

This document is being submitted in accordance with Section 11 of the Remedy Agreement for vehicles originally equipped with Takata PSDI-4 driver side airbag inflators which was signed by Mazda on June 18, 2015. Below is a description of the efforts Mazda has taken to find an alternative, permanent remedy solution and the associated recall launch plan, including the planned supply schedule of an alternative, permanent remedy solution to the market.

1. Efforts to find an alternative, permanent remedy

Mazda has evaluated and selected Takata’s inflator type PSDI-X and Daicel’s inflator type ZE as alternative, permanent remedies as replacements for the originally installed Takata PSDI-4 inflator. These inflators will be used as the repair part for recall 15V-382. Mazda has confirmed the performance of these inflators to ensure that the driver airbag system provides the appropriate level of protection in the event of a vehicle crash.

2. Recall launch plan

We are expecting to receive sufficient supply of these repair parts so that we can start launching 15V-382 by November, 2015. To begin the field repair as soon as possible Mazda will first supply the alternative, permanent remedy solutions to vehicles registered in High Absolute Humidity (HAH) states. As the supply increases Mazda will then focus on early model year vehicles model year vehicles throughout the nation. Finally, we will implement the field repair for all vehicles, nationwide. Our current plans, including the transition from 15V-345 to 15V-382 are shown graphically on the chart below.

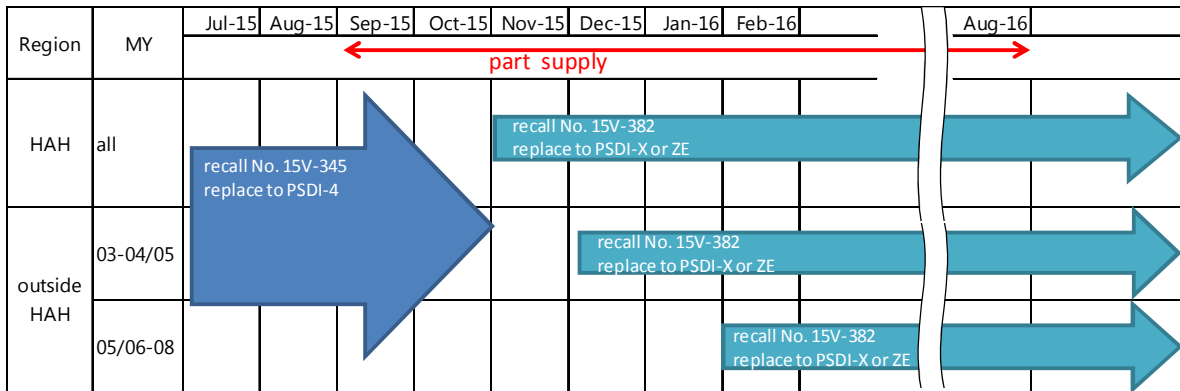


Table 1: Recall transition plan