



FORD 4R70/75E TCC APPLICATION ON TOP OF 2ND GEAR

COMPLAINT: This bulletin applies to the following models, Ford 2005-06 Crown Victoria, E150, E250, Expedition, F150, Mercury Grand Marquis, Lincoln Town Car and the 2006 Lincoln Mark L1. These vehicles may experience an uncommanded TCC apply immediately after the 1-2 shift. This may be perceived as a lack of power and diagnostic trouble codes P0742 or P1742 may be stored indicating that lockup is stuck "ON".

CAUSE: The #7 check ball in the valve body, (Refer to Figure 1), has become too small and is allowing line pressure from the 2-3 shift valve to stroke the Bypass Clutch Control Valve which will apply the converter clutch as soon as a 1-2 shift occurs as shown in the hydraulic diagram in Figure 2. The hydraulic diagram in Figure 3 illustrates how the TCC circuit should operate when the #7 check ball is the correct size.

CORRECTION: Although this bulletin refers to specific years and models, any 4R70W, 4R70/75E in any vehicle would have the same complaint should the #7 check ball become too small. Replacement of the #7 check ball will remove the complaint and restore TCC to computer control strategies.

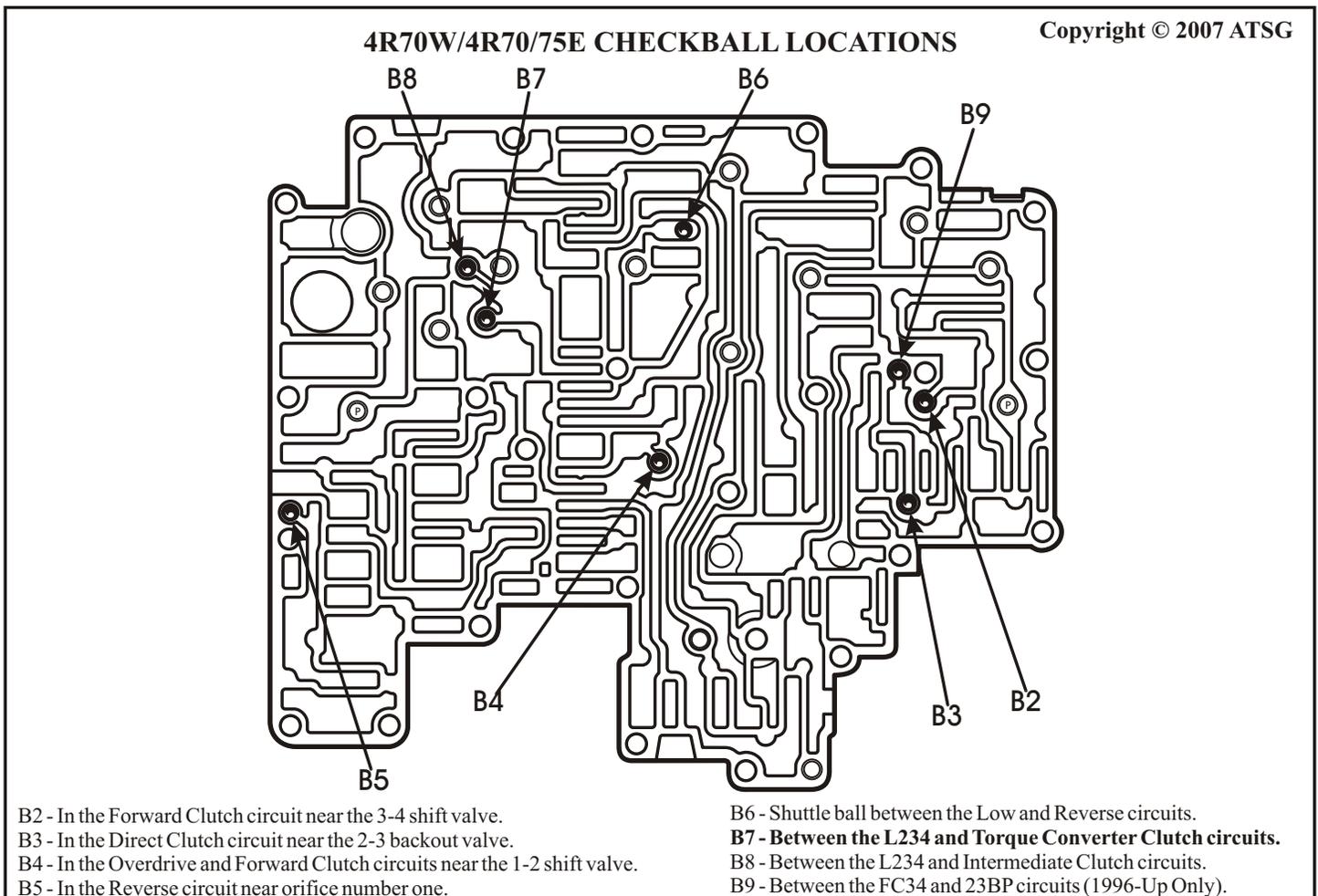
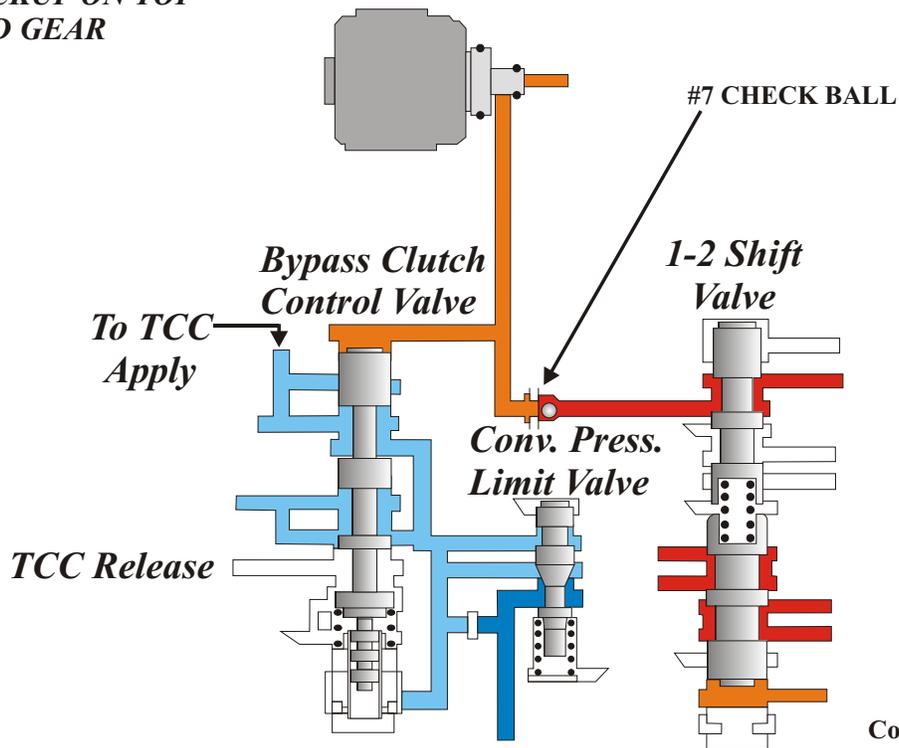


Figure 1

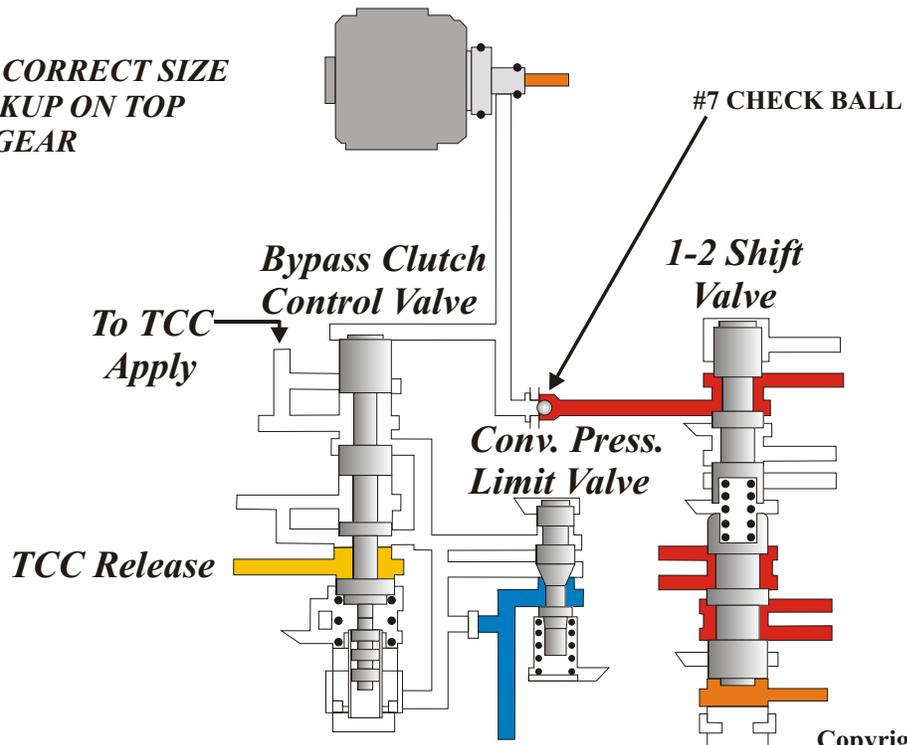
**#7 CHECK BALL IS TOO SMALL
ALLOWS LOCKUP ON TOP
OF 2ND GEAR**



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Figure 2

**#7 CHECK BALL IS CORRECT SIZE
PREVENTS LOCKUP ON TOP
OF 2ND GEAR**



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Figure 3