

Chronology of Defect
Potential Front cross member corrosion on MY 2009-2010 Mazda6

September 18, 2015: First field report received by Mazda from outside the US market. Mazda confirmed that there was appearance of rust of the front cross member but no drivability concern reported. Mazda began to monitor for further reports of corrosion.

December 3, 2015: Additional reports of corrosion concerns received from outside the US market. Mazda began investigating the corrosion concern.

June 8, 2016: First field report received by Mazda from U.S. market, regarding corrosion of the front cross member. Mazda believed that it is possible to maintain vehicle control and decided to continuously monitor the field.

March 1, 2017: First report of alleged vehicle stability concern from outside the US market. Mazda continued to monitor field reports.

October 25, 2017: Additional reports of vehicle stability concerns received from outside the US market. Mazda continued to investigate the concern in conjunction with vehicle stability effects.

November 8, 2017: First report of partial separation incident in the US market was received.

November 14, 2017: Mazda confirmed that drivers can notice this failure during driving.

December 8, 2017: Mazda began investigating field return parts from outside salt belt states and confirmed there was no unusual level of corrosion.

February 12, 2018: Based on analysis of field return parts, the pre-treatment that ensures paint adhesion performance may have been insufficient, which would cause a paint adhesion concern. However, more field return part analysis would be necessary to confirm this phenomenon.

May 20, 2018: NHTSA Office of Defects Investigation (ODI) opened a Preliminary Evaluation (PE18-006) based on twenty Vehicle Owner's Questionnaires regarding cross member corrosion on MY2009-2010 Mazda6 vehicles.

May 24, 2018: NHTSA ODI delivered a Preliminary Evaluation (PE18-006) information request to Mazda.

July 10, 2018: Mazda submitted PE18-006 response to NHTSA ODI.

August 2, 2018: Mazda met with NHTSA ODI to discuss the response to PE18-006 and preliminary assessment of the concern. Mazda presented an engineering assessment explaining that vehicle stability and handling could be maintained in the event of a partial separation.

September 11, 2018: Mazda held a Quality Audit Committee to review all available information to date and determined to conduct a proactive field action on certain MY2009-2010 Mazda6 vehicles.

November 30, 2018: Amended Defect Information Report 18V631 to change Number of Potentially Involved vehicles from 48,814 to 50,176. Changed Descriptive Information to include “ever registered” vehicles, in addition to ever sold or currently registered vehicles in “salt states.”