



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V413

Manufacturer Name: Mazda North American Operations

Submission Date: Aug 20, 2025

NHTSA Recall No.: 25V413

Manufacturer Recall No.: 7625F

Manufacturer Information

Population

Manufacturer Name: Mazda North American
Operations
Address: 1025 Connecticut Avenue,
NW
Suite 910
Washington DC, 20036

Total number of potentially involved: 2
Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2025-2025 MAZDA CX-50

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Spark Ignition Fuel

Production Dates: Feb 27, 2025 - Feb 27, 2025

Number of potentially involved: 1

Descriptive Information:

Recall population was determined by using inspection records of vehicles installed with Sophisticated Air bag Sensor (SAS) units programmed with incorrect data. Vehicles not included in this recall have correctly programmed parts.

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

MY2025 Mazda CX-50 built at Mazda Toyota Manufacturing (MTM): 1 unit.

Vehicle 2: 2025-2025 MAZDA CX-50 HYBRID

Product Category: Light Vehicles

Product Type: Passenger Car

Fuel / Propulsion: Hybrid Electric Vehicle

Production Dates: Feb 27, 2025 - Feb 27, 2025

Number of potentially involved: 1

Descriptive Information:

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Recall population was determined by using inspection records of vehicles installed with Sophisticated Air bag Sensor (SAS) units programmed with incorrect data. Vehicles not included in this recall have correctly programmed parts.

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

MY2025 Mazda CX-50 Hybrid built at Mazda Toyota Manufacturing (MTM): 1 unit.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The air bags may not deploy properly in the event of a crash. The subject vehicles may have incorrect air bag module software that is incompatible with a planned updated mounting location for the front crash sensor introduced by a supplier change.

FMVSS1:

FMVSS2:

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

Improper air bag deployment may increase the risk of injury.

Description of the cause:

The SAS unit was programmed with incorrect data that does not meet air bag deployment specifications.

Identification of any warning that can occur:

None.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: Unit, SAS

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Component Description: Sophisticated Air bag Sensor Unit

Component Part Number: VC85-57K30

Component Name 2: Unit, SAS

Component Description: Sophisticated Air bag Sensor Unit

Component Part Number: VC67-57K30

Chronology

February 26, 2025: Mazda Toyota Manufacturing (MTM) notified Mazda about a potential configuration issue with the SAS unit.

February 27~ 28, 2025: Mazda issued a stop shipment for all vehicles at the manufacturing facility as a preliminary containment action. This action was taken after it was discovered that, during the SAS unit write procedure at MTM, incorrect air bag configuration data that was intended for use starting March 3, was mistakenly applied. This error was subsequently detected during end-of-line (EOL) testing due to a mismatch between the actual and planned configuration data.

March 3, 2025: Mazda issued a stop movement for all in-transit vehicles that may be impacted from this concern and confirmed that no units have been delivered to the dealers.

March 3 ~ May 30, 2025: Mazda initiated an investigation to assess the potential safety impact of the concern and to evaluate the possibility of non-compliance. Since the combination of this particular hardware and software configuration of the SAS unit had not been previously considered, Mazda engaged the SAS unit supplier to understand the potential overall impact on the vehicle performance and operability. At the same time, Mazda continued to study the affected vehicle scope based on production data. During Mazda and MTM's investigation, multiple procedural and data errors were identified in the SAS repair process of suspected units at MTM, requiring further analysis and a thorough understanding of the issues based on the production data records.

June 13, 2025: Mazda held a Quality Audit Committee meeting and approved a field action for the U.S. and U.S. Territories.

As of June 13, 2025, Mazda is not aware of any reports of accidents or injuries related to this concern.

August 20 2025: This amendment updates the decision to forego mailing owner notification letters. The two affected vehicles remain secured - one in dealer inventory under a stop sale order and the other under Mazda's control - until repairs are completed by the fourth quarter of 2025 or earlier. As they will remain secured beyond the 60-day requirement under 49 CFR Part 577.7, owner letters are not required. Mazda will report completion status in the first quarterly report.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Software

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Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

The SAS unit will be reprogrammed at the vehicles' current locations, as the subject vehicles will remain secured under the control of the dealer and Mazda.
A reimbursement program will not be offered as all vehicles are under full warranty coverage.

How remedy component differs from recalled component:

The remedy component is not applicable, as this defect resulted from an improper manufacturing process at the plant.

Identify how/when recall condition was corrected in production:

The affected manufacturing process at the plant was corrected on February 28, 2025, by updating the process to ensure the correct data was used.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Owner notification letters will not be mailed, as the two subject vehicles - one currently in dealer inventory under a stop sale order and the other under Mazda's control - will remain secured at their respective locations until the recall remedy becomes available, which is expected by the fourth quarter of 2025 or earlier.

Planned Dealer Notification Date:

No Dealers

Planned Interim Owner Notification Date:

No Owners

Planned Remedy Owner Notification Date:

Phased Recall

Date when VIN will be searchable: Jun 23, 2025