

AW55-50N/ AF33-23/RE5F22A: No 3rd after Servicing



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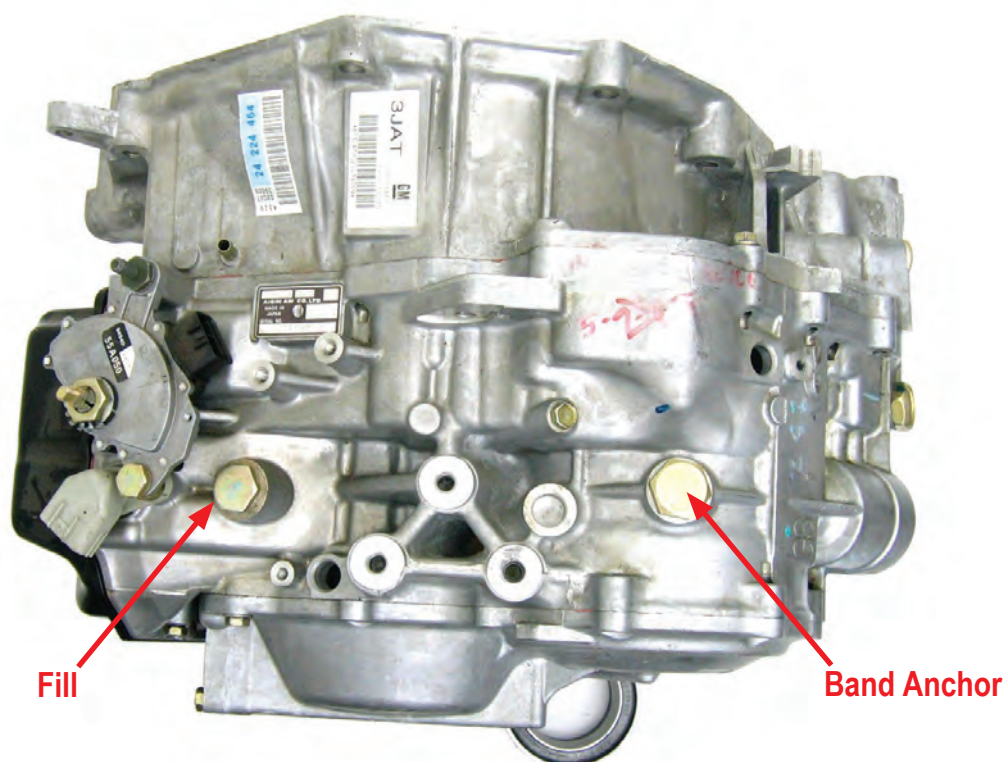


Figure 1

One of the most problematic transmissions on the road today is AW55-50SN. This transmission has been fitted to different vehicles from different manufacturers, including General Motors, Volvo, Saturn, Nissan, and Saab (These aren't interchangeable as they have operational differences).

The AW55-50SN is a 5-speed,

electronically controlled transmission. The TCM (transmission control module) sends signals to the solenoids to achieve the best possible ratio. The TCM also controls line pressure and the apply and release pressure for the torque converter clutch.

There have been some major problems these transmissions, including valve body and solenoids wear. But

one problem can occur as a result of a simply fluid change. Here's where the do-it-yourself (or even the transmission professional) can find themselves in big trouble. That's because the fill plug and band anchor look almost alike (figure 1). Loosening the anchor by mistake releases the band (resulting in no 3rd gear).

Figure two shows the band out of



... most do-it-yourselfers don't know how to check and fill this transmission

position once you remove the anchor. You can move the anchor back in place (figure 3) but as soon as you release it, the band moves out of place again.

The factory approved repair for this requires removing the transmission to install the band anchor correctly. And that's an expensive proposition.

Just look up the R&I time on the vehicle you're working on. For example a 2002 Volvo V-70 calls for 8.4 hours. At a labor rate of \$89 an hour, that comes to \$747.60, and that's just R&I time. A lot of money for a self-inflicted wound.

But there's some good news: You can repair this problem in less than an hour without removing the transmission. I'm pretty sure your customer will be happy about that!

The repair involves creating an access point in the case that allows you to hold the band in place while you reinstall the anchor.

To make the repair, you'll need:

- 15/64" drill
- 1/16"-27 NPT tap
- 1/16" NPT plug



Figure 2



Figure 3

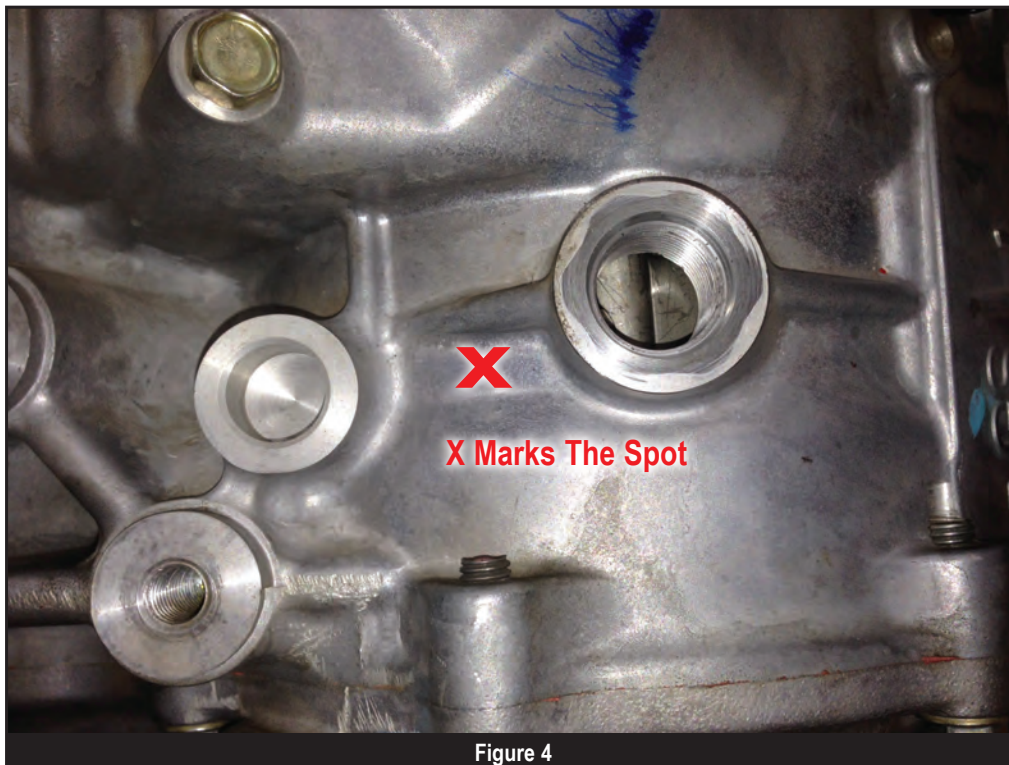


Figure 4

The factory approved repair for this requires removing the transmission to install the band anchor correctly. And that's an expensive proposition.

Here's the procedure:

1. Drill a 15/64" hole in the spot marked with an "X" (figure 4). Hold the hose from a running shop vacuum by the case while you drill to keep any metal chips from getting into the transmission.
2. Move the band back into place with the screwdriver, and slide a pick into the hole you drilled to hold the band in place.
3. Remove the screwdriver and install the band anchor.
4. Tap the hole so you can seal it with the plug; put a little grease on the tap to catch any shavings to keep them from getting into the transmission.
5. Install the plug with a drop or two of Loctite on the threads to help hold it in place (figure 5).

That's all there is to it: problem solved! And all this in less than an hour.

Part of our job as transmission professionals is to minimize the amount of time it takes to make repairs, so as to keep the cost down for the customer. As simple procedure like this can save your customer a bundle, especially when they blunder a service like this. And that's not just smart! That's street smart!



Figure 5

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