

Mazda Motor Corporation

Application for Certification

Common Section

2026 Model Year

Light-Duty Vehicles & Light-Duty Trucks

Mazda Motor Corporation

2026 Model Year Application for Certification

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1. CORRESPONDENCE AND COMMUNICATIONS

1-1. Liaison Information

U. S. A. Representative Offices:

EPA Liaisons: David Robertson, Senior Manager
Mazda North American Operations
1025 Connecticut Ave., Suite 910
Washington, DC 20036-5418, U.S.A.
Telephone: 313-600-0619, Fax: 202-467-5089
E-mail: drobertson@mazdausa.com
Industry: Light-Duty Vehicle & Truck
Compliance Program: All

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Industry: Light-Duty Vehicle & Truck
Compliance Program: All

ARB Liaison: Tomohiro Taketani, Project Manager
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E-mail: ttaketan@mazdausa.com
Industry: Light-Duty Vehicle & Truck
Compliance Program: All

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Environmental & Safety Engineering Department
Mazda Motor Corporation
3-1 Shinchu, Fuchu-cho, Aki-gun
Hiroshima 730-8670, Japan
Telephone: 81-70-7577-0440
E-mail: ataka.t@mazda.co.jp

1-2. Certificate Information

The corporate name and address that should appear on the certificate of conformity:

Mazda Motor Corporation
3-1 Shinchu, Fuchu-cho, Aki-gun
Hiroshima 730-8670, Japan

The person and address to whom the certificate of conformity should be mailed:

David Robertson, Manager
Mazda North American Operations
1025 Connecticut Ave., Suite 910
Washington, DC 20036-5418, U.S.A.

2. DURABILITY GROUP DESCRIPTION

2-1. Description of Durability Group determined per §86.1820-01

Durability Group Name	Combustion Cycle	Engine Type	Fuel Used	Basic Fuel Metering System	Catalyst Construction	Catalyst Code*1	Grouping Statistic (g/liter)	Car Line
TTKXGPGNNUA7	Otto cycle Four Stroke	Piston	Gasoline	Spark Ignition Direct fuel injection	Monolith	PYJM PYJN	1.1	MAZDA3 2.5L w/ turbocharger MAZDA CX-30 2.5L w/ turbocharger
TTKXGPGNNEA7	Otto cycle Four Stroke	Piston	Gasoline	Spark Ignition Direct fuel injection	Monolith	PYRC PYFE	3.0	MAZDA3 2WD 2.5L MT w/o cylinder deactivation
	Otto cycle Four Stroke	Piston	Gasoline	Spark Ignition Direct fuel injection	Monolith	PYRC PYFH PYFE PYFK	3.0	MAZDA3 2WD 2.5L AT w/o cylinder deactivation
	Otto cycle Four Stroke	Piston	Gasoline	Spark Ignition Direct fuel injection	Monolith	PYRC PYFH PYFD PYFJ	3.0	MAZDA3 4WD 2.5L AT w/o cylinder deactivation
TTKXHHGNNYA7	Otto cycle Four Stroke	Hybrid Electric (Piston)	Gasoline	Spark Ignition direct & ported injection	Monolith	CW01 L61	1.3	MAZDA CX-50 2.5L Hybrid
TTKXHHGNNAB7	Otto cycle Four Stroke	Hybrid Electric (Piston)	Gasoline	Spark Ignition Direct fuel injection	Monolith	H321	1.8	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power

*1: For precious metal composition of catalyst, please refer to the Common Section "16-1. Catalyst Information."

2-1. Description of Durability Group determined per §86.1820-01 (contd.)

Battery Description for TTKXHHGNNYA7

Battery Capacity	: 6.5 Ah
Battery Chemistry	: Ni-MH
Battery Manufacturer	: Primearth EV Energy Co. Ltd.
Battery Construction	: 34S(34 modules in series)
Thermal Management System	: Active-air cooled
Battery Disposal Plan	: Battery is recycled using Mazda contractor

Battery Description for TTKXHHGNNAB7

Battery Capacity	: 7.5 Ah
Battery Chemistry	: Li-ion
Battery Manufacturer	: Vehicle Energy Japan Inc.
Battery Duty Cycle Usage	: 10 years / 100,000 miles
Battery Construction	: 1 Modules (1 x 12 = 12 cells in total)
Battery Self-Discharge Information	: Less than 2.27% per month @ 45degC, SOC55%
Definition of end-of-life	: MIL illuminates due to a DTC for battery resistance deterioration
Thermal Management System	: Refrigerant cooling
Battery Disposal Plan	: Battery is recycled using Mazda contractor

2-2. Format of Durability Group Name

【Durability Group】 VPCD-99-06 /CD-15-19 /CD-17-10/CD-2020-08

T T K X G P G N N V A 8

Enter model code

Character 6 : Engine type Code

P: Piston **R:** Rotary **E:** Electric **H:** Hybrid Electric (including PHEV)

Character 7~9 : Fuels Used (8 and 9 are for second and third fuels used)

G: Gasoline **D:** Diesel **V:** Electric (Power Grid Electricity)

N: Not Applicable (for second and third fuels)

Combustion cycle Code

G: Otto Cycle - four stroke

D: Diesel Cycle -four stroke

E: Dedicated Electric

H: Hybrid Electric with Otto cycle - 4 stroke engine (includes PHEV vehicles)

MFR ID Code

TKX: Mazda

Model Year

T: 2026MY

V: 2027MY

W: 2028MY

X: 2029MY

Y: 2030MY

2-3. List of Equivalency Factors**DURABILITY GROUP CERTIFIED WITH MAZDA THERMAL-CHEMICAL BENCH AGING CYCLE**

Durability Group	Test Group	Engine	Program	Standard	Useful Life	Equivalency Factor *1 ABC/SRC
TTKXGPGNNUA7	TTKXV02.5EGA	2.5L	MAZDA3 w/ turbocharger	T3B70 LEV IV-ULEV70	120K/ 150K*2	1.0
		2.5L	MAZDA CX-30 w/ turbocharger	T3B70 LEV IV -ULEV70	120K/ 150K*2	
TTKXGPGNNEA7	TTKXV02.5CDH	2.5L	MAZDA3 w/o cylinder deactivation	T3B30 LEV IV -SULEV30	120K/ 150K*2	1.0
TTKXHHGNNYA7	TTKXT02.5CDC	2.5L	MAZDA CX-50 2.5L Hybrid	T3B30 LEV IV -SULEV30	120K/ 150K*2	1.3
TTKXHHGNNAB7	TTKXT03.3DHB	3.3L	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power	T3B50 LEV IV-ULEV50	120K/ 150K*2	1.0
	TTKXT03.3DHA	3.3L	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power	T3B50 LEV IV-ULEV50	120K/ 150K*2	

*1: Manufacturer Aging = SRC aging time x Equivalency Factor

*2: 150K DFs are used to comply with 150k and 120k emission standards.

2-4. Durability Vehicle Number and the Configuration Number

Durability Group	Durability Vehicle Number	Configuration Number	Durability Data	Applicable Models
TTKXGPGNNUA7	3DBPYTG2-024	0, 1	2023MY MAZDA CX-5 2.5L w/ turbocharger S6 4WD	MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger
TTKXGPGNNEA7	6DBPYUG1-007	0, 1	2026MY MAZDA3 2.5L w/o cylinder deactivation S6 4WD	MAZDA3 2.5L w/o cylinder deactivation
TTKXHHGNNYA7	5DBCWG2-002	0, 1	2025MY MAZDA CX-50 2.5L Hybrid	MAZDA CX-50 2.5L Hybrid
TTKXHHGNNAB7	6DBH3TG1-020	0, 1	2026MY MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power

3. EVAPORATIVE/REFUELING FAMILY DESCRIPTION

3-1. Description of Evaporative/Refueling Family per §86.1821-01

Car Line	Evaporative/Refueling Family Name
MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger	TTKXR0098ADP
MAZDA3 2.5L w/o cylinder deactivation	TTKXR0098GDP
MAZDA CX-50 2.5L Hybrid	TTKXR0165ABQ
MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power	TTKXR0132GDQ

3-2. Format of Evaporative/Refueling Family Name

【Evaporative/Refueling Family】 CISC 07-03 /CD-17-10 Jun. 26, 2017

T T K X R 0 1 1 5 P P A

MFR ID Code
TKX: Mazda

Model Year
T: 2026MY
V: 2027MY
W: 2028MY
X: 2029MY
Y: 2030MY

Canister working capacity (g)
Total grams in all canisters

Family Type
R: Evaporative/Refueling family

Character 10 : Fuel system

G: Gasoline group1
A: Gasoline group2
B: Gasoline group3
...

Character 11: Fuel tank material

A: Metal Tank, No AIS* Carbon Element, Canister
B: Plastic Tank, No AIS* Carbon Element, Canister
C: Metal Tank, AIS* Carbon Element, Canister
D: Plastic Tank, AIS* Carbon Element, Canister

*AIS: Air Intake/Induction System

Character 12: Evaporative Emissions Standard

P: Tier 3 & California's Optional Zero Evapll. Std. - Car
Q: Tier 3 & California's Optional Zero Evapll. Std. - Truck

3-3. Durability Vehicle Number and the Configuration Number

Durability Vehicle Number	Configuration Number	Durability Data	Applicable Models
9DBPYUDS1-001	0, 1	2019MY MAZDA3 2.5L w/ cylinder deactivation S6 2WD	MAZDA3 2.5L w/ turbocharger MAZDA CX-30 2.5L w/ turbocharger
9DBPYUDS1-002	0, 1		

4. DURABILITY TEST PROCEDURE DESCRIPTION

4-1. Description of Durability Test Procedure for Exhaust Emission

Please refer to Common Section 16.

For MAZDA CX-50 2.5L Hybrid, please refer to the Toyota Motor Corporation's Common Section 16.

4-2. Description of Durability Test Procedure for Evaporative Emission

Please refer to Common Section 16.

For MAZDA CX-50 2.5L Hybrid, please refer to the Toyota Motor Corporation's Common Section 16.

4-3. Description of Durability Test Procedure for Refueling Emission

Please refer to Common Section 16.

For MAZDA CX-50 2.5L Hybrid, please refer to the Toyota Motor Corporation's Common Section 16.

5. TEST GROUP DESCRIPTION

5-2. Format of Test Group Name

【Test Group】 CISC 07-03 /CD-15-19 /CD-17-10 Jun. 26, 2017

T T K X V 0 2 . 5 5 N M

Model Year

T: 2026MY
V: 2027MY
W: 2028MY
X: 2029MY
Y: 2030MY

MFR ID Code
TKX: Mazda

Displacement
L: (e.g. 02.0, 03.7)

Family Type
V: LDV test group
T: LDT test group

Character 10 : EPA Emission Standard

5: Tier2 Bin5
A: Tier3 Bin0
B: Tier3 Bin20
C: Tier3 Bin30
D: Tier3 Bin50
E: Tier3 Bin70
F: Tier3 Bin125
G: Tier3 Bin160
N: N/A

Character 11 : CARB Emission Standard

D: LEVIV SULEV30
E: LEVIV LEV160
F: LEVIV ULEV125
G: LEVIV ULEV70
H: LEVIV ULEV50
J: LEVIV SULEV20
Z: ZEV
N: N/A

Character 12: Sales Area

A - L: 50 states
M - Z: Federal
1 - 9: California

8. STATEMENTS OF COMPLIANCE

The following statements are applicable to 2026MY all the Mazda models except for MAZDA CX-50 2.5L Hybrid.

1. Mazda Motor Corporation states pursuant to 40CFR§86.1810-17(a)(1) and (a)(2), that any element of design, system or emission control device installed on or incorporated in MAZDA's new motor vehicles or new motor vehicle engines, for the purpose of complying with standards prescribed under Section 202 of the Clean Air Act, will not, to the best of MAZDA's information and belief, cause the emission into the ambient air of pollutants in the operation of its motor vehicles or motor vehicle engines which cause or contribute to an unreasonable risk to public health or welfare except as specifically permitted by the standards prescribed under Section 202 of the Clean Air Act.

We further state that any element of design, system or emission control device installed on or incorporated in MAZDA's new motor vehicles or new motor vehicle engines, for the purpose of complying with standards, will not, to the best of MAZDA's information and belief, cause or contribute to an unreasonable risk to public safety.

Such system will not, in their operation, function or malfunction, result in any reasonably foreseeable unsafe condition endangering the motor vehicle or its occupants, or persons or property in close proximity to the vehicle, except that any reasonably foreseeable unsafe condition that may occur would result from:

Conditions of abuse, misuse, tampering or malfunction which would sufficiently affect vehicle driveability, or otherwise put the driver on notice of the condition, so that a driver would be likely to have service performed according to the Owner's Manual.

2. We state that the test vehicles with respect to which data are submitted are in all material respects as described in the manufacturer's application for certification, have been tested in accordance with the applicable test procedure utilizing the fuels and equipment described in the application for certifications, and that on the basis of such tests the vehicles conform to the requirement of the regulation in 40 CFR Part 86.
3. California OBD II
 - 3.1. We state all light-duty vehicles and light-duty trucks comply with the requirements of section 1968-2, with the exception of issues indicated under section 1968-2(i)(2.14) if applicable, and will comply with the required deadlines for submission of results/data for production vehicle evaluation testing under section 1968-2(j).
 - 3.2. We state, pursuant to 40 CFR 86.1806-17(a), all light-duty vehicles and light-duty trucks comply with California OBD II requirements (Title 13 California Code of Regulations Section 1968-2.)
4. Emissions Testing Waiver Statements

All emission testing waiver statements are based on good engineering judgment and development testing. The emission standards for a compliance statement are listed in the tables below.

4.1. HCHO Test

We state, pursuant to 40 CFR 86.1829-15(d)(4), that our gasoline-fueled certification vehicles for formaldehyde emissions comply with the applicable standards based on our engineering judgment.

4.2. Two-Day Evaporative Test

Pursuant to 40 CFR 86.1829-15(e)(6), based on the manufacturer's engineering evaluation of appropriate evaporative emission testing, all Mazda vehicles will comply with the applicable two-day evaporative emission standard.

8. STATEMENTS OF COMPLIANCE (contd.)

4.3. Spit Back Test

Pursuant to 40 CFR 86.1829-15(e)(5), based on engineering judgment, the refueling system meets the full intent of the Federal regulations contained in 40 CFR 86.1246-97 Fuel Dispensing spit back procedure.

4.4. High Altitude Test

We state, pursuant to 40 CFR 86.1829-15(c), and CALIFORNIA 2026 AND SUBSEQUENT MODEL YEAR CRITERIA POLLUTANT EXHAUST EMISSION STANDARDS AND TEST PROCEDURES FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES, Part I E and G.3., based on our engineering evaluation of appropriate high-altitude emission testing, that all light-duty vehicles and light-duty truck comply with the emission standards at high altitude.

4.5. OBD 0.020 Inches Leak Detection Test

For test groups not selected for testing pursuant to 40 CFR 86.1806-17 (b)(1)(i), we state, pursuant to 40 CFR 86.1806-17 (b)(1)(vi), the OBD system of our gasoline-fueled vehicles is capable of detecting a 0.020 inch leak in the evaporative system, illuminating the MIL, and storing the appropriate confirmed DTC based on our good engineering judgment.

4.6. Bench Leak Rate Test

We state, pursuant to "SPECIFICATIONS FOR FILL PIPES AND OPENINGS OF 2015 AND SUBSEQUENT MODEL MOTOR VEHICLE FUEL TANKS" adopted on March 22, 2012 and amended on May 31, 2019, that our gasoline-fueled vehicles comply with the standard based on our engineering judgment.

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification Low Altitude

<2026MY MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger Federal> T/G: TTKXV02.5EGA, E/F: TTKXR0098ADP
Tier 3 Bin70 LDV, Federal Tier 3 Evap LDV

Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) [g/mi]	SFTP									Cold		Soak			Evap						Fill Pipe				
							10-minute soak	40-minute soak	3-hour to 12-hour soak				US06			US06 High Power Cold Start	SC03		SFTP Composite																		
EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMHC+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMHC [g/mi]	NMHC [g/mi]	CO [g/mi]	CO [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [g/min]		
Useful Life	4K	---	---	---	---	---					---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---					---	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	0.030	0.015				---	---	---	---	---	---	---	---	---	---	---	---	0.3 (FEL)	---	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.070	1.7	0.004	0.003	---	---				0.070	---	---	---	0.006		---	---	0.120 (FEL)	4.2	---	---	---	---	---	---	---	---	0.300 (FEL)	0.300 (FEL)	0.05	0.020	0.20	1.0			
Waived EM Standards		---	---	X	---	---						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	---	X		

<2026MY MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger California> T/G: TTKXV02.5EGA, E/F: TTKXR0098ADP
LEV IV ULEV70 PC, California LEV IV Evap PC

Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Combo) [g/mi]	SFTP						Cold		50F			Evap						Fill Pipe																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
							10-minutes soak	40-minutes soak	3-hour to 12-hour soak				US06			US06 High Power Cold Start	SC03														SFTP Composite																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]			NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]		Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Useful Life	EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification High Altitude

<2026MY MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger Federal> T/G: TTXKV02.5EGA, E/F: TTXKR0098ADP Tier 3 Bin70 LDV, Federal Tier 3 Evap LDV																																			
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) [g/mi]	SFTP										Cold		50F			Evap							Fill Pipe
	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	10-minute soak NMOG+NOx [g/mi]	40-minute soak NMOG+NOx [g/mi]	3-hour to 12-hour soak NMOG+NOx [g/mi]				US06			US06 High Power Cold Start		SC03		SFTP Composite			CO [g/mi]	NMHC [g/mi]											
EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]				
Useful Life	4K	---	---	---	---	---					---	---	---	---	---	---	---	---	---	---	---	---	---	---			---	---	---	---	---	---			
	50K	---	---	---	---	---					---	---	---	---	---	---	---	---	---	---	10.0	---				---	---	---	---	---	---				
	120K	---	---	---	---	0.030	0.015					---	---	---	---	---	---	---	---	---	---	---	---			---	---	---	---	---	---				
	150K	0.105	1.7	0.004	0.003	---	---				0.105	---	---	---	---	---	---	---	---	---	---	---	---			0.650	0.650	0.05	---	0.20	1.0				
Waived EM Standards		X	X	X	X	X	X				X	---	---	---	---	---	---	---	---	X	---					X	X	X	---	X	X				

<2026MY MAZDA3 2.5L w/ turbocharger, MAZDA CX-30 2.5L w/ turbocharger California> T/G: TTXKV02.5EGA, E/F: TTXKR0098ADP LEV IV ULEV70 PC, California LEV IV Evap PC																																			
Procedure	FTP						FTP Partial Soak				FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP										Cold		50F			Evap						Fill Pipe
							10-minutes soak	40-minutes soak	3-hour to 12-hour soak	US06				US06 High Power Cold Start	SC03		SFTP Composite																		
	EM	NMOG+N0x [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	CO [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]	
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.105	1.7	0.004	0.003	0.030	0.015	---	---	---	---	0.105	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.650	0.650	0.05	---	0.20	1.0	2.5
Waived EM Standards		X	X	X	X	X	X	---	---	---	X	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	X	X	X	---	X	X	X	

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification Low Altitude

<2026MY MAZDA3 2.5L w/o cylinder deactivation Federal> T/G:TTKXV02.5CDH, E/F: TTKXR0098GDP Tier 3 Bin30 LDV, Federal Tier 3 Evap LDV																																			
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) [g/mi]	SFTP									Cold		50F			Evap						Fill Pipe		
	EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]				NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	US06			US06 High Power Cold Start		SC03		SFTP Composite					CO [g/mi]	NMHC [g/mi]							
Useful Life	EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]		
	4K	---	---	---	---	---	---						---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	50K	---	---	---	---	---	---	---					---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	---	---
	120K	---	---	---	---	---	0.030	0.010					---	---	---	---	---	---	---	---	---	---	---	0.3 (FEL)	---	---	---	---	---	---	---	---	---	---	---
	150K	0.030	1.0	0.004	0.003	---	---				0.030	---	---	---	0.006	---	---	---	---	0.040 (FEL)	4.2	---	---	---	---	---	---	0.300 (FEL)	0.300 (FEL)	0.05	0.020	0.20	1.0	---	
Valved EM Standards		---	---	X	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	---	X	---	

<2026MY MAZDA3 2.5L w/o cylinder deactivation California> T/G:TTKXV02.5CDH, E/F: TTKXR0098GDP LEV IV SULEV30 PC, California LEV IV Evap PC																																			
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP									Cold		50F			Evap						Fill Pipe		
							10-minutes soak	40-minutes soak	3-hour to 12-hour soak				US06			US06 High Power Cold Start	SC03		SFTP Composite																
	EM	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]		NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NO x [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]		Spitback [mi/test]	Bench Leak Rate [L/min]
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.060	1.0	0.008	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.3 (FEL)	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.030	1.0	0.004	0.001	0.030	0.010	0.015	0.023	0.030	0.042	0.030	---	0.030	9.6	0.006	---	0.030	1.0	---	---	---	---	---	---	---	0.300 (FEL)	0.300 (FEL)	0.01	0.020	0.20	1.0	2.5		
Valved EM Standards		---	---	X	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	X	X	X	---	---	---	---	---	X	X	

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification High Altitude

<2026MY MAZDA3 2.5L w/o cylinder deactivation Federal> T/G:TTKXV02.5CDH, E/F: TTKXR0098GDP Tier 3 Bin30 LDV, Federal Tier 3 Evap LDV																																								
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) [g/mi]	SFTP									Cold		50F			Evap						Fill Pipe							
	EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	10-minutes soak NMOG+NOx [g/mi]	40-minutes soak NMOG+NOx [g/mi]				3-hour to 12-hour soak NMOG+NOx [g/mi]	US06 NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	US06 High Power Cold Start NMOG+NOx [g/mi]	SC03 NMHC+NOx [g/mi]	CO [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	SFTP Composite CO [g/mi]				NMHC [g/mi]	CO [g/mi]	NMHC [g/mi]											
Useful Life	4K	---	---	---	---	---	---				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---				---	---	---	---	---	---	---	---	---	---	---	10.0	---				---	---	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	0.030	0.010				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				---	---	---	---	---	---	---	---	---	---	---	---
	150K	0.050	1.0	0.004	0.003	---	---				0.050	---	---	---	---	---	---	---	---	---	---	---	---	---	---				0.650	0.650	0.05	---	0.20	1.0						
Valved EM Standards		X	X	X	X	X	X				X	---	---	---	---	---	---	---	---	---	---	X	---				X	X	X	---	X	X								

<2026MY MAZDA3 2.5L w/o cylinder deactivation California> T/G:TTKXV02.5CDH, E/F: TTKXR0098GDP LEV IV SULEV30 PC, California LEV IV Evap PC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP									Cold		50F			Evap						Fill Pipe																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	EM	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	3-hour to 12-hour soak			NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	SFTP Composite																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
10-minutes soak		40-minutes soak	US06	US06 High Power Cold Start	SC03	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification Low Altitude

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power Federal> T/G: TTKXT03.3DHB, E/F: TTKXR0132GDQ Tier 3 Bin50 LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power) Federal Tier 3 Evap LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power)																																		
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) (g/mi)	SFTP										Cold		Soak			Evap						Fill Pipe
	EM	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	PM (g/mi)	CH4 (g/mi)	N2O (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)				NMOG+NOx (g/mi)	US06			US06 High Power Cold Start		SC03		SFTP Composite													
	EM	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	PM (g/mi)	CH4 (g/mi)	N2O (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	PM (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	PM (g/mi)	CO (g/mi)	NMHC (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	2DAY (g/test)	3DAY (g/test)	Running Loss (g/mi)	Mini Rig (g/test)	ORVR (g/gallon)	Spitback (mi/test)	Bench Leak Rate (L/min)		
Useful Life	4K	---	---	---	---	---	---																											
	50K	---	---	---	---	---	---														12.5													
	120K	---	---	---	---	0.035	0.020															0.5 (FEL)												
	150K	0.050	1.7	0.004	0.003	---	---				0.050				0.006				0.070 (FEL)	4.2						0.500 (FEL)	0.500 (FEL)	0.05	0.020	0.20	1.0			
Waived EM Standards		---	---	X	---	---	---																				X	---	---	---	---	X		

<2026MYMAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power California> T/G: TTKXT03.3DHB, E/F: TTKXR0132GDQ LEV IV ULEV50 LDT2, California LEV IV Evap LDT2																																		
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP										Cold		50F			Evap						Fill Pipe
							10-minutes soak	40-minutes soak	3-hour to 12-hour soak				US06			US06 High Power Cold Start		SC03		SFTP Composite														
EM	NMOG+N0x [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O (g/mi)	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]		NMOG+N0x [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+N0x [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+N0x [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]	
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.100	1.7	0.016	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.5 (FEL)	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.050	1.7	0.004	0.003	0.035	0.020	---	---	---	---	0.050	---	0.060	9.6	0.006	---	0.050	1.7	---	---	---	---	---	---	---	0.500 (FEL)	0.500 (FEL)	0.05	0.020	0.20	1.0	2.5	
Waived EM Standards		---	---	X	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	X	X	X	X	---	---	---	---	X	X	

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification High Altitude

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power Federal> T/G: TTKXT03.3DHB, E/F: TTKXR0132GDQ Tier 3 Bin50 LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power), Federal Tier 3 Evap LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power)																																		
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) [g/mi]	SFTP										Cold		50F			Evap						Fill Pipe
	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]				US06			US06 High Power Cold Start		SC03		SFTP Composite				CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	
Useful Life	EM	---	---	---	---	---	---	---	---	---	---	---	NMHC+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+NOx [g/mi]	NMHC+NOx [g/mi]	CO [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]	
	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	---
	120K	---	---	---	---	0.035	0.020	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	150K	0.070	1.7	0.004	0.003	---	---	---	---	---	0.070	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1.15	1.15	0.05	---	0.20	1.0	---
Waived EM Standards		X	X	X	X	X	X	---	---	X	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	X	X	X	---	X	X	---	---

<2026MYMAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power California> T/G: TTKXT03.3DHB, E/F: TTKXR0132GDQ LEV IV ULEV50 LDT2, California LEV IV Evap LDT2																																		
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP										Cold		50F			Evap						Fill Pipe
	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]				US06			US06 High Power Cold Start		SC03		SFTP Composite														
EM	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+NOx [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	CO [g/mi]	NMHC [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+NOx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]			
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.070	1.7	0.004	0.003	0.035	0.020	---	---	---	0.070	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1.15	1.15	0.05	---	0.20	1.0	2.5	---	
Waived EM Standards		X	X	X	X	X	X	---	---	---	X	---	---	---	---	---	---	---	---	X	---	---	---	---	X	X	X	---	---	X	X	X	---	

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification Low Altitude

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power Federal> T/G: TTKXT03.3DHA, E/F: TTKXR0132GDQ Tier 3 Bin50 LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power) Federal Tier 3 Evap LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power)																																			
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) (g/mi)	SFTP						Cold		50F			Evap						Fill Pipe					
	EM	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	PM (g/mi)	CH4 (g/mi)	N2O (g/mi)	10-minute soak (g/mi)	40-minute soak (g/mi)				3-hour to 12-hour soak (g/mi)	US06			US06 High Power Cold Start		SC03		SFTP Composite			CO (g/mi)	NMHC (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	2DAY (g/test)		3DAY (g/test)	Running Loss (g/mi)	Mini Rig (g/test)	ORVR (g/gallon)	Spitback (mi/test)
Useful Life	4K	---	---	---	---	---	---				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---				---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	0.035	0.020				---	---	---	---	---	---	---	---	---	---	---	0.5 (FEL)	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.050	1.7	0.004	0.003	---	---				0.050	---	---	---	0.006			---	---	0.070 (FEL)	4.2	---	---	---	---	---	0.500 (FEL)	0.500 (FEL)	0.05	0.020	0.20	1.0			
Valved EM Standards		---	---	X	---	---	---				---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	---	X		

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power California> T/G: TTKXT03.3DHA, E/F: TTKXR0132GDQ LEV IV ULEV50 LDT2, California LEV IV Evap LDT2																																			
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP									Cold		50F			Evap						Fill Pipe		
							10-minutes soak	40-minutes soak	3-hour to 12-hour soak				US06			US06 High Power Cold Start	SC03		SFTP Composite																
	EM	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	CO [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+Ndx x [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]	
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.5 (FEL)	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.050	1.7	0.004	0.003	0.035	0.020	---	---	---	---	0.050	---	0.060	9.6	0.006	---	0.050	1.7	---	---	---	---	---	---	---	---	0.500 (FEL)	0.500 (FEL)	0.05	0.020	0.20	1.0	2.5	
Valved EM Standards		---	---	X	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	X	X	X	X	---	---	---	---	X	X	

8. STATEMENTS OF COMPLIANCE (contd.)

List of Compliance Standards @ Certification High Altitude

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power Federal> T/G: TTKXT03.3DHA, E/F: TTKXR0132GDQ Tier 3 Bin50 LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power) Federal Tier 3 Evap LDT3(MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power)/LDT4(MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power)																																		
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CREE (Comb) (g/mi)	SFTP						Cold		50F			Evap						Fill Pipe				
	EM	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	PM (g/mi)	CH4 (g/mi)	N2O (g/mi)	NMOG+NOx (g/mi)	NMOG+NOx (g/mi)				NMOG+NOx (g/mi)	US06	US06 High Power Cold Start	SC03	SFTP Composite	CO (g/mi)	NMHC (g/mi)	NMOG+NOx (g/mi)	CO (g/mi)	HCHO (g/mi)	2DAY (g/test)	3DAY (g/test)	Running Loss (g/mi)	Mini Rig (g/test)	ORVR (g/gallon)	Spitback (mi/test)	Bench Leak Rate (L/min)					
Useful Life	4K	---	---	---	---	---	---																											
	50K	---	---	---	---	---	---																											
	120K	---	---	---	---	0.035	0.020																											
	150K	0.070	1.7	0.004	0.003	---	---				0.070	---																1.15	1.15	0.05	---	0.20	1.0	
Valved EM Standards		X	X	X	X	X	X				X	---																X	X	X	---	X	X	

<2026MY MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power California> T/G: TTKXT03.3DHA, E/F: TTKXR0132GDQ LEV IV ULEV50 LDT2, California LEV IV Evap LDT2																																				
Procedure	FTP						FTP Partial Soak			FTP Quick Drive-Away	HWY	CO2 (Comb) [g/mi]	SFTP									Cold		50F		Evap							Fill Pipe			
	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	NMOG+Ndx [g/mi]				NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	US06	US06 High Power Cold Start	SC03	SFTP Composite																		
EM	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	PM [g/mi]	CH4 [g/mi]	N2O [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	PM [g/mi]	CO [g/mi]	NMHC [g/mi]	NMOG+Ndx [g/mi]	CO [g/mi]	HCHO [g/mi]	2DAY [g/test]	3DAY [g/test]	Running Loss [g/mi]	Mini Rig [g/test]	ORVR [g/gallon]	Spitback [mi/test]	Bench Leak Rate [L/min]	
Useful Life	4K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.5	---	---	---	---	---	---	---	---	---	---	---	
	120K	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	150K	0.070	1.7	0.004	0.003	0.035	0.020	---	---	---	---	0.070	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1.15	1.15	0.05	---	0.20	1.0	2.5
Valved EM Standards		X	X	X	X	X	X	---	---	---	X	---	---	---	---	---	---	---	---	---	---	---	---	X	---	---	---	---	X	X	X	---	X	X	X	

8. STATEMENTS OF COMPLIANCE (contd.)

5. **91 RON Fuel Test**
We state, pursuant to VPCD-97-01, that the knock sensor is not a defeat device, as “justified” by one or more of the following:
 - a. The knock sensor does not activate in any way during the FTP (or the SFTP as applicable) and the HWFET, and the calibration is designed to operate on 91 RON gasoline without the need for spark adjustment.
 - b. The city and highway fuel economy test result differences between comparing 91 RON operation and 96 RON operation is within 3%, and there are no emissions increases (beyond normal test variability) using 91 RON fuel when tested on the FTP (or SFTP as applicable).
6. **Production Vehicle**
The production vehicle which is subject to registration or sale in the state of California will be, in all material respects, the same in the design as the vehicles which are certified by the California Air Resources Board, and will meet all the applicable vehicle emission standards which are set forth by the California Air Resources Board.
7. **Label Durability**
The label material and adhesives of Mazda Company Vehicle Emission Control Information (VECI) label have been designed to withstand typical environmental conditions in the area where the label is attached for the vehicle’s total expected life.
8. **Driveability**
The vehicles for which certification is requested have driveability and performance characteristics which satisfy Mazda’s customary driveability and performance requirements for vehicles sold in the United States.
9. **Application Showing Compliance with Fill Pipes Requirements of ARB**
The fill pipes installed on all Mazda production models comply with all the requirements specified by the Air Resources Board’s “SPECIFICATIONS FOR FILL PIPES AND OPENINGS OF 2015 AND SUBSEQUENT MODEL MOTOR VEHICLE FUEL TANKS” adopted on March 22, 2012 and amended on May 31, 2019.
10. **20 °F – 86 °F Emission**
We state, pursuant to 40 CFR 86.1809-12 (e), for all Mazda models, Mazda Motor Corporation states that a discontinuity in emissions of non-methane organic gases, carbon monoxide, carbon dioxide, oxides of nitrogen, nitrous oxide, methane, and formaldehyde measured on the Federal Test Procedure (40 CFR Part 86) and on the Highway Fuel Economy Test Procedure (subpart B of 40 CFR part 600) does not occur in the temperature range of 20 to 86 degrees F.

8. STATEMENTS OF COMPLIANCE (contd.)

11. Use of California test fuel and evaporative test procedures in lieu of Federal test fuel and evaporative test procedures
We state, pursuant to 40 SFR 86.1829-15 (e)(7) and CCD-02-20, that California test data is used to demonstrate compliance with applicable Federal evaporative emission standards since California standards and test procedures are more stringent than that for Federal from the viewpoint of the standards and the useful life.
12. Altitude requirement
We state, pursuant to 40 CFR 86.1811-17(g)(2)(iii) and 86.1818-12(a)(2), that common calibration approaches are utilized at high altitude except the deviations from low altitude emission control practices that are included in the AECD descriptions, Section 16.4.
13. ORVR (Onboard Refueling Vapor Recovery) Safety Application Requirements
This section comprises the information to satisfy the requirements in EPA's Dear Manufacturer Letter #CCD-05-03 dated February 15, 2005, "Update for ORVR Safety Applications" and #CISD-06-06 dated on April 6, 2006, "Update for ORVR Safety Applications". Mazda is using the same fundamental ORVR systems that have been employed on Mazda products in previous years for the 2026MY products.

Following is a list of 2026MY products with their Evaporative/ORVR families and their previously certified Evaporative/ORVR family. For detail, please refer to our letter Ref. #LCE-06/73 dated on April 28, 2006.

There have been no in-use problems for Mazda products except that carry-over of the ORVR systems that have experienced in-use problems have been notified to EPA. (Ref. # LCE-24/208 dated on October 28, 2024.)

Model	Current Evaporative/ORVR Family	Previously Certified Evaporative/ORVR Family
MAZDA3 2.5L w/ turbocharger	TTKXR0098ADP	3TKXR0120PMA
MAZDA CX-30 2.5L w/ turbocharger		
MAZDA3 2.5L w/o cylinder deactivation	TTKXR0098GDP	
MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power	TTKXR0132GDQ	

8. STATEMENTS OF COMPLIANCE (contd.)

14. Leak-free of exhaust system
We state, pursuant to 40 CFR 86.1844-01(d)(16), that all light-duty vehicles and light-duty trucks comply based on engineering analysis.
15. Lean best torque
We state, pursuant to 40 CFR 86.1811-17 (d)(1), that we do not exceed the LBT+4% for any given speed and load point over the US06 cycle. The additional enrichment is needed to protect the catalyst performance and emissions control hardware as stated in the AECD descriptions in Common Section 16. Lean Best Torque provision is not applied to diesel vehicles.
16. CH₄ and N₂O compliance for Greenhouse Gas Emission Standards
We state, pursuant to 40 CFR 86.1818-12(f)(1) and/or (f)(3), Mazda will not include the N₂O and CH₄ emissions in our fleet average calculation. The applied N₂O and CH₄ standards of each test group per §86.1818-12(f)(1) and/or (f)(3) are listed in the tables below.
17. A/C-on specific calibrations
We state, pursuant to 40 CFR 86.1811-17(d)(3)(i), that we do not incorporate A/C-on specific calibrations which differ from A/C-off calibrations for given engine operating conditions.
18. "Lean-on-cruise" calibration strategies
We state, pursuant to 40 CFR 86.1811-17(d)(4)(ii), that "lean-on-cruise" strategies are not incorporated into the vehicle design. This statement is based on good engineering judgment and development testing. Lean-on-cruise provision is not applied to diesel vehicles.
19. Adequacy of the OBD system for the performance warranty test
We state, pursuant to 40 CFR §86.1844-01(d)(9)(iv), that emission control diagnostic systems are adequate for the performance warranty test described in 40 CFR Part 85, subpart W.
20. Tier3 Leak Standard
We state, pursuant to 40 CFR 86.1829-15 (e)(4), our vehicles comply with the leak standard in 40 CFR 86.1813-17 (a)(4) based on engineering analysis.
21. Plug-in Hybrid Electric Vehicles (PHEV)
We state, pursuant to CD-14-19, that the vehicles remain in compliance with the emission standards during the charge depletion and charge sustaining transition modes.
22. California Environmental Performance Label
We state we comply with "CALIFORNIA ENVIRONMENTAL PERFORMANCE LABEL SPECIFICATIONS FOR 2009 AND SUBSEQUENT MODEL YEAR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES" adopted on May 2, 2008 and amended on September 2, 2015 by affixing the Federal Fuel Economy and Environment Label in accordance to 40 CFR Parts 85, 86, and 600.

8. STATEMENTS OF COMPLIANCE (contd.)

23. California Non-integrated System

We state, pursuant to 40 CFR 86.129-94(d)(6) and CALIFORNIA EVAPORATIVE EMISSION STANDARDS AND TEST PROCEDURES FOR 2026 AND SUBSEQUENT MODEL YEAR PASSENGER CARS, LIGHT-DUTY TRUCKS, MEDIUM-DUTY VEHICLES, AND HEAVY-DUTY VEHICLES, Part III D.8.1.10, that the fuel tank pressure of Mazda's non-integrated system, a kind of pressurized system, does not vent the vapor to the atmosphere at least as same level as conventional non-pressurized system if the fuel fill pipe cap is removed at the end of the running loss test.

Because the fuel fill pipe cap cannot be removed until the tank pressure goes down enough less than the 10 inches of water based on Mazda design policy.

24. California Defeat Device Statement

Based on CARB's questions, Mazda Motor Corporation provides the statements of compliances as follows:

Question 1: Do the test and production vehicles have a defeat device?

Answer: No.

Question 2: Have all AECDs been declared and described in the application?

Answer: Yes.

Question 3: Do the test and production vehicles have alternate [calibration] maps?

Answer: No.

Question 4: Is the transmission part of any AECD, for example, by receiving outputs from the ECU or providing inputs to the ECU, in any emission control strategy, for example, engine and/or catalyst warm-up.

- If yes, please describe, including purpose, entry/exit conditions, actuations, and justifications.

Answer for models except for dedicated electric models: Yes, it is described in "AECD Descriptions" in Section 16-4 of common section application.

Answer for dedicated electric models: Not applicable.

Question 5: Does the transmission behave and perform the same as, or differently than, while on road versus on a dynamometer?

- Please explain any differences.

Answer for models except for dedicated electric models: Differently while on road versus on a dynamometer. It is described in "Fail Mode Avoidance Control" in Section 16-14 of common section application.

Answer for dedicated electric models: Differently while on road versus on a dynamometer. It is described in "Test Procedure for BEV" in Section 16-19 of common section application.

25. Adjustment parameters

We state that all light-duty vehicles and light-duty trucks do not have any adjustable parameters per 40 CFR 86.1833-01.

26. Mid-temperature intermediate soak standards

We state, pursuant to 40 CFR 86.1829-15(d)(7) and title 13, CCR, Chapter 1, Section 1961.4(d)(2)(B), based on the manufacturer's engineering evaluation, phase-in applicable Mazda vehicles comply with the mid-temperature intermediate soak standards for soak times not covered by testing.

27. SC03 Standards

We state, pursuant to section 1961.4(d)(4), Mazda vehicles comply with the SC03 NMOG+NOx and CO exhaust emissions standard.

9. OBD SYSTEM DESCRIPTION AND APPROVAL LETTER

Please refer to Common Section 16.

10. DESCRIPTION OF ALTERNATE-FUELED VEHICLES

Not Applicable

11. AECD DESCRIPTIONS

Please refer to Common Section 16. In addition, for MAZDA CX-50 2.5L Hybrid, please refer to the Toyota Motor Corporation's Common Section 16.

12. DESCRIPTION OF VEHICLES COVERED BY CERTIFICATE AND TEST PARAMETERS

12-2. Test Parameters

12-2-1. Test Procedure

12-2-1(i) Engine Starting/Stopping Procedure

A. Recommendation to the Ultimate Purchaser
Refer to the Owner's Manual.

B. Recommendation for FTP

Based on recommendation to ultimate purchaser and 40 CFR §86.136-90, the starting procedure for FTP is provided as follows:

BEFORE STARTING THE ENGINE:

1. Fasten seat belts.
2. Make sure the parking brake is applied.
(Applicable to front-wheel drive vehicles only. For rear-wheel drive vehicles, please skip to 3.)
3. Manual Transmission – Depress the clutch pedal fully and shift the transmission select lever into NEUTRAL. Hold the clutch pedal depressed while cranking the engine.
Automatic Transmission – Place the transmission select lever in P (Park) or N (Neutral) and depress the brake pedal. Hold the brake pedal depressed while cranking the engine.

BEFORE STARTING THE ENGINE for vehicles equipped with Electric Parking Brake:

1. Fasten seat belts.
2. Make sure that electric parking brake is released according to manufacturer's separate instruction.
3. Manual Transmission – Depress the clutch pedal fully and shift the transmission select lever into NEUTRAL. Hold the clutch pedal depressed while cranking the engine.
Automatic Transmission – Place the transmission select lever in P (Park) or N (Neutral) and depress the brake pedal. Hold the brake pedal depressed while cranking the engine.

BEFORE Ready ON for dedicated electric vehicles:

1. Deactivate Auto P Control according to special procedure¹ of "16-19.Test procedure for BEV".
2. Place the transmission select lever in N.
3. Push Electric Parking Brake (EPB) switch to release the EPB.
4. Release the brake pedal.
5. Holding the EPB switch pushed, push the power button without depressing the brake pedal to enter the accessory mode.

TIPS ON STARTING:

1. Turn the ignition key to the "START" position and hold it until the engine starts (a maximum of 10 seconds). Then release the ignition key.
2. After 15 seconds from engine starting, place the transaxle select lever in gear.
3. After 20 seconds from engine starting, start to run.

TIPS ON STARTING for vehicles equipped with Push Start Button:

1. Push the "Start Stop Engine" Button Once to start the engine (One push = Ignition ON & Engine Start)
(The starter stops automatically either when engine is started or after 15 seconds of cranking without engine start)
2. After 15 seconds from engine starting, place the transaxle select lever in gear.
3. After 20 seconds from engine starting, start to run.

NOTE:

Whether the engine is warm or cold, it should be started without first depressing of the accelerator pedal.

TIPS ON STARTING for dedicated electric vehicles:

1. Cancel the EBBU and PCM Error/Slip monitoring according to special procedure² of "16-19.Test procedure for BEV".
2. Deactivate Smart Brake Support according to 12-2-1(xviii).

3. Push the Power button with depressing the brake pedal to enter the Ready ON mode, start to run.

TIPS ON STARTING for PHEV:

1. Cancel the Error/Slip monitoring according to the special procedure “dyno mode” for PHEV in section 16.
2. Select the driver selectable mode, i.e., normal, sports or charge as applicable.
3. Deactivate Smart Brake Support according to 12-2-1(xviii) if equipped.
4. Push the Power button with depressing the brake pedal to enter the Ready ON mode, start to run.

TIPS ON STOPPING for vehicles equipped Push Start Button:

1. Push the “Start Stop Engine” Button Once to stop the engine and to enter the accessory mode.
2. Push the “Start Stop Engine” Button Once again without pressing clutch/brake pedal to completely shut down the engine.OL

TIPS ON STOPPING for dedicated electric vehicles and PHEV:

1. Make sure that transmission select lever is in P position.
2. Turn EPB on
3. Push Power button to turn the vehicle Ready OFF.

PUSH START BUTTON and ELECTRIC PARKING BRAKE (EPB) SEQUENCE, for vehicle set-up on a Chassis Dynamometer, w/o Starting Engine

1. KEY FOB must be inside the vehicle.
2. Push the “Start” Button twice for Ignition ON without depressing brake pedal.
One push = Accessory Mode ON
2nd push = Ignition On (No Engine Start)
Warning: If the brake pedal is depressed, the engine will start.
3. Shift the Transaxle select lever into neutral.
4. Push the EPB switch at the center console.



5. Then check the  light off in the instrument panel.

6. Set the vehicle on Chassis Dynamometer.
7. Push the “Start” Button once for Ignition OFF without depressing brake pedal

NOTE:

- Please be sure to NOT leave the vehicle in the “accessory mode ON” condition or with any of the lights ON.
- Please be sure to Ignition ON to activate or release EPB.

C. Recommendation for deactivation procedure of Traction Control System (TCS) (Only vehicle with TCS)

In order to prevent activation of TSC during testing, following procedures needs to be followed:

Procedure 1:

Applicable model: MAZDA3

- Press the DSC or TCS off button before the first acceleration to deactivate the TCS system.
- Confirm “DSC or TCS off light” is illuminating on the instrumental panel.

Please press the DSC or TCS off switch again to turn the TCS back on. The DSC or TCS off indicator light will turn off.

Example of the DSC off button and DSC off light

Note: Location of the DSC off button and DSC off light may be different for each model.

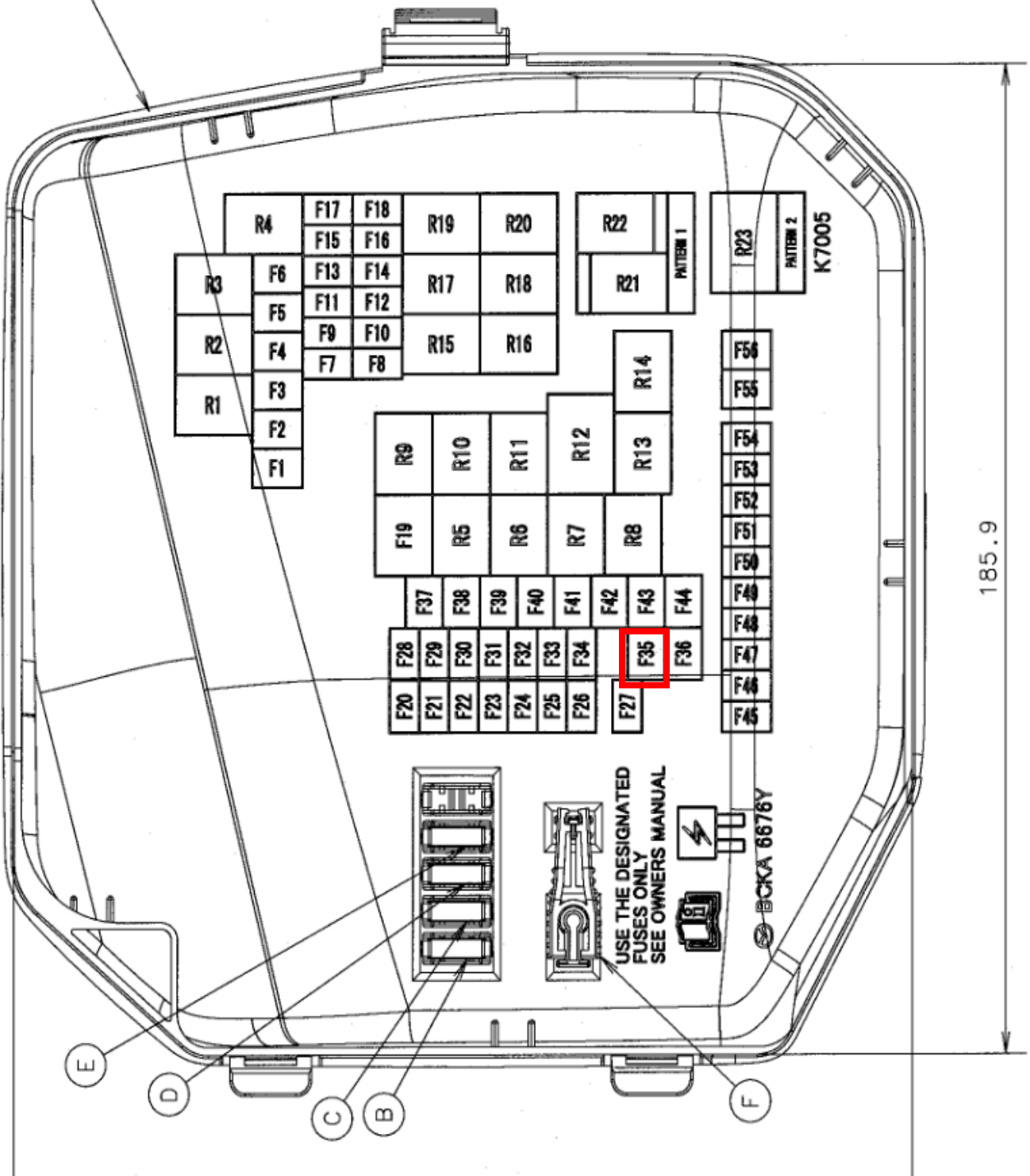


Procedure 2:

Applicable model: MAZDA CX-30

- Pull the ABS fuse out. (See pictures below for which fuse to pull out)

- 2026MY MAZDA CX-30 fuse position
Fuse No. : F35 50A FUSE



Procedure 3

Applicable model: MAZDA CX-70, MAZDA CX-90

Follow the special procedure “dyno mode” in Section 16. DSC/TCS will be deactivated accordingly.

12-2-1(ii) Canister Loading Procedure

In order to avoid interfering with canister loading from OBD evaporative system monitoring, a canister must be loaded at least 60 minutes after engine key off.

12-2-1(iii) Vehicle preparation

A vehicle must run FTP driving cycle as the preconditioning drive from cold start after soaking the vehicle for more than 6 hours with ambient temperature 68°F to 86°F in order to ensure the long fuel trim learning to be operated properly.

12-2-1(iv) Drive Selection

When a vehicle is tested with the sports mode for the emission tests (i.e. EDV tests), please follow following steps.

- After engine starting, press the drive selection switch in the center console
- Make sure the indicator light (SPORT) illuminates in the speed meter.
- Please note that the sports mode will be turned off automatically when the ignition switch is turned off.

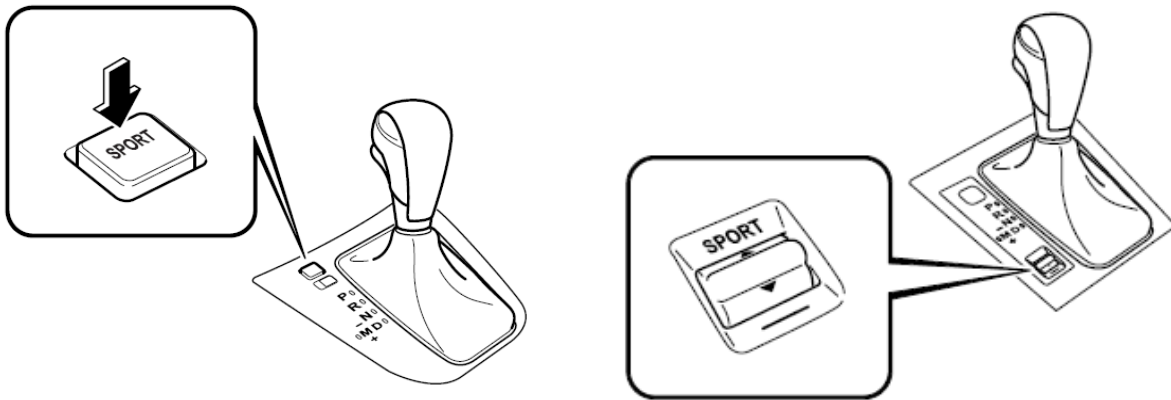
Applicable models with drive selection:

MAZDA3 2.5L w/ turbocharger S6

MAZDA CX-30 2.5L w/ turbocharger S6

MAZDA3 2.5L w/o cylinder deactivation S6

Location of drive selection switch:



Applicable models with drive selection:

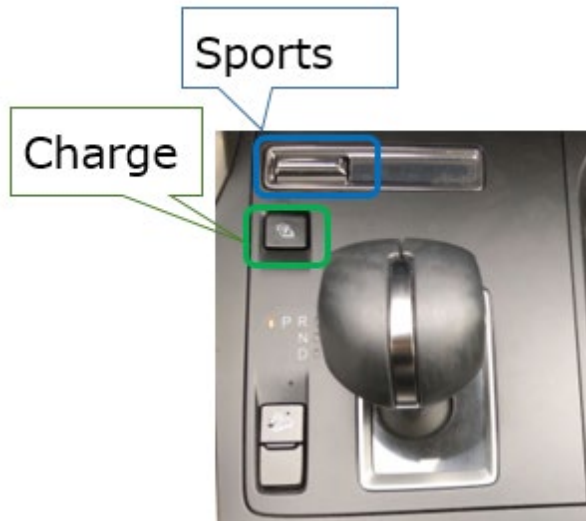
MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power S8

MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power S8

MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power S8

MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power S8

Location of drive selection switch:



12-2-1(v) Battery Voltage Check (for i-Eloop vehicle)

Check the battery voltage after the vehicle soak process. Please charge the battery if the battery voltage is below 12.6V. In order to sufficiently charge the battery, Mazda recommends use a low rate charge.

- BACKGROUND-

The i-Eloop system (Alternator, EDLC (Electric Double-Layer Capacitor) and DC/DC Converter (Voltage Lowering CircuitCheck)) provides fuel consumption improvement effect through helping the electrical load supply solely generated by an Alternator for the non-i-Eloop system. When the battery is weak (SOC below 80%, i.e. voltage conversion of 12.6V at normal ambient temperature), the Alternator excessively generates electric power in order to maintain the battery performance. The Alternator operation has critical impact to the fuel consumption performance for the i-Eloop system vehicles as the Alternator operation is less frequent than that of the non-i-Eloop system.

12-2-1(vi) Use of Augmented Braking mode for chassis dynamometer testing

Since Mazda's chassis dynamometer systems are not equipped with the augmented braking function, all Mazda certification vehicles are tested WITHOUT the use of augmented braking mode. Likewise, all in-use vehicles are tested WITHOUT the use of augmented braking mode at Mazda. In order to test the vehicles in the same condition as Mazda, Mazda requests all Mazda vehicles are tested WITHOUT the use of augmented braking mode for all EPA confirmatory testing and in-use surveillance program.

12-2-1(vii) Special Instructions for Heater and Defroster Control for Cold FTP Testing

(i) For Mechanical A/C

- Change the air intake selector to "outside air";
- Select a defrost mode;
- Set the air conditioning system control to off;
- Turn the temperature control to the highest setting; and
- Operate the blower setting in the following steps during the test
 - [0 ~ 125 sec] OFF or the lowest setting if OFF switch does not exist
 - [125 ~ 505 sec] the highest setting (completed by 130 sec)
 - [505 sec ~] the lowest setting (completed by 510 sec)

(ii) For Auto A/C

- Operate the same as mechanical A/C for manual operation; except: select vent position ""foot"". (Note: vent position of ""foot"" is used because air conditioning cannot be turn off in defrost position)
- Change the air intake selector to "outside air";
- Select ""foot"" mode;
- Set the air conditioning system control to off;
- Turn the temperature control to the highest setting (both driver and passenger); and
- Operate the blower setting in the following steps during the test:
 - [0 ~ 125 sec] OFF or the lowest setting if OFF switch does not exist
 - [125 ~ 505 sec] the highest setting (completed by 130 sec)
 - [505 sec ~] the lowest setting (completed by 510 sec)

12-2-1(viii) Prevent Battery SOC (State of Charge) depletion during fuel draining

In order to prevent the battery SOC depletion during the fuel drain process, please connect an external 12V power supply to the vehicle during the fuel drain procedure. This is important for all current Mazda vehicles, but particularly important on vehicles equipped with "i-Eloop" (Electric Power Control System).

12-2-1(ix) Deactivation procedure for BSM (Blind Spot Monitor)

If the vehicle is equipped with "BSM", always disable the BSM before running the vehicle on a dynamometer. If the BSM is not disabled, serious reprogramming issues of the BSM module could arise, up to and including, replacement of the BSM module.

In order to determine whether the vehicle is equipped with BSM: look for the BSM switch on the instrument panel, to the left of the steering column. No switch = No BSM. If switch is present, then BSM needs to be disabled before each dynamometer session.

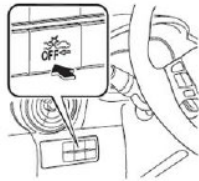
In order to disable the BSM: Key "On", then push the "BSM OFF" switch on the instrument panel. The "BSM OFF" lamp will illuminate once the BSM is disabled.

12-2-1(x) Deactivation procedure for SCBS (Smart City Brake System)

If the vehicle is equipped with SCBS, always disable the SCBS before running the vehicle on a dynamometer. In order to disable SCBS, from the home screen, select the gear icon, select the "Safety" tab, then SCBS, and change the setting to "OFF".

For vehicles without the home screen, press the SCBS OFF switch to turn off the system. The Smart City Brake Support (SCBS) OFF indicator light in the instrument cluster will illuminate.

Location of the SCBS OFF switch



The SCBS OFF indicator light



Be sure to turn the system back on before operating the vehicle on the road.

In order to determine if a vehicle is equipped with SCBS, check for the presence of a laser transmitter, and receiver in the windshield, similar to below illustration:

SCBS



12-2-1(xi) Special Instructions for Testing Vehicles with a Perforated Silencer

When a vehicle repeats a short drive with a low speed in a cold condition, in some case, condensed water becomes built up in a silencer without being ejected during the drive, causing an engine problem, e.g. engine stall and/or misfire. When a vehicle experiences this problem, the silencer is replaced with one with drain holes.

In order for an accurate data collection during the in-use testing, please temporarily plug the drain holes with an appropriate size screws or a duct tape.

12-2-1(xii) Procedure to Customize DRL Setting

Applicable Model: MAZDA3, MAZDA CX-30, MAZDA CX-70, MAZDA CX-90

Procedure to Customize DRL setting

Make sure that Daytime Running Lights (DRL) is unchecked.

1. Select the "Settings".



2. Select the "Vehicle Settings".



3. Select the "Exterior Lighting".



4. Uncheck the Daytime Running Lights (DRL).



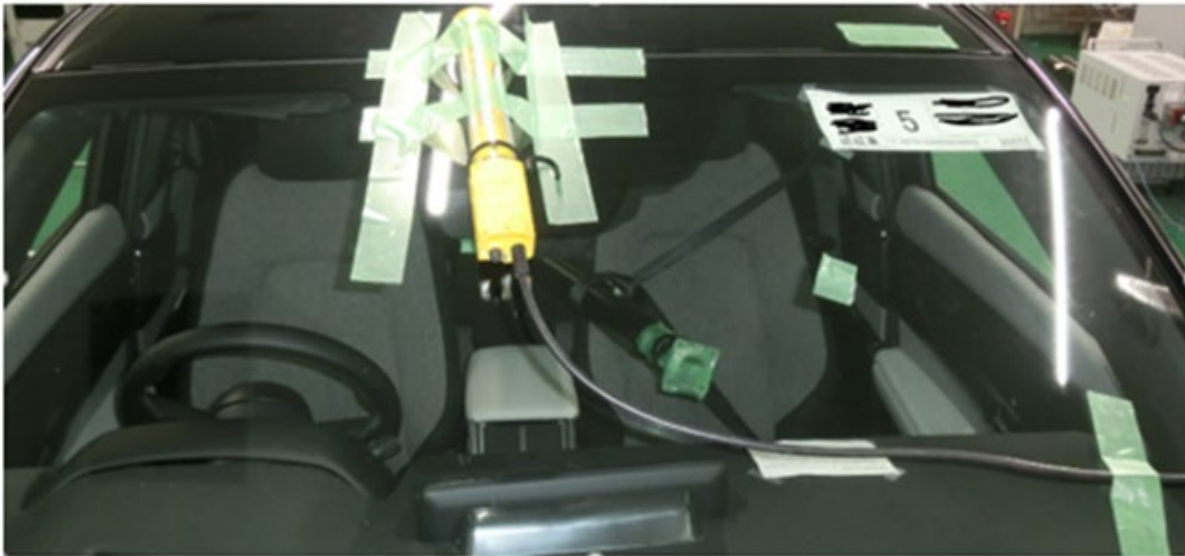
12-2-1(xiii) Deactivation Procedure for Auto-Light System

If the vehicle is equipped with auto-light system, the head lights may be illuminated during testing in a laboratory when there isn't sufficient light around the vehicle. Illumination of head lights could affect fuel economy or driving distance.

In order to determine whether the vehicle is equipped with auto-light system: look for the "Auto" position with the head light switch.

In order to disable the auto-light system: apply any kind of external light source such as LED work light of at least 2600 lx on to the light sensor located in the upper center area of the windshield. Make sure the battery for the external light is fully charged in case of a rechargeable battery, the external light is turned on before the testing, and the vehicle head lights are not illuminated during the testing.

Example of external light source (work light) application at Mazda's laboratory is shown in the photo below.



12-2-2. Shift Schedules

Model	T/M	Shift T/M Mode	Certification Test Purpose (*1)	For Acceleration (mph)					For Cruising (mph)					Schedule No.	
				1-2	2-3	3-4	4-5	5-6	1-2	2-3	3-4	4-5	5-6		
MAZDA3 2.5L w/o cylinder deactivation	M6	-	FE	14.7	26.4	36.8	46.4	49.3	7.8	18.4	29.8	38.7	43.2	CTY HWY	1004 2004
				15.0	25.0	40.0	45.0	50.0	15.0	25.0	40.0	45.0	50.0	US06 SC03	3003 4003

*1: "EM" means "for emission certification test". "FE" meanse "for fuel economy test".

12-2-3.Dyno Loading Information

Model Name	Engine	T/M	Body Style SDN HB	Tire Size	ETW (lbs)	Target Dynamometer Loading Coefficient			[Cold FTP] Target Dynamometer Loading Coefficient		
						a (lb _t)	b (lb _t /mph)	c (lb _t /(mph) ²)	a (lb _t)	b (lb _t /mph)	c (lb _t /(mph) ²)
MAZDA3	2.5L w/ turbocharger	S6 4WD	SDN	215/45 R18	3750	31.377	0.26945	0.016717	34.864	0.29939	0.018575
MAZDA3	2.5L w/ turbocharger	S6 4WD	HB	215/45 R18	3750	30.620	0.30727	0.017553	34.022	0.34141	0.019503
MAZDA CX-30	2.5L w/ turbocharger	S6 4WD	-	215/55 R18	3875	31.472	0.29103	0.02121	34.969	0.32336	0.023567
MAZDA3	2.5L w/o cylinder deactivation	S6 2WD	SDN	205/60 R16	3375	25.252	0.20615	0.016407	28.058	0.22905	0.01823
MAZDA3	2.5L w/o cylinder deactivation	S6 2WD	SDN	215/45 R18	3375	27.402	0.20121	0.01641	30.446	0.22357	0.018233
MAZDA3	2.5L w/o cylinder deactivation	S6 2WD	HB	205/60 R16	3500	26.238	0.168	0.018448	29.154	0.18667	0.020498
MAZDA3	2.5L w/o cylinder deactivation	S6 2WD	HB	215/45 R18	3500	28.388	0.16307	0.018448	31.543	0.18119	0.020498
MAZDA3 *1	2.5L w/o cylinder deactivation	S6 2WD	HB	205/60 R16	3375	25.252	0.20615	0.017984	28.058	0.22905	0.019982
MAZDA3 *1	2.5L w/o cylinder deactivation	S6 2WD	HB	215/45 R18	3375	27.402	0.20121	0.017987	30.446	0.22357	0.019985
MAZDA3	2.5L w/o cylinder deactivation	S6 4WD	SDN	215/45 R18	3625	30.948	0.25727	0.016235	34.387	0.28585	0.019791
MAZDA3 *1	2.5L w/o cylinder deactivation	S6 4WD	SDN	205/60 R16	3500	27.82	0.28842	0.015867	30.912	0.32047	0.01763
MAZDA3 *1	2.5L w/o cylinder deactivation	S6 4WD	SDN	215/45 R18	3500	29.97	0.28349	0.01587	33.3	0.31499	0.017633
MAZDA3	2.5L w/o cylinder deactivation	S6 4WD	HB	205/60 R16	3625	28.798	0.2622	0.017809	31.998	0.29134	0.019788
MAZDA3	2.5L w/o cylinder deactivation	S6 4WD	HB	215/45 R18	3625	30.948	0.25727	0.017812	34.387	0.28585	0.019791
MAZDA3	2.5L w/o cylinder deactivation	M6 2WD	HB	215/45 R18	3375	24.331	0.30026	0.016836	27.034	0.33362	0.018707
MAZDA CX-50	2.5L Hybrid	CVT 4WD	-	225/65 R17	4250	23.979	0.22591	0.023966	26.377	0.24851	0.026363
MAZDA CX-50	2.5L Hybrid	CVT 4WD	-	225/55 R19	4250	27.912	0.16707	0.025944	30.703	0.18378	0.028538

*1: for Canada

12-2-3.Dyno Loading Information

Model Name	Engine	T/M	Body Style SDN HB	Tire Size	ETW (lbs)	Target Dynamometer Loading Coefficient			[Cold FTP] Target Dynamometer Loading Coefficient		
						a (lb _i)	b (lb/mph)	c (lb/(mph) ²)	a (lb _i)	b (lb/mph)	c (lb/(mph) ²)
MAZDA CX-70	3.3L-DI-TC M Hybrid Boost Low Power	S8 4WD	-	265/55 R19	5000	41.511	0.30647	0.024765	46.124	0.34053	0.027517
MAZDA CX-70	3.3L-DI-TC M Hybrid Boost Low Power	S8 4WD	-	275/45 R21	5000	42.127	0.27858	0.024709	46.808	0.30953	0.027454
MAZDA CX-70	3.3L-DI-TC M Hybrid Boost High Power	S8 4WD	-	275/45 R21	5250	44.683	0.28102	0.024875	49.648	0.31224	0.027639
MAZDA CX-90	3.3L-DI-TC M Hybrid Boost Low Power	S8 4WD	-	265/55 R19	5250	43.280	0.34725	0.023719	48.088	0.38583	0.026354
MAZDA CX-90	3.3L-DI-TC M Hybrid Boost Low Power	S8 4WD	-	275/45 R21	5250	44.683	0.28102	0.024875	49.648	0.31224	0.027639
MAZDA CX-90	3.3L-DI-TC M Hybrid Boost High Power	S8 4WD	-	275/45 R21	5250	44.683	0.28102	0.024875	49.648	0.31224	0.027639

12.2.4. Evaporative Testing Parameters

Model Name: MAZDA3 (2.5L w/ turbocharger), MAZDA CX-30 (2.5L w/ turbocharger)

Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Environmental Chamber)

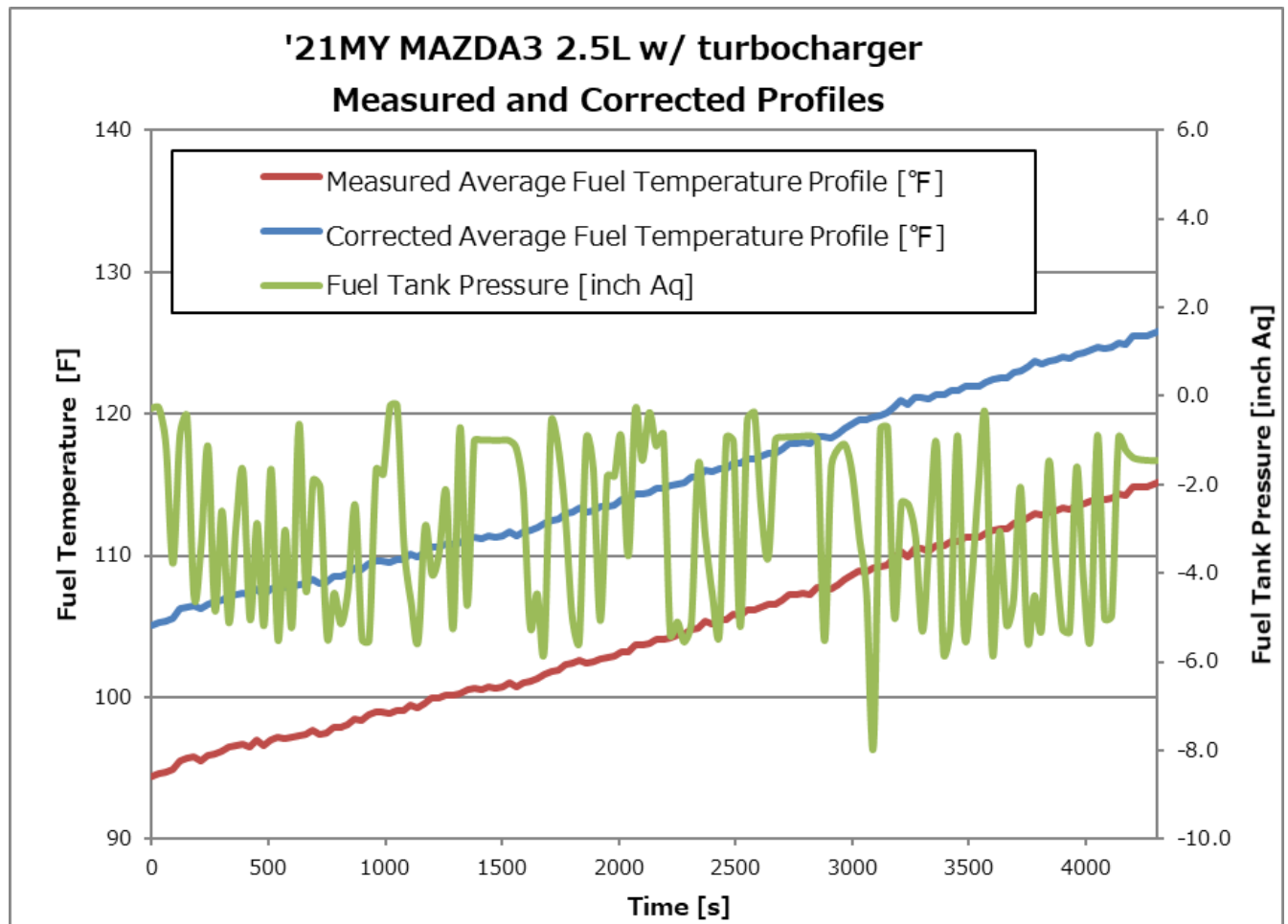
Test Vehicle: MAZDA3 2.5L w/ turbocharger, AT, 4-Door Sedan

Ambient Temperature: 119.6 °F at initiation, 112.2 °F at completion

Track Surface Temperature: 139.8 °F at initiation, 145.1 °F at completion

Wind Speed: Proportional Vehicle Speed Fan

Sun Road Sensor: 800W/m²



12.2.4. Evaporative Testing Parameters (contd.)

Model Name: MAZDA3 (2.5L w/o cylinder deactivation)

Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Track Driving)

Test Vehicle: MAZDA6 2.5L, Automatic transmission, 4-Door Sedan

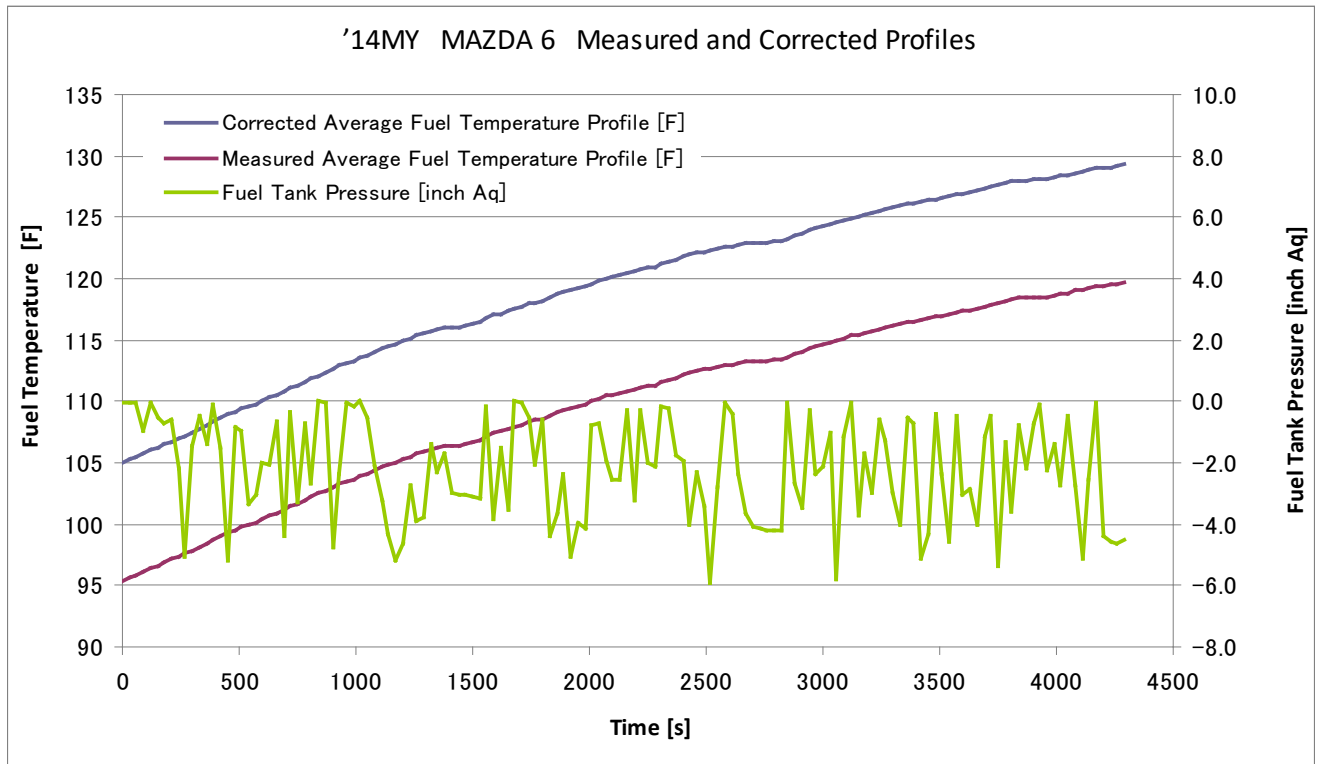
Ambient Temperature: 99.0 °F at initiation, 100.6 °F at completion

Track Surface Temperature: 132.1 °F at initiation, 142.2°F at completion

Wind Speed 15 mph

Weather: Clear

Cloud: 10% - 15%



12.2.4. Evaporative Testing Parameters (contd.)

Model Name: MAZDA CX-50 2.5L Hybrid

Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Environmental Chamber)

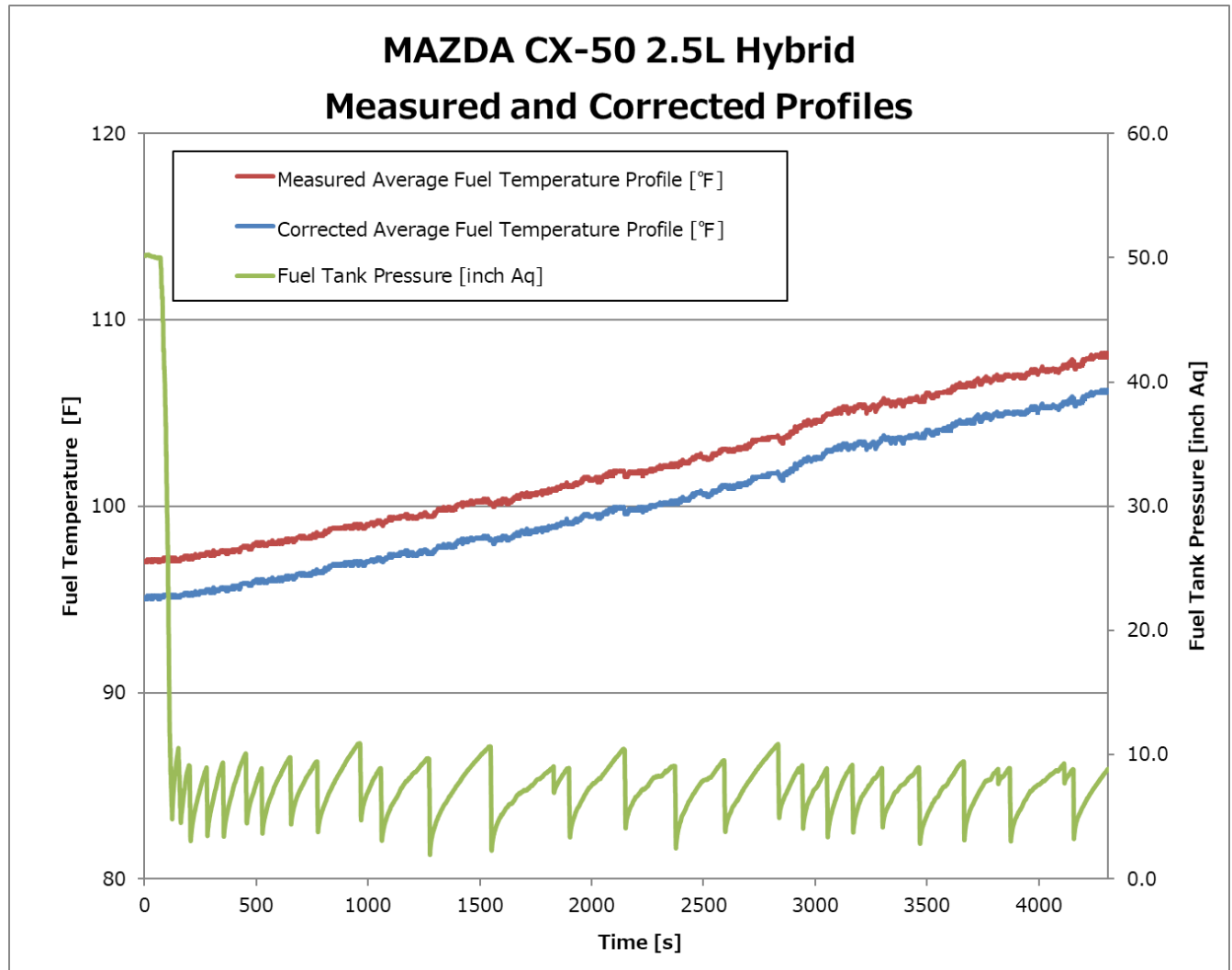
Test Vehicle: MAZDA CX-50 2.5L Hybrid

Ambient Temperature: 111.3°F at initiation, 108.4 °F at completion

Track Surface Temperature: 139.3 °F at initiation, 138.9 °F at completion

Wind Speed: Proportional Vehicle Speed Fan

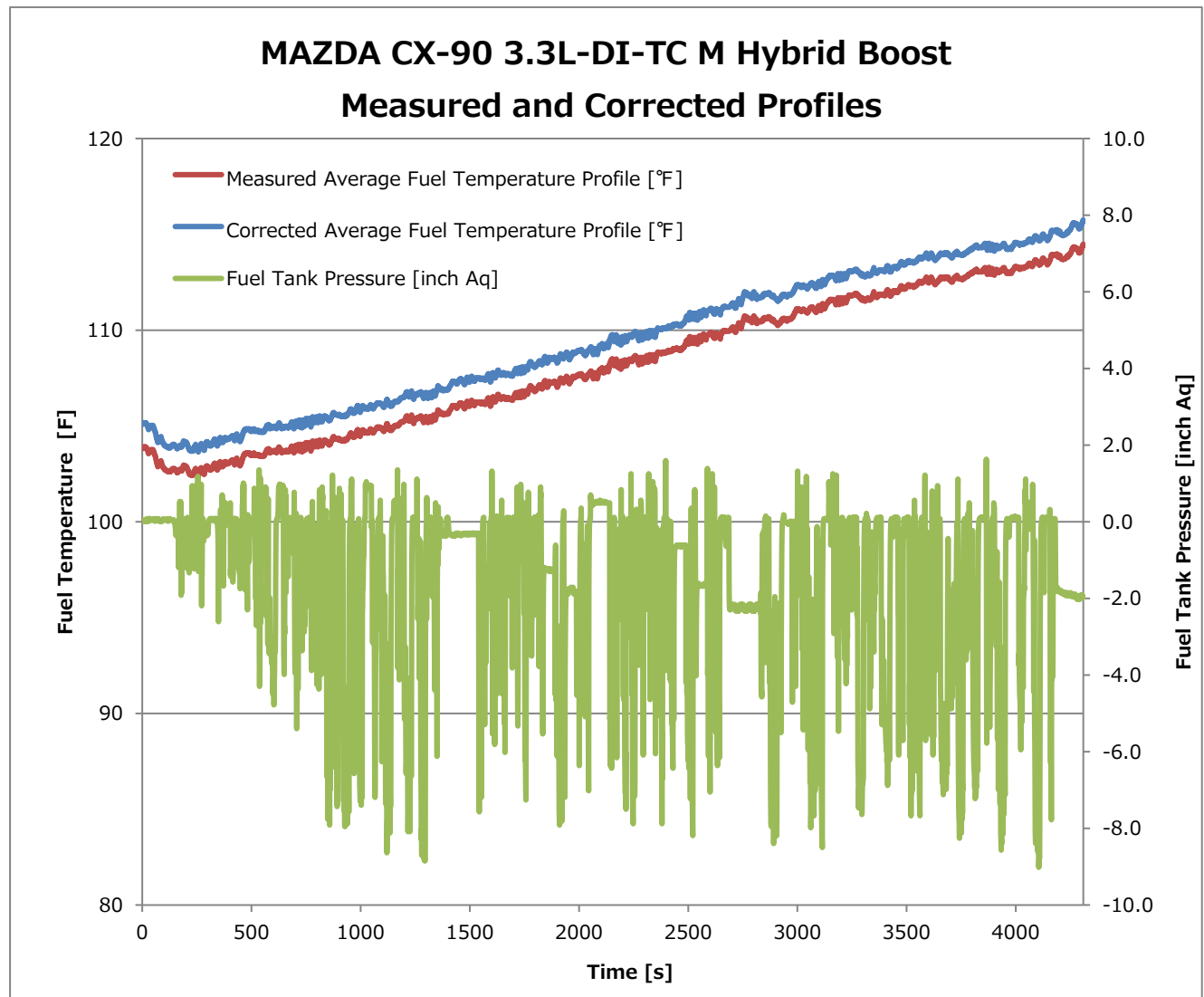
Sun Road Sensor: 800W/m2



12.2.4. Evaporative Testing Parameters (contd.)

Model Name: MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power
 MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power
 MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power
 MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power

Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Environmental Chamber)
 Test Vehicle: MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power
 Ambient Temperature: 117.9 °F at initiation, 111.7 °F at completion
 Track Surface Temperature: 139.4 °F at initiation, 139.3 °F at completion
 Wind Speed: Proportional Vehicle Speed Fan
 Sun Road Sensor: 800W/m²



13. PROJECTED SALES**13-1. Projected Sales**

Refer to the Common Section “16-5. Projected Sales.”

13-2. Final Sales (Final)

Refer to the final submission of the Common Section.

15. OTHER INFORMATION

15-1. Engine Oil Information

Mazda states that it satisfies the set of criteria attached to EPA's Dear Manufacture Letter#CCD-04-07 dated March 2, 2004, "Use of GF-4 Engine Oil in Certification and Fuel Economy Test Vehicles", #CISD-08-11 dated September 18, 2008, "Use of 0W Multi-grade Engine Oils in Gasoline Fueled EPA Test vehicles", #CISD-10-11 dated July 1, 2010, "Use of GF-5 Engine Oil in Gasoline Fueled EPA Test Vehicles" and #CD-2020-03 dated March 16, 2020, "Use of GF-6, FA-4 and CK-4 Engine Oil in EPA Test Vehicles".

Below is a list of engine oils used for the following 2026MY models.

Engine Oil for fuel economy test	Engine Oil for Factory Fill	Model	Test Group	Emission Standard
5W-30	n/a	MAZDA3 2.5L w/ turbocharger MAZDA CX-30 2.5L w/ turbocharger	TTKXV02.5EGA	Federal Tier3-Bin70 California LEV IV -ULEV70
IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	MAZDA3 2.5L w/o cylinder deactivation	TTKXV02.5CDH	Federal Tier3-Bin30 California LEV IV-SULEV30
Toyota Genuine, Exxon Mobil, Full Synthetic GF-6B equivalent, 0W-16, FEI Sum 4.4	Toyota Genuine, Full Synthetic GF-6B equivalent, 0W-16, FEI Sum 4.4	MAZDA CX-50 2.5L Hybrid	TTKXT02.5CDC	Federal Tier3-Bin30 California LEV IV-SULEV30
IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power	TTKXT03.3DHB	Federal Tier3-Bin50 California LEV IV -ULEV50
IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	IDEMITSU, Full synthetic GF-6A/SP equivalent, 0W-20, FEI Sum 4.5	MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power	TTKXT03.3DHA	Federal Tier3-Bin50 California LEV IV-ULEV50

15-2. Fee Filing Form

Model	Engine	Test Group
MAZDA3	2.5L Turbo	TTKXV02.5EGA
MAZDA CX-30	2.5L Turbo	
MAZDA3	2.5L w/o cylinder deactivation	TTKXV02.5CDH
MAZDA CX-50	2.5L Hybrid	TTKXT02.5CDC
MAZDA CX-70 MAZDA CX-90	3.3L-DI-TC M Hybrid Boost Low Power	TTKXT03.3DHB
MAZDA CX-70 MAZDA CX-90	3.3L-DI-TC M Hybrid Boost High Power	TTKXT03.3DHA

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* Required Field

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Date: 01/09/2025

Process Code *

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Manufacturer Code *

TKX

Manufacturer Name *

Mazda Motor Corporation

Contact Name *

David Robertson

Contact Email Address *

DRobertson@mazdausa.com

Contact Phone *

(313)600-0619

Calendar Year complete application submitted
to EPA *

2025

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calendar year in which the complete certification application is received, not the model year. COM-52

Engine Family / Evaporative Family / Test Group *

TTKXV02.5EGA

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,939.00

Payment Type *

Offline Wire

Comments

2026MY MAZDA3 and MAZDA CX-30 2.5L Turbo

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

The public reporting and recordkeeping burden for this collection of information is estimated to average 12 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed forms to this address.

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calendar year in which the complete certification application is received, not the model year. COM-55

Engine Family / Evaporative Family / Test Group *

TTKXV02.5CDH

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,939.00

Payment Type *

Offline Wire

Comments

2026MY MAZDA3 2.5L w/o cylinder deactivation

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

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calendar year in which the complete certification application is received, not the model year. COM-58

Engine Family / Evaporative Family / Test Group *

TTKXT02.5CDC

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,939.00

Payment Type *

Offline Wire

Comments

2026MY MAZDA CX-50 2.5L Hybrid

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

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calendar year in which the complete certification application is received, not the model year. COM-61

Engine Family / Evaporative Family / Test Group *

TTKXT03.3DHB

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,939.00

Payment Type *

Offline Wire

Comments

2026MY MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid Boost Low Power

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

The public reporting and recordkeeping burden for this collection of information is estimated to average 12 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed forms to this address.

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Calendar Year complete application submitted
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2025

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calendar year in which the complete certification application is received, not the model year. COM-64

Engine Family / Evaporative Family / Test Group *

TTKXT03.3DHA

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,939.00

Payment Type *

Offline Wire

Comments

2026MY MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid Boost High Power

EPA Form Number 3520-29

OMB Control No. 2060-0545

Approval expires 12/31/2022

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15-3. Advanced Technology Systems for CO2 and Fuel Economy Performance

Not Applicable

15-4. Battery Performance Determination for PHEVs and EVs

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15-5. Fuel Fired Heater

Not Applicable

16. CONFIDENTIAL INFORMATION

**Due to business confidentiality, this section is deleted in FOI Copy.
For Confidential Copy, please refer to the following pages.**

17. CALIFORNIA ARB INFORMATION

17-1 California Warranty Statement

Regarding the 2026MY cost limit value, Mazda uses the following value for determining California 7 years/70k mile warranty parts.

CPI-All Urban Consumers (Current Series)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2023	299.170	300.840	301.836	303.363	304.127	305.109	305.691	307.026	307.789	307.671	307.051	306.746
2024	308.417	310.326	312.332	313.548	314.069	314.175	314.540	314.796	315.301	315.664		

Option(1)

The average of the most recent 12 months, i.e. 2023CY Nov - 2024Y Oct = \$312.2

2026MY Cost Limit = \$300 x (\$312.2/118.3) = \$791.7

= \$790 (rounded to the nearest \$10) ← in accordance with MAC

Option(2)

The manufacturer may continue using the cost limit value from the most current cost limit MAC.

2025MY Cost Limit is \$770

Judging from above situation, Mazda would like to use \$790 as 2026MY Cost Limit.

17-3. California Warranty Statement (contd.)

This information is a draft.

This will be updated at Final submission as it becomes finalized.

DRAFT**WARRANTY COVERAGE AT A GLANCE**

PLUG IN HYBRID ELECTRIC VEHICLE (PHEV) MODEL HYBRID MODEL			Warranty Term (Whichever comes first)	
			Months in Service	Miles in Service (x 1000)
LIMITED WARRANTY	Service Adjustment		12	12,000
	Basic		36	36,000
	Powertrain		60	60,000
	Safety Restraint		60	60,000
	Perforation		60	(Unlimited Miles)
	High Voltage Battery		96	100,000
EMISSION WARRANTY	Federal	Emission Defects		
		•Any Related Parts	36	36,000
		•Specific Parts	96	80,000
		Emission Performance		
	•Any Related Parts*	24	24,000	
	•Specific Parts	96	80,000	
	GHG Remote Power Window Operation Defects		120	120,000
	California	Emission Defects		
•Any Related Parts		36	50,000	
•Specific Parts**		84	70,000	
Emission Performance		36	50,000	
Replacement Parts & Accessories			12	12,000
				From Delivery Date

This chart illustrates warranty coverage by months and miles.

Please read the applicable pages for detailed information on what is covered and what is not covered under each of these warranties.

Note:

Tires are warranted by the Tire Manufacturers.

* : Mazda will provide coverage under the terms of the New Vehicle Warranty.

** : Except those specified parts covered by the Federal Emission Warranty.

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CALIFORNIA | EMISSION CONTROL WARRANTY

The California Air Resources Board and Mazda are pleased to explain the emission control system warranty on your Mazda Vehicle. In California, new motor vehicles must be designed, built and certified to meet the State's stringent anti-smog standards.

Mazda must warrant the emission control system on your Mazda Vehicle for the periods of time listed below, provided there has been no abuse, neglect or improper maintenance of your Mazda Vehicle.

Your emission control system may include parts such as the fuel-injection system, ignition system, catalytic converter, and powertrain control module. Also included may be hoses, belts, connectors, and other emission-related assemblies.

Where a warrantable condition exists, Mazda will repair your Mazda Vehicle at no cost to you including diagnosis, parts, and labor.

Under the authority of Section 177 of the Federal Clean Air Act, some states require that new vehicles currently registered in their jurisdictions comply with California's emission control system warranty requirements. If your vehicle is currently registered in such a state, or in California, the warranty provisions set forth in this section apply to it.

1. Mazda's Warranty Coverage

(a) For 3 years or **50,000 miles** whichever first occurs: (*1)

- 1) If your Mazda Vehicle fails a California Smog Check inspection, all necessary repairs and adjustments will be made by Mazda to ensure that your Mazda Vehicle passes the inspection. This is your emission control system **PERFORMANCE WARRANTY**.
- 2) If any emission-related part (listed on page 36) on your Mazda Vehicle is defective, the part will be repaired or replaced by Mazda. This is your short term emission control system **DEFECTS WARRANTY**.

(b) For 7 years or **70,000 miles** whichever first occurs: (*1)

- 1) If an emission-related part listed in this warranty booklet specially noted with coverage for 7 years or 70,000 miles is defective, the part will be repaired or replaced by Mazda. This is your long-term emission control system **DEFECTS WARRANTY**.

(*1) This warranty applies to all California emission certified Mazda Vehicles currently registered in California, Massachusetts, New York, Oregon, Vermont or Washington.

DRAFT**CALIFORNIA EMISSION CONTROL WARRANTY****2. Owner's Warranty Responsibilities**

As the Mazda Vehicle owner, you are responsible for the performance of the required maintenance listed in your Owner's Manual. (Also, the vehicle owner may perform maintenance or have maintenance performed more frequently than required in the written instructions.) Mazda recommends that you retain all receipts covering maintenance on your Mazda Vehicle, but Mazda cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.

You are responsible for presenting your Mazda Vehicle to a Mazda Dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.

As the Mazda Vehicle owner, you should also be aware that Mazda may deny warranty coverage if your Mazda Vehicle or a part has failed due to abuse, neglect, improper maintenance, or unapproved modifications.

3. Customer Assistance

If you have any questions regarding your warranty rights and responsibilities, you should contact

**Mazda North American Operations' CUSTOMER EXPERIENCE CENTER toll free
at: (800) 222-5500**

or the California Air Resources Board at 4001 Iowa Ave, Riverside, CA 92507.

4. Start of Warranty Period

This warranty period begins on the Date of First Service. "Date of First Service" means the odometer reading displayed on Mazda vehicle and the first date the Mazda Vehicle is delivered to the first retail purchaser, lessee, or is placed into service as a company vehicle (e.g., as a demonstrator, rental or fleet vehicle).

5. Repair or Replacement by Mazda Dealer

A Mazda Dealer will repair or replace, at its option, all Warranted Parts which fail during the term of this warranty, and all other components which are damaged during the term of this warranty as a result of such failure, without charge to Owner, using Mazda Parts at its place of business.

The Mazda Dealer shall determine if the repair or replacement is covered by warranty.

Repair or replacement shall include diagnosis.

When a Warranted Part is replaced, the newly installed part is warranted for the remaining period of the applicable California Emission Control Warranty.

CALIFORNIA EMISSION CONTROL WARRANTY

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6. Repair or Replacement by Dealers Other Than Mazda

If, under this warranty a part requires repair or replacement, Owners may choose to have this work performed by any automotive service establishment or individual, rather than at a Mazda Dealer. They may also perform the work themselves using any replacement parts. Such service in and of itself will not invalidate this warranty.

However, Owners should note the following:

- (a) The cost of such service by dealers other than Mazda will not be covered under this warranty except in an "emergency" as set forth below.
- (b) An "emergency" exists when Warranted Parts are not available within 30 days from a Mazda Dealer, when a repair is not completed within 30 days, or when a Mazda Dealer is not reasonably available to perform service under this warranty.
- (c) The cost of such service by dealers other than Mazda in an "emergency" shall be reimbursed to the Owner as follows: as to all Warranted Parts which require repair or replacement under this warranty, the Owner shall be reimbursed for all such replacement parts in an amount not to exceed the retail price suggested for such parts by Mazda North American Operations. As to labor, including diagnostic charge related to the emergency repair, the Owner shall be reimbursed in an amount not to exceed Mazda's recommended time allowance and geographically appropriate hourly labor rate for the repair or replacement performed under this warranty. **All failed parts and paid invoices must be presented to a Mazda Dealer after repair as a condition of reimbursement for emergency repairs not performed by a Mazda Dealer.**

7. Use of Mazda Parts

The emission control system of the Mazda Vehicle is designed, built and tested using Mazda Parts so that the Mazda Vehicle is certified as being in conformity with the California emission control regulations. Accordingly, it is recommended that any replacement part used for maintenance, repair, or replacement of emission control systems be Mazda designated parts.

8. Use of Non-Mazda Parts

Owners may elect to use parts other than Mazda Parts in the performance of any maintenance or repairs and such use in and of itself will not invalidate this warranty.

However, Owners should note the following:

- (a) The cost of non-Mazda designated parts will not be covered under this warranty except in emergency cases.
- (b) Use of replacement parts which are not of equivalent quality to Mazda Parts may impair the effectiveness of emission control systems.
If non-Mazda designated parts are used, the Owner should obtain assurance that such parts are warranted by their manufacturer to be equivalent to Mazda Parts in performance and durability.
- (c) Mazda assumes no liability under this warranty with respect to non-Mazda designated parts except for damage to non-Mazda designated parts by a Mazda Part.
- (d) Use of non-Mazda designated parts resulting in damage to Warranted Parts will invalidate the warranty for these parts.

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CALIFORNIA EMISSION CONTROL WARRANTY

9. What Is Not Covered by This Warranty

- (a) Items described as not covered in paragraph 6 (a), 8 (a), 8 (c), and 8 (d).
- (b) Malfunctions in any part directly caused by misuse, abuse, neglect, modification, alteration, tampering, disconnection, improper or inadequate maintenance, or use of leaded gasoline.
- (c) Damage directly resulting from accident, acts of nature or other events beyond the control of Mazda.
- (d) The repair or replacement of Warranted Parts which are scheduled for replacement within the warranty term provided in Section 1, such as spark plugs and filters. These parts shall be warranted only until the first scheduled time or mileage for replacement.
- (e) Any incidental or consequential damages, such as loss of time, inconvenience, loss of use of the Mazda Vehicle, cost of transporting the Mazda Vehicle to a Mazda Dealer for service, and commercial loss.
- (f) Any repair of a Mazda Vehicle on which the odometer mileage has been altered or on which the actual mileage cannot be readily determined.
(When the Owner replaces the speedometer or has it replaced by a repair facility, then the "Speedometer Replacement Record" on page 7 must be filled in by a Mazda Dealer.)

10. Other Terms

This warranty is given in lieu of all other Express and Implied Warranties (except those set forth separately in this booklet) on the Warranted Parts by Mazda and all other authorized Mazda representatives. Any warranty of merchantability or fitness is hereby disclaimed. No Mazda Dealer, or any agent or employee thereof, is authorized to extend or expand this warranty.

(1) 7 YEARS/70,000 MILES EMISSION CONTROL WARRANTY AND VEHICLE INSPECTION PROGRAM(*1)

(*1) This warranty applies to all California emission certified Mazda Vehicles currently registered in California, Massachusetts, New York, Oregon, Vermont or Washington.

- (A) If the Mazda Dealer determines that an emission-related part listed in this warranty booklet specially noted with coverage for 7 years or 70,000 miles is defective, then Mazda shall be liable for the expenses of detecting and correcting the part failure or malfunction, unless the Mazda Dealer demonstrates one or more conditions as provided under Section 9, the "What Is Not Covered" section of this warranty. This section applies to situations after a period of use of 3 years or 50,000 miles, but before a period of use of 7 years or 70,000 miles.

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CALIFORNIA EMISSION CONTROL WARRANTY

- (B) If the Mazda Dealer demonstrates one or more conditions as provided under Section 9, the "What Is Not Covered" section of this Warranty, the Owner shall be liable for all diagnostic and repair expenses.
- (C) If the Mazda Dealer determines an emission-related part listed in this warranty booklet specially noted with coverage for 7 years or 70,000 miles is defective and in combination with one or more conditions as provided under Section 9, the "What Is Not Covered" section of this warranty, then Mazda shall be liable for the diagnostic and repair costs related to detecting and repairing the warrantable defects. In the alternative, the Owner of a Mazda Vehicle whose emission-related part listed in this warranty booklet specially noted with coverage for 7 years or 70,000 miles is defective may choose to have the Mazda Vehicle repaired at another repair facility other than a Mazda Dealer. If a warrantable defect is found, the Owner may deliver the Mazda Vehicle to a Mazda Dealer and have the defect corrected free of charge. Mazda shall not be liable for any expense incurred at a service establishment not authorized to perform warranty repairs, except when an "emergency" situation exists as specified in Section 6 (b), in this warranty. Mazda will not reimburse the Owner for any emission-related diagnosis or repair by an automotive service establishment or individual other than a Mazda Dealer except when an "emergency" situation exists. If Mazda or the Mazda Dealer fails to notify the Owner within 30 days that the repair, replacement, or diagnosis is not covered by this performance warranty, unless so requested by the Owner, or due to events beyond the control of Mazda or the Mazda Dealer, Mazda shall be responsible for repairing the Mazda Vehicle free of charge to the Owner. Maintenance records and receipts should be retained in the event questions arise concerning maintenance, and should be transferred to each subsequent owner.

DRAFT**CALIFORNIA EMISSION CONTROL WARRANTY****11. General Emissions Warranty Coverage**

Mazda warrants to the ultimate purchaser and each subsequent purchaser that the vehicle or engine is:

- (1) Designed, built, and equipped so as to conform with all applicable regulations adopted by the Air Resources Board pursuant to its authority in chapters 1 and 2, part 5, division 26 of the Health and Safety Code; and
- (2) Free from defects in materials and workmanship which cause the failure of a warranted part to be identical in all material respects to the part as described in the vehicle or engine manufacturer's application for certification, including any defect in materials or workmanship which would cause the vehicle's on-board diagnostic malfunction indicator to illuminate, for a period of 3 years or 50,000 miles, whichever first occurs; and
- (3) Free from defects in materials and workmanship which cause the failure of a warranted part listed in this warranty booklet specially noted with coverage for 7 years or 70,000 miles, whichever first occurs; and

12. Mazda's Warranty Responsibilities

In no case may Mazda deny an emission performance warranty claim on the basis of:

- (1) Warranty work or predelivery service performed by an authorized Mazda Dealer to perform such work or service; or
- (2) Work performed in an emergency situation to rectify an unsafe condition, including an unsafe driveability condition, attributable to Mazda, provided the vehicle owner has taken steps to put the vehicle back in a conforming condition in a timely manner; or
- (3) Any cause attributable to Mazda; or
- (4) The use of any fuel which is commonly available in the geographical area in which the vehicle or engine is located, unless the written instructions specify that the use of that fuel would adversely affect the emission control devices and systems of the vehicle, and there is commonly available information for the vehicle owner to identify the proper fuel to be used.

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CALIFORNIA EMISSION CONTROL WARRANTY

13. Warranty Claim Procedures

- (1) A warranty claim may be submitted by bringing a vehicle to any an authorized Mazda Dealer to service that vehicle.
- (2) Mazda shall provide for a final decision and repair of a warrantable condition by Mazda within a reasonable time, not to exceed 30 days from the time at which the vehicle is initially presented for repair, or unless a delay:
 - (A) is requested by the vehicle owner, or
 - (B) is caused by an event not attributable to Mazda or the authorized Mazda Dealer.
- (3) Within the time period specified in (2), Mazda shall provide the owner, in writing, with an explanation as to why the claim is being denied.
- (4) Failure to notify a vehicle owner that a warrantable condition does not exist within the time period specified in (2), for reasons other than those provided for in (2)(A) and (B), shall result in Mazda being responsible for repairing the vehicle free of charge to the vehicle owner.
- (5) Mazda shall incur all costs associated with a determination that an emission performance warranty claim is valid.

14. Definitions

- (a) "Mazda Vehicle" means a 2025 model year Mazda motor vehicle manufactured by or for Mazda in accordance with the laws and regulations of the State of California.
- (b) "Owner" means each owner of a Mazda Vehicle as defined above Section (a), currently registered for use in the States that comply with California's emission control system warranty requirements.
- (c) "Mazda Part" means a part sold by a Mazda Dealer, whether new or remanufactured, which is supplied by Mazda.
- (d) "Warranted Part" means any part installed on a Mazda Vehicle by or at the direction of Mazda, which affects any regulated emission from the Mazda Vehicle or its engine.

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CALIFORNIA EMISSION CONTROL WARRANTY

15. 7 years/70,000 miles Emission Defect Warranty Parts List

	Gasoline Engine Model								
	Turbo Model				Non-Turbo Model				
	MAZDA3	CX-30	CX-5	CX-50	MAZDA3	CX-30	CX-5	CX-50	MX-5
ABS Unit	✓	✓	✓	✓	✓	✓	✓	✓	✓
Air Fuel Ratio Sensor								✓	
Air Intake Pipe/Hose			✓						
Alternator				✓			✓		
AT Oil Pressure Switch	✓	✓	✓	✓	✓	✓	✓	✓	
AT Shift Solenoid Harness	✓	✓	✓	✓	✓	✓	✓	✓	✓
AT Shift Solenoid Valve	✓	✓	✓	✓	✓	✓	✓	✓	✓
Body Control Module	✓	✓		✓	✓	✓		✓	✓
Camshaft Position Sensor	✓	✓	✓	✓					✓
Catalytic Converter	✓	✓	✓	✓	✓	✓	✓	✓	✓
Charcoal Canister			✓	✓			✓	✓	✓
Cylinder Head Cover			✓						
EGR Cooler	✓	✓	✓	✓	✓	✓	✓ ⁽¹⁾	✓	
EGR Pipe	✓	✓	✓	✓					
EGR Valve					✓	✓	✓ ⁽¹⁾	✓	
Electric ATF Pump				✓			✓ ⁽¹⁾		
Electric Sequential Valve Timing Motor/Driver	✓	✓	✓	✓	✓	✓	✓	✓	✓
Electronic Supply Unit (Rear)	✓				✓				
Electronic Supply Unit									✓
Emission Harness	✓	✓	✓	✓	✓	✓	✓	✓	✓
Engine Coolant Control Valve							✓ ⁽²⁾		
Engine Oil Pump	✓	✓	✓	✓	✓	✓	✓	✓	
Evaporative Pipe	✓	✓	✓	✓	✓	✓	✓	✓	✓
Evaporative Hose	✓		✓	✓	✓		✓	✓	✓
Exhaust Gasket (Between Turbo Charger and Catalytic Converter)	✓	✓	✓	✓					
Exhaust Manifold	✓	✓	✓	✓					
Exhaust Manifold Gasket	✓	✓	✓	✓				✓	
Exhaust Nut (Between Turbo Charger and Catalytic Converter)	✓	✓		✓					
Front Harness	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Distributor	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Filler Joint Hose				✓				✓	
Fuel Filler Joint Hose Clamp				✓				✓	
Fuel Filler Pipe			✓				✓		
Fuel Injector	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Pipe (Between High Pressure Fuel Pump and Fuel Distributor)	✓	✓		✓	✓	✓		✓	
Fuel Pressure Regulator									✓
Fuel Pump Control Unit Harness	✓	✓			✓	✓			

(*1): Applicable when vehicle is equipped with Cylinder Deactivation and Idle-Stop (i-stop) features.

(*2): Applicable when vehicle is not equipped with Cylinder Deactivation and Idle-Stop (i-stop) features.

*For details, please contact your Mazda Dealer.

CALIFORNIA EMISSION CONTROL WARRANTY

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15. 7 years/70,000 miles Emission Defect Warranty Parts List (Cont'd)

	Gasoline Engine Model								
	Turbo Model				Non-Turbo Model				
	MAZDA3	CX-30	CX-5	CX-50	MAZDA3	CX-30	CX-5	CX-50	MX-5
Fuel Pump Unit (Engine room side)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Pump Unit (Fuel tank side)	✓	✓	✓		✓	✓	✓		✓
Fuel Tank	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuel Tank Recirculation Pipe (Vapor)	✓	✓		✓	✓	✓		✓	
Fuel Tank Sub Gauge	✓	✓			✓	✓			
High Pressure Fuel Pump Rubber Seal	✓	✓		✓	✓	✓			
High Pressure Fuel Pump Unit "O" Ring	✓	✓		✓					
Inhibitor Switch									✓
Injector Grommet	✓	✓	✓	✓	✓			✓	✓
Injector 'O' Ring	✓	✓	✓	✓	✓			✓	✓
Injector Spacer	✓	✓	✓	✓	✓			✓	✓
Instrument Cluster (Speedometer) ^(*)	✓	✓	✓	✓	✓	✓	✓	✓	✓
Instrument Panel Harness	✓	✓	✓	✓	✓	✓	✓	✓	✓
Intake Manifold	✓	✓	✓	✓	✓	✓	✓	✓	✓
Intake Manifold Gasket	✓	✓		✓				✓	✓
Intercooler	✓	✓	✓	✓					
Intercooler Air Seal	✓	✓		✓					
Knock Sensor	✓	✓	✓	✓					✓
Main Fuel Hose	✓	✓		✓	✓	✓			
Main Fuel Pipe	✓	✓	✓	✓	✓	✓	✓	✓	✓
Neutral Switch									✓
Oil Control Valve	✓	✓	✓	✓	✓		✓		
Oil Separator Gasket			✓						
Oxygen (O2) Sensor	✓	✓		✓	✓	✓	✓	✓	✓
Positive Crankcase Ventilation (PCV) Hose	✓	✓		✓					✓
Positive Crankcase Ventilation (PCV) Valve	✓	✓	✓	✓				✓	✓
Powertrain Control Module	✓		✓		✓	✓	✓		✓
Rear Harness	✓	✓	✓	✓	✓	✓	✓	✓	✓
Sequential Valve Timing Actuator	✓	✓	✓	✓	✓	✓	✓	✓	✓
Thermostat					✓	✓			
Throttle Body	✓	✓	✓	✓	✓	✓	✓	✓	✓
Transmission (Transaxle) Control Module/ AT Shift Solenoid Valve	✓	✓	✓	✓	✓	✓	✓	✓	✓
Turbine Shaft Speed Sensor / Output Shaft Speed Sensor									✓
Turbocharger	✓	✓	✓	✓					
Turbocharger Control Harness	✓	✓		✓					
Turbocharger Gasket	✓	✓	✓	✓					
Turbocharger Vacuum Tube/Chamber	✓	✓							

(*)3: In Case of Check Engine Light LED failure.

For details, please contact your Mazda Dealer.

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CALIFORNIA EMISSION CONTROL WARRANTY

15. 7 years/70,000 miles Emission Defect Warranty Parts List (Cont'd)

	PHEV		Mild Hybrid		Hybrid
	CX-70	CX-90	CX-70	CX-90	CX-50
ABS Unit					✓
A/C Compressor and Magnet Clutch			✓	✓	
A/C Harness and Pipes	✓	✓	✓	✓	
A/C Control Unit	✓	✓			
Air Fuel Ratio Sensor	✓	✓			✓
Air Intake Pipe	✓	✓	✓	✓	
Air Intake Pipe (Intercooler side) and 'O' Ring			✓	✓	
AT Shift Solenoid Valve	✓	✓	✓	✓	
Battery Energy Control Module (BECM)	✓	✓			
Body Control Module	✓	✓	✓	✓	
Brake Master Cylinder Assembly	✓	✓	✓	✓	✓
Camshaft Position Sensor		✓			✓
Catalytic Converter	✓	✓	✓	✓	✓
Catch Tank			✓	✓	
Charcoal Canister	✓	✓	✓	✓	✓
Charge Port and Cable	✓	✓			
Charge Port Electrical Supply Unit	✓	✓			
Crankshaft Position Sensor				✓	
Cylinder Head Cover			✓	✓	
DC-DC Converter	✓	✓	✓	✓	
DC-DC Converter Cable	✓	✓			
Door Harness	✓	✓	✓	✓	
EGR Cooler and Pipe			✓	✓	✓
EGR Valve					✓
Electric A/C Compressor	✓	✓			
Electric ATF Pump	✓	✓	✓	✓	
Electric Cooling Fan	✓	✓	✓	✓	✓
Electric Sequential Valve Timing Motor/Driver	✓	✓	✓	✓	✓
Electric Water Pump	✓	✓	✓	✓	✓
Electronic Supply Unit (Rear)	✓	✓	✓	✓	
Emission Harness	✓	✓	✓	✓	
Engine Balancer Complete	✓	✓			
Engine Oil Pressure Sensor	✓	✓			
Engine Oil Pump			✓	✓	✓
Engine Oil Pump Harness			✓	✓	
Evaporative Pipe	✓	✓	✓	✓	✓
Exhaust Manifold Gasket	✓	✓	✓	✓	
Exhaust Manifold Nut	✓	✓			
Exhaust Manifold Heat Shield					✓

For details, please contact your Mazda Dealer.

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CALIFORNIA EMISSION CONTROL WARRANTY

15. 7 years/70,000 miles Emission Defect Warranty Parts List (Cont'd)

	PHEV		Mild Hybrid		Hybrid
	CX-70	CX-90	CX-70	CX-90	CX-50
Expansion Valve	✓	✓	✓	✓	
Floor Harness	✓	✓	✓	✓	
Front Bumper Harness	✓	✓	✓	✓	
Front/Rear Harness	✓	✓	✓	✓	
Fuel Distributor	✓	✓	✓	✓	✓
Fuel Evap Hose					✓
Fuel Filler Pipe	✓	✓	✓	✓	✓
Fuel Injector, Grommet, 'O' Ring and Spacer	✓	✓	✓	✓	✓
Fuel Pipe (Between High Pressure Fuel Pump and Fuel Distributor)	✓	✓			
Fuel Pressure Sensor (High Pressure Fuel Pump)					✓
Fuel Pressure Sensor (Low Pressure Fuel Pump)					✓
Fuel Pump Control Unit Harness			✓	✓	
Fuel Pump Unit (Fuel Tank Side)	✓	✓	✓	✓	
Fuel Tank	✓	✓	✓	✓	✓
Fuel Tank Recirculation Pipe (Vapor)	✓	✓	✓	✓	✓
Fuel Tank Shutter Valve	✓	✓			✓
High Pressure Fuel Pump 'O' Ring	✓	✓	✓	✓	
High Pressure Fuel Pump Rubber Seal	✓	✓	✓	✓	
High Pressure Fuel Pump Unit	✓	✓	✓	✓	✓
High Voltage Battery A/C Pipes/Busbar/Fuse Box/Gasket/Junction Box/Module	✓	✓			
High Voltage Cables	✓	✓			
High Voltage Battery (Hybrid)					✓
High Voltage Battery Temperature Sensor					✓
High Voltage Battery Cooling Fan					✓
High Voltage Battery Junction Box					✓
High Voltage Battery Volt Sensor					✓
Hybrid Control Unit					✓
Hydraulic Brake Booster					✓
Inhibitor Switch					✓
Instrument Cluster (Speedometer) ^(*)	✓	✓	✓	✓	
Instrument Panel Harness	✓	✓	✓	✓	
Intake Manifold and Gasket	✓	✓	✓	✓	✓
Intercooler			✓	✓	
Inverter	✓	✓	✓	✓	✓
Knock Sensor	✓	✓	✓	✓	
Main Fuel Hose	✓	✓	✓	✓	✓
Main Fuel Pipe	✓	✓	✓	✓	✓
Mild Hybrid Battery (48V)/Cables			✓	✓	
Mild Hybrid Inverter Busbar			✓	✓	

(*)1: In case of Check Engine Light LED failure.
For details, please contact your Mazda Dealer.

DRAFT**CALIFORNIA EMISSION CONTROL WARRANTY****15. 7 years/70,000 miles Emission Defect Warranty Parts List (Cont'd)**

	PHEV		Mild Hybrid		Hybrid
	CX-70	CX-90	CX-70	CX-90	CX-50
Oil Control Valve	✓	✓	✓	✓	✓
Oil Control Valve Harness	✓	✓			
On-Board Charger	✓	✓			
Oxygen (O2) Sensor	✓	✓			
Positive Crankcase Ventilation (PCV) Hose	✓	✓			
Positive Crankcase Ventilation (PCV) Pipe	✓	✓			
Positive Crankcase Ventilation (PCV) Valve	✓	✓			✓
Powertrain Control Module/Engine Control Unit	✓	✓	✓	✓	✓
Purge Solenoid Valve			✓	✓	
Rear A/C Unit	✓	✓	✓	✓	
Rear Differential With Motor					✓
Room Harness	✓	✓	✓	✓	
SAS UNIT	✓	✓	✓	✓	
Sequential Valve Timing Actuator	✓	✓	✓	✓	
Short Cord (Between Charge Port and AC Charger)	✓	✓			
Tank Fuel Pump Mounting Ring	✓				
Thermostat					✓
Throttle Body	✓	✓	✓	✓	✓
Transaxle Assembly					✓
Transmission ^(*)2)	✓	✓	✓	✓	
Transmission to Inverter Insulator			✓	✓	
Turbocharger Vacuum Tube			✓	✓	
Turbocharger (Including Band and Bolt)			✓	✓	
Ventilation Hose (On Cylinder Head Cover)			✓	✓	
Water Temperature Sensor					✓

(*)2): In case of Motor related failure.

For details, please contact your Mazda Dealer.

17-6. Vehicle Emission Control Information Label

VECI Label Location; VECI label for all Mazda models is affixed on the back side of the hood.

MAZDA3 2.5L w/ turbocharger and MAZDA CX-30 2.5L w/ turbocharger

		Mazda Motor Corporation	
VEHICLE EMISSION CONTROL INFORMATION			
Conforms to regulations: 2026MY			
U.S. EPA : T3B70 LDV		OBD : II	
		Fuel : Gasoline	
California : LEV ^{IV} ULEV70 PC		OBD : II	
		Fuel : Gasoline	
Engine Displacement	: 2.5L		
Test Group	: TTKXV02.5EGA		
Evaporative/Refueling Family	: TTKXR0098ADP		
Control Type	: TWC/WJ-TWC/HO2S/WR-HO2S/DFI/CAC/TC/EGR/EGRC		
Adjustments	: No adjustments needed		

MAZDA3 2.5L w/ o cylinder deactivation

		Mazda Motor Corporation	
VEHICLE EMISSION CONTROL INFORMATION			
Conforms to regulations: 2026MY			
U.S. EPA : T3B30 LDV		OBD : II	
		Fuel : Gasoline	
California : LEV ^{IV} SULEV30 PC		OBD : II	
		Fuel : Gasoline	
Engine Displacement	: 2.5L		
Test Group	: TTKXV02.5CDH		
Evaporative/Refueling Family	: TTKXR0098GDP		
Control Type	: TWC/WJ-TWC/HO2S/WR-HO2S/DFI		
Adjustments	: No adjustments needed		

17-6. Vehicle Emission Control Information Label(contd.)

MAZDA CX-50 2.5L Hybrid

		Mazda Motor Corporation	
VEHICLE EMISSION CONTROL INFORMATION			
Conforms to regulations: 2026MY			
U.S. EPA : T3B30 LDT		OBD : II	
		Fuel : Gasoline	
California : LEVIV SULEV30 LDT		OBD : II	
		Fuel : Gasoline	
Engine Displacement	: 2.5L		
Test Group	: TTKXT02.5CDC		
Evaporative/Refueling Family	: TTKXR0165ABQ		
Control Type	: DFI+SFI/EGR/EGRC/WR-HO2S(2)/TWC(2)		
Adjustments	: No adjustments needed		

MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power

MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power

		Mazda Motor Corporation	
VEHICLE EMISSION CONTROL INFORMATION			
Conforms to regulations: 2026MY			
U.S. EPA : T3B50 LDT		OBD : II	
		Fuel : Gasoline	
California : LEVIV ULEV50 LDT		OBD : II	
		Fuel : Gasoline	
Engine Displacement	: 3.3L		
Test Group	: TTKXT03.3DHB		
Evaporative/Refueling Family	: TTKXR0132GDQ		
Control Type	: TWC/CAC/TC/DFI/EGRC/HO2S/WR-HO2S/EGR		
Adjustments	: No adjustments needed		

17-6. Vehicle Emission Control Information Label(contd.)

MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power
MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power

		Mazda Motor Corporation	
		VEHICLE EMISSION CONTROL INFORMATION	
Conforms to regulations: 2026MY			
U.S. EPA : T3B50 LDT		OBD : II	
		Fuel : Gasoline	
California : LEV ^{IV} ULEV50 LDT		OBD : II	
		Fuel : Gasoline	
Engine Displacement	: 3.3L		
Test Group	: TTKXT03.3DHA		
Evaporative/Refueling Family	: TTKXR0132GDQ		
Control Type	: TWC/CAC/TC/DFI/EGRC/HO2S/WR-HO2S/EGR		
Adjustments	: No adjustments needed		

17-7. Battery Label

1-1. Battery Label Description for the Vehicle Body

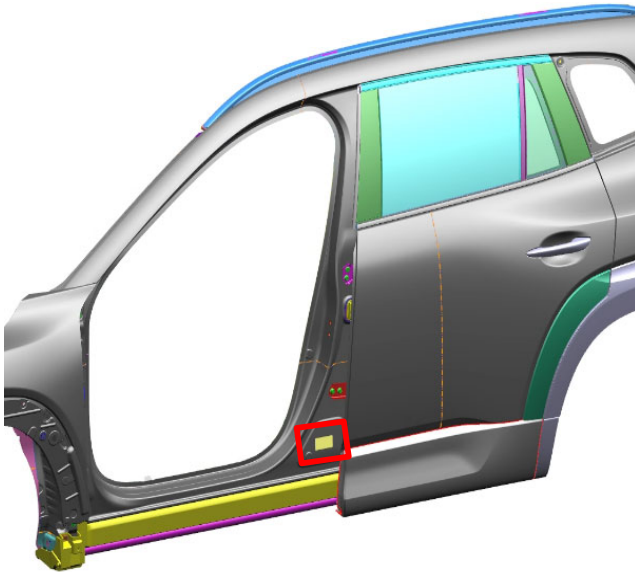
Applicable Models: MAZDA CX-50 2.5L-DI Hybrid



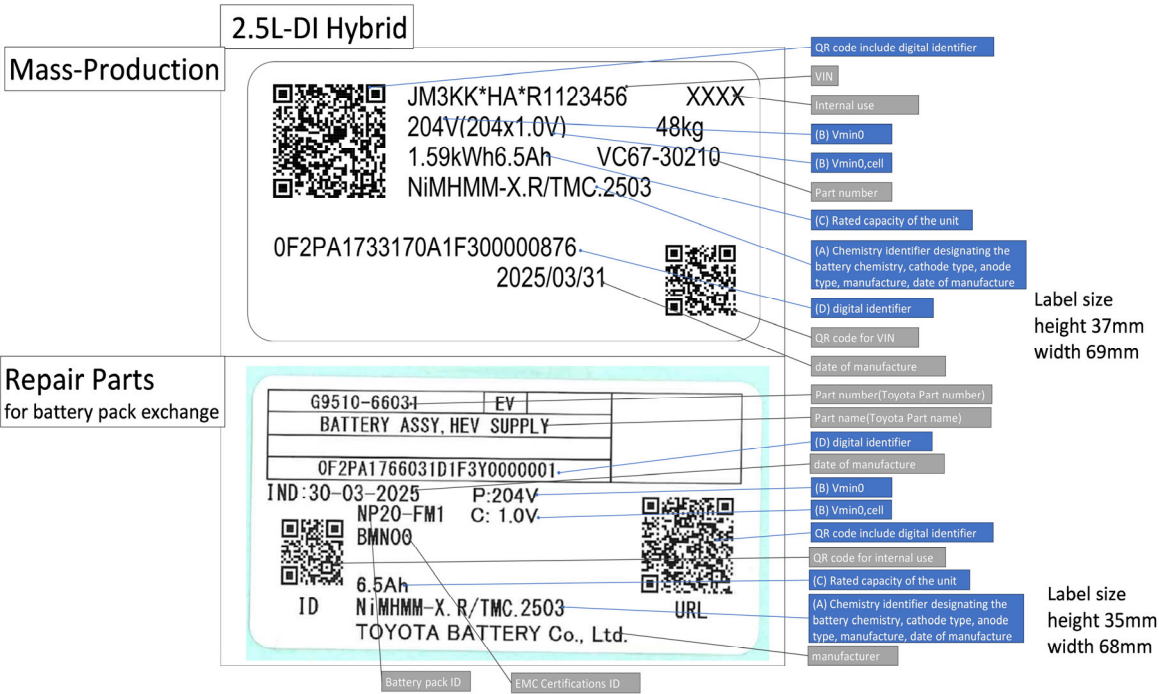
1-2. Battery Label Location for the Vehicle Body

Applicable Models: MAZDA CX-50 2.5L-DI Hybrid

Driver's Side Doorjamb



2-1. Battery Label Description for the Battery Pack
Applicable Models: MAZDA CX-50 2.5L-DI Hybrid



3-1. Battery Label Description for the Vehicle Body

Applicable Models: MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid and 2.5L-DI PHEV

	2.5L-DI PHEV	3.3L-DI-TC M Hybrid
Mass-Production	JM3KK*HA*R1123456XXXX 268.8V(96x2.8V)178kg 17.8kWh50AhKMNH-30210 LiMM-C.F/MC.2503 0JXPEKBKMNHA0YF3W0000876 Yamaguchi, JPN2025/03/28 Mazda Motor Corporation	JM3KK*HA*R1123456XXXX 30V(12x2.5V)15kg 0.33kWh7.5AhKMNL-67ZBX LiMM-C.F/MC.2503 0JXPEK6KMNL01PF3T0000876 Hiroshima, JPN2025/03/26 Mazda Motor Corporation
Repair Parts for battery pack exchange	XXXX 268.8V(96x2.8V)178kg 17.8kWh50AhKMNH-30210 LiMM-C.F/MC.2503 0JXPEKBKMNHA0YF300000876 Yamaguchi, JPN2025/03/31 Mazda Motor Corporation	XXXX 30V(12x2.5V)15kg 0.33kWh7.5AhKMNL-67ZBX LiMM-C.F/MC.2503 0JXPEK6KMNL01PF3W0000876 Hiroshima, JPN2025/03/28 Mazda Motor Corporation
Repair Parts for label exchange (e.g. body repair)	Same as above Repair-Parts label for battery pack exchange	XXXX 30V(12x2.5V)15kg 0.33kWh7.5AhKMNL-67ZBX LiMM-C.F/MC.2503 0JXPEK6KMNL01PF300000876 Hiroshima, JPN2025/03/31 Mazda Motor Corporation

QR code include digital identifier

VIN

Internal use number

(B) Vmax0

(B) Vmin0,cell

Part number

(C) Rated capacity of the unit

(A) Chemistry identifier designating the battery chemistry, cathode type, anode type, manufacture, date of manufacture

(D) digital identifier

QR code for VIN

date of manufacture

Location of manufacture

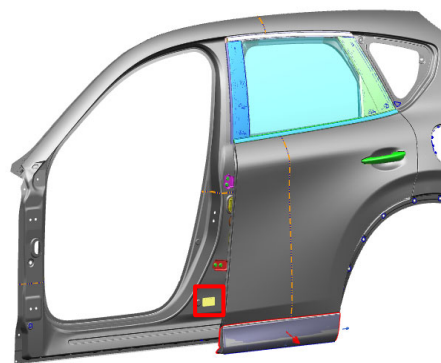
manufacturer

Internal use QR code

Label size
height 37mm
width 69mm

3-2. Battery Label Location for the Vehicle Body

Driver's Side Doorjamb



4-1. Battery Label Description for the Battery Pack
Applicable Models: MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid and 2.5L-DI PHEV

Mass-Production

Repair Parts
for battery pack exchange

2.5L-DI PHEV

XXXX

268.8V(96x2.8V) 178kg
17.8kWh50Ah KMNH-30210
LiMM-C.F/MC.2503

0JXPEKBKMNHA0YF300000876
Yamaguchi, JPN 2025/03/31
Mazda Motor Corporation

3.3L-DI-TC M Hybrid

XXXX

30V(12x2.5V) 15kg
0.33kWh7.5Ah KMNL-67ZBX
LiMM-C.F/MC.2503

0JXPEK6KMNL01PF300000876
Hiroshima, JPN 2025/03/31
Mazda Motor Corporation

QR code include digital identifier

Internal use number

(B) Vmin0

(B) Vmin0,cell

Part number

(C) Rated capacity of the unit

(A) Chemistry identifier designating the battery chemistry, cathode type, anode type, manufacture, date of manufacture

(D) digital identifier

date of manufacture

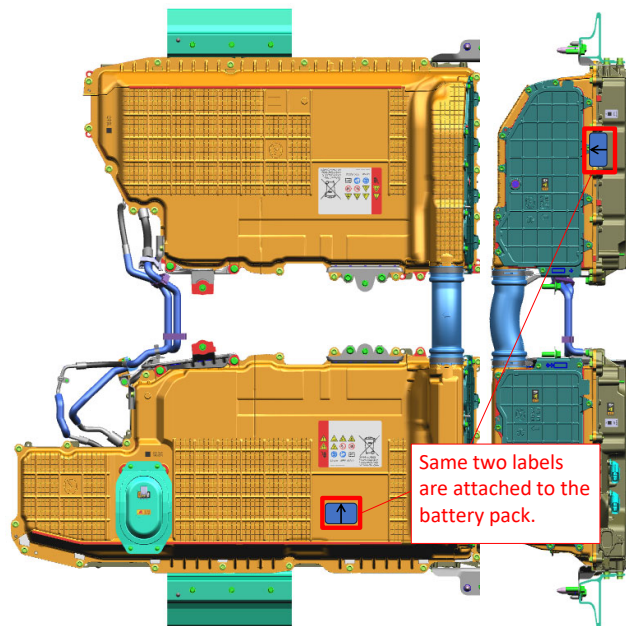
location of manufacture

manufacturer

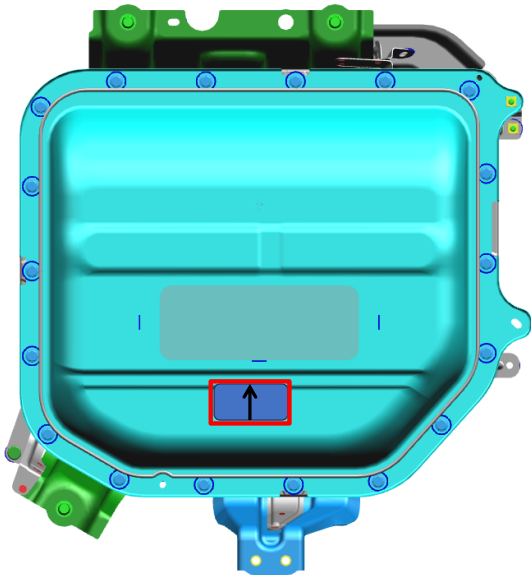
Label size
height 37mm
width 69mm

4-2. Battery Label Location for the Battery Pack

MAZDA CX-70 and CX-90 2.5L-DI PHEV

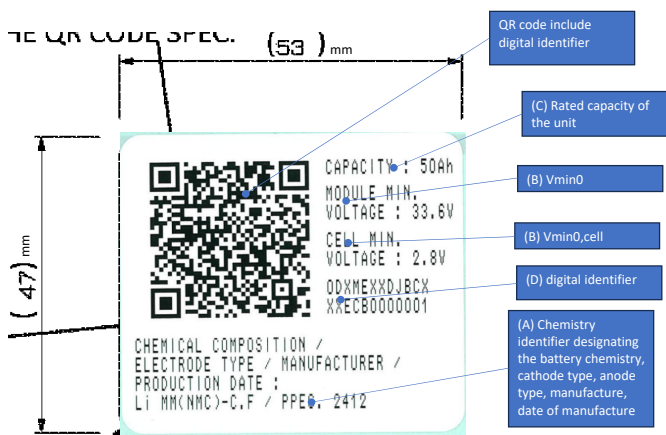


MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid



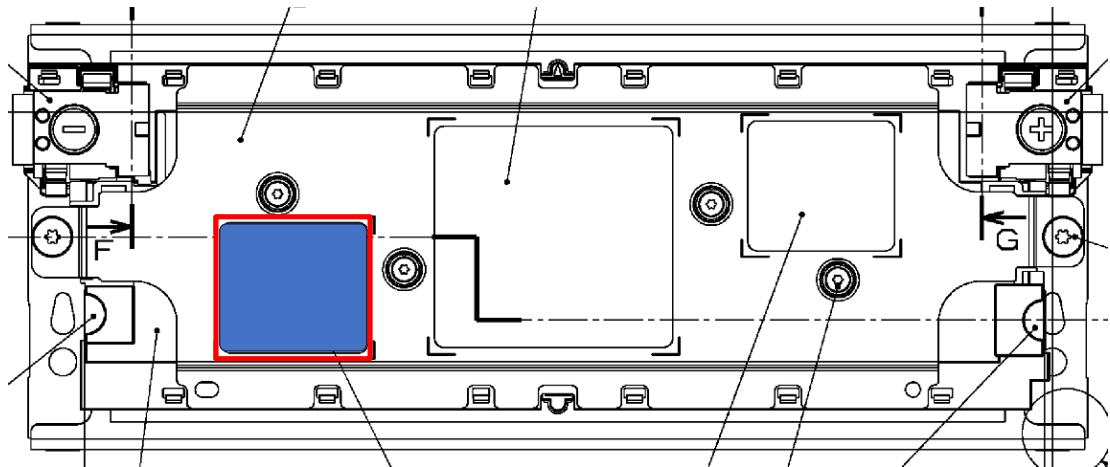
5-1. Battery Label Description for the Battery Module

Applicable Models: MAZDA CX-70 and CX-90 2.5L-DI PHEV



5-2. Battery Label Location for the Battery Module

Applicable Models: MAZDA CX-70 and CX-90 2.5L-DI PHEV



17-8. Scheduled Maintenance

2026MY MAZDA3

Scheduled Maintenance

Vehicles utilizing the vehicle status monitor feature:

The vehicle status monitor feature alerts you of maintenance needs by turning on the wrench indicator light or displaying a message in the instrument panel, or both. Every maintenance must be done when the display/wrench indication comes on. The display/wrench indication will come on before reaching the maximum interval of 16,000 km (10,000 miles), or 12 months (after the previous maintenance).

If you drive your vehicle under any of the following conditions, follow the Severe Driving Scheduled Maintenance and replace the engine oil and filter every 8,000 km (5,000 miles) or 6 months, whichever comes first.

Otherwise, follow the Normal Driving Scheduled Maintenance intervals.

1. The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
2. The vehicle is driven mainly unpaved road.
3. The vehicle is driven mainly on mountain roads or uphill roads.

If you are following the Severe Driving Scheduled Maintenance (8,000 km (5,000 miles) or 6 months oil replacement interval), set the vehicle status monitor manually. Refer to the Information section in the Mazda Connect Owner's Manual. Please contact an Authorized Mazda Dealer if necessary.

USA, Canada and Puerto Rico Residents (Normal Driving Scheduled Maintenance):

Maintenance Item		Number of times, maintenance was performed.							
		1	2	3	4	5	6	7	8
Engine oil & filter ^{*1}		R	R	R	R	R	R	R	R
Spark plugs	SKYACTIV-G 2.5 T	Replace every 64,000 km (40,000 miles).							
	Except SKYACTIV-G 2.5T	Replace every 120,000 km (75,000 miles).							
Air filter				R			R		
Fuel lines and hoses ^{*2}			I				I		I
Hoses and tubes for emission ^{*2}					I				I
Drive belts		I	I	I	I	I	I	I	I
Vacuum brake booster and hose			I		I		I		I
Exhaust system and heat shields					I				I
Coolant level		I	I	I	I	I	I	I	I
Coolant ^{*3}		Replace at first 192,000 km (120,000 miles) or 120 months; after that, every 96,000 km (60,000 miles) or 60 months.							
Brake lines, hoses and connections			I		I		I		I
Brake and clutch fluid level		I	I	I	I	I	I	I	I
Disc brakes		I	I	I	I	I	I	I	I
Steering operation and linkages			I		I		I		I
Front and rear suspension, ball joints and wheel bearing axial play			I		I		I		I
Body condition inspection for rust, corrosion and perforation	Canada	I	I	I	I	I	I	I	I
Driveshaft dust boots			I		I		I		I
Bolts and nuts on chassis and body			T		T		T		T
Cabin air filter		Replace every 48,000 km (30,000 miles) or 24 months.							
Tire rotation		Rotate every 16,000 km (10,000 miles).							
Tire inflation pressure and tire wear ^{*4}		I	I	I	I	I	I	I	I
Emergency flat tire repair kit (if equipped) ^{*5}		Inspect annually.							
Function of all lights		I	I	I	I	I	I	I	I

Chart symbols:

I: Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.

R: Replace

T: Tighten

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 According to state / provincial and federal regulations, failure to perform maintenance on these items will not void your emissions warranties. However, Mazda recommends that all maintenance services be performed at the recommended time or mileage / kilometer period to ensure long-term reliability.

*3 Use of FL-22 is recommended when replacing coolant. Using coolant other than FL-22 may cause serious damage to the engine and cooling system.

*4 Inspect a spare tire if equipped.

*5 Check the tire repair fluid expiration date every year when performing the periodic maintenance. Replace the tire repair fluid bottle with new one before the expiration date

USA, Canada and Puerto Rico Residents (Severe Driving Scheduled Maintenance):

Number of months or kilometers (miles), whichever comes first.								
Months	6	12	18	24	30	36	42	48
× 1000 km	8	16	24	32	40	48	56	64
× 1000 miles	5	10	15	20	25	30	35	40
Engine oil & filter ^{*1}	R	R	R	R	R	R	R	R
Maintenance Interval (other than engine oil & filter replacement) ^{*2}		1st		2nd		3rd		4th

Chart symbols:

R: Replace

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 Follow Maintenance Interval listed in Normal Driving Scheduled Maintenance.

2026MY MAZDA CX-30

Scheduled Maintenance

Vehicles utilizing the vehicle status monitor feature:

The vehicle status monitor feature alerts you of maintenance needs by turning on the wrench indicator light or displaying a message in the instrument panel, or both. Every maintenance must be done when the display/wrench indication comes on. The display/wrench indication will come on before reaching the maximum interval of 16,000 km (10,000 miles), or 12 months (after the previous maintenance).

If you drive your vehicle under any of the following conditions, follow the Severe Driving Scheduled Maintenance and replace the engine oil and filter every 8,000 km (5,000 miles) or 6 months, whichever comes first.

Otherwise, follow the Normal Driving Scheduled Maintenance intervals.

1. The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
2. The vehicle is driven mainly unpaved road.
3. The vehicle is driven mainly on mountain roads or uphill roads.

If you are following the Severe Driving Scheduled Maintenance (8,000 km (5,000 miles) or 6 months oil replacement interval), set the vehicle status monitor manually. Refer to the Information section in the Mazda Connect Owner's Manual. Please contact an Authorized Mazda Dealer if necessary.

USA, Canada and Puerto Rico Residents (Normal Driving Scheduled Maintenance):

Maintenance Item		Number of times, maintenance was performed.							
		1	2	3	4	5	6	7	8
Engine oil & filter ^{*1}		R	R	R	R	R	R	R	R
Spark plugs	SKYACTIV-G 2.5 T	Replace every 64,000 km (40,000 miles).							
	SKYACTIV-G 2.5	Replace every 120,000 km (75,000 miles).							
Air filter				R			R		
Fuel lines and hoses ^{*2}			I		I		I		I
Hoses and tubes for emission ^{*2}					I				I
Drive belts		I	I	I	I	I	I	I	I
Vacuum brake booster and hose			I		I		I		I
Exhaust system and heat shields					I				I
Coolant level		I	I	I	I	I	I	I	I
Coolant ^{*3}		Replace at first 192,000 km (120,000 miles) or 120 months; after that, every 96,000 km (60,000 miles) or 60 months.							
Brake lines, hoses and connections			I		I		I		I
Brake and clutch fluid level		I	I	I	I	I	I	I	I
Disc brakes		I	I	I	I	I	I	I	I
Steering operation and linkages			I		I		I		I
Front and rear suspension, ball joints and wheel bearing axial play			I		I		I		I
Body condition inspection for rust, corrosion and perforation	Canada	I	I	I	I	I	I	I	I
Driveshaft dust boots			I		I		I		I
Bolts and nuts on chassis and body			T		T		T		T
Cabin air filter		Replace every 48,000 km (30,000 miles) or 24 months.							
Tire rotation		Rotate every 16,000 km (10,000 miles).							
Tire inflation pressure and tire wear ^{*4}		I	I	I	I	I	I	I	I
Function of all lights		I	I	I	I	I	I	I	I

Chart symbols:

I: Inspect and clean, repair, adjust, fill up, or replace if necessary.

R: Replace

T: Tighten

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 According to state / provincial and federal regulations, failure to perform maintenance on these items will not void your emissions warranties. However, Mazda recommends that all maintenance services be performed at the recommended time or mileage / kilometer period to ensure long-term reliability.

*3 Use of FL-22 is recommended when replacing coolant. Using coolant other than FL-22 may cause serious damage to the engine and cooling system.

*4 Inspect a spare tire if equipped.

USA, Canada and Puerto Rico Residents (Severe Driving Scheduled Maintenance):

Number of months or kilometers (miles), whichever comes first.								
Months	6	12	18	24	30	36	42	48
× 1000 km	8	16	24	32	40	48	56	64
× 1000 miles	5	10	15	20	25	30	35	40
Engine oil & filter ^{*1}	R	R	R	R	R	R	R	R
Maintenance Interval (other than engine oil & filter replacement) ^{*2}		1st		2nd		3rd		4th

Chart symbols:

R: Replace

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 Follow Maintenance Interval listed in Normal Driving Scheduled Maintenance.

2026MY MAZDA CX-50 2.5L Hybrid

Scheduled Maintenance

Vehicles utilizing the vehicle status monitor feature:

The vehicle status monitor feature alerts you of maintenance needs by turning on the wrench indicator light or displaying a message in the instrument panel, or both. Every maintenance must be done when the display/wrench indication comes on. The display/wrench indication will come on before reaching the maximum interval of 16,000 km (10,000 miles), or 12 months (after the previous maintenance).

If you drive your vehicle under any of the following conditions, follow the Severe Driving Scheduled Maintenance and replace the engine oil and filter every 8,000 km (5,000 miles) or 6 months, whichever comes first.

Otherwise, follow the Normal Driving Scheduled Maintenance intervals.

1. The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
2. The vehicle is driven mainly unpaved road.
3. The vehicle is driven mainly on mountain roads or uphill roads.

If you are following the Severe Driving Scheduled Maintenance (8,000 km (5,000 miles) or 6 months oil replacement interval), set the vehicle status monitor manually.

Refer to the Information section in the Mazda Connect Owner's Manual. Please contact an Authorized Mazda Dealer if necessary.

USA, Canada and Puerto Rico Residents (Normal Driving Scheduled Maintenance):

Maintenance Item		Number of times, maintenance was performed.							
		1	2	3	4	5	6	7	8
Engine oil & filter ^{*1}		R	R	R	R	R	R	R	R
Spark plug		Replace every 192,000 km (120,000 miles).							
Air filter				R			R		
Fuel lines and hoses ^{*2}			I		I		I		I
Hoses and tubes for emission ^{*2}					I				I
Exhaust system and heat shields					I				I
Coolant level		I	I	I	I	I	I	I	I
Coolant ^{*3}	Engine	Replace at first 160,000 km (100,000 miles); after that, every 80,000 km (50,000 miles).							
	EV system	Replace at first 240,000 km (150,000 miles); after that, every 80,000 km (50,000 miles).							
Brake lines, hoses and connections			I		I		I		I
Brake and clutch fluid level		I	I	I	I	I	I	I	I
Brake fluid			R		R		R		R
Disc brakes		I	I	I	I	I	I	I	I
Steering operation and linkages			I		I		I		I
Front and rear suspension, ball joints and wheel bearing axial play			I		I		I		I
Body condition inspection for rust, corrosion and perforation	Canada	I	I	I	I	I	I	I	I
Driveshaft dust boots			I		I		I		I
Bolts and nuts on chassis and body			T		T		T		T
Cabin air filter		Replace every 48,000 km (30,000 miles) or 24 months.							
Tire rotation		Rotate every 16,000 km (10,000 miles).							
Tire inflation pressure and tire wear ^{*4}		I	I	I	I	I	I	I	I
Emergency flat tire repair kit (if equipped) ^{*5}		Inspect annually.							
Function of all lights		I	I	I	I	I	I	I	I
Automatic transaxle fluid			I		I		I		I
Front differential oil			I		I		I		I
Rear differential oil			I		I		I		I
HV battery cooling intake filter			C		C		C		C

Chart symbols:

I: Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.

R: Replace

T: Tighten

C: Clean

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 According to state / provincial and federal regulations, failure to perform maintenance on these items will not void your emissions warranties. However, Mazda recommends that all maintenance services be performed at the recommended time or mileage / kilometer period to ensure long-term reliability.

*3 Use of FL-22 is recommended when replacing coolant. Using coolant other than FL-22 may cause serious damage to the engine and cooling system.

*4 Inspect a spare tire if equipped.

*5 Check the tire repair fluid expiration date every year when performing the periodic maintenance. Replace the tire repair fluid bottle with new one before the expiration date.

USA, Canada and Puerto Rico Residents (Severe Driving Scheduled Maintenance):

Number of months or kilometers (miles), whichever comes first.								
Months	6	12	18	24	30	36	42	48
× 1000 km	8	16	24	32	40	48	56	64
× 1000 miles	5	10	15	20	25	30	35	40
Engine oil & filter ^{*1}	R	R	R	R	R	R	R	R
Maintenance Interval (other than engine oil & filter replacement) ^{*2}		1st		2nd		3rd		4th
Air filter		I		I		I		I
Automatic transaxle fluid ^{*3}				I				R
Front differential oil ^{*3}				I				R
Rear differential oil ^{*3}				I				R

Chart symbols:

R: Replace

I: Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.

Remarks:^{*1} Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.^{*2} Follow Maintenance Interval listed in Normal Driving Scheduled Maintenance.^{*3} Heavily loaded vehicle. (Example: Towing a trailer, using a camper, using a car top carrier, etc.)

MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power

Scheduled Maintenance

Vehicles utilizing the vehicle status monitor feature:

The vehicle status monitor feature alerts you of maintenance needs by turning on the wrench indicator light or displaying a message in the instrument panel, or both. Every maintenance must be done when the display/wrench indication comes on. The display/wrench indication will come on before reaching the maximum interval of 16,000 km (10,000 miles), or 12 months (after the previous maintenance).

If you drive your vehicle under any of the following conditions, follow the Severe Driving Scheduled Maintenance and replace the engine oil and filter every 8,000 km (5,000 miles) or 6 months, whichever comes first.

Otherwise, follow the Normal Driving Scheduled Maintenance intervals.

1. The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
2. The vehicle is driven mainly unpaved road.
3. The vehicle is driven mainly on mountain roads or uphill roads.

If you are following the Severe Driving Scheduled Maintenance (8,000 km (5,000 miles) or 6 months oil replacement interval), set the vehicle status monitor manually.

Refer to the Information section in the Mazda Connect Owner's Manual. Please contact an Authorized Mazda Dealer if necessary.

USA, Canada and Puerto Rico Residents (Normal Driving Scheduled Maintenance):

Maintenance Item		Number of times, maintenance was performed.							
		1	2	3	4	5	6	7	8
Engine oil & filter ^{*1}		R	R	R	R	R	R	R	R
Spark plugs		Replace every 64,000 km (40,000 miles).							
Air filter				R			R		
Fuel lines and hoses ^{*2}			I		I		I		I
Hoses and tubes for emission ^{*2}					I				I
Drive belts		I	I	I	I	I	I	I	I
Exhaust system and heat shields					I				I
Coolant level		I	I	I	I	I	I	I	I
Coolant ^{*3}	Engine	Replace at first 192,000 km (120,000 miles) or 120 months; after that, every 96,000 km (60,000 miles) or 60 months.							
	EV system	Replace at first 192,000 km (120,000 miles) or 180 months; after that, every 96,000 km (60,000 miles) or 60 months.							
Brake lines, hoses and connections			I		I		I		I
Brake and clutch fluid level		I	I	I	I	I	I	I	I
Brake fluid			R		R		R		R
Disc brakes		I	I	I	I	I	I	I	I
Steering operation and linkages			I		I		I		I
Front and rear suspension, ball joints and wheel bearing axial play			I		I		I		I
Body condition inspection for rust, corrosion and perforation	Canada	I	I	I	I	I	I	I	I
Driveshaft dust boots			I		I		I		I
Bolts and nuts on chassis and body			T		T		T		T
Cabin air filter		Replace every 48,000 km (30,000 miles) or 24 months.							
Tire rotation		Rotate every 12,000 km (7,500 miles).							
Tire inflation pressure and tire wear ^{*4}		Inspect every 12,000 km (7,500 miles) or 12 months.							
Emergency flat tire repair kit (if equipped) ^{*5}		Inspect annually.							
Function of all lights		I	I	I	I	I	I	I	I

Chart symbols:

I: Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.

R: Replace

T: Tighten

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 According to state / provincial and federal regulations, failure to perform maintenance on these items will not void your emissions warranties. However, Mazda recommends that all maintenance services be performed at the recommended time or mileage / kilometer period to ensure long-term reliability.

*3 Use of FL-22 is recommended when replacing coolant. Using coolant other than FL-22 may cause serious damage to the engine and cooling system.

*4 Inspect a spare tire if equipped.

*5 Check the tire repair fluid expiration date every year when performing the periodic maintenance. Replace the tire repair fluid bottle with new one before the expiration date

USA, Canada and Puerto Rico Residents (Severe Driving Scheduled Maintenance):

Number of months or kilometers (miles), whichever comes first.								
Months	6	12	18	24	30	36	42	48
× 1000 km	8	16	24	32	40	48	56	64
× 1000 miles	5	10	15	20	25	30	35	40
Engine oil & filter ^{*1}	R	R	R	R	R	R	R	R
Maintenance Interval (other than engine oil & filter replacement) ^{*2}		1st		2nd		3rd		4th

Chart symbols:

R: Replace

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 Follow Maintenance Interval listed in Normal Driving Scheduled Maintenance.

MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power, MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power

Scheduled Maintenance

Vehicles utilizing the vehicle status monitor feature:

The vehicle status monitor feature alerts you of maintenance needs by turning on the wrench indicator light or displaying a message in the instrument panel, or both. Every maintenance must be done when the display/wrench indication comes on. The display/wrench indication will come on before reaching the maximum interval of 16,000 km (10,000 miles), or 12 months (after the previous maintenance).

If you drive your vehicle under any of the following conditions, follow the Severe Driving Scheduled Maintenance and replace the engine oil and filter every 8,000 km (5,000 miles) or 6 months, whichever comes first.

Otherwise, follow the Normal Driving Scheduled Maintenance intervals.

1. The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
2. The vehicle is driven mainly unpaved road.
3. The vehicle is driven mainly on mountain roads or uphill roads.

If you are following the Severe Driving Scheduled Maintenance (8,000 km (5,000 miles) or 6 months oil replacement interval), set the vehicle status monitor manually. Refer to the Information section in the Mazda Connect Owner's Manual. Please contact an Authorized Mazda Dealer if necessary.

USA, Canada and Puerto Rico Residents (Normal Driving Scheduled Maintenance):

Maintenance Item		Number of times, maintenance was performed.							
		1	2	3	4	5	6	7	8
Engine oil & filter ^{*1}		R	R	R	R	R	R	R	R
Spark plugs		Replace every 64,000 km (40,000 miles).							
Air filter				R			R		
Fuel lines and hoses ^{*2}			I		I		I		I
Hoses and tubes for emission ^{*2}					I				I
Drive belts		I	I	I	I	I	I	I	I
Exhaust system and heat shields					I				I
Coolant level		I	I	I	I	I	I	I	I
Coolant ^{*3}	Engine	Replace at first 192,000 km (120,000 miles) or 120 months; after that, every 96,000 km (60,000 miles) or 60 months.							
	EV system	Replace at first 192,000 km (120,000 miles) or 180 months; after that, every 96,000 km (60,000 miles) or 60 months.							
Brake lines, hoses and connections			I		I		I		I
Brake and clutch fluid level		I	I	I	I	I	I	I	I
Brake fluid			R		R		R		R
Disc brakes		I	I	I	I	I	I	I	I
Steering operation and linkages			I		I		I		I
Front and rear suspension, ball joints and wheel bearing axial play			I		I		I		I
Body condition inspection for rust, corrosion and perforation	Canada	I	I	I	I	I	I	I	I
			I		I		I		I
Driveshaft dust boots			I		I		I		I
Bolts and nuts on chassis and body			T		T		T		T
Cabin air filter		Replace every 48,000 km (30,000 miles) or 24 months.							
Tire rotation		Rotate every 12,000 km (7,500 miles).							
Tire inflation pressure and tire wear ^{*4}		Inspect every 12,000 km (7,500 miles) or 12 months.							
Emergency flat tire repair kit (if equipped) ^{*5}		Inspect annually.							
Function of all lights		I	I	I	I	I	I	I	I

Chart symbols:

I: Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.

R: Replace

T: Tighten

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 According to state / provincial and federal regulations, failure to perform maintenance on these items will not void your emissions warranties. However, Mazda recommends that all maintenance services be performed at the recommended time or mileage / kilometer period to ensure long-term reliability.

*3 Use of FL-22 is recommended when replacing coolant. Using coolant other than FL-22 may cause serious damage to the engine and cooling system.

*4 Inspect a spare tire if equipped.

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USA, Canada and Puerto Rico Residents (Severe Driving Scheduled Maintenance):

Number of months or kilometers (miles), whichever comes first.								
Months	6	12	18	24	30	36	42	48
× 1000 km	8	16	24	32	40	48	56	64
× 1000 miles	5	10	15	20	25	30	35	40
Engine oil & filter ^{*1}	R	R	R	R	R	R	R	R
Maintenance Interval (other than engine oil & filter replacement) ^{*2}		1st		2nd		3rd		4th

Chart symbols:

R: Replace

Remarks:

*1 Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.

*2 Follow Maintenance Interval listed in Normal Driving Scheduled Maintenance.

18. Information on Service of Process

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19. REVISIONS

No.	Date	Pages Affected	Description
-	2/26/2025	-	Issued.
1	4/4/2025	-	The information for the following 2026MY models is added. - MAZDA3 2.5L w/o cylinder deactivation - MAZDA CX-50 2.5L Hybrid
2	4/25/2025	-	The information for the following 2026MY models is added. - MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power - MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power - MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power - MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power