

Chronology of Defect
Daytime Running Lights may not illuminate on MY 2016 CX-5

March, 2015: The LED headlight unit, which was installed on vehicles for Japan market, did not illuminate in the vehicle manufacturing testing process. As a result of investigation, an LED circuit lost continuity due to damage from static electricity in the parts manufacturing process. Mazda determined this issue would not occur frequently but began to monitor for occurrences in the field. Mazda improved the LED component to enhance static electricity resistance properties.

April, 2015: Mazda received first field information from Japan market regarding the warning light illumination of adaptive LED headlight. This adaptive LED headlight is not installed on CX-5 models sold in the U.S. Mazda collected the concerned headlight unit and began investigation.

July, 2015: As a result of investigation on the returned parts, Mazda found it showed a similar breakage of the LED headlight as that which occurred in the manufacturing process. Mazda believed the LED headlight had been damaged by static electricity in the parts manufacturing process and resulted in failure during usage.

December, 2015: Parts supplier changed the original gray LED connector sealing gasket to a low sulfur black gasket, in order to improve a separate cosmetic issue which affected the appearance of the headlight housing. At this time, Mazda and parts supplier had not been aware that this change could eventually become a permanent countermeasure for DRL functional failure.

March, 2016: Mazda received two field reports from outside of Japan and undertook parts investigation.

June through July, 2016: Mazda found that the returned parts from outside Japan were broken in a similar way to the headlight failure which occurred during the manufacturing process. Mazda confirmed failure on all returned parts from the field occurred on headlights manufactured before static electricity resistance improvement on March, 2015.

September, 2018: As some failures had been occurring on improved parts, Mazda investigated the possibility that this failure could occur by some other cause which was not yet known.

January, 2019: After further investigation, Mazda found that silver sulfide may cause damage on the LED circuit, and proximity to a certain high sulfur sealing gasket (gray type) attached to the DRL connector in the headlight unit could introduce sulfur to the LED circuit.

March through July, 2019: Japan authority requested Mazda to consider field action for this failure, and Mazda had several technical discussions with the authority. Japan authority determined that headlights with this failure could not comply with Japan's vehicle regulations.

October, 2019: Mazda began to consider whether to conduct field action in other markets.

January 30, 2020: Mazda held a Quality Audit Committee to review all available information to date and determined to conduct a proactive recall action on certain MY2016 CX-5 vehicles in the U.S.