

DIAGNOSIS AND TESTING

Visual Inspection

This inspection will identify modifications or additions to the vehicle operating system that may affect diagnosis. Inspect the vehicle for non-Ford factory add-on devices such as:

- Electronic add-on items:
 - air conditioning.
 - generator (alternator).
 - engine turbo.
 - cellular telephone.
 - cruise control.
 - CB radio.
 - linear booster.
 - backup alarm signal.
 - computer.

- Vehicle modification:

These items, if not installed correctly, will affect the powertrain control module (PCM) or transmission function. Pay particular attention to add-on wiring splices in the PCM harness or transmission wiring harness, abnormal tire size, or axle ratio changes.

- Leaks; refer to Leakage Inspection in this section.
 - Correct linkage adjustments; refer to Section 307-05.
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Shift Linkage Check

Check for a misadjustment in shift linkage by matching the detents in the transmission range selector lever with those in the transmission. If they match, the misadjustment is in the indicator. Do not adjust the shift linkage.

Hydraulic leakage at the manual control valve can cause delay in engagements and/or slipping while operating if the linkage is not correctly adjusted. Refer to Section 307-05.

Check TSBs and OASIS

Refer to all Technical Service Bulletins (TSBs) and OASIS messages which pertain to the transmission concern and follow the procedure as outlined.

Carry Out On-Board Diagnostics (KOEO, KOER)

After a road test, with the vehicle warm and before disconnecting any connectors, carry out the Quick Test using a suitable diagnostic scan tool. Refer to the [Powertrain Control/Emissions Diagnosis \(PC/ED\) manual](#) for diagnosis and testing of the powertrain control system.