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The Dodge Avenger is a great car that can last many miles with no issue. However, like any vehicle, it can face issues and malfunctions from time to time. One such problem that can occur in the Avenger is the tendency to not shift gears properly. When this happens, the first thing you should do is check the transmission fluid. There could be various reasons for the Dodge Avenger's gear shifting issues, such as misaligned throttle position sensors, malfunctioning shift solenoids, or even general wear and tear related to higher mileage. Understanding the symptoms and causes of these shifting problems is crucial for Avenger owners, as it helps them to diagnose the issue and seek the appropriate repair solutions. Checking the transmission fluid is the first step you should take in diagnosing a Dodge Avenger that won't shift. Misaligned throttle position sensors and malfunctioning shift solenoids are possible causes. Diagnosing the issue and seeking proper repair can help ensure smooth operation. This issue usually requires a professional diagnosis. One common cause of gear shifting problems in a Dodge Avenger is issues with the transmission fluid. Transmission fluid plays a crucial role in the operation of the transmission, allowing gears to shift smoothly and providing proper lubrication to prevent wear. Low or contaminated fluid can lead to poor shifting performance, hesitation, and even damage to the transmission. It is essential to regularly check the fluid levels and replace it as necessary to maintain optimal performance. Faulty transmission solenoids are another possible cause of gear shifting issues in Dodge Avengers. Transmission solenoids are responsible for controlling the flow of transmission fluid throughout the transmission system. When these solenoids aren't functioning correctly, they can cause the transmission to not shift properly or at all. Replacing the faulty solenoids may resolve the problem. The transmission control module (TCM) is responsible for managing the transmission's operation, including shifting gears. A malfunctioning TCM can cause several issues, such as not shifting correctly or not shifting at all. If the TCM is not functioning as it should, it may need to be replaced or reprogrammed. Finally, issues with the shift linkage or cables can also cause gear shifting problems in a Dodge Avenger. These components connect the gear shift lever to the transmission, allowing the driver to change gears manually. Damage or wear to the linkage or cables can lead to difficulty shifting or even the inability to shift gears altogether. Inspecting and replacing the damaged parts of the shift linkage or cables may help to resolve gear shifting issues. Delayed gear engagement is a common symptom of transmission problems in Dodge Avengers. It refers to a hesitation or delay when shifting gears or a reluctance to shift into certain gears. This could be caused by various issues within the transmission, such as high temperatures or worn-out gears. You may notice that your car takes longer than usual to shift from one gear to another, or that the engine revs higher than normal before the transmission finally shifts. Another symptom of shifting issues in a Dodge Avenger is unexpected shifts occurring without any warning. This can happen when the transmission quickly and suddenly shifts into a different gear, causing the driver to lose control or feel a jolt. This could be due to problems with the shift solenoids, the throttle position sensor, or other internal transmission components. Dodge Avenger owners may also experience difficulty when attempting to change gears. This can manifest as a resistance or struggle to move the gear shifter, or even difficulty selecting the desired gear altogether. Such issues can result from internal transmission damage, low transmission fluid, or an improperly adjusted throttle position sensor. Drivers with this symptom should seek a thorough diagnosis from a qualified mechanic to pinpoint the underlying cause and correct it. Finally, strange noises accompanying gear shifts could be indicative of transmission problems in a Dodge Avenger. You may hear grinding, humming, or whining sounds during shifts or when the transmission is attempting to engage a gear. These unusual noises could potentially indicate worn-out gears, damaged bearings, or other internal transmission components requiring repair or replacement. Having a professional mechanic assess the situation is essential for determining the cause and the smart move. When a Dodge Avenger encounters issues with shifting gears, it is essential to diagnose the problem accurately. To do so, consider using the following methods: The first step in diagnosing transmission problems is a thorough visual inspection. Check the transmission fluid level and its condition, as low or contaminated fluid can cause hard shifts or slipping. Inspect the wiring and connections to the transmission for signs of wear or damage, as corroded or loose connections can impair signal transmission. Be sure to inspect the transmission linkage and bushings for wear, as worn or damaged components can cause the Avenger to struggle during gear changes. Additionally, examine the throttle position sensor to ensure that it is functioning correctly and providing accurate data to the transmission control module (TCM). The next step is to analyze any trouble codes stored in the vehicle's onboard diagnostic system. These codes can provide valuable insight into potential issues with the transmission. Common codes related to transmission problems include those related to shift solenoids, transmission control modules, and throttle position sensors. To read the codes, use an OBD-II scanner to connect to the vehicle's diagnostic port. Once the scanner has retrieved the relevant error codes, consult a repair manual or online resources specific to the Dodge Avenger to interpret the codes and determine the appropriate course of action. Some transmission problems may require specialized diagnostic tools to pinpoint the issue. One such tool is a pressure gauge designed to monitor transmission fluid pressure. If the pressure is abnormal or erratic, it could indicate a problem with the transmission's hydraulic system, such as a faulty valve body or internal seal. Another valuable tool is a multimeter, which can be used to check the electrical components of the transmission system, including solenoids and sensors. With a multimeter, you can measure resistance, voltage, and current to ensure the components are functioning correctly and within the specified range. Using a combination of visual inspection, trouble code analysis, and specialized diagnostic tools, you can accurately diagnose transmission problems in a Dodge Avenger and apply the necessary fixes to get it back on the road. A crucial first step in addressing Dodge Avenger shifting issues is to check the fluid level and quality. This involves assessing the transmission fluid for an appropriate color, adequate level, and absence of debris. Low or contaminated fluid can lead to erratic shifting and poor transmission performance. If the fluid appears dark or burnt, it is recommended to flush the system and replace it with fresh fluid. For automatic transmissions, solenoid issues or malfunctioning control modules can lead to shifting problems. One possible solution is to replace the faulty shift solenoid or the automatic transmission control module (TCM, PCM). These components are responsible for informing the transmission when to shift gears, and their failure can directly affect gear-shifting performance. It's important to diagnose and replace these parts if they are found to be faulty. In some cases, the linkage and cables responsible for transmitting the gearshift input may become improperly adjusted or damaged. In these situations, it is essential to inspect the connections and adjust, repair, or replace any faulty or misaligned components. Properly aligning the linkage and cables can resolve problems with gear shifting and improve the overall transmission performance. Regular maintenance can help prevent shifting issues in a Dodge Avenger. Following a few simple steps will ensure the car's transmission and gears function smoothly. First, it is essential to check and maintain the transmission fluid levels. Low or dirty transmission fluid can cause gears to shift improperly. It is recommended to follow the manufacturer's guidelines for the correct transmission fluid type and intervals for replacement. In most cases, this would involve checking the fluid level every 30,000 miles and changing it every 60,000 to 100,000 miles. See your Dodge owner's manual for the exact maintenance schedule. Another critical factor in preventing gear shifting issues is to pay attention to the car's performance. If your Avenger is displaying signs of gear hunting, stalling, or jerking while shifting, these might be early indications of a problem. In addition, proper tire balancing and alignment play a role in transmission performance. Larger or improperly balanced tires can cause stress on the transmission, leading to gear shifting issues. It is crucial to keep the tires balanced, aligned, and inflated per manufacturer specifications to maintain optimal transmission functionality. Some Avenger owners have experienced satisfactory results by adjusting the shifting points of the car. This can be done with the help of a professional tuner who can reprogram the car's computer to shift gears at different RPMs. This may improve overall ride quality and put less stress on the vehicle. The Dodge Avenger is a great car that can last many miles with no issue. However, like any vehicle, it can face issues and malfunctions from time to time. One such problem that can occur in the Avenger is the tendency to not shift gears properly. When this happens, the first thing you should do is check the transmission fluid. There could be various reasons for the Dodge Avenger's gear shifting issues, such as misaligned throttle position sensors, malfunctioning shift solenoids, or even general wear and tear related to higher mileage. 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Larger or improperly balanced tires can cause stress on the transmission, leading to gear shifting issues. It is crucial to keep the tires balanced, aligned, and inflated per manufacturer specifications to maintain optimal transmission functionality. Some Avenger owners have experienced satisfactory results by adjusting the shifting points of the car. This can be done with the help of a professional tuner who can reprogram the car's computer to shift gears at different RPMs. This may improve overall ride quality and put less stress on the vehicle. Five problems related to automatic transmission control module have been reported for the 2008 Dodge Avenger. The most recently reported issues are listed below. Please also check out the statistics and reliability analysis of the 2008 Dodge Avenger based on all problems reported for the 2008 Avenger. I've already had to replace the power control module (pcm) once just a year and a half ago, and now I have to replace it again and my car has been out of commission and sitting at a mechanic's repair shop for almost 2 months now after fixing other things first before finally determining it was the pcm again. Car will not rev above 2,000 rpm and is in "limp mode" with the service engine light along with the lightning bolt symbol present on the dashboard. I started the car to leave work, check engine light came on. As I was driving I lost the ability to accelerate above 40mph. While driving 30mph the rpm were at 4,000. I took the car to my mechanic. Map sensor was replaced and also transmission solenoid. Check engine light was still on, they went through all trouble shooting. Pcm needs to be replaced. According to Dodge dealership the part is on back order with no eta on shipping. Was also told there are over 200 orders waiting to be filled, people are waiting 4 months to receive the part. My car has been in the shop now for almost 3 weeks. The dealership my mechanic called did not inform them of the back order, we were told by another dealership when trying to find the part elsewhere. I have a 2008 Dodge Avenger 2.4 cylinder. My starter has been replacing four times in less than forty day time frame, yes that is what I said. The car cut off on me while driving without any warning while I was on the interstate. I have now paid around 1,440. So far now. This is a major safety issue whether or not my VIN number fits the bill, it has happened and has grossly endangered my family to include grandchild and myself not to mention increasing the risk of multiple crash. The following are information I have found reason for stalled engines of 2008 Dodge Avengers. All work done at Dodge service dept. I have receipts from dealership with my complaints about engine stall issues. Please help me. Sincere, thanks major safety issue: resulting in an engine stall or engine failure. The engine stalls while driving it may increase the risk of a crash. Chrysler dealers should replace the tipm module, free of charge. Flash the totally integrated power module (tipm) or replace the occupant restraint control module, as needed, free of charge. September 2008 - Chrysler is recalling 712 my 2009 sebring, Dodge caliber, Avenger, Journey, Jeep patriot, and compass vehicles. A new adhesive used in the power train control module (pcm) manufacturing process can cause the printed circuit board to break. This can cause the engine to stall and cause a crash without warning. Dealers will replace the pcm free of charge. The recall is expected to begin during November 2008. The contact owns a 2008 Dodge Avenger. While driving 70 mph, the vehicle stalled. In addition, the cruise control failed to function. The electronic throttle control (etc) and check engine warning lights illuminated. The vehicle was taken to an independent mechanic who diagnosed that the power train control module (pcm) needed to be replaced. The vehicle was not repaired. The manufacturer was notified of the failure. The failure mileage was 70,000. The contact owns a 2008 Dodge Avenger sxt. On May 31, 2007, while driving 60 mph, the transmission stalled and the vehicle suddenly decelerated to 20 mph. The contact stated that he was tossed around in the vehicle and lost control of the steering. The vehicle was taken in for service on June 2, 2007. The mechanic stated that the computer control module was reset. On June 5, 2007, the engine's rpm's maxed out and began to rev. The engine failed again and the service engine light illuminated. The vehicle had to be towed to the dealer. The engine size was unknown. The current mileage is 740 and failure mileage was 600. 58 problems related to automatic transmission have been reported for the 2008 Dodge Avenger. The most recently reported issues are listed below. Please also check out the statistics and reliability analysis of the 2008 Dodge Avenger based on all problems reported for the 2008 Avenger. I got a recall on my Dodge Avenger due to a plate on the shifter. I took it to dealer, they replaced the part, and less then 2 mo. My car locked in park and unable to get to go into gear, had to have car towed to dealer again and they had to replace the shifter, they charge me \$100. And said it was deductible. I feel it was not my place to have to pay to fix a part that has been recalled, and they messed up. The dealer said they had several shifter to have to replaced since they changed out the recalled part. TI - the contact owns a 2008 Dodge Avenger. The contact stated that the vehicle received repairs to the gear shift interlock spring under a manufacturer's recall. After repairs, the contact was unable to remove the gear shifter from park. The vehicle was towed to the dealer who diagnosed that the shifter and brake shift switches needed to be replaced. The manufacturer was made aware of the failure who did not offer any assistance. The vehicle was not repaired. The failure and current mileage was 44,000. Knj. On Jun 27, 2011 went to my car to go to work, started my 2008 Dodge Avenger, the gear shift will not shift out of park no matter what I do. Now I read a lot of comments that this is very common with this model and year, why hasn't Dodge fixed this problem with a recall, instead of the consumer having to pay to repair a manufacturing defect. A cheap plastic part, give us consumers a break, won't buy a Dodge again thanks. TI - the contact owns 2008 Dodge Avenger. The contact stated while traveling speeds of 60 to 65 miles per hour the electronic throttle control sensor repeatedly illuminates. The failure causes the vehicle to experience loss of power, and the vehicle fails to accelerate under 2 rpms. The vehicle was not taken to the dealer, but the manufacturer was contacted. The VIN was unknown. The failure mileage was 65,000 and the current mileage was 73,000. The contact owns a 2008 Dodge Avenger. The contact applied pressure to the brake pedal while the vehicle was parked and attempted to shift the gear into reverse but the gear selector would not budge. The contact stated that she was able to start the vehicle by removing the cover from the gear pole and engaging a wire in the interior with her finger. The vehicle was not taken to the dealer for diagnosis or repairs. The approximate failure mileage was 103,850. 2008 Dodge Avenger with automatic transmission will not move out of park. Drove car in morning to work and 8 hours later after starting and then depressing the brake pedal to shift the shift lever would not move from park. Bought this car new and it has only 29,000 miles after 2 years of ownership. I drove my 08 Dodge Avenger to a friends house, put the car in park, came back an hour later and the car started but I couldn't shift gears. It is labor day, so the dealership isn't open and my car is stuck 20 miles away from my house. There was no warning to the shifter malfunction, everything was working fine and then boom, can't shift. I saved for 2 years to buy a new car and have loved this car from the day I bought it, now I am not so sure because this is a major inconvenience, nevermind the fact that it is not covered by my extended warranty so it is going to cost a pretty penny to have this fixed. I have read many complaints about this same malfunction on the same make, model and year of my car, it should really be recalled. 2008 Dodge Avenger with automatic transmission will not move out of park. Drove car in morning to work and 8 hours later after starting and then depressing the brake pedal to shift the shift lever would not move from park. Bought this car new and it has only 12,000 miles after 2 years of ownership. 2008 Dodge Avenger gear shift will not shift from park into gear because plastic part holding spring on shifter lever breaks, stranding you wherever you happen to be according to discussion groups it is a pretty common and numerous defect that should be recalled and fixed. I drove home from working out and put the car in park, then turned off the car. After 30 minutes, I got back into the vehicle, started the car and it wouldn't come out of park. I tried the pink override button, but it doesn't work either. Went to go to work and car would not come out of park. Unable to manually release gear selector. Had car towed to dealer, shifter broke. Lose of use of car for three days while waiting for part. Cost \$154. 43. Gear shift module lock up. The contact owns a 2008 Dodge Avenger. The gear would not release when the contact attempted to shift out of park. The manufacturer filed report 19810862 and stated that someone would notify her. The vehicle was towed to the dealer for diagnostic testing. The failure and the current mileages were 57,719. Updated 10/20/10 updated 10/26/10. I have had no issues with this vehicle. 2008 Dodge charger. . Purchased approximately 6 months ago, used and as/is. Just took it to for an oil change two weeks ago, drive it on the weekends regularly with zero issues. Got in vehicle today to pick up children and vehicle would not shift out of park. There is no recall, nothing being done about this issue that I have researched and found to be a "non-issue" by Dodge. I have researched this same problem, and found numerous people with the same issue. . Gear shift module does not work and it's all of a sudden with no issues leading up to it. Recall please. And this is a safety issue because of all the "what-ifs" that remain with this scenario. Car was driving fine and without warning is now unable to shift from park without using the manual shift override. I have a 2008 Dodge Avenger and just the other day a little piece of plastic in the gear shifter broke, luckily it was in park and no one was driving the car when it broke. I spoke to Dodge and the explained to me because the car was out of warranty that it was not a defective part but if you look on the internet the is a major problem. So either this plastic piece is defective or Dodge makes parts just to last until the warranty runs out where they can get more money out of the consumer. The part can be replaced but you have to buy the hole assembly for one little plastic piece. I have an 08 Dodge Avenger with 26,866 miles. I was unable to move my car out of park into any other gear. I applied the brake, shifted the wheels, and tried the manual override but was still unable to get the car to shift out of park. The car was running fine, but would not shift. I took it to the Dodge dealer and they replaced the shifter. I had to pay 100 to have this done. According to carcomplaints. Com several people have had this issue with their Avengers as well as their chargers. This is a Dodge manufacturing issue and should be a recall service for all consumers that have a Dodge Avenger or a Dodge charger. I got off work yesterday July 17 2010 and attempted 2 leave. Except I couldn't because without warning my 2008 Dodge Avenger would not shift out of park. . I Have only 36,056 miles on it and because I do when I called Dodge 24 hr roadside assistance they wanted me 2 pay for the tow fee. . But luckily it was a Saturday so the dealership service dept was closed. I had 2 find a ride home and when I did I googled the problem and it took me 2 a website car complaints. Com and its plenty other people who have had the same exact problem. . So I read three most of them and every 1 was saying how they pressed a pink button under the gearshift module 2 get the car out of park. . So I got excited went back 2 my job where my car sat in the parking lot and pressed da pink button with a flat head screw driver jst 2 get the car out of park and drove it home where I got it sitting till Monday morning wen I call the Dodge dealership and complain bout their faulty piece of plastic that's messing every 1s 08 Avenger up. . I'm happy I'm avoiding a \$105 towing fee but so unhappy at what I prepared 2 hear from the dealership 2 morrow. This problem is Chrysler Dodge fault and should be recalled. I take great care of my vehicle and I've been its only owner. . If they don't offer 2 pay 4 it which I'm guessing they won't since majority of the complainers had 2 pay over \$300 labor fees plus for a \$45 part it would b highly unacceptable. Please make sure Dodge recalls this and give their once happy loyal customers their money back. The contact owns a 2008 Dodge Avenger. The contact started the ignition and attempted to shift from park into the drive position. However, the gear selector would not shift into drive. The vehicle was towed to an authorized dealer for diagnosis. The technician advised the contact that he would notify him by the end of the week to inform the vehicle cause of failure. The vehicle was being diagnosed at the time of the complaint. The failure mileage was approximately 48,800. My 2008 Dodge Avenger has locked itself into park and will not disengage unless I take apart the console and use the override switch ti disengage the lock. I am worried this may happen when driving. Unable to use pink release switch on transaxle to reset transaxle and put vehicle in drive. 2008 Dodge Avenger starts but refuses to go into gear due to transaxle being locked. All remedies that are in owners manual failed to work and dealership service unavailable. After research, this complaint has been filed as early as July of 2008. Then very aggressively within the past 6 months. Went to leave a park with my 2 daughters Friday and could not back out of parking spot due to shifter locking up. Searched manual for answer and tried the over-ride switch to no avail. Tow driver told me he had seen this problem just days before with a Dodge. Informed me of the color and purpose of the culprit and after research? lo and behold, complaint after complaint filed for the past 2 years (next month) about the little plastic pink piece that renders shifter useless. This site proclaims to "administer safety recalls to support the NHTSA's mission to improve safety on our nation's roadways, your complaint is important to us and if warranted, the (oddi) will open an investigation to determine if a safety defect trend exists. " well how many people have to be left stranded, miss a days pay, fail to pick up their children and/or borrow money for this repair (as I have had to do), or flat out be left without transportation. Because they have no means for repairs that are due to a factory flaw that everyone (dealerships and o. D. I.) refuse to acknowledge? lets see one of you head out to work, jump in the car to pick up your child and or pack the trunk for vacation. Only to discover that you can't shift out of park due to Dodge's arrogance. Think you see a defect trend then? recall warranted? two years folks! and complaints being filed more consecutively by the day. As for the lifetime powertrain warranty? talk about false advertising and misleading a consumer. Buy american? think I'll go with Toyota next round thank you. At least they will fix their defect trends. Though it appears that they were pushed to do so out of prejudice. Dodge can get by with the very same act of ignorance. Since the tow man couldn't get my car in gear, when he lifted it for hook up. The front bumper dragged the parking curb and scarred it major. 2008 Dodge Avenger stuck in park and will not shift. Car drove fine to work and when I moved it at lunchtime, but when I went to leave work it would not shift out of park. We were on our first day of vacation. We ordered some take out and were going to pick it up. We pulled over into a parking lot to grab our debit card out of our console. We put it in park and then tried to continue on our way when it wouldn't come out of park. The car no warnings that anything was wrong. We ended up having to call our sister and broth in law to help us. Our two year old was in the back seat. We had to take her out and put the car seat in our sisters car. Then we had to call and cancel our take out. We eventually put the car in drive manually tearing apart the console and driving it to Dodge. This was the worst start of ant vacation we have ever been on. With all these complaints about the gear shift locking up and there is no recall yet. Seriously, this is hard to believe. Now I just blew 300\$ of our vacation money. Something needs to be done. My car was acting fine yesterday and then today when I went to leave for work it would not come out of park. This has never happen since I bought the car two years ago. But I tried everything to make it work and the car still wouldn't come out of park. My sister's boyfriend took the console apart and removed the area covering the gear and there was this pink button that would allow the gear to move. The whole shift assembly will need to be replaced but the problem can happen at any given time without warning. No indicator light or anything to let you know that the part is broken. The car just won't move!! I have a 2008 Dodge Avenger and was not able to shift the car out of park. Using a good deal of force I was finally able to get the car to shift out of park. While doing this I heard a piece of plastic break off. I researched this problem on the internet and found 33 other 2008 Dodge Avenger owners reported a similar problem. I called a local dealerships service department and the service manager said he was well aware of the problem. He stated that there was a problem with the shift lock mechanism and that the repair would run approximately \$300. With so many complaints regarding the same problem, which can result in the car not being able to be driven, I feel that an investigation into this manufacturing defect is warranted. I am having the same issue where my car is stuck in park. I found this site after researching the issue which appears to be quite common. I will have a friend who is a mechanic look at it to see if we can fix this. However, I am concerned that this defect could be a safety issue. Seems that it could be quite possible that if it could be stuck in park, it could also get stuck in drive or reverse. Please investigate this issue and make Dodge do a recall. 03jun10 while attempting to leave for work, I could not get my vehicle out of park. I called a Dodge dealership and the service department claimed they knew nothing about this. I called a few different mechanics and they both stated it could be a brake safety switch and to try a manual over ride switch near the gear shifter. Tried the over ride with negative results. Car is still stuck in park. Did an internet search and this seems to be a very common occurrence, one that it seems Dodge is doing nothing to correct. There needs to be a recall issued for this defective part. I got into my 2008 Dodge Avenger this morning, which was purchased in February 2009 and the gear shift would not move out of park. . Read more. . The 2008 Dodge Avenger is stuck in park. Went to start car. Started up no problem. Tried to put car in reverse could not shift out of park. Had to search online to find out how to push a small lever under the center console panels to be able to shift the car, and its not the emergency release in the owners manual. First time I have ever had a problem but there are countless reports online for the same problem. 2008 Dodge Avenger sxt shift module locks up stuck in park. Many people have this problem. Average repair by Dodge, parts + labor = about \$360. Annoying and dangerous. I have a 2008 Dodge Avenger that I could not get out of park. A mechanic friend removed the gear shift cover and notices a pink piece of plastic that appeared to be broken from somewhere inside the gearshift. After further investigation this pink piece of plastic is what is needed to move the car out of park. This is a dangerous situation and should be considered a recall item. Could not get car out of park- found a broken pink plastic piece that needed to be moved in order for car to come out of park. I have a 2008 Dodge Avenger and on Saturday 5/15/10 my car got stuck in park and would not shift. We were able to shift it manually to get it home but after researching the problem I found it is a common problem with this make and model car, yet there is still no recall. It is not covered under my warranty and Dodge wants \$50 to just look at it and tell me what it is although I already know what's wrong with it and many other 2008 Dodge Avengers.