



Ms. Nancy Lewis
 Associate Administrator for Enforcement
 National Highway Traffic Safety Administration
 1200 New Jersey Avenue SE, Room W45-306
 Washington, DC 20590

April 3, 2014

Dear Ms. Lewis:

Re.: Submission of Part 573 report for certain 2014 MY Mazda6 vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, "Defect and Noncompliance Reports," Mazda North American Operations (MNAO), on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda), submits the following information concerning a voluntary recall action that it is initiating.

Sec. 573.6 (c)(1) - Manufacturer's Name:

Mazda Motor Corporation with Designated Agent:

David Robertson, Group Manager
 Environmental, Safety and Powertrain Engineering
 Mazda North American Operations
 46976 Magellan Drive
 Wixom, MI 48393

Sec. 573.6 (c)(2) – Potentially Affected Vehicles:

2014 Model Year Mazda6 vehicles equipped with 2.5L engine built from October 25, 2012 through May 9, 2013. Plant information and the VIN range are as follows;

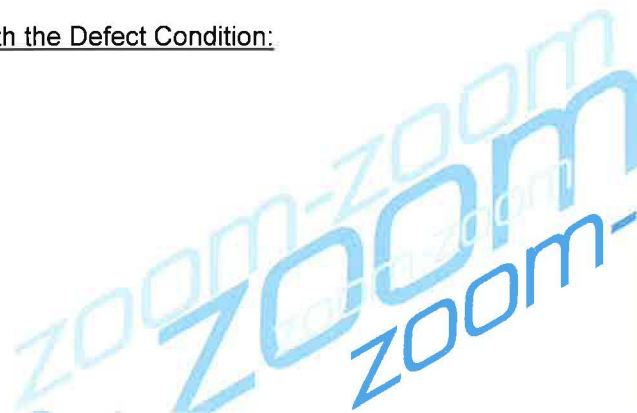
Vehicle	2014MY Mazda6
Plant	Hofu plant. 888-1, Nishinoura, Hofu, Yamaguchi, 747-0835, Japan
VIN range	JM1 GJ1***E1 100027 - 123727

Sec. 573.6 (c)(3) – Estimated Population of Vehicles Potentially Affected:

Approximately 19,000 vehicles in the United States and its federalized territories are potentially affected.

Sec. 573.6 (c)(4) – Estimated Percentage of Affected Vehicles with the Defect Condition:

Unknown



Sec. 573.6 (c)(5) – Description of the Defect:

On certain Mazda6 vehicles, it is possible that they can be refueled beyond the rated fuel tank capacity. If it occurs, followed by a large temperature change, the fuel volume may expand beyond the remaining vapor space in the fuel tank. Under this condition, fuel may potentially flow into the charcoal canister which is designed to control the evaporative emissions and the evaporative emission performance may be diminished. Furthermore, when the expanding amount of fuel exceeds the capacity of the canister, fuel may potentially leak from the external vent.

Sec. 573.6 (c)(6) – Chronology of Events:

In February 2013, the first report was received from dealer shop, which described that in parking the vehicle, there was a trace of fuel drops on the ground.

In March 2013, as a result of an investigation of a returned fuel tank on the defect vehicle, we found that it was normal.

In an effort to duplicate the event, it was found that if the vehicle is exposed to a large temperature change just after the auto shut off of refueling and without being driven sufficiently to reduce the amount of fuel in the tank, the fuel can flow into the canister due to volume expansion of the fuel. Moreover, if the fuel flow amount reaches 1,150cc or more it exceeds the capacity of the charcoal canister and fuel drips out from the canister vent. We confirmed the condition of refueling/handling of the reported vehicle and found that the vehicle was refueled fully outdoors in extremely cold weather and was moved into a warm indoor space just after refueling. That corresponds with the situation of our evaluation described above.

In May 2013, after that, no report of a similar concern was received.

On the basis of our evaluation, considering the potential to influence the evaporative emissions, a countermeasure for production was incorporated to reduce the refueling limit where the auto shut off operates. We also decided to continue to monitor the field occurrence.

From June 2013 through October 2013, we began to confirm the influence of fuel flowing into the canister on the evaporative emissions by evaluating canisters returned from the field.

In November 2013, as a result of our field survey, we found some cases of fuel flowing into the canister on some vehicles, that may adversely influence the evaporative emissions.

From December 2013 through January 2014, We confirmed the effectiveness of the countermeasure incorporated into production in May 2013 to prevent the condition of fuel flowing into the canister.

In February 2014, we confirmed that the countermeasure is effective to prevent fuel flowing into the canister under all expected conditions.

In March 2014, as the evaporative emissions may potentially become diminished if the canister is exposed to liquid fuel, we decided to conduct a voluntary emission recall campaign. And, to make assurance for the vehicle safety, we decided that this action will also be conducted as safety recall.

Sec. 573.6 (c)(7) – Basis of Non-Compliance Determination:

Not applicable.

Sec. 573.6 (c)(8) – Service Program:

Owners of record will be notified of this issue and instructed to take their vehicles to a Mazda dealer to be inspected and repaired. On all affected vehicles, an adapter will be added on the shut-off-valve in the fuel tank in order to reduce the refueling amount when the fuel nozzle auto shut off operates while refueling. The canister will be inspected and, if the weight of the canister exceeds the threshold, it will be replaced. In addition, an addendum to the owner's manual will be provided that contains a caution about overfilling the fuel tank. The inspection/repair will be performed free of charge to the vehicle owners.

A copy of the reimbursement application form to be sent to owners and dealers as an attachment to the owner notification letter will be provided along with the draft owner notification letter when it is available. With respect to reimbursement, customers will be reimbursed based on the submission of a receipt indicating the amount paid by the customer to remedy this problem.

Dealers will be notified of the voluntary recall in the middle of April, 2014.
The mailing of owner notification letters by first class mail will begin in late April, 2014.

Sec. 573.6 (c)(9) – Service Program for Tire Replacement:

Not applicable.


Sec. 573.6 (c)(10) – Copy of notification letters:

A copy of "owner notification letter" will be submitted when it becomes available.

Sec. 573.6 (c)(11) – The Manufacturer's Campaign Number:

Mazda has assigned recall number 7414C to this action.

Sincerely yours,



David Robertson, Group Manager,
Environmental, Safety & Powertrain Engineering
Mazda North American Operations