

SSM 50529 - 2021-2022 Various Vehicles - 10R60/10R80/10R80-MHT Automatic Transmission – Harsh/Delayed Engagement And/Or Harsh/Delayed Shift

Some 2021-2022 Bronco/F-150/Explorer/Aviator/Police Interceptor Utility and 2022 Transit vehicles may exhibit harsh/delayed engagement and/or harsh/delayed shift concerns. These may be addressed with the powertrain control module (PCM)/transmission control module (TCM) Transmission Accelerated Main Control Break In Routine and/or a main control overhaul. Refer to Workshop Manual (WSM), Section 307-01, DTC Chart if DTCs are present and/or Diagnosis By Symptom to identify the clutch(s) to be cycled. Cycling the shift solenoids and clutch control valves to remove contamination must be performed along with an adaptive drive cycle before attempting repair. For claiming, use causal part 7A100 and applicable labor operations in Section 7 of the Service Labor Time Standards (SLTS) Manual.

APPLICABLE VEHICLES

2021 - 2022 TRUCK: FD P702N F150
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2021 - 2022 CAR: TV U611N AVIATOR
2021 - 2022 CAR: TV U611N AVIATOR
2021 - 2022 CAR: TW U625N EXPLORER
2021 - 2022 CAR: TW U625N EXPLORER
2021 - 2022 CAR: TW U625N EXPLORER
2021 - 2022 TRUCK: G1 U725N BRONCO
2022 TRUCK: TH V363N TRANSIT