



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

March 11, 2014

Dear Ms. Lewis:

Re.: Submission of Part 573 report for 2010-2012 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:

2010-2012 Model Year Mazda6 vehicles equipped with 2.5L engine built from September 14, 2009 through May 2, 2011. Plant information and the VIN range are as follows;

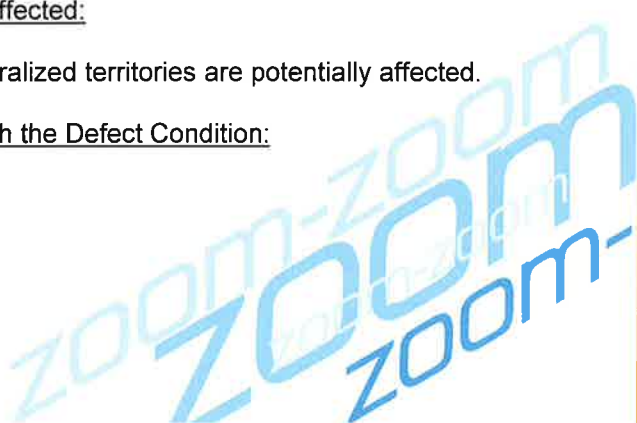
Vehicle	2010 - 2012MY Mazda6
Plant	Auto Alliance International, Inc. 1 International Drive, Flat Rock, Michigan 48134, USA
VIN range	1YV HZ8***A5 M10780 - M58872 1YV HZ8***B5 M00002 – M28062 1YVHZ8DH7C5M00002

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

Approximately 42,000 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, a certain type of spider may weave a web in the evaporative canister vent line, potentially causing a restriction in the line. If this occurs, the fuel tank pressure may become excessively negative when the emission control system works to purge the vapors from the canister. As the canister is purged repeatedly during normal operation, the stress on the fuel tank may eventually result in a crack, potentially leading to fuel leakage and an increased risk of fire. Mazda is not aware of any fires related to this condition.

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

In February 2010, the countermeasure for mass-production was implemented, which is adding a spring to the canister vent line in order to prevent a spider's intrusion.

In March 2011, a recall campaign was launched for the vehicles not equipped with the spring to prevent a spider's intrusion. The manufacturer's campaign number is 6211B.

In May 2011, to make it more robust, an additional countermeasure for mass-production was implemented, which was modifying the Power Control Module software (PCM) to minimize negative pressure of the fuel tank.

In November 2011, the first report was received from a customer in the United States, which described a crack of the fuel tank on a vehicle which was equipped with the spring to prevent a spider's intrusion. However, the concerned parts could not be returned, so the root cause could not be identified. Then we decided to monitor for occurrence of this situation in the field.

In September 2013, the second report was received from a customer in the United States, regarding a crack of fuel tank. We tried to return the concerned parts and investigate them.

In November 2013, as a result of investigating the concerned parts of the second report, which were the fuel tank and the canister vent line, we found that there was a crack of the fuel tank and a spider web was present in the canister vent line. Furthermore, we began to investigate vehicles which were brought to dealer shop due to any defects of the fuel tank, in order to confirm the spider's intruding route and how much the defect may potentially occur.

In December 2013, we confirmed that there were 9 cases which were the same as identified with the investigation described above. All of the 9 cases occurred on vehicles that have only the spring to prevent spider's intrusion. There were no defects on the vehicles which had the revised Power Control Module software to minimize negative pressure in the fuel tank. We continued our field investigation.

In February 2014, as a result of our field investigation, we came to the conclusion that a certain level of effect by the spring was recognized, however, a kind of spider could possibly intrude even with the expanding spring. Furthermore, we confirmed that the PCM software change to control the tank pressure is effective to avoid the possibility of the tank cracking, even under such a severe condition as the canister vent line is clogged by a spider web.

In consideration of the above, in March 2014, Mazda determined that the condition constituted a safety related defect, requiring a recall campaign to the vehicles which has a spring in the canister vent line to prevent spider intrusion and no PCM with modified software to avoid excessive negative of the fuel tank.

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. Upon inspection/repair, the canister vent line will be cleaned and when there is a web in the canister vent line, the fuel tank and the check valve on the canister vent line will be replaced with new one. Furthermore the Powertrain Control Module will be reprogrammed with modified software to minimize negative pressure in the fuel tank. The inspection/repair will be performed free of charge to the vehicle owners.

Dealers will be notified of the voluntary recall in the late of March 2014.
The mailing of owner notification letters by first class mail will begin in early 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 the planned owner notification letter and reimbursement form will be submitted when it becomes available.

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

Mazda has assigned recall number 7214C to this action.

Sincerely,



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