

TEST 20B - SLIPPING CLUTCH ASSEMBLIES (DTC 52, 53 & 54)

NOTE: Perform **TEST 2A** before proceeding with this test. For connector terminal identification, see **CONNECTOR IDENTIFICATION** . For wiring diagrams, see **WIRING DIAGRAMS** . Perform **VERIFICATION TEST VER-1A** after each repair.

CAUTION: Always turn ignition switch to **OFF** position prior to disconnecting or connecting any module connector.

NOTE: Transmission Control Module (TCM) replacement will not correct DTC 52, 53 or 54.

1. Raise and support vehicle. Start engine. Place shifter in OD position. Apply service brakes. **DO NOT** allow front wheels to rotate. Using scan tool, select 1ST GEAR under SYSTEM TEST. Open throttle approximately 30 degrees. Using scan tool, monitor INPUT RPM. Allow engine to idle. Record result.

NOTE: If input RPM is zero, selected gear passes. If input RPM is more than zero, selected gear fails.

2. Using scan tool, select 2ND GEAR under SYSTEM TEST. Open throttle approximately 30 degrees. Using scan tool, monitor INPUT RPM. Allow engine to idle. Record result.
3. Using scan tool, select 3RD GEAR under SYSTEM TEST. Open throttle approximately 30 degrees. Using scan tool, monitor INPUT RPM. Allow engine to idle. Record result.
4. Move shifter from OD to "R". Using scan tool, select REVERSE GEAR under SYSTEM TEST. Open throttle approximately 30 degrees. Using scan tool, monitor INPUT RPM. Allow engine to idle. Record result.

Test Results

If any of the following components are suspect, see **AUTO TRANS OVERHAUL - CHRYSLER 41TE/AE** article.

- If 1st gear and reverse fail, low/reverse clutch may be slipping.
- If 2nd gear fails, 2-4 clutch may be slipping.
- If 3rd gear fails, OD clutch may be slipping.
- If 1st, 2nd 3rd gears fail, UD clutch may be slipping.
- If reverse fails, reverse clutch may be slipping.