

If you experience any problems with installation, operations or need applications information not covered in this brochure, call our "Mopar Technical Service" hot line toll free at:

**1-800-86MOPAR (1-800-866-6727)**  
8am to 5pm M-F (ET)

*"Please have Product Part Number and Application available for reference"*

## MOPAR Remanufactured Electronic Automatic Transaxle Controller (EATX II) 12 Month / 12,000 Mile Limited Warranty

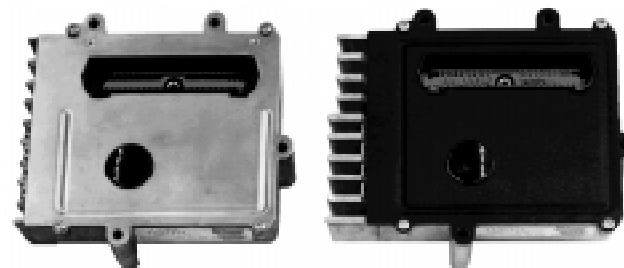
This MOPAR Electronic Automatic Transaxle Controller is warranted by Chrysler Corporation against defects in workmanship or materials for 12 months or 12,000 miles, whichever comes first, from the date of its installation into a Chrysler, Plymouth, Dodge, Jeep or Eagle vehicle. If it fails, it will be repaired or replaced, at the option of Chrysler Corporation. To obtain service under this Limited Warranty, return the controller to an authorized Chrysler Corporation Dealer.

This is the only warranty to this controller. If this controller is not sold for installation into a vehicle which is operated for personal, family or household purposes, Chrysler disclaims any implied warranties which may pass with the sale of this controller, to the extent allowed by law. If this controller is sold for installation into a vehicle which is operated for personal, family or household purposes, Chrysler limits the duration of any implied warranties to the duration of the express warranty made above. Under no circumstances will Chrysler be liable for any incidental or consequential damages which may result from the breach of any expressed or implied warranty, including any liability for loss of use or diminished value.

Some states do not allow limitations on how long an implied warranty will last or the exclusion or limitation of incidental or consequential damages, so the above limitations or executions may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

## MOPAR REMANUFACTURED ELECTRONIC AUTOMATIC TRANSAXLE CONTROLLER (EATX II)

### Removal and Installation Instructions



### Important

Chrysler Corporation has developed a complete set of diagnostic manuals. These manuals cover the diagnosis of an electronic transaxle. They have been designed to make transaxle diagnosis accurate and simple. Use these manuals with the DRB scan tool and the latest software when diagnosing transaxle problems.

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### Safety Precautions

Before replacing any damaged component you should always first determine what caused the component to fail and repair that before continuing.

Static electricity can damage electronic components. By following a few safety procedures you can reduce the risk of damage from static electricity.

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1. Avoid contact with the electrical connectors.
2. By frequently touching a known good ground during installation you can discharge any static electricity that you may have developed.

## Technical Service Bulletin Notices

### T.S.B. 18-24-95

**NOTE WHEN FLASHING TO OR INSTALLING THE FOLLOWING TCM P/N'S: R4761846AA, R4761847AA, R4761848AA, R4761849AA.**

When flashing to or installing these TCM's, it is necessary to ensure no wire is connected at CAVITY 49 of the TCM wiring harness connector. If a wire is connected, refer to the above T.S.B. before installing.

### T.S.B. 08-29-93

If you are replacing the TCM for this T.S.B. (Poor Radio Reception) please call our Technical Assistance Hotline for more information. **(1-800-86MOPAR)**

## Removal Procedure

The EATX II module is in a potted, die cast aluminum housing with a sealed 60 way connector, and is located on the passenger side of the engine compartment. For LH Vehicles, the module is located between the left front fender and the battery in the engine compartment.

1. Loosen the 60 way retaining screw, located in the center of the 60 way connector. Then disconnect the wiring harness from the control module.
2. Remove the transmission control module mounting screws (4) and lift module from vehicle.
3. **REVERSE** removal procedure for **INSTALLATION**.

**CAUTION ! - TORQUE 60 WAY CONNECTOR TO A MAXIMUM OF 4 N-m (38 in. lbs.)**

## On Board Diagnostics

The transaxle is controlled and monitored by the transmission control module (EATX II). The transmission control module monitors critical operations within the transaxle, as well as internal operations of the controller itself.

Some operations of the system are monitored continuously while others are checked only under specific conditions. Each segment of the system that is monitored has a corresponding fault code associated with it. (Cont. page 3)

If the transmission control module detects a problem in the operation of the transaxle or its supporting components the appropriate fault code will be set stored in the memory of the control module. If the defect is not detected again after the fault code was set, transmission control module will erase the code after approximately 75 ignition key cycles.

## Fault Codes

Fault codes, or diagnostic trouble codes, are a two digit number that is correlated to the part of the system that is malfunctioning. The fault codes cover hydraulic and mechanical as well as electrical problems. The on board diagnostic system can only indicate a particular area, not a specific component, that may be defective or in question. **Fault codes can only be retrieved with the use of a DRB (Diagnostic Readout Box) Scan Tool or an equivalent.**

A fault code that is detected within 3 engine starts is considered a "hard fault". A hard fault is a defect that is detected every time the control module checks for it.

A defect that is not there every time when check for is termed a "soft fault". These types of faults are usually intermittent, and must be looked for under specific conditions. Most soft faults are caused by wiring or connector problems.

## Limp-In Mode

Limp-in mode is a condition where the operational control of the transaxle by the transmission control module is removed. In this condition the only functioning ranges are :

• **Park** • **Neutral** • **Reverse** • **Second Gear**

The normal upshifts and downshifts are prohibited when the module is in this mode. While performance is reduced the vehicle can be driven for servicing. All but twelve of the diagnostic codes available will send the control module into the limp-in mode.

## Fault Code Description

<u>Code #</u>	<u>Description</u>	<u>Limp-in</u>
11	Internal Controller defect (Watchdog Test)	YES
12	Battery disconnected	<b>NO</b>
13	Internal Controller defect (Watchdog Shutdown)	YES
14	TCM Relay always on	YES
15	TCM Relay always off	YES
16	Internal Controller defect	YES
17	Internal Controller defect	YES

(Continued on page 4)

<u>Code #</u>	<u>Description</u>	<u>Limp-in</u>
18	Engine speed sensor	YES
19	BUS communication	<b>NO</b>
20	Switched battery	YES
21	OD pressure switch circuits	YES
22	2-4 pressure switch circuits	YES
23	2-4/OD pressure switch circuits	YES
24	LR pressure switch circuits	YES
25	LR/OD pressure switch circuits	YES
26	LR/2-4 pressure switch circuits	YES
27	All pressure switches circuits	YES
28	Check shifter signal	<b>NO</b>
29	Throttle position	<b>NO</b>
31	OD hydraulic pressure switch	YES
32	2-4 hydraulic pressure switch	YES
33	OD/2-4 hydraulic pressure switch circuit	YES
35	Loss of prime	YES
36	Fault immediately after shift	YES
37	Solenoid switch valve latched in LU position	<b>NO</b>
38	Lockup control	<b>NO</b>
41	LR solenoid circuit	YES
42	2-4 solenoid circuit	YES
43	OD solenoid circuit	YES
44	UD solenoid circuit	YES
45	Internal Controller defect	<b>NO</b>
46	UD hydraulic circuit	<b>NO</b>
47	Solenoid switch valve latched in LR position	YES
48	Torque Management (LH Models Only)	<b>NO</b>
50	Speed error in Reverse	YES
51	Speed error in 1st	YES
52	Speed error in 2nd	YES
53	Speed error in 3rd	YES
54	Speed error in 4th	YES
56	Turbine sensor error	YES
57	Output sensor error	YES
58	Sensor ground error	YES
60	Inadequate element volume LR	<b>NO</b>
61	Inadequate element volume 2-4	<b>NO</b>
62	Inadequate element volume OD	<b>NO</b>

**NOTE - If the transmission control module has been replaced, the procedures described on Page 5 may be required.**

## Transaxle Quick Learn Procedure

This program allows the electronic transaxle system to recalibrate itself to provide the best possible transaxle operation. The quick learn procedure should be performed if any of the following actions have been implemented:

- Transaxle Assembly Replacement
- Transmission Control Module Replacement
- Solenoid Pack Replacement
- Clutch Plate and/or Seal Replacement
- Valve Body Recondition or Replacement

## Pinion Factor Procedure

**(MY 93-95 Only, Except LH & FJ Vehicles)** The vehicle speed readings for the speedometer are taken from the output speed sensor. The transmission control module must be calibrated to reflect the different combinations of equipment available. A procedure has been developed called Pinion Factor. It allows the technician to set the transmission control module initial setting so that the speedometer readings will be correct.

This procedure must be performed if the transmission control module has been replaced.

Failure to perform this procedure will result in a **“NO SPEEDOMETER OPERATION”** condition.

**NOTE: The DRB III Scan Tool MUST be used to perform the Pinion Factor Procedure described above. This procedure can be performed at any authorized Chrysler Corporation Dealer.**

## Part Number Applications

<u>Reman. Part No.</u>	<u>Vehicle Application -</u>		<u>Engine</u>
	<u>Software ID</u>	<u>Year, Body Type</u>	
R4686606AA	04686606	95 AJ,AS,A1,A3,A4,ES	3.0, 3.3 & 3.8L
R5269726AA	05269726	95 FJ	2.0 & 2.5L
R4797708AA	04797708	95 LH	3.3 & 3.5L
R4686478AA	04686606	93-94 A,C,J,P,S,Y	3.0, 3.3 & 3.8L
R4759066AA	04797708	93-94 LH	3.3 & 3.5L
R4761848AA	04796123	92 A,C,G,J,S,Y	3.0L
R4761849AA	04796124	92 C,S,Y	3.3L & 3.8L
R4761847AA	04796122	90-91 C,S,Y	3.3 & 3.8L
R4761846AA	04796121	89-91 A,C,G,J,S,Y	3.0L