

Chronology of Defect updated on July 27, 2020.
Driver side frontal air bag may explode on MY 2004-2006 B-series.
NHTSA #17V807 (Mazda #1917L)

On January 14, 2016, Ford informed Mazda (Mazda North American Operation) that a fatality occurred on MY2006 Ford Ranger on December 22, 2015, due to possible rupture of driver side airbag and Ford intended to participate in the vehicle investigation with NHTSA and Takata on January 22. Mazda B-series is similar vehicle as Ford Ranger and equipped with the same driver side airbag as Ford Ranger.

On January 22, 2016, Ford informed Mazda that inflator rupture was recognized as a result of the vehicle investigation and thus Ford decided to conduct a field action on 2004 through 2006 MY Ford Ranger vehicle.

On January 25, 2016, Takata requested Mazda to conduct a field action on the driver side airbag of the 2004 through 2006 MY Mazda B-series vehicles.

On January 29, based on Ford's decision to conduct a recall campaign and the request of field action by Takata, Mazda held a Quality Audit Committee and decided to conduct a recall campaign regarding the driver side airbag inflator on the 2004 through 2006MY Mazda B-series vehicles. Mazda filed Part573 to NHTSA.

After several days passed from Part573 submission, NHTSA assigned recall identification number 16V048.

From April, 2016 through October, 2017, Mazda has been conducting recall action replacing air bag inflators with like-for –like parts as a temporary remedy.

On October 17, 2017, Mazda decided to submit a new recall using permanent remedy parts to replace the existing recall, 16V048.

Updated July 27 2020 – This amendment 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 2020. Future changes to overall Total Removed counts, including "Other," will be reflected in quarterly reporting as well as monthly dashboard reporting until otherwise directed by the agency.