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Subject: MIL ON WITH DTC P0128:00	Bulletin No: 01-021/13
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BULLETIN NOTE

- This bulletin supersedes the previous bulletins 01-003/12 issued on 01/11/12 and 03/12/12. The APPLICABLE MODEL(S)/VINS, REPAIR PROCEDURE, CALIBRATION and WARRANTY INFORMATION have been revised.
- Changes are noted below in Red beside the change bar.

APPLICABLE MODEL(S)/VINS

2010-2011 Mazda3 with 2.0L (LF) engine - 2010 (All) and 2011 (A/T)

2012-2013 Mazda3 with 2.0L (PE) engine (SKYACTIV)

2012 Mazda5 (L5 A/T) with VINs lower than JM1CW*****131822 (produced before December 1, 2011)

DESCRIPTION

Some vehicles may experience the MIL on with DTC P0128:00 (Thermostat stuck open). This concern is caused by improper control logic of the PCM. To correct the problem, the control logic of the PCM has been changed.

Customers having this concern should have their vehicle repaired using the following repair procedure.

REPAIR PROCEDURE

1. For 2010-2011 Mazda3 and 2012 Mazda5, check the FFD and verify that it meets the following criteria.
For 2012-2013 Mazda3 (SKYACTIV), go to step 2.
Mazda3
 - 2010: "ECT" is between 78°C (172.4°F) and 80°C (176.0°F)
 - 2011: "ECT" is 82°C (179.6°F) or above and "AAT" is 46°C (114.8°F) or belowMazda5
 - "ECT" is 65°C (149°F) or below and "AAT" is 15°C (59°F) or belowECT: Engine Coolant Temperature
AAT: Ambient Air Temperature
 - If the FFD does meet the criteria, go to step 2.
 - If the FFD does not meet the criteria, this information does not apply.
2. Reboot the IDS to clear memory before reprogramming.

CONSUMER NOTICE: The information and instructions in this bulletin are intended for use by skilled technicians. Mazda technicians utilize the proper tools/equipment and take training to correctly and safely maintain Mazda vehicles. These instructions should not be performed by "do-it-yourselfers." Customers should not assume this bulletin applies to their vehicle or that their vehicle will develop the described concern. To determine if the information applies, customers should contact their nearest authorized Mazda dealership. Mazda North American Operations reserves the right to alter the specifications and contents of this bulletin without obligation or advance notice. All rights reserved. No part of this bulletin may be reproduced in any form or by any means, electronic or mechanical—including photocopying and recording and the use of any kind of information storage and retrieval system ---without permission in writing.

3. Using IDS 85.04 or later software, reprogram the PCM to the latest calibration (refer to "Calibration Information" table) by following the "Module Reprogramming" procedure.

NOTE:

- Always update the IDS tool first, then follow on-screen instructions to download the needed calibration file for PCM reprogramming.
 - It is not necessary to remove any fuses or relays during PCM reprogramming when the IDS screen prompts you to do so. You may accidentally stop power to one of the PCM terminals and cause the PCM to be blanked, or you may receive error messages during the IDS reprogramming procedure.
 - IDS shows the calibration part numbers after programming the PCM.
 - Please be aware that PCM calibration part numbers and file names listed in any Service Bulletin may change due to future releases of IDS software, and additional revisions made to those calibrations for service related concerns.
 - When reprogramming a PCM, IDS will always display the "latest" calibration P/N available for that vehicle. If any calibration has been revised/updated to contain new information for a new service concern/issue, it will also contain all previously released calibrations.
 - **When performing this procedure, we recommend using the "Power Supply" mode in the Battery Management System to keep the vehicle battery up to capacity. If a different charger is used, make sure it does not exceed 20 AMPS. If it exceeds 20 AMPS, it could damage the VCM.**
4. After performing the PCM reprogramming procedure, verify the repair by starting the engine and making sure there are no MIL illumination or abnormal warning lights present.

NOTE:

- If any DTCs should remain after performing DTC erase, diagnose the DTCs using MS3 online instructions or Workshop Manual section 01-02.
- After PCM reprogramming, it is no longer necessary to road test the vehicle to "relearn" KAM (Keep Alive Memory).

CALIBRATION INFORMATION

Mazda3

Year	Engine	Transmission	Specification	File Name
2010	2.0L (LF)	A/T	Fed	LF8M-188K2-F
			Cal	LF3T-188K2-F
			Mexico	LF8P-188K2-G
		M/T	Fed	LF8J-188K2-H
			Cal	LF8K-188K2-H
			Mexico	LF8L-188K2-H
2011		A/T	Fed	LFGV-188K2-C
			Cal	LFHP-188K2-C
2012-13	2.0L (PE) SKYACTIV	A/T	Fed	PSZK-188K2
			Cal	PE08-188K2-U
				PSZH-188K2
		M/T	Fed	PSZJ-188K2
			Cal	PE07-188K2-V
				PSZG-188K2

Mazda5

Year	Engine	Transmission	Specification	File Name
2012	L5	A/T	Fed	L5E2-188K2-B
			Cal	L5E4-188K2-B

NOTE: It is not necessary to order a PCM for this repair procedure.

WARRANTY INFORMATION

NOTE:

- This warranty information applies only to verified customer complaints on vehicles eligible for warranty repair.
- This repair will be covered under Federal Emissions Warranty (long term) and PZEV Emissions Warranty.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	6X
Damage Code	9W
DTC	P0128
Part Number Main Cause	5555-RP-PCM
Quantity	0
Operation Number / Labor Hours	XXG63XRX / 0.3 Hrs. (2010-11 Mazda3 LF) XXJ9GXFX / 0.3 Hrs. (2012-13 Mazda3 PE) XXH32XFX / 0.3 Hrs. (Mazda5 L5)