



<b>Subject:</b> <b>09-025/17 - LEAVING HOME LIGHT FUNCTION DOES NOT WORK</b>	<b>Bulletin No.:</b> 09-025/17
	<b>Last Issued:</b> 06/23/2017

## BULLETIN NOTES

This bulletin supersedes the previously issued bulletin(s) listed below: The changes are noted in Red.

Previous TSBs:	Date(s) Issued:
09-025/17	06/16/2017

## APPLICABLE MODEL(S)/VINS

2017 Mazda6 vehicles equipped with speedometer without multi information display (MID) and with VINs lower than JM1 GL \*\*\*\*\* 128622 (produced before January 10, 2017)

## DESCRIPTION

Some customers may experience that the “leaving home” light function does not work even it is equipped and properly set. However, “coming home” light function works properly.

This concern only occurs on vehicles equipped with speedometer without multi information display (MID). This may be caused by improper software in the Instrument Cluster (IC).

## REPAIR PROCEDURE

1. Reboot the IDS to clear memory before reprogramming.
2. Using IDS 105.05 or later software, reprogram the IC to the latest calibration by following the “IC Reprogramming” procedure.

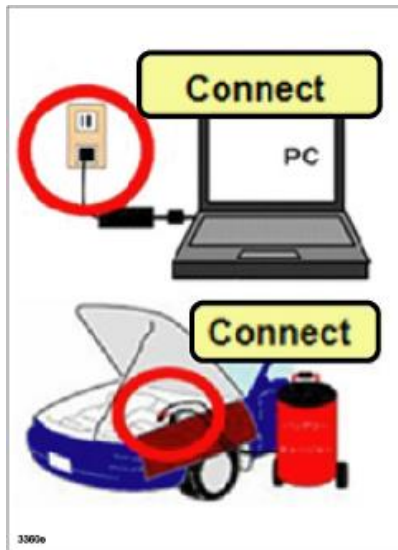
### NOTE:

- Verify the current IC file name in the vehicle by the log view screen. If it is the same as found in the chart below (or later), it is not necessary to reprogram the IC.
- Always update the IDS tool first, then follow the on-screen instructions to download the calibration file for IC reprogramming.
- Refer to “Service Caution for reprogramming” on MGSS IDS Page.
- After reprogramming, verify the file name matches with the chart below.

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**NOTE:**

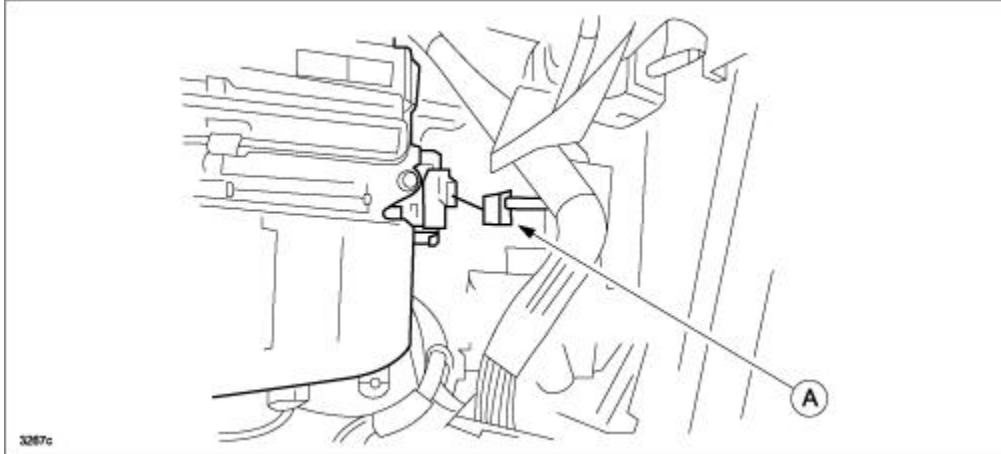
- It is not necessary to remove any fuses or relays during IC reprogramming when the IDS screen prompts you to do so. You may accidentally stop power to one of the IC terminals and cause the IC to be blanked, or you may receive error messages during the IDS reprogramming procedure.
- IDS shows the calibration part numbers after programming the IC.
- Please be aware that IC 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 IC, 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.
- Start/Stop button vehicles only: DO NOT press the start/stop button during the reprogramming process.
- 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.



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**IC REPROGRAMMING PROCEDURE STEP a.for2017 Mazda6 with VINs lower than JM1 GL \*\*\*\*\* 103945 (produced before July 18, 2016) only**

a. Before starting the reprogramming, disconnect the air intake actuator connector (A) at the blower unit behind the glove compartment.



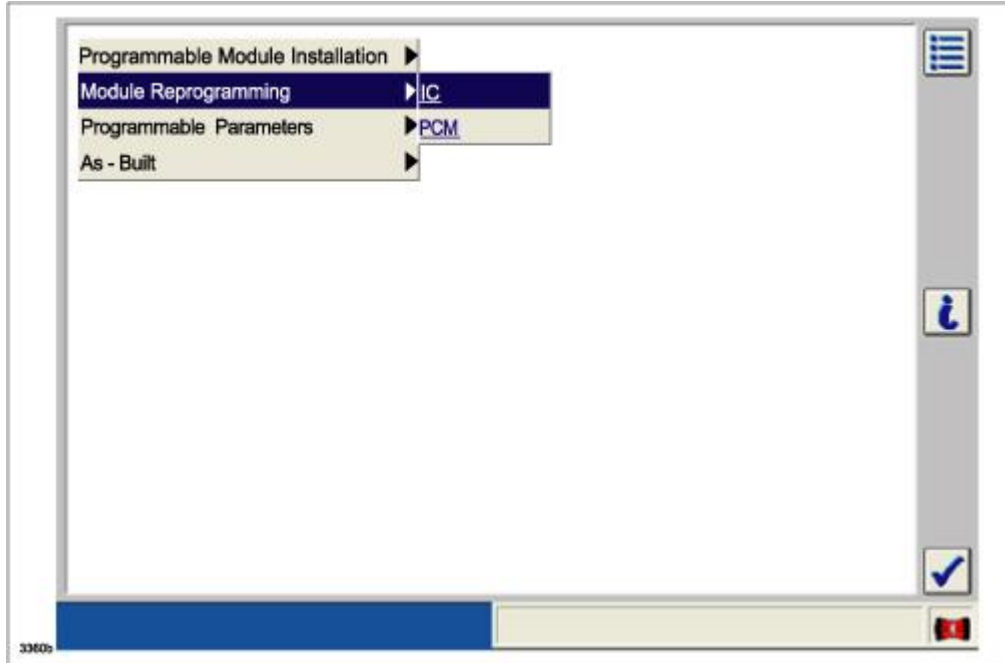
This step is to avoid the disengagement of the air intake links at the blower unit which results in no switching between REC/FRESH modes.

If the link is disengaged, refer to TSB 07-007/16.

**IC REPROGRAMMING PROCEDURE STEPSb. - d.for2017 Mazda6 with VINs lower than JM1 GL \*\*\*\*\* 128622 (produced before January 10, 2017)**

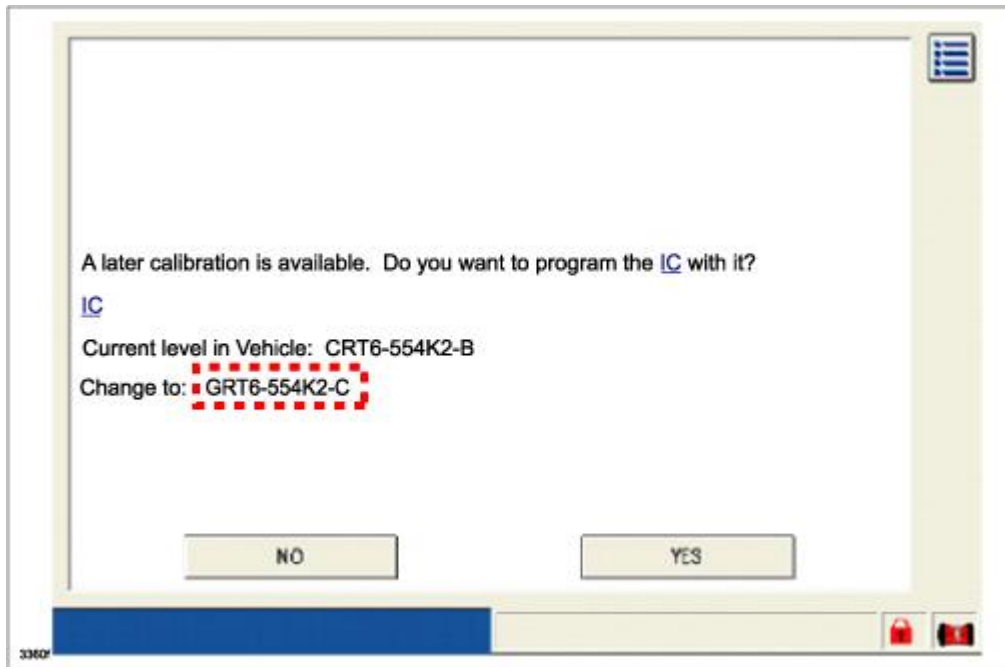
b. Select "Module Reprogramming", then select "IC".

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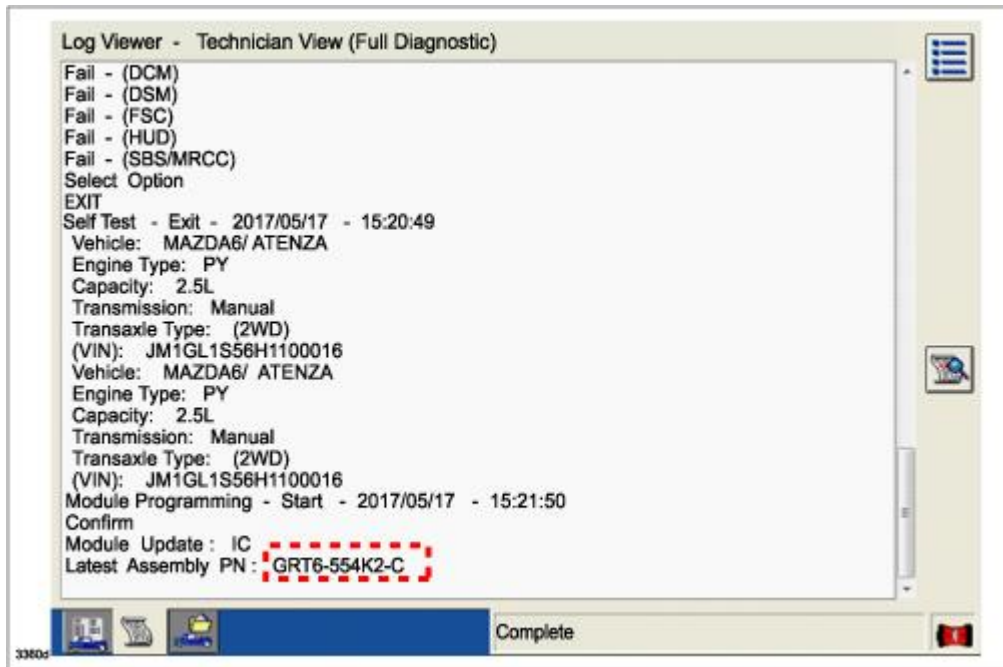
c. The following screen will be displayed:  
Click “YES” and follow the M-MDS instructions to reprogram the IC.

If the message “No later calibration is available on the system for this IC” is displayed, the IC is already at the latest calibration. “Current level in Vehicle” will show the new file name. This service bulletin does not apply.



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d. 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 the figure. If the new file name matches to GRT6-554K2-C, 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:

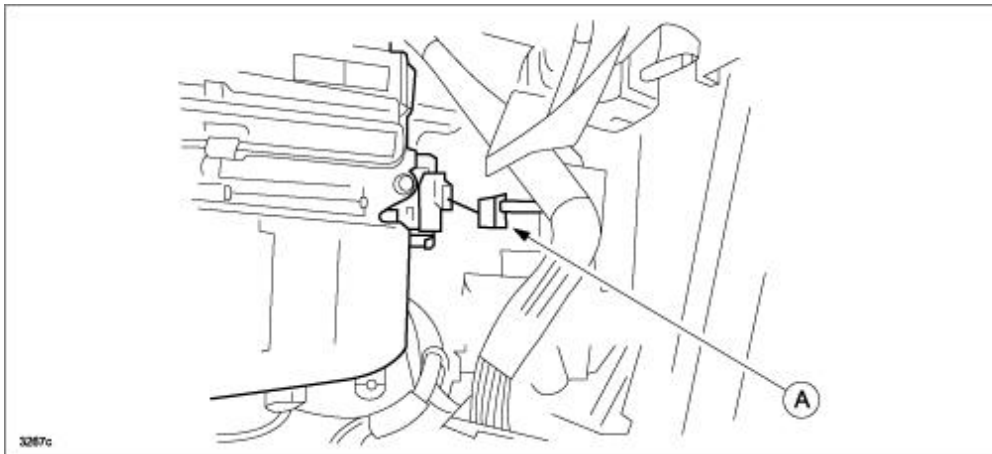
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B11F0:13-0A	Air intake actuator (potentiometer) circuit open [Only for certain vehicles with the connector disconnected]
U0155:00-08	EATC - Communication error with instrument cluster
B1207:86-08	R_BCM - Collision signal error
U0155:00-08	R_BCM - Communication 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 start stop unit

- 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.

### IC REPROGRAMMING PROCEDURE STEP e.for2017 Mazda6 with VINs lower than JM1 GL \*\*\*\*\* 103945 (produced before July 18, 2016) only

e. Turn IG off and connect the air intake actuator connector (A) and confirm the operation by switching REC/FRESH modes.



3. After performing the IC reprogramming procedure, clear DTCs.
4. After clearing DTCs, start the engine and confirm that no warning lights stay on.

**NOTE:** If any DTCs should remain after performing DTC erase, diagnose the DTCs using MGSS online instructions. After IC reprogramming, it is no longer necessary to road test the vehicle to “relearn” KAM (Keep Alive Memory). 5. Verify repair.

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**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.
- Do not order any parts for this repair.

Warranty Type	A
Symptom Code	61
Damage Code	9W
Part Number Main Cause	GRT9-55-471C (USA, A/T) or GRT7-55-471C (USA, M/T) or GRT8-55-471C (Canada/Mexico, A/T) or GRT6-55-471C (Canada, M/T)
Quantity	0
Operation Number / Labor Hours:	XXN68XFX / 0.3 Hrs.

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