

DODGE 45/545/68RFE DELAY/SHUDDER DURING DRIVE ENGAGEMENT

COMPLAINT: After overhaul, vehicles equipped with the 45/545/68RFE transmissions may exhibit a complaint of a delay or shuddering engagement into Drive.

CAUSE: The cause may be, that during pump overhaul the retainer in-between the Converter Clutch Regulator valve and the Torque Converter Clutch accumulator valve, as shown in Figure 1, was mis- placed and not re-installed. When this happens the CC Reg. Valve can move to the left, as shown in the oil circuit diagram in Figure 3, and open up an exhaust path for Drive oil. See Figure 4 for a view of the CC Reg. Valve in the proper position with the retainer in place for a comparison. **Note:** the position of this valve can also cause a severe leak in the Underdrive Clutch causing a slip on take-off.

CORRECTION: Refer to Figures 1 and 2 for the location of the Converter Clutch Regulator Valve and TCC Accumulator Valve and install the retainer in the correct location.

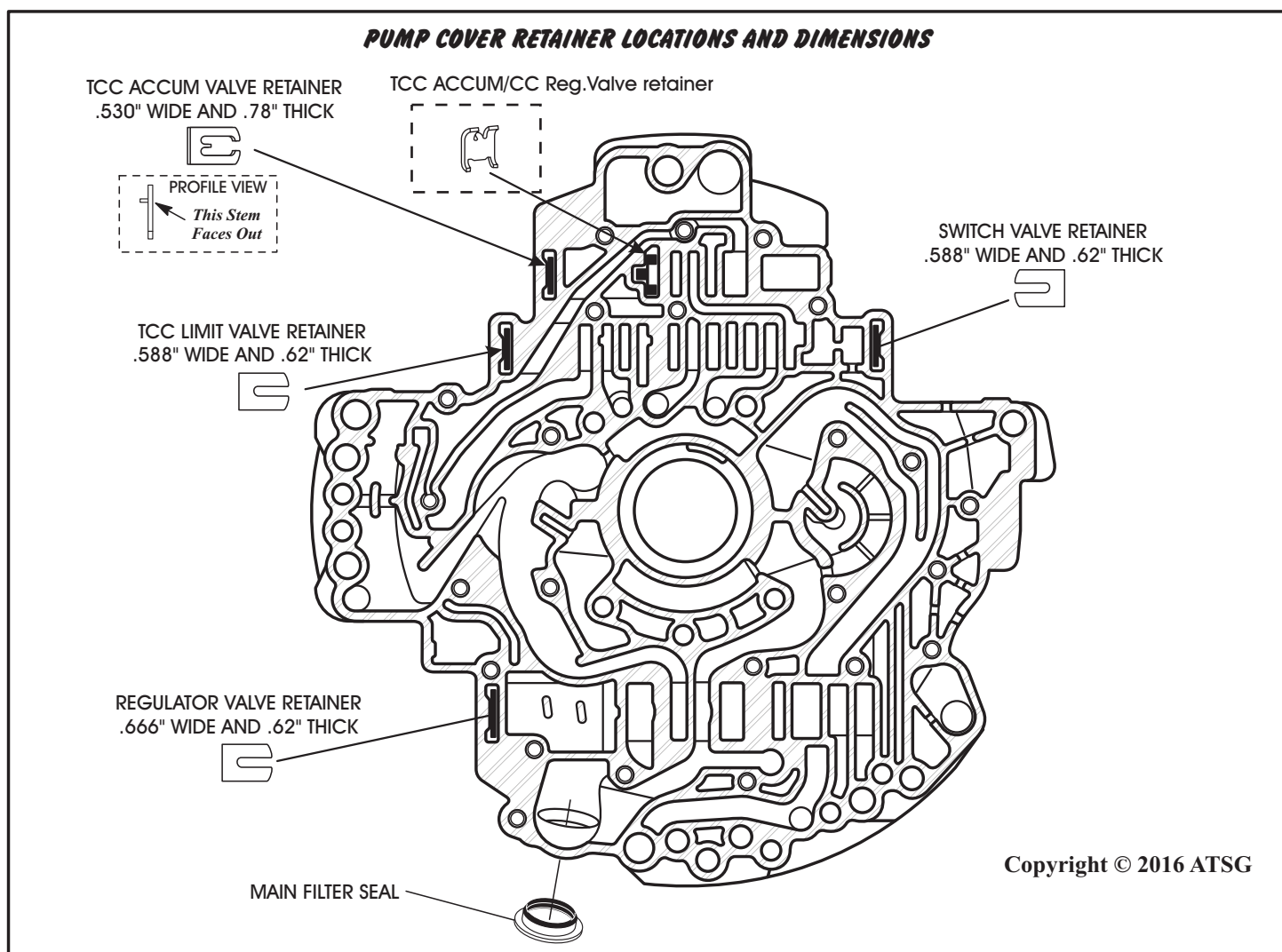
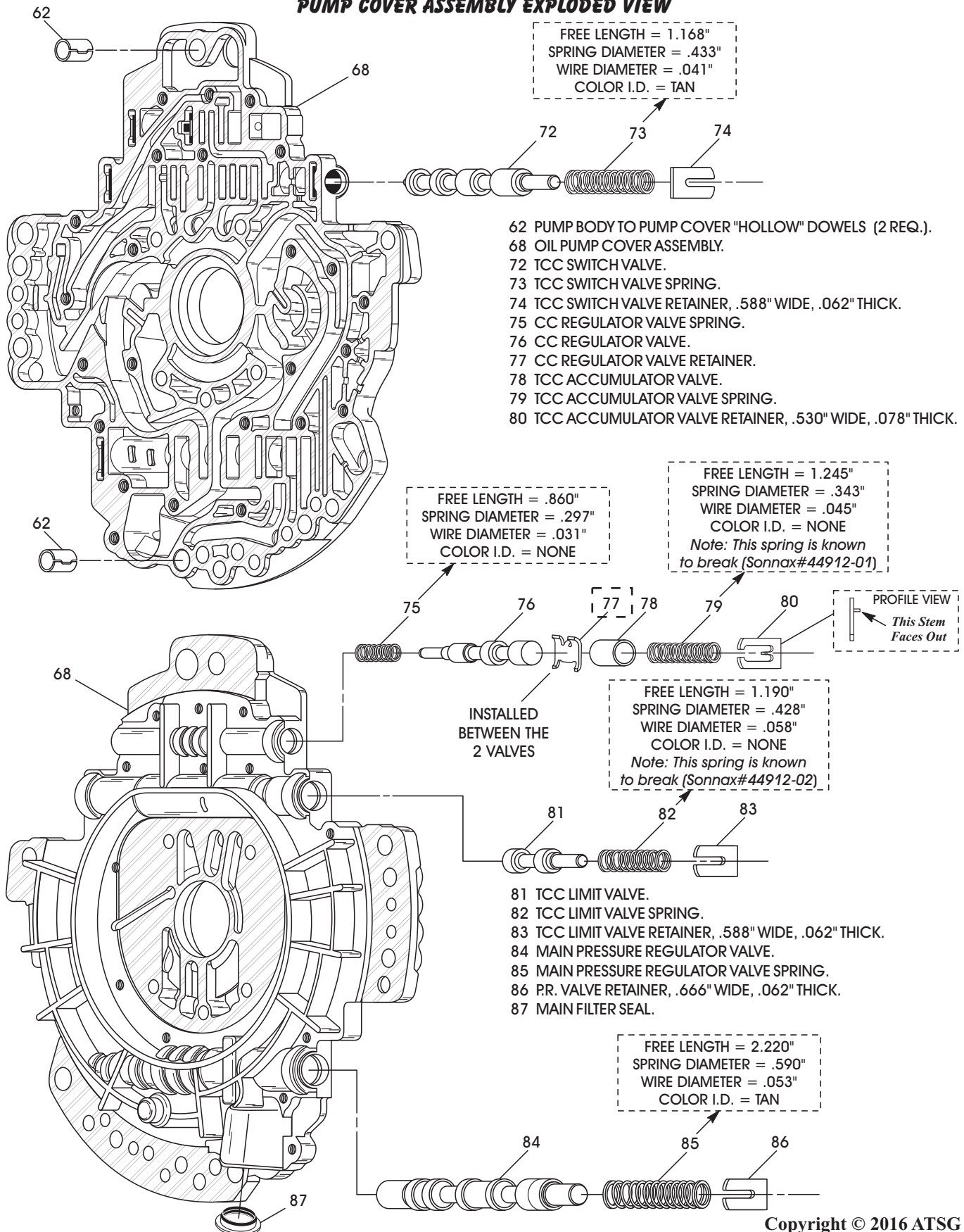


Figure 1

PUMP COVER ASSEMBLY EXPLODED VIEW



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Figure 2

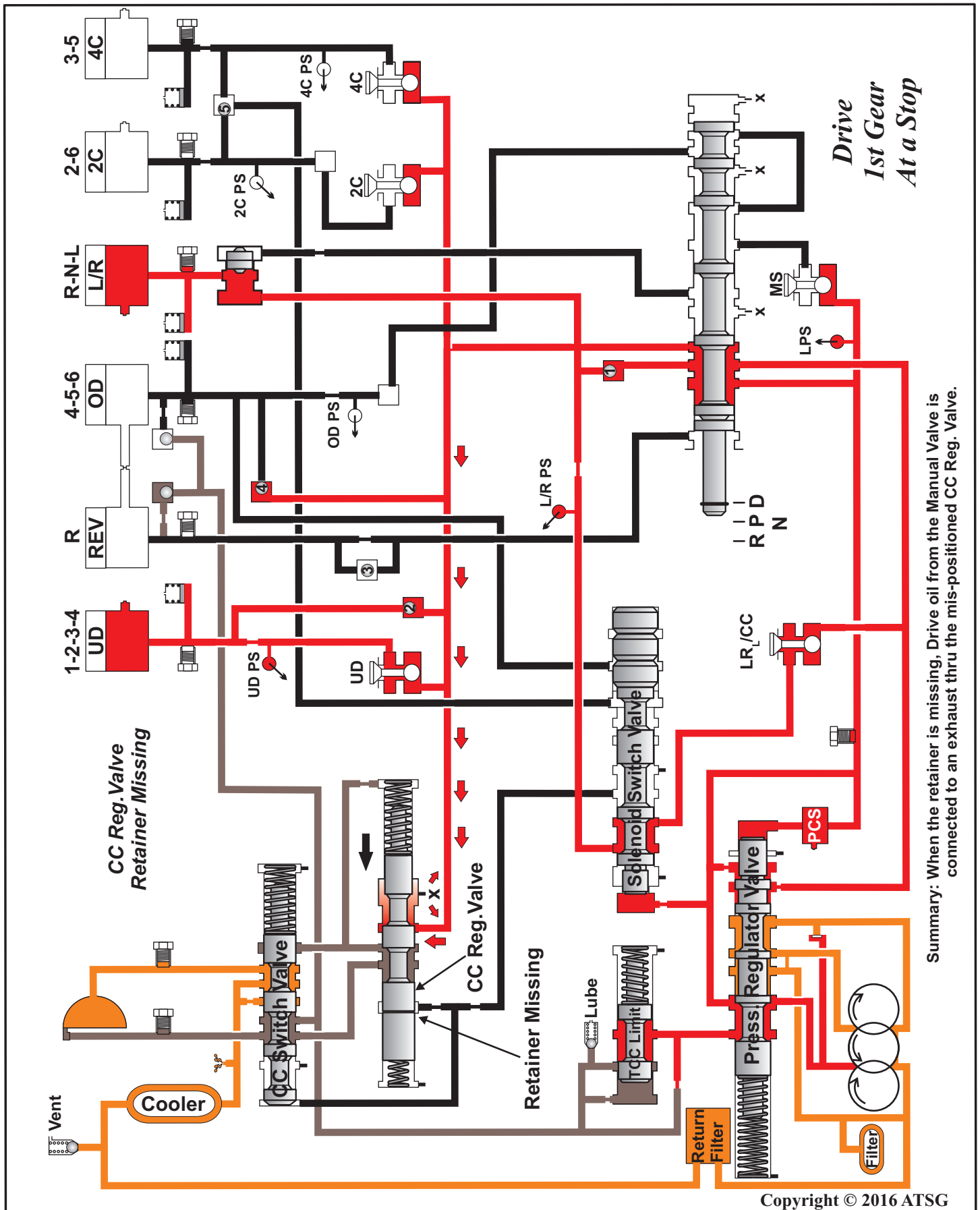


Figure 3

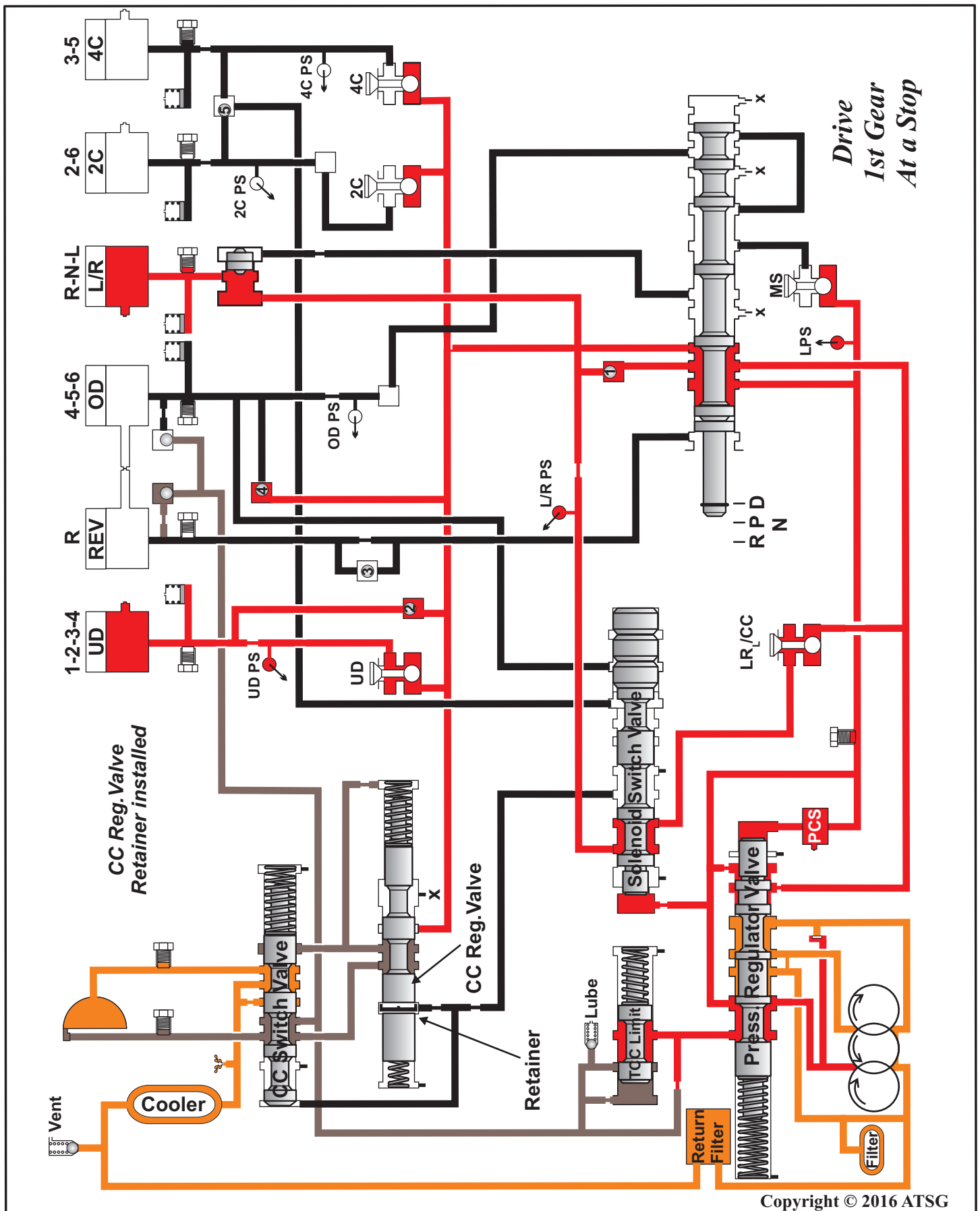


Figure 4