

Subject: WARNING SOUND IN PASSENGER COMPARTMENT IS TOO LOUD	Bulletin No.: 09-002/24
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BULLETIN NOTES

APPLICABLE MODEL(S)/VINS

2024 CX-30 (Mexico built)

2024 Mazda3 (Mexico built)

2024 Mazda3 (Japan built) vehicles with VINs lower than JM1 BP**** ** 708642 (Produced before Nov. 27, 2023)

DESCRIPTION

Some customers may complain that the warning sound in the passenger compartment (notifies i-ACTIVSENSE warnings, seat belt warning etc.) is too loud. Some of the volume settings in the notification and warning amplifier are not properly set. The control software of the notification and warning amplifier has been modified to eliminate this concern.

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

REPAIR PROCEDURE

1. Verify the customer concern.
2. Reprogram the **ISB_AMP** using the Mazda Diagnostic And Repair Software (MDARS). Refer to MDARS ECU REPROGRAMMING PROCEDURE.

NOTE: Be sure to submit ODR data as it is a required item and will be checked during warranty claim submission. Instructions can be found under M-MDS -> MDARS UPLOADING ODR DATA.

NOTE:

- Reprogramming is not necessary if current calibration file name in the ECU FILENAME screen is the same as shown in Calibration Files Information or with later suffix.
- The parameter "Battery State of Charge (SOC)" is reset during PCM reprogramming procedure.
- Since the SOC value is necessary when performing "Battery condition initialization setting" after PCM reprogramming to decide whether battery charging is necessary or not, measure and record the PID "BATT_SOC" first by using M-MDS Data logger function before reprogramming the PCM.
- After the reprogramming, pending DTC P2610:00 [PCM] may be stored without MIL illumination. Since this DTC may turn to a current DTC depending on operations after the reprogramming, clear DTC after all repair work is done.

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3. After **ISB_AMP** reprogramming, conduct the battery condition initial setting (i-stop setting) according to the instructions in MGSS BATTERY CONDITION INITIALIZATION SETTING (i-stop SETTING)
4. Clear the DTC and turn the ignition off and get out of the car.
5. Close and lock the door then wait ten minutes or more.
6. Verify the repair by starting the engine and confirming there is no CHECK ENGINE light ON or abnormal warning lights present.

NOTE: If any DTCs should remain after deleting DTC, diagnose the DTCs according to the appropriate Troubleshooting section on MGSS.

CALIBRATION

ECU	Model	File Name (Old)	File Name (New)	Reprogramming Time
ISB_AMP	Mazda3 (Japan built)	BHSA-66B29-	BHSA-66B29-A	3 min.
	CX-30 (Japan built)	DPTH-66B29-	DPTH-66B29-A	
	Mazda3, CX-30 (Mexico built)	DPTW-66B29-	DPTW-66B29-A	

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	9W
Causal Part No.	5555-66-B20
Quantity	0
Operation No. and Labor Hours	XXWK2XFX / 0.3 Hrs.

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