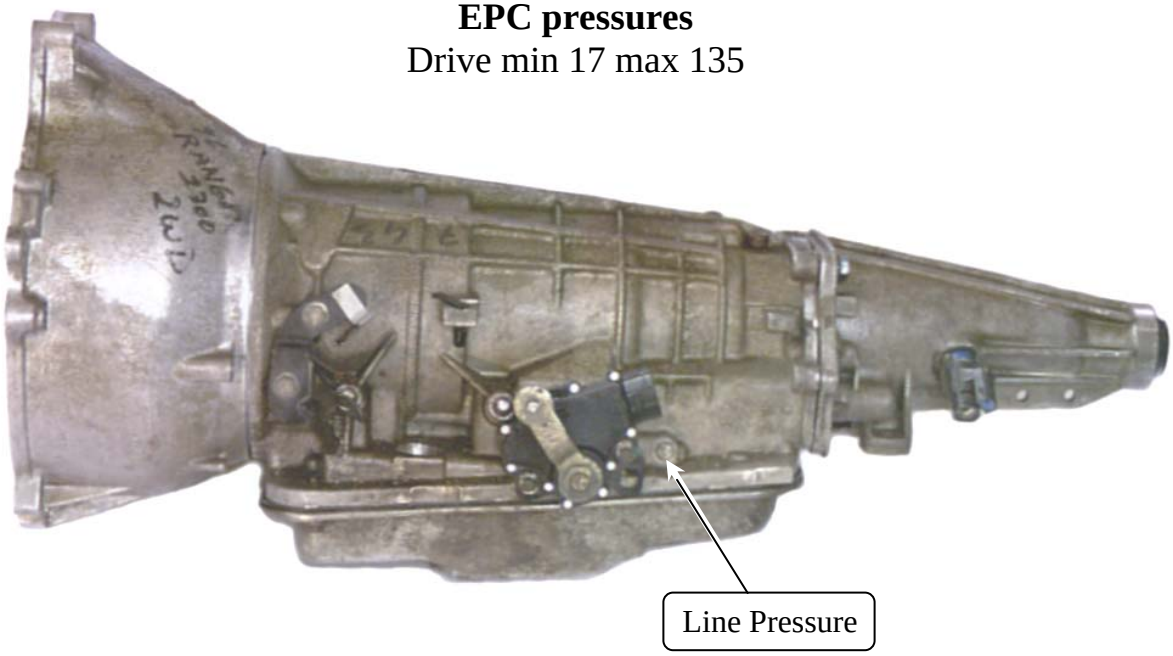
BACK TO CONTENTS

OIL CHECKS

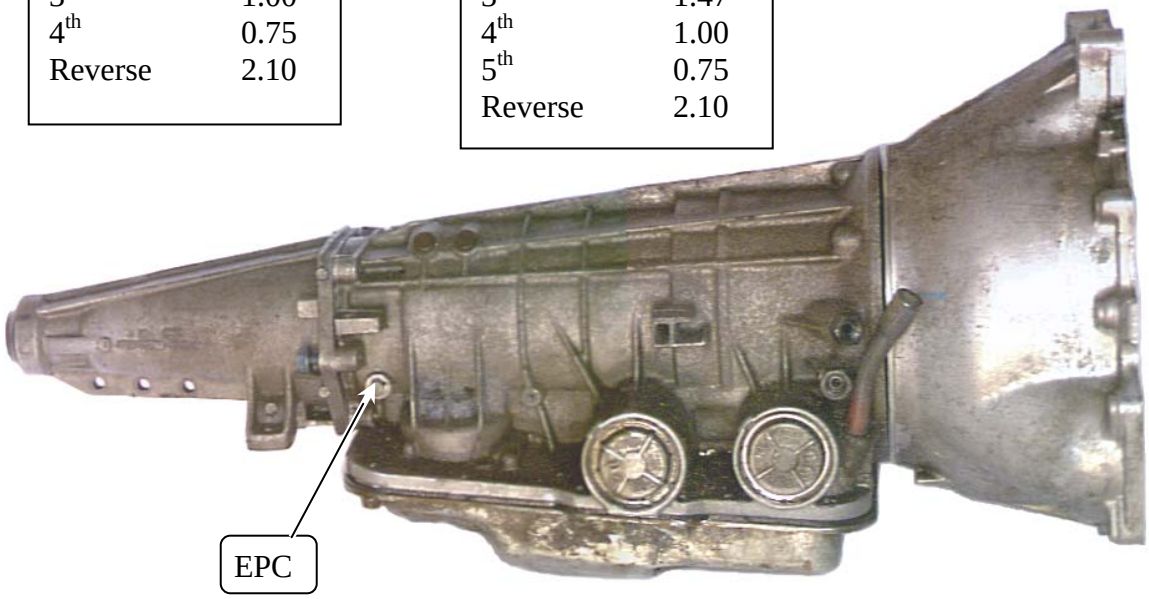
Line pressures
Drive min 70 max 240
Reverse min 145 max 340

EPC pressures
Drive min 17 max 135

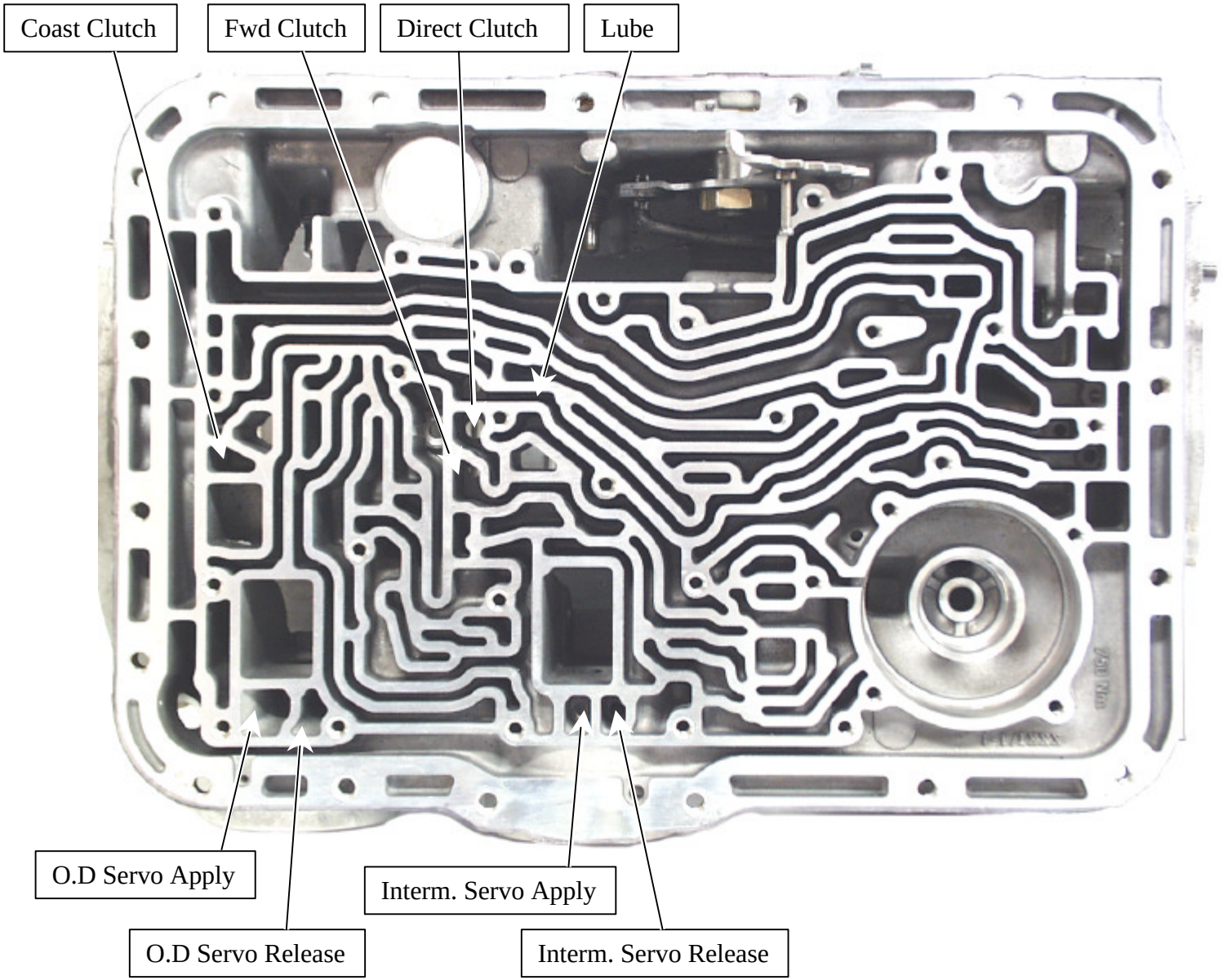


4 Speed - Ratios	
Gear	Ratio
1st	2.47
2nd	1.47
3rd	1.00
4th	0.75
Reverse	2.10

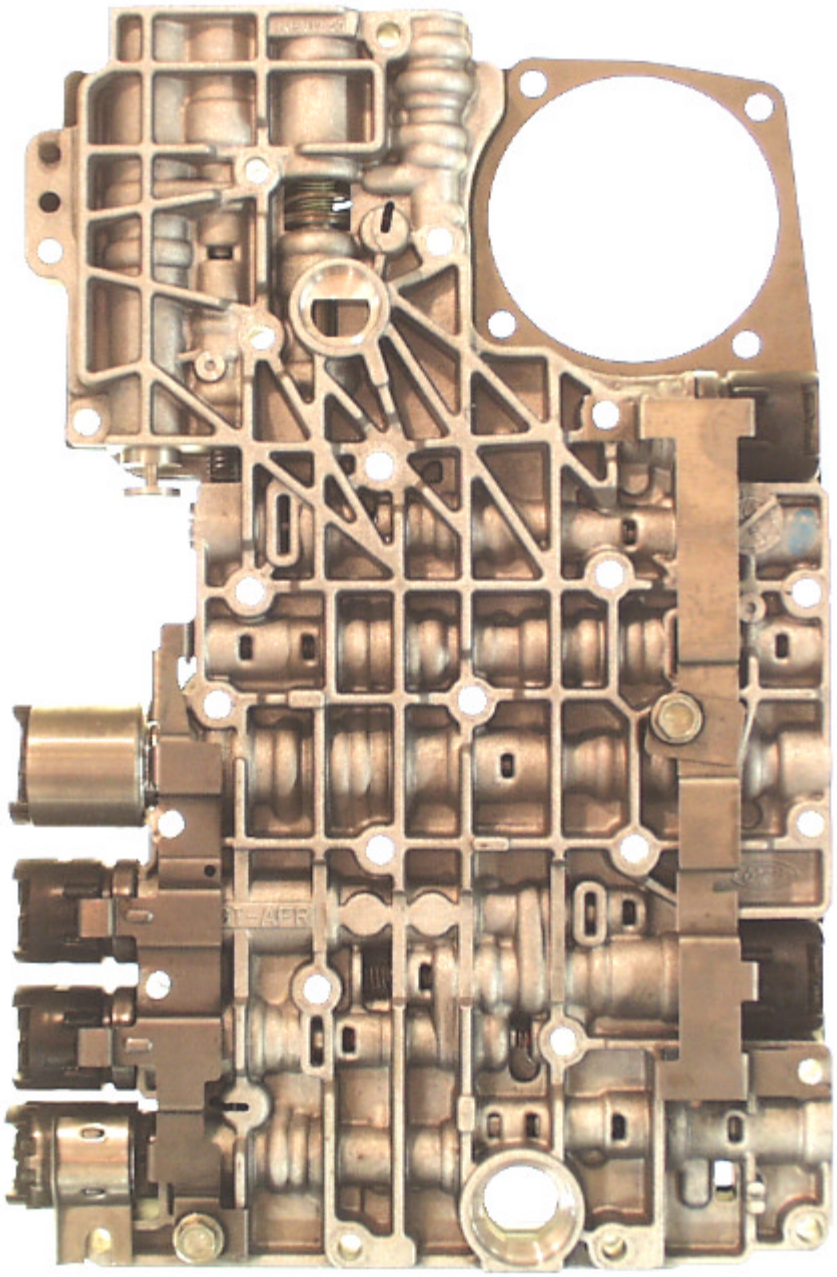
5 Speed - Ratios	
Gear	Ratio
1st	2.47
2nd	1.87
3rd	1.47
4th	1.00
5th	0.75
Reverse	2.10

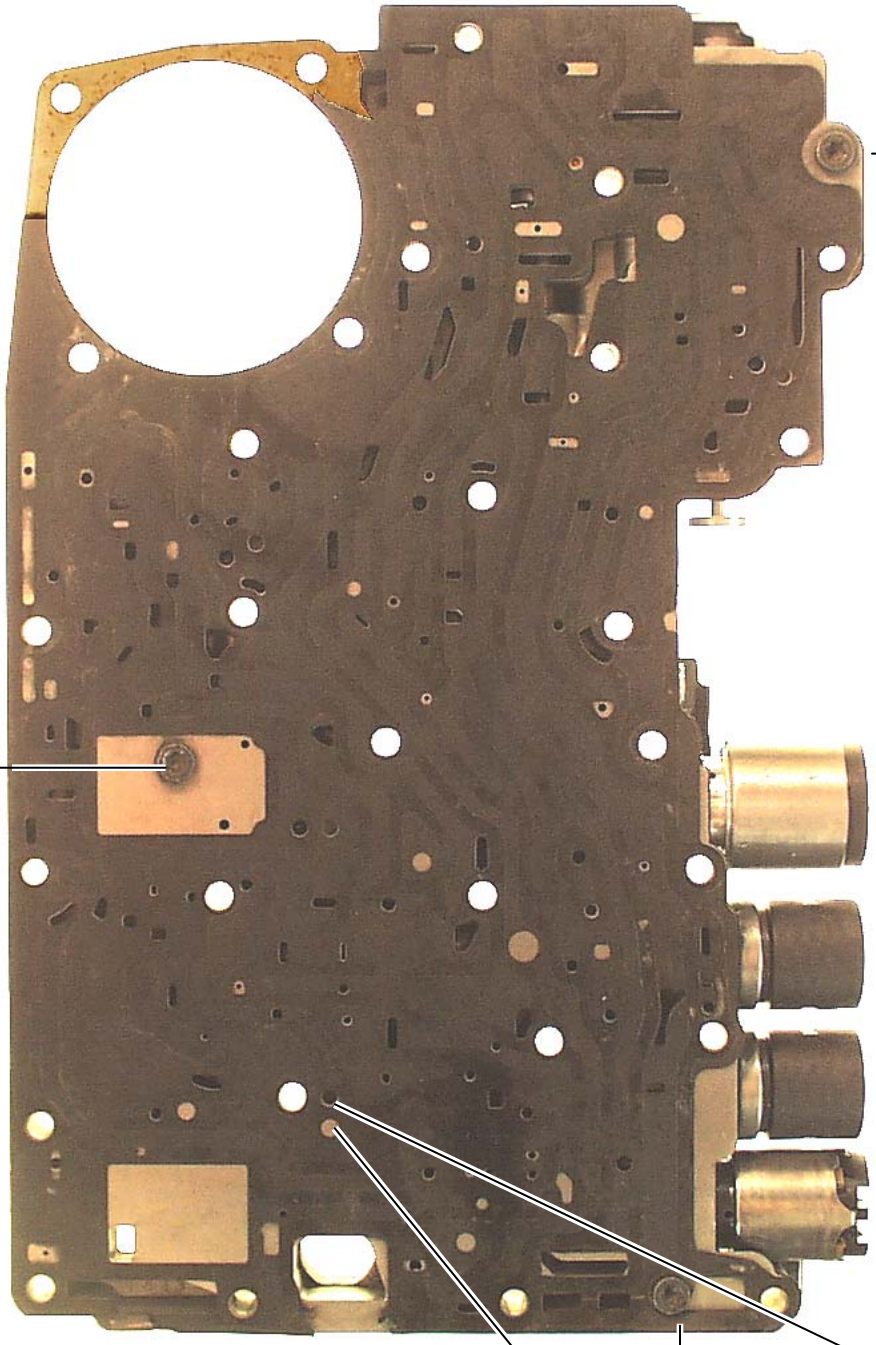


AIR CHECKS


Coast Clutch
Fwd Clutch
Direct Clutch
Lube
O.D Servo Apply
O.D Servo Release
Interm. Servo Apply
Interm. Servo Release

SOLENOID ID.



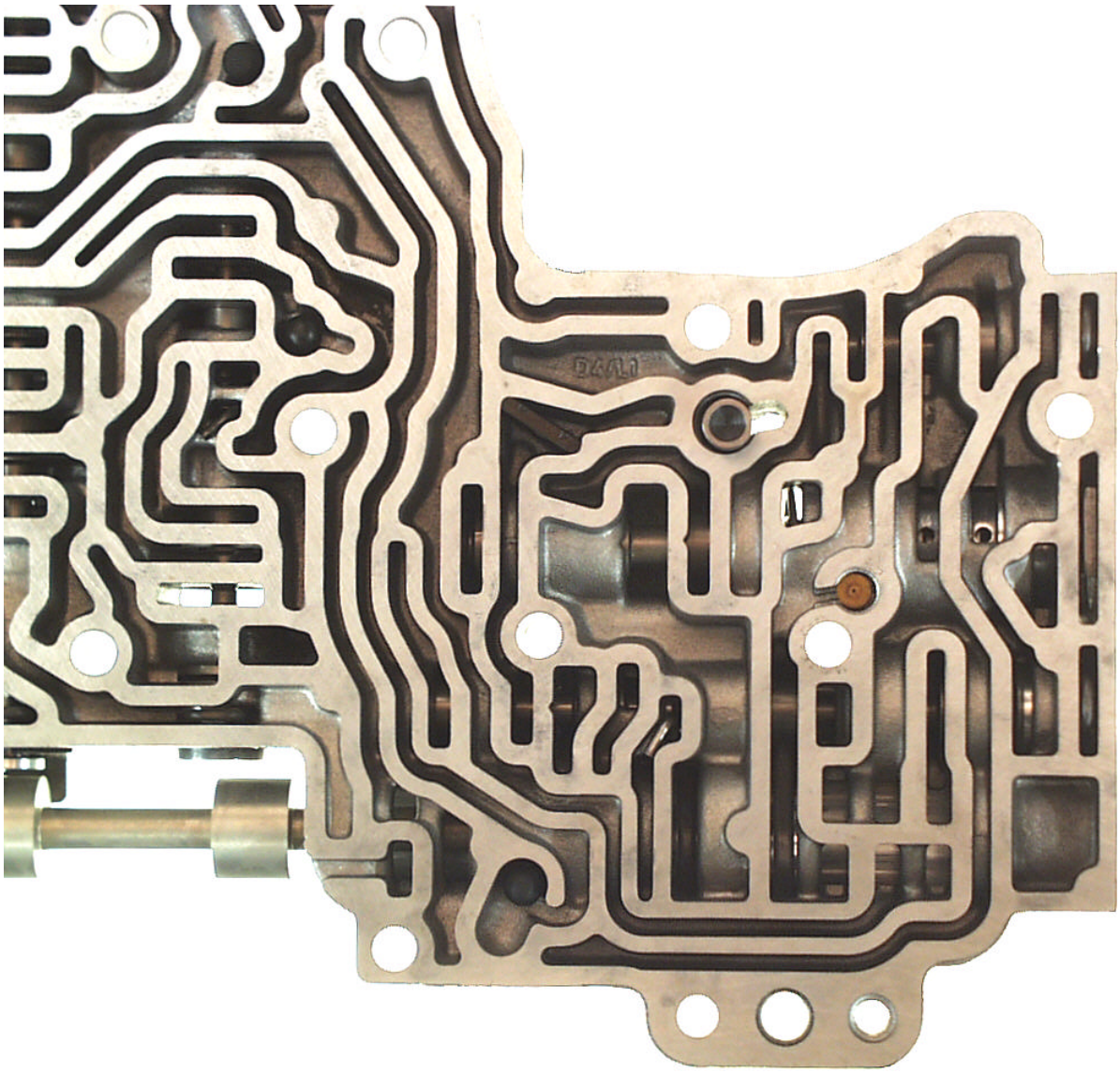


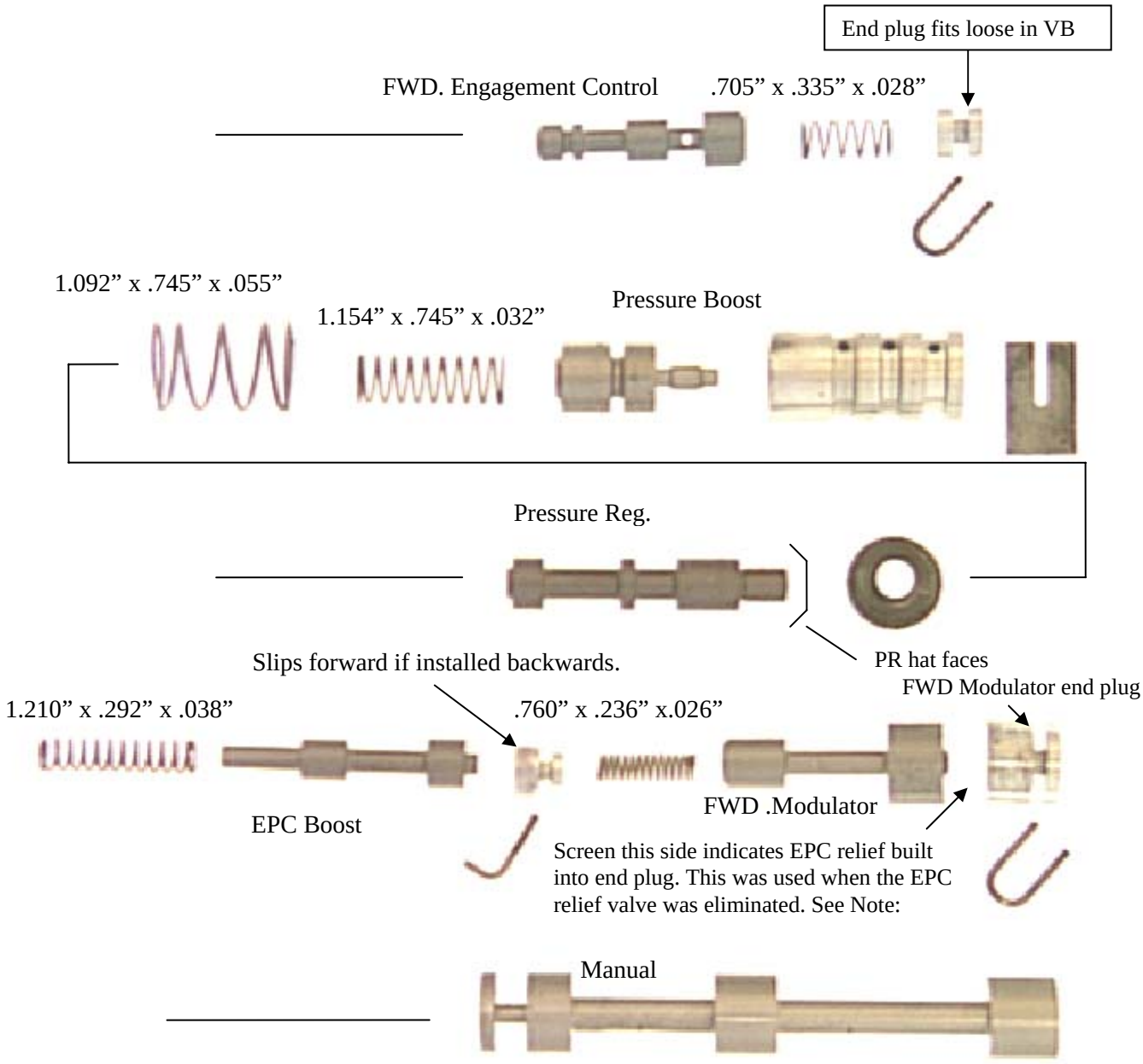
In the 4 speed trans the 2nd band works 2nd gear.
In the 5 speed trans the OD band is 2nd gear and the 2nd band is 3rd gear.
This is how the same basic trans becomes a 5 speed.
The only real difference is the hole in the plate and the vehicles computer firing the solenoids differently.
Using the wrong plate with the wrong computer causes codes.

SEPARATOR PLATE

EPC relief valve hole. If hole is in the plate the valve body must have the EPC relief valve and spring assembly. If the hole is missing the EPC relief is built into the end plug over the FWD Modulator valve, see page 7.

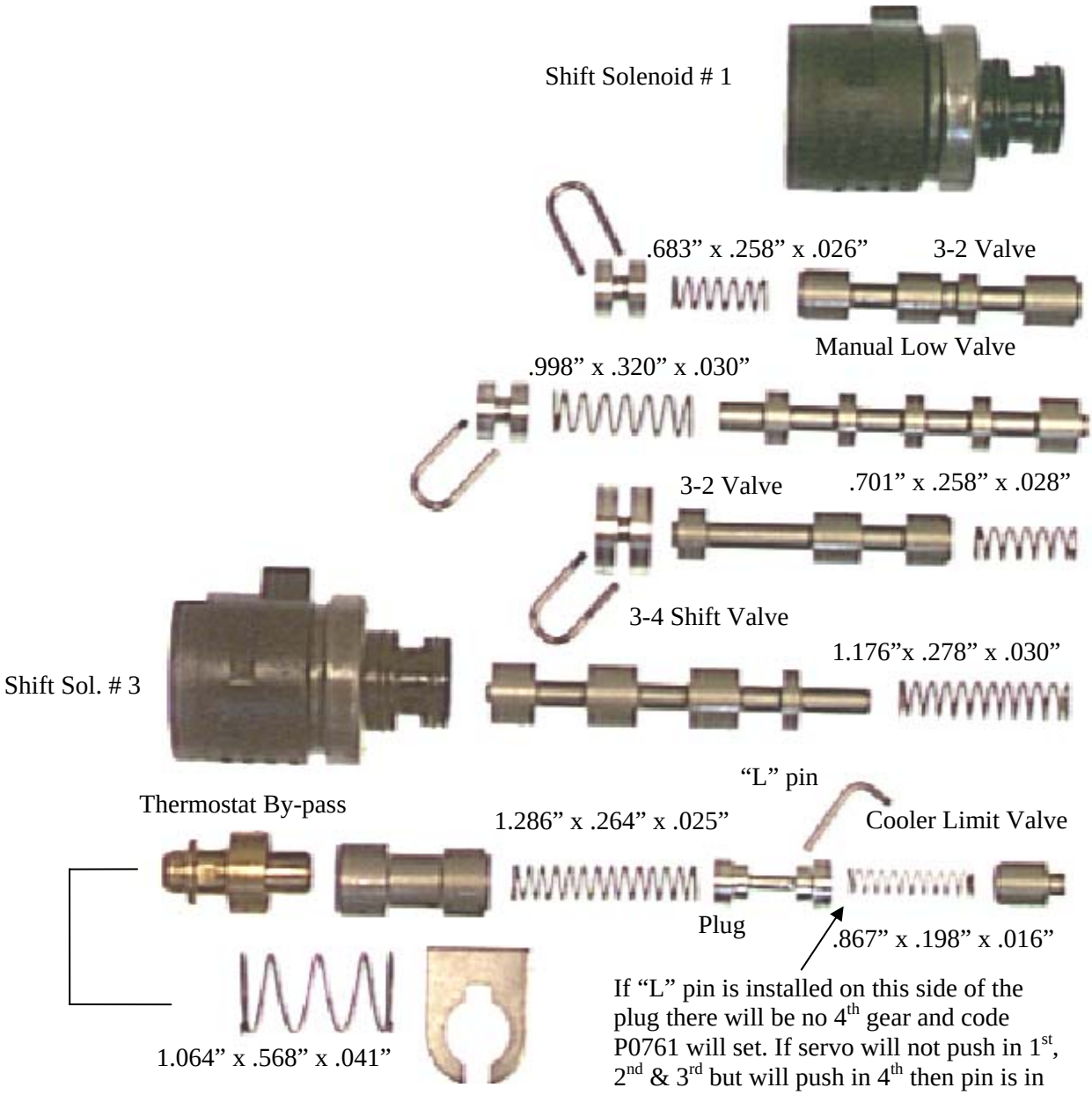
VALVE BODY



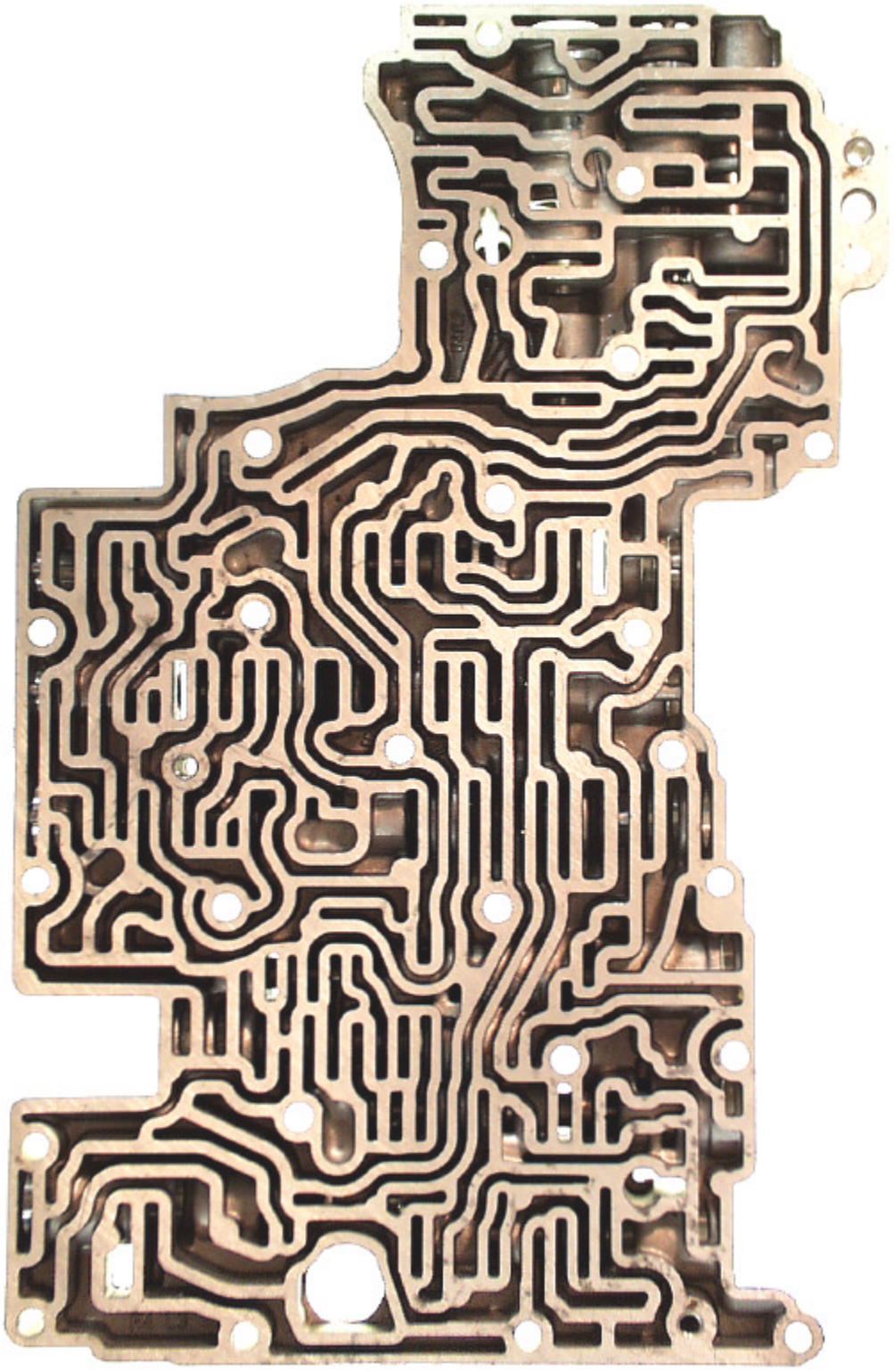


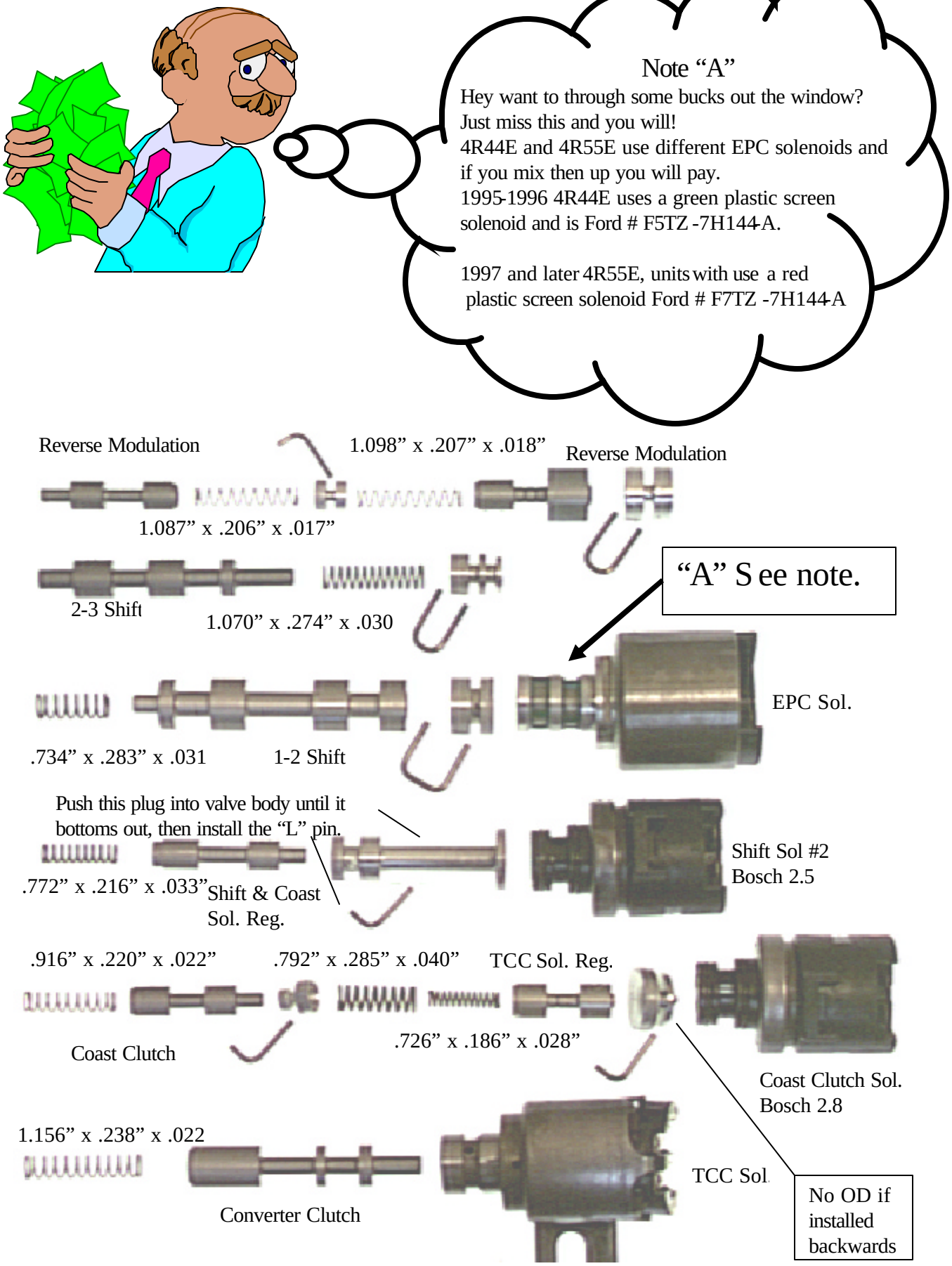
Note: FWD Modulator end plug may have the EPC relief built into it. If the separator plate does not have the EPC relief valve hole the end plug must the relief built into it. It has a screen and retainer on the side that faces the valve.

← Eliminated late models

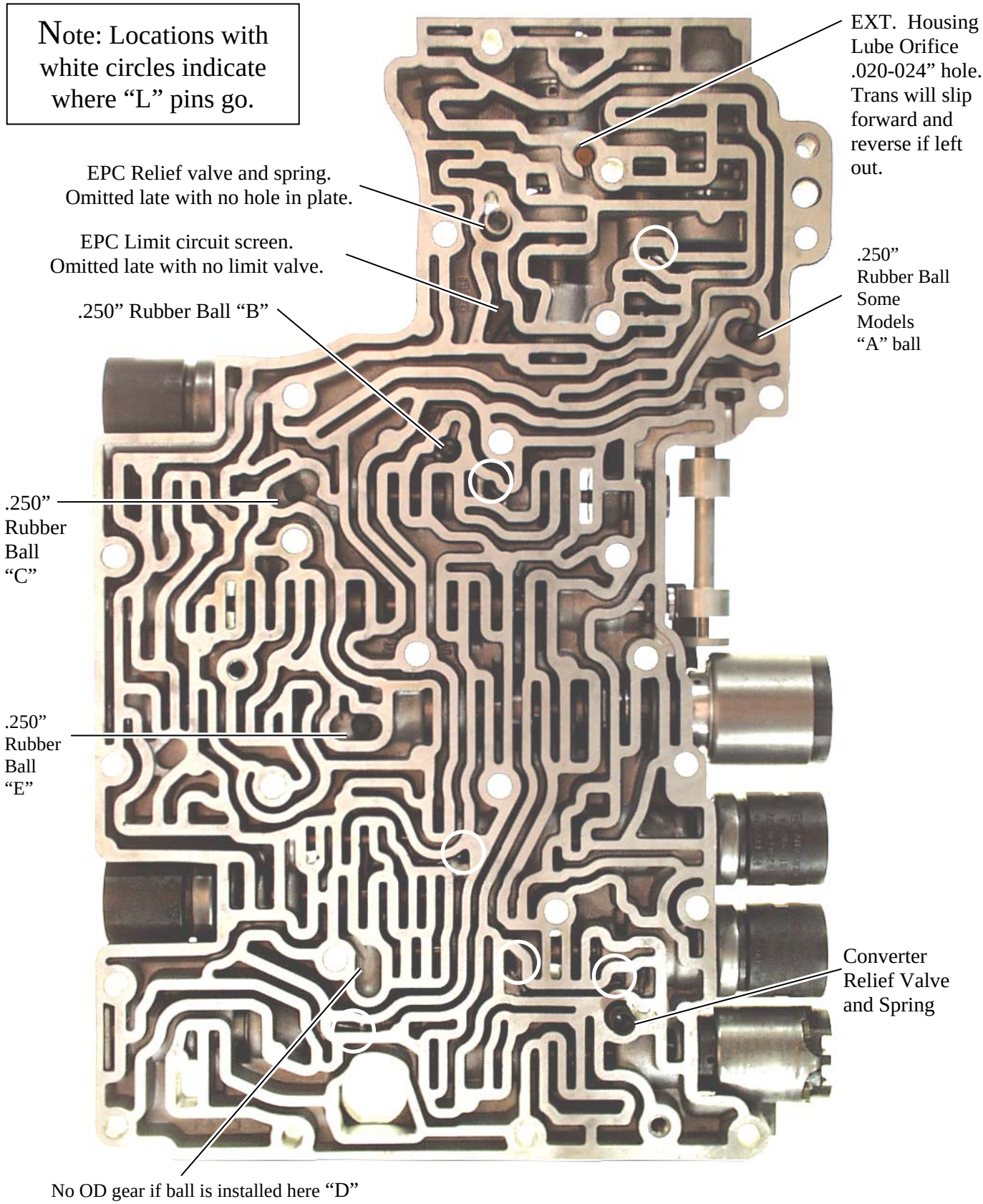


If "L" pin is installed on this side of the plug there will be no 4th gear and code P0761 will set. If servo will not push in 1st, 2nd & 3rd but will push in 4th then pin is in wrong spot. Servo apply oil leaks out plug. **5R55E** trans will be missing 2nd and 5th when this is done.




Note "A"
Hey want to through some bucks out the window? Just miss this and you will!
4R44E and 4R55E use different EPC solenoids and if you mix then up you will pay.
1995-1996 4R44E uses a green plastic screen solenoid and is Ford # F5TZ-7H144-A.
1997 and later 4R55E, units with use a red plastic screen solenoid Ford # F7TZ-7H144-A
Reverse Modulation
1.098" x .207" x .018"
Reverse Modulation
1.087" x .206" x .017"
"A" See note.
2-3 Shift
1.070" x .274" x .030
EPC Sol.
.734" x .283" x .031
1-2 Shift
Push this plug into valve body until it bottoms out, then install the "L" pin.
.772" x .216" x .033"
Shift & Coast Sol. Reg.
Shift Sol #2 Bosch 2.5
.916" x .220" x .022"
.792" x .285" x .040"
TCC Sol. Reg.
Coast Clutch
.726" x .186" x .028"
Coast Clutch Sol. Bosch 2.8
1.156" x .238" x .022
Converter Clutch
TCC Sol.
No OD if installed backwards

Note: Locations with white circles indicate where “L” pins go.

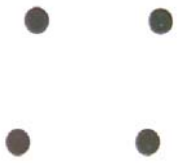


EXT. Housing Lube Orifice with .020” Hole.
Slips forward and reverse if omitted.

EPC. Steel Relief Valve and Spring .980” x .289” x .040”
Not used late models with no hole in plate. If not used VB should have forward Mod. valve end plug with relief and screen assem. built into the end plug.

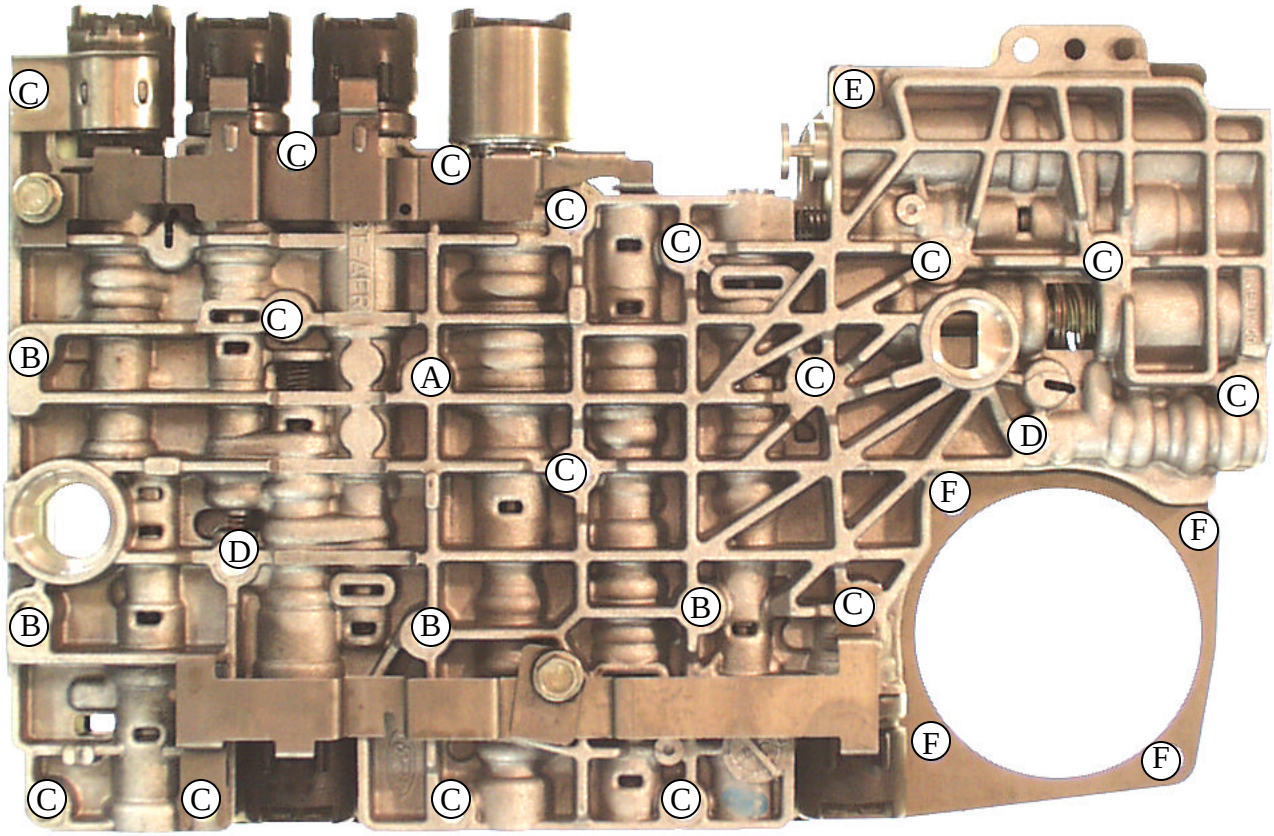
EPC Limit Circuit Screen
Not used when EPC relief has been omitted.

Plastic Converter Relief Valve
and Spring .980” x .289” x .040”



.250” Rubber Balls

VALVE-BODY BOLTS



Full Length Specs.

A	M6	2.410” x .232”	1 Piece	Fluid Filter

B	M6	2.033” x .232”	4 Pieces	

C	M6	1.831” x .232”	16 Pieces	

D	M6	1.635” x .232”	2 Pieces	

E	M6	1.440” x .232”	1 Piece	

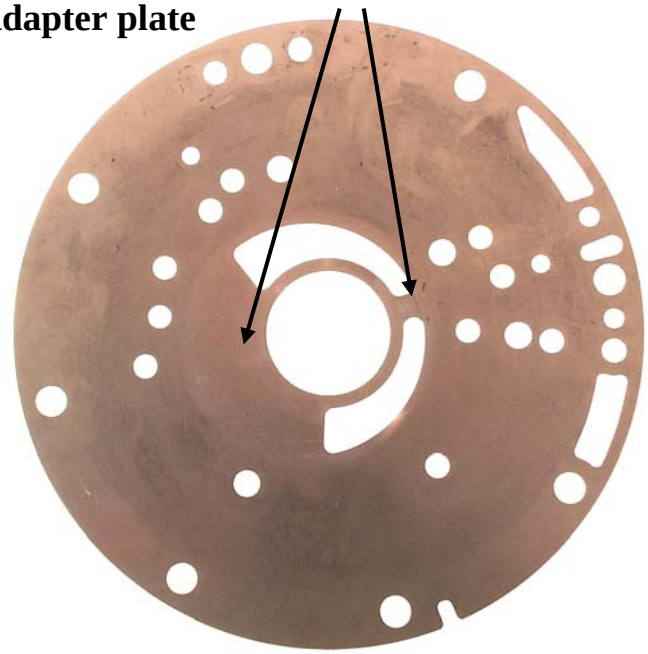
F	M6	1.043” x .232”	4 Pieces	Servo Cover

PUMP

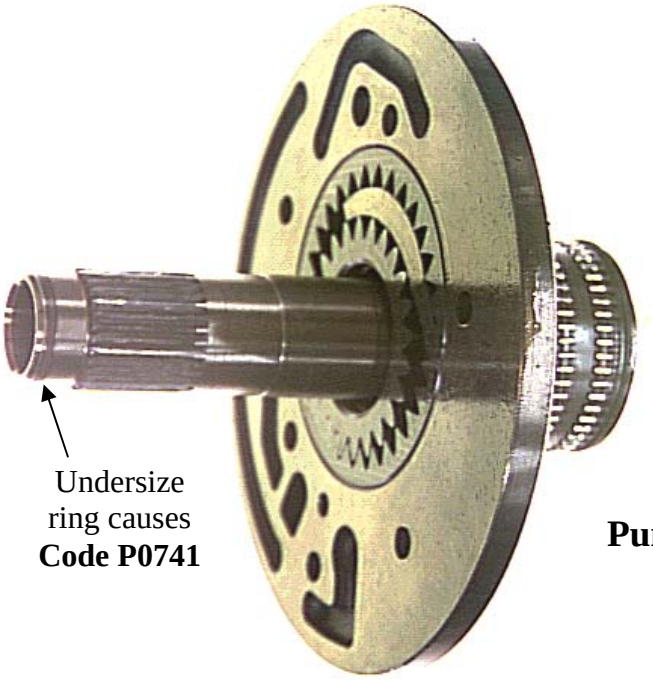
Converter housing

No scratches

Adapter plate

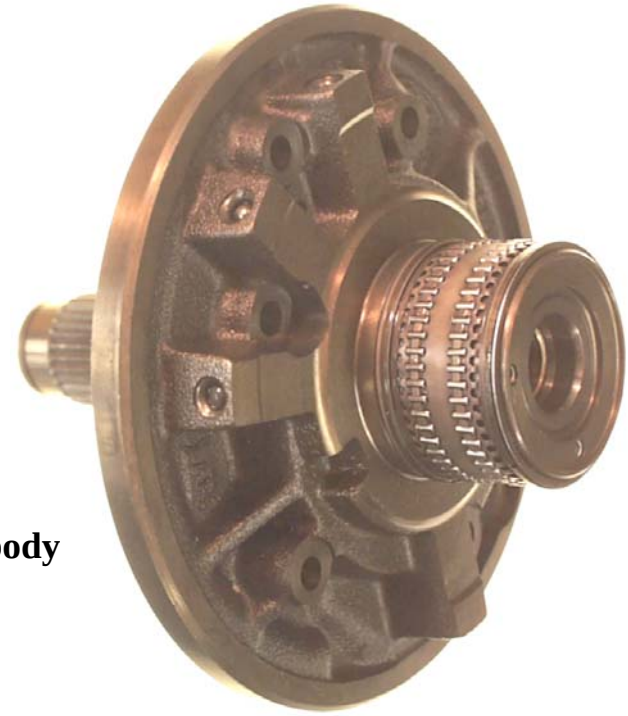


Always use a pump alignment tool on this pump.



Undersize ring causes **Code P0741**

Pump body

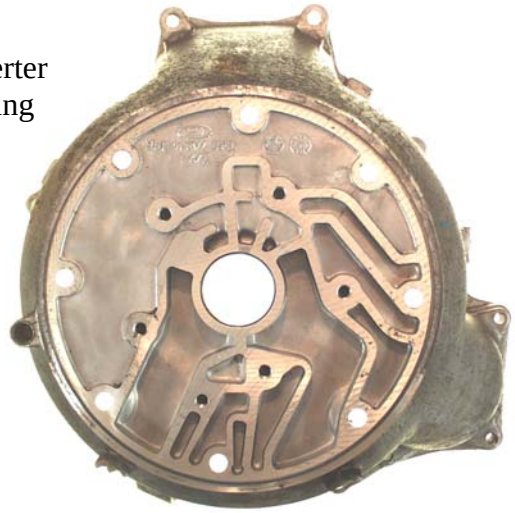


INTERNAL PARTS

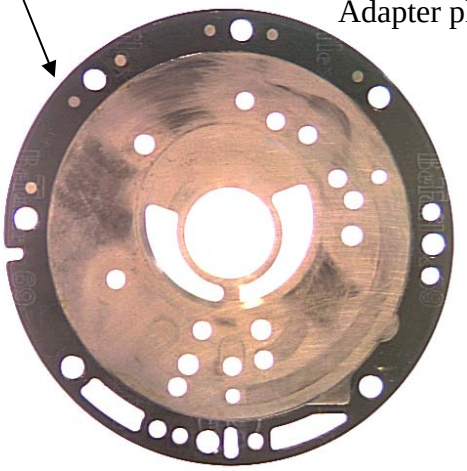
Input shaft

If this gasket is too thin the pump bolts bottom out in the case before compressing gasket. This causes, low pressure, burned forward clutch and slips in reverse complaints. Original gasket is .020" replacement gaskets are .007" OK to use 2 or 3 of these gaskets. Pump bolts with too thin of an o-ring or washer will also cause poor clamping of the gasket. Shorter pump bolts would solve much of this concern.

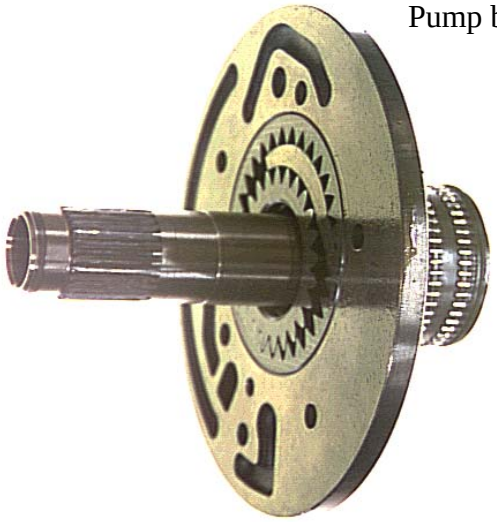
Converter housing



Adapter plate



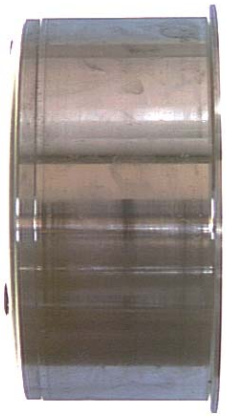
Pump body



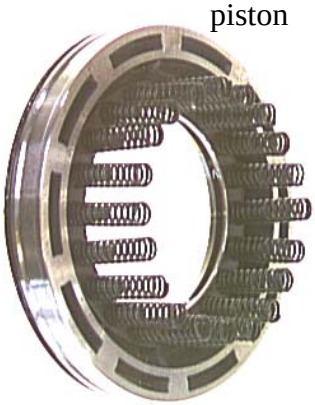
washer

OD band

Coast clutch drum

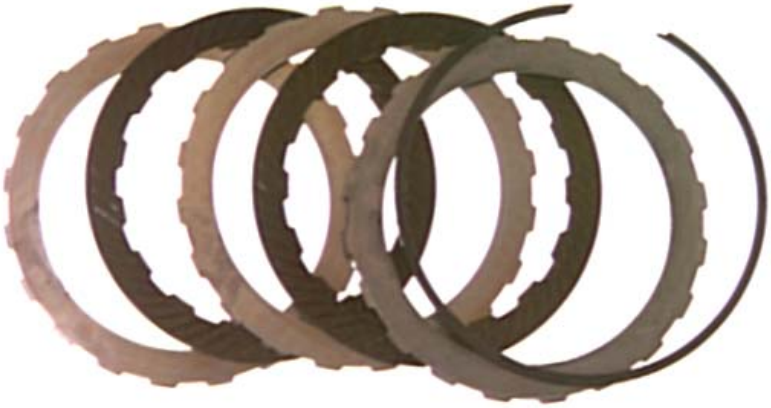


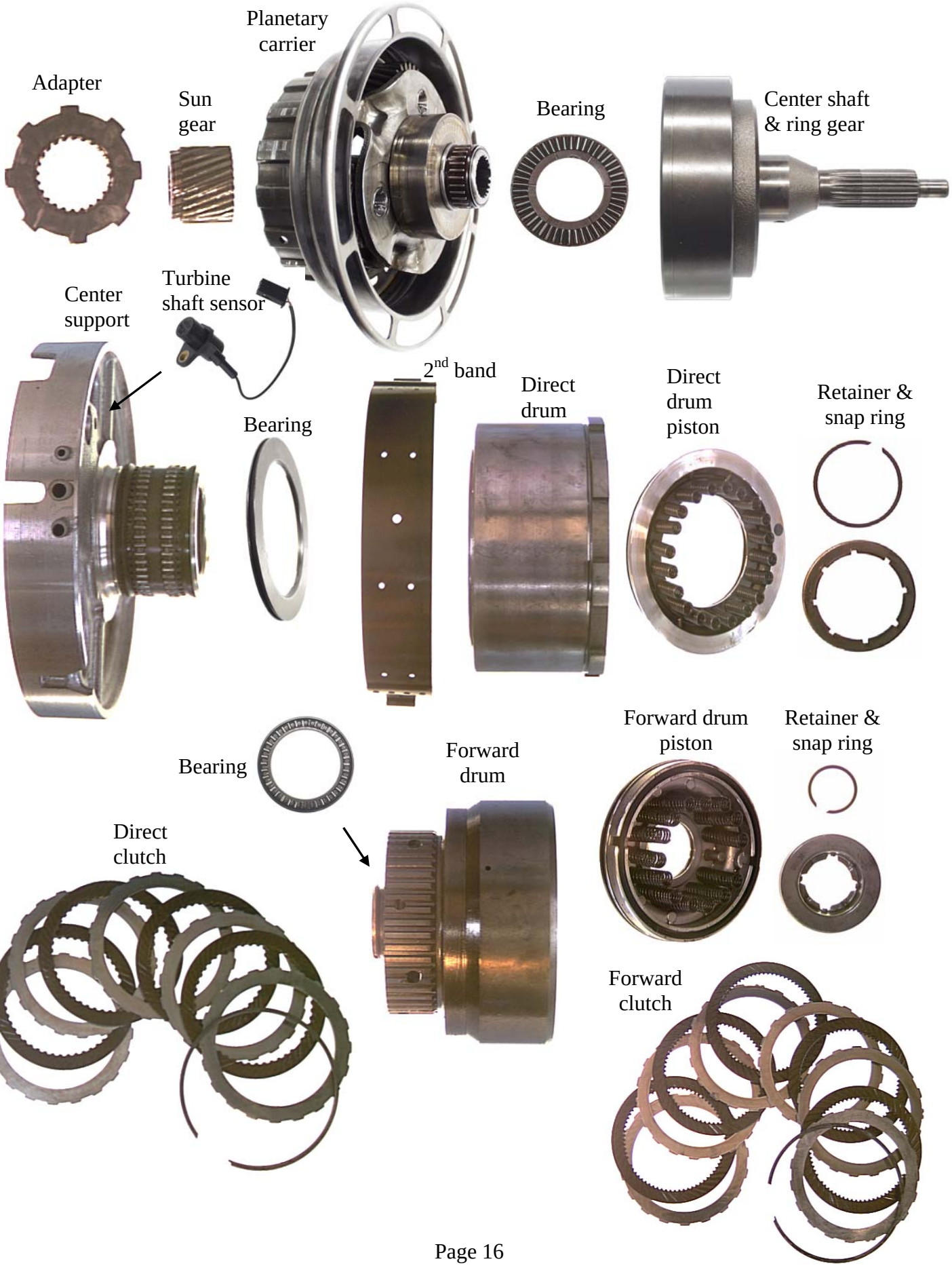
Coast clutch drum piston



Retainer & snap ring

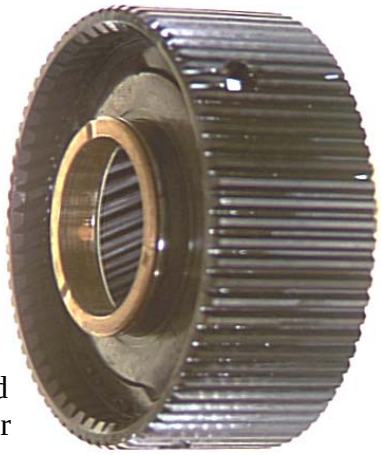
Coast clutch




Planetary carrier
Adapter
Sun gear
Bearing
Center shaft & ring gear
Turbine shaft sensor
Center support
2nd band
Direct drum
Direct drum piston
Retainer & snap ring
Bearing
Bearing
Forward drum
Forward drum piston
Retainer & snap ring
Direct clutch
Forward clutch

Washer

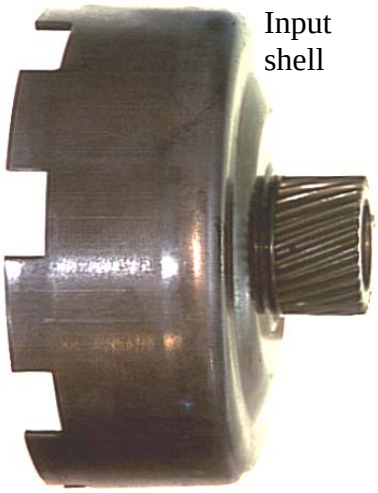
Forward ring gear



Bearing

Forward planetary

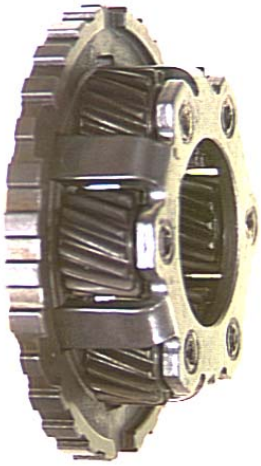
Input shell



Snap ring

Bearing

Low / Reverse planetary



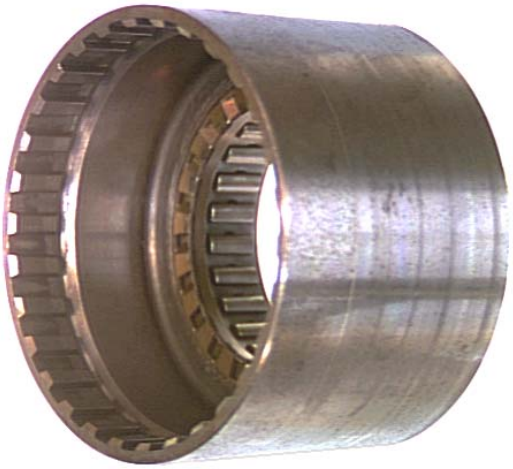
Bearing

Out put shaft ring gear

Low / Reverse band

Washer or one way clutch cap

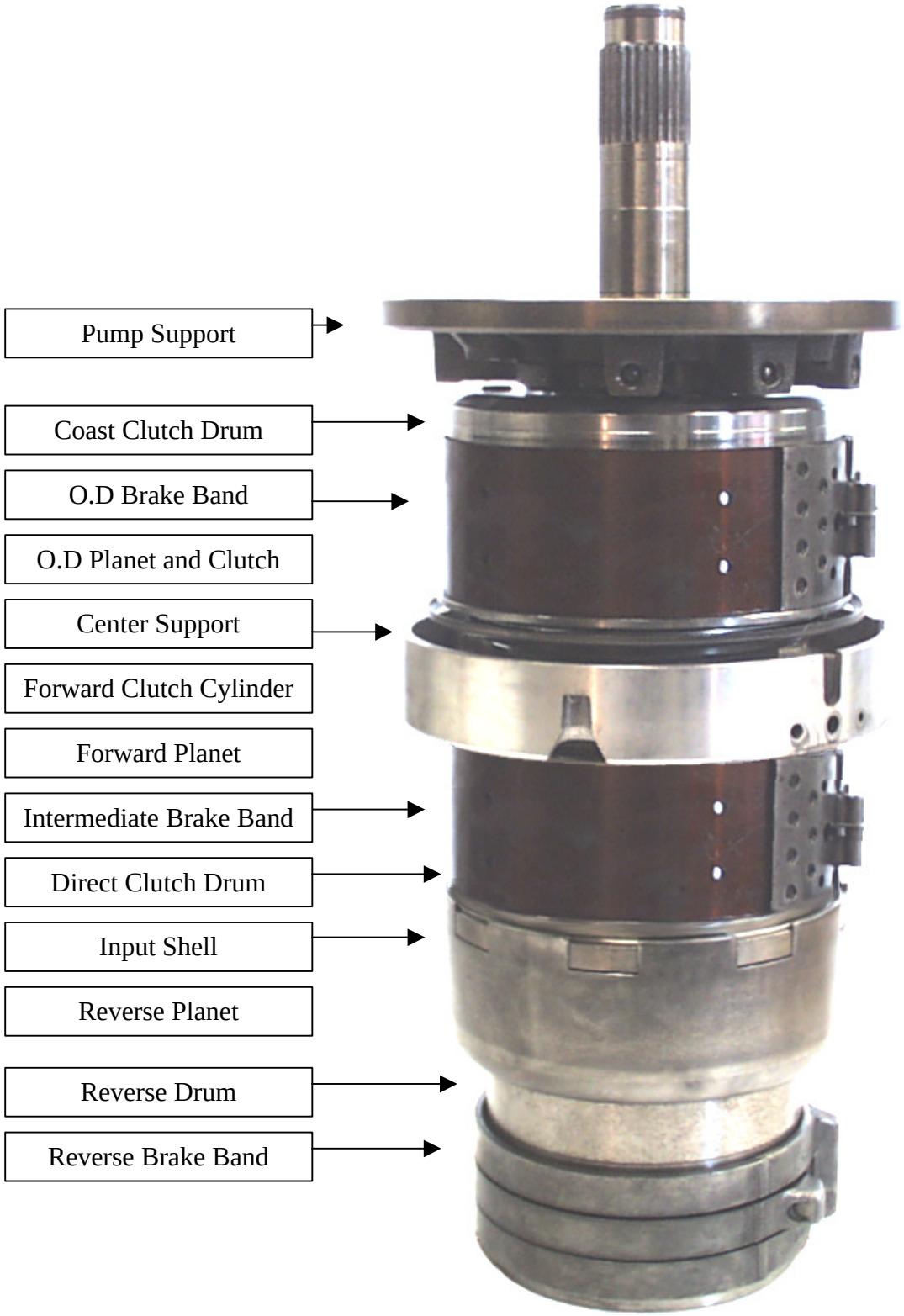
Low / Reverse brake drum rear one way clutch



Washer or one way clutch cap

Output shaft

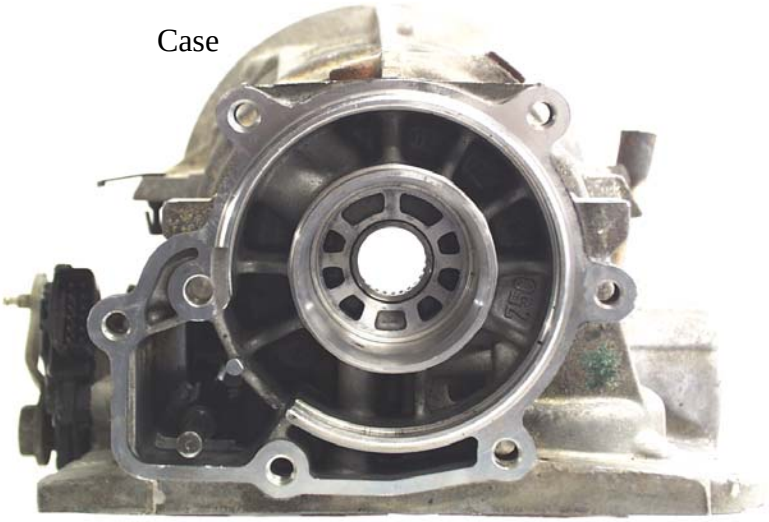
DRIVE-TRAIN ID



Parking gear

Washer

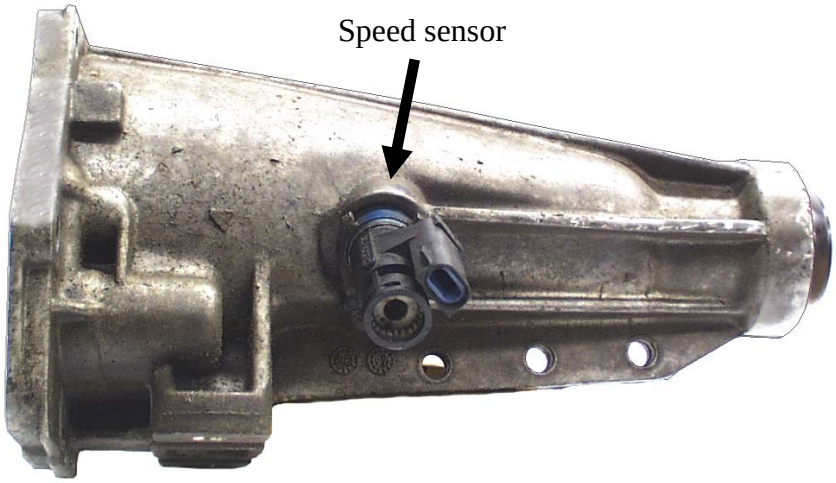
Case



Vent-Shield

Rear housing

Speed sensor



COAST CLUTCH

Snap-ring .066”

Steel Pressure .200”

Friction .070”

Steel .065”

Friction .070”

Steel .065”

Clutch pack clearance .050” - .060”

Piston return springs
1.080” x .325” x .038”

O.D Brake and
Coast Clutch Drum

FORWARD CLUTCH

Snap-ring .080”

Steel Pressure .200”

Friction .070”

Steel .065”

Friction .070”

Steel .065”

Friction .070”

Steel .065”

Friction .070”

Steel .065”

Friction .070”

Steel .065”

Clutch pack clearance .035” - .045”

Piston return springs
2.440” x .412” x .055”

Forward Clutch Drum

DIRECT CLUTCH

Snap-ring .066”

Steel Pressure .200”

Friction .070”

Steel .090”

Friction .070”

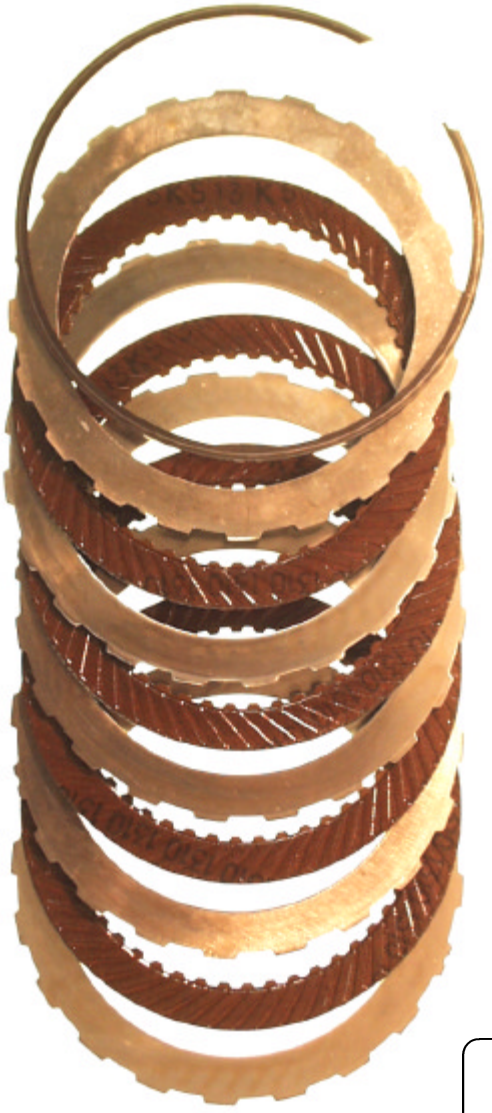
Steel .082”

Friction .070”

Steel .082”

Friction .070”

Steel .082”

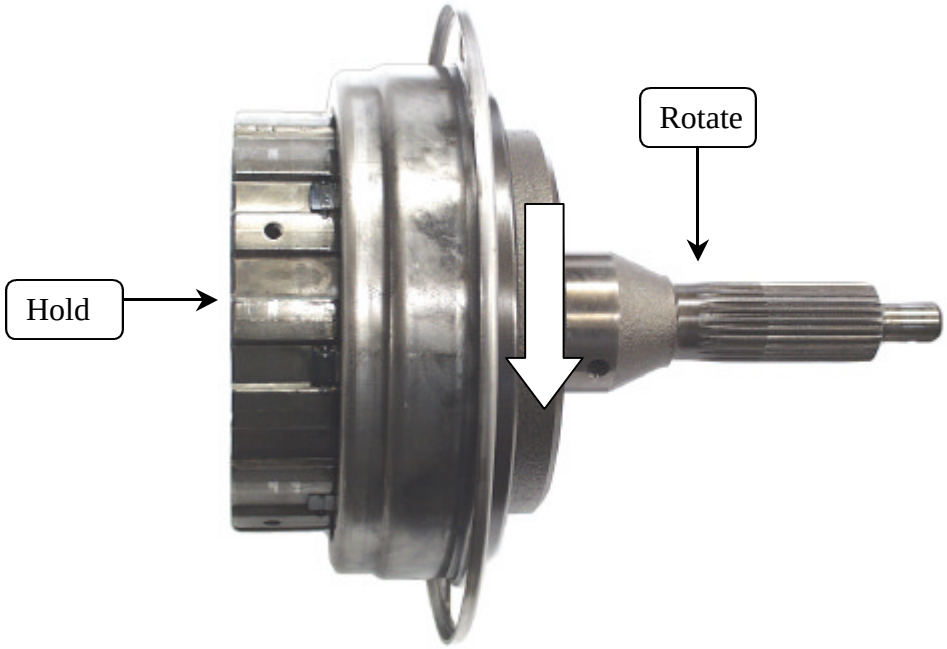


Clutch pack clearance .050” - .060”

Piston return springs
1.060” x .325” x .044”

Intermediate Brake and
Direct Clutch Drum

OVERDRIVE ONE-WAY CLUTCH



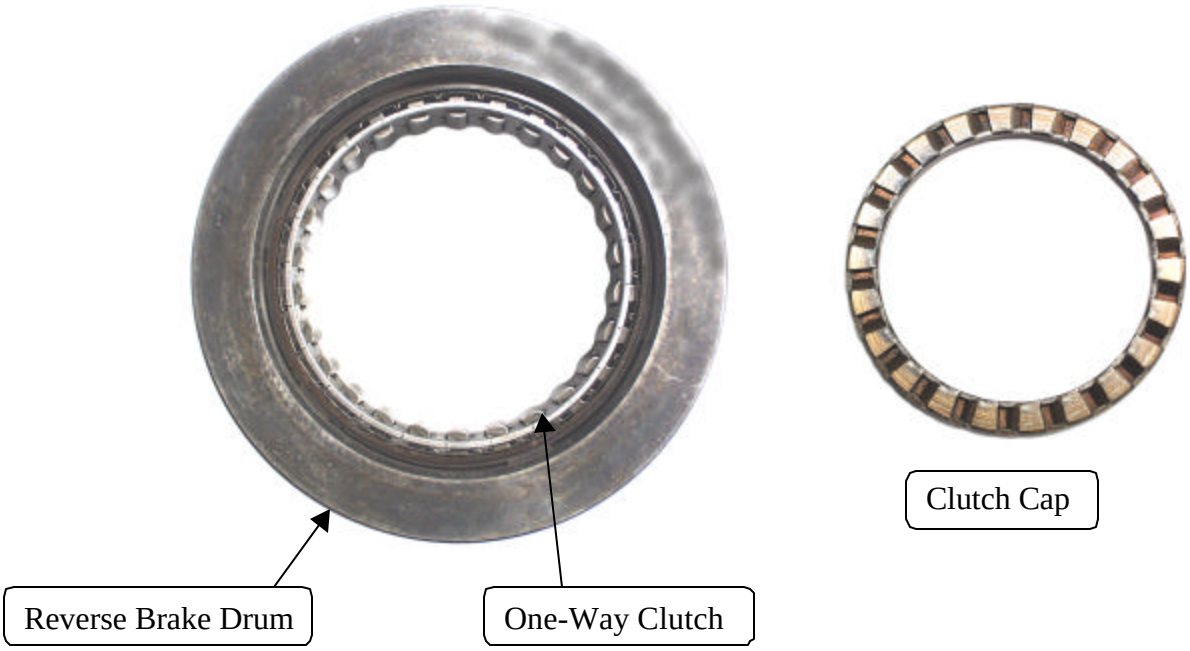
Hold O.D Planet carrier assembly and rotate O.D Center shaft, it should rotate counter-clockwise.

O.D Center Shaft

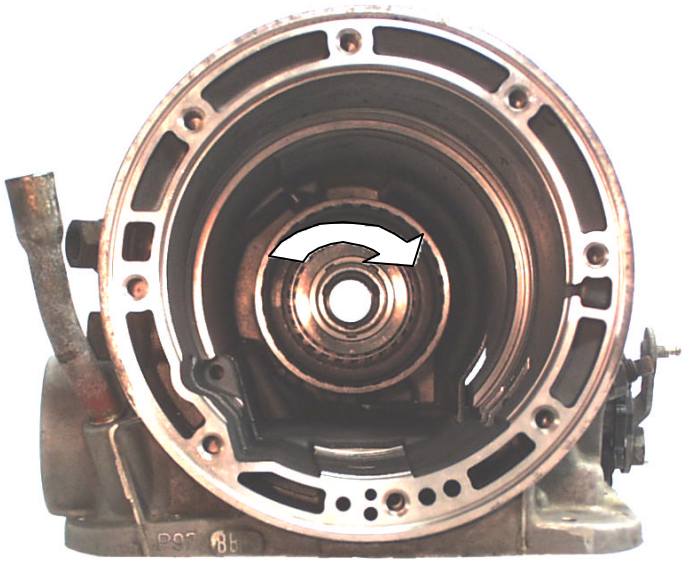
Line up holes in top-cap with ones on clutch

O.D Planet Carrier Assembly

LOW/REVERSE ONE-WAY CLUTCH

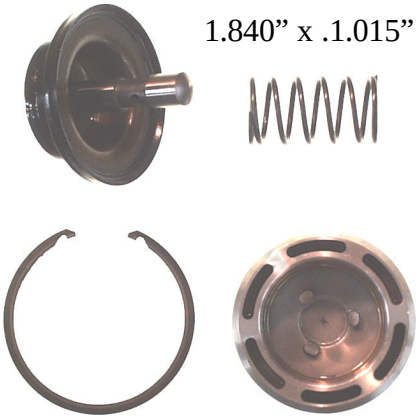


Low/Reverse Brake Drum should rotate CLOCK-WISE when installed and checked in the case.



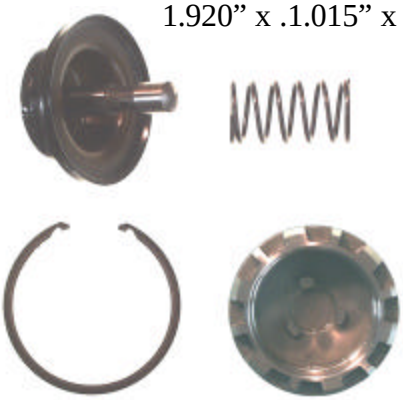
SERVOS

Intermediate Servo



1.840” x .1.015” x .088”

Overdrive Servo



1.920” x .1.015” x .088”

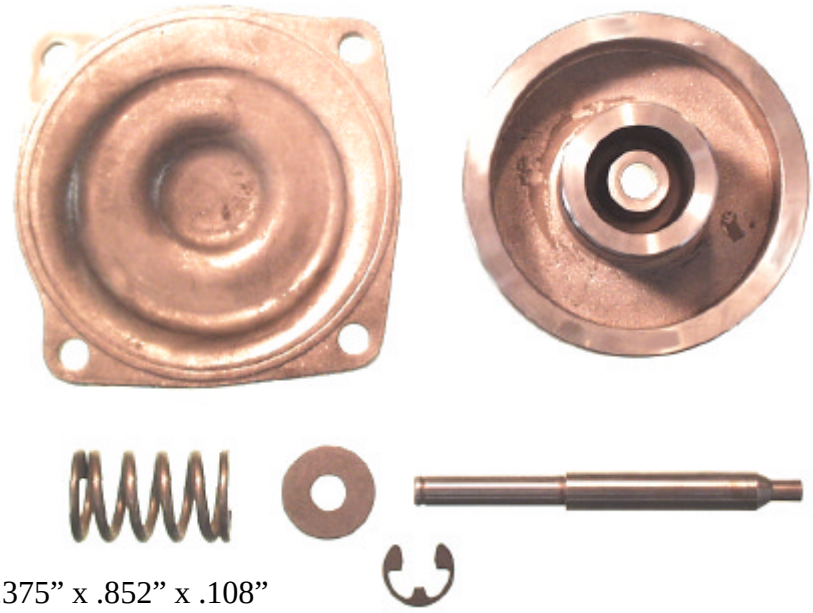
SPRINGS

Height:	Wire:
1.492”	.079”
1.810”	.089”
1.898”	.098”
1.870”	.110”

Servo Cover ID	Servo apply spring
AA/AB	2.077”
BB	1.917”
CA/CB	1.812”
DB	1.751”
EB	1.689”
FB	1.626”

SERVOS

Rear Servo

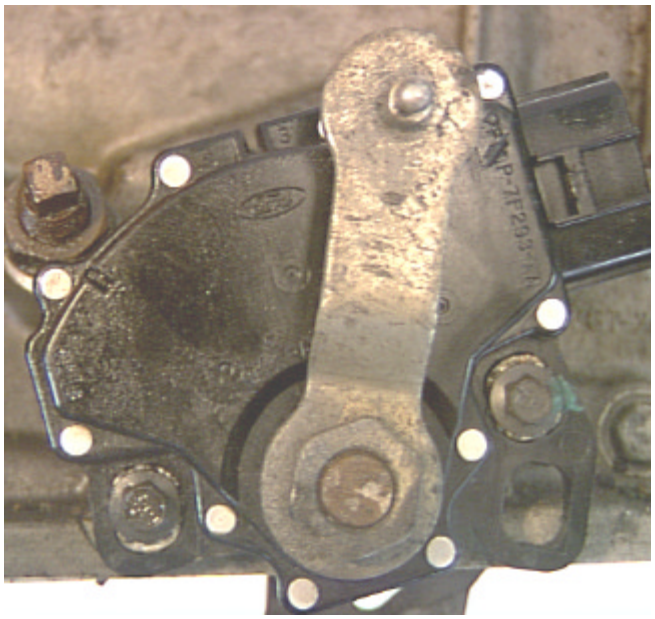


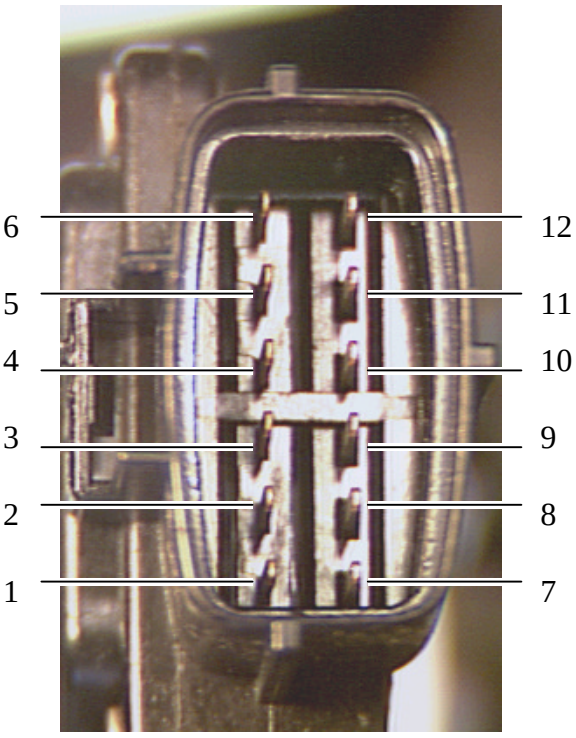
1.375” x .852” x .108”

Servo Levers

I.D	Ratio
A	2.058:1
C	1.773:1
D	1.525:1
E	1.448:1
G	1.271:1

Lever Switch & Speed Sensor



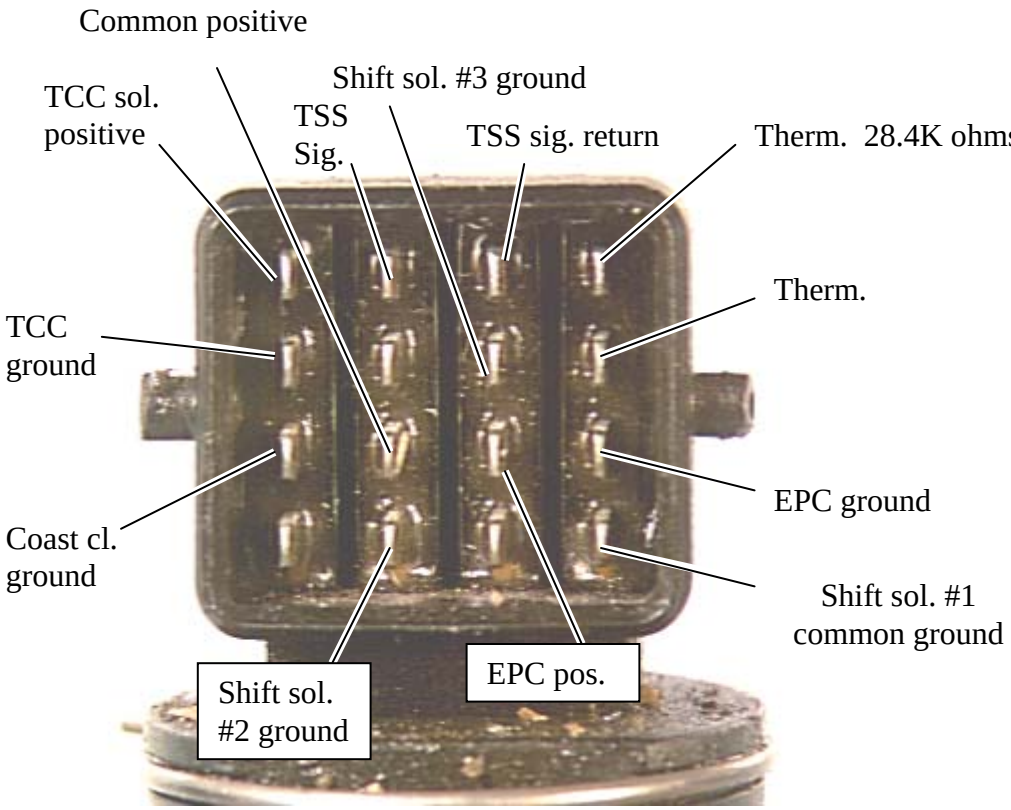


Pin Continuities

Park	1,2,3,4,5&6	10&12
Reverse	1,2,3,4&5	9&11
Neutral	1,2,3,4&6	9&11
OD	1,2&3	
2	1,2,3&5	
L	1,2,3&6	

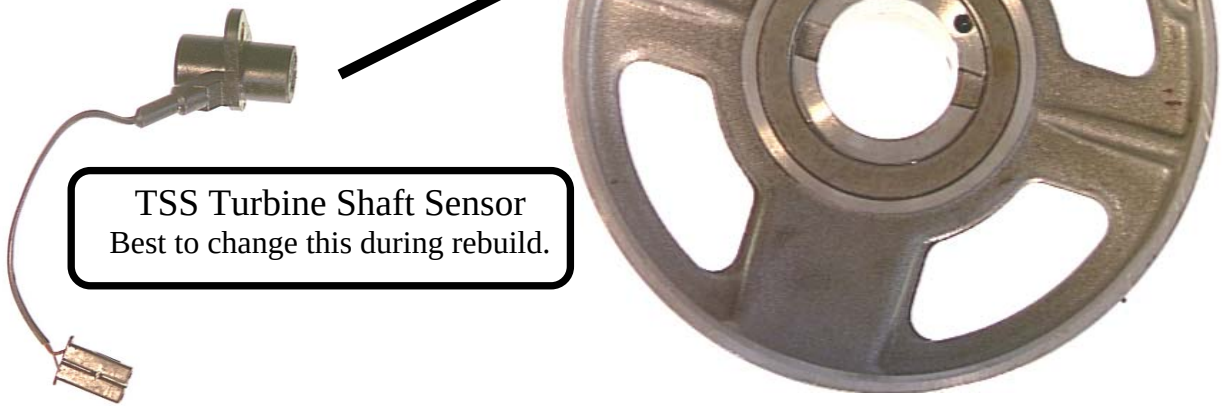
Speed sensor 210 ohms

Case Connector & TSS Sensor



Solenoid Firing Order

Gear	Solenoids with volts
1	SS1
2	SS1&SS2
3	None
4	SS3
Rev.	SS1



TSS Turbine Shaft Sensor
Best to change this during rebuild.

Ford 4R55E Abbreviations

ABS	Anti-Lock Braking System
ACC	Air Conditioning Clutch
BOO	Brake ON/OFF Switch
CKP	Crankshaft Position Sensor
ECT	Engine Coolant Temperature Sensor
EI	Electronic Ignition
IAT	Intake Air Temperature Sensor
4WD	4WD Low Range Switch
MAF	Mass Airflow Sensor
TCS	Transmission Control Switch
TFT	Transmission Fluid Temperature Sensor
TP	Throttle Position Sensor
TR	Transmission Range Sensor
TSS	Turbine Shaft Sensor
VSS	Vehicle Speed Sensor –also called OSS Sensor

COMPLETE LIST OF SAE-DEFINED DIAGNOSTIC TROUBLE CODES (DTC):

PO1XX Fuel & Air Metering

PO100	Mass or Volume Airflow Circuit Problem	
PO101	Mass or Volume Airflow Circuit Range or Performance Problem	
PO102	Mass or Volume Airflow Circuit Low Input	
PO103	Mass or Volume Airflow Circuit High Input	
PO105	Manifold Absolute Pressure or Barometric Pressure Circuit Problem	
PO106	Manifold Absolute Pressure or Barometric Pressure Circuit Range or Performance Problem	
PO107	Manifold Absolute Pressure or Barometric Pressure Circuit Low Input	
PO108	Manifold Absolute Pressure or Barometric Pressure Circuit High Input	
PO110	Intake Air Temperature Circuit Problem	
PO111	Intake Air Temperature Circuit Range or Performance Problem	
PO112	Intake Air Temperature Circuit Low Input	
PO113	Intake Air Temperature Circuit High Input	
PO115	Engine Coolant Temperature Circuit Problem	
PO116	Engine Coolant Temperature Circuit Range or Performance Problem	
PO117	Engine Coolant Temperature Circuit Low Input	
PO118	Engine Coolant Temperature Circuit High Input	
PO120	Throttle Position Circuit Problem	
PO121	Throttle Position Circuit Range or Performance Problem	
PO122	Throttle Position Circuit Low Input	
PO123	Throttle Position Circuit High Input	
PO125	Excessive Time to Enter Closed Loop Fuel Control	
PO130	02 Sensor Circuit Problem	(Bank 1 *Sensor 1)
PO131	02 Sensor Circuit Low Voltage	(Bank 1 *Sensor 1)
PO132	02 Sensor Circuit High Voltage	(Bank 1 *Sensor 1)
PO133	02 Sensor Circuit Slow Response	(Bank 1 *Sensor 1)
PO134	02 Sensor Circuit No Activity Detected	(Bank 1 *Sensor 1)
PO135	02 Sensor Heater Circuit Problem	(Bank 1 *Sensor 1)
PO136	02 Sensor Circuit Problem	(Bank 1 *Sensor 2)
PO137	02 Sensor Circuit Low Voltage	(Bank 1 *Sensor 2)
PO138	02 Sensor Circuit High Voltage	(Bank 1 *Sensor 2)
PO139	02 Sensor Circuit Slow Response	(Bank 1 *Sensor 2)
PO140	02 Sensor Circuit No Activity Detected	(Bank 1 *Sensor 2)
PO141	02 Sensor Heater Circuit Problem	(Bank 1 *Sensor 2)
PO142	02 Sensor Circuit Problem	(Bank 1 *Sensor 3)
PO143	02 Sensor Circuit Low Voltage	(Bank 1 *Sensor 3)
PO144	02 Sensor Circuit High Voltage	(Bank 1 *Sensor 3)
PO145	02 Sensor Circuit Slow Response	(Bank 1 *Sensor 3)
PO146	02 Sensor Circuit No Activity Detected	(Bank 1 *Sensor 3)
PO147	02 Sensor Heater Circuit Problem	(Bank 1 *Sensor 3)
PO150	02 Sensor Circuit Problem	(Bank 2 *Sensor 1)
PO151	02 Sensor Circuit Low Voltage	(Bank 2 *Sensor 1)
PO152	02 Sensor Circuit High Voltage	(Bank 2 *Sensor 1)
PO153	02 Sensor Circuit Slow Response	(Bank 2 *Sensor 1)
PO154	02 Sensor Circuit No Activity Detected	(Bank 2 *Sensor 1)
PO155	02 Sensor Heater Circuit Problem	(Bank 2 *Sensor 1)

PO156	02 Sensor Circuit Problem	(Bank 2 *Sensor 2)
PO157	02 Sensor Circuit Low Voltage	(Bank 2 *Sensor 2)
PO158	02 Sensor Circuit High Voltage	(Bank 2 *Sensor 2)
PO159	02 Sensor Circuit Slow Response	(Bank 2 *Sensor 2)
PO160	02 Sensor Circuit No Activity Detected	(Bank 2 *Sensor 2)
PO161	02 Sensor Heater Circuit Problem	(Bank 2 *Sensor 2)
PO162	02 Sensor Circuit Problem	(Bank 2 *Sensor 3)
PO163	02 Sensor Circuit Low Voltage	(Bank 2 *Sensor 3)
PO164	02 Sensor Circuit High Voltage	(Bank 2 *Sensor 3)
PO165	02 Sensor Circuit Slow Response	(Bank 2 *Sensor 3)
PO166	02 Sensor Circuit No Activity Detected	(Bank 2 *Sensor 3)
PO167	02 Sensor Heater Circuit Problem	(Bank 2 *Sensor 3)
PO170	Fuel Trim Problem	(Bank 1 *)
PO171	System Too Lean	(Bank 1 *)
PO172	System Too Rich	(Bank 1 *)
PO173	Fuel Trim Problem	(Bank 2)
PO174	System Too Lean	(Bank 2)
PO175	System Too Rich	(Bank 2)
PO176	Fuel Composition Sensor Circuit Problem	
PO177	Fuel Composition Sensor Circuit Range or Performance	
PO178	Fuel Composition Sensor Circuit Low Input	
PO179	Fuel Composition Sensor Circuit High Input	
PO180	Fuel Temperature Sensor Circuit Problem	
PO181	Fuel Temperature Sensor Circuit Range or Performance	
PO182	Fuel Temperature Sensor Circuit Low Input	
PO183	Fuel Temperature Sensor Circuit High Input	

PO2XX Fuel & Air Metering

PO201	Injector Circuit Problem —Cylinder 1
PO202	Injector Circuit Problem —Cylinder 2
PO203	Injector Circuit Problem —Cylinder 3
PO204	Injector Circuit Problem —Cylinder 4
PO205	Injector Circuit Problem —Cylinder 5
PO206	Injector Circuit Problem —Cylinder 6
PO207	Injector Circuit Problem —Cylinder 7
PO208	Injector Circuit Problem —Cylinder 8
PO209	Injector Circuit Problem —Cylinder 9
PO210	Injector Circuit Problem —Cylinder 10
PO211	Injector Circuit Problem —Cylinder 11
PO212	Injector Circuit Problem —Cylinder 12
PO213	Cold Start Injector 1 Problem
PO214	Cold Start Injector 2 Problem

PO3XX Ignition System or Misfire

PO300	Random Misfire Detected
PO301	Cylinder 1 Misfire Detected
PO302	Cylinder 2 Misfire Detected
PO303	Cylinder 3 Misfire Detected

PO304	Cylinder 4 Misfire Detected	
PO305	Cylinder 5 Misfire Detected	
PO306	Cylinder 6 Misfire Detected	
PO307	Cylinder 7 Misfire Detected	
PO308	Cylinder 8 Misfire Detected	
PO309	Cylinder 9 Misfire Detected	
PO310	Cylinder 10 Misfire Detected	
PO311	Cylinder 11 Misfire Detected	
PO312	Cylinder 12 Misfire Detected	
PO320	Ignition or Distributor Engine Speed Input Circuit Problem	
PO321	Ignition or Distributor Engine Speed Input Circuit Range or Performance	
PO322	Ignition or Distributor Engine Speed Input Circuit No Signal	
PO325	Knock Sensor 1 Circuit Problem	
PO326	Knock Sensor 1 Circuit Range or Performance	
PO327	Knock Sensor 1 Circuit Low Input	
PO328	Knock Sensor 1 Circuit High Input	
PO330	Knock Sensor 2 Circuit Problem	
PO331	Knock Sensor 2 Circuit Range or Performance	
PO332	Knock Sensor 2 Circuit Low Input	
PO333	Knock Sensor 2 Circuit High Input	
PO335	Crankshaft Position Sensor Circuit Problem	
PO336	Crankshaft Position Sensor Circuit Range or Performance	
PO337	Crankshaft Position Sensor Circuit Low Input	
PO338	Crankshaft Position Sensor Circuit High Input	

PO4XX Auxiliary Emission Controls

PO400	Exhaust Gas Recirculation Flow Problem	
PO401	Exhaust Gas Recirculation Flow Insufficient Detected	
PO402	Exhaust Gas Recirculation Flow Excessive Detected	
PO405	Air Conditioner Refrigerant Charge Loss	
PO410	Secondary Air Injection System Problem	
PO411	Secondary Air Injection System Insufficient Flow Detected	
PO412	Secondary Air Injection System Switching Valve or Circuit Problem	
PO413	Secondary Air Injection System Switching Valve or Circuit Open	
PO414	Secondary Air Injection System Switching Valve or Circuit Shorted	
PO420	Catalyst System Efficiency Below Threshold	(Bank 1 *)
PO421	Warm-up Catalyst Efficiency Below Threshold	(Bank 1 *)
PO422	Main Catalyst Efficiency Below Threshold	(Bank 1 *)
PO423	Heated Catalyst Efficiency Below Threshold	(Bank 1 *)
PO424	Heated Catalyst Temperature Below Threshold	(Bank 1 *)
PO430	Catalyst System Efficiency Below Threshold	(Bank 2)
PO431	Warm-up Catalyst Efficiency Below Threshold	(Bank 2)
PO432	Main Catalyst Efficiency Below Threshold	(Bank 2)
PO433	Heated Catalyst Efficiency Below Threshold	(Bank 2)
PO434	Heated Catalyst Temperature Below Threshold	(Bank 2)
PO440	Evaporative Emission Control System Problem	
PO441	Evaporative Emission Control System Insufficient Purge Flow	
PO442	Evaporative Emission Control System Leak Detected	

PO443 Evaporative Emission Control System Purge Control Valve Circuit Problem
PO444 Evaporative Emission Control System Purge Control Valve Circuit Open
PO445 Evaporative Emission Control System Purge Control Valve Circuit Shorted
PO446 Evaporative Emission Control System Vent Control Problem
PO447 Evaporative Emission Control System Vent Control Open
PO448 Evaporative Emission Control System Vent Control Shorted
PO450 Evaporative Emission Control System Pressure Sensor Problem
PO451 Evaporative Emission Control System Pressure Sensor Range or Performance
PO452 Evaporative Emission Control System Pressure Sensor Low Input
PO453 Evaporative Emission Control System Pressure Sensor High Input

PO5XX Vehicle Speed Control & Idle Control System

PO500 Vehicle Speed Sensor Problem
PO501 Vehicle Speed Sensor Range or Performance
PO502 Vehicle Speed Sensor Low Input
PO505 Idle Control System Problem
PO506 Idle Control System RPM Lower Than Expected
PO507 Idle Control System RPM Higher Than Expected
PO510 Closed Throttle Position Switch Problem

PO6XX Computer & Output Circuits

PO600 Serial Communication Link Problem
PO605 Internal Control Module (Module Identification Defined by J1979)

PO7XX Transmission

PO703 Brake Switch Input Problem
PO705 Transmission Range Sensor Circuit Problem (PRNDL Input)
PO706 Transmission Range Sensor Circuit Range or Performance
PO707 Transmission Range Sensor Circuit Low Input
PO708 Transmission Range Sensor Circuit High Input
PO710 Transmission Fluid Temperature Sensor Circuit Problem
PO711 Transmission Fluid Temperature Sensor Circuit Range or Performance
PO712 Transmission Fluid Temperature Sensor Circuit Low Input
PO713 Transmission Fluid Temperature Sensor Circuit High Input
PO715 Input or Turbine Speed Sensor Circuit Problem
PO716 Input or Turbine Speed Sensor Circuit Range or Performance
PO717 Input or Turbine Speed Sensor Circuit No Signal
PO720 Output Speed Sensor Circuit Problem
PO721 Output Speed Sensor Circuit Range or Performance
PO722 Output Speed Sensor Circuit No Signal
PO725 Engine Speed Input Circuit Problem
PO726 Engine Speed Input Circuit Range or Performance
PO727 Engine Speed Input Circuit No Signal
PO730 Incorrect Gear Ratio
PO731 Gear 1 Incorrect Ratio
PO732 Gear 2 Incorrect Ratio
PO733 Gear 3 Incorrect Ratio

PO734	Gear 4 Incorrect Ratio
PO735	Gear 5 Incorrect Ratio
PO736	Reverse Incorrect Ratio
PO740	Torque Converter Clutch System Problem
PO741	Torque Converter Clutch System Performance or Stuck Off
PO742	Torque Converter Clutch System Stuck On
PO743	Torque Converter Clutch System Electrical
PO745	Pressure Control Solenoid Problem
PO746	Pressure Control Solenoid Performance or Stuck Off
PO747	Pressure Control Solenoid Stuck On
PO748	Pressure Control Solenoid Electrical
PO750	Shift Solenoid A Problem
PO751	Shift Solenoid A Performance or Stuck Off
PO752	Shift Solenoid A Stuck On
PO753	Shift Solenoid A Electrical
PO755	Shift Solenoid B Problem
PO756	Shift Solenoid B Performance or Stuck Off
PO757	Shift Solenoid B Stuck On
PO758	Shift Solenoid B Electrical
PO760	Shift Solenoid C Problem
PO761	Shift Solenoid C Performance or Stuck Off
PO762	Shift Solenoid C Stuck On
PO763	Shift Solenoid C Electrical
PO765	Shift Solenoid D Problem
PO766	Shift Solenoid D Performance or Stuck Off
PO767	Shift Solenoid D Stuck On
PO768	Shift Solenoid D Electrical
PO770	Shift Solenoid E Problem
PO771	Shift Solenoid E Performance or Stuck Off
PO772	Shift Solenoid E Stuck On
PO773	Shift Solenoid E Electrical

Manufacture Assigned Diagnostic Trouble Codes (DTC)

P1100 MAF SENSOR MALFUNCTION
P1101 MASS AIR FLOW SENSOR MANFUNCTION CAUSING A TRANSMISSION CONCERN

P1111 SYSTEM PASS NO CODES
P1120 TPS OUT OF RANGE LOW
P1121 TPS MALFUNCTION
P1124 TPS OUT OF RANGE DURING KOEO TEST
P1125 TPS MALFUNCTION
P1280 DIESEL ENGINE INJECTION PRESSURE OUT OF RANGE LOW
P1281 DIESEL ENGINE INJECTION PRESSURE OUT OF RANGE HIGH

P1351 EI SYSTEM MALFUNCTION
P1352 EI SYSTEM MALFUNCTION
P1353 EI SYSTEM MALFUNCTION
P1354 EI SYSTEM MALFUNCTION
P1355 EI SYSTEM MALFUNCTION
P1359 EI – ELECTRONIC IGNITION SYSTEM MALFUNCTION

P1360 A/C SWITCH ERROR

P1364 EI – ELECTRONIC IGNITION SYSTEM MALFUNCTION

P1460 A/C SWITCH ERROR
P1463 A/C PRESSURE SENSOR INSUFFICIENT CHANGE
P1464 AC SWITCH FAIL HIGH OR LOW MAY ELEVATE TRANSMISSION PRESSURE

P1500 INTERMITTENT VSS INPUT
P1501 VSS/ABS INTERMITTANT OR LOW

P1701 REVERSE ENGAGEMENT ERROR
P1702 TRANS RANGE MALFUNCTION
P1703 BRAKE PEDEL SWITCH MALFUNCTION DURING KOER TEST
P1704 TRANS RANGE SWITCH MISALIGNED
P1705 TRANS RANGE SWITCH MALFUNCTIONING DURING KOEO AND KOER TEST
P1711 TRANS NOT AT OPERATING TEMPERATURE DURING ON-BOARD DIOGNOSTICS TEST
P1713 NO STATE CHANGE IN TFT SENSOR - LOW
P1714 SHIFT SOLENOID SS1 FAILURE
P1715 SHIFT SOLENOID SS2 FAILURE
P1716 SHIFT SOLENOID SS3 FAILURE
P1717 SHIFT SOLENOID SS4 FAILURE
P1718 NO STATE CHANGE IN TFT SENSOR - HIGH
P1728 EXCESSIVE AMOUNT OF TRANSMISSION SLIPPAGE DETECTED

P1729 4X4 LOW ERROR CIRCUIT FAILURE
P1740 TCC MECHANICAL FAILURE DETECTED
P1744 EXCESSIVE AMOUNT OF TCC SLIPPAGE
P1746 EPC SOLENOID DRIVER FAILURE – EPC SOLENOID HIGH OR LOW AMP
P1747 EPC SOLENOID CIRCUIT FAILURE OR SHORT
P1754 COAST CLUTCH CIRCUIT FAILURE - HIGH OR LOW AMP LOAD
P1756 SHIFT B SOLENOID PERFORMANCE
P1760 EPC SOLENOID CIRCUIT SHORTED OR OPEN
P1780 TRANSMISSION CONTROL SWITCH NOT CYCLED DURING ON-BOARD TESTING
P1781 4X4 LOW SWITCH CIRCUIT FAILURE
P1783 TRANSMISSION FLUID TEMPERATURE HAS EXCEEDED 270 DEGREES “F”

P1824 T-case relay circuit fault

97 Explorer 5R55E
Top of fire wall under hood

EEC-IV Codes

111	Pass Code
112	IAT Indicates 254 Degrees F
113	IAT Indicates –40 Degrees F
114	IAT Voltage High/Low
116	ECT Out Of Range
117	ECT Indicates 254 Degrees F
118	ECT Indicates –40 Degrees F
121	TP Sensor Voltage High/Low
122	TP Sensor Malfunction
123	TP Sensor Malfunction
124	TP Sensor Malfunction
125	TP Sensor Malfunction
157	MAF Sensor Malfunction
158	MAF Sensor Malfunction
159	MAF Sensor Malfunction
167	TP Sensor Malfunction
184	MAF Sensor Malfunction
185	MAF Sensor Malfunction
211	CKP Sensor Circuit Failure
212	EI System Malfunction
213	EI System Malfunction
452	VSS Circuit Failure
519	PSP Open Circuit
521	PSP Open Circuit
536	BOO Switch Malfunction
539	A/C Cycle Switch Error
621	SS1 Solenoid Circuit Failure
622	SS2 Solenoid Circuit Failure
624	EPC Solenoid Circuit Failure
625	Open PCM Output Driver
628	TCC Engagement Error
632	TCS Not Cycled
634	TR Out Of Range
637	TFT Sensor Circuit Open
638	TFT Sensor Circuit Grounded
639	Insufficient Input From TSS
641	SS3 Solenoid Circuit Failure
645	No 1st Gear
646	No 2rd Gear
647	No 3nd Gear
648	No 4th Gear
652	TCC Solenoid Circuit Failure
654	TR Not In Park
656	TCC Continuous Slip
657	Transaxle Overtemp. Condition
659	High Speed In Park
999	FMEM Failure

Complaints

Complaint: No FWD or REV. Will not move even when manually shifted to LOW. Line pressure is OK.

Cause: OD sprag installed backwards

Solution: Install sprag correctly

Complaint: Rough shifts - Rough 2-3 @ 1/3 to ½ throttle

Cause: TCC is staying on due to engine thermostat is stuck or temp sensor is high "ECT" engine.

Solution: Fix engine thermostat or temp sensor.

Complaint: **4R44E** No 4th gear. Has code P0761.

Cause: The cooler limit valve plug miss-pinned.

Solution: Correct the "L" pin location on plug. See page 8

Complaint: **5R55E** No 2nd or 5th gear. Has codes for 2nd & 5th ratio errors .

Cause: The cooler limit valve plug miss-pinned.

Solution: Correct the "L" pin location on plug. See page 8

Complaint: Soft or no converter clutch engagement. Has code P0741.

Cause: The stator shaft seal ring undersize. See page 14

Solution: Use correct size ring.

Notes:

Bell housing sensor - Not necessary on any models 5r55e 4r55e

Use green EPC solenoid for higher line pressure overall - A must on early models but also perks up a late model. Does cost more money.