

<b>Subject:</b>  <b>HIGH ENGINE IDLE SPEED WHEN STOPPED IN DRIVE</b>	<b>Bulletin No:</b> 01-005/14
	<b>Last Issued:</b> 03/12/2014

## APPLICABLE MODEL(S)/VINS

2012-2014 Mazda3 (equipped with SKYACTIV-G)

2014-2015 Mazda6 (equipped with SKYACTIV-G)

2013-2015 CX-5 (equipped with SKYACTIV-G)

## DESCRIPTION

Some customers may complain about one of the following symptoms when the vehicle is stopped and the transmission is in D range:

- An intermittent high engine idle speed.
- An intermittent engagement shock.
- An intermittent forward lurch.

These conditions may occur when the customer depresses the brake pedal and makes contact with the throttle pedal simultaneously.

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

## REPAIR PROCEDURE

1. Verify complaint.
2. Reboot the IDS to clear memory before reprogramming.
3. Using IDS 89.03 or later software, reprogram the PCM to the latest calibration 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 according to the appropriate Troubleshooting section of the Workshop Manual.
- After PCM reprogramming, it is no longer necessary to road test the vehicle to “relearn” KAM (Keep Alive Memory).

**CALIBRATION INFORMATION**

Model	Year	Spec.	Engine	File Name	Note	
Mazda3	2012-2013	Calif (PZEV)	SKYACTIV-G 2.0	PE08-188K2-V	---	
		Calif (ULEV)		PSZH-188K2-A	---	
		Fed		PSZK-188K2-A	---	
	2014	Calif	SKYACTIV-G 2.5	PY2P-188K2-C	Mitsubishi with i-ELOOP	
				PY2S-188K2-C	Denso with i-ELOOP	
				PY08-188K2-C	Mitsubishi	
				PY2L-188K2-C	Denso	
		SKYACTIV-G 2.0	PE19-188K2-B	Mitsubishi		
			PEAB-188K2-B	Denso		
			Fed	SKYACTIV-G 2.5	PY2R-188K2-C	Mitsubishi with i-ELOOP
					PY2T-188K2-C	Denso with i-ELOOP
					PY2J-188K2-C	Mitsubishi
					PY2N-188K2-C	Denso
		SKYACTIV-G 2.0	PE5K-188K2-B	Mitsubishi		
			PEAD-188K2-B	Denso		
		Mexico	SKYACTIV-G 2.5	PY8E-188K2-B	Mitsubishi	
				PY8F-188K2-B	Denso	

Model	Year	Spec.	Engine	File Name	Note
Mazda6	2014-2015	Calif (PZEV)	SKYACTIV-G 2.5	PY1E-188K2-E	Mitsubishi
				PY1R-188K2-E	Denso
		Calif (ULEV)		PY8B-188K2-C	Mitsubishi
				PY8D-188K2-C	Denso
				PY1G-188K2-F	Mitsubishi with i-ELOOP
				PY1T-188K2-F	Denso with i-ELOOP
		Fed		PY1J-188K2-E	Mitsubishi
				PY1W-188K2-E	Denso
				PY2E-188K2-F	Mitsubishi with i-ELOOP
				PY2G-188K2-F	Denso with i-ELOOP
		Mexico		PY4K-188K2-E	Mitsubishi
				PY4N-188K2-E	Denso

Model	Year	Spec.	Engine	Transmission	File Name	Note		
CX-5	2013-2015	Calif	SKYACTIV-G 2.0	2WD	PE02-188K2-K	Mitsubishi		
					PE1H-188K2-J	Denso		
				4WD	PE1B-188K2-K	Mitsubishi		
					PE1K-188K2-J	Denso		
			SKYACTIV-G 2.0 with kick down switch	2WD	PEAS-188K2-D	Mitsubishi		
					PEBV-188K2-D	Denso		
				4WD	PEAT-188K2-D	Mitsubishi		
					PEBW-188K2-D	Denso		
			SKYACTIV-G 2.5	2WD	PY09-188K2-G	Mitsubishi		
					PY3R-188K2-G	Denso		
				4WD	PY2W-188K2-G	Mitsubishi		
					PY3S-188K2-G	Denso		
		Fed	SKYACTIV-G 2.0	2WD	PE1D-188K2-K	Mitsubishi		
					PE1M-188K2-J	Denso		
					4WD	PE1F-188K2-K	Mitsubishi	
				SKYACTIV-G 2.0 with kick down switch		2WD	PEAV-188K2-D	Mitsubishi
							PEBX-188K2-D	Denso
					4WD	PEAW-188K2-D	Mitsubishi	
			PECA-188K2-D	Denso				
			SKYACTIV-G 2.5	2WD	PY2V-188K2-G	Mitsubishi		
					PY3W-188K2-G	Denso		
				4WD	PY2X-188K2-G	Mitsubishi		
					PY3X-188K2-G	Denso		

CX-5	2013-2015	Mexico	SKYACTIV-G 2.0	2WD	PE2P-188K2-H	Mitsubishi
					PE2T-188K2-G	Denso
				4WD	PE2R-188K2-H	Mitsubishi
					PE2V-188K2-G	Denso
			SKYACTIV-G 2.0 with kick down switch	2WD	PEBG-188K2-C	Mitsubishi
					PECJ-188K2-C	Denso
				4WD	PEBH-188K2-C	Mitsubishi
					PECK-188K2-C	Denso
			SKYACTIV-G 2.5	2WD	PY5L-188K2-C	Mitsubishi
					PY5N-188K2-C	Denso
				4WD	PY5M-188K2-C	Mitsubishi
					PY5P-188K2-C	Denso

**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 Fed. Emission Warranty (long term) or Calif. PZEV Emission Warranty or Mexico New Vehicle Limited Warranty.
- Make a copy of the "Log Viewer" screen on M-MDS and attach it to the repair order.
- 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	XXK5LXFX / 0.3 Hrs.

Make a copy of the "Log Viewer" screen on M-MDS and attach it to the repair order.