

AUTOMATIC TRANSMISSION GRIND/RATTLE NOISE IN 2ND/4TH/ REVERSE GEARS - BUILT ON OR BEFORE 1/13/2011	TSB 13-12-20
---	---------------------

FORD:

2011 Fiesta

This article supersedes TSB **12-3-6** to update the Service Procedure and Part List.

ISSUE

Some 2011 Fiesta vehicles equipped with an automatic transmission and built on or before 1/13/2011 may exhibit a grind/rattle noise from the transaxle in 2nd and 4th gears. In some vehicles the noise may also occur in reverse, in addition to 2nd and 4th gears.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Evaluate the grind/rattle noise.
 - a. Does the noise occur in reverse only?
 - (1) Yes - This article does not apply. Refer to other applicable articles.
 - (2) No - Proceed to Step 1b.
 - b. Does the noise occur in 1st, 3rd, 5th or 6th gear?
 - (1) Yes - This article does not apply. Refer to the Workshop Manual (WSM), Section 307-11 for normal diagnostics.
 - (2) No - Proceed to Step 2.
2. Remove the transaxle assembly. Refer to WSM, Section 307-11.
3. Remove clutch and clutch engagement system bearing unit and actuators. Refer to WSM, Section 307-11.
4. Replace the inner input shaft seal located between both input shafts and the outer input shaft case seal to transmission clutch housing. Refer to WSM, Section 307-11.
5. Install new clutch 1 actuator and clutch 2 actuator assemblies. refer to WSM, Section 307-11.
 - a. The spring retainers and actuator levers are matched sets with corresponding serial numbers.
6. Install new Clutch Assembly Kit, refer to WSM, Section 307-11.
 - a. Release clutch 1 and clutch 2 self adjuster locks. Refer to WSM, Section 307-11. Clutch actuator lever locks must be released before transmission is installed or clutch will not operate.
7. Install the transmission assembly. Refer to WSM, Section 307-11.
8. **NOTE:**
THE PCM AND TCM ARE A MATCHED SET. PROGRAMMING THE PCM WILL AUTOMATICALLY UPDATE THE TCM.

NOTE:

SOME VEHICLES MAY ALREADY BE AT THE LATEST LEVEL CALIBRATION.

Reprogram the powertrain control module (PCM) and transmission control module (TCM) to the latest calibration using IDS release 74.02 and higher. Calibration files may also be obtained at www.motorcraft.com.

NOTE: The information contained in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

9. **NOTE:**

TRANSMISSION ADAPTIVE LEARNING NO LONGER REQUIRES AN ADAPTIVE DRIVE TO RESET THE CLUTCH ENGAGEMENT POINTS.

NOTE:

FAILURE TO PERFORM ALL STEPS OF THE ADAPTIVE LEARNING ROUTINES MAY RESULT IN ERRATIC SHIFTS AND DRIVEABILITY CONCERNS.

Using IDS, select Powertrain, Transmission, Transmission Adaptive Learning and perform each of the following.

- a. Transmission Range Sensor Adaptive Learning.
- b. Shift Drum Adaptive Learning.
- c. Clutch Adaptive Learning.
- d. Exit.

PART NUMBER	PART NAME
W705448-S441	Flexplate-to-Clutch Nuts (2 Pkg Req)
AE8Z-7007-A	Engine-to-Transaxle Separator Plate
2S6Z-9450-A	Exhaust Flange Gasket
W703662S-403	Exhaust Flange Nuts
W709618-S442	Ball Joint Bolt
W520203-S442	Ball Joint Nut
YS4Z-3N324-AA	Bearing Retainer Strap
W520102-S442	Bearing Retainer Strap Nuts
XT-11-QDC	Motorcraft® Dual Clutch Transmission Fluid
AE8Z-1S177-A	Halfshaft Seal Kit (2 Req)
XL-2	Motorcraft® High Temperature Nickel Anti-Seize Lubricant
AE8Z-7B546-C	Dual Clutch Assembly
AE8Z-7064-A	Clutch To Hollow Input Shaft Snap Ring
CA6Z-7515-G	Lever Assembly
CA6Z-7515-H	Lever Assembly
AE8Z-7052-C	Input Shaft Seal Inner
AE8Z-7048-B	Input Shaft Seal Outer

OPERATION	DESCRIPTION	TIME
131220A	2011 Fiesta Automatic Transmission: Road Test To Evaluate Noise, Replace The Inner Input Shaft Seal, Outer Input Shaft Case Seal And Clutch Assembly Includes Time To Reprogram The PCM/TCM And Perform IDS Transmission Clutch Adaptive Learn (Do Not Use With Any Other Labor Operations)	5.9 Hrs.

WARRANTY STATUS:

Eligible Under Provisions Of New Vehicle Limited Warranty Coverage

Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7515	42