

Safety Recall 9516E
Updated July 22, 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?

- A. The total population of U.S. vehicles in Safety Recall 9516E for Phase 1 is 261,194.
- 2007-2011 CX-7
 - 2007-2011 CX-9
 - 2009-2011 Mazda6

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. Are the replacement parts the permanent remedy?

- A. The replacement parts are **interim** repair parts that (according to NHTSA) will not experience significant propellant degradation for at least six years (see propellant degradation time by Zone in Question 5 below).

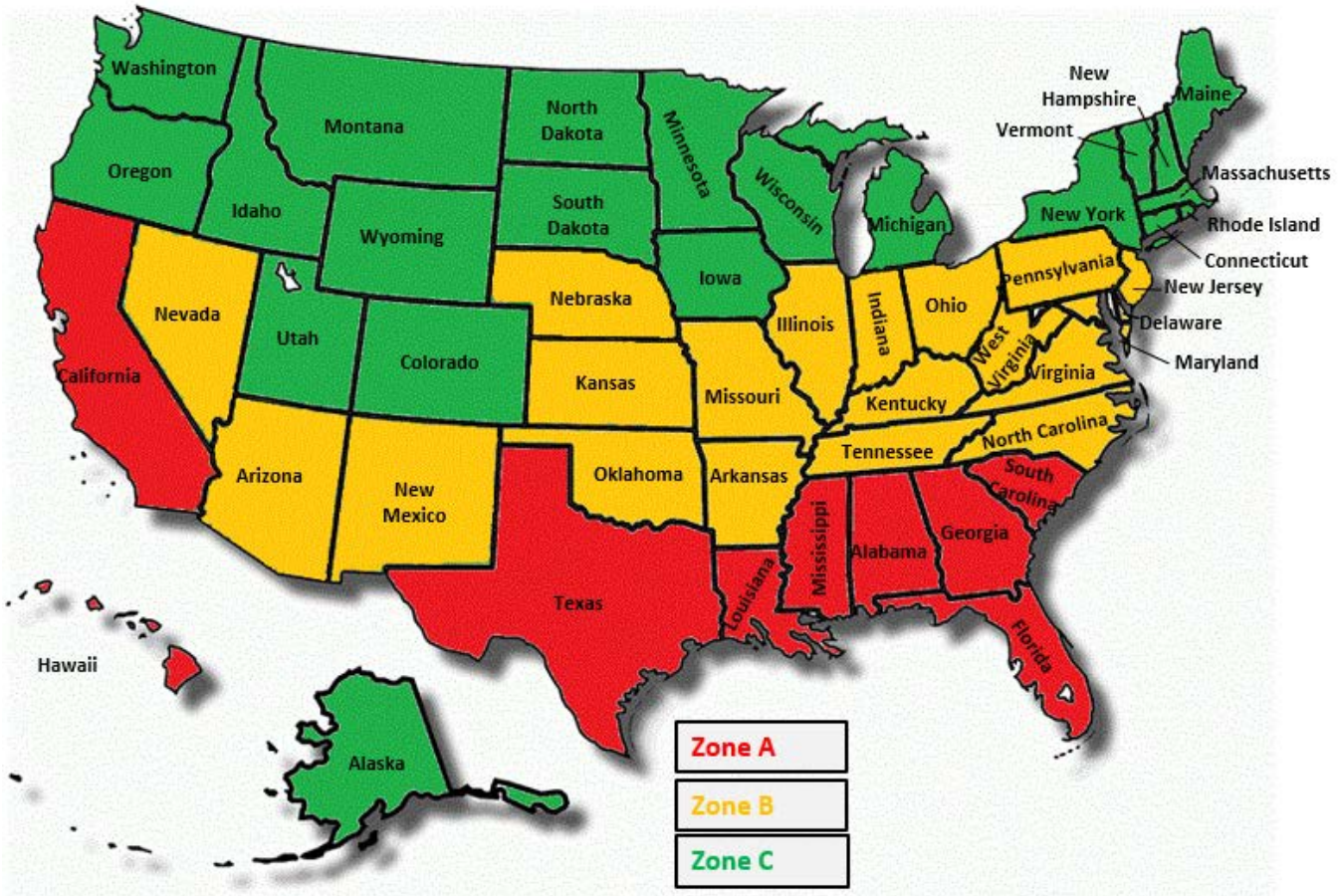
Q5. When will parts be available for the new recall?

- A. Mazda is working closely with the supplier to obtain a partial supply of replacement parts for CX-7 and CX-9 vehicles in mid-August. Replacement parts for Mazda6 vehicles will be available later this year.

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:

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

* TCAH - Temperature cycling and Humidity
