TECHNICAL SERVICE BULLETIN
Illuminated Powertrain Malfunction (Wrench) Indicator With DTC P07E4 Stored in the SOBDMC - Built On Or Before 14-Sep-2022

22-2490
15 December 2022

Model:

Ford 2021-2022 Mustang Mach-E	Built on or before 14-Sep-2022

Markets: Canada, USA

Issue: Some 2021-2022 Mustang Mach-E vehicles built on or before 14-Sep-2022 may exhibit an illuminated powertrain malfunction (wrench) indicator with diagnostic trouble code (DTC) P07E4:00 stored in the secondary on-board diagnostic control module C (SOBDMC) and/or unable to engage park (P). This may be due to the software in the SOBDMC. To correct this condition, follow the Service Procedure to reprogram the powertrain control module (PCM).

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

- 2021-2022 Mustang Mach-E vehicles
- Built on or before 14-Sep-2022
- One or more of the following conditions:
  - Illuminated powertrain malfunction (wrench) indicator with DTC P07E4:00 stored in the SOBDMC
  - Unable to engage park (P)

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Emissions Warranty/Service Part Warranty (SPW)/Special Service Part (SSP)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/Emissions Warranty/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
2021-2022 Mustang Mach-E: Reprogram The Appropriate Modules As Required By The Software Update And Service Procedure (Do Not Use With Any Other Labor Operations)	MT222490	Actual Time

Repair/Claim Coding

Causal Part:	RECALEM
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) scan tool.

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

(1). Secondary on-board diagnostic control module (SOBDM)

(2). Battery energy control module (BECM)

(3). Secondary on-board diagnostic control module B (SOBDMB)

(4). Secondary on-board diagnostic control module C (SOBDMC)

(5). Anti-lock brake system (ABS) module

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

4. Verify proper park engagement and disengagement. If park engagement and disengagement do not work properly, follow normal diagnostics outside of the article.
