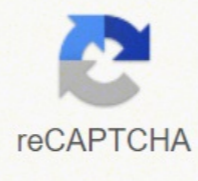




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Dodge dakota transmission swap

Car shopping? If you're looking for a midsize SUV, consider a Dodge Durango. Durangos have roomy cargo areas, plenty of passenger space and impressive towing capacity. Whether you're looking to lease a vehicle, buy new or go used, there are a few things to know before you go. SpecificationsGeneral Dodge Durango specs for the seven 2019 models include features like rear-wheel drive (RWD) and all-wheel drive (AWD) options for the drivetrain. Engine horsepower ranges from 293 to 475. Gas mileage can be anywhere from 13-19 mpg in the city and 19-26 on the highway, shares U.S. News & World Report. Different trim packages vary with seating for five to seven passengers.ExteriorThe exterior is what you see first, and you want it to look good. For 2019, Durangos have eleven exterior paint color choices including black, white, gray, blue, red and green. You can also opt for dual stripes for a racy appearance. Exterior LED taillights, fog lamps, a split-hair grill with accents and daytime running lamps give a sporty look. The optional roof rack system allows for carrying extra cargo on top of the car.InteriorThe interior of the Durango has many available features like three-zone temperature comfort controls and an infotainment system. Fifty different seat design configurations are options. These include captain's chairs in the second row that fold down for extra storage space. A reclining bench and a 50/50 split-folding third row are other options. Leather trim, mesh and cloth seats are available as well as a combination of materials and various colors.CompetitionWhat about the competition? Dodge Durango problems include less cabin interior room and fewer safety features than some of the competition, according to U.S. News & World Report. Tough competitors are the Jeep Grand Cherokee, Honda Pilot, Buick Enclave and Honda Passport. Pricing begins around \$30,000 for the 2019 Durangos. This is mid-range for midsize SUVs, so price can be a determining factor in winning out the more expensive competition.PerformancePerformance is a key factor in choosing a car. You want a smooth, reliable ride you can count on. The Hemi V8 engine option is a powerful drive for durable performance. Standard eight-speed automatic transmission is a feature in the Durangos. Towing capacity is up to 8,700 pounds depending on the model and trim package. A sway control system keeps the car in line when pulling a trailer. Additionally, the SRT package has six performance categories including snow, auto, tow and sport for adjusting to road conditions. MORE FROM QUESTIONSANSWERED.NET The Dodge Dakota was equipped with the 42RE (A500), 46RE or the 545RFE transmission. Late model 2011+ Dakota's are called the Ram Dakota and had the 42RLE transmission. But they aren't without their problems though, so let's look at some of the most common Dodge Dakota transmission problems, look at cost estimates and figure out what you can do about them. Dodge Dakota / Ram Dakota Transmission Models Dodge Dakota: 42RE (A500) Dodge Dakota / Ram Dakota: 42RLE Transmission Dodge Dakota: 46RE Transmission Dodge Dakota: 545RFE Transmission Dodge Dakota Transmission Replacement Cost Estimate Pricing varies by model. To be 100% sure on pricing, have your VIN# handy and use our Get An Estimate feature to look up your transmission by VIN#. Replacement Dodge Dakota Transmission Prices: TransmissionStreet Smart Transmission 46RE (A518)2053 42RLE2152 545RFE2348 What are the DTC codes related to Dodge Dakota transmission problems? Trouble CodeDescription P0700Transmission Control System (MIL Request) P0706Transmission Range Sensor Circuit Range/Performance P0710Transmission Fluid Temperature Sensor Circuit P0711Transmission Fluid Temperature Sensor Circuit Range/Performance P0712Transmission Fluid Temperature Sensor Circuit Low Input P0713Transmission Fluid Temperature Sensor Circuit High Input P0714Transmission Fluid Temperature Sensor Circuit Intermittent P0715 P0717Input/Turbine Speed Sensor Circuit No Signal P0720Output Speed Sensor Circuit P0730Incorrect Gear Ratio P0731Gear 1 Incorrect Ratio P0732Gear 2 Incorrect Ratio P0733Gear 3 Incorrect Ratio P0734Gear 4 Incorrect Ratio P0735Gear 5 Incorrect Ratio P0740Torque Converter Clutch Circuit Malfunction P0742Torque Converter Clutch Circuit Stuck On P0743Torque Converter Clutch Circuit Electrical P0748Pressure Control Solenoid 'A' Electrical P0750Shift Solenoid 'A' P0751Shift Solenoid 'A' Performance or Stuck Off P0755Shift Solenoid 'B' P0760Shift Solenoid 'C' P0765Shift Solenoid 'D' P07833-4 Shift P0841Transmission Fluid Pressure Sensor/Switch 'A' Circuit Range/Performance P0846Transmission Fluid Pressure Sensor/Switch 'B' Circuit Range/Performance P0871Transmission Fluid Pressure Sensor/Switch 'C' Circuit Range/Performance P0880TCM Power Input Signal P0881TCM Power Input Signal Range/Performance P0882TCM Power Input Signal Low P0884TCM Power Input Signal Intermittent P0888TCM Power Relay Sense Circuit P0891TCM Power Relay Sense Circuit High P0897Transmission Fluid Deteriorated Dodge Dakota Transmission Recalls Recall 05V460000 / E14 - Transmission may not hold in the park position 2005 - 2006 Chrysler 300 - 2005 - 2006 Dodge Charger - 2006 Dodge Dakota - 2005 Dodge Durango - 2005 - 2006 Dodge Magnum - 2005 - 2006 Jeep Liberty - 2005 - 2006 Jeep Wrangler Summary - In November 2005, Chrysler recalled 256,409 vehicles equipped with the 42RLE transmission, because the cup plug that holds the park pawl anchor shaft may not have been properly installed. If the shaft moves out of position, the vehicle may not be able to achieve the Park position. Consequence - If this occurs and the parking brake is not applied, the vehicle could unexpectedly roll away, causing serious injury and damage. Remedy - Dealers were instructed to install a bracket to ensure that the 42RLE parking pawl anchor shaft will stay in the proper position. Concerned owners may call Chrysler customer service at 1-800-853-1403 or NHTSA at 1-888-327-4236. Recall 06V197000 - Transmission fluid leak from fill tube 2000 Dodge Dakota 4.7L 45RFE transmission Summary - Transmission fluid may be expelled from the fill tube during normal driving conditions. Consequence - Automatic transmission fluid could come into contact with the hot exhaust system, causing a fire, damage and potential injury. Remedy - Dealers were instructed to shorten the vent hose to ensure adequate clearance. Approximately 20,000 vehicles were affected. Concerned owners can contact Chrysler customer service at 1-800-853-1403. Refer to recall H29. You can also contact the National Highway Traffic Safety Administration at 1-888-327-4236 Dodge Dakota Technical Service Bulletins (TSB) TSB 21-08-99 - Buzz, whining or moaning sound when reverse is selected 1996 - 1999 Dodge Ram Van - 1996 - 1999 Dodge Dakota - 1996 - 1999 Dodge Ram - 1998 - 1999 Dodge Durango - 1997 - 1999 Jeep Wrangler TJ - 1996 - 1999 Jeep Cherokee - 1996 - 1999 Jeep Grand Cherokee ZJ/WJ Problem - An intermittent buzz, whining, or moaning sound may be noticed when the vehicle is shifted into reverse. Solution - A new regulator valve may solve this problem. However, the issue can also be caused by a number of things, including a cracked pump housing, a torn pump gasket, low transmission fluid level, a dirty transmission filter, restricted transmission cooler flow, a worn valve inside of the valve body, or a worn valve body. TSB 21-11-97 - Reverse buzz - 46RE Transmission 1996 - 1997 Dodge Ram Van/Ram Wagon - 1996 Dodge Dakota - 1996 - 1997 Dodge Ram Problem - A buzz or moaning sound may be heard when shifting into reverse. This transmission problem may be more noticeable on cold vehicles - have been parked for several hours or overnight. Solution - In order to repair this 46RE transmission problem, the rear band adjusting lever, reaction lever and strut, and the regulator valve pressure plug and sleeve will all have to be replaced. TSB 21-11-00 - Check engine light with P1740 DTC for TCC or OD performance - 46RE transmission 2000 - 2001 Dodge Ram Van - 2000 - 2001 Dodge Dakota - 2000 - 2001 Dodge Durango Problem - There may be a check engine light illuminated, with a P1740 diagnostic trouble code for the torque converter clutch or overdrive performance. Solution - A revised 46RE valve body pressure boost valve cover plate may need to be installed. To properly diagnose this condition, a technician will need to form a torque converter clutch stall test. If the TCC does not engage properly (the vehicle actually stalls), the following components may need to be considered: A cut or worn input shaft seals, a missing pump lockup circuit check ball, or a worn converter hub, input shaft, reaction shaft and/or pump rotor. TSB 21-19-95A - Slips in reverse at mid throttle 1996 Dodge Ram - 1996 Dodge Ram Van/RamWagon - 1996 Dodge Dakota Problem - Drivers may notice that the transmission slips in reverse, when they have applied mid/half throttle. Solution - The 36RH or 46RE transmission regulator valve line pressure sleeve and plug will need to be replaced. The reverse drum, reverse band and rear servo assembly should also be inspected and possibly replaced if any damage is found. TSB 21-015-05 - Delayed gear engagement - 545RFE Transmission 2000 - 2004 Dodge Dakota - 2000 - 2006 Dodge Durango - 2003 - 2006 Dodge Ram - 2002 - 2006 Jeep Liberty - 1999 - 2006 Jeep Grand Cherokee - 2006 Jeep Commander Problem - Drivers may notice an initial delayed gear engagement with the shift into Drive or reverse after the vehicle has been parked overnight/is cold. This may occur after having the transmission serviced and having the transmission cooler return filter replaced. Solution - If the OEM transmission cooler return filter (part #04799662AB) was used, it can allow the transmission fluid to drain back out of the torque converter, causing the delay/slip on initial gear engagement. Installing an upgraded transmission cooler return filter should cure the problem. Common Dodge Dakota Transmission Problems Shifting problems and solenoid/pressure switch DTCs - 42RLE transmission Problem - Drivers may experience 42RLE transmission problems that include slipping and harsh shifts. The check engine light may also be illuminated with the following codes stored in the ECU: P0750, P0755, P0760, P0765, P0846, P0871, P0841. Solution - The problem may be caused by corrosion in the 10 pin solenoid harness connector. This may also be caused by a wiring issue between the TCM/ECU and the transmission harness connector. A new design 42RLE 10-pin connector will need to be installed and/or wiring issues repaired. Premature forward clutch failure Problem - It's not uncommon to experience premature forward clutch failure, which can prevent the vehicle being driven. Solution - This can be caused by a number of issues including valve body failure, a worn stator bushing, a failed forward clutch piston seal, a failed forward drum assembly, the use of power programmers/chips to increase engine output, which can overwhelm a number of internal components. Delayed and/or harsh 3-4 or 4-5 shifts - 545RFE Transmission Problem - Owners may experience an unusually delayed or harsh 3-4 or 4-5 gear change, where the transmission doesn't seem to want to go into that particular gear. Solution - This issue is related to valve body problems where the material used to make one of the checkballs has broken down to the point that fluid is able to get past and engage the underdrive clutch during those shifts. An upgraded #2 checkball will be needed to solve the issue. Lack of Response Leaking Fluid Low Fluid Burning Smell Grinding or Shaking Whining, Clunking or Humming Refuses to Go Into Gear Torque Converter Issues Valve Body Issues Transmission Noisy in Neutral Gears Slipping No 3rd or 4th Gear No 1st or 2nd Gear No Reverse Dragging Clutch Trouble Codes / Check Engine Light Can I drive with a transmission problem? If your Dodge Dakota can still make it up and down the road, you might say "It's fine, I'll just drive it until I can get it fixed". But that is not always a good idea, depending on the symptoms. You see, there are a lot of (very expensive) moving parts inside of a transmission, and if something isn't right, continuing to drive with a transmission problem could damage something else. How often does a Dodge Dakota transmission need to be replaced? The overall lifespan of a Dodge Dakota transmission largely depends on how well it was maintained. Factory design flaws also factor into this equation, along with how/how hard you drive. But on average, we've seen the Dodge Dakota transmission last for between 130,000-180,000 miles. A high quality replacement transmission however, can last considerably longer if all of the factory design flaws have been addressed and the vehicle has been maintained. How are Dodge Dakota transmission issues diagnosed? It is fairly easy to guessimate what the root cause of your Dodge Dakota transmission problems might be, but you won't truly know unless you have the right tools and experience. A good mechanic or transmission repair center will be able to connect your truck to a computer and find out which diagnostic trouble codes (DTC's) have been stored. Once they know what to look for, they can perform a visual inspection to verify the problem. How is a Dodge Dakota transmission replaced? In order to replace your Dodge Dakota transmission, the truck has to be lifted from the ground in order to gain access to all of the parts that will need to be unbolted. Then the transmission can be lowered to the ground (typically with a transmission jack), so the new transmission can be installed. Recommendations for Dodge Dakota transmission issues? To save time and get back on the road faster, have your 17-digit VIN# handy and you can get an online quote for a reman Dodge Dakota transmission here, then find a local shop using our Find a Shop guide to install it for you. How to Solve Dodge Dakota Transmission Problems Solution A: Buy a Used Dodge Dakota Transmission The quickest way to fix your transmission problems is to simply buy a used transmission or used transmission. These can be found at most junk yards, and they often come with a 30-90 day warranty. However, there's no way to determine the actual condition of the internal components, so you could be spending a bunch of money to have the exact same problems. Plus, that warranty only covers the transmission if it's defective, not the labor costs that you'll have to pay. Solution B: Buy a Rebuilt Dodge Dakota Transmission Another option would be a rebuilt transmission or rebuilt transmission. A local repair shop will remove your transmission, then install a bunch of new parts during the rebuild. The problem here is, the skills and experience of each transmission rebuild will vary widely from shop to shop, so you could have problems from something that wasn't adjusted properly. And the 1-2 year warranty might only cover you at certain transmission repair shops, in a specific geographical area. Solution C: Buy a Remanufactured Dodge Dakota Transmission Many owners depend on their vehicle to commute and get things done. Their gasoline engines are designed to go 100's of thousands of miles, so it makes sense to invest in a remanufactured transmission. What Problem Does Your Dodge Dakota Have? Let us know the year, mileage and problem you're having as well as any trouble (OBD) codes you've found. If you've been given a quote or paid for a repair, we'd like to hear about that too!

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