



DODGE TRUCK 06&UP 5.7L MODELS 545RFE PARTIAL TCC SHUDDER AND/OR POOR GAS MILEAGE

COMPLAINT: 2006 and Up Dodge Trucks equipped with the MDS “Multi Displacement” 5.7 L HEMI engine and the 545RFE transmission, may exhibit a complaint of partial Torque Converter Shudder between 30 and 40 mph., after overhaul and Torque Converter replacement.

CAUSE: The cause may be that the wrong Torque Converter was installed. There are two types of the 5.7 HEMI engine. A V-8 full time and a MDS which is a Multi Displacement type. This means it goes from a 8 cylinder engine to a 4 cylinder within 40 milliseconds by de-activating lifters, spark and fuel. MDS activates when there is little to no load on the engine, as in highway driving. The Torque Converter lining on the MDS type has reliefs that go all the way thru the lining, and must be used, or a shudder during partial Torque Converter apply may occur. A diagnostic trouble code 74/P1799 “Calculated Oil Temp. in use” may also set as a result of the TCC shudder, which may stop cylinder de-activation resulting in poor fuel economy See Figure 2 for a view of three common types of Torque Converters and how to identify them. Figure 3 shows the 3.7/4.7 O.E. Torque Converter Lining which is smooth and will not interchange with the HEMI. Figures 4 and 5 Show the HEMI Low Stall Converter Lining and note that there are reliefs thru the lining which will help the TCC slip when it is in Partial application mode. ***Special Note: Refer to bulletin 09-30 to see information related to problems related to wear in the Torque Converter Limit Valve, this can cause problems with the TCC release circuit which can cause this same partial TCC apply shudder.***

CORRECTION: To correct this condition, contact your local Torque Converter distributor and use the Torque Converter specified for the vehicle that you are working on. Also verify that they are using the O.E. lining or the “High Carbon Lining,” which will interchange. Refer to Figure 1 for a description of the Vehicle Identification Number and note that the 8th digit identifies the engine type. A “D” is a full time V-8 and a “2” identifies a MDS. ***Refer to bulletin 09-30.***

*Special thanks to
Jim Blatt, Lee Myles
Precision Torque
Converter of
New Hampton and
Ed Lee From
Sonnax*

VEHICLE IDENTIFICATION NUMBER

VIN- 1 D 7 H U 1 8 2 8 6 X X X X X X

8th Vin Character “2” = Multi Displacement MDS V-8

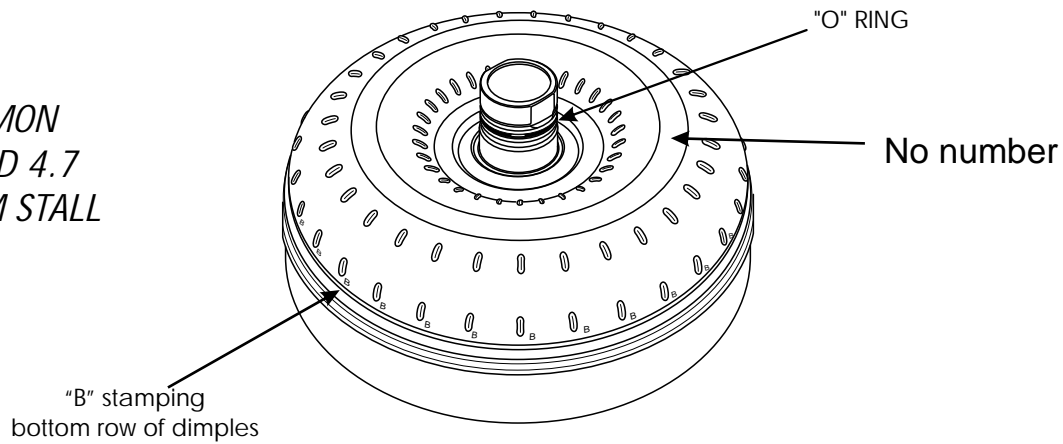
8th Vin Character “D” = V-8

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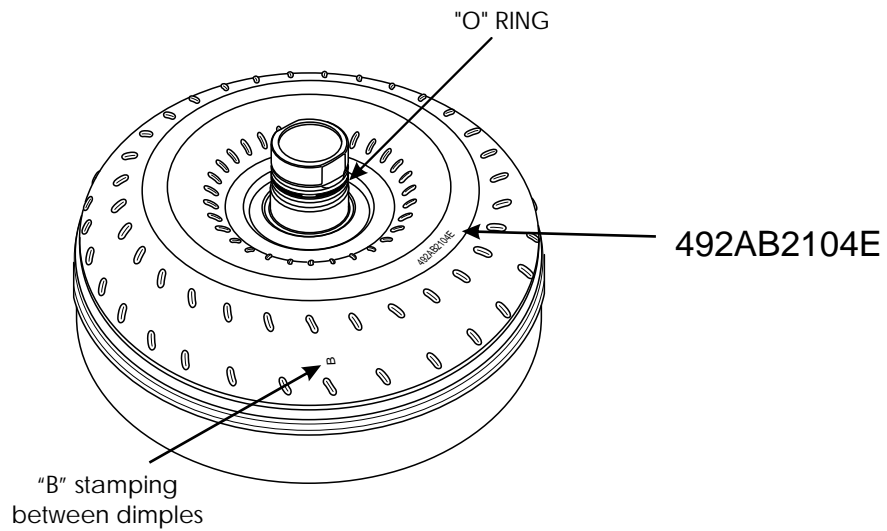
Figure 1

COMMON TORQUE CONVERTER I.D.

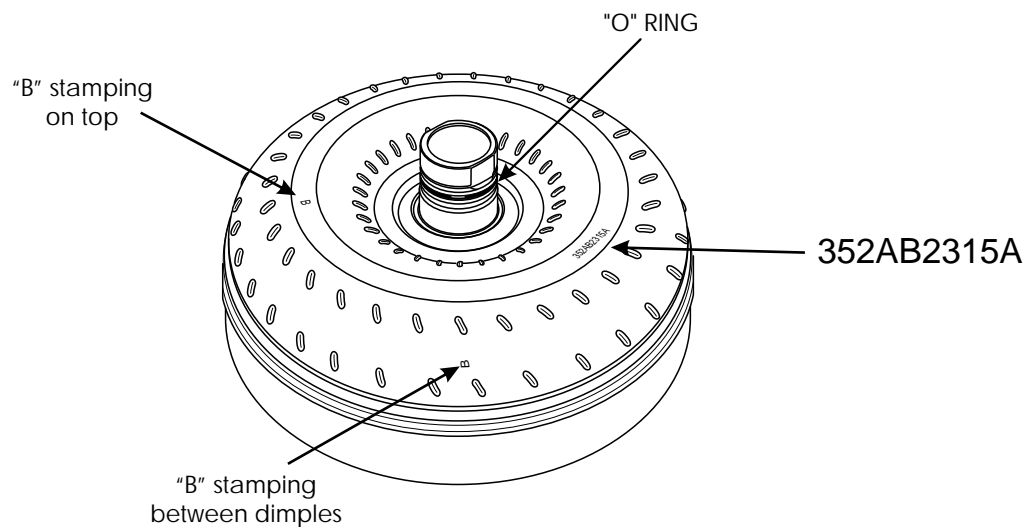
*COMMON
3.7 AND 4.7
MEDIUM STALL*



*1ST design
HEMI 5.7
Low STALL*



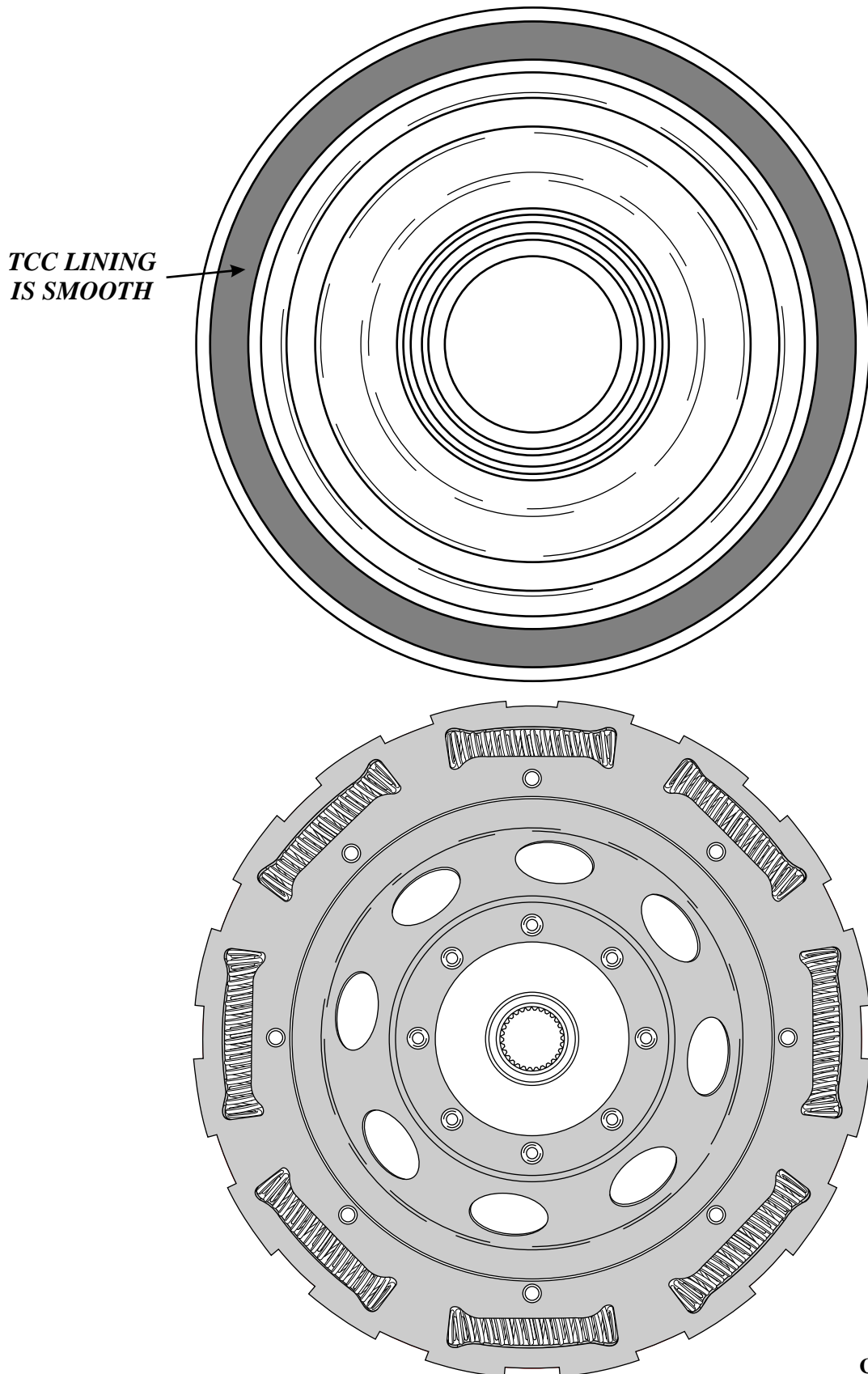
*2ND design
HEMI 5.7
Low STALL*



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Figure 2

COMMON 3.7 AND 4.7 TCC PISTON AND DAMPENER

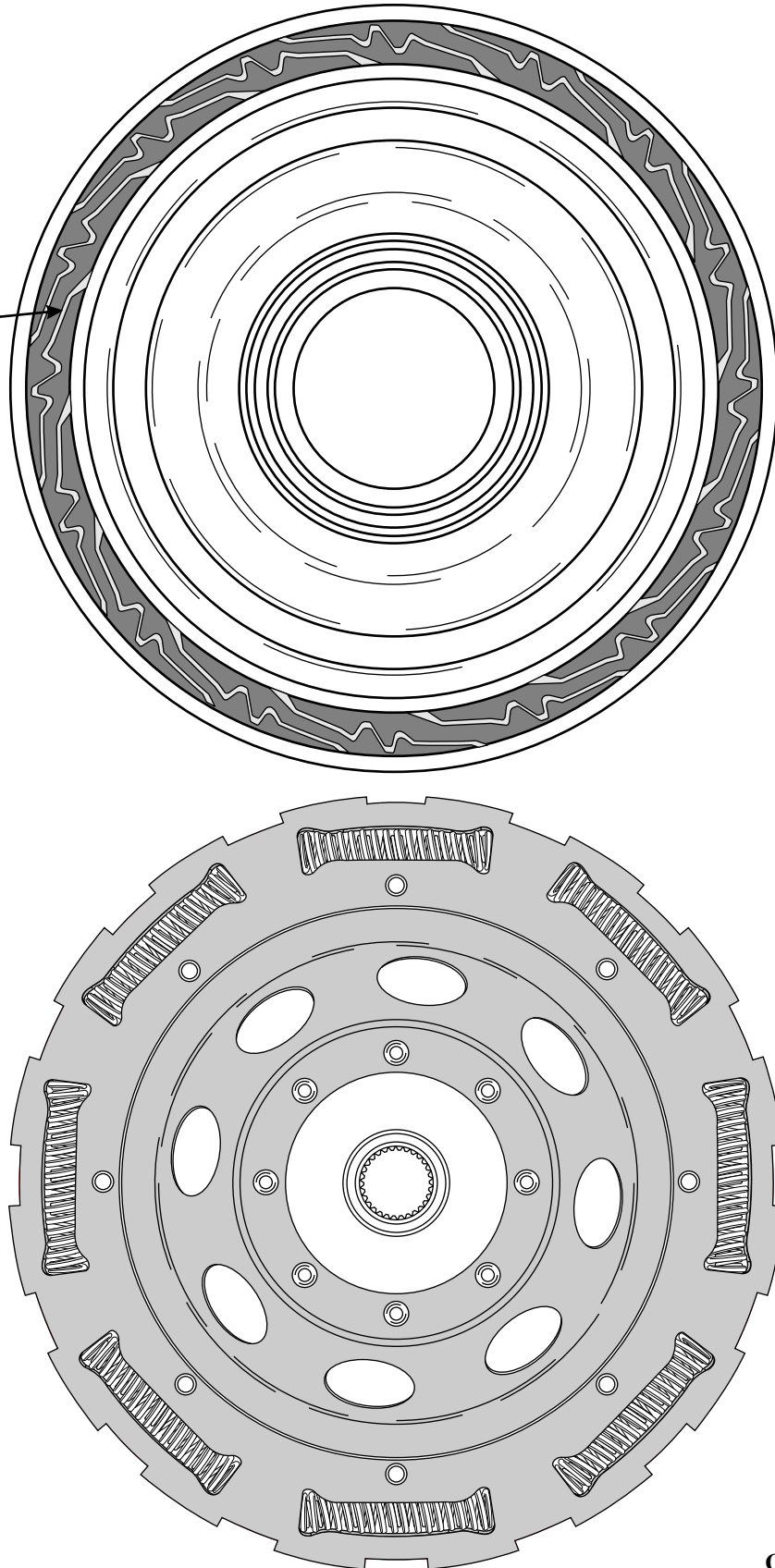


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Figure 3

1ST DESIGN 5.7 HEMI TCC PISTON AND DAMPENER

*TCC LINING
HAS RELIEFS*

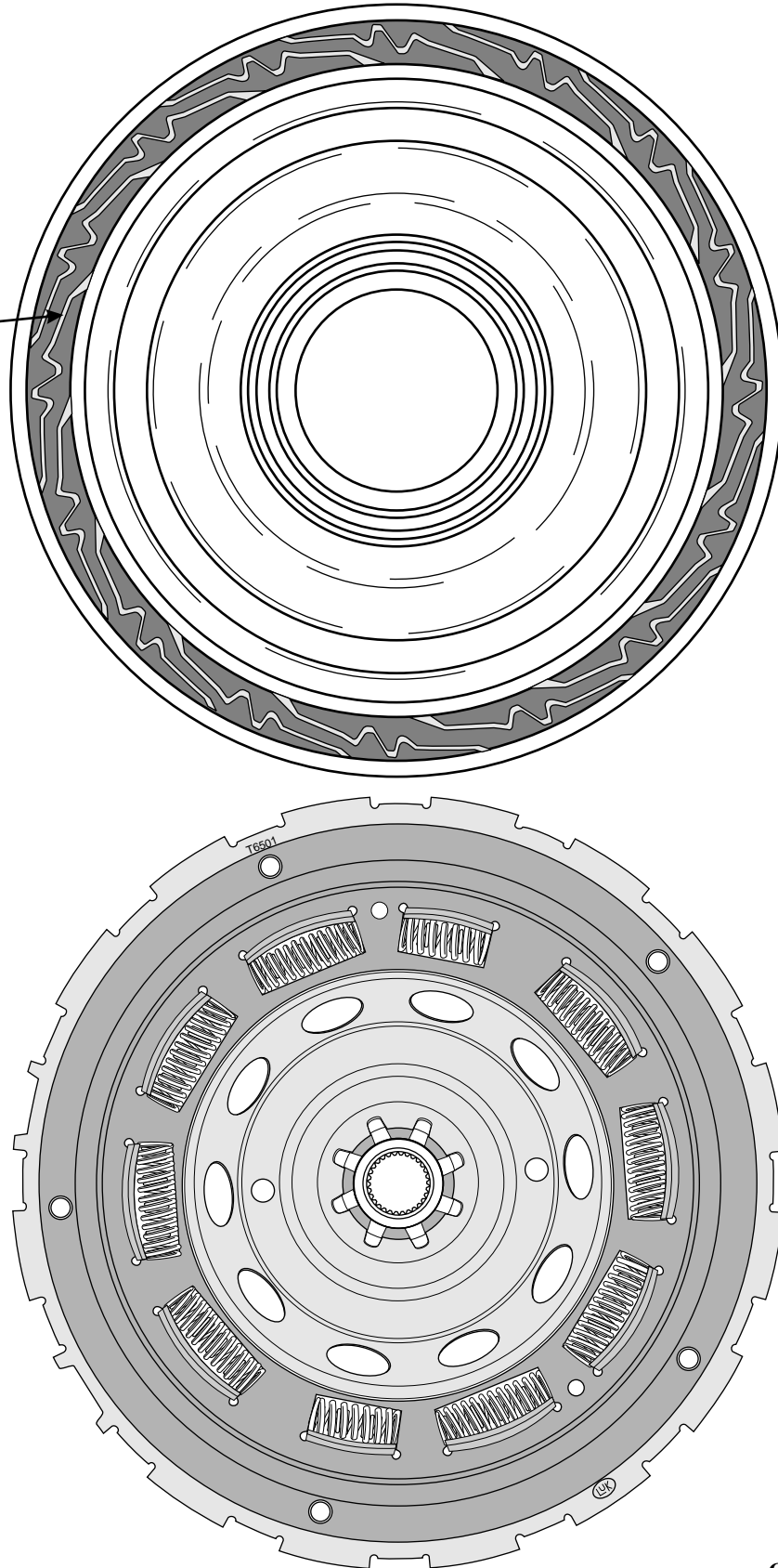


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Figure 4

2ND DESIGN 5.7 HEMI TCC PISTON AND DAMPENER

*TCC LINING
HAS RELIEFS*



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Figure 5