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## Transfer case problems ford f150

To visit our investor site goes the owner of the Ford F-150 has reported 28 problems related to the transfer case (under the power rail category). The most recent issues reportedly listed below. Also please see the Ford F-150 reliability statistics and analysis based on all reported problems for the F-150. Timing chain rattle when starting the drive shake vbe that causes the leakage of the transfer case and the leakage of the back axle seal. See all ford F-150 2011 problems. We own a Ford F-150 3. 5 l ecoboost v-6 king of farm pickup trucks. Lorries were bought in the new 2014. Have serious concerns because these vehicles have so many current issues. From day one of the purchases and while still in the dealer's parking lot, when starting there is a very loud noise. The sales rep said it was because it was cold and it had sat down. The vehicles bought, had problems immediately with dangerous omissions in acceleration (which we still do), an average of 12 mpg if we were lucky and a very serious engine fire with a decrease in power was accompanied by sputtering the entire shuddering vehicle while trying to merge on the highway or with a hard acceleration. Very dangerous, especially if in the fast lane, which we are. We started jumping over some traffic lanes to the shoulder and the truck came back in power. Many mistakes like this, all explain to Ford's service technology and are verified on truck computers. So much actually needs to replace all plugs of shrimp at a distance of less than 57k miles. We've just picked up our truck today, 18 Feb, 2020, after it was in store again, this time for 12 days, to fix this misconduct problem again and many other issues with the front hub that lived locked in 4 wd while in 2-wheel drive and turned in, Chain time is replaced, and the ekoboost turbo tube is replaced because it is cracked, iwe replaced, and Also about 3 weeks ago it has moved the motor of the case replaced as well as many switches, all of which did not fix the problem. Me and my husband decided to take it on the highway to see if the lag misconduct problem had been fixed. When he hit the gas there was a dishing noise from the top of the engine, serious power decreased again on the highway and the engine lights checked back. I emailed Ford and auffenberg Ford in the ref to these ongoing problems. See all the problems of Ford F-150 2013. The rear drive ring between the case of transfer and the rear differential is held by a driving/bearing hate bracke where the top is welded to a frame cross member. While stopping and going traffic the less welded brackets came loose. As you can see from pictures less done and has no penetrating into metal. Metal is not torn at all and breaks completely cleaning that determines a very poor job at the weld itself. To worsen the state of this part is basically two blades at weld breaks, connected to the drive beak at quick rpms will take some time to puncture and light close to the fuel tank. When I was on my way at slow speed I was able to stop the vehicle immediately. If this break occurred at the speed of the highway I felt that it would easily dislodge the fuel tank and light up fuel causing a catastrophic fire and the possibility of an explosion that could cause injury or death. See all ford F-150 2009 problems. The lorry stalled and lost transmission power in the middle of a busy highway. Waiting 20mins on the shoulder and the truck started and ran fine. This has occurred periodically since last year without an error code found while diagnostic-related. Now respond more often and yesterday the lorry stalled again and now won't start. Studied and discovered class action lawsuits about Ford pcm/tcm's failures that perfectly described my symptoms. The next issue is at 55mph lorries trying to go to 4-low, which closes the truck down in a high way and almost goes off the road. An error code found during a diagnostic was a communication to transfer the case transition motor. This takes 4 attempts and 2 traders to finish - ~34k rocks- strong rotation/vibration from the front leaving 4x4 hubs when driving any speed. The first dealer had a lorry for 6 days and claimed they did not see or hear the problem. A second trip to the trader they had for a few more days and said they set it up. On the way home it was obviously not fixed and I turned around and took it back. Again after two days they said it was set again it didn't. I then take it to a different trader and they know what the problem is and fix it. They also informed me the service log did not show any service attempts to the lorry so my lorry sat for almost two weeks and no work was actually done and I lied. The second issue - unresolved. Vehicle life - wobble/vibration from a case of growing 4x4 transfer speed. Driving in low 4x4 at all the speeds you can feel and see the steering wheel shake, although it will slow down like 10mph. Steering wheels, seats and peddles shake as if the tires are disreball. I installed 3 different sets of tires and it still shakes. 2 different tire stores confirm the tires are good and alignment is good. Shakes aren't as bad as the deadly wobble but don't feel safe. It shakes enough that I'm a 3-year-old sore to her stomach from bounce. The third issue - settled with my money - at about 45k miles of factory front rotor was worn to the point because of the deep cuts. This happens with a factory brake pad. See all the problems of Ford F-150 2015. 4x4 automatically engages into 4low with a switch set to 4high causing damage to the transfer case at a higher speed. These vehicles are supposed to be stopped and neutral to involve low gear, but do so while driving. I have goin shuddering somewhere drive ich, transfer and delivery cases. I just came back from Ford where they told me they couldn't fix it. And on my way home I was hit by a bump on the highway and the shudder almost ran me into the car next to me. I felt very scared to drive, I guess it would fall apart. I've got into Ford many times for this problem and someone else and didn't succeed, they can't fix it. I am willing to file a lawsuit on this. Please help. thank you. See all the problems of Ford F-150 2012. New 2015 f150 with vibration/shudder coming from what feels like a transfer case or perhaps a driving ich. Happens when trying to switch from gear to gear, and at rotation. . . It feels like it will stall. Also happens when only cruises are at a certain speed. I've had it to traders twice and they say everything is fine but they've felt the same problem with these vehicles and people in their lot. Vibrations can lead to more serious problems and actually vehicle stalls while in traffic. I drove and heard sounds coming from my engine compartment. I didn't lose power, but pulled to look under the hood. Not noticed anything obviously I checked the liquid level and realized that my shipping fluid was low. It was examined two months before the oil change. I have no signs of visible leakage. I found a forum on the internet that talked about transmission fluid going from delivery to migration case, but could not return. They have a \$20 seal replaced under warranty. The Forum has stated that this is a known situation but nothing is being done by motor company Ford. A mechanic has said that it only implements 17-18% of vehicles manufactured between 2004-2008. I called two local distributors and they knew the problem but said that there was no recall on it. It takes about 3 hours to change, by dropping the transpliant case and replacing the seal. I called a representative of the motor company Ford and was told that there was no recall and that they couldn't help. I felt that this could result in premature failure of delivery and possibly catastrophic events. I was told by a fmc representative who should have remembered happening I could take my receipt to the dealer and that they would probably reimburse me. I don't feel that Ford should have a known situation but don't do anything to fix it. Please see this for me and others under the same situation. See all ford F-150 2005 problems. This contact has a Ford F-150 The acquaintance states that while driving at about 25 mph, the independently activated four-wheel drive as an abnormal sound removed from the front of the vehicle. Failure occurs on many occasions. The vehicle was taken to a merchant where it was repaired on many occasions but the failure continued. Repair specifications are not available. The manufacturer has been informed of the failure. that. mileage failure was 58,000. 2010 Ford F-150. Users write in relation to the problem of shipping and gross ignorance of customer service at the distributor. Consumers noted the vehicle had been in a repair shop on four separate occasions, for shipping issues and four-wheel drive, which has yet to be fixed. Traders acknowledge there is a problem, but they do not know how to fix it. Users noted while driving between 25-30 mph in heavy traffic, the vehicle made terrible noise and when he parked the vehicle in a 4-wheel drive it made no difference. Users are informed the vehicle requires a balance of road force. The force of the road seems to help a little bit, but only for a short time. When he returned to the dealer, he was then told the driver line had to be slammed. After that, the vehicle continues to operate in the same way. See all ford F-150 2010 problems. The acquaintance owns a Ford f150 4wd 2003. The acquaintance was driving about 2 mph in bad weather when the contact was driving over the snow and the vehicle began to rotate uncontrollably. The acquaintance then did the acceleration and realized the vehicle was in four-wheel drive but the four-wheel drive would not be activated. The vehicle was not brought to the dealer for falling. The manufacturer is not contacted. Mileage failure is 72,000 and the current mileage is 72,200. See all ford F-150 2003 problems. The contact has a Ford f150 4x4 ford 2003. The acquaintance states that while driving about 30 mph, fwd engagement gear will not switch to a place when driving in ice conditions. The vehicle was inspected by a dealer who informed the contact that he needed to replace the actuation for the gear transition. The vehicle was not repaired. Mileage failure is about 51,000. Updated 02/09/jj users stated the vehicle had been repaired. Last Updated 05/06/11. This contact has a Ford F-150 2005. The contact states that when driving at various speeds, the vehicle will try to switch to four-wheel drive independently. The vehicle was taken to a legitimate dealer where it was found that water leaked through the front chassis in front of the four-wheel drive and eroded solenoids. The trader ordered the necessary parts to repair the vehicle. Mileage failure is 60,000 and the current mileage is 83,000. Last Updated 11/10/10. This contact has a Ford f150 2005. While driving the 2 mph upside down the tires began to rotate around and the 4-wheel drive was not activated. Failure has occurred twice. The vehicle was taken to the dealer and the 4-wheel drive was repaired the first time in Jan 2009. . Mileage failure is 38000 and the current mileage is 48000. Updated on 4/13/10, users stated the second time it was repaired in March 2000. Last Updated 06/18/10. This contact had a Ford F-150 1997. Contacts states that the vehicle will in and out of 4-wheel drive. While driving less than 55 mph, the steering wheel becomes stiff and the 4-wheel drive becomes inevitable. The 4-wheel-drive warning indicator ilrominates the instrument panel. The trader was unable to make a twist of failures. On a separate occasion, the failure recurred. Traders advise contacts not to close the engine. They replaced the unknown module in shipping at a cost of \$607. The dealer also installed a new dashboard switch at no cost because the vehicle had been there four times with the same failure. Current mileage and failure are less than 53,000. Updated 04-24-09 last updated 04/27/09. See all ford F-150 1997 problems. I have a Ford F-150 4x4 super crew that makes roaring/roaring noise from the front end. It just does this occasionally. Before stopping the sound will stop and the migration case will make an interesting sound as if the four-wheel drive tried to engage. I took him to a local distributor and they couldn't make the problem recurring. I have a friend with '04 F-150 4x4 and he does the same. See all ford F-150 2007 problems. This contact has a Ford F-150 2003. While driving 50

mph in snowy conditions, the electronic 4-wheel drive is offended and switches into 2-wheel drive without warning. As a result, the rear end of the vehicle is cattle. The instrument panel indicates that the 4-wheel drive has been activated. Traders state that they will install new fork transition kits made with different materials. As of December 13, 2007, traders do not repair vehicles. Current mileage and failure are 53,000. 2003 Ford f150 4x4. Heavy snowstorms hit the northeast at 3/16/07. I have a pregnant wife and three-year-old son in a truck coming back from a doctor's appointment. The four-wheel drive was not involved. We're stuck for a long time. I did some research and this seemed to be a common event with the Fords and there was a shift on the 4x4 flying system. I called Ford and they said they realized the problem was ongoing but told me it was my problem. There is no memory for the system and again stating it is my problem! There have been many documented incidents yet nothing has been corrected. The truck will go in for repairs on Friday and the mechanic states it is about \$500 to repair. Makeup vacuum lines and vacuums need to be replaced. Ford was also aware of the vacuum problem when I spoke to them. Very frustrating and dangerous with families depends on 4x4 when needed. I bought a 2004 F-150 super fx4 taxi at the end of 2005 with 25000 miles above it. I bought an extended \$1400 guarantee through Ford distributors. After the first few months I saw a rotational sound under a lorry that sounded like some ball bearings rolling quickly in a metal bowl. It will last about 5-10 seconds and I'm not going to hear again for a few months. After about this 5th time happened I brought the vehicle to a Ford dealership, and they couldn't bother the problem, so nothing was done. The next time this noise heard me quickly turned on a high 4x4 through a switch on the dashboard and the noise disappeared immediately. I can do this every time after. This told me it was somewhere in the transfer case. So, last week around 60000 miles of delivery started grinding in traffic, slipping, and giving me a failed clue of delivery where the odometer is located, and overdrive flashes off. This happened for about 10 minutes until I could get off the highway, and go out to the petrol station parking lot. I think definitely the shipment will blow out at any time. I turned off the lorry, which reset the shipment failing the alarm, putting the lorry upside down, which made a loud sound slammed. I then put it in droves and was able to drive home by simply circulating the noise in the first gear. I waited 2 days, and then drove the truck to the dealer 40 minutes away without any problems. After a day at the repair shop they pulled the pan out and it had metal shavings everywhere. They called and told me they couldn't figure out how I could drive to a repair shop. They found some bad seals and vacuum/makenoid pumps in case of transplantation, delivery was lost and was completely replaced. All software has been updated, which I hear can cause the majority of problems. It would cost me around \$6000 if I didn't buy a complete guarantee. See all ford F-150 2004 problems. The contact states while placing the vehicle in the four-wheel drive it accelerated unexpectedly. Sprint pedals go to the floor on their own. The vehicle will not be closed. The contact has both feet on the brakes, switches to low, and try to cover the engine. The vehicle went over pedestrians, raging, and knocked the trailer through the tailgate. There was damage to the rampage and the vehicle. Pedestrians only receive minor injuries, mostly bruising to his side. Because the incident occurred on private property no police report was taken. See all ford F-150 1998 problems. The vehicle shrinks while pressing on the brakes. Contacted the trader, they did some work to him and said it was diafragn, and they corrected it. This worked for a while and then it started doing the same thing again. This is August 1, 2005. Notice it makes gilding noises and shooting. They replaced the migration case, and it hasn't made sounds ever since. When standing at the stop it surges, gives a little jumper elbow and touch the brek. It happened intermittently. I was driving down the road at 50-55 mph and my 4x wheel race was kicked without me involving it, then by itself once again it was turned off. The next night I turned the corner corner it does it again, it goes and dies by itself. My boyfriend didn't believe it and then an hour later he drove off and I did it again. I took the traders' days later and they couldn't figure out what it was. They said they tried to enchence him but they couldn't figure out why and how it happened. While driving 55 mph the front hub is locked. As a result, the vehicle spread out of the 4-wheel drive without warning. I have 200 Ford F-150 that goes into the 4-wheel drive by itself can result in a huge Accident Ford repairing it after two ateps and almost a major accident and two tow bills and Ford does not fi stable what Any damage to the case of evacuation emergency gear can be deprived and wear the becase of this problem and 4x4 systems so that the owners are left with a large repair bill in the street there four by four transfer system seal cases and joints and possible transmission damage. The four-wheel drive will not operate properly. The vehicle was taken to a dealer who replaced the parts with parts from other vehicles the same makes, models, and years of models. Those parts failed on the same day of repair. Please provide any additional information. On the highway speed vehicle goes into a low 4-wheel drive. Drive.

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