

Chronology of Defect / Noncompliance Determination

September 2021-December 2021: In September 2021, Ford's Critical Concern Review Group (CCRG) opened an investigation into elevated repair rates of Magna Universal Cameras installed in 2015 MY vehicles. Review of supplier records found that Magna's sub-supplier conducted an unauthorized change to their PCB (printed circuit board) header tooling beginning in 2013, which resulted in lower terminal contact forces. Lower contact forces caused fretting corrosion on the terminal header. The lower contact forces were exacerbated by a damaged solder reflow oven at Magna, causing potential twisting of the header on its location prior to the solder solidifying and leading to poor pin alignment.

December 2021 – January 2022: CCRG reopened an investigation into elevated warranty claims related to decklid wiring damage resulting in loss of rear view camera image. This topic was initially reviewed and closed by the CCRG in 2018 when CCRG determined the concern did not present a risk to safety. Use of a rigid scroll tube on the dynamic loops bend radius area in the body harness at the decklid causes damage to the wires.

As of December 14, 2021, there are 1463 warranty claims alleging damage in the decklid harness in 2015-17MY Mustang vehicles beginning in February 2017

As of January 20, 2022, there are 7035 warranty claims for rear view cameras that may be attributed to the fretting corrosion issue on 2015MY Mustang beginning in June 2014.

As of January 20, 2022, there are 35 VOQs attributed to a loss of rear view camera image on the suspect population attributed to either damage in the decklid harness or fretting corrosion.

On February 9, 2022, Ford's Field Review Committee reviewed the concern and approved a field action.

Ford is aware of two reports of minor crashes and no reports of injury related to this condition.
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