2005 Jeep Grand Cherokee at 120,000 mi

1J4HR58N15C123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Grand Cherokee · WK Grand Cherokee Limited 4.7 4x4	Chrysler 4.7L PowerTech V8 (SOHC; High Output 2002–2007)	120,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '5' = 2005, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1	0	3
inspection recommended now	to plan in the next 30,000 miles	to watch or check at each service

Safety recalls NHTSA lists for this model year (2)

- **14V-438** · Ignition switch: The key can be bumped to OFF or ACC while driving, shutting the engine off and disabling air bags, power steering and power brakes.
- **13V-175** · Transfer case · electrical (4x4): A transfer case electrical fault can shift it into neutral, so a parked vehicle can roll away.

A model-year list, not a VIN check. Repairs are free at a Jeep dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Jeep dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — **$100–$160**

Inspection: check now, while it's cheaper to fix

$100–$160
about 1 h of shop labor, our estimate

Stalling at stops (PCM software, PCV freeze-up): Long past the range (23,000–60,000 mi, the middle half of 14 owner reports)
At this mileage it may already be fixed: we check the records first.
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 132,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 150,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Dropped or loose valve seat — **No published price**
Any mileage (more likely after the engine has overheated) · Ask for this check at every service

Exhaust manifold gasket leaks and broken studs — **$457–$642**
Any mileage · Inspect at each service; fix at the first sign
independent shop, installed

Oil sludge from long oil-change intervals — **No published price**
Any mileage (worse with missed oil changes) · Ask for this check at every service

Recommended now
$100–$160
Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi
$100–$160
Nothing else on the list before 150,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 120K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Dropped or loose valve seat	Any mileage; more likely after the engine has overheated FORUM/BLOG	Any mileage
2	Exhaust manifold gasket leaks and broken studs	Any mileage OFFICIAL	Any mileage
3	Stalling at stops (PCM software, PCV freeze-up)	23,000–60,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
4	Oil sludge from long oil-change intervals	Any mileage; worse with missed oil changes OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2005 Jeep Grand Cherokee

Safety recall repairs are free at Jeep dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1J4HR58N15C123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Jeep dealer for a campaign printout; it also lists completed campaigns.

4.7L POWERTECH V8 RECALLS WE TRACK

08V-203 · PCM software may let the engine stall (2006 Commander 4.7L) Not listed for MY2005

Engine control software on 2006 Jeep Commanders with the 4.7L V8 may let the engine stall. Free repair. OFFICIAL [7]

EVERY RECALL NHTSA LISTS FOR THE 2005 JEEP GRAND CHEROKEE (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
14V-438	Ignition switch	The key can be bumped to OFF or ACC while driving, shutting the engine off and disabling air bags, power steering and power brakes. Details
13V-175	Transfer case · electrical (4x4)	A transfer case electrical fault can shift it into neutral, so a parked vehicle can roll away. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: GRAND CHEROKEE. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (GRAND CHEROKEE): 05V-396 (water entering the NAG1 transmission) covers 3.7L V6 models only and is left out of this 4.7L sample; 09E-039 (Rock Krawler suspension kits) and 09E-012 (Sabersport lamps) are aftermarket parts. A VIN check would show any that applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (WK).

1 Dropped or loose valve seat

Any mileage

Severity: Critical: rare, but can badly damage the engine · 6 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; more likely after the engine has overheated), so mileage doesn't say much here. Range: Any mileage; more likely after the engine has overheated FORUM/BLOG [2][3]

WHAT FAILS FORUM/BLOG [2][3][1]

Valve seats pressed into the aluminum heads can loosen and drop, especially after overheating. A dropped seat lets the valve hit the piston and usually ruins the head or the engine. Owners describe sudden rough running with no compression on one cylinder.

SYMPTOMS

- Sudden misfire on one cylinder
- Ticking or knocking from the top of the engine
- Rough running and loss of power

IF IT'S LEFT TOO LONG

A dropped seat usually means a new head or a replacement engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Keep the cooling system in top shape; check for past overheating and low compression before buying.

ESTIMATED REPAIR COST

No published price for a compression check	**No published price** independent shop, installed
Engine replacement after a dropped valve seat (Open Labor Project estimate)	**$4,500–$7,500** FORUM/BLOG [3] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR WK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any overheating in its history?
- Heads or engine ever replaced?

2 Exhaust manifold gasket leaks and broken studs

Any mileage

Severity: Medium: leaks and wear · 12 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage), so mileage doesn't say much here. Range: Any mileage OFFICIAL [1]

WHAT FAILS SHOP/RETAILER [1][4]

Owners report exhaust manifold gaskets leaking and manifold bolts or studs breaking from uneven heat

ESTIMATED REPAIR COST

Exhaust manifold gasket	**$457–$642** SHOP/RETAILER [4] independent shop, installed

expansion, giving a ticking noise that sounds like a lifter. Broken studs make the job much bigger.

SYMPTOMS

- Ticking at cold start that fades as it warms
- Exhaust smell under the hood
- Sooty marks at the manifold

IF IT'S LEFT TOO LONG

A leak grows and can burn wiring nearby; broken studs drive the price up.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix it when the tick appears, before more studs break.

replacement, 2001 Grand Cherokee 4.7L (YourMechanic)	
More if studs are broken (no published price)	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR WK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any tick at cold start?
- Manifold work done?

3 Stalling at stops (PCM software, PCV freeze-up)

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 94 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is long past the reported range (23,000–60,000 mi (middle half of 14 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 23,000–60,000 mi (middle half of 14 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2006 Commander 4.7L (recall 08V-203); PCV freeze in extreme cold (TSB 25-001-08)

WHAT FAILS OFFICIAL [7][5][1]

Owners of 4.7L Grand Cherokees, Commanders and Durangos report the engine stalling when slowing to a stop. FCA recalled 2006 Commanders with the 4.7L to reprogram engine software that could let the engine stall (08V-203). A separate bulletin replaces PCV parts that can freeze in extreme cold.

SYMPTOMS

- Stalls when slowing down or at a light
- Restarts right away
- Often no warning light

IF IT'S LEFT TOO LONG

A stall at low speed costs power steering and brake assist.

ESTIMATED REPAIR COST

Free under recall 08V-203 on the 2006 Commander only; no published price for other models	**No published price** independent shop, installed
No published price outside the recall	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for 08V-203 on a 2006 Commander; ask for the latest PCM software on others.

PARTS FOR WK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any stalling at stops?
- PCM updates done?

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4 Oil sludge from long oil-change intervals

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 13 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Any mileage; worse with missed oil changes), so mileage doesn't say much here.

Range: Any mileage; worse with missed oil changes OFFICIAL [1]

WHAT FAILS OFFICIAL [1][6]

Several owners report oil sludge, a failed oil pump and spun rod bearings, with dealers blaming missed or late oil changes. A Chrysler bulletin notes that a light foamy emulsion in the oil fill housing is normal and not sludge by itself.

SYMPTOMS

- Knocking from the bottom end
- Oil pressure warning
- Thick deposits under the oil cap

IF IT'S LEFT TOO LONG

Sludge starves the bearings and can end the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the oil on time with the right grade; look under the oil cap before buying.

ESTIMATED REPAIR COST

Routine oil change (no published price)	**No published price** independent shop, installed
No owner-reported bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR WK

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Oil-change records?
- Any knocking or oil warnings?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.7L PowerTech V8 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Steering / suspension / brakes	58	Chassis complaints that mention the engine size; not engine faults.
Transmission	29	Counts every transmission complaint (5-speed and 4-speed automatics); not an engine fault.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Compression test or misfire counters
- Under the oil cap for sludge
- Exhaust manifold studs
- Cooling system condition

Ask the seller

- Oil-change records?
- Any overheating?
- Engine or head work?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Dropped or loose valve seat: fault found on inspection	$4,500–$7,500
Exhaust manifold gasket leaks and broken studs: seeping or leaking	$457–$642
Stalling at stops (PCM software, PCV freeze-up): fault found on inspection	No published price
Oil sludge from long oil-change intervals: fault found on inspection	No published price
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Stellantis documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for Grand Cherokee, Commander, Durango, Dakota, Ram 1500 and Aspen complaints that mention the 4.7L or PowerTech: 228 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. Only about 230 complaints name the 4.7L; most owners of these trucks do not name the engine, so counts are small.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Stalling	94	Item 3
Steering / suspension / brakes	58	Also reported
Transmission	29	Also reported
Sludge / oil pump	13	Item 4
Exhaust manifold	12	Item 2
Valve seat / valves	6	Item 1

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for Grand Cherokee, Commander, Durango, Dakota, Ram 1500 and Aspen complaints that mention the 4.7L or PowerTech, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. 8020 Automotive: 4 common Dodge 4.7L V8 PowerTech engine problems (cooling system, head gasket, valve cover gasket, valve seats), via search extract Oct 27, 2026 FORUM/BLOG
https://8020automotive.com/4-common-dodge-4-7l-v8-powertech-engine-problems/

3. Open Labor Project: 2008 Dodge Durango 4.7L (dropped valve seat, estimated $4,500–$7,500; most shops swap a used or reman engine, 12–18 h) — repair-estimate site, not independently verified, via search extract Oct 27, 2026 FORUM/BLOG
https://openlaborproject.com/portal/dodge/durango/2008/4.7l-v8/

4. YourMechanic: Jeep Grand Cherokee exhaust manifold gasket replacement (2001 4.7L V8 estimate $457–$642), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/jeep/grand-cherokee/exhaust-manifold-gasket-replacement

5. Chrysler TSB 25-001-08: Positive crankcase ventilation (PCV) system freezes in extreme cold: install revised PCV components (4.7L and other V8s) (2008-01-08), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10024083

6. DaimlerChrysler TSB 09-001-00 Rev. A: Normal accumulation of a foamy oil emulsion inside the 4.7L engine oil fill housing (2000-09-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=6092301

7. NHTSA recall records: 08V-203 (2006 Commander 4.7L PCM software may stall the engine), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=08V203000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Jeep dealer or qualified shop. Safety recall repairs are free at Jeep dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FC47-123456-20261027 and we'll correct and reissue it.

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.