25V357



National Highway Traffic Safety Administration

Part 573 Safety Recall Report

Manufacturer Name:Mazda North American OperationsSubmission Date:May 29, 2025NHTSA Recall No.:25V357

Manufacturer Recall No.: 7525E

Manufacturer Information		Population	
Manufacturer Name: Address:	Mazda North American Operations 1025 Connecticut Avenue, NW Suite 910 Washington DC, 20036	Total number of potentially involved: Estimated percentage with defect:	171,412 100%

Vehicle Information

Vehicle 1:	2024-2025 MAZDA MAZDA3		
Product Category:	Light Vehicles		
Product Type:			
Fuel / Propulsion:	Spark Ignition Fuel		
Production Dates:	May 25, 2023 - Jan 15, 2025		
Number of potentially involved:	51,857		
Descriptive Information:			
Recall population was determined by using production records of vehicles installed with affected Sophisticated Air bag Sensor (SAS) units.			

Vehicles not included in this recall have the improved parts.

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

MY2024-2025 MAZDA3 built at Mazda de Mexico Vehicle Operation: 24,683 units.

MY2024-2025 MAZDA3 built at Mazda Motor Corporation in Japan: 27,174 units.

Vehicle 2: 2024-2025 MAZDA CX-30

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Aug 22, 2023 - Jan 13, 2025

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Number of potentially involved: 119,555

Descriptive Information:

Recall population was determined by using production records of vehicles installed with affected Sophisticated Air bag Sensor (SAS) units.

Vehicles not included in this recall have the improved parts.

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

MY2024-2025 Mazda CX-30 built at Mazda de Mexico Vehicle Operation: 119,555 units.

Defect / Noncompliance Description

Description of the defect or noncompliance:

If the battery becomes completely depleted by leaving the ignition switch in the "ON" position for two hours or more without the engine running, the SAS unit will store an internal fault. This defect does not occur if the battery is depleted through any other means.

If the battery is then recharged and the vehicle is restarted, the air bag warning light will illuminate in the instrument cluster. In this condition, the air bags will not deploy in the event of a crash.

These occurrences are unique to vehicles sold in the U.S. and Canada.

FMVSS1:

FMVSS2:

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

Air bags will not deploy in the event of a crash.

Description of the cause:

The SAS unit may cause an internal fault to be stored due to unique customer usage and/or error, resulting in the suppression of air bag deployment.

Identification of any warning that can occur:

After the battery is recharged, the air bag warning light will illuminate, and a message indicating an air bag system malfunction will be displayed in the instrument cluster.

Component Manufacturer

Tier of Supplier: Tier 1

Supplier Type: Other

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Name: Veoneer Japan Safety Systems Itd.

Address: 2-8-12 Shinyokohama Yokohama City Foreign States, 222-0033

Country: Japan

Involved Components

Component Name 1: Unit, SAS

Component Description: SAS Control Module

Component Part Number: BHPD-57K30, BJDT-57K30, DNBH-57K30

Chronology

June 28, 2024: Mazda received the first field report received from the U.S. market indicating that the airbag warning light illuminated following a low battery condition.

June 29, 2024 ~ October 2024: Mazda initiated an investigation to determine the root cause of the issue. Through this investigation, the root cause was identified, and an appropriate countermeasure was subsequently developed and prepared for deployment into production.

At that time, Mazda determined that the issue was non-safety related, as it was attributed to customer usage and/or error of leaving the ignition in the "ON" position for two or more hours without starting the engine. This caused the battery to deplete to a level where the engine could no longer be started, resulting in the illumination of the air bag warning light after the battery is recharged then the engine is started.

November 2024 ~ January 2025: Mazda implemented production changes with improved software in the SAS unit for each applicable model.

March 4, 2025: NHTSA's Office of Defects Investigation ("ODI") initiated an inquiry into 15 FQIRs involving SAS units replaced due to illuminated air bag warning lights, requesting information on root cause, investigation results, whether or not accidents or injuries occurred, related DTCs, and impact on air bag deployment logic. Mazda started gathering details in preparation for the technical review meeting.

April 2, 2025: Mazda held a technical review and explained its position that the issue does not constitute an unreasonable safety risk, as it arises from customer usage and/or error stated above. The system is designed to activate a warning light and display messages to inform the customer at the time of battery being restored to a proper voltage.

April 15 ~ 29, 2025: Mazda and NHTSA continued discussions regarding this matter, while further technical engineering failure mode analysis of the SAS unit was conducted.

May 23, 2025: Mazda held a Quality Audit Committee meeting and decided to initiate a safety recall for the U.S., U.S. Territories and Canadian markets.

The customer usage and/or error of leaving the ignition in the "ON" position for two or more hours without the engine running appears to be unique to the U.S. and Canadian markets, as no similar incidents have been reported in other regions. This supported the decision to implement a safety recall limited to the U.S., U.S. Territories, and Canada markets, as the issue is considered region-specific in nature.

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As of May 23, 2025, Mazda is not aware of any reports of accidents or injuries related to this concern.

Related NHTSA Recall Number: Description of Remedy Remedy Type: Replace, Software **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 either reprogram the SAS unit with improved software or replace the unit, depending on the applicable repair, 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 contain improved software. Identify how/when recall condition was corrected in production: The SAS unit with improved software was implemented on: - November 21, 2024, for Mazda3 vehicles produced at the Mazda Motor Corporation vehicle assembly plant in Japan. - January 16, 2025, for Mazda3 vehicles produced at the Mazda de Mexico Operation vehicle assembly plant. - December 5, 2024, for CX-30 vehicles produced at the Mazda de Mexico Operation vehicle assembly plant. **Reimbursement Plan** Manufacturer used general reimbursement plan on file. **Recall Schedule**

Description of recall schedule:

Notification to dealers is expected to occur on or before June 3, 2025. Mailing of owner notification letters is expected to be completed on or before July 28, 2025.

Planned Dealer Notification Date: Jun 03, 2025 - Jun 03, 2025

No Dealers

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Planned Interim Owner Notification Date:	☐ No Owners
Planned Remedy Owner Notification Date: Jul 28, 2025 - Jul 28, 2025	Phased Recall

Date when VIN will be searchable: Jun 03, 2025