

<b>Subject:</b>  NEW MODEL SERVICE CAUTIONS	<b>Bulletin No:</b> 00-002/12
	<b>Last Issued:</b> 04/03/2012

## BULLETIN NOTE

- This bulletin supersedes the previous bulletin 00-002/12 issued on 03/16/12. The DESCRIPTION and SERVICE CAUTIONS have been revised.
- Changes are noted below in Red beside the change bar.

## APPLICABLE MODEL(S)/VINS

2013 CX-5

## DESCRIPTION

This Service Information is being issued to advise dealers about the following service cautions for the Mazda CX-5. Ensure that all appropriate dealer personnel have been advised of this service information:

- Engine Oil
- Manual Transaxle Oil
- Automatic Transaxle Oil
- Spark Plug
- Tire Pressure Monitoring System (TPMS)
- Navigation System
- DTC U0151:00

## SERVICE CAUTIONS

### Engine Oil:

New engine oil has been established for use in the SKYACTIV-G engine. Refer to the Owners Manual or Workshop Manual to confirm the appropriate oil type.

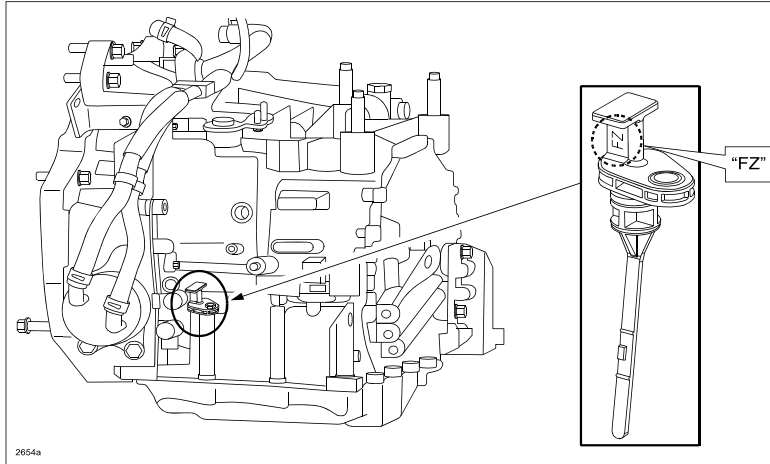
### Manual Transaxle Oil:

GL-4 (75W-80) for the existing MTX can also be used for the SKYACTIV-MT.

### Automatic Transaxle Oil:

Only use "Automatic Transmission Fluid (ATF) FZ" for SKYACTIV-DRIVE. "ATF-FZ" is a low viscosity formula with less friction for better fuel economy. If an ATF other than "ATF-FZ" is used in the SKYACTIV-DRIVE ATX, the performance and reliability cannot be guaranteed. Any resulting damage will not be covered by warranty.

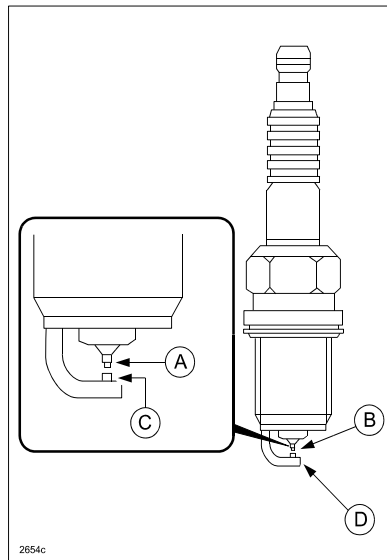
**NOTE:** ATF-FZ is colored blue, for easy identification. For ATX that requires ATF-FZ, "FZ" is marked on the dipstick as shown below.



### Spark Plug:

Only use the designated spark plugs for the SKYACTIV-G engine.

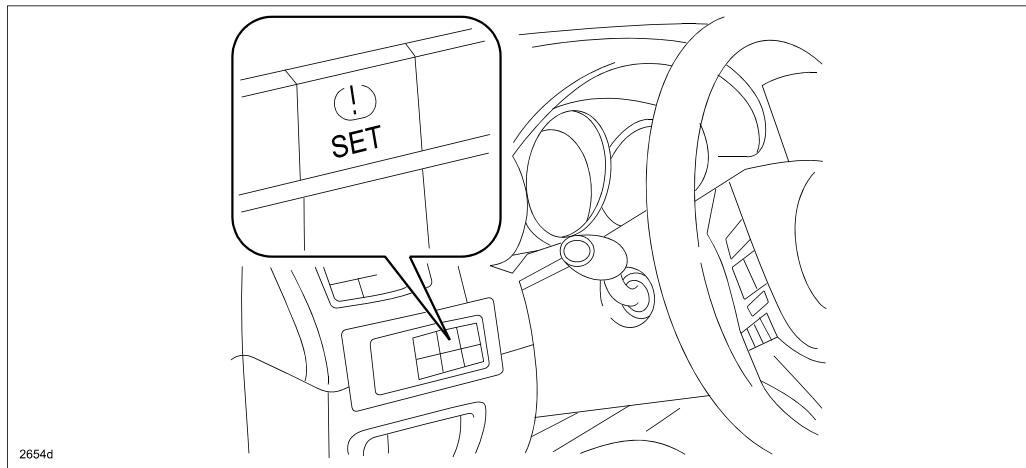
In order to achieve optimum ignition performance, SKYACTIV-G spark plugs use iridium (A) on an extremely thin center electrode (B) and platinum (C) on the ground electrode (D). Using general nickel or iridium plugs for the SKYACTIV-G engine could result in engine knocking, MIL illumination and/or poor driveability.



### **Tire Pressure Monitoring System (TPMS):**

The tire pressure monitoring system monitors the tire pressure based on the signal from the ABS wheel-speed sensors on each wheel. With this system, initialization is required in the following cases:

- The tire pressure is adjusted (up or down) in one or more tires.
- A tire rotation is performed.
- Any tire or wheel is replaced.
- The vehicle's battery is disconnected, replaced or completely dead.
- **The DSC HU/CM has been replaced.**
- **The DSC HU/CM connector has been disconnected.**
- The TPMS warning light is illuminated.



### **Navigation System:**

The navigation has a function called “Latest Map Guarantee” (LMG), which provides complimentary map updates for a limited period of time.

When a starting condition for LMG (i.e. destination setup) is performed, the internal timer automatically starts the clock for the time period. Therefore, make sure NOT to operate the navigation when the vehicle is received. Only operate the navigation before handing over the vehicle to the customer to ensure they get usage of the full time period of LMG.

**NOTE:** It is not possible to stop the clock for LMG once it has started.

### DTC U0151:00 Stored As Past Malfunction:

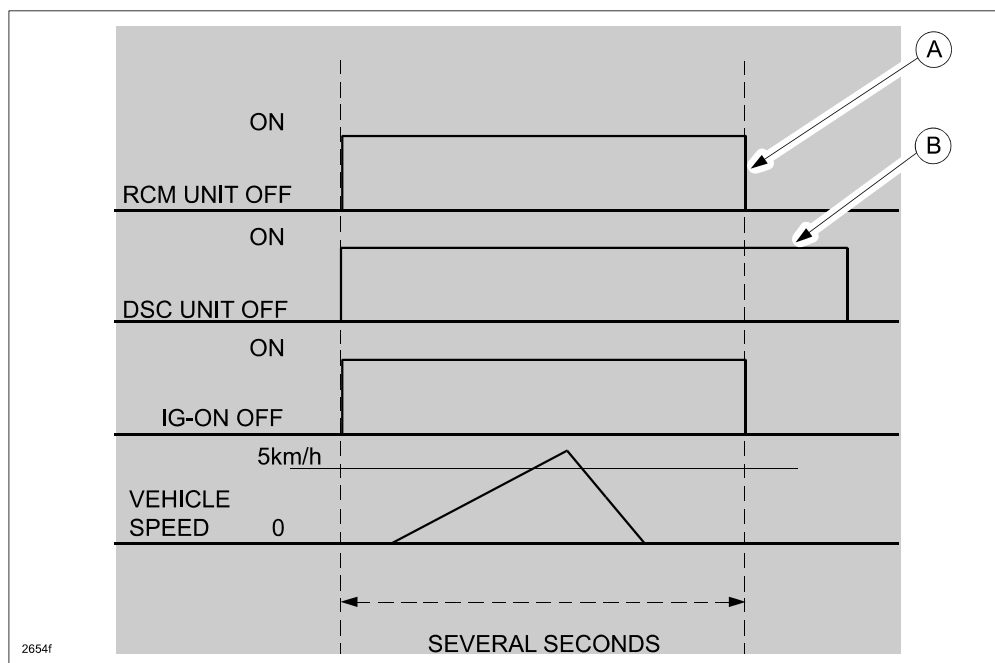
DTC U0151:00 ([DSC]: Communication error with SAS control module is detected in CAN communication) may be stored in memory as a past malfunction.

**NOTE:** The DTC has no affect on the vehicle and there is no warning light illuminated in the instrument cluster, but the DTC may be found during an unrelated service or repair.

The DTC may be caused when the engine is started and the vehicle is driven immediately at 2 ~ 3 mph, then the ignition is turned off within several seconds.

While the DSC unit tries to communicate for a few seconds after the ignition is turned off, the RCM unit (SAS control unit) immediately stops communication when the ignition is turned off (A) at the self diagnosis stage. The DSC unit determines it as a communication error and sets the DTC as a result.

When the ignition is kept on longer than the self diagnosis stage (B), the RCM unit becomes able to communicate for a few seconds after the ignition is turned off, so the DTC will not be stored.



If DTC U0151:00 is found, check the following:

- Verify DTC U0151:00 is stored as a past malfunction.
- Other DTCs may also be stored that are not related to the symptom in this service information. Therefore, to eliminate DTC U0151:00, it is always recommended to check the service information independent from other DTCs.
- Check snapshot data item "IG-ON\_TIMER" (time since ignition switch ON). Verify the time is between "00:00" and "00:08" (mm:ss).

Example: When ignition is turned off at 6 seconds from IG on, IG-ON\_TIMER shows "00:06".

When all of the above factors are applicable, it is normal operation of the DSC and not a concern that requires a repair. Clear the DTC and check whether it occurs again under normal driving conditions. If the DTC recurs, refer to the online instructions on MS3 or the Workshop Manual for further troubleshooting information.