

 Printable View (17 KB)	
TSB 01-22-3	<ul style="list-style-type: none"> • NOISE - BUZZING NOISE FROM THE TRANSMISSION WHEN THE TORQUE CONVERTER IS ENGAGED - VEHICLES PRODUCED 11/15/2000 THROUGH 11/11/2001 EQUIPPED WITH 4.6L ENGINE AND 5R55W TRANSMISSION ONLY • TRANSMISSION - 5R55W - BUZZING NOISE FROM THE TRANSMISSION WHEN THE TORQUE CONVERTER IS ENGAGED - VEHICLES PRODUCED 11/15/2000 THROUGH 11/11/2001 EQUIPPED WITH 4.6L ENGINE ONLY
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ISSUE:

Some vehicles built prior to 11/11/2001 equipped with 5R55W and 4.6L engine, may exhibit a buzzing noise when the torque converter is engaged and the transmission fluid temperature is between 38-66°C (100-150°F). This may be caused by a high velocity of fluid flow in the Main Control.

ACTION:

Verify that the condition exists using the procedure listed. If the conditions described are verified, the Main Control will need to be replaced. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

NOTE: THIS ARTICLE DOES NOT APPLY TO ANY OTHER CONDITIONS OR COMPONENTS THAT MAY CAUSE SIMILAR SYMPTOMS.

1. To verify that the condition exists with the vehicle, first connect a tachometer to the engine if the vehicle is not already equipped.
2. Install an NGS or equivalent and monitor the Transmission Fluid Temperature (TFT).
3. Start the engine and drive the vehicle.
4. When the TFT reaches 38°C (100°F), maintain a constant speed of about 80 km/h (50 mph) to engage the converter. Tap the brake pedal with the left foot. Engine RPM should increase when the brake pedal has been tapped, and decrease after about five seconds after the pedal is released.
5. Maintaining a constant vehicle speed, allow the torque converter to re-engage.
6. Listen for the Torque Converter Clutch buzzing noise. Is the noise present?
 - If yes, continue with the verification.
 - If no, follow normal diagnosis as listed in the Workshop Manual, the Main Control is not the problem.
7. Continue to bring the transmission to operating temperature above 66°C (150°F). This may be accomplished by driving the vehicle for 15 to 20 minutes.
8. After normal operating temperature is reached, maintain a constant speed of about 80 km/h (50 mph) to engage the converter. Tap the brake pedal with the left foot. Engine RPM should increase when the brake pedal has been tapped, and decrease after about five seconds after the pedal is released.
9. Maintaining a constant vehicle speed, allow the torque converter to re-engage.
10. Listen for the Torque Converter Clutch buzzing noise. Has the noise disappeared?
 - If yes, continue.
 - If no, follow normal diagnosis as listed in the Workshop Manuals, the Main Control is not the problem.
11. If the condition exists, drain the transmission fluid from the pan.

NOTE: AN IN-LINE SERVICE FILTER IS NOT REQUIRED TO BE ADDED OR REPLACED FOR THIS ARTICLE.

12. Replace the Main Control 1L2Z-7A100-CA and Fluid Filter 1L2Z-7A098-AC. Follow the steps listed in the Workshop Manual, In-Vehicle Service, Main Control Valve Body, to remove and replace.
13. Verify the condition has been corrected.
14. Clear all DTCs.

PART NUMBER	PART NAME
1L2Z-7A100-CA	Main Control - Transmission
1L2Z-7A098-AC	Fluid Filter - Transmission Internal

OTHER APPLICABLE ARTICLES:

NONE

WARRANTY STATUS:

Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

OPERATION	DESCRIPTION	TIME
012203A	Verify Conditions And Replace Transmission Main Control	2.6 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7A100	42

OASIS CODES:

504000, 702000

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