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ATSG 62TE

ATSG Chrysler 62TE Transmission Repair Manual

Comprehensive Technical Guide for the 62TE Transaxle

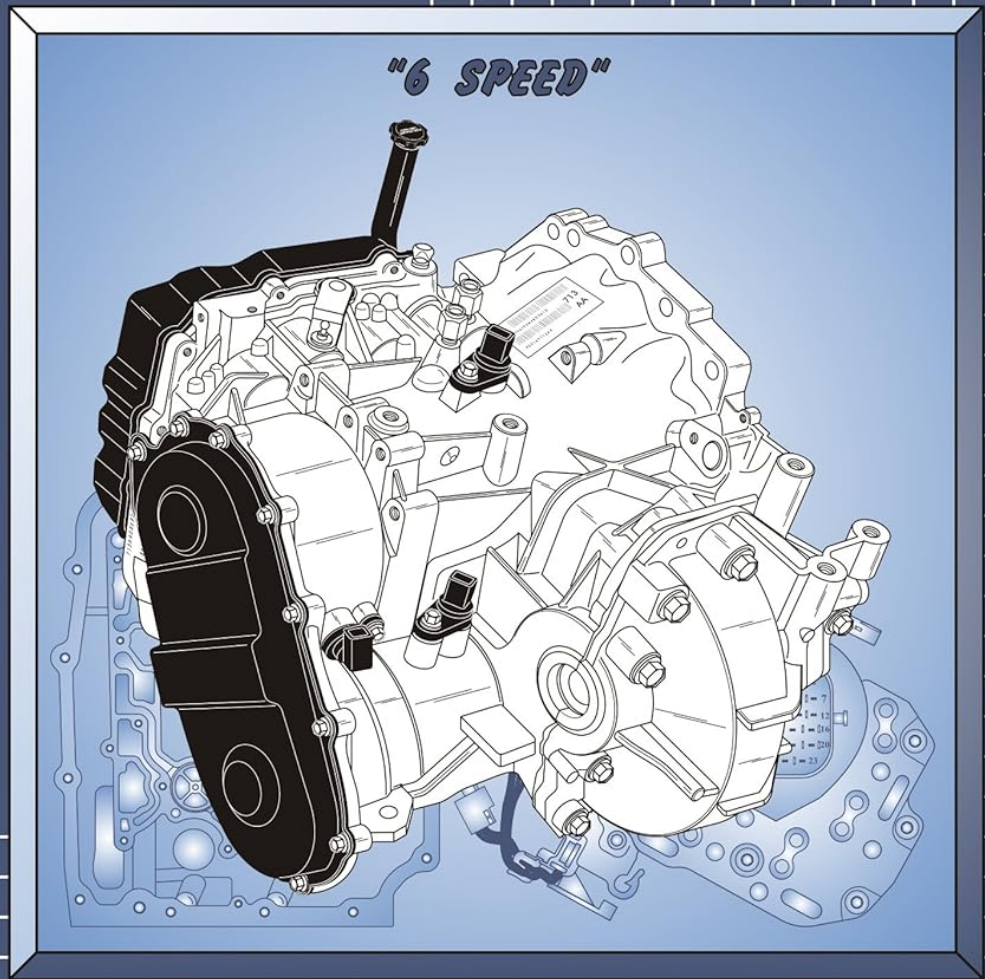
1. INTRODUCTION TO THE CHRYSLER 62TE TRANSAXLE

This manual provides detailed information for the diagnosis, repair, and overhaul of the Chrysler 62TE transaxle. The 62TE is a technologically advanced 6-speed automatic transaxle designed for various Chrysler Group vehicles.



**CHRYSLER
PASSENGER CARS
TECHTRAN™ MANUAL**

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AUTOMATIC TRANSMISSION SERVICE GROUP

Figure 1.1: Cover of the ATSG Chrysler 62TE Transmission Repair Manual, illustrating the 62TE transaxle. This manual serves as a comprehensive guide for technicians and enthusiasts.

2. TRANSAXLE OVERVIEW AND APPLICATIONS

The 62TE transaxle, developed by the Chrysler Group, is specifically engineered for use with various V6 engines. Key applications include:

- **3.5L V6 Engine:** Found in Avenger, Sebring, and Sebring Convertibles (JS Body).
- **4.0L V6 Engine:** Utilized in Pacifica (CS Body).
- **3.3L, 3.8L, 4.0L Engines:** Integrated into Caravan and Grand Caravan vehicles.

This transaxle features 6 forward speeds, along with a unique 7th forward gear known as the "4th prime."

3. TECHNICAL FEATURES AND OPERATION

3.1. The "4th Prime" Gear

The "4th prime" is a distinct gear ratio (1.573:1) positioned between third gear (2.284:1) and fourth gear (1.452:1). Its primary functions are:

- To facilitate a smoother highway speed kickdown from sixth gear.
- To provide an optimized ratio for climbing grades under specific driving conditions.

Refer to the Component Application Chart within the manual for detailed information on gear ratios and applications.

3.2. "Double-Swap" Shifts

A significant innovation in the 62TE transaxle is the introduction of "double-swap" shifts, particularly on the 2-3, 3-2, and 4-2 shifts. This mechanism involves:

- Simultaneous disengagement of two components.
- Simultaneous engagement of two different components.

This clutch-to-clutch synchronization occurs rapidly, typically within 40-70 milliseconds, resulting in exceptionally smooth gear transitions.

3.3. 6-4 Downshift and Freewheel Device

To prevent a "double-swap" shift during a 6-4 downshift, the transaxle engages "4th Prime" instead of direct 4th gear. This process simplifies the shift by requiring only the Overdrive (OD) clutch to disengage and the Underdrive (UD) clutch to engage simultaneously.

A freewheel device, or sprag, is incorporated to further enhance shift smoothness. It assists in nonsynchronous application and release properties, particularly in first, third, and fourth gears, contributing to smoother 1-2, 2-1, 4-5, and 5-4 shifts.

4. TECHNICAL SPECIFICATIONS

Chrysler 62TE Transaxle General Specifications

Specification	Detail
Publisher	ATSG (Automatic Transmission Service Group)
Transaxle Type	6-Speed Automatic Transaxle
"4th Prime" Ratio	1.573:1
Third Gear Ratio	2.284:1
Fourth Gear Ratio	1.452:1
Double-Swap Shift Time	40-70 milliseconds

Note: For complete and detailed specifications, including fluid types, torque values, and component clearances, refer to the full ATSG 62TE Transmission Repair Manual.

5. SUPPORT AND ADDITIONAL RESOURCES

For further assistance, technical inquiries, or to explore other ATSG publications, please refer to the official ATSG resources.

- **Official ATSG Website:** Consult the Automatic Transmission Service Group's official website for updates, additional manuals, and technical bulletins.
- **Professional Training:** ATSG offers training seminars and workshops for automotive technicians specializing in transmission repair.

This manual is designed to be a primary resource for qualified technicians performing service on the 62TE transaxle.