

Chronology of Defect updated on July 27, 2020.
Passenger side frontal air bag may explode on MY2009-2010 RX-8.
NHTSA #18V403 (Mazda #2618F)

(Refer to Mazda's corresponding defect information report #16V354 for added details.) .

On January 2, 2018, Takata submitted Defect Information Report #3 (Reference #18E002 and 18E003) in accordance with the amended NHTSA Consent Order that requires DIR's to be filed in five phases covering vehicles with non-desiccated frontal PSAN inflators.

On January 9, 2018: On the basis of the Takata submitted DIR#3, Mazda held a Quality Audit Committee and decided to expand the recall. The following subject vehicles are added to the recall - MY 2009 RX-8 in Zone C, and MY 2010 RX-8 in Zone B.

On June 15, 2018; As permanent remedy, non-PSAN based inflators have become available, this submission replaces existing recall 18V017 originally submitted January 9, 2018 to manage recall action properly.

On July 2, 2018; Due to an indefinite delay for RX8 permanent remedy parts, RX-8 vehicles were temporarily moved back from this recall to 18V017, which was previous recall using the desiccated PSAN airbag inflator. Accordingly this recall, 18V403, was suspended for the time being.

On June 24, 2019: As for permanent remedy for RX-8 vehicles, since non-PSAN based inflators have become available, Mazda intends to resume recall by moving unrepared MY2009-2010 RX-8 vehicles under 18V017 as the subject model of 18V403. 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. 18V017 will close once transition is completed to 18V403.

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.