

Technical Service Bulletin

Mazda North American Operations
Irvine, CA 92618-2922



Subject: WALK AWAY AUTO LOCK FUNCTION FAILS TO OPERATE WHEN LEAVING DETECTION AREA	Bulletin No.: 09-003/25
	Last Issued : 01/14/2025

BULLETIN NOTES

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

Previous TSBs:	Date(s) Issued:
09-024/23	6/12/23

APPLICABLE MODEL(S)/VINS

2020-2023 CX-30 vehicles with VINs lower than 3MV DM**** ** 556047 (Produced before Apr. 28, 2023)

2023 CX-50 vehicles with VINs lower than 7MM VA**** ** 146918 (Produced before Apr. 28, 2023)

2024 CX-90 vehicles with VINs lower than JM3 KK **** ** 112681 (Produced before Apr. 27, 2023)

2019-2023 Mazda3 (Japan built) vehicles

2019-2023 Mazda3 (Mexico built) vehicles with VINs lower than 3MZ BP**** ** 371004 (Produced before Apr. 28, 2023)

2022-2023 MX-30

DESCRIPTION

Some customers may experience that the out-of-area (reception area) type auto lock function sometimes fails. When the front door is being closed with a hand touching one or both of the touch sensors on the front outer handle, the out-of-area (reception area) type auto lock function may fail. Control software of the LF control unit (LFU) has been modified.

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

REPAIR PROCEDURE

1. Verify customer concern.

NOTE:

- If the concerned vehicle is equipped with electric/electronic accessories (especially aftermarket ones), the vehicle may not go to sleep mode after the ignition is turned off (depending on the wiring method to the power source). On such a vehicle, remove these accessories and then diagnose if they are the cause of the concern.

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- If the concerned vehicle is equipped with a dash cam that is set to keep running even when the ignition is off (so-called parking mode), the power consumption may result in a drained battery when the vehicle that is not frequently driven.

2. **For 2019 Mazda3 5HB with advanced keyless entry:** Check if MSP56 has been completed.
Has MSP56 been completed?

YES: Go to step 3.

NO: Perform MSP56, then go to step 5.

3. Reprogram the LFU with the Mazda Modular Diagnostic System (M-MDS), using the Mazda Diagnostic And Repair Software (MDARS). Refer to MDARS ECU REPROGRAMMING PROCEDURE.

NOTE:

- If current calibration file name in the ECU FILENAME screen is the same as shown in Calibration Files Information or with later suffix, reprogramming is not necessary.
- If the LFU needs to be reprogrammed, related ECU may need to be reprogrammed together. Refer to TSB 09-027/22 - WHEN REPLACING BCM, SOME ECU MAY NEED REPROGRAMMING, reprogram applicable ECU and explain to the customer about the low battery warning function.

4. **For 2019 Mazda3 5HB with advanced keyless entry:** If the BCM needs to be reprogrammed and the current LFU file name is NOT the same as shown in Calibration Files Information or with later suffix, reprogram the LFU. Refer to MDARS ECU REPROGRAMMING PROCEDURE.

5. Reprogram the climate control unit (**CCU** on MDARS) using the Mazda Diagnostic And Repair Software (MDARS). Refer to MDARS ECU REPROGRAMMING PROCEDURE.

NOTE:

- If the current calibration file name in the ECU FILENAME screen is the same as shown in the Calibration Files Information or with a later suffix, reprogramming is not necessary.
- 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 done.
- If DTC U2120:00 or/and U2500:82 are stored and i-ACTIVSENSE warning light (amber) turns on after the reprogramming, refer to SA-043/20.
- If the Welcome Lamp function is accidentally activated while using MDARS, it may also cause this concern. Check and correct as necessary. Refer to the SA-054/20 for details.

6. Clear the DTC, turn the ignition off, and exit the vehicle.

7. Close and lock the door.

8. Wait for at least ten (10) minutes.

9. Verify the repair by starting the engine and making sure the Check Engine light is OFF and no abnormal warning lights are ON.

NOTE: [PHEV]

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- Do not start the engine if connected to a 12V battery charger because the power supply from the DCDC converter and the power supply from the 12V battery charger may interfere and cause warning lights to come on and store DTCs.

NOTE: If any DTC should remain after performing a DTC erase, diagnose the DTC according to the instructions on MGSS.

CALIBRATION

US Spec.

Model	MY	File Name
Mazda3 4-Door	2019-2020	BCKA-66S06-K
	2021-2023	BFVV-66S06-C
Mazda3 5-Door	2019-2020	BCWK-66S06-J
	2021-2023	BFWP-66S06-C
CX-30	2020	DFR5-66S06-G
	2021-2023	DEJW-66S06-C
MX-30	2022-2023	DN4J-66S06-F
CX-50	2023	VA45-66S06-C
CX-90	2024	KEME-66S06-B

Non-US spec.

Model	File Name
Mazda3 4-Door	BCKA-66S06-K
	BFVV-66S06-C
Mazda3 5-Door	BCWK-66S06-J
	BFWP-66S06-C
CX-30	DFR5-66S06-G
	DEJW-66S06-C
MX-30	DN4J-66S06-F
CX-50	VA45-66S06-C
CX-90	KEME-66S06-B

WARRANTY INFORMATION

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- 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	61
Damage Code	9W
Part Number Main Cause	5555-67-5U0
Quantity	0
Operation Number / Labor Hours:	XXWD3XFX / 0.3 Hrs.

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