

Part 573 Safety Recall Report

19V-782

Manufacturer Name : Mazda North American Operations**Submission Date :** OCT 31, 2019**NHTSA Recall No. :** 19V-782**Manufacturer Recall No. :** 4219J**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 : 70,563

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2009-2012 Mazda Mazda6

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : GAS

Descriptive Information : – Recall population determined by the production record of vehicles which have been repaired by use of non-desiccated PSAN inflators as an interim remedy.

– Vehicles not included in the recall have an improved air bag inflators installed.

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

MY2009-2012 Mazda Mazda6 built at Auto Alliance International plant in Flat Rock, Michigan, USA: 10,901 units.

Production Dates : APR 11, 2008 - APR 16, 2012

VIN Range 1 : Begin : 1YVHP81A295M00060 End : 1YVHP82A595M52250 Not sequentialVIN Range 2 : Begin : 1YVHZ8AH7A5M00017 End : 1YVHZ8CH0A5M58872 Not sequentialVIN Range 3 : Begin : 1YVHZ8CB9B5M00028 End : 1YVHZ8BH9B5M30698 Not sequentialVIN Range 4 : Begin : 1YVHZ8CH5C5M00162 End : 1YVHZ8EH4C5M44215 Not sequential

Vehicle 2 : 2007-2012 Mazda CX-7

Vehicle Type : LIGHT VEHICLES

Body Style : ALL

Power Train : GAS

Descriptive Information : – Recall population determined by the production record of vehicles which have been repaired by use of non-desiccated PSAN inflators as an interim remedy.

– Vehicles not included in the recall have an improved air bag inflators installed.

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

MY2007-2012 Mazda CX-7 built at Mazda Motor Corporation in Japan: 30,075 units.

Production Dates : FEB 14, 2006 - DEC 16, 2011

VIN Range 1 : Begin : JM3ER29L670100061 End : JM3ER293X70169125 Not sequentialVIN Range 2 : Begin : JM3ER293180169192 End : JM3ER293X80215750 Not sequential

VIN Range 3 : Begin : JM3ER29L890215764	End : JM3ER29L990238440	<input type="checkbox"/> Not sequential
VIN Range 4 : Begin : JM3ER2W37A0300054	End : JM3ER2WL9A0352978	<input type="checkbox"/> Not sequential
VIN Range 5 : Begin : JM3ER2B53B0353049	End : JM3ER2B53B0410351	<input type="checkbox"/> Not sequential
VIN Range 6 : Begin : JM3ER2BM3C0410424	End : JM3ER2CM8C0422048	<input type="checkbox"/> Not sequential

Vehicle 3 : 2007-2012 Mazda CX-9
 Vehicle Type : LIGHT VEHICLES
 Body Style : ALL
 Power Train : GAS

Descriptive Information : – Recall population determined by the production record of vehicles which have been repaired by use of non-desiccated PSAN inflators as an interim remedy.
 – Vehicles not included in the recall have an improved air bag inflators installed.
 The following is the affected number of vehicles by MY/Make/Model:
 MY2007-2012 Mazda CX-9 built at Mazda Motor Corporation in Japan: 29,587 units.

Production Dates : OCT 25, 2006 - SEP 27, 2012

VIN Range 1 : Begin : JM3TB28C870100091	End : JM3TB28CX70121105	<input type="checkbox"/> Not sequential
VIN Range 2 : Begin : JM3TB28A880121121	End : JM3TB38V480164251	<input type="checkbox"/> Not sequential
VIN Range 3 : Begin : JM3TB28A790164253	End : JM3TB28A190181257	<input type="checkbox"/> Not sequential
VIN Range 4 : Begin : JM3TB3MA9A0200007	End : JM3TB2MA7A0238698	<input type="checkbox"/> Not sequential
VIN Range 5 : Begin : JM3TB2DA5B0300004	End : JM3TB3DV3B0333110	<input type="checkbox"/> Not sequential
VIN Range 6 : Begin : JM3TB2CA0C0333124	End : JM3TB2CV1C0369259	<input type="checkbox"/> Not sequential

Description of Defect :

Description of the Defect : In accordance with the Amendment to November 3, 2015 Consent Order issued May 3, 2016, Mazda intends to submit a recall, Defect information Report (DIR) #5 on the subject vehicles which have ever been repaired under several recalls regarding the defect of Takata air bag, using non-desiccated frontal PSAN inflators as an interim remedy.

The PSPI-6 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 : There is no warning prior to occurrence of the rupture of air bag.

Supplier Identification :

Component Manufacturer

Name : Takata / T K Holding INC
Address : 888 16th street, NW, Suite 800
12-31 Akasaka 2-chome Minato-ku, in Japa 20006
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 October 16, 2018; Mazda has submitted relevant recalls in phased manner, as DIR#1 through DIR#4, in accordance with three DIRs Takata submitted to NHTSA.

In the middle of October, 2019: The replacement parts using non-PSAN based inflators have become available for all subject vehicles which have ever been replaced with non-desiccated PSAN inflators as an interim remedy to avoid an immediate safety risk posing air bag rupture, in the past recall, 16V356 and 17V012.

On October 28, 2019; Mazda held the Quality Audit Committee and decided to conduct a recall covering the subject vehicles replaced with like-for-like parts, MY2009-2012 Mazda6, MY2007-2012 CX-7 and MY2007-2012 CX-9.

Description of Remedy :

Description of Remedy Program : Owners will be notified by mail and instructed to take their vehicle to a Mazda dealer.
Dealers will replace the air bag inflator with an improved part using non-PSAN inflator. There will be no charge for this service to vehicle owners. Mazda does not intend to issue the reimbursement plan like as Mazda did not under the existing Takata recall.

How Remedy Component Differs from Recalled Component : The remedy components have non-PSAN inflator.
Recalled Parts name: Air bag inflator. Part number: GSZL-57K80. EGY1-57K80.

Identify How/When Recall Condition was Corrected in Production : The vehicle production of the subject model was discontinued by when the improved air bag inflators with non-PSAN were considered.

Recall Schedule :

Description of Recall Schedule : Notification to dealers is expected to occur on or before November 5, 2019. Mailing of owner notification letters is expected to be completed on or before December 18, 2019.

Planned Dealer Notification Date : NOV 05, 2019 - NOV 05, 2019

Planned Owner Notification Date : DEC 18, 2019 - DEC 18, 2019

* NR - Not Reported