

TSB's for 2004 trucks

Category 2 - Front Suspension



Category 3 - Rear Axle

03-001-04	All	<p>Axle-fluid level.</p> <p>The axle fill holes on some 2004 Dodge Truck axles may be located considerably higher than the actual fluid level. Filling the axle until the fluid comes out of the fill hole will overflow the axle, which could cause fluid foaming. When checking fluid level or filling a rear axle with fluid, you must measure distance from the bottom of the fill hole to the actual fluid level. This can easily be accomplished using a pipe cleaner or piece of wire. Make a 90 degree bend in the wire two inches from the end. The wire can then be inserted into the axle fill hole and used as a dipstick. Measure the distance from the bend to the oil level. The fluid levels for the axles are shown in the table below.</p> <p>Ram Truck 2500/3500</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Axle</th> <th style="text-align: left;">Fluid Level (measured from the bottom of the fill hole)</th> <th style="text-align: left;">Fluid Capacity</th> </tr> </thead> <tbody> <tr> <td>10.5 Rear Axle</td> <td>1 inch ± ¼ inch</td> <td>85 oz. SAE 75W-90 Synthetic</td> </tr> <tr> <td>11.5 Rear Axle</td> <td>¼ inch ± ¼ inch</td> <td>122 oz. SAE 75W-90 Synthetic</td> </tr> <tr> <td>9 ¼ Front Axle</td> <td>¼ inch ± ¼ inch</td> <td>76 oz. SAE 75W-90 Synthetic</td> </tr> </tbody> </table> <p>Note: The limited slip feature on 2500/3500 series Ram Trucks utilizes the Trac Rite locking feature which does not require Trac-Lok additives or friction modifiers.</p>	Axle	Fluid Level (measured from the bottom of the fill hole)	Fluid Capacity	10.5 Rear Axle	1 inch ± ¼ inch	85 oz. SAE 75W-90 Synthetic	11.5 Rear Axle	¼ inch ± ¼ inch	122 oz. SAE 75W-90 Synthetic	9 ¼ Front Axle	¼ inch ± ¼ inch	76 oz. SAE 75W-90 Synthetic
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03-003-04	All	<p>Launch shudder.</p> <p>This bulletin involves adjusting the propeller shaft working angles and applies to vehicles equipped with a two-piece rear driveshaft. The problem is described as a drive line shudder or vibration while accelerating from a stop. The condition is most noticeable under heavy throttle acceleration and is usually only present at low speeds (below 25 mph). Vehicles equipped with a two-piece driveshaft are designed to minimize reaction forces, which result from the universal joint transmitting torque at an angle. These forces cannot be eliminated entirely because of the necessity to compromise joint angle selection between curb and design loading conditions. U-joint angles change depending upon the amount of weight applied to the vehicle bed. Therefore U-joint angle readings may need to be taken with different vehicle loads in order to obtain a satisfactory compromise. The vehicle should be evaluated under the loaded condition that produces the objectionable disturbance.</p> <p>The repair procedure involves measurements at the transmission yoke, front propeller shaft, rear propeller shaft and rear axle. The working angles should be adjusted to provide the lowest angle possible for the output shaft to front propeller shaft, front propeller shaft to rear propeller shaft, and rear propeller shaft to axle pinion. The measurements will determine which direction to move the center bearing to optimize the angles. Install the appropriate bracket to obtain the minimum working angle, but still maintain at least ½ degree to assure that there will be some movement in the U-joint bearings.</p>												
03-004-04	2wd 2500 140.5" wb	<p>Axle whine.</p> <p>This bulletin applies to 4x2, 2500 series, 140.5 inch wheel base vehicles equipped with diesel engine, sales code ETC/ETH, and an automatic transmission, sales code DG8. The problem is that some vehicles may exhibit rear axle whine at speeds between 35 and 70 mph. The repair procedure involves identification of the pinion flange and propeller shaft that the vehicle is equipped with. If a repair is necessary, the propeller shaft is replaced using the chart listing the appropriate part numbers.</p>												

Category 5 - Brakes



Category 6 - Clutch**Category 7 - Cooling****Category 8 - Electrical**

08-011-04	All	Poor radio sound quality with Infinity speakers. This bulletin applies to vehicles equipped with Infinity speakers, sales code RCK. Radios equipped with "Infinity Speakers" may exhibit a variety of symptoms due to reversed right front speaker wiring (polarity). Symptoms include: front door or speaker buzz, poor sound quality, lack of bass. This bulletin involves correcting speaker wiring polarity in the radio connector.
08-014-04	All	Radio intermittent audio. This bulletin applies to vehicles equipped with an AM/FM/cassette radio built prior to January 30, 2004 or AM/FM/CD radio built prior to January 30, 2004. Radios built after 1/30/04 will no longer have vent holes in the area the repair procedure covers. If the audio drops out when vehicle is moved from cold to warm or humid environment, the reason is that condensation builds up across the audio amplifier circuitry causing amplifier to shut down. Typically, cycling ignition switch off and on will restore the audio output. If the problem persists, the correct repair procedure is to apply tape over the row of slots on the left hand side of the radio's top cover.
08-014-05	All	Mopar accessory remote starter inoperative due to hood switch. This bulletin applies to vehicles equipped with a Mopar remote starter kit. The problem frequently occurs as one or more of the following: <ul style="list-style-type: none"> • When the transmitter is pressed twice for start, the vehicle horn will chirp once but the vehicle engine will not start. • When the transmitter is pressed twice for start, the vehicle horn will chirp twice, indicating a problem with the remote start system and the vehicle engine will not start. • When the transmitter is pressed twice for start the vehicle will chirp once, the engine will start an then turn off. <p>The technician may not be able to verify the symptom(s) because it may be an intermittent condition. The corrective action involves replacing the hood switch for the remote starting system.</p>
08-024-05	All	<i>Radio communication equipment installation recommendations.</i> This information only bulletin gives the dealership technician some guidelines for the installation of two-way radio equipment.

Category 9 - Engine**Category 11 - Exhaust****Category 13 - Frame/Bumper****Category 14 - Fuel**

14-004-05	All	Electronic fuel control (EFC) actuator available for service This bulletin deals specifically with an engine surge at idle condition. The diagnostic procedures are the same as those listed in TSB 14-003-05. The bulletin describes the repair procedure for replacement of the
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		electronic fuel control actuator.
14-003-06	All	<p><i>Cummins diesel diagnostics.</i> Revised diagnostic procedures are available for the following conditions:</p> <ul style="list-style-type: none"> • Engine cranks for a long time or will not start • White smoke and/or misfire after starting when the engine temperature is below 150° F • Engine surges at idle • Engine sounds <p>The 11-page bulletin gives the service technician a set of revised diagnostic procedures for the fuel system. Each condition is discussed and possible causes are established. Step-by-step instructions help the technician identify and repair the problem. The bulletin supersedes TSB 14-003-05.</p>

Category 16 - Propeller Shafts & U-joints



Category 18 - Vehicle Performance

18-030-03	All	<p><i>Generic Cummins engine control module (ECM) procedure.</i> This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETC or ETH). Mopar is phasing out pre-programmed Cummins Diesel engine control modules (ECM). New modules will no longer be pre-programmed when received from Mopar. Replacement of future ECM's will require programming utilizing the DRBIII and TechCONNECT.</p>
18-030-03	All	<p>Generic Cummins engine control module (ECM) procedure. This bulletin applies to Ram trucks equipped with the 5.9L Cummins 24-valve diesel engine (sales code ETC or ETH). Mopar is phasing out pre-programmed Cummins Diesel engine control modules (ECM). New modules will no longer be pre-programmed when received from Mopar. Replacement of future ECM's will require programming utilizing the DRBIII and TechCONNECT.</p>
18-003-04	All	<p>Poor A/C performance, slow fuel gauge response, and diagnostic trouble codes (DTCs) PO341 and P1757. This bulletin applies to vehicles equipped with a Cummins Turbo Diesel engine (sales code ETC or ETH) with an engine serial number 57130284 or earlier and the engine date of manufacture on or before December 10, 2003. The owner of the vehicle may describe slow fuel gauge response after adding fuel. On California emission equipped vehicles, the problem is rapid A/C clutch cycling and poor A/C performance until coolant temperature reaches 170°. The repair involves erasing and reprogramming the Cummins ECM with new software.</p>
18-004-04	All	<p>Poor cab heat and/or slow engine warm-up in cold ambient temperatures. This bulletin applies to DR vehicles equipped with a Cummins Turbo Diesel engine (sales code ETC or ETH) and an automatic transmission, with an engine serial number 57130284 or earlier and the engine date of manufacture on or before December 10, 2003. The vehicle operator may describe poor cab heat and/or slow engine warm-up in cold ambient temperatures. A new feature has been added that allows the vehicle operator to use the speed control switches to increase the engine speed up to 1500 rpm, to improve cab heat. The feature must be enabled using the DRBIII. If the vehicle operator would like to have the feature enabled, perform the repair procedure which involves erasing and reprogramming the Cummins ECM with new software.</p>
18-007-04	All	<p>White smoke, engine stumble/misfire, or flat spot in engine performance. This bulletin applies to vehicles equipped with a Cummins Turbo Diesel engine (sales code ETH) with an engine serial number 57130285 through and including 57149668 and the engine date of manufacture 12/10/2003 through and including 2/2/2004. The vehicle operator may describe:</p> <ul style="list-style-type: none"> • White smoke during no-load engine acceleration between 2800 and 3000 rpm. • Engine stumble/misfire or flat spot during moderate accelerations between 1500 and 2500 rpm. May be accompanied by white smoke. • During cold ambient temperatures (30° or below) white smoke and/or engine stumble when engine is started after an extended cold soak. • During cold ambient temperatures (30° or below) white smoke when restarting engine that has not yet

		reached normal operating temperature. If the vehicle operator describes or the technician experiences the problem, perform the repair procedure which involves erasing and reprogramming the Cummins ECM with new software.
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18-033-04	All	Cummins engine control module (ECM) procedure. Mopar is phasing out pre-programmed Cummins diesel engine control modules (ECM). New modules will no longer be pre-programmed when received from Mopar. Replacement of future ECM's will require programming at the dealership. This bulletin describes the programming procedure.
18-022-06	All	<i>Flash: 5.9L Turbo-Diesel engine system enhancements</i> This bulletin applies to vehicles equipped with a 5.9L Turbo Diesel engine (sales codes ETC and ETH respectively). The following enhancements are included with this software update: <ul style="list-style-type: none"> • Improved engine cooling (radiator fan activation) and prevention of possible engine overheat. When coolant temperature faults are present the radiator fan is enabled (turned on) during vehicle operation. • Correction to oil pressure reading when engine is operating at higher engine temperatures above 195° F. • Improvement to the Temperature Sensor Rationality Test to prevent possible false test failures and their following related diagnostic trouble codes: DTC P0071 – Inlet Air Temperature Sensor Rationality DTC P0111 – Intake Air Temperature (IAT) Sensor Rationality DTC P0514 – Battery Temperature Sensor Rationality. • Additional water-in-fuel (WIF) warning added to indicate that the operator has had a WIF (DTC P2269) and has continued to operate the vehicle in excess of 500 miles without draining the water from the fuel fi lter. The following is the new WIF DTC that has been added: DTC P0169 – WIF Too Long Error This bulletin involves selectively erasing and reprogramming the engine control module with new software.

Category 19 - Steering

		<i>Power steering fluid usage.</i> The factory fill power steering fluid for most 2004 model year Chrysler Group vehicles is ATF+4 (part
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19-005-03	All	<p>number 05013457AA/S9602) and it provides superior performance at both low and high temperatures. Refer to the table to identify factory fill and the approved service power steering fluid by year and model. From the table it is noted that the '94 to '02 truck uses part number 04883077/MS5931.</p> <p>MS9602 should not be mixed or used as a "topping off" fluid on systems requiring MS5931.</p>
19-005-03	All	<p>Power steering fluid usage. The factory fill power steering fluid for most 2004 model year Chrysler Group vehicles is ATF+4 (part number 05013457AA/S9602) and it provides superior performance at both low and high temperatures. Refer to the table to identify factory fill and the approved service power steering fluid by year and model. From the table it is noted that the '94 to '02 truck uses part number 04883077/MS5931.</p> <p>MS9602 should not be mixed or used as a "topping off" fluid on systems requiring MS5931.</p>
19-010-04	All	<p>Power steering fluid contamination. This information only bulletin discusses the use of supplements to the power steering fluid. Do not use fluids or supplements that contain Teflon as they will cause a restriction at the filter in the power steering system. The power steering fluid used in Chrysler Group vehicles is an engineered product. The addition of any unapproved fluids or supplements can interfere with the proper function of the fluid and cause damage to the steering systems, use only Mopar Power Steering Fluid +4, ATF+4 automatic transmission fluid, or equivalent (MS-9602), in the power steering system.</p>
19-003-05	All	<p>In and out movement in steering column. This bulletin applies to vehicles built after December 1, 2003. Should there be a small amount of movement in the steering column when pulling the steering wheel toward you while seated in the driver's seat, the TSB outlines the proper repair procedure which involves the installation of a steering retainer kit to the steering column.</p>
19-008-05	All	<p><i>Revised power steering system bleeding procedures.</i> This bulletin supersedes service bulletin 19-008-05, dated October 26, 2005. The bulletin discussed that Mopar Power Steering fluid +4 or ATF+4 (MS-9602) is to be used in the power steering system of DR vehicles. No other power steering or automatic transmission fluid is to be used in these systems. Damage may result to the power steering pump and system if the incorrect fluid is used. Do not overfill the power steering reservoir. If the air is not purged from the power steering system correctly, pump failure could result.</p>

Category 21 - Transmission

21-009-03	All	<p>Automatic transmission diagnostic teardown procedure. This bulletin provides a procedure to determine repair versus replacement of an automatic transmission assembly.</p>
21-008-06	All	<p><i>Automatic transmission diagnostic tear down procedure.</i> This bulletin supersedes technical service bulletin 21-018-05, dated October 4, 2005. This information only bulletin provides a procedure to determine repair versus replacement of an automatic transmission assembly.</p>
21-010-06	Auto	<p><i>Automatic transmission fluid usage ATF+4 (Type MS9602).</i> This bulletin supersedes technical service bulletin 21-004-04, dated March 16, 2004. ATF+4, type 9602, is being used as factory fill for Chrysler Group automatic transmissions. ATF+4 is recommended for all vehicles equipped with Chrysler Group automatic transmissions except for those noted: AW-4 transmissions, Sprinter transmissions, Crossfire transmissions, MK/PM vehicles equipped with Continuously Variable Transmission (CVT). ATF+4 is backward compatible with ATF+3, ATF+2, and ATF+. Additionally, ATF+4 can be used to top off vehicles that used ATF+3, ATF+2, or ATF+. Benefits:</p> <ul style="list-style-type: none"> • Better anti-wear properties • Improved rust/corrosion prevention • Control of oxidation. • Elimination of deposits • Control of friction

- Retaining anti-foaming properties
- Superior properties for low temperature operation

Mopar ATF+4 has exceptional durability. However, the red dye used in ATF+4 is not permanent; as the fluid ages it may become darker or appear brown in color. ATF+4 also has a unique odor that may change with age. With ATF+4 fluid, color and odor are no longer indicators of fluid condition and do not necessarily support a fluid change.

Category 22 - Wheels & Tires

22-001-05	All	<p><i>Chrome wheel care.</i></p> <p>This information-only bulletin discusses chrome wheel care. Chrome wheels should be cleaned regularly with mild soap and water or Mopar Car Wash Concentrate to maintain their luster and prevent corrosion. Wash them with the same soap solution as the body of the vehicle. Care must be taken in the selection of tire and wheel cleaning chemicals and equipment to prevent damage to wheels. Any of the "Do Not Use" items listed below can damage or stain wheels and wheel trim.</p> <ul style="list-style-type: none"> • Wheel cleaners that contain hydrofluoric acid, bifluoride compounds, sulfuric acid, or phosphoric acid. • Any abrasive type cleaner. • Any abrasive cleaning pad (such as steel wool) or abrasive brush. • Any oven cleaner. • A car wash that has carbide tipped wheel-cleaning brushes.
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Category 23 - Body

23-004-04	All	<p>Cup holder binds or sticks.</p> <p>If the cup holder binds, will not open, or only opens partially, the instrument panel trim should be adjusted to provide clearance for the cup holder.</p>
23-008-04	All	<p>Drip rail door seal torn.</p> <p>The drip rail or secondary door seal may become torn from contact with the lower "A" pillar of the front door. The repair involves replacing the secondary door seal with an improved seal.</p>
23-011-04	All	<p>Bug deflector loose/rattling.</p> <p>This bulletin applies to vehicles equipped with a factory installed bug deflector, sales code MXB. The bug deflector or air dam located on the front of the hood may become loose and rattle. The deflector could become dislodged in an automatic car wash. The repair involves replacing the bug deflector fasteners.</p>
23-029-04	All	<p>Binding front power window.</p> <p>This bulletin applies to vehicles equipped with trailer tow mirrors, sales code GPD or GPG. Vehicle owners may experience the power window on the front door binding or slow to operate. The corrective action involves lubricating the window channel and installing a spacer under the outside mirror.</p>
23-005-05	All	<p>Improved secondary door seal.</p> <p>Mud or dirt may accumulate on the rocker panel causing customers to complain that their clothing gets dirty when they enter or exit the vehicle. This bulletin involves installing a new lower secondary door seal.</p>
23-015-05	All	<p>Transit film removal.</p> <p>This information only bulletin provides a transit film removal procedure.</p>
23-049-05	All	<p><i>Drip rail door seal torn.</i></p> <p><i>The drip rail or secondary door seal may become torn from contact with the lower "A" pillar of the front door. The repair involves replacing the secondary door seal with an improved seal.</i></p>
23-009-06	All	<p><i>Water leak at roof mounted marker lamps.</i></p> <p><i>Water leaks may be present coming from the roof mounted marker lamps. New marker lamps have been released which contain base gaskets. These marker lamps should be used in all cases where water leaks are present at the marker lamps. These lamps will have to be replaced in sets of five due to appearance differences. If water leak tests reveal that water leaks are present at the marker lamps, perform the repair</i></p>

		<i>procedure.</i>
23-014-06	All	<p><i>Windshield wiper blade maintenance.</i> <i>Windshield wiper blades/elements are frequently replaced unnecessarily. If the wipe pattern appears to be streaky or if there is chatter and no damage to the wiper blades/elements is obvious, the following steps should be performed:</i></p> <ul style="list-style-type: none"> • <i>Use a soft cloth or sponge and squeegee and a solution of 50/50 alcohol and water, to wash the windshield.</i> • <i>Raise the wiper blades off the glass and clean the wiper blade elements with a solution of 50/50 alcohol and water and a soft cloth, paper towel or sponge.</i> • <i>Return the wiper blades to their normal operating position. If the wipe pattern is still objectionable, repeat several times. If the wipe pattern is still objectionable, replace the wiper blades/elements.</i>
23-020-06	All	<p><i>Transit film removal.</i> This information only bulletin provides a transit film removal procedure</p>

Category 24 - Air Conditioning

24-009-02	All Chrysler group products using R-134A refrigerant	<p><i>A/C system leak detection.</i> Vehicles from the factory no longer have leak detection dye in the A/C system. To determine the source of a R-134a leak, a leak tracer dye has to be injected into the A/C system.</p>
24-003-03	All	<p><i>A/C system additives.</i> The use of A/C system sealers may result in damage to A/C refrigerant recovery/evacuation/recharging equipment and/or A/C system components. Many federal, state/provincial and local regulations prohibit the recharge of A/C systems with known leaks. DaimlerChrysler recommends the detection of A/C system leaks through the use of approved leak detectors available through Pentastar Service Equipment (PSE) and fluorescent leak detection dyes available through Mopar Parts. Vehicles found with A/C system sealers should be treated as contaminated, and replacement of the entire A/C refrigerant system is recommended.</p>
24-006-06	All	<p><i>A/C cooling coil odor.</i> This bulletin involves inspecting for leaves and other foreign material, cleaning, and treating the cooling coil and housing. Some vehicle operators may experience a musty odor from the A/C system, primarily at start up in hot and humid climates. This odor may be the result of microbial growth on the cooling coil. During normal A/C system operation, condensation, bacteria and fungi growth begins and odor results. If the operator describes, or the technician experiences a musty odor when operating the A/C system, perform the appropriate repair procedure based on the vehicle model.</p>

Category 25 - Emissions



Category 26 - Miscellaneous



Recalls

SAFETY RECALL E17 OUT-OF-PARK ALARM SYSTEM '03-'04 DR '05 DH

This recall applies only to the above vehicles equipped with a 5.9L diesel engine (6 or C in the eighth VIN Position) and an automatic transmission (sales code DGP or DG8). In certain circumstances when a driver has not placed the shifter lever fully into the "Park" position and leaves the engine running, the vehicle may unexpectedly move rearward after seeming to be stable. Unintended rearward movement of a vehicle could injure those in and/or near the vehicle.

Repair: An Out-of-Park alarm system must be installed on the vehicle. The alarm system will beep the horn and flash the headlamps and shift indicator if a driver tries to exit a running vehicle without fully placing the shifter into the "Park" position.

CUSTOMER SATISFACTION NOTIFICATION NO. C44
TRANSMISSION COOLER LINE
'03-'04 DR

This notification applies only to trucks equipped with a 5.9 liter Cummins diesel engine (sales code ETC or ETH) and an automatic transmission (sales code DG8 or DGP) built through November 24, 2003. The transmission cooler line on about 97,000 of the above vehicles can transmit high pressure pulses when the vehicle is operated at heavy loads. These pulses may cause the engine-mounted transmission cooler to crack and leak fluid which could result in significant transmission damage.

Repair: The transmission cooler line must be replaced on all involved vehicles. In addition, the engine-mounted transmission cooler must be inspected and replaced if necessary.