

Part 573 Safety Recall Report

18V-404

Manufacturer Name : Mazda North American Operations

Submission Date : MAR 17, 2023

NHTSA Recall No. : 18V-404

Manufacturer Recall No. : 2618F



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 : 4,184

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2005-2009 Mazda RX-8

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : (Amendment 8) Recall population determined by production records of vehicles not yet remedied under 17V011. These vehicles have moved from 17V011 to recall 18V404.

MY/Make/Model: MY 2005 through 2009 Mazda RX-8: 1,546 units.

Production Dates : JUL 01, 2004 - MAR 31, 2009

VIN Range 1 : Begin : JM1FE17N450140899 **End :** JM1FE173450161167

☐ Not sequential

VIN Range 2 : Begin : JM1FE173760200075 **End :** JM1FE173660207440

☐ Not sequential

VIN Range 3 : Begin : JM1FE173570207477 **End :** JM1FE173X70214005

☐ Not sequential

VIN Range 4 : Begin : JM1FE173080214029 **End :** JM1FE173980216569

☐ Not sequential

VIN Range 5 : Begin : JM1FE172890400006 **End :** JM1FE174X90403393

☐ Not sequential

Vehicle 2 : 2005-2006 Mazda MPV

Vehicle Type : LIGHT VEHICLES

Body Style : STATIONWAGON

Power Train : GAS

Descriptive Information : These vehicles have been registered in Zone C as defined by Takata's DIR #2 filing (Reference #17E001) on January 3, 2017. Plant information; Hiroshima plant of Mazda Motor Corporation in Japan.

Production Dates : AUG 02, 2004 - APR 28, 2006

VIN Range 1 : Begin : JM3LW28A060556796 **End :** JM3LW28A560571746

☐ Not sequential

VIN Range 2 : Begin : JM3LW28A950531927 **End :** JM3LW28A750556499

☐ Not sequential

Description of Defect :

Description of the Defect : July 9, 2019: The vehicle count of the subject vehicles has been updated as RX-8 transition from “final” to “permanent” remedy parts is now completed. Therefore, 17V011, using desiccated phase-stabilized ammonium nitrate (“PSAN”) based propellant, has been closed simultaneously.

June 24, 2019, This amendment is to move unrepairs MY 2005-2009 RX-8 vehicles from 17V011 to recall 18V404 because permanent remedy parts for RX-8 have become available. Accordingly all unrepairs vehicles under 17V011 will move to 18V404, including MY2005 through 2009 MPV and MY 2005 through 2009 RX-8. 17V011 will be closed as all subject vehicles have been remedied by use of the air bag inflator consisting of desiccated PSAN propellant. Updated July 2, 2018: MY 2005-2009 RX-8 models have been temporarily removed from 18V404 due to permanent remedy parts delays but will remain open in recall 17V011 (Mazda recall 0617A) using final remedy parts.

June 15, 2018: This submission is to replace existing recall 17V011 originally submitted on January 10, 2017 to manage recall action properly. On 17V011, the remedy was to replace the frontal passenger side air bag inflator with a Takata manufactured air bag inflator, PSPI-D, using desiccated phase-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 17V011. The improved air bag inflator is considered a permanent part and will be manufactured for the remedy on the remaining unrepairs vehicles. 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 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 17, 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 air bag inflator with modified one. The repair will be performed free of charge to the vehicle owners.

How Remedy Component Differs : Recalled Parts Name: Air bag inflator manufactured by Takata. Part

from Recalled Component : number: FE01 57K70, FE15 57K70, FE875 57K70, F1515 57K70, LE43 57K70,.

The remedy part is an air bag inflator manufactured by a different parts supplier and confirmed to be free from phase-stabilized ammonium nitrate.

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

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on June 21, 2019. Mailing of owner notification letters is expected to be completed on or before July 9, 2019.

Planned Dealer Notification Date : JUN 21, 2019 - JUN 21, 2019

Planned Owner Notification Date : JUL 09, 2019 - JUL 09, 2019

* NR - Not Reported