

Service Information

Mazda Motor Corporation

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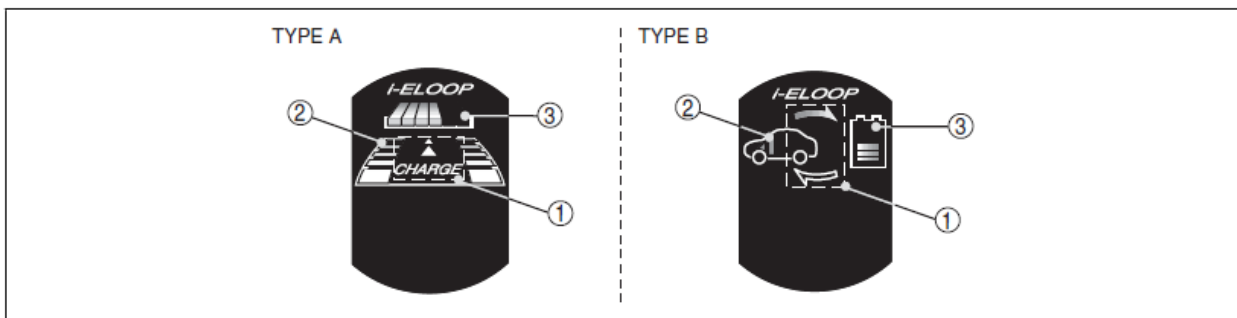
Category F	Repair Guidance	Ref. No. R009/13	Page 1 of 2
Coverage <input type="checkbox"/> Distributor only <input checked="" type="checkbox"/> Please inform your dealers		Date Issued January 24, 2013	
Please convey this information to your <input type="checkbox"/> Director <input checked="" type="checkbox"/> General Manager <input checked="" type="checkbox"/> Warranty Dept. <input checked="" type="checkbox"/> Parts Dept. <input checked="" type="checkbox"/> Training Dept. <input checked="" type="checkbox"/> Field Rep.		Date Revised	
Applicable Model Mazda6 (GJ) with SKYACTIV-D 2.2 with Auto Cruise		Applicable Countries or Specifications ADR, Europe	

Subject: Wrong indication i-ELOOP gauge when driving with auto cruise ON

DESCRIPTION

Some customers may complain that i-ELOOP gauge on the combination meter indicates “i-ELOOP in operation” as described below despite the vehicle is driven at a constant speed by the use of cruise control system.

1. Regenerative deceleration power generation condition gauge indicates that i-ELOOP is generating electricity using deceleration energy by the display of “CHARGE” for TYPE A or “Arrows” for TYPE B.
2. Regenerative deceleration power generation amount gauge is fixed at 3 scales.
3. Capacitor (i-ELOOP) accumulation amount gauge does not increase.



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1.	Regenerative deceleration power generation condition gauge	Displays the direction in which power is moving from the regenerative deceleration power generation.
2.	Regenerative deceleration power generation amount gauge	Displays the amount of power generated by regenerative deceleration.
3.	Capacitor (i-ELOOP) accumulation amount gauge	Displays the amount of electrical power stored in the Capacitor (i-ELOOP).

CAUSE

Improper logic of PCM

Note:

Even when driving with the auto cruise control system ON, i-ELOOP operates as designed when the vehicle is decelerating at down hills or decelerates to keep the distance from the vehicle in front.

MASS PRODUCTION CHANGE

The control logic of PCM has been changed.

BEGINNING VIN & DATE OF MODIFICATION

ADR Spec

JM0 GJ **** ** 104829 Jan 10, 2013

EC Spec

JMZ GJ **** ** TBD Jan 25, 2013

REPAIR PROCEDURE

1. Reprogram the PCM with M-MDS using IDS 82.04 or later software, or IDS 83.01 or later software.

Note: Always update the IDS tool first, then follow on-screen instructions to download the needed calibration file for PCM reprogramming.

Follow the attached "Service Caution for Reprogramming".

Calibration Files Information

Spec.	Power	Transmission	File name	Note
ADR	High	AT	SH08-188K2-F	
EC	High	MT	SH05-188K2-G	
		AT	SH06-188K2-G	
	LOW	MT	SH1R-188K2-G	4SD
			SH3A-188K2-D	WGN
		AT	SH1S-188K2-F	

2. After PCM reprogramming, conduct the battery condition initial setting (i-stop setting) following the workshop manual.

<Workshop Manual>

Required procedure after negative battery cable disconnection/connection

BATTERY CONDITION INITIALIZATION SETTING (i-stop SETTING) [SKYACTIV-D 2.2]

WARRANTY INFORMATION

Note: This warranty information applies only to verified customer complaint ON VEHICLE eligible for warranty repair.

Assembly group	F – Fuel and Emission Control
Subassembly group	08 – Emission Controls
Symptom Code	65
Damage Code	9W
DTC Code	-
Causal Part No.	5555-RP-PCM
Q'ty	0
Operation No. & Labor Hours	XXJ1SXXFX & 0.3 Hrs
Period Covered	Normal warranty period

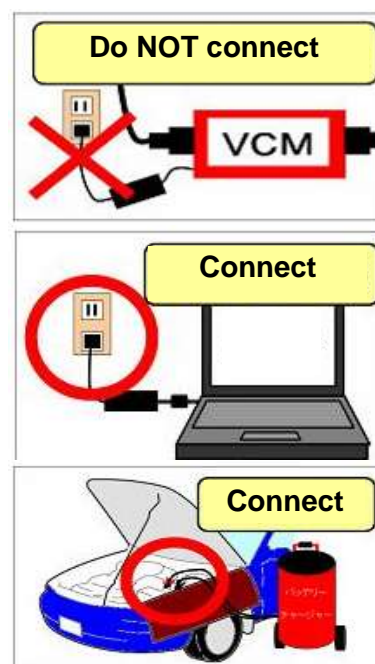
After the reprogramming, be sure to keep the copy of "Log Viewer" screen on M-MDS along with the repair order and warranty application sheet, until the vehicle's warranty period expires. Please refer to S/I E005/10.

Mitsunori Tokunaga
Manager, Technical Information Gr.
Technical Service Dept.
Mazda Motor Corporation
***** (MC Internal Use)

Service Caution for Reprogramming (1/2)

<Before reprogramming>

- 1) Perform reprogramming only when the concern matches to the condition described on Service Information.
Unnecessary reprogramming may change drive feeling and result in customer complaint.
- 2) Disconnect all non-genuine aftermarket electrical parts and modifications.
- 3) Do NOT perform reprogramming with modules originally equipped on other vehicles.
- 4) Perform reprogramming under proper Internet environment. Especially for wireless network, make sure to have good connection.
- 5) During reprogramming, do NOT run any applications installed in the PC.
- 6) Make sure to keep proper free space on laptop HDD. Less free space may result in PC freeze during reprogram.
- 7) Verify the software of M-MDS and calibration data are latest one.
- 8) Do NOT connect AC adapter to VCM when M-MDS is communicating with a vehicle
- 9) Connect AC adapter to laptop PC in order to stabilize voltage fluctuation during reprogramming.
Do NOT use vehicle battery as power source for laptop.
- 10) During reprogramming, connect battery charger (charge current maintained within 10 to 15A) to the vehicle to stabilize voltage fluctuation. Low voltage may result in abnormal termination and/or PCM data corruption.
- 11) Perform self test and verify no DTC is stored. If any DTC is stored, fix the concern and delete the DTC.
- 12) Turn off all the electrical loads, especially pay attention to A/C (blower), audio, rear defogger and room lamp.



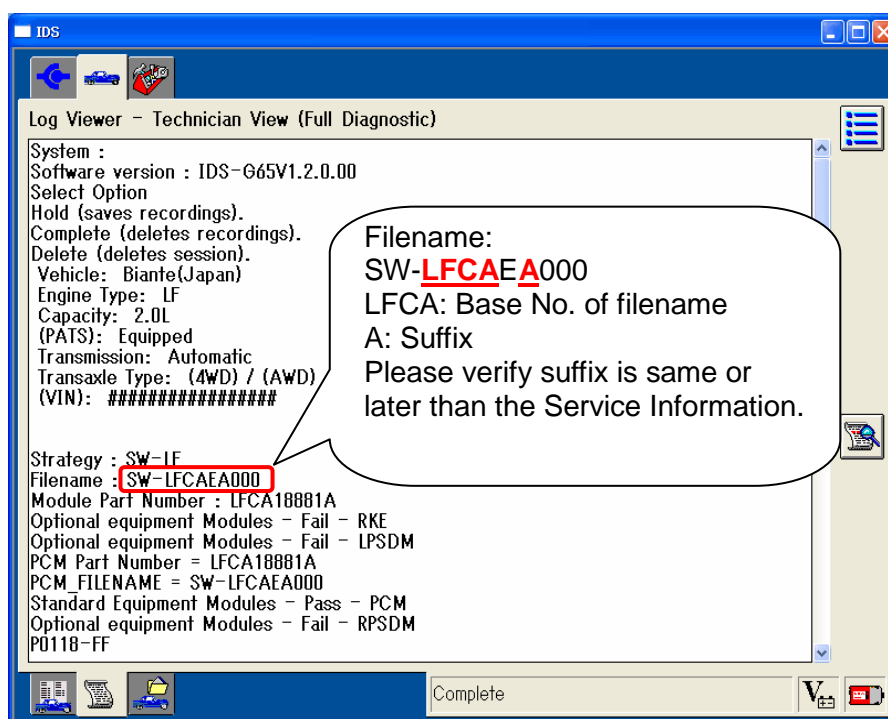
Service Caution for Reprogramming (2/2)

<During reprogramming>

- 13) When necessary to press check button after taking some action indicated by M-MDS (e.g. turning on ignition), wait for a few seconds from the action to press the check button. (Too fast operation may freeze the PC)
- 14) Do not touch the VCM and DLC cable to prevent the noise and bad contact of connector.

<After reprogramming>

- 15) After reprogramming, delete all DTC, then perform self test and verify no DTC is stored.
- 16) Please close the session even if continue to reprogramming the same model.
- 17) Please confirm the file name after reprogramming by Log Viewer.



<Caution for vehicle with i-stop>

- 18) For vehicles equipped with i-stop, perform "battery condition initial learning" after reprogramming, or i-stop does not function.