

AERA/AERSCO
AERA Technical Services Department
500 Coventry Lane, Suite 180 Crystal Lake IL 60014
Phone 888/324-2372 Fax 888/329-2372

TECHNICAL BULLETIN		
	March 2010 TB 2531	

Engine Whine Sound at Idle On
2005-06 Chrysler SRT-8, 6.1L VIN 3 Engines

The AERA Technical Committee offers the following information regarding an engine whine sound at idle on 2005-06 Chrysler SRT-8, 6.1L VIN 3 engines. This noise is only heard at idle rpm with hot engine temperatures. If a customer complains of such a noise consider the following information.

Models affected, 2005-06 300/300C/Charger/Magnum/Touring (Includes International Markets). NOTE :This bulletin applies to models equipped with a 6.1L engine (Sales code ESF) with an engine serial number of TNXE6026620001 or less. The engine serial number can be found on a label located on the upper side of the left or right engine front cover.

Some owners may notice a whine sound at idle after the vehicle has been driven (engine hot) in warm ambient temperatures over 50°F (10°C). This sound can be caused by the piston oil cooler jets fluttering during hot oil/idle conditions.

The whine sound must be carefully diagnosed since it can be confused with other sounds that come from the engine compartment.

1. Run the engine until the oil is hot, over 230°F (110°C). Use the digital display located in the instrument cluster for oil temperature.
2. Allow the engine to stabilize at idle and read the oil pressure using the digital display located in the instrument cluster.
3. Shut the engine off and wait 10 seconds.
4. Restart the engine with NO throttle application and allow the engine to settle at idle RPM.
5. Note the oil pressure as it may read 1 to 2 PSI less than step 2. If this is the case, the whine sound may be heard.

If the procedure is followed closely, the whine sound can be turned on and off with a slight change to oil pressure. The piston cooling jets are operating properly but

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high oil temperature results in slightly lower operating oil pressure at idle and can cause the valve inside the oil cooler jets to flutter.

If a customer complains about this sound, it should be noted that no detrimental effect or engine durability is caused by the jets fluttering. If the customer wants this noise eliminated, it is recommended to use 15W50 Mobil 1 engine oil in warmer (summer) months and revert back to 0W40 Mobile 1 engine oil in cooler (winter) months. If the oil viscosity is changed, a label indicating this should be installed. Clean the engine cover with an appropriate solvent on the flat area in front of the oil cap and apply the viscosity label Part #68024493AA.

The AERA Technical Committee

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