CHRYSLER 41TE (A604), 42LE (A606)
"AUTOSTICK" OPERATION AND DIAGNOSIS

NEW FOR 1996: Beginning in 1996, some models have an Autostick feature built into the gear shift lever (See Figure 1). Autostick is a driver-interactive transaxle feature that offers manual gear shift capability. When the shifter is moved into the Autostick position, the transaxle remains in whatever gear it was using before Autostick was activated. Moving the shifter to the left (towards the driver) causes a downshift, and moving it to the right (towards the passenger) causes an upshift. The instrument cluster will illuminate the selected gear (See Figure 1). The vehicle can be launched in 1st, 2nd or 3rd gear while in the Autostick mode. Speed control will be deactivated if the transaxle is shifted to 2nd gear. Shifting into OD position cancels the Autostick mode, and the transaxle resumes the OD shift schedule. Some shifts are executed automatically or prevented. Automatic shifts will occur under the following conditions:

TYPE OF SHIFT	APPROXIMATE SPEED
4-3 coast downshift	13 mph
3-2 coast downshift	9 mph
2-1 coast downshift	5 mph
1-2 upshift	6300 engine rpm
2-3 upshift	6300 engine rpm
4-3 kickdown shift	13-47 mph w/sufficient throttle

Additionally, under certain circumstances, the TCM may take over and override the autostick features when one of the following conditions occur: There are autostick errors detected, error over speed, engine overheating or transmission over heating.

Autostick shifts are not permitted under the following conditions:

TYPE OF SHIFT	APPROXIMATE SPEED
3-4 upshift	Below 15 mph
3-2 downshift	Above 74 mph @ closed throttle or 70 mph otherwise
2-1 downshift	Above 41 mph @ closed throttle or 38 mph otherwise

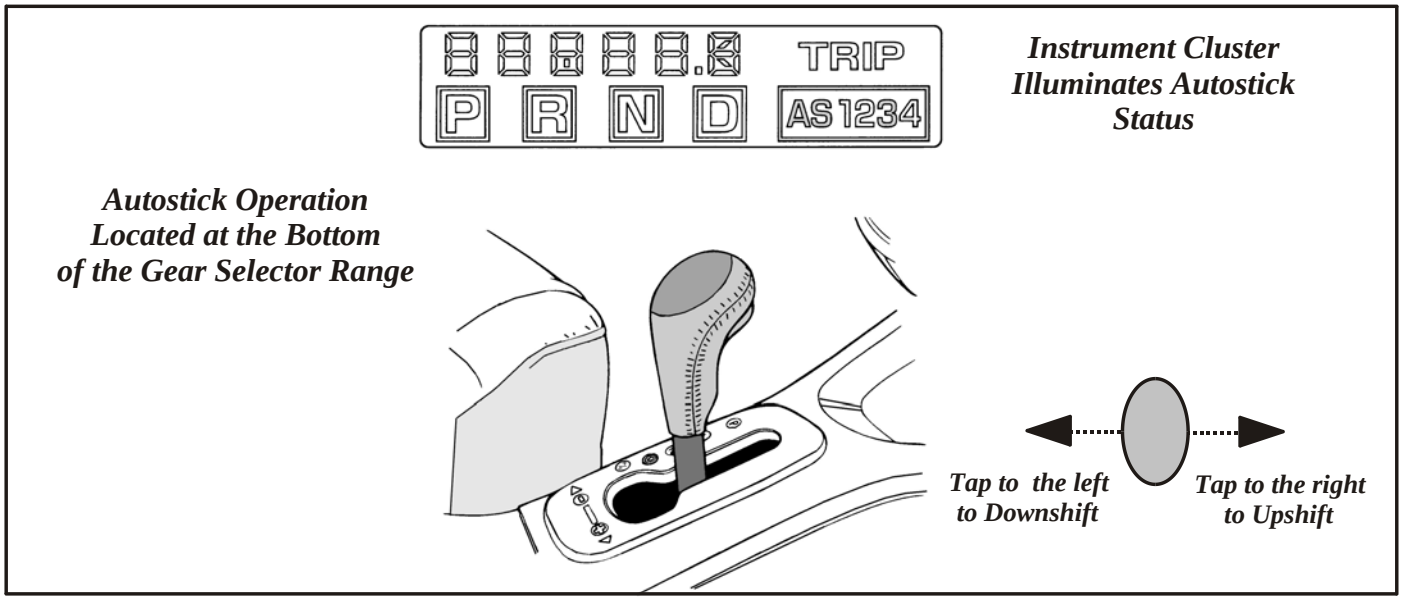

Figure 1

DIAGNOSTIC STEPS

(1) Locate and unplug the Autostick Switch in the center console (See Figure 2). Using a volt meter, turn the ignition ON and place the negative lead to ground. With the positive lead check for battery voltage at pin 1 in the Autostick connector (See Figure 3). If voltage is not seen, check for a blown fuse. LH vehicles check fuse No. 17, all others check fuse No. 11. If the fuse is good, the wire from the fuse to pin 1 is severed and will need to be repaired or replaced.

(2) If voltage is seen, turn the ignition off and change the meter to read ohms. Keep the negative lead to ground and place the positive lead into terminal 2 of the Autostick connector (See Figure 4). If continuity is not seen, the ground wire is severed or corroded. Repair or replace the wire.

(3) If continuity (5 ohms or less) is observed, unplug the TCM and perform a continuity check from terminal 3 in the Autostick connector to terminal 5 in the TCM (See Figure 5). If continuity is not seen, the wire is severed. Repair or replace the wire.

(4) If continuity is seen, perform a continuity check from terminal 4 in the Autostick connector to terminal 44 in the TCM (See Figure 6). If continuity is not seen, the wire is severed. Repair or replace the wire.

(5) If continuity is seen, the Autostick Switch is defective and replacement is necessary, which means the entire shift lever mechanism must be replaced as a unit, as this is the only way that the Autostick Switch is available, at this point in time.

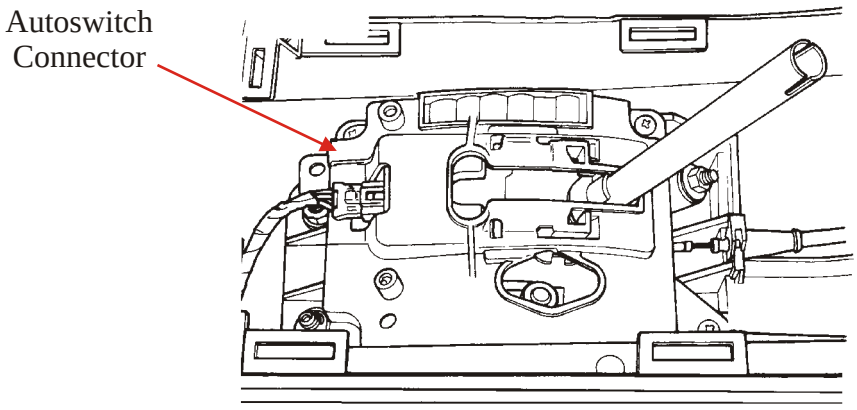

Figure 2

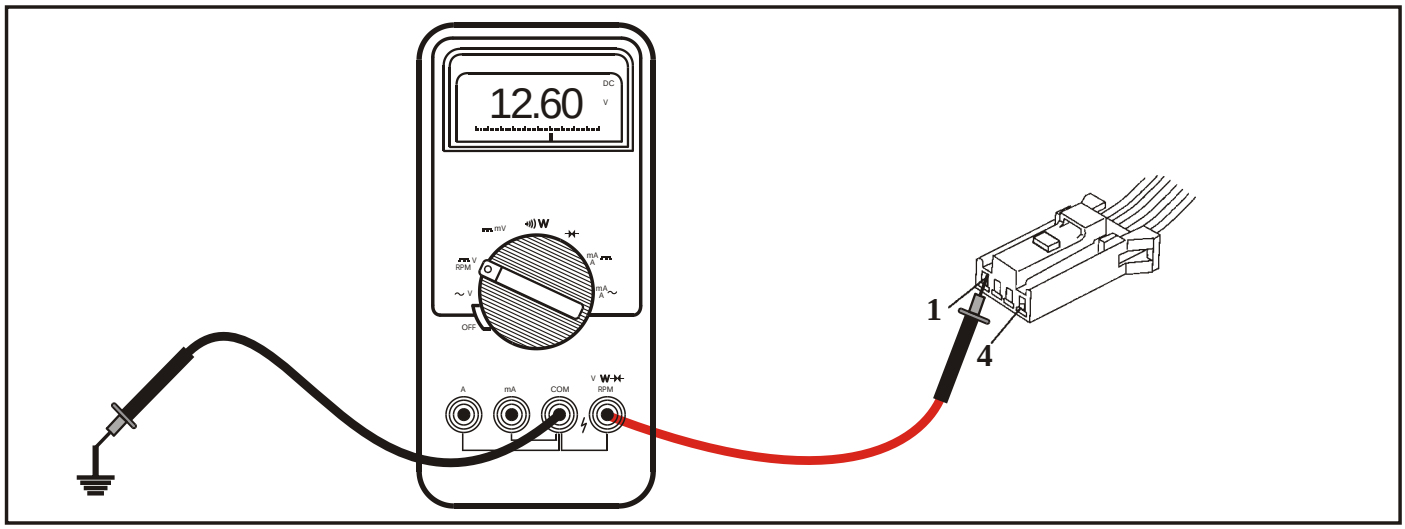

Figure 3

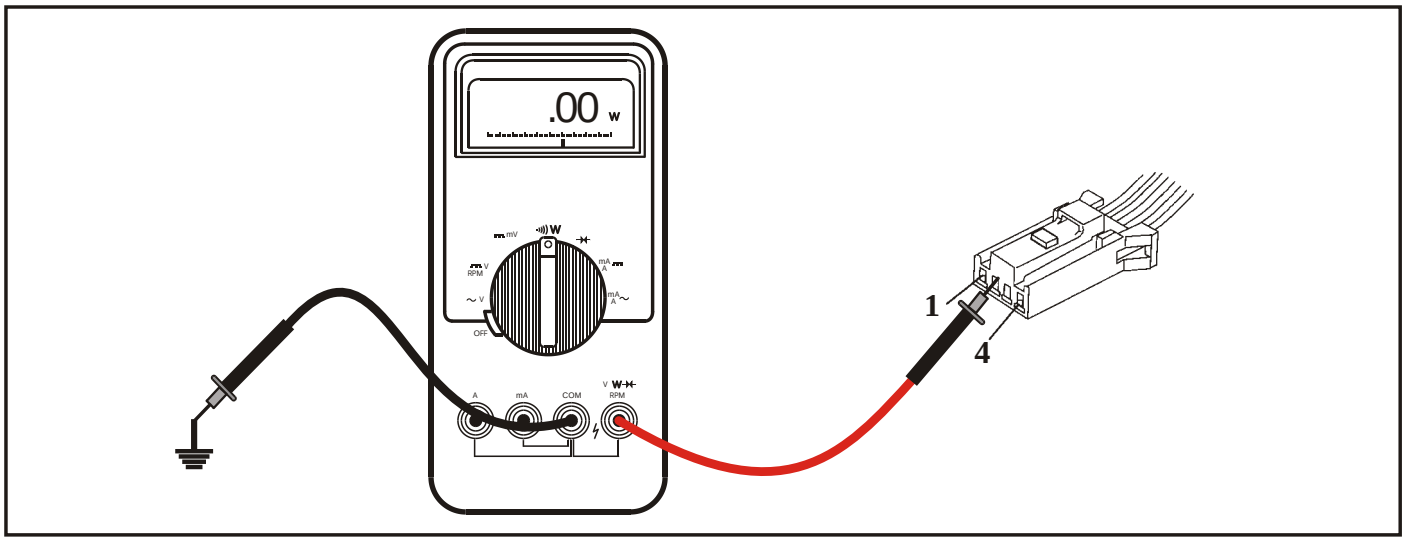

Figure 4

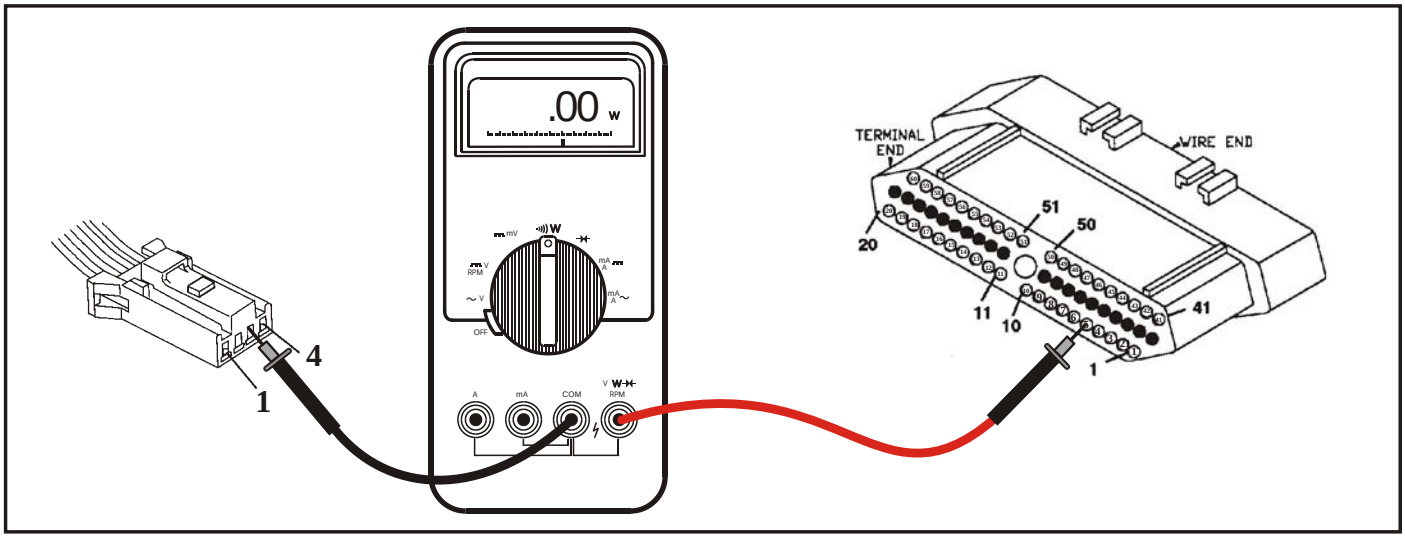

Figure 5

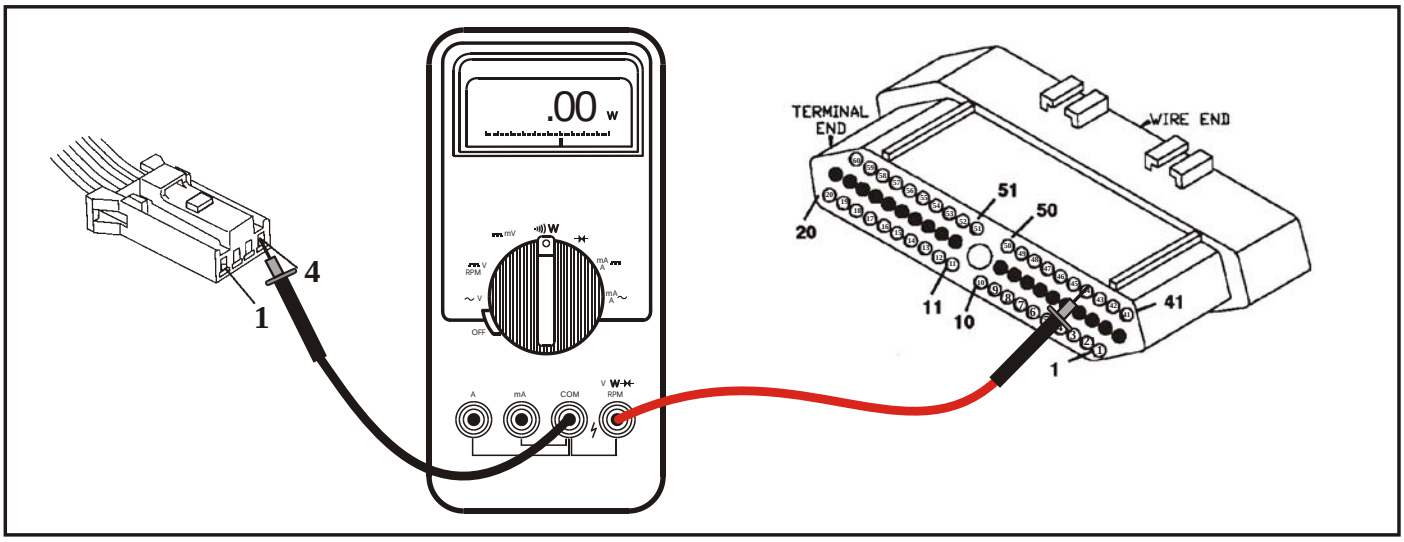

Figure 6