



TECHNICAL SERVICE BULLETIN

No Crank/No Start With A Discharged Battery In Cold Weather Conditions Below 32°F (0°C)

26-2147
20 April 2026

Model:

Ford 2025-2026 Expedition
Lincoln 2025-2026 Navigator

Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit a no crank/no start condition with a discharged battery in cold weather conditions (below 32°F [0°C]). Once this condition occurs, the battery draw will remain constant every time the ignition is turned off. This may be due to the power fold seat module (PFSM) (also referred to as the SCMJ) software keeping the CAN bus awake.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to test for a battery drain and reprogram the PFSM/SCMJ if necessary.

Warranty Status: Warranty coverage limits and policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

Labor Times

Description	Operation No.	Time
2025-2026 Expedition/Navigator: Measure The Amperage Draw, Remove Fuse And Reprogram The PFSM/SCMJ If Necessary	262147A	0.8 Hrs

Repair/Claim Coding

Causal Part:	14F042
Condition Code:	01

Service Procedure

1. Drive the vehicle for at least 5 minutes over 40 km/h (30 mph) to activate the vehicle systems.
2. If equipped, disable the approach detection feature. Refer to the WSM, Section 501-14.
3. If equipped, disable the perimeter alarm feature. Refer to the WSM, Section 419-01A.
4. Park the vehicle, turn the ignition off.
5. Open the hood and all doors. Use a flat-blade screwdriver (or other suitable tool) to manually close the hood and door latch mechanisms to allow the hood and doors to remain open while drain testing.

NOTE: Vehicles may be equipped with multiple fuse box locations. Refer to the Wiring Diagrams Cell 13 for schematic and connector information. Make sure the underhood fuse box(es) are accessible without turning on the interior lights or the underhood lights.

6. If equipped with auxiliary battery(ies), make sure that the auxiliary battery(ies) are disconnected when measuring current draw at the primary battery, to make sure the meter or inductive amp probe measures all current draws present. Disconnect the auxiliary battery(ies).
7. Connect a fused jumper wire (30 A) between the negative battery cable and the negative battery post to maintain a connection and prevent modules from resetting due to power loss.

8. Disconnect the negative battery cable from the negative battery post without breaking the connection of the fused jumper wire.

9. Using the key fob, press the lock button, then move all keys/fobs at least 50 feet away from the vehicle.

10. Connect a multimeter between the negative battery cable terminal and the negative battery post.

NOTE: It is important that continuity is not broken between the battery and the negative battery cable when connecting the multimeter. If this happens, repeat the time out/power down procedure.

NOTE: The multimeter must be capable of reading milliamps and should have a 10 amp capability.

NOTE: If the multimeter settings need to be switched or the test leads need to be moved to another outlet, reinstall the fused jumper wire to avoid breaking continuity.

11. Allow the vehicle to sit with the ignition off for at least 90 minutes (depending on region and vehicle options) to allow the modules to time out/power down.

12. Note the amperage draw. Does the amperage draw exceed 50 mA (0.050 amp)?

(1). Yes - proceed to step 13.

(2). No - this article does not apply. Refer to the WSM, Section 414-01 Section for normal diagnostics and repair as necessary outside of this article.

13. Remove the PFSM/SCMJ fuse 4 from the BJB located under the hood.

14. Does the amperage draw fall below 50 mA (0.050 amp)?

(1). Yes - reinstall fuse 4 in the BJB and proceed to Step 15.

(2). No - reinstall fuse 4 in the BJB, this article does not apply. Refer to the WSM, Section 414-01 for normal diagnostics and repair as necessary outside of this article.

15. Remove the fused jumper wire and reconnect the negative battery cable.

16. Reprogram the PFSM/SCMJ using the latest version of the FDRS scan tool.

© 2026 Ford Motor Company

All rights reserved.

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.