

# Geared Up for Power and Efficiency



2012 FIESTA SES

The **ONE Ford** strategy is the driving force behind the game-changing powertrain innovations at Ford. Our line of 6-speed automatic transmissions is another example of how new technologies are contributing to powerful performance and exceptional fuel economy.

From Fiesta to Super Duty,<sup>®</sup> each 6-speed transmission has been designed using the latest advancements to meet each vehicle's unique intent and help the engine deliver enhanced power and efficiency.

Here are some key performance characteristics of 6-speed technology in various transmission applications.

## PowerShift 6-Speed Automatic

Purposely designed for small car applications, to save both weight and space, this version of 6-speed technology is found on Fiesta and Focus and features:

- A “dry” clutch, similar to a manual transmission, that reduces both complexity and weight, in turn enhancing fuel efficiency
- A dual-clutch design that manages shifts between two gearsets. That means torque is sent to the drive wheels 100 percent of the time, delivering a sense of power off the line and through each gear shift
- A Neutral-idle Mode that helps further conserve fuel by “opening” the clutch and disconnecting it from the engine, similar to a manual transmission being put in neutral

**Presentation Note:** This transmission does “feel” different, and during the initial break-in period it may exhibit hard or “quick” shifts. This is normal and will diminish the more it is driven.

## 6-Speed Automatic

When you combine 6-speed technology and engine technologies like Ti-VCT, you get two great results — more power and enhanced fuel economy. **How?**

- Additional gears allow for a tall overdrive gear for enhanced fuel efficiency. Short first and second gears also provide spirited launch performance
- Excellent torque capacity in all gears helps move every ounce of engine power to the wheels

## 6-Speed SelectShift Automatic<sup>®</sup>

Available on a variety of our cars, trucks, crossovers and SUVs, the SelectShift transmissions deliver great automatic performance or the option of manual control.

- Select “D” to let this innovative transmission do all the work automatically
- Select “M” (or in some cases “S”) to use the manual controls for an enhanced driving experience

**Note:** When you add the Trailer Tow Package to F-150, the standard 6-speed is upgraded to a SelectShift featuring Progressive Range Select. This feature further allows the driver to lock out gears for enhanced towing performance.

## Additional Resources

For more information about Ford 6-speed transmissions, check out:

- Source Book Appendices
- **eSourceBook** at [esourcebook.dealerconnection.com](http://esourcebook.dealerconnection.com) for information and videos including:

# 6-SPEED TRANSMISSIONS



2012 SUPER DUTY F-350 LARIAT

See Source Book/eSourceBook or Ordering Guide for specific engine/transmission combination details.

Vehicle	Engine Choices	6-speed Automatic Transmissions
<b>Fiesta</b> (2012)	• 1.6L Ti-VCT I-4	• PowerShift 6-speed Automatic (DPS6)
<b>Focus</b> (2012)	• 2.0L Ti-VCT I-4	• PowerShift 6-speed Automatic (DPS6) • PowerShift 6-speed SelectShift Automatic (DPS6) standard on SEL and Titanium, included in SE Sport Package
<b>Fusion</b> (2012)	• 2.5L 16V DOHC I-4 • 3.0L 24V DOHC V6	• 6-speed Automatic (6FMR) on S and SE • 6-speed SelectShift Automatic (6FMR) with 3.0L V6
<b>Fusion Sport</b> (2012)	• 3.5L 24V DOHC V6	• 6-speed SelectShift Automatic (AWF21)
<b>Mustang</b> (2012/2013)	• 3.7L Ti-VCT V6 • 5.0L Ti-VCT V8	• 6-speed Automatic (6R80) on 2012 • 6-speed SelectShift Automatic (6R80) on 2013
<b>Taurus</b> (2012)	• 3.5L 24V DOHC V6	• 6-speed Automatic (6F50) on SE • 6-speed SelectShift Automatic (6F55) standard on SEL and Limited
<b>Taurus</b> (2013)	• 3.5L Ti-VCT V6 • 2.0L EcoBoost® I-4	• 6-speed SelectShift Automatic (6F50) standard on SE, SEL and Limited • 6-speed Automatic (6F35) with 2.0L EcoBoost
<b>Taurus SHO</b> (2012/2013)	• 3.5L EcoBoost Twin-Turbo V6	• 6-speed SelectShift Automatic (6F55)
<b>Edge</b> (2012/2013)	• 3.5L Ti-VCT V6 • 3.7L Ti-VCT V6 • 2.0L EcoBoost I-4	• 6-speed SelectShift Automatic (6F50) standard on SE, SEL, Limited and Sport • 6-speed Automatic (6F35) with 2.0L EcoBoost
<b>Flex</b> (2012)	• 3.5L 24V DOHC V6 • 3.5L Twin-Turbo EcoBoost V6	• 6-speed Automatic (6F50) • 6-speed SelectShift Automatic (6F55) with EcoBoost
<b>Flex</b> (2013)	• 3.5L 24V Ti-VCT V6 • 3.5L Twin-Turbo EcoBoost V6	• 6-speed SelectShift Automatic (6F50) • 6-speed SelectShift Automatic (6F55) with EcoBoost
<b>Escape</b> (2012)	• 2.5L 16V DOHC I-4 • 3.0L 24V DOHC V6	• 6-speed Automatic (6F35)
<b>Escape</b> (2013)	• 2.5L 16V DOHC I-4 (S) • 1.6L EcoBoost I-4 • 2.0L EcoBoost I-4	• 6-speed SelectShift Automatic (6F35) on all models
<b>Explorer</b> (2012/2013)	• 3.5L Ti-VCT V6 • 2.0L EcoBoost I-4	• 6-speed SelectShift Automatic (6F50 – Standard) • 6-speed SelectShift Automatic (6F55 – with Trailer Tow Package) • 6-speed Automatic (6F35) EcoBoost only
<b>Expedition</b> (2012)	• 5.4L 3V SOHC V8	• 6-speed Automatic (6R80)
<b>F-150</b> (2012)	• 3.5L EcoBoost Ti-VCT V6 • 5.0L Ti-VCT V8 • 6.2L 16V SOHC V8 • 3.7L Ti-VCT V6	• 6-speed Automatic (6R80E) – Includes Select Shift and Progressive Range Select when Trailer Tow Package is added
<b>Super Duty</b> F-250 – F-550 (2012)	• 6.7L Power Stroke V8 Turbo Diesel • 6.2L 16V SOHC V8	• Heavy-Duty TorqShift 6-speed SelectShift Automatic (6R140)

## Heavy-Duty TorqShift® 6-speed SelectShift Automatic

When it's time to take on the heavy jobs, you not only need a Super Duty, you also need a fully capable heavy-duty transmission. Designed and built by Ford to handle the massive torque of the 6.7L Power Stroke® V8 turbo diesel and the high-revving 6.2L gasoline V8, this version of 6-speed technology allows Super Duty drivers to:

- Put it in “D” and let the transmission do its job
- Move to Manual Mode “M” and take control when the load and conditions require
- Use Progressive Range Select to lock out gears for enhanced performance when towing
- Engage Tow/Haul Mode (includes integrated engine brake on 6.7L diesel) to reduce gear hunting when accelerating while carrying a load, and use engine braking to help control that same load when descending a hill, which contributes to reduced brake wear

– **Videos:** PowerShift 6-speed Automatic Transmission; 6-speed SelectShift Automatic Transmission; Tow/Haul Mode with integrated engine brake

– **Fast Facts:** PowerShift 6-speed Automatic Transmission