



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V336

Manufacturer Name: Mazda North American Operations

Submission Date: Jun 03, 2025

NHTSA Recall No.: 25V336

Manufacturer Recall No.: 7425E

Manufacturer Information

Population

Manufacturer Name: Mazda North American
Operations

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

Total number of potentially involved: 12,244
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2024-2025 MAZDA MX-5

Product Category: Light Vehicles

Product Type:

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Dec 19, 2023 - Feb 28, 2025

Number of potentially involved: 12,244

Descriptive Information:

Recall population was determined by using production records of vehicles installed with affected Dynamic Stability Control (DSC) units.

Vehicles not included in the recall have the improved parts.

The following is the affected number of vehicles by MY/Make/Model:

MY2024-2025 Mazda MX-5 Miata built at Mazda Motor Corporation in Japan: 12,244 units.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The Traction Control System (TCS)/Dynamic Stability Control (DSC) indicator light may not illuminate when abnormal yaw rate characteristics are detected due to a software diagnostic programming error.

FMVSS1: 126 - Electronic stability control systems

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FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

This matter constitutes a non-compliance with FMVSS126, as the DSC unit fails to trigger illumination of the TCS/DSC indicator light when abnormal yaw rate characteristics are detected. As the DSC unit cannot correctly detect an abnormal yaw rate characteristic, the TCS/DSC indicator light does not illuminate even when such an abnormality occurs.

In this condition, potential sudden steering maneuvers may result in understeer or oversteer that the system would normally monitor and correct. However, when abnormal yaw rate characteristics are detected, the TCS/DSC function may not behave as expected and may fail to illuminate the TCS/DSC indicator light. As a result, the driver may be unaware of the malfunction, which could increase the risk of a crash or injury.

Description of the cause:

Software diagnostic programming error in the DSC unit fails to trigger the TCS/DSC illumination of the indicator light in the instrument panel.

Identification of any warning that can occur:

None.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: Other

Name: Bosch Corporation

Address: 1-9-32 Nakagawa Chuo
Tsuzuki-ku
Yokohama-shi, Kanagawa Foreign States, 224-8601

Country: Japan

Involved Components

Component Name 1: DSC unit

Component Description: Dynamic Stability Control unit

Component Part Number: N452-437A0

Chronology

February 10, 2025: While verifying a separate issue on another vehicle model under development, the supplier identified a software error in the DSC unit of the MX-5 Miata that prevents the TCS/DSC indicator light from illuminating when abnormal yaw rate characteristics are detected.

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February 14 ~ 17, 2025: Mazda suspended the issuance of complete vehicle inspection certifications and implemented a stop shipment and movement hold on the affected vehicles, pending the results of the ongoing investigation.

February 11 ~ 26, 2025: Mazda initiated an investigation into concern to understand the nature of the issue and assess any potential effects on vehicle drivability and operational performance.

February 27, 2025: Countermeasures to address issues were determined and preparations for implementations were initiated. Mazda continued to study potential non-compliance implications, and activities were conducted.

March 6, 2025: Mazda implemented mass production changes with improved software in the DSC unit.

March 6 ~ May 2, 2025: A global investigation had been initiated to thoroughly assess and understand the full scope of the issue. During this time, studies continued to evaluate potential implications across different markets, and the coordination required among multiple engineering, regulatory and field quality teams.

May 9, 2025: After conducting thorough investigation worldwide, Mazda has reached the conclusion that the vehicles in question may not comply with FMVSS 126/UNR13H regulations. In an abundance of caution, Mazda decided to promote this issue to a Quality Audit Committee at Mazda.

May 19, 2025: Mazda held a Quality Audit Committee meeting to review all available information to date and approved a field action for affected MY2024-2025 MX-5 Miata vehicles.

As of May 19, 2025, Mazda is not aware of any reports of accidents or injuries related to this concern. Also, as of this date, no field report has been received by the U.S. and the U.S. Territories.

June 3, 2025: This first amendment is being filed to update the description of the safety risk.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Owners will be notified by mail and instructed to take their vehicle to a Mazda dealer. Dealers will replace the DSC unit with improved parts, free of charge.
A reimbursement program will not be offered as all vehicles are under full warranty coverage.

How remedy component differs from recalled component:

The remedy components include improved software that complies with FMVSS 126 requirements.

Identify how/when recall condition was corrected in production:

The DSC unit with improved software was implemented on March 6th, 2025, at the Mazda Motor Corporation vehicle assembly plant in Japan.

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Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

As full availability of remedy parts is estimated by 2nd quarter of 2026, a long-lead (phased) recall is planned. A limited amount of remedy parts is anticipated at the recall launch. Therefore, Mazda will mail both "parts available" and "no parts available" owner notification letters on or before July 21, 2025. Subsequently, following "parts available" owner letters will be mailed until all subject vehicles are included.

As added notice to vehicle owners and the Agency, "parts available" owner letters will be submitted to NHTSA's recall website including selected vehicles, mailing dates, and an indication when full parts availability is reached.

Planned Dealer Notification Date: May 28, 2025 - May 28, 2025

☐ No Dealers

Planned Interim Owner Notification Date: Jul 21, 2025 - Jul 21, 2025

☐ No Owners

Planned Remedy Owner Notification Date: Jul 21, 2025 - Jul 21, 2025

☒ Phased Recall

Date when VIN will be searchable: May 28, 2025