

2012 - Mazda6 - Engine

NO.26 EXHAUST SULPHUR SMELL [MZI 3.7 V6]

26	EXHAUST SULPHUR SMELL
DESCRIPTION	Rotten egg smell (sulphur) from exhaust.
POSSIBLE CAUSE	- Electrical connectors are disconnected or connected poorly. - Charcoal canister malfunction - Vacuum lines are disconnected or connected improperly. - Improper fuel pressure - Poor fuel quality WARNING: - The following troubleshooting flow chart contains the fuel system diagnosis and repair procedures. Read the following warnings before servicing the fuel system: - Fuel vapor is hazardous. It can easily ignite, causing serious injury and damage. Always keep sparks and flames away from fuel. - Fuel line spills and leakage are dangerous. Fuel can ignite and cause serious injuries or death and damage. Fuel can also irritate skin and eyes. To prevent this, always complete "BEFORE SERVICE PRECAUTION" and "AFTER SERVICE PRECAUTION " described in this manual. (See BEFORE SERVICE PRECAUTION [MZI 3.7 V6].) (See AFTER SERVICE PRECAUTION [MZI 3.7 V6].) CAUTION: - Disconnecting/connecting quick release connector without cleaning it may cause damage to fuel pipe and quick release connector. Always clean quick release connector joint area before disconnecting/connecting, and make sure that it is free of foreign material.

Diagnostic procedure

STEP	INSPECTION	RESULTS	ACTION
1	VERIFY IF THERE IS DRIVEABILITY MALFUNCTION OR EXHAUST GAS MALFUNCTION Are any driveability or exhaust smoke concerns present?	Yes	Go to the appropriate symptom troubleshooting.
		No	Go to the next step.
2	INSPECT RELATED PART CONDITION - Inspect the following: - Electrical connections - Vacuum lines - Fuel quality - Are all items normal?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results. Repeat Step 2.

3	VERIFY PCM DTC - Switch the ignition to ON (Engine off). - Retrieve any DTCs using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [MZI 3.7 V6].) - Are there any DTCs displayed?	Yes	DTC is displayed: Go to the appropriate DTC inspection. (See DTC TABLE [MZI 3.7 V6].)
		No	No DTC is displayed: Go to the next step.
4	INSPECT FUEL LINE PRESSURE - Install the fuel pressure gauge between the fuel pipe and fuel distributor. - Start the engine and idle it. - Measure the fuel line pressure during idle. (See FUEL LINE PRESSURE INSPECTION [MZI 3.7 V6].) - Is the fuel line pressure correct during idle?	Yes	Go to the next step.
		No	Zero or low: - Inspect for the following: - Fuel pump relay - Fuel pump circuit - Fuel line for clogging - If there is no malfunction, replace the fuel pump unit. (Fuel pump or pressure regulator malfunction) (See FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZI 3.7 V6].) High: - Replace the fuel pump unit. (Pressure regulator malfunction) (See FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZI 3.7 V6].)
5	DETERMINE IF MALFUNCTION CAUSE IS CHARCOAL CANISTER OR FUEL TANK VENT SYSTEM - Inspect the charcoal canister for fuel saturation. - Is excess amount of liquid fuel present in canister?	Yes	Replace the charcoal canister. (See CHARCOAL CANISTER, CANISTER VENT (CV) SOLENOID VALVE, AIR FILTER COMPONENT REMOVAL/ INSTALLATION [MZI 3.7 V6].)
		No	Inspect the fuel tank vent system. Repair or replace the malfunctioning part according to the inspection results. If the fuel tank vent system is normal, suggest trying a different brand since sulphur content can vary in different fuels.
6	Verify test results. - If normal, return to diagnostic index to service any additional symptoms. (See SYMPTOM DIAGNOSTIC INDEX [MZI 3.7 V6].) - If malfunction remains, inspect related Service Bulletins and/or On-line Repair Information and perform repair or diagnosis. - If vehicle is repaired, troubleshooting completed. - If vehicle is not repaired or additional diagnostic information is not available, reprogram the		

PCM if a later calibration is available. Retest.

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

© 2011 Mazda North American Operations, U.S.A.

[Back to Top](#)

2012 - Mazda6 - Engine

NO.26 EXHAUST SULPHUR SMELL [MZI 3.7 V6]

26	EXHAUST SULPHUR SMELL
DESCRIPTION	Rotten egg smell (sulphur) from exhaust.
POSSIBLE CAUSE	- Electrical connectors are disconnected or connected poorly. - Charcoal canister malfunction - Vacuum lines are disconnected or connected improperly. - Improper fuel pressure - Poor fuel quality WARNING: - The following troubleshooting flow chart contains the fuel system diagnosis and repair procedures. Read the following warnings before servicing the fuel system: - Fuel vapor is hazardous. It can easily ignite, causing serious injury and damage. Always keep sparks and flames away from fuel. - Fuel line spills and leakage are dangerous. Fuel can ignite and cause serious injuries or death and damage. Fuel can also irritate skin and eyes. To prevent this, always complete "BEFORE SERVICE PRECAUTION" and "AFTER SERVICE PRECAUTION " described in this manual. (See BEFORE SERVICE PRECAUTION [MZI 3.7 V6].) (See AFTER SERVICE PRECAUTION [MZI 3.7 V6].) CAUTION: - Disconnecting/connecting quick release connector without cleaning it may cause damage to fuel pipe and quick release connector. Always clean quick release connector joint area before disconnecting/connecting, and make sure that it is free of foreign material.

Diagnostic procedure

STEP	INSPECTION	RESULTS	ACTION
1	VERIFY IF THERE IS DRIVEABILITY MALFUNCTION OR EXHAUST GAS MALFUNCTION Are any driveability or exhaust smoke concerns present?	Yes	Go to the appropriate symptom troubleshooting.
		No	Go to the next step.
2	INSPECT RELATED PART CONDITION - Inspect the following: - Electrical connections - Vacuum lines - Fuel quality - Are all items normal?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning part according to the inspection results. Repeat Step 2.

PCM if a later calibration is available. Retest.

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

© 2011 Mazda North American Operations, U.S.A.

[Back to Top](#)