



Technical Service Information

MAZDA FW6A-EL STORED PRESSURE SWITCH CODES

COMPLAINT: A Mazda with the “SKYACTIVE” FW6A-EL Transmission has a complaint of the “Check Engine” and “A/T Warning” Lamps illuminated with the following trouble codes stored in TCM memory:

P0842 “Oil Pressure Switch #1 (pressure switch B) Stuck ON”.

P0847 “Oil Pressure Switch #2 (pressure switch A) Stuck ON”.

P0872 “Oil Pressure Switch #3 (pressure switch A) Stuck ON”.

P0877 “Oil Pressure Switch #4 (pressure switch B) Stuck ON”.

P0780 “Gear Shifting Malfunction”.

P1738 “Automatic Transmission Internal Malfunction”.

CAUSE: This caused by contamination getting into the valve body mounted oil pressure switches which are very susceptible to this condition. In addition the TCM software may be overly sensitive to pressure switch code storage.

NOTE: *If the vehicle in question has delayed engagements, this bulletin does NOT apply.*

CORRECTION: Replace oil pressure switches A and B, refer to figure 1, and replace the transmission fluid filter. Program the A/T Control Module with the latest software updates.

SERVICE INFORMATION:

Oil Pressure Switch A.....FZ01-21-2C0

Oil Pressure Switch B.....FZ01-21-2J0

Transmission Oil Filter.....FZ01-21-500

The following vehicles apply to this bulletin:

2012 - 2013 Mazda3

2014 - 2018 Mazda3 (Japan Built with VIN starting with JM1)

2014 - 2018 Mazda3 (Mexico Built with VIN starting with 3MZ)

2013 - 2018 CX5

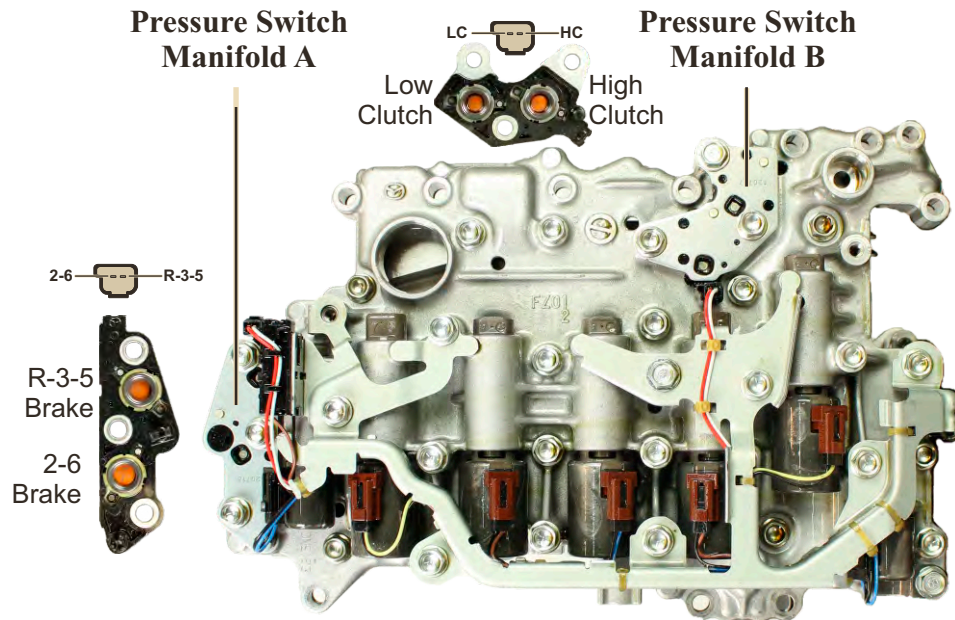
2014 - 2018 Mazda6

2016 - 2018 CX3

2016 - 2018 CX9

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Oil PRESSURE SWITCH IDENTIFICATION



Pressure Switch # 1 is built into the Pressure Switch "B" Manifold - Low Clutch
 Pressure Switch # 2 is built into the Pressure Switch "A" Manifold - 2-6 Clutch
 Pressure Switch # 3 is built into the Pressure Switch "A" Manifold - R-3-5 Clutch
 Pressure Switch # 4 is built into the Pressure Switch "B" Manifold - High Clutch
 When engagement pressure is supplied to the applicable clutch and brake, the oil pressure switch contact point closes. The TCM detects that clutch engagement pressure is supplied to the applicable clutch/brake by opening/closing the oil pressure switch contact point.

NOTE: Use caution when removing Oil Pressure Switch Manifold "A" to avoid damaging the ATF Temperature Sensor.

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Figure 1