

Mazda North America Inc. 10000

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

May 5, 2003

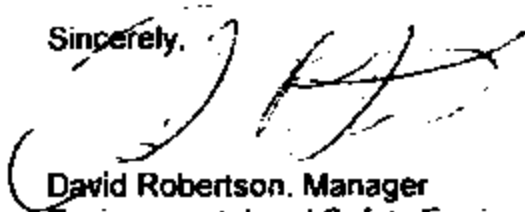
Dear Ms. DeMeter:

The enclosed information is provided in response to the inquiry we received in connection with EA02-027 regarding possible engine stalling of the 2001 and 2002 MY Tributes equipped with the 3.0L engine. As requested, the information is provided in duplicate. Some of the records are being provided in electronic format.

This is a follow-up to our partial response that was submitted on April 4 and contains our complete responses to questions 2, 3, 4 and 11. Also, the response to questions 8 and 9 have been revised to clarify that Mazda does not have design or manufacturing responsibility for the engine and engine control system of the Tribute.

If you or your staff have any questions regarding the information provided please contact me. My telephone number is (313) 594-7778.

Sincerely,



David Robertson, Manager
Environmental and Safety Engineering
Mazda North American Operations

enclosures

This is Mazda's final response to EA02-027. A partial response was submitted on April 7, 2003.

2. State the number of each of the following, received by Mazda, or of which Mazda is otherwise aware, which relate to, or may relate to, the alleged defect in the subject vehicles:
- consumer complaints, including those from fleet operators;
 - field reports, including dealer field reports;
 - reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints or field reports;
 - property damage claims;
 - third-party arbitration proceedings where Mazda is or was a party to the arbitration; and
 - lawsuits, both pending and closed, in which Mazda is or was a defendant or codefendant.

For subparts "a" through "c," state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items "c" through "f," provide a summary description of the alleged problem and causal and contributing factors and Mazda's assessment of the problem, with a summary of the significant underlying facts and evidence. For item "f," identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

Answer 2

On April 7, Mazda provided responses to parts d, e and f of this question. We now provide the remaining information in response to parts a, b and c.

No.	Number of Reports	Appendix
a. consumer complaints, including those from fleet operators.	1501	Appendix B-a
b. field reports, including dealer field reports;	3148	Appendix B-c
c. reports involving a crash, injury, or fatality, based on claims against the manufacturer involving a death or injury, notices received by the manufacturer alleging or proving that a death or injury was caused by a possible defect in a subject vehicle, property damage claims, consumer complaints, or field reports;	9	Appendix B-a&b
d. property damage claims	0	NA
e. third-party arbitration proceedings where Mazda is or was a party to the arbitration; and	0	NA
f. lawsuits, both pending and closed, in which Mazda is or was a defendant or codefendant.	29	Appendix B

Consumer complaints: Mazda has identified 1501 consumer complaints that may be related to the alleged defect. Six of them appear to describe an incident in which a collision may have occurred and two of them appear to describe incidents involving vehicle damage. In none of these incidents nor in any of the other complaints included with this submission are there any allegations that fire injuries or fatalities were involved. Information on each Consumer complaint is provided in Appendix B-a in response to Request 3 and Appendix C-a in response to Request 4.

Field reports: Mazda has identified 3148 Field reports that may be related to the alleged defect. One of them appears to describe an incident in which a collision may have occurred. There are no indications that any of the incidents included in these filed reports resulted in fire, property damage, injuries or fatalities. Information on each Field report is provided in Appendix B-b in response to Request 3 and Appendix C-b in response to Request 4.

These are the 8 consumer complaints that describe what appear to be collisions or property damage and the 1 field report that appears to describe a collision.

<Consumer complaint>

CR752226-0, CR771318-0, CR771318-1, CR780447-0, CR787123--0, CR837620-0, CR851051-1, CR869821-0

<Field report>

HL251712

3. For each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:
 - a. Mazda's file number or other identifier used;
 - b. the category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
 - c. Vehicle owner or fleet name (and fleet contact person), address, and telephone number;
 - d. vehicle's VIN;
 - e. vehicle's make, model and model year;
 - f. vehicle's mileage at time of incident;
 - g. incident date;
 - h. report or claim date;
 - i. whether a crash is alleged;
 - j. whether property damage is alleged;
 - k. number of alleged injuries, if any; and,
 - l. number of alleged fatalities, if any.

Provide this information in Microsoft Access 2000, or a compatible format, entitled "REQUEST NUMBER TWO DATA." See Enclosure 1, Data Collection Disc, for a pre-formatted table that provides further details regarding this submission.

Answer 3

Detailed information on the Consumer complaints and Field reports identified in response to request 2 can be found in Appendix B-a and Appendix B-b.

4. Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method Mazda used for organizing the documents.

Answer 4

Copies of all information related to the Consumer complaints and Field reports identified in response to request 2 can be found in Appendix C-a and Appendix C-b in the list.

8. Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, Mazda. For each such action, provide the following information:
- action title or identifier;
 - the actual or planned start date;
 - the actual or expected end date;
 - brief summary of the subject and objective of the action;
 - engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
 - a brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

Answer 8

Mazda has not conducted any study, survey, or investigation pertaining to the alleged defect since Mazda has neither design nor manufacturing responsibility for the engine and engine control system for the subject vehicles.

Please see Ford's response to Request 8 for EA02-027.

9. Describe all modifications or changes made by, or on behalf of, Mazda in the design, material composition, manufacture, quality control, supply, or installation of the subject components from the start of production to date, which relate, or may relate, to the alleged defect in the subject vehicles. For each such modification or change, provide the following information:
- the date or approximate date on which the modification or change was incorporated into vehicle production;
 - a detailed description of the modification or change;
 - the reason(s) for the modification or change;
 - the part numbers (service and engineering) of the original component;
 - the part number (service and engineering) of the modified component;
 - whether the original unmodified component was withdrawn from production and/or sale and if so when;
 - when the modified component was made available as a service component; and
 - whether the modified component can be interchanged with earlier production components.

Also, provide the above information for any modification or change that Mazda is aware of which may be incorporated into vehicle production within the next 120 days.

Answer 9

Mazda has neither design nor manufacturing responsibility for the engine and engine control system for the subject vehicles.

Please see Ford's response to Request 9 for EA02-027.

11. Provide Mazda's assessment of the alleged defect in the subject vehicle, including

- a. the causal or contributory factor(s);
- b. the failure mechanism(s);
- c. the failure mode(s);
- d. the risk to motor vehicle safety that it poses;
- e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning and
- f. the reports included with this inquiry.

Answer 11

Mazda has not conducted any study, survey, or investigation pertaining to the alleged defect since Mazda has neither design nor manufacturing responsibility for the engine and engine control system for the subject vehicles.

Please see Ford's response of the technical information and data to Request 11 for EA02-027

Based upon Mazda's review of the data and information submitted in Ford's response to EA02-027, as well as the data and information in our possession, although there are a large number of complaints of stalling vehicles, the risk of injury or death appears to be low. Mazda does not believe the reported stalling presents an unreasonable risk to safety.