Service Bulletin

Mazda North American Operations
Irvine, CA 92618-2922

Subject:	**Bulletin No:** 01-020/13
ENGINE RPM GOES UP DURING SHIFTING	**Last Issued:** 07/17/2013

APPLICABLE MODEL(S)/VINS

2012-2013 Mazda3 vehicles (with SKYACTIV-G 2.0L and M/T) with VINs lower than JM1BL******796862 (produced before February 14, 2013)

DESCRIPTION

Some vehicles may exhibit the engine RPM temporarily going up above 3,000 when the accelerator pedal is slightly pushed while shifting around 30 km/h (19 mph). The engine RPM returns to idle if the driver takes their foot off the accelerator pedal. This concern is caused by improper calibration of the PCM for torque trim control. Torque trim control is used on this M/T to adjust the engine RPM to a suitable speed for the gear after shifting. The function only works when the driver steps on the accelerator pedal while shifting to help achieve smooth shifts. To correct the problem, the PCM software has been modified.

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

REPAIR PROCEDURE

1. Reboot the IDS to clear memory before reprogramming.
2. 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.**

3. 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

Engine	Transmission	Specification	File Name
PE (2.0L SKYACTIV)	MT	Cal	PE07-188K2-V
			PSZG-188K2
		Fed	PSZJ-188K2

NOTE: It is not necessary to order a PCM part 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 Mazda’s Federal Emissions Warranty (long term) and PZEV Emissions Warranty.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	64
Damage Code	9W
Part Number Main Cause	5555-RP-PCM
Quantity	0
Operation Number / Labor Hours	XXJ9HXFX / 0.3 Hrs.