

Technical Service Bulletin

Mazda North American Operations
Irvine, CA 92618-2922

**Subject:**

**i-ACTIVSENSE / SEAT BELT WARNING SOUNDS IN PASSENGER
COMPARTMENT ARE TOO LOUD**

Bulletin No.: 09-002/24

Last Issued : 07/08/2024

BULLETIN NOTES

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

Previous TSBs:	Date(s) Issued:
09-002/24	01/10/24, 05/29/24 and 06/21/24

APPLICABLE MODEL(S)/VINS

2024 CX-30 (Mexico built) vehicles with VINs lower than 3MV DM**** ** 636773 (Produced before Dec 4, 2023)

2025 CX-70

2024 CX-90 vehicles with VINs lower than JM3 KK **** ** 178392 (Produced before May 23, 2024)

2024 Mazda3 (Mexico built) vehicles with VINs lower than 3MZ BP**** ** 410535 (Produced before Dec 4, 2023)

2024 Mazda3 (Japan built) vehicles with VINs lower than JM1 BP**** ** 713969 (Produced before Feb. 2, 2024)

DESCRIPTION

Some customers may complain that the warning sound in the passenger compartment (notifies i-ACTIVSENSE warnings, seat belt warning etc.) is too loud. Some of the volume settings in the notification and warning amplifier are not properly set. The control software of the notification and warning amplifier has been modified to eliminate this concern.

CX-70 / CX-90 NOTE: This repair is also applicable for a "WARNING MESSAGE FOR AVAS MALFUNCTION WITH DTC B1A03:2B" concern.

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

REPAIR PROCEDURE

1. Verify the customer concern.
2. Reprogram the **ISB_AMP** using the Mazda Diagnostic And Repair Software (MDARS). Refer to MDARS ECU REPROGRAMMING PROCEDURE.

NOTE: Be sure to submit Diagnostic Information (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 Diagnostic

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Information (ODR) DATA.**NOTE:**

- 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.
- The parameter "Battery State of Charge (SOC)" is reset during PCM reprogramming procedure.
- Since the SOC value is necessary when performing "Battery condition initialization setting" after PCM reprogramming to decide whether battery charging is necessary or not, measure and record the PID "BATT_SOC" first by using M-MDS Data logger function before reprogramming the PCM.
- After the reprogramming, pending DTC P2610:00 [PCM] may be stored without MIL illumination. Since this DTC may turn to a current DTC depending on operations after the reprogramming, clear DTC after all repair work is done.

3. After **ISB_AMP** reprogramming, conduct the battery condition initial setting (i-stop setting) according to the instructions in MGSS BATTERY CONDITION INITIALIZATION SETTING (i-stop SETTING)

4. Clear the DTC and turn the ignition off and get out of the car.

5. Close and lock the door then wait ten minutes or more.

6. Verify the repair by starting the engine and confirming there is no CHECK ENGINE light ON or abnormal warning lights present.

NOTE: [Mazda3, CX-30] If any DTCs should remain after deleting DTC, diagnose the DTCs according to the appropriate Troubleshooting section on MGSS.

NOTE: [CX-70 / CX-90 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, which causes the warning light to come on and DTCs to be stored.
- If any DTCs should remain after deleting the DTC, diagnose the DTCs according to the appropriate Troubleshooting section on MGSS online.

CALIBRATION

ECU	Model	File Name (Old)	File Name (New)	Reprogramming Time
ISB_AMP	Mazda3 (Japan built)	BHSA-66B29-	BHSA-66B29-A	3 min.
	CX-30 (Japan built)	DPTH-66B29-	DPTH-66B29-A	
	Mazda3, CX-30 (Mexico built)	DPTW-66B29-	DPTW-66B29-A	
	CX-70	KR9D-66B29-A	KR9D-66B29-B	

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CX-90

KMOV6-66B29-A

KMOV6-66B29-B

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
Causal Part No.	5555-66-B20
Quantity	0
Operation No. and Labor Hours	XXWK2XFX / 0.3 Hrs.

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