



SSM 54068 2023-2025 Escape - 1.5L EcoBoost - "Engine Coolant Over-Temperature" Warning Message Displayed In The Instrumental Panel Cluster (IPC) And An Illuminated MIL With DTCs P1285 And/Or P1299 Stored In The PCM - Built On Or Before 16-Sep-2024

Some 2023-2025 Escape vehicles built on or before 16-Sep-2024 equipped with 1.5L EcoBoost engine may exhibit an "Engine Coolant Over-Temperature" warning message displayed in the IPC and an illuminated malfunction indicator lamp (MIL) with diagnostic trouble codes (DTCs) P1285 and/or P1299 stored in the powertrain control module (PCM) during hard acceleration or under high load conditions. This may be due to machining chips trapped in the cylinder head causing a potential blockage in the coolant passage near the cylinder head temperature 2 (CHT2) port. To diagnose this condition, start the vehicle and idle for 15 minutes. Perform a road test at a temperature above -20°C (-4°F) and apply wide-open throttle (WOT) hard accelerations in rapid succession. If the concern cannot be replicated, drain and refill the coolant system. If the concern can be replicated, drain the coolant system. Disconnect the charge air cooler inlet and outlet hose, overflow hose, upper and lower hose of the radiator and position these components aside. Disconnect the inlet and outlet coolant hoses of the heater core and position these components aside. Perform a backflush of the radiator and heater core separately. If the degas bottle exhibits black sediments, disconnect the coolant hoses and flush the degas bottle. Perform a backflush of the engine. Do not use the VC1 flush additive. Refer to the Workshop Manual (WSM), Section 303-03A Engine Cooling > General Procedures. Reassemble the engine. Fill and bleed the coolant system and re-evaluate the concern. If the concern persists, replace the cylinder head. Refer to the WSM, Section 303-01A Engine - 1.5L EcoBoost > Removal and Installation. For claiming, use causal part 6049 and labor times 6051A, 6051A8, 8260AUP, 8260ALW, 8005D, 18472A, 8080A and MBASIC9 as needed. Note: All cylinder heads that were inspected and validated by the supplier have a blue or green mark near the exhaust gas recirculation (EGR) cooler above Ford Motor Company label.