

Part 573 Safety Recall Report

18V-016

Manufacturer Name : Mazda North American Operations**Submission Date :** AUG 09, 2024**NHTSA Recall No. :** 18V-016**Manufacturer Recall No. :** 2118A**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 : 84

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2009-2009 Mazda B-Series

Vehicle Type : LIGHT VEHICLES

Body Style : PICKUP TRUCK

Power Train : GAS

Descriptive Information : The additional vehicles are MY2009 B-series originally registered in Zone C as defined by Takata's DIR #3 filing (Reference #18E003) on January 2, 2018. The recall population was determined based on vehicle manufacturing records at Ford Motor Corporation.

Plant information; Edison assembly plant of Ford Motor Corporation in USA.

Production Dates : AUG 18, 2008 - JAN 20, 2009

VIN Range 1 : Begin : 4F4YR12D49PM00086 End : 4F4YR12DX9PM01579 Not sequentialVIN Range 2 : Begin : 4F4ZR47EX9PM00004 End : 4F4ZR47E29PM01485 Not sequential**Description of Defect :**

Description of the Defect : This submission adds affected vehicles under Takata DIR#3 to the existing recall population covered by Mazda recalls 16V499 (DIR#1) and 17V013 (DIR#2). For Zone C: MY 2009 vehicles are added.

Note: For MY 2005 through MY 2006, there are no Mazda B-Series vehicles equipped with PSPI inflators. This is the final submission regarding the MY2007-2009 B-series equipped with PSPI air bag inflator, which are affected by the Takata airbag recall.

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 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 D.C. District of Columbia 20006

Country : United States

Chronology :

(See the attached Chronology.pdf for preceding chronological events.)

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.

March 15, 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 fourth 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 air bag inflator with the permanent remedy part. The repair will be performed free of charge to 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 MY2009 B-Series 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