

2012 - Mazda6 - Engine

NO.26 EXHAUST SULPHUR SMELL [MZR 2.5]

26	EXHAUST SULPHUR SMELL
DESCRIPTION	Rotten egg smell (sulphur) from exhaust.
POSSIBLE CAUSE	- Electrical connectors are disconnected or connected poorly. - Poor fuel quality - Vacuum lines are disconnected or connected improperly. - PCM DTC is stored. - Improper fuel pressure - Fuel pump relay or fuel pump circuit malfunction - Restriction in fuel line - Pressure regulator malfunction (built-into fuel pump unit) - Fuel pump malfunction - Charcoal canister malfunction WARNING: The following troubleshooting flow chart contains the fuel system diagnosis and repair procedures. Read the following warnings before performing the fuel system services: - 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 [MZR 2.5].) (See AFTER SERVICE PRECAUTION [MZR 2.5].) CAUTION: Disconnecting/ connecting the quick release connector without cleaning it may possibly cause damage to the fuel pipe and the quick release connector. Always clean the 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 drivability 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:	Yes	Go to the next step.

	▪ Electrical connections ▪ Vacuum lines ▪ Fuel quality • Are all items normal?	No	Repair or replace the malfunctioning part according to the inspection results. Repeat Step 2.
3	VERIFY PCM DTC • Retrieve any DTCs using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [MZR 2.5].) • Are there any DTCs displayed?	Yes	Go to the appropriate DTC inspection. (See DTC TABLE [MZR 2.5] .)
		No	Go to the next step.
4	INSPECT FUEL LINE PRESSURE • Inspect the fuel line pressure. (See FUEL LINE PRESSURE INSPECTION [MZR 2.5].) • Is the fuel line pressure correct?	Yes	Go to the next step.
		No	Zero or low: • Inspect the following: ▪ Fuel pump relay ▪ Fuel pump circuit ▪ Fuel line for clogging • If there is no malfunction, replace the fuel pump unit. (See FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZR 2.5].) High: • Replace the fuel pump unit. (See FUEL PUMP UNIT REMOVAL/ INSTALLATION [MZR 2.5].)
5	DETERMINE IF MALFUNCTION CAUSE IS CHARCOAL CANISTER OR FUEL TANK VENT SYSTEM • Inspect the charcoal canister for fuel saturation. • Is an excess amount of liquid fuel present in the canister?	Yes	Replace the charcoal canister. (See CHARCOAL CANISTER, CANISTER VENT (CV) SOLENOID VALVE, AIR FILTER COMPONENT REMOVAL/ INSTALLATION [MZR 2.5].)
		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 the sulfur 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 [MZR 2.5].) ▪ 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.

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	▪ Electrical connections ▪ Vacuum lines ▪ Fuel quality • Are all items normal?	No	Repair or replace the malfunctioning part according to the inspection results. Repeat Step 2.
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