

Appendix 1

This is a copy of the letter I sent to Mazda UK in February 2022 asking for information about

- a) Whether it is safe to use E10 fuel in a petrol Bongo; and
- b) Whether Bongos are compliant for Euro 4 (petrol) or Euro 6 (diesel) standards for Clean Air Zone/ULEZ purposes.

Bongo **FURY**

The Mazda-Bongo Ford-Freda Owners Club

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17 August 2023

To: The Homologation Manager
Mazda UK
Victory Way
Crossways Business Park
Dartford DA2 6DT

Grey Imports: Fuel, Emissions and Engine Types

I hope you can help me. I am the secretary of "Bongo Fury", the Mazda Bongo Friendee owners club. Currently we have about 2,000 members, mainly in the UK. Recently, with the introduction of E10 petrol and also Clean Air Zones, a number of issues have arisen for which we cannot find the solution.

In case you don't know, Mazda Bongo Friendees (and Ford Fredas) were manufactured for the domestic Japanese market between 1995 and 2005. They make ideal camper vans and many have arrived in the UK as "grey imports".

I would be grateful if you could answer the following questions or point me in the right direction.

Fuel

There are 2 types of petrol Bongo. The 2 litre 4-cylinder version (FE engine) and the 2.5 litre V6 (J5 engine). Guidance issued by the Japanese Association of Automotive Manufacturers (JAMA) states:

"E10 petrol is cleared for use in all models with petrol engines introduced in and from 2002"

The J5 engine on V6 Bongos did not change between their introduction in May 95 to their demise in August 02. We recommend our members that E5 fuel should be used wherever possible. If E10 petrol is used an "Ethanol Guard" additive should be used.

The same advice is given to users of FE engines. However the part number for the 2 litre Bongo changed on 17 July 2002, so we have advised that if members have a vehicle with chassis number SGEW-503208 onwards, or SGE3-400091 onwards they can use E10 fuel without any problems.

Can you confirm that we have issued the correct guidance?

Emissions

The introduction of the Greater London Ultra Low Emission Zone (ULEZ) and other Clean Air Zones across the UK means that in many locations Bongos are now subject to a daily charge as they are not listed as meeting Euro4 (petrol) or Euro6 (diesel). But it is possible that later petrol Bongos were manufactured to conform to vigorous Japanese emissions standards and therefore may meet Euro4 standards.

Can you confirm that this is the case? Is there any emissions data available for the diesel (WLT engine) Bongos or the J5 and FE petrol Bongos?

Thank you for taking time to consider these matters and I look forward to your response.

Ian Maynard


(Secretary)

Appendix 2

This the reply I received from Mazda UK. In summary it states that

- a) no variant of the Bongo should use E10 fuel; and
- b) no Bongos are compliant for emissions standards for entering the various zones

Classified as Mazda Restricted


mazda

16 February 2022

Mr Ian Maynard
Unit 10 Aizlewood Road
Sheffield
S8 7YX

Dear Mr Maynard,

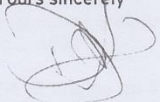
Thank you for the letter dated the 2 February requesting some information on fuel compatibility and emissions compliance. I am sorry for the delay in response, I can confirm as the Mazda Bongo was never intended for the UK market these were questions which needed to be raised to our colleagues at Mazda Corporation in Japan.

In relation to the first question on E10 fuel and compatibility between the different years on the Mazda Bongo it has been confirmed by Mazda Corporation that no variant of the Mazda Bongo should be used with E10 fuel. This grade of fuel was not considered during engine development and the effects on emissions control systems and associated internal components are unknown.

I also note the question raised relating to the new LEZ and ULEZ emissions zones being introduced throughout the UK. As this vehicle was never intended for the EU market it was never subject to these tests so does not have any European Type Approval Certification or other certification that would provide comparable emissions results suitable for demonstrating its compliance and therefore will be subject to any charges put in place.

I hope this helps in offering the guidance you need and if there are any other questions which arise in the future, please do let us know.

Yours sincerely





Dean Armitage
Homologation manager
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