TECHNICAL SERVICE BULLETIN
2.5L FHEV – Idle Surge/Rough Idle With High Temperature In The Catalytic Convertor And/Or Sulfur Odor In The Cab - Built On Or Before 30-Mar-2022

22-2170
03 May 2022

Model:

Ford 2020-2022 Escape	Engine: 2.5L FHEV Built on or before 30-Mar-2022

Issue: Some 2020-2022 Escape vehicles equipped with a 2.5L full hybrid electric vehicle (FHEV) powertrain built on or before 30-Mar-2022 may exhibit an idle surge and/or rough idle with high temperature in the catalytic converter and/or sulfur odor in the cab. This condition occurs when the high voltage battery is being charged by the engine at cold start and the state of charge (SOC) increases to the top of the charge limit. When the SOC is at the top of the charge limit, the system cuts the engine injectors until the SOC is below the top limit to protect the battery. The continuous cycle of running the engine and cutting the injectors causes an increase of oxygen and a high temperature in the catalytic converter. To correct this 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 the following criteria:

- 2020-2022 Escape
- 2.5L FHEV
- Built on or before 30-Mar-2022
- Idle surge and/or rough idle with high temperature in the catalytic convertor and/or sulfur odor in the cab

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
2020-2022 Escape - 2.5L FHEV - Reprogram The Appropriate Modules As Required By The Software Update And Service Procedure (Do Not Use With Any Other Labor Operations)	MT222170	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 C (SOBDM-C) - inverter system controller

- Battery energy control module (BECM)
- Battery energy control module B (BECMB)
- Anti-lock brake system (ABS) module
