



CHRYSLER 42RE, 44RE, 46RE, 47RE NEW DESIGN GOVERNOR PRESSURE SENSOR AND TRANSMISSION CONTROL RELAY ADDED

CHANGE: *Change No. 1* - Beginning at the start of production for 1996 models, all Chrysler 42RE, 44RE, 46RE and 47RE transmissions were built with a new design Governor Pressure Sensor that now incorporates the Transmission Fluid Temperature (TFT) sensor inside the Governor Pressure Sensor assembly. The previous design has the TFT pop-riveted to the solenoid assembly. Refer to Figure 1.

Change No. 2 - Beginning at the start of production for 1996 models, all Chrysler vehicles equipped with a 42RE, 44RE, 46RE or 47RE transmission were built with a Powertrain Control Module (PCM), instead of the previous Transmission Control Module (TCM). Chrysler has installed a new "Transmission Control Relay" on these models that now controls the voltage to pin number one at the transmission, via a ground signal from the PCM. Refer to Figure 2 for locations and wire colors on the various models, and Figure 3 for a complete wiring schematic including the Transmission Control Relay.

REASON: *Change No. 1* - Increased Transmission Fluid Temperature Sensor accuracy for improved reliability and durability.

Change No. 2 - Increased reliability and durability by relieving the added solenoids amperage from the circuit and improves "Limp Mode" control when fault codes are stored in the PCM.

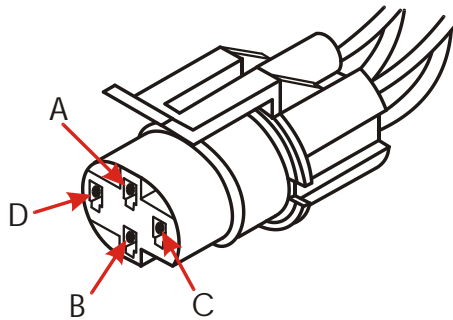
PARTS AFFECTED:

- (1) GOVERNOR PRESSURE SENSOR - Now incorporates the Transmission Fluid Temperature Sensor which requires four terminals on the sensor instead of the previous three, as shown in Figure 1.
- (2) INTERNAL WIRING HARNESS - Eliminates the previous TFT from the solenoid assembly and requires a new connector with four wires to accommodate the new design Governor Pressure Sensor. Refer to Figure 1.
- (3) TRANSMISSION CONTROL MODULE - Eliminated, and transmission functions are now handled by the Powertrain Control Module (PCM).
- (4) TRANSMISSION CONTROL RELAY - Added to control the voltage to pin number one at the transmission and controlled with a ground signal from the PCM. Refer to Figure 2 for the locations and wire colors on the various models, and Figure 3 for a complete wire schematic.

INTERCHANGEABILITY:

None of the parts listed above will interchange with any previous model vehicles.

NEW DESIGN GOVERNOR PRESSURE SENSOR WITH "TFT" INCORPORATED INSIDE THE SENSOR

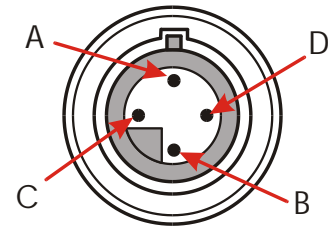


View looking into New Design Governor Pressure Sensor Connector

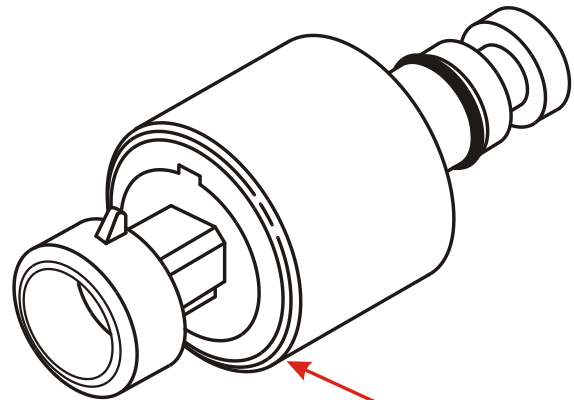
Pin Number	All Models
A	RED
B	WHITE
C	BLACK
D	GREEN

PIN FUNCTION

- A 5-Volt supply to sensor from PCM
- B Governor Pressure Sensor Signal to PCM
- C Transmission Fluid Temperature Signal to PCM
- D Governor Pressure Sensor Ground

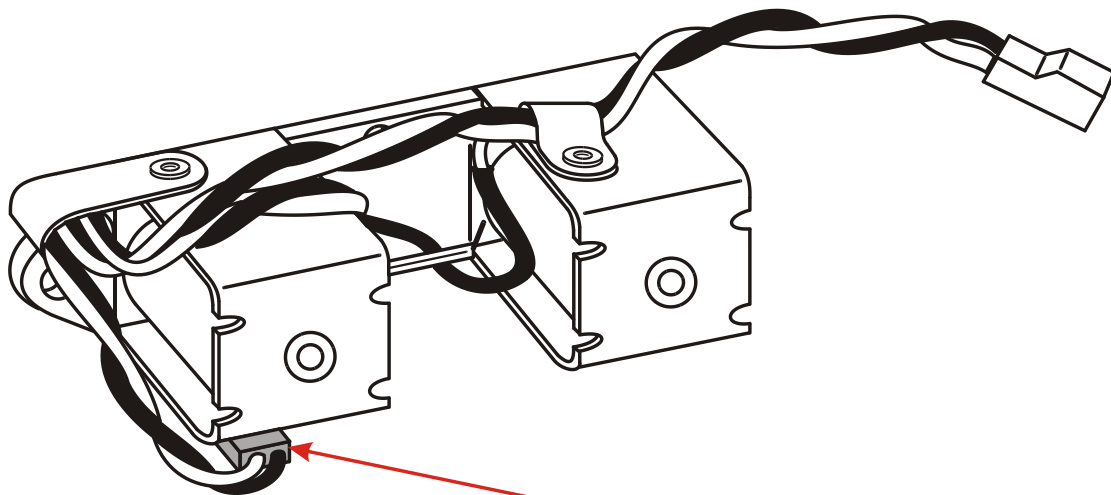


View looking into the Governor Pressure Sensor



Governor Pressure Sensor

PREVIOUS DESIGN "TFT" SENSOR LOCATION



Transmission Fluid Temperature Sensor

Figure 1

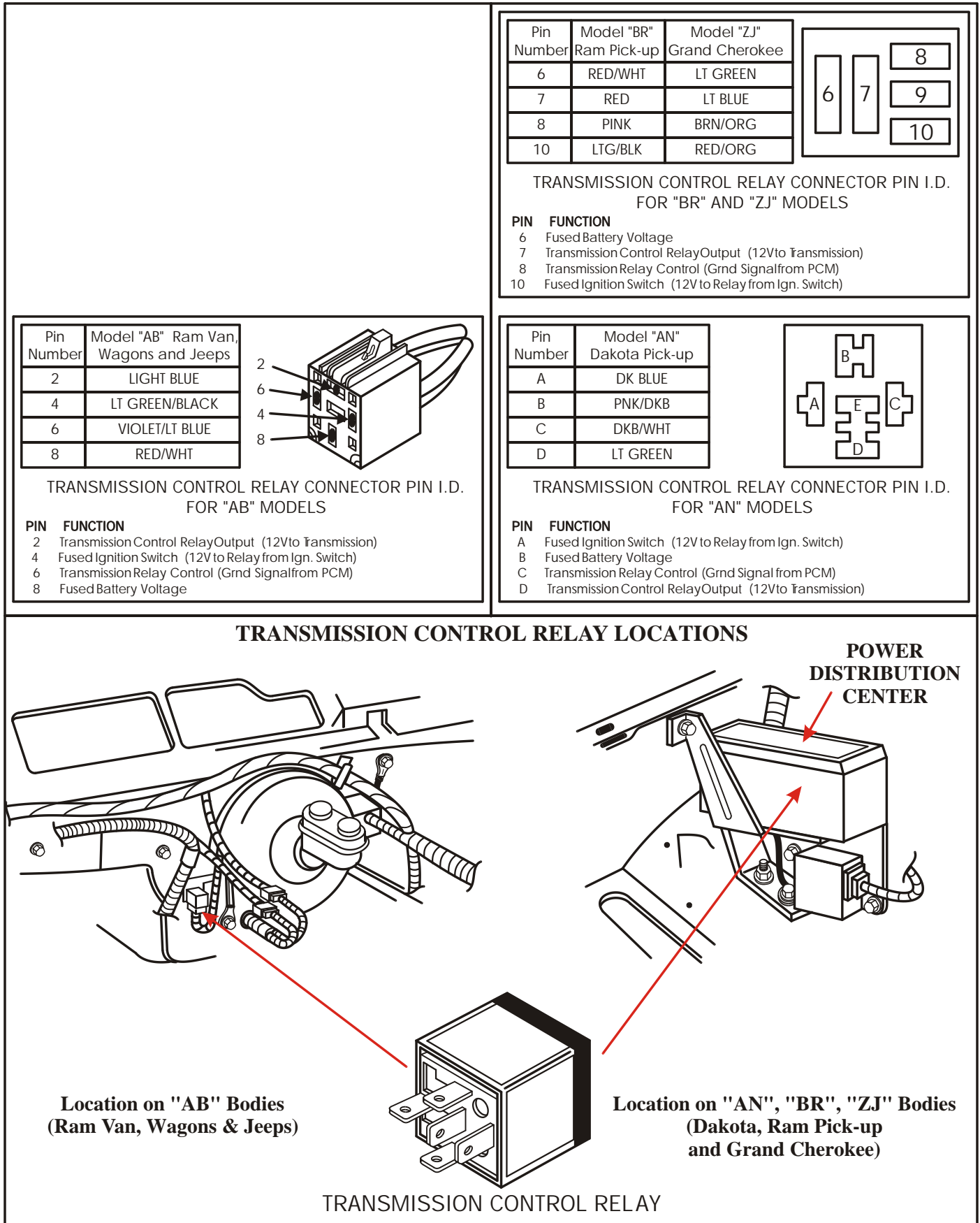


Figure 2

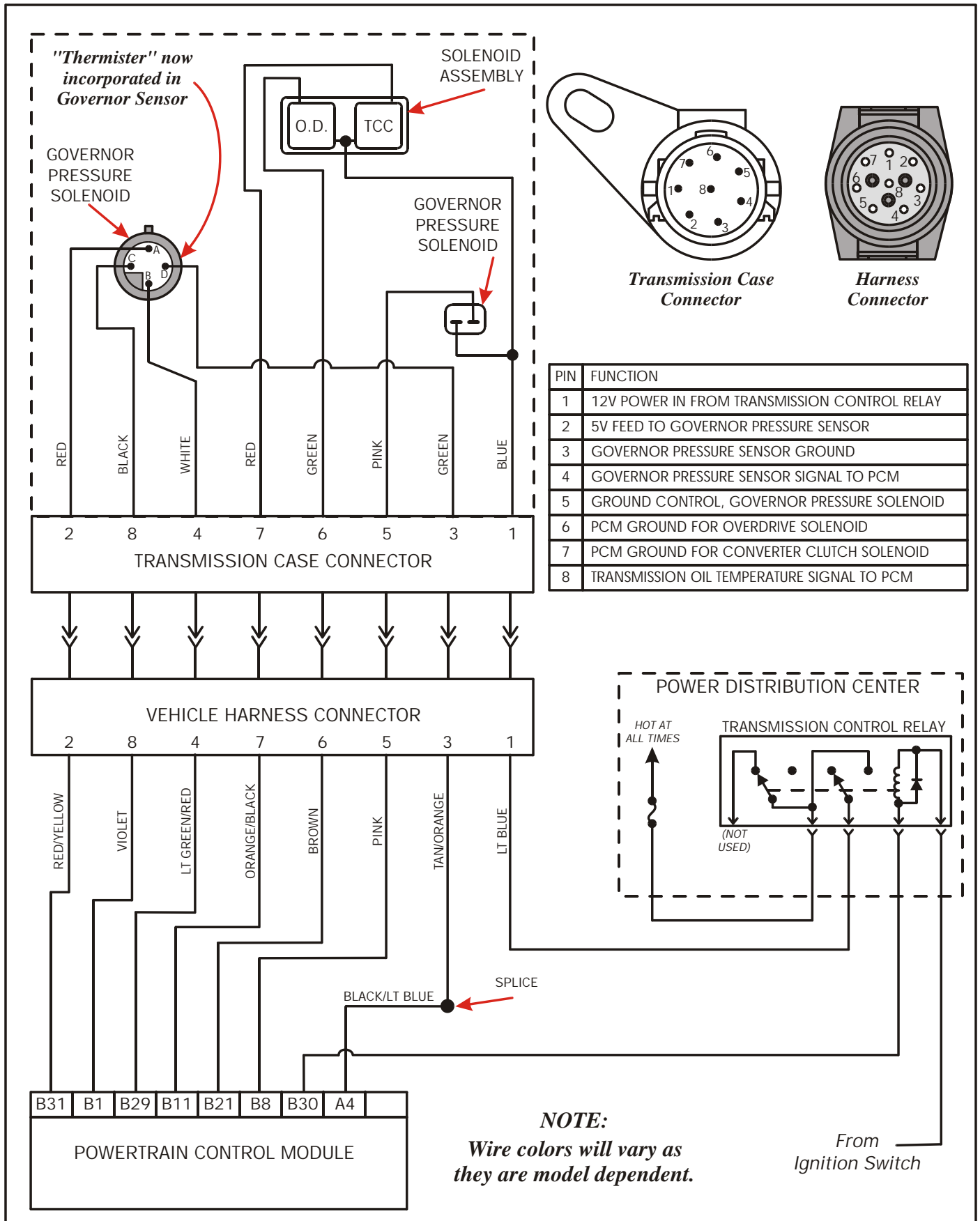


Figure 3