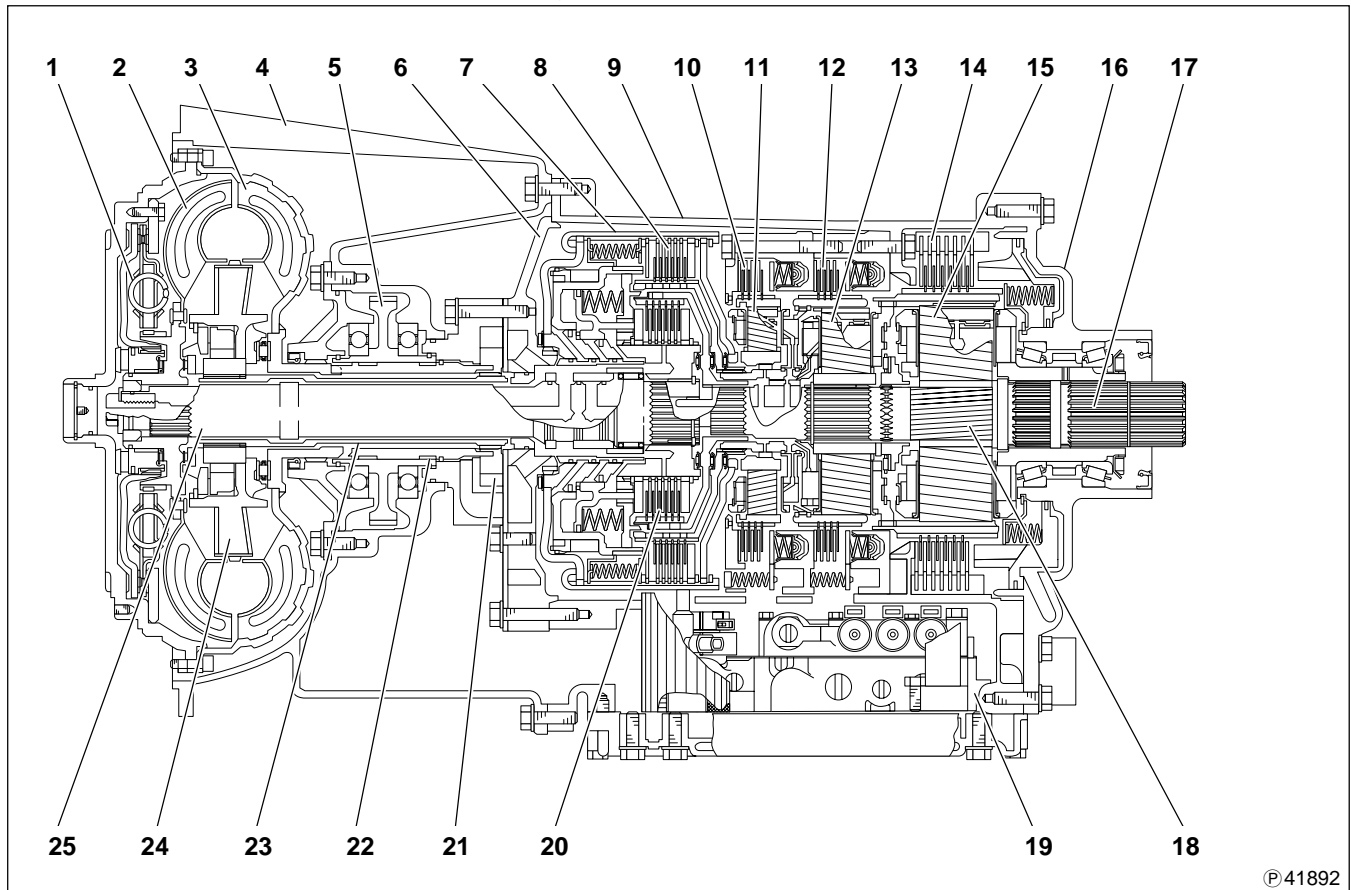


STRUCTURE AND OPERATION

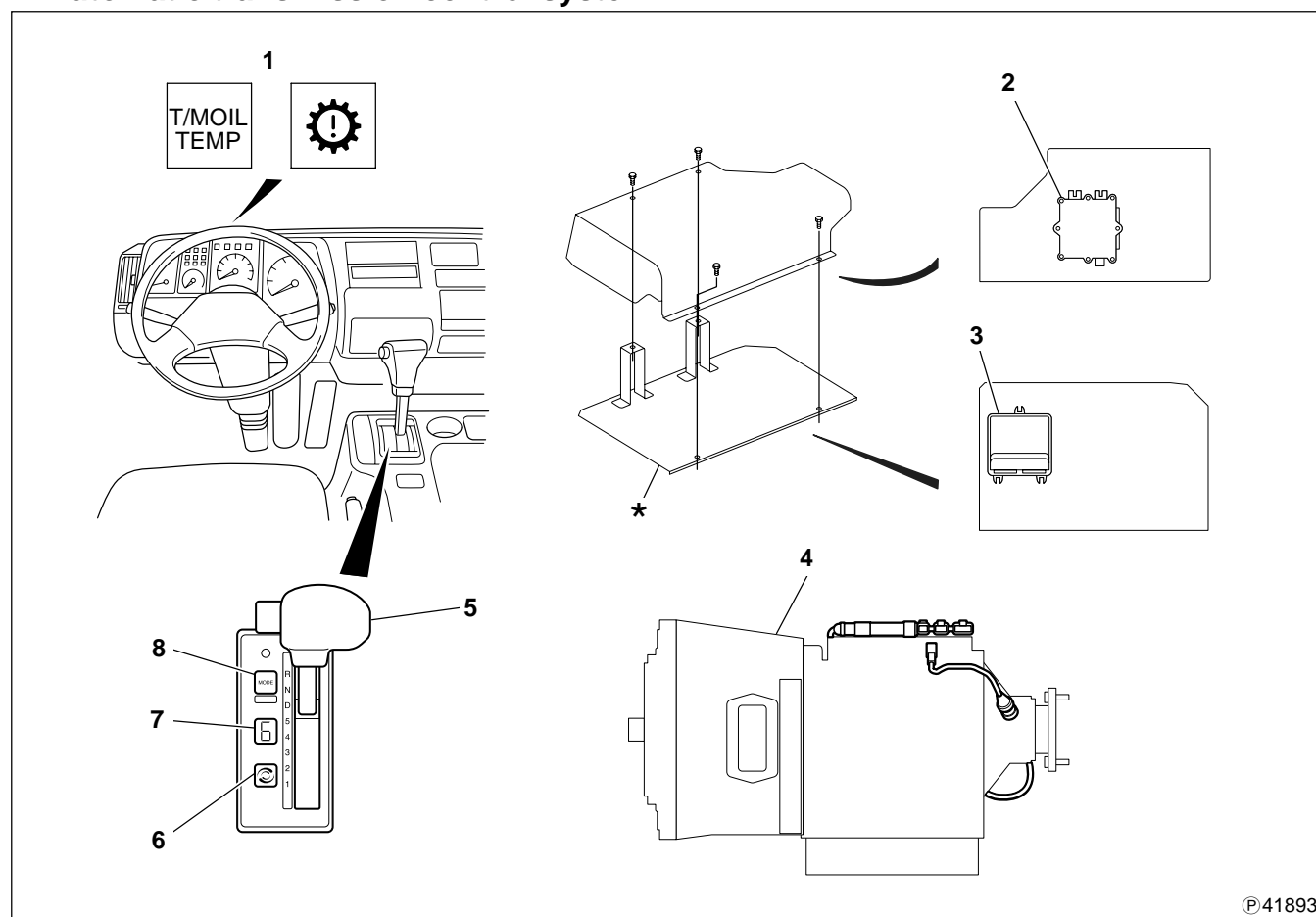
1. Automatic transmission assembly



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|--------------------------------------|----------------------------------|
| 1 Lock-up clutch/dumper | 14 C5 clutch |
| 2 Torque converter turbine | 15 P3 planetary module |
| 3 Torque converter pump | 16 Rear cover module |
| 4 Torque converter housing | 17 Output shaft |
| 5 Power take-off (PTO) gear assembly | 18 Main shaft |
| 6 Front support | 19 Control valve module |
| 7 Rotation clutch module | 20 C1 clutch |
| 8 C2 clutch | 21 Hydraulic fluid charging pump |
| 9 Main housing | 22 Charging pump drive hub |
| 10 C3 clutch | 23 Ground sleeve |
| 11 P1 planetary module | 24 Torque converter stator |
| 12 C4 clutch | 25 Turbine shaft |
| 13 P2 planetary module | |

2. Automatic transmission control system



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|--|---------------------------|
| 1 Warning lamp | 6 Display switch button |
| 2 Vehicle interface module | 7 Select position display |
| 3 Automatic transmission electronic control unit | 8 Mode button |
| 4 Automatic transmission assembly | |
| 5 Range selector | * Back of driver's seat |

Electronic control (ATEC: Allison Transmission Electronic Control) system is composed of vehicle interface module **2**, automatic transmission electronic control unit **3**, range selector **5**, throttle position sensor, electronic hydraulic valve body, and harnesses connecting these units. The automatic transmission electronic control unit receives electric signals, which are sent by each sensor and shift selector, processes them, transmits the signals to an appropriate solenoid, and thereby controls the transmission.