

2012 - Mazda6 - Transmission/ Transaxle

SYMPTOM TROUBLESHOOTING ITEM TABLE [FS5A-EL]

- Use the chart below to verify the symptoms of the trouble in order to diagnose the appropriate area.

NOTE:

- If a tire of a different diameter from the standard tire is installed, the TCM determines that the driving mode is the AAS mode, and may change to a different shift timing from the normal timing.

No.	TROUBLESHOOTING ITEM	DESCRIPTION	PAGE
1	Vehicle does not move in D, M or in R position	Vehicle does not move when accelerator pedal is depressed.	(See NO.1 VEHICLE DOES NOT MOVE IN D, M OR IN R POSITION [FS5A-EL] .)
2	Vehicle moves in N position	Vehicle creeps in N position. Vehicle creeps if brake pedal is not depressed in N position.	(See NO.2 VEHICLE MOVES IN N POSITION [FS5A-EL] .)
3	Vehicle moves in P position, or parking gear does not disengage when P position is disengaged	Vehicle rolls when on a downward slope and tires do not lock in P position. Tires locked when P position is disengaged, vehicle does not move in D, M and R position when accelerator pedal is depressed, and engine remains in stalled condition.	(See NO.3 VEHICLE MOVES IN P POSITION, OR PARKING GEAR DOES NOT DISENGAGE WHEN P IS DISENGAGED [FS5A-EL] .)
4	Excessive creep	Vehicle accelerates in D, M and R position when accelerator pedal is not depressed.	(See NO.4 EXCESSIVE CREEP [FS5A-EL] .)
5	No creep at all	Vehicle does not move in D, M or R position when idling on flat paved road.	(See NO.5 NO CREEP AT ALL [FS5A-EL] .)
6	Low maximum speed and poor acceleration	Vehicle acceleration is poor at start. Delayed acceleration when accelerator pedal is depressed while driving.	(See NO.6 LOW MAXIMUM SPEED AND POOR ACCELERATION [FS5A-EL] .)

7	No shifting	Single shift range only. Sometimes shifts correctly.	(See NO.7 NO SHIFTING [FS5A-EL] .)
8	Does not shift to 5GR	Vehicle does not upshift from 4GR to 5GR even though vehicle speed is increased. Vehicle does not shift to 5GR even though accelerator pedal is released in D position at 60 km/ h { 37 mph } .	(See NO.8 DOES NOT SHIFT TO 5GR [FS5A-EL] .)
9	Abnormal shifting	Shifts incorrectly (incorrect shift pattern).	(See NO.9 ABNORMAL SHIFTING [FS5A-EL] .)
10	Frequent shifting	Downshifting occurs suddenly even when accelerator pedal is depressed slightly in D position.	(See NO.10 FREQUENT SHIFTING [FS5A-EL] .)
11	Shift point is high or low	Shift point considerably different from automatic shift diagram. Shift delays when accelerating. Shift occurs suddenly when accelerating and engine speed does not increase.	(See NO.11 SHIFT POINT IS HIGH OR LOW [FS5A-EL] .)
12	Torque converter clutch (TCC) non-operation	TCC does not operate when vehicle reaches TCC operation range.	(See NO.12 TORQUE CONVERTER CLUTCH (TCC) NON-OPERATION [FS5A-EL] .)
13	No kickdown	Does not downshift when accelerator pedal is fully depressed within kickdown range.	(See NO.13 NO KICKDOWN [FS5A-EL] .)
14	Engine flares up or slips when upshifting or downshifting	When accelerator pedal is depressed, engine speed increases normally but vehicle speed increases slowly. When accelerator pedal is depressed while driving, engine speed increases but vehicle speed does not.	(See NO.14 ENGINE FLARES UP OR SLIPS WHEN UPSHIFTING OR DOWNSHIFTING [FS5A-EL] .)
15	Engine flares up or slips when accelerating vehicle	Engine flares up when accelerator pedal is depressed for upshifting. Engine flares up suddenly when accelerator pedal is depressed for downshifting.	(See NO.15 ENGINE FLARES UP OR SLIPS WHEN ACCELERATING VEHICLE [FS5A-EL] .)
16	Judder upon torque converter clutch (TCC) operation	Vehicle jolts when TCC is engaged.	(See NO.16 JUDDER UPON TORQUE CONVERTER CLUTCH (TCC) OPERATION [FS5A-EL] .)

17	Excessive shift shock from N to D or N to R position	Strong shock is felt when shifting from N to D or N to R position at idle.	(See NO.17 EXCESSIVE SHIFT SHOCK FROM N TO D OR N TO R POSITION [FS5A-EL] .)
18	Excessive shift shock is felt when upshifting and downshifting	Excessive shift shock is felt when depressing accelerator pedal to accelerate at upshifting. During cruising, excessive shift shock is felt when depressing accelerator pedal at downshifting.	(See NO.18 EXCESSIVE SHIFT SHOCK IS FELT WHEN UPSHIFTING AND DOWNSHIFTING [FS5A-EL] .)
19	Excessive shift shock on torque converter clutch (TCC)	Strong shock is felt when TCC is engaged.	(See NO.19 EXCESSIVE SHIFT SHOCK ON TORQUE CONVERTER CLUTCH (TCC) [FS5A-EL] .)
20	Noise occurs at idle when vehicle is stopped in all positions	Transaxle is noisy in all positions when vehicle idling.	(See NO.20 NOISE OCCURS AT IDLE WHEN VEHICLE IS STOPPED IN ALL POSITIONS [FS5A-EL] .)
21	Noise occurs at idle when vehicle is stopped in D, M or in R position	Transaxle is noisy in driving ranges when vehicle is idling.	(See NO.21 NOISE OCCURS AT IDLE WHEN VEHICLE IS STOPPED IN D, M OR IN R POSITION [FS5A-EL] .)
22	No engine braking in 1GR position of M position	Engine speed drops to idle but vehicle coasts when accelerator pedal is released when in M position (1GR) at low vehicle speed.	(See NO.22 NO ENGINE BRAKING IN 1GR POSITION OF M POSITION [FS5A-EL] .)
23	Transaxle overheats	Burnt smell emitted from the transaxle. Smoke is emitted from the transaxle.	(See NO.23 TRANSAXLE OVERHEATS [FS5A-EL] .)
24	Engine stalls when shifted to D, M or in R position	Engine stalls when shifting from N or P position to D, M or R position at idle.	(See NO.24 ENGINE STALLS WHEN SHIFTED TO D, M OR IN R POSITION [FS5A-EL] .)
25	Engine stalls when driving at slow speeds or stopping	Engine stalls when brake pedal is depressed while driving at low speed or stopping.	(See NO.25 ENGINE STALLS WHEN DRIVING AT SLOW SPEEDS OR STOPPING [FS5A-EL] .)
26	Starter does not work	Starter does not work even when in P or N position.	(See NO.26 STARTER DOES NOT WORK [FS5A-EL] .)
27	Gear position indicator light does not illuminate in M position	Gear position indicator light in instrument cluster does not illuminate in D or M position with the ignition at ON.	(See NO.27 GEAR POSITION INDICATOR LIGHT DOES NOT ILLUMINATE IN M POSITION [FS5A-EL] .)
	Gear position indicator	Gear position indicator light in	(See NO.28 GEAR POSITION

28	light illuminates in P, R, N and D position	instrument cluster illuminates in P, R and N position with the ignition at ON.	INDICATOR LIGHT ILLUMINATES IN P, R, N AND D POSITION [FS5A-EL].)
29	Does not upshift in M position	Gear position indicator light in instrument cluster illuminates but vehicle does not upshift when selector lever is pushed to "+" side.	(See NO.29 DOES NOT UPSHIFT IN M POSITION [FS5A-EL].)
30	Does not downshift in M position	Gear position indicator light in instrument cluster illuminates but vehicle does not downshift when selector lever is pushed to "-" side.	(See NO.30 DOES NOT DOWNSHIFT IN M POSITION [FS5A-EL].)
31	M position indicator light dose not illuminate in M position/M position indicator light illuminate in D position	M position indicator light in instrument cluster dose not illuminate in M position or M position indicator light in instrument cluster in D position with the ignition at ON.	(See NO.31 M POSITION INDICATOR LIGHT DOES NOT ILLUMINATE IN M POSITION/ M POSITION INDICATOR LIGHT ILLUMINATES IN D POSITION [FS5A-EL].)
32	ATF seeping from automatic transaxle	ATF is seeping from the automatic transaxle case. Foreign matter mixed with ATF is in the automatic transaxle case.	(See NO.32 ATF SEEPING FROM AUTOMATIC TRANSAXLE [FS5A-EL].)

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