Service Bulletin

Mazda North American Operations
Irvine, CA 92618-2922

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Subject:	Bulletin No:	02-006/14
TPMS WARNING LIGHT ON AFTER RECALL CAMPAIGN 8014J	**Last Issued:**	12/22/2014

APPLICABLE MODEL(S)/VINS

2014-2015 Mazda6 vehicles with VINs between JM1 GJ1 ****** 100027-214212 (produced between October 25, 2012 - October 10, 2014)
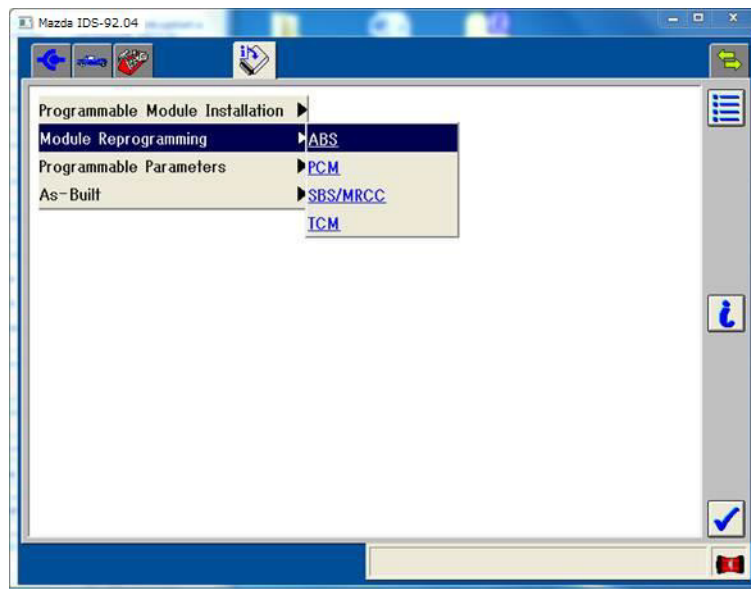
DESCRIPTION

After performing recall campaign 8014J, some vehicles may experience Tire Pressure Monitoring System (TPMS) warning light on even if the TPMS system has been properly initialized at the specified tire air pressure. This may be caused by improper tire air pressure detection by the TPMS system on certain types of road surfaces.

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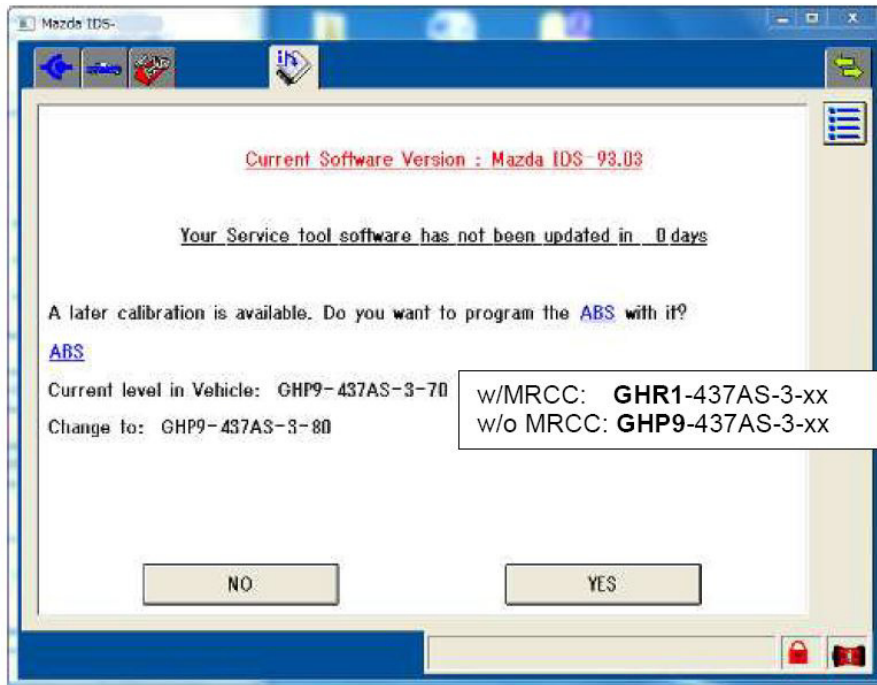
REPAIR PROCEDURE

1. Verify that the recall campaign 8014J is closed for the vehicle.

2. Reboot the IDS to clear memory before reprogramming.

3. Using IDS 93.03 or later software, reprogram the ABS module to the latest calibration following the "Module Reprogramming" procedure.
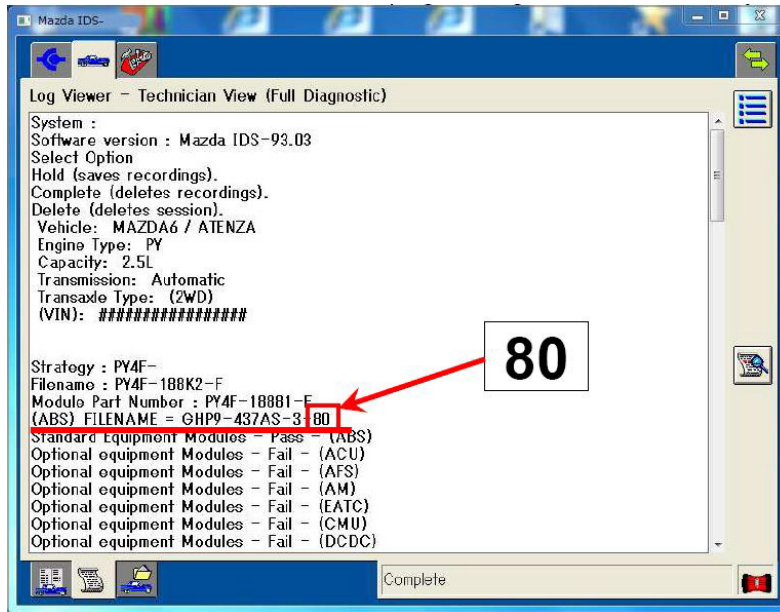   a. Select "Module Reprogramming", then select "ABS".

b. The following screen will be displayed:
    Click "YES" and follow the M-MDS instructions to reprogram the ABS module.

    If the message "No later calibration is available on the system for this ABS" is displayed, the ABS module is already at the latest calibration. "Current level in Vehicle" will show GHR1-437AS-3-80 or GHP9-437AS-3-80. This service bulletin does not apply.

c. After reprogramming, remove the session. Then, open a new session again and go to the "Log Viewer" screen on which the programmed file name is displayed as shown in figure below. If the last two letters are "80" or later, the reprogramming has been successfully completed.

NOTE:

- After reprogramming, communication error related DTCs may be stored. This is a normal operation. Delete these DTCs.

Possible DTCs:

U0155:00-28	EATC - Communication error with instrument cluster
U2300:54-28	EATC - Configuration error (data not received)
U0155:00-08	R_BCM - Communication error with instrument cluster
U0100:00-28	BSML - Communication error with PCM
U0155:00-28	BSML - Communication error with instrument cluster
U0214:00-28	BSML - Communication error with start stop unit
U0100:00-28	BSMR - Communication error with PCM
U0155:00-28	BSMR - Communication error with instrument cluster
U0214:00-28	BSMR - Communication error with PCM
U0316:09-08	SBS/MRCC - Error signal received from DSC HU/CM
C0023:62-08	ABS - Brake light/Brake switch

- In some cases, the ABS warning light may illuminate and the engine will not shut off by one-press of the engine start/stop button. To correct this concern, disconnect the ABS/DSC 30A fuse for 10 seconds.

IMPORTANT INFORMATION FOR MODULE PROGRAMMING

- Always update the IDS tool first, then follow on-screen instructions to download the needed calibration file for ABS module reprogramming.
- It is not necessary to remove any fuses or relays during ABS module reprogramming when the IDS screen prompts you to do so. You may accidentally stop power to one of the ABS module terminals and cause the ABS module to be blanked, or you may receive error messages during the IDS reprogramming procedure.
- IDS shows the calibration part numbers after programming the ABS module.
- Please be aware that ABS module 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 an ABS module, 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 ABS module reprogramming procedure, adjust all four tire pressures to the specification and initialize the TPMS using IDS.

   NOTE:
   - ABS module reprogramming does not reset TPMS misuse prevention history.
   - DO NOT press the TPMS set switch after ABS module programming. This may cause the vehicle to enter the TPMS misuse prevention mode.

     Select the following items from the initial screen of the IDS.
     a. Select "Chassis"
     b. Select "ABS/DSC"
     c. Select "TPMS Reset"

5. 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 ABS module reprogramming, it is no longer necessary to road test the vehicle to "relearn" KAM (Keep Alive Memory).

CALIBRATION INFORMATION

File Name	Note
GHR1-437AS-3-80	With MRCC
GHP9-437AS-3-80	Without MRCC

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 New Vehicle Limited Warranty term.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	64
Damage Code	9X
Part Number Main Cause	7777SPJ80
Quantity	0
Operation Number / Labor Hours:	XXKCGXFX / 0.3 Hrs.