

<b>Subject:</b> <b>CHECK ENGINE LIGHT AND A/T WARNING LIGHT ON WITH ONE OR MORE OF THESE DTCS (P0842, P0847, P0872, P0877, P0780) STORED IN TCM MEMORY</b>	<b>Bulletin No:</b> 05-002/15
	<b>Last Issued:</b> 03/26/2015

## NOTE

- **This bulletin has been revised to STOP TCM reprogramming of 2014-16 CX-5 with 2.5L and 2014-16 Mazda6 without i-ELOOP. Otherwise, shifting problems will occur.**

## BULLETIN NOTE

- This bulletin supersedes the previous bulletins 05-002/15, issued on 03/10/15, 05-005/14, issued on 04/29/14, 04/09/14, 03/28/14, and 3/25/14, 05-003/14 issued on 04/04/14 and 02/21/14, and 05-005/13 issued on 09/23/13, 9/25/13, 12/16/13, and 12/17/13. The REPAIR PROCEDURE has been revised.
- Changes are noted below in Red beside the change bar.

## APPLICABLE MODEL(S)/VINS

2012-2013 Mazda3 with SKYACTIV 6AT

2014-2016 Mazda3 with SKYACTIV 6AT (Japan built - VINS starting with JM1)

2014-2016 Mazda3 with SKYACTIV 6AT (Mexico built - VINS starting with 3MZ)

2013-2016 CX-5 with SKYACTIV 6AT

2014-2016 Mazda6 with SKYACTIV 6AT

## DESCRIPTION

Some vehicles may experience the check engine light and automatic transaxle warning light ON with one or more of these DTCs stored in the TCM memory (P0842, P0847, P0872, P0877, P0780).

- P0842:00 - Oil pressure switch No. 1 (oil pressure switch B) stuck on
- P0847:00 - Oil pressure switch No. 2 (oil pressure switch A) stuck on
- P0872:00 - Oil pressure switch No. 3 (oil pressure switch A) stuck on
- P0877:00 - Oil pressure switch No. 4 (oil pressure switch B) stuck on
- P0780:00 - Gear shifting malfunction

This is caused by the oil pressure switch A and/or B at the control valve body temporarily or permanently getting stuck due to contamination entering the passage. To correct the problem, some mass production changes have been implemented to reduce contamination and improve the DTC diagnostic logic.

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

## REPAIR PROCEDURE

1. Verify customer concern.
2. Check for DTCs.
  - If any of the DTCs (P0842, P0847, P0872, P0877, P0780) is stored in TCM memory, go to step 3.
  - If any other DTCs are present or no DTCs are present, perform Workshop Manual troubleshooting.
3. If the vehicle is in the applicable VIN range listed below, proceed to TCM Reprogramming.” Otherwise, proceed to “Parts Replacement.”
  - 2012-2013 Mazda3 JM1BL\*\*\*\*\*500001 - 999999
  - 2014-2015 Mazda3 JM1BM\*\*\*\*\*100001 - 299999 (Japan built)
  - 2014-2015 Mazda3 3MZBM\*\*\*\*\*100001 - 199999 (Mexico built)
  - 2014-2015 Mazda6 (with i-ELOOP only) JM1GJ\*\*\*\*\*100001 - 299999 (except Mexico spec)
  - 2013-2015 CX-5 (with 2.5L only) JM3KE\*\*\*\*\*100001 - 599999 (except Mexico spec)

**CAUTION:** Although there is a TCM reflash available for 2014-16 CX-5 with 2.5L and Mazda6 without i-ELOOP, DO NOT reflash these TCMs. Otherwise, shifting problems will occur.

### NOTE:

- If the concern has occurred with older TCM file, parts replacement is not necessary.
- If the concern has occurred with new TCM file, proceed to Parts Replacement.
- If the new TCM file for the vehicle is TBD, proceed to Parts Replacement.

## TCM Reprogramming

1. Reboot the IDS to clear memory before reprogramming.
2. Using IDS 94.03 or later software, reprogram the PCM to the latest calibration (refer to “Calibration Information” table) by following the “Module Reprogramming” procedure.

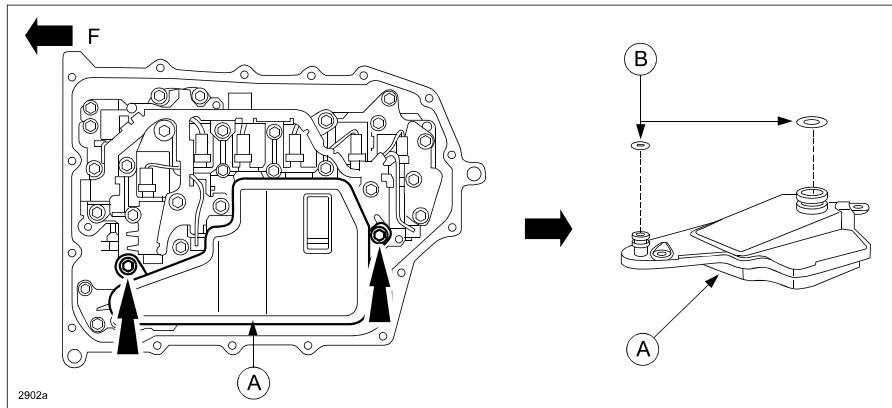
### NOTE:

- Always update the IDS tool first, then follow on-screen instructions to download the needed calibration file for PCM reprogramming.
  - It is not necessary to remove any fuses or relays during PCM reprogramming when the IDS screen prompts you to do so. You may accidentally stop power to one of the PCM terminals and cause the PCM to be blanked, or you may receive error messages during the IDS reprogramming procedure.
  - IDS shows the calibration part numbers after programming the PCM.
  - Please be aware that PCM 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 PCM, 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.**
3. After performing the PCM reprogramming procedure, verify the repair by starting the engine and making sure there is no Check Engine Light or abnormal warning lights present.
- ### NOTE:
- If any DTCs should remain after performing DTC erase, diagnose the DTCs using MS3 online instructions or Workshop Manual section 01-02.
  - After PCM reprogramming, it is no longer necessary to road test the vehicle to “relearn” KAM (Keep Alive Memory).
4. Perform “Initial Learning” according to the instructions on MS3 online or the Workshop Manual (section 05-17 INITIAL LEARNING [FW6AEL, FWAX-EL])

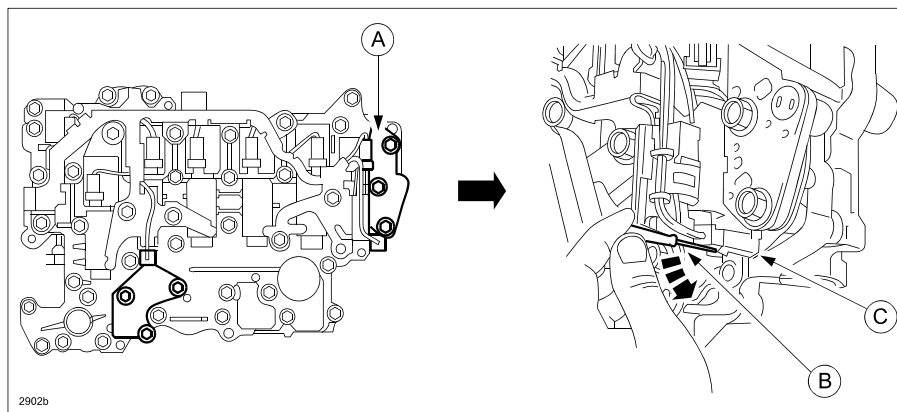
## Parts Replacement

**NOTE:** Proceed with Parts Replacement only if concern re-occurs after TCM reprogramming for applicable vehicles.

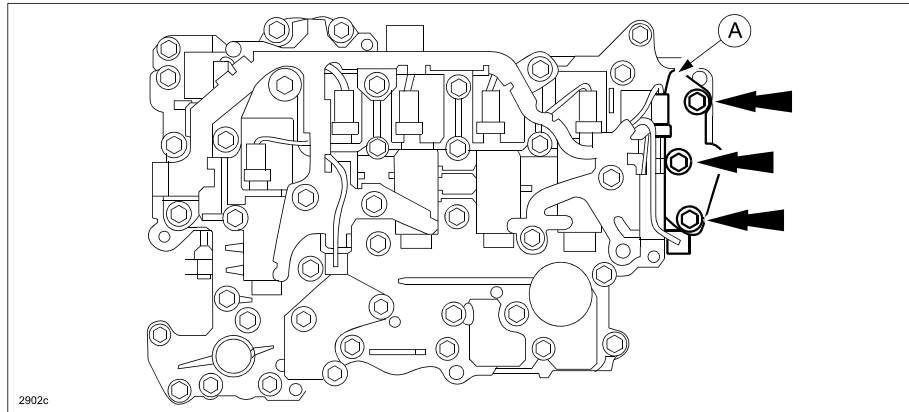
1. Remove the oil pan from the transaxle according to the instructions on MS3 online or the Workshop Manual (section 05-17 CONTROL VALVE BODY REMOVAL/INSTALLATION [FW6AEL, FWAX-EL]).
2. Remove the oil strainer (A) and the oil strainer O-rings (B) from the transaxle.  
F=Front of vehicle



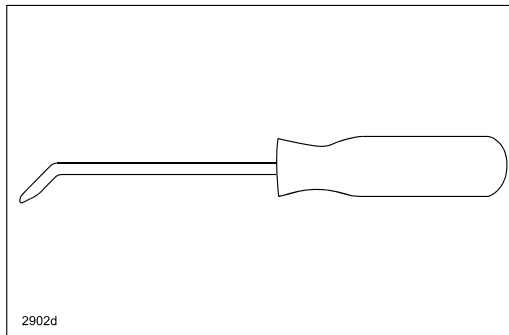
3. Remove oil pressure switch A.
  - a. At oil pressure switch A, insert a precision flathead screwdriver (B) and move it in the direction of the arrow in the figure to disconnect the oil pressure switch A connector (C).



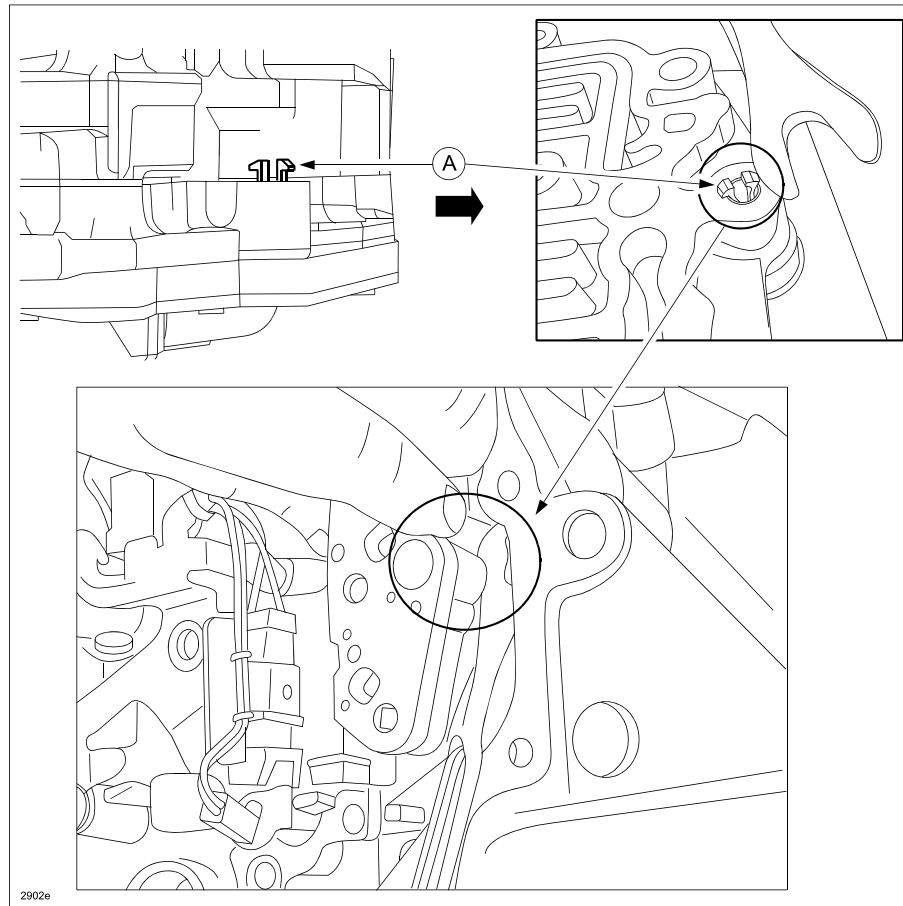
- b. Remove the bolts for oil pressure switch A.



- c. Detach the tab shown and remove oil pressure switch A from the control valve body.
1. Using an appropriate tool (such as a fastener remover), push the tab (A) of oil pressure switch A.



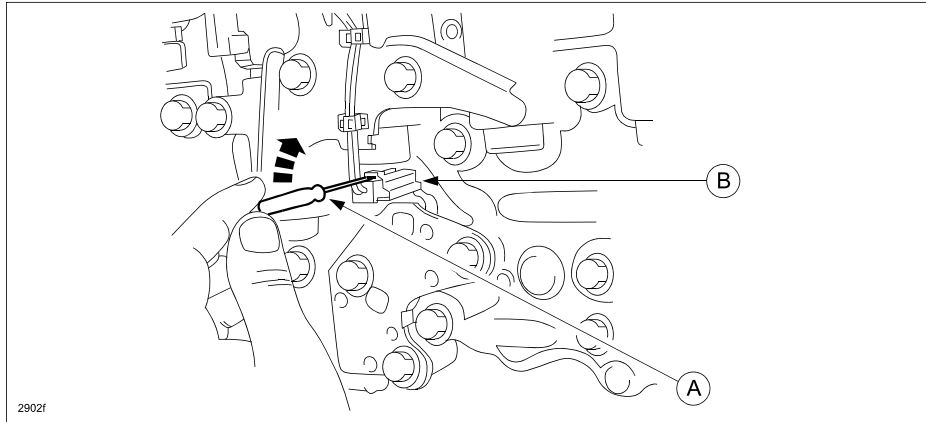
**CAUTION:** If the tab is broken during removal, make sure to remove the broken pieces.



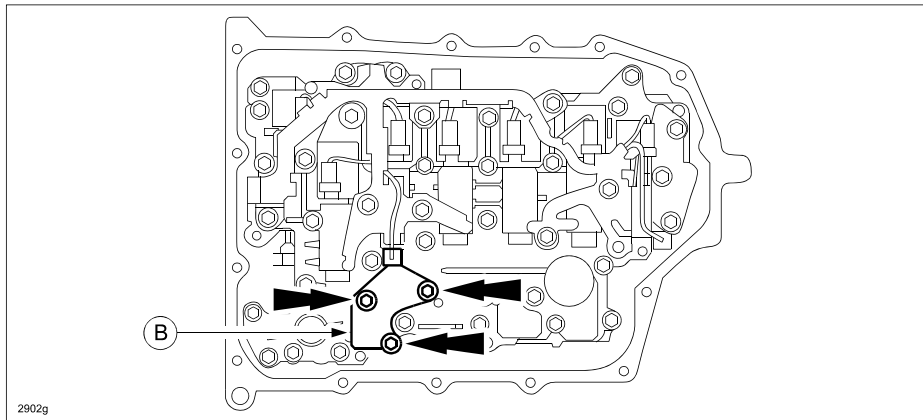
2. Pull out oil pressure switch A by shaking it.

**CAUTION:** When removing oil pressure switch A, be careful not to damage the transaxle fluid temperature (TFT) sensor harness nearby.

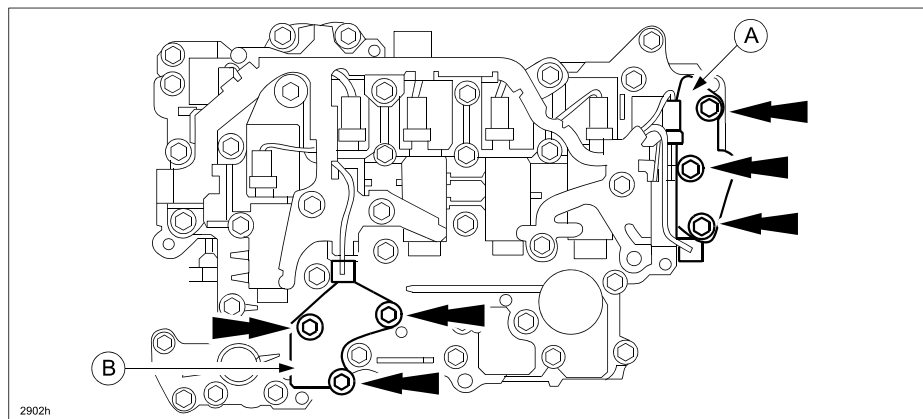
4. Remove oil pressure switch B.
  - a. Insert a precision flathead screwdriver (A) and move it in the direction of the arrow as shown to disconnect the oil pressure switch B connector.



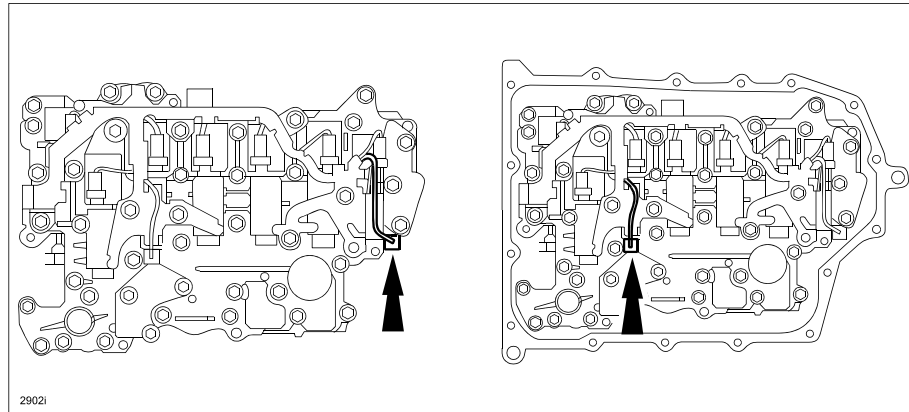
- b. Remove oil pressure switch B.



5. Install new oil pressure switches A and B.
  6. Verify that the tab of each oil pressure switch (A and B) is attached correctly.
  7. Install the bolts for oil pressure switches A and B.
- Tightening torque: 9-10 N•m {92-101 khf•cm, 80-88 in•lbf}**



8. Connect the oil pressure switch A and oil pressure switch B connectors.



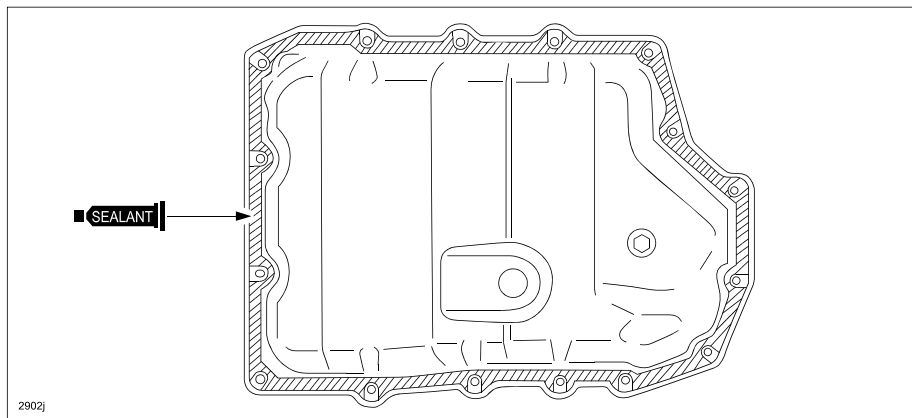
9. Install the oil strainer with new oil strainer O-rings according to the instructions on MS3 online or the Workshop Manual (section 05-17 CONTROL VALVE BODY REMOVAL/INSTALLATION [FW6AEL, FWAX-EL]).

**NOTE:** If there is a large amount of foreign material at the bottom of the oil pan, replace the oil strainer with a new one.

10. Install the oil pan according to the instructions on MS3 online or the Workshop Manual (section 05-17 CONTROL VALVE BODY REMOVAL/INSTALLATION [FW6AEL, FWAX-EL]).

**CAUTION:** Clean any remaining silicone sealant off the contact surfaces of the transaxle case and oil pan.

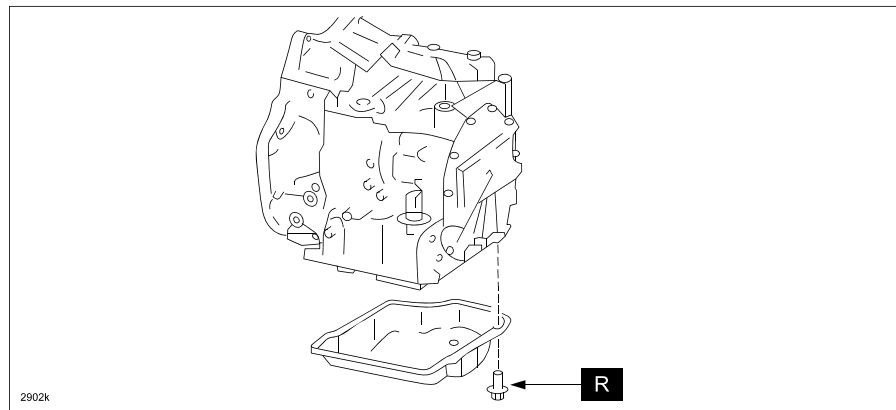
- a. Apply a light coat of silicon sealant to the contact surfaces of the oil pan and transaxle case.





- b. Install the oil pan with new bolts before the applied sealant starts to harden.

**Tightening torque: 8-10 N•m {82-101 khf•cm, 71-88 in•lbf}**



11. Install the removed parts.
12. Add ATF according to the instructions on MS3 online or the Workshop Manual (section 05-17 AUTOMATIC TRANSAXLE FLUID (ATF) REPLACEMENT [FW6A-EL] ).
13. Connect the negative battery cable.
14. Perform the Initial Learning Procedure. Refer to MS3 online instructions or Workshop Manual section 05-17.
15. Perform the Mechanical System Test. Refer to MS3 online instructions or Workshop Manual section 05-17.
16. Verify repair.

## CALIBRATION INFORMATION

2012-2013 Mazda3

TCM File Name	Production Date Range
PEY0-21PS1-A	Before March 31, 2013
PE08-21PS1-N	After March 31, 2013

2014-2015 Mazda3

TCM File Name	Engine	i-ELOOP	VIN
PE5B-21PS1-D	PE (2.0L)	w/o	JM1 (Japan built)
PEDB-21PS1-B		w/	
PY2S-21PS1-D	PY (2.5L)	w/	
PEAR-21PS1-A	PE (2.0L)	w/o	3MZ (Mexico built)

2013 CX-5

TCM File Name	Drive	Kickdown Switch	Production Date Range
TBD (*1)	2WD	w/o	Before March 31, 2013
PE02-21PS1-J			After March 31, 2013
PEX1-21PS1-A			Service part after August 1, 2013
PEY1-21PS1-A		w/	Before March 31, 2013
PEAS-21PS1-C			After March 31, 2013
TBD (*2)	4WD	w/o	Before March 31, 2013
PE1B-21PS1-J			After March 31, 2013
PEX2-21PS1-A			Service part after August 1, 2013
PEY2-21PS1-A		w/	Before March 31, 2013
PEAT-21PS1-C			After March 31, 2013

**NOTE:**

- TBD (\*1): New TCM file will be available later. Current version is PE02-21PS1-G.
- TBD (\*2): New TCM file will be available later. Current version is PE1B-21PS1-G.

2014-2015 CX-5

TCM File Name	Engine	Drive	Production Date Range
PEY5-21PS1-A	PE (2.0L)	2WD	Before March 31, 2013
PE1H-21PS1-D			After March 31, 2013
PEY6-21PS1-A		4WD	Before March 31, 2013
PE1K-21PS1-D			After March 31, 2013

Mazda6

TCM File Name	i-ELOOP	Production Date Range
PY1T-21PS1-C	w/	--

## PART(S) INFORMATION

Part Number	Description	Qty.	Notes
FZ01-21-2C0	Switch A	1	---
FZ01-21-2J0	Switch B	1	---
9YA0-10-615A	Bolt	16	Replace part
FZ01-21-031	O-ring	1	Replace part
FZ01-21-032	O-ring	1	Replace part
FU31-19-423	Plug	1	Replace part
9956-41-400	Drain Packing	1	Replace part
FZ01-21-500	Oil Strainer	1	Replace if needed. FZ01-21-031 and FZ01-21-032 (O-rings) are included with this part.

## WARRANTY INFORMATION

### NOTE:

- This warranty information applies only to verified customer complaints on vehicles eligible for warranty repair.
- This repair will be covered under the following Warranty terms:
  - Oil pressure switch replacement - Powertrain Limited Warranty / CA PZEV Emission Warranty where applicable
  - TCM reprogramming - Federal Emission Warranty (long term) / CA PZEV Emission Warranty where applicable
- Additional diagnostic time cannot be claimed for this repair.

	Oil Pressure Switch A and B Replacement	TCM Reprogramming (includes initial learning)
Warranty Type	A	
Symptom Code	6X	
Damage Code	9W	
DTC	P0842, P0847, P0872, P0877, or P0780	
Part Number Main Cause	FZ01-21-2C0	5555-RP-TCM
Quantity	1	0
Operation Number / Labor Hours:	XXK43ARX / 1.8 Hrs.	XXK43CFX / 0.3 Hrs.