

## AS68RC

### NO FORWARD IN RANGE D BUT MOVES IN MANUAL LOW

**COMPLAINT:** A common complaint with the AS68RC transmission is that it comes into the shop with no forward movement in the D range but does move in Manual Low.

**CAUSE:** The F1 sprag in the rear of the unit failed (Figure 1). When manual low is selected the B2 clutch is applied for engine breaking which overrides the uses of the sprag (Figure 2).

It appears that the sprag is inadequate to hold up against extreme use causing the elements to lay over rendering it inoperable.

**CORRECTION:** Replace the F1 sprag.

With the transmission in the vehicle, the rear sprag can be replaced by removing the extension housing or transfer case. The output shaft or intermediate shaft and parking gear can then be removed exposing the F1 sprag for service (Figure 1).

After installation of a new sprag, be sure that the inner race turns counter-clockwise and locks clockwise. Typically this type of sprag is installed and checked from the front of the transmission in which case the inner race would rotate clockwise and lock counter-clockwise.

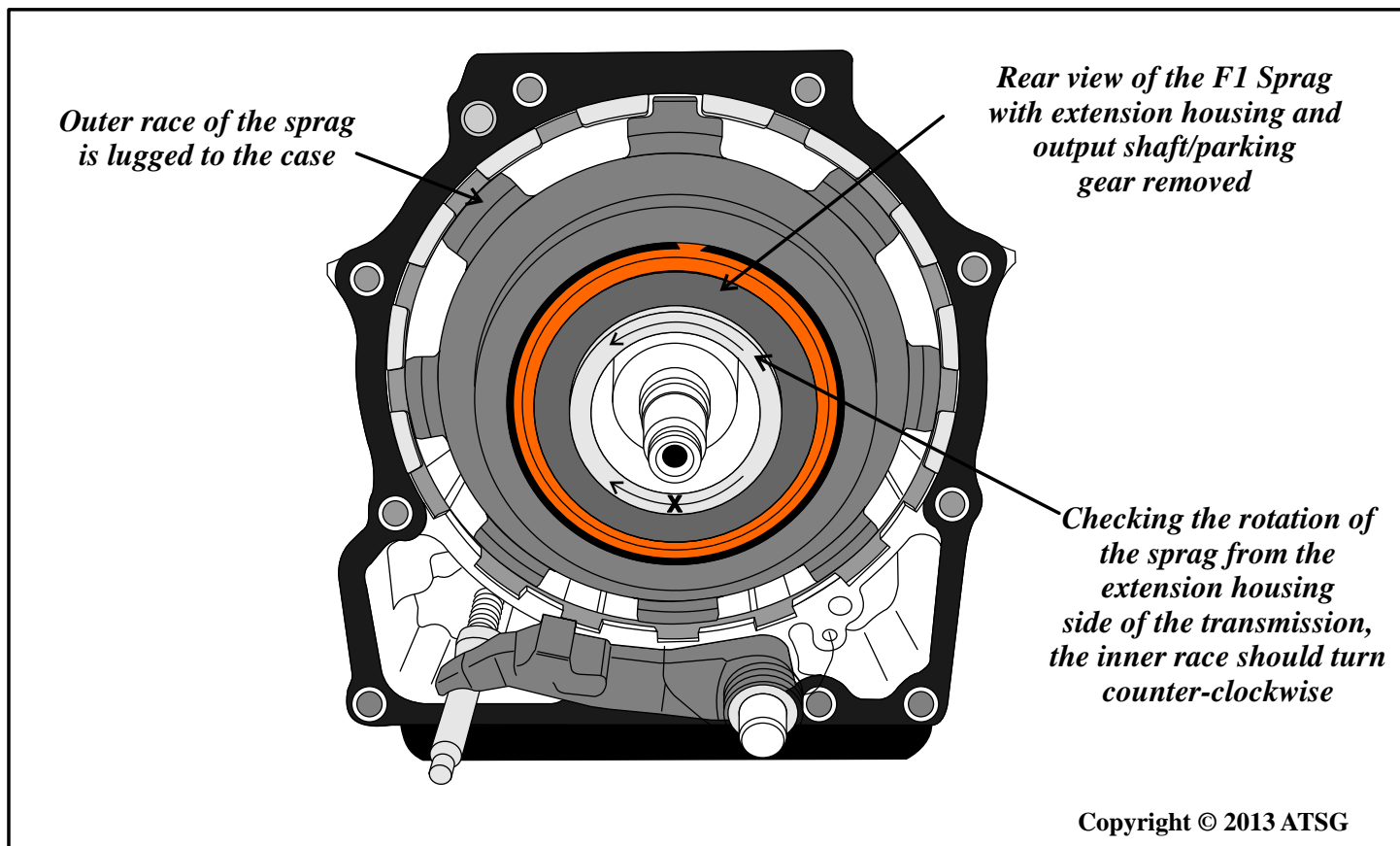
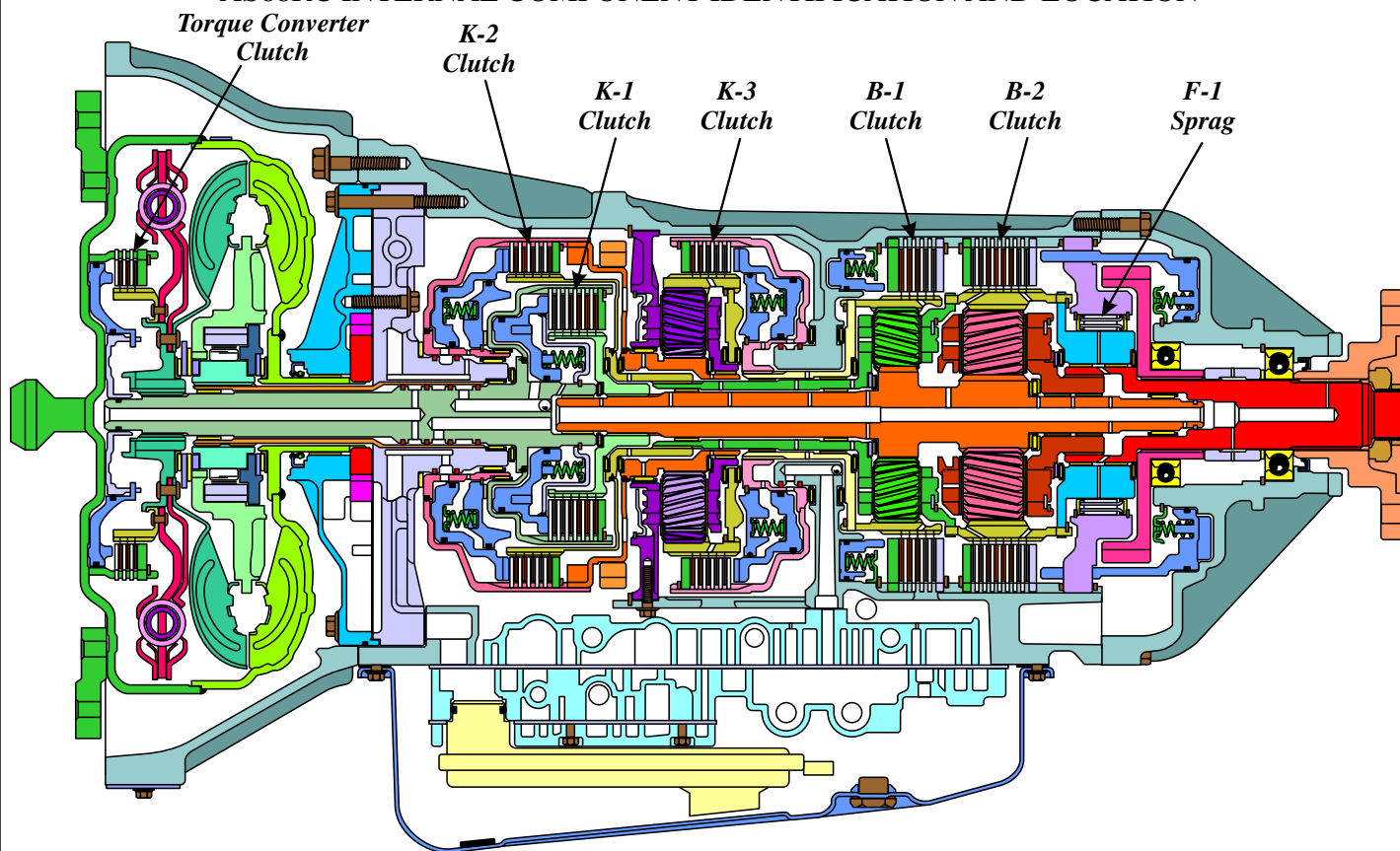


Figure 1

## AS68RC INTERNAL COMPONENT IDENTIFICATION AND LOCATION



### COMPONENT APPLICATION CHART

RANGE	K-1 Clutch	K-2 Clutch	K-3 Clutch	B-1 Clutch	B-2 Clutch		F-1 Sprag		Torq Conv Clutch	Gear Ratio
Park					On					
Reverse			On		On					3.54
Neutral					On					
"D"-1st	On				On**		Hold			3.74
"D"-2nd	On			On					Applied*	2.00
"D"-3rd	On		On						Applied*	1.34
"D"-4th	On	On							Applied*	1.00
"D"-5th		On	On						Applied*	0.77
"D"-6th		On		On					Applied*	0.63

\* TCC is available in 2nd thru 6th gear, based on throttle position, fluid temp and vehicle speed.

\*\* B-2 Clutch applied in Manual Low for engine breaking. In the D range 1st gear only the K1 clutch is applied and the F1 sprag is holding

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Figure 2