

Transmission Component and System Description

The mechanical components of the 4L60-E are as follows:

- A torque converter with an electronically controlled capacity clutch (ECCC)
This transmission is equipped with an ECCC. The pressure plate does not fully lock to the torque converter cover. Instead, the pressure plate maintains a small amount of slippage, about 20 RPM, in SECOND, THIRD, and FOURTH gears, depending on the vehicle application. ECCC was developed to reduce the possibility of noise, vibration, or chuggle caused by TCC apply. Typical apply speeds are 49-52 km/h (30-32 mph) in THIRD gear and 65-73 km/h (40-45 mph) in FOURTH gear. Full lockup is available at highway speeds on some applications.
- Torque converter assembly
- Servo assembly and 2-4 band assembly
- Reverse input clutch and housing
- Overrun clutch
- Forward clutch
- 3-4 clutch
- Forward sprag clutch assembly
- Lo and reverse roller clutch assembly
- Lo and reverse clutch assembly
- Two planetary gear sets: Input and Reaction
- Oil pump assembly
- Control valve body assembly

The electrical components of the 4L60-E are as follows:

- 1-2 and 2-3 shift solenoid valves
- 3-2 shift solenoid valve assembly
- Transmission pressure control (PC) solenoid
- Torque converter clutch (TCC) solenoid valve
- TCC pulse width modulation (PWM) solenoid valve
- Automatic transmission fluid pressure (TFP) manual valve position switch
- Automatic transmission fluid temperature (TFT) sensor
- Vehicle speed sensor assembly

For more information, refer to [Electronic Component Description](#) .