

Chronology of Defect updated on March 20, 2023.

**Passenger side frontal air bag may explode on MY2003-2008 Mazda6,  
MY2006-2007 Mazdaspeed6, MY2004-2005 MPV, MY2004 RX-8.  
NHTSA #19V781 (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 October 16, 2018; Mazda has submitted relevant recalls in phased manner, as DIR#1 through DIR#4, in accordance with three DIRs Takata submitted to NHTSA.

In the middle of October, 2019: The replacement parts using non-PSAN based inflators have become available for all subject vehicles which have ever been replaced with non-desiccated PSAN inflators as an interim remedy to avoid an immediate safety risk posing air bag rupture, in the past recall, 13V130, 14V362, 15V869 and 14V773.

On October 28, 2019; Mazda hold the Quality Audit Committee and decided to conduct a recall covering the subject vehicles replaced with like-for-like parts, MY2003-2008 Mazda6, MY2006-2007 Mazdaspeed6, MY2004-2005 MPV and MY2004-2005 RX-8.

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

On July 29, 2022, Mazda updated the internal warranty claims system for forty-seven (47) vehicles that completed recall repairs using desiccated, phase-stabilized ammonium nitrate (“PSAN”) inflator remedy parts under 16V-354 (Mazda #9416E – DIR#1). These claims were inadvertently received after Mazda closed warranty claim filings under 16V-354 (#9416E) to dealers. The forty-seven (47) vehicles were part of a total 47,053 vehicles that moved to DIR #5 under 19V-781 (#2618F) at the time of the amended filing on November 14, 2019. This amendment #2 for 19V-781 (#2618F) moves these forty-seven (47) vehicles back to recall 16V-354 (#9416E – DIR#1) and reduces the affected population from 47,053 vehicles to 47,006. Amendment #2 revises the

affected population to the correct amount. Special note: Refer to miscellaneous document dated October 11, 2022 that provides further details.

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.