

62TE

Clutch and Ratio Chart

A = Applied
H = Holding
* = Limp-in Mode
^ = Applied in coast only

CLUTCH APPLICATION CHART									
ELEMENTS APPLIED									
GEAR	RATIO	UD	OD	R	2-4	L-R	LC	DC	ORC
1	4.127	A				A	A ^		H
2	2.842	A				A		A	
3 *	2.284	A			A		A ^		H
4	1.573	A			A			A	
4	1.452	A	A				A ^		H
5	1	A	A					A	
6	0.689		A		A			A	
R	3.215			A		A	A		

The process of elimination can be used to detect any unit which slips and to confirm proper operation of good units. Road test analysis can diagnose slipping units, but the cause of the malfunction cannot be determined. Practically any condition can be caused by leak-ing hydraulic circuits or sticking valves.

Understanding the Components Used

The use of an Underdrive Compounder assembly splits the pinion speed with two modes of operation (Direct and Reduction).

Three shifts require a double swap of clutch assemblies; 2-3, 3-2, and 4-2. This occurs when two elements are turned off while two different elements are engaged.

Clutch to clutch synchronization takes place within 40-70 milliseconds, producing a smooth shift. Up shifts require the underdrive assembly to have precise timing. If an incorrect, double bump sensations will be felt.

“Prime” gear shift is used for the 6-4 kick downshift for a smooth transition. To achieve this, the OD clutch is released and the UD clutch is applied giving a 4th gear “prime” ratio of 1.573.

Gear Ratios for 2nd, 4th, 5th, and 6th are the same as a 41TE. If the LC were to fail there will be no engine braking and no Reverse engagement.

Limp mode gear for the 62TE is 3rd gear.