

From: [REDACTED]
To: [EVOO \(NHTSA\)](#); [DataQuality](#); [DataQuality \(NHTSA\)](#); [Vehicle Safety Hotline](#)
Subject: Re: Follow up to ODI Complaint ---11577954
Date: Friday, March 29, 2024 1:01:50 PM

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I was advised by Lisa on a call this afternoon (Ref No. [REDACTED]) to direct my previous email to vsh@dot.gov to make necessary edits and return. Please see below. And please do email me to follow up with any questions. This is the first time that I initiate and ODI with NHTSA and I would like to be sure it is all being handled correctly on my end.

I would like to provide more detail to ODI Complaint NHTSA ID 11577954. The above email states that I should make any necessary edits and email to dataquality@dot.gov, but I do not understand where these edits should be made. The attached "11577954.docx" word document that was sent to me appears to be an informational document sent to me, the consumer. I do not understand where it is appropriate to make my own edits. If you could please let me know.

*At any rate, the Summary of Complaint that was entered is incomplete. I requested on the call that it be noted that this is "**severely accelerated subframe rot on the passenger front, which is consistent with an active recall on second generation Mazda 6 vehicles (see: MAZDA RECALL # 2818I, NHTSA CAMPAIGN # 18V631000, NHTSA CAMPAIGN # 19V323000)**"*

I would like these recall campaigns references because this is a design flaw with a risk of severe subframe failure that led to recalls in later model years in two separate NHTSA campaigns. It is clear that the 2006 model year is suffering the same failure mode that led to recalls of 2009, 2010, 2011, 2012, and 2013 Mazda 6 vehicles, and should be remedied by a recall to address this same manufacturer oversight.

*Could you please advise on how I can have the bolded portion above added to my Summary of Complaint for ID 11577954, **and** reviewed with this information updated. I believe Mazda should review and address this issue with the NHTSA as the same failure mode for which they have already been ordered to issue **MAZDA RECALL # 2818I under NHTSA CAMPAIGNS # 18V631000 and 19V323000.***

I see several other complaints for this same issue under the 2006 Mazda 6 on NHTSA website, and I do not see one instance of Mazda having replied and addressed it for this model year, although they do reply to other issues for this model year as recently as 2023.

Thank you, please feel welcome to follow up with any questions or otherwise inform me once the claim has been updated and addressed by the Mfr.

Kind regards,
[REDACTED]

On Thu, Mar 28, 2024 at 12:17 PM [REDACTED] > wrote:

Good afternoon,

I would like to provide more detail to ODI Complaint NHTSA ID 11577954. The above email states that I should make any necessary edits and email to dataquality@dot.gov, but I do not understand where these edits should be made. The attached "11577954.docx" word document that was sent to me appears to be an informational document send to me, the consumer. I do not understand where it is appropriate to make my own edits. If you could please let me know.

At any rate, the Summary of Complaint that was entered is incomplete. I requested on the call that it be noted that this is "**severely accelerated subframe rot on the passenger front, which is consistent with an active recall on second generation Mazda 6 vehicles (see: MAZDA RECALL # 2818I, NHTSA CAMPAIGN # 18V631000, NHTSA CAMPAIGN # 19V323000)**"

I would like these recall campaigns references because this is a design flaw with a risk of severe subframe failure that led to recalls in later model years in two separate NHTSA campaigns. It is clear that the 2006 model year is suffering the same failure mode that led to recalls of 2009, 2010, 2011, 2012, and 2013 Mazda 6 vehicles, and should be remedied by a recall to address this same manufacturer oversight.

Could you please advise on how I can have the bolded portion above added to my Summary of Complaint for ID 11577954, **and** reviewed with this information updated. I believe Mazda should review and address this issue with the NHTSA as the same failure mode for which they have already been ordered to issue **MAZDA RECALL # 2818I under NHTSA CAMPAIGNS # 18V631000 and 19V323000.**

I see several other complaints for this same issue under the 2006 Mazda 6 on NHTSA website, and I do not see one instance of Mazda having replied and addressed it for this model year, although they do reply to other issues for this model year as recently as 2023.

Thank you, please feel welcome to follow up with any questions or otherwise inform me once the claim has been updated and addressed by the Mfr.

Kind regards,
[REDACTED]

On Thu, Mar 28, 2024 at 10:18 AM EVOQ (NHTSA) <EVOQ@dot.gov> wrote:

Please see the attached copy of your recent complaint and instructions. Please make any necessary edits and return via email to dataquality@dot.gov or fax to (202) 366-1767. Due to the volume of complaints we receive and our limited resources, we cannot respond to every complaint.

NHTSA/Office of Defects Investigation