



Technical Service Information

FORD 6F50N BUMP/SLIP ON INITIAL TAKE-OFF

COMPLAINT: Certain Ford and Lincoln vehicles, (See Service Information), equipped with the 6F50/55N may have a complaint of a sluggish initial take-off in drive followed by a harsh bump or slip.

Note: *This bulletin applies only to the listed vehicles that have MERCON LV® on the dip stick.*

CAUSE: A combination of computer programming and a hydraulic problem in the Valve Latch oil circuit.
Valve Latch - Pressure supplied to the multiplex shift valve from the Low/Reverse/Overdrive (4-5-6) Regulator Valve.

CORRECTION: This modification is directed at the #10 checkball located in the Main Control Valve Body as well as the Valve Latch feed hole in the Main Control Spacer Plate both of which can be seen in figure 1.

Eliminate the #10 checkball and close off the Valve Latch feed hole in the spacer plate as shown in figure 2.

Reprogram the PCM to the latest calibration using IDS release 73.04 or higher.

SERVICE INFORMATION:

The following vehicles that were built on or before April 15, 2011 are subject to these modifications:

2010 - 2011 Ford Taurus

2009 - 2011 Ford Edge

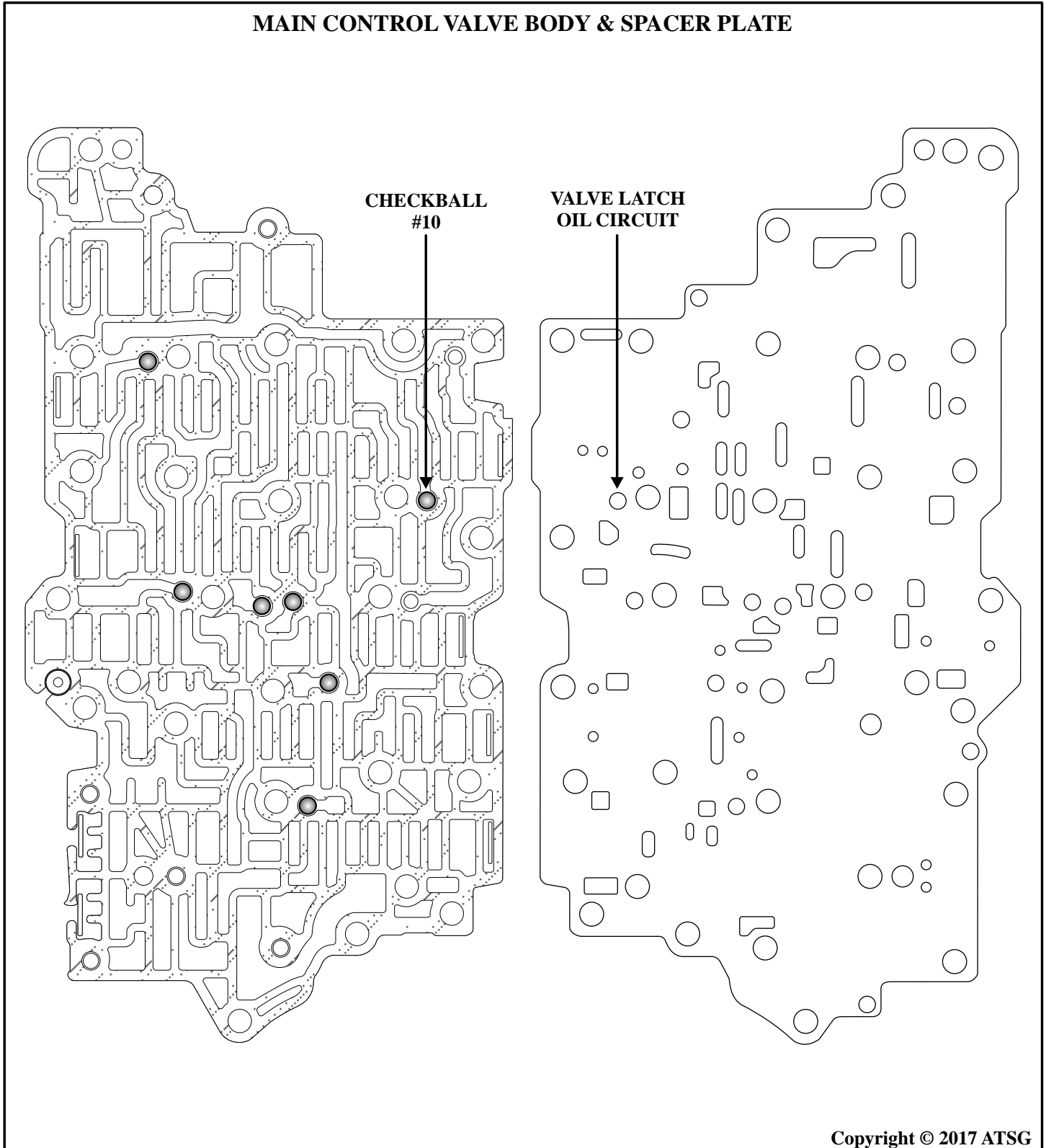
2011 Ford Explorer

2010 - 2011 Lincoln MKS

2009 - 2011 Lincoln MKT & MKX

FORD 6F50N BUMP/SLIP ON INITIAL TAKE-OFF

MAIN CONTROL VALVE BODY & SPACER PLATE

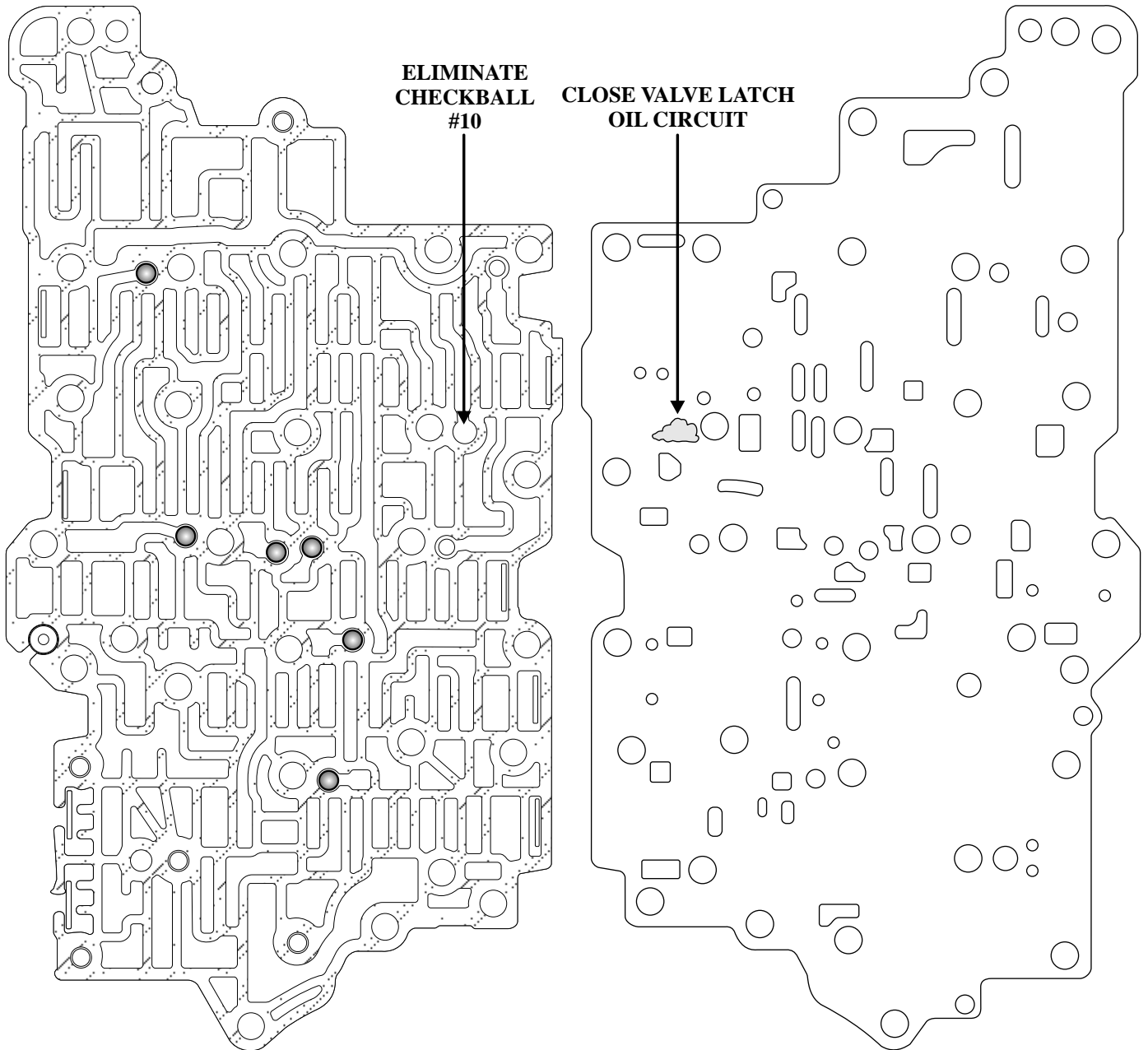


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Figure 1

FORD 6F50N BUMP/SLIP ON INITIAL TAKE-OFF

MAIN CONTROL VALVE BODY & SPACER PLATE



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Figure 2