



Chronology of Defect updated on August 9, 2024

Passenger side frontal air bag may explode on MY2003-2008 Mazda6,
MY2006-2007 Mazdaspeed6, MY2004-2006 MPV and MY2004-2011RX-8
NHTSA #18V402 (Mazda #2618F)

May 4, 2016: NHTSA and Takata reached consensus on necessitating recall action that all the non-desiccated frontal Takata PSAN inflators that have not previously been subject to recall in the U.S.

May 16, 2016: In accordance with the amendment to the consent order, Takata submitted Defect Information Report #1 to NHTSA.

May 17, 2016: Takata explained the content of DIR and its influence on Mazda's model to Mazda.

May 18, 2016: Based on DIR#1 submitted by Takata, Mazda held a Quality Audit Committee and decided to conduct a recall campaign regarding the passenger side airbag inflator on MY 2004-2011 RX-8 and MY 2004-2006 MPV in zone A, MY 2004-2008 RX-8 and MY 2004-2006 MPV in zone B, MY 2004 RX-8 and MY 2004 MPV in zone C that have not ever been subject under the existing recalls.

August 24, 2016: Updated DIR with additional twelve (12) unrepaired vehicles in 15V869 found and moved into 16V354. Therefore, total volume revised from 448,320 to 448,332.

June 15, 2018: As permanent remedy, non-PSAN based inflators have become available, this submission replaces existing recall 16V354 originally submitted May 25, 2016 to manage recall action properly.

June 24, 2019: As for permanent remedy for RX-8 vehicles, since non-PSAN based inflators have become available, Mazda intends to revise this recall, adding the unrepaired MY2004-2011 RX-8 vehicles under 16V354 as the subject model of 18V402. Mazda discussed with NHTSA this transition plan and received approval from the agency. As part of the transition, remedy parts might not be available in certain dealers for a temporary period and in these cases, Mazda intends to offer free loaner vehicles to owners until permanent remedy parts become available. 16V354 will close once transition is completed to 18V402.

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 16, 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 tenth amendment provides an updated remedy issuing a DO NOT DRIVE advisory. Refer to Identify the Remedy for details.