

Subject: A/C STOPS WORKING WITH DTC B1082:19	Bulletin No.: 07-002/24
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BULLETIN NOTES

APPLICABLE MODEL(S)/VINS

2024 CX-90 with VINS lower than JM3KK*****150431 (produced before November 14, 2023)

DESCRIPTION

Some customers may experience that the air conditioning system stops working. Upon inspection, DTC B1082:19 [DASH_ESU] (Air mix actuator (RH) circuit malfunction) is stored in memory. DTC B1082:19 is stored as a past malfunction and continues in one drive cycle, then returns normal at the next drive cycle. Due to the electrical noise caused when the air mix actuator is driven too quickly, a false malfunction may be detected. To eliminate this concern, the control software of the dash-electrical supply unit has been modified. Customers having this concern should have their vehicle repaired using the following repair procedure.

REPAIR PROCEDURE

1. Verify the customer concern.

NOTE [With seat ventilation system]: The following procedure also modifies the ventilation fan operation for the seat ventilation system. (Fan speed increases in High and Medium mode, and ventilation will not stop along with i-stop operation.)

2. Reprogram the **DASH_ESU** with the Mazda Modular Diagnostic System (M-MDS), using 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).**
- 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 the CHECK ENGINE light ON. Since this DTC may turn to a current DTC depending on operations after the reprogramming, clear DTC after all repair work is done.

3. After 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 vehicle.

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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 [Except PHEV]: If any DTCs should remain after deleting DTC, diagnose the DTCs according to the appropriate Troubleshooting section in MGSS.

NOTE [PHEV]:

- DO NOT start the engine with connected 12V battery charger because the power supply from the DCDC converter and the power supply from the 12V battery charger may interfere then warning light comes up and DTCs are stored.
- If any DTCs should remain after deleting DTC, diagnose the DTCs according to the appropriate Troubleshooting section in MGSS.

CALIBRATION

ECU	File Name (Old)	File Name (New)	Actual time to reprogram
DASH_ECU	KMV6-66S11-D	KMV6-66S11-E	3 min.
	KMW7-66S11-B	KMW7-66S11-C	

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	60
Damage Code	9W
Part Number Main Cause	5555-61-590
Quantity	0
Operation Number / Labor Hours:	XXWL7XFX / 0.3 Hrs.

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