



# TECHNICAL SERVICE BULLETIN

## 2.5L FHEV - Idle Surge/Rough Idle With High Temperature In The Catalytic Converter And/Or Sulfur Odor In The Cab - Built On Or Before 9-Mar-2022

**22-2124**

30 March  
2022

### Model:

<b>Ford</b> 2022 Maverick	Built on or before 9-Mar-2022
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**Issue:** Some 2022 Maverick vehicles equipped with a 2.5L full hybrid electric vehicle (FHEV) powertrain built on or before 9-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 steps to correct the condition on vehicles that meet all the following criteria:

- 2022 Maverick
- 2.5L FHEV
- Built on or before 9-Mar-2022
- Idle surge and/or rough idle with high temperature in the catalytic converter 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
2022 Maverick 2.5L FHEV Reprogram The PCM And Any Additional Modules Required By The Software Update (Do Not Use With Any Other Labor Operations)	MT222124	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 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:

- (1). Secondary on-board diagnostic control module C (SOBDM-C) - inverter system controller

- (2). Battery energy control module (BECM)
- (3). Battery energy control module B (BECMB)
- (4). Anti-lock brake system (ABS) module

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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.