

**UN-COMMANDED TCC APPLY ON THE 1-2 SHIFT
CAUSING PERCEPTION OF HESITATION AND/OR
LACK OF POWER DURING SHIFT**

TSB 09-20-14

FORD:

2005-2010 Crown Victoria
2005-2006 Expedition
2005-2010 E-150, E-250, E-350, F-150

LINCOLN:

2005-2010 Town Car
2006-2008 Mark LT

MERCURY:

2005-2010 Grand Marquis

This article supersedes TSB **6-22-7** to update the Issue Statement, vehicle model years and model line covered.

ISSUE

Some 2005-2010 vehicles equipped with a 4R70/75E-W transmission may experience an un-commanded torque converter clutch (TCC) apply or TCC partial apply immediately after the 1-2 shift. This may result in the perception that the vehicle lacks power or that the transmission is up-shifting too early. Additional symptoms of uncommanded TCC apply when coming to a stop (before the 2-1 downshift is commanded), are engine stalling or lugging when engaging manual 2nd while at a stop and code P1742 may be present in continuous memory. However, the vehicle should operate normally in park, reverse, neutral and manual 1st gear.

ACTION

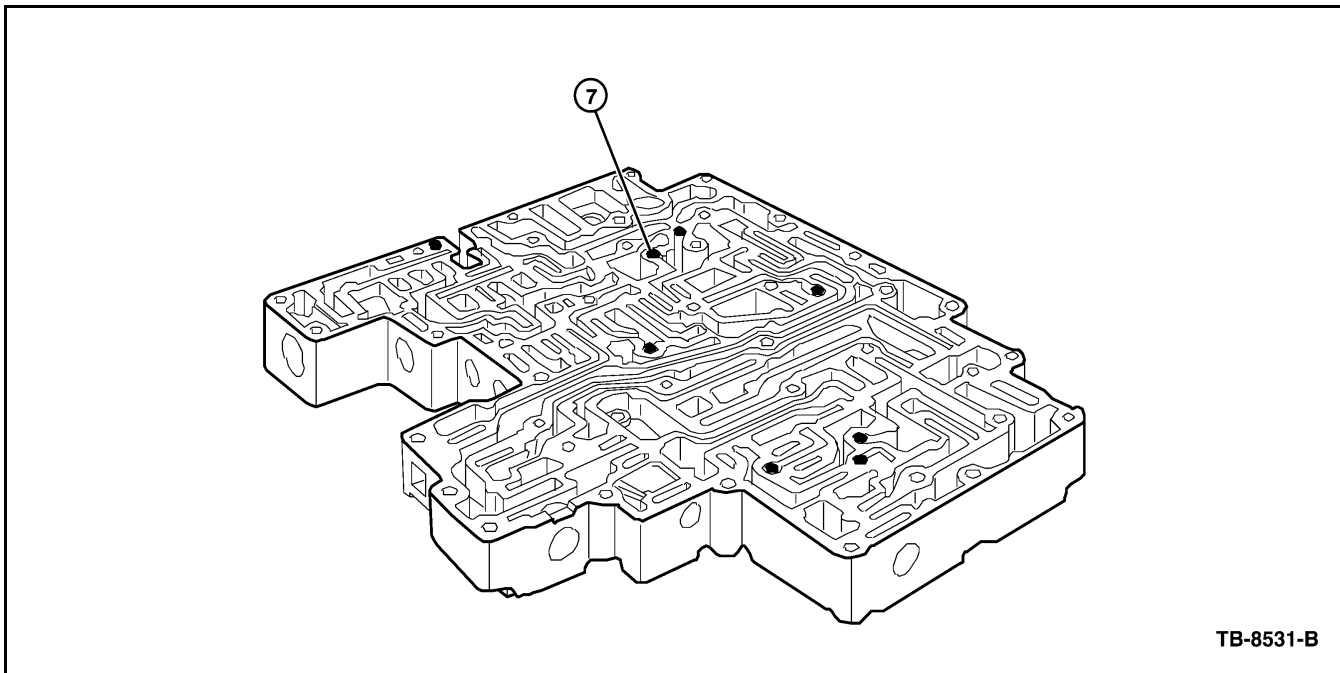
Follow the Service Procedure for verification and repair.

SERVICE PROCEDURE

1. Monitor (TCC %) solenoid command state - duty cycle and (TC SLIP ACT) torque converter clutch slippage - RPM, while in 2nd, 3rd or 4th gear with a TCC % reading 0.
 - a. If TCC % = 0 and TC SLIP ACT = less than 20 RPM then inspect the number 7 check ball in the main control valve body for damage. Replace as required following the appropriate Workshop Manual (WSM) under Disassembly and Assembly of Subassemblies - Main Control Valve Body. (Figure 1)

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

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TB-8531-B

Figure 1 - Article 09-20-14

NOTE

THIS PROCEDURE IS PERFORMED IN 2ND GEAR AUTO (NOT MANUAL 2). MONITOR (TC SLIP ACT) AFTER THE POWERTRAIN CONTROL MODULE (PCM) COMMANDS 2ND GEAR AND BEFORE THE VEHICLE SPEED SENSOR (VSS) READS 35 MPH (56 KM/H).

- b. If you receive any other reading, this procedure does not apply; follow normal diagnostic procedures as outlined in the appropriate WSM.

NOTE

IT IS NORMAL FOR THE PCM TO COMMAND 4TH GEAR AT SPEEDS AS LOW AS 19 MPH (30 KM/H) WITH LIGHT ACCELERATION WHEN THE THROTTLE POSITION IS LESS THEN 20%.

PART NUMBER	PART NAME
EOAZ-7E195-B	Ball Check
1L3Z-7C155-AA	Gasket - Valve Body Upper
1W7Z-7D100-AB	Gasket - Valve Body Lower

OPERATION	DESCRIPTION	TIME
092014A	2005-2010 Crown Victoria, Grand Marquis, Town Car, Econoline 150/250/350, 2005-2006 Expedition: Includes Time To Perform The Diagnosis Outlined In This Article And Repair (Do Not Use With Any Other Labor Operations)	2.3 Hrs.
092014A	2005-2010 F-150, 2006-2008 Mark LT: Includes Time To Perform The Diagnosis Outlined In This Article And Repair (Do Not Use With Any Other Labor Operations)	2.2 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7E195	01

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.