

2013 Chevrolet Colorado

Submodel: | **Engine Type:** | **Liters:**

Fuel Delivery: | **Fuel:**

The mechanical components of the 6-Speed RWD are as follows:

- A torque converter with an electronically controlled capacity clutch (ECCC). ECCC was developed to reduce the possibility of noise, vibration, or chuggle caused by TCC apply. In a torque converter with ECCC, the pressure plate does not always fully lock to the torque converter cover. Instead, the pressure plate maintains a small amount of slippage. In RWD 6-Speed transmissions, this slippage can range from 0–50 RPM. Full lockup (0 RPM slip) is still available on some applications. TCC may apply in 2nd, 3rd, 4th, 5th, or 6th gears. The specific TCC apply points and the amount of clutch slippage are determined by a number of operating conditions, including throttle position, vehicle speed, gear, as well as specific vehicle application. Transmission fluid temperature will also affect TCC apply points.
- Vane-type fluid pump assembly
- 1–2–3–4 and 3–5 Reverse clutch assembly
- Input sun gear and carrier assembly
- 4–5–6 clutch assembly with turbine shaft
- 4–5–6 clutch hub assembly
- 1–2–3–4 clutch hub assembly
- 2–6 and 3–5 reverse clutch hub assembly
- Center support assembly, with 2–6 clutch assembly, and low and Reverse clutch assembly
- Low clutch sprag assembly
- A double planetary output carrier assembly
- Output shaft assembly
- Control valve body assembly

The electrical components of the 6-Speed RWD are as follows:

- Input and output speed sensor assembly
- Manual shift shaft position switch
- Control solenoid valve assembly, which contains the following components:
 - Transmission control module (TCM)
 - 5 variable bleed line pressure control (PC) solenoids
 - Transmission fluid pressure (TFP) switch assembly
 - Torque converter clutch (TCC) pressure control solenoid
 - 2 shift solenoids

For more information, refer to Electronic Component Description.