TECHNICAL SERVICE BULLETIN
Incorrectly Illuminated Powertrain Malfunction (Wrench) Indicator With DTC P1706 Stored In The (SOBDMC) And A "Shift System Fault" Message Displayed In The Message Center

25-2628
23 December 2025

Model:

Ford 2025 Maverick	Engine: 2.5L HEV Built on or before 02-May-2025

Markets: North American markets only

Issue: Some of the vehicles listed in the Model Statement may exhibit an incorrectly illuminated powertrain malfunction (wrench) indicator with DTC P1706 stored in the SOBDMC and a "Shift System Fault" message displayed in the message center. This may be due to the software in the SOBDMC.

Action: For vehicles that meet all of the criteria in the Issue and Model Statements, follow the Service Procedure to update the software in the SOBDMC and perform the park system test.

Warranty Status: Warranty coverage limits and policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

Labor Times

Description	Operation No.	Time
2025 Maverick 2.5L Duratech Hybrid: Retrieve DTCs Reprogram Necessary Modules And Clear Codes Includes Time To Perform Test Drive Following The Service Procedure	252628A	0.8 Hrs.

Repair/Claim Coding

Causal Part:	7P120
Condition Code:	04

Service Procedure

NOTE: Advise the customer this vehicle is equipped with an adaptive transmission shift strategy which allows the vehicle's computer to learn the transmission's unique parameters and improve shift quality. When the adaptive strategy is reset, the computer will begin a relearning process. This relearning process may result in firmer than normal upshifts and downshifts for several days.

NOTE: To prevent the battery saver mode from activating on the vehicle, make sure the negative cable of the charger is installed on a chassis or engine ground, and not the 12-volt battery negative terminal. Do not have the vehicle plugged into high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

1. Using the latest version of the FDRS download and run the "SOBDMC - Secondary On-board Diagnostic Module C (SOBDMC) Software Update". Follow all on screen instructions carefully to complete all coordinated module software updates including:

- PCM
- ABS Module
- BECM

NOTE: The brake pedal must be applied when activating the parking brake during the Brake Service Mode procedure in the next step.

2. Activate the Brake Service Mode using FDRS.

3. With two people inside of the vehicle and their seat belts properly buckled, drive the vehicle to an area of flat ground or slight uphill. A parking lot can accommodate this.

4. In FDRS, select the Toolbox tab.

5. From the list on the right side of the screen, select Datalogger.

6. Click RUN.

7. From the module list on the left side of the screen, select SOBDMC and ABS, then click Continue.

8. In the search bar type the following PIDs and check the boxes to select each PID then click continue:

Table 1

SOBDMC:	ABSModule:
M_SPEED	PBRKST
TR_PARK_A	

9. Select the M_SPEED PID/Graph and then select the Settings icon.

10. Select the Range tab.

11. Rescale the Set Display Range (RPM) to a "High" of 300 and a "Low" of 0.

12. Select the Capture tab.

13. Set the "Duration" to 20, with "Pre" set to 0, and "Post" to 20. Click ok.

14. Click Record.

15. Drive the vehicle forward up to and not exceeding 5 mph (8km/h).

NOTE: Exceeding 5 mph (8km/h) will lead to inaccurate test results.

16. Remove foot from the accelerator pedal and shift the transmission selector into P.

NOTE: Do NOT apply the brake pedal unless needed to avoid a hazard.

17. Let the vehicle coast until it comes to a complete stop. As speed decreases, a ratcheting noise should be heard from the park pawl. This is normal operation.

NOTE: If the brakes were applied at any point to slow the vehicle, repeat the test (steps 14-17)

18. Select the Playback tab.

19. Place the cursor over the last non-zero value of the M_SPEED chart and left mouse click on it. The RPM value should now be displayed to the left of the graph.

20. Using either the Snipping Tool or pressing the "prt sc" button on the keyboard, capture and save a screenshot of the entire graph, including the M_SPEED value.

21. Perform the test a second time. (Repeating Steps 14-20)

22. Review both recordings. Did the M_Speed PID show a sudden drop from above 80 RPM down to 0 RPM as shown in Figure 1 in both tests?

Figure 1

E462400

(1). Yes - clear DTCs, repair is complete.

(2). No - perform a Self-Test. If DTCs P1706 returns, refer to WSM, Section 307-01A for normal diagnostics. Repair as necessary outside of this article.

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