

Part 573 Safety Recall Report

16V-499

Manufacturer Name : Mazda North American Operations**Submission Date :** AUG 09, 2024**NHTSA Recall No. :** 16V-499**Manufacturer Recall No. :** 2118A**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 : 5,038

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2007-2008 Mazda B-series

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : These vehicles have been registered in zone B as defined by Takata in the DIR of May 16, 2016.

Plant information; Edison assembly plant of Ford Motor Corporation in the U.S.

Production Dates : FEB 21, 2006 - APR 28, 2008

VIN Range 1 : Begin : 4F4YR12D97PM00002 End : 4F4YR12D17PM06909 Not sequentialVIN Range 2 : Begin : 4F4ZR47E17PM00471 End : 4F4ZR47E17PM06271 Not sequentialVIN Range 3 : Begin : 4F4YR12D18PM00156 End : 4F4YR12D08PM05557 Not sequentialVIN Range 4 : Begin : 4F4ZR47E58PM00037 End : 4F4ZR47E38PM05320 Not sequential

Vehicle 2 : 2007-2009 Mazda B-series

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : These vehicles have been registered in zone A as defined by Takata in the DIR of May 16, 2016.

Plant information; Edison assembly plant of Ford Motor Corporation in the U.S.

Production Dates : FEB 21, 2006 - JUN 18, 2009

VIN Range 1 : Begin : 4F4YR12D37PM00111 End : 4F4YR16D17PM07052 Not sequentialVIN Range 2 : Begin : 4F4ZR16UX7PM00217 End : 4F4ZR47E87PM07241 Not sequentialVIN Range 3 : Begin : 4F4YR12D68PM00153 End : 4F4YR12D38PM06198 Not sequentialVIN Range 4 : Begin : 4F4ZR47E98PM00039 End : 4F4ZR47E18PM06031 Not sequentialVIN Range 5 : Begin : 4F4YR12D59PM00002 End : 4F4YR16D59PM02438 Not sequentialVIN Range 6 : Begin : 4F4ZR47E49PM00001 End : 4F4ZR47E79PM02261 Not sequential

Description of Defect :

Description of the Defect : Updated May 28, 2018 – Recall number changed from 9616F to consolidate to a single recall number 2118A.

Updated May 10, 2017 – This submission is to inform of Mazda’s intent to implement the “other” reporting category for removed vehicles in Quarterly Reporting as permitted in the Third Amendment to the Coordinated Remedy Order (“ACRO”), Paragraphs 45 through 49. As a condition of the ACRO, all affected vehicles will remain active, or “live”, across Mazda’s data systems such that any search of “other” removed VINs will return an open recall status. For this reason, the Number of potentially involved vehicles in this report will remain the same. However, for reference, initial counts of vehicles in the “other” reporting category are indicated in attached supplement. Note that these counts are current as of the second calendar quarter 2017. Future changes to overall Total Removed counts, including “Other,” will be reflected in quarterly reporting.

Updated on 3/30/2017: Mazda re-confirmed affected vehicles currently registered and found the vehicle volume in DIR#1 increased from 3,743 to 5,038. The increase in subject vehicles is due to additional units in Puerto Rico and Saipan, which the previous counts did not include.

On the passenger side frontal air bag of the MY2007-2009 B-series, the air bag inflator may potentially rupture during normal air bag deployment due to non-desiccated ammonium nitrate propellant degradation. Propellant degradation can occur after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : In the event of a crash necessitating deployment of the passenger side frontal air bag, the inflator could rupture due to degraded propellant. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

Description of the Cause : Based on Takata’s investigation to date, the potential for such ruptures occurs in some of the subject non-desiccated ammonium nitrate inflators after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability.

Identification of Any Warning that can Occur : NR

Involved Components :

Component Name 1 : NR

Component Description : NR

Component Part Number : NR

Supplier Identification :

Component Manufacturer

Name : Takata / T K Holding INC..

Address : 888 16th street, NW,
Suite 800 Washington D.C. District of Columbia 20006

Country : United States

Chronology :

On May 25, 2016; Mazda asked Ford for information which type of inflator Mazda brand vehicles were equipped with that were manufactured in Ford's assembly plant. From Ford's information, it was discovered that MY2007-2009 Mazda B-series were equipped with PSPI passenger side frontal air bag inflators. Takata's Defect Information Reports dated May 16, 2016 included the PSPI inflator.

On May 27, 2016: Ford informed Mazda that Ford decided to conduct a recall on the passenger side air bag for MY2007-2011 Ford Ranger that is similar to MY2007-2009 Mazda B-series.

On June 23, 2016: Based on Ford's decision to conduct a recall campaign of the vehicles equipped with the PSPI air bag inflator, Mazda held a Quality Audit Committee and decided to conduct a recall campaign regarding the passenger side air bag inflator on MY 2007-2009 B-series manufactured at Ford's assembly plant. The subject model year and applicable zones are as follows: MY2007-2009 B-series in zone A, MY 2007-2008 B-series in zone B. There are no B-series vehicles equipped with PSPI inflators in the currently defined model years for zone C according to the definition by Takata's DIR#1.

March 8, 2023: Amending P573 to include NHTSA approved counts for accountability completions. Refer to Miscellaneous document and corresponding table of applicable models and counts.

August 9, 2024: This sixth amendment provides an updated remedy issuing a DO NOT DRIVE advisory. Refer to Identify the Remedy for details.

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 dealer will replace the frontal passenger side air bag inflator with a modified one. The repair will be performed free of charge to the vehicle owners.

On August 9, 2024, to further urge owners to obtain an urgent and free safety recall repair, Mazda is issuing an immediate DO NOT DRIVE advisory for certain MY2007-2009 B-Series vehicles involved in this recall and remain unrepaired. Re-notification letters will be mailed by the recall schedule indicated.

How Remedy Component Differs from Recalled Component : The remedy part is an air bag inflator manufactured by a different parts supplier and does not utilize phase-stabilized ammonium nitrate.

Identify How/When Recall Condition was Corrected in Production : (Not applicable)

Recall Schedule :

Description of Recall Schedule : Renotification letters with the DO NOT DRIVE advisory will be mailed by the recall schedule indicated.

Planned Dealer Notification Date : AUG 13, 2024 - AUG 14, 2024

Planned Owner Notification Date : OCT 08, 2024 - OCT 08, 2024

* NR - Not Reported