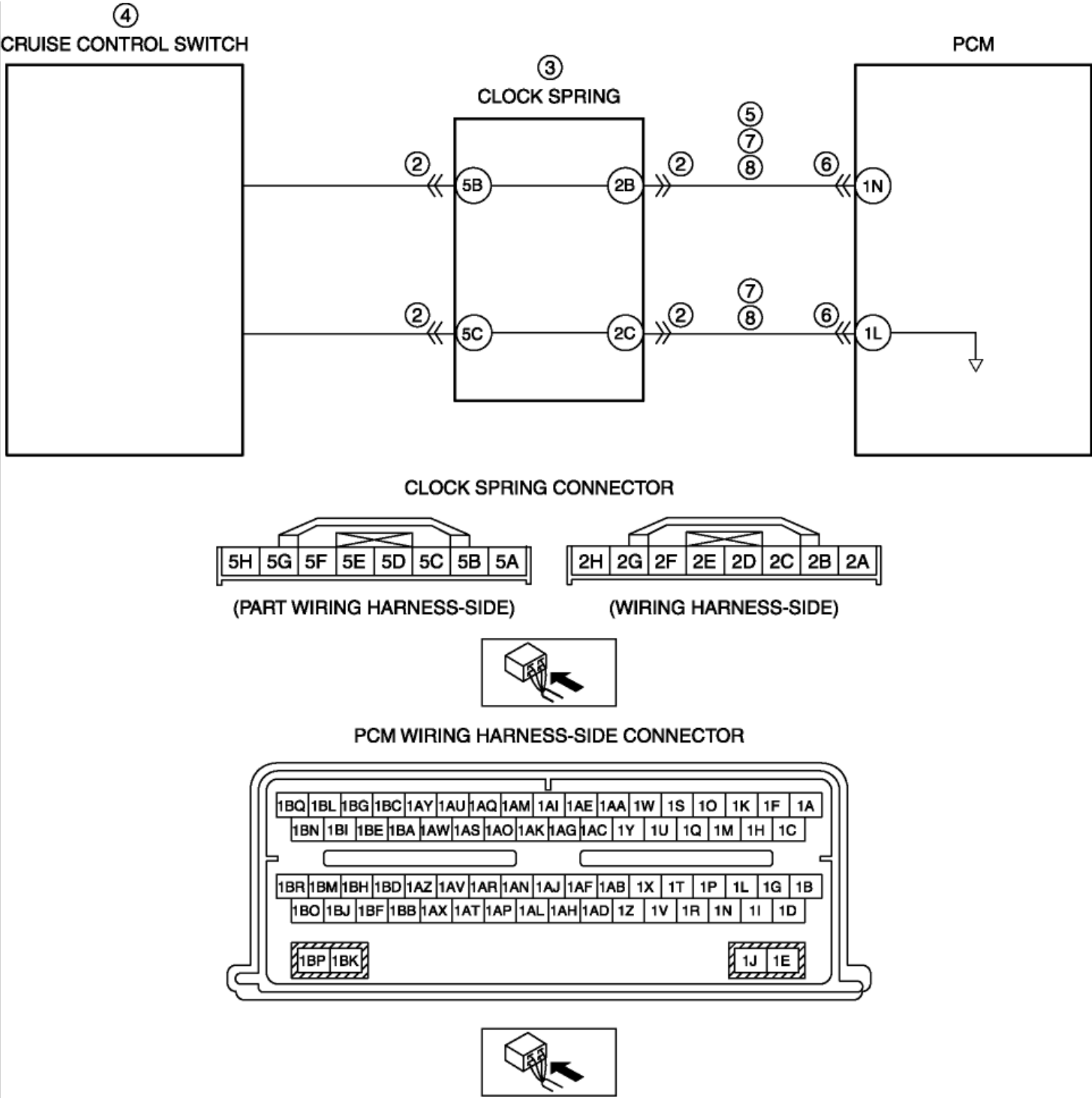


2012 - Mazda6 - Engine

DTC P0579:00 [MZI 3.7 V6]

DTC P0579:00	Cruise control multi-function input circuit range/performance
DETECTION CONDITION	• P0579:00 may set when the cruise control switch circuits are open, shorted to voltage or ground.
POSSIBLE CAUSE	• Clock spring connector or terminals malfunction • Clock spring malfunction • Cruise control switch malfunction • Short to ground in wiring harness between clock spring terminal 2B and PCM terminal 1N • PCM connector or terminals malfunction • Short to power supply in wiring harness between the following terminals: ▪ Clock spring terminal 2B—PCM terminal 1N ▪ Clock spring terminal 2C—PCM terminal 1L • Open circuit in wiring harness between the following terminals: ▪ Clock spring terminal 2B—PCM terminal 1N ▪ Clock spring terminal 2C—PCM terminal 1L • PCM malfunction



Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY RELATED REPAIR INFORMATION AVAILABILITY - Verify related Service Bulletins and/or on-line repair information availability. - Is any related repair information available?	Yes Perform repair or diagnosis according to the available repair information. If the vehicle is not repaired, go to the next step.

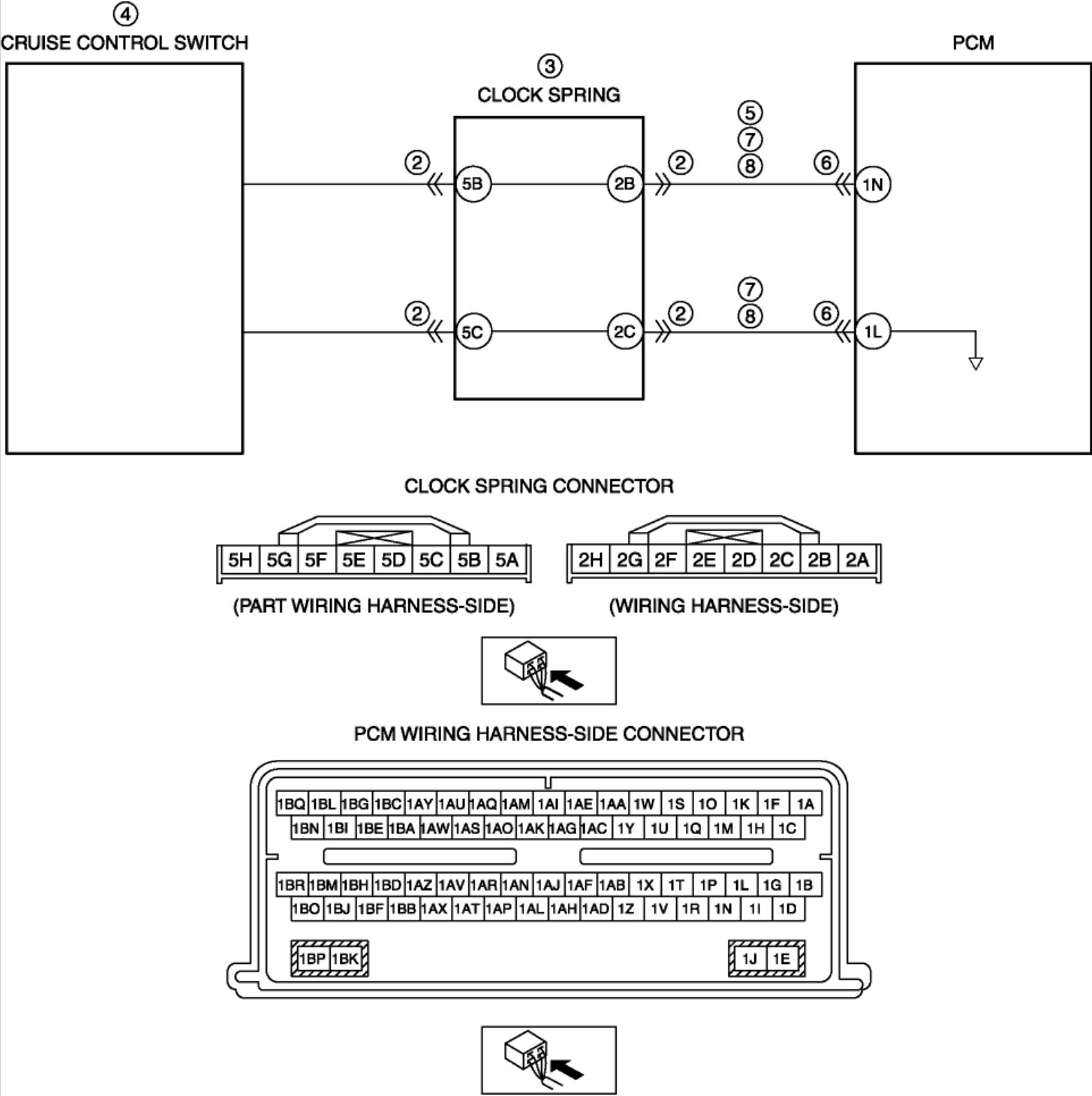
		No	Go to the next step.
2	INSPECT CLOCK SPRING CONNECTOR CONDITION WARNING: - Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the air bag system service warnings and cautions before handling the air bag system components. (See AIR BAG SYSTEM SERVICE WARNINGS.) (See AIR BAG SYSTEM SERVICE CAUTIONS.) - Switch the ignition to off. - Disconnect the clock spring connector. - Inspect for poor connection (such as damaged/pulled-out pins, and corrosion). - Is there any malfunction?	Yes	Repair or replace the connector or terminals, then go to Step 9.
		No	Go to the next step.
3	INSPECT CLOCK SPRING - Inspect the clock spring. (See CLOCK SPRING INSPECTION.) - Is there any malfunction?	Yes	Replace the clock spring, then go to Step 9. (See CLOCK SPRING REMOVAL/ INSTALLATION .)
		No	Go to the next step.
4	INSPECT CRUISE CONTROL SWITCH - Inspect the cruise control switch. (See CRUISE CONTROL SWITCH INSPECTION [MZI 3.7 V6].) - Is there any malfunction?	Yes	Replace the steering switch, then go to Step 9. (See STEERING SWITCH REMOVAL/ INSTALLATION .)
		No	Go to the next step.
5	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR SHORT TO GROUND - Clock spring connector is disconnected. - Inspect for continuity between clock spring terminal 2B (wiring harness-side) and body ground. - Is there continuity?	Yes	If the short to ground circuit could be detected: - Repair or replace the wiring harness for a possible short to ground. If the short to ground circuit could not be detected: - Replace the PCM (short to ground in PCM internal circuit). (See PCM REMOVAL/ INSTALLATION [MZI 3.7 V6].) Go to Step 9.
		No	Go to the next step.
6	INSPECT PCM CONNECTOR CONDITION - Disconnect the PCM connector. - Inspect for poor connection (such as damaged/pulled-out pins, and corrosion).	Yes	Repair or replace the connector or terminals, then go to Step 9.
		No	Go to the next step.

	• Is there any malfunction?		
7	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR SHORT TO POWER SUPPLY • Clock spring and PCM connectors are disconnected. • Switch the ignition to ON (engine off). • Measure the voltage between the following terminals (wiring harness-side) and body ground: ▪ Clock spring terminal 2B ▪ Clock spring terminal 2C • Is there any voltage?	Yes Repair or replace the wiring harness for a possible short to power supply, then go to Step 9.	
		No Go to the next step.	
8	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR OPEN CIRCUIT • Clock spring and PCM connectors are disconnected. • Switch the ignition to off. • Inspect for continuity between the following terminals (wiring harness-side): ▪ Clock spring terminal 2B—PCM terminal 1N ▪ Clock spring terminal 2C—PCM terminal 1L • Is there continuity?	Yes Go to the next step.	
		No Repair or replace the wiring harness for a possible open circuit, then go to the next step.	
9	VERIFY TROUBLESHOOTING OF DTC P0579:00 HAS BEEN COMPLETED • Make sure to reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [MZI 3.7 V6].) • Drive the vehicle using cruise control for 2 min or more. • Perform the DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [MZI 3.7 V6].) • Is the same DTC present?	Yes Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [MZI 3.7 V6].) Go to the next step.	
		No Go to the next step.	
10	VERIFY AFTER REPAIR PROCEDURE • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [MZI 3.7 V6].) • Are any DTCs present?	Yes Go to the applicable DTC inspection. (See DTC TABLE [MZI 3.7 V6] .)	
		No DTC troubleshooting completed.	

2012 - Mazda6 - Engine

DTC P0579:00 [MZI 3.7 V6]

DTC P0579:00	Cruise control multi-function input circuit range/performance
DETECTION CONDITION	• P0579:00 may set when the cruise control switch circuits are open, shorted to voltage or ground.
POSSIBLE CAUSE	• Clock spring connector or terminals malfunction • Clock spring malfunction • Cruise control switch malfunction • Short to ground in wiring harness between clock spring terminal 2B and PCM terminal 1N • PCM connector or terminals malfunction • Short to power supply in wiring harness between the following terminals: ▪ Clock spring terminal 2B—PCM terminal 1N ▪ Clock spring terminal 2C—PCM terminal 1L • Open circuit in wiring harness between the following terminals: ▪ Clock spring terminal 2B—PCM terminal 1N ▪ Clock spring terminal 2C—PCM terminal 1L • PCM malfunction



Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY RELATED REPAIR INFORMATION AVAILABILITY - Verify related Service Bulletins and/or on-line repair information availability. - Is any related repair information available?	Yes Perform repair or diagnosis according to the available repair information. If the vehicle is not repaired, go to the next step.

		No	Go to the next step.
2	INSPECT CLOCK SPRING CONNECTOR CONDITION WARNING: - Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the air bag system service warnings and cautions before handling the air bag system components. (See AIR BAG SYSTEM SERVICE WARNINGS.) (See AIR BAG SYSTEM SERVICE CAUTIONS.) - Switch the ignition to off. - Disconnect the clock spring connector. - Inspect for poor connection (such as damaged/pulled-out pins, and corrosion). - Is there any malfunction?	Yes	Repair or replace the connector or terminals, then go to Step 9.
		No	Go to the next step.
3	INSPECT CLOCK SPRING - Inspect the clock spring. (See CLOCK SPRING INSPECTION.) - Is there any malfunction?	Yes	Replace the clock spring, then go to Step 9. (See CLOCK SPRING REMOVAL/ INSTALLATION .)
		No	Go to the next step.
4	INSPECT CRUISE CONTROL SWITCH - Inspect the cruise control switch. (See CRUISE CONTROL SWITCH INSPECTION [MZI 3.7 V6].) - Is there any malfunction?	Yes	Replace the steering switch, then go to Step 9. (See STEERING SWITCH REMOVAL/ INSTALLATION .)
		No	Go to the next step.
5	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR SHORT TO GROUND - Clock spring connector is disconnected. - Inspect for continuity between clock spring terminal 2B (wiring harness-side) and body ground. - Is there continuity?	Yes	If the short to ground circuit could be detected: - Repair or replace the wiring harness for a possible short to ground. If the short to ground circuit could not be detected: - Replace the PCM (short to ground in PCM internal circuit). (See PCM REMOVAL/ INSTALLATION [MZI 3.7 V6].) Go to Step 9.
		No	Go to the next step.
6	INSPECT PCM CONNECTOR CONDITION - Disconnect the PCM connector. - Inspect for poor connection (such as damaged/pulled-out pins, and corrosion).	Yes	Repair or replace the connector or terminals, then go to Step 9.
		No	Go to the next step.

	Is there any malfunction?		
7	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR SHORT TO POWER SUPPLY - Clock spring and PCM connectors are disconnected. - Switch the ignition to ON (engine off). - Measure the voltage between the following terminals (wiring harness-side) and body ground: - Clock spring terminal 2B - Clock spring terminal 2C - Is there any voltage?	Yes Repair or replace the wiring harness for a possible short to power supply, then go to Step 9.	
		No Go to the next step.	
8	INSPECT CRUISE CONTROL SWITCH CIRCUIT FOR OPEN CIRCUIT - Clock spring and PCM connectors are disconnected. - Switch the ignition to off. - Inspect for continuity between the following terminals (wiring harness-side): - Clock spring terminal 2B—PCM terminal 1N - Clock spring terminal 2C—PCM terminal 1L - Is there continuity?	Yes Go to the next step.	
		No Repair or replace the wiring harness for a possible open circuit, then go to the next step.	
9	VERIFY TROUBLESHOOTING OF DTC P0579:00 HAS BEEN COMPLETED - Make sure to reconnect all disconnected connectors. - Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [MZI 3.7 V6].) - Drive the vehicle using cruise control for 2 min or more. - Perform the DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [MZI 3.7 V6].) - Is the same DTC present?	Yes Repeat the inspection from Step 1. If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [MZI 3.7 V6].) Go to the next step.	
		No Go to the next step.	
10	VERIFY AFTER REPAIR PROCEDURE - Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [MZI 3.7 V6].) - Are any DTCs present?	Yes Go to the applicable DTC inspection. (See DTC TABLE [MZI 3.7 V6] .)	
		No DTC troubleshooting completed.	