

SSM 49596 - 2017-2019 Escape/Fusion - 1.5L - Rolling Idle After Base Engine Repair

Some 2017-2019 Escape/Fusion vehicles may exhibit a rolling idle after an engine repair that required the crankshaft pulley removal, or a drive belt component failure. The crankshaft pulley to be slightly out of alignment in relation to engine top dead center (TDC) causing an incorrect crankshaft position (CKP) sensor signal. To determine this as the cause of the rolling idle, position the crankshaft at TDC using essential special service tool (ESST) 303-748 then remove the CKP Sensor and attempt to install ESST 303-1550. If the bolt to hold 303-1550 cannot be installed by hand, this indicates that the crank pulley is not properly installed. Using a new crank bolt, install the pulley/vibration damper in its proper alignment following the WSM procedure in 303-01. Use ESST 303-393A to hold the flex plate/crankshaft when torqueing down the crank bolt.

APPLICABLE VEHICLES

2017 - 2019 TRUCK: M2 C520N ESCAPE

2017 - 2019 CAR: C7 CD391N FUSION