

Part 573 Safety Recall Report

17V-429

Manufacturer Name : Mazda North American Operations**Submission Date :** AUG 09, 2024**NHTSA Recall No. :** 17V-429**Manufacturer Recall No. :** 1317F**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 : 205,377

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2009-2011 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Plant information; Auto Alliance, Inc. Flat Rock, Michigan.

Production Dates : FEB 04, 2008 - JUN 18, 2011

VIN Range 1 : Begin : 1YVHP82AX95M00001 End : 1YVHP81B995M52259 Not sequentialVIN Range 2 : Begin : 1YVHZ8BH3A5M00014 End : 1YVHZ8CH9A5M58871 Not sequentialVIN Range 3 : Begin : 1YVHZ8BH5B5M00002 End : 1YVHZ8BH9B5M30734 Not sequential

Vehicle 2 : 2007-2011 Mazda CX-7

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Plant information; Hiroshima plant of Mazda Motor Corporation in Japan.

Production Dates : FEB 14, 2006 - OCT 20, 2011

VIN Range 1 : Begin : JM3ER293470100057 End : JM3ER29L670169185 Not sequentialVIN Range 2 : Begin : JM3ER29LX80169188 End : JM3ER293980215755 Not sequentialVIN Range 3 : Begin : JM3ER293590215768 End : JM3ER293190238576 Not sequentialVIN Range 4 : Begin : JM3ER2W30A0300039 End : JM3ER2W51A0352975 Not sequentialVIN Range 5 : Begin : JM3ER2B55B0353053 End : JM3ER2D32B0410353 Not sequential

Vehicle 3 : 2007-2011 Mazda CX-9

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : Plant information; Hiroshima plant of Mazda Motor Corporation in Japan.

Production Dates : OCT 24, 2006 - JUL 27, 2011

VIN Range 1 : Begin : JM3TB38CX70100082 End : JM3TB28C070121100 Not sequential

VIN Range 2 : Begin : JM3TB28A580121111 End : JM3TB38V680164249 Not sequential

VIN Range 3 : Begin : JM3TB28A090164255 End : JM3TB38V690181246 Not sequential

VIN Range 4 : Begin : JM3TB2MA2A0200005 End : JM3TB2MA9A0238704 Not sequential

VIN Range 5 : Begin : JM3TB3BA6B0300005 End : JM3TB2CA5B0333120 Not sequential

Description of Defect :

Description of the Defect : Updated December 21, 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 fourth calendar quarter 2017. Future changes to overall Total Removed counts, including “Other,” will be reflected in quarterly reporting.

This submission is to supersede the existing recall, 16V356 originally submitted on May 25, 2016 in order to manage recall action properly. On 16V356, the remedy was to replace the airbag inflator with a like-for-like airbag inflator using non-desiccated phased- stabilized ammonium nitrate (“PSAN”), which was regarded as a temporary remedy. At present, an alternative airbag inflator using a non-PSAN based propellant will become available in the field. This new recall covers vehicles not yet repaired under 16V356. The improved airbag inflator is considered a permanent part and will be manufactured for the remedy on the remaining unrepaired vehicles. The repaired vehicles under 16V356 will be moved to upcoming DIR#5, in order to replace the airbag inflator with permanent remedy parts.

The PSPI-6 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 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 DC District of Columbia 20006

Country : United States

Chronology :

On May 18, 2016; On the basis of the Takata submitted DIR#1 on May 16, 2016, Mazda decided to implement a recall and Mazda submitted a recall to NHTSA and the recall No 16V356 was assigned. The following subject vehicles were added to the recall - MY 2009-2011 Mazda6, MY 2004-2011 CX-7 and MY 2007-2011 CX-9 in zone A, MY 2007-2008 CX-7 and MY 2007-2008 CX-9 in zone B.

From May, 2016 through June, 2017; Mazda has been conducting recall action replacing airbag inflator with like-for-like parts as a temporary remedy. In parallel, Mazda prepared a permanent replacement inflator as replacement parts for the permanent remedy.

June 21, 2017: Permanent replacement parts will be available in July, 2017. Based on parts availability, Mazda decided to conduct a new recall superseding 16V354 with the unrepaired vehicles.

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 fifth 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 airbag inflator with the permanent remedy parts. 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 MY2007-2011 CX-7, MY2007-2011 CX-9, and MY2009-2011 Mazda6 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