

**Chronology of Defect / Noncompliance Determination Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.**

On May 5, 2023, Ford's Field Review Committee (FRC) approved Field Service Action (FSA) 23S23 for Explorer, Aviator, and Corsair rear view camera blue screen; at the time the root cause was unknown and the remedy was not defined. After the approval of this program in FRC, Ford kicked-off several workstreams to understand root cause(s) for this concern.

May-June 2023: Ford and its suppliers worked to perform a deep-dive analysis of the internal camera connector, reviewed IPMB and camera software, and developed testing to replicate the condition on a camera system. In May 2023, Ford and its suppliers were able to reproduce the issue in the vehicle and at a component level. The supplier ran key life testing and Ford developed Highly Accelerated Life Test (HALT) testing to replicate camera concerns in the laboratory environment.

July 2023: Ford and its supplier determined that camera hardware contributed to the blue or blank screen condition when a customer is in a backing event on the Aviator, Explorer, and Corsair vehicle lines and began validation of a hardware remedy. Once Ford determined that hardware root cause(s) affected rear view cameras, a cross-vehicle review was conducted to determine other vehicle lines with shared camera hardware and to review the field performance of those cameras. Ford CCRG opened an investigation into the other applications sharing this rearview camera design: Navigator, Bronco, and Transit vehicles with 360 view feature, and Transit and Aviator vehicles with High-Definition Rear View Camera feature. These were not previously included in FSA 23S23 or other rear view camera recalls which were focused on software.

On July 25, 2023, Ford's Critical Concern Review Group (CCRG) opened an investigation pertaining to Aviator, Transit, Bronco, and Navigator vehicles with Magna Zurich Lite IC and Magna Zurich HD cameras not previously included in FSA 23S23 or other rear view camera recalls. The CCRG's investigation identified elevated warranty rates and/or similar projected rates for this condition on the Navigator, Aviator, 2021 Model Year (MY) Bronco, and Transit 360-degree vehicle lines.

On August 18, 2023, Ford's field Review Committee reviewed this concern and approved Field Action 23S48 on the Navigator, Aviator, 2021 Model Year Bronco, and Transit 360-degree vehicle lines. At the time of 23S48, 2022-2023 MY Bronco had a statistically significant lower warranty rate indicating that other differences likely existed and Ford continued to investigate. The lower rate coincides with the movement of the camera assembly line to a new assembly plant, and initial component inspections indicated improved internal connector alignment.

In September 2023, at the launch of 23S48, Ford reviewed the rear view camera performance for 2022-2023 MY Bronco vehicles with the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) and committed to proactively monitor the field performance in that population and to continue hardware analysis and testing.

From August 2023 to February 2025, CCRG and other Ford groups` monitored 2022-2023 MY Ford Bronco rearview camera warranty data and related analyses and reviewed that information in periodic cross-functional Technical Review Group (TRG) meetings. In April 2025, the TRG reviewed warranty claim rates for 2022-2023 MY Ford Bronco vehicles at 30 and 36 Months In

Service (MIS) and identified elevated rates peaking at 10R/1000. Further, the projected failure rate is approximately 5% at 120 months-in-service. While the 2022-2023 MY Ford Bronco populations continue to have a statistically significant lower warranty rate when compared to other previously recalled 23S48 vehicles, the new warranty information now indicates that there is an increasing trend.

As of April 10, 2025, Ford is aware of 354 warranty claims related to this concern on 2022-2023MY Bronco received between February 4, 2022 and April 8, 2025. Ford is aware of 10 VOQs potentially related to this concern.

There are 2 allegations of minor crashes due to the loss of rearview image. Ford is not aware of any injuries related to this concern.