinion gear using the adjusters (Figure 40).

Figure 40

- The ring gear is too close to pinion gear, drive side toe (1) and coast side toe (2). Increase the backlash, by moving the ring away from the pinion gear using the adjusters (Figure 41).

Figure 41

- The pinion gear is set too low. Increase the pinion gear height, by increasing the pinion depth shim thickness (Figure 42).

Figure 42

- The pinion gear is set too Decrease the pinion depth, by decreasing the pinion depth shim thickness (Figure 43).

Figure 43

49. **For axles that were locked up**, inspect for damaged splines inside the side gears. Replace the side gears if required.

NOTE: If the axle shaft(s) were inspected and one or both were found to be damaged, vehicles without Trac-Lok must have the side gears replaced.

NOTE: If the axle shaft(s) were inspected and one or both were found to be damaged, vehicles with Trac-Lok must have the case (Trac-Lok unit) replaced.

50. **For vehicles without Trac-Lok**, lubricate the side gears and thrust washers with axle lube before installing them into the differential case (Figure 44).

Figure 44 – Lubricate Side Gears and Thrust Washers

51. **For vehicles without Trac-Lok**, install the differential side gears into the differential case housing.
52. Install the right and left side axle shafts using the following procedure:
 - a. Lubricate the bearing bore and seal lip with gear lubricant.
 - b. Install the axle shafts and engage into side gear splines.

CAUTION: Use care when installing the axle shafts to prevent the shaft splines from damaging axle shaft seal.

c. Insert the C-lock in the end of the axle shafts, then pull the axle shafts outward to seat the C-lock in the side gears (Figure 7).

Figure 45 – Pinion Mate Shaft Lock Screw

d. Insert the pinion shaft into the differential case and through the thrust washers and differential pinions (Figure 45).

e. Align the hole in pinion mate shaft with hole in the differential case and install the lock screw with Mopar threadlocker (P/N [04318031](#)) on the threads. Tighten the lock screw to 8 ft. lbs. (11 N·m) (Figure 45).

53. Install the [differential cover](#) using the following procedure:

a. Clean the differential housing-to-[differential cover](#) sealing surface.

b. Clean the differential cover.

c. Apply a ¼ in. (6.35mm) bead of Mopar Axle RTV to the differential cover.

CAUTION: If the **differential cover** is not installed within 3 to 5 minutes, the **differential cover** must be cleaned and new RTV applied. Failure to follow these instructions will result in a gear lubricant leak.

d. Install the **differential cover**. Tighten the differential cover bolts in a crisscross pattern to 30 ft. lbs. (41 N·m).

54. **For trucks with the original axle shaft(s)**, using a piece of emery cloth, remove all corrosion from the axle shaft hubs (Figure 46).

Figure 46 – Clean Axle Flange Hub

55. Apply a light coat of Mopar Nickel Anti-Seize Lubricant to both axle shaft hubs (Figure 47).
56. Install the **brake rotors**, caliper adapters and calipers. Tighten the caliper adapter bolts to 120 ft. lbs. (163

N·m).

Figure 47 – Apply Anti-Seize Lubricant to Axle Shaft Hub

57. **For vehicles equipped with a Trac-Lok differential,** install one bottle of Mopar limited slip additive.
58. Fill the differential with Mopar SAE 75W-140 Synthetic Gear & Axle Lubricant to the bottom of the fill hole in the differential cover.
59. Install the rear axle lubricant rubber fill plug into the differential cover.
60. Continue with **Section C. Install Pinion Nut Retainer**

C. Install Pinion Nut Retainer Ring

1. Thoroughly clean the companion flange bore around the pinion nut (Figure 48).
2. Using [snap ring](#) pliers, install the pinion nut retainer ring (Figure 49).

Figure 48 – Clean Companion Flange Bore

Figure 49 – Install Pinion Nut Retainer Ring

3. Using a small [punch](#), gently tap the face of the pinion nut retainer ring to ensure that it is completely seated in the companion flange bore (Figure 50).

Figure 50 – Gently Tap the Face of the Pinion Nut Retainer

Ring to Ensure it is Fully Seated in the Companion Flange Bore

4. Using a small **punch** and hammer, gently rotate the pinion nut retainer ring clockwise until the pinion nut retainer ring **seats** against the flats/corners of the pinion nut (Figure 51).

Figure 51 – Rotate the Pinion Nut Retainer Ring Clockwise until Seated Against the Pinion Nut Flats/Corners

CAUTION: Use extreme care not to damage the retaining ring when rotating it into position with a **punch** and hammer.

5. Using the supplied hex-bits, snug the two set screws on the pinion nut retainer ring.
6. Using an inch pound torque wrench, tighten each of the set screws on the pinion nut retainer ring in 5 in. lbs.

increments, alternating back and forth (Figure 52). Continue alternating back and forth increasing the torque on the torque wrench by 5 in. lbs. until 45 in. lbs. (5 N·m) is obtained on both set screws.

Figure 52 – Tighten Set Screws in 5 in. lbs. Increments Alternating Back and Forth Until 45 in. lbs. (5 N·m) is Obtained on Each Set Screw

CAUTION: Failure to alternate between the two set screws during the tightening process will cause pinion nut retainer ring damage.

CAUTION: The supplied hex-bits will be stressed to their limit during the tightening process. Do not exceed 45 in. lbs. (5 N·m), hex-bit breakage will occur. It is not uncommon for the hex-bit to break occasionally when the tightening torque reaches 45 in. lbs. (5 N·m). If the hex-bits continuously break during installation, have your torque wrench calibration checked and adjusted as required.

7. Install the propeller shaft into position. Install new propeller shaft retaining bolts and tighten them to 85 ft. lbs. (115 N·m).
8. **For vehicles that had the rear axle reconditioned,** partially lower the vehicle from the hoist.
9. **For vehicles that had the rear axle reconditioned,** install the rear tire and wheel assemblies. Tighten the lug nuts to 130 ft. lbs. (176 N·m).
10. Lower the vehicle from the hoist.
11. **For vehicles that had the rear axle reconditioned,** perform the following additional steps:

a. Before moving the vehicle, apply the **brakes** several times to ensure that the rear **brake pads** are against the **brake** rotor.

b. Road test the vehicle to ensure that the rear axle functions properly.

c. **For vehicles with a Trac-Lok differential,** road test the vehicle and make 10 to 12 slow figure-eight turns in an empty parking lot or other safe area. This maneuver will pump the lubricant through the **clutch** discs to eliminate a possible rear axle chatter noise complaint.

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 FCA to record recall service completions and provide dealer payments.

Use the following labor operation numbers and time allowances:

	Labor Operation <u>Number</u>	<u>Time Allowance</u>
Check pinion nut for looseness and install pinion nut retainer	03-P7-71-82	0.4 hours
Check pinion nut for looseness, recondition rear axle (using new gear set) and install pinion nut retainer	03-P7-71-83	4.4 hours
Check pinion nut for looseness, recondition rear axle (using original gear set) and install pinion nut retainer	03-P7-71-84	4.4 hours
<u>Related Operation:</u>		
Replace one axle shaft, axle shaft bearing and axle shaft seal	03-P7-71-50	0.5 hours

Replace two axle shafts, axle shaft bearings and axle shaft seals	03-P7-71-51	1.0 hours
Replace differential case and/or internal differential components	03-P7-71-52	0.1 hours
<u>Trac-Lok equipped vehicles,</u> road test vehicle and perform 10 – 12 figure-eight maneuvers	03-P7-71-53	0.1 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

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 FCA 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.

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

Customer Services / Field Operations

FCA US LLC

REAR AXLE PINION NUT

IMPORTANT SAFETY RECALL
P77 / NHTSA 14V-796

This notice applies to your vehicle (VIN: xxxxxxxxxxxxxxxxxxxx).

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Dear:
(Name)

Chrysler has decided that a defect, which relates to motor vehicle safety, exists in certain **2005 model year Dodge RAM trucks** .

<i>The problem is...</i>	The rear axle pinion nut on your truck may have been built without an adhesive patch on the pinion nut threads. The lack of this adhesive patch could allow the rear axle pinion nut to loosen and/or the rear driveshaft to separate from the rear axle. A loose pinion nut could cause the rear axle to
--------------------------	--

	seize and a separated driveshaft could cause a loss of motive power. Either situation could cause a crash without warning.
<i>What your dealer will do...</i>	Chrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will inspect the rear axle pinion nut for looseness. Rear axles found with a loose pinion nut and/or a seized up axle assembly must be reconditioned. Axles found with a pinion nut that has not loosened will have a pinion nut retainer installed. The work will take up to six hours to complete. However, additional time may be necessary depending on service schedules.
<i>What you must do to ensure your safety...</i>	Simply contact your Chrysler, , Dodge or RAM dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment. Please bring this letter with you to your dealer.
<i>If you need help...</i>	If you have questions or concerns which your dealer is unable to resolve, please contact the Chrysler Group Recall Assistance Center at 1-800-853-1403.

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. If you have further questions go to recalls.mopar.com.

If you have already experienced this specific condition and have paid to have it repaired, you may mail your original receipts and proof of payment to the following address for reimbursement consideration: FCA US Customer Assistance, P.O. Box 21-8004, Auburn Hills, MI 48321-8007, Attention: Recall Reimbursement. Once we receive and validate the required documents, reimbursement will be sent to you within 60 days. If you've had previous repairs and/or reimbursement you may still need to have the recall repair performed on your vehicle.

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, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at [1-888-327-4236](tel:1-888-327-4236) (TTY [1-800-424-9153](tel:1-800-424-9153)), or go to <https://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

FCA US LLC

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

<https://static.nhtsa.gov/odi/rcl/2014/RCRIT-14V796-3657.pdf>



June 2015

Dealer Service Instructions for:

Safety Recall P77 / NHTSA 14V-796 Rear Axle Pinion Nut

Models

2005 (DR) Dodge RAM Truck (1500 series)

NOTE: This recall applies only to the above vehicles equipped with a 9.25 rear axle (sales code DRB).

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this recall on vehicles in for service. Involved vehicles can be determined by using the VIP inquiry process.

Subject

The rear axle pinion nut on about 256,000 of the above vehicles may have been built without an adhesive patch on the pinion nut threads. The lack of this adhesive patch could allow the rear axle pinion nut to loosen and/or the rear driveshaft to separate from the rear axle. A loose pinion nut could cause the rear axle to seize and a separated driveshaft could cause a loss of motive power. Either situation could cause a crash without warning.

Repair

The rear axle pinion nut must be checked for looseness. Rear axles found with a loose pinion nut and/or a seized up axle assembly must be reconditioned. Axles found with a pinion nut that has not loosened will have a pinion nut retainer installed.

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Safety Recall P77 – Rear Axle Pinion Nut

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Alternate Transportation

Dealers should attempt to minimize customer inconvenience by placing the owner in a loaner vehicle if inspection determines that the rear axle requires reconditioning and the vehicle must be held overnight.

Parts Information

<u>Part Number</u>	<u>Description</u>
CBHKM342AA	Rear Axle Retainer Package

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Retainer, Pinion Nut
4	Bolt, Hex Head Flange Locking

[Download \[4.71 MB\]](#)<https://static.nhtsa.gov/odi/rc1/2014/RCONL-14V796-8568.pdf>

REAR AXLE PINION NUT

IMPORTANT SAFETY RECALL

P77 / NHTSA 14V-796

This notice applies to your vehicle (VIN: xxxxxxxxxxxxxxx).

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Dear: (Name)

Chrysler has decided that a defect, which relates to motor vehicle safety, exists in certain **2005 model year Dodge RAM trucks**.

The problem is... The rear axle pinion nut on your truck may have been built without an adhesive patch on the pinion nut threads. The lack of this adhesive patch could allow the rear axle pinion nut to loosen and/or the rear driveshaft to separate from the rear axle. A loose pinion nut could cause the rear axle to seize and a separated driveshaft could cause a loss of motive power. Either situation could cause a crash without warning.

What your dealer will do... Chrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will inspect the rear axle pinion nut for looseness. Rear axles found with a loose pinion nut and/or a seized up axle assembly must be reconditioned. Axles found with a pinion nut that has not loosened will have a pinion nut retainer installed. The work will take up to six hours to complete. However, additional time may be necessary depending on service schedules.

What you must do to ensure your safety... Simply contact your Chrysler, Jeep, Dodge or RAM dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment. **Please 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 the Chrysler Group Recall Assistance Center at 1-800-853-1403.

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. If you have further questions go to recalls.mopar.com.

If you have already experienced this specific condition and have paid to have it repaired, you may mail your original receipts and proof of payment to the following address for reimbursement consideration: FCA US Customer Assistance, P.O. Box 21-8004, Auburn Hills, MI 48321-8007, Attention: Recall Reimbursement. Once we receive and validate the required documents, reimbursement will be sent to you within 60 days. If you've had previous repairs and/or reimbursement you may still need to have the recall repair performed on your vehicle.

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, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to

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
FCA US LLC

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

[Download \[109.28 KB\]](#)<https://static.nhtsa.gov/odi/rc1/2014/RCONL-14V796-1224.pdf>

REAR AXLE PINION NUT

IMPORTANT SAFETY RECALL

P77 / NHTSA 14V-796

This notice applies to your vehicle (VIN:XXXXXXXXXXXX).

This interim notification letter is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Dear: (Name)

FCA US LLC has decided that a defect, which relates to motor vehicle safety, exists in certain **2005 model year Dodge RAM trucks equipped with a 9.25 rear axle.**

The problem is... The rear axle pinion nut on your truck may have been built without an adhesive patch on the pinion nut threads. The lack of this adhesive patch could allow the rear axle pinion nut to loosen and/or the rear driveshaft to separate from the rear axle. A loose pinion nut could cause the rear axle to seize and a separated driveshaft could cause a loss of motive power. Either situation could cause a crash without warning.

What your dealer will do... FCA intends to repair your vehicle free of charge (parts and labor). However, the parts required to provide a permanent remedy for this condition are currently not available. FCA is making every effort to obtain these parts as quickly as possible. FCA will contact you again by mail, with a follow-up recall notice, when the remedy parts are available.

What you must do to ensure your safety... Once you receive your follow-up notice in the mail, simply contact your Chrysler, Jeep or Dodge dealer right away to schedule a service appointment.

If you need help... If you have questions or concerns which your dealer is unable to resolve, please contact the FCA Recall Assistance Center at 1-800-853-1403.

Please help us update our records by filling out the attached prepaid postcard if any of the conditions listed on the card apply to you or your vehicle. You may also update this information on the web at

If you have already experienced this condition and have paid to have it repaired, please send your original receipts and/or other adequate proof of payment to the following address for reimbursement: FCA Customer Assistance, P.O. Box 21-8007, Auburn Hills, MI 48321-8007, Attention: Reimbursement. Once we receive and verify the required documents, reimbursement will be sent to you within 60 days.

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, 1200 New Jersey Ave., S.E., Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to

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
FCA US LLC

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

Download [40.05 KB]

<https://static.nhtsa.gov/odi/rcl/2014/RCORRD-14V796-3058.pdf>



March 9, 2015

Ms. Nancy L. Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave. S.W.
Washington, D.C. 20590

Dear Ms. Lewis:

Reference: NHTSA Identification Number 14V-796

Enclosed are representative copies of communications relating to the 2005 model year vehicles involved in the referenced recall. FCA US LLC notified dealers on February 2, 2015. The **interim** owner notification mailing began on February 11, 2015 and finished on February 11, 2015. The number of vehicles involved in the recall is 255,826 in the United States and 1,149 in the United

States Territories.

Sincerely,

Philip S. Hartnagel
Product Investigations & Campaigns
Vehicle Safety & Regulatory Compliance

Enclosure: Interim Owner Letter for Recall P77

cc: F. Borris

FCA US LLC | 800 Chrysler Drive | CIMS 482-00-91 | Auburn Hills, MI USA | 48326-2757

[Download \[24.90 KB\]](#)

<https://static.nhtsa.gov/odi/rc1/2014/RCORRD-14V796-1831.pdf>



July 15, 2015

Mr. Frank Borris
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave. S.W.
Washington, D.C. 20590

Dear Mr. Borris:

Reference: NHTSA Identification Number 14V-796

Enclosed are representative copies of communications relating to the 2005 model year vehicles involved in the referenced recall. FCA US LLC notified dealers on June 9, 2015. The **final** owner notification mailing began on June 26, 2015 and finished on June 26, 2015.

Sincerely,

David W. Smith
Product Investigations & Campaigns
Vehicle Safety & Regulatory Compliance

Enclosure: Dealer & Owner Letter for Recall P77

cc: O. Matheke

FCA US LLC | 800 Chrysler Drive | CIMS 482-00-91 | Auburn Hills, MI USA | 48326-2757

Download [28.87 KB]

<https://static.nhtsa.gov/odi/rc1/2014/RCAK-14V796-1854.pdf>



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

December 18, 2014

Mr. Phil Hartnagel
Senior Manager, Product Investigation and Campaigns
Chrysler Group LLC
800 Chrysler Drive
CIMS 482-00-91
Auburn Hills, MI 48326-2757

NVS-215SM
14V-796

Subject: Rear Axle Pinion Nut May Loosen at Differential

Dear Mr. Hartnagel:

This letter serves to acknowledge Chrysler Group LLC's notification to the National Highway Traffic Safety Administration (NHTSA) of a safety recall which will be conducted pursuant to Federal law for the product(s) listed below. Please review the following information to ensure that it conforms to your records as this information is being made available to the public. If the information does not agree with your records, please contact us immediately to discuss your concerns.

Makes/Models/Model Years:
DODGE/RAM 1500/2005

Mfr's Report Date: December 16, 2014

NHTSA Campaign Number: 14V-796

Components:
POWER TRAIN-DRIVELINE-DIFFERENTIAL UNIT

Potential Number of Units Affected: 256,956

Problem Description:
Chrysler Group LLC (Chrysler) is recalling certain model year 2005 Dodge Ram 1500 trucks manufactured January 28, 2004, to August 3, 2005. In the affected vehicles, the rear axle pinion nut may loosen due to an undersized spline on the pinion gear.

Consequence:
If the pinion nut loosens, the rear axle may seize, and/or the driveshaft may detach resulting in a loss of vehicle control, increasing the risk of a crash.

Remedy:
Chrysler will notify owners, and dealers will install a retention feature to the pinion nut, free of charge. The recall is expected to begin February 13, 2015. Owners may contact Chrysler customer service at 1-800-853-1403. Chrysler's number for this recall is P77.

Notes:
Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to



This recall was the subject of a preliminary evaluation, PE14-019, conducted by the Office of Defects Investigation.

Please be reminded of the following requirements:

You are required to submit a draft owner notification letter to this office no less than five days prior to mailing it to the customers. Also, copies of all notices, bulletins, dealer notifications, and other communications that relate to this recall, including a copy of the final owner notification letter and any subsequent owner follow-up notification letter(s), are required to be submitted to this office no later than 5 days after they are originally sent (if they are sent to more than one manufacturer, distributor, dealer, or purchaser/owner).

As stated in Part 573.7, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. Therefore, the first quarterly report will be due on, or before, 30 days after the close of the calendar quarter.

Your contact for this recall will be Sarah Meshane who may be reached by phone at 202-366-7401, or by email at
or through the office email at We look forward to working with you.

Sincerely,

Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigations
Enforcement

[Download \[51.04 KB\]](#)

Lucas Oil 10043 SAE 80W-90
Heavy Duty Gear Oil - 1 Quart

Price: \$11.99 (\$0.37 / fluid
ounce)

Price Disclaimer

Plews 55001 Lubrimatic Fluid
Quart Pump, Fits Standard
Quart Bottles

Price: \$8.90

Price Disclaimer

Recalls

 1500, 2005, Dodge, Pinion Nut, Ram, Rear Axle

< Customer Satisfaction Notification N47 Rear Structural Enhancement – 1999-2004 Jeep Grand Cherokee

> Safety Recall R03 / NHTSA 14V-373 Wireless Ignition Node Module – 2009-2010 Dodge Journey & 2008-2010 Dodge Grand Caravan / Chrysler Town & Country

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