

June 5, 2006

Wichita, KS

2006 JUN 12 AM 9:16

10160511

RE: 2000 Mazda Protégé LX

Purchased new from Davis-Moore Mazda, Wichita, Kansas.

To Whom It May Concern:

On May 26th, 2006, I was involved in an auto accident while operating my 2000 Mazda Protégé. My accelerator was stuck in the depressed position even after my foot was removed from the accelerator pedal. I had little or no control over the vehicle until I turned the engine off.

I was slowly backing out of a parking space when my car revved up and hit a concrete base light pole. I braked, put my car in drive and without touching the accelerator my car lurched forward approximately fifteen feet and rammed into the back of an SUV. Again I braked, put my car in reverse, but no sooner was my foot removed from the brake pedal without putting my foot on the accelerator my car zoomed backward and I again hit the light pole. It was then I turned off the car's ignition.

My car ricocheted between two objects. I was shocked and stunned. Fortunately, the driver of the SUV, her four children ages 5 yrs. to 7 mos. and her childcare provider were not injured. The SUV driver commented that she could hear the vehicle's motor revving. There was also another witness to the accident who could describe the violent nature of my car's operation.

Following will be my information and experience with the vehicle contending why the Davis-Moore Auto Group and the Mazda Corporation are liable for the accident.

Davis-Moore constantly self-promotes itself on the radio, television and in print ads for their great customer service and concern for the public's safety. I received neither of those considerations. Further, Mazda Corp. boasts of having the highest quality craftsmanship. That has not been the case with my Mazda. Enclosed with this letter will be complaints located via the internet of other Mazda Protégé owners who shared my same complaint regarding an acceleration problem with their vehicles that also were not diagnosed or taken seriously by their dealers or Mazda.

On December 21, 1999, I test drove a 2000 Mazda Protégé LX from Davis-Moore Mazda at 5025 E. Kellogg in Wichita, Kansas.

On December 23, 1999, I purchased the vehicle from Davis-Moore. The entire process took nearly five hours because our salesperson, Bill Machette abandoned my husband

Maria
6/13/06

and me in his office while he pursued another sale. Several times I attempted to locate Mr. Machette but was ushered back into his office by other salesmen. Mr. Machette was supposed to be checking with another department about installing the cassette deck I was purchasing and removing the spoiler from the car. When I located Mr. Machette almost one hour later that is when I discovered he was working another sale rather than finalizing my purchase. That incident was just the beginning of the poor quality of service and attention I would receive from the dealership.

On December 27th, 1999, I picked up my vehicle and drove off the lot only to discover my fuel warning light was on as I had a near empty gasoline tank. My paperwork from the dealer's inspection was marked that I was given a full tank of fuel.

On February 21, 2000, I returned to the dealership to have some cosmetic repairs done that were present on the evening I picked up the vehicle. At the same visit I had the vehicle looked at regarding a high pitched pinging noise coming from the car upon acceleration. Again, you will find enclosed documentation from the internet of other Mazda Protégé owners with the same complaint. I was informed by Glen Mahan, Davis-Moore's Service Manager that they were not able to duplicate the problem.

In March, 2001, my vehicle was hit on the front left side by another car. I had the repair work performed at Davis-Moore's Body Shop. When picking up my vehicle I inquired if all the mechanical work had been completed including the front end alignment. I was told all the repair work had been done.

I was beyond angry when I had to return the vehicle because I was given the car back and the alignment had not been done I was told. The steering wheel was totally askew and should have been obvious to the person who drove my car out of the body shop and into a parking space on the lot.

I also later learned that Davis-Moore neglected to replace my broken splash guards underneath the car. I paid someone else closer to home to do the job.

On December 21, 2001, Davis-Moore replaced my defective left rear door lock assembly. My research on the internet revealed other Protégé owners having difficulty with their door locks.

On February 25, 2002, I experienced a flat tire on an extremely cold and windy day. It was not a pleasant experience to open my trunk and not be able to locate my tool kit to change my flat tire. The tool kit was nowhere to be found in my trunk. My owner's manual directed me to where it should have been. My inspection sheet from the dealer was marked that I had one. I returned to the dealership the next day to obtain a tool kit. Glen Mahan informed me that my tools were lodged between my rear passenger seat and the trunk, not in the trunk.

On December 23, 2002, I returned to Davis-Moore with the complaint of the car hesitating and jerking during acceleration. I explained the force of the jolt was as though

I hit a brick wall. It was a very alarming experience to have while driving. The vehicle had done this one time before shortly after purchase. The first time it happened I thought that maybe I had some bad fuel. After the second incident I wanted the car checked out because at that time I was down to ¼ of a tank of gas so I didn't believe bad fuel to be the issue.

I requested the Mass Air Flow Sensor be replaced. Mr. Mahan attempted to talk me out of doing that by explaining to me that the letter I received from Mazda was not a recall but a service bulletin. Because of the acceleration problem I was having I insisted that the sensor be replaced.

My receipt from the dealership notes my acceleration complaint and that they did nothing to address my concern.

While waiting for my vehicle's service to be completed I asked Mary Johnston, working at the dealer's service counter if she had heard of any complaints similar to mine regarding other Mazda cars jerking during acceleration. She responded no. She also stated that she was not able to give me advice but said she only uses Quik Trip brand gasoline in her car because of the fuel quality.

On or around this same time I contacted Mazda Corporation customer service. I believe I spoke with Dave Faught. Mr. Faught stated there were no recalls on the Mazda Protégé for any acceleration issues and stated he had not received nor heard of any complaints similar to mine. Mr. Faught stated the biggest challenge is getting a car to repeat the problem for the mechanic.

My confidence in the Mazda product and the Davis-Moore dealership was diminished based on my initial experience with them concerning their poor customer service and lack of attention to details. Also, the inconvenience of the dealership's location prompted me to seek routine service closer to my home. The products used in my car were the same as what the dealership promoted in their service area. I have been diligent in having scheduled maintenance performed as recommended in my owner's manual.

On June 2, 2003, I again took my car to Davis-Moore for the same complaint regarding the acceleration problem. My car had jerked and jolted three times in the previous six months. I explained to Mr. Mahan the random nature of the jolting problem in that it occurs approximately every 3000 to 5000 miles.

The extent of Davis-Moore's research into the problem was to test drive the car and connect the vehicle to their diagnostic tool. Mr. Mahan stated that the mechanic was unable to duplicate the problem during a test drive and the computer did not show any codes indicating a problem.

When I expressed concern that my vehicle has had an acceleration problem since purchased new from Davis-Moore, Mr. Mahan explained that my concerns are noted in their system so my vehicle would be covered by the original warranty. If you take note

on my receipt from the dealer dated February 23, 2003, their concern for my acceleration problem is minimized by their comment of "...only happened three times since December [2002]."

At 64,299 miles my car once again jerked and jolted me forward. At the time of my accident the car had 66,097 miles.

Since my accident on May 26, 2006, I researched just one website and was able to locate many complaints similar to mine regarding acceleration problems with 2000 Mazda Protégé's. The website is "townhall-talk.edmunds.com". Copies of some of those complaints are included with this letter.

I believe the product, a 2000 Mazda Protégé LX sold to me new from the Mazda Corporation through Davis-Moore Mazda was a defective product before I purchased it. The car continued to be defective while still under warranty. The acceleration problems resulting from the defects continued to exist and substantially impaired the vehicle's use, value and safety. The Davis-Moore Service Department was negligent in their ability to diagnose and fix the original acceleration problem.

Further, the Mazda Corporation was dishonest in their acknowledgment of the acceleration problem. It appears it benefited Mazda financially to deny a problem existed rather than to replace or recall 1000s of vehicles. I consider that to be a breach of warranty.

Does someone have to be killed or seriously injured before appropriate action and resolution to the acceleration problem occurs?

Is there a conspiracy between Mazda and its dealerships to conceal the problem from their customers?

The body of my wrecked vehicle may be able to be repaired but that won't correct the original problem that still exists and resulted in the near serious accident involving myself and a young family.

A prompt reply to this letter to determine action to be taken and compensation to me would be greatly appreciated.

Sincerely,

[REDACTED]

Encl.: Davis-Moore Mazda receipts
Mazda Protégé: Problems & Solutions Forums
2000 Mazda Protégé Reviews at Shopping.com

cc: Allstate Insurance Co.
BBB of Wichita, Kansas
Dawson Grimsley and Partners at Davis-Moore Auto Group
Mazda North American Operations
NHTSA
Kansas Consumer Protection Division
Automotive Consumer Action Program (AUTOCAP)
Consumer Reports



March 2002

**1999-2000 Protegé with 1.6L Engine
Mass Airflow Sensor Warranty Extension Program
(Non-California Emission Control Warranty Only)
[Special Service Program-SSP56]**

Dear Mazda Owner:

Mazda Motor Corporation has decided to conduct a Special Service Program to extend the warranty coverage of the Mass Airflow Sensor on certain 1999-2000 Protegé vehicles with the 1.6L engine and Non-California Emission Control Warranty. Although the potential for failure is unlikely, the **extended warranty** is available for 7 years from the original warranty start date or 70,000 miles, which ever occurs first. ***This warranty extension program is provided in the interest of customer satisfaction.***

IMPORTANT: If your vehicle is functioning normally, there is no need to contact your dealer. We suggest this letter is kept with the vehicle's warranty documents for future reference.

Vehicles with a Mass Airflow Sensor malfunction may exhibit any of the following symptoms: illumination of the Check Engine Light (located on your vehicle's instrument panel), lack of power, hesitation, unstable idle. Should a symptom occur, please make an appointment with your Mazda dealer to have your vehicle diagnosed. If the malfunction is due to a failure of the Mass Airflow Sensor during the terms of this Warranty Extension, it will be repaired free of charge. **Failure of the Mass Airflow Sensor will not cause the failure of any other components.** However, other components can cause these symptoms and are not covered under this extended warranty. This extension only covers the Mass Airflow Sensor.

To locate your nearest Mazda dealer, visit our Internet dealer locator at www.mazdausa.com/dealers or consult your local yellow pages.

If you have already paid for the replacement of the Mass Airflow Sensor, Mazda will reimburse you for reasonable repair expenses, based on Mazda's repair standards. Please complete the enclosed Reimbursement Application form, include the required documents, and return it in the pre-addressed envelope provided.

If you have moved or no longer own your Mazda Protegé, please complete the enclosed pre-paid *Information Change Card* as soon as possible. This enables us to update our records and notify the current owner.

If you are the lessor of a subject vehicle, we encourage you to forward this notification to the lessee to ensure the current driver of the vehicle is notified of this program.

If you have any questions regarding this campaign, please contact our Customer Assistance Center at (800) 222-5500, option #4.

Our goal at Mazda is to manufacture only the highest quality products. We hope this program will ensure your continued satisfaction with your Mazda Protegé.

Sincerely,

Mazda North American Operations

SERVICE PRE-DELIVERY INSPECTION SHEET

MAZDA

REFER TO THE WORKSHOP MANUAL FOR DETAILED ADJUSTMENT PROCEDURES

- The steps in this inspection sheet are designed for efficient movement around the vehicle.
- Problems found during inspection should be noted on a repair order.
- Unless otherwise stated, each item should be inspected for fit, appearance and/or operation.
- Inspection items followed by an asterisk (*) are required only if the vehicle is equipped with that feature.

BODY / INTERIOR - FUNCTION

- Keyless entry operation and illuminated entry system*
- Door locks (manual and key operation) and child safety locks
- "Room" fuse
- Ignition switch and steering lock
- Interior and exterior lights, dash switches (headlight aiming, vanity mirror lights*, trunk light*)
- Warning lights (check engine, seat belt, air bag, brake, engine oil, door, charge, ABS*)
- Sound warning system (seat belts, headlight, ignition key)
- Wipers and washers (front and rear), clean wiper blades if necessary
- Cigarette lighter*, ash tray, cup holder, glove box (including light)
- Audio, antenna, horn, set clock
- Seat belt and seat controls (including headrest, rear fold down and lock)
- Steering wheel tilt and auto memory*
- Seat warmers*
- Windows, mirrors (interior/exterior) and sunroof* operation
- Steering wheel alignment
- Door, trunk, engine hood lock and release

ON HOIST

- Automatic Load Leveling (ALL) system*
- Underbody hose / pipe connections, seals and gaskets
- Drivetrain, steering linkages, suspension, tires
- Exhaust system (hangers, connections)
- MTX, front / rear differential, transfer case oil level*
- 2WD - 4WD changing operation* (includes differential lock system)
- Tire pressure (includes spare)
- Center caps or wheel covers
- Wheel lug nuts and lock* for proper torque
- Install frame rail tie-down plugs

UNDER HOOD - ENGINE OFF

- Fittings and connections to all pipes and hoses (heater, coolant, fuel, vacuum, A/C*, brakes, clutch)

UNDER HOOD - ENGINE OFF (Cont'd.)

- Fluid levels (engine oil, brake, clutch*, coolant, windshield washer, battery, power steering*)
- Battery terminal tightness
- Battery voltage and load test
- V-belt tension

ROAD TEST

- Park / Neutral switch*, shift lock*, transmission range indicator*, (attempt to start in gear)
- Clutch and clutch switch* (attempt to start without depressing clutch)
- A/T* shift feel
- Brakes (includes parking brake operation and adjustment)
- Steering control
- Engine (including idle speed) and transmission performance (cold and normal operating temperature)
- Meters and gauges
- Heater, defroster, and A/C* in all mode settings
- Cruise control*
- Squeaks, wind noise, rattles and other unusual noises
- Traction control system*
- Reset trip meter

AT NORMAL OPERATING TEMPERATURE

- Check ATF* oil
- Cooling fan operation

APPEARANCE / CLEANLINESS

- Wash and detail the vehicle exterior and interior
- Exterior paint, glass, garnish, molding, lights
- Soft top*
- Seats, carpet dash door and pillar trim
- Install floor mats
- Sign and install PDI sticker (sticker is located in the vehicle's portfolio)

APR # 200141

Unless the vehicle is scheduled for display or immediate delivery, do not remove the exterior protective film or interior protective covering during PDI

VIN **JM1BUT322840**

The above inspections were performed by a qualified Mazda Technician

Service Manager

PDI Technician

70624
Dealer Code

12-11-99
Date

9899 95 PDIS 96

New Vehicle Sales Delivery Checklist



Customer's Name [Redacted]	Home Phone [Redacted]	Work Phone [Redacted]
Street Address [Redacted]	City, State, Zip Code West, Wis.	Fax Number [Redacted]

- Delivery Preparation**
(before customer review)
- Vehicle interior & exterior inspected/cleaned
 - Vehicle equipped as ordered
 - Accessories functional, clock set, fuses installed
 - Protective covers and stickers removed
 - Vehicle starts correctly

IMPORTANT: Review the following items with the customer. Have customer initial box when satisfied with explanation.

- Confirm vehicle has full tank of gas**
* Gas tank on E. Rtnrd to get filled

- Warranty Information Booklet**
- Basic vehicle - 36 months/50,000 miles
 - Adjustment - 12 months/12,000 miles
 - Battery - 12 months 100%, pro-rated to 36 months
 - Emission control warranty - Varies, see Warranty Information Booklet
 - Anti-perforation - 60 months/unlimited mileage
 - Safety restraint - 60 months/60,000 miles
 - Genuine Mazda Accessory - Balance of original 36 months/50,000 miles if installed by Mazda dealership
 - Vehicle maintenance log

- Owners Manual**
- Explanation of Vehicle operation, sections 2 & 4
 - Vehicle appearance care, section 6
 - Vehicle maintenance schedule, section 7
 - Vehicle specifications, section 9
 - Quick reference guide, back cover

- Miscellaneous Portfolio Items**
- Warranty/Owner's manual supplemental booklet
 - Roadside assistance (if applicable)
 - Tire warranty (covered by tire manufacturer)
 - Service PDI sheet
 - Supplemental restraint system booklet
 - Genuine parts and accessories pamphlets

- Service Department Tour**
- Introduce service staff (if after hours, have Service Personnel call the next business day)
 - Present business card of Service Mgr./Service Advisor
 - Provide general directions to the Service Department
 - Indicate hours of operations
 - Explain Early Bird drop-off (if available)

- Operation/Location of**
- Engine compartment features:
 - Hood Release
 - Engine oil dip stick
 - Coolant level check
 - Washer tank
 - Fuse panels, under dash and under hood
 - Trunk/exterior features:
 - Child safety locks in rear doors
 - Trunk lid release
 - Valet Lockout System for the trunk (if equipped)
 - Fuel door release & emergency release (if equipped)
 - Spare tire, jack and lug wrench location
 - Wheel lock key (if equipped)
 - Convertible top operation (Miata)
 - Interior controls:
 - Seat Adjustments
 - Headlights/Wipers/Turn signals/Emergency flasher
 - Heater/Defroster/Air conditioning controls
 - Radio/Cassette/CD player
 - Keyless Entry/Alarm/Immobilizer (if equipped)
 - Electric mirror operation (if equipped)
 - Cruise Control (if equipped)
 - Fuel Pump inertia Cut-off Switch (B-Series Trucks)
 - Passenger air bag cutoff switch (Miata and B-Series)

- Vehicle Presentation**
- Acknowledge the installation or scheduled installation of requested accessories
 - Point out cleanliness of vehicle exterior and interior
 - Test Drive vehicle with customer

Customer's Signature [Redacted]	Salesperson's Signature Belle M... [Redacted]	Sales Manager's Signature [Redacted]
Top copy: Customer - Bottom copy: Vehicle File or Deal Jacket Damage on Passenger Door & pinstripe tear.		

Mazda Protege: Problems & Solutions discussion



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Mazda Protege: Problems & Solutions

2534 messages, Last post on May 30, 2006 at 4:26 AM

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Major Disappointment



Author's Rating: ★★☆☆☆

Reliability: ██████████
 Seat Comfort: ██████████
 Quality and Craftsmanship: ██████████
 Roominess: ██████████

Owne this vehicle:
 Condition:
 Model Year:
 Model and Options:

Pros: Handling, power, gas mileage, interior, sound system.
 Cons: Unreliability, especially in cold or wet weather. Loud.

Full review

This car received rave reviews from the likes of Consumer Reports and Car & Driver. Unfortunately, my car didn't live up to the hype. The main problem was reliability. Within the first three years, I had to replace the transmission, the ignition coil and the starter. I've had it towed several times. The car is also very loud. On the plus side, the car does handle well and is powerful. It performs especially well on the highway. Gas mileage is reasonable. The interior is nice. But these advantages do not offset the nervous feeling I have whenever I'm setting out on a long journey. I know that other drivers have had few complaints. Perhaps I got a Monday or Friday car.

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323 Protege - Lemons are Out There



Author's Rating: ★☆☆☆☆

Reliability:

Seat Comfort:

Quality and Craftsmanship:

Roominess:

Owms this vehicle:

Condition:

Model Year:

Model and Options:

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About the Author

[suby1](#)
a member of [Epinions.com](#)

Reviews written: 4

Pros: Economical, comfortable, well priced
Cons: Very suspect quality control, poor dealership and distributor service

The bottom line: Not the quality vehicle Mazda would like to pretend it delivers to customers. Potential buyers should beware.

Full review

We purchased a brand new 323 Protege sedan in November 2000, primarily for work purposes (city commuting, occasional country trips). The car got delivered with various quality problems including paint over spray, loose bits and suspension noises.

The worst problem however has been higher speed stability, whereby the car wanders left and right for no reason, but is particularly bad in windy/adverse conditions or where the camber of the road varies.

The response to my complaints to the selling dealer and indeed Mazda Australia has been utterly woeful. As I write this now 20 months post delivery, many of the problems are still there and Mazda steadfastly refuse to accept there is anything wrong with it. Their alleged technical staff have inspected and re-inspected the vehicle with no result, but obviously don't have the expertise to spot the problem.

I was forced to seek an independent engineers opinion and within a matter of 10 minutes, he was able to identify a significant manufacturing fault associated with the front left suspension. The major piece of high tech wizardry he used to make this diagnosis was a piece of string - apparently Mazda engineers and dealer staff don't have this fundamental piece of equipment in their tool boxes.

Basically the left wheel base is 7-8mm shorter than the right due to an assembly error. It appears some idiot realized this during manufacturing and tried to wind back the left camber to compensate but only succeeded in making the overall result worse (this is the Quick & Dirty solution but it only works on good quality roads). It's obvious this is done so as to save time and money sending the car back along the line to get fixed properly.

Mazda have since tried to say they have a +/- 15mm tolerance on the wheelbase at assembly but when you think about it (1.5cm difference on one side to the other) this is just garbage and far too high as the car would go around in circles and never track straight. I asked them to prove it and they subsequently admitted they couldn't produce anything in writing to verify the manufacturing tolerance of +/- 15mm they were said to be applying.

My engineer says tolerances up to 3mms are acceptable. I then asked Mazda to verify if it was 15mm or 1.5mm and haven't got an answer yet but there would be every reason to believe it is the latter.

Unfortunately this is the sort of problem that doesn't show up to a run of the mill mechanic because there is nothing obvious to see and the car really needs to be driven at higher speeds (difficult in suburban areas) and for some period of time to gain a real appreciation of the situation. Buying new or second hand won't make any difference either. Due to the nature of the problem, diagnosis has taken a hell of a long time.

Interestingly enough, this is by no means a unique experience. I have located one owner who lives not far from us and who had suffered an identical problem with her 1999 Protege sedan (which the same engineer was subsequently able to fix for her at the grand sum of \$88A). The wheel base on her car was out 8mms. Over 20 months, the other owner had suffered the same delays, frustration, looks of disbelief and loss of the new car experience that I had, yet Mazda had failed to learn anything from her experience when I came along with an identical problem only a few months later. Even more concerning is the fact that the same dealership and service manager were involved in both cases.

I suspect it could be a common fault affecting a reasonable percentage of vehicles. Various web sites make reference to a goodly percentage of Protege owners having similar stability problems, particularly in windy conditions and at high speed - these are some of the major tell tale signs. (check MSN for more information in particular).

Correction is possible. Trouble is finding someone with the necessary experience and skills to do the job. Basically the whole front suspension assembly needs to be unbolted and put back where it was supposed to be in the first place.

With the manufacturer being as belligerent and unreasonable as it has been, further progress with my car seems only assured of being loud, annoying and frustrating. There is however no way I am going to loose this battle.

As the situation stands, this being my first and last Mazda product, I will never purchase another product from this manufacturer ever again.

I would suggest that anyone looking at either a new or second hand Protege thoroughly check for any signs of these sorts of problems. If buying used, I would be checking with the previous owner and asking detailed questions about how they found the car and where they used it i.e city or country. Any suggestion of the car not doing what the driver wants would be enough for me. An inspection by your local Auto Association almost certainly WONT pick the problem so beware.

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Re: My previous opinion



Author's Rating: ★★★★★

Reliability: ██████████

Seat Comfort: ██████████

Quality and Craftsmanship: ██████████

Roominess: ██████████

Owms this vehicle:

Condition:

Model Year:

Model and Options:

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About the Author

Justin
a member of [iStockphoto.com](#)

Reviews written: 3

Pros: Everything else
Cons: Assembly flaws that annoy. Not so helpful dealership

Full review

Hi,

I have to correct my previous statement about the design flaw in the heating system of 2000 Mazda Protege. My local Mazda dealer has just finally fixed the problem which was the poor assembly of the cable that controls the outside/inside air intake (which was causing windows fogging and freezing). Why am I writing about it then if everything is OK now?

Firstly, to let you know that I had to make 3 trips to this dealer to finally convince them that there was a problem (they were just advising me to turn on AC open the windows etc.) Sounds familiar?

Secondly, to reflect on the state of things as far as assembly and quality control nowadays. Mazda Protege is acclaimed as being one of the few to have been granted the prestigious certificate of the highest quality craftsmanship (and strictest quality control). How come then that I found two trivial assembly faults in the first year of owning the car. First: the fuel tank cover would not open (faulty cable). Thanks God I had some fuel in the tank and the dealer was nearby.

Second: the lever controlling the outside air intake was not working properly causing terrible fogging and freezing of windows(faulty cable again)

Conclusion: It looks like the quantity seems to be more important than quality these days, despite the so called "prestigious awards". Recently, I also bought a Panasonic VCR being hailed as "Made in Japan". What can I expect?

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#87 of 2837 Auto tranny clunk
Is this clunk felt by anyone having a auto tranny protege?

#114 of 2837 Lock Problems & Hesitation

I have a '98 Protege DX auto (yes, I know no power) with 17k miles and I too had one of the locks jam (driver side door). The dealer thought someone might have tried to break into the car, but I think more likely the plastic disc became misaligned.

Just recently I have experienced a "bucking" with the engine. I'll be driving along at around 40 mph and the car bucks. The car seems to hesitate and then surge forward. Reminds me of the cars in the old cartoons. I know I need a new air filter and am taking it in this week for service. Anyone else have this problem?

#116 of 2837 wern27

I experienced two similar incidents of "bucking" on my 2000 LX (under 1000 miles). Since then, no problems at all. The "bucking" could have been potholes. It was a delay & quick jerk forward. Kind of spooked me, but now I've had it for over 5K miles, & no problems at all. Hope I WAS potholes!

#158 of 2837 Jolly

Hi, I have a 98 Es automatic with 21,000 miles. A few weeks ago, my Over Drive and check engine indicators came on. It had no pick up. I took it to the dealer and after several tests they found out my transmission needed to be fixed. Since of course, it was under warranty they replaced it. Apparently, some dealers were noticing this problem out in California. Has any one else had to replace their transmissions????? I love my car but am very surprised.

#207 of 2837 99 Protege LX Whining and Rattles...

I have a 98 Protege LX and I'm experiencing the same whining noise that a few other people have described. I don't think it's just wind noise or some other minor problem, because the buzzing seems to be related to how I am pushing on the gas pedal. I hear it most around 60-70 mph. Anyone have any success with this? I took it to the shop but they said they didn't hear it. A friend of mine bought a 2000 AS and also heard some funny transmission noise and after she kept complaining they finally replaced her transmission and now she doesn't have any problems. It turned out that Mazda knew about this problem because after she gave them a lousy review, they sent her all this literature about the transmission noise problem which evidently affects a variety of Proteges. I'm not sure it's the same problem I'm having, which is why I haven't stormed into Mazda holding the info.

On an unrelated note, a long time ago someone mentioned a rattle in their dashboard. This may be totally different, but I had a similar problem, and all it was was a missing piece that was supposed to go on the back of the radio. Unfortunately, now there's a new rattle coming from the RHS of the dashboard that started after they fixed the first one.

Anyway, any ideas about the buzzing would be appreciated!

#2233 of 2837 Two questions...

Hello all...

My first question deals with my 2001 ES. Every now and then (...and mostly then) there is a slight hesitation when I hit the accelerator...it does not feel like a spark plug issue...it seems to be more of a throttle body issue. I may be mistaken about the Fro, but I owned a Corsica that had the same type of driving feel and it was the throttle body. This doesn't seem to be adversely affecting the car's driveability...it just seems more noticeable than my previous Galant. Any thoughts? I want some info, since I'll be taking the car in for its NYS inspection next week. (NYS now has the 2nd highest inspection prices because of new emissions legislation that went into effect June 04...can't wait for that bill!)

My second question deals with my mother's 2003 ES. VERY Infrequently, she'll experience a jolt of sorts at exactly 40 MPH. It happened to me once when driving her car during the winter, but I assumed it was tire slippage from an ice-covered manhole cover/roadway and didn't give it much thought. In 25,000 miles, this has probably happened three times so it'll be very hard for the dealership to duplicate. I've looked at TSE's online and see nothing that would apply. Any thoughts? I want to start addressing this as early as possible during the warranty period.

Meads...I came out of my local Cracker Barrel and parked right next to my 2001 ES was a brand new M3 wagon in pumpkin! I thought of you immediately! In WNY, if you see a pumpkin colored car, its either a Cadillac CTS or a Nissan Murano...the pumpkin color is not very popular at all

Thanks for any input.

#2235 of 2937 Re: Two questions...

Hey--

I have an 00 ES automatic, and I, too, have been kicked in the pants at highway speeds. Like your mom, maybe 4 times in as many years of ownership, so I've never mentioned it at the dealership. (They already have enough reasons to laugh at me.)

At 38K miles, the wires haven't been changed yet...It will be interesting to see if this problem goes away when I take care of that.

I've talked with other Protege owners who have experienced the same issue, but it doesn't seem to have affected long-term driveability.

#2581 of 2937 1999 protege transmission problems

I own a 99 protege, 1.8 liter, automatic. I have a problem with the tranny. It cuts out when you put it in reverse and now there is a problem with the forward gears. Somebody told me there was a prob with that year. Anyone know anything about it.

#2632 of 2937 weird acceleration

I have a 99 lx pro and lately ive felt like it was takin more power to accelerate thought it was missing but no sign of that I need some help could it be weak plugs

#2668 of 2937 probs w/ acceleration...

Hi, I have a 2001 LX 2.0 w/ 52,400 mil on it. Several months ago, every once in a while while driving and slightly accelerating, I can feel the car get "stuck" then all of a sudden it'll rev up and jack. Now, along w/ that, it seems that I have to accelerate more for it to go, especially going up inclines (even slight ones) but also regular roads too. Even if I'm stepping on the gas, the engine will not be revving any extra and, the car is accelerates so slowly to get up to the speed I want (like trying to get up to 45 mi. from a stoplight) and I will have the pedal to the floor. *(By the way, I'm not a speed demon and flooring it everytime I drive). What can be causing this?

#2675 of 2937 Re: probs w/ acceleration...

Sorry, automatic.

#2677 of 2937 Re: probs w/ acceleration...

Hate to say it, but it sounds like you've got transmission problems. Being that close to your warranty's expiration, I'd go in ready to fight! Did this just start, or has it been going on for some time? I ask because if you had the problem documented with your dealership's service department prior to your warranty's expiration, you shouldn't have any trouble.

Meads-

#2701 of 2937 Re: Acceleration problems...in another one.

I have the same problems with my 99 automatic protege. After it gets to 25-30 R holds back. I could be going be on the highway going 60 and it will start holding back, with my foot to the floor. My father has also said it could be something with the fuel filter or something. Have you figured out the problem yet?

#2727 of 2937 Re: Acceleration problems...in another one.

I have a 98 ES and have had acceleration problems and replaced every ignition component. The O/D light will flash on and off and the car will accelerate and decelerate. If I pull over it stops. I also have idle problems, and a popping sound in the front end. No mechanic can fix these yet.

#2746 of 2937 02 Protege jerking

I have a 2002 Protege ES 2.0 auto, 72,000 miles. The problem is sometimes from a stop it will rev high and slowly gain speed, just driving down the road it sometimes acts like its running out of gas it will sputter and jerk and barely move and die, it seems to do it when it warms up, but sometimes it can drive for an hour and be fine. It died in the middle of a highway intersection, could have killed me! I took it to an import mechanic and he replaced the fuel pump, plugs, wires, air filter and cleaned the injectors (&wasted alot of money) and said he couldnt fix it. I am about to burn it and collect insurance and buy a \$3 KIA! PLEASE SOMEONE HELP!

#2749 of 2937 Re: 02 Protege jerking

"sometimes from a stop it will rev high and slowly gain speed"

About the only thing I know of which will cause that is the auto trans slipping.

#2755 of 2937 Re: 02 Protege jerking

I've had the same issue w/my '03 automatic Protege. I've had 3 transmissions put in all under warranty. The current tranny will rev from a stop upto about 3500RPM & then hesitate to shift into 2nd from 1st. Its as if I'm driving a manual and have the clutch depressed while accelerating. It also has the same issue with doing a sort of sputter like it wants to die, but then takes right off. I read somewhere it might be a mass airflow sensor(i think thats the part)? What does that do? Aside from that I have had a metallic grunt/rattle coming from the underside of my car under the engine compartment for months! The first time I was told it was the gas tank heat shield so I had to get a new gas tank and heat shield. Problem not solved. It's been in the shop about 7x for this issue. Mazda keeps saying my car is fine mechanically but obviously not if there is this noise. It happens after the car is heated up to normal operating temp. and when accelerating. Last time in the shop, Mazda said a different heat shield was the cause of the noise. They said it was warped and so they repositioned it. Why not replace it?! A week went by and no noise until 2 nights ago. Any suggestions as how Mazda can fix these issues? I just want my car fixed.

#2640 of 2937 timing belt & acceleration issue

I posted this question in another sub-forum (care & maintenance ?) and now its gone... Anyway, my baby (01' LX 2.0 sedan) made 60,000 the other day. How long (miles) can I drive before I have a problem? I am planning to take her in to replace the timing belt this coming week but just want to make sure I'll be okay for a few more days (I drive 40-60 miles a day).

I've had me spark plugs changed, fuel injection flushed, and my car checked and my service advisor said that everything is fine but I still have problems with acceleration and pick up and go. Just trying to increase speed or needing to merge on the freeway, my car does not pick up & go like it used to! I have the gas pedal to the floor and nothing, just a very slow acceleration. Is this to be expected for a almost 5 yr. old car?

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