

Technical Bulletin

Mazda 2.2 D - TCK246NG & TCK330NG

What models & engines are effected?

Mazda 3, 6, CX-7 2008>13 (R2AA/BF) - Mazda 3, 6, CX-5 2012> (SHY1/4)

What is the issue?

Cause: Oil contamination **Effect:** Worn engine components

Due to a Diesel Particulate Filter (DPF) maintenance process, designed by Mazda, the models listed above are prone to fuel ingress into the lubrication system. Small amounts of fuel pass the piston rings into the sump, in a process called 'fuel-wash', degrading the engine oil in the process.

The result of this issue affects all moving engine components. Wearing the piston rings and the high-stress components, such as the timing chain assembly. As the oil degrades it loses its' lubricating and hydraulic properties, resulting in reduced performance, premature wear and eventual component failure. To prevent these issues occurring, FAI recommends you follow the advice below.



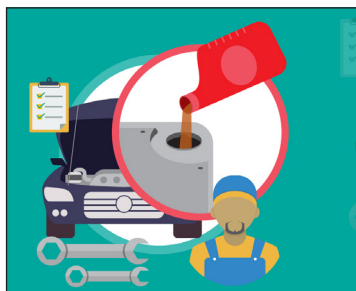
Home Maintenance

Encourage customers to check the oil on a regular basis. The dip-stick fitted to 2.2 D the has three levels. A minimum & maximum marker like usual but the third, above maximum, has an X. This mark shows the maximum level of oil and fuel mixture that the engine can operate on. If the level exceeds the max level, the oil & filter must be replaced.



Correct Oil Grade

In recent years it has become more important than ever to replace the oil with the grade recommended by the manufacturer. As engine tolerances are continually minimised, it is essential that the correct grade of oil is used for operation and preservation of the engine. Failure to do so will invalidate your FAI product warranty.



Follow Manufacturers Service Guide

Although vehicle owners can enjoy relatively long service intervals, FAI recommends that vehicles are strictly maintained to the manufacturers' service guide.



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