

**Part 573 Safety Recall Report****14V-675****Manufacturer Name :** Mazda North American Operations**Submission Date :** OCT 24,2014**NHTSA Recall No. :** 14V-675**Manufacturer Recall No. :** 8014J**Manufacturer Information :**

Manufacturer Name : Mazda North American Operations

Address : 46976 Magellan Drive

Wixom MI 48393

Company phone : 248-295-7859

**Population :**

Number of potentially involved : 99,711

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2014-2015 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 2014-2015 model year Mazda6, built from October 25, 2012 through October 10, 2014 at Hofu plant of Mazda Motor Corporation, Japan.

Production Dates : OCT 25, 2012 - OCT 10, 2014

**VIN (Vehicle Identification Number) Range**

Begin : JM1GJ1W56E1100027

End : JM1GJ1W5XF1214212

 Not sequential VINs

**Description of Defect :**

Description of the Defect : FMVSS 138 S4.2(a) requires that the tire pressure monitoring system must illuminate a low tire pressure warning telltale within 20 minutes after the inflation pressure in one or more of the vehicle's tires, up to a total of four tires, is equal to or less than either the pressure 25 percent below the vehicle manufacturer's recommended cold inflation pressure, or the pressure specified in the 3rd column of Table 1 of this standard for the corresponding type of tire, whichever is higher. In case the inflation pressure of subject Mazda6 vehicle's four tires concurrently and gradually dropped, it cannot comply with the requirement of FMVSS 138 S4.2 (a), specifically the tire pressure monitoring system cannot illuminate the telltale within 20 minutes after the inflation pressure of four tires drops by 25 percent of the placard pressure.

Description of the Safety Risk : There is a possibility for a vehicle to be operated with underinflated tires without a warning being provided to the operator as required by FMVSS 138. Operation of the vehicle with underinflated tires may result in the failure of a tire while driving which can impact the vehicle handling characteristics.

Description of the Cause : When tested according to a test procedure developed by NHTSA OVSC, the system did not have the capability to detect a slow deflation occurring on all four tires simultaneously.

Identification of Any Warning that can Occur : NR

**Supplier Identification :****Component Manufacturer**

Name : ADVICS CO,LTD

Address : 2-1, Showa-cho, Kariya, Aichi 448-8688,  
FOREIGN STATES

Country : Japan

**Chronology :**

September 12, 2014: Mazda was informed by NHTSA that Mazda6 (GJ) vehicles may potentially fail in the detecting capability test of TPMS.

September 24, 2014: Mazda received the detailed information from NHTSA, with regard to the evaluation they performed.

October 2 to 5, 2014: Mazda conducted the detecting capability test of TPMS in the way to deflate all of four tires gradually and found that TPMS of Mazda6 vehicles cannot illuminate the telltale in NHTSA's test condition.

October 10, 2014: Mazda reported the test result which Mazda conducted to NHTSA, also reported that Mazda incorporated the countermeasure into production on October 10.

October 17, 2014: On the basis of the test result, that the telltale cannot be illuminated according to the NHTSA's test condition, Mazda decided to conduct a noncompliance recall campaign on 2014-2015MY Mazda6 vehicles.

**Description of Remedy :**

Description of Remedy Program : Owners of record will be notified of this issue and instructed to take their vehicles to a Mazda dealer for repair. The repair will be to reprogram the software of TPMS in the DSC (Dynamic Stability Control) unit with the modified one. The repair will be performed free of charge to the vehicle owners. Also, the reimbursement is not applicable in this recall campaign since there were no software updates previously available.

How Remedy Component Differs from Recalled Component : The control program of TPMS within the DSC unit has been changed, therefore there is no apparent difference between the remedy components and recalled component.

Identify How/When Recall Condition was Corrected in Production : The control program of TPMS within DSC unit has been improved.  
Implementation date is October 10, 2014.

**Recall Schedule :**

Description of Recall Schedule : A draft of the planned owner letter will be provided when it becomes available.

Dealers will be notified of the voluntary recall on or around October 29, 2014.  
The mailing of owner notification letter by first class mail will begin on or around October 31, 2014.

Planned Dealer Notification Date : OCT 29, 2014 - OCT 29, 2014

Planned Owner Notification Date : OCT 31, 2014 - OCT 31, 2014

\* NR - Not Reported