

Technical Service Bulletin

Mazda North American Operations
Irvine, CA 92618-2922

**Subject:**

CHECK ENGINE LIGHT ON WITH DTC P2096:00

Bulletin No.: 01-011/19

Last Issued: 07/24/2019

BULLETIN NOTES

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

Previous TSBs:	Date(s) Issued:
01-011/19	04/15/2019

APPLICABLE MODEL(S)/VINS

US Spec.

2018-2019 Mazda6 vehicles with VINs lower than JM1GL*****503220 (produced before Mar. 4, 2019)

2018-2019 CX-5 vehicles with VINs lower than JM3KF*****576348 (produced before Feb. 8, 2019)

Puerto Rico Spec.

2018-2019 Mazda2 vehicles with VINs lower than 3MDDJ*****313617 (produced before Feb. 11, 2019)

Mexico Spec.

2019-2020 Mazda6 vehicles with VINs lower than JM1GL*****503220 (produced before Mar. 4, 2019)

2018-2019 CX-5 vehicles with VINs lower than JM3KF*****576348 (produced before Feb. 8, 2019)

DESCRIPTION

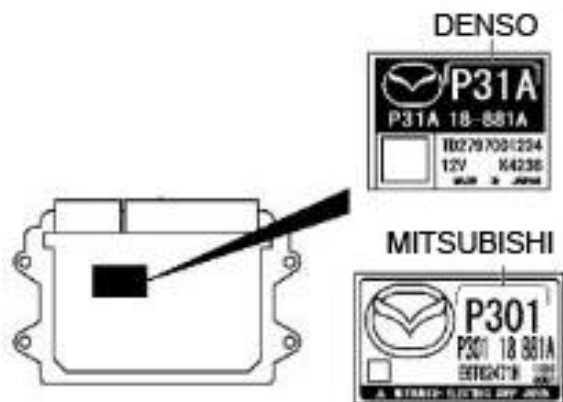
Some customers may experience a check engine light illuminating with DTC P2096:00 stored in PCM memory.

- DTC P2096:00 - Air fuel too lean

NOTE: This concern occurs only on vehicles with PCMs manufactured by MITSUBISHI.

PCM Identification

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Due to improper control logic of the PCM, a false error may be detected. To eliminate this concern, the PCM software has been modified.

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

REPAIR PROCEDURE

1. Verify the customer concern.
2. Using the image above, verify the PCM in the subject vehicle is manufactured by MITSUBISHI, if yes, **read all cautions and notes below then proceed to "PCM REPROGRAMMING"**.

ATTENTION: READ ALL CAUTIONS AND NOTES BEFORE AND AFTER REPROGRAMMING PCM!

CAUTIONS:

- IF IDS DOES NOT HAVE SUFFICIENT BATTERY POWER, THE REPROGRAMMING WILL FAIL.
- PCM DAMAGE MAY OCCUR IF THE CORRECT BATTERY CHARGER SETTING IS NOT USED.
- SET THE BATTERY MANAGEMENT SYSTEM TO "POWER SUPPLY MODE" DURING PCM REPROGRAMMING.
- POWER SUPPLY MODE will maintain proper battery voltages during PCM reprogramming.
- If a different charger is used, MAKE SURE IT DOES NOT EXCEED 20 AMPS. IF IT EXCEEDS 20 AMPS, IT COULD DAMAGE THE PCM.
- The charger **MUST** be connected directly to the vehicle battery.
- 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.
- Start/Stop button vehicles: **DO NOT** press the start/stop button during the reprogramming process.

BEFORE REPROGRAMMING PCM:

NOTE:

- Verify the current PCM file name in the vehicle by log view screen. If it's the same as shown in the chart(s) below (or a later one), you do not need to reprogram the PCM.
- Always update the IDS tool first, then follow on-screen instructions to download the needed calibration file

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for PCM reprogramming.

- If the vehicle exhibits any trouble codes or driveability symptoms, diagnose and repair using MGSS **BEFORE** attempting to reprogram the PCM.

- 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, it will also contain all previously released calibrations.

- Confirm the DLC cable is in good condition before attempting to reprogram the PCM.

PCM REPROGRAMMING:

1. Reboot the IDS to clear memory before reprogramming.
2. Using the latest IDS Software available, reprogram the PCM to the latest calibration (refer to “Calibration Information” table) by following the “Module Reprogramming” procedure.
3. Verify the file name matches with the Calibration chart(s) below.
4. Clear all DTCs.
5. Start the engine and confirm that no warning lights stay on.
6. Record the customers radio presets from the infotainment system.
7. Disconnect the negative battery cable and wait at least 30 seconds to reset the fuel control learning data.
8. Re-connect the negative battery cable.
9. Re-enter the customers presets into the infotainment system.

AFTER REPROGRAMMING PCM:

NOTE:

- IDS shows the calibration part numbers after programming the PCM.
- If any DTCs should remain after performing DTC erase, diagnose the DTCs using MGSS online instructions and submit a warranty claim according to the normal warranty procedure.
- 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.

CALIBRATION INFORMATION

Mazda2 (Puerto Rico Spec.):

Transmission	File Name
M/T	P5G9-188K2-D
A/T	P5H1-188K2-D

Mazda6:

MY	Transmission	File Name	Note
US 2018 Mexico 2019	M/T	PYH1-188K2-H	---
	A/T	PYH2-188K2-H	w/o cylinder deactivation
		PYH3-188K2-J	with cylinder deactivation
US 2019 Mexico 2020	M/T	PXD6-188K2-B	---
	A/T	PXD7-188K2-B	w/o cylinder deactivation
		PXD8-188K2-B	with cylinder deactivation

CX-5:

MY	Engine	Transmission	Drive	File Name	Note
2018	2.0L	M/T	2WD	PEL1-188K2-D	---
	2.5L	A/T	2WD	PYH9-188K2-E	w/o cylinder deactivation
				PYFA-188K2-H	with cylinder deactivation
			4WD	PYJ2-188K2-E	w/o cylinder deactivation
				PYFC-188K2-H	with cylinder deactivation
2019	2.0L	M/T	2WD	PAL9-188K2-B	---
	2.5L	A/T	2WD	PX46-188K2-B	w/o cylinder deactivation
				PX42-188K2-B	with cylinder deactivation
			4WD	PX48-188K2-B	w/o cylinder deactivation
				PX44-188K2-C	with cylinder deactivation

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NOTE: It is not necessary to order a PCM part for this repair procedure.

WARRANTY INFORMATION

- This warranty information applies only to verified customer complaints on vehicles eligible for warranty repair.
- This repair will be covered under Fed. Emission Warranty (long term).
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	6X
Damage Code	9W
Part Number Main Cause	5555-RP-PCM
Quantity	0
Operation Number / Labor Hours:	XXR44XFX / 0.3 Hrs.

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