



DTB

Date: October 2, 2008
Order No.: T-B-27.19/56d
Supersedes: T-B-27.19/56c dated Jan. 22, 2007
Group: 27

Revision History

| Revision | Date | Purpose |
|----------|---------|---------------------------|
| d | 10/2/08 | Applicable Models Updated |
| c | 1/22/07 | Applicable Models Updated |
| b | 2/2/06 | Procedure Updated |
| a | 9/21/05 | Applicable Models Added |
| - | 9/8/05 | Initial issue |

**SUBJECT: Model 164.122/125/175/177/186/822/825/871
Model 251.122/125/165/175/177
Automatic Transmission Remains in “P” Position**

If you receive customer reports in the above model vehicles that the vehicle cannot be released from the “P” position despite Direct Select lever actuation, this can be due to a missing CAN signal from either the ESP or the steering column switch/control module.

When possible always start by processing any fault/event codes as per the test steps in Star Diagnosis and repair accordingly. When the situation requires that the vehicle must be moved, the “N” position can often be selected using SDS with SW version 8/05 or later. In such cases, using Star Diagnosis after entering all of the necessary vehicle information, please follow the path: Control units → Drive → ISM → Actuators → Move Transmission into Neutral position. Then follow the guided steps after observing the safety precautions listed in Star Diagnosis.

If the above steps fail to release the vehicle from position “P”, MBUSA has introduced a new Special Tool, (W164 589 03 63 00 Free Wheeling Adapter), which will allow the vehicle to be easily moved when the transmission is locked in park.

If it becomes necessary to install the freewheeling adapter in order to aid with vehicle recovery or to move a vehicle which can not be disengaged from position “P”, please perform the following steps.

This bulletin has been created and maintained in accordance with MBUSA-SLP S423QH001, Document and Data Control, and MBUSA-SLP S424HH001, Control of Quality Records.

1. Raise vehicle (on lift or using vehicle jack) and remove either the left or right rear wheel.
2. Install the Free Wheeling Adapter to the rear axle of the vehicle with the five (5) supplied Allen screws and tighten to a torque of 80 Nm (Figures 1 and 2).
3. Mount the original vehicle wheel to the Free Wheeling Adapter using the original wheel bolts and torque to 80 Nm (Figure 3).
4. With the Free Wheeling Adapter, installed the vehicle can now be rolled to a desired location or onto a flatbed vehicle transporter without any difficulty.



Figure 1

T-B-27.19/56b




Figure 2


T-B-27.19/56b



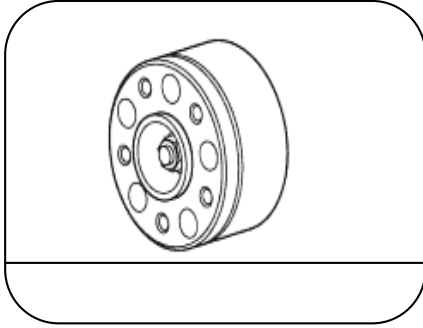
Figure 3

T-B-27.19/56a

 **Warning!** The Free Wheeling Adapter is only for rolling the vehicle into a service bay or onto a flatbed transporter. It is not intended to be used for towing and has a **maximum** speed rating of 5 Km/h or 3 mph.

 **Warning!** While the Free Wheeling Adapter is installed on the vehicle, the vehicle must be secured with the parking brake and wheel chocks to prevent it from rolling away unintentionally.

Special Tools



W164 589 03 63 00

| MBUSA Special Tool Number | Group / Category | Description | Dealer Net (\$) |
|---------------------------|------------------|-----------------------|-----------------|
| W164 589 03 63 00 | 27 / C | Free Wheeling Adapter | \$214.00 |

i Note:

1. This is a Required Special Tool and will be automatically released to every MBUSA dealer in January / February 2006.
2. A Carrying Case is currently being developed which will securely house the Free Wheeling Adapter and the 5 Allen screws. Additionally, this case will also contain a tool with which the Allen Screws can be conveniently started / tightened. This case will allow all the individual components to remain together.

The Carrying Case will also be a Required Special Tool and automatically released to every dealer when available. The Special Tool number assigned to the Carrying Case is 964 589 03 63 99.

3. Any damages caused by improper towing or movement of the vehicle will not be covered under warranty.