



TECHNICAL SERVICE BULLETIN

2.5L FHEV - Illuminated MIL With DTC P0402 And/Or Brakes Grab During Light Braking When Applied At Or Below 6.2 Mph (10 Km/h)

22-2493

15 December
2022

Model:

Ford
2022 Maverick

Issue: Some 2022 Maverick vehicles equipped with a 2.5L full hybrid electric vehicle (FHEV) powertrain may exhibit an illuminated malfunction indicator lamp (MIL) with diagnostic trouble code (DTC) P0402 stored in the powertrain control module (PCM) or brakes grab during light braking at or below 6.2 mph (10 km/h). This may be due to the software in the anti-lock brake system (ABS) module. To correct this condition, follow the Service Procedure to reprogram various modules starting with the PCM.

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

- 2022 Maverick
- 2.5L FHEV
- At least one of the following conditions:
 - Illuminated MIL with DTC P0402 stored in the PCM
 - Brakes grab during light braking at or below 6.2 mph (10 km/h)

Parts

Parts To Inspect And Replace Only If Necessary

Service Part Number	Quantity	Description
JT4Z-9J460-A	1	Differential Pressure Feedback Exhaust Gas Recirculation (EGR) sensor

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
2022 Maverick 2.5L FHEV: Reprogram The Appropriate Modules As Required By The Software Update And Service Procedure Includes Time To Check And Clear DTCs, Road Test And Replace The Differential Pressure Feedback (EGR) Sensor If Required (Do Not Use With Any Other Labor Operations)	MT222493	Actual Time

Repair/Claim Coding

Causal Part:	2C219
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).
3. Check the availability for software updates on the following modules and update as required:
 - (1). ABS module
 - (2). Battery energy control module (BECM)
 - (3). Secondary on-board diagnostic control module C (SOBDM-C)

NOTE: Only one module may be updated at a time.

4. On vehicles that exhibited an illuminated MIL and DTC P0402 stored in the PCM, perform a road test. Does the MIL and DTC P0402 return after performing the software updates and road test?
 - (1). Yes - proceed to Step 5.
 - (2). No - repair is complete.
5. Using FDRS scan tool monitor the differential pressure feedback EGR voltage (DPFE_V) parameter identification (PID) with the ignition ON and no vacuum applied. Is the voltage range between 1.90 and 2.10 volts?
 - (1). Yes - perform normal Workshop Manual (WSM) diagnostics outside of the article. Refer to the WSM, Section 303-08A Engine Emission Control > Diagnosis and Testing.
 - (2). No - replace the differential pressure feedback EGR sensor and clear DTC code P0402. Refer to the WSM, Section 303-08B Engine Emission Control > Removal and Installation.

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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.