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Amended

Ms. Nancy Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue SE, Room W45-306  
Washington, DC 20590

June 10, 2014

Dear Ms. Lewis:

Re.: Submission of REVISED Part 573 report for certain 2008-2011 MY Tribute vehicles

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, "Defect and Noncompliance Reports," Mazda North American Operations (MNAO), on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda), submits the following information concerning a voluntary recall action that it is voluntarily initiating.

Sec. 573.6 (c)(1) - Manufacturer's Name:

Mazda Motor Corporation with Designated Agent:

David Robertson, Group Manager  
Environmental, Safety and Powertrain Engineering  
Mazda North American Operations  
46976 Magellan Drive  
Wixom, MI 48393

Sec. 573.6 (c)(2) – Potentially Affected Vehicles:

Vehicles potentially affected are certain 2008- 2011 model year Mazda Tribute vehicles built at the Kansas City Assembly Plant from October 5, 2006 to September 11, 2010.

Plant information and the VIN range are as follows;

Vehicle	2008-2011 MY Mazda Tribute
Plant	Ford Motor Company Kansas City Assembly Plant 8121 U.S NE Highway 69, Claycomo, Missouri 64119
VIN range	4F2CZ****8KM 00009 – 32738 4F2CZ****9KM 00021 – 09538 4F2CY****AKM 00001 – 10051 4F2CY****BKM 00001 – 01281



**Basis of determination of the recall population**

The vehicle population was based on manufacturing records of Mazda.

The information for the supplier of the Power Steering Control Module (PSCM), that is the subject of this defect report, is provided below.

Power Steering Control Module:

Nexteer

3900 E. Holland Rd.

Saginaw, MI 48601-9494

(989) 757-5000

Point of Contact at Supplier: VP of Quality, (989) 757-5000

Country of origin: Mexico

Sec. 573.6 (c)(3) – Estimated Population of Vehicles Potentially Affected:

Approximately 33,000 vehicles in the United States and its territories are potentially affected.

Sec. 573.6 (c)(4) – Estimated Percentage of Affected Vehicles with the Defect Condition:

Unknown

Sec. 573.6 (c)(5) – Description of the Defect:

In some of the affected vehicles, a poor signal to noise ratio in the torque sensor within the Electric Power Steering (EPS) system does not allow the PSCM to determine the driver's steering input. Once this condition is detected, the system removes power steering assist, and defaults to manual steering mode. In the event of a loss of power steering assist, the mechanical linkage between the steering wheel and the road is maintained at all times. Loss of power steering assist while driving would require higher steering effort at lower vehicle speeds, which may result in an increased risk of a crash.

Sec. 573.6 (c)(6) – Chronology of Events:

In February 2012 – Mazda received information from Ford that Transport Canada had started a formal investigation with Ford concerning reports of power steering loss.

October 2012 – Mazda started having regular meetings with Ford about this issue

On February 14, 2014 - Transport Canada began the investigation with regard to a loss of power steering assist on 2008-2011 Mazda tribute vehicles.

On March 19, 2014 - Mazda responded to Transport Canada regarding the investigation.

On April, 2014 - Transport Canada upgraded its investigation to Level III status.

On May 21, 2014 - As a result of consideration of this issue, Mazda decided to conduct a safety field action on 2008-2011 Mazda Tribute vehicles.

Sec. 573.6 (c)(7) – Basis of Non-Compliance Determination:

Not applicable.

Sec. 573.6 (c)(8) – Service Program:

Owners of record will be notified by mail and instructed to take their vehicles to a Mazda dealer.

Dealers will check the Power Steering Control Module (PSCM) for Diagnostic Trouble Codes (DTC):

- If no loss of steering assist DTCs are present, dealers will update the PSCM and instrument cluster module software. The updated PSCM software changes the torque sensor fault strategy and will no longer remove power steering assist during an ignition cycle for a single torque sensor fault. Additionally, the software update will provide audible and visual warnings to the driver in the unlikely event that a torque sensor fault is detected.
- If, upon initial inspection certain “loss of steering assist” DTCs are present, the dealer will either replace the torque sensor or the PSCM, depending on the DTC present. In addition these vehicles will have the PSCM and instrument cluster module software updated as explained above.

The repair will be performed free of charge to the vehicle owners.

A copy of the reimbursement application form to be sent to owners and dealers as an attachment to the owner notification letter will be provided along with the draft owner notification letter when it is available. With respect to reimbursement, customers will be reimbursed based on the submission of a receipt indicating the amount paid by the customer to remedy this problem.

Dealers will be notified of the voluntary recall in mid-to-late July, 2014.

The mailing of owner notification letters by first class mail will begin in mid-to-late July, 2014.

Sec. 573.6 (c)(9) – Service Program for Tire Replacement:

Not applicable.

Sec. 573.6 (c)(10) – Copy of notification letters:

A copy of “owner notification letter” will be submitted when it becomes available.

Sec. 573.6 (c)(11) – The Manufacturer’s Campaign Number:

Mazda has assigned recall number 7614E to this action.

Sincerely,



David Robertson, Group Manager,  
Environmental, Safety & Powertrain Engineering  
Mazda North American Operations