

## **Technical Service Information**

## THM 440-T4 / 4T60-E ERRATIC SHIFTS, 2ND OR 3RD GEAR STARTS, SLIPS

**COMPLAINT:** Some 1992 vehicles equipped with a THM 4T60 (440-T4) or a THM 4T60-E transaxle built on or before Julian Date 092 (April 1, 1992) (See Figure 2), may exhibit any or all of the conditions listed below:

- 1. ERRATIC SHIFT CONDITION.
- 2. 2ND GEAR STARTS.
- 3. 3RD GEAR STARTS.
- 4. NO CONVERTER CLUTCH APPLY.
- 5. SLIPPING CONDITION IN ANY GEAR.

CAUSE:

The cause may be plastic shot lodged in a spacer plate orifice causing a restriction to that passage. The condition is dependent on location and degree of plastic shot entrapment (See Figure 1). The transaxle may have been assembled with plastic shot stuck between the casting walls or hub surface of the channel plate, and eventually forced into spacer plate orifices.

The plastic shot is originally Yellow or White in color but may become translucent when exposed to normal operating temperatures. The plastic shot may also become pliable and conform to the diameter of an orifice. These two factors make the condition very hard to identify, especially when inspecting the smaller orifices in the spacer plate (See Figure 1).

**CORRECTION:** If the suspected transaxle contain; this concern, it is essential that the channel plate and spacer plate be inspected 100% as follows:

- 1. Physically probe the spacer plate orifices with a pin or suitable gage to ensure orifice is not plugged with plastic shot. Smaller orifices are more likely to be contaminated and require special attention. Refer to Figure 1 for spacer plate problem areas.
- 2. Inspect channel plate casting slots and hub surface for plastic shot as shown in Figure 1.

Be sure to flush the cooler and cooler lines to eliminate possibility of any plastic shot reentering the transaxle.

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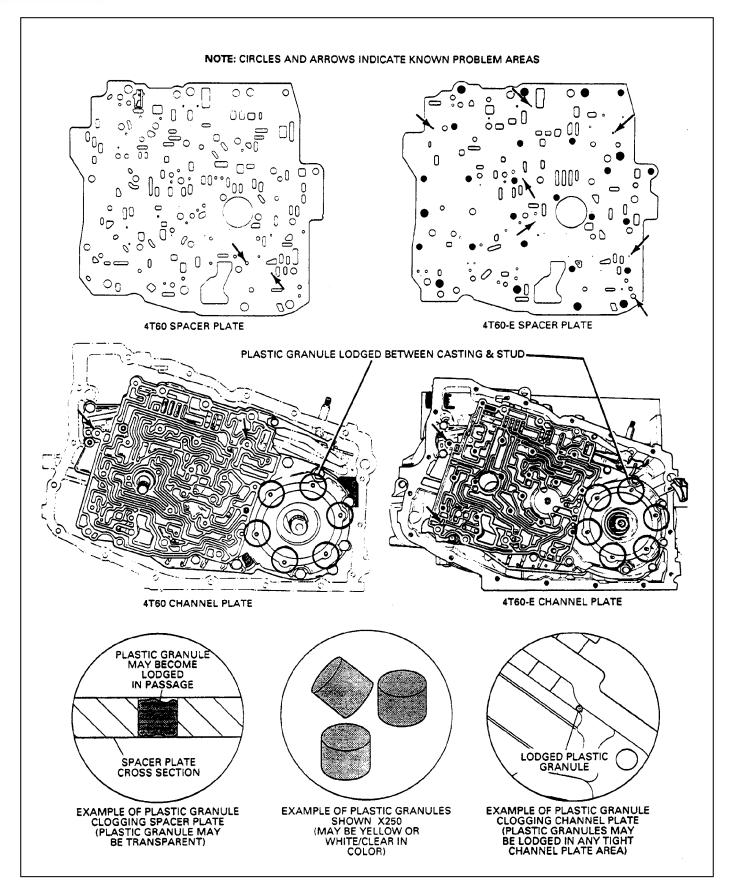


Figure 1



## **Technical Service Information**

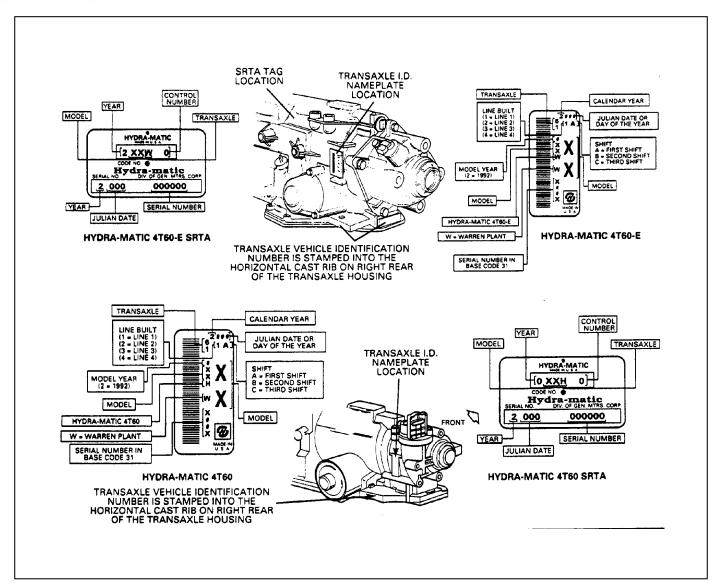


Figure 2