

SSM 50329 - 2021 Various Vehicles - 10R60/10R80 Automatic Transmission – Harsh/Delayed Engagement And/Or Harsh/Delayed Shift

Some 2021 Bronco/F-150/Explorer/Aviator/Police Interceptor Utility vehicles, non-hybrid, 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. Refer to Workshop Manual (WSM), Section 307-01, DTC Chart 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. This routine's usage has been expanded for various symptoms across the life of the vehicle. For claiming, use causal part 7A100 and applicable labor operations in Section 7 of the Service Labor Time Standards (SLTS) Manual.

APPLICABLE VEHICLES

2021 TRUCK: FD P702N F150

2021 CAR: TV U611N AVIATOR

2021 CAR: TW U625N EXPLORER

2021 CAR: TW U625N EXPLORER

2021 TRUCK: G1 U725N BRONCO