2012 - Mazda6 - Engine

DTC P115E:00 [MZI 3.7 V6]

DTC P115E:00	Throttle actuator control throttle body air flow trim at max limit
DETECTION CONDITION	• During idle, the PCM monitors the throttle angle and air flow. If the air flow is determined to be less than expected, the PCM adjusts the throttle angle to compensate. The air flow reduction is typically the result of sludge buildup around the throttle plate. This DTC indicates the PCM has reached the maximum allowed compensation and is no longer able to compensate for the build up.
POSSIBLE CAUSE	• Sludge around the throttle plate

Diagnostic procedure

STEP	INSPECTION		ACTION
1	**VERIFY FREEZE FRAME DATA HAS BEEN RECORDED** • Has FREEZE FRAME DATA been recorded?	Yes	Go to the next step.
		No	Record FREEZE FRAME DATA on the repair order, then go to the next step.
2	**VERIFY RELATED REPAIR INFORMATION AVAILABILITY** • Verify related Service Bulletins and/or on-line repair information availability. • Is any related Service Bulletins available?	Yes	Perform repair or diagnosis according to the available Service Bulletins. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
3	**INSPECT FOR OTHER POWERTRAIN DTCs** • Repair all other powertrain DTCs before P115E:00. • Have all other powertrain DTCs been diagnosed?	Yes	Go to the next step.
		No	Go to the appropriate DTC Troubleshooting.

4	**INSPECT THROTTLE BODY** • Remove the air duct from the throttle valve body. • Check around the throttle plate for sludge. • Is the throttle valve normal?	Yes	Replace the throttle body. Then go to Step 6.
		No	Clean the throttle plate and throttle valve body. Then go to the next step.
5	**PERFORM KOER SELF-TEST** • Verify that all disconnected connectors are reconnected. • Clear the DTC from the PCM memory using the M-MDS. • Perform the KOER self-test. (See **KOEO/ KOER SELF TEST [MZI 3.7 V6]**.) • Retrieve DTCs using the M-MDS. • Is the PENDING CODE for this DTC present?	Yes	Replace the throttle body then go to the step.
		No	Go to the next step.
6	**VERIFY TROUBLESHOOTING OF DTC P115E:00 HAS BEEN COMPLETED** • Verify that all disconnected connectors reconnected. • Switch the ignition ON (Engine off). • Clear the DTC from the PCM memory using the M-MDS. • Start the engine and run it at idle. • Retrieve DTCs using the M-MDS. • Is the PENDING CODE for this 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.
7	**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	Troubleshooting completed.

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DETECTION CONDITION	• During idle, the PCM monitors the throttle angle and air flow. If the air flow is determined to be less than expected, the PCM adjusts the throttle angle to compensate. The air flow reduction is typically the result of sludge buildup around the throttle plate. This DTC indicates the PCM has reached the maximum allowed compensation and is no longer able to compensate for the build up.
POSSIBLE CAUSE	• Sludge around the throttle plate

Diagnostic procedure

STEP	INSPECTION		ACTION
1	**VERIFY FREEZE FRAME DATA HAS BEEN RECORDED** • Has FREEZE FRAME DATA been recorded?	Yes	Go to the next step.
		No	Record FREEZE FRAME DATA on the repair order, then go to the next step.
2	**VERIFY RELATED REPAIR INFORMATION AVAILABILITY** • Verify related Service Bulletins and/or on-line repair information availability. • Is any related Service Bulletins available?	Yes	Perform repair or diagnosis according to the available Service Bulletins. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
3	**INSPECT FOR OTHER POWERTRAIN DTCs** • Repair all other powertrain DTCs before P115E:00. • Have all other powertrain DTCs been diagnosed?	Yes	Go to the next step.
		No	Go to the appropriate DTC Troubleshooting.

4	**INSPECT THROTTLE BODY** • Remove the air duct from the throttle valve body. • Check around the throttle plate for sludge. • Is the throttle valve normal?	Yes	Replace the throttle body. Then go to Step 6.
		No	Clean the throttle plate and throttle valve body. Then go to the next step.
5	**PERFORM KOER SELF-TEST** • Verify that all disconnected connectors are reconnected. • Clear the DTC from the PCM memory using the M-MDS. • Perform the KOER self-test. (See **KOEO/ KOER SELF TEST [MZI 3.7 V6]**.) • Retrieve DTCs using the M-MDS. • Is the PENDING CODE for this DTC present?	Yes	Replace the throttle body then go to the step.
		No	Go to the next step.
6	**VERIFY TROUBLESHOOTING OF DTC P115E:00 HAS BEEN COMPLETED** • Verify that all disconnected connectors reconnected. • Switch the ignition ON (Engine off). • Clear the DTC from the PCM memory using the M-MDS. • Start the engine and run it at idle. • Retrieve DTCs using the M-MDS. • Is the PENDING CODE for this 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.
7	**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	Troubleshooting completed.