



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** RQ 21-002  
**Date Opened:** 08/03/2021  
**Investigator:** Frederick Smith                      **Reviewer:** Maurice Hicks  
**Approver:** Otto Matheke  
**Subject:** Rearview Camera FMVSS 111 Noncompliance

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Ford Motor Company  
**Products:** Vehicles Subject to Recall No. 20V-575  
**Population:** 620,246

**Problem Description:** Noncompliance with FMVSS 111. A rearview camera that intermittently displays a blank or distorted image does not comply with the requirements of FMVSS 111 and can reduce the driver's view of what is behind the vehicle, increasing the risk of a crash.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	15	TBD	TBD
<b>Crashes/Fires:</b>	0	TBD	TBD
<b>Injury Incidents:</b>	0	TBD	TBD
<b>Number of Injuries:</b>	0	TBD	TBD
<b>Fatality Incidents:</b>	0	TBD	TBD
<b>Number of Fatalities:</b>	0	TBD	TBD

## ACTION / SUMMARY INFORMATION

**Action:** A Recall Query has been opened.

### Summary:

On September 23, 2020, Ford Motor Company (Ford) filed a noncompliance recall report under 49 CFR Part 573 (NHTSA Recall No. 20V-575), recalling 620,246 Model Year (MY) 2020 Ford F-150, F-250, F-350, F-450, F-550, Explorer, Mustang, Transit, Expedition, Escape, Ranger and Edge, and Lincoln Nautilus and Corsair vehicles for a noncompliance with Federal Motor Vehicle Safety Standard (FMVSS) 111, Rear Visibility. Ford's recall described the noncompliance as insufficient electrical conductivity within the printed circuit board (PCB) internal to the camera leading to intermittent rearview camera operation. The supplier of the cameras was Magna Electronics.

According to Ford's chronology in the Part 573, during the period February-April 2020, Ford identified and monitored warranty claims pertaining to intermittent or inoperative rearview cameras. Ford reviewed supplier product changes, focusing on changes introduced by the supplier in the October-November 2019 time frame. The Part 573 stated that the issue was brought to Ford's Critical Concerns Review Group (CCRG) for review on May 12, 2020.

On July 7, 2020, NHTSA's Vehicle Research and Testing Center (VRTC) informed the Office of Defects Investigation (ODI) of a trend of MY 2020 Escape vehicles with rearview camera malfunctions. ODI contacted Ford the next day, providing five Vehicle Owner Questionnaires (VOQs) alleging inoperative rearview cameras. On July 15, 2020, Ford met with NHTSA to discuss the rearview camera issue. In a subsequent August 24, 2020 meeting, ODI and NHTSA's Office of Vehicle Safety Compliance (OVSC) met with Ford to discuss the recall status and additional VOQs. Ford presented rate and scope data for many of its MY 2020 products during the August 2020 meeting indicating high failure rates for certain models.

This RQ is being opened to investigate both the timeliness and scope of Ford's rearview camera recall (20V-575), and

Ford's compliance with reporting requirements.

The subject reports referenced in the opening resume are identified by the following ODI reference numbers which can be reviewed at [NHTSA.gov](https://www.nhtsa.gov): 11349813, 11344126, 11342696, 11341486, 11340254, 11337274, 11331444, 11330875, 11329235, 11316960, 11343521, 11341884, 11337226, 11344018, and 11339573.