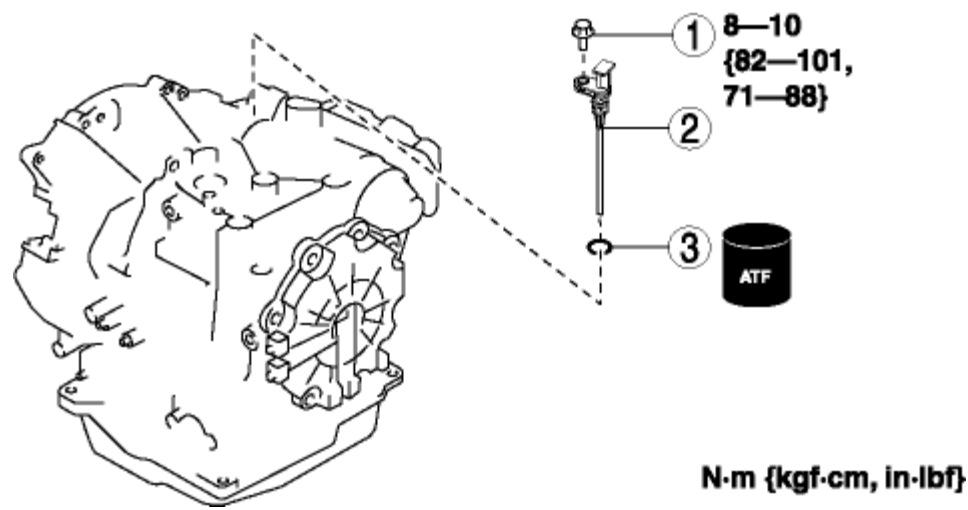


2012 - Mazda6 - Transmission/ Transaxle

AUTOMATIC TRANSAXLE FLUID (ATF) INSPECTION [FS5A-EL]

Automatic Transaxle Fluid (ATF) Condition Inspection

1. Remove the dipstick in the order indicated in the table.



1 Bolt
2 Dipstick
3 O-ring

2. One way of determining whether the transaxle should be disassembled is by noting:

- If the ATF is muddy or varnished.
- If the ATF smells strange or unusual.

ATF condition		Possible cause
Clear red	Normal	—
		• Broken oil cooler inside of radiator

Light red: pink		Contaminated with water	Problem could be occurring to parts inside the transaxle by water contamination. It is necessary to overhaul transaxle and detect defected parts. If necessary, exchange transaxle.
Reddish brown	Has burnt smell and metal specks are found	Deteriorated ATF	- Defect powertrain components inside of transaxle: Specks cause wide range of problems by plugging up in oil pipe, control valve body and oil cooler in radiator. - When large amount of metal specks are found, overhaul transaxle and detect defected parts. If necessary, exchange transaxle. - Implement flushing operation as there is a possibility to have specks plugging up oil pipe and/or oil cooler inside of radiator.
	Has no burnt smell	Normal	Discoloration by oxidation

3. Install the dipstick in the reverse order of removal.

CAUTION:

- If the O-ring is damaged, replace the O-ring with a new one. Otherwise, ATF could leak.

Tightening torque

- 8—10 N·m {82—101 kgf·cm, 71—88 in·lbf}

Automatic Transaxle Fluid (ATF) Level Inspection

CAUTION:

- If the ATF level is not within the specification, do not drive the vehicle. Otherwise, the transaxle could be damaged.
- If there is no ATF adhering to the dipstick after warming-up the engine, there is insufficient ATF. Therefore do not drive the vehicle as it could damage the transaxle.
- If a final inspection of the ATF level is performed without driving the vehicle, or the ATF amount is inspected while the ATF temperature is not at about 60—70 °C {140—158 °F},

the transaxle could be damaged because the ATF level inspection would be incorrect.

- If too much ATF is added, the ATF temperature will increase and ATF could leak from the breather.

NOTE:

- The dipstick of the FS5A-EL type measures the ATF level on the differential side and, under the condition that the ATF temperature on the differential side does not rise even after warming up the engine, ATF adhering to the end of the dipstick is normal.

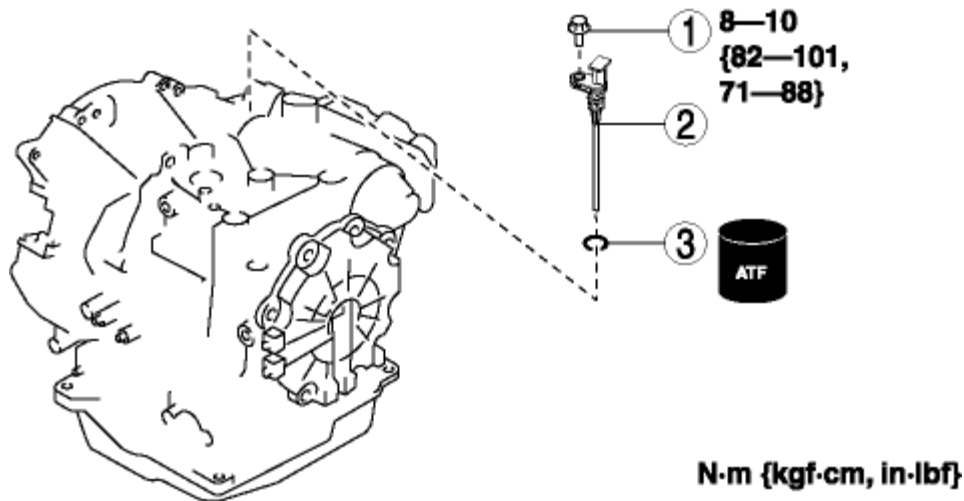
1. Inspect the ATF level before driving the vehicle.

- a. Park the vehicle on level ground, and then engage the parking brake and use wheel chocks at the front and rear of the wheels.
- b. Verify visually that there is no ATF leakage from the oil hose or housing.
- c. Start the engine and warm it up in the P position.

CAUTION:

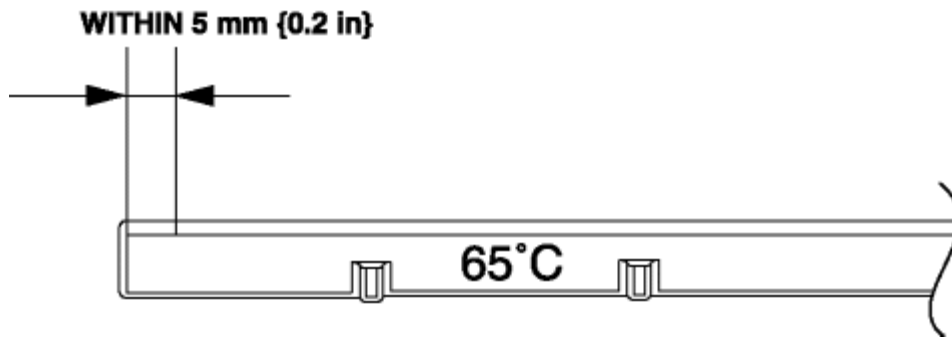
- If the oil level decreases dramatically while warming-up the engine, do not shift the selector lever as it could damage the transaxle.

d. Remove the dipstick in the order indicated in the table, and wipe it clean while the engine is idling.



1 Bolt
2 Dipstick
3 O-ring

- e. Install the dipstick and remove it again.
- f. Verify that the ATF level is in the range as shown in the figure.



- If the ATF level is out of the range, adjust the ATF to the specification.

ATF

- Mazda Genuine ATF M-V

g. Install the dipstick in the reverse order of removal.

CAUTION:

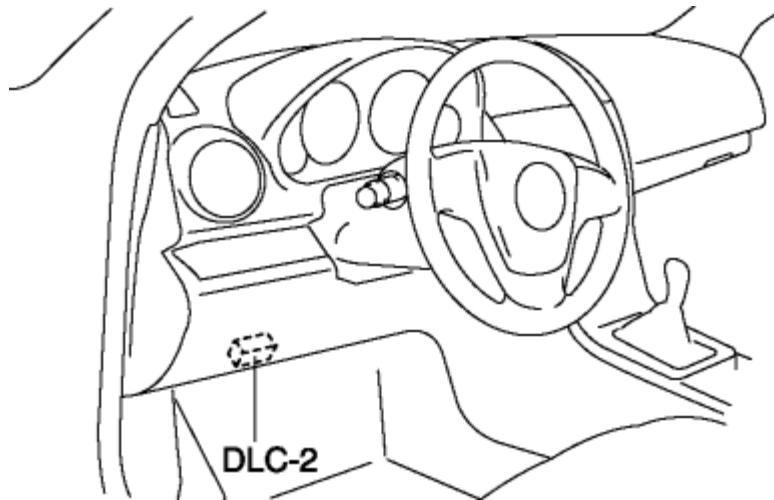
- If the O-ring is damaged, replace the O-ring with a new one. Otherwise, ATF could leak.

Tightening torque

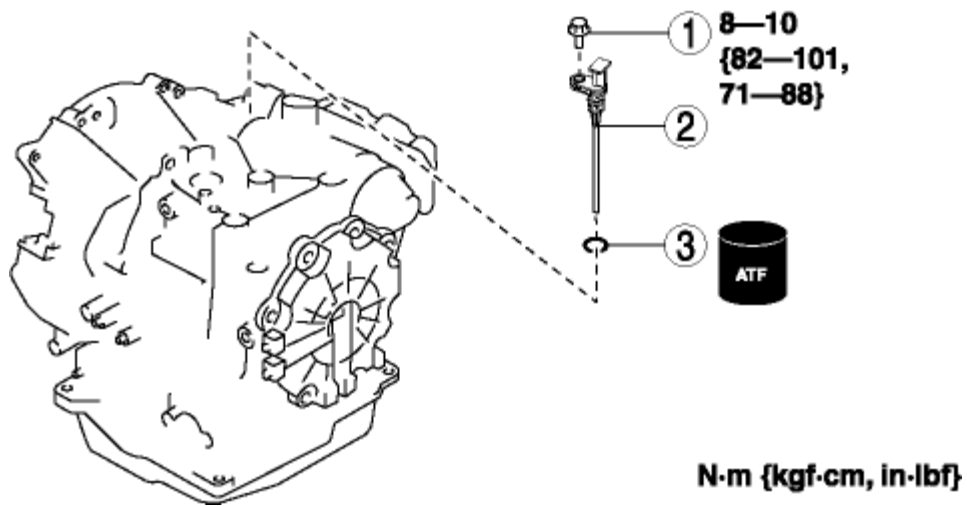
- 8—10 N·m {82—101 kgf·cm, 71—88 in·lbf}

2. Inspect the ATF level after driving the vehicle.

- Shift the selector lever and pause momentarily in each position/range (from P position to D position) while depressing the brake pedal.
- Drive on city roads at a minimum of **5 km { 3 mile}** .
- Connect the M-MDS to the DLC-2.



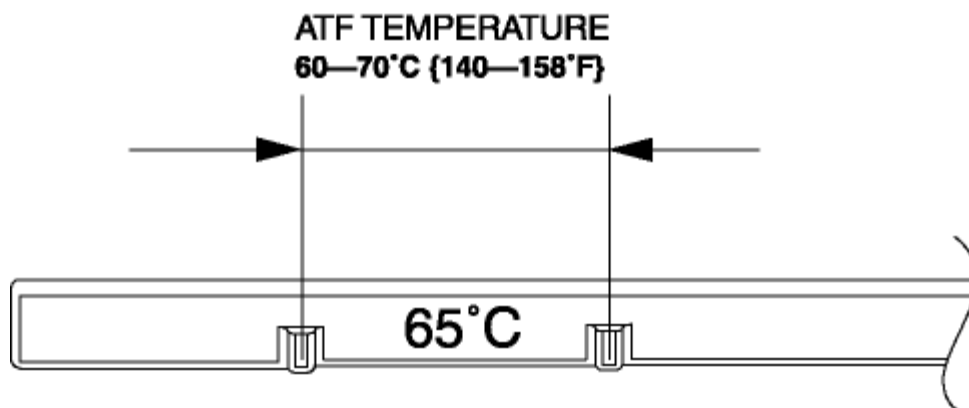
- Verify that the ATF temperature is **60—70 °C { 140—158 °F}** using the M-MDS.
- Remove the dipstick in the order indicated in the table, and wipe it clean while the engine is idling.



1 Bolt
2 Dipstick
3 O-ring

f. Install the dipstick and remove it again.

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ATF

- Mazda Genuine ATF M-V

h. Install the dipstick in the reverse order of removal.

CAUTION:

- If the O-ring is damaged, replace the O-ring with a new one. Otherwise, ATF could leak.

Tightening torque

- 8—10 N·m {82—101 kgf·cm, 71—88 in·lbf}

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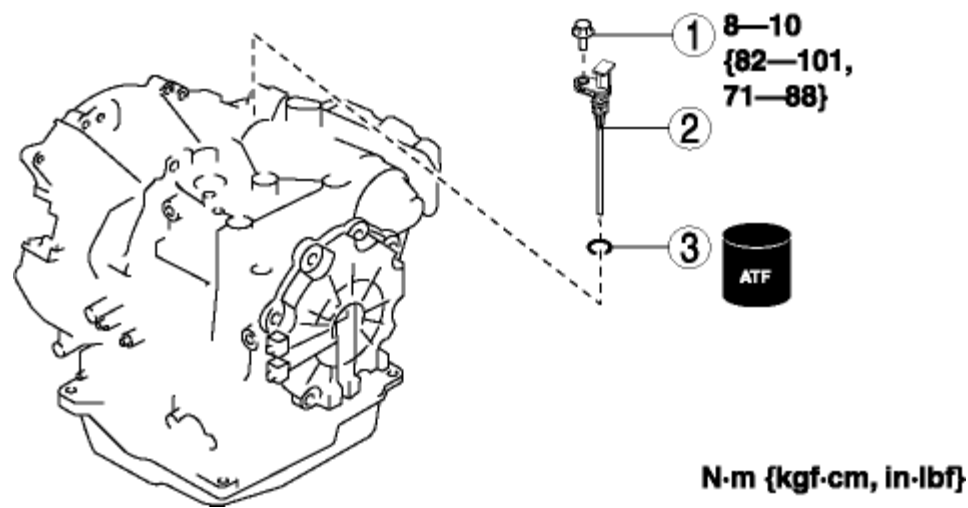
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- If the O-ring is damaged, replace the O-ring with a new one. Otherwise, ATF could leak.

Tightening torque

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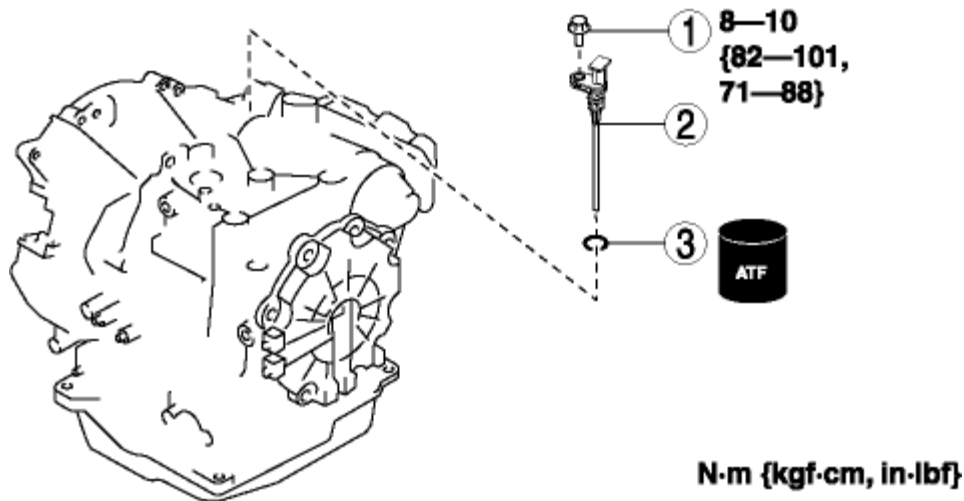
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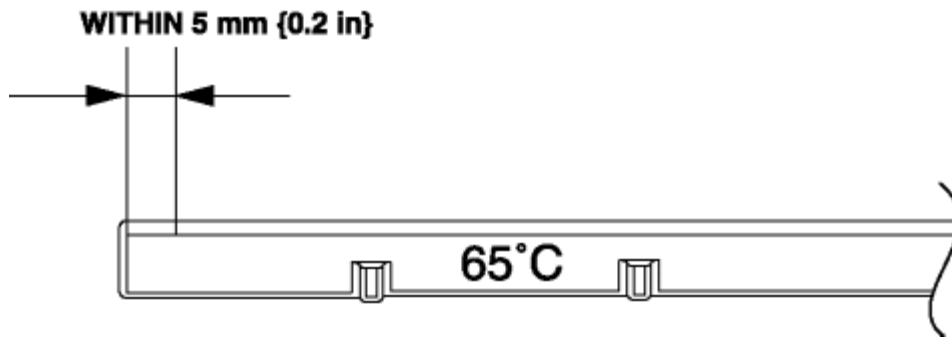
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d. Remove the dipstick in the order indicated in the table, and wipe it clean while the engine is idling.



1 Bolt
2 Dipstick
3 O-ring

- e. Install the dipstick and remove it again.
- f. Verify that the ATF level is in the range as shown in the figure.



- If the ATF level is out of the range, adjust the ATF to the specification.

ATF

- Mazda Genuine ATF M-V

g. Install the dipstick in the reverse order of removal.

CAUTION:

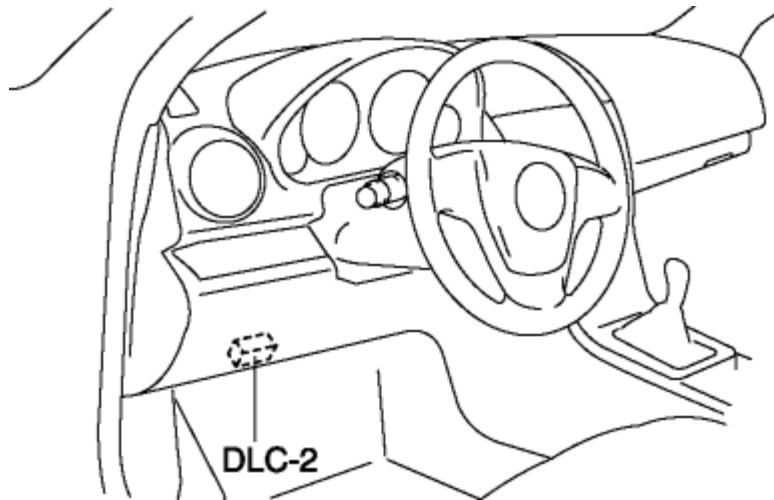
- If the O-ring is damaged, replace the O-ring with a new one. Otherwise, ATF could leak.

Tightening torque

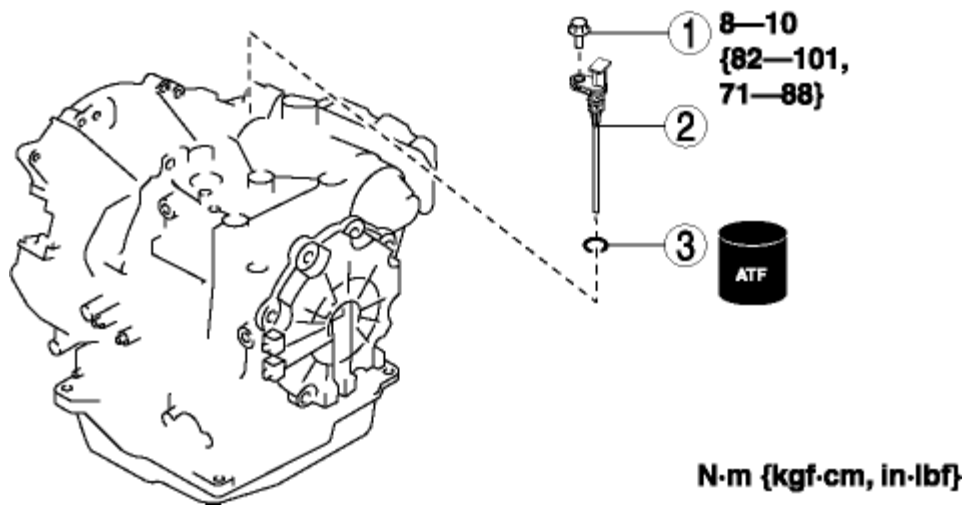
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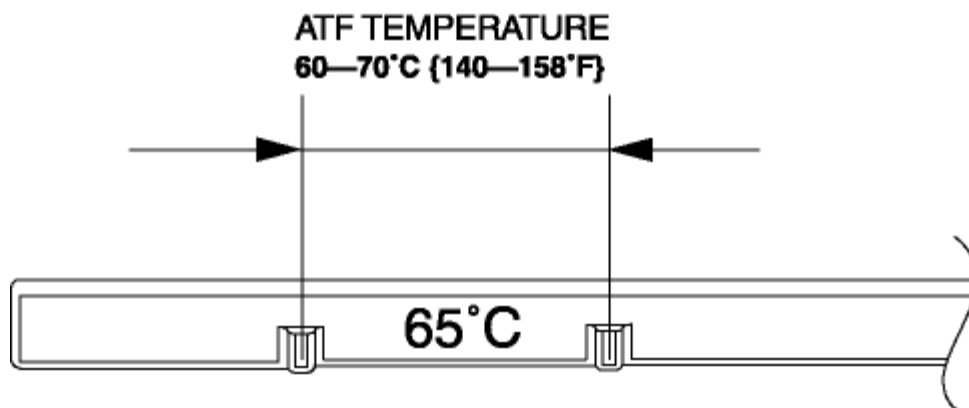
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ATF

- Mazda Genuine ATF M-V

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Tightening torque

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