Description of Defect

Driver side air bag manufactured by Takata may possibly rupture on MY 2003-2008 Mazda6, MY2006-2007 Mazdaspeed6 and MY2007-2011 RX-8

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 replace the existing recall, 15V382 originally submitted on June 17, 2015 in order to manage recall action properly. On 15V382, the remedy was to replace the frontal driver side air bag inflator with a Takata manufactured air bag inflator, PSDI-X, using desiccated phased-stabilized ammonium nitrate ("PSAN"). At present, an alternative air bag inflator using a non-PSAN based propellant will become available in the field. This new recall covers vehicles not yet repaired under 15V382. The improved air bag inflator is considered a permanent part and will be manufactured for the remedy on the remaining unrepaired vehicles. Following submission of this recall, Mazda intends to close 15V382 with the repaired vehicles covered.

On May 18, 2015, Takata submitted a Defect Information Report, 15E-040, to NHTSA on PSDI-4 frontal driver side air bag inflators. As stated in 15E-040 by Takata, The batwing-shaped propellant wafers in some of the subject inflators may experience an alteration over time, which could potentially lead to over-aggressive combustion in the event of an air bag deployment. Depending on the circumstances, this potential condition could create excessive internal pressure when the air bag is deployed, which could result in the body of the inflator rupturing upon deployment.