

Chronology of Defect updated on July 27, 2020.
Passenger side frontal air bag may explode on MY 2006 B-Series.
NHTSA #18V039 (Mazda #2318A)

On December 14, 2017, Mazda implemented a final remedy repair for both driver and passenger air bag inflators for 2004 through 2006 model year Mazda B-Series vehicles under 1917L (NHTSA no. 17V807) and 1817L (NHTSA no. 17V806).

On January 2, 2018, Ford informed Mazda that a second fatality occurred on a MY2006 Ford Ranger due to a driver side air bag inflator rupture and that the inflator in this vehicle had an identical manufacture date to the previously reported fatality. Ford began a VIN traceability study to identify all inflators containing the suspected propellant lots which were used in manufacturing on that date and included Mazda vehicles.

On January 9, 2018, Ford provided Mazda with a list of suspect VINs containing driver side inflators with the elevated risk of rupture.

On January 11, 2018, Mazda held a Quality Audit Committee and decided to conduct a recall campaign regarding the passenger side inflator on MY2006 B-series vehicles which are suspected to have an elevated risk of driver side inflator rupture compared to other vehicles not included in the recall.

On February 6, 2018, Ford notified Mazda that new testing results supported expanding the original population under the “Do Not Drive” recall to include vehicles produced from August 5, 2005 (Job #1) through November 4, 2005.

On February 8, 2018, Mazda held a Quality Audit Committee and approved an expansion to include vehicles produced from August 5, 2005 (Job #1) through November 4, 2005.

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.