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Subject: MASTER AND CHARGING SYSTEM WARNING LIGHTS ARE ON AND INSTRUMENT CLUSTER WARNING MESSAGE IS DISPLAYED (DTC P1794)	Bulletin No: 01-001/14
	Last Issued: 08/05/2014

BULLETIN NOTE

- This bulletin supersedes the previous bulletin 01-001/14, issued 05/06/14, 02/25/14, 01/24/14, 01/10/14 and 01-028/13, issued on 11/19/13. The APPLICABLE MODEL(S)/VINS, DESCRIPTION, REPAIR PROCEDURE, CALIBRATION FILES and WARRANTY INFORMATION have been revised.
- For issue with DTC P1794 and P2502 together, refer to Recall 7314D.
- Changes are noted below in Red beside the change bar.

APPLICABLE MODEL(S)/VINS

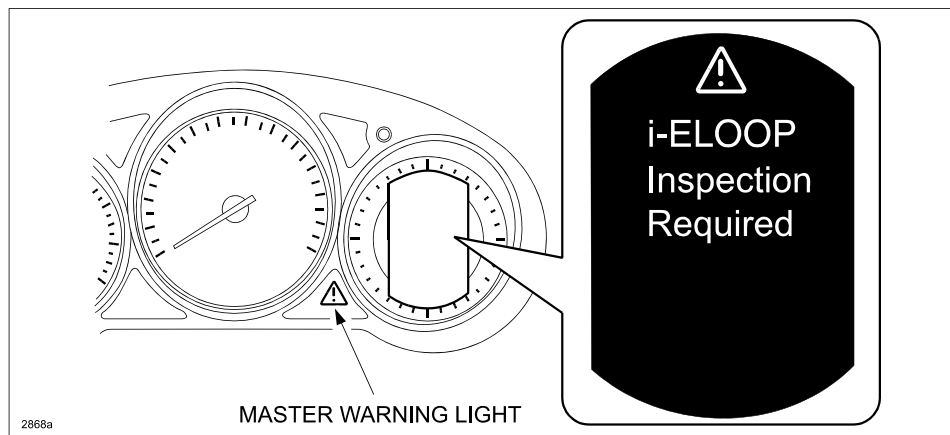
2014 Mazda3 vehicles (with i-ELOOP) with VINs lower than JM1 BM*****217076 (produced before June 25, 2014)

2014-2015 Mazda6 vehicles (with i-ELOOP) with VINs lower than JM1 GJ*****198798 (produced before July 16, 2014)

DESCRIPTION

Some customers may experience the following symptom:

- a. Warning message “i-ELOOP Malfunction” (Mazda3) or “i-ELOOP Inspection Required” (Mazda6) is displayed in the instrument cluster information display while driving.
- b. The master warning light and charging system warning light illuminate.



- c. 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.

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.

REPAIR PROCEDURE (Mazda3 or Mazda6 with DTC P1794:00 only)

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.
5. Using IDS 91.03 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).

CALIBRATION INFORMATION

Model	Spec.	Engine	File Name	Note
Mazda6	Calif (PZEV)	PY	PY8G-188K2-A	Mitsubishi
			PY8H-188K2-A	Denso
	Calif (ULEV)		PY1G-188K2-G	Mitsubishi
			PY1T-188K2-G	Denso
	Fed		PY2E-188K2-G	Mitsubishi
			PY2G-188K2-G	Denso
Mazda3	Calif	PE	PECX-188K2-C	Mitsubishi
			PEDB-188K2-C	Denso
		PY	PY2P-188K2-E	Mitsubishi
			PY2S-188K2-E	Denso
	Fed	PE	PEDA-188K2-C	Mitsubishi
			PYDC-188K2-C	Denso
		PY	PY2R-188K2-E	Mitsubishi
			PY2T-188K2-E	Denso

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

WARRANTY INFORMATION

NOTE:

- This warranty information applies only to verified customer complaints on vehicles eligible for warranty repair.
- This repair will be covered under Federal Emissions Limited Warranty (long term) or CA PZEV Emission Warranty where applicable.
- 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.