

**SUBJECT: 2006 Model Year Dodge Trucks with 48RE automatic transmissions**

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**Dodge has made changes to the software within the engine and transmission computers.** These changes do not allow the exhaust brake to be activated until the torque converter lock-up clutch is fully applied. When the exhaust brake is activated the new software is designed to downshift the transmission from 4th to 3rd gear when conditions allow. The exhaust brake will disengage during downshifting as the torque converter drops out of lock-up, it will not be re-applied until lock-up is achieved.

Downshifting from 4th to 3rd gear is accomplished by depressing the "Tow/Haul" button, a 3rd to 2nd gear downshift is accomplished by moving the shift lever to 2nd. Downshifts will not occur until the RPM is low enough to prevent engine over-speed. Fixed orifice exhaust brakes require downshifting to provide high engine RPM to enhance performance. The Pacbrake PRXB does not require the same level of downshifting due to backpressure regulation.

**Note: The new software and transmission design do not provide effective retarding in first gear.**

Contact **Pacbrake** Service at **1 800 663 0096**