Service Bulletin

Mazda North American Operations
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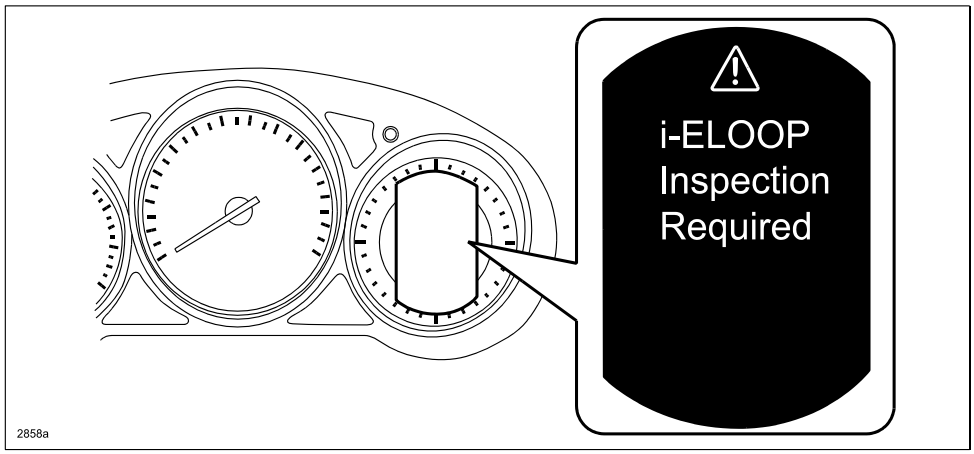
Subject:	**Bulletin No:** 01-028/13
"i-ELOOP INSPECTION REQUIRED" IS DISPLAYED IN THE INSTRUMENT CLUSTER INFORMATION DISPLAY	**Last Issued:** 11/19/2013

APPLICABLE MODEL(S)/VINS

2014 Mazda6

DESCRIPTION

Some customers may experience a warning message "i-ELOOP Inspection Required" in the instrument cluster information display while driving. The master warning light will also be illuminated. DTC P1794:00 (Capacitor (i-ELOOP) system: Capacitor (i-ELOOP) malfunction) is stored in PCM memory.



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

REPAIR PROCEDURE

1. Verify DTC P1794:00 is stored in PCM memory.
2. Select M-MDS initial screen > “Datalogger” > “Module” > “PCM” > PID “CAP_SYS_16” and read the value.
3. Does the “CAP_SYS_16” show ON?
   - Yes - Proceed to step 4.
   - No - This service bulletin does not apply. Refer to MS3 online or Workshop Manual (section 01-02 DTC P1794:00 [SKYACTIV-G 2.5]).
4. Reboot the IDS to clear memory before reprogramming.

CONSUMER NOTICE: The information and instructions in this bulletin are intended for use by skilled technicians. Mazda technicians utilize the proper tools/equipment and take training to correctly and safely maintain Mazda vehicles. These instructions should not be performed by “do-it-yourselfers.” Customers should not assume this bulletin applies to their vehicle or that their vehicle will develop the described concern. To determine if the information applies, customers should contact their nearest authorized Mazda dealership. Mazda North American Operations reserves the right to alter the specifications and contents of this bulletin without obligation or advance notice. All rights reserved. No part of this bulletin may be reproduced in any form or by any means, electronic or mechanical---including photocopying and recording and the use of any kind of information storage and retrieval system ---without permission in writing.

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5. Using IDS 87.04 or later software, reprogram the PCM to the latest calibration 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.**

6. After performing the PCM reprogramming procedure, verify the repair by starting the engine and making sure there are no MIL illumination or abnormal warning lights present.

   NOTE:
   - If any DTCs should remain after performing DTC erase, diagnose the DTCs according to the appropriate Troubleshooting section of the Workshop Manual.
   - After PCM reprogramming, it is no longer necessary to road test the vehicle to “relearn” KAM (Keep Alive Memory).

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CALIBRATION INFORMATION

Spec.	Transmission	File Name	Note
Calif (PZEV)	M/T	PY1D-188K2-E	Mitsubishi
		PY1P-188K2-E	Denso
	A/T	PY1E-188K2-E	Mitsubishi
		PY1R-188K2-E	Denso
Calif (ULEV)	M/T	PY8A-188K2-C	Mitsubishi
		PY8C-188K2-C	Denso
	A/T	PY8B-188K2-C	Mitsubishi
		PY8D-188K2-C	Denso
		PY1G-188K2-F	Mitsubishi with i-ELOOP
		PY1T-188K2-F	Denso with i-ELOOP
Fed	M/T	PY1H-188K2-E	Mitsubishi
		PY1V-188K2-E	Denso
	A/T	PY1J-188K2-E	Mitsubishi
		PY1W-188K2-E	Denso
		PY2E-188K2-F	Mitsubishi with i-ELOOP
		PY2G-188K2-F	Denso with i-ELOOP

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

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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 and Federal Emissions Limited Warranty term.
- DTC Code P1794 must be included on the claim or it will be rejected.
- Make a copy of the "Log Viewer" screen on M-MDS and attach it to the repair order.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	6X
Damage Code	9W
DTC Code	P1794
Part Number Main Cause	5555-RP-PCM
Quantity	0
Operation Number / Labor Hours	XXH11XFX / 0.3 Hrs.

Make a copy of the "Log Viewer" screen on M-MDS and attach it to the repair order.