

Part 573 Safety Recall Report

17V-546

Manufacturer Name : Mazda North American Operations

Submission Date : OCT 18, 2017

NHTSA Recall No. : 17V-546

Manufacturer Recall No. : 1517H



Manufacturer Information :

Population :

Manufacturer Name : Mazda North American Operations

Number of potentially involved : 51,943

Address : 1025 Connecticut Avenue, NW
Suite 910 Washington DC 20036

Estimated percentage with defect : NR

Company phone : 800-222-5500

Vehicle Information :

Vehicle 1 : 2016-2016 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : 1- Recall population was determined from start of MY 2016 production until the production countermeasure was implemented.

2- The affected seat frame and the seat design are unique to Mazda6 vehicles.

Production Dates : NOV 24, 2014 - DEC 09, 2015

VIN Range 1 : Begin : JM1GJ1V58G1400009 **End :** JM1GJ1W55G1463163 Not sequential

Description of Defect :

Description of the Defect : Updated on October 19, 2017; Mazda determined that there are certain vehicles which are not affected by the recall. Therefore, Mazda revises this Part 573 to correct the coverage of subject vehicles involved in the recall. Only vehicles which are equipped with an occupant classification sensor are affected by the recall. However, certain MY2015 vehicles, which are not equipped with the occupant classification sensor, were included in this recall erroneously. Mazda will exclude the unaffected MY 2015 vehicles from the recall, as well as revise the population and VIN (vehicle identification number) range. Mazda is recalling certain MY 2016 Mazda6 vehicles manufactured from November 3, 2014 through December 9, 2015.

On the front passenger seat, there may be excessive weld spatter on the seat frame caused by variation in the manufacturing process. If there is excessive weld spatter on the seat frame and the passenger seat is occupied, the occupant classification sensor wire harness may contact the weld spatter and be abraded over time. Eventually, the harness could become damaged, causing the harness to become short-circuited. Therefore, multiple warning lights in the instrument cluster will be illuminated and some vehicles may experience loss of power steering assist and deactivation of air bags.

No loss of control, accidents or injuries related to this condition have been reported.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : In this condition, multiple malfunction indicator lights will illuminate and vehicle may experience a loss of power steering assist, but it is still possible to control the vehicle and/or take evasive action. The air bags may be deactivated (non-functional) and not deploy if the vehicle experiences an accident which would normally warrant an air bag deployment.

Mazda has decided to conduct a voluntary safety recall although the air bag warning light illumination is in full compliance with Federal Motor Vehicle Safety Standards.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : Delta Industry

Address : 1-14, Shinchi, Fuchu-cho, Aki-gun

Hiroshima, Japan. FOREIGN STATES
Country : Japan

Chronology :

December 1, 2015 Mazda received the first field report from U.S market. It stated that during driving all the dash lights turned on. As a result of the investigation, it was confirmed that the insulation on occupant sensor wiring harness was damaged due to the rubbing against the weld spatter on the seat frame.

December 9, 2015 As a countermeasure for mass production, a protective pad was added to the seat frame.

February 5, 2016 Mazda determined that there was a low frequency of occurrence and the safety risk was low because of MIL detectability and customers can still control the vehicle even if the failure occurred while driving. Therefore, Mazda continued to monitor the field.

November 29, 2016 Mazda received a total of 13 field reports and started to reevaluate the frequency of the failure occurrence.

March 3, 2017 Mazda continued to observe a low frequency of the failure occurrences. Mazda continued to monitor the field for occurrences.

July 25, 2017 Mazda shared technical presentations with NHTSA to discuss the failure mechanism and the circumstances of the failure modes.

August 10, 2017 Mazda had a follow-up meeting with NHTSA and provided further details on its investigation.

August 21, 2017 NHTSA provided guidance based on the investigation details.

August 24, 2017 Mazda held a Quality Audit Committee and decided to conduct a recall for MY 2015-2016 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 Mazda dealers for repair. Mazda dealers will attach a protective pad on the seat frame and if the harness has already been damaged, apply insulating tape on the harness. The repair will be performed free of charge to owners.

How Remedy Component Differs from Recalled Component : The recalled parts are LIFT UNIT, F, RH and POWER UNIT, F, RH (part number: GHW9 88H00, GMH3 88AA0). The remedy component has a foam pad installed, and the subject recall component does not have the protective pad installed.

Identify How/When Recall Condition was Corrected in Production : A protective pad was added to the seat frame since December 9, 2015.

Recall Schedule :

Description of Recall Schedule : Mazda plans to notify dealers on September 22, 2017 and will notify all affected owners on September 29, 2017. Updated on Oct. 19, Mazda submit draft owner letter, because of change of subject coverage.

Planned Dealer Notification Date : OCT 30, 2017 - OCT 30, 2017

Planned Owner Notification Date : OCT 30, 2017 - OCT 30, 2017

* NR - Not Reported