

# Part 573 Safety Recall Report

# 19V-488

**Manufacturer Name :** Mazda North American Operations**Submission Date :** MAR 20, 2023**NHTSA Recall No. :** 19V-488**Manufacturer Recall No. :** 2618F**Manufacturer Information :****Population :**

Manufacturer Name : Mazda North American Operations

Number of potentially involved : 211

Address : 1025 Connecticut Avenue, NW  
Suite 910 Washington DC 20036

Estimated percentage with defect : 1 %

Company phone : 800-222-5500

**Vehicle Information :**

Vehicle 1 : 2010-2011 Mazda RX-8

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

Descriptive Information : Recall population determined by production records of vehicles not yet remedied under 18V716. These vehicles have moved from 18V716 to this new recall using non-PSAN air bag inflator.

MY/Make/Model: MY 2010 through 2011 Mazda RX-8: 239 units.

Production Dates : JUN 01, 2009 - APR 26, 2011

VIN Range 1 : Begin : JM1FE1C45A0403408 End : JM1FE1C23A0404829  Not sequentialVIN Range 2 : Begin : JM1FE1R41B0404872 End : JM1FE1T21B0405723  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, 18V716, using desiccated phase-stabilized ammonium nitrate (“PSAN”) based propellant, has been closed simultaneously. Under terms of the Amendment to November 3, 2015 Consent Order issued May 3, 2016, Takata submitted Defect Information Report (DIR) #4 on non-desiccated frontal PSAN inflators at the end of 2018. Mazda submitted DIR#4 using desiccated, phase- stabilized ammonium nitrate (“PSAN”) air bag inflators on October 16, 2018 prior to Takata’s submission of DIR because replacement parts became available earlier than anticipated. Since non-PSAN air bag inflators are now available, this submission is to replace existing recall 18V716, moving unrepaired vehicles to the subject units of this recall. The affected model is MY2010 through 2011 RX-8. The specific defect is as follows. 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 : In the event of a crash necessitating deployment of the passenger side airbag, the inflator could rupture with metal fragments striking and potentially seriously injuring the passenger seat occupant or other occupant.

Description of the Cause : 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 Washington Washington 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 20, 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 from Recalled Component : Recalled Parts Name: Air bag inflator manufactured by Takata. Part number: F1Z1-57K80, FEZ8-57K70. The remedy parts are non-‘PSAN’ air bag inflators.

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 25, 2019 - JUN 25, 2019  
Planned Owner Notification Date : JUL 09, 2019 - JUL 09, 2019

\* NR - Not Reported