

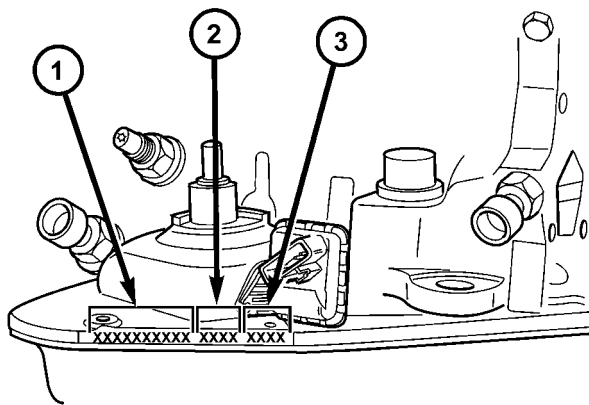
AUTOMATIC TRANSMISSION - 48RE (Continued)

- 1 - TORQUE CONVERTER
- 2 - INPUT SHAFT
- 3 - OIL PUMP
- 4 - FRONT BAND
- 5 - FRONT CLUTCH
- 6 - REAR CLUTCH
- 7 - PLANETARIES
- 8 - REAR BAND
- 9 - OVERRUNNING CLUTCH

- 10 - OVERDRIVE CLUTCH
- 11 - DIRECT CLUTCH
- 12 - PLANETARY GEAR
- 13 - INTERMEDIATE SHAFT
- 14 - OVERDRIVE OVERRUNNING CLUTCH
- 15 - DIRECT CLUTCH SPRING
- 16 - OVERDRIVE PISTON RETAINER
- 17 - OIL PAN
- 18 - VALVE BODY

IDENTIFICATION

Transmission identification numbers are stamped on the left side of the case just above the oil pan gasket surface (Fig. 2). Refer to this information when ordering replacement parts.



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Fig. 2 Transmission Part And Serial Number Location

- 1 - PART NUMBER
- 2 - BUILD DATE
- 3 - SERIAL NUMBER

GEAR RATIOS

The 48RE gear ratios are:

1st	2.45:1
2nd	1.45:1
3rd	1.00:1
4th	0.69:1
Rev.	2.20:1

OPERATION

The application of each driving or holding component is controlled by the valve body based upon the manual lever position, throttle pressure, and governor pressure. The governor pressure is a variable pressure input to the valve body and is one of the signals that a shift is necessary. First through fourth gear are obtained by selectively applying and releasing the different clutches and bands. Engine power is thereby routed to the various planetary gear assemblies which combine with the overrunning clutch assemblies to generate the different gear ratios. The torque converter clutch is hydraulically applied and is released when fluid is vented from the hydraulic circuit by the torque converter control (TCC) solenoid on the valve body. The torque converter clutch is controlled by the Powertrain Control Module (PCM). The torque converter clutch engages in fourth gear, and in third gear under various conditions, such as when the O/D switch is OFF, when the vehicle is cruising on a level surface after the vehicle has warmed up. The torque converter clutch can also be engaged in the manual second gear position if high transmission temperatures are sensed by the PCM. The torque converter clutch will disengage momentarily when an increase in engine load is sensed by the PCM, such as when the vehicle begins to go uphill or the throttle pressure is increased. The torque converter clutch feature increases fuel economy and reduces the transmission fluid temperature.

Since the overdrive clutch is applied in fourth gear only and the direct clutch is applied in all ranges except fourth gear, the transmission operation for park, neutral, and first through third gear will be described first. Once these powerflows are described, the third to fourth shift sequence will be described.