

Part 573 Safety Recall Report

17V-011

Manufacturer Name : Mazda North American Operations**Submission Date :** MAY 09, 2017**NHTSA Recall No. :** 17V-011**Manufacturer Recall No. :** 0617A**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 : 8,018

Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2009-2009 Mazda RX-8

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : These additional vehicles have been registered in Zone B as defined by Takata's DIR #2 filing (Reference #17E003) on January 3, 2017.

Plant information; Hiroshima plant of Mazda Motor Corporation in Japan

Production Dates : MAR 11, 2008 - MAR 31, 2009

VIN Range 1 : Begin : JM1FE174090400034 End : JM1FE17P690403403 Not sequential

Vehicle 2 : 2005-2006 Mazda MPV

Vehicle Type : LIGHT VEHICLES

Body Style : STATIONWAGON

Power Train : GAS

Descriptive Information : These additional vehicles have been registered in Zone C as defined by Takata's DIR #2 filing (Reference #17E001) on January 3, 2017.

Plant information; Hiroshima plant of Mazda Motor Corporation in Japan

Production Dates : AUG 02, 2004 - APR 28, 2006

VIN Range 1 : Begin : JM3LW28A950531927 End : JM3LW28A750556499 Not sequential

VIN Range 2 : Begin : JM3LW28A060556796 End : JM3LW28A560571746 Not sequential

Vehicle 3 : 2005-2008 Mazda RX-8

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : These additional vehicles have been registered in Zone C as defined by Takata's DIR #2 filing (Reference #17E001) on January 3, 2017.

Plant information; Hiroshima plant of Mazda Motor Corporation in Japan

Production Dates : JUL 01, 2004 - FEB 13, 2008

VIN Range 1 : Begin :	JM1FE173450140903	End :	JM1FE173450161167	<input type="checkbox"/> Not sequential
VIN Range 2 : Begin :	JM1FE173060200032	End :	JM1FE173860207469	<input type="checkbox"/> Not sequential
VIN Range 3 : Begin :	JM1FE173570207477	End :	JM1FE173X70214005	<input type="checkbox"/> Not sequential
VIN Range 4 : Begin :	JM1FE173080214015	End :	JM1FE173080216606	<input type="checkbox"/> Not sequential

Description of Defect :

Description of the Defect : 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.

This submission adds affected vehicles under Takata DIR#2 and corresponds to Mazda’s defect information report #16V354 which covers affected vehicles under Takata DIR#1. For Zone A: MY 2012 does not apply as Mazda has no vehicles equipped with PSPI inflators. For Zone B: MY 2009 vehicles are added. For Zone C: MY 2005 through MY 2008 vehicles are added.

The PSPI air bag inflator, equipped in these subject Mazda vehicles, may potentially rupture during passenger side air bag deployment due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. 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 : The propellant wafers in the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the air bag is activated. Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. Based on Takata’s investigation to date, the potential for such ruptures occur 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 NR
that can Occur :

Supplier Identification :**Component Manufacturer**

Name : Takata / T K Holding INC.
Address : 888 16th street, NW, Suite 800
Washington WASHINGTON 20006
Country : United States

Chronology :

(Refer to Mazda's corresponding defect information report #16V354 for added details.) .

On January 3, 2017, Takata submitted Defect Information Report #2 (Reference #17E001, 17E002, and 17E003) in accordance with the amended NHTSA Consent Order that requires DIR's to be filed in five phases covering vehicles with non-desiccated frontal PSAN inflators.

On January 10, 2017: On the basis of the Takata submitted DIR#2, Mazda held a Quality Audit Committee and decided to expand the recall. The following subject vehicles are added to the recall - MY 2009 RX-8 in Zone B, MY 2005 through 2008 RX-8 in Zone C and MY 2005 through 2006 MPV in Zone C.

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

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

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

Planned Dealer Notification Date : FEB 28, 2017 - FEB 28, 2017

Planned Owner Notification Date : MAR 07, 2017 - MAR 07, 2017

* NR - Not Reported