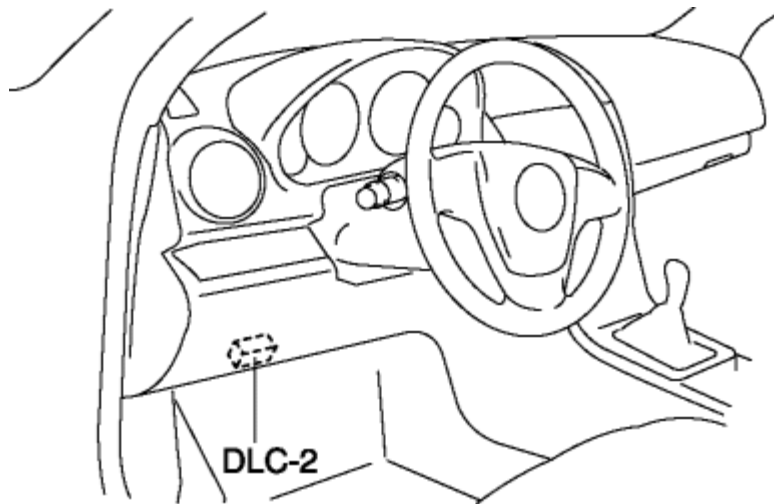


2012 - Mazda6 - Engine

ON-BOARD DIAGNOSTIC TEST [MZR 2.5]

DTC Reading Procedure

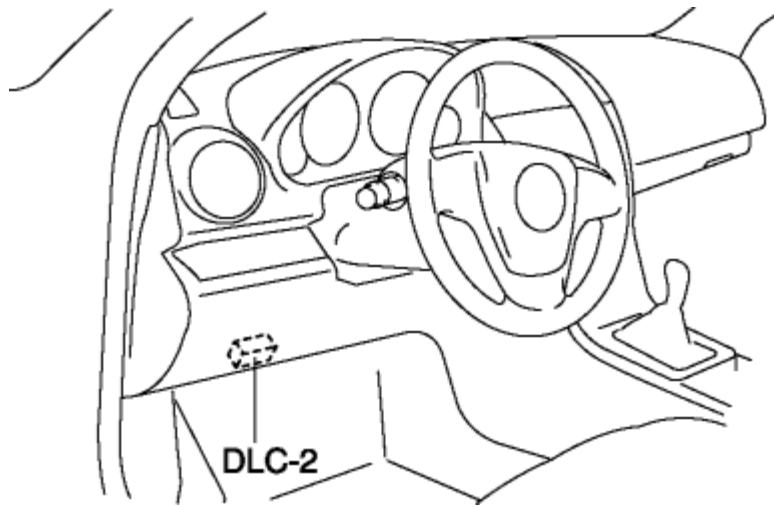
1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "Self Test".
 - b. Select "Modules".
 - c. Select "PCM".
3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.
4. Verify the DTC according to the directions on the IDS screen.
 - If any DTCs are displayed, perform troubleshooting according to the corresponding DTC inspection.
5. After completion of repairs, clear all DTCs stored in the PCM, while referring to "AFTER REPAIR PROCEDURE".

Pending Trouble Code Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

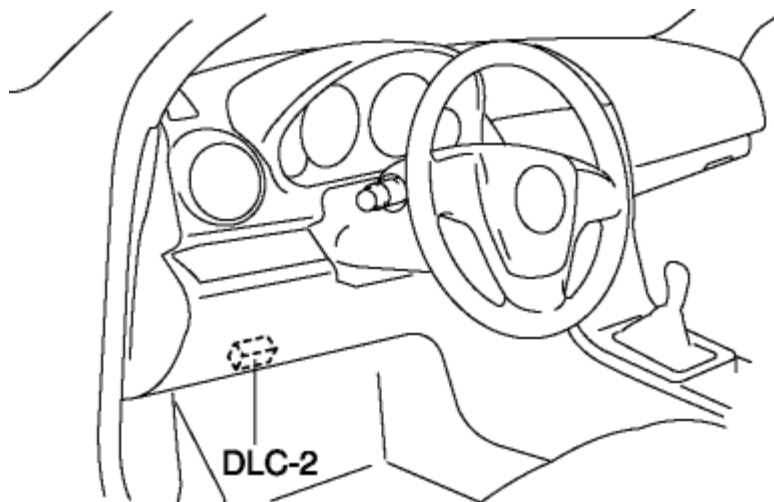
- a. Select "Self Test".
- b. Select "Modules".
- c. Select "PCM".

3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.

4. Retrieve the pending trouble codes according to the directions on the IDS screen.

Freeze Frame PID Data Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "Self Test".
- b. Select "Modules".
- c. Select "PCM".

3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.

4. Retrieve the freeze frame PID data according to the directions on the IDS screen.

NOTE:

- Freeze frame data/snapshot data appears at the top of the help screen when the displayed DTC is selected.

Freeze frame data

- The freeze frame data consists of data for vehicle and engine control system operation conditions when malfunctions in the engine control system are detected and stored in the PCM.
- Freeze frame data is stored at the instant the malfunction indicator lamp illuminates, and only a part of the DTC data is stored.
- For the freeze frame data, if there are several malfunctions in the engine control system, the data for the malfunction which occurred initially is stored. Thereafter, if a misfire or fuel injection control malfunction occurs, data from the misfire or fuel injection control malfunction is written over the initially stored data. However, if the initially stored freeze frame data is a misfire or fuel injection control malfunction, it is not overwritten.

Snapshot data

- The snapshot data stores the currently detected DTC data.
- The recording timing for the freeze frame data/snapshot data differs depending on the number of DTC drive cycles.
 - For a DTC with a drive cycle number 1, only the malfunction determination data is recorded.
 - For a DTC with a drive cycle number 2, both the malfunction determination and undetermined data is recorded.

Freeze frame data table

NOTE:

- Refer to PID monitor table for confirm the engine control system operation status while the PCM does not store the DTC. (See [PCM INSPECTION \[MZR 2.5\]](#).)
- Freeze frame data items are not displayed, according to detected DTC.

Freeze frame data item	Unit	Description	Corresponding PID data monitor item
FUELSYS1	Open Loop/Closed Loop/OL-Drive/OL-Fault/CL-Fault	Fuel system status	FUELSYS

LOAD	%			Calculated engine load	—
ECT	°C	°F		Engine coolant temperature	ECT
SFT1	%			Short term fuel trim	SHRTFT1
LFT1	%			Long term fuel trim	LONGFT1
MAP	kPa	psi	Bar	Manifold absolute pressure	MAP
RPM	RPM			Engine speed	RPM
VS	KPH	MPH		Vehicle speed	VSS
SPARKADV	°			Ignition timing	SPARKADV
IAT	°C	°F		Intake air temperature	IAT
MAF	g/sec			Mass airflow	MAF
TP	%			Throttle valve position No.1	TP1
RUNTM	hh:mm:ss			Time from engine start	—
EGRPCT	%			Target EGR valve position	SEGRP_DSD
EVAPPCT	%			Purge solenoid valve controlled value	EVAPCP
FLI	%			Fuel level in fuel tank	FLI
WARMUPS	—			Number of warm-up cycle after DTC cleared	—
CLRDIST	Km	miles		Mileage after DTC cleared	—
EVAP_VP	kPa	psi	Bar	Fuel tank pressure	FTP
BARO	kPa	psi	Bar	Barometric pressure	BARO
CATTEMP11	°C	°F		Estimated catalytic converter temperature	CATT11_DSD
VPWR	V			Module supply voltage	VPWR

ALV	%		Engine load	LOAD
EQ_RAT	—		Target equivalence ratio (lambda)	EQ_RAT11_DSD
TP_REL	%		Relative throttle position	TP_REL
AAT	°C	°F	Ambient air temperature	AAT
TP_B	%		Throttle valve position No.2	TP2
APP_D	%		Accelerator pedal position No.1	APP1
APP_E	%		Accelerator pedal position No.2	APP2
TAC_PCT	%		Target throttle valve position	ETC_DSD

Snapshot data table

NOTE:

- Refer to PID monitor table for confirm the engine control system operation status while the PCM does not store the DTC. (See **PCM INSPECTION [MZR 2.5]**.)
- Snapshot data items are not displayed, according to detected DTC.

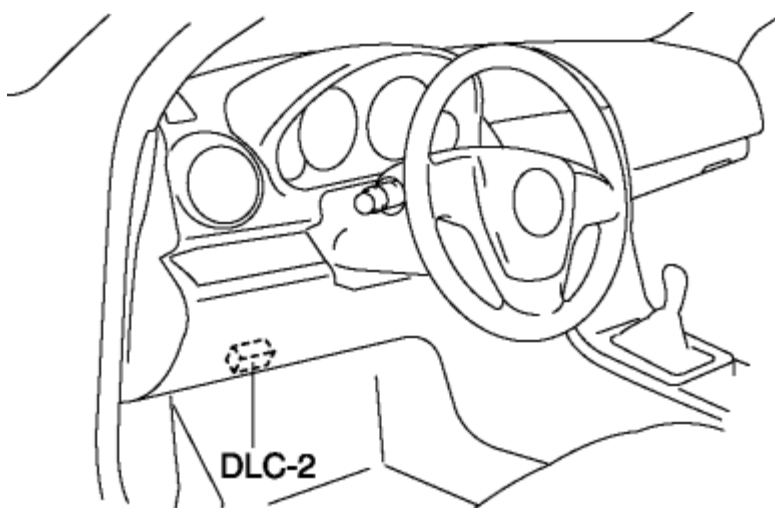
Snapshot data item	Unit			Definition	Corresponding PID data monitor item
FUELSYS	OL/CL/OL-Drive/OL-Fault/CL-Fault			Fuel system status	FUELSYS
LOAD_C	%			Calculated engine load	—
ECT	°C	°F		Engine coolant temperature	ECT
SHRTFT1	%			Short term fuel trim	SHRTFT1
LONGFT1	%			Long term fuel trim	LONGFT1
MAP	kPa	psi	Bar	Manifold absolute pressure	MAP

RPM	RPM			Engine speed	RPM
VSS	KPH	MPH		Vehicle speed	VSS
SPARKADV	°			Ignition timing	SPARKADV
IAT	°C	°F		Intake air temperature	IAT
MAF	g/sec			Mass airflow	MAF
TP1	%			Throttle valve position No.1	TP1
EG_RUN_TIME	—			Time from engine start	—
SEGRP_DSD	%			Target EGR valve position	SEGRP DSD
EVAPCP	%			Purge solenoid valve controlled value	EVAPCP
FLI	%			Fuel level in fuel tank	FLI
CLR_CNT	—			Number of warm-up cycle after DTC cleared	—
CLR_DIST	Km	miles		Mileage after DTC cleared	—
FTP	kPa	psi	Bar	Fuel tank pressure	FTP
BARO	kPa	psi	Bar	Barometric pressure	BARO
CATT11_DSD	°C	°F		Estimated catalytic converter temperature	CATT11_DSD
VPWR	V			Module supply voltage	VPWR
LOAD	%			Engine load	LOAD
EQ_RAT11_DSD	—			Target equivalence ratio (lambda)	EQ_RAT11_DSD
TP_REL	%			Relative throttle position	TP_REL
AAT	°C	°F		Ambient air temperature	AAT
TP2	%			Throttle valve position No.2	TP2

APP1	%		Accelerator pedal position No.1	APP1
APP2	%		Accelerator pedal position No.2	APP2
ETC_DSD	%		Target throttle valve position	ETC_DSD
SHRTFT12	%		Short term fuel trim (HO2S)	—
LONGFT12	%		Long term fuel trim (HO2S)	—
ECT2_SUP	—		Engine coolant temperature No.2 support	—
ECT2	°C	°F	Engine coolant temperature No.2	—

On-Board System Readiness Tests Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "Powertrain".
 - b. Select "OBD Test Modes".
 - c. Select "Mode 1 Powertrain Data".
 - d. Select "PCM".
3. Then, select the "***SUP" and "***EVAL" PIDs in the PID selection screen.
4. Monitor those PIDs and check it system monitor is completed.

NOTE:

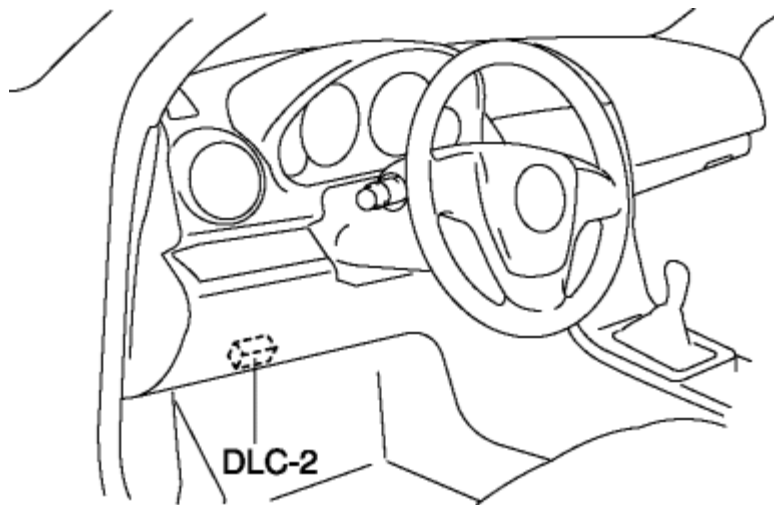
- If the on-board system readiness tests are not completed the PCM stores DTC P1000.

PID/ DATA Monitor and Record Procedure

NOTE:

- The PID data screen function is used for monitoring the calculated value of input/output signals in the module. Therefore, if the monitored value of the output parts is not within the specification, it is necessary to inspect the monitored value of input parts corresponding to the applicable output part control. In addition, because the system does not display an output part malfunction as an abnormality in the monitored value, it is necessary to inspect the output parts individually.
- When detecting DTCs, PIDs related to a malfunctioning system may not display even if the module is normal. Therefore, if a PID is not displayed, it is necessary to verify the DTC, perform malfunction diagnosis of the DTC that was detected, and do repairs.

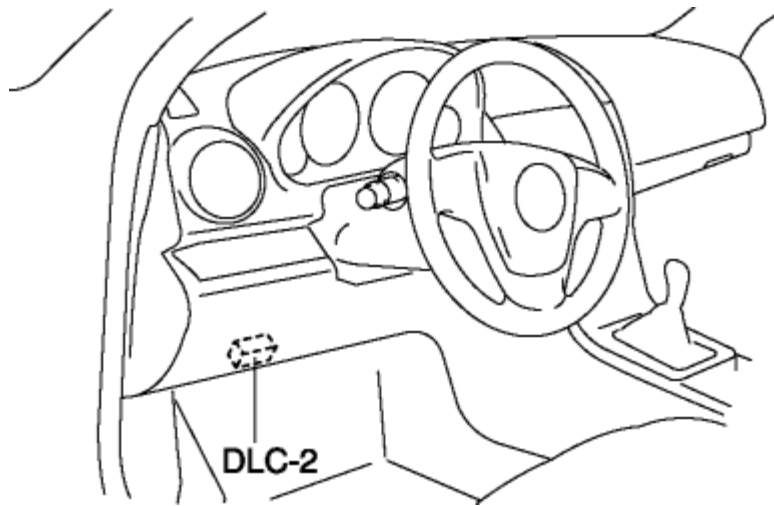
1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "DataLogger".
 - b. Select "Modules".
 - c. Select "PCM".
3. Select the applicable PID from the PID table.
4. Verify the PID data according to the detections on the screen.

Diagnostic Monitoring Test Results Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



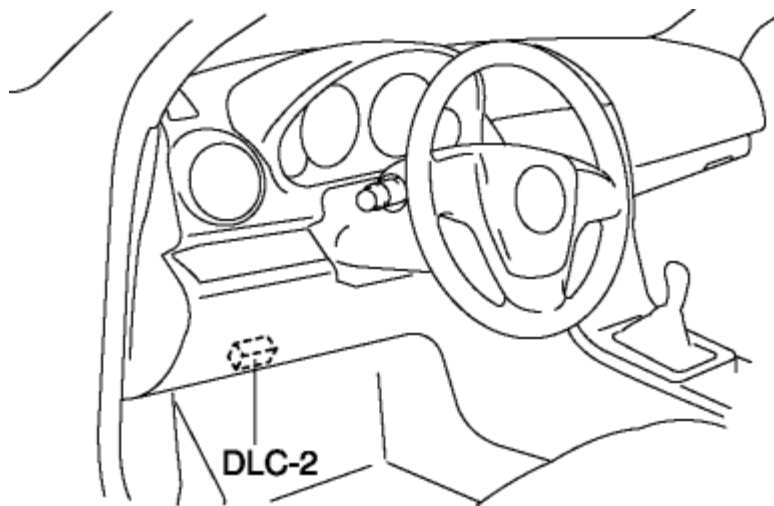
2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "Powertrain".
- b. Select "OBD Test Modes".
- c. Select "Mode 6 On-Board Test Results".

3. Verify the diagnostic monitoring test result according to the directions on the IDS screen.

Active Command Modes Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "DataLogger".
- b. Select "Modules".
- c. Select "PCM".

3. Select the simulation items from the PID table.

4. Using the active command modes function, inspect the operations for each parts.

- If the operation of output parts cannot be verified after the active command mode inspection is performed, this could indicate the possibility of an open or short circuit, sticking, or operation malfunction in the output parts.

[< Previous](#) [Next >](#)

[Back to Top](#)

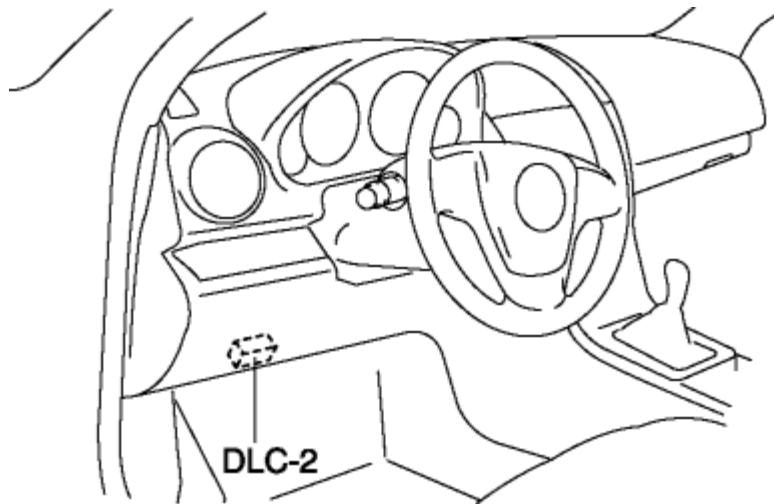
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2012 - Mazda6 - Engine

ON-BOARD DIAGNOSTIC TEST [MZR 2.5]

DTC Reading Procedure

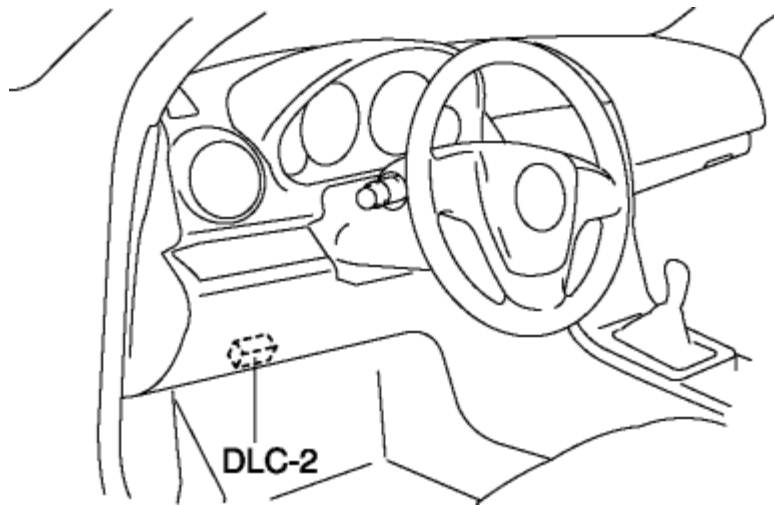
1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "Self Test".
 - b. Select "Modules".
 - c. Select "PCM".
3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.
4. Verify the DTC according to the directions on the IDS screen.
 - If any DTCs are displayed, perform troubleshooting according to the corresponding DTC inspection.
5. After completion of repairs, clear all DTCs stored in the PCM, while referring to "AFTER REPAIR PROCEDURE".

Pending Trouble Code Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

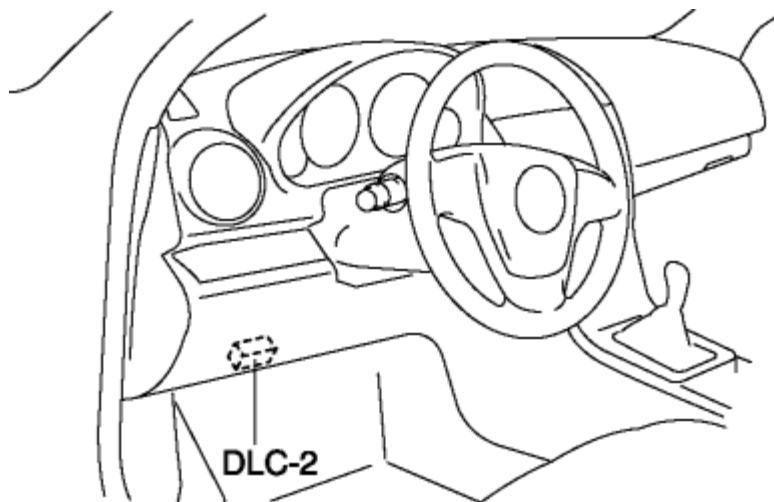
- a. Select "Self Test".
- b. Select "Modules".
- c. Select "PCM".

3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.

4. Retrieve the pending trouble codes according to the directions on the IDS screen.

Freeze Frame PID Data Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "Self Test".
- b. Select "Modules".
- c. Select "PCM".

3. Then, select the "Retrieve CMDTCs" and perform procedures according to directions on the IDS screen.

4. Retrieve the freeze frame PID data according to the directions on the IDS screen.

NOTE:

- Freeze frame data/snapshot data appears at the top of the help screen when the displayed DTC is selected.

Freeze frame data

- The freeze frame data consists of data for vehicle and engine control system operation conditions when malfunctions in the engine control system are detected and stored in the PCM.
- Freeze frame data is stored at the instant the malfunction indicator lamp illuminates, and only a part of the DTC data is stored.
- For the freeze frame data, if there are several malfunctions in the engine control system, the data for the malfunction which occurred initially is stored. Thereafter, if a misfire or fuel injection control malfunction occurs, data from the misfire or fuel injection control malfunction is written over the initially stored data. However, if the initially stored freeze frame data is a misfire or fuel injection control malfunction, it is not overwritten.

Snapshot data

- The snapshot data stores the currently detected DTC data.
- The recording timing for the freeze frame data/snapshot data differs depending on the number of DTC drive cycles.
 - For a DTC with a drive cycle number 1, only the malfunction determination data is recorded.
 - For a DTC with a drive cycle number 2, both the malfunction determination and undetermined data is recorded.

Freeze frame data table

NOTE:

- Refer to PID monitor table for confirm the engine control system operation status while the PCM does not store the DTC. (See [PCM INSPECTION \[MZR 2.5\]](#).)
- Freeze frame data items are not displayed, according to detected DTC.

Freeze frame data item	Unit	Description	Corresponding PID data monitor item
FUELSYS1	Open Loop/Closed Loop/OL-Drive/OL-Fault/CL-Fault	Fuel system status	FUELSYS

LOAD	%			Calculated engine load	—
ECT	°C	°F		Engine coolant temperature	ECT
SFT1	%			Short term fuel trim	SHRTFT1
LFT1	%			Long term fuel trim	LONGFT1
MAP	kPa	psi	Bar	Manifold absolute pressure	MAP
RPM	RPM			Engine speed	RPM
VS	KPH	MPH		Vehicle speed	VSS
SPARKADV	°			Ignition timing	SPARKADV
IAT	°C	°F		Intake air temperature	IAT
MAF	g/sec			Mass airflow	MAF
TP	%			Throttle valve position No.1	TP1
RUNTM	hh:mm:ss			Time from engine start	—
EGRPCT	%			Target EGR valve position	SEGRP_DSD
EVAPPCT	%			Purge solenoid valve controlled value	EVAPCP
FLI	%			Fuel level in fuel tank	FLI
WARMUPS	—			Number of warm-up cycle after DTC cleared	—
CLRDIST	Km	miles		Mileage after DTC cleared	—
EVAP_VP	kPa	psi	Bar	Fuel tank pressure	FTP
BARO	kPa	psi	Bar	Barometric pressure	BARO
CATTEMP11	°C	°F		Estimated catalytic converter temperature	CATT11_DSD
VPWR	V			Module supply voltage	VPWR

ALV	%		Engine load	LOAD
EQ_RAT	—		Target equivalence ratio (lambda)	EQ_RAT11_DSD
TP_REL	%		Relative throttle position	TP_REL
AAT	°C	°F	Ambient air temperature	AAT
TP_B	%		Throttle valve position No.2	TP2
APP_D	%		Accelerator pedal position No.1	APP1
APP_E	%		Accelerator pedal position No.2	APP2
TAC_PCT	%		Target throttle valve position	ETC_DSD

Snapshot data table

NOTE:

- Refer to PID monitor table for confirm the engine control system operation status while the PCM does not store the DTC. (See **PCM INSPECTION [MZR 2.5]**.)
- Snapshot data items are not displayed, according to detected DTC.

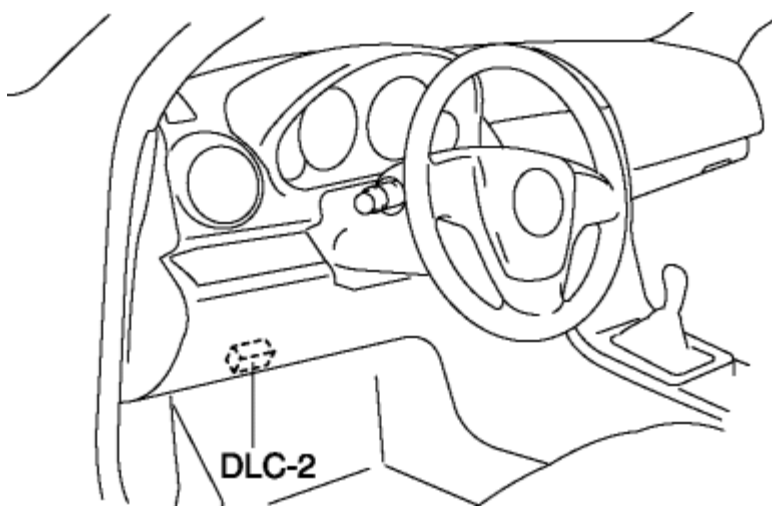
Snapshot data item	Unit			Definition	Corresponding PID data monitor item
FUELSYS	OL/CL/OL-Drive/OL-Fault/CL-Fault			Fuel system status	FUELSYS
LOAD_C	%			Calculated engine load	—
ECT	°C	°F		Engine coolant temperature	ECT
SHRTFT1	%			Short term fuel trim	SHRTFT1
LONGFT1	%			Long term fuel trim	LONGFT1
MAP	kPa	psi	Bar	Manifold absolute pressure	MAP

RPM	RPM			Engine speed	RPM
VSS	KPH	MPH		Vehicle speed	VSS
SPARKADV	°			Ignition timing	SPARKADV
IAT	°C	°F		Intake air temperature	IAT
MAF	g/sec			Mass airflow	MAF
TP1	%			Throttle valve position No.1	TP1
EG_RUN_TIME	—			Time from engine start	—
SEGRP_DSD	%			Target EGR valve position	SEGRP DSD
EVAPCP	%			Purge solenoid valve controlled value	EVAPCP
FLI	%			Fuel level in fuel tank	FLI
CLR_CNT	—			Number of warm-up cycle after DTC cleared	—
CLR_DIST	Km	miles		Mileage after DTC cleared	—
FTP	kPa	psi	Bar	Fuel tank pressure	FTP
BARO	kPa	psi	Bar	Barometric pressure	BARO
CATT11_DSD	°C	°F		Estimated catalytic converter temperature	CATT11_DSD
VPWR	V			Module supply voltage	VPWR
LOAD	%			Engine load	LOAD
EQ_RAT11_DSD	—			Target equivalence ratio (lambda)	EQ_RAT11_DSD
TP_REL	%			Relative throttle position	TP_REL
AAT	°C	°F		Ambient air temperature	AAT
TP2	%			Throttle valve position No.2	TP2

APP1	%		Accelerator pedal position No.1	APP1
APP2	%		Accelerator pedal position No.2	APP2
ETC_DSD	%		Target throttle valve position	ETC_DSD
SHRTFT12	%		Short term fuel trim (HO2S)	—
LONGFT12	%		Long term fuel trim (HO2S)	—
ECT2_SUP	—		Engine coolant temperature No.2 support	—
ECT2	°C	°F	Engine coolant temperature No.2	—

On-Board System Readiness Tests Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "Powertrain".
 - b. Select "OBD Test Modes".
 - c. Select "Mode 1 Powertrain Data".
 - d. Select "PCM".
3. Then, select the "***SUP" and "***EVAL" PIDs in the PID selection screen.
4. Monitor those PIDs and check it system monitor is completed.

NOTE:

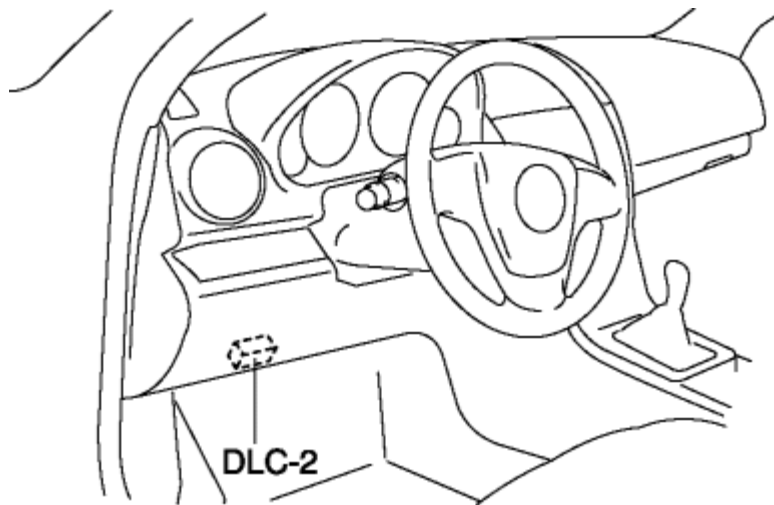
- If the on-board system readiness tests are not completed the PCM stores DTC P1000.

PID/ DATA Monitor and Record Procedure

NOTE:

- The PID data screen function is used for monitoring the calculated value of input/output signals in the module. Therefore, if the monitored value of the output parts is not within the specification, it is necessary to inspect the monitored value of input parts corresponding to the applicable output part control. In addition, because the system does not display an output part malfunction as an abnormality in the monitored value, it is necessary to inspect the output parts individually.
- When detecting DTCs, PIDs related to a malfunctioning system may not display even if the module is normal. Therefore, if a PID is not displayed, it is necessary to verify the DTC, perform malfunction diagnosis of the DTC that was detected, and do repairs.

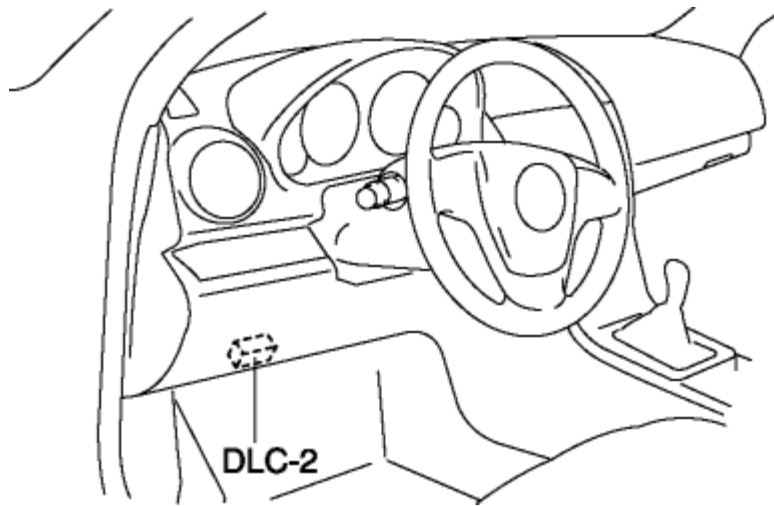
1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.
 - a. Select "DataLogger".
 - b. Select "Modules".
 - c. Select "PCM".
3. Select the applicable PID from the PID table.
4. Verify the PID data according to the detections on the screen.

Diagnostic Monitoring Test Results Access Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



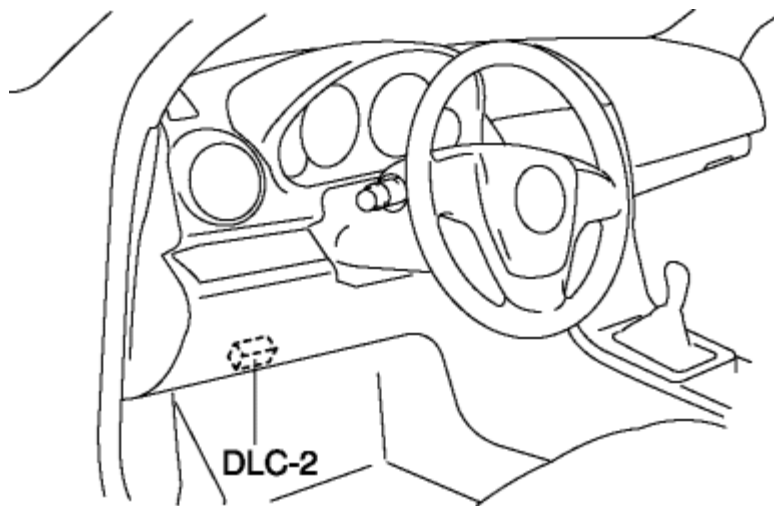
2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "Powertrain".
- b. Select "OBD Test Modes".
- c. Select "Mode 6 On-Board Test Results".

3. Verify the diagnostic monitoring test result according to the directions on the IDS screen.

Active Command Modes Procedure

1. Connect the M-MDS (IDS) to the DLC-2.



2. After the vehicle is identified, select the following items from the initialization screen of the IDS.

- a. Select "DataLogger".
- b. Select "Modules".
- c. Select "PCM".

3. Select the simulation items from the PID table.

4. Using the active command modes function, inspect the operations for each parts.

- If the operation of output parts cannot be verified after the active command mode inspection is performed, this could indicate the possibility of an open or short circuit, sticking, or operation malfunction in the output parts.

[< Previous](#) [Next >](#)

[Back to Top](#)

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