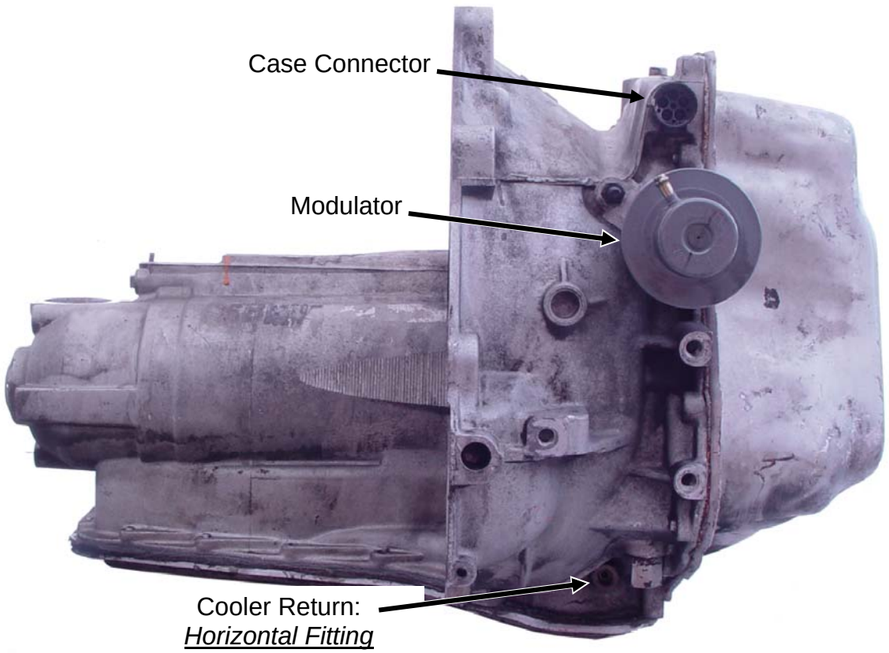
440-T4 - General Reference Data



Trans Basic Operation:

The 440-T4 is a FWD 4-speed unit with TCC.

Pressure rise and shift feel are controlled by vacuum modulator. Upshift signal is provided by the governor, and shift delay from TV.

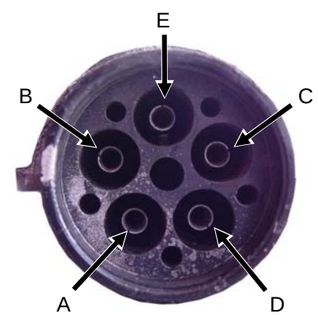
TCC is controlled electrically by use of valve body mounted solenoid activated according to commands from the PCM.

Most models use switches mounted on the pump, and activated by various fluid pressures to inform the ECM of gear (clutch circuit) status.

There are many model variations using different ratios, wiring configurations, and TCC control systems.

The 440-T4 was renamed the 4T60 with the new model designation format.

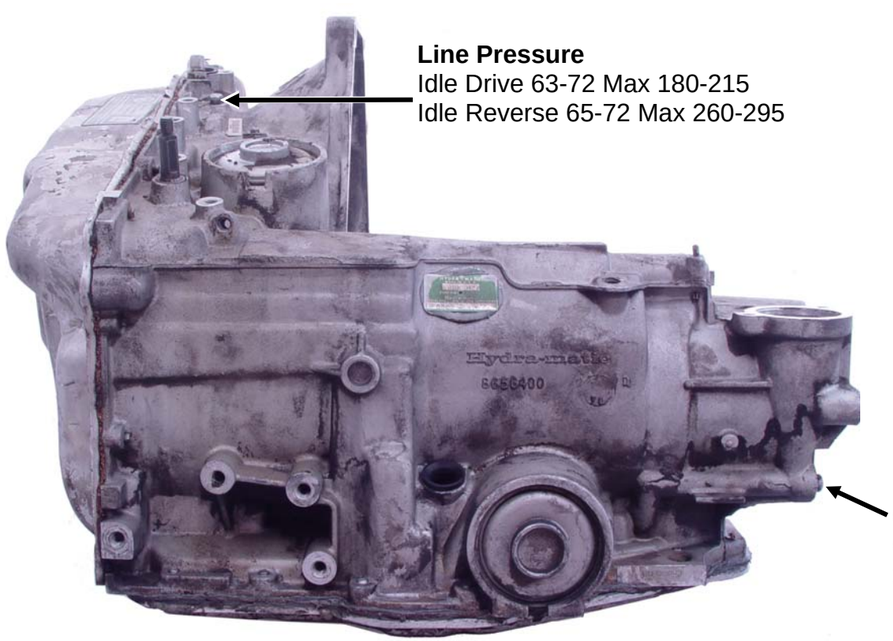
Case Connector
(Common 89up Type)



Terminal ID	Component
A	12v Supply to TCC solenoid
B	4th Clutch Switch
C	3rd Clutch Switch
D	TCC Control (Ground)
E	2nd Clutch Switch

Clutch / Band / Solenoid Application Chart								
	4th Clutch	Reverse Band	2nd Clutch	3rd Clutch	3rd Sprag	Input Clutch	Input Sprag	1-2 Band
Park						Applied	Locked	
Reverse		Applied				Applied	Locked	
Neutral						Applied	Locked	
Overdrive (OD) 1st Speed						Applied	Locked	Applied
Overdrive (OD) 2nd Speed			Applied			Applied	*OR	Applied
Overdrive (OD) 3rd Speed			Applied	Applied	Locked		*OR	
Overdrive (OD) 4th Speed	Applied		Applied**	Applied	*OR		*OR	
Drive 1st Speed						Applied	Locked	Applied
Drive 2nd Speed			Applied			Applied	Locked	Applied
Drive 3rd Speed			Applied	Applied	Locked	Applied	Locked	
Manual 2nd 1st Speed						Applied	Locked	Applied
Manual 2nd 2nd Speed			Applied			Applied	*OR	Applied
Manual Low (1)				Applied	Locked	Applied	Locked	Applied

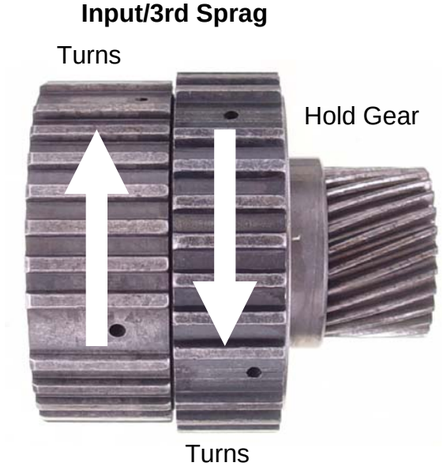
*OR = Overrunning Applied**=Applied but ineffective



Line Pressure
Idle Drive 63-72 Max 180-215
Idle Reverse 65-72 Max 260-295

Governor tap located under right side axle.
Governor pressure should nearly match MPH.
20mph=20psi, 30mph=30psi, etc

Input/3rd Sprag



© TransGo 2006