



Subject: WARNING MESSAGE FOR APPROACHING VEHICLE AUDIBLE SYSTEM (AVAS) MALFUNCTION WITH DTC B1A03:2B	Bulletin No.: 09-028/24
	Last Issued : 06/12/2024

BULLETIN NOTES

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

Previous TSBs:	Date(s) Issued:
09-028/24	05/20/24

APPLICABLE MODEL(S)/VINS

2024 CX-90 with VINS lower than JM3KK*****177674 (produced before May 22, 2024)

2025 CX-70

DESCRIPTION

Some customers may experience a warning message for the approaching vehicle audible system (AVAS) right after the ignition is turned on (POWER ON) while a loud noise, such as a horn, occurs close to the vehicle. Upon inspection, DTC B1A03:2B [ISB_AMP] (AVAS device circuit malfunction) is stored in memory.

AVAS Malfunction.
Pedestrians May Not Hear This
Vehicle Approach. Drive Safely.
Have the Vehicle Inspected

This may be caused by an internal initial diagnosis in the notification and warning amplifier detecting a false malfunction under this particular situation. To eliminate this concern, the control software of the notification and warning amplifier 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: This repair also is applicable for the concern in TSB 09-002/24 - WARNING SOUND IN PASSENGER COMPARTMENT IS TOO LOUD.

2. Reprogram the **ISB_AMP** with the Mazda Modular Diagnostic System (M-MDS), using Mazda Diagnostic And Repair Software (MDARS). Refer to MDARS ECU Reprogramming Procedure.

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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.
- 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. Clear the DTC and turn the ignition off and get out of the vehicle.

4. 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	Model	File Name (Old)	File Name (New)	Actual time to reprogram
ISB_AMP	CX-90	KMV6-66B29-A	KMV6-66B29-B	3 min.
	CX-70	KR9D-66B29-A	KR9D-66B29-B	

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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 term.
- Additional diagnostic time cannot be claimed for this repair.

Warranty Type	A
Symptom Code	64
Damage Code	9W
Part Number Main Cause	5555-66-B20
Quantity	0
Operation Number / Labor Hours:	XXWPEAFX / 0.3 Hrs.

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