

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

Topic number	LI27.00-P-056643
Version	1
Design group	27.00 General
Date	07-12-2013
Validity	Vehicles with OM651 and TRANSMISSION 722.9
Reason for change	Cause and remedy revised.
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 drivetrain can become slightly stressed with mode D or R engaged. When disengaging to N, the stress in the drivetrain 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.

Please do not replace any components because this is a comfort-related complaint only. It is impossible for any components to be damaged by this.

You will be notified of any updates via a subsequent LI.

<b>Symptoms</b>
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

<b>Validity</b>		
Vehicle	Engine	Transmission
212.002	651	722
212.003	651	722
212.004	651	722
212.005	651	722
212.082	651	722

# XENTRY

212.097	651	722
212.202	651	722
212.203	651	722
212.205	651	722
212.282	651	722
C (204)	651	722
GLK (204)	651	722