



Ms. Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

April 22, 2014

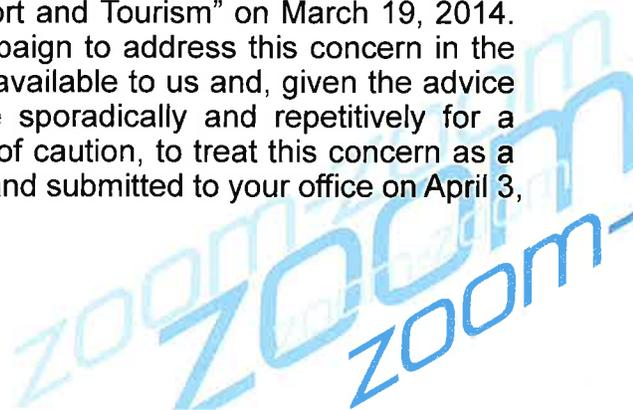
Dear Ms. Timian:

This letter is written in response to your request contained in the acknowledgement letter for recall 14V-173. In the acknowledgement letter you requested a further explanation regarding the timing of Mazda's decision for the existence of a safety defect related to the charging system on certain 2014 Mazda3 and 2014 – 2015 MY Mazda6 passenger cars.

The concern reported in our Part 573 report may occur under conditions of heavy rain or very wet conditions. Under these conditions the drive belt for the alternator may slip on the pulleys. When a slippage occurs, the sudden change in the output from the alternator may be misinterpreted by the control software as a failure of the energy storage capacitor that is part of the regenerative engine braking system incorporated into these vehicles. When the control software identifies such a failure it will disable the electrical charging system and the "charge system malfunction" light will be illuminated and the message display on the instrument panel will indicate "Charging System Malfunction." Although the charging system is not operating, the vehicle will continue to operate by drawing electrical power from the battery. If the vehicle continues to be operated for an extended period the battery will eventually be depleted and the vehicle may stall and/or not re-start.

Although we became aware of this concern and investigated it in the summer and fall of 2013, we did not consider it to result in an unreasonable risk to safety. When an event occurs the operator receives warning of the disabled charging system by both an indicator light and a separate message in the instrument panel and the vehicle will continue to operate normally using the reserve energy in the battery. After we implemented a software change in production to address this concern we were planning to implement a field campaign (such as a customer service campaign) to resolve this issue for customers with the earlier production vehicles.

Mazda produced similar vehicles for the Japanese and other markets to the ones that are the subject on our U.S. safety recall action. As we progressed with our plans to implement a customer service campaign to address this concern for our customers we consulted with the Japanese authority, "Ministry of Land, Infrastructure, Transport and Tourism" on March 19, 2014. They advised us that Mazda should implement a recall campaign to address this concern in the Japanese market. We again reviewed the field information available to us and, given the advice of the Japanese authority and that this concern can arise sporadically and repetitively for a customer, we decided on March 31, 2014, in an abundance of caution, to treat this concern as a safety related defect. The Part 573 report was then drafted and submitted to your office on April 3, 2014.



We believe our actions have been timely and in compliance with NHTSA's regulations. If you have any further questions, please feel free to contact me. My telephone number is 248-295-7859 and my e-mail address is drobotson@mazdausa.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Robertson', written over the word 'Sincerely,'.

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