

2012 - Mazda6 - Engine

DTC U0300:00, U0300:01, U0300:02 [MZI 3.7 V6]

DTC U0300:00 DTC U0300:01 DTC U0300:02	Internal control module software incompatibility Internal control module software incompatibility (general electrical failure) Internal control module software incompatibility (general signal failure)
DETECTION CONDITION	This DTC indicates there are incompatible software levels within the PCM that control the drive-by wire control system. The drive-by wire control system uses multiple microprocessors within the PCM, each having its own software level and function. The microprocessors must have the correct level of software in order to communicate and function together.
POSSIBLE CAUSE	PCM calibration level

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	VERIFY RELATED PENDING CODE OR STORED DTCS	Yes Go to the appropriate DTC troubleshooting procedures.

	- Switch the ignition to off, then to the ON (Engine off). - Verify related PENDING CODE or stored DTCs. - Are any DTCs present other than the following: - P0600:00, P060A:00, P060B:00, P060C:00, P061B:00, P061C:00, P061D:00, P1674:00, U0300:00, U0300:01, or U0300:02?	(See DTC TABLE [MZI 3.7 V6] .)	
		No	Go to the next step.
4	INSPECT PCM FOR LATEST CALIBRATION - Program the PCM to the latest calibration. - Switch the ignition to off, then to the ON (Engine off). Repeat this 2 times. - Idle the engine. - Verify PENDING CODE or stored DTCs. - Is the same DTC present?	Yes	Go to the next step.
		No	Troubleshooting completed.
5	INSPECT FOR CORRECT PCM OPERATION - Disconnect all the PCM connectors. - Visually inspect for: - Pushed out pins - Corrosion - Connect all the PCM connectors and verify that they seat correctly. - Retrieve DTCs using the M-MDS. - Is the same DTC present?	Yes	Go to the next step.
		No	Go to the next step. (The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.)
6	VERIFY TROUBLESHOOTING OF DTC U0300:00, U0300:01, U0300:02 HAVE BEEN COMPLETED - Verify that all disconnected connectors are reconnected. - Switch the ignition to ON (Engine off). - Clear the DTC from the PCM memory	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.

	using the M-MDS. • Perform the KOEO or KOER self-test. (See KOEO/ KOER SELF TEST [MZI 3.7 V6].) • Is the PENDING CODE for this DTC present?		No	Go to the next step.
7	VERI FY AFTER REPAI R PROCEDURE • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAI R PROCEDURE [MZI 3.7 V6].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection.	
		No	Troubleshooting completed.	

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POSSIBLE CAUSE	PCM calibration level

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		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	VERIFY RELATED PENDING CODE OR STORED DTCS	Yes Go to the appropriate DTC troubleshooting procedures.

	- Switch the ignition to off, then to the ON (Engine off). - Verify related PENDING CODE or stored DTCs. - Are any DTCs present other than the following: - P0600:00, P060A:00, P060B:00, P060C:00, P061B:00, P061C:00, P061D:00, P1674:00, U0300:00, U0300:01, or U0300:02?	(See DTC TABLE [MZI 3.7 V6] .)	
		No	Go to the next step.
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		No	Troubleshooting completed.
5	INSPECT FOR CORRECT PCM OPERATION - Disconnect all the PCM connectors. - Visually inspect for: - Pushed out pins - Corrosion - Connect all the PCM connectors and verify that they seat correctly. - Retrieve DTCs using the M-MDS. - Is the same DTC present?	Yes	Go to the next step.
		No	Go to the next step. (The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.)
6	VERIFY TROUBLESHOOTING OF DTC U0300:00, U0300:01, U0300:02 HAVE BEEN COMPLETED - Verify that all disconnected connectors are reconnected. - Switch the ignition to ON (Engine off). - Clear the DTC from the PCM memory	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.

	using the M-MDS. • Perform the KOEO or KOER self-test. (See KOEO/ KOER SELF TEST [MZI 3.7 V6].) • Is the PENDING CODE for this DTC present?		No	Go to the next step.
7	VERI FY AFTER REPAI R PROCEDURE • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAI R PROCEDURE [MZI 3.7 V6].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection.	
		No	Troubleshooting completed.	