

Chronology of Defect
Possible Undercover fall off on MY 2016 MX-5

December 24, 2015: Mazda received a first field report “Noise came from under cover” from U.S. market which only reported a noise concern, and tried to collect the subject parts.

January 26, 2016: Mazda received the subject parts from the U.S. It was found that several of the twelve total welding points had separated.

March 22, 2016: As the result of detailed investigation of the returned parts, rapid degradation at the welding points was confirmed, but the welding performance was believed to meet design specifications. Mazda adopted measuring the size of welds as a method to ensure the welding specification is being met.

May 17, 2016: Mazda began to considerate the welding specification to control the performance of the weld properly.

September 12, 2016: The root cause was not identified. However, no similar concerns were received from the field, so Mazda believed this case was caused by external factors. Mazda decided to monitor the occurrence of similar issues in the field.

December 1, 2016: Mazda changed the welding specification control method from measuring the weld size to the actual strength measurement at the welding points as a quality assurance measure.

February 2, 2018: Mazda received a second field report regarding noise from the undercover.

March 26, 2018: Mazda received a third field report from Europe that the undercover bracket loosened from the undercover during driving. From receipt of first field report to August, 2018, Mazda received a total of 10 field reports from Europe regarding the undercover welding issue.

June 21, 2018: It was found that all cases of welding separation occurred on vehicles produced in June 2015. Mazda confirmed that the weld separation issue related to a prolonged welding tool replacement cycle in production. The parts supplier had revised the tool replacement cycle in July 2015. There has been no separation of parts manufactured before or after this time frame.

September 13, 2018: Mazda collected vehicle undercover parts from field vehicles in use. As a result of investigating returned parts, Mazda found that with increasing number of parts welded by a single welding tool, the welding strength became weaker.

October 15, 2018: Mazda began to evaluate the possibility of any safety risk.

March 11, 2019: Per the safety risk evaluation, if the undercover bracket completely separates from the vehicle, especially when driving at high speed, following vehicles may run over the bracket, leading to safety risk of contacting other vehicles.

June 10, 2019: Mazda identified the potentially affected subject vehicle production range.

June 24, 2019: Mazda held a Quality Audit Committee to review all available information to date and determined to conduct a proactive field action on certain MY2016 MX-5 vehicles..