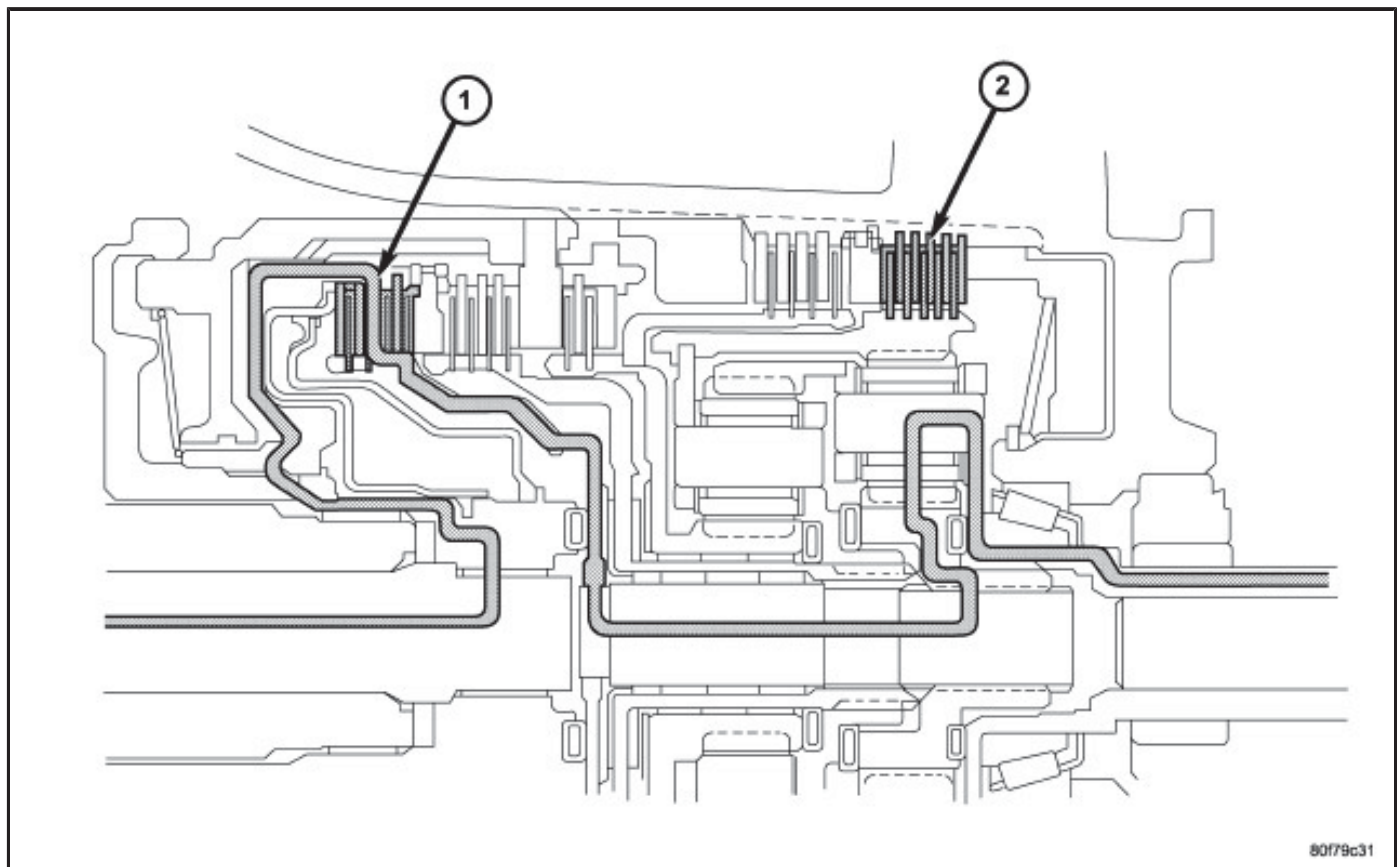


OPERATION

The 42RLE transmission ratios are:

GEAR	RATIO
First	2.84 : 1
Second	1.57 : 1
Third	1.00 : 1
Overdrive	0.69 : 1
Reverse	2.21 : 1

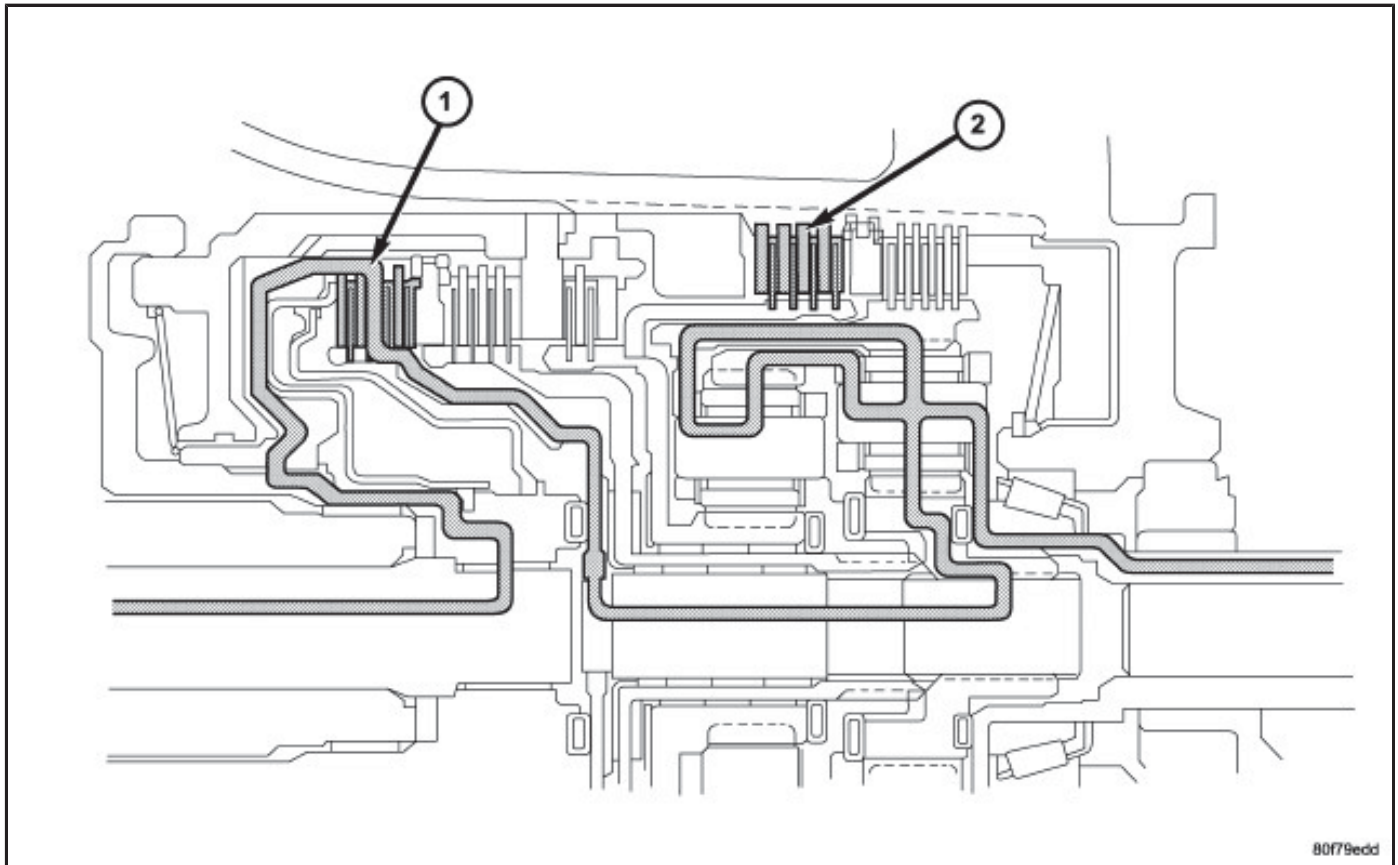
FIRST GEAR POWERFLOW



In first gear range, torque input is through the underdrive clutch (1) to the underdrive hub assembly. The underdrive hub is splined to the rear sun gear. When the underdrive clutch is applied, it rotates the underdrive hub and rear sun gear. The L/R clutch (2) is applied to hold the front carrier/rear annulus assembly. The rear sun gear drives the rear planetary pinion gears. The rear planetary pinion gears are forced to walk around the inside of the stationary rear annulus gear. The pinions are pinned to the rear carrier and cause the rear carrier assembly to rotate as they walk around the annulus gear.

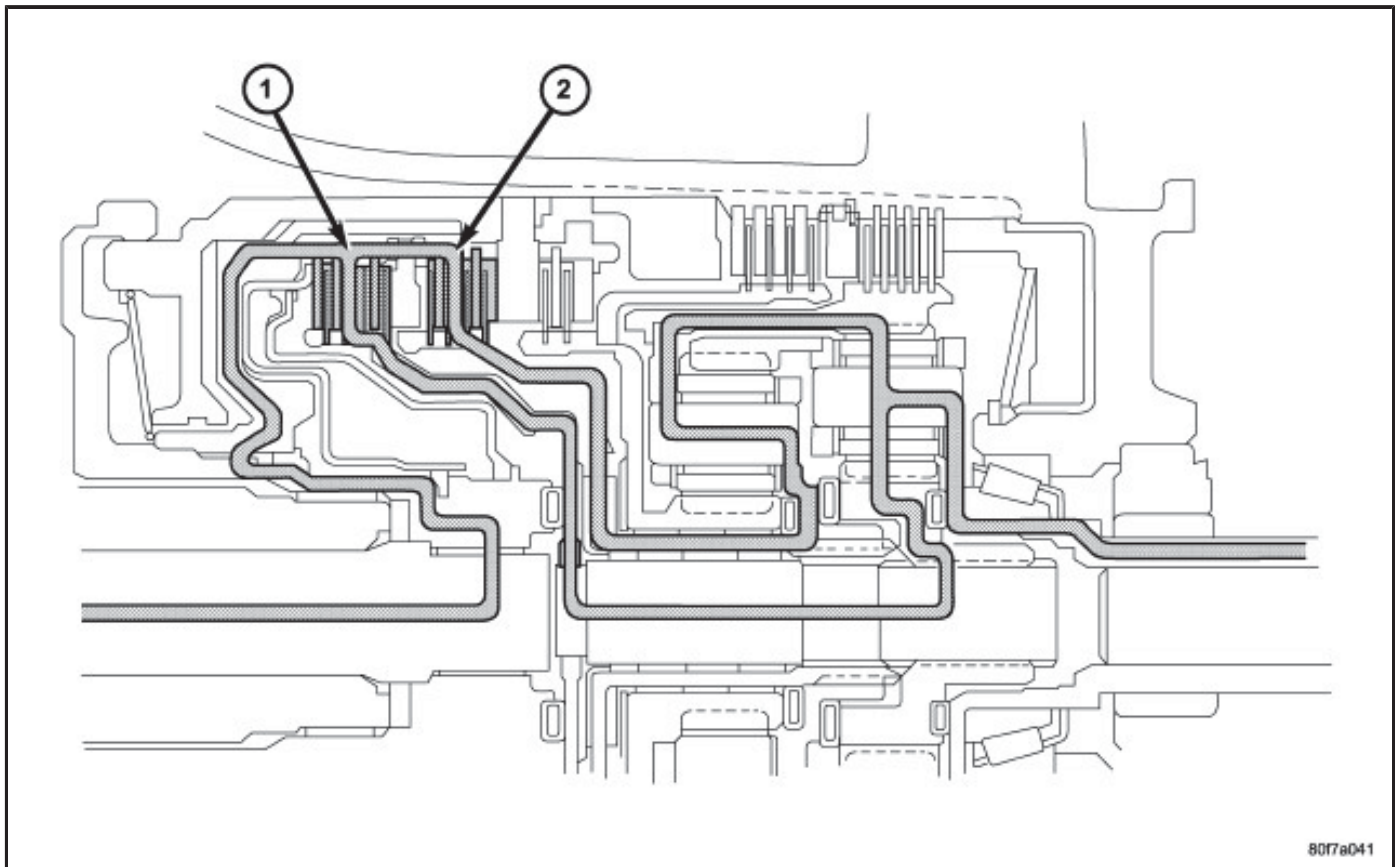
This provides the torque output for first gear. The other planetary gearset components are freewheeling. The first gear ratio is 2.84:1.

SECOND GEAR POWERFLOW



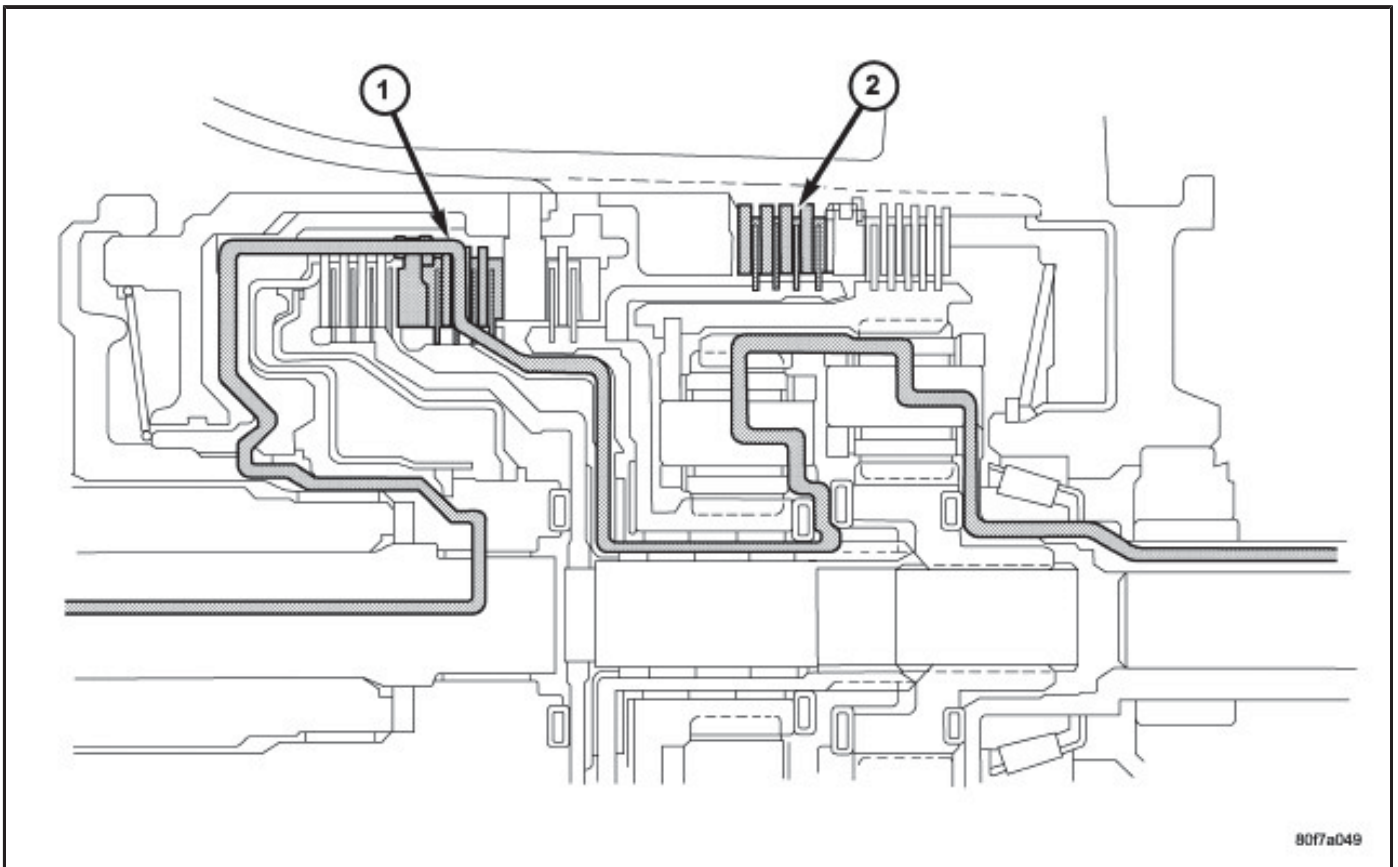
Second gear is achieved by having both planetary gear sets contribute to torque multiplication. As in first gear, torque input is through the underdrive clutch (1) to the rear sun gear. The 2/4 clutch (2) is applied to hold the front sun gear stationary. The rotating rear sun gear turns the rear planetary pinions. The rear pinions rotate the rear annulus/front carrier assembly. The pinions of the front carrier walk around the stationary front sun gear. This transmits torque to the front annulus/rear carrier assembly, which provides output torque and a gear ratio of 1.57:1.

THIRD GEAR POWERFLOW



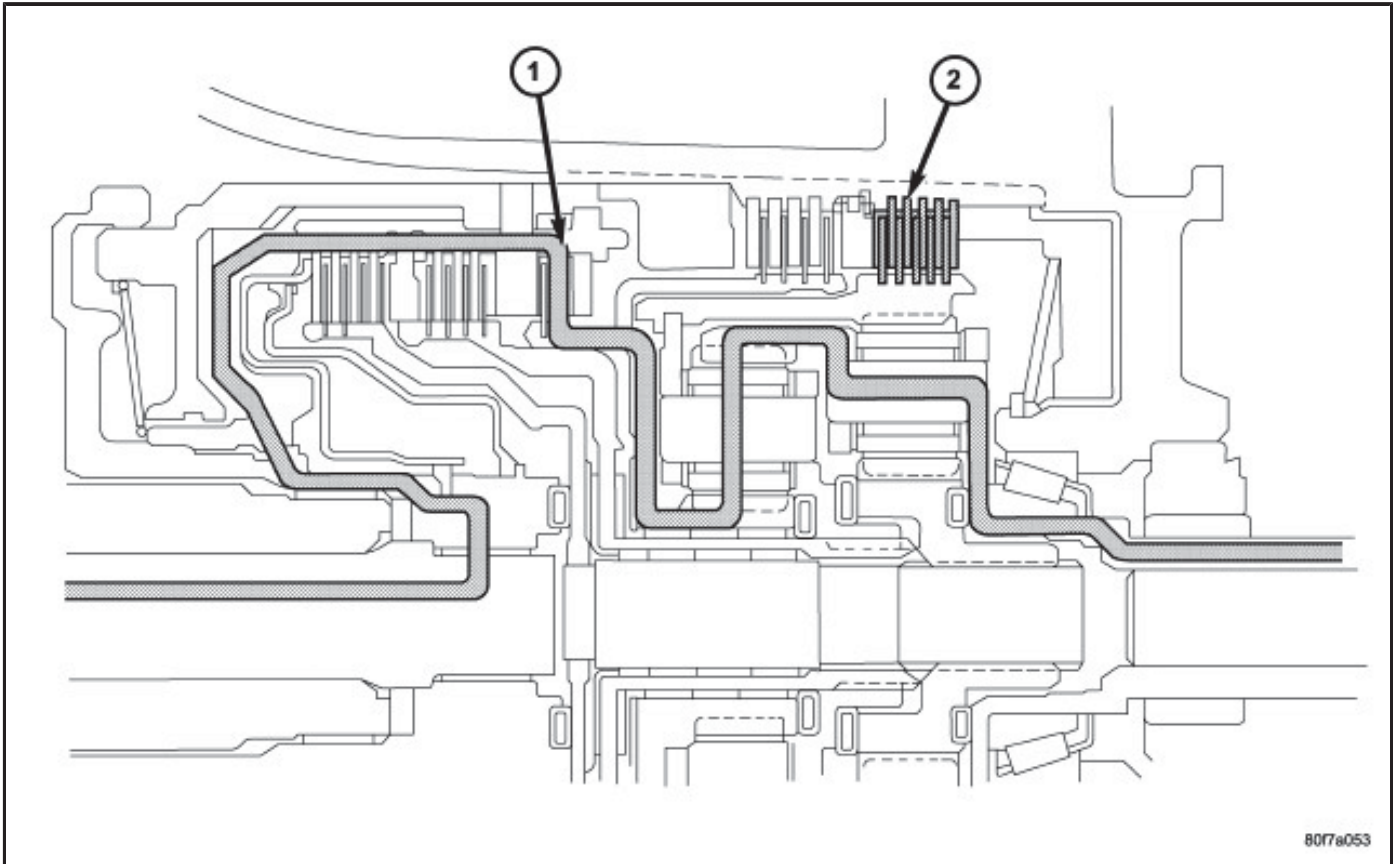
In third gear, two input clutches are applied to provide torque input: the underdrive clutch (1) and overdrive clutch (2). The underdrive clutch rotates the rear sun gear, while the overdrive clutch rotates the front carrier/rear annulus assembly. The result is two components (rear sun gear and rear annulus gear) rotating at the same speed and in the same direction. This effectively locks the entire planetary gearset together and is rotated as one unit. The gear ratio in third is 1:1.

FOURTH GEAR POWERFLOW



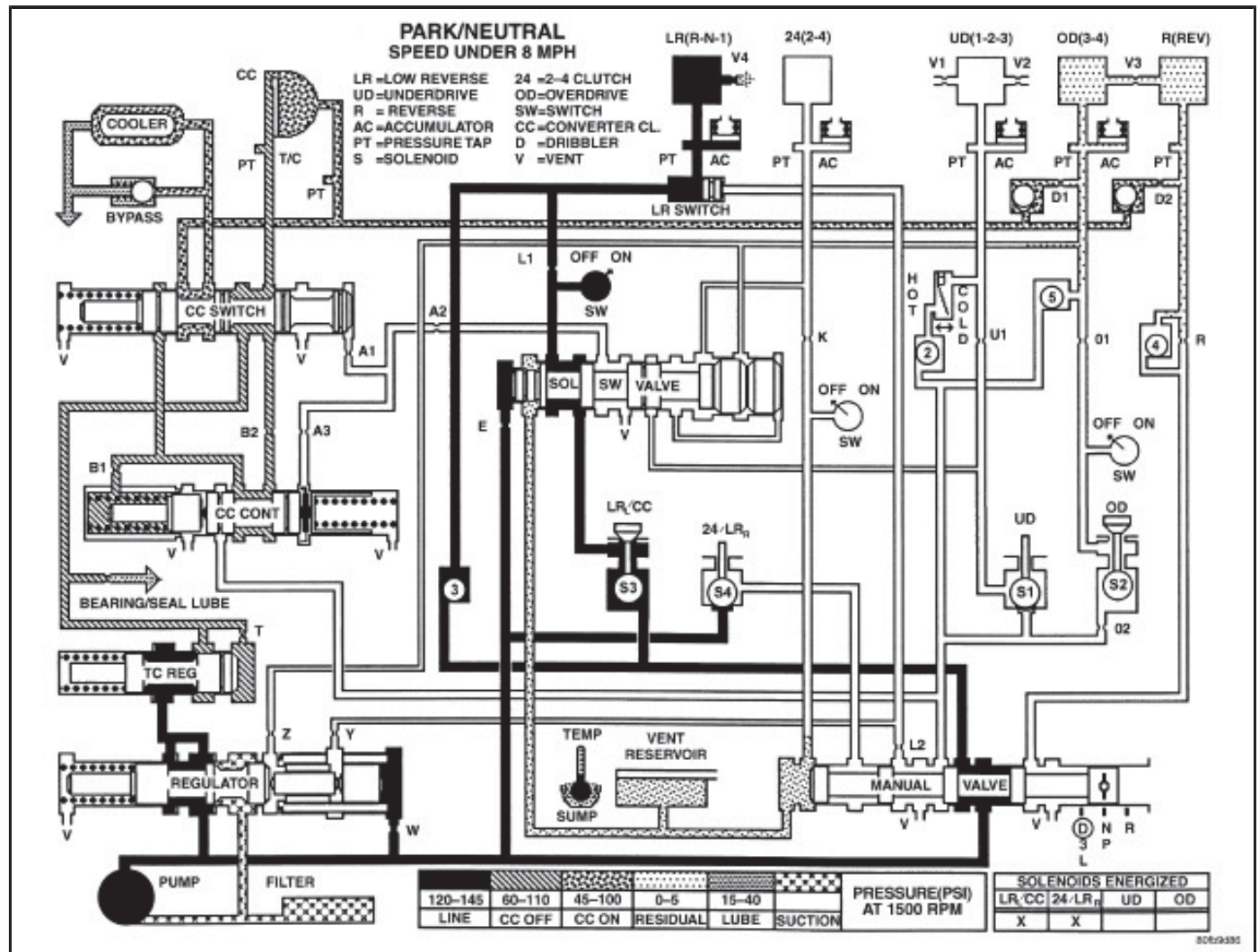
In fourth gear input torque is through the overdrive clutch (1) which drives the front carrier. The 2/4 clutch (2) is applied to hold the front sun gear. As the overdrive clutch rotates the front carrier, it causes the pinions of the front carrier to walk around the stationary front sun gear. This causes the front carrier pinions to turn the front annulus/rear carrier assembly which provides output torque. In fourth gear, transmission output speed is more than engine input speed. This situation is called overdrive and the gear ratio is 0.69:1.

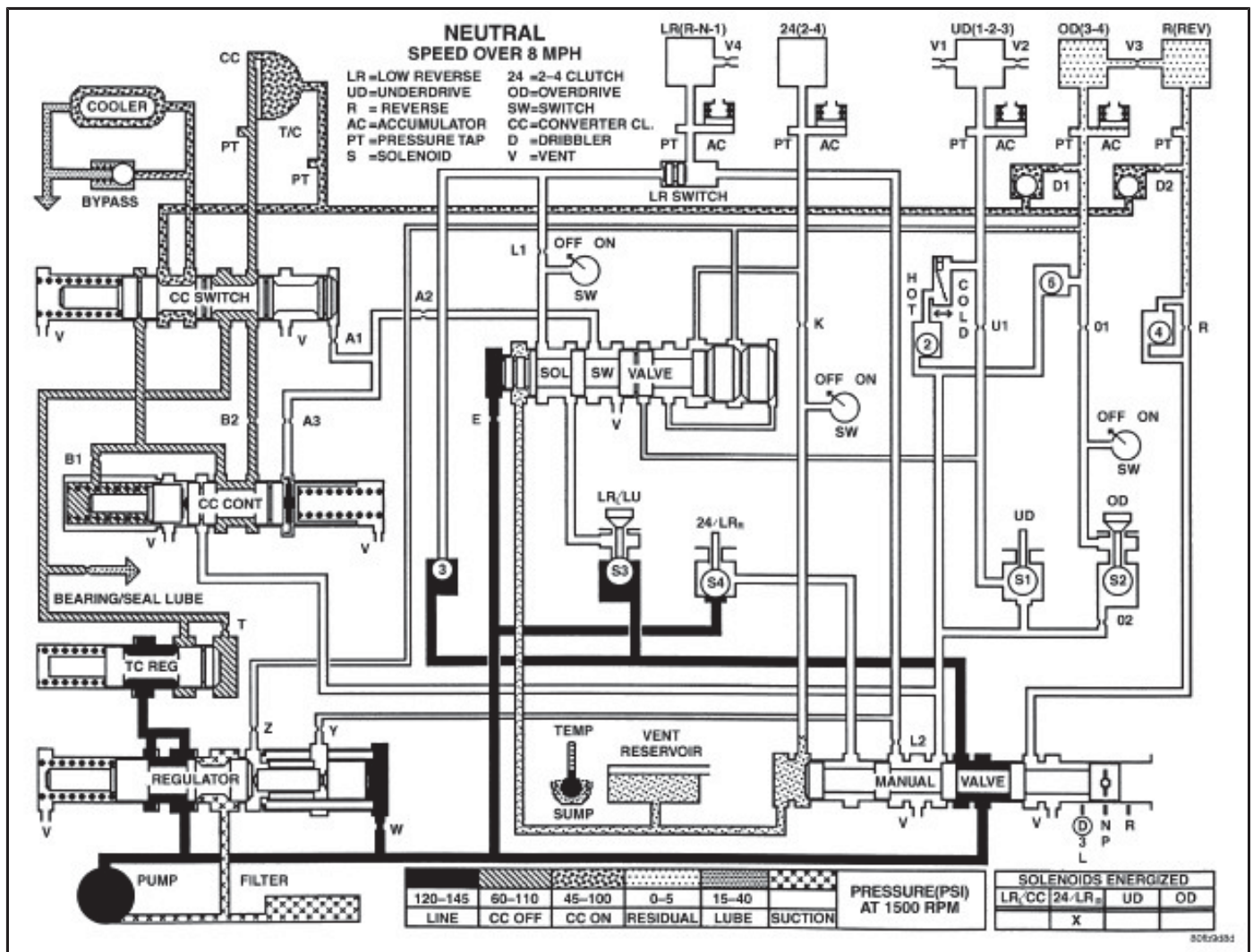
REVERSE GEAR POWERFLOW

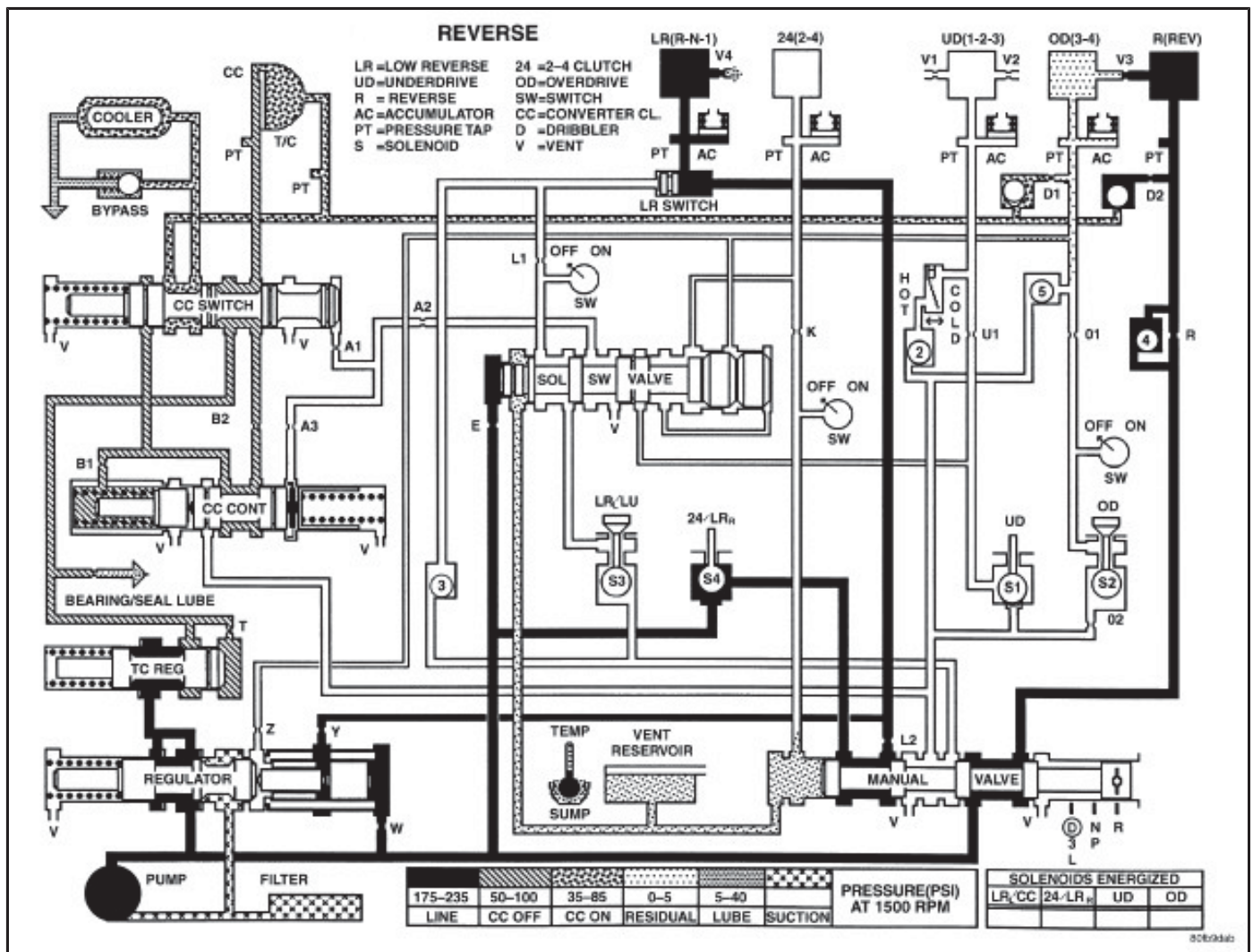


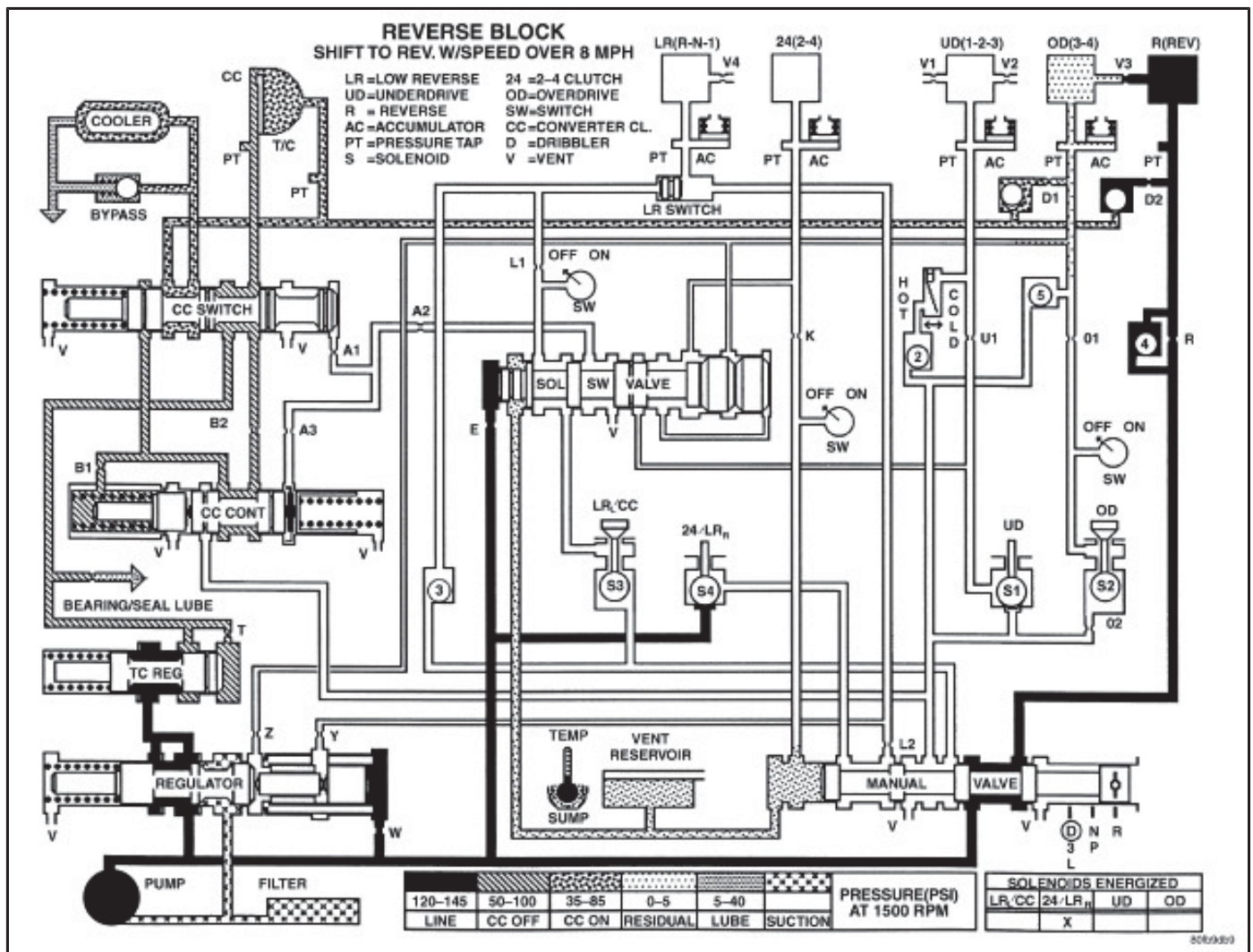
In reverse, input power is through the reverse clutch (1). When applied, the reverse clutch drives the front sun gear through the overdrive hub and shaft. The L/R clutch (2) is applied to hold the front carrier/rear annulus assembly stationary. The front carrier is being held by the L/R clutch so the pinions are forced to rotate the front annulus/rear carrier assembly in the reverse direction. Output torque is provided, in reverse, with a gear ratio of 2.21:1.

SCHEMATICS AND DIAGRAMS

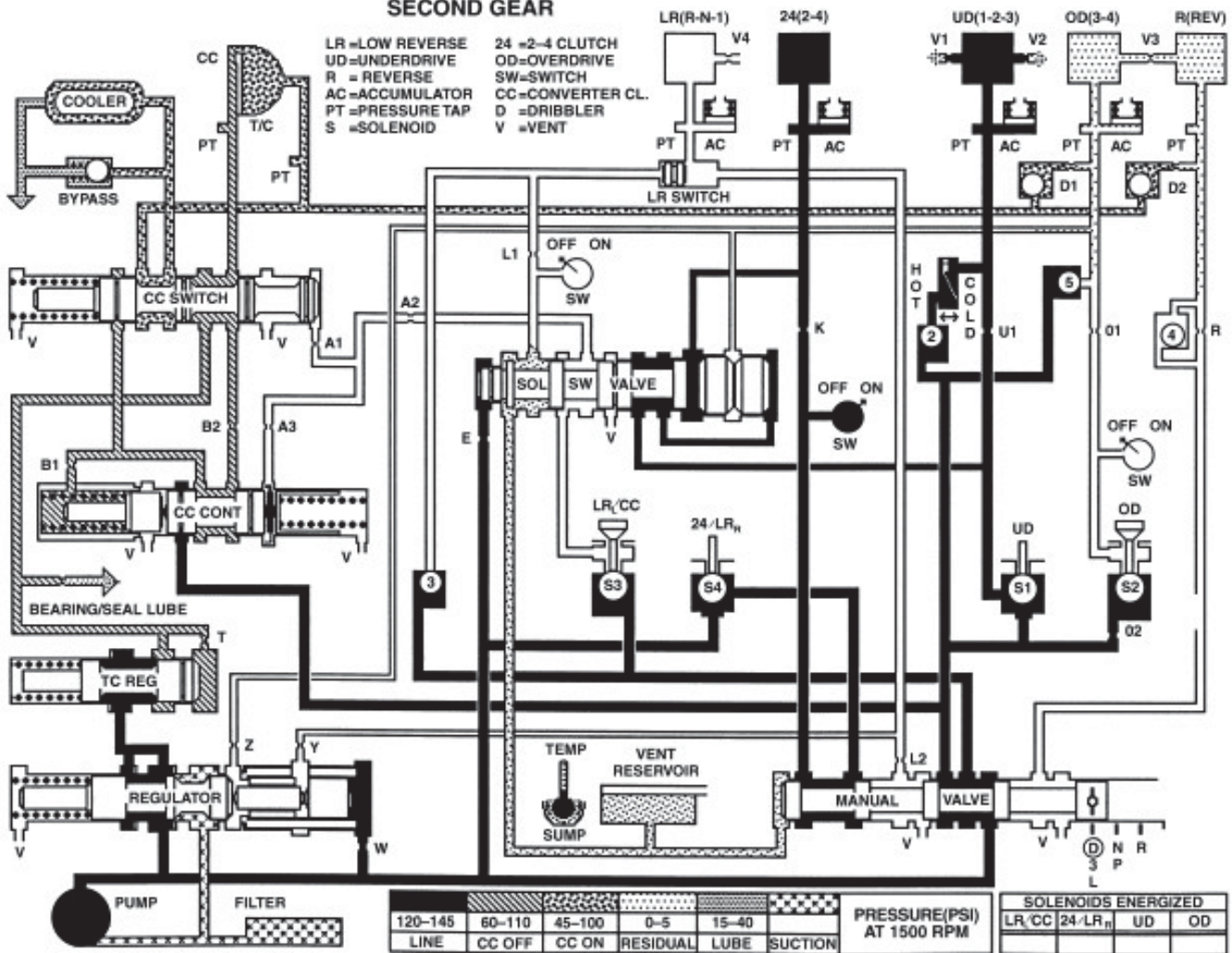






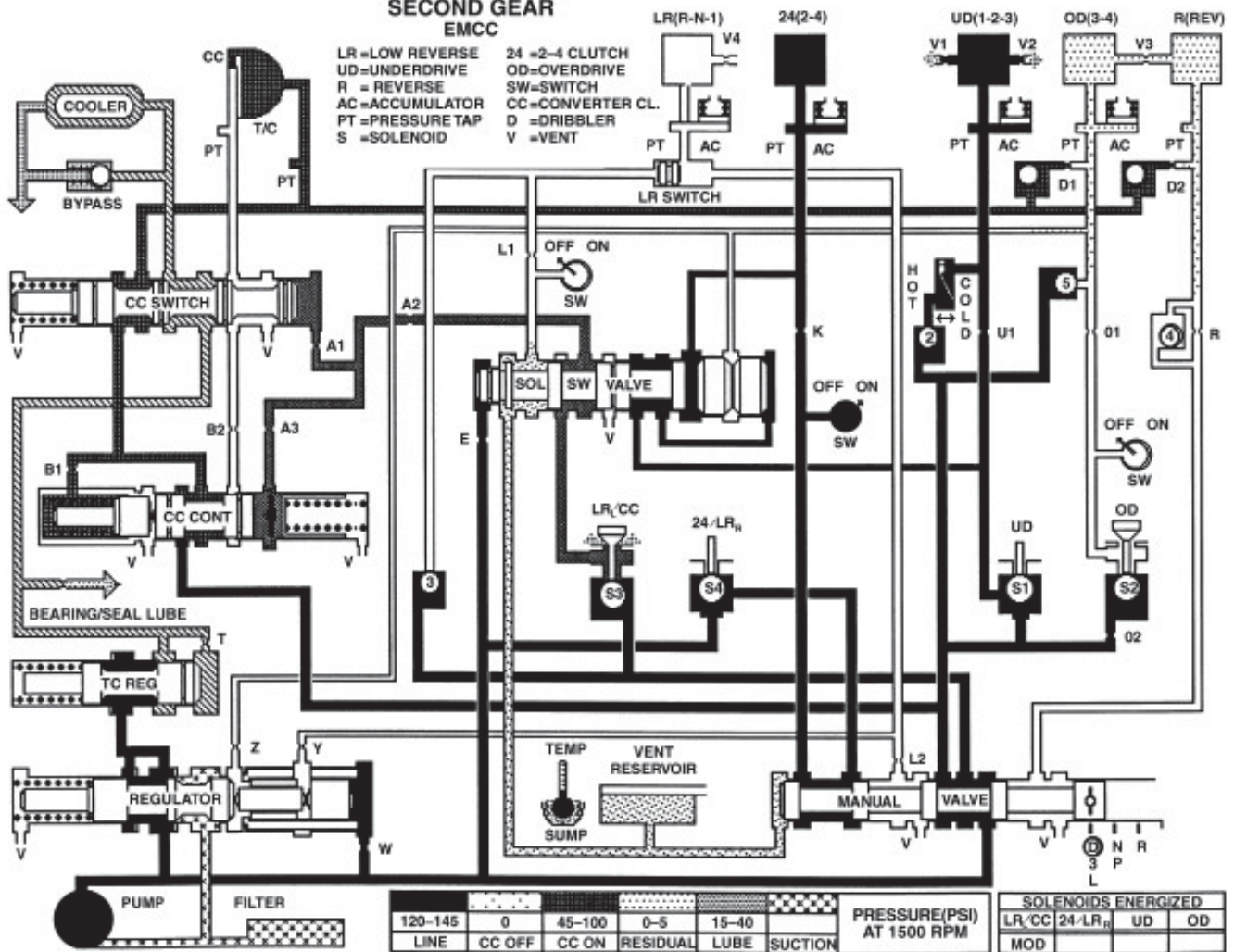


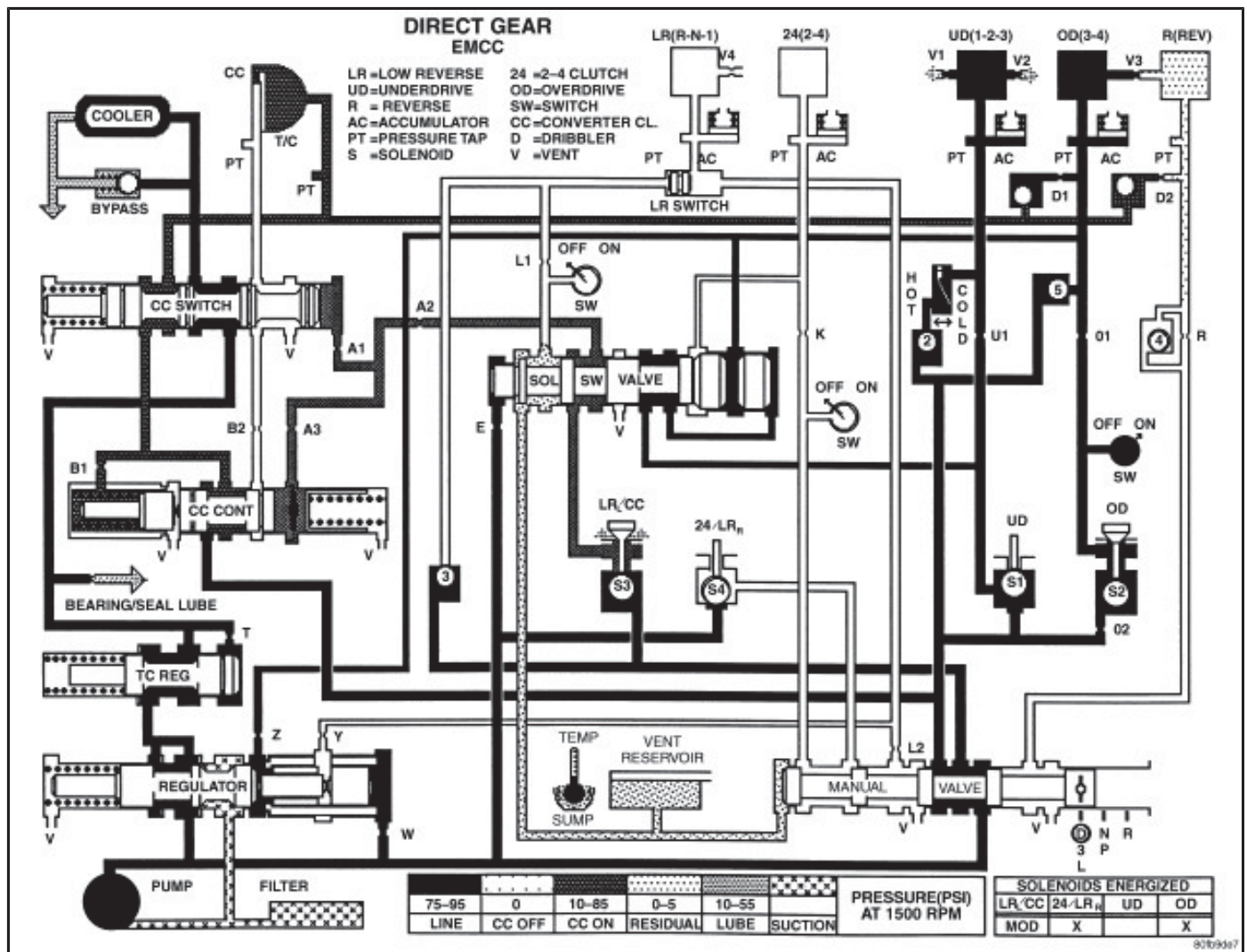
SECOND GEAR

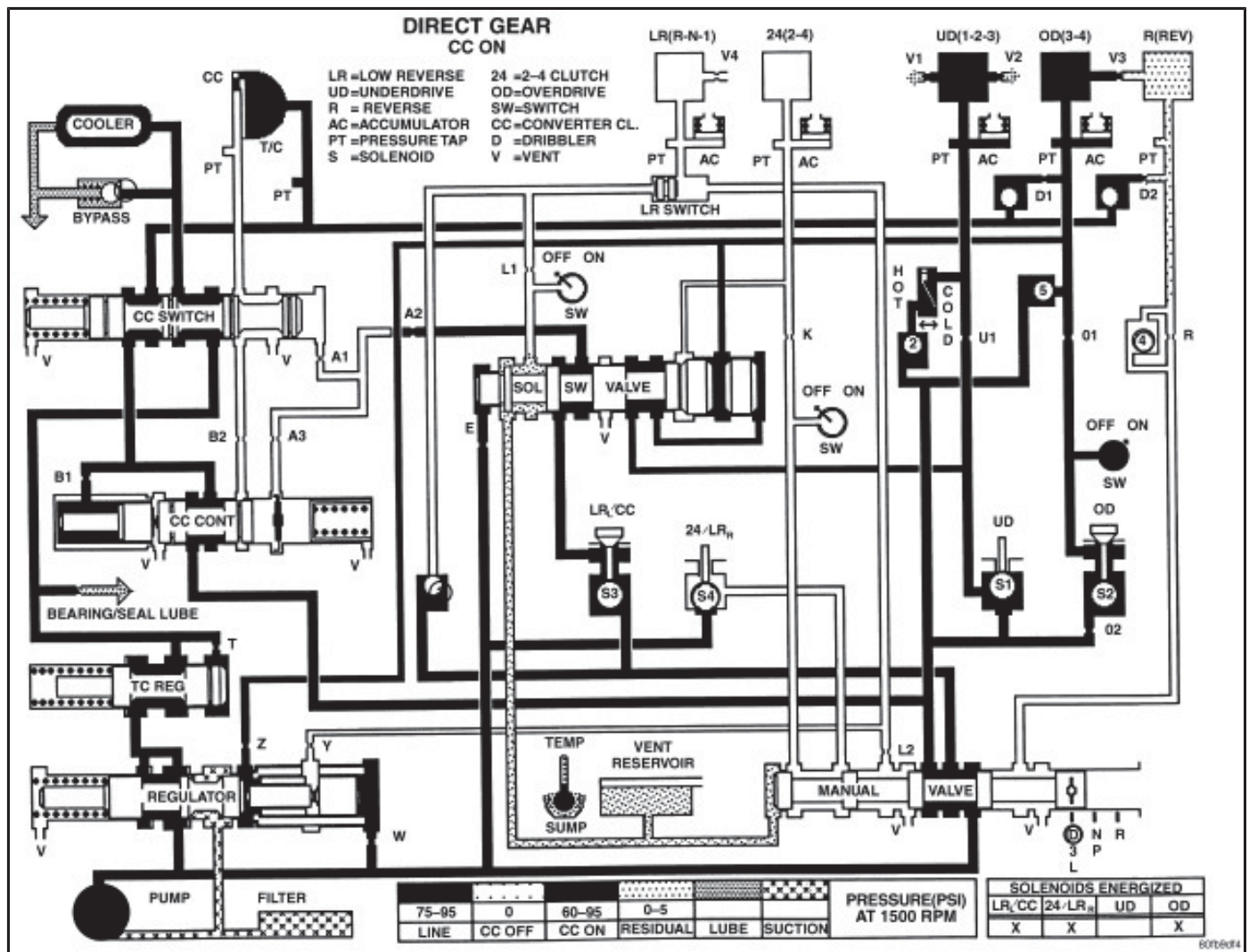


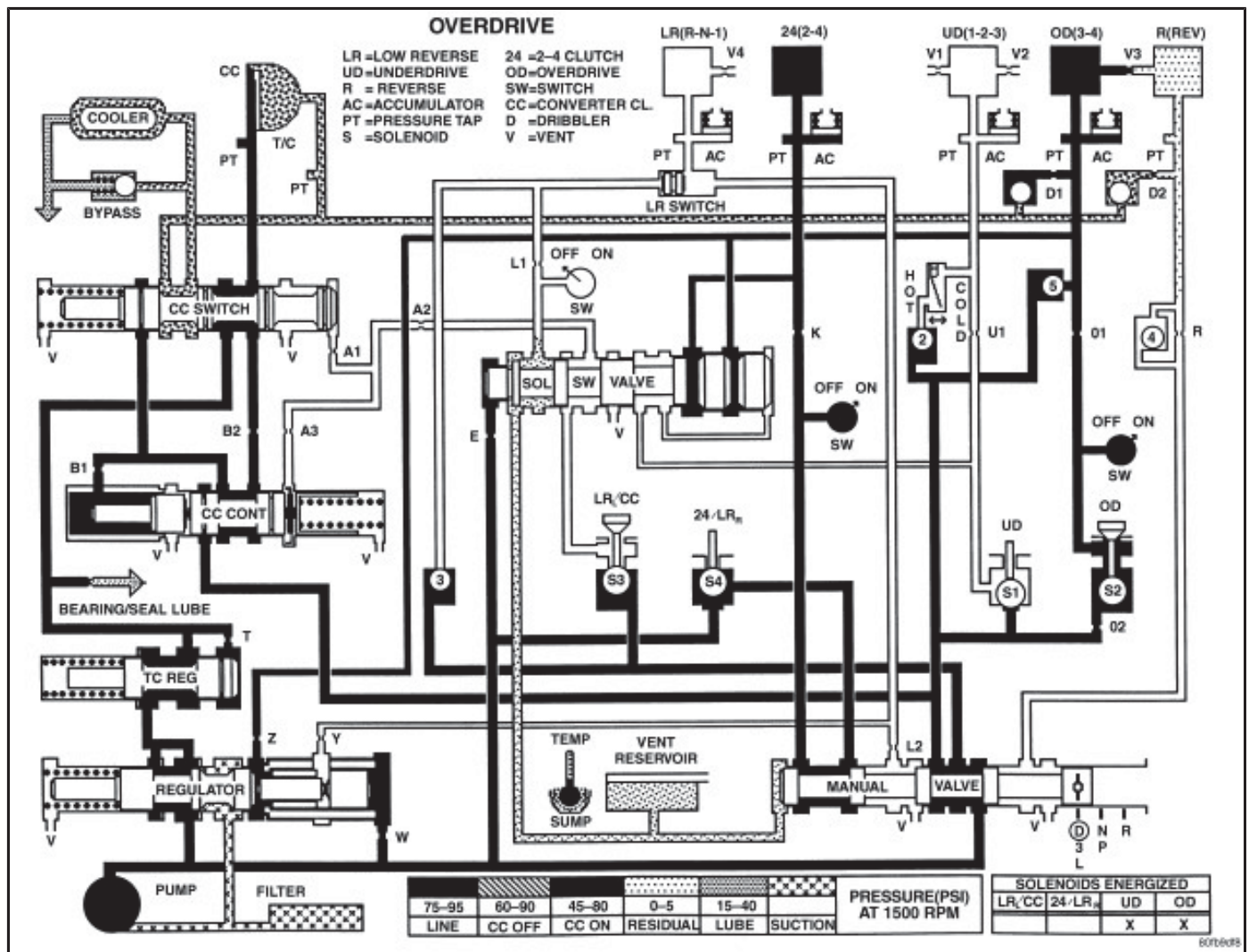
SECOND GEAR EMCC

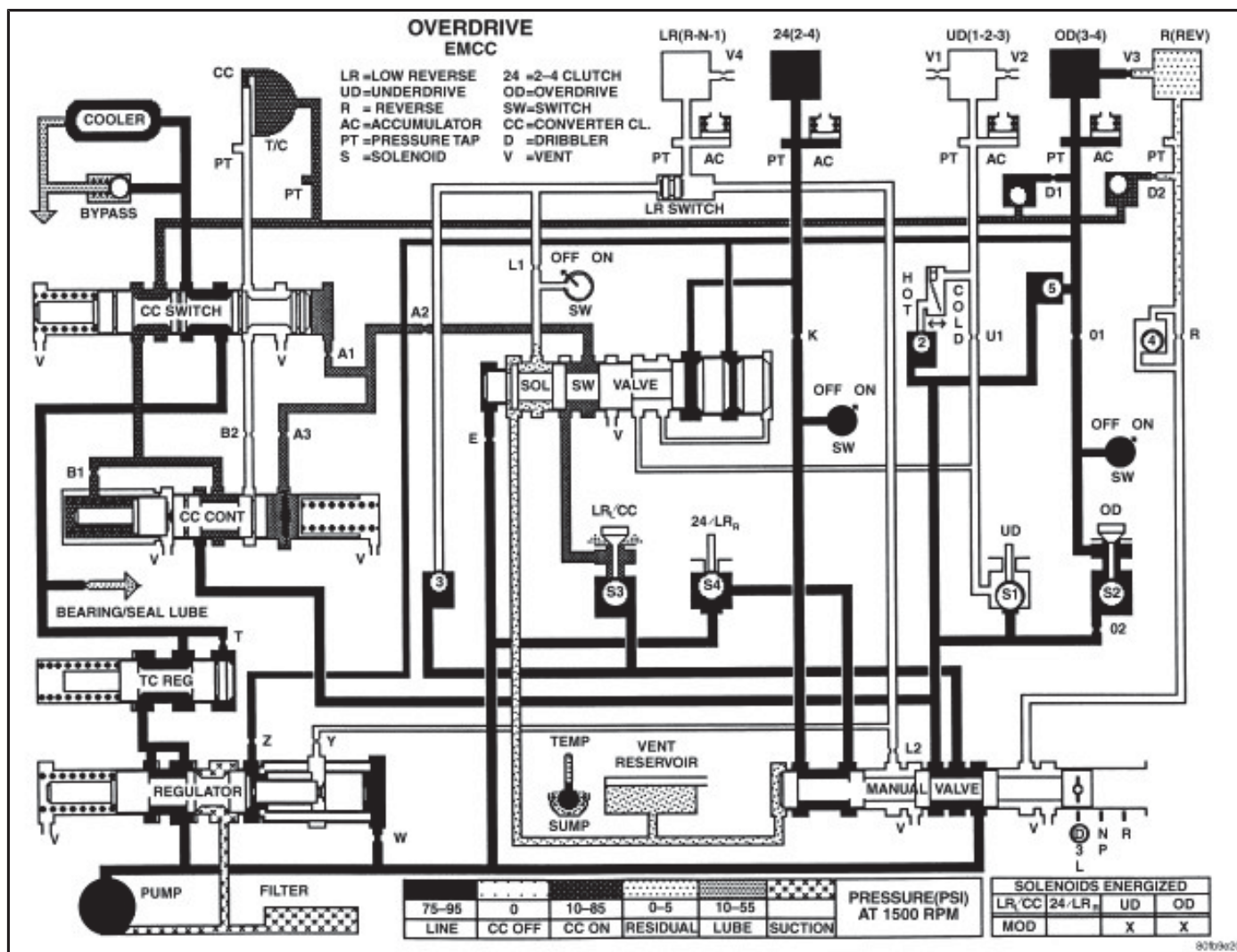
LR=LOW REVERSE
UD=UNDERDRIVE
R = REVERSE
AC=ACCUMULATOR
PT=PRESSURE TAP
S =SOLENOID
24 =2-4 CLUTCH
OD=OVERDRIVE
SW=SWITCH
CC=CONVERTER CL.
D =DRIBBLER
V =VENT











DIAGNOSIS AND TESTING - HYDRAULIC PRESSURE TESTS

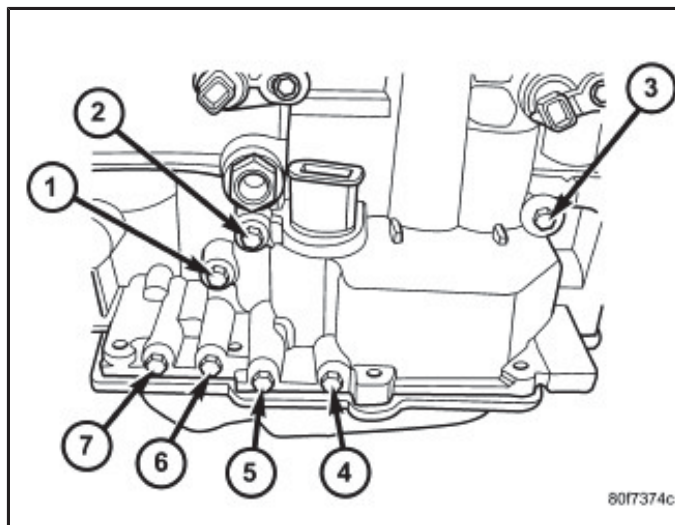
Pressure testing is a very important step in the diagnostic procedure. These tests usually reveal the cause of most transmission problems.

Before performing pressure tests, be certain that fluid level and condition, and shift cable adjustments have been checked and approved. Fluid must be at operating temperature, 150 to 200 degrees F. (65 - 93 degrees C.).

Install an engine tachometer, raise vehicle on hoist which allows the wheels to turn, and position tachometer so it can be read.

Using special adapters L-4559A, attach 300 psi gauge(s) C-3293-SP to the port(s) required for test being conducted.

Test port locations are shown in the Pressure Taps graphic.



TEST ONE - SELECTOR IN MANUAL 1 (1st Gear)

NOTE: This test checks pump output, pressure regulation and condition of the low/reverse clutch hydraulic circuit and shift schedule.

1. Attach pressure gauge to the low/reverse clutch tap.
2. Move selector lever to the MANUAL 1 position.
3. Allow vehicle wheels to turn and increase throttle opening to achieve an indicated vehicle speed to 20 mph.
4. Low/reverse clutch pressure should read 115 to 145 psi.

TEST TWO - SELECTOR IN MANUAL 2 (Second Gear)

NOTE: This test checks the underdrive clutch hydraulic circuit as well as the shift schedule.

1. Attach gauge to the underdrive clutch tap.
2. Move selector lever to the MANUAL 2 position.
3. Allow vehicle wheels to turn and increase throttle opening to achieve an indicated vehicle speed of 30 mph.
4. In second gear the underdrive clutch pressure should read 110 to 145 psi.

TEST TWO A - SELECTOR IN DRIVE (OD ON - Fourth Gear)

NOTE: This test checks the underdrive clutch hydraulic circuit as well as the shift schedule.

1. Attach gauge to the underdrive clutch tap.
2. Move selector lever to the DRIVE position. Verify that the OD switch is ON.
3. Allow wheels to rotate freely and increase throttle opening to achieve an indicated speed of 40 mph.
4. Underdrive clutch pressure should read below 5 psi. If not, then either the solenoid assembly or controller is at fault.

TEST THREE - SELECTOR IN DRIVE (OD OFF - Third and Second Gear)

NOTE: This test checks the overdrive clutch hydraulic circuit as well as the shift schedule.

1. Attach gauge to the overdrive clutch tap.
2. Move selector lever to the DRIVE position.
3. Allow vehicle wheels to turn and increase throttle opening to achieve an indicated vehicle speed of 20 mph.
4. Overdrive clutch pressure should read 74 to 95 psi.
5. Move selector lever to the DRIVE position and increase indicated vehicle speed to 30 mph.
6. The vehicle should be in second gear and overdrive clutch pressure should be less than 5 psi.

TEST FOUR - SELECTOR IN DRIVE (OD ON - Fourth Gear)

NOTE: This test checks the 2/4 clutch hydraulic circuit.

1. Attach gauge to the 2/4 clutch tap.
2. Move selector lever to the DRIVE position.
3. Allow vehicle front wheels to turn and increase throttle opening to achieve an indicated vehicle speed of 30 mph. Vehicle should be in fourth gear.
4. The 2/4 clutch pressure should read 75 to 95 psi.

TEST FIVE-SELECTOR IN DRIVE (OD ON - Fourth Gear, CC on)

NOTE: These tests check the torque converter clutch hydraulic circuit.

1. Attach gauge to the torque converter clutch off pressure tap.
2. Move selector lever to the DRIVE position.
3. Allow vehicle wheels to turn and increase throttle opening to achieve an indicated vehicle speed of 50 mph. Vehicle should be in 4th gear, CC on.

CAUTION: Both wheels must turn at the same speed.

4. Torque converter clutch off pressure should be less than 5 psi.
5. Now attach the gauge to the torque converter clutch on pressure tap.

6. Move selector to the OD position.
7. Allow vehicle wheels to turn and increase throttle opening to achieve an indicated vehicle speed of 50 mph.
8. Verify the torque converter clutch is applied mode using the RPM display of the DRB scan tool.
9. Torque converter clutch on pressure should be 60-90 psi.

TEST SIX-SELECTOR IN REVERSE

NOTE: This test checks the reverse clutch hydraulic circuit.

1. Attach gauge to the reverse and low/reverse clutch tap.
2. Move selector lever to the REVERSE position.
3. Read reverse clutch pressure with output stationary (foot on brake) and throttle opened to achieve 1500 rpm.
4. Reverse and low/reverse clutch pressure should read 165 to 235 psi.

TEST RESULT INDICATIONS

1. If proper line pressure is found in any one test, the pump and pressure regulator are working properly.
2. Low pressure in all positions indicates a defective pump, a clogged filter, or a stuck pressure regulator valve.
3. Clutch circuit leaks are indicated if pressures do not fall within the specified pressure range.
4. If the overdrive clutch pressure is greater than 5 psi in 6 of Test Three, a worn reaction shaft seal ring or a defective solenoid assembly is indicated.
5. If the underdrive clutch pressure is greater than 5 psi in 4 of Test Two-A, a defective solenoid/pressure switch assembly or controller is the cause.

ALL PRESSURE SPECIFICATIONS ARE PSI (on hoist, with wheels free to turn)

Gear Selector Position	Actual Gear	PRESSURE TAPS						
		Underdrive Clutch	Overdrive Clutch	Reverse Clutch	Torque Converter Clutch Off	Torque Converter Clutch On	2/4 Clutch	Low/ Reverse Clutch
PARK - 0 mph *	PARK	0-2	0-5	0-2	60-110	45-100	0-2	115-145
REVERSE - 0 mph *	REVERSE	0-2	0-7	165-235	50-100	35-85	0-2	165-235
NEUTRAL - 0 mph *	NEUTRAL	0-2	0-5	0-2	60-110	45-100	0-2	115-145
Low - 20 mph #	FIRST	110-145	0-5	0-2	60-110	45-100	0-2	115-145
Third - 30 mph #	SECOND	110-145	0-5	0-2	60-110	45-100	115-145	0-2
Third - 45 mph #	DIRECT	75-95	75-95	0-2	60-90	45-80	0-2	0-2
OD - 30 mph #	OVERDRIVE	0-2	75-95	0-2	60-90	45-80	75-95	0-2

Gear Selector Position	Actual Gear	PRESSURE TAPS						
		Underdrive Clutch	Overdrive Clutch	Reverse Clutch	Torque Converter Clutch Off	Torque Converter Clutch On	2/4 Clutch	Low/Reverse Clutch
OD - 50 mph #	OVERDRIVE WITH TCC	0-2	75-95	0-2	0-5	60-95	75-95	0-2
<p>* Engine Speed at 1500 rpm</p> <p># CAUTION: Both wheels must be turning at same speed.</p>								

OPERATION

SOLENOIDS

The solenoids receive electrical power from the Transmission Control Relay through a single wire. The TCM energizes or operates the solenoids individually by grounding the return wire of the solenoid needed. When a solenoid is energized, the solenoid valve shifts, and a fluid passage is opened or closed (vented or applied), depending on its default operating state. The result is an apply or release of a frictional element.

The 2/4 and UD solenoids are normally applied, which allows fluid to pass through in their relaxed or “off” state. By design, this allows transmission limp-in (P,R,N,2) in the event of an electrical failure.

The continuity of the solenoids and circuits are periodically tested. Each solenoid is turned on or off depending on its current state. An inductive spike should be detected by the TCM during this test. If no spike is detected, the circuit is tested again to verify the failure. In addition to the periodic testing, the solenoid circuits are tested if a speed ratio or pressure switch error occurs.

PRESSURE SWITCHES

The TCM relies on three pressure switches to monitor fluid pressure in the L/R, 2/4, and OD hydraulic circuits. The primary purpose of these switches is to help the TCM detect when clutch circuit hydraulic failures occur. The range for the pressure switch closing and opening points is 11-23 psi. Typically the switch opening point will be approximately one psi lower than the closing point. For example, a switch may close at 18 psi and open at 17 psi. The switches are continuously monitored by the TCM for the correct states (open or closed) in each gear as shown in the following chart:

PRESSURE SWITCH STATES

GEAR	L/R	2/4	OD
R	OP	OP	OP
P/N	CL	OP	OP
1st	CL	OP	OP
2nd	OP	CL	OP
D	OP	OP	CL
OD	OP	CL	CL

OP = OPEN

CL = CLOSED

A Diagnostic Trouble Code (DTC) will set if the TCM senses any switch open or closed at the wrong time in a given gear.

The TCM also tests the 2/4 and OD pressure switches when they are normally off (OD and 2/4 are tested in 1st gear, OD in 2nd gear, and 2/4 in 3rd gear). The test simply verifies that they are operational, by looking for a closed state when the corresponding element is applied. Immediately after a shift into 1st, 2nd, or 3rd gear with the engine speed

above 1000 rpm, the TCM momentarily turns on element pressure to the 2/4 and OD clutch circuits to identify that the appropriate switch has closed. If it doesn't close, it is tested again. If the switch fails to close the second time, the appropriate Diagnostic Trouble Code (DTC) will set.

OPERATION

The Input Speed Sensor provides information on how fast the input shaft is rotating. As the teeth of the input clutch hub pass by the sensor coil, an AC voltage is generated and sent to the TCM. The TCM interprets this information as input shaft rpm.

The Output Speed Sensor generates an AC signal in a similar fashion, though its coil is excited by rotation of the rear planetary carrier lugs. The TCM interprets this information as output shaft rpm.

The TCM compares the input and output speed signals to determine the following:

- Transmission gear ratio
- Speed ratio error detection
- CVI calculation

The TCM also compares the input speed signal and the engine speed signal to determine the following:

- Torque converter clutch slippage
- Torque converter element speed ratio