

Service Information

Mazda Motor Corporation

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Category P	Technical	Ref. No. E035/08	Page 1 of 1
Coverage <input type="checkbox"/> Distributor only <input checked="" type="checkbox"/> Please inform your dealers		Date Issued October 28, 2008	
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 All Models with ABS/TCS/DSC	Applicable Countries or Specifications Worldwide		

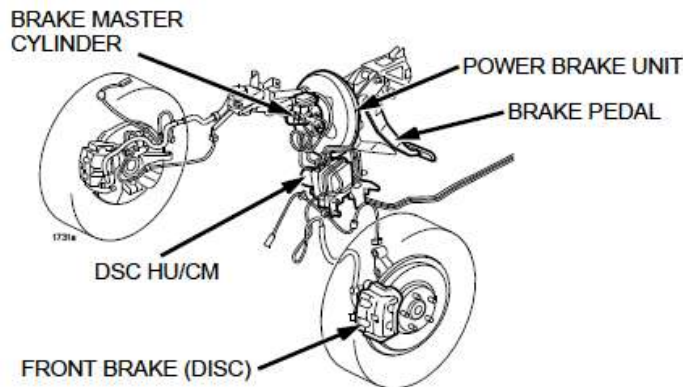
UPDATED

Update Note: This information supersedes E031/06 (November 3, 2006), E051/07 (November 1, 2007), and E052/07 (November 1, 2007.)

Subject: Clunk Noise from Brake Pedal When Vehicle Take-Off

DESCRIPTION

Some customers may complain of a clunk noise from around the brake pedal when accelerating from a stop. The clunk noise is most likely to occur after a night soak. This is a normal operating noise of the Anti-Lock Brake System (ABS). Do not attempt any repairs.



If you encounter a customer complaint for this concern, explain that the noise comes from the ABS/TCS/DSC "Malfunction Detection Function" initial check. The initial check is a necessary function to ensure the normal operation of the ABS/TCS/DSC.

When the vehicle takes off and reaches approximately 10 km/h(6.2 mph), the pump motor in the DSC hydraulic unit (HU) starts operating and malfunction diagnosis is performed. At this time, a fluid pressure change is momentarily observed from the secondary fluid circuit to the primary fluid circuit in the DSC HU. This transmits to the master cylinder, power brake booster, brake unit, brake pedal, and finally the vehicle cabin as a clunk noise.

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