



TECHNICAL SERVICE BULLETIN

3.0L PHEV - 12-Volt Battery Becomes Discharged During High Voltage Battery Charging And/Or Inoperative Level 2 Charger

22-2316

05 August
2022

Model:

Lincoln 2020-2022 Aviator	Built on or before 14-Jan-2022
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Issue: Some 2020-2022 Aviator Plug-In Hybrid Electric Vehicles (PHEV) built on or before 14-Jan-2022 may exhibit a 12-volt battery discharged while the vehicle is plugged in during high voltage battery charging and/or inoperative level 2 charger (220/240 volts) at customer's residence but charging performance operates as intended at a dealership or other locations. This may be due to the software in the battery charger control module (BCCM) (also known as secondary on-board diagnostic module SOBDM). To correct the condition, follow the Service Procedure to reprogram various modules starting with the PCM.

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

- 2020–2022 Aviator
- PHEV
- Built on or before 14-Jan-2022
- 12-volt battery becomes discharged during high voltage battery charging and/or inoperative level 2 charger (220/240 volts) at customer's residence but charging performance operates as intended at a dealership or other locations

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 Aviator - 3.0L PHEV: Reprogram The PCM And Any Additional Modules Required By The Software Update (Do Not Use With Any Other Labor Operations)	MT222316	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 (SOBDM-B)

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

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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.