

Subject: MIL ON WITH DTC P2096:00	Bulletin No: 01-024/13
	Last Issued: 08/22/2013

BULLETIN NOTE

- This bulletin supersedes the previous bulletins 01-007/12 issued on 02/02/12 and 01-037/11 issued on 12/07/11. The REPAIR PROCEDURE, CALIBRATION and WARRANTY INFORMATION have been revised.
- Changes are noted below in Red beside the change bar.

APPLICABLE MODEL(S)/VINS

2010 Mazda3 with 2.0L (LF) engine

2010 Mazda5 with 2.3L (L3) engine

DESCRIPTION

Some vehicles may experience the MIL on with DTC P2096:00 (Target A/F feedback system too lean). This is caused by improper control logic of the PCM. To repair the problem, the PCM reprogramming files have been updated with improved software.

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 **85.06** 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 that a battery charger be installed on the vehicle battery and turned ON to a maximum charge of no more than 20 AMPS to keep the vehicle battery up to capacity. If you exceed 20 AMPS, it could damage the VCM.**

- 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	New PCM Part Number
2010	2.0L	A/T	Fed	LF8M-188K2-F	LF8M-18881-F
			Cal	LF3T-188K2-F	LF3T-18881-F
			Mexico	LF8P-188K2-G	LF8P-18881-G
		M/T	Fed	LF8J-188K2-H	LF8J-18881-H
			Cal	LF8K-188K2-H	LF8K-18881-H
			Mexico	LF8L-188K2-H	LF8L-18881-H

Mazda5

Year	Engine	Transmission	Specification	File Name	New PCM Part Number
2010	2.3L	A/T	Fed	SW-L3DFEE000	L3DF-18881-E
			Cal	SW-L3DHED000	L3DH-18881-D
			Mexico	SW-L3DKED000	L3DK-18881-D
		M/T	Fed	SW-L3CSEE000	L3DS-18881-E
			Cal	SW-L3DGED000	L3DG-18881-D
			Mexico	SW-L3DJED000	L3DJ-18881-D

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**). It will also be covered under CA Emissions or PZEV (Partial Zero Emission) Warranty, where applicable.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	6X
Damage Code	9W
Part Number Main Cause	5555-RP-PCM
Quantity	0
Operation Number / Labor Hours	XXG64XRX (Mazda3) / 0.3 Hrs. XXH1RXFX (Mazda5) / 0.3 Hrs.