

Chronology of Defect updated on July 27, 2020.
Passenger side frontal air bag may explode on MY2010-2011 RX-8.
NHTSA #19V488 (Mazda #2618F)

On May 3, 2016: As a result of testing and analysis conducted by Takata and independent research organizations, NHTSA concluded that non-desiccated Takata PSAN (phase-stabilized ammonium nitrate) inflator would reach threshold level of degradation, causing the inflator to become dangerous. Therefore, NHTSA ordered Takata to file phased DIRs, in accordance with the schedule set forth in the amendment to the Consent Order.

From May 16, 2016 to January 2, 2018; Mazda has submitted relevant recalls as DIR#1 through DIR#3, in accordance with three DIRs Takata submitted to NHTSA.

On September, 2018: The replacement parts using desiccated PSAN based propellant have become available for all subject vehicles to be remedied in DIR#4.

On October 9: Mazda decided to expand the recall. The following subject vehicles are added to the recall - MY 2010 through 2011 RX-8

On October, 2018; Mazda submitted DIR#4, using the desiccated PSAN airbag inflator, to NHTSA, whose number was assigned as 18V716.

On June 24, 2019; As non-PSAN air bag inflators have become available, Mazda is submitting this new recall containing these improved (permanent) remedy parts to replace 18V716. 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. 18V716 will close once transition is completed to this new recall.

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.