



February 27, 2017

Mr. Jeffrey Giuseppe
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-210)
1200 New Jersey Avenue SE
Washington, DC 20590

Re.: Submission of foreign recall campaign report

Dear Mr. Giuseppe:

This is to inform you that Mazda Motor Corporation decided to conduct a recall campaign in a foreign country on February 20, 2017. Mazda North American Operations (MNAO), on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda), submits the following information concerning a foreign recall report as required in 49 CFR, Part 579.12.

If you have further questions, please let me know.

Sincerely,

A handwritten signature in blue ink, appearing to be 'JV' with a stylized flourish.

Joshua Vella
Senior Manager, Quality Office
Mazda North American Operations

Foreign Safety Recall / Other Safety Campaign Report

Subject: Diesel engine quality issue

Manufacturer Name: Mazda Motor Corporation

Type of Action: Safety

Potentially Affected Vehicles / Assembly plant / Production Period:

Make/Model	MY	Production Period	Assembly Plant
Mazda/CX-5	2012-2017	1/10/2012-2/12/2017	Hiroshima plant of Mazda Motor Corporation, Japan
	2013-2016	9/3/2013-3/25/2016	Inokom Corporation Sdn Bhd, Malaysia
Mazda/Axela	2013-2017	7/9/2013-2/2/2017	Hofu plant of Mazda Motor Corporation, Japan
Mazda/Atenza	2012-2017	10/17/2012-2/2/2017	Hofu plant of Mazda Motor Corporation, Japan

Number of affected vehicles:

Approximately 430,600 vehicles

Market:

Africa, Asia, Australia, Europe and Latin America

Estimated percentage of the affected vehicles that contain the subject condition:

Unknown

Description of the Defect:

[I] On the diesel engine, due to insufficient tightening torque of the injector fastening nuts, the sealing pressure of the injector gasket may be decreased. Therefore, combustion gas may blow to the cylinder head, carbonizing the engine oil, causing the oil strainer to be clogged up by the carbonized oil, and the oil pressure may decrease, resulting in MIL illumination. Continuous use in this condition may lead to stalling of the engine, in the worst case, the engine may seize.

[II] On the diesel engine, when performing field repair or maintenance work requiring disconnection of the fuel return hose, if the hose is not replaced with a new part when completing the repair or maintenance operation, the sealing performance of the hose may be reduced, or cracking may occur inside the hose. Continuous use in this condition may lead to fuel leakage from the hose.

[III] On the diesel engine, due to inappropriate engine control while decelerating, the cylinder internal pressure may be reduced and closing force of the intake valves may be reduced. As a result, soot may build up between the intake valve and valve seat, leading to unstable engine speed, in the worst case, resulting in the engine stall.

[IV] On the diesel engine, due to an inappropriate countermeasure for the noise caused by voltage changes of the injector control circuit, the electric current may exceed its allowable value. Therefore, the control circuit may be damaged and short-circuited, the fuse may be blown, and the fuel injection may stop, resulting in engine stall.

[V] On the diesel engine, due to inappropriate control of engine speed overrun, such as during full throttle operation, the oil contained in blow-by gas inside the air intake passage may burn in the combustion chamber and the engine speed may increase. Therefore, the engine lubrication may be insufficient, leading to seizure of the engine, or in the worst case, the engine may be damaged.

The number of reports of the condition:

Alleged concerns: [I] 227 cases, [II] 15 cases, [III] 370 cases, [IV] 151 cases, [V] 46 cases

Alleged injuries: None

Alleged fatalities: None

Program for Remedying the Defect:

Owners will be notified of the defect and dealerships will:

[I] re-tighten the injector fastening nuts and inspect the oil pressure. If the pressure is abnormal, clean the engine internally and install a new oil strainer and engine oil.

[II] replace the fuel return hose with an improved part.

[III], [IV] and [V] reprogram the engine control module with improved software.

The remedy will be completed free of charge to customers.

Date Field Service Action will commence: February 24, 2017.

Determination to recall was made by Mazda Motor Corporation.

Substantially Similar Vehicles in the U.S.:

MY 2013-2017 CX-5

MY 2014-2017 Mazda3

MY 2014-2017 Mazda6

Reason the Similar Vehicles in the U.S. are not affected with the Recall Campaign:

The diesel engine is not installed in the Substantially Similar Vehicles sold in U.S. and/or U.S. territory markets. Therefore, these vehicles are not involved in this recall campaign.

The foreign recall number assigned by Japan authority:

No. 3997