

**Safety Recall 9416E**  
**Updated July 19, 2016**

These FAQs will be updated as recall conditions change.

**FOR DEALERS ONLY**

**Q1. What is the issue?**

- A. As a result of Takata's frontal air bag inflator recall expansion, Mazda is expanding the affected vehicles involved in passenger frontal air bag inflator recall. The expansion applies to Takata ammonium nitrate-based propellant front air bag inflators without a chemical drying agent, also known as a desiccant. For Mazda vehicles, this applies only to passenger frontal air bag inflators in certain models and model years listed below.

**Q2. How many vehicles are affected?**

- B. The total population of U.S. vehicles in Safety Recall 9416E for Phase 1 is 445,627.
- 2004 - 2006 MPV
  - 2004-2011 RX-8
  - 2003-2008 Mazda6
  - 2006-2007 Mazdaspeed6

None of the 2016 model year Mazda vehicles contain Takata driver or passenger frontal air bag inflators.

**Q3. What about the other air bag inflators in Mazda vehicles?**

- A. Takata has not supplied ammonium nitrate-based propellant inflators to Mazda for other applications, including side curtain, side impact, or seatbelt pre-tensioners.

**Q4. Does recall 9416E replace any existing Takata recall?**

- A. **Safety Recall 9416E** replaces recalls 9015L and 8315F. Under this recall, dealers will install permanent remedy parts.

**Q5. When will parts be available for the new recalls?**

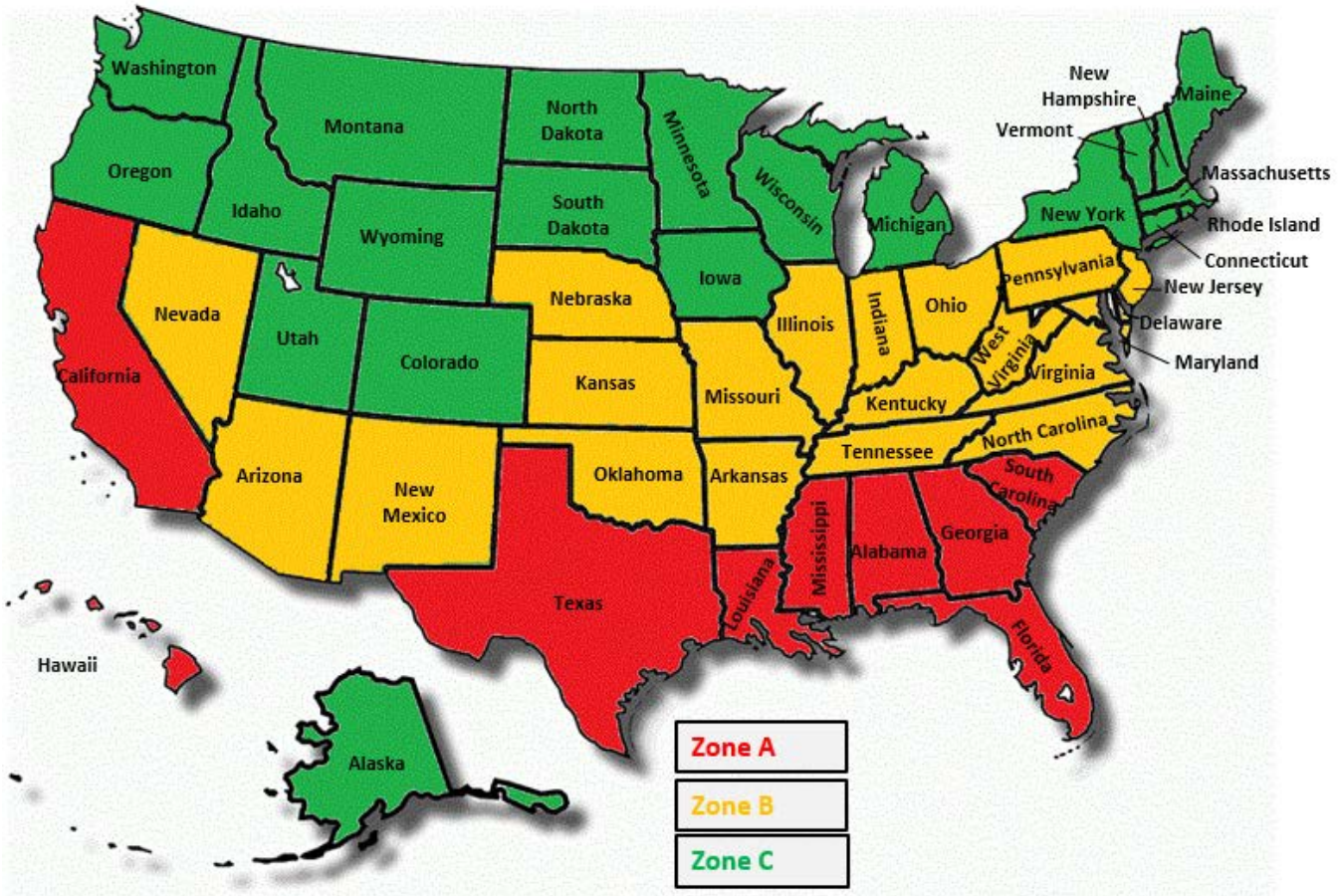
- A. Owners in Zone A will receive a 'Parts Available' letter in July 2016.

Owners in Zones B and C will receive a 'Parts not yet available' letter. Additional parts will become available in the coming months, owners will receive another letter from Mazda letting them know replacement parts for their vehicle are now available.

The map below indicates the states in each Zone.

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Zone A - States with high temperature cycling and humidity (includes Puerto Rico, Guam, and Saipan). Time in service until significant propellant degradation may occur is projected at between 6-9 years.

Zone B - States that have moderate temperature cycling and humidity. Time in service until significant propellant degradation may occur is projected at between 10-15 years.

Zone C - States with lower temperature cycling and humidity. Time in service until significant propellant degradation may occur is projected at between 15-20 years.

*NHTSA has structured this expansion with 5 phases and 3 geographic zones, based on temperature and absolute humidity factors in each Zone, and analysis of expected rate of inflator degradation. Time, temperature, and humidity have been found by NHTSA and independent investigations to contribute to significant propellant degradation, which can lead to high risk of inflator rupture.*

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*IMPORTANT NOTE: Certain vehicles in Zones B and C are not included in Zone A in this first phase of the expansion, based on NHTSA's schedule requirements. They will eventually be included in later phases as follows:*

	<b>Defect Information Report Dates</b>	<b>Zone A Greatest TCAH*</b>	<b>Zone B Moderate TCAH*</b>	<b>Zone C Lower TCAH*</b>
<b>Takata DIR #1 (Phase 1)</b>	<b>May 16, 2016</b>	<i>MY 2011 and older vehicles</i>	<i>MY 2008 and older vehicles</i>	<i>MY 2004 and older vehicles</i>
<b>Takata DIR #2 (Phase 2)</b>	Dec 31, 2016	<i>MY 2012 and older vehicles</i>	<i>MY 2009 and older vehicles</i>	<i>MY 2008 and older vehicles</i>
<b>Takata DIR #3 (Phase 3)</b>	Dec 31, 2017	<i>MY 2013 and older vehicles</i>	<i>MY 2010 and older vehicles</i>	<i>MY 2009 and older vehicles</i>
<b>Takata DIR #4 (Phase 4)</b>	Dec 31, 2018	<i>All remaining vehicles not currently under recall</i>		
<b>Takata DIR #5 (Phase 5)</b>	Dec 31, 2019	<i>All vehicles receiving like-for-like replacement inflators</i>		

\* TCAH - Temperature cycling and Humidity