

Part 573 Safety Recall Report

18V-018

Manufacturer Name : Mazda North American Operations**Submission Date :** MAR 15, 2023**NHTSA Recall No. :** 18V-018**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 : 70,227

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2009-2013 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : These additional vehicles are MY2009 Mazda6 originally registered in Zone C, MY2010 Mazda6 registered in Zone B and MY2013 Mazda6 registered in Zone A as defined by Takata's DIR #3 filing (Reference #18E001, 18E002 and 18E003) on January 2, 2018. The recall population was determined based on vehicle manufacturing records at Auto Alliance, Inc. Plant information; Auto Alliance, Inc. Flat Rock, Michigan.

Production Dates : APR 08, 2008 - AUG 24, 2012VIN Range 1 : Begin : 1YVHP81A695M00059 End : 1YVHP81B795M52258 Not sequentialVIN Range 2 : Begin : 1YVHZ8BA8A5M00027 End : 1YVHZ8CH9A5M58868 Not sequentialVIN Range 3 : Begin : 1YVHZ8BH5D5M00004 End : 1YVHZ8EH0D5M17336 Not sequential

Vehicle 2 : 2009-2013 Mazda CX-9

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : These additional vehicles are MY2009 CX-9 originally registered in Zone C, MY2009 CX-9 registered in Zone B and MY2013 CX-9 registered in Zone A as defined by Takata's DIR #3 filing (Reference #18E001, 18E002 and 18E003) on January 2, 2018. The recall population was determined based on vehicle manufacturing records at Mazda Motor Corporation. Plant information; Hiroshima plant of Mazda Motor Corporation in Japan.

Production Dates : JUN 30, 2008 - JUL 31, 2013VIN Range 1 : Begin : JM3TB38V190164256 End : JM3TB38V990181256 Not sequentialVIN Range 2 : Begin : JM3TB3MA7A0200006 End : JM3TB3MA7A0238710 Not sequentialVIN Range 3 : Begin : JM3TB2BV2D0400005 End : JM3TB2DV8D0425228 Not sequential

Vehicle 3 : 2009-2010 Mazda CX-7

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

Descriptive Information : These additional vehicles are MY2009 CX-7 originally registered in Zone C, MY2010 CX-7 registered in Zone B as defined by Takata's DIR #3 filing (Reference #18E002 and 18E003) on January 2, 2018. The recall population was determined based on vehicle manufacturing records at Mazda Motor Corporation.

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

Production Dates : MAY 06, 2008 - OCT 01, 2010

VIN Range 1 : Begin : JM3ER293590215785 End : JM3ER293290238408

Not sequential

VIN Range 2 : Begin : JM3ER2WL9A0300038 End : JM3ER4W36A0352979

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 17V429 (DIR#1) and 17V457 (DIR#2). For Zone A: MY 2013 vehicles are added. For Zone B: MY 2010 vehicles are added. For Zone C: MY 2009 vehicles are added.

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 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.

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 part. The repair will be performed free of charge to the vehicle owners.

Note: Mazda plans to use a single manufacturer recall number for all five (5) Defect Information Report ("DIR") groups, in this case recall number 1317F. Each DIR group will be identified by separate NHTSA Defect Information Report filings.

How Remedy Component Differs from Recalled Component : Recalled part name: Air bag inflator. Part number:EG21-57K50, TD11-57K50, GS3L-57K50. The remedy parts are manufactured by a different parts supplier and does not utilize phase-stabilized ammonium nitrate.

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : A draft of the planned owner letter will be provided, when it becomes available.

Planned Dealer Notification Date : FEB 23, 2018 - FEB 23, 2018

Planned Owner Notification Date : MAR 09, 2018 - MAR 09, 2018

* NR - Not Reported