



# Technical Service Information

## CHRYSLER 62TE SEVERE 2-3 BIND

### COMPLAINT:

- (1) After overhaul a Chrysler/Dodge vehicle with a 62TE has a severe bind-up on the 2-3 shift.
- (2) After overhaul a harsh engagement into drive as well as a harsh 6-5 downshift may be present.

### CAUSE:

Incorrect check ball placement is the cause of the above complaints.

- (1) The rebuild technician mistakenly placed the Low/Reverse Clutch checkball in the Underdrive Clutch location, Figure 3. Since the Low/Reverse Clutch is applied in first and second gear, and must release for a shift into third gear as seen in the clutch application chart in Figure 4, the missing Low/Reverse Clutch checkball caused the Low/Reverse Clutch to remain ON resulting in a severe bind-up on the 2-3 shift as shown in the hydraulic schematics in Figures 5, 6 and 7.
- (2) Certain models require a checkball in the Underdrive Clutch location (approximately 2010 and Later) and certain models do not. Models that have a hole in the separator plate over the Underdrive Clutch checkball pocket will require a checkball. Models with no hole in that location will not require a checkball, Figure 1. Refer to Figure 2 for correct checkball locations. The separator plate without the hole can be used in earlier models and the checkball can be omitted. The separator plate with the hole CANNOT be used in the later models without the checkball, this will result in a harsh application of the Underdrive Clutch.

### CORRECTION:

- (1) Make certain that the Low/Reverse Clutch checkball is always in its proper location.
- (2) Check the separator plate to see if the Underdrive Clutch checkball is or is not required.

## CHRYSLER 62TE SEVERE 2-3 BIND

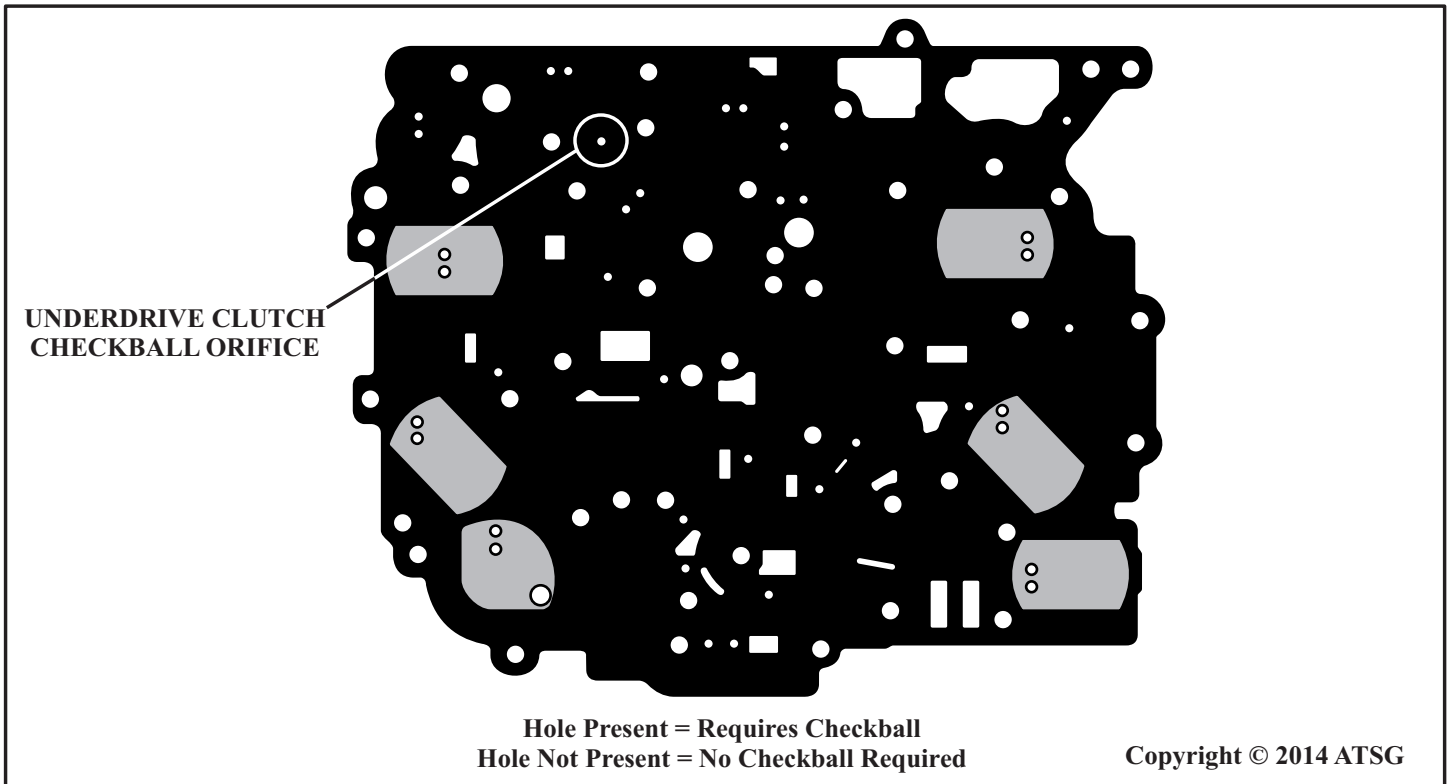


Figure 1

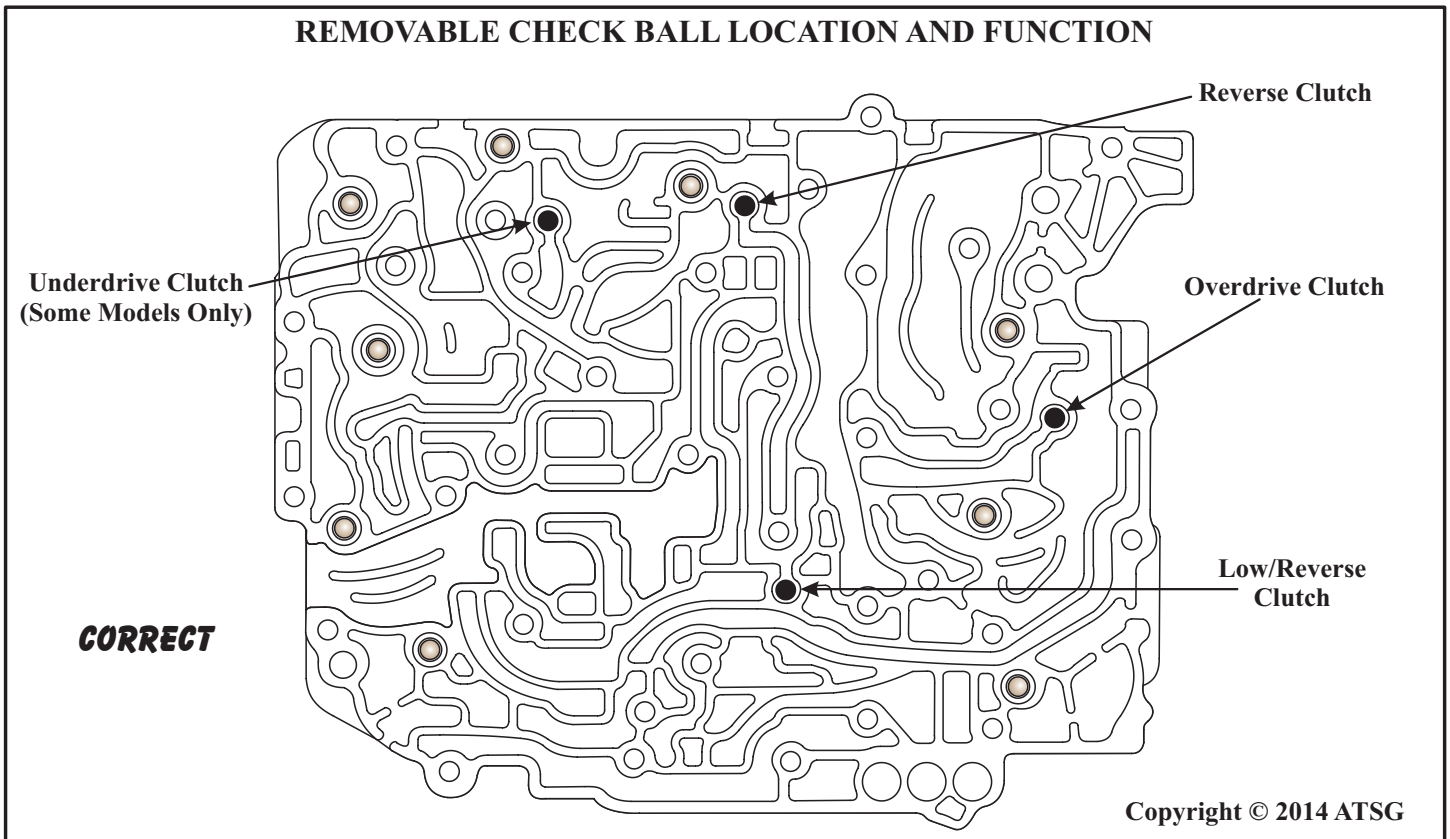


Figure 2

## CHRYSLER 62TE SEVERE 2-3 BIND

### REMOVABLE CHECK BALL LOCATION AND FUNCTION

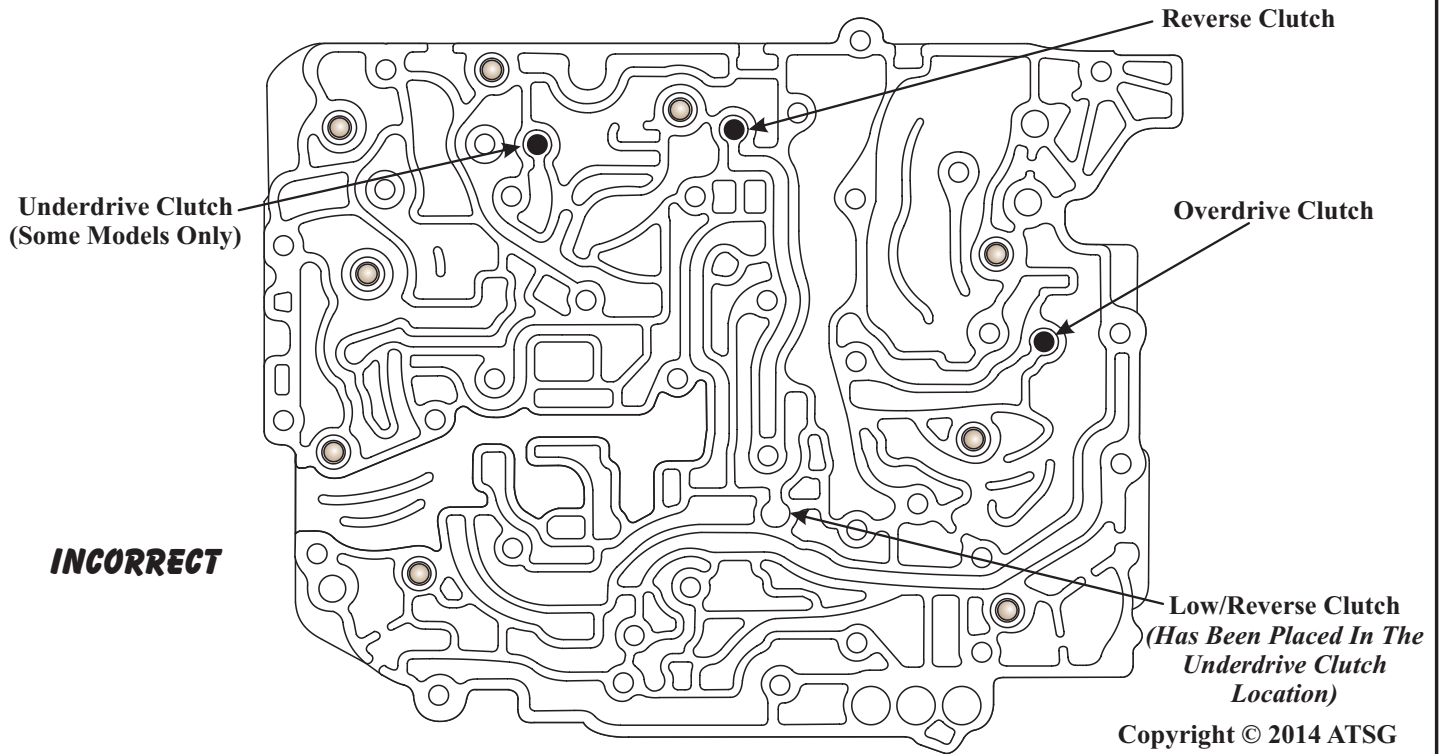


Figure 3

### COMPONENT APPLICATION CHART

Gear	Underdrive Clutch	2-4 Clutch	Overdrive Clutch	Reverse Clutch	Low-Rev Clutch	Low Clutch	Direct Clutch	Over-run Sprag	Ratio
Reverse				ON	ON	ON			3.215
1st Gear	ON				ON	ON**		Hold	4.127
2nd Gear	ON				ON		ON		2.842
3rd Gear	ON	[ON]				ON*		Hold	2.284
4th Prime	ON	ON					ON		1.573
4th Gear	ON		ON			ON*		Hold	1.452
5th Gear	ON		ON				ON		1.000
6th Gear		ON	ON				ON		0.689

Note: 3rd Gear is used for "Limp-in Mode".

Note: 4th Prime is used on a 6-4 downshift only to avoid "Double Swap" shift.

Note: \* = Effective on coast only for engine braking.

Note: \*\* = In OD 1st gear, ON at launch, Off at 150 RPM output speed. Always ON in Manual Low.

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Figure 4

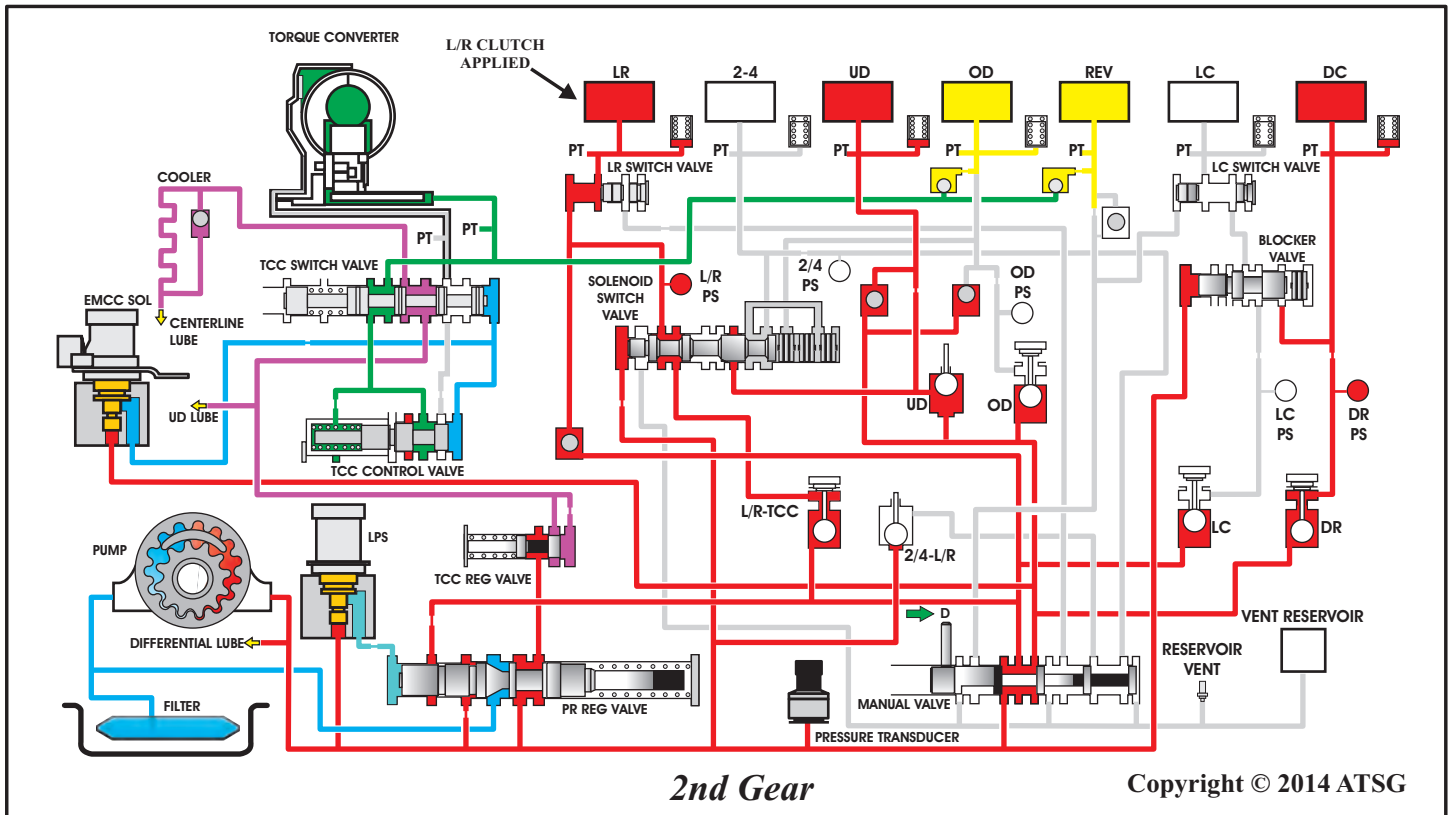


Figure 5

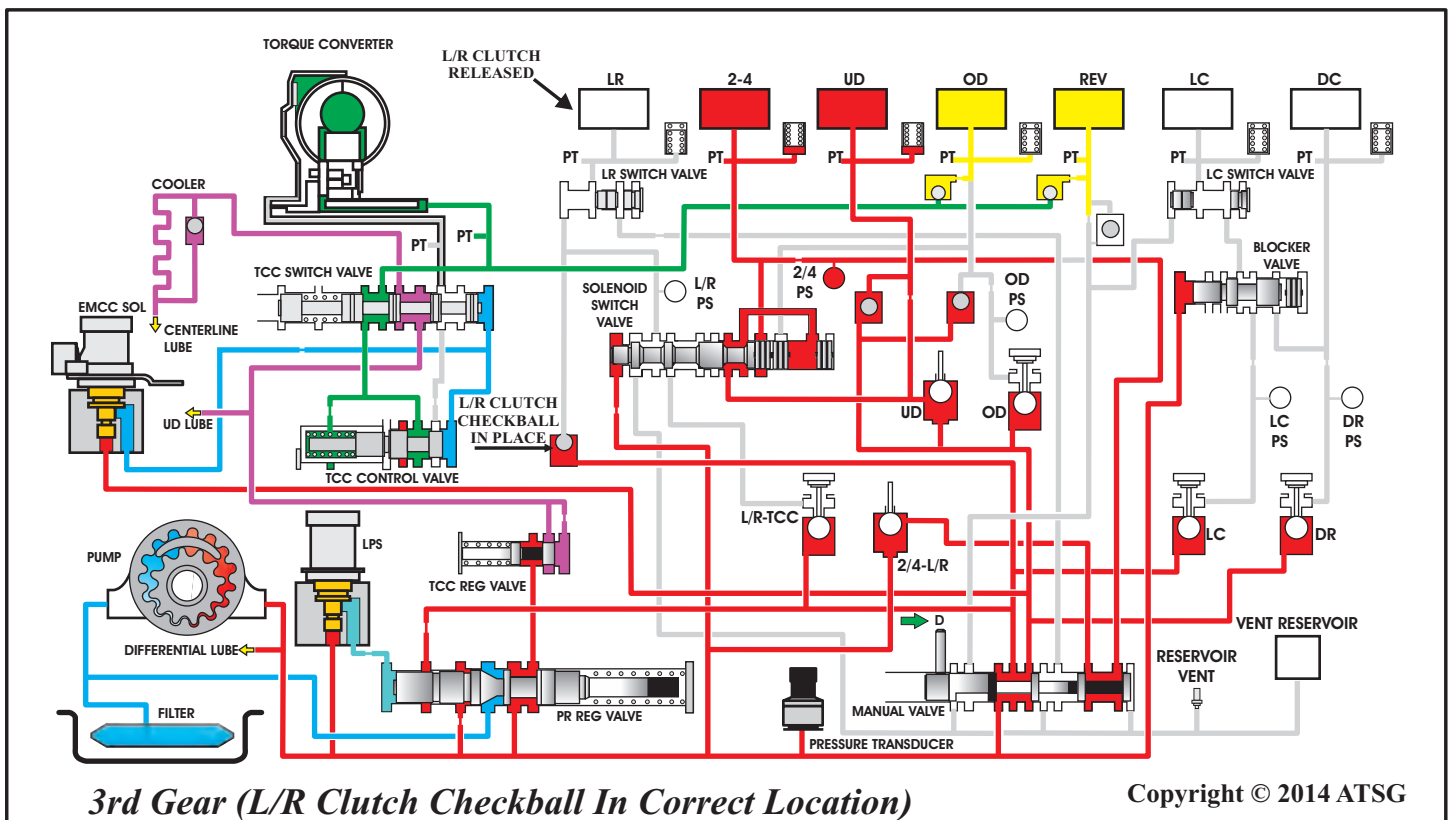


Figure 6

## CHRYSLER 62TE SEVERE 2-3 BIND

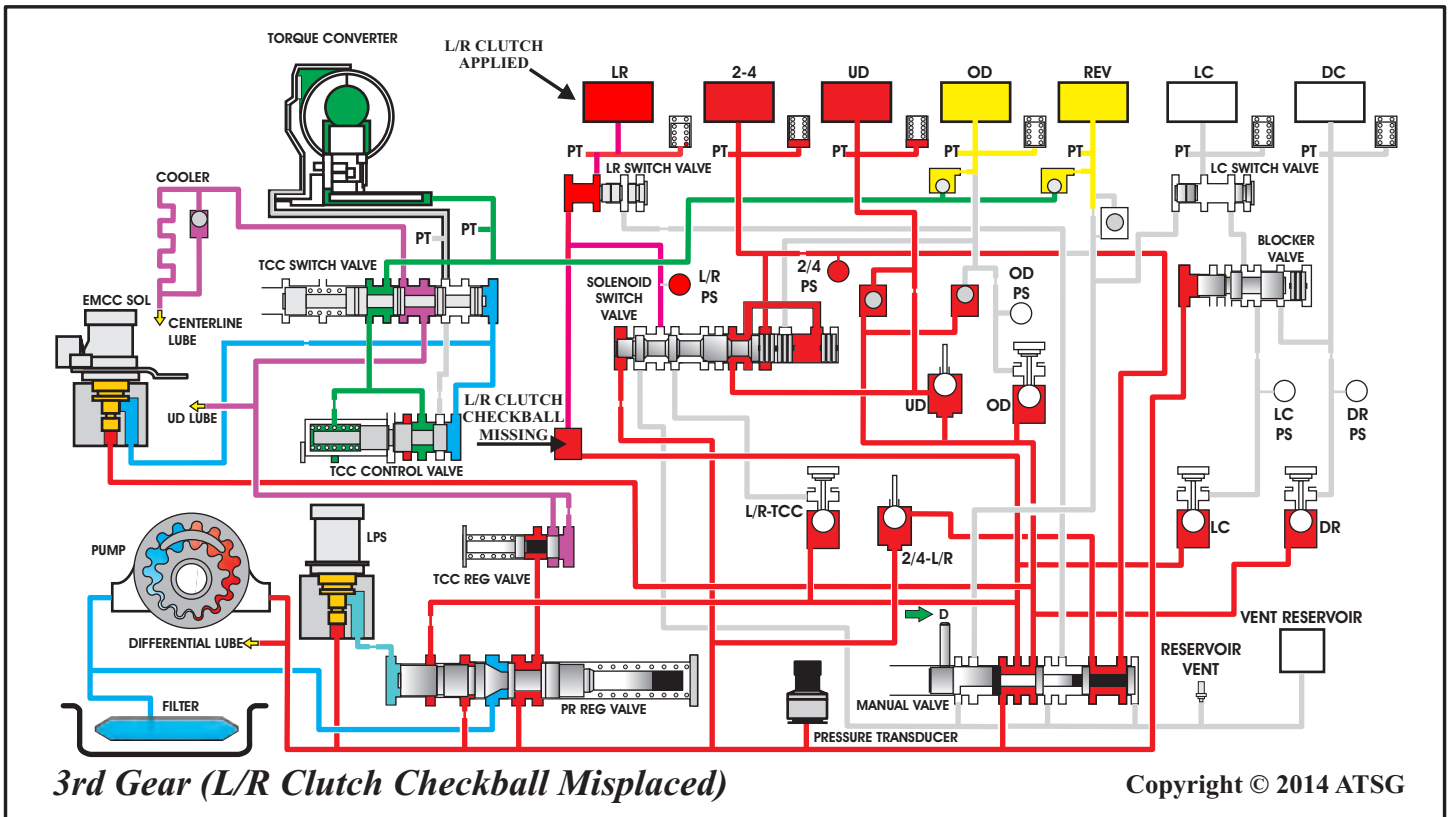


Figure 7