

**FORD 8F35****IN & OUT OF L/U BEFORE/AFTER REBUILD**

**COMPLAINT:** A 2019 Ford Edge comes into the shop for rebuild. It also has a complaint of going in and out of lock up. The shop rebuilt the transmission and installed a new Ford valve body, along with a remanufactured torque converter for the lock up complaint. On the road test the transmission still went in and out of lock up. The shop decided to replace the PCM because the valve body and torque converter had already been replaced and made no change. A new PCM was installed and programmed. On the road test the transmission still went in and out of lock up.

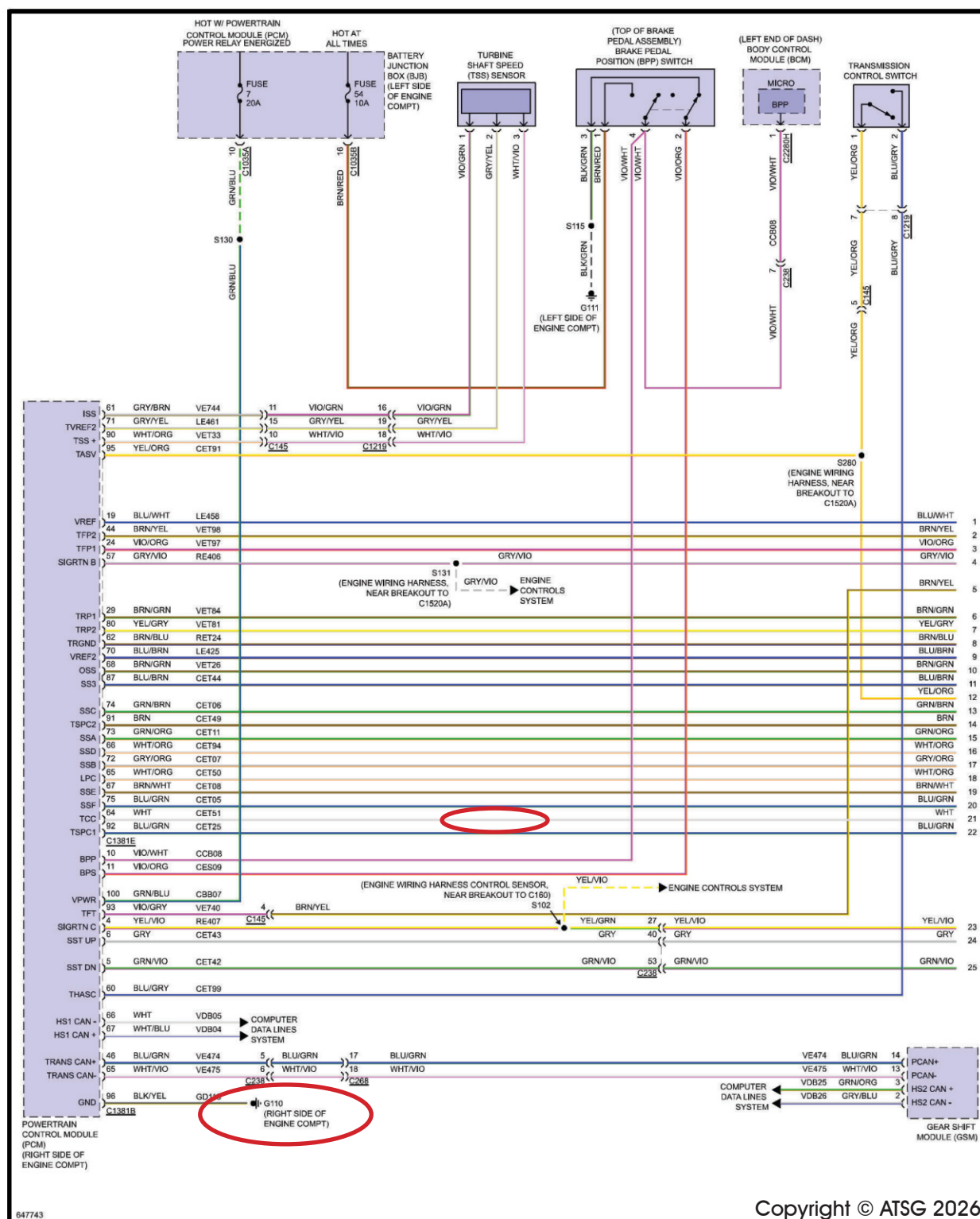
ATSG had the technician use the scanner to check live data for the misfire monitors, TPS, MAF. There were no issues seen. The technician tried cleaning the MAF and thought it was somewhat better. Next, ATSG had the technician cut the white wire for the TCC solenoid ground and ground it on the road test (See figure 1). Lock up now stayed on. This indicated that there was a compromised ground. If you look once again at figure 1 you will see G110 on the right side of engine compartment is the PCM ground.

**CAUSE:** The technician noticed in the wiring diagram (see figure 2), that the G110 ground is a gang ground. This made it easier to locate on the right side of the engine. Once it was located, the problem was obvious as its location made it susceptible to the elements causing corrosion compromising the circuit.

**CORRECTION:** Clean corrosion from G110 gang ground.

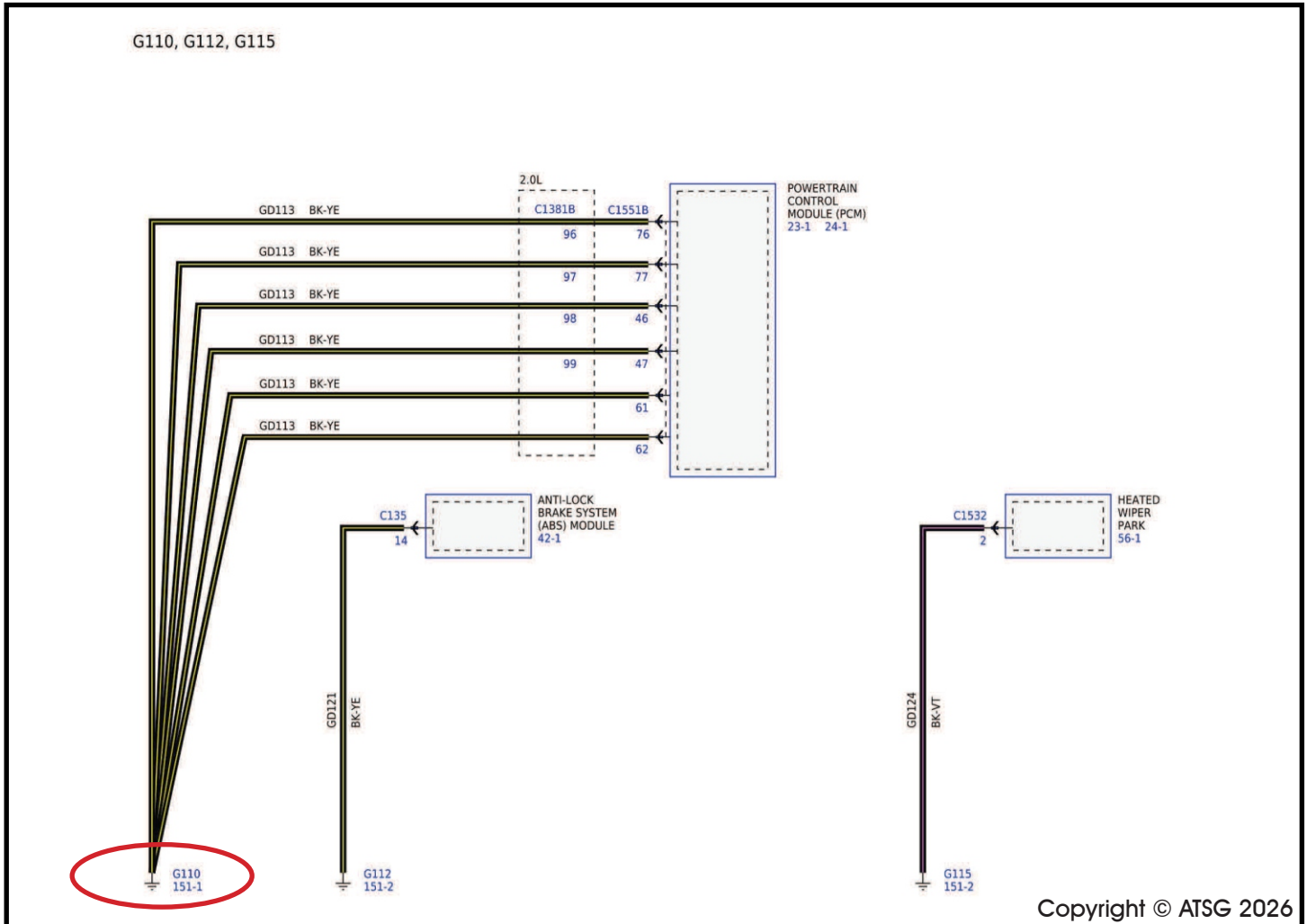
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### Figure 1

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**Figure 2**