

Subject: CHECK ENGINE LIGHT ON WITH DTC P2096:00	Bulletin No: 01-006/14
	Last Issued: 04/14/2014

BULLETIN NOTE

- This bulletin supersedes the previous bulletin 01-006/14 issued on 03/12/14. The APPLICABLE MODEL(S)/VINS has been revised.
- Changes are noted below beside the change bar in Red.

APPLICABLE MODEL(S)/VINS

2010-12 MX-5 vehicles with VINs lower than JM1NC*****226801 (produced before **June 22, 2012**)

DESCRIPTION

Some vehicles may experience the Check Engine Light on with DTC P2096:00 (Target A/F feedback system too lean). This is caused by improper control logic. To correct the problem, the control logic has been changed. Customers having this concern should have their vehicle repaired using the following repair procedure.

REPAIR PROCEDURE

1. Reboot the IDS to clear memory before reprogramming.
2. Using IDS 89.03 or later software, reprogram the PCM to the latest calibration (refer to "Calibration Information" table) by 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.**
3. 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 using MS3 online instructions or Workshop Manual section 01-02.
- After PCM reprogramming, it is no longer necessary to road test the vehicle to “relearn” KAM (Keep Alive Memory).

CALIBRATION INFORMATION

Spec	Year	Transmission	File Name
CAL	2010	5MT	SW-LFDNEB000
		6AT	SW-LFDPEC000
		6MT	SW-LFDMEB000
	2011-12	5MT	SW-LFGNEE000
		6AT	SW-LFGPEF000
		6MT	SW-LFGMEE000
FED	2010	5MT	SW-LFDKEB000
		6AT	SW-LFDLEC000
		6MT	SW-LFDJEB000
	2011-12	5MT	SW-LFGKEE000
		6AT	SW-LFGLEF000
		6MT	SW-LFGJEE000

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 Mazda’s Federal 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	XXK5MXFX / 0.3 Hrs.