
Shift Point Road Test

Special Tool(s)

 <p>ST2834-A</p>	<p>Vehicle Communication Module (VCM) and Integrated Diagnostic System (IDS) software with appropriate hardware, or equivalent scan tool</p>
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NOTE: Always drive the vehicle in a safe manner according to driving conditions and obey all traffic laws.

NOTE: If equipped, turn the Power Take-Off (PTO) unit off for correct test results. For a description of PTO operation, refer to the manufacturer's literature.

This test verifies the shift control system is operating correctly.

1. Bring the engine and transmission up to normal operating temperature.
2. Operate the vehicle with the selector lever in the (D) position.
3. Apply minimum throttle and observe speeds at which an upshift occurs and the torque converter engages. Refer to Shift Speeds chart in Specifications.
4. Press the accelerator pedal to Wide Open Throttle (WOT) . The transmission should shift from 6th to 5th or 5th to 3rd, depending on vehicle speed. The torque converter should disengage and then reapply.
5. With the vehicle speed between 48 and 80 km/h (30 and 50 mph), move the selector lever to manual 2nd gear. The transmission should immediately downshift into 2nd gear.
6. If the transmission fails to upshift/downshift or the torque converter does not apply and release, refer to [Diagnosis By Symptom](#).

Adaptive Drive Cycle

NOTE: Always drive the vehicle in a safe manner according to driving conditions and obey all traffic laws.

1. Connect the scan tool to the vehicle.
2. **NOTE:** Do not clear the PCM Keep Alive Memory (KAM) .

Using the scan tool, clear the Transmission Control Module (TCM) KAM and the adaptive table before conducting a solenoid body strategy drive cycle.

3. Using the scan tool verify the transmission fluid is at normal operating temperature, between 91°-102°

C (196°-216°F). If the transmission fluid is not at operating temperature, drive the vehicle until the normal operating temperature is achieved.

4. **NOTE:** *The transmission fluid must be at operating temperature before continuing with this step.*

NOTE: *Drive the vehicle on a level road surface to perform the solenoid body strategy.*

1. Apply the park brake.
2. With the engine running and the brakes applied, move the selector lever in the following sequence pausing between each position for four seconds. Begin in Neutral, N-R-N-D-R-D-N. Repeat this sequence two additional times.
3. Release the park brake and accelerate at moderate throttle so each shift occurs around 2,000 rpm for gasoline engines and 1,500 rpm for diesel engines up to 105 k/mh (65 mph). Brake moderately to a stop. Repeat this sequence two additional times.
4. Accelerate at moderate throttle so each shift occurs around 3,000 rpm for gasoline engines and 2,250 rpm for diesel engines up to 105 k/mh (65 mph). Brake moderately to a stop. Repeat this pattern two additional times.
5. Stop the vehicle and apply the park brake.
6. With the engine running and the brakes applied, move the selector lever in the following sequence pausing between each position for four seconds. Begin in NEUTRAL, N-R-N-D-R-D-N. Repeat this sequence two additional times.

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