



TECHNICAL SERVICE BULLETIN

No Crank/No Start Due To PATS Immobilizer Condition

22-2147

22 April 2022

Model:

Ford 2020-2021 Escape	Engine: 2.5L FHEV/PHEV
Lincoln 2021 Corsair	Engine: 2.5L FHEV/PHEV

Issue: Some 2020-2021 Escape and 2021 Corsair vehicles equipped with a 2.5L full hybrid electric vehicle (FHEV) or 2.5L plug-in hybrid electric vehicle (PHEV) powertrain may exhibit a no crank/no start condition due to the passive anti-theft system (PATS) immobilizer being enabled. This may be more prevalent after a vehicle service/repair. This may be due to software that renders the inverter system controller (ISC) (also known as secondary on-board diagnostic module C [SOBDMC]) inoperable when a vehicle repair requires a PATS update. To correct the condition, follow the Service Procedure to reprogram various modules starting with the powertrain control module (PCM).

Action: Follow the Service Procedure to correct the condition on vehicles that meet all of the following criteria:

- One of the following vehicles:
 - 2020-2021 Escape
 - 2021 Corsair
- FHEV/PHEV
- No crank/no start due to PATS immobilizer being enabled

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Service Part Warranty (SPW)/Special Service Part (SSP)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/SPW/SSP/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

Labor Times

Description	Operation No.	Time
2020-2021 Escape and 2021 Corsair: Reprogram The PCM And Any Additional Modules Required By The Software Update (Do Not Use With Any Other Labor Operations)	MT222147	Actual Time

Repair/Claim Coding

Causal Part:	RECAL
Condition Code:	04

Service Procedure

1. Connect a battery charger to the 12-volt battery.

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 the high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

2. Reprogram the PCM using the latest software level of the Ford Diagnosis and Repair System (FDRS).

3. Check the availability for software updates on the following modules and update as required:

- Secondary on-board diagnostic control module (SOBDM)
- Secondary on-board diagnostic control module B (SOBDMB) - Corsair only

- Secondary on-board diagnostic control module C (SOBDMC)
- Battery energy control module (BECM)
- Battery energy control module B (BECMB)
- Anti-lock brake system (ABS) module

NOTE: Only one module may be updated at a time.

4. Perform the PCM PATS programming and select the function: module initialization (parameter reset).

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NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.