62TE

Introduction

The 62TE is the new generation of FWD/AWD Transaxles in production for Dodge/ Chrysler. The concept has been around for many years but has been introduced in the 2007 Model Year.

These models include: “JS” Seabring, Seabring Convertible, and Avenger with the 3.5L V6 “CS” Pacifica with the 4.0L V6. The concept was to take a proven reliable 41TE (4 speed) and split the transfer/pinion drive with an underdrive/direct clutch to drive a double ratio to the final drive.

Although this is classified as a 6 speed fwd transaxle, there are 7 forward speeds with the addition of a 4th gear prime ratio that is used during a 6-4 kickdown. This prevents a double swap of components allowing for a smooth kickdown.



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Description

The planetary gear train for the 62TE transaxle provides six forward gear ratios, including two fourth gear ratios. One reverse gear ratio is also provided.

Underdrive (UD) Compounder Assembly

- Low Clutch (LC)
- Direct Clutch (DC)
- Overrunning Clutch (ORC)
- Planetary gear set

Fore-Mounted Valve Body/Solenoid/Pressure Switch Assembly

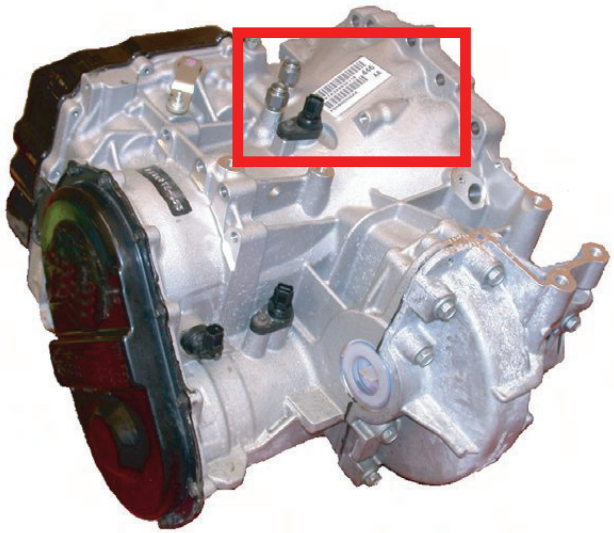
- DC solenoid
- LC solenoid
- DC pressure switch
- LC pressure switch
- Torque Converter Clutch (TC) and pressure control Solenoids
- Line Pressure Sensor (LPS)
- An additional (third) speed sensor
- A “squashed,” or flatter, torque converter
- A new cover for valve body access
- 23-way connector for the Solenoid/Pressure Switch Assembly
- A remote pinion gear
- A 2-piece, closed differential case with structural clamshell housing. The addition of the underdrive compounder assembly components improves low-end torque multiplication, enhancing low-end power capability.

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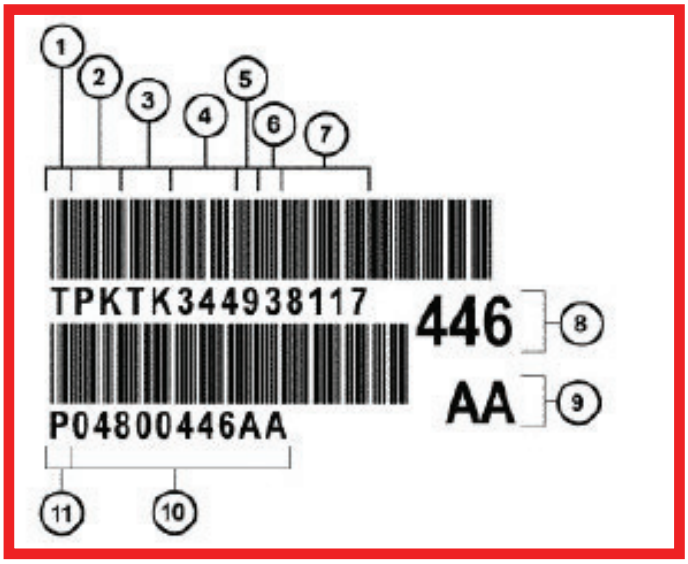
Identification

The 62TE transaxle is identified by a bar code label (1) that is fixed to the transaxle or the “PK” number (2).



The label contains a series of digits that can be translated into useful information such as transaxle part number, date of manufacture, manufacturing origin, plant shift number, build sequence number, etc. Refer to for identification label breakdown.

1. Traceability
2. Supplier Code
3. Component Code
4. Build Day (Julian Date)
5. Build Year
6. Line/Shift Code
7. Build Sequence
8. Last Three Part Number Digits
9. Revision Level
10. Transmission Part Number
11. Part Number Prefix



If the tag is not legible or missing, the “PK” number, which is stamped into the transaxle case behind the transfer gear cover, can be referred to for identifica-tion. This number differs slightly in that it contains the entire transaxle part num-ber, rather than the last three digits.

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