

**REPAIR PROCEDURE – SAS REPROGRAMMING
SAFETY RECALL CAMPAIGN 7525E**

Attention All Mazda Dealers: This repair is for reprogramming only. This repair procedure is not to be used for certain Japan built Mazda3 vehicles requiring SAS Unit replacement.

REPAIR PROCEDURE – SAS REPROGRAMMING SAFETY RECALL CAMPAIGN 7525E

****June 19, 2025 updated warnings for damage caused during reprogramming****

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Vehicle Inspection Procedure and Preparation for Repair

1. Verify that the vehicle is within the following ranges and has an OPEN 7525E recall, in eMDCS.

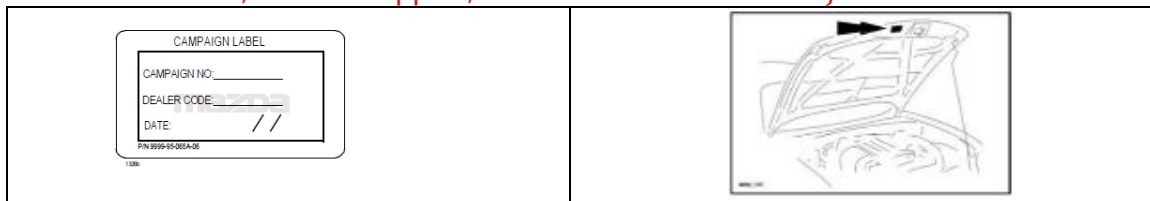
SUBJECT VEHICLES:

Model	Plant	Subject VIN range	Production date range
2024-2025 CX-30	Mexico (MMVO)	3MVDM**** RM 600011 - 721480	From August 22, 2023 - January 13, 2025
		3MVDM**** SM 750008 - 805821	
2024-2025 Mazda3	Mexico (MMVO)	3MZBP**** RM 400011 - 437463	From September 5, 2023 - January 15, 2025
		3MZBP**** SM 450011 - 465060	
	Japan (MC)	JM1BP**** R1 650003 - 722424	From May 25, 2023 - November 18, 2024
		JM1BP**** S1 750004 - 771709	

**Only VIN's in this range and with an "Announced" or "Open" status in eMDCS are included.

2. If the vehicle is in the range above and 7525E is either in OPEN or Announced status in eMDCS, proceed to Step 2. If the vehicle does not have an OPEN or Announced 7525E campaign, return the vehicle to the customer or inventory.
3. Perform an eMDCS Warranty Vehicle Inquiry and inspect the vehicle for a Campaign Label with **7525E** attached to the vehicle's hood, driver door or firewall.

NOTE: Always be sure to verify the campaign number as the vehicle may have multiple campaign labels on the hood, radiator support, and firewall or driver door jamb.



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eMDCS - Warranty Vehicle Inquiry Results

If eMDCS displays:	Campaign Label is:	Action to perform:
If no repair date is displayed on the line with CAMPAIGN 7525E, the campaign has not been completed on this vehicle	Present	Fill out Dealer Recall Help on OneMazda contact or the Mazda Warranty Department at warrantydept@mazdausa.com to review vehicle history.
	Not present	Proceed to "REPAIR PROCEDURE".
If repair date is displayed for CAMPAIGN 7525E, is "CLOSED"	Present	Return vehicle to inventory or customer.
	Not present	Complete a label and apply to vehicle's hood with repair date and dealer code from eMDCS Warranty Inquiry.
CAMPAIGN 7525E is not displayed	See Action	The vehicle is not affected by the Recall

TECHNICIAN CERTIFICATION LEVEL REQUIRED: CERTIFIED OR ABOVE

Note: Technician repairing needs to be Certified or above and does not need to be Senior or Master as long as they have had the required training for MDARS Module Software Updates.



For part replacements only - Air Bag Connectors and Battery Disconnect: Do not work on the vehicle without disconnecting the vehicle battery as this could result in damage to the vehicle or safety systems.

Customer Personal Items: If personal belongings need to be removed from vehicle interior or trunk area, please remember to neatly replace any customer items in the same location after the repair is completed. If items need to be removed, please kindly ask the customer to remove prior to beginning work on the vehicle.

Paint or other damage to interior or exterior: Care should be taken, and protective cover(s) used when working on any Mazda vehicle. Damage to any components, interior trim, vehicle accessories, body panels and paint will not be reimbursed by Mazda (including OEM or aftermarket). All of these items above could delay repairs, compromise safety, as well as negatively affect the customer experience and Mazda dealer-customer relationship.

Parts Information (there are no parts for reprogramming other than the label)

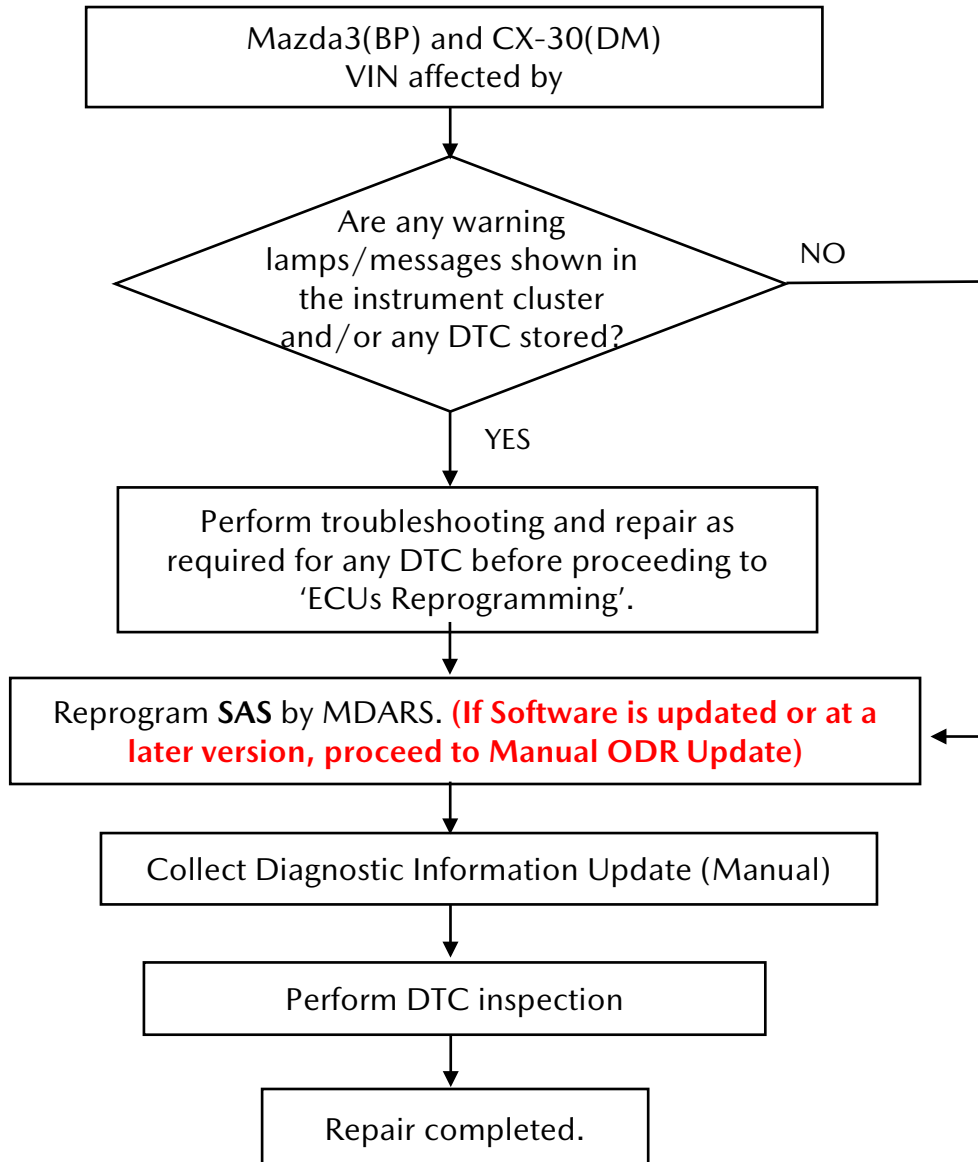
Description	Part Number	Quantity	Applicable Model or Note
Campaign Label	9999-95-065A-06	1 order=50 labels	Obtain in Mazda e-Store

Section A: Flow Chart



NOTE: You must clear any DTC's (diagnose and repair) before performing any campaigns. Once repaired, then start the repair process.

NOTE: This Flow Chart needs to be followed strictly



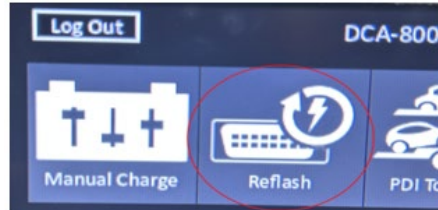
****NOTE: All vehicles are required to Collect Diagnostic Information (Manual) after the technician has completed all software updates. If Manual Collection is not uploaded successfully, or if one or more software updates are missed, the applicable campaign(s) will remain open, the warranty claim will not accept, and your retailer will have to contact the customer to bring back the car to correct the concern. You must do the (Manual) Collect Diagnostic Update even if the module software is up to date.**

-----END OF SECTION A-----

Section B: Repair Procedure

Service caution during reprogramming for ECU(s)

During reprogramming, connect battery charger to the vehicle to stabilize voltage fluctuation. If missing, it may cause damage to ECUs due to decreasing voltage. 7th generation vehicle will control to turn on headlight forcibly during reprogramming due to change CAN communication. **Please use the “Reflash” setting in the charger, which will keep the voltage stable. The setting voltage must be between 12 -13V.**



Vehicle Identification

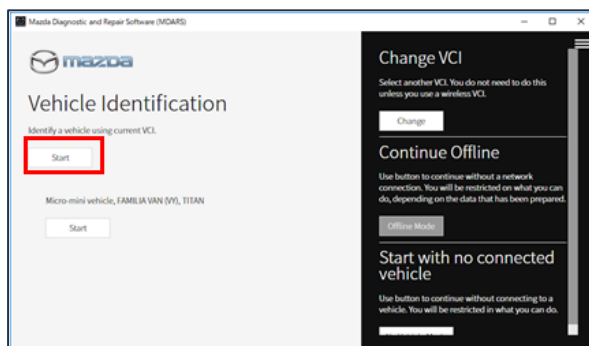
Connect MDARS with the DLC cable and VCM- II to the vehicle, then set the ignition to the ON position.



WARNING! Do not bump, dislodge any cable, VCM, DLC, or PC during programming. If communication is lost, you likely cannot recover the module. If a new SAS module replacement is needed your Mazda dealer will absorb the expense which cannot be claimed under the recall or Mazda Warranty.

CAUTION: Connect the DLC cable and the VCM- II to the vehicle with the ignition OFF. The CAN bus line might detect some noise, and it might cause a diagnostic error when connecting the DLC cable with the ignition ON.

1. Click the “Start” button.

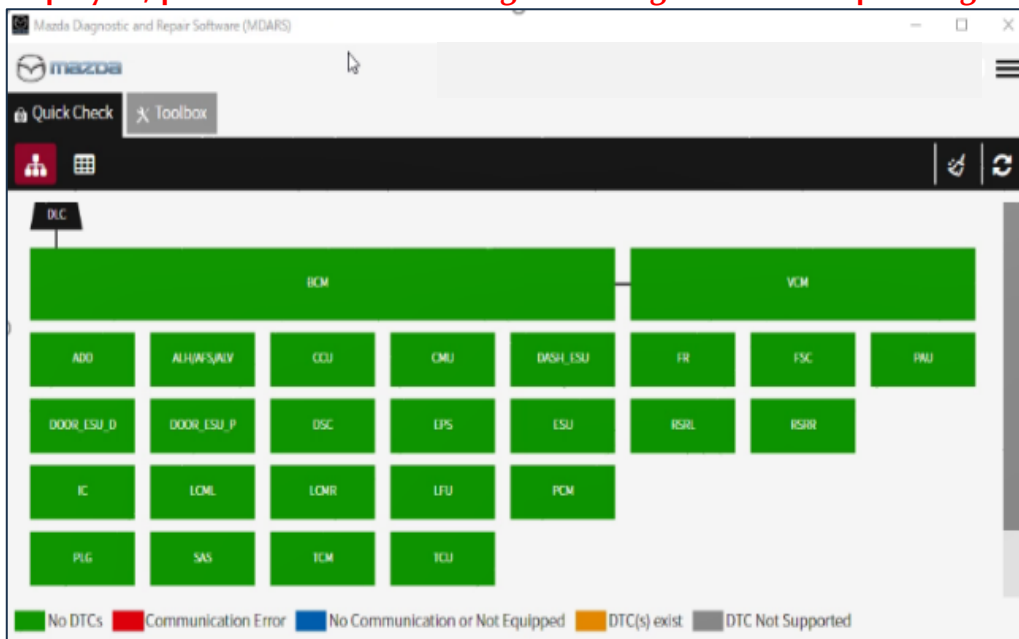


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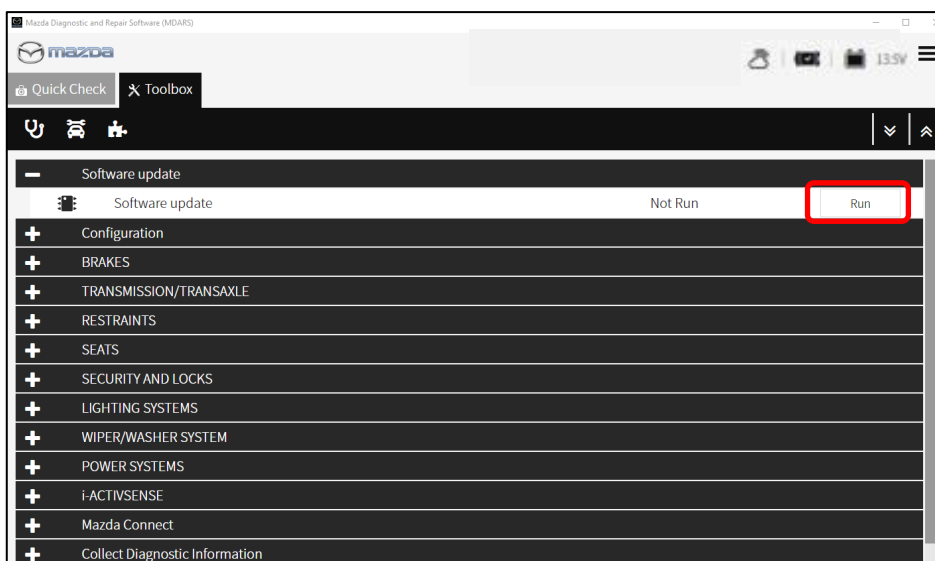
- The Vehicle Identification process will start and automatically inspect every connection and then collect the vehicle information.



- Verify the DTC according to the directions on the quick check screen. **If any DTCs are displayed, perform troubleshooting according to the corresponding DTC inspection.**



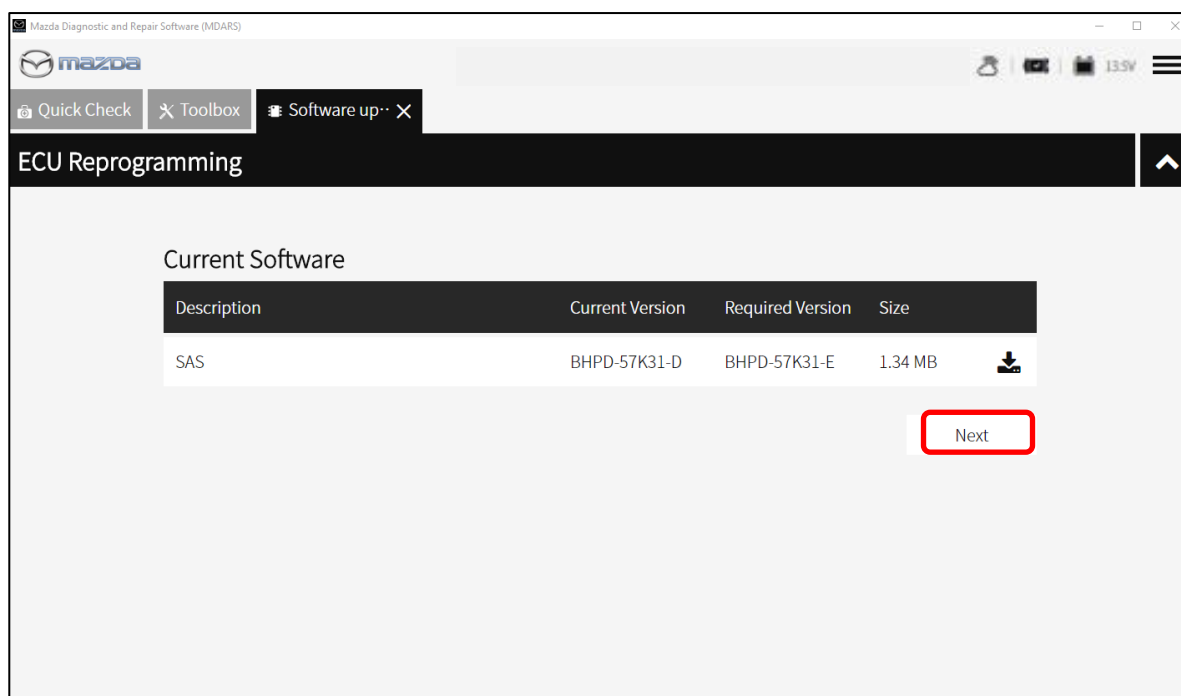
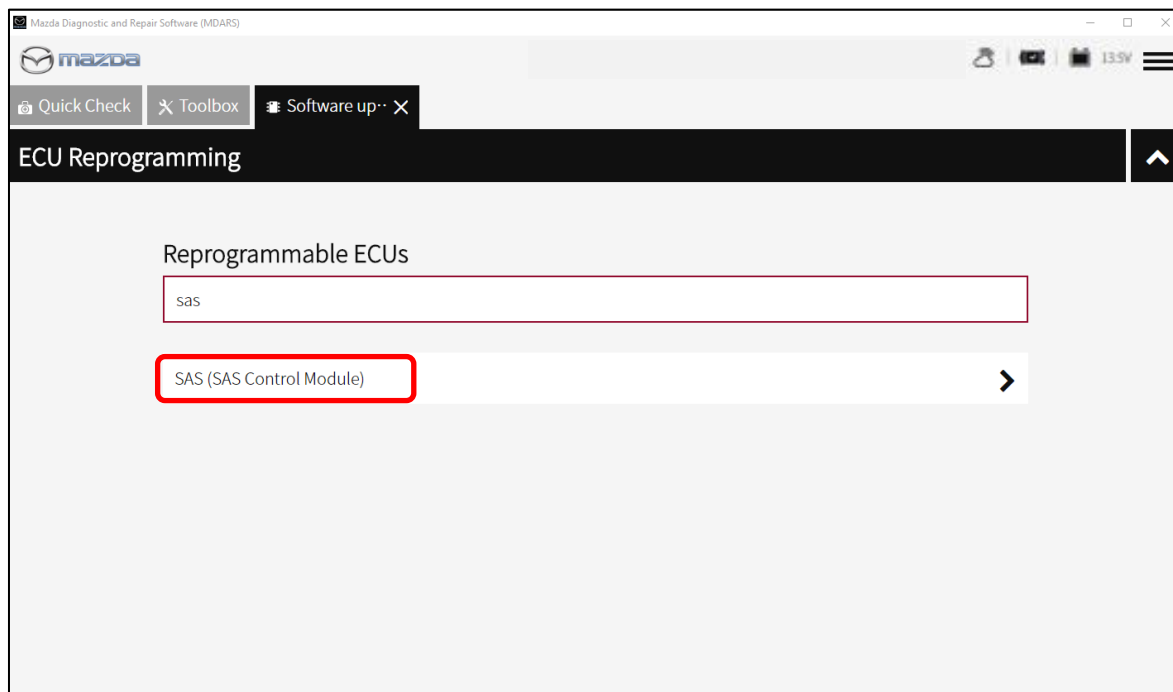
- Reprogram ECUs as below.
 - At 'Software update' on 'Toolbox' tab, select 'Run'.



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5. Select **SAS** 'ECU Reprogramming' screen. Start Reprogramming.

Note: If the calibration file is at the suffix in the table or later (already the latest version) the unit is already modified but do not stop, proceed to Collect Diagnostic Information (Manual) Update and complete all the required steps in the campaign.



IMPORTANT NOTE:

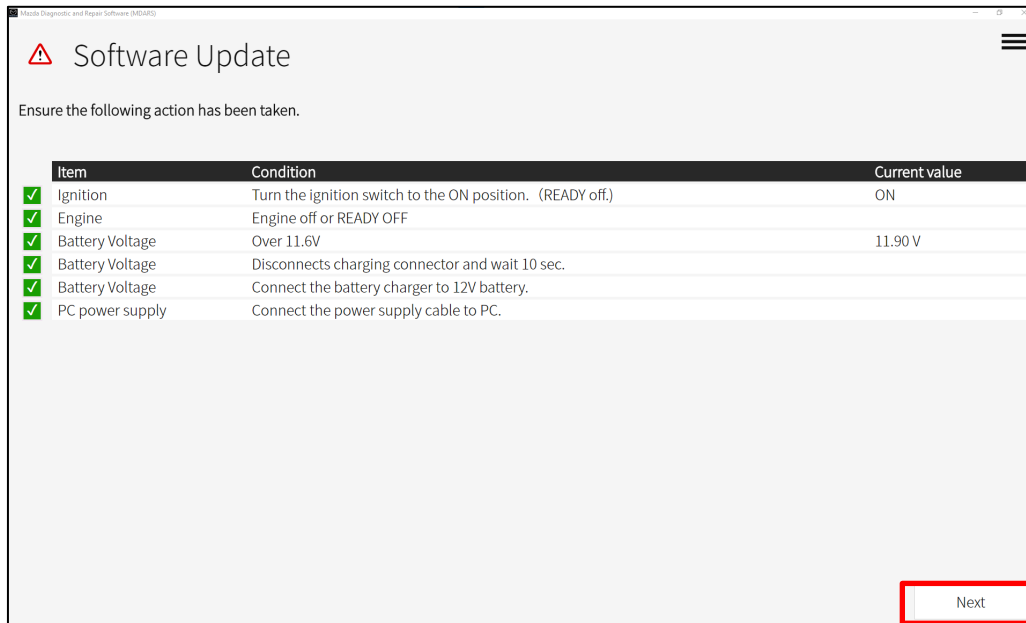
- **MAKE SURE TO CHOOSE SAS**
- **MDARS reads the current file name of the modules to be reprogrammed and then reprograms the required modules only. (MDARS does not reprogram modules that are not needed, but if software is up to date, do not stop and proceed to the next step). You must have a log entry for "Software Update" even if software is up to date.**

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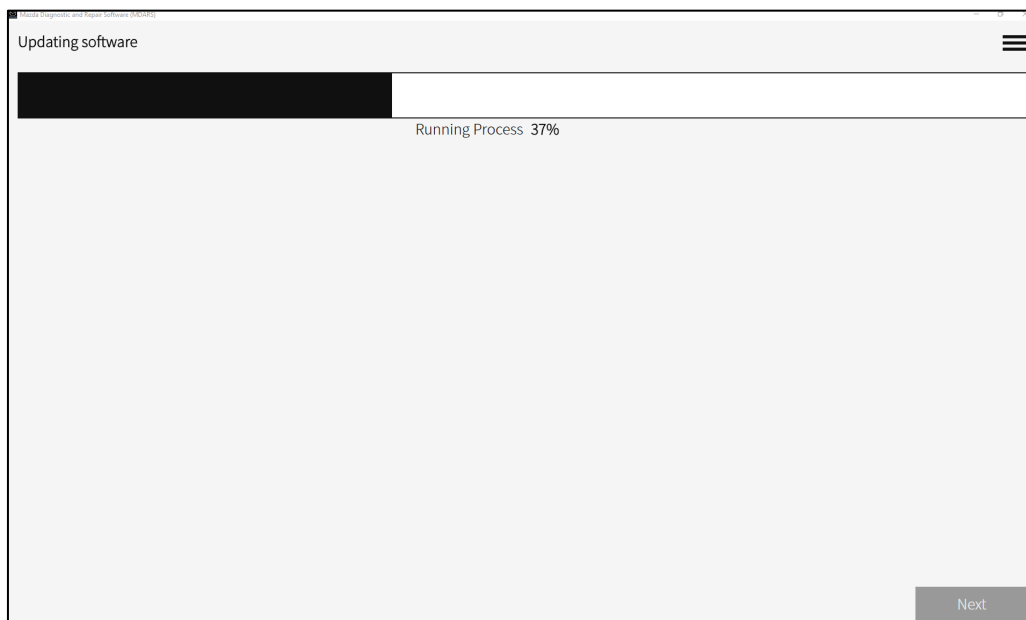
CAUTION:

- Please be careful about the behavior of MDARS when reprogramming an ECU. Depending on the reprogramming ECU, IG-ON and IG-OFF may be repeated several times in MDARS. This operation is normal a operation.

(1) Follow instructions in the screen and click “Next”.

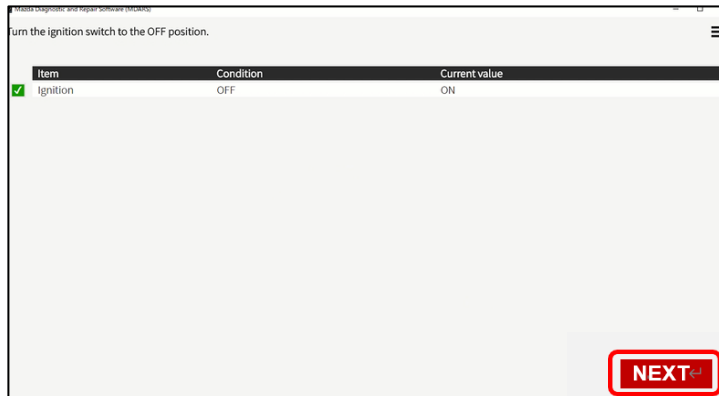


(2) This is the screen while the software is being updated. The progress bar does not change for about 60 seconds.

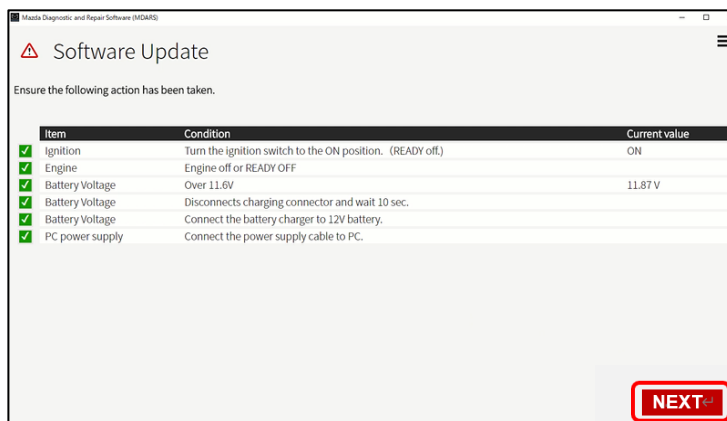


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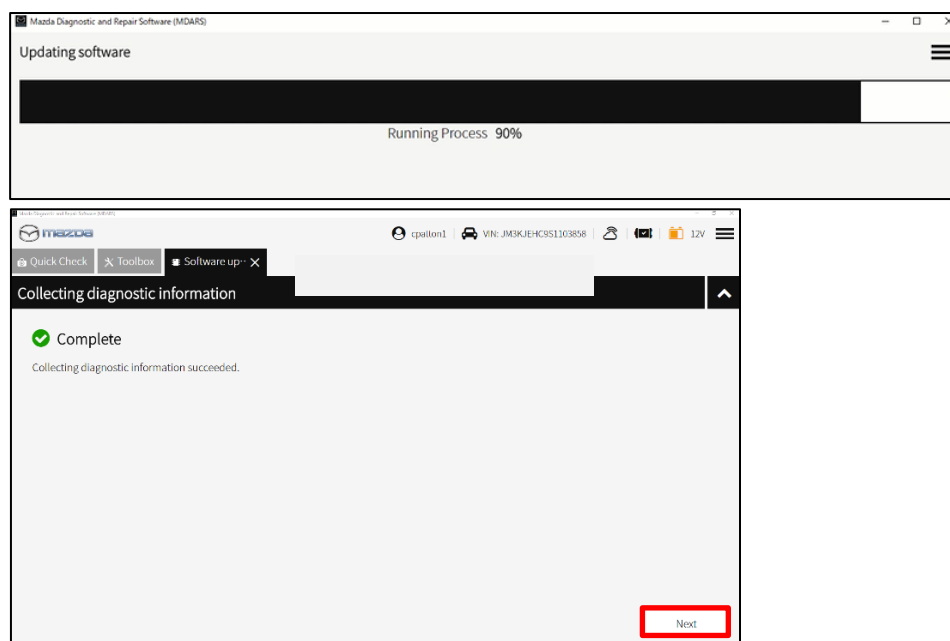
- (3) During reprogramming, "Turn Ignition Switch to the OFF Position" may display on the MDARS several times. Turn the ignition switch OFF, check the box, and select "Next".



- (4) MDARS may return to screen shown in step (1) multiple times (this is normal operation.) Then each time turn the ignition switch to the ON position and then click 'next'.

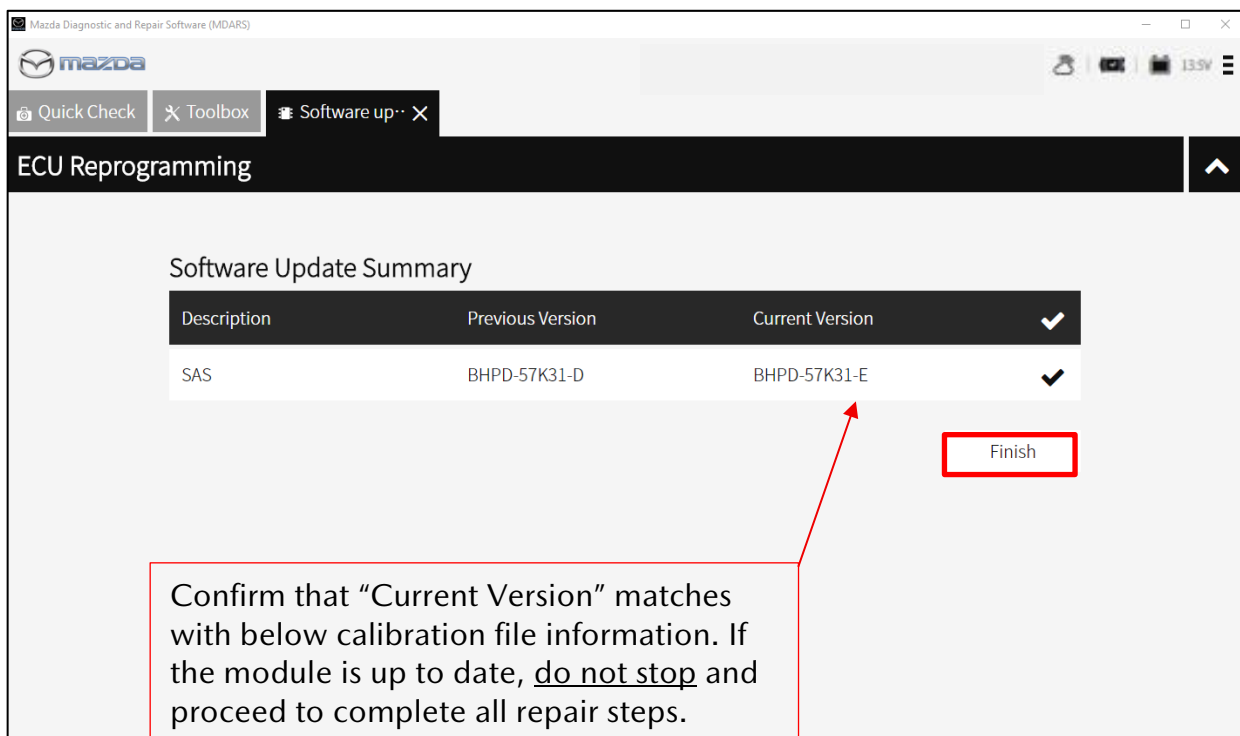
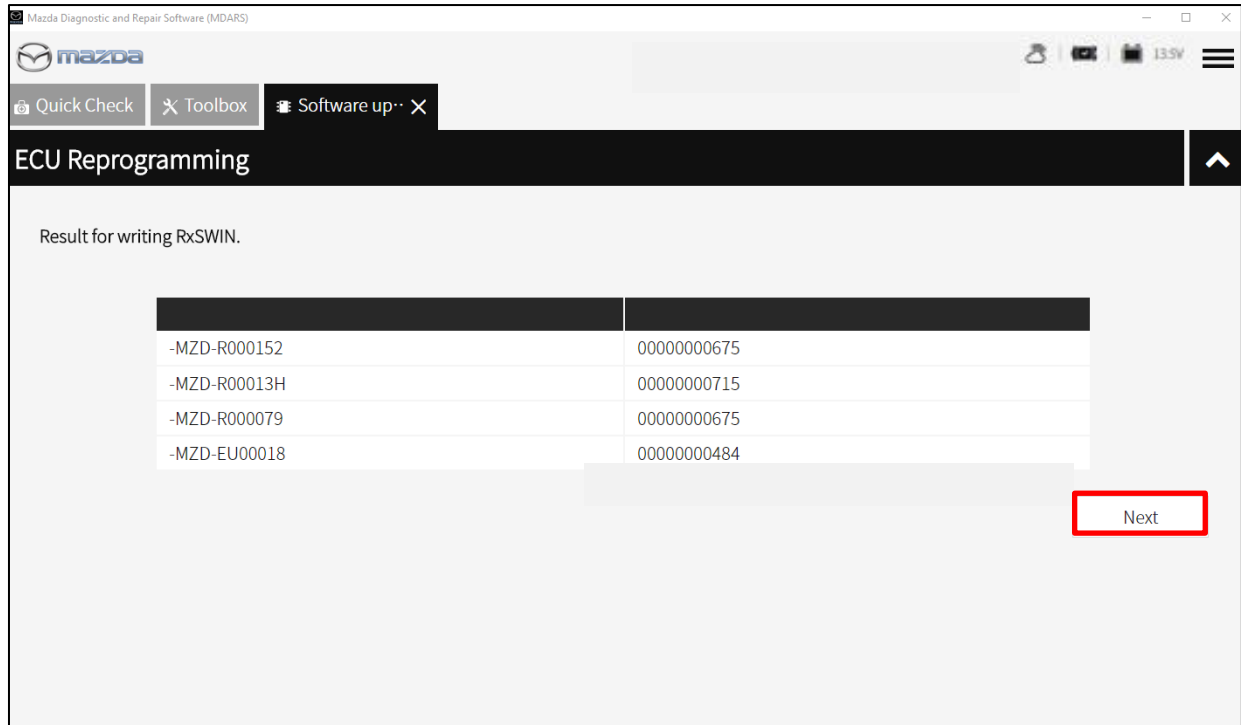


- (5) When the software is being updated and advances to 90% on the screen, it may stop advancing for about 60 seconds. Wait until reprogramming is complete.



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6. After completion of the software update, the previous and current software version are shown.
 - (1) Check current version at “Calibration File information below”.
 - (2) Then, click on “Finish” to exit the ECU reprogramming.



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Calibration file information

Note: If the calibration file is the suffix in the table or later (already the latest version) the unit is already modified but do not stop, proceed to Collect Diagnostic Information ODR (Manual) Update and complete all required steps in the campaign.

Model	Module	Target ECU (Hardware #)	Target Software file #	Reprogramming Time (min.)	Production Country
Mazda3	SAS	BHPD-57K30-	BHPD-57K31-E	3	Japan
		BJDT-57K30-	BJDT-57K31-D		Mexico
CX-30		DNBH-57K30-	DNBH-57K31-D		Mexico

[Recovery Mode Procedure – Click here if programming fails.](#) Then return here and move to the next step in the procedure after recovery.

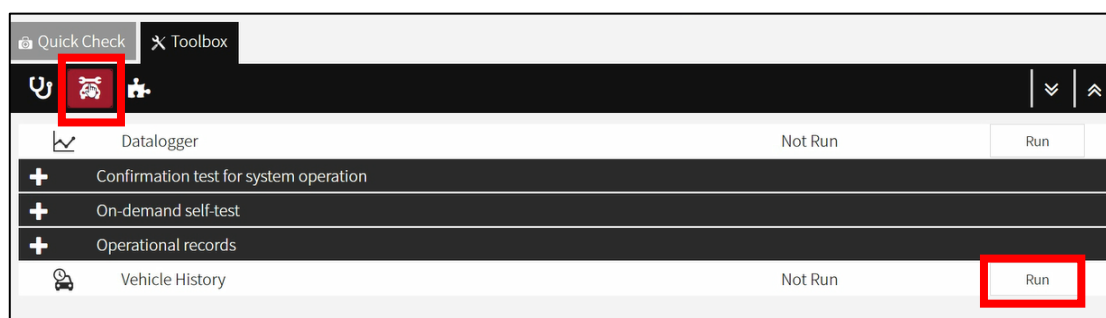
Collect Diagnostic Information Data – ODR (Manual) Update



WARNING! FAILURE TO COLLECT DIAGNOSTIC INFORMATION (MANUAL) UPDATE MAY RESULT IN CLAIM DENIAL, THE CAMPAIGN REMAINING IN OPEN STATUS AND THE VEHICLE HAVING TO RETURN TO COLLECT DATA AGAIN.

Check ODR collection result after reprogramming all required modules with vehicle verification.

7. Open the vehicle history on toolbox tab.

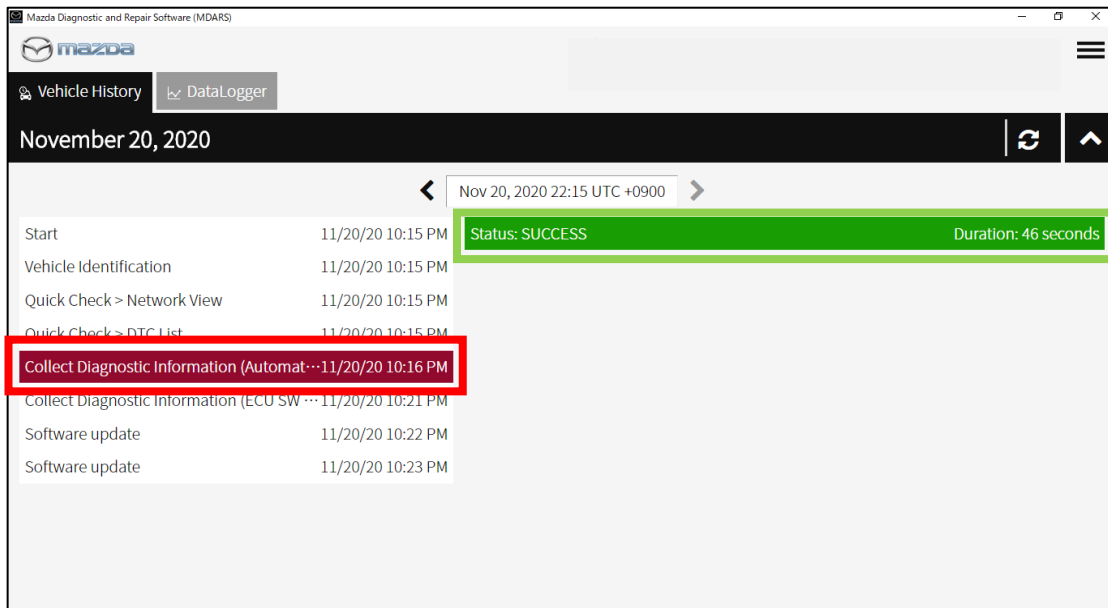


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8. Click the 'Collect Diagnostic Information' and the status has "SUCCESS" on green.

Note:

- Verify the "Collect Diagnostic Information" after all required modules are updated. Not necessary to confirm the 'Collect Diagnostic Information' after required module reprogram every time.
- Only the latest "Collect Diagnostic Information" is the valid one and that needs to show "SUCCESS"



※If the status is 'FAILURE', The Collect Diagnostic Information (latest vehicle information) has not been submitted to the server.

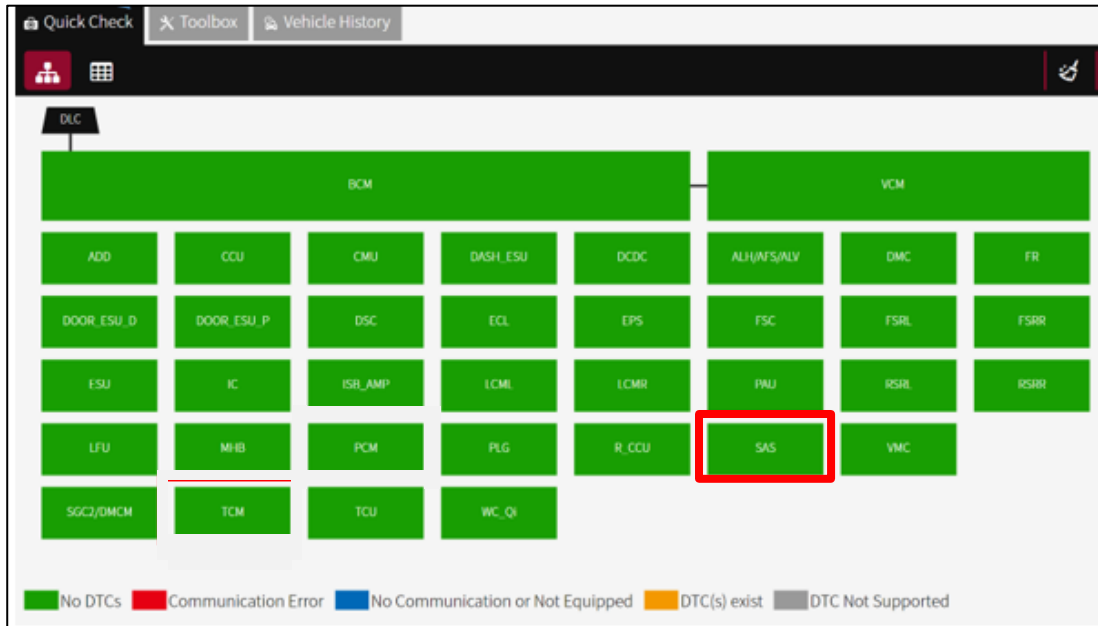
Status: FAILURE

Duration: 1 seconds

9. Confirm with Quick Check the SAS is highlighted in Green after updating the module.

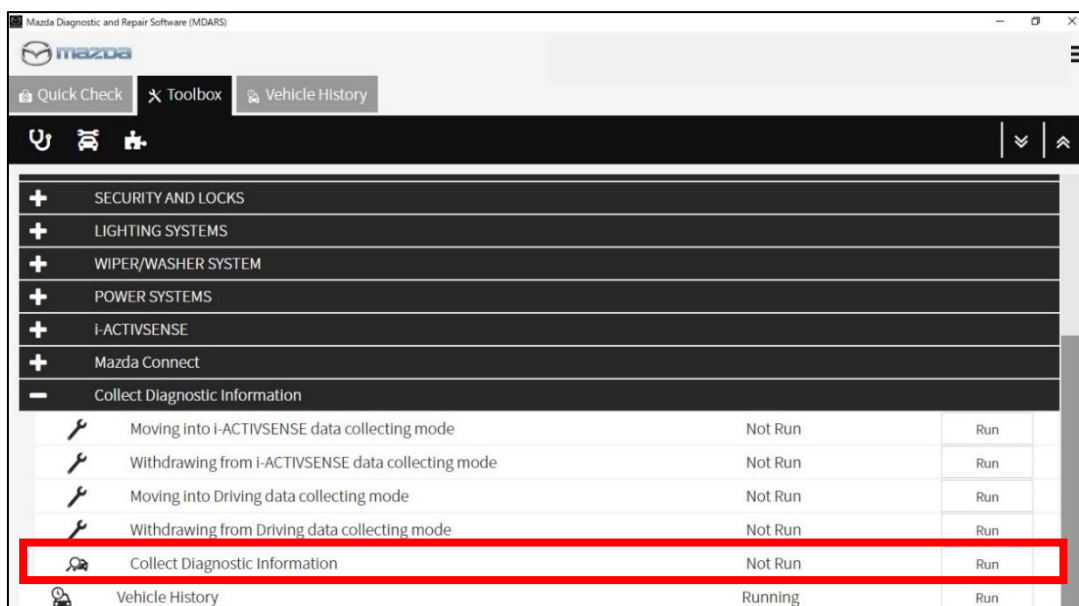
NOTE: If any DTCs exist in yellow, follow the Workshop Manual or applicable TSB for the concern.

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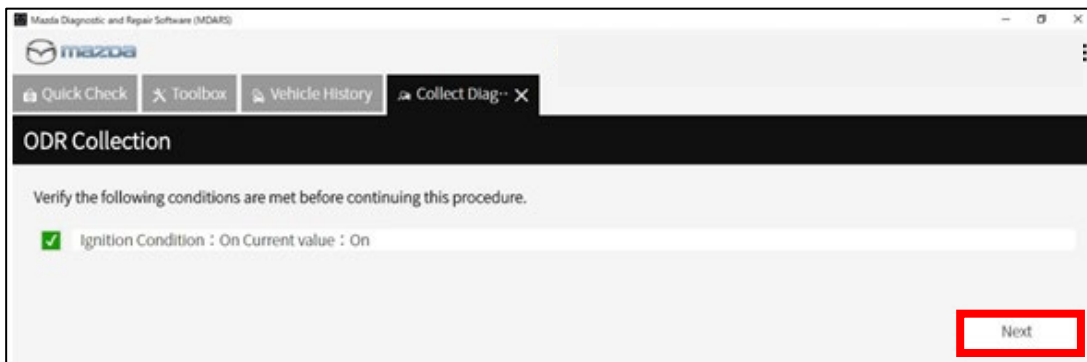


10. Perform following steps when status, as shown above, shows “FAILURE”.

(1) At the toolbox tab, select “Collect Diagnostic information” then click ‘Run’.



(2) Click ‘Next’.

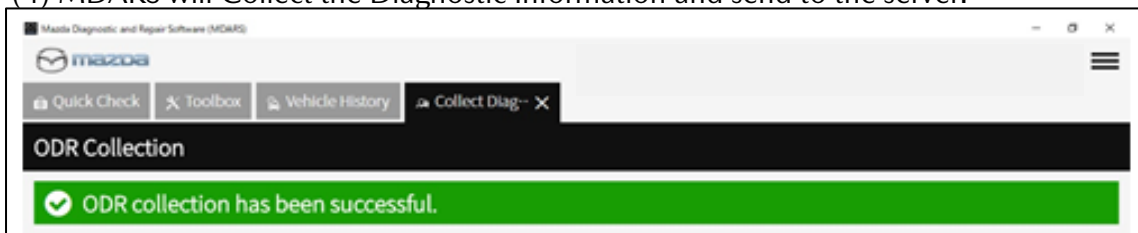


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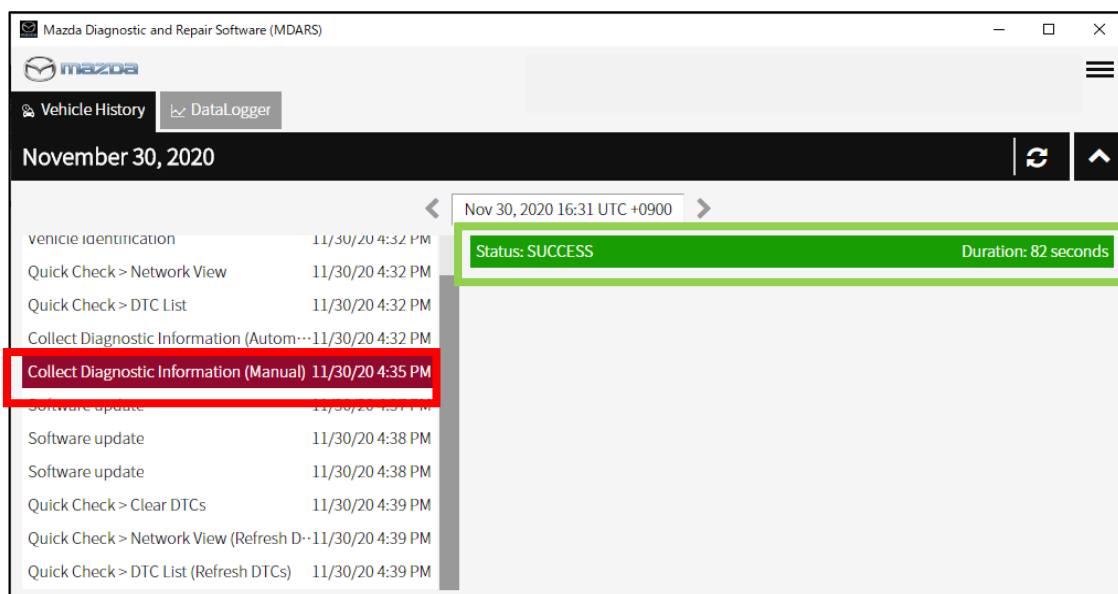
(3) It takes around 60 seconds.



(4) MDARS will Collect the Diagnostic Information and send to the server.



(5) Go back to step 7 and 8 to confirm the 'Collect Diagnostic Information (Manual)' status shows "SUCCESS" on green now.



11. Disconnect battery charger before going to next step.

DTC inspection – The warranty claim will not go through if DTC's are present

12. Check and erase DTC by using MDARS.

13. Confirm all DTCs were erased.

Note:

- If any DTCs should remain after performing DTC erase, diagnose the DTCs according to the appropriate troubleshooting section of the Workshop Manual.
- After the reprogram, pending DTC P2610:00 [PCM] may be stored without MIL illumination. Since this DTC may turn to a current DTC depending on operations after the reprogramming, clear this DTC after all repair work done.
- Perform the following engine start and stop procedure to clear DTC P2610:00:
 - 1) Start the engine (5 seconds).
 - 2) Stop the engine.
 - 3) Clear the DTC recorded in the memory by MDARS.
 - 4) Perform the KOER self-test by MDARS.

14. Disconnect the MDARS from the DLC-2.

Explanation to customers

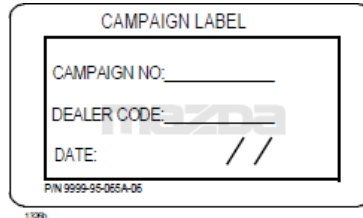
- Any ECU reprogramming resets the BCM's average fuel economy (remaining mileage).
- Therefore, the remaining mileage may change if customer drive after reprogramming.
- After learning the customer's average fuel consumption calculated over several drives, the remaining mileage will be displayed correctly.

15. Go to **C. Campaign Label Installation**

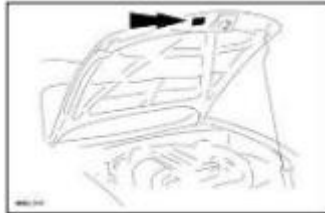
-----END OF SECTION B-----

Section C. Campaign Label Installation

1. Fill out a “Campaign Label” (9999-95-055A-06) with Campaign “7525E”, your dealer code, and the repair date. **It is OK to bundle multiple campaigns on one label as long as each campaign is legible as Mazda vehicles may have more than 1 campaign.** Use more than one label if necessary.



2. Affix it to the hood as shown. If you cannot place the label here, the radiator support, firewall or driver door jamb are acceptable locations:



END OF REPAIR PROCEDURE