# 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:

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Compliance Program: All

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

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Mazda North American Operations
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Irvine, California 92614, U. S. A.
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Industry: Light-Duty Vehicle & Truck
Compliance Program: All

Home Office in Japan: Tomo Ataka, General Manager
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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 Shinchi, 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<br>Four Stroke | Piston | Gasoline | Spark Ignition<br>Direct fuel injection | Monolith | PYJM<br>PYJN | 1.1 | MAZDA3 2.5L<br>w/ turbocharger<br>MAZDA CX-30 2.5L<br>w/ turbocharger |
| TTKXGPGNNEA7 | Otto cycle<br>Four Stroke | Piston | Gasoline | Spark Ignition<br>Direct fuel injection | Monolith | PYRC<br>PYFE | 3.0 | MAZDA3 2WD 2.5L<br>MT<br>w/o cylinder<br>deactivation |
| | Otto cycle<br>Four Stroke | Piston | Gasoline | Spark Ignition<br>Direct fuel injection | Monolith | PYRC<br>PYFH<br>PYFE<br>PYFK | 3.0 | MAZDA3 2WD 2.5L AT<br>w/o cylinder<br>deactivation |
| | Otto cycle<br>Four Stroke | Piston | Gasoline | Spark Ignition<br>Direct fuel injection | Monolith | PYRC<br>PYFH<br>PYFD<br>PYFJ | 3.0 | MAZDA3 4WD 2.5L AT<br>w/o cylinder<br>deactivation |
| TTKXHHGNNYA7 | Otto cycle<br>Four Stroke | Hybrid<br>Electric<br>(Piston) | Gasoline | Spark Ignition<br>direct & ported<br>injection | Monolith | CW01<br>L61 | 1.3 | MAZDA CX-50 2.5L<br>Hybrid |
| TTKXHHGNNAB7 | Otto cycle<br>Four Stroke | Hybrid<br>Electric<br>(Piston) | Gasoline | Spark Ignition<br>Direct fuel injection | Monolith | H321 | 1.8 | MAZDA CX-70<br>3.3L-DI-TC M Hybrid<br>Boost Low Power<br>MAZDA CX-90<br>3.3L-DI-TC M Hybrid<br>Boost Low Power<br>MAZDA CX-70<br>3.3L-DI-TC M Hybrid<br>Boost High Power<br>MAZDA CX-90<br>3.3L-DI-TC M Hybrid<br>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.)

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

| Durability Group Name | Combustion Cycle | Engine Type | Fuel Used | Basic Fuel Metering System | Catalyst Construction | Catalyst Code*1 | Grouping Statistic (g/liter) | Car Line |
|---|---|---|---|---|---|---|---|---|
| TTKXGPGNNHA7 | Otto cycle Four Stroke | Piston | Gasoline | Spark Ignition Direct fuel injection | Monolith | PYFH PYFJ | 3.0 | MAZDA CX-30 4WD 2.5L w/o cylinder deactivation |
| TTKXGPGNNSA7 | Otto cycle Four Stroke | Piston | Gasoline | Spark Ignition Direct fuel injection | Monolith | PY9E PY9L | 1.2 | MAZDA CX-50 4WD 2.5L w/ turbocharger |
| TTKXHHGNNBB7 | Otto cycle Four Stroke | Hybrid Electric (Piston) | Gasoline | Spark Ignition Direct fuel injection | Monolith | PYCH | 2.9 | MAZDA CX-70 2.5L-DI PHEV<br><br>MAZDA CX-90 2.5L-DI PHEV |
| TTKXHHGNNLA7 | Otto cycle Four Stroke | Hybrid Electric (Piston) | Gasoline | Spark Ignition Direct fuel injection | Monolith | PYCH | 2.9 | MAZDA CX-70 SC 2.5L-DI PHEV |
| TTKXGPGNNVB7 | Otto cycle Four Stroke | Piston | Gasoline | Spark Ignition Direct fuel injection | Monolith | PYFM PYFM | 3.0 | MAZDA CX-50 4WD 2.5L w/o cylinder deactivation |
| | Otto cycle Four Stroke | Piston | Gasoline | Spark Ignition Direct fuel injection | Monolith | PYEW PYFA | 3.0 | MAZDA CX-5 4WD 2.5L w/o cylinder deactivation |
| TTKXGPGNNWB7 | Otto cycle Four Stroke | Piston | Gasoline | Spark Ignition Direct fuel injection | Monolith | PEJ5 PSC7 | 0.6 | MAZDA MX-5 2.0L |

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

Battery Description for TTKXHHGNNYA7 (MAZDA CX-50 2.5L Hybrid)

| | |
|---|---|
| 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 (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)

| | |
|---|---|
| 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 |

Battery Description for TTKXHHGNNBB7 (MAZDA CX-70 2.5L-DI PHEV and MAZDA CX-90 2.5L-DI PHEV) and TTKXHHGNNLA7 (MAZDA CX-70 SC 2.5L-DI PHEV)

| | |
|---|---|
| Battery Capacity | : 50 Ah |
| Battery Chemistry | : Li-ion |
| Battery Manufacturer | : Panasonic Automotive Systems Co.,Ltd |
| Battery Duty Cycle Usage | : 8 years / 100,000 miles |
| Battery Construction | : 8 Modules (1 x 96 = 96 cells in total) |
| Battery Self-Discharge Information | : Less than 2.24% per month @ 25degC, SOC30% |
| 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<br>w/ turbocharger | T3B70<br>LEV IV-ULEV70 | 120K/<br>150K*2 | 1.0 |
| | | 2.5L | MAZDA CX-30<br>w/ turbocharger | T3B70<br>LEV IV -ULEV70 | 120K/<br>150K*2 | |
| TTKXGPGNNEA7 | TTKXV02.5CDH | 2.5L | MAZDA3<br>w/o cylinder deactivation | T3B30<br>LEV IV -SULEV30 | 120K/<br>150K*2 | 1.0 |
| TTKXHHGNNYA7 | TTKXT02.5CDC | 2.5L | MAZDA CX-50<br>2.5L Hybrid | T3B30<br>LEV IV -SULEV30 | 120K/<br>150K*2 | 1.3 |
| TTKXHHGNNAB7 | TTKXT03.3DHB | 3.3L | MAZDA CX-70 3.3L-DI-TC<br>M Hybrid Boost Low Power<br>MAZDA CX-90 3.3L-DI-TC<br>M Hybrid Boost Low Power | T3B50<br>LEV IV-ULEV50 | 120K/<br>150K*2 | 1.0 |
| | TTKXT03.3DHA | 3.3L | MAZDA CX-70 3.3L-DI-TC<br>M Hybrid Boost High Power<br>MAZDA CX-90 3.3L-DI-TC<br>M Hybrid Boost High Power | T3B50<br>LEV IV-ULEV50 | 120K/<br>150K*2 | |
| TTKXGPGNNHA7 | TTKXV02.5CDI | 2.5L | MAZDA CX-30<br>w/o cylinder deactivation | T3B30<br>LEV IV-SULEV30 | 120K/<br>150K*2 | 1.0 |
| TTKXGPGNNSA7 | TTKXT02.5EGD | 2.5L | MAZDA CX-50<br>w/ turbocharger | T3B70<br>LEV IV-ULEV70 | 120K/<br>150K*2 | 1.0 |
| TTKXHHGNNBB7 | TTKXT02.5CDB | 2.5L | MAZDA CX-70<br>2.5L-DI PHEV<br>MAZDA CX-90<br>2.5L-DI PHEV | T3B30<br>LEV IV-SULEV30 | 120K/<br>150K*2 | 1.0 |
| TTKXHHGNNLA7 | TTKXT02.5CDD | 2.5L | MAZDA CX-70 SC<br>2.5L-DI PHEV | T3B30<br>LEV IV-SULEV30 | 120K/<br>150K*2 | 1.0 |
| TTKXGPGNNVB7 | TTKXT02.5CDK | 2.5L | MAZDA CX-50<br>w/o cylinder deactivation | T3B30<br>LEV IV-SULEV30 | 120K/<br>150K*2 | 1.0 |
| | TTKXT02.5CDJ | 2.5L | MAZDA CX-5<br>w/o cylinder deactivation | T3B30<br>LEV IV-SULEV30 | 120K/<br>150K*2 | |
| TTKXGPGNNWB7 | TTKXV02.0FFB | 2.0L | MAZDA MX-5 2.0L | T3B125<br>LEV IV-ULEV125 | 120K/<br>150K*2 | 1.0 |

*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,<br>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<br>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<br>3.3L-DI-TC M Hybrid Boost Low Power<br>MAZDA CX-90<br>3.3L-DI-TC M Hybrid Boost Low Power<br>MAZDA CX-70<br>3.3L-DI-TC M Hybrid Boost High Power<br>MAZDA CX-90<br>3.3L-DI-TC M Hybrid Boost High Power |
| TTKXGPGNNHA7 | 6DBPYUG2-009 | 0, 1 | 2026MY MAZDA CX-30 2.5L w/o cylinder deactivation S6 4WD | MAZDA CX-30 2.5L<br>w/o cylinder deactivation |
| TTKXGPGNNSA7 | 3DBPYTG3-026 | 0, 1 | 2023MY MAZDA CX-50 2.5L w/ turbocharger S6 4WD | MAZDA CX-50 2.5L w/ turbocharger |
| TTKXHHGNNBB7 | 6DBPYULG1-017 | 0, 1, 2 | 2026MY MAZDA CX-90 2.5L-DI PHEV | MAZDA CX-70 2.5L-DI PHEV<br>MAZDA CX-90 2.5L-DI PHEV |
| TTKXHHGNNLA7 | 6DBPYULG2-024 | 0, 1, 2 | 2026MY MAZDA CX-70 SC 2.5L-DI PHEV | MAZDA CX-70 SC 2.5L-DI PHEV |
| TTKXGPGNNVB7 | 6DBPYUG3-014 | 0, 1 | 2026MY MAZDA CX-50 2.5L w/o cylinder deactivation S6 4WD | MAZDA CX-50 2.5L<br>w/o cylinder deactivation<br>MAZDA CX-5 2.5L<br>w/o cylinder deactivation |
| TTKXGPGNNWB7 | 8DBPEU31-018 | 0 | 2018MY CX-5 2.0L M6 2WD<br>w/o cylinder deactivation | MAZDA MX-5 2.0L |

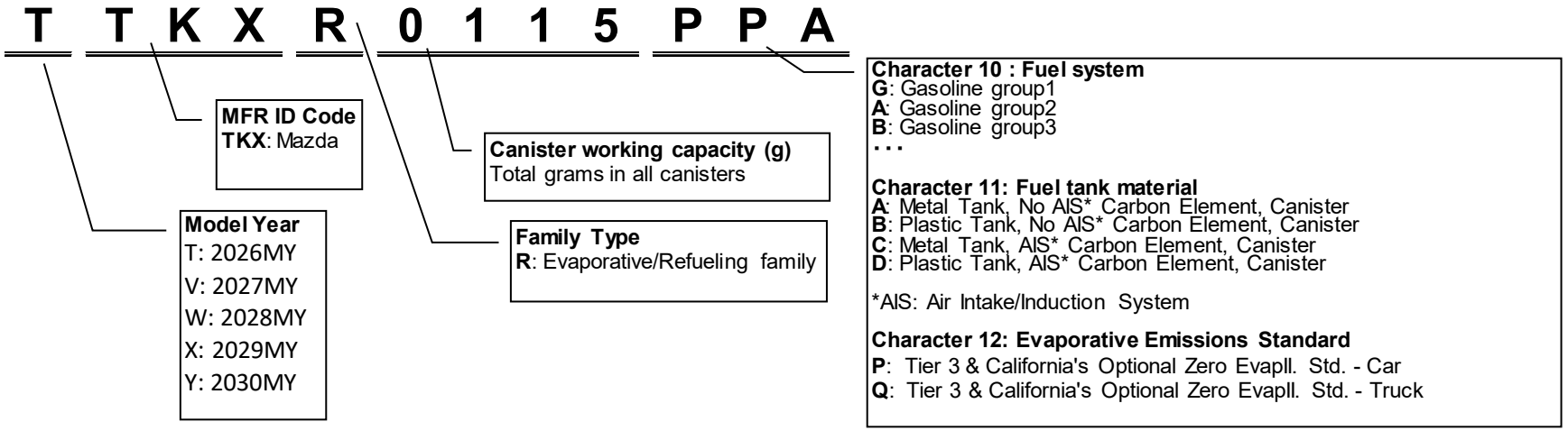
## 3. EVAPORATIVE/REFUELING FAMILY DESCRIPTION

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

| Car Line | Evaporative/Refueling Family Name |
|---|---|
| MAZDA3 2.5L w/ turbocharger,<br>MAZDA CX-30 2.5L w/ turbocharger | TTKXR0098ADP |
| MAZDA3 2.5L w/o cylinder deactivation<br>MAZDA CX-30 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<br>MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power | TTKXR0132GDQ |
| MAZDA CX-50 2.5L w/ turbocharger | TTKXR0117GBQ |
| MAZDA CX-70 2.5L-DI PHEV<br>MAZDA CX-70 SC 2.5L-DI PHEV<br>MAZDA CX-90 2.5L-DI PHEV | TTKXR0175ADQ |
| MAZDA CX-50 2.5L w/o cylinder deactivation | TTKXR0117GDQ |
| MAZDA MX-5 2.0L | TTKXR0095GCP |
| MAZDA CX-5 2.5L w/o cylinder deactivation | TTKXR0117GCQ |

### 3-2. Format of Evaporative/Refueling Family Name

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



### 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<br>MAZDA CX-30 2.5L w/ turbocharger<br>MAZDA MX-5 2.0L |
| 9DBPYUDS1-002 | 0, 1 | | |
| 3DBPYUDS1-001 | 0, 1 | 2023MY MAZDA CX-50 2.5L w/ cylinder deactivation S6 2WD | MAZDA CX-50 2.5L w/ turbocharger |
| 3DBPYUDS1-002 | 0, 1 | | |
| 7DBPYG1-016 | 0 | 2017MY MAZDA CX-5 2.5L S6 4WD | MAZDA CX-5 2.5L w/o cylinder deactivation |
| 7DBPYG1-017 | 0 | | |

## 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.

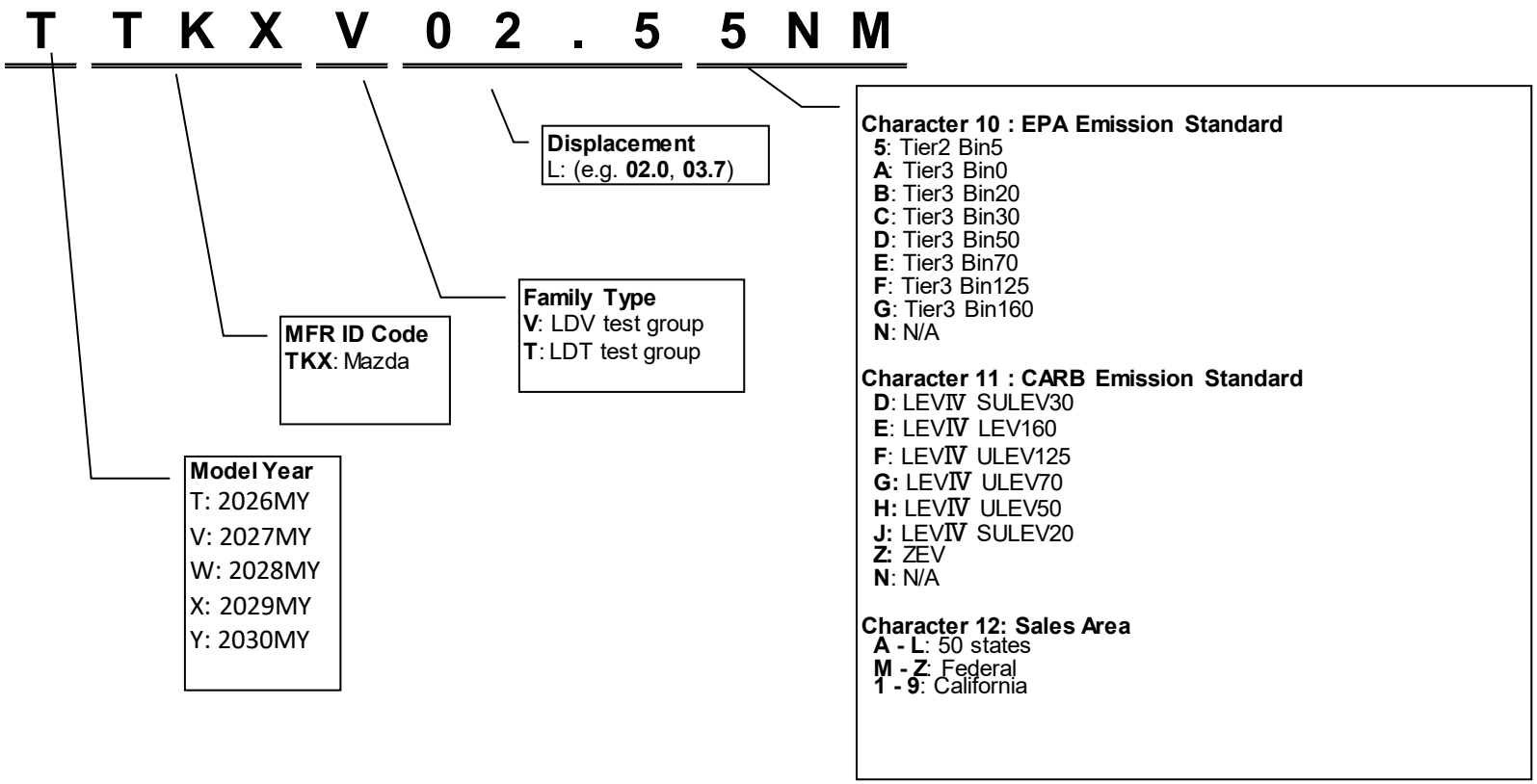
### 4-3. Description of Durability Test Procedure for Refueling Emission

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】CISD 07-03 /CD-15-19 /CD-17-10 Jun. 26, 2017



## 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 | | 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+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 [ml/test] | Bench Leak Rate [L/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 (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+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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.140 | 1.7 | 0.016 | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.3 (FEL) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.070 | 1.7 | 0.004 | 0.003 | 0.030 | 0.015 | --- | --- | --- | --- | 0.070 | --- | 0.084 | 9.6 | 0.006 | --- | 0.070 | 1.7 | --- | --- | --- | --- | --- | --- | --- | --- | 0.300 (FEL) | 0.300 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | 2.5 |
| Waived 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/ 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 | | 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+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 [ml/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: 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 (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+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 [ml/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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 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 | --- |
| Waived 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+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 [ml/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 |
| Waived 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| 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 | -- |
| Waived 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | -- | -- | -- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | -- | -- | -- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | -- | -- | -- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | -- | -- | -- | --- | --- | --- | --- | --- | 0.650 | 0.650 | 0.01 | --- | 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 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| 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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| 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 |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | | 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 [ml/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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | 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 [ml/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 | --- |

**<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+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 [ml/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 |

## 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | |
| | 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] | | | | | | | | | | Bench Leak Rate [L/min] |
| Useful Life | 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 | --- |

**<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 | | | | | 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 [ml/test] | |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | 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-30 2.5L w/o cylinder deactivation Federal> T/G: TTKXV02.5CDI, 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | | | | | | | |
| | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 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 | --- |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- |

**<2026MY MAZDA CX-30 2.5L w/o cylinder deactivation California> T/G: TTKXV02.5CDI, 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 | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/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 |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | X | X | X | --- | --- | --- | --- | X | X |

# 8. STATEMENTS OF COMPLIANCE (contd.)

**List of Compliance Standards @ Certification High Altitude**

**<2026MY MAZDA CX-30 2.5L w/o cylinder deactivation Federal> T/G: TTKXV02.5CDI, 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| 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 | --- |
| Waived EM Standards | | X | X | X | X | X | X | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | X | X | --- | X | X | --- |

**<2026MY MAZDA CX-30 2.5L w/o cylinder deactivation California> T/G: TTKXV02.5CDI, 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+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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.650 | 0.650 | 0.01 | --- | 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-50 2.5L w/ turbocharger Federal> T/G: TTKXT02.5EGD, E/F: TTKXR0117GBQ**
**Tier 3 Bin70 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.015 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.070 | 1.7 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.070 | --- | --- | --- | 0.006 | --- | --- | --- | 0.120 (FEL) | 4.2 | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | --- |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | --- |

**<2026MY MAZDA CX-50 2.5L w/ turbocharger California> T/G: TTKXT02.5EGD, E/F: TTKXR0117GBQ**
**LEV IV ULEV70 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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.140 | 1.7 | 0.016 | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.070 | 1.7 | 0.004 | 0.003 | 0.030 | 0.015 | --- | --- | --- | --- | 0.070 | --- | 0.084 | 9.6 | 0.006 | --- | 0.070 | 1.7 | --- | --- | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | 2.5 |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | X | X | X | --- | --- | --- | --- | X | X |

# 8. STATEMENTS OF COMPLIANCE (contd.)

**List of Compliance Standards @ Certification High Altitude**

**<2026MY MAZDA CX-50 2.5L w/ turbocharger Federal> T/G: TTKXT02.5EGD, E/F: TTKXR0117GBQ**
**Tier 3 Bin70 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.015 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.105 | 1.7 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.105 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.850 | 0.850 | 0.05 | --- | 0.20 | 1.0 | --- |
| Waived EM Standards | | X | X | X | X | X | X | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | X | X | --- | X | X | --- |

**<2026MY MAZDA CX-50 2.5L w/ turbocharger California> T/G: TTKXT02.5EGD, E/F: TTKXR0117GBQ**
**LEV IV ULEV70 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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.105 | 1.7 | 0.004 | 0.003 | 0.030 | 0.015 | --- | --- | --- | --- | 0.105 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.850 | 0.850 | 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 / MAZDA CX-90 2.5L-DI PHEV Federal> T/G: TTKXT02.5CDB, E/F: TTKXR0175ADQ**
**Tier3 Bin30 LDT3 Federal Tier3 Evap LDT3 (for MAZDA CX-70 Standard Roof)**
**Tier3 Bin30 LDT4 Federal Tier3 Evap LDT4 (for MAZDA CX-80, MAZDA CX-70 Normal Sunroof and Panoramic Sunroof)**
**<2026MY MAZDA CX-70 SC 2.5L-DI PHEV Federal> T/G: TTKXT02.5CDD, E/F: TTKXR0175ADQ**
**Tier3 Bin30 LDT3 Federal Tier3 Evap LDT3**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.5 (FEL) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.030 | 1.0 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.030 | --- | --- | --- | 0.006 | --- | --- | --- | 0.040 (FEL) | 4.2 | --- | --- | --- | --- | --- | --- | 0.500 (FEL) | 0.500 (FEL) | 0.05 | --- | 0.20 | 1.0 | --- |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | --- |

**<2026MY MAZDA CX-70 / MAZDA CX-90 2.5L-DI PHEV California> T/G: TTKXT02.5CDB, E/F: TTKXR0175ADQ**
**<2026MY MAZDA CX-70 SC 2.5L-DI PHEV California> T/G: TTKXT02.5CDD, E/F: TTKXR0175ADQ**
**LEV IV SULEV30 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 | 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.060 | 1.0 | 0.008 | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.5 (FEL) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.030 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.030 | --- | 0.036 | 9.6 | 0.006 | --- | 0.030 | 1.0 | --- | --- | --- | --- | --- | --- | --- | --- | 0.500 (FEL) | 0.500 (FEL) | 0.05 | --- | 0.20 | 1.0 | 2.5 |
| Waived 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 / MAZDA CX-90 2.5L-DI PHEV Federal> T/G: TTKXT02.5CDB, E/F: TTKXR0175ADQ**
**Tier3 Bin30 LDT3 Federal Tier3 Evap LDT3 (for MAZDA CX-70 Standard Roof)**
**Tier3 Bin30 LDT4 Federal Tier3 Evap LDT4 (for MAZDA CX-90, MAZDA CX-70 Normal Sunroof and Panoramic Sunroof)**
**<2026MY MAZDA CX-70 SC 2.5L-DI PHEV Federal> T/G: TTKXT02.5CDD, E/F: TTKXR0175ADQ**
**Tier3 Bin30 LDT3 Federal Tier3 Evap LDT3**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 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 | --- |

**<2026MY MAZDA CX-70 / MAZDA CX-90 2.5L-DI PHEV California> T/G: TTKXT02.5CDB, E/F: TTKXR0175ADQ**
**<2026MY MAZDA CX-70 SC 2.5L-DI PHEV California> T/G: TTKXT02.5CDD, E/F: TTKXR0175ADQ**
**LEV IV SULEV30 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 | 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] | 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 [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 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-50 2.5L w/o cylinder deactivation Federal> T/G: TTKXT02.5CDK, E/F: TTKXR0117GDQ**
**Tier 3 Bin30 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 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 | --- | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | --- |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | --- |

**<2026MY MAZDA CX-50 2.5L w/o cylinder deactivation California> T/G: TTKXT02.5CDK, E/F: TTKXR0117GDQ**
**LEV IV SULEV30 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 | | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 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 | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.01 | 0.020 | 0.20 | 1.0 | 2.5 |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | X | X | X | --- | --- | --- | --- | X |

# 8. STATEMENTS OF COMPLIANCE (contd.)

**List of Compliance Standards @ Certification High Altitude**

**<2026MY MAZDA CX-50 2.5L w/o cylinder deactivation Federal> T/G: TTKXT02.5CDK, E/F: TTKXR0117GDQ**
**Tier 3 Bin30 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.850 | 0.850 | 0.05 | --- | 0.20 | 1.0 | --- |
| Waived EM Standards | | X | X | X | X | X | X | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | X | X | --- | X | X | --- |

**<2026MY MAZDA CX-50 2.5L w/o cylinder deactivation California> T/G: TTKXT02.5CDK, E/F: TTKXR0117GDQ**
**LEV IV SULEV30 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 | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.850 | 0.850 | 0.01 | --- | 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 MX-5 2.0L Federal> T/G: TTKXV02.0FFB, E/F: TTKXR0095GCP**
**Tier 3 Bin125 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 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] | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.035 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.3 (FEL) | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.125 | 2.1 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.125 | --- | --- | --- | 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 MAZDA MX-5 2.0L California> T/G: TTKXV02.0FFB, E/F: TTKXR0095GCP**
**LEV IV ULEV125 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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.250 | 2.1 | 0.016 | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.3 (FEL) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.125 | 2.1 | 0.004 | 0.003 | 0.035 | 0.010 | --- | --- | --- | --- | 0.125 | --- | 0.150 | 9.6 | 0.006 | --- | 0.125 | 2.1 | --- | --- | --- | --- | --- | --- | --- | --- | 0.300 (FEL) | 0.300 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | 2.5 |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | X | X | X | --- | --- | --- | --- | X | X |

## 8. STATEMENTS OF COMPLIANCE (contd.)

**List of Compliance Standards @ Certification High Altitude**

**<2026MY MAZDA MX-5 2.0L Federal> T/G: TTKXV02.0FFB, E/F: TTKXR0095GCP**
**Tier 3 Bin125 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 10-minutes soak | 40-minutes 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] | 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 [ml/test] | Bench Leak Rate (L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.035 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.160 | 2.1 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.160 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 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 | --- |

**<2026MY MAZDA MX-5 2.0L California> T/G: TTKXV02.0FFB, E/F: TTKXR0095GCP**
**LEV IV ULEV125 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+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 [ml/test] | Bench Leak Rate (L/min) |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 10.0 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.160 | 2.1 | 0.004 | 0.003 | 0.035 | 0.010 | --- | --- | --- | --- | 0.160 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 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 MAZDA CX-5 2.5L w/o cylinder deactivation Federal> T/G: TTKXT02.5CDJ, E/F: TTKXR0117GCQ**
**Tier 3 Bin30 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 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 | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.05 | 0.020 | 0.20 | 1.0 | --- |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- |

**<2026MY MAZDA CX-5 2.5L w/o cylinder deactivation California> T/G: TTKXT02.5CDJ, E/F:TTKXR0117GCQ**
**LEV IV SULEV30 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 | | | | | 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 [ml/test] | Bench Leak Rate [L/min] |
| | 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] | NMOG+NOx [g/mi] | CO [g/mi] | PM [g/mi] | CO [g/mi] | NMHC [g/mi] | | | | | | | | | | |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 0.060 | 1.0 | 0.008 | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 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 | --- | --- | --- | --- | --- | --- | --- | --- | 0.400 (FEL) | 0.400 (FEL) | 0.01 | 0.020 | 0.20 | 1.0 | 2.5 |
| Waived EM Standards | | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | X | X | X | --- | --- | --- | --- | X | X |

# 8. STATEMENTS OF COMPLIANCE (contd.)

**List of Compliance Standards @ Certification High Altitude**

**<2026MY MAZDA CX-5 2.5L w/o cylinder deactivation Federal> T/G: TTKXT02.5CDJ, E/F: TTKXR0117GCQ**
**Tier 3 Bin30 LDT2, Federal Tier 3 Evap LDT2**

| | Procedure | FTP | | | | | | FTP Partial Soak | | | FTP Quick Drive-Away | HWY | CREE (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 | | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | 0.030 | 0.010 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.003 | --- | --- | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Waived EM Standards | | X | X | X | X | X | X | --- | --- | --- | --- | X | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | X | --- | --- | --- | --- | X | X | X | --- | X | X | --- |

**<2026MY MAZDA CX-5 2.5L w/o cylinder deactivation California> T/G: TTKXT02.5CDJ, E/F:TTKXR0117GCQ**
**LEV IV SULEV30 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 | | | | | | NMOG+NOx [g/mi] | CO [g/mi] | HCHO [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] | | 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] | | | | 2DAY [g/test] | 3DAY [g/test] | Running Loss [g/mi] | Mini Rig [g/test] | ORVR [g/gallon] | Spitback [ml/test] | Bench Leak Rate [L/min] |
| Useful Life | 4K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 50K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 12.5 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 120K | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | 150K | 0.050 | 1.0 | 0.004 | 0.001 | 0.030 | 0.010 | --- | --- | --- | --- | 0.050 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Waived 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<br>MAZDA CX-30 2.5L w/ turbocharger | TTKXR0098ADP | 3TKXR0120PMA |
| MAZDA3 2.5L w/o cylinder deactivation<br>MAZDA CX-30 2.5L w/o cylinder deactivation | TTKXR0098GDP | |
| MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power<br>MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power | TTKXR0132GDQ | |
| MAZDA CX-50 2.5L w/ turbocharger | TTKXR0117GBQ | |
| MAZDA CX-70 2.5L-DI PHEV<br>MAZDA CX-70 SC 2.5L-DI PHEV<br>MAZDA CX-90 2.5L-DI PHEV | TTKXR0175ADQ | |
| MAZDA CX-50 2.5L w/o cylinder deactivation | TTKXR0117GDQ | |
| MAZDA MX-5 2.0L | TTKXR0095GCP | |
| MAZDA CX-5 2.5L w/o cylinder deactivation | TTKXR0117GCQ | |

**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 above.

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 Part85, 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. Partial Soak Standards

We state, pursuant to title 13, CCR, Chapter 1, Section 1961.4(d)(2)(B), based on the manufacturer's engineering evaluation, phase-in applicable Mazda vehicles meet the Partial Soak exhaust standards for the full useful life of the vehicle when operated at low altitude and tested in accordance with the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

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.

## 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 Chassis Dynamometer Test
Based on recommendation to ultimate purchaser and 40 CFR §86.136-90, the starting/stopping test procedure is provided as follows:

B-1. For Non-PHEV Vehicles
(a) 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. For Electric Parking Brake - Push the Electric Parking Brake (EPB) switch at the center console.
   For Non-Electric Parking Brake - Lower the parking brake lever with the button pressed.
5. Then check the brake 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.

(b) STARTING/STOPPING THE ENGINE
STARTING THE ENGINE:
1. Fasten seat belts.
2. Make sure that electric parking brake is released according to manufacturer's separate instruction. (Applicable to front-wheel drive vehicles only. For rear-wheel drive vehicles, please skip to 3.)
3. Automatic Transmission - Place the transmission select lever in P (Park) or N (Neutral).
   Manual Transmission - Depress the clutch pedal fully and shift the transmission select lever into NEUTRAL.
4. Follow the special procedure of "dyno mode" in section 16 in order to run on a chassis dynamometer in a way that represents on road. (Applicable to MAZDA CX-90/CX-70 3.3L-DI-TC M Hybrid Boost vehicles and MAZDA CX-5 only)
5. Select the driver selectable mode, i.e., normal or sports as applicable.
6. Push the "Start" Button with depressing the brake pedal to start the engine.

STOPPING THE ENGINE:
1. Push the "Start" Button without pressing clutch/brake pedal to turn the engine off.

B-2. For PHEV Vehicles

(a) VEHICLE SET-UP ON A CHASSIS DYNAMOMETER w/o Starting Hybrid system

1. KEY FOB must be inside the vehicle.
2. Push the “Power” Button twice for Ignition ON without depressing brake pedal.
   One push = Accessory Mode ON
   2nd push = Ignition On (No Ready ON)
   Warning: If the brake pedal is depressed, the hybrid system will enter the vehicle Ready ON mode.
3. Shift the transmission select lever into neutral.
4. Push the Electric Parking Brake (EPB) switch at the center console.
5. Then check the brake light off in the instrument panel.
6. Set the vehicle on Chassis Dynamometer.
7. Push the “Power” 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.

(b) STARTING/STOPPING THE HYBRID SYSTEM

STARTING THE HYBRID SYSTEM

7. Fasten seat belts.
8. Make sure that electric parking brake is released according to manufacturer’s separate instruction.
9. Place the transmission select lever in P (Park) or N (Neutral).
10. Follow the special procedure of “dyno mode” in section 16 in order to run on a chassis dynamometer in a way that represents on road.
11. Select the driver selectable mode, i.e., normal, sports or charge as applicable.
12. Push the “Power” Button with depressing the brake pedal to enter the vehicle Ready ON mode.

STOPPING THE HYBRID SYSTEM:

1. Make sure that transmission select lever is in P position.
2. Turn EPB on
3. Push “Power” Button without pressing the brake pedal to turn the vehicle Ready OFF.

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, MAZDA CX-50, MAZDA MX-5

- 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

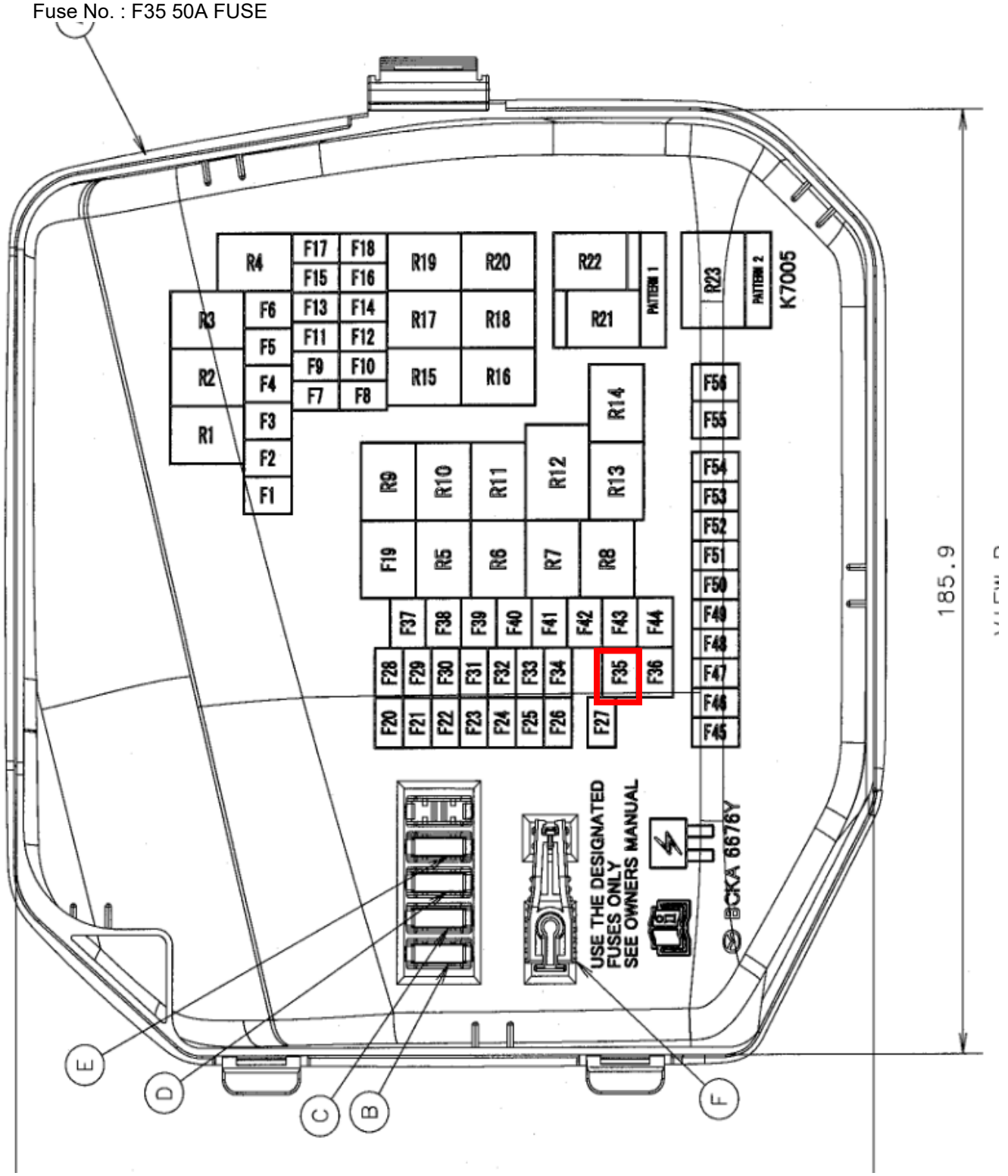
Note: Location of the DSC off button and DSC off light may be different for each model.


Procedure 2:

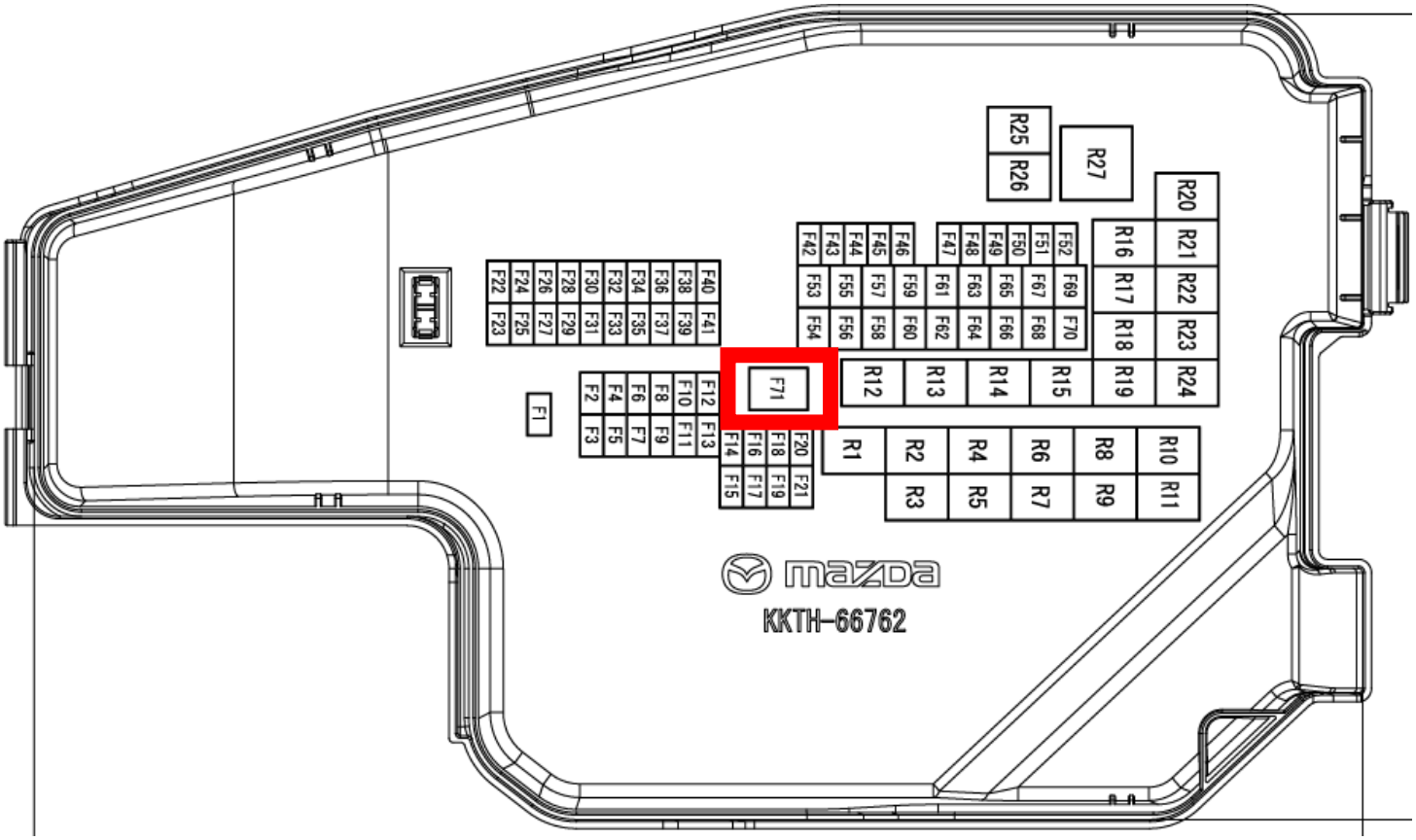
Applicable model: MAZDA CX-30, MAZDA CX-5

- 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



■ 2026MY MAZDA CX-5 fuse position
Fuse No. : F71 60A FUSE



Procedure 3

Applicable model: MAZDA CX-70, MAZDA CX-90, MAZDA CX-70 SC and MAZDA CX-5

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

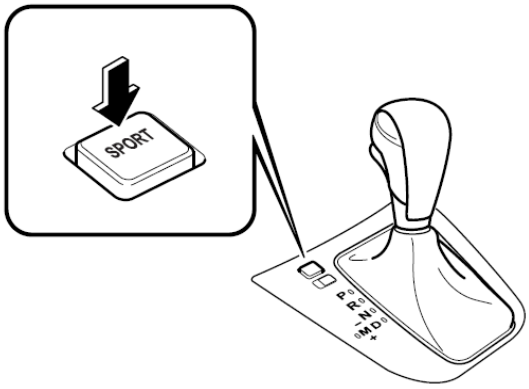
12-2-1(ii) Canister Loading Procedure
In order to avoid interfering with canister loading from OBD evaporative system monitoring, a canister must be loaded at least 60 minutes after engine key off.

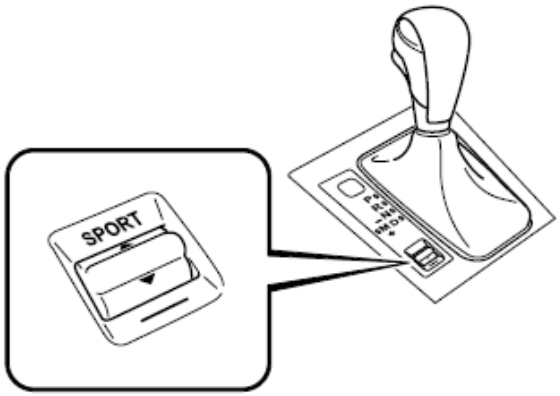
12-2-1(iii) Vehicle preparation
A vehicle must run FTP driving cycle as the preconditioning drive from cold start after soaking the vehicle for more than 6 hours with ambient temperature 68°F to 86°F in order to ensure the long fuel trim learning to be operated properly.

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
MAZDA CX-30 2.5L w/o cylinder deactivation S6
MAZDA CX-50 2.5L w/ turbocharger S6
MAZDA CX-50 2.5L w/o cylinder deactivation S6
MAZDA MX-5 2.0L S6
MAZDA CX-5 2.5L w/o cylinder deactivation S6

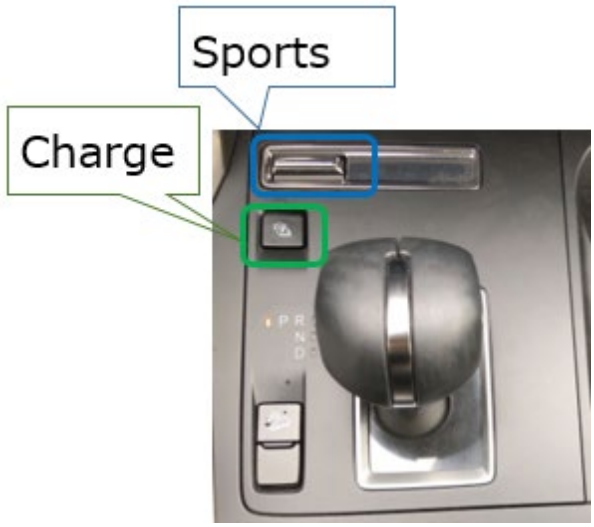
Location of drive selection switch:



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
MAZDA CX-70 2.5L-DI PHEV S8
MAZDA CX-70 SC 2.5L-DI PHEV S8
MAZDA CX-90 2.5L-DI PHEV 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.

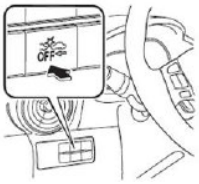
In order to determine whether the vehicle is equipped with BSM: look for the BSM switch on the instrument panel, to the left of the steering column. No switch = No BSM. If switch is present, then BSM needs to be disabled before each dynamometer session.

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

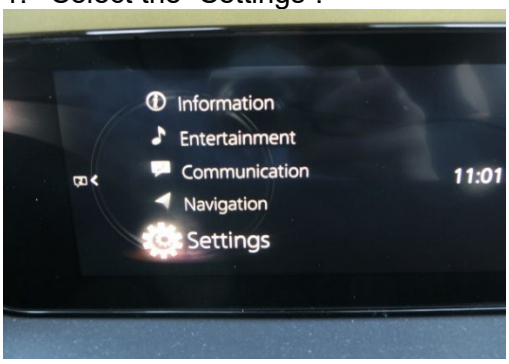
12-2-1(xi) Special Instructions for Testing Vehicles with a Perforated Silencer
When a vehicle repeats a short drive with a low speed in a cold condition, in some case, condensed water becomes built up in a silencer without being ejected during the drive, causing an engine problem, e.g. engine stall 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.

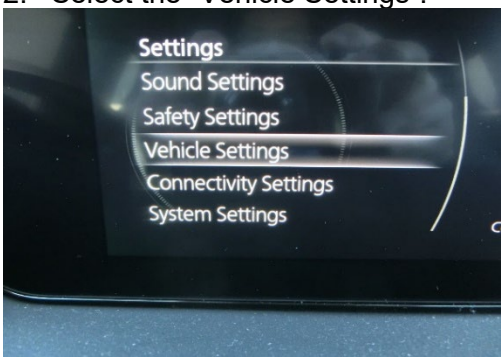
12-2-1(xii) Procedure to Customize DRL Setting
Applicable Model: MAZDA3, MAZDA CX-30, MAZDA CX-70, MAZDA CX-70 SC, MAZDA CX-90, MAZDA CX-50, MAZDA MX-5, MAZDA CX-5

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”.

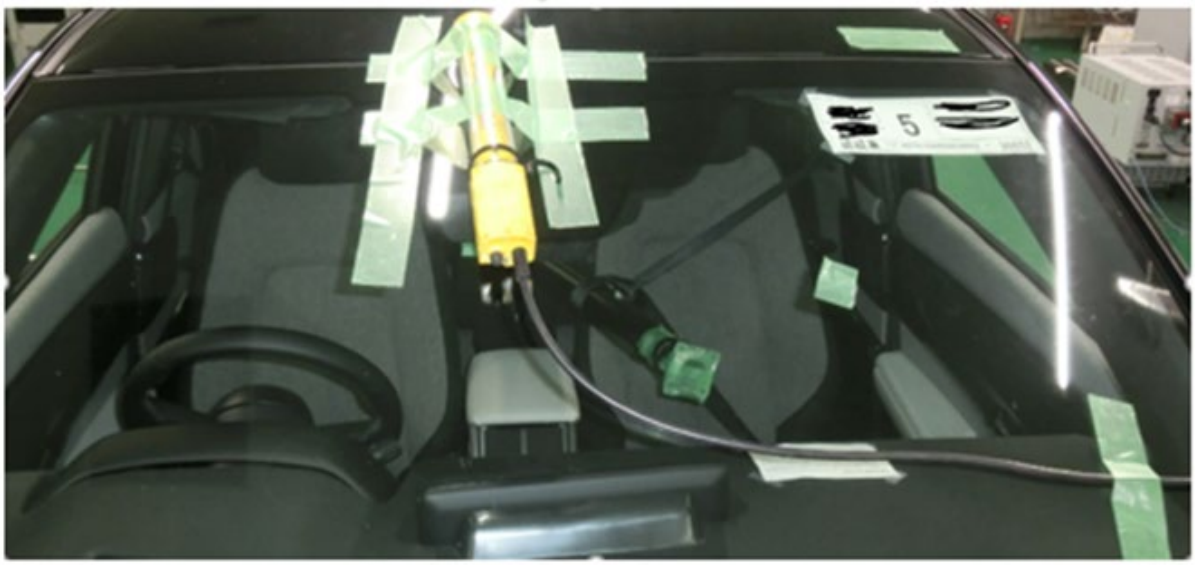

4. Uncheck the Daytime Running Lights (DRL).

12-2-1(xiii) Deactivation Procedure for Auto-Light System
To avoid any impact on fuel economy or electric range, the automatic headlight system must be disabled before testing. Use a white external LED light (≥2600 lux) to illuminate the sensor at the top center of the windshield, which prevents the auto-headlights from turning on during the test.

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

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 headlights are not illuminated during the testing.

Example of external light source 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<br>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<br>HWY | 1004<br>2004 |
| | | | | 15.0 | 25.0 | 40.0 | 45.0 | 50.0 | 15.0 | 25.0 | 40.0 | 45.0 | 50.0 | US06<br>SC03 | 3003<br>4003 |
| MAZDA MX-5<br>(2.0L) | M6 | - | FE | 14.1 | 24.5 | 32.9 | 38.5 | 48.4 | 7.2 | 18.8 | 26.1 | 34.3 | 40.6 | CTY<br>HWY<br>SC03 | 1006<br>2007<br>4005 |
| | | | | 14.7 | 26.4 | 36.8 | 46.4 | 49.3 | 7.8 | 18.4 | 29.8 | 38.7 | 43.2 | US06 | 3002 |

*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 ($lb_f$) | b ($lb_f$/mph) | c ($lb_f$/(mph)$^2$) | a ($lb_f$) | b ($lb_f$/mph) | c ($lb_f$/(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

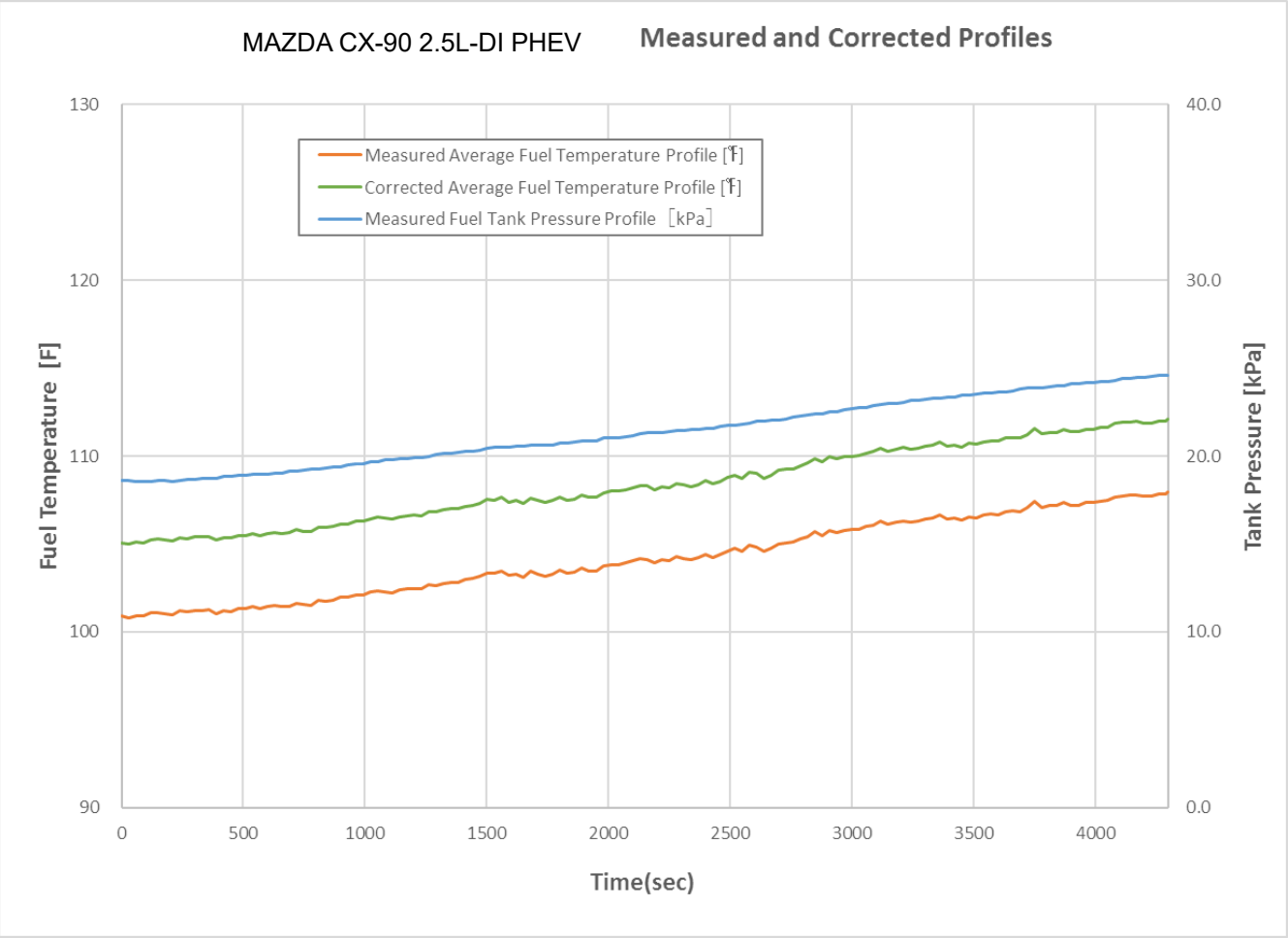
| Model Name | Engine | T/M | Body Style<br>SDN<br>HB | Tire Size | ETW (lbs) | Target Dynamometer Loading Coefficient | | | [Cold FTP] Target Dynamometer Loading Coefficient | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | a ($lb_f$) | b ($lb_f$/mph) | c ($lb_f$/(mph)$^2$) | a ($lb_f$) | b ($lb_f$/mph) | c ($lb_f$/(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 |
| MAZDA CX-30 | 2.5L w/o cylinder deactivation | S6 4WD | - | 215/65 R16 | 3750 | 34.202 | 0.10729 | 0.022322 | 38.003 | 0.11921 | 0.024802 |
| MAZDA CX-30 | 2.5L w/o cylinder deactivation | S6 4WD | - | 215/55 R18 | 3750 | 34.202 | 0.10729 | 0.022322 | 38.003 | 0.11921 | 0.024802 |
| MAZDA CX-50 | 2.5L w/ turbocharger | S6 4WD | - | 245/45 R20 | 4250 | 36.570 | 0.13542 | 0.026734 | 40.634 | 0.15046 | 0.029704 |
| MAZDA CX-50 | 2.5L w/ turbocharger | S6 4WD | - | 225/60R18 | 4250 | 37.101 | 0.23602 | 0.025571 | 41.223 | 0.26224 | 0.028412 |
| MAZDA CX-70<br>MAZDA CX-90 | 2.5L-DI PHEV | S8 4WD | - | 265/55 R19<br>275/45 R21 | 5500 | 42.329 | 0.55609 | 0.022097 | 47.033 | 0.61788 | 0.024552 |
| MAZDA CX-70 SC | 2.5L-DI PHEV | S8 4WD | - | 265/55 R19 | 5250 | 36.072 | 0.60994 | 0.021049 | 40.080 | 0.67771 | 0.023387 |
| MAZDA CX-50 | 2.5L w/o cylinder deactivation | S6 4WD | - | 225/65 R17 | 4000 | 30.761 | 0.07173 | 0.025846 | 34.179 | 0.07970 | 0.028718 |
| MAZDA CX-50 | 2.5L w/o cylinder deactivation | S6 4WD | - | 225/60 R18 | 4000 | 40.958 | 0.06682 | 0.026124 | 45.509 | 0.07424 | 0.029026 |
| MAZDA CX-50 | 2.5L w/o cylinder deactivation | S6 4WD | - | 245/45 R20 | 4000 | 37.938 | 0.14094 | 0.025844 | 42.154 | 0.15659 | 0.028715 |
| MAZDA MX-5 Soft Top | 2.0L | M6 | - | 195/50 R16<br>205/45 R17 | 2750 | 31.795 | 0.23925 | 0.017549 | 35.328 | 0.26583 | 0.019499 |
| | 2.0L | S6 | - | 195/50 R16<br>205/45 R17 | 2750 | 32.914 | 0.11588 | 0.019952 | 36.571 | 0.12876 | 0.022169 |
| MAZDA MX-5 RHT | 2.0L | M6 | - | 205/45 R17 | 2750 | 31.795 | 0.23925 | 0.017549 | 35.328 | 0.26583 | 0.019499 |
| | 2.0L | S6 | - | 205/45 R17 | 2875 | 34.564 | 0.10692 | 0.020030 | 38.404 | 0.1188 | 0.022256 |
| MAZDA CX-5 | 2.5L w/o cylinder deactivation | S6 4WD | - | 225/65 R17 | 4250 | 33.106 | 0.1224 | 0.023976 | 36.784 | 0.13600 | 0.02664 |
| MAZDA CX-5 | 2.5L w/o cylinder deactivation | S6 4WD | - | 225/55 R19 | 4250 | 33.422 | 0.16021 | 0.023498 | 37.136 | 0.17801 | 0.026108 |

### 12.2.4. Evaporative Testing Parameters

| | |
|---|---|
| Model Name: | MAZDA CX-70 2.5L-DI PHEV<br>MAZDA CX-70 SC 2.5L-DI PHEV<br>MAZDA CX-90 2.5L-DI PHEV |

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

| | |
|---|---|
| Test Vehicle: | MAZDA CX-90 2.5L-DI PHEV |
| Ambient Temperature: | 95.4 ºF at initiation, 100.9 ºF at completion |
| Track Surface Temperature: | 140 ºF at initiation, 140 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/$m^2$ |

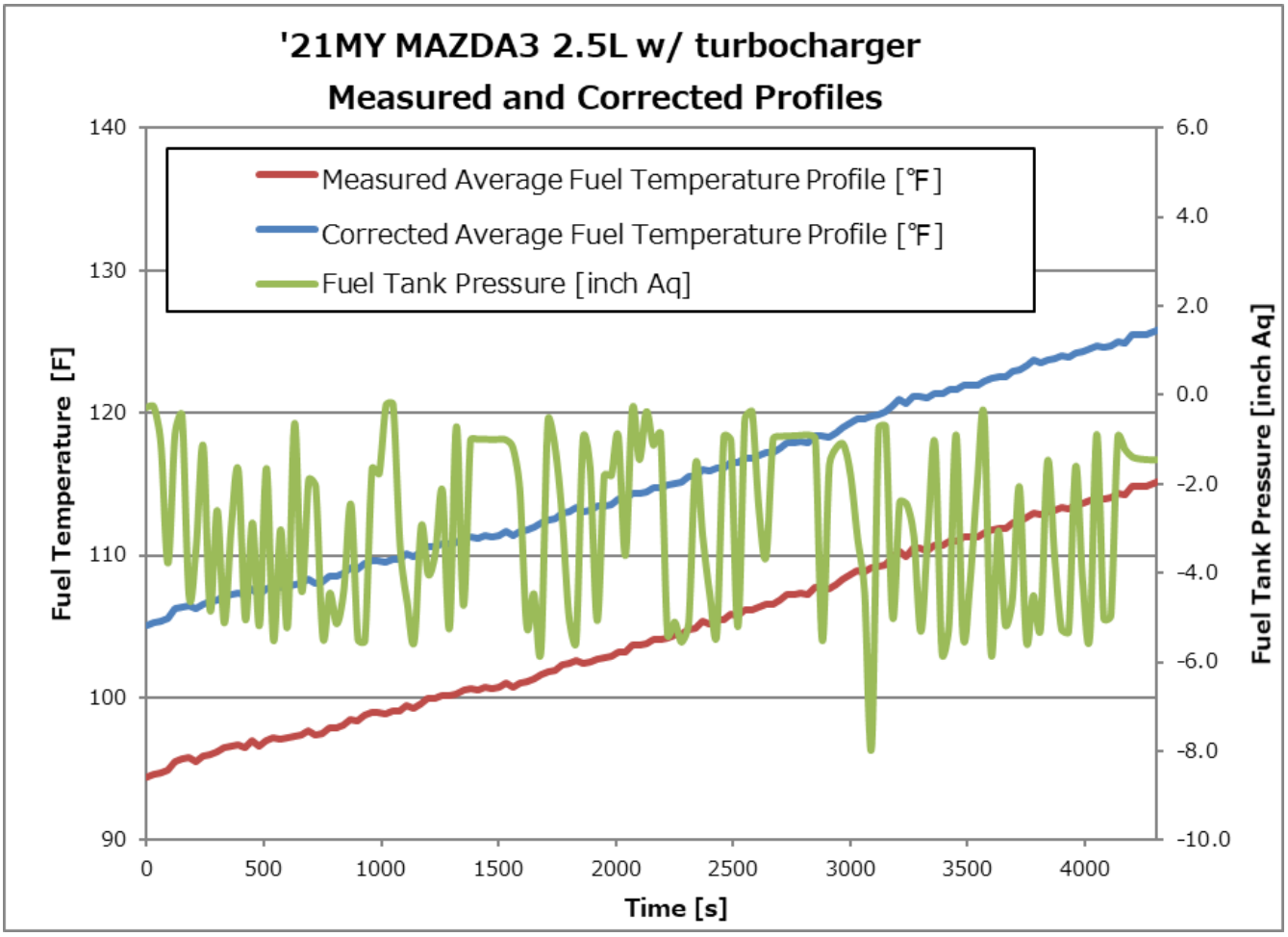


**12.2.4. Evaporative Testing Parameters (contd.)**

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 ºF at initiation, 112.2 ºF at completion |
| Track Surface Temperature: | 139.8 ºF at initiation, 145.1 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/m$^2$ |

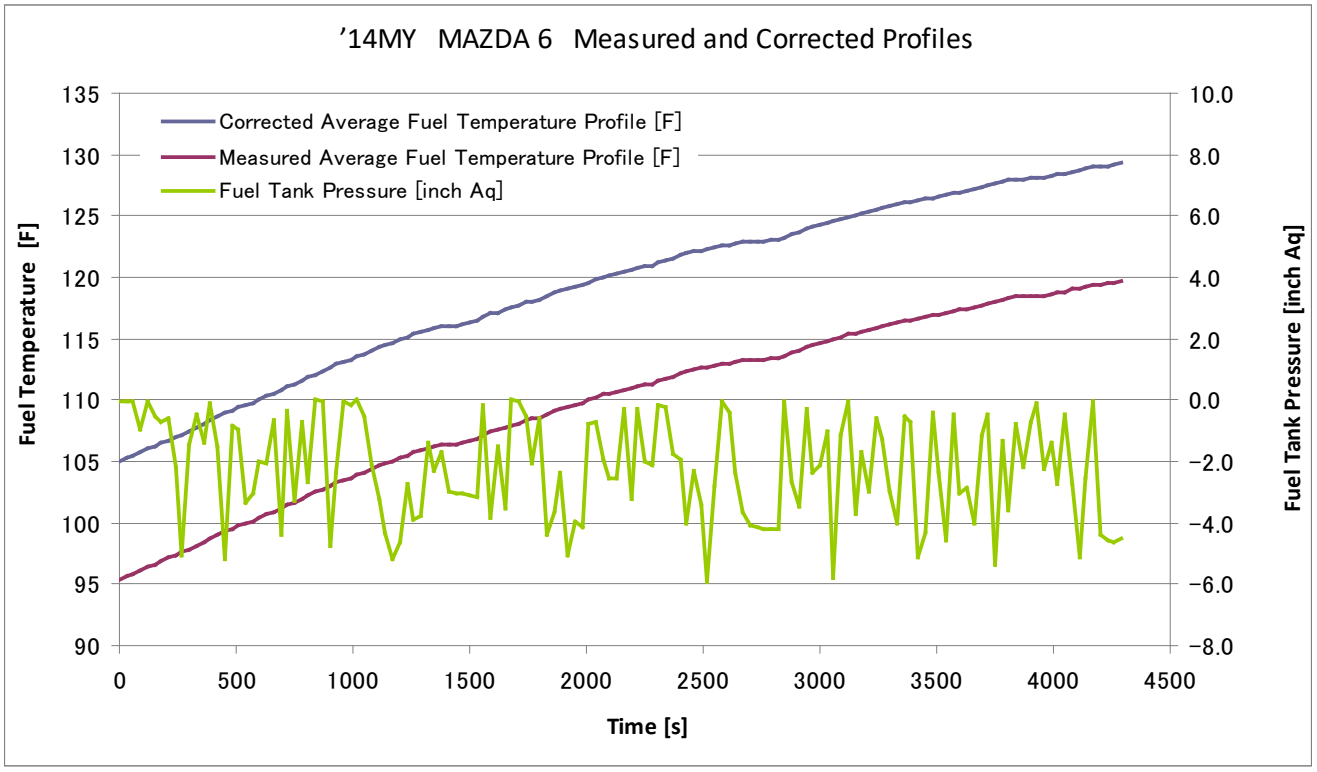


**12.2.4. Evaporative Testing Parameters (contd.)**

| | |
|---|---|
| Model Name: | MAZDA3 (2.5L w/o cylinder deactivation)<br>MAZDA CX-30 (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 ºF at initiation, 100.6 ºF at completion |
| Track Surface Temperature: | 132.1 ºF at initiation, 142.2ºF at completion |
| Wind Speed | 15 mph |
| Weather: | Clear |
| Cloud: | 10% - 15% |

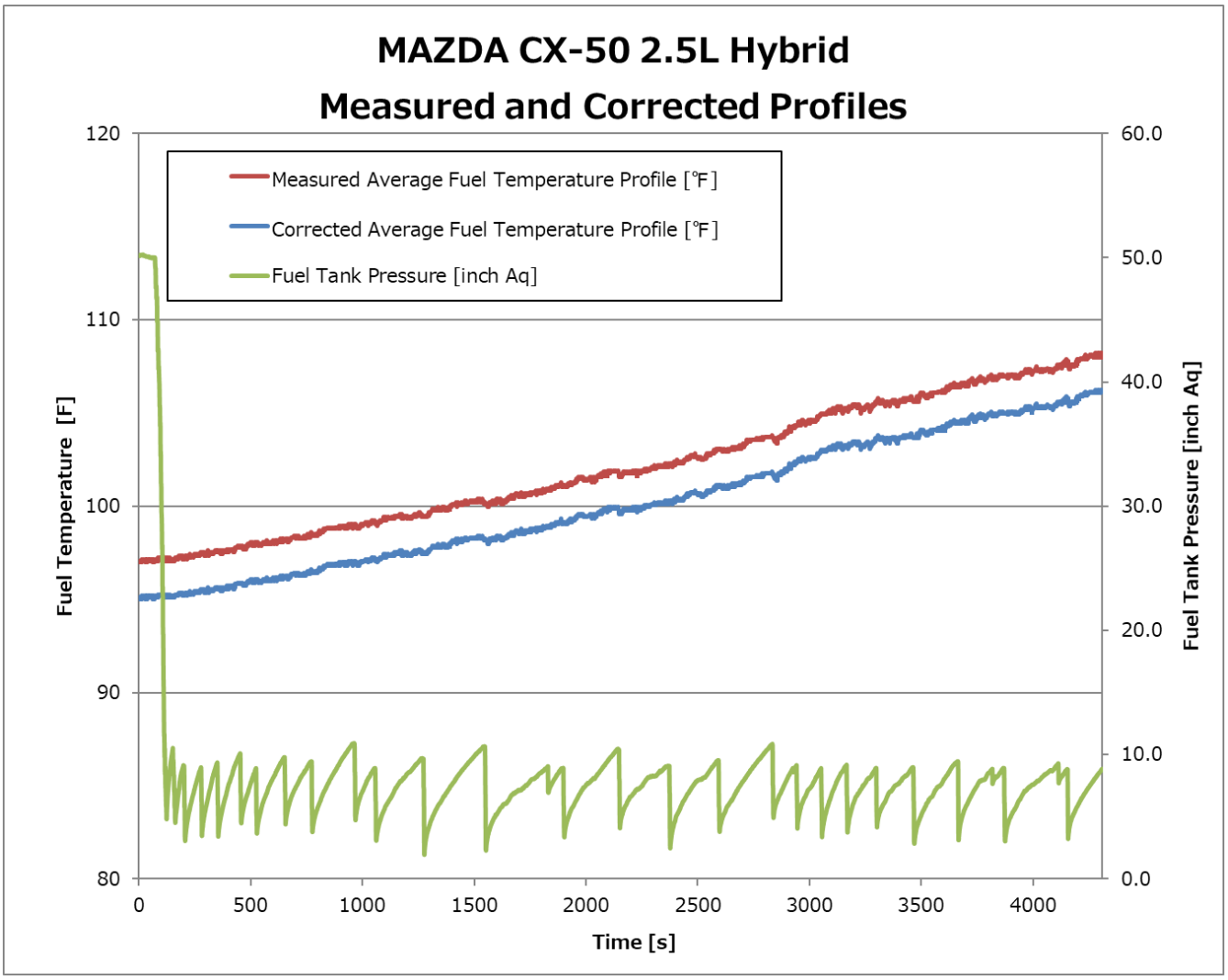


**12.2.4. Evaporative Testing Parameters (contd.)**

| | |
|---|---|
| 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 |

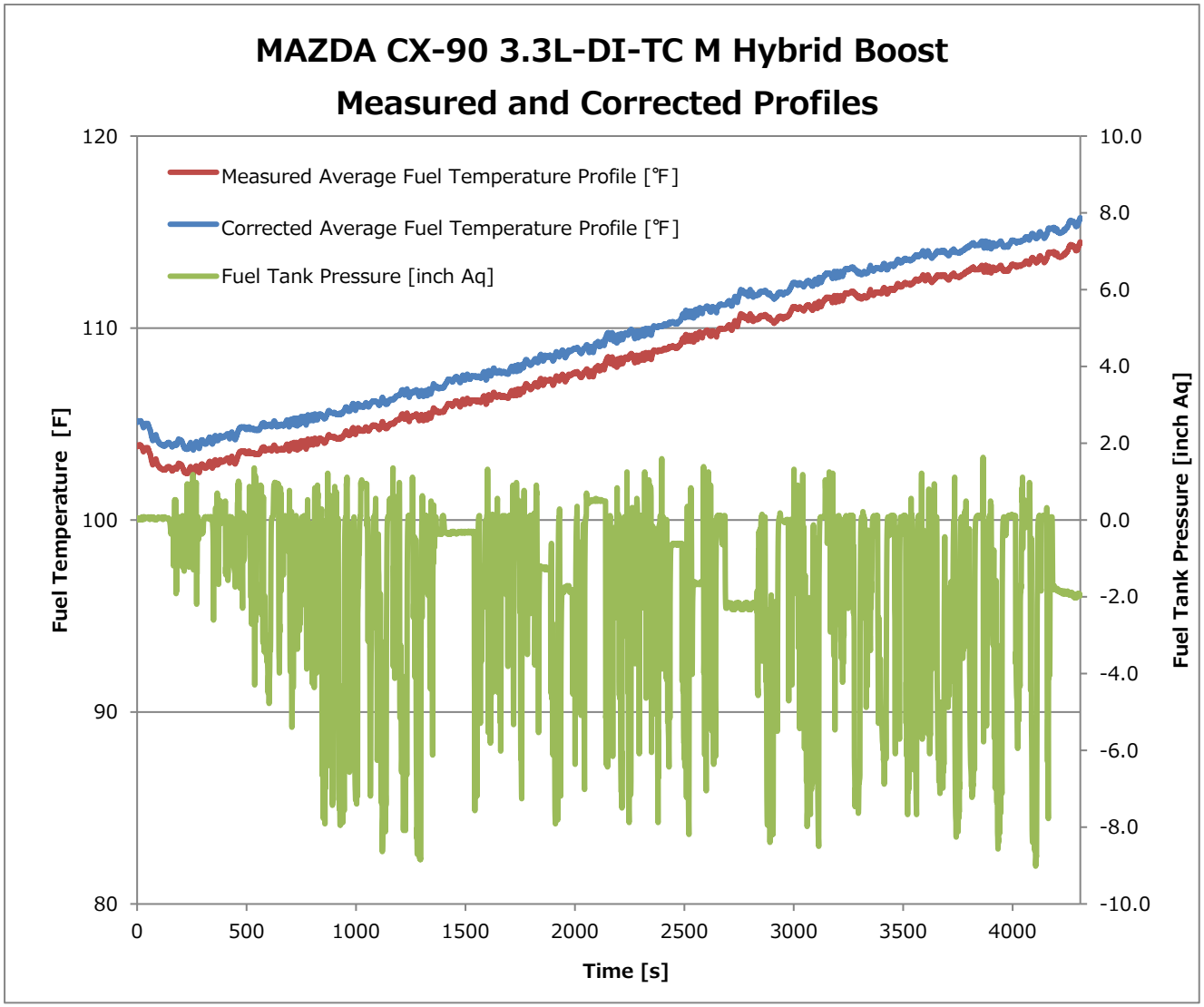


**12.2.4. Evaporative Testing Parameters (contd.)**

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

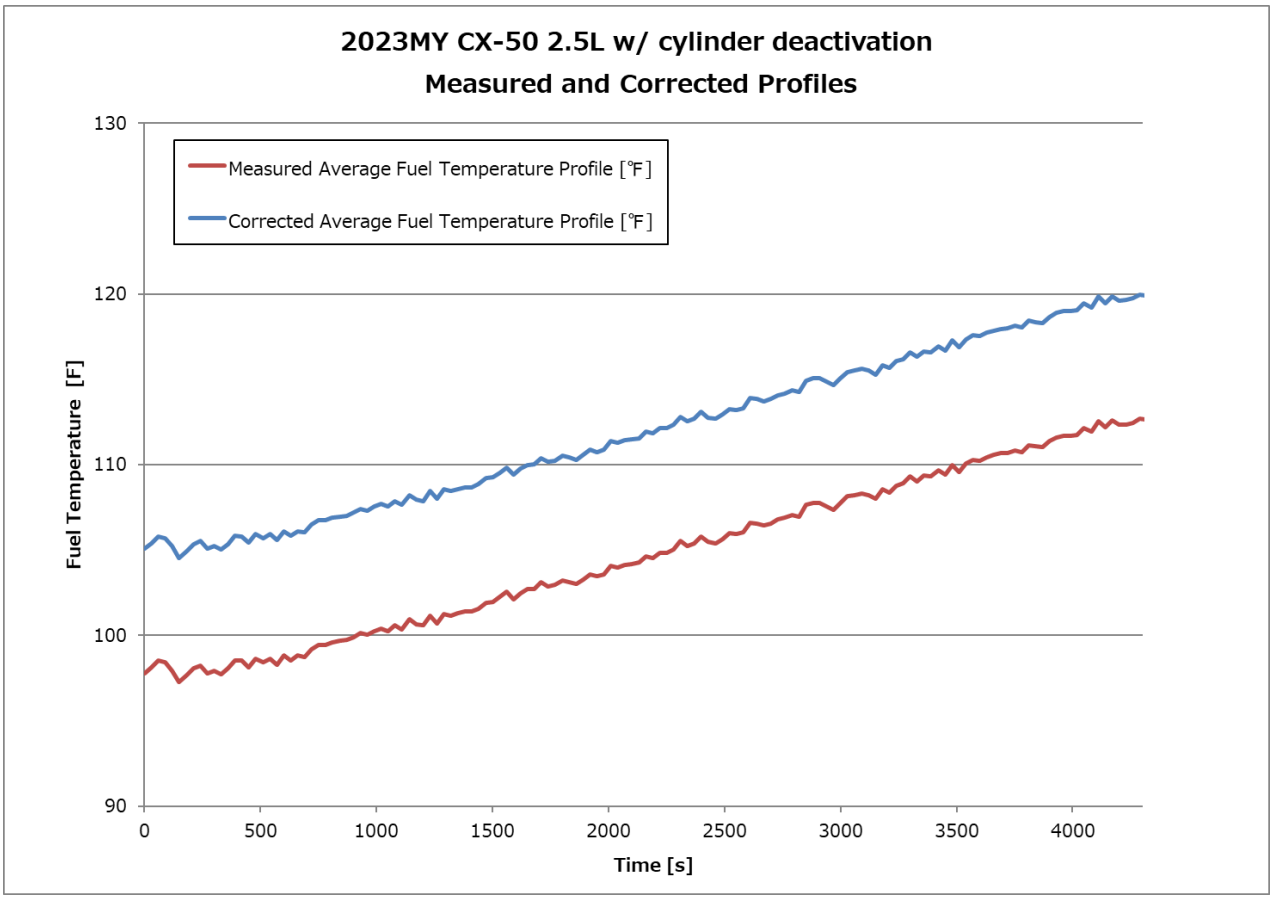
Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Environmental Chamber)

| | |
|---|---|
| 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 ºF at initiation, 139.3 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/m$^2$ |



### 12.2.4. Evaporative Testing Parameters (contd.)

| | |
|---|---|
| Model Name: | MAZDA CX-50 (2.5L w/o cylinder deactivation) |
| Fuel Tank Temperature Profile | (FTTP) and Pressure Profile (Environmental Chamber) |
| Test Vehicle: | MAZDA CX-50 2.5L w/ cylinder deactivation, AT, 5-Door Wagon |
| Ambient Temperature: | 117.4 ºF at initiation, 110.5 ºF at completion |
| Track Surface Temperature: | 139.2 ºF at initiation, 139.2 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/m$^2$ |
| Fuel Tank Pressure Profile: | Please refer to the profile of the MAZDA CX-50 (2.5L w/ turbocharger) in the next page as the representative data for MAZDA CX-50 (2.5L w/ cylinder deactivation) since these models have common fuel tank system and the 2.5L w/ turbocharger has less purging chances under the boost condition, which results in the higher pressure profile. |

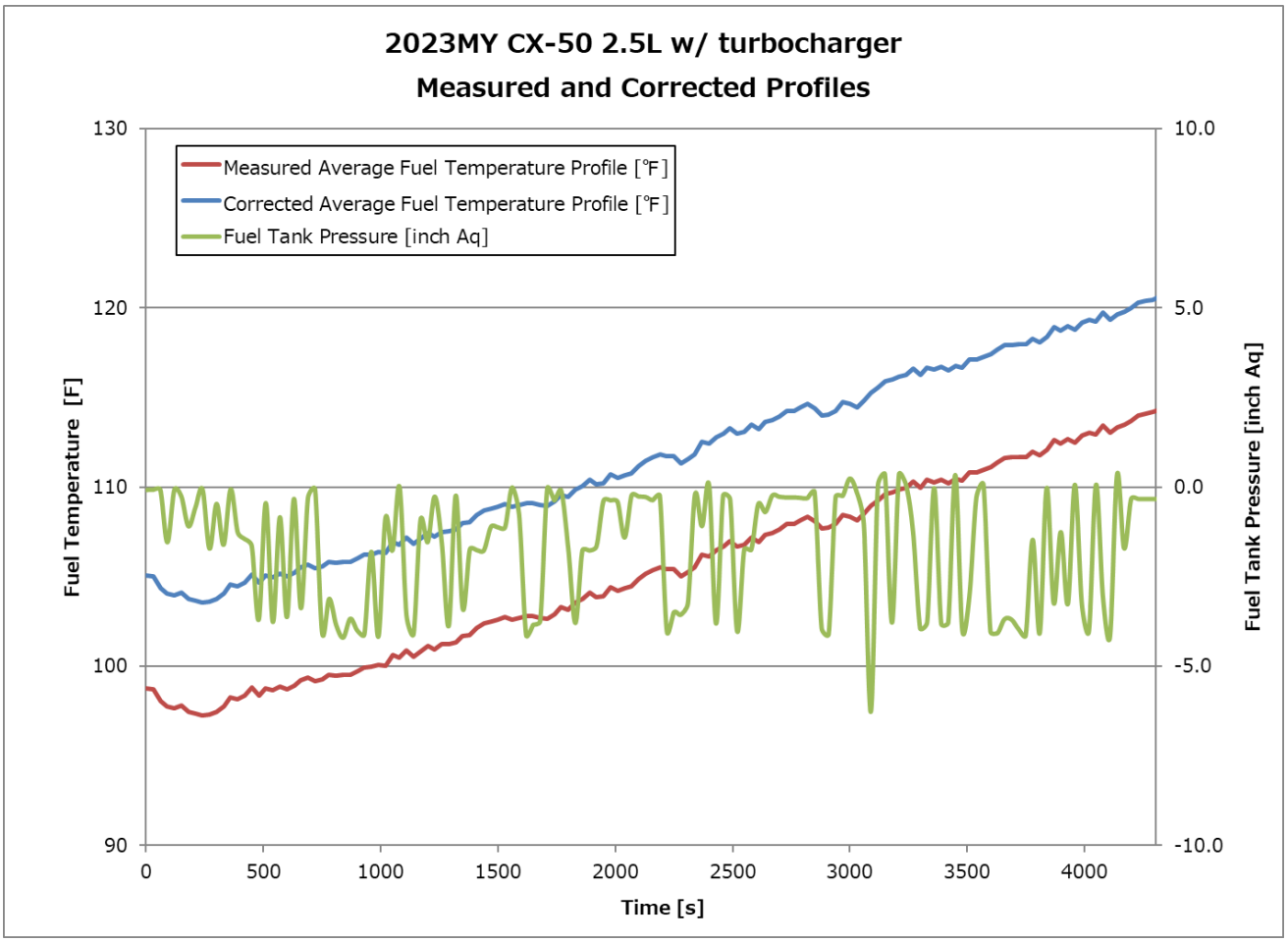


### 12.2.4. Evaporative Testing Parameters (contd.)

| | |
|---|---|
| Model Name: | MAZDA CX-50 (2.5L w/ turbocharger) |

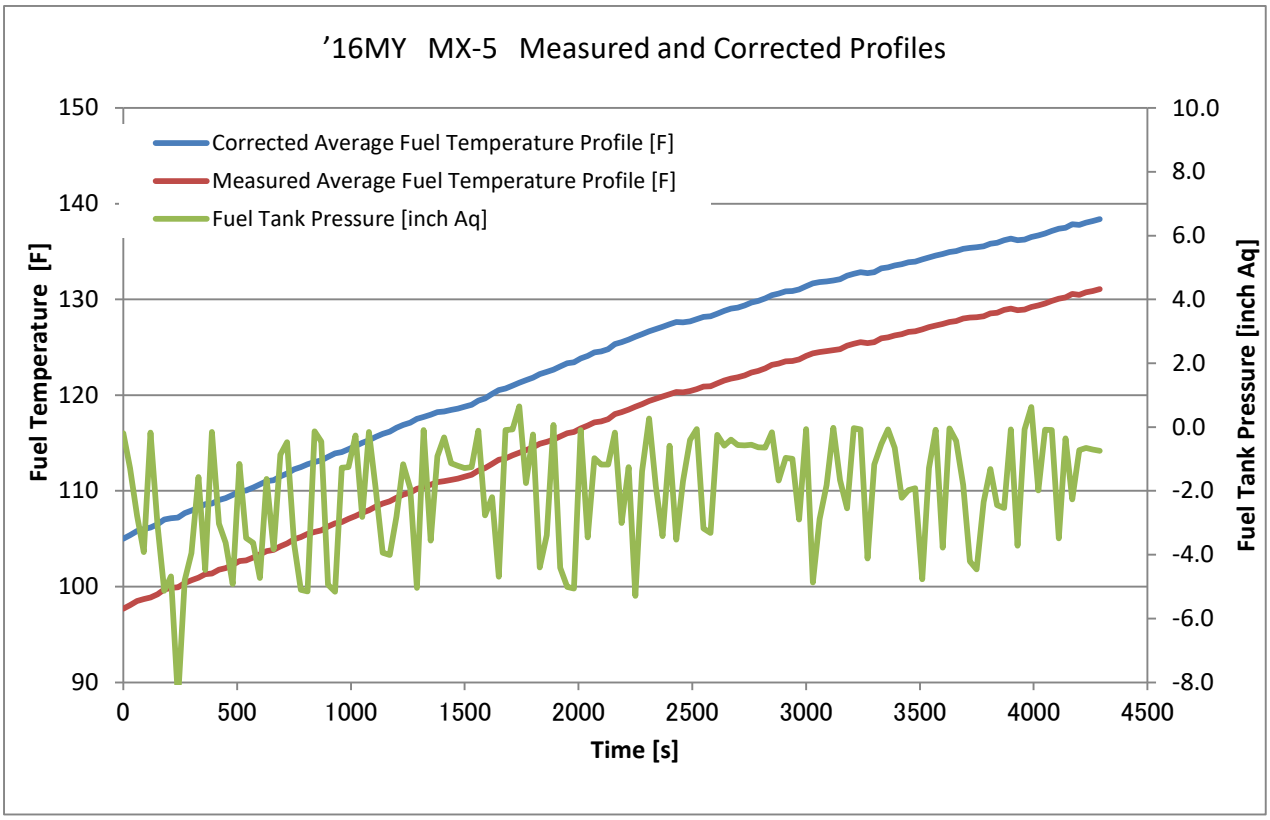
Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Environmental Chamber)

| | |
|---|---|
| Test Vehicle: | MAZDA CX-50 2.5L w/ turbocharger, AT, 5-Door Wagon |
| Ambient Temperature: | 116.5 ºF at initiation, 110.4 ºF at completion |
| Track Surface Temperature: | 139.6 ºF at initiation, 139.6 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/m$^2$ |



**12.2.4. Evaporative Testing Parameters (contd.)**

| | |
|---|---|
| Model Name: | MAZDA MX-5 (2.0L) |
| | |
| Fuel Tank Temperature Profile (FTTP) and Pressure Profile (Track Driving) | |
| Test Vehicle: | MX-5, 2.0L, AT, 2door |
| Ambient Temperature: | 95.0 ºF at initiation, 95.0 ºF at completion |
| Track Surface Temperature: | 146.7 ºF at initiation, 146.3 ºF at completion |
| Wind Speed | Max. 13.3 mph |
| Weather: | Clear |
| Cloud: | 10% - 15% |

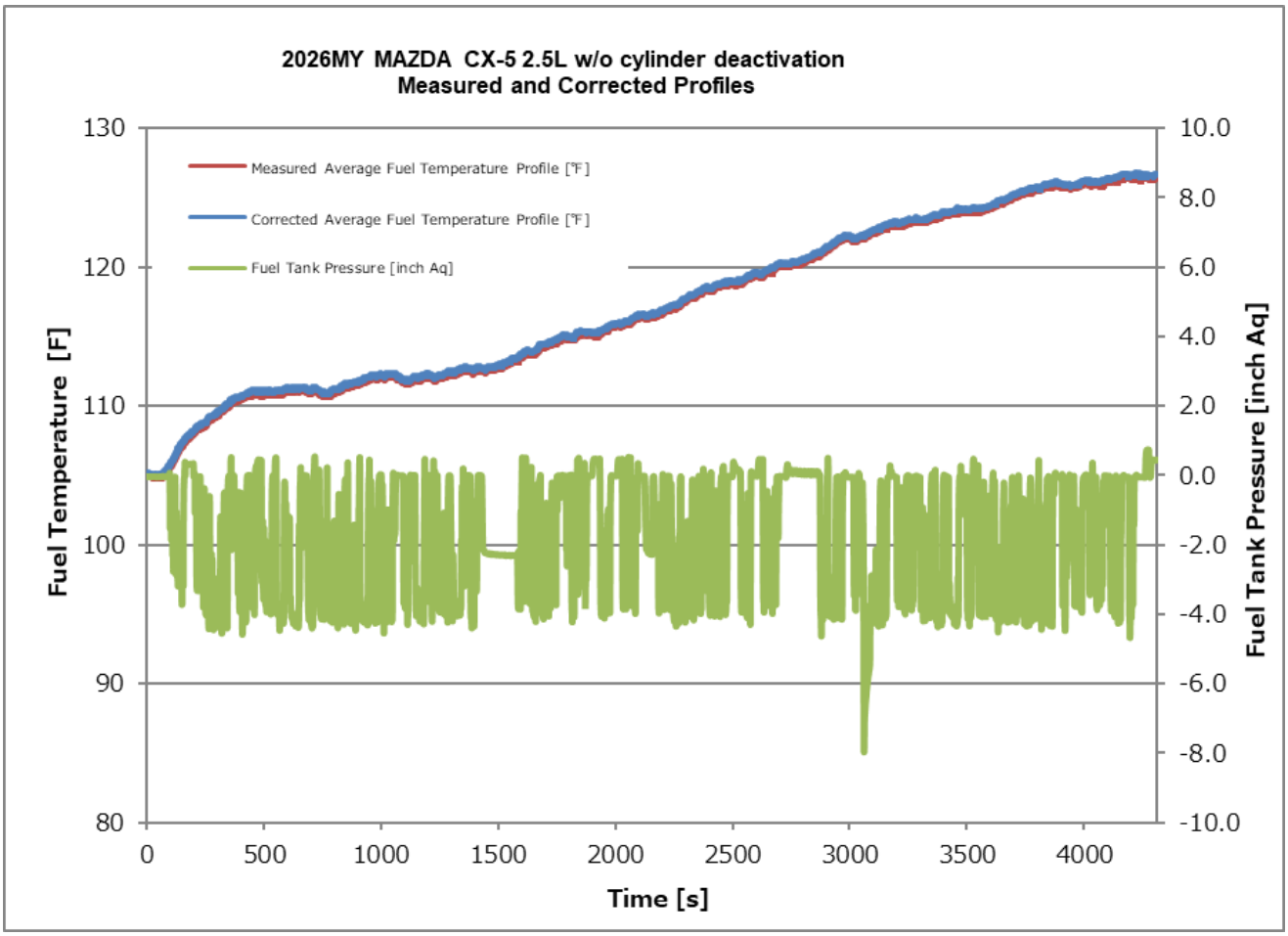


## 12.2.4. Evaporative Testing Parameters (contd.)

Model Name: MAZDA CX-5 (2.5L w/o cylinder deactivation)

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

| | |
|---|---|
| Test Vehicle: | MAZDA CX-5 2.5L w/o cylinder deactivation, AT, 5-Door Wagon |
| Ambient Temperature: | 101 ºF at initiation, 100.1 ºF at completion |
| Track Surface Temperature: | 140.2 ºF at initiation, 138.9 ºF at completion |
| Wind Speed | Proportional Vehicle Speed Fan |
| Sun Road Sensor: | 800W/m$^2$ |



# 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<br>MAZDA CX-30 2.5L w/ turbocharger | TTKXV02.5EGA | Federal Tier3-Bin70<br>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<br>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<br>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<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power | TTKXT03.3DHB | Federal Tier3-Bin50<br>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<br>MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power | TTKXT03.3DHA | Federal Tier3-Bin50<br>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-30 2.5L w/o cylinder deactivation | TTKXV02.5CDI | Federal Tier3-Bin30<br>California LEV IV-SULEV30 |
| 5W-30 | n/a | MAZDA CX-50 2.5L<br>w/ turbocharger | TTKXT02.5EGD | Federal Tier3-Bin70<br>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 | MAZDA CX-70 2.5L-DI PHEV<br>MAZDA CX-90 2.5L-DI PHEV | TTKXT02.5CDB | Federal Tier3-Bin30<br>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 SC 2.5L-DI PHEV | TTKXT02.5CDD | Federal Tier3-Bin30<br>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-50 2.5L<br>w/o cylinder deactivation | TTKXT02.5CDK | Federal Tier3-Bin30<br>California LEV IV-SULEV30 |
| 0W-20 | n/a | MAZDA MX-5 2.0L MT (Soft Top and RHT),<br>MAZDA MX-5 2.0L AT (Soft Top) | TTKXV02.0FFB | Federal Tier3-Bin125<br>California LEV IV-ULEV125 |
| 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 MX-5 2.0L AT (RHT) | | |
| 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-5 2.5L<br>w/o cylinder deactivation | TTKXT02.5CDJ | Federal Tier3-Bin30<br>California LEV IV-SULEV30 |

## 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<br>MAZDA CX-90 | 3.3L-DI-TC M Hybrid Boost Low Power | TTKXT03.3DHB |
| MAZDA CX-70<br>MAZDA CX-90 | 3.3L-DI-TC M Hybrid Boost High Power | TTKXT03.3DHA |
| MAZDA CX-30 | 2.5L w/o cylinder deactivation | TTKXV02.5CDI |
| MAZDA CX-50 | 2.5L Turbo | TTKXT02.5EGD |
| MAZDA CX-70<br>MAZDA CX-90 | 2.5L-DI PHEV | TTKXT02.5CDB |
| MAZDA CX-50 | 2.5L w/o cylinder deactivation | TTKXT02.5CDK |
| MAZDA CX-70 SC | 2.5L-DI PHEV | TTKXT02.5CDD |
| MAZDA MX-5 | 2.0L | TTKXV02.0FFB |
| MAZDA CX-5 | 2.5L w/o cylinder deactivation | TTKXT02.5CDJ |

# US EPA Fee Form

Help and EPA Instructions

* Required Field

## General Information

**Date:** 01/09/2025

Process Code *

Submit New Fee Filing Form

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.**

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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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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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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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
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Contact Phone *

(313)600-0619

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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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Engine Family / Evaporative Family / Test Group *

TTKXV02.5CDI

**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-30 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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# US EPA Fee Form

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## General Information

**Date:** 04/14/2025

Process Code *

Submit New Fee Filing Form

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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Engine Family / Evaporative Family / Test Group *

TTKXT02.5EGD

## 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 Turbo

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

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Engine Family / Evaporative Family / Test Group *

TTKXT02.5CDB

## 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 2.5L-DI PHEV

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

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Engine Family / Evaporative Family / Test Group *

TTKXT02.5CDK

**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 w/o cylinder deactivation

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

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Engine Family / Evaporative Family / Test Group *

TTKXT02.5CDD

**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 SC 2.5L-DI PHEV

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

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Engine Family / Evaporative Family / Test Group *

TTKXV02.0FFB

**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 MX-5 2.0L

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

# US EPA Fee Form

Help and EPA Instructions

* Required Field

## General Information

**Date:** 04/14/2025

Process Code *

Submit New Fee Filing Form

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

**PLEASE NOTE: These fees apply to complete certification applications received by EPA from January 1, 2025, through December 31, 2025. The applicable fee is determined by the**

**calendar year in which the complete certification application is received, not the model year.**

Engine Family / Evaporative Family / Test Group *

TTKXT02.5CDJ

## 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-5 2.5L w/o cylinder deactivation

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 7/31/2027

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

Not Applicable

## 15-4. Battery Performance Determination for PHEVs and EVs

For PHEVs, battery performance is determined at Mazda dealer using the diagnostic tool.

## 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.

DRAFT

# 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

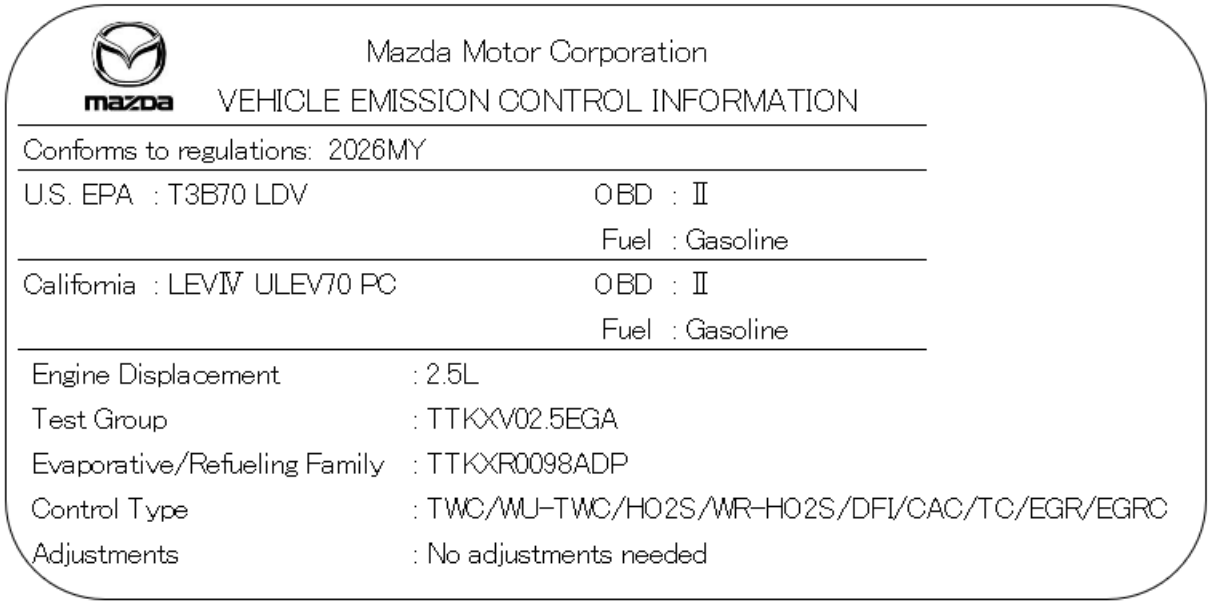
**Mazda North American Operations' CUSTOMER EXPERIENCE CENTER toll free at: (800) 222-5500**

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

**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.

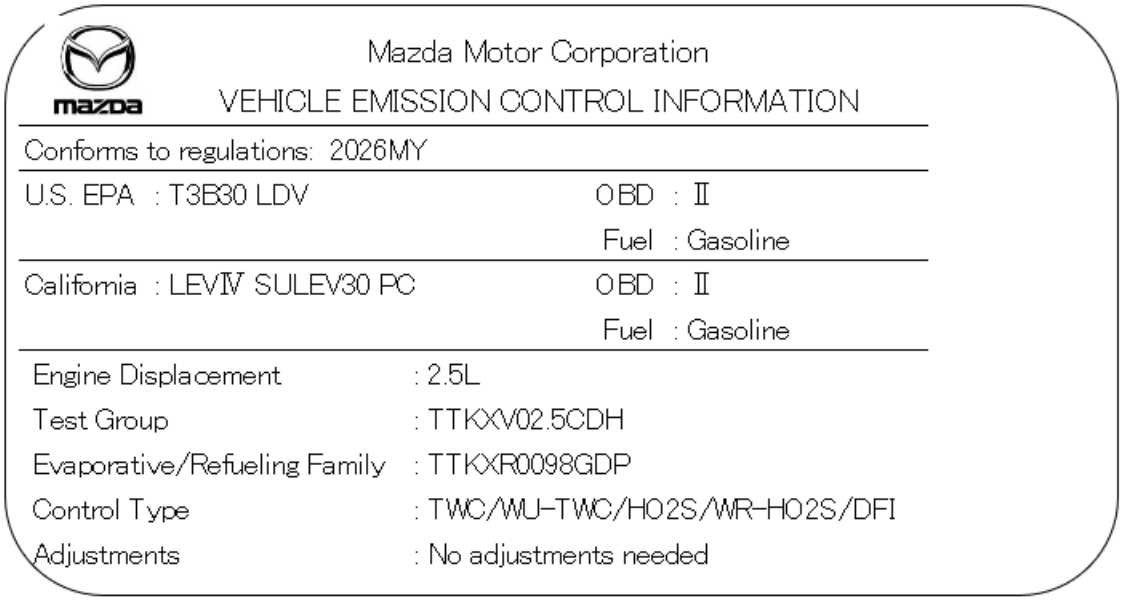
MAZDA3 2.5L w/ turbocharger and MAZDA CX-30 2.5L w/ turbocharger



Mazda Motor Corporation
VEHICLE EMISSION CONTROL INFORMATION

| | |
|---|---|
| Conforms to regulations: 2026MY | |
| U.S. EPA : T3B70 LDV | OBD : Ⅱ |
| | Fuel : Gasoline |
| California : LEVⅣ ULEV70 PC | OBD : Ⅱ |
| | Fuel : Gasoline |
| Engine Displacement | : 2.5L |
| Test Group | : TTKXV02.5EGA |
| Evaporative/Refueling Family | : TTKXR0098ADP |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI/CAC/TC/EGR/EGRC |
| Adjustments | : No adjustments needed |

MAZDA3 2.5L w/o cylinder deactivation

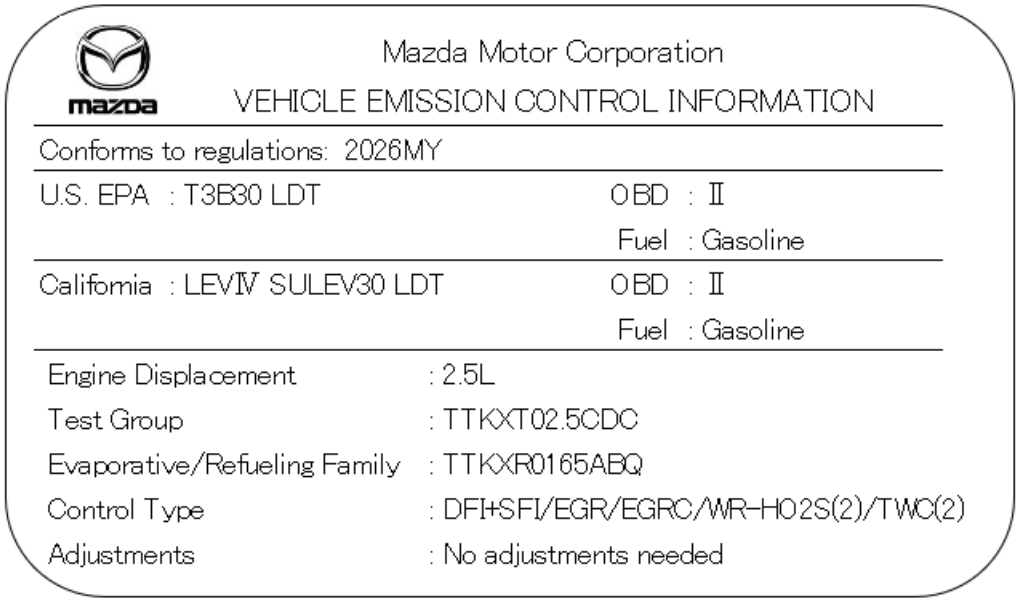


Mazda Motor Corporation
VEHICLE EMISSION CONTROL INFORMATION

| | |
|---|---|
| Conforms to regulations: 2026MY | |
| U.S. EPA : T3B30 LDV | OBD : Ⅱ |
| | Fuel : Gasoline |
| California : LEVⅣ SULEV30 PC | OBD : Ⅱ |
| | Fuel : Gasoline |
| Engine Displacement | : 2.5L |
| Test Group | : TTKXV02.5CDH |
| Evaporative/Refueling Family | : TTKXR0098GDP |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI |
| Adjustments | : No adjustments needed |

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

MAZDA CX-50 2.5L Hybrid



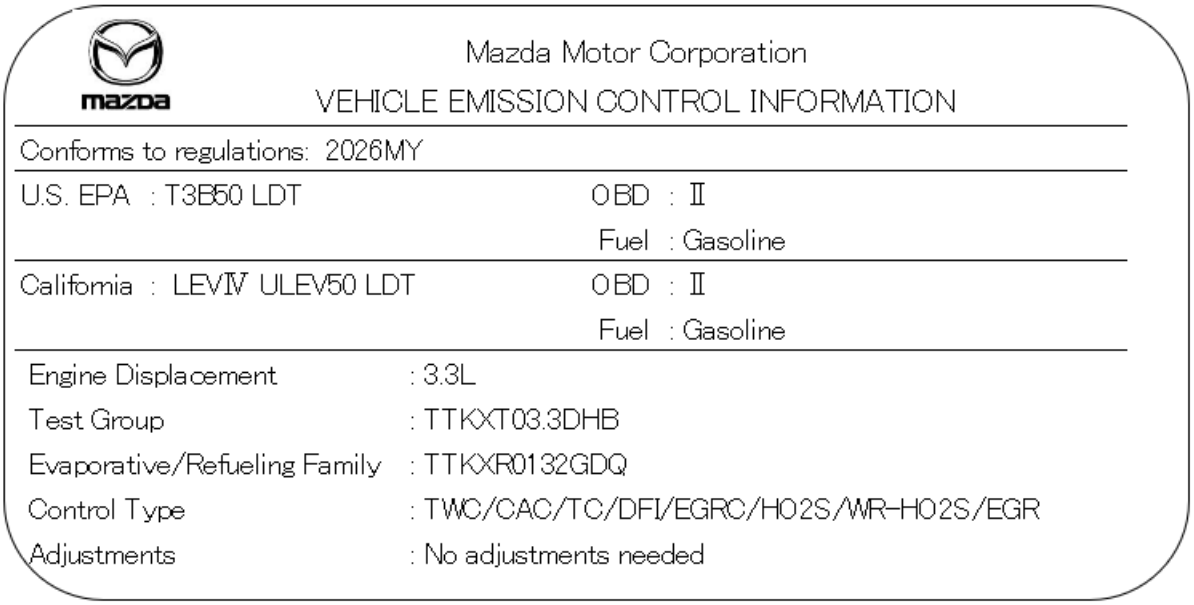
Mazda Motor Corporation
VEHICLE EMISSION CONTROL INFORMATION

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

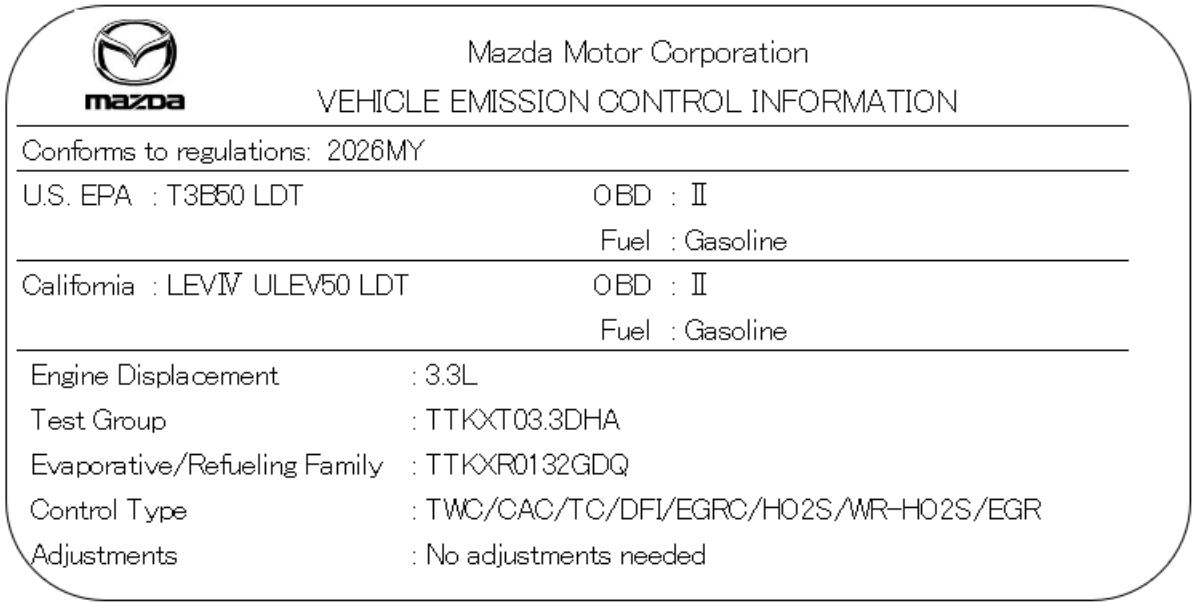
Conforms to regulations: 2026MY

| | |
|---|---|
| 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



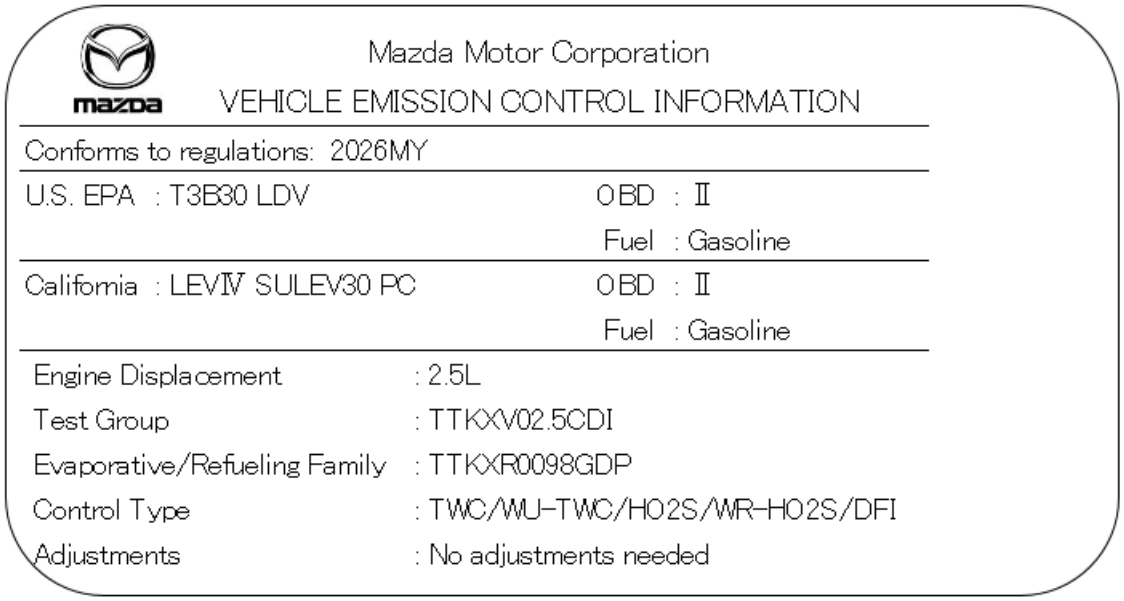
Mazda Motor Corporation
VEHICLE EMISSION CONTROL INFORMATION

Conforms to regulations: 2026MY

| | |
|---|---|
| U.S. EPA : T3B50 LDT | OBD : Ⅱ |
| | Fuel : Gasoline |
| California : LEVⅣ 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 |

MAZDA CX-30 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 : LEVⅣ SULEV30 PC | OBD : Ⅱ |
| | Fuel : Gasoline |

| | |
|---|---|
| Engine Displacement | : 2.5L |
| Test Group | : TTKXV02.5CDI |
| Evaporative/Refueling Family | : TTKXR0098GDP |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI |
| Adjustments | : No adjustments needed |

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

MAZDA CX-50 2.5L w/ turbocharger

Mazda Motor Corporation

VEHICLE EMISSION CONTROL INFORMATION

| | | |
|---|---|---|
| Conforms to regulations: 2026MY | | |
| U.S. EPA : T3B70 LDT | OBD : Ⅱ | |
| | Fuel : Gasoline | |
| California : LEVⅣ ULEV70 LDT | OBD : Ⅱ | |
| | Fuel : Gasoline | |
| Engine Displacement | : 2.5L | |
| Test Group | : TTKXT02.5EGD | |
| Evaporative/Refueling Family | : TTKXR0117GBQ | |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI/CAC/TC/EGR/EGRC | |
| Adjustments | : No adjustments needed | |

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

Mazda Motor Corporation

VEHICLE EMISSION CONTROL INFORMATION

| | | |
|---|---|---|
| Conforms to regulations: 2026MY | | |
| U.S. EPA : T3B30 LDT | OBD : Ⅱ | |
| | Fuel : Battery Electric, Gasoline | |
| California : LEVⅣ SULEV30 LDT | OBD : Ⅱ | |
| | Fuel : Battery Electric, Gasoline | |
| Engine Displacement | : 2.5L | |
| Test Group | : TTKXT02.5CDB | |
| Evaporative/Refueling Family | : TTKXR0175ADQ | |
| Control Type | : TWC/DFI/HO2S/WR-HO2S | |
| Adjustments | : No adjustments needed | |

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

MAZDA CX-50 2.5L w/o cylinder deactivation

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 | : TTKXT02.5CDK | |
| Evaporative/Refueling Family | : TTKXR0117GDQ | |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI | |
| Adjustments | : No adjustments needed | |

MAZDA CX-70 SC 2.5L-DI PHEV

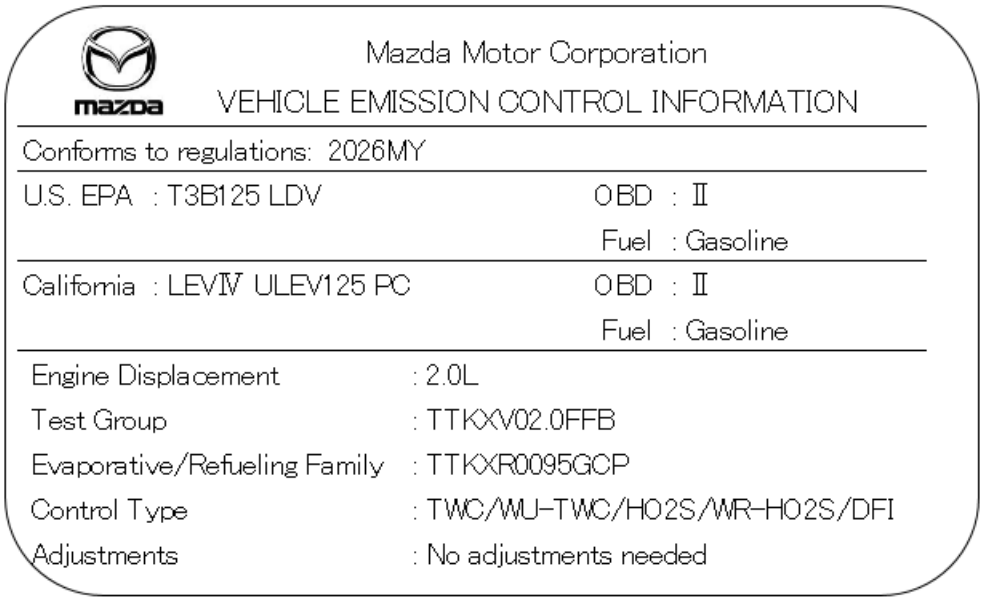
Mazda Motor Corporation

VEHICLE EMISSION CONTROL INFORMATION

| | | |
|---|---|---|
| Conforms to regulations: 2026MY | | |
| U.S. EPA : T3B30 LDT | OBD : Ⅱ | |
| | Fuel : Battery Electric, Gasoline | |
| California : LEVⅣ SULEV30 LDT | OBD : Ⅱ | |
| | Fuel : Battery Electric, Gasoline | |
| Engine Displacement | : 2.5L | |
| Test Group | : TTKXT02.5CDD | |
| Evaporative/Refueling Family | : TTKXR0175ADQ | |
| Control Type | : TWC/DFI/HO2S/WR-HO2S | |
| Adjustments | : No adjustments needed | |

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

MAZDA MX-5 2.0L



Mazda Motor Corporation

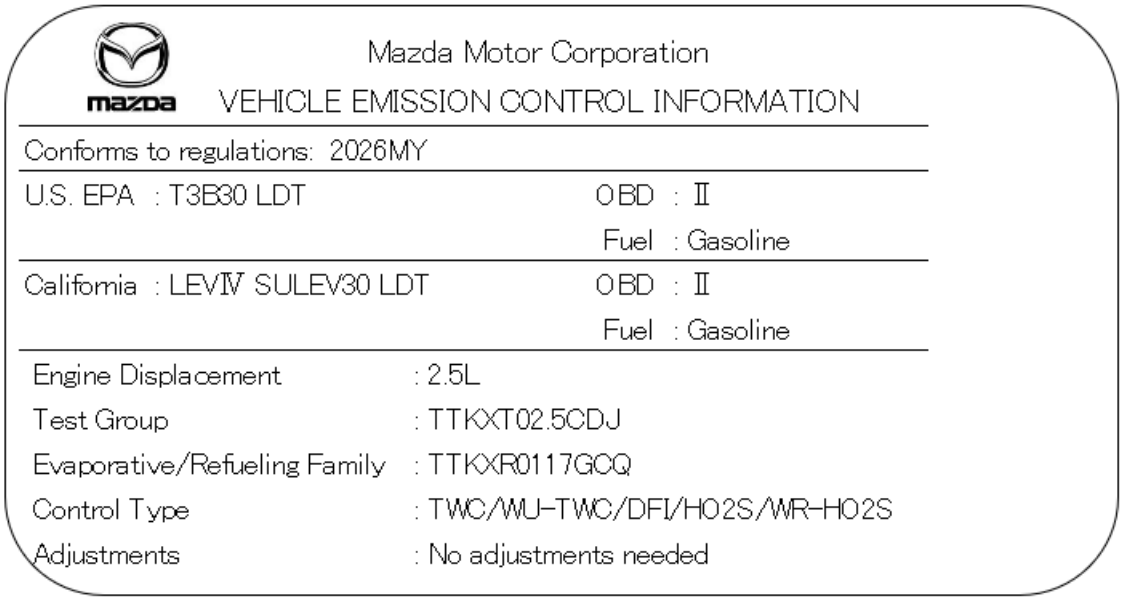
VEHICLE EMISSION CONTROL INFORMATION

Conforms to regulations: 2026MY

| | |
|---|---|
| U.S. EPA : T3B125 LDV | OBD : Ⅱ |
| | Fuel : Gasoline |
| California : LEVⅣ ULEV125 PC | OBD : Ⅱ |
| | Fuel : Gasoline |

| | |
|---|---|
| Engine Displacement | : 2.0L |
| Test Group | : TTKXV02.0FFB |
| Evaporative/Refueling Family | : TTKXR0095GCP |
| Control Type | : TWC/WU-TWC/HO2S/WR-HO2S/DFI |
| Adjustments | : No adjustments needed |

MAZDA CX-5 2.5L w/o cylinder deactivation



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 | : TTKXT02.5CDJ |
| Evaporative/Refueling Family | : TTKXR0117GCQ |
| Control Type | : TWC/WU-TWC/DFI/HO2S/WR-HO2S |
| Adjustments | : No adjustments needed |

17-7. Battery Label

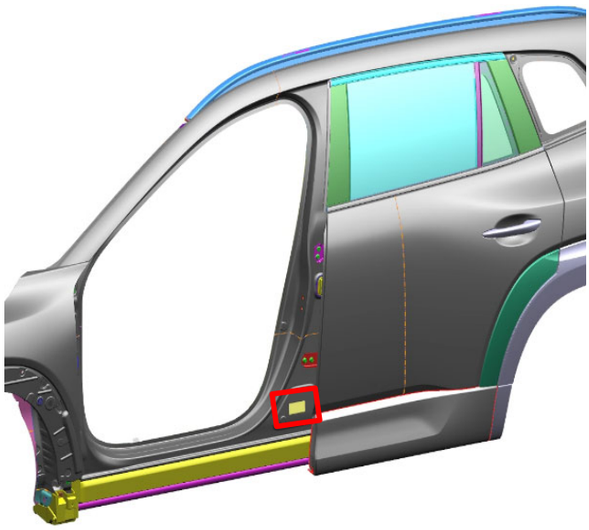
1-1. Battery Label Description for the Vehicle Body

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

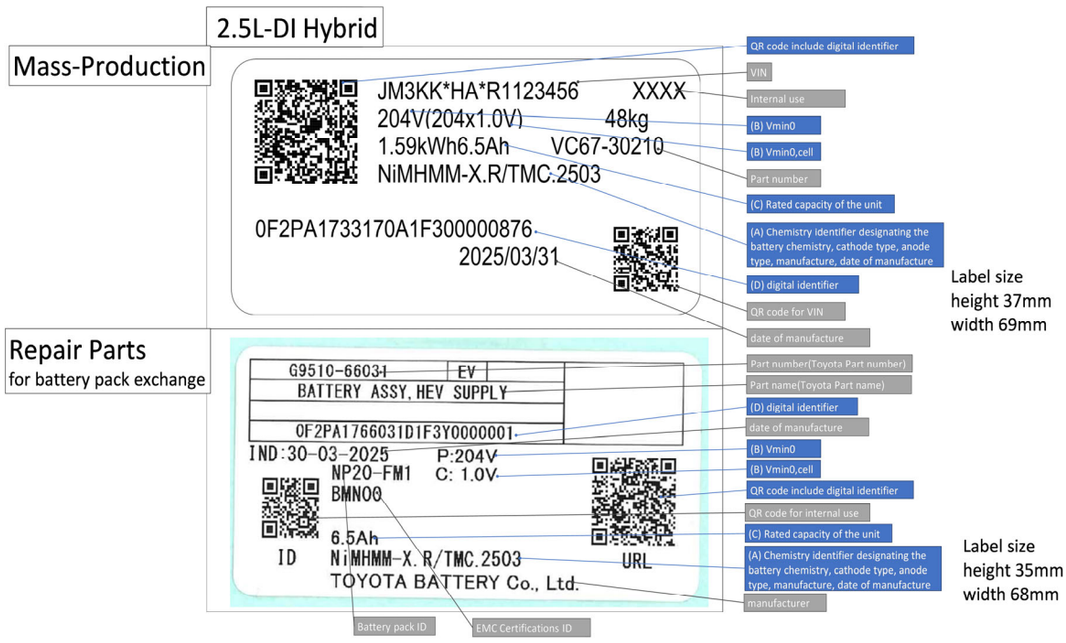

1-2. Battery Label Location for the Vehicle Body

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

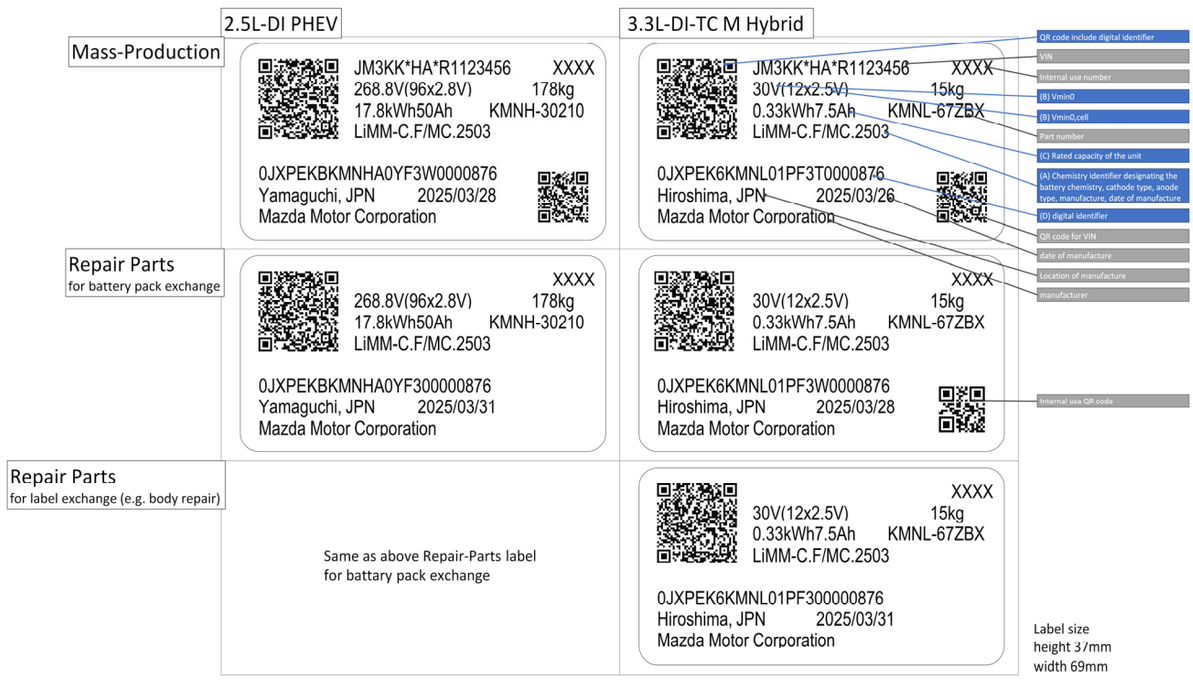



## 2-2. Battery Label Location for the Battery Pack

## MAZDA CX-50 2.5L-DI Hybrid

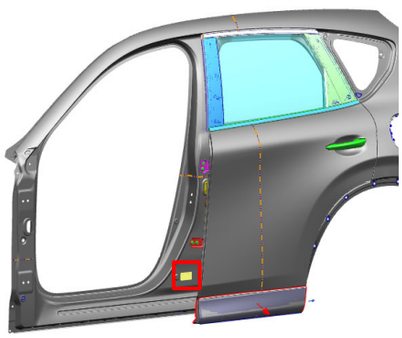
3-1. Battery Label Description for the Vehicle Body

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




3-2. Battery Label Location for the Vehicle Body

Driver's Side Doorjamb

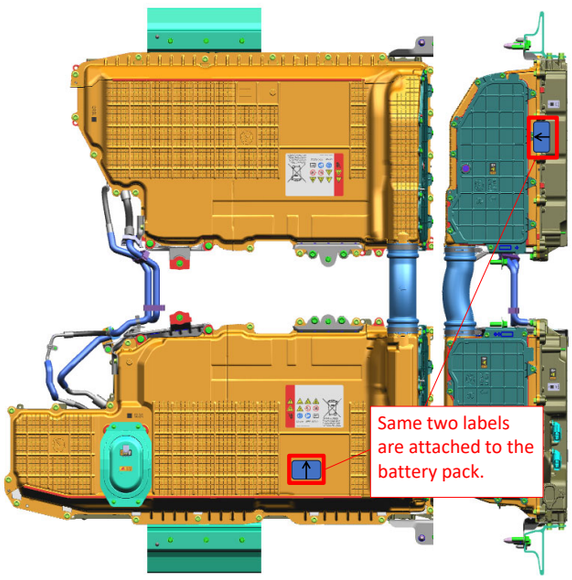


4-1. Battery Label Description for the Battery Pack

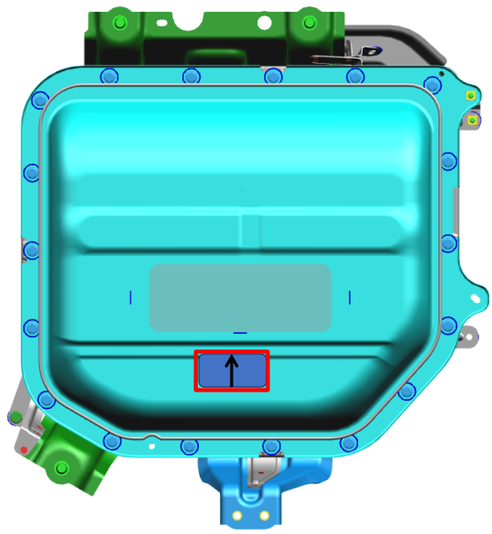
Applicable Models: MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid and 2.5L-DI PHEV, MAZDA CX-70 SC 2.5L-DI PHEV


4-2. Battery Label Location for the Battery Pack

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

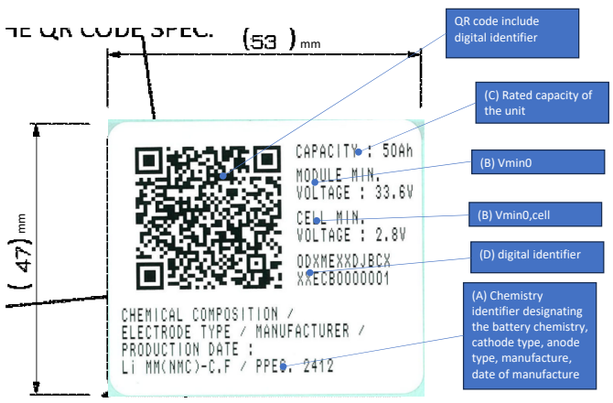



MAZDA CX-70 and CX-90 3.3L-DI-TC M Hybrid



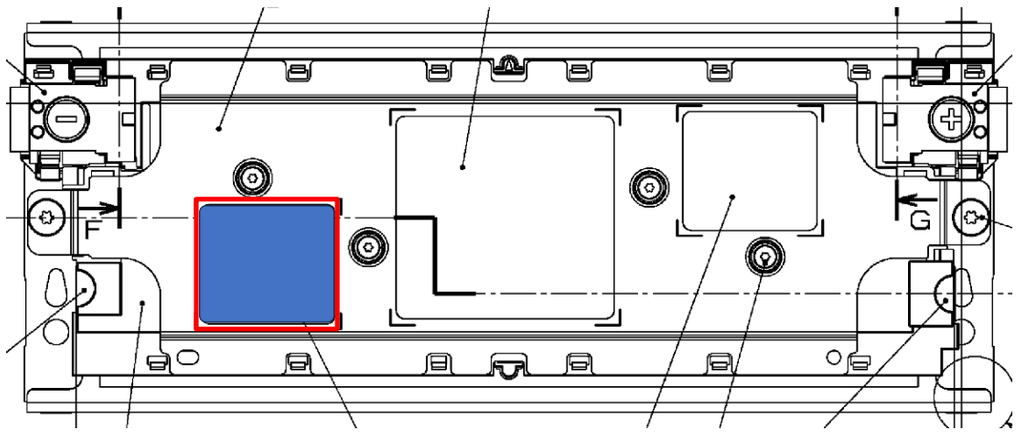
5-1. Battery Label Description for the Battery Module

Applicable Models: MAZDA CX-70 and CX-90 2.5L-DI PHEV, MAZDA CX-70 SC 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, MAZDA CX-70 SC 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 | | 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: 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.)

2026MY 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.

2026MY 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 |
| 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.

2026MY MAZDA CX-50

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 | | 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: 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-70 2.5L-DI PHEV and MAZDA CX-70 SC 2.5L-DI PHEV

## 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 on 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 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 |
| 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.

2026MY MAZDA CX-90 2.5L-DI PHEV

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 on 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 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 |
| 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.

2026MY MAZDA MX-5

Scheduled Maintenance

U.S.A. and Puerto Rico residents - Engine oil flexible maintenance interval

Use when the maintenance monitor for “Oil Change” is set to "Flexible". For the details, refer to the Information section in the Mazda Connect Owner's Manual.

| Maintenance Interval | Number of months or kilometers (miles), whichever comes first. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Months | 12 | 24 | 36 | 48 | 60 | 72 | 84 | 96 |
| | ×1000 km | 12 | 24 | 36 | 48 | 60 | 72 | 84 | 96 |
| | ×1000 miles | 7.5 | 15 | 22.5 | 30 | 37.5 | 45 | 52.5 | 60 |
| Spark plugs | Replace every 120,000 km (75,000 miles). | | | | | | | | |
| Air filter | Replace every 60,000 km (37,500 miles) or 3 years. | | | | | | | | |
| Drive belts | | | I | | | I | | | |
| Engine oil & filter*1 | Replace when wrench indicator light is ON. (Max interval: 12 months or 12,000 km (7,500 miles | | | | | | | | |
| Engine coolant*2 | Replace at first 192,000 km (120,000 miles) or 10 years; after that, every 96,000 km (60,000 miles) or 5 years. | | | | | | | | |
| Fuel lines and hoses*3 | | I | | I | | I | | I | |
| Hoses and tubes for emission*3 | | | | I | | | | I | |
| Brake lines, hoses and connections | | I | | I | | I | | I | |
| Disc brakes | I | I | I | I | I | I | I | I | |
| Parking brake | | I | | I | | I | | I | |
| Manual transmission oil | Replace every 96,000 km (60,000 miles) or 4 years. | | | | | | | | |
| Tire (Rotation) | Rotate every 12,000 km (7,500 miles). | | | | | | | | |
| Steering operation and linkages | | I | | I | | I | | I | |
| Front and rear suspension, ball joints and wheel bearing axial play | | I | | I | | I | | I | |
| Driveshaft dust boots | | I | | I | | I | | I | |
| Bolts and nuts on chassis and body | | T | | T | | T | | T | |
| Exhaust system and heat shields | | | | | I | | | | |
| Emergency flat tire repair kit (if equipped)*4 | Inspect annually. | | | | | | | | |

**Chart symbols:**

**I:** Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.
**R:** Replace
**L:** Lubricate
**C:** Clean
**T:** Tighten
**D:** Drain

**Remarks:**

*1 The engine oil and filter must be changed at least once a year or within 12,000km(7,500 miles) since last engine oil and filter change. Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.
*2 Use of FL-22 is recommended when replacing engine coolant. Using engine coolant other than FL-22 may cause serious damage to the engine and cooling system.
*3 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.
*4 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

U.S.A. and Puerto Rico residents - Severe driving conditions maintenance interval

| Maintenance Interval | | Number of months or kilometers (miles), whichever comes first. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Months | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 |
| | ×1000 km | 8 | 16 | 24 | 32 | 40 | 48 | 56 | 64 | 72 | 80 | 88 | 96 |
| | ×1000 miles | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 |
| Spark plugs | | Replace every 120,000 km (75,000 miles). | | | | | | | | | | | |
| Air filter[*1] | | Clean, and if necessary, replace as required at every service interval | | | | | | | | | | | |
| Drive belts | | | | | I | | | | I | | | | I |
| Engine oil & filter | Flexible[*2] | Replace when wrench indicator light is ON. (Max interval: 12 months or 12,000km (7,500 miles)) | | | | | | | | | | | |
| | Fixed | R | R | R | R | R | R | R | R | R | R | R | R |
| Engine coolant[*3] | | Replace at first 192,000 km (120,000 miles) or 10 years; after that, every 96,000 km (60,000 miles) or 5 years. | | | | | | | | | | | |
| Engine coolant level | | I | I | I | I | I | I | I | I | I | I | I | I |
| Fuel lines and hoses[*4] | | | | I | | | I | | | I | | | I |
| Hoses and tubes for emission[*4] | | | | | | | I | | | | | | I |
| Function of all lights | | I | I | I | I | I | I | I | I | I | I | I | I |
| Brake lines, hoses and connections | | | | I | | | I | | | I | | | I |
| Brake and clutch fluid level | | I | I | I | I | I | I | I | I | I | I | I | I |
| Disc brakes | | I | I | I | I | I | I | I | I | I | I | I | I |
| Parking brake | | | | I | | | I | | | I | | | I |
| Manual transmission oil | | Replace every 48,000 km (30,000 miles) or 2 years. | | | | | | | | | | | |
| Tire (Rotation) | | Rotate every 8,000 km (5,000 miles). | | | | | | | | | | | |
| Tire inflation pressure and tire wear | | I | I | I | I | 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 |
| Driveshaft dust boots | | | | I | | | I | | | I | | | I |
| Bolts and nuts on chassis and body | | | | T | | | T | | | T | | | T |
| Exhaust system and heat shields | | | | | | | | I | | | | | |
| All locks and hinges | | L | L | L | L | L | L | L | L | L | L | L | L |
| Washer fluid level | | I | I | I | I | I | I | I | I | I | I | I | I |
| Emergency flat tire repair kit (if equipped)[*5] | | Inspect annually. | | | | | | | | | | | |

**Chart symbols:**

**I:** Inspect: Inspect and clean, repair, adjust, fill up, or replace if necessary.
**R:** Replace
**L:** Lubricate
**C:** Clean
**T:** Tighten
**D:** Drain

**Remarks:**

*1 If the vehicle is operated in very dusty or sandy areas, clean and if necessary, replace the air filter more often than the recommended intervals.
*2 Engine oil flexible maintenance is available for U.S.A. and Puerto Rico residents whose vehicle is operated mainly where none of the following conditions apply.
-Extended periods of idling or low-speed operation such as police car, taxi or driving school car
-Driving in dusty conditions
If any do apply, follow fixed maintenance.
The engine oil and filter must be changed at least once a year or within 12,000km(7,500 miles) since last engine oil and filter change. Reset the engine oil data whenever replacing the engine oil regardless of the message/wrench indicator light display.
*3 Use of FL-22 is recommended when replacing engine coolant. Using engine coolant other than FL-22 may cause serious damage to the engine and cooling system.
*4 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.
*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

2026MY MAZDA CX-5

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.
Reset Service Interval when the maintenance was performed regardless of the message/ wrench indicator light display.

## Maximum interval 16,000 km (10,000 miles) or 12 months, whichever comes first.

If the vehicle is driven primarily under the certain severe conditions, follow the Severe Scheduled Maintenance Intervals specified in the table below. Please refer to "Severe conditions" for more details

| Maintenance item | | | Number of times, maintenance was performed. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Engine oil and engine oil filter | Normal | | R | R | R | R | R | R | R | R |
| | Severe | | Replace at every 8,000 km ( 5,000 miles) or 6 months (at half the above Maximum interval). | | | | | | | |
| Spark plugs | | | Replace every 112,000 km (70,000 miles). | | | | | | | |
| Air filter | Normal | | | | R | | | R | | |
| | Severe | | Clean and, if necessary, replace as required. | | | | | | | |
| Hoses and tubes for emission | | *1 | | | | I | | | | I |
| Drive belts | Normal | *2 | | | I | | | I | | |
| | Severe | | I | I | I | I | I | I | I | I |
| Fuel lines and hoses | | *1 | | 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 10 years; after that, every 96,000 km (60,000 miles) or 5years. | | | | | | | |
| Brake lines, hoses and connections | | | | I | | I | | I | | I |
| Brake fluid level | | | I | I | I | I | I | I | I | I |
| Brake fluid | Normal | | | R | | R | | R | | R |
| | Severe | | Replace annually. | | | | | | | |
| 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 |
| Driveshaft dust boots | | | | I | | I | | I | | I |
| Bolts and nuts on chassis and body | | | | T | | T | | T | | T |
| Body condition (for rust, corrosion and perforation) | Canada | | I | I | I | I | I | I | I | I |
| Cabin air filter (if equipped) | | | Replace every 48,000 km (30,000 miles) or 2years. | | | | | | | |
| Tire inflation pressure and tire wear | | *4 | I | I | I | I | I | I | I | I |
| Tire rotation | | | Rotate every 16,000 km (10,000 miles). | | | | | | | |
| Emergency flat tire repair kit (if equipped) | | *5 | I | I | I | I | I | I | I | I |
| Function of all lights/Warning 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
C: Clean

**Remarks:**
*1 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.
*2 Also inspect the air conditioner drive belts, if equipped.
*3 Use of specified coolant is recommended when replacing coolant. Using coolant other than the specified coolant may cause serious damage to the powertrain and cooling system.
Please contact an Authorized Mazda Dealer if necessary.
*4 Also 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.

**Severe conditions:**
If the vehicle is driven primarily under any of the following Severe conditions, follow the Severe Driving Scheduled Maintenance intervals shown in the Scheduled Maintenance Table. And set the Next Service Distance of Vehicle Status Monitor manually.
Refer to the Information section in the Mazda Connect Owner's Manual about the manual setting procedure. Please contact an Authorized Mazda Dealer if necessary.
Other than the severe condition items, follow the maintenance interval listed in the Scheduled Maintenance Table.

a) The vehicle is idled for long periods or driven at low speeds, such as with police cars, taxis, or driver's education school car.
b) The vehicle is driven mainly on unpaved road or in dusty area.
c) The vehicle is driven mainly on mountain roads or uphill roads.
d) Regularly driving too short distances for engine warm-up to be completed.
e) Driving under extremely high temperature conditions.
f) Driving for long periods in cold temperatures, extremely wet or heavy rain conditions.
g) If the brakes are used extensively (for example, continuous hard driving or mountain driving) or if the vehicle is operated in extremely humid climates

| Severe conditions item | Severe conditions | | | | | | |
|---|---|---|---|---|---|---|---|
| | a | b | c | d | e | f | g |
| Engine oil and engine oil filter | X | X | X | | | | |
| Air filter | | X | | | | | |
| Drive belts | X | X | X | X | X | X | |
| Brake fluid | | | | | | | X |

**17-9. Identification and Description for Plug-In Hybrid required by 1962.4 (2)**

Applicable Model: MAZDA CX-70 2.5L-DI PHEV, MAZDA CX-70 SC 2.5L-DI PHEV and MAZDA CX-90 2.5L-DI PHEV

(A)-1 Test Parameters and Special Test Procedures

Refer to Sec.12 Description of Vehicles Covered by Certificate and Test Parameters.

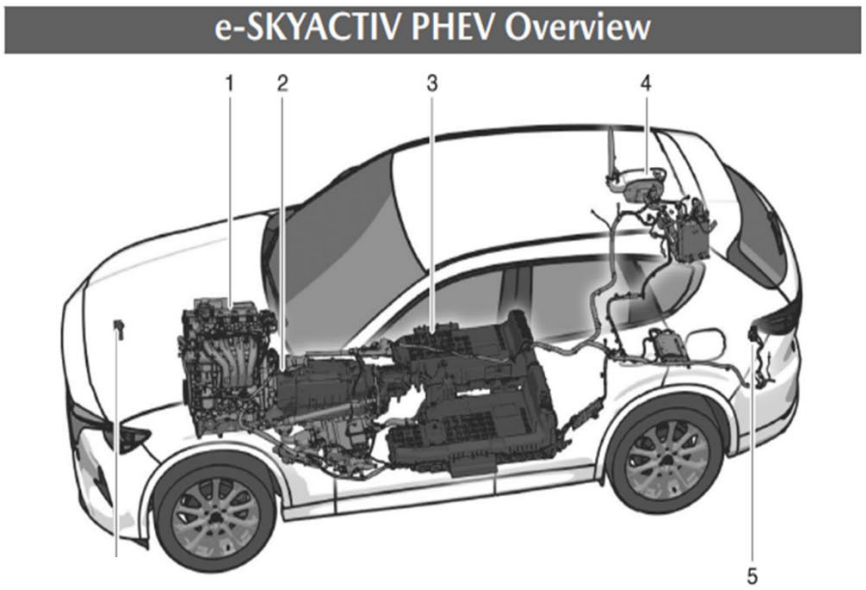
(A)-2 Identification of the vehicle curb weight, gross vehicle weight rating (GVWR), and weight class(es)

Refer to E-Cert.

(A)-3 Projected number of vehicles to be produced and delivered for sale in California

Refer to Sec.13 Projected Sales.

(A)-4 Propulsion System




1. Engine
2. Motor and regenerative braking
3. High voltage battery
4. Charge port
5. AC Power Outlet (120 V/1,500 W)

Engine

Depending on the driving condition and driving mode, the engine operates as a power source or generator for the wheels, and stops when power or power generation is not required.

Motor

The motor transmits the motor power to the wheels using the electrical power of the high voltage battery.

Regenerative Braking

Regenerative braking uses the motor to decelerate the vehicle. Power is generated by the wheels rotating the motor while decelerating and the generated power charges the high voltage battery.

High Voltage Battery

The high voltage battery is a large-capacity battery and stores the charged power and the electrical power generated by regenerative braking.

**Charge port**

The charge port connects the charge connector of the charge cable and charges the high voltage battery with power from an external power supply.

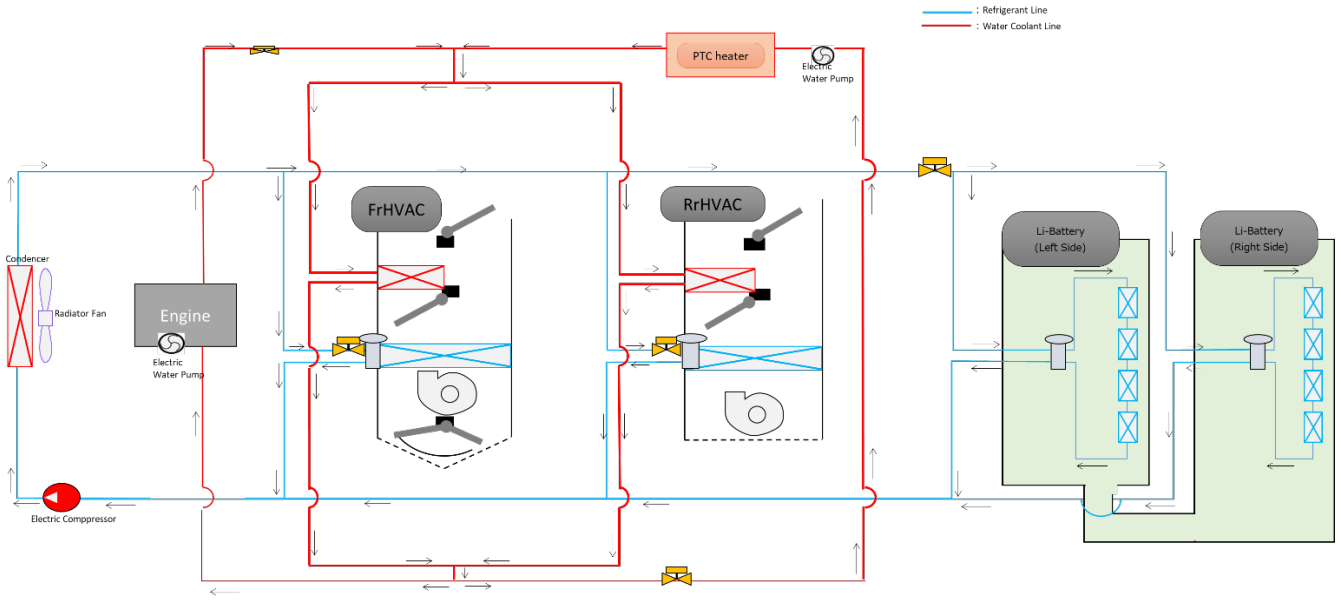
**AC Power Outlet (120 V/1,500 W)**

The AC power outlet (120 V/1,500 W) provides power for household electrical appliances while the vehicle power is switched ON (hybrid system off).

(A)-5 Energy Storage System

Refer to Sec.2.1 Durability Group determined per §86.1820-01.

(A)-6 Climate Control System




(A)-7 Charging System

| Item | Servicing data |
|---|---|
| Onboard charger capability | 110 – 240V AC |
| Onboard charger maximum output | 6.6 kW |
| Maximum allowable direct current fast charge capability | Not Applicanble (AC Charge Only) |
| Vehicle connector specification | Mode2,Mode3/Type1 |
| Charging cable standard | NFPA 70, NFPA 79, SAE-J 1772, UL 62, UL 817, UL 2231-1, UL2231-2, UL 2251, UL 2594, CSA C22.2 No. 280-16 |

(B)-1 Intermediate and final measured or calculated values used per the 2026 ZEV and PHEV Test Procedures to calculate cycle specific emissions, energy consumption, and range values.

Refer to the E-Cert and Part1 applications “17-4-3 Intermediate and final measured or calculated values used per the 2026 ZEV and PHEV Test Procedures to calculate cycle specific emissions, energy consumption, and range values.”

(B)-2 Identification of type of operation or driver-selectable mode used to represent worst case emissions for each emission test, and, where applicable, identification of end-of-test criteria utilized for each test per the 2026 ZEV and PHEV Test Procedures.

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

| test procedure | test purpose | test number | Driver Selectable Mode | PHEV Operating Mode | End of test criterida |
|---|---|---|---|---|---|
| FTP－2day(25) | Emission | TTKX2CS00171 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| HWY(3) | Emission | TTKX2CS00172 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| US06(90) | Emission | TTKX2CS00173 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| SC03(95) | Emission | TTKX2CS00174 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| COLD-FTP(11) | Emission | TTKX2CS00175 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091211 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091214 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091212 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091215 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091213 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091216 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091293 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091298 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091294 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091299 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091295 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091300 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |

Applicable Model: MAZDA CX-70 SC 2.5L-DI PHEV

| test procedure | test purpose | test number | Driver Selectable Mode | PHEV Operating Mode | End of test criterida |
|---|---|---|---|---|---|
| FTP－2day(25) | Emission | TTKX2CS00201 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| HWY(3) | Emission | TTKX2CS00202 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| US06(90) | Emission | TTKX2CS00203 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| SC03(95) | Emission | TTKX2CS00204 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| COLD-FTP(11) | Emission | TTKX2CS00205 | Refer to E-Cert | Refer to E-Cert | The SOC at the end of test is higher than the SOC at beginning |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091693 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091696 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091694 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091697 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091695 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091698 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091707 | Refer to E-Cert | Refer to E-Cert | The alternative End-of-Test criterion of ±5% SOC Net Energy Change Tolerance in Appendix C of SAE J1711 |
| CA FUEL 2 DAY EXH (BUTANE LOAD)(25) | Durability | TTKX10091710 | Refer to E-Cert | Refer to E-Cert | The alternative End-of-Test criterion of ±5% SOC Net Energy Change Tolerance in Appendix C of SAE J1711 |
| HWY(3) | Durability | TTKX10091708 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| HWY(3) | Durability | TTKX10091711 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091709 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |
| US06(90) | Durability | TTKX10091712 | Refer to E-Cert | Refer to E-Cert | SOC Net Energy Change Tolerances in section E.10 for PHEV test procedure |

(B)-3 The AER/EAER ratio and the attestation that a minimum of four UDDS cycles were driven without any engine startups. (If only the Alternative Urban Charge-Depleting Emission Test was used.)

Not Applicable

(B)-4 Vehicle and battery break-in periods

The test vehicles and batteries were stabilized as specified in SAE J1711 4.1.1, therefore the mileage accumulation for each test vehicle and battery is as follows.

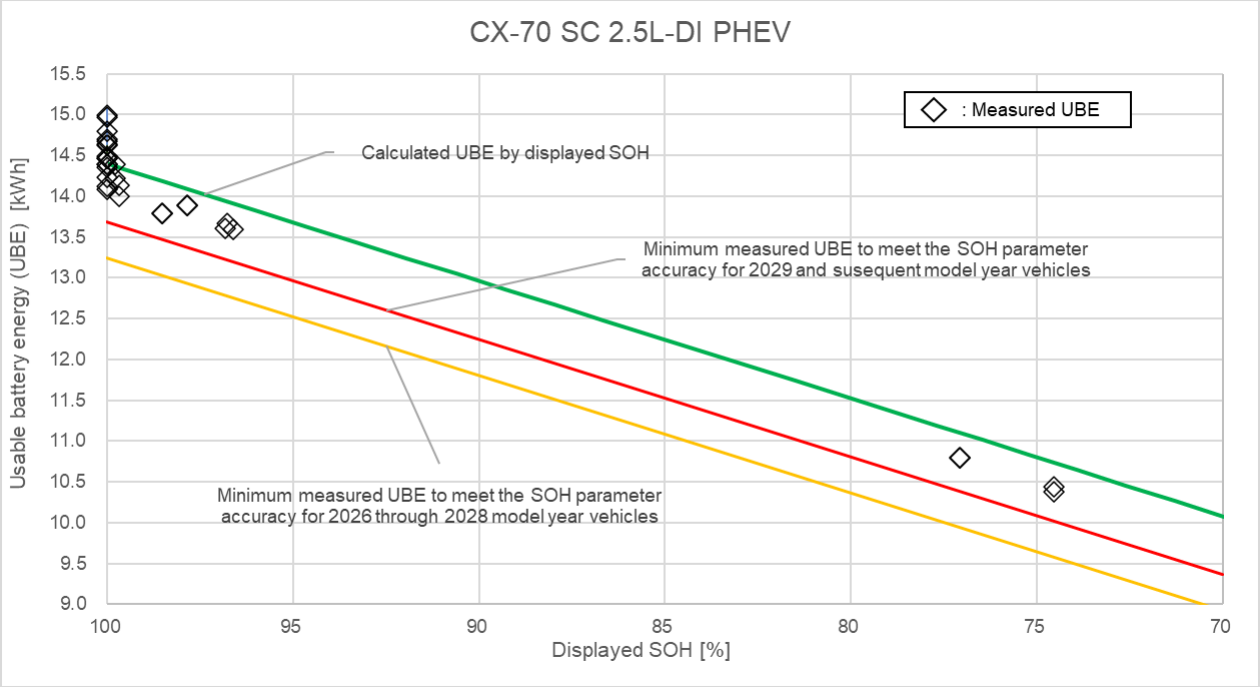
| Vehicle/Battery | Mileage accumulation |
|---|---|
| Exhaust Emission | 2000miles |
| Exhaust Emission Durability | 4000miles |
| Evaporative Refueling Emission | 4000miles |

(C) Battery specific energy

| | |
|---|---|
| Number of Battery Cells: | 96 |
| Total Weight of Battery System (kg): | 177.5 |
| Total Battery System Voltage: | 355 |
| Total Battery System Specific Energy Density (Whr/Kg): | 161.2 |

(D) Data used by the manufacturer to establish that the battery state of health parameter will correlate to usable battery energy, as determined per the 2026 ZEV and PHEV Test Procedures within the required accuracy per CCR, title 13, 1962.5.

Applicable Model: MAZDA CX-70 SC 2.5L-DI PHEV
Usable energy observed on a new energy storage system: 14.4 kWh



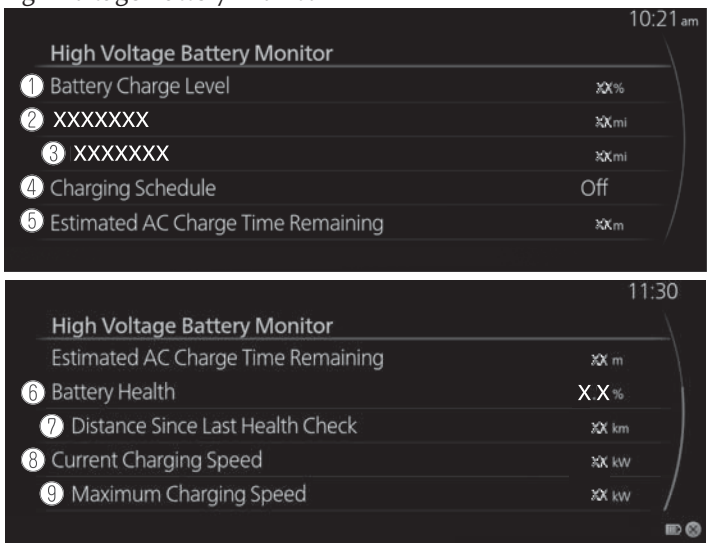

Calculated UBE by displayed SOH = Usable energy observed on a new energy storage system× Displayed SOH(%)

(E) A copy of instructions provided to vehicle owners on how to access, in vehicle and without the use of tools, the battery state of health parameter, distance traveled since battery state of health last reset, actual rate of charge occurring, and maximum charge rate vehicle can currently accept as required by CCR, title 13, 1962.5

Applicable Model: MAZDA CX-70 SC 2.5L-DI PHEV

## High Voltage Battery Monitor*

Display the High Voltage Battery Monitor screen.
1. Select “Information” on the home screen.
2. Select “High Voltage Battery Monitor”.




1 Battery Charge Level
The remaining amount of power in the drive battery is indicated.
2 Driving Range*
The remaining distance-to-full discharge is indicated.
Total Range*
Maximum driving distance display for fuel and high voltage battery is indicated.
3 Driving Range without Climate Control*
The remaining distance-to-full discharge with the climate control system off is indicated.
EV Range*
Maximum driving distance display for high voltage battery is indicated.
4 Charging Schedule
The next scheduled charging date is indicated.
5 Estimated AC Charge Time Remaining
The estimated time until normal charging is completed is indicated.
6 Battery Health*
With the new condition as 100%, the maximum battery capacity of the high voltage battery is indicated.
7 Distance Since Last Health Check*
The traveled distance since the last measurement with the maximum battery capacity is indicated.

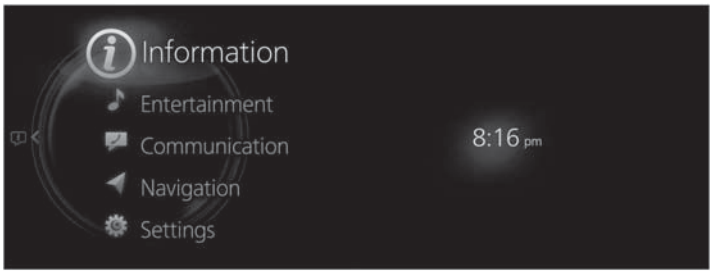
 *Some models.

8 Current Charging Speed*
The current charging speed (kW) while charging is indicated.
9 Maximum Charging Speed*
The maximum charging speed (kW) for this vehicle is indicated.

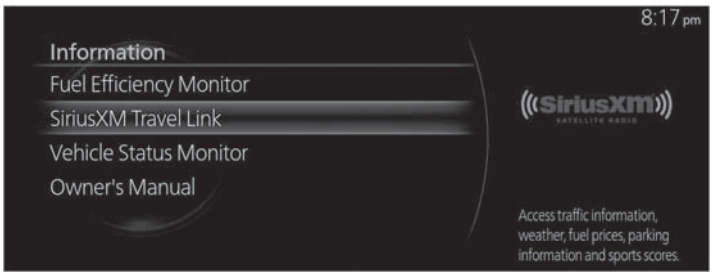
## SiriusXM Travel Link®*

Properly equipped Mazda vehicles will also get the following SiriusXM infotainment services : Traffic, Weather, Sports Scores, Fuel Prices, and more. For a list of available features in your vehicle, visit SiriusXM.com/infotainment and get the most out of your driving experience.

1. Select “Information” on the home screen.




2. Select “SiriusXM Travel Link”.




3. Select the menu you want to display.


*Some models.

(F) Identification of the length and terms of the propulsion-related parts warranty and battery warranty, pursuant to CCR, title 13, section 1962.8.

| Applicable Model | Propulsion-related parts warranty | Battery warranty |
|---|---|---|
| MAZDA CX-70<br>SC 2.5L-DI PHEV | Not Applicable | SOH 70% for a warranty period of eight years or 100,000 miles, whichever first occurs |

(G) Battery Label

Refer to Sec.17-7 Battery Label.

(H) A copy of the information provided to the vehicle owner for proper and safe operation of the vehicle, including information on the safe handling of the battery system and emergency procedures to follow in the event of battery leakage or other malfunctions that may affect the safety of the vehicle operator or vehicle testing laboratory personnel.

# 8 What to Do in Case of Emergency



*Some models.

*Some models.

*Some models.

## Dealing With an Accident

In case of an accident, react calmly and perform as follows.

1. Prevention of secondary accident
   Move the vehicle to a safe place (such as a shoulder or a vacant lot) where it does not obstruct traffic, and stop the hybrid system.
2. Aiding injured person
   If there is any injured person, provide any possible first aid until an ambulance or a doctor arrives. If someone has injured his or her head, do not move the person unnecessarily. However, move the person to a safe place if there is the possibility of a secondary accident.
3. Call the police
   Provide information such as the location, conditions, and level of injury, and take directions.
4. Check the name and address of the other person.
5. Call an Authorized Mazda Dealer and insurance agency.

## Having the Vehicle Towed

We recommend that towing be done only by an Authorized Mazda Dealer or a commercial tow-truck service.

Proper lifting and towing are necessary to prevent damage to the vehicle. Particularly when towing an AWD vehicle, where all the wheels are connected to the drive train, proper transporting of the vehicle is absolutely essential to avoid damaging the drive system. Government and local laws must be followed.

### ⚠ WARNING

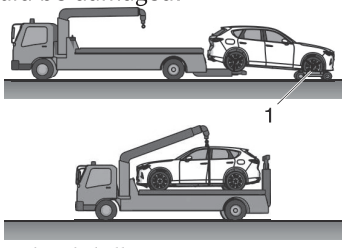
**Always tow an AWD vehicle with all four wheels off the ground.**
Towing an AWD vehicle with either the front or rear wheels on the ground is dangerous as the drive train could be damaged, or the vehicle could trail away from the tow truck and cause an accident. If the drive train has been damaged, transport the vehicle on a flatbed truck.

### ⚠ CAUTION

- Do not tow the vehicle pointed forward with driving wheels on the ground. This may cause internal damage to the transmission.

- Do not tow with sling-type equipment. This could damage your vehicle. Use wheel-lift or flatbed equipment.

- If the parking brake cannot be released when towing the vehicle, transport the vehicle with all front and rear wheels raised off the ground as shown in the figure. If the vehicle is towed without raising the wheels off the ground, the brake system could be damaged.



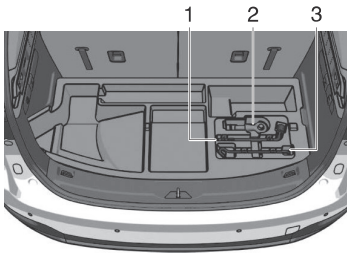

1. Wheel dollies

## Using the Towing Hooks

**⚠ CAUTION**

Do not use the front and rear tiedown eyelets for towing the vehicle.
They have been designed only for securing the vehicle to a transport vessel during shipping.
Using the eyelets for any other purpose could result in the vehicle being damaged.

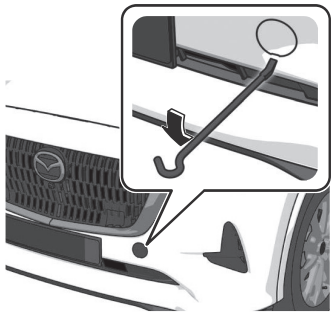
1. Remove the tiedown eyelet, the jack lever and the lug wrench or equivalent from the luggage compartment.



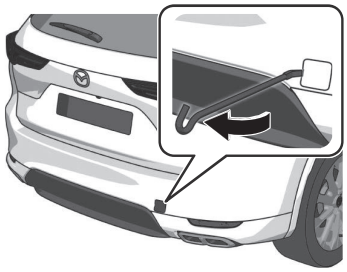

1. Lug wrench
2. Tiedown eyelet
3. Jack lever

2. Wrap a flathead screwdriver or jack lever or a similar tool with a soft cloth to prevent damage to a painted bumper, and open the cap located on the front or rear bumper.

**Front**



**Rear**



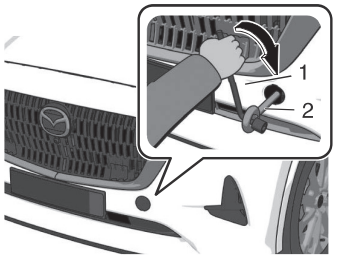
**⚠ CAUTION**

Do not use excessive force as it may damage the cap or scratch the painted bumper surface.

**NOTE**
Remove the cap completely and store it so as not to lose it.

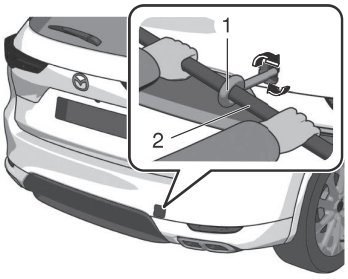
3. Securely install the tiedown eyelet using the lug wrench, the jack lever or equivalent.

**Front**




1. Lug wrench
2. Tiedown eyelet

**Rear**




1. Jack lever
2. Tiedown eyelet

4. Hook the tying rope to the tiedown eyelet.

**⚠ CAUTION**

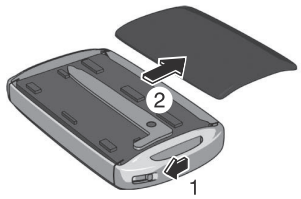
If the tiedown eyelet is not securely tightened, it may loosen or disengage from the bumper when tying the vehicle. Make sure that the tiedown eyelet is securely tightened to the bumper.

## Canceling the Key Temporary Suspension Function

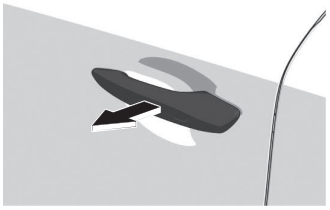
If a key is inside the vehicle, its functions might be temporarily suspended to prevent theft.
In this case, press the unlock button on the suspended key in the vehicle to restore the functions.

## Unlocking Using the Auxiliary Key

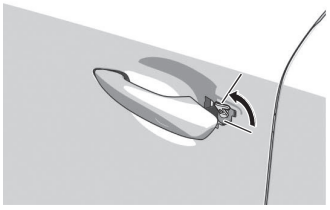
1. Remove the cover while pressing the knob.




2. Remove the auxiliary key.
3. Insert the auxiliary key while pulling the driver's door handle.

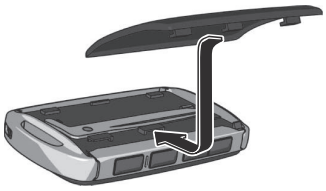


4. Turn the auxiliary key.
   The door is unlocked.



5. Attach the auxiliary key to its original position.

6. Insert the tabs of the cover.



## Starting the Hybrid System with a Dead Key Battery

**⚠ CAUTION**

Do not allow the following conditions. Otherwise, the vehicle may not receive the correct signal from the key and the hybrid system may not start.

- Metal parts of other keys or metal objects touch the key.

- Spare keys or keys for other vehicles equipped with an immobilizer system touch or come near the key.

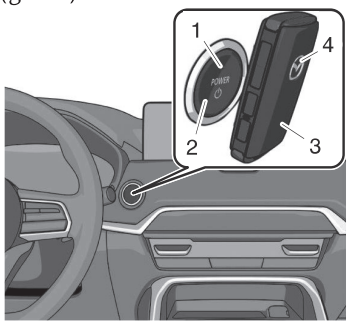
- Equipment containing electronic components or cards with magnetic strips such as credit cards come near the key.

If the hybrid system cannot be started due to a dead key battery, use the following procedure to start the hybrid system.

1. Depress the brake pedal.
   The power switch indicator light (green) flashes.

# Key Does Not Operate

2. Align the center of the key emblem with the center of the power switch.
   The power switch indicator light (green) turns on.




   1. Indicator light
   2. Power switch
   3. Key
   4. Emblem
3. Press the power switch.

**NOTE**

- If there is a problem with the power switch function, the power switch indicator light (amber) flashes.
  In this case, it is possible to start the hybrid system, however, have the vehicle inspected by an Authorized Mazda Dealer as soon as possible.
- If the power switch indicator light (green) does not turn on, perform the operation from the beginning. If it still does not turn on, have the vehicle inspected by an Authorized Mazda Dealer.
- To change the vehicle power position, release the brake pedal after the power switch indicator light (green) turns on, then press the power switch.
  The vehicle power position is switched in the order of ACC, ON, and OFF.
  Once the vehicle power is switched OFF, the vehicle power position can no longer be changed. Therefore, to start the hybrid system, perform the operation from the beginning.

## Taking Action with Depleted Lead-acid Battery

The lead-acid battery might be depleted if the following conditions occur.

- The hybrid system does not start.
- The selector lever cannot be shifted to a position other than P.
- The horn sound is weak or it does not sound.
- The brightness of the lights is extremely low.

Using commercially available booster cables, connect the lead-acid battery of the booster vehicle's battery to the lead-acid battery of your vehicle and start the hybrid system.
Jump-starting is dangerous if done incorrectly. Therefore, follow the procedure carefully. If you feel unsure about jump-starting, we strongly recommend that you have a competent service technician do the work.

**⚠ WARNING**

**Read the following precautions carefully before using the lead-acid battery or inspecting to ensure safe and correct handling.**

**Always wear eye protection when working near the lead-acid battery.**
Working without eye protection is dangerous. Lead-acid battery fluid contains SULFURIC ACID which could cause blindness if splashed into your eyes. Also, hydrogen gas produced during normal lead-acid battery operation, could ignite and cause the lead-acid battery to explode.

**Wear eye protection and protective gloves to prevent contact with lead-acid battery fluid.**
Spilled lead-acid battery fluid is dangerous. Lead-acid battery fluid contains SULFURIC ACID which could cause serious injuries if it gets in eyes, or on the skin or clothing. If this happens, immediately flush your eyes with water for 15 minutes or wash your skin thoroughly and get medical attention.

**Always keep lead-acid batteries out of the reach of children.**
Allowing children to play near lead-acid batteries is dangerous. Lead-acid battery fluid could cause serious injuries if it gets in the eyes or on the skin.

# Hybrid System Does Not Start

**Keep flames and sparks away from lead-acid battery cells and do not allow metal tools to contact the positive (+) or negative (-) terminal of the lead-acid battery when working near a lead-acid battery. Do not allow the positive (+) terminal to contact the vehicle body.**
Flames and sparks near lead-acid battery cells are dangerous. Hydrogen gas, produced during normal lead-acid battery operation, could ignite and cause the lead-acid battery to explode. An exploding lead-acid battery can cause serious burns and injuries. Keep all flames including cigarettes and sparks away from lead-acid battery cells.

**Keep all flames and sparks away from lead-acid battery cells because hydrogen gas is produced from lead-acid battery cells while charging the lead-acid battery or adding lead-acid battery fluid.**
Flames and sparks near lead-acid battery cells are dangerous. Hydrogen gas, produced during normal lead-acid battery operation, could ignite and cause the lead-acid battery to explode. An exploding lead-acid battery can cause serious burns and injuries. Keep all flames including cigarettes and sparks away from lead-acid battery cells.

**Do not jump-start a frozen lead-acid battery or one with a low fluid level.**
Jump-starting a frozen lead-acid battery or one with a low fluid level is dangerous. It may rupture or explode, causing serious injury.

**Connect the negative cable to a good ground point away from the lead-acid battery.**
Connecting the end of the second jumper cable to the negative (–) terminal of the depleted lead-acid battery is dangerous. A spark could cause the gas around the lead-acid battery to explode and injure someone.

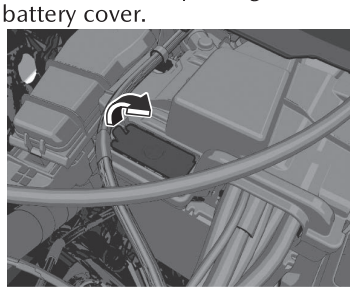
**Route the jumper cables away from parts that will be moving.**
Connecting a jumper cable near or to moving part (cooling fans) is dangerous. The cable could get caught when the hybrid system starts and cause serious injury.

**⚠ CAUTION**

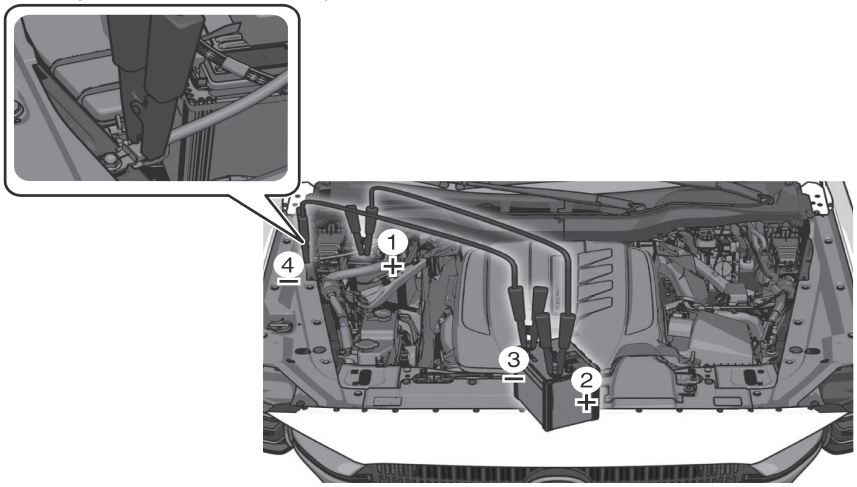
- Use only a 12 V booster system. You can damage a 12 V starter, ignition system, and other electrical parts beyond repair with a 24 V power supply (two 12 V batteries in series).
- Do not use your vehicle as a booster vehicle to prevent damaging your vehicle.

1. Make sure that the vehicle power is switched OFF.

2. Remove the hole cover.
   Refer to Removing the hole cover in Inspecting Lead-acid Battery on page 9-18.
3. Remove the lead-acid battery cover.



4. Turn off the booster vehicle's engine and connect the jumper cables in the following order.
   Make sure that the jumper cables are securely connected so that they do not disconnect due to the vibrations.
   **1st lead**
   1. Positive (+) terminal on the depleted lead-acid battery
   2. Positive (+) terminal on booster vehicle's battery
   **2nd lead**
   3. Negative (-) terminal on booster vehicle's battery
   4. Location shown in the figure (do not connect to the negative (-) terminal of the depleted lead-acid battery)




5. Start the booster vehicle's engine and rev the engine.
6. Start the hybrid system of your vehicle.

# Hybrid System Does Not Start

7. Disconnect the booster cables in the reverse order of their connection after the hybrid system is started.
8. Install the lead-acid battery cover.
9. Have your vehicle inspected by an Authorized Mazda Dealer as soon as possible.

## Push-Starting

Do not push-start your Mazda.

**⚠ WARNING**

**Never tow a vehicle to start it.**
Towing a vehicle to start it is dangerous. The vehicle being towed could surge forward when its hybrid system starts, causing the 2 vehicles to collide. The occupants could be injured.

## Starting a Flooded Engine

If the engine stops unexpectedly, it may be flooded (excessive fuel in the engine).

Follow this procedure:

1. If the engine does not start within 5 seconds on the first try, wait 10 seconds and try again.
2. Make sure the parking brake is on.
3. Depress the accelerator all the way and hold it there.
4. Depress the brake pedal, then press the power switch. If the engine starts, release the accelerator immediately because the engine will suddenly rev up.
5. If the engine fails to start, crank it without depressing the accelerator.

If the engine still does not start using the previous procedure, have your vehicle inspected by an Authorized Mazda Dealer.

# Charging Is Not Possible

## Dealing with the Cause

If trouble arises while charging such as not being able to charge the high voltage battery, refer to the following table. If the problem cannot be solved even after checking the following table, there may be a problem with the vehicle or charger. Contact an Authorized Mazda Dealer.

### Charging is not possible.

| Cause | Action |
|---|---|
| The selector lever is in a position other than P. | Shift the selector lever to the P position. |
| The high voltage battery is already fully charged. | Charging is not performed when the high voltage battery is already fully charged. |
| The high voltage battery temperature is extremely high or low. | Check the high voltage battery temperature gauge in the instrument cluster. If the high voltage battery temperature gauge is in the red or blue range, charging may not be possible. |
| The Lead-acid battery is depleted. | If the instrument cluster does not turn on even if the vehicle power is switched ON, the Lead-acid battery may be depleted. Charge or replace the Lead-acid battery. |

### Normal charging is not possible.

| Cause | Action |
|---|---|
| The outlet has no power. | Check if a ground-fault circuit interrupter has operated or if a power outage occurred. If the power source has a timer function, electrical power may not be supplied to the outlet until the time set to supply power. |
| The charge plug is not properly plugged into the outlet. | Check if the charge plug is properly plugged into the outlet. |
| The charge connector is not properly connected. | Check if the charge connector is properly connected. |
| Charging timer is set. | Cancel the charging timer using EV Settings in Mazda Connect, or the charging timer cancellation function. |

### Troubleshooting for functions using a Smartphone or computer

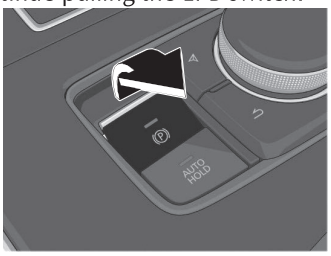
If you are having trouble with the remote function service, such as when the remote function does not work, consult an Authorized Mazda Dealer.

## Forcibly Stopping the Hybrid System

Press and hold the power switch or press it quickly and repeatedly.
The hybrid system stops and the vehicle power is switched to ACC.

## Applying the Emergency Brake

Continue pulling the EPB switch.




The brakes are applied and the vehicle can be decelerated/stopped.
A sound is activated when the brake is applied and when the EPB switch is released, the brake will be released and the sound stops.

**⚠ WARNING**

**Use only in emergency situations.**
Use this function only in an emergency. Excessive use will cause the brake parts to wear out quickly or cause the brakes to generate heat, reducing their effectiveness.

## Forcibly Canceling the AUTOHOLD

The AUTOHOLD can be canceled forcibly by fully depressing the accelerator pedal for about 1 second while the AUTOHOLD is operating. Forcibly cancel the AUTOHOLD only when the AUTOHOLD cannot be canceled due to a system malfunction or it is necessary to cancel the AUTOHOLD in an emergency.

## Taking Action with Overheating

If the engine coolant temperature gauge indicates overheating and the high engine coolant temperature warning light is displayed, the vehicle loses power or you hear a loud knocking or pinging noise, the engine is probably too hot.

**⚠ WARNING**

**Do not open the hood while steam is escaping from the engine compartment.**
If the hood is opened while the engine compartment is hot, steam and scalding hot coolant may shoot out and cause serious injury. In addition, even if steam is not escaping, some parts in the engine compartment may remain at high temperature. Be extremely careful when opening the hood.

**Do not touch rotating parts such as the fan or belt when inspecting inside the engine compartment.**
Working near the cooling fan when it is running is dangerous. The fan could continue running indefinitely even if the hybrid system has stopped and the engine compartment temperature is high. You could be hit by the fan and seriously injured.

**Do not remove either cooling system cap when the hybrid system and radiator are hot.**
When the hybrid system and radiator are hot, scalding coolant and steam may shoot out under pressure and cause serious injury.

1. Drive safely to the side of the road and park off the right-of-way.
2. Shift into park (P).
3. Apply the parking brake.
4. Turn off the air conditioner.
5. Check whether coolant or steam is escaping from the engine compartment.

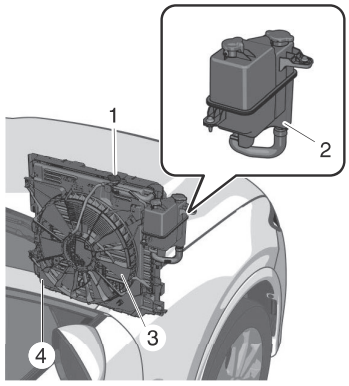
   **If steam is coming from the engine compartment:**
   Do not go near the front of the vehicle. Stop the hybrid system. Wait until the steam dissipates, then open the hood and start the hybrid system.

   **If neither coolant nor steam is escaping:**
   Open the hood and idle the engine until it cools.
6. Make sure the cooling fan is operating, then turn off the hybrid system after the temperature has decreased.

   **⚠ CAUTION**

   If the cooling fan does not operate while the hybrid system is running, the engine temperature will increase. Stop the hybrid system and call an Authorized Mazda Dealer.
7. When cool, check the coolant level. If it is low, look for coolant leaks from the radiator and hoses.

**If you find a leak or other damage, or if coolant is still leaking:**
Stop the hybrid system and call an Authorized Mazda Dealer.




1. Cooling system cap
2. Coolant reservoir
3. Cooling fan
4. Radiator

**If you find no problems, the hybrid system is cool, and no leaks are obvious:**
Carefully add coolant as required (page 9-14).

**⚠ CAUTION**

If the hybrid system continues to overheat or frequently overheats, have the cooling system inspected. The hybrid system could be seriously damaged unless repairs are made. Consult an Authorized Mazda Dealer.

## Changing a Flat Tire

**NOTE**
If the following occurs while driving, it could indicate a flat tire.

- Steering becomes difficult.
- The vehicle begins to vibrate excessively.
- The vehicle pulls in one direction.

If you have a flat tire, drive slowly to a level spot that is well off the road and out of the way of traffic to change the tire.
Stopping in traffic or on the shoulder of a busy road is dangerous.

**⚠ WARNING**

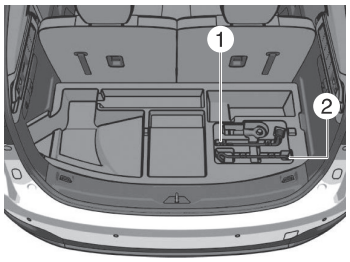
**Do not install the temporary spare tire on the rear wheels (driving wheels).**
Driving with the temporary spare tire on one of the rear driving wheels is dangerous. Handling will be affected. You could lose control of the vehicle, especially on ice or snow bound roads, and have an accident. Move a regular tire to the rear wheel and install the temporary spare tire to the front.

**Be sure to follow the directions for changing a tire.**
Changing a tire is dangerous if not done properly. The vehicle can slip off the jack and seriously injure someone. No person should place any portion of their body under a vehicle that is supported by a jack.

**Never allow anyone inside a vehicle supported by a jack.**
Allowing someone to remain in a vehicle supported by a jack is dangerous. The occupant could cause the vehicle to fall resulting in serious injury.

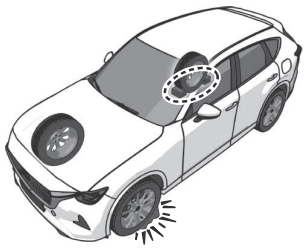
**NOTE**
Make sure the jack is well lubricated before using it.

1. Park on a hard, level surface off the right-of-way and firmly set the parking brake.
2. Shift into Park (P) and turn off the engine.
3. Turn on the hazard warning flasher.
4. Have passengers get out of the vehicle and away from the vehicle and traffic.
5. Remove any luggage, the jack (page 7-72), spare tire (page 7-73), and tools.




1. Lug wrench
2. Jack lever

6. Block the wheel diagonally opposite the flat tire. When blocking a wheel, place a tire block both in front and behind the tire.



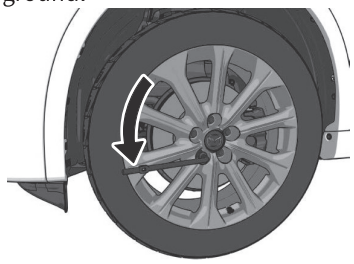
**NOTE**
When blocking a tire, use rocks or wood blocks of sufficient size if possible to hold the tire in place.

**Removing a Flat Tire**

**⚠ WARNING**

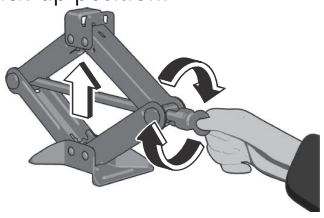
**When jacking-up a vehicle, always shift the selector lever to the P position, apply the parking brake, and place wheel blocks in the position diagonally opposed to the jack.**
Changing a flat tire without using wheel blocks is dangerous because the vehicle may move and fall off the jack even if the selector lever is in the P position, which could result in an accident.

1. Loosen the lug nuts by turning them counterclockwise one turn each, but do not remove any lug nuts until the tire has been raised off the ground.

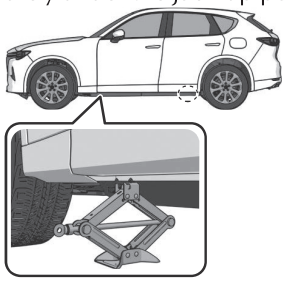


**NOTE**
If your Mazda is equipped with the optional antitheft wheel lug nuts, a special key must be used to unlock the locking lug nut for each wheel. For details, refer to “Locking Lug Nuts” below.

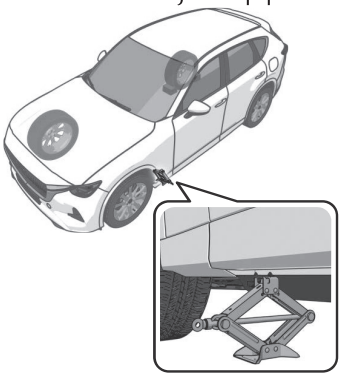
2. Place the jack on the ground.
3. Turn the jack screw in the direction shown in the figure and adjust the jack head so that it is close to the jack-up position.



4. Place the jack under the jack-up position closest to the tire being changed with the jack head squarely under the jack-up point.



5. Continue raising the jack head gradually by rotating the screw with your hand until the jack head is inserted into the jack-up position.



# Tire is Punctured or Bursts

**⚠ WARNING**

**Use only the front and rear jacking positions recommended in this manual.**
Attempting to jack the vehicle in positions other than those recommended in this manual is dangerous. The vehicle could slip off the jack and seriously injure or even kill someone. Use only the front and rear jacking positions recommended in this manual.

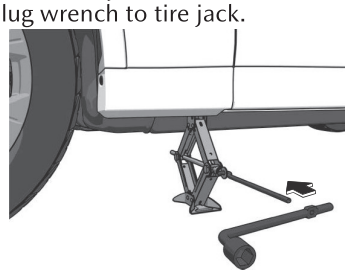
**Do not jack up the vehicle in a position other than the designated jack-up position or place any objects on or under the jack.**
Jacking up the vehicle in a position other than the designated jack-up position or placing objects on or under the jack is dangerous as it could deform the vehicle body or the vehicle could fall off the jack resulting in an accident.

**Use only the jack provided with your Mazda.**
Using a jack that is not designed for your Mazda is dangerous. The vehicle could slip off the jack and seriously injure someone.

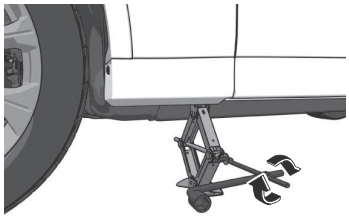
**Never place objects under the jack.**
Jacking the vehicle with an object under the jack is dangerous. The jack could slip and someone could be seriously injured by the jack or the falling vehicle.

**NOTE**
When raising the jack head into the jacking position and aligning the groove in the jack head with the rail under the vehicle body, the top of the jack head contacts the vehicle's underbody without the rail contacting the bottom of the groove.

6. Insert the jack lever and attach the lug wrench to tire jack.



7. Turn the jack handle clockwise and raise the vehicle high enough so that the spare tire can be installed. Before removing the lug nuts, make sure your Mazda is firmly in position and that it cannot slip or move.



**⚠ WARNING**

**Do not jack up the vehicle higher than is necessary.**
Jacking up the vehicle higher than is necessary is dangerous as it could destabilize the vehicle resulting in an accident.

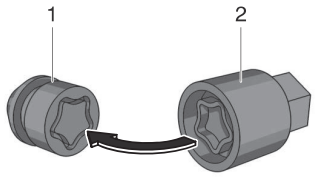
**Do not start the engine or shake the vehicle while it is jacked up.**
Starting the engine or shaking the vehicle while it is jacked up is dangerous as it could cause the vehicle to fall off the jack resulting in an accident.

**Never go under the vehicle while it is jacked up.**
Going under the vehicle while it is jacked up is dangerous as it could result in death or serious injury if the vehicle were to fall off the jack.

8. Remove the lug nuts by turning them counterclockwise; then remove the wheel and center cap.

## Locking Lug Nuts

If your Mazda is equipped with the optional antitheft wheel lug nuts, a special key must be used to remove and tighten the locking lug nut for each wheel. The key is stored in the glove compartment, center console storage, storage box, or trunk. Register and/or purchase a replacement key by following the instructions on the identification card included with the locking lug nut key.
Antitheft wheel lug nuts cannot be installed on a steel wheel spare tire. When installing a temporary spare tire, use one of the original lug nuts in place of the locking lug nut. The original lug nuts are stored inside your Mazda.




1. Antitheft lug nut
2. Special key

**To remove an antitheft lug nut**

1. Obtain the special key for the antitheft lug nut.
2. Place the special key on top of the antitheft lug nut, and be sure to hold the key square to it. If you hold the key at an angle, you may damage both key and nut. Do not use a power impact wrench.
3. Place the lug wrench on top of the key and apply pressure. Turn the wrench counterclockwise.

**To install the antitheft lug nut**

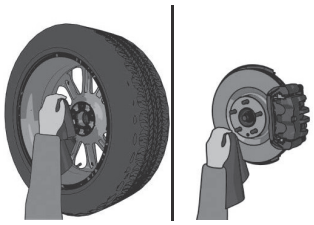
1. Place the special key on top of the nut, and be sure to hold the key square to it. If you hold the key at an angle, you may damage both key and nut. Do not use a power impact wrench.
2. Place the lug wrench on top of the special key, apply pressure, and turn it clockwise.

| Nut tightening torque | |
|---|---|
| N·m (kgf·m, ft·lbf) | 108—147 (12—14, 80—108) |

# Tire is Punctured or Bursts

## Mounting the Spare Tire

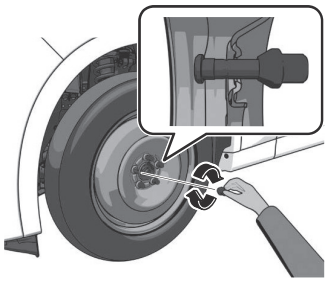
1. Remove dirt and grime from the mounting surfaces of the wheel and hub, including the hub bolts, with a cloth.



**⚠ WARNING**

**Make sure the mounting surfaces of the wheel, hub and lug nuts are clean before changing or replacing tires.**
When changing or replacing a tire, not removing dirt and grime from the mounting surfaces of the wheel, hub and hub bolts is dangerous. The lug nuts could loosen while driving and cause the tire to come off, resulting in an accident.

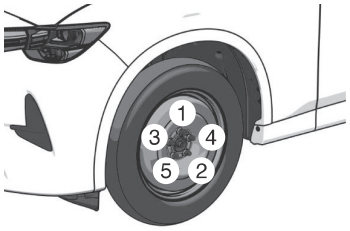
2. Mount the spare tire.
3. Install the lug nuts with the beveled edge inward; tighten them by hand.



**⚠ WARNING**

**Do not apply oil or grease to lug nuts and bolts and do not tighten the lug nuts beyond the recommended tightening torque.**
Applying oil or grease to lug nuts and bolts is dangerous. The lug nuts could loosen while driving and cause the tire to come off, resulting in an accident. In addition, lug nuts and bolts could be damaged if tightened more than necessary.

4. Turn the lug wrench counterclockwise and lower the vehicle.
5. Use the lug wrench to tighten the nuts in the order shown.




If you are unsure of how tight the nuts should be, have them inspected at an Authorized Mazda Dealer.

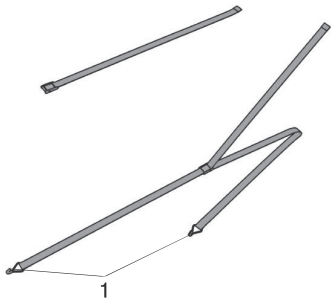
| Nut tightening torque | |
|---|---|
| N·m (kgf·m, ft·lbf) | 108—147 (12—14, 80—108) |

**⚠ WARNING**

**Always securely and correctly tighten the lug nuts.**
Improperly or loosely tightened lug nuts are dangerous. The wheel could wobble or come off. This could result in loss of vehicle control and cause a serious accident.

**Be sure to reinstall the same nuts you removed or replace them with metric nuts of the same configuration.**
Because the wheel studs and lug nuts on your Mazda have metric threads, using a non-metric nut is dangerous. On a metric stud, it would not secure the wheel and would damage the stud, which could cause the wheel to slip off and cause an accident.

6. **NOTE**
The number and shape of the flat tire belt differ depending on the vehicle specification.

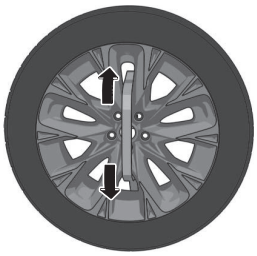



1. Belt Clips

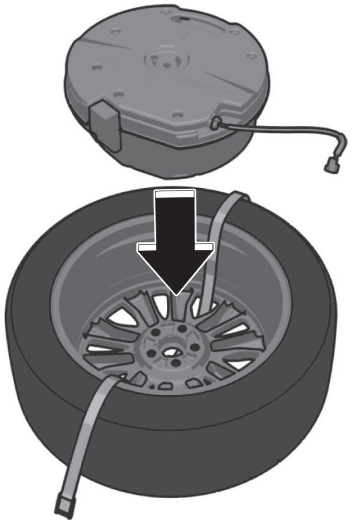
- The flat tire belts with the clips are for securing a flat tire.
- The flat tire belts without the clips are for securing the sub-woofer.

(Vehicles with sub-woofer)
Secure the sub-woofer to the flat tire using the flat tire belt.

1. Pass the flat tire belt through the wheel of the flat tire.

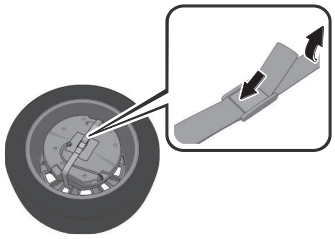


2. Install the sub-woofer to the flat tire.

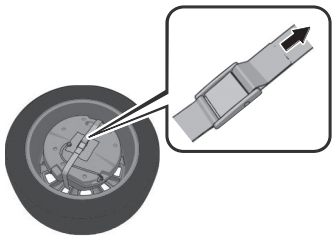


# Tire is Punctured or Bursts

3. Pass the flat tire belt through the buckle.



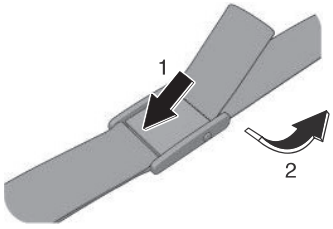
4. Pull the end of the flat tire belt and secure the sub-woofer and the wiring harness to the flat tire.



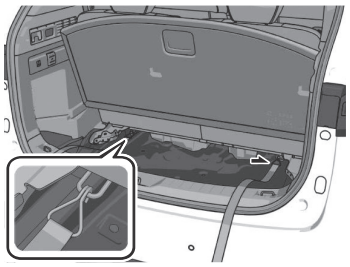
**⚠ CAUTION**

When pulling the flat tire belt, wrap the buckle with a cloth. If the buckle directly contacts the sub-woofer, the sub-woofer may be damaged.

5. Secure the flat tire in the luggage compartment using the flat tire belt.
   1. Pull the flat tire belts out of the buckle to separate them into two belts.



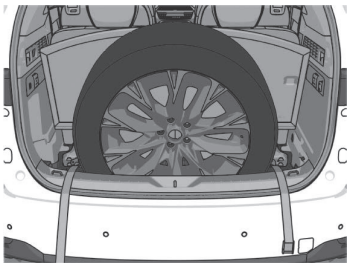

2. Hook the clips of the flat tire belts to the hooks under the third-row seat.



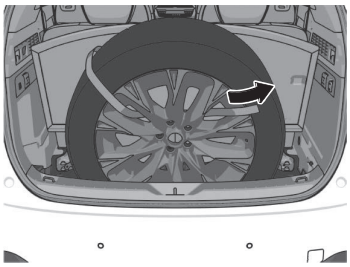
**⚠ CAUTION**

Be careful that a flat tire belt does not get caught on a seat belt.

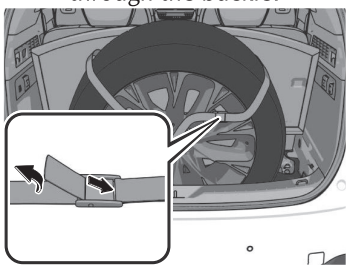
3. Place the flat tire in the luggage compartment so that it leans against the luggage board.



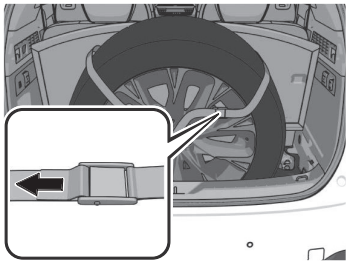
4. Pass the flat tire belts through the wheel of the flat tire.



5. Pass the flat tire belts through the buckle.



6. While pressing the flat tire against the third-row seat, pull the ends of the flat tire belts and secure the flat tire.



**⚠ CAUTION**

When pulling the flat tire belts, wrap the buckle with a cloth. If the buckle directly contacts the aluminum wheel, the wheel may be damaged.

7. Slowly close the liftgate while making sure that the liftgate trim does not contact the flat tire.

**NOTE**
If the liftgate trim contacts the flat tire, adjust the position of the flat tire.

8. Make sure that the liftgate closes securely.
9. Check the tire inflation pressure.
   Refer to the specification charts on page 10-37.
10. Have the flat tire repaired or replaced as soon as possible.

**⚠ WARNING**

**Do not drive with any tires that have incorrect air pressure.**
Driving on tires with incorrect air pressure is dangerous. Tires with incorrect pressure could affect handling and result in an accident. When you check the regular tires' air pressure, check the spare tire, too.

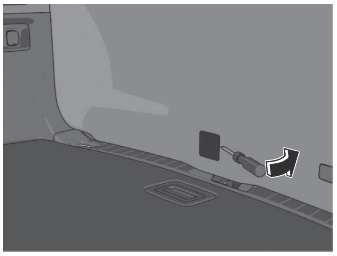
**NOTE**
To prevent the jack and tool from rattling, store them properly.

# Liftgate Cannot Open

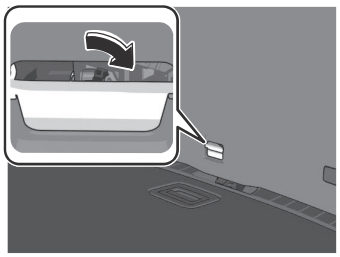
## Open the liftgate from the luggage compartment

If the lead-acid battery is dead, the liftgate cannot be unlocked and opened. In this case, the liftgate can be unlocked by taking care of the dead lead-acid battery situation.
Refer to Taking Action with Depleted Lead-acid Battery on page 8-11.
If the liftgate cannot be unlocked even after charging the dead lead-acid battery, you can open the liftgate as an emergency measure by following the procedure below.

1. Remove the cover.



2. Move the lever.



The liftgate is unlocked.

After performing this emergency measure, have the vehicle inspected by an Authorized Mazda Dealer.

## Initializing the Power Window

To restore these functions, do the following:

1. Switch the vehicle power ON.
2. Press the power window switch to fully open the window.
3. Pull the power window switch and fully close the window, and continue pulling the switch for about 2 seconds.

## Initializing the Jam-Safe Function

If the jam-safe function has operated and the window cannot be closed, check around the window frame for a foreign object.
If there is no foreign object around the window frame, forcibly close a window using the following procedure.

1. After switching the vehicle power OFF, wait for 45 seconds or longer.
2. Switch the vehicle power ON.
3. Operate the switch in the direction to close the window until the jam-safe function operates and the window stops. Repeat this operation a total of 5 times.
4. Continue pulling up the switch to fully close the window.

# The Panorama Sunroof Cannot Be Operated

## Initializing the Panorama Sunroof*

If the panorama sunroof does not operate normally, do the following procedure.

1. Switch the vehicle power ON.
2. Press the tilt/slide switch forward to fully close the panorama sunroof and the sunshade.
3. Release the tilt/slide switch.
4. Press and hold the tilt/slide switch forward.
   The panorama sunroof and sunshade move further in the close direction.
5. When the sunshade stops after about 13 seconds, release the tilt/slide switch.



*Some models.

## Initializing the Moonroof*

If the moonroof does not operate normally, do the following procedure:

1. Switch the vehicle power ON.
2. Press the tilt switch, to partially tilt open the rear of the moonroof.
3. Repeat Step 2. The rear of the moonroof tilts open to the fully open position, then closes a little.

If the reset procedure is performed while the moonroof is in the slide position (partially open) it will close before the rear tilt opens.

*Some models.

# Windshield Wipers Operate at High Speed

## Have the Vehicle Inspected

The windshield wipers may operate at high speed if there is a problem with the wiper control.
If the wipers operate at high speed regardless of the wiper switch operation, have your vehicle inspected by an Authorized Mazda Dealer.

## Inspecting Washer Fluid Level

If the washer fluid is not sprayed, check the amount of fluid in the washer tank.
Refer to Replenishing Windshield Washer Fluid on page 9-17.
If air enters the washer pipe when refilling the empty washer tank with washer fluid, the washer fluid may not be sprayed.
Operate the wiper lever until the washer fluid is sprayed.
If the washer fluid is not sprayed even after refilling, consult an Authorized Mazda Dealer.

## Active Driving Display Does Not Operate

If the active driving display does not operate, switch the vehicle power off and then restart the hybrid system. If the active driving display does not operate even with the hybrid system restarted, have the vehicle inspected at an Authorized Mazda Dealer.

## Warning Lights

If any warning/indicator light turns on/flashes, take appropriate action for each light. If the warning/indicator light does not turn off, or it turns on or flashes again, consult an Authorized Mazda Dealer.

**⚠ WARNING**

If the warning light/indicator light turns on or flashes, park the vehicle in a safe place immediately and take appropriate measures.
Continuing to drive the vehicle while ignoring the illumination/flashing of the warning light/indicator light is dangerous because a problem may occur to a vehicle system, the engine may be damaged, or it could lead to an accident.

The details for some warnings can be viewed on the center display or instrument cluster.

**Checking Using the Center Display**

1. Select “Information” on the home screen.
2. Select “Vehicle Status Monitor”.
3. Select the applicable warning to view the warning details.

**Checking Using the Instrument Cluster**

Press the INFO switch on the steering switch to display the warning indication screen.
Refer to How to Use the Instrument Cluster on page 5-28.

## Brake System Warning Light


This warning has the following functions:

**Warning light inspection**

For an operation check, make sure that the light turns on when the vehicle power is switched on, and turns off a few seconds later or when the hybrid system is started.

**When the light turns on**

The light turns on continuously if any one of the following occurs:

- Insufficient brake fluid
- Brake system (electronic brake force distribution system) has a problem

Park the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.

**⚠ WARNING**

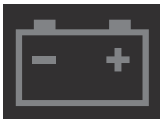
**Do not drive with the brake system warning light illuminated. Contact an Authorized Mazda Dealer to have the brakes inspected as soon as possible.**
Driving with the brake system warning light illuminated is dangerous. It indicates that your brakes may not work at all or that they could completely fail at any time. If this light remains illuminated, after checking that the parking brake is fully released, have the brakes inspected immediately.

**If the brake system warning light and the ABS warning light (ABS) turn on at the same time, stop the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.**
The rear wheels could lock more quickly in an emergency stop than under normal circumstances which could result in an accident.

**⚠ CAUTION**

- In addition, the effectiveness of the braking may diminish so you may need to depress the brake pedal more strongly than normal to stop the vehicle.
- The brake warning light may turn on when the hybrid system is started. In this case, park the vehicle in a safe location and release the brake pedal. If the brake warning light remains illuminated, have the vehicle inspected by an Authorized Mazda Dealer.

## Lead-Acid Battery Charging System Warning Light



The light turns on if the charging system has a problem.
Park the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.

**⚠ WARNING**

**Do not continue driving with the charging system warning light turned on.**
Otherwise, the hybrid system may stop, which could result in an accident.

## Hybrid System Warning Light

The light turns on if the hybrid system has a problem or a short circuit.
Have your vehicle inspected by an Authorized Mazda Dealer.

**⚠ WARNING**

**Do not open the hood.**
If you touch something in the engine compartment, it could lead to an electrical shock resulting in an accident.

**⚠ CAUTION**

If it turns on while driving, stopping the hybrid system will prevent the hybrid system from starting again.

## Remaining High Voltage Battery Power Warning Light

The light turns on/flashes when the remaining charge of the high voltage battery is low.
In addition, when the light turns on/flashes, a warning sound is activated.
Charge the battery as soon as possible.



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## Charging System Warning Light

The light turns on if the charging system has a problem.
Have your vehicle inspected by an Authorized Mazda Dealer as soon as possible. Otherwise, the charging system may not charge the battery.

## Output Restriction Warning Light

The light turns on/flashes under the following conditions. The vehicle speed may not increase even if the accelerator pedal is depressed

・High voltage battery level is low

If necessary, park the vehicle in a safe place until the output restriction warning light turns off.

**⚠ WARNING**

**When the output restriction warning light turns on or flashes, check the safety of the surroundings.**
The motor output decreases and the vehicle speed decreases, which could lead to an accident. If the vehicle cannot be driven safety, stop the vehicle in a safe place.

## Engine Oil Warning Light

The light turns on when the engine oil pressure decreases.

**⚠ CAUTION**

Do not drive the vehicle with the engine oil warning light turned on. Driving the vehicle with decreased engine oil pressure may cause engine damage.

If the engine oil warning light turns on while driving, stop the vehicle in a safe place and stop the hybrid system. After that, contact an Authorized Mazda Dealer.

## High Engine Coolant Temperature Warning Light

The light turns on if the engine coolant temperature has increased excessively. Check the contents of the message displayed and take the necessary action.

**⚠ CAUTION**

Do not drive the vehicle with the high engine coolant temperature warning light turned on. Driving the vehicle with the engine not cooled down may cause engine damage.

## Electric Power Steering Warning Light

The warning light turns on if the electric power steering has a malfunction.
If the warning light turns on, stop the vehicle in a safe place and switch the vehicle power OFF.
There is no problem if the warning light turns off when the hybrid system is restarted after some time has passed.
If the warning light turns on even after the hybrid system is restarted, contact an Authorized Mazda Dealer.

**NOTE**

- If the warning light turns on, the electric power steering will not operate normally. In this case, the steering wheel can still be operated, however, the operation may feel heavy compared to normal.
- Repeatedly jerking the steering wheel left and right while the vehicle is stopped or moving extremely slowly will cause the power steering system to go into protective mode which will make the steering feel heavy, but this does not indicate a problem. If this occurs, park the vehicle safely and do not operate the steering wheel. The system will return to normal after a few minutes.

## Shift System Warning Light

The light turns on if the shift system has a problem.
Park the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.
Always apply the parking brake when parking or stopping the vehicle, as it may not be possible to hold the vehicle in a stopped position even with the selector lever in the P position.
In addition, the hybrid system may not start again if it is stopped.

## ABS Warning Light


The light remains on if the system has a problem.
Have your vehicle inspected by an Authorized Mazda Dealer.

**WARNING**

**If the brake system warning light BRAKE and the ABS warning light turn on at the same time, stop the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.**
The rear wheels could lock more quickly in an emergency stop than under normal circumstances which could result in an accident.

## Master Warning Light

The light turns on if the system has a problem.
Check the contents of the message displayed on the center display or in the instrument cluster and take the necessary action.

## Brake Control System Warning Light

The light turns on if the system has a problem.
Have your vehicle inspected by an Authorized Mazda Dealer.

## Electric Parking Brake (EPB) Indicator Light


The light turns on when applying the parking brake and it turns off when releasing the parking brake.

**Parking brake warning/Indicator light inspection**

The light illuminates when the parking brake is applied with the vehicle power switched to START or ON. It turns off when the parking brake is released.

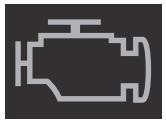
**Turning on**

If the light remains on even with the electric parking brake (EPB) switch turned off, the system may have a malfunction. Have the vehicle inspected by an Authorized Mazda Dealer.

**Flashing**

The light flashes if the system has a problem. If the light remains flashing even if the electric parking brake (EPB) switch is pressed, consult an Authorized Mazda Dealer as soon as possible.

## Check Engine Warning Light



**WARNING**

**Do not disconnect the lead-acid battery cables when the check engine warning light is turned on/flashing.**
The engine may be damaged when reconnecting the lead-acid battery cables, which could result in a fire.

The light turns on if the engine has a problem while it is running.
Park the vehicle in a safe place immediately and contact an Authorized Mazda Dealer.
If any of the following problems occur, the check engine warning light turns on.

- There is a problem with the hybrid system
- There is a problem with the emission control system
- There is a problem with the transmission control system
- The fuel tank level being very low or approaching empty
- The fuel-filler cap is missing or not tightened securely

If the check engine warning light remains turned-on/flashing, do not drive at high speed and have the vehicle inspected by an Authorized Mazda Dealer as soon as possible.

## Automatic Transmission Warning Light


The light turns on if the system has a problem.
Contact an Authorized Mazda Dealer.

**CAUTION**

Do not drive the vehicle with the automatic transmission warning light turned on. If the vehicle continues to be driven while the automatic transmission warning light is turned on, the transmission could be damaged.
Have your vehicle inspected by an Authorized Mazda Dealer as soon as possible.

## AWD Warning Light


The light turns on if the system has a problem or if the tire sizes do not match.
Check the contents of the message displayed and take the necessary action.

## Tire Pressure Monitoring System (TPMS) Warning Light (Flashing)

The light flashes if there is a malfunction in the system.
Contact an Authorized Mazda Dealer.

**⚠ WARNING**

**Do not drive the vehicle at high speeds if the TPMS warning light turns on or flashes.**
Driving the vehicle at high speeds while the TPMS warning light is turned on or flashing is dangerous because the brake performance and the steering wheel operability will be reduced. If the vehicle is driven at high speeds or the brakes are suddenly applied, it could lead to an accident. Gradually apply the brakes to lower the vehicle's speed.

**Do not ignore the TPMS warning light when it is turned on or flashing.**
Continuing to drive the vehicle while ignoring the illumination/flashing of the TPMS warning light is dangerous because a tire may burst which could lead to an accident. Take appropriate measures as soon as possible.

## TCS/DSC Indicator Light (Turns on)

There may be a problem with the DSC, TCS, or Hill Launch Assist (HLA) under the following conditions.
Have your vehicle inspected by an Authorized Mazda Dealer.

- The light does not turn on or remains on even if the vehicle power is switched ON.
- It turns on while driving the vehicle.

## Air Bag/Seat Belt Pretensioner System Warning Light

A problem in the system might be indicated under the following conditions.
Have your vehicle inspected by an Authorized Mazda Dealer.

- Does not turn on even if the vehicle power is switched ON.
- Remains turned-on/flashing.

**⚠ WARNING**

**Never tamper with the air bag/pretensioner systems and always have an Authorized Mazda Dealer perform all servicing and repairs.**
Self-servicing or tampering with the systems is dangerous. An air bag/pretensioner could accidentally activate or become disabled causing serious injury or death.

## KEY Warning Light (Red)

The light turns on if the system has a problem or if the key is out of the operation range.
Check the contents of the message displayed and take the necessary action.

**⚠ CAUTION**

If the power switch indicator light (amber) flashes at the same time, the hybrid system may not start. Have the vehicle inspected by an Authorized Mazda Dealer as soon as possible.

## Security Indicator Light

If the security indicator light turns on/flashes while driving, do not stop the hybrid system (leave it operating) and have the vehicle inspected at an Authorized Mazda Dealer. If you stop the hybrid system , you may not be able to start it again.
If the hybrid system cannot be started, switch the vehicle power OFF, place the key in another position within the operation range, and then restart the hybrid system.
Check the security indicator light and if it does not turn off, such as it remains on or flashes, switch the vehicle power OFF, wait for a while, and then restart the hybrid system.
If the hybrid system does not start after three attempts, a system malfunction may have occurred. Have the vehicle inspected by an Authorized Mazda Dealer.

**NOTE**
When repairing the immobilizer system, the key codes will need to be reprogrammed. Bring all the remaining keys to an Authorized Mazda Dealer.

## High Beam Control System (HBC) Warning Light (Amber)*

The light turns on if the system has a problem.
Have your vehicle inspected by an Authorized Mazda Dealer.

## i-ACTIVSENSE Warning Light

The light turns on if any i-ACTIVSENSE related system has a problem.
Check the contents of the message displayed and take the necessary action.

*Some models.

## Exterior Lights Warning Light

The light turns on if the exterior lights (not including the license plate lights) has a problem.
Have your vehicle inspected by an Authorized Mazda Dealer.

**⚠ CAUTION**

Do not drive the vehicle while an exterior light has a malfunction. Poor visibility, and not being able to signal braking and turns may cause an accident. In addition, if the vehicle is driven with the lights not turned on, it may conflict with laws and regulations due to poor maintenance.

## Low Fuel Warning Light

The light turns on/flashes when the remaining fuel in the tank is near empty.
When the light flashes, a warning sound is activated.
Refuel immediately.

**NOTE**
The light illumination timing may vary because fuel inside the fuel tank moves around according to the driving conditions and the vehicle posture.

## Check Fuel Cap Warning Light

If the check fuel cap warning light illuminates while driving, the fuel-filler cap may not be installed properly. Stop the hybrid system and reinstall the fuel-filler cap.

## Engine Oil Level Warning Light

This warning light indicates that the engine oil level is around the MIN mark.

**⚠ CAUTION**

Do not continue to drive the vehicle with the engine oil level warning light turned on. If the vehicle continues to be driven with an insufficient amount of engine oil, it could cause damage to the engine.

Add 1 L (0.26 US gal, 0.22 Imp gal) of engine oil (page 9-13).

## Seat Belt Warning Light (Front Seat)


The warning light flashes for about 6 seconds if the driver or front passenger's seat is occupied and the seat belt is not fastened with the vehicle power switched ON.
If the driver or front passenger's seat belt is unfastened (only when the driver or front passenger's seat is occupied) and if the vehicle is driven at about 20 km/h (12 mph) or faster, or about 10 km/h (6 mph) or faster for a continuous 30 seconds, with the seat belt unfastened, the warning light flashes for a certain period.
After a short time, the warning light stops flashing, but remains illuminated.
In addition, when the warning light flashes, a warning sound is activated.
Wear the seat belt.

**NOTE**

- Placing heavy items on the driver or front passenger's seat may cause the driver or front passenger's seat belt warning function to operate depending on the weight of the item.
- To allow the sensor that detects an occupant to function properly, do not sit on the driver or front passenger's seat with a cushion or other object on it. The sensor may not function properly because the additional seat cushion could cause sensor interference.
- If a small child is seated on the driver or front passenger's seat, the warning light may not operate.

## Seat Belt Warning Light (Rear Seat) (Red)


When the vehicle power is switched ON, the warning lights turn on if the seat belts are not fastened.*1*2
After the hybrid system is started, the warning lights turn off after a short period of time.
In addition, if a fastened seat belt is unfastened, the warning light flashes for a short period of time and then turns off.
When the warning light flashes, a warning sound is activated.
Wear the seat belt.

*1 The warning light also turns on when the rear seat is unoccupied.
*2 The number of seats displayed on the warning light differs depending on the specification.

## Rear Seat Alert Warning Light*

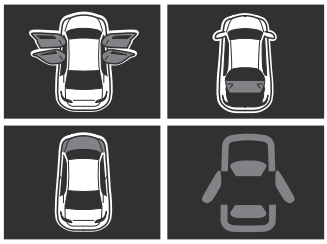

The warning light turns on continuously if the system has a problem. Have the vehicle inspected by an Authorized Mazda Dealer.

*Some models.

## Low Washer Fluid Amount Warning Light*

The light turns on if the amount of washer fluid is low when the vehicle power is switched ON.
Add washer fluid.

## Door-ajar Warning Light/ Liftgate-open Warning Light/Hood-open Warning Light



The light turns on if any door/liftgate/hood is not closed securely.
In addition, the warning sound is activated if any door/trunk lid/liftgate is not closed and the vehicle is driven.

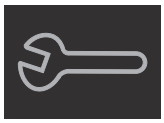
Close the door/liftgate/hood securely.

 *Some models.

## KEY Indicator Light (Green) (Flashing)

The light flashes if the battery power of the key is low when the vehicle power is switched from ON to OFF.
Replace the key battery.

## Wrench Indicator Light



The light turns on when the preset maintenance period has arrived. Have the vehicle inspected by an Authorized Mazda Dealer.

**⚠ CAUTION**

- When the maintenance period arrives, have your vehicle inspected by an Authorized Mazda Dealer as soon as possible. If maintenance is neglected, a decrease in vehicle performance may occur which could cause damage. Have your vehicle inspected before the maintenance period arrives.
- If the vehicle continues to be driven after the engine oil replacement period has passed, it could cause damage to the engine. Replace the engine oil before the maintenance period arrives.

**NOTE**

- The indicator light may turn on earlier than the preset period depending on vehicle usage conditions.
- Whenever the engine oil is replaced, a reset of the vehicle engine control unit is necessary.
  Select “Information” → “Vehicle Status Monitor” → “Vehicle Maintenance Settings” → “Reset Oil Change Distance” on the Mazda Connect home screen, and then reset the traveled distance until engine oil replacement, or consult an Authorized Mazda Dealer.

## Lights-On Reminder

If the vehicle power is switched OFF with the exterior lights turned on and the driver's door is opened, a sound is activated.
Operate the headlight switch to turn off the exterior lights.

**NOTE**
A personalized function is available to change the sound volume for the lights-on reminder.
Set using "Settings" on the Mazda Connect home screen or consult an Authorized Mazda Dealer.

## Vehicle Power Not Switched OFF Reminder Warning Sound

If the driver's door is opened with the vehicle power switched to ACC, a beep will be heard continuously in the cabin to notify the driver that the vehicle power has not been switched OFF (STOP). Under this condition, the keyless entry system will not operate, the vehicle cannot be locked, and the lead-acid battery voltage will be depleted.
Switch the vehicle power OFF.

## Key Removed from Vehicle Warning Sound

**Vehicles with advanced keyless function**

If the key is taken out of the vehicle while the vehicle power is switched to ACC or ON, and all the doors are closed, a sound is activated 6 times outside of the vehicle and a sound is activated 1 time in the vehicle.

**Vehicles without advanced keyless function**

If the key is taken out of the vehicle while the vehicle power is switched to ACC or ON, and all the doors are closed, a sound is activated 1 time in the vehicle.

Make sure that you leave the vehicle while carrying the key, or switch the vehicle power OFF.

## Key Left-in-Vehicle Warning Sound

If all the doors and luggage compartment are locked using another key while the key is left in the cabin, the beep which sounds outside of the vehicle will be heard for about 10 seconds to notify the driver that the key is in the cabin. In this case, take out the key by opening the door.
A key taken out of the vehicle using this method may not operate because its functions have been temporarily stopped. To restore the key's functions, perform the applicable procedure (page 8-8).

## Key Left-In-Luggage Compartment Warning Sound (Vehicles With Advanced Keyless Function)

If the key is left in the luggage compartment with all the doors locked and the liftgate closed, a beep will be heard outside for about 10 seconds to notify the driver that the key is in the luggage compartment. In this case, take out the key by pressing the electric liftgate opener and opening the liftgate.
The key taken out of the luggage compartment may not operate because its functions have been temporarily stopped. To restore the key's functions, perform the applicable procedure (page 8-8).

## Door Lock Inoperable Warning Sound

**Operation Using Touch Sensor**

A warning beep is activated to notify the driver that the doors are not locked when all of the following conditions are met:

- The vehicle power is switched OFF.
- All the doors are not fully closed.
- The lock is operated 3 times within 5 seconds.

Check the vehicle power and whether the doors are open or closed, and then operate the lock again.

**Operation Using Door-lock Switch on the Liftgate**

When the door-lock switch on the liftgate is pressed under any of the following conditions, a warning sound is activated.

- The vehicle power is switched to a position other than OFF.
- Any door is open.

Make sure that none of the above conditions are present, and then press the door-lock switch again.

## Power Liftgate Warning Sound*

- A sound is activated 3 times when the power liftgate is operated and an object is stuck in the liftgate.
  Make sure that there is nothing stuck.
- If the vehicle is driven while the liftgate is open, a sound is activated for a while.
  Drive the vehicle with the liftgate closed.

## Brake System Warning Sound

A warning sound is activated if a problem with the brake system occurs and the brakes may not work as intended. Decelerate the vehicle while checking the safety of the surrounding area, and park the vehicle in a safe place. After stopping the vehicle, contact an Authorized Mazda Dealer.

*Some models.

## Brake Override Warning Sound

A warning sound is activated when the accelerator pedal and brake pedal are depressed at the same time while driving. Only depress the brake pedal.

## Electric Parking Brake (EPB) Warning Sound

The warning sound is activated under the following conditions:

- The vehicle is driven with the parking brake applied.
- The Electric Parking Brake (EPB) switch is pulled while the vehicle is driven.
- You attempt to start driving the vehicle while the conditions for releasing the Electric Parking Brake (EPB) automatically have not been met.

Check the condition of the parking brake.

## Vehicle Problem Warning Sound

If any of the following problems occur, a warning sound is activated.

- Automatic transmission problem
- Increase in automatic transmission internal temperature
- Hybrid system problem
- Brake system problem
- Electric Parking Brake (EPB) problem
- Engine oil pressure decrease
- Engine coolant temperature increase
- Engine system problem
- Shift control system problem
- Charging system problem
- Approaching vehicle audible system problem

Check the information regarding the warning indication on the center display or the instrument cluster.

## Shift Position Warning Sound

A warning sound is activated when the selector lever position and the shift position of the vehicle do not match. Check the selector lever position.

## Selector Lever Not in P Reminder Warning Sound

A warning sound is activated if the following operations are performed while the selector lever is in a position other than P.

- The vehicle power is switched OFF while the hybrid system is operating.
- The driver's seat belt is unfastened and the driver's door is opened.

Check the selector lever position.

## Reverse Position Warning Sound

The warning sound is activated when the vehicle power is switched ON and the selector lever is in the R position.

## Battery Saving Mode Warning Sound

A warning sound is activated when the vehicle goes into Battery Saving Mode. To charge the lead-acid battery, start the hybrid system and operate it for 5 minutes or longer.

## What to do when the vehicle is stuck

**⚠ WARNING**

**Do not spin the wheels at more than 56 km/h (35 mph), and do not allow anyone to stand behind a wheel when pushing the vehicle:**
When the vehicle is stuck, spinning the wheels at high speed is dangerous. The spinning tire could overheat and explode. This could cause serious injuries.

**⚠ CAUTION**

Too much rocking may cause engine overheating, transmission failure, and tire damage.

If you must rock the vehicle to free it from snow, sand or mud, depress the accelerator slightly and slowly move the selector lever from D to R position.

**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.<br>- MAZDA3 2.5L w/o cylinder deactivation<br>- MAZDA CX-50 2.5L Hybrid |
| 2 | 4/25/2025 | - | The information for the following 2026MY models is added.<br>- MAZDA CX-70 3.3L-DI-TC M Hybrid Boost Low Power<br>- MAZDA CX-70 3.3L-DI-TC M Hybrid Boost High Power<br>- MAZDA CX-90 3.3L-DI-TC M Hybrid Boost Low Power<br>- MAZDA CX-90 3.3L-DI-TC M Hybrid Boost High Power |
| 3 | 5/14/2025 | COM-137, 138 | Addition of the OBD approval for Group3 (TTKXV02.5EGA). |
| 4 | 5/16/2025 | COM-163 | Addition of the OBD approval for Group4 (TTKXV02.5CDH and TTKXV02.5CDI). |
| | | - | The information for the following 2026MY models is added.<br>- MAZDA CX-30 2.5L w/o cylinder deactivation<br>- MAZDA CX-50 2.5L w/ turbocharger |
| 5 | 5/28/2025 | COM-387 – 388 | Delete some parts of 17-3. California WarrantyStatement (CARB request) |
| 6 | 6/4/2025 | COM-161 | Addition of the OBD approval for Group1 (TTKXT03.3DHB and TTKXT03.3DHA). |
| 7 | 6/5/2025 | COM-30 | Update the partial soak statement. |
| 8 | 6/26/2025 | - | The information for the following 2026MY models is added.<br>- MAZDA CX-50 2.5L w/o cylinder deactivation<br>- MAZDA CX-70 2.5L-DI PHEV<br>- MAZDA CX-90 2.5L-DI PHEV |
| 9 | 7/11/2025 | COM-166 | Addition of the OBD approval for Group5 (TTKXT02.5CDC). |
| 10 | 7/29/2025 | COM-163, 166 | Addition of the OBD approval for Group2 (TTKXT02.5CDB) and Group3(TTKXT02.5EGD). |
| 11 | 8/1/2025 | COM-168 | Addition of the OBD approval for Group4 (TTKXT02.5CDK). |
| 12 | 8/8/2025 | - | The information for the following 2026MY model is added.<br>- MAZDA CX-70 SC 2.5L-DI PHEV |
| 13 | 8/19/2025 | COM-457 | The battery specific energy information for the PHEV models is added. |
| 14 | 8/21/2025 | COM-455 | The onboard charger maximum output information for the PHEV models is added. |
| 15 | 8/27/2025 | - | The information for the following 2026MY models is added.<br>- MAZDA MX-5 2.0L |
| 16 | 9/17/2025 | - | Addition of the OBD approval for Group2 (TTKXT02.5CDD) |
| 17 | 9/19/2025 | - | The information for the following 2026MY models is added.<br>- MAZDA CX-5 2.5L w/o cylinder deactivation |