Hard disengagement D-->N and R-->N in vehicles with OM651

Topic number	LI27.00-P-056643
Version	2
Design group	27.00 General
Date	02-19-2014
Validity	Vehicles with OM651 and TRANSMISSION 722.9
Reason for change	Remedy text adapted
Reason for block	

Complaint:

During disengagement from D to N and/or from R to N some slight jolting could be experienced.

Cause:

Due to the idle speed (up to 845 rpm depending on model), the drive train can become slightly stressed with mode D or R engaged. When disengaging to N, the stress in the drive train is released, which can be felt as a slight jolt under certain circumstances.

Remedy:

An adaptation of the disengagement process is not possible because disengagement is purely mechanically controlled and there is no electrical involvement.

The problem involves function-specific behavior. Damage to components is not the cause of this complaint and replacement of components is not permitted.

Symptoms
Power transmission / Automatic transmission / Automatic transmission - function / Engaging process
Power transmission / Automatic transmission / Automatic transmission operation / Drive position selection / Function / General
Power transmission / Automatic transmission / Automatic transmission - function / Shifting is rough
Power transmission / Automatic transmission / Automatic transmission - function / Poor shift quality

Validity		
Vehicle	Engine	Transmission
212.002	651	722
212.003	651	722
212.004	651	722
212.005	651	722
212.082	651	722
212.097	651	722
212.202	651	722

212.203	651	722
212.205	651	722
212.282	651	722
C (204)	651	722