

TCRA

Torque Converter Rebuilders Association

12th annual TCRA seminar nears

TCRA (Torque Converter Rebuilders Association) has announced the venue and program for its 12th annual seminar and meeting. This major industry event will be held in Nashville, TN on Friday and Saturday, May 15th and 16th. Mark your calendars now and plan to attend this important event.

On Friday, May 15th, attendants will be bused from the Renaissance-Nashville Hotel, the host hotel, to Dacco Incorporated, in Cookeville where they will be given a guided tour of this major torque converter rebuilder. After a catered lunch at Dacco and return to the hotel, there will be a TCRA member meeting. The meeting agenda will include the election of TCRA directors and officers for the next term.

The Saturday, May 16th classroom format seminar will feature presentations by industry experts, vendor representatives and technical organization speakers.



A sit-down steak luncheon and coffee breaks will be included in the fee, as will a reception at the hotel following the seminar. These activities will be sponsored, in part, by Sonnax, Tri Components and SuperFlow Technologies.

Details on hotel rates, tuition and presentation schedules will be available shortly, and will appear in these pages. In the meantime, for updates on the seminar and to review other aspects of TCRA membership, log on to the TCRA website at tcraonline.com or contact Len Wack at 973-293-8925 or lenw@embarqmail.com. This promises to be to the best Torque Converter Rebuilders Assn. Meeting and seminar ever.



have you... *reserved your hotel room?*

The TCRA is reserving a block of rooms available only for attendees of this year's seminar. These rooms will be held until **April 14, 2009** at a special rate of \$119 per night. You must mention this offers code: **Torque Converter 2009** to receive this special rate.

Renaissance Nashville
611 Commerce Street
Nashville, TN 37203
(800) 327-6618 or
(615) 255-8400

have you... *registered for the seminar?*

Tuition for this year's seminar is \$225 for members (\$175 for each additional attendee from the same firm); \$275 for non-members (\$250 for each additional attendee from the same firm). Tuition includes a facinating trip to Dacco, complete with transportation, catered steak lunch during our classroom seminar, and cocktail reception Saturday evening, all made possible in cooperation with Platinum TCRA sponsors Sonnax, Super-Flow and Tri Components.

GETTING TO KNOW...

Ed Lee - Sonnax Industries



Ed Lee is a seasoned TCRA Seminar attendee and guest speaker. Lee joined Sonnax Industries in 2005 after more than 20 years experience as the owner and operator of Deltrans, Inc. He is a charter member of the TASC Force, the Technical Automotive Specialities Committee. He contributes monthly technical tips and articles to Transmission Digest, as well as providing professional industry-related knowledge to TCRA members and newsletter readers.

Elections for board seats near

April 2, 2009 will bring to close a long nomination period and process. Currently three Board of Director positions are up for election. These positions are currently held by Joe Rivera, Dick Lewis, and Dennis Sneath. Nominations were accepted over the past months, and several nominees were accepted to run for these seats soon to open up. Rules and by-laws created when the TCRA was formed limit par-

icipation to nine members to form the Board of Directors. Members have the opportunity to vote for the selected nominees.

Elections should be taken seriously by both those running for the position and by those for who the elected will represent - The TCRA. We look forward to bringing you more information on each nominee prior to the elections in May.

Monthly publication of TCRA newsletter provided by Melissa Hall

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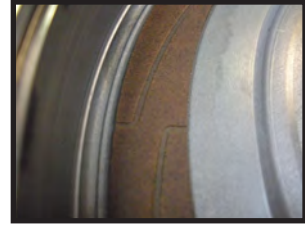
Chryslers new 62TE, Taking a careful look.

Chrysler's 62TE transmission is one of the newest members of the Chrysler transmission family produced at the Kokomo transmission facility in Kokomo, Indiana. It is found in many new Chrysler vehicles such as these applications: 2007-2008 Chrysler Pacifica; 2007-present Chrysler Sebring; 2008-present Dodge Avenger; 2008-present Chrysler Town and Country, 2008-present Dodge Grand Caravan; 2009-present Volkswagen Routan; and 2009-present Dodge Journey.

The 62TE is a six speed transaxle designed from an aging 41TE format and incorporating many of the same parts. This aided in the 3-year design to production timetable that is an amazing feat to accomplish. The 62TE features a fifth gear ratio of 1.00:1.00 while utilizing a 0.690:1.00 sixth gear. This transmission has an amazing low first gear for power and speedy stop light acceleration.



stator has been reduced in thickness and the impeller hub has been reduced in length to 1.500" to accommo-



date the redesigned Pacifica's engine compartment. The clutch damper has been designed with an enclosed type spring pocket that will be a great place for debris

The torque converter is an improved design over the previous Chrysler 604 designs. It still has the same plastic thrust



washer and embossed type friction liner, front cover and impeller. The

to deposit. Most tooling for rebuilding will remain the same. The roller bearings on both sides of the stator have been slightly changed.

This is about all the good news pertaining to the 62TE. The bad news is this is a very "busy" transmission and had several driving / torque converter issues. Some of the issues are: One, transmission shudder, a common issue with Chrysler converters; Two, torque converter shudder or bump. It may disappear after torque converter clutch application and EMCC initialization; Three, gear ratio error. This can be an intermittent condition that is hard to duplicate. Be sure to investigate thoroughly before attempting removal; Four, decel coast down stumble often referred to as DCS. This is an issue with programming and no internal repair should be required. Be sure to install the latest software first.

Under almost all these conditions replacement of the torque converter and reprogramming the PCM is required. DO NOT USE any friction modifiers in the ATF. Use only the Chrysler type ATF+4 fluids. This is a must! You can cause more complaints than you repair by not following the OEM specs here. If torque converter replacement is required the OEM part number is 68003520AB for both the 3.5L and the 4.0L.

**Dennis Sneath
Midwest Converters, Inc., Rockford, Illinois**

Keep your eyes open for seminar updates

Join us May 15th and 16th in Cookeville, Tennessee and tour Dacco, 2009 seminar host!

Information is being released for this year's seminar. Look in each upcoming issue for new announcements, including speakers and agendas!

Items For Sale

Got items for sale?

As a member of the TCRA, you can advertise for free right here, right now! Also have your items posted online.

Email tcranewsletter@comcast.net

Questions or comments? Contact the TCRA newsletter by e-mail at tcranewsletter@comcast.net visit the web www.tcrainline.com or contact Dennis Sneath, board member and newsletter committee team lead.

Gold Sponsors:



TCRA thanks all gold and platinum sponsors!

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