

# Part 573 Safety Recall Report

# 18V-717

**Manufacturer Name :** Mazda North American Operations**Submission Date :** OCT 12, 2018**NHTSA Recall No. :** 18V-717**Manufacturer Recall No. :** 1317F**Manufacturer Information :**

Manufacturer Name : Mazda North American Operations

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

Company phone : 800-222-5500

**Population :**

Number of potentially involved : 155,436

Estimated percentage with defect : 1 %

**Vehicle Information :**

Vehicle 1 : 2010-2013 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : 4-DOOR

Power Train : GAS

**Descriptive Information :** These vehicles are MY2011-2013 Mazda6 registered in zone B and MY2010-2013 Mazda6 registered in Zone C. The recall population was determined based on vehicle manufacturing records at Mazda Motor Corporation. Plant information; Auto Alliance International plant in Flat Rock, Michigan, USA. Each population by model year is as follows; MY2010 Mazda6: 6,793 units. MY2011 Mazda6: 12,192 units. MY 2012 Mazda6: 17,001 units. MY2013 Mazda6: 5,902 units.

**Production Dates :** JUN 22, 2009 - AUG 24, 2012VIN Range 1 : Begin : 1YVHZ8CB6A5M00020 End : 1YVHZ8CH1A5M58864  Not sequentialVIN Range 2 : Begin : 1YVHZ8CB5B5M00012 End : 1YVHZ8BH2B5M30736  Not sequentialVIN Range 3 : Begin : 1YVHZ8CB9C5M00001 End : 1YVHZ8EH7C5M44239  Not sequentialVIN Range 4 : Begin : 1YVHZ8CH4D5M00008 End : 1YVHZ8EH1D5M17345  Not sequential

Vehicle 2 : 2010-2012 Mazda CX-7

Vehicle Type : LIGHT VEHICLES

Body Style : SUV

Power Train : GAS

**Descriptive Information :** These vehicles are MY2011-2012 CX-7 registered in Zone B and MY2010-2012 CX-7 registered in zone C. The recall population was determined based on vehicle manufacturing records at Mazda Motor Corporation. Plant information; Hiroshima plant of Mazda Motor Corporation in Japan. Each population by model year is as follows; MY2010 CX-7: 5,530 units. MY2011 CX-7: 18,868 units. MY 2012 CX-7: 4,118 units.

**Production Dates :** APR 06, 2009 - DEC 16, 2011VIN Range 1 : Begin : JM3ER4WLXA0300044 End : JM3ER2WM8A0352947  Not sequentialVIN Range 2 : Begin : JM3ER4D32B0353048 End : JM3ER4DLXB0410354  Not sequential

VIN Range 3 : Begin : JM3ER2B5XC0410395 End : JM3ER2CMXC0422049  Not sequential

Vehicle 3 : 2010-2015 Mazda CX-9  
 Vehicle Type : LIGHT VEHICLES  
 Body Style : SUV  
 Power Train : GAS

**Descriptive Information :** These vehicles are MY2014-2015 CX-9 registered in Zone A and MY2011-2015 CX-9 registered in zone B and MY2010-2015 CX-9 registered in Zone C. The recall population was determined based on vehicle manufacturing records at Mazda Motor Corporation. Plant information; Hiroshima plant of Mazda Motor Corporation in Japan. Each population by model year is as follows; MY2010 CX-9: 5,935 units. MY2011 CX-9: 14,755 units. MY 2012 CX-9: 16,326 units. MY2013 CX-9: 9,660 units. MY2014 CX-9: 19,543 units. MY 2015 CX-9: 18,813 units.

**Production Dates :** JUL 28, 2009 - AUG 26, 2015

VIN Range 1 : Begin : JM3TB3MA2A0200009	End : JM3TB3MV5A0238708	<input type="checkbox"/> Not sequential
VIN Range 2 : Begin : JM3TB2CA7B0300006	End : JM3TB2CA9B0333119	<input type="checkbox"/> Not sequential
VIN Range 3 : Begin : JM3TB3CA1C0333123	End : JM3TB3DV9C0369269	<input type="checkbox"/> Not sequential
VIN Range 4 : Begin : JM3TB3DV7D0400004	End : JM3TB2CV4D0425227	<input type="checkbox"/> Not sequential
VIN Range 5 : Begin : JM3TB2CAXE0425229	End : JM3TB3DV9E0447150	<input type="checkbox"/> Not sequential
VIN Range 6 : Begin : JM3TB3DA2F0447151	End : JM3TB2CA5F0469768	<input type="checkbox"/> Not sequential

## Description of Defect :

**Description of the Defect :** Under terms of the Amendment to November 3, 2015 Consent Order issued May 3, 2016, Takata is scheduled to submit Defect Information Report (DIR) #4 on non-desiccated frontal PSAN inflators at the end of 2018. Mazda has decided to submit DIR#4 at this time because permanent remedy replacement parts have become available earlier than anticipated. This submission adds affected vehicles under DIR#4 to the existing recall population covered by Mazda recalls 17V429 (DIR#1) and 17V457 (DIR#2) and 18V018 (DIR#3). For Zone A: MY2014 and MY2015 vehicles are added. For Zone B: MY2011 through 2015 vehicles are added. For Zone C: MY2010 through MY2015 vehicles are added. The PSPI6 air bag inflator, equipped in these subject Mazda vehicles, may potentially rupture during passenger side air bag deployment due to propellant degradation occurring after prolonged exposure to high absolute humidity, high temperatures, and high temperature cycling.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** Activation of a non-desiccated ammonium nitrate inflator with degraded propellant may result in an inflator rupture. An inflator rupture may cause metal fragments to pass through the air bag and into the vehicle interior at high speed, which may result in injury or death to vehicle occupants.

**Description of the Cause :** The propellant wafers in the subject inflators may degrade over time, which could lead to over-aggressive combustion in the event the air bag is activated.

Overly aggressive combustion creates excessive internal pressure when the inflator is activated, which may cause the inflator body to rupture. Based on Takata's investigation to date, the potential for such ruptures occur after several years of exposure to persistent conditions of high absolute humidity, high temperatures, and high temperature cycling. The potential for rupture may also be influenced by other factors, including the specific vehicle environment, the inflator and propellant configuration, and manufacturing variability.

Identification of Any Warning  
that can Occur : NR

## Supplier Identification :

### Component Manufacturer

Name : TK Global LLC.

Address : 111 Peyerk Court Romeo  
MICHIGAN 48065

Country : United States

## Chronology :

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 January 2, 2018; Mazda has submitted relevant recalls as DIR#1 through DIR#3, in accordance with three DIRs Takata submitted to NHTSA.

On September, 2018: The replacement parts using non-PSAN based propellant have become enough available for all subject vehicles to be remedied in DIR#4.

On October 9: Mazda decided to expand the recall. The following subject vehicles are added to the recall - MY 2014-2015 CX-9 in Zone A, MY 2011-MY2013Mazda6 and MY2011-MY2012 CX-7 and MY2011-2015MY CX-9 in Zone B, MY2010-2013 Mazda6 and MY 2010-MY2012 CX-7 and MY2010-MY2018 CX-9 in Zone C.

**Description of Remedy :**

Description of Remedy Program : Owners of record will be notified of this issue and instructed to take their vehicles to a Mazda dealer for repair. The dealer will replace the frontal passenger side air bag inflator with modified one. The repair will be performed free of charge to the vehicle owners.

How Remedy Component Differs from Recalled Component : Recalled Parts Name: Air bag inflator manufactured by Takata. Part number: EGZ1-57K80, TDY1-57K80, GSYL-57K80. The remedy parts are the air bag inflator manufactured by other-than-Takata parts supplier and confirmed to be free from phase-stabilized ammonium nitrate.

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : The draft owner notification letter is attached.

Planned Dealer Notification Date : OCT 12, 2018 - OCT 12, 2018

Planned Owner Notification Date : NOV 12, 2018 - NOV 12, 2018

\* NR - Not Reported