



TECHNICAL SERVICE BULLETIN

2.5L FHEV - Illuminated MIL With DTC P2282 - Built On And Before 11-Apr-2023

23-2315

03 October
2023

This bulletin supersedes 23-2193.

Model:

Ford 2023 Maverick	Engine: 2.5L FHEV Built on or before 11-Apr-2023
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Summary

This article supersedes TSB 23-2193 to update the labor operation allowance.

Issue: Some 2023 Maverick vehicles built on or before 11-Apr-2023 and equipped with a 2.5L full hybrid electric vehicle (FHEV) powertrain may exhibit an illuminated malfunction indicator lamp (MIL) with diagnostic trouble code (DTC) P2282. This may be due to the software in the powertrain control module (PCM). To correct this condition, follow the Service Procedure to reprogram various modules starting with the PCM.

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

- 2023 Maverick
- Built on or before 11-Apr-2023
- 2.5L FHEV
- Illuminated MIL with DTC P2282

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
2023 Maverick: Reprogram The Appropriate Modules As Required By The Software Update And Service Procedure (Do Not Use With Any Other Labor Operations)	MT232315	Actual Time Up To 0.8 Hrs.

Repair/Claim Coding

Causal Part:	RECALEM
Condition Code:	04

Service Procedure

1. Connect a battery charger such as Rotunda GRX-3590 or DCA-8000 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) scan tool. Follow all on-screen instructions carefully to complete all coordinated module software updates.

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