IF POSSIBLE, PLEASE CONFIRM BEFORE INSTALLATION

Tuning Configuration

Please confirm the transmission tuning is setup per our recommendations found below. MPT prefers to confirm proper tuning configuration before our transmission is installed. However, we realize that is not always possible. Please compare your monitor test sheet with this table. If there are **ANY** discrepancies from our guidelines, there is **NO WARRANTY ELIGIBILITY.** If you would like to submit your tuning for MPT approval, please email info@muldoonsdiesel.com a live data recording from your snap on scan tool.

Video explanation of how to take a live recording with snap on scan tool;

Gear	Line Pressure (Maximum allowed)	Line Pressure Gain	TCC Lockup
Exhaust Brake	120 PSI	N/A	
TCC Gain Rate	N/A	0.448	
Drive, foot on brake at idle	60 PSI	OEM	
First	160 PSI	OEM	Unlocked
Second	160PSI	OEM	Unlocked
Third	160 PSI	OEM	Unlocked
Fourth	180 PSI	OEM	Lockup AFTER 4th gear has been applied
Fifth	225 PSI	0.448	Lockup with partial lockup on upshift
Sixth	225 PSI	.0448	Lockup with partial lockup on upshift
Reverse	OEM	OEM	

Gear Ratio & Tire Size

Please confirm that the gear ratio and tire size match our defined acceptable limits. Failure to configure the appropriate gear ratio to tire size will result in premature overdrive clutch failure. If tire size is 35” or larger, proof of differential gear change must be provided for warranty eligibility.

Tire Size	Acceptable Differential ratios
Below 35”	3.42 - 3.73
35” to 37”	3.73 - 4.10
37”to 39”	4.10 - 4.56
39” to 42”	4.56 - 4.88

68RFE Test Drive Monitor Test

When test driving your 68RFE transmission, there are a few monitors we need to check to ensure the tuning is configured properly. All of the requested parameters can be monitored with a professional grade scan tool.

PRESSURE READINGS AT IDLE

Please record your desired and actual line pressures at idle during the following conditions;

Desired Line Pressure		Actual Line Pressure	
Park at idle with foot on brake	PSI	Park at idle with foot on brake	PSI
Reverse at idle with foot on brake	PSI	Reverse at idle with foot on brake	PSI
Neutral at idle with foot on brake	PSI	Neutral at idle with foot on brake	PSI
Drive at idle with foot on brake	PSI	Drive at idle with foot on brake	PSI

PRESSURE READINGS WHILE DRIVING

For these readings, we will need to have the accelerator pedal depressed to 2.0V of throttle position. – This is just under half throttle. Throttle position can be monitored via the OBD port. Since the transmission is in relearn, please exercise this test for the shortest duration possible. Please record your desired and actual line pressures during the following conditions;

Desired Line Pressure		Actual Line Pressure	
1st gear at 2.0V Throttle position	PSI	1st gear at 2.0V Throttle position	PSI
2nd gear at 2.0V Throttle position	PSI	2nd gear at 2.0V Throttle position	PSI
3rd gear at 2.0V Throttle position	PSI	3rd gear at 2.0V Throttle position	PSI
4th gear at 2.0V Throttle position	PSI	4th gear at 2.0V Throttle position	PSI
5th gear at 2.0V Throttle position	PSI	5th gear at 2.0V Throttle position	PSI
6th gear at 2.0V Throttle position	PSI	6th gear at 2.0V Throttle position	PSI

TORQUE CONVERTER LOCKUP SCHEDULE

For this section, please monitor the torque converter clutch lockup schedule. This command has an assigned PID and can be monitored on 2010+ truck with a professional grade scan tool. For 2007.5-2009 trucks, we will need to monitor the TCC slip and Turbine RPM. When driving down the road, when TCC slip is zero or negative and turbine speed matches engine rpm, this indicates the torque converter is in lockup. Please check which is the earliest gear you have full converter clutch apply.

☐ 1st gear ☐ 4th gear

☐ 2nd gear ☐ 5th gear

☐ 3rd gear ☐ 6th gear