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2015 Mazda 3 Service and Repair Manual

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DTC		System malfunction location	Fail-safe function	Drive cycle	Self test type*1	Memory function	Page
M-MDS display	Air bag system warning light						
B1127:55	Illuminated	Configuration setting error (passenger-side side air bag module structural malfunction)	–	–	C, D	×	(See DTC B1126:55/B1127:55 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1128:11	Illuminated	Driver-side curtain air bag module circuit short to body ground	–	–	C, D	×	(See DTC B1128:11/B1128:12/B1128:13/B1128:19/B1128:1A [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1128:12	Illuminated	Driver-side curtain air bag module circuit short to power supply	–	–	C, D	×	
B1128:13	Illuminated	Driver-side curtain air bag module circuit open circuit or resistance high	–	–	C, D	×	
B1128:19	Illuminated	Short circuit to driver-side curtain air bag module and other air bag module circuits	–	–	C, D	×	
B1128:1A	Illuminated	Driver-side curtain air bag module circuit resistance low	–	–	C, D	×	
B1128:55	Illuminated	Configuration setting error (driver-side curtain air bag module structural malfunction)	–	–	C, D	×	(See DTC B1128:55/B1129:55 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)

DTC		System malfunction location	Fail-safe function	Drive cycle	Self test type*1	Memory function	Page
M-MDS display	Air bag system warning light						
B1206:00	–	SAS control module collision judgement signal output (fuel cut off signal output)	—	—	C, D	×	(See DTC B1206:00/B143A:00/B1A55:00/U2107:00 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1211:11	Illuminated	Driver-side front pre-tensioner seat belt circuit short to body ground	–	–	C, D	×	(See DTC B1211:11/B1211:12/B1211:13/B1211:19/B1211:1A [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1211:12	Illuminated	Driver-side front pre-tensioner seat belt circuit short to power supply	–	–	C, D	×	
B1211:13	Illuminated	Driver-side front pre-tensioner seat belt circuit open circuit or resistance high	–	–	C, D	×	
B1211:19	Illuminated	Short circuit to driver-side front pre-tensioner seat belt and other air bag module circuits	–	–	C, D	×	
B1211:1A	Illuminated	Driver-side front pre-tensioner seat belt circuit resistance low	–	–	C, D	×	
B1211:55	Illuminated	Configuration setting error (driver-side front pre-tensioner seat belt structural malfunction)	–	–	C, D	×	(See DTC B1211:55, B1214:55 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)

DTC		System malfunction location	Fail-safe function	Drive cycle	Self test type*1	Memory function	Page
M-MDS display	Air bag system warning light						
B1228:11	Illuminated	Driver-side lap pre-tensioner seat belt circuit short to body ground	–	–	C, D	×	(See DTC B1228:11/B1228:12/B1228:13/B1228:19/B1228:1A [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1228:12	Illuminated	Driver-side lap pre-tensioner seat belt circuit short to power supply	–	–	C, D	×	
B1228:13	Illuminated	Driver-side lap pre-tensioner seat belt circuit open circuit or resistance high	–	–	C, D	×	
B1228:19	Illuminated	Short circuit to driver-side lap pre-tensioner seat belt and other air bag module circuits	–	–	C, D	×	
B1228:1A	Illuminated	Driver-side lap pre-tensioner seat belt circuit resistance low	–	–	C, D	×	
B1228:55	Illuminated	Configuration setting error (driver-side lap pre-tensioner seat belt structural malfunction)	–	–	C, D	×	(See DTC B0072:55/B1228:55 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1410:11	Illuminated	Driver-side rear pre-tensioner seat belt circuit short to body ground	–	–	C, D	×	(See DTC B1410:11/B1410:12/B1410:13/B1410:19/B1410:1A [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
B1410:12	Illuminated	Driver-side rear pre-tensioner seat belt circuit short to power supply	–	–	C, D	×	
B1410:13	Illuminated	Driver-side rear pre-tensioner seat belt circuit open circuit or resistance high	–	–	C, D	×	
B1410:19	Illuminated	Short circuit to driver-side rear pre-tensioner seat belt and other air bag module circuits	–	–	C, D	×	
B1410:1A	Illuminated	Driver-side rear pre-tensioner seat belt circuit resistance low	–	–	C, D	×	

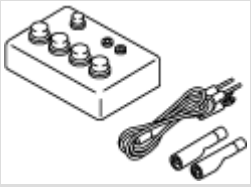
DTC		System malfunction location	Fail-safe function	Drive cycle	Self test type*1	Memory function	Page
M-MDS display	Air bag system warning light						
B1A55:00	–	SAS control module collision judgement signal output (collision detection signal for MAZDA ERA-GLONASS output)	–	–	C, D	×	(See DTC B1206:00/B143A:00/B1A55:00/U2107:00 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
C0061:29	–	Low-G sensor (lateral-G) in SAS control module (internal circuit disabled)	–	–	C, D	×	(See DTC C0061:29/C0062:29/C0063:29 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
C0062:29	–	Low-G sensor (forward-G) in SAS control module (internal circuit disabled)	–	–	C, D	×	
C0063:29	–	Yaw rate sensor in SAS control module (internal circuit disabled)	–	–	C, D	×	
[P062F:49]	–	SAS control module internal malfunction	–	–	C, D	×	(See DTC P062F:49 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
U0001:88	Illuminated	Unit communication error (HS-CAN)	–	–	C, D	×	(See DTC U0001:88/U0100:00/U0101:00/U0155:00 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
U0100:00	Illuminated	Communication error with PCM	–	–	C, D	×	
U0101:00	Illuminated	Communication error with TCM	–	–	C, D	×	
U0155:00	Illuminated	Communication error with instrument cluster	–	–	C, D	×	
U2100:00	Illuminated	Configuration not set	–	–	C, D	×	(See DTC U2100:00 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)
U2107:00	–	SAS control module collision judgement signal output (ESS signal output)	—	—	C, D	×	(See DTC B1206:00/B143A:00/B1A55:00/U2107:00 [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].)

DTC B0002:11/B0002:12/B0002:13/B0002:19/B0002:1A [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)]

SM3600729

id0802c900020

Special Service Tool (SST)

49 N088 0A0 Fuel and thermometer checker	

System malfunction location	**• B0002:11:Driver-side air bag module (inflator No.2) circuit short to body ground • B0002:12:Driver-side air bag module (inflator No.2) circuit short to power supply • B0002:13:Driver-side air bag module (inflator No.2) circuit open circuit or resistance high • B0002:19:Short circuit to driver-side air bag module (inflator No.2) and other air bag module circuits • B0002:1A:Driver-side air bag module (inflator No.2) circuit resistance low**
Detection condition	**Warning** **• Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure.** • Resistance other than 1.37–6.33 ohms detected in the driver-side air bag module (inflator No.2) circuit • Malfunction in the wiring harness between the driver-side air bag module (inflator No.2) and SAS control module
Fail-safe function	Not applicable
Possible cause	• Driver-side air bag module (inflator No.2) connector (clock spring-side) malfunction • Clock spring malfunction • Open circuit in the wiring harness between the following terminals: — Driver-side air bag module (inflator No.2) terminal 7A–Clock spring terminal 2D — Driver-side air bag module (inflator No.2) terminal 7B–Clock spring terminal 2C — SAS control module terminal 3U–Clock spring terminal 2D — SAS control module terminal 3W–Clock spring terminal 2C • Short circuit to body ground in the wiring harness between the following terminals: — SAS control module terminal 3U–Clock spring terminal 2D — SAS control module terminal 3W–Clock spring terminal 2C • Short circuit to power supply in the wiring harness between the following terminals: — SAS control module terminal 3U–Clock spring terminal 2D — SAS control module terminal 3W–Clock spring terminal 2C • Short circuit to each other in the wiring harness between the clock spring and SAS control module • Short circuit to other air bag module circuits in the wiring harness between the clock spring and SAS control module • Driver-side air bag module malfunction • SAS control module malfunction

Step	Inspection		Action
3	**INSPECT DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.2) CIRCUIT FOR SHORT TO GROUND** • Remove the glove compartment. (See GLOVE COMPARTMENT REMOVAL/INSTALLATION.) • Disconnect the passenger-side air bag module connectors. (See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Disconnect the driver and passenger-side front seat connectors. (See FRONT SEAT REMOVAL/INSTALLATION.) • Remove the B-pillar lower trim. (See B-PILLAR LOWER TRIM REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side front pre-tensioner seat belt connectors. (See FRONT SEAT BELT REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side lap pre-tensioner seat belt connectors. (See FRONT SEAT BELT REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side rear pre-tensioner seat belt connectors.(See REAR SEAT BELT REMOVAL/INSTALLATION.) • Remove the headliner. (See HEADLINER REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side curtain air bag module connectors. (See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Disconnect the all SAS control module connectors. (See SAS CONTROL MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Inspect for continuity between the following terminals (wiring harness-side) and body ground: — SAS control module terminal 3U — SAS control module terminal 3W **Note** **• Inspect for continuity while shaking the wiring harness between the SAS control module and clock spring.** • Is there continuity?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between SAS control module terminal and clock spring terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to ground. • Replace the malfunctioning part. **If there is no common connector:** • Replace the wiring harness which has a short to ground. Go to Step 10.
		No	Go to the next step.

Step	Inspection		Action
9	INSPECT DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.2) • Switch the ignition off. • Disconnect the negative battery terminal and wait for 1 min or more. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Connect the SAS control module connectors. • Except for the driver-side air bag module (inflator No.2) connector, reconnect all disconnected connectors. • Connect the SST (49 N088 0A0) or apply 2 ohms resistance to driver-side air bag module (inflator No.2) connector terminals 7A and 7B (clock spring-side). • Set the SST (49 N088 0A0) to 2 ohms. • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Clear the DTC for the SAS control module using the M-MDS. (See CLEARING DTC [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Perform the DTC inspection for the SAS control module using the M-MDS. (See DTC INSPECTION [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Are the same DTCs present?	Yes	Go to the next step.
		No	Replace the driver-side air bag module. (See DRIVER-SIDE AIR BAG MODULE REMOVAL [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) (See DRIVER-SIDE AIR BAG MODULE INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) Then go to the next step.
10	PERFORM SAS CONTROL MODULE DTC INSPECTION • Switch the ignition off. • Disconnect the negative battery terminal and wait for 1 min or more. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Disconnect the SST (49 N088 0A0) or the 2 ohms resistance. • Connect the driver-side air bag module (inflator No.2) connector. (See DRIVER-SIDE AIR BAG MODULE INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Clear the DTC for the SAS control module using the M-MDS. (See CLEARING DTC [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Perform the DTC inspection for the SAS control module using the M-MDS. (See DTC INSPECTION [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Are the same DTCs present?	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the SAS control module. (See SAS CONTROL MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].)
		No	DTC troubleshooting completed.

Step	Inspection		Action
2	**INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.2) CIRCUIT FOR SHORT TO GROUND** • Remove the column cover. (See COLUMN COVER REMOVAL/INSTALLATION.) • Disconnect the clock spring connector. (See CLOCK SPRING REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Disconnect the passenger-side air bag module (inflator No.1) connector. (See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Disconnect the driver and passenger-side front seat connectors. (See FRONT SEAT REMOVAL/INSTALLATION.) • Remove the B-pillar lower trim. (See B-PILLAR LOWER TRIM REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side front pre-tensioner seat belt connectors. (See FRONT SEAT BELT REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side lap pre-tensioner seat belt connectors. (See FRONT SEAT BELT REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side rear pre-tensioner seat belt connectors.(See REAR SEAT BELT REMOVAL/INSTALLATION.) • Remove the headliner. (See HEADLINER REMOVAL/INSTALLATION.) • Disconnect the driver and passenger-side curtain air bag module connectors. (See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Disconnect the all SAS control module connectors. (See SAS CONTROL MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Inspect for continuity between the following terminals (wiring harness-side) and body ground: — SAS control module terminal 3AA — SAS control module terminal 3Z **Note** **• Inspect for continuity while shaking the wiring harness between the SAS control module and passenger-side air bag module (inflator No.2).** • Is there continuity?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between SAS control module terminal and passenger-side air bag module (inflator No.2) terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to ground. • Replace the malfunctioning part. **If there is no common connector:** • Replace the wiring harness which has a short to ground. Go to Step 8.
		No	Go to the next step.

Step	Inspection		Action
7	**INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.2)** • Switch the ignition off. • Disconnect the negative battery terminal and wait for 1 min or more. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Connect the SAS control module connectors. • Except for the passenger-side air bag module (inflator No.2) connector, reconnect all disconnected connectors. • Connect the SST (49 N088 0A0) or apply 2 ohms resistance to the passenger-side air bag module (inflator No.2) connector (wiring harness-side) terminals 2A and 2B. • Set the SST (49 N088 0A0) to 2 ohms. • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Clear the DTC for the SAS control module using the M-MDS. (See CLEARING DTC [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Perform the DTC inspection for the SAS control module using the M-MDS. (See DTC INSPECTION [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Are the same DTCs present?	Yes	Go to the next step.
		No	Replace the passenger-side air bag module. (See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) Then go to the next step.
8	**PERFORM SAS CONTROL MODULE DTC INSPECTION** • Switch the ignition off. • Disconnect the negative battery terminal and wait for 1 min or more. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Disconnect the SST (49 N088 0A0) or the 2 ohms resistance. • Connect the passenger-side air bag module (inflator No.2) connector. (See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].) • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Clear the DTC for the SAS control module using the M-MDS. (See CLEARING DTC [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Perform the DTC inspection for the SAS control module using the M-MDS. (See DTC INSPECTION [SAS CONTROL MODULE (TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.)].) • Are the same DTCs present?	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the SAS control module. (See SAS CONTROL MODULE REMOVAL/INSTALLATION [TWO-STEP DEPLOYMENT CONTROL SYSTEM - US/CANADA/ISRAEL SPEC.].)
		No	DTC troubleshooting completed.