

ONSITE - PROGRAMMING INFORMATION



\$125.00

*Programmer only deals with shop/fleet personal only. No customer contact. Information between shop/fleet is confidential.

*Battery charger or maintainer is required for all programming. *Shop Wi-Fi is also required as back up for programmer.

*Vehicle must be in normal operation condition.

*All diagnostic must be performed by shop/fleet personnel. Shop/fleet personnel determine module failure. Removal and installation is performed by shop/fleet personnel. Once program is complete and no start occurs it's up to shop/fleet to continue diagnostics. Payment is due when module is programmed.

*Be advice when module programming is complete and other systems don't work. It's up to the shop/fleet to diagnose and not the programmer. Example: Customer states TPMS sensors worked before IC program. Programming individual modules does not turn off other modules or systems. No start may occur when programming PCM's. ABS modules may have to be bleed before abs light goes out.

*PCM. Downloading data from old to new modules is the first step. As-Built data maybe required if data transfer fails. Other modules may need to be reset like PAT's, Key's, IC, and BCM. All ways have two keys present.

*BCM. Downloading old BCM data to new BCM is possible but files maybe corrupted and may not transfer correct data. If file is corrupted or file fails to transfer as-built data is required. BCM requires two keys and TPMS re-programming. Be advised issues due arise from vehicles during programming like no TPMS in tires or two key transmitters maybe required. All ways have two keys present when programming.

*TCM. Downloading from old TCM to new/reman TCM is usually the standard way. Valve body and solenoids information can be retrieved if transmission has not been removed. As-Built data is used as backup when files are corrupted. After programming transmission requires adaptive learn process which requires few drive cycles.

*KEY's – Ford requires two keys to program to a vehicle. Aftermarket and internet keys may or may not work. Use reliable sources for keys like the Ford dealer. Some older Fords may require two separate transmitters to accompany key programming.

*Aftermarket transmissions. Be aware that some programming maybe required. Make sure your vendor has all the information you need to program before you buy. Example: SOL STRATEGY # / SOL BODY ID. Do your research!

*Discontinued Ford modules do happen and shop/fleet can still find them in the aftermarket. Ask you aftermarket vendor if it needs to be programmed. These aftermarket venders will require basic information: VIN, year, make, model, engine size, production date, or part/engineer number off old module. Failures do occur when programming these aftermarket modules due to it being the wrong module. Do your homework!

*Stay away from Junk Yard modules of any kind. They have a high failure rate when it comes to programming. There is no warranty on junk yard modules, so keep that in mind. In a few cases when the program did work it didn't last but a few months. No warranty or refunds on programming. Call programmer for more details.

**Shop/Fleet personnel must be aware of aftermarket chips, programmers, delete kits, GPS, and other add on electronics may interfere with programming. It is shop/fleet responsibility to remove and reinstall after programming. If your scanner or code reader can't connect that is sign it has something on it. Ask your customer for details.*

Questions or concerns please call the parts department. Prices are subject to change.