

**Application: CHRYSLER A518/46/47/48RE**  
**Subject: TURBINE (INPUT) SHAFT SEALING RINGS**

In mid 1999 Chrysler began replacing the metal turbine shaft rings with plastic Vespel® material in A500/42/44RE transmissions. Beginning in the 2000 model year all A500/42/44RE units included the new Vespel® rings. This ring is designed with a butt joint.

Another change Chrysler made in the 2000 model year was to the turbine shaft rings on the A518/46/47RE. The company again switched from metal to plastic rings, but this time used Torlon® material combined with the butt joint design. However, the combination of Torlon® and the butt joint created reports of failures in the field. In response, Chrysler changed the design of the butt joint to a modified lap joint (aka a double lap joint) in late 2000 but continued to use Torlon® material.

The turbine shaft rings found in TransTec® A518 series kits are the same design as Chrysler uses in the A500 series transmission, but rather than Torlon®, the rings are made of Vespel®. The decision to use this material rather than follow the lead of the OE was based upon tests that prove Vespel® has superior sealing capabilities especially when used in combination with a butt joint design seal. Use of Vespel® material eliminates the need for a modified lap joint.



The Aftermarket Business of Freudenberg-NOK