

© 2013 Mazda Motor of America, Inc.

<b>Subject:</b>  NEW MODEL SERVICE CAUTIONS	<b>Bulletin No:</b> 00-004/13
	<b>Last Issued:</b> 09/25/2013

## APPLICABLE MODEL(S)/VINS

2014 Mazda3

## DESCRIPTION

This Service Information is being issued to advise dealers about the following service cautions for the 2014 Mazda3. Ensure that all appropriate dealer personnel have been advised of this service information:

- Automatic Transaxle Oil
- Engine Oil
- Manual Transaxle Oil
- Spark Plug
- Q85 Battery
- Tire Pressure Monitoring System (TPMS)
- Kickdown Switch (ATX)
- Front Bumper Removal
- i-ELOOP

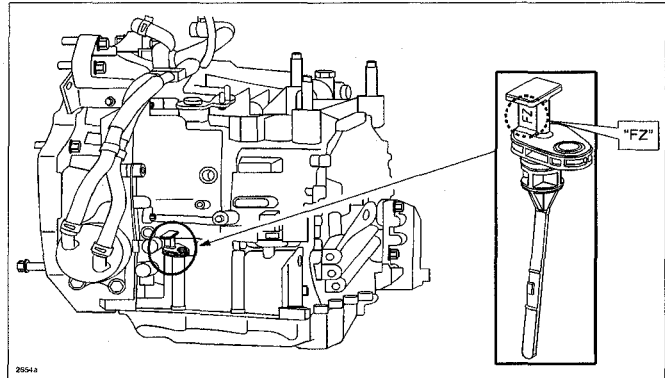
## SERVICE CAUTIONS

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.
- Flushing machines that "recondition" the existing ATF should never be used.
- A/T oil cooler flush is not required.



**Engine Oil:**

Only use the following engine oil for the SKYACTIV-G 2.0L and 2.5L engines.

Engine Oil	For U.S.A. and Canada	SAE 0W-20
	Except U.S.A. and Canada	SAE 5W-30

**Manual Transaxle Oil:**

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

**Spark Plug:**

Always make sure to use the designated spark plugs for SKYACTIV-G 2.0L and 2.5L engines. Usage of general nickel or iridium plugs for SKYACTIV-G could result in engine knocking, MIL illumination and/ or poor drivability.

**Q85 Battery (vehicles equipped with i-ELOOP):**

This Battery is used for vehicles equipped with SKYACTIV-G and i-ELOOP. This battery is exclusively designed for high charge acceptance, longer life and high current, to ensure durability and reliability. Using another type of battery could result in lower performance and shorter battery life. Due to the difference of battery characteristics, the vehicle may falsely detect the non-Q85 battery as malfunctioning and stops/restricts the i-ELOOP function.

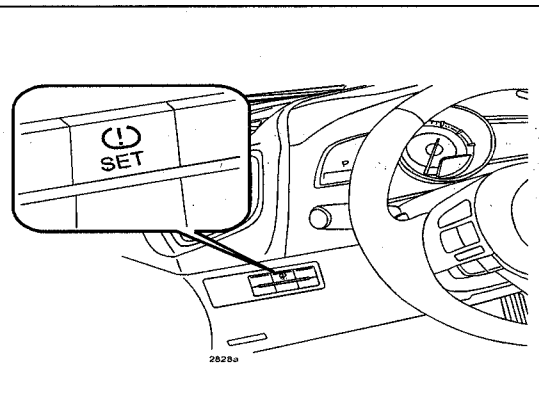
Refer to TSB 01-016/13- 2014 MAZDA6 AND 2014 MAZDA3 - i-ELOOP BATTERY SERVICE INFORMATION.

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

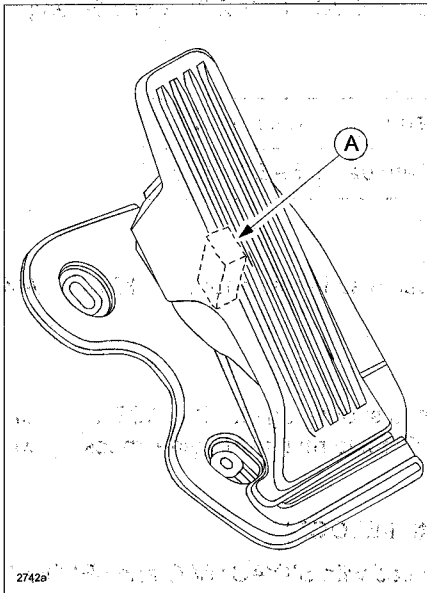
The tire pressure monitoring system monitors the tire pressure based on the signal from the ABS wheel-speed sensors on each wheel. When any of the services below are performed, **BE SURE TO INITIALIZE THE TPMS BEFORE DRIVING THE VEHICLE** by pushing and holding the TPMS Set Switch on the dash (until the TPMS warning light flashes two times and the warning beep sounds once)

The TPMS must be initialized in the following cases:

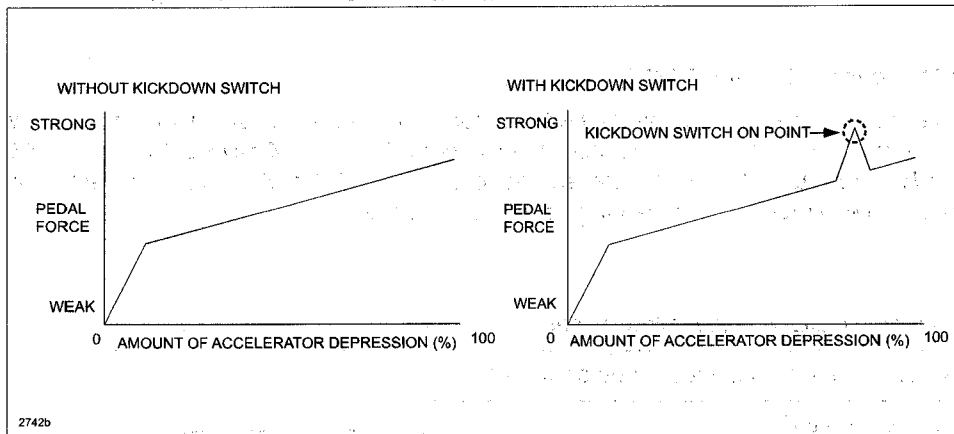
- Tire pressures have been adjusted in one or more tires.
- Tires have been rotated.
- Tires or wheels have been replaced.
- The vehicle's battery cable has been disconnected for any reason.
- The vehicle's battery has been discharged.
- The DSC HU/CM connector has been disconnected for any reason.



**Kickdown Switch (ATX):**



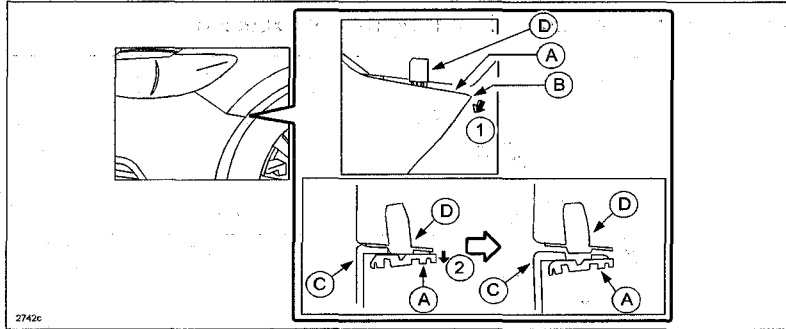
A kickdown switch (A) has been adopted to determine that the customer has fully depressed the throttle pedal for maximum acceleration. A load can be felt while the accelerator pedal is being depressed and when it is further depressed the kickdown switch is activated. A click is felt when the kickdown switch is activated.



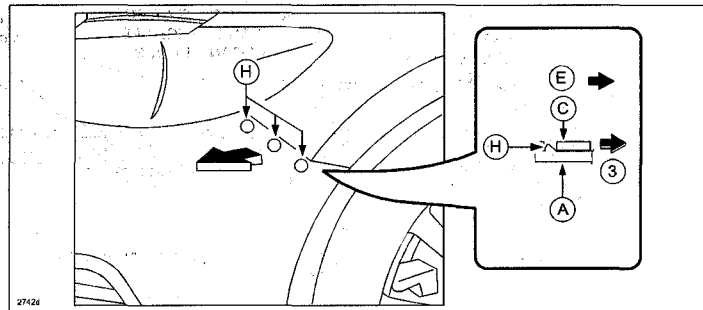
The driver can control the kickdown by knowing the amount of accelerator depression. The kickdown switch is only a measure of the kickdown. An electrical signal is **not transmitted** by the kickdown switch turning on/off, and vehicle control is not affected.

**Front Bumper Removal:**

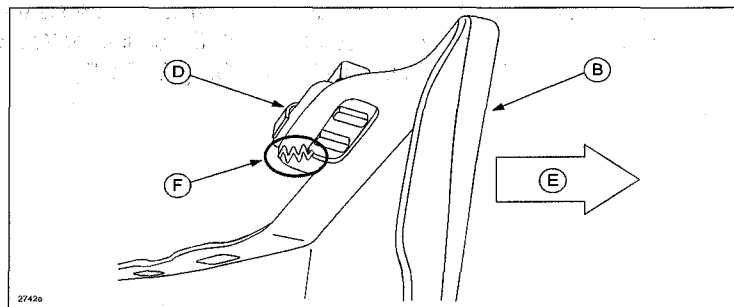
Pull the front bumper slider (A) in direction of arrow (2) as shown in the figure, while removing the edge of the front bumper (B) in the direction of the arrow (1) shown in the figure.



Pull the edge of the front bumper (B) in the direction of the arrow (3) as shown in the figure, and then remove tabs (H).



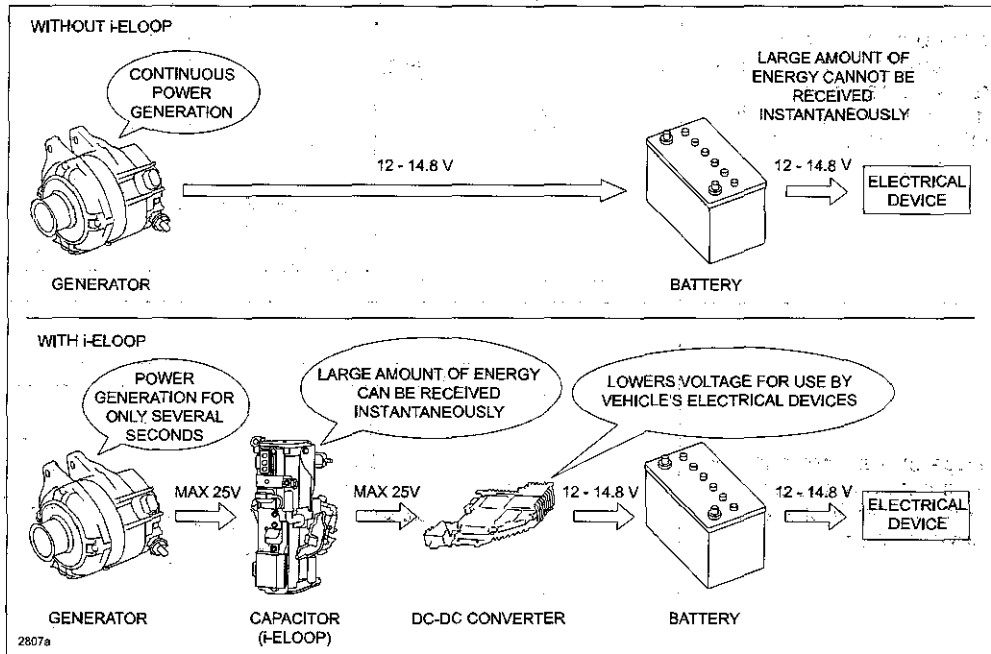
If you pull the edge of the front bumper (B) to outside of vehicle (E) before grommet (D) removal, the fastening part of front bumper could be broken (F).



- A - Front Bumper Slider
- B - Edge Of The Front Bumper
- C - Front Bumper
- D - Grommet
- E - Outside Of Vehicle
- F - Could Be Broken
- H - Tab

**i-ELOOP:**

For improved fuel economy, electrical power is generated using kinetic energy during deceleration and retrieved as electrical energy, which decreases the amount of fuel used for supplying power. The Mazda-unique regenerative braking system stores large quantities of energy instantly during deceleration using a Capacitor (i-ELOOP) which can be tapped quickly for use. Through efficient regenerative braking, storage and use, effective fuel economy improvement while driving can be expected.



**NOTE:** The capacitor stocked as a repair part must be used within 2 years after production date. The production date is indicated on the outer case of the repair part. When the capacitor is stored, keep it upright. When you dispose of the vehicle or the capacitor, be sure to conduct the forced discharge of the capacitor before disposal according to MS3 on line or Workshop Manual (section 13-17 CAPACITOR (i-ELOOP) COMPULSORY DISCHARGE [i-ELOOP]).