

Part 573 Safety Recall Report**16V-203****Manufacturer Name :** Mazda North American Operations**Submission Date :** APR 08, 2016**NHTSA Recall No. :** 16V-203**Manufacturer Recall No. :** 9316D**Manufacturer Information :**

Manufacturer Name : Mazda North American Operations

Address : 1025 Connecticut Avenue, NW

Suite 910 Washington DC 20036

Company phone : 800-222-5500

Population :

Number of potentially involved : 578

Estimated percentage with defect : NR

Vehicle Information :

Vehicle : 2016-2016 Mazda CX-3

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : All of four affected models were built at Hiroshima plant of Mazda Motor Corporation, Japan.

Production Dates : JUN 01, 2015 - DEC 02, 2015

VIN (Vehicle Identification Number) Range

Begin : JM1DKBD72G0103820

End : JM1DKFC77G0127264

 Not sequential VINs

Vehicle : 2013-2014 Mazda Mazda2

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : All of four affected models were built at Hiroshima plant of Mazda Motor Corporation, Japan.

Production Dates : JUL 03, 2013 - AUG 08, 2014

VIN (Vehicle Identification Number) Range

Begin : JM1DE1KY0D0169887

End : JM1DE1KZ0D0170501

 Not sequential VINs

Begin : JM1DE1KZ8E0171185

End : JM1DE1KY6E0189319

 Not sequential VINs

Vehicle : 2014-2016 Mazda CX-5

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : All of four affected models were built at Hiroshima plant of Mazda Motor Corporation, Japan.

Production Dates : JAN 19, 2013 - DEC 02, 2015

VIN (Vehicle Identification Number) Range

Begin : JM3KE4CYXE0314076	End : JM3KE2BE1E0409363	<input type="checkbox"/> Not sequential VINs
Begin : JM3KE2CY7F0433967	End : JM3KE2DY8F0549354	<input type="checkbox"/> Not sequential VINs
Begin : JM3KE4CY3G0615341	End : JM3KE4DY7G0749123	<input type="checkbox"/> Not sequential VINs

Vehicle : 2013-2015 Mazda CX-9

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : All of four affected models were built at Hiroshima plant of Mazda Motor Corporation, Japan.

Production Dates : DEC 06, 2012 - JUL 31, 2015

VIN (Vehicle Identification Number) Range

Begin : JM3TB2CA1D0406731	End : JM3TB2DA3D0425117	<input type="checkbox"/> Not sequential VINs
Begin : JM3TB2CA3E0425234	End : JM3TB3CA6E0446908	<input type="checkbox"/> Not sequential VINs
Begin : JM3TB3DA5F0447208	End : JM3TB2DA9F0468170	<input type="checkbox"/> Not sequential VINs

Description of Defect :

Description of the Defect : During manufacturing of the front strut assembly to the steering knuckle, tightening torque of the lower mounting nuts and bolts may be insufficient on some units. Additionally, the lower mounting nuts and bolts may loosen and a rattle noise may occur with vehicle usage. After extended operation, in the worst case, the front strut assembly and steering knuckle may separate.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A separation of the front strut and steering knuckle can cause significant loss of steering control and increase risk of a crash.

Description of the Cause : Under certain conditions of under-torque detection, the automatic tightening system may not tighten the front strut assembly lower mounting nuts and bolts to the proper torque specification.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

December 23, 2015: Mazda received a Field Quality Information Report from a foreign market describing a noise that was heard from the front of the vehicle. As a result of confirming the noise on the concerned vehicle, it was found that the bolt fell down at the steering knuckle and lower front strut assembly connection.

January 6, 2016: Mazda started investigation.

January 17, 2016: As a result of the investigation, Mazda identified the root cause and isolated it to the automated fastener equipment. The automated fastener used from December 5, 2012 to December 4, 2015 was found to have insufficient capability to re-torque the nut and bolt consistently. The automated fastener re-torque confirmation mode logic was changed after this time to ensure proper torque specification is achieved.

April 1, 2016 Mazda has determined to carry out a recall campaign on the 2013 to 2014 MY Mazda2, 2016MY CX-3, 2014 to 2016MY CX-5 and 2013 to 2015MY CX-9.

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 to have the torque condition of the concerned front strut lower mounting nut(s) and bolt(s) inspected. If insufficient torque is found, the nut(s) and bolt(s) will be replaced with new parts and they will be tightened to the proper torque specification. The inspection/repair will be performed free of charge to the vehicle owners.

How Remedy Component Differs from Recalled Component : Because automated fastener equipment caused the failure, there is no design change required.

Identify How/When Recall Condition was Corrected in Production : The automated fastener equipment re-torque confirmation mode logic was changed on December 4, 2015.

Recall Schedule :

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

Planned Dealer Notification Date : MAY 13, 2016 - MAY 13, 2016

Planned Owner Notification Date : MAY 20, 2016 - MAY 20, 2016

* NR - Not Reported