

Packard **SERVICE TECHNICAL** Bulletin

55T-6
Dealer 5
January 26, 1955

To: ZONES AND DEALERS

Subject: TWIN ULTRAMATIC SHIFT PATTERN - 55TH SERIES

Great improvements have been made in the shift pattern of the Twin Ultramatic used in the 55th Series cars. In fact, the shift pattern is quite different than that of the 54th Series Twin Ultramatic.

The improved shift pattern provides the driver with better control of the up-shifts and down-shifts which results in outstanding performance at all speeds.

We suggest that all dealer personnel, Sales Managers, Servicemen, Salesmen, etc. carefully study this bulletin and familiarize themselves with the shifts, throttle openings, kickdown, etc., by driving a car. The outstanding features of this transmission are easily demonstrated if they are thoroughly understood. These features require very little driver education as they were designed to blend with normal driving habits.

55th Series Shift Pattern

1. Place the selector lever in the "Drive" position with the selector quadrant pointer in line with the triangle to the right of the "D", at this time the low range is engaged.

With normal light throttle acceleration, the shift from low range to high range will occur at approximately 15 to 20 MPH. With further normal acceleration, the shift from high range (converter drive) to direct drive will occur at approximately 31 MPH.

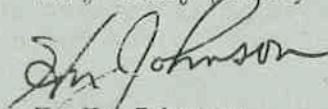
The direct drive will remain engaged during a steady downward movement of the accelerator. The direct drive remains engaged on deceleration or coasting to approximately 18 MPH.

2. For quick acceleration, the direct drive can be disengaged by merely a short quick downward movement of the accelerator, but not down to "kick-down" position. This can be accomplished at any time the direct drive is engaged up to approximately 45 MPH.
3. If still quicker acceleration with the utmost in power is desired, press the accelerator to the floor with a quick motion. This "kickdown" disengages the direct drive and high range clutches and the low range engages with the converter now the driving member. This kickdown can be accomplished up to approximately 60 MPH.

4. With the selector lever in the "Drive" position and the pointer in line with the triangle to the left of the "D", the transmission operates in the same manner as the original Ultramatic Transmission. In this position, the transmission is in high range (converter drive) and with normal acceleration, the shift to direct drive will occur at approximately 31 MPH. However, the direct drive can be disengaged with a short quick downward movement of the accelerator without going to the kickdown position.
5. Direct drive can be obtained in manual low at approximately 31 MPH and will remain engaged on deceleration or coasting until approximately 18 MPH. This feature is useful when ascending or descending steep hills.

The direct drive will remain engaged with normal light acceleration, but a short quick "punch" will disengage it. We suggest that you practice driving according to the above information so as to fully demonstrate the outstanding features built into this transmission.

Very truly yours,



E. N. Johnson
Assistant Service Manager

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