



TECHNICAL SERVICE BULLETIN

Illuminated Powertrain Malfunction (Wrench) Indicator With DTCs, HV Battery Not Charging At Level 3 DC Fast Charging Station/EVSE

22-2264

01 July 2022

This bulletin supersedes 22-2057.

Model:

Ford
2021 Mustang Mach-E
2022 Transit BEV

Summary

This article supersedes TSB 22-2057 to update the production fix date, Title, Issue and Action.

Issue: Some 2021-2022 Mustang Mach-E, 2022 Transit battery electric vehicles (BEV) may experience an illuminated powertrain malfunction (wrench) indicator with diagnostic trouble codes (DTC) P1A3C, U3000:16, U3000:64, U3000:04 and/or U3000:45 in the off board charging controller (OBCC) module and the high voltage (HV) battery will not charge using a level 3 direct current (DC) fast charging station/electrical vehicle supply equipment (EVSE). This may be due to OBCC software. To correct the condition, follow the Service Procedure to reprogram the OBCC.

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

- One of the following vehicles:
 - 2021-2022 Mustang Mach-E
 - 2022 Transit BEV
- One or more of the following conditions:
 - Illuminated powertrain malfunction (wrench) indicator with DTCs P1A3C, U3000:16, U3000:64, U3000:04 and/or U3000:45 in the OBCC module
 - The HV battery will not charge using a level 3 DC fast charging station/EVSE

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
2021 Mustang Mach-E, 2022 Transit BEV: Retrieve DTCs And Reprogram The OBCC Module (Do Not Use With Any Other Labor Operations)	222264A	0.4 Hrs.

Repair/Claim Coding

Causal Part:	14G490
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 OBCC using the latest software level of the Ford Diagnostic and Repair System (FDRS).

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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.