

SSM 51531

2020-2023 Various Vehicles - 10R60/10R80/10R100/10R80-MHT Automatic Transmission
Harsh/Delayed Engagement And/Or Harsh/Delayed Shift

Some 2020-2023 Explorer/Aviator/Transit, 2021-2023 F-150/Bronco, 2022-2023 Expedition/Navigator/Mustang and 2023 F-250/F-350 Super Duty 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.