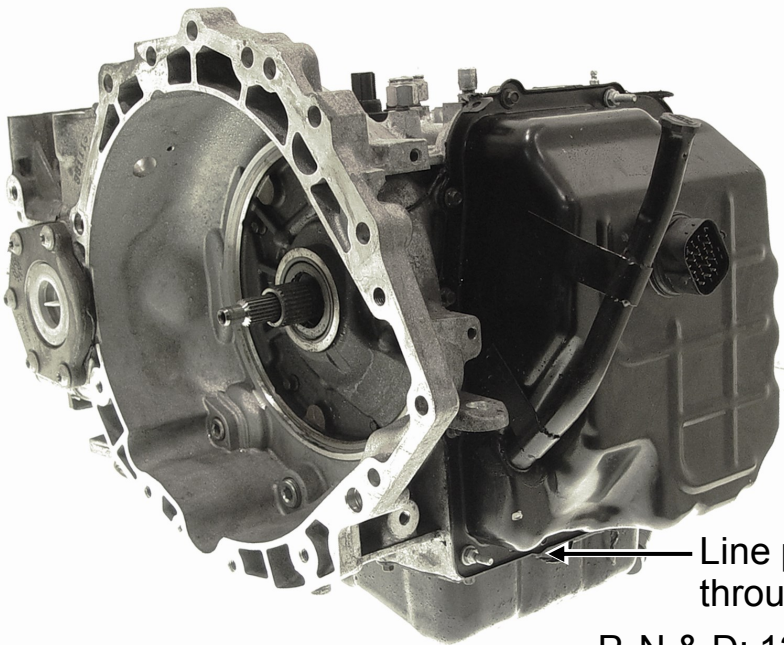
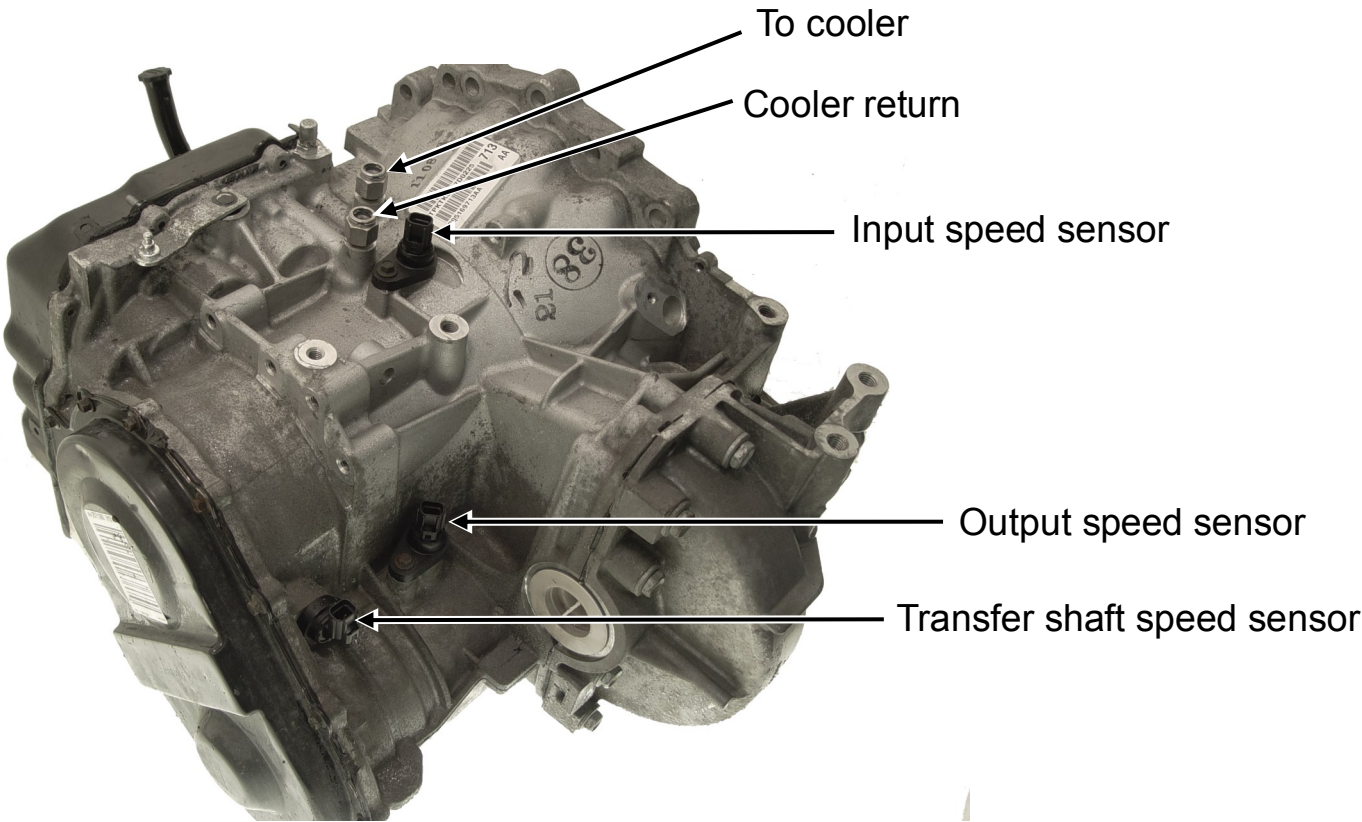


62TE General Reference Data



Line pressure tap is through the pan.
P, N & D: 120-135@ idle. 150 Stall
Reverse: 140@ idle 250 Stall

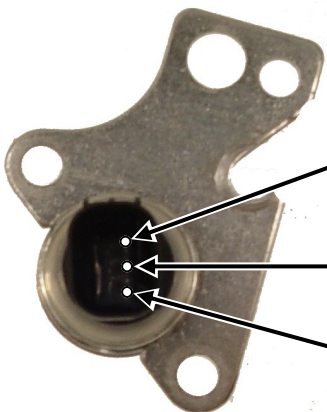


The 62TE is a 6 speed Transaxle. It has a 7th speed that is only used during kick down, this 7th speed is known as 4th prime. 4th prime provides a more efficient ratio to maximize power & fuel economy. All functions of Transaxle operation are controlled by the transmission control module.

62TE Clutch application									
Gear	Ratio	UD	OD	REV	2-4	L-R	LOW	DC	ORC
1	4.127	On				On	On		Hold
2	2.842	On				On		On	
3*	2.284	On			On		On		Hold
4^	1.573	On			On			On	
4	1.452	On	On				On		Hold
5	1.000	On	On					On	
6	.0689		On		On			On	
Reverse	3.215			On		On	On		

3* Is failsafe/limp mode.
4^ Is 4th Prime, used only on kick down.
The gear train & Clutch's on the transfer shaft are: Low clutch, direct Clutch & the one way Clutch (ORC). Chrysler refers to this gear set as the Compounder unit.

62TE Electrical data



Pin 4: 5 Volt
Pin 6: Signal out
Pin 1: Ground

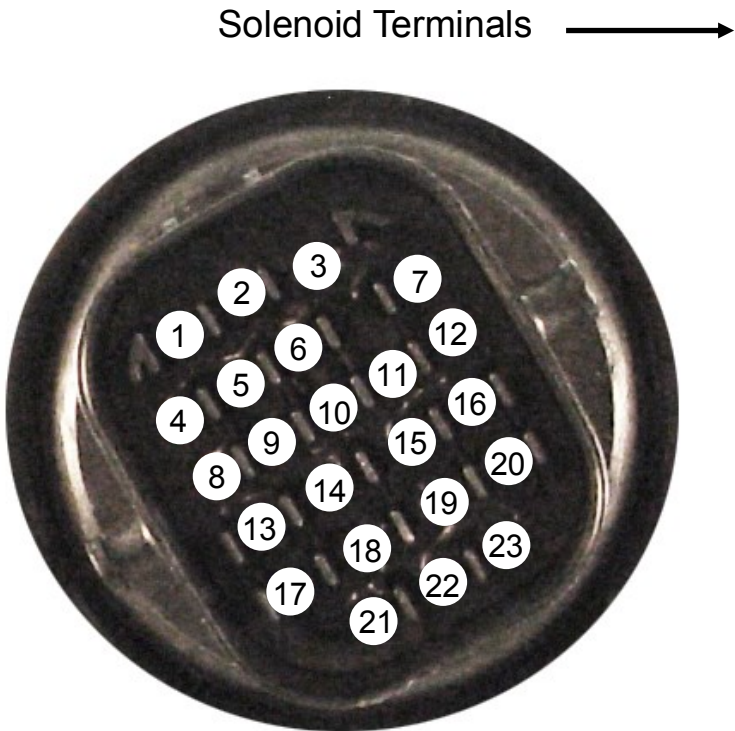
Pressure transducer.
Ohms 1800K Pins 4&6



TCC/EMCC Sol.
5.5 Ohms



Input & transfer
Speed sensors
Output speed sensor
All Sensors: 1500K Ohms



Solenoid Terminals

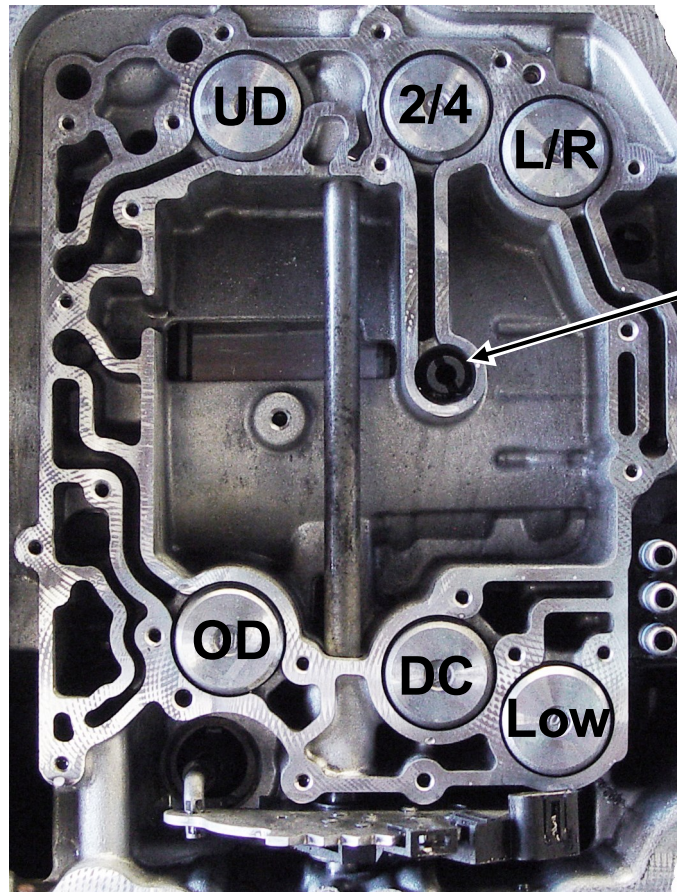
Range Switch-MLPS

Range	C1-T41	C2-T42	C3-T3	C4-T1
Park	Closed	Closed	Closed	Open
Reverse	Open	Closed	Open	Open
Neutral	Closed	Closed	Open	Closed
OD	Open	Open	Open	Closed
3	Open	Open	Closed	Open
Low	Open	Closed	Closed	Closed

Attach Red/Positive lead of meter to pin# 10. Measure resistance readings at all pins except 1-4-5-6-8-9 & 13. Temp sensor test is between pins 22 & 23. Indicated readings are with range sensor & pressure transducer unplugged. See individual test's for these components.

Pin#/Meter -	Component	Meter +	Ohms
1	Sensor ground	N/A	N/A
2	L-R Clutch solenoid control	10	2
3	TCC/EMCC solenoid control	10	5.5
4	5 Volt supply	N/A	N/A
5	Trans range signal (T41)	N/A	N/A
6	Line pressure signal	N/A	N/A
7	Underdrive clutch solenoid control	10	2
8	Trans range signal (T42)	N/A	N/A
9	Trans range signal (T3)	N/A	N/A
10	Trans control relay \output (12V)	10	N/A
11	OD Clutch pressure signal (Switch)	10	305
12	Line pressure VFS solenoid	10	5.5
13	Trans range signal (T1)	N/A	N/A
14	2/4 Clutch pressure signal (Switch)	10	305
15	DC pressure signal (Switch)	10	305
16	Low reverse pressure signal (Switch)	10	305
17	Low clutch solenoid control	10	2
18	Low clutch pressure signal (Switch)	10	305
19	OD Clutch solenoid control	10	2
20	Direct clutch solenoid control	10	2
21	2-4 Clutch solenoid control	10	2
22	Trans temp signal	11K Ohms @ 78 Degree's	
23	Temp sensor ground		

All Accumulator pistons & springs are the same



2-4 Feed Plug
Seal →
O-Rings
Lube
Direct
Low
Compounder Feed Tubes

Compounder Spacer & Bearing assembly



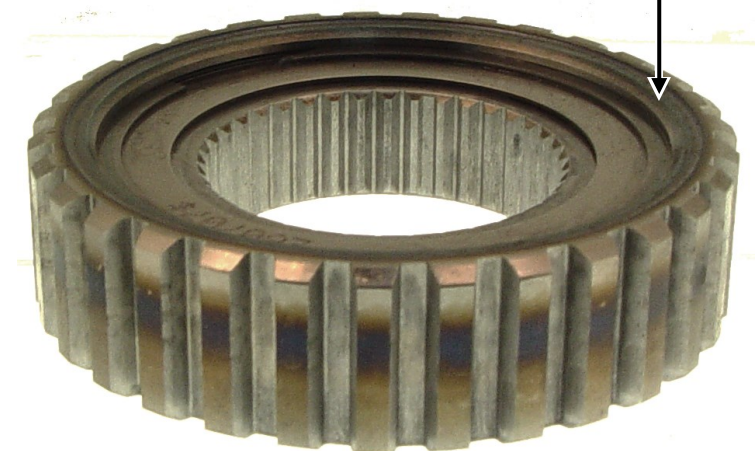
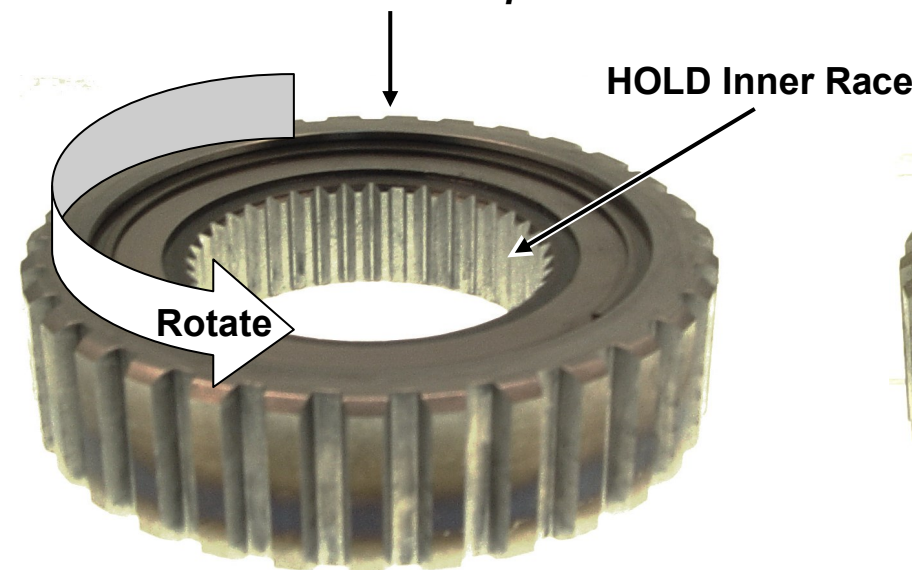
Compounder under drive Sprag

The inner Sprag race splines are offset indexed to the low drum, it will only fit one way. The **OUTER** race **step** faces **into** the low Drum. With sprag assembly installed in drum, hold the drum the outer **Race** must rotate Counter Clockwise.

Flat side of outer race faces up when installed in Low Drum

Step faces into low drum

62TE Rear planet reductor wheel has different tooth count than 604. They will not interchange.



62TE Data

Stator Tube Length

