



Technical Service Information

FORD 4R75E EXCESSIVE SLIP IN FORWARD

COMPLAINT: Excessive slip in all forward ranges, possible metal debris found in sump.

CAUSE: Cracked forward clutch drum, along the snap ring groove area as shown in figure 1. The metal debris found in the transmission sump is the result of the forward drum pressure plate hitting the inside area of the drive shell. Be aware that upon dis-assembly of a 4R75E if no debris is found in the sump, but the forward clutches are scorched. The crack along the snap ring groove may not be easily seen, check by placing a screw driver or scribe in the snap ring groove and slightly prying to reveal any failure in this area.

CORRECTION: 1. Replace Forward drum. 2 Re-calibrate the PCM with program # 06B06.

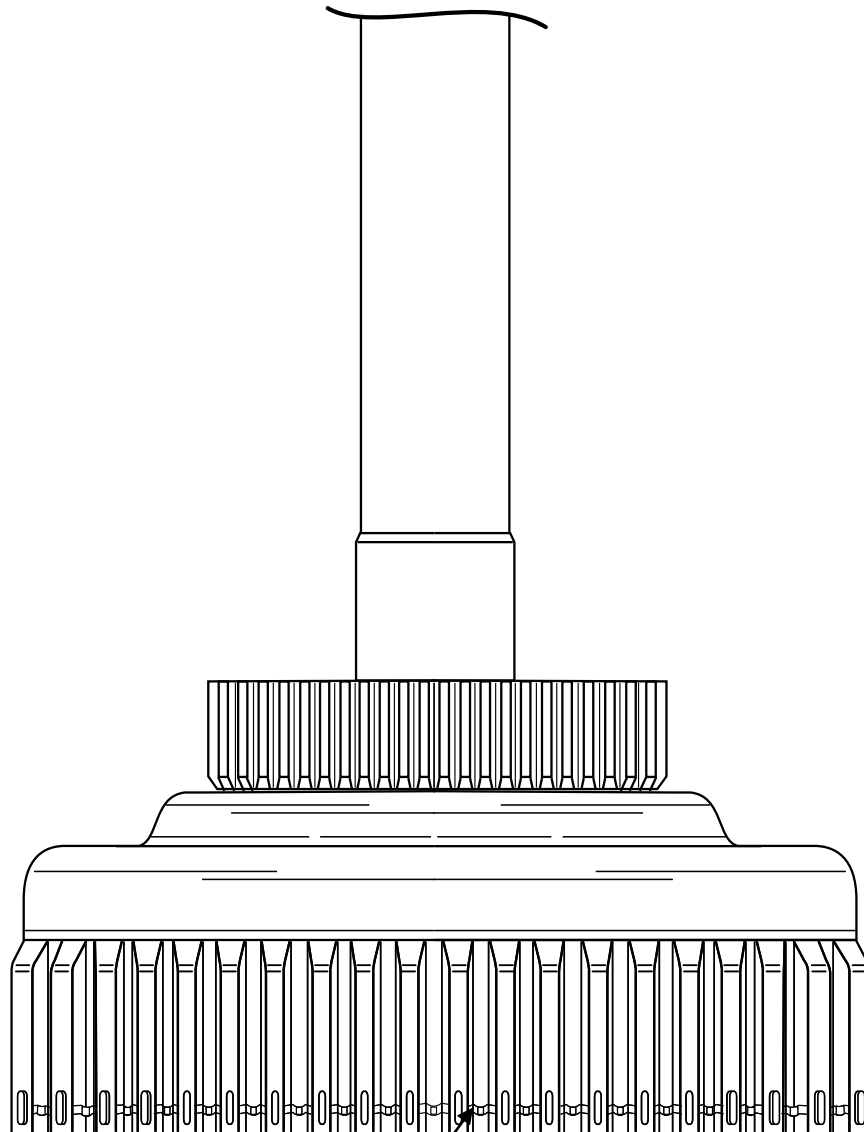
SERVICE INFORMATION:

- (1) FORWARD CLUTCH DRUM.....3L3Z-7F207-AA
- (2) In April 2006, Ford Motor Co. issued a news letter to vehicle owners with the Vehicle Identification Number listed in the letter. The letter states that this failure is caused by the Powertrain Control Module's shift timing strategy, during excessive 4-3 downshifts that may occur during certain driving conditions (city taxi driving). Ford Motor Company provided a Costumer Satisfaction Program #06B06. Which would re-calibrate the PCM with a revised transmission shift control strategy, free of charge that ended on **August 22, 2006** regardless of mileage. Once this update was completed, an Extended Coverage Program #06N06 for certain 2005 to 2006 Crown Victoria long wheel base vehicles, to replace the forward clutch cylinder also free of charge. The program extends coverage of the forward clutch cylinder to 3 years or 150,000 miles from the start date of the vehicle warranty, whichever occurs first. It is a one time replacement program. This program covers certain vehicles that were built at the St. Thomas Assembly Plant from Job #1 2005 through February 26, 2006. Coverage is also automatically transferred to second owners. If the vehicle owner already paid to have the forward clutch drum repaired before receiving the news letter, a refund would be provided under program #06N06 when a paid original receipt was presented to the local dealer **before May 22, 2006**. Even if the forward clutch drum was replaced the vehicle owner still needed to have program #06B06 performed to update the PCM transmission shift control strategy calibration.

NOTE: ATSG has received several tech calls on vehicles that are not listed or covered under this Costumer Satisfaction Program showing up in shops with the same failure of the forward clutch drum. We have also found on some of these vehicles with as little as 35,000 miles, the valve body would have severe wear in the Pressure Regulator Valve bore. This may also cause Forward drum failure due to pressure spikes. See Figure 2 .

Special thanks to Wayne Deveau from Transmissions of West Palm Beach Inc. in Florida. For the great photos and help putting this information together.

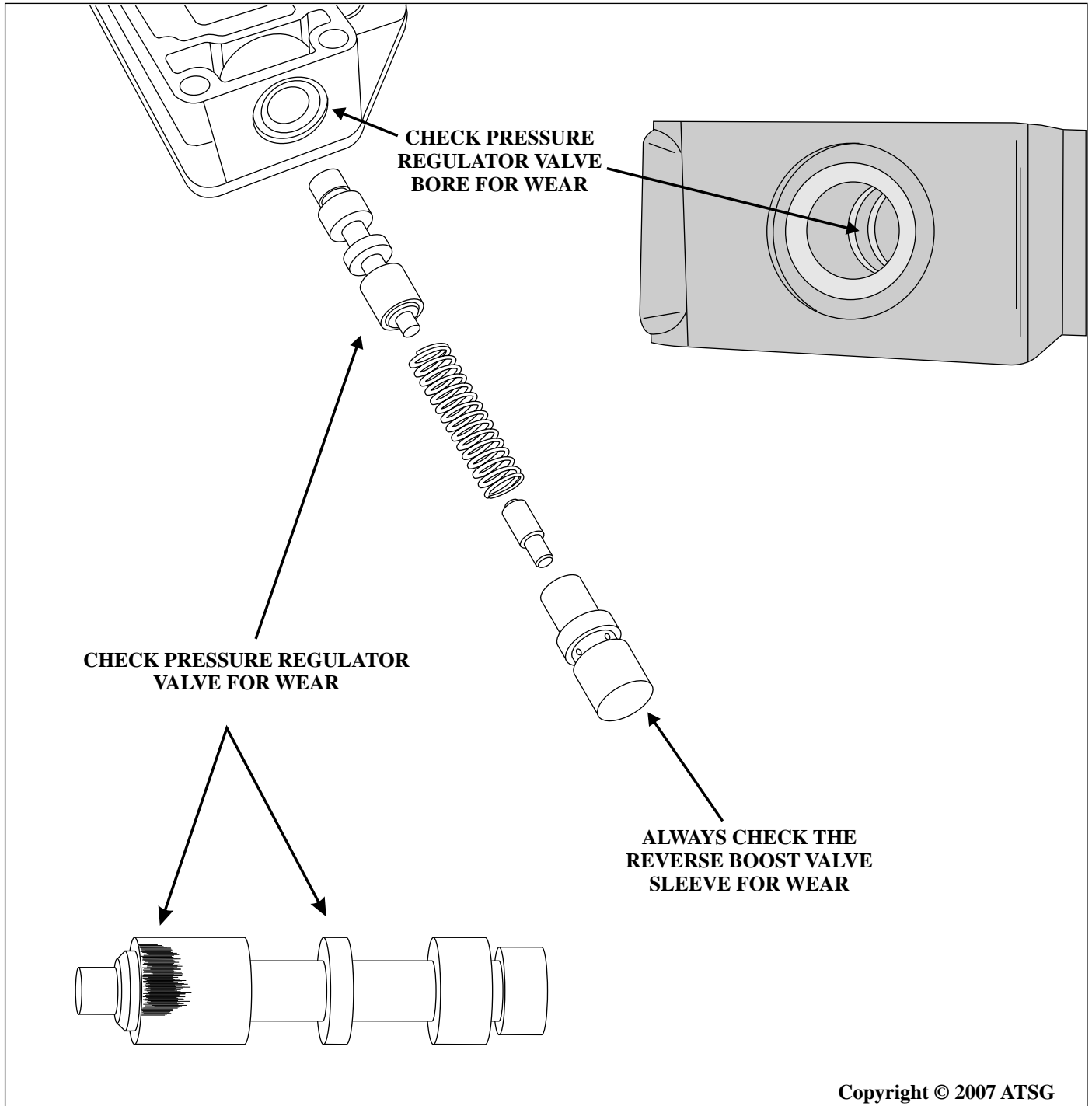
FORWARD CLUTCH DRUM



CRACKS ALONG SNAP RING GROOVE

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Figure 1



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Figure 2