# FY 2020 LEMON LAW ANNUAL REPORT 

Texas Department of Motor Vehicles


Texas Department of Motor Vehicles

# TEXAS DEPARTMENT OF MOTOR VEHICLES 

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## INTRODUCTION TO THE PROGRAM AND FY 2020 SUMMARY



The Texas Legislature passed the Texas Lemon Law in 1983 to assist consumers in obtaining repair, replacement, or repurchase of new motor vehicles purchased or leased that show evidence of substantial defects. The program is administered by the Texas Department of Motor Vehicles' (TxDMV) Lemon Law Section and the Office of Administrative Hearings (OAH). This Report provides information concerning the number of motor vehicles repurchased or replaced during the previous fiscal year and it details TxDMV efforts to ensure that motor vehicle manufacturers, converters, and distributors (collectively referred to as "manufacturers") comply with state laws and remediate vehicle defects.

Since 1993, there have been approximately 19,700 complaints filed with the TxDMV, and the Lemon Law has generated just over $\$ 121$ million in repurchase or replacement value to Texas consumers.

In Fiscal Year 2020 (FY '20), the Lemon Law program's efforts resulted in:

- 576 Lemon Law complaints filed with the TxDMV in FY '20, an increase of $1.6 \%$ since FY '18;
- 609 Lemon Law complaints closed by the TxDMV in FY '20;
- 302 complaints settled by the TxDMV before the issuance of a final decision by a TxDMV hearings examiner; ${ }^{1}$
- 14 motor vehicles ordered repurchased or replaced by manufacturers pursuant to a hearing due to a substantial defect with a total value of $\$ 663,999.00$.

This $29^{\text {th }}$ Annual Report contains the number of complaints filed and closed by make and model, complaint processing times, the number of settlements processed, and the number of vehicles ordered repurchased or replaced by a TxDMV hearings examiner.

[^0]Chart A provides a summary of the program results for FY '20, along with the previous two years' results for comparison.

| Chart A <br> Summary of Program Results |  |  |  |
| :---: | :---: | :---: | :---: |
|  | FY '18 FY '19 FY '20 |  |  |
| Complaints Filed | 567 | 607 | 576 |
| Closed Ineligible Complaints | 181 | 92 | 104 |
| Complaints Closed with Action | 350 | 451 | 505 |
| Closed by an Order of Dismissal | 88 | 90 | 125 |
| Closed by a Settlement Order | 186 | 292 | 302 |
| Closed by a Final Order of Repurchase/Replacement | 15 | 11 | 14 |
| Closed by a Final Order of Repairs | 21 | 14 | 22 |
| Closed by a Final Decision and Order | 40 | 44 | 42 |

Most complaints involved passenger cars and light trucks. Complaints were also received on allterrain vehicles, utility vehicles, medium trucks, heavy trucks, motorcycles, motor homes and towable recreational vehicles. Purchase prices of the vehicles subject to complaint ranged from a few thousand dollars to over two hundred thousand dollars for a luxury motor home.

# COMPLAINT PROCESS 



Chart B details the average processing time for complaints closed for FY ' 18 through FY ' 20.


# COMPLAINTS FILED 



## COMPLAINTS FILED

Chart C1 shows how many passenger car and truck complaints were filed by Model (listed alphabetically by make) for FY '18 through FY' 20 . Of the 576 complaints filed in FY' $20,88.02 \%$ were for cars and light trucks.

| Chart C1 (Passenger Cars and Trucks) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '18 | FY '19 | FY '20 | FY '20 Complaint Share Share |
| Acura | ILX | 0 | 1 | 0 | 0.00\% |
|  | MDX | 4 | 0 | 0 | 0.00\% |
|  | RDX | 0 | 3 | 2 | 0.35\% |
|  | TLX | 0 | 2 | 0 | 0.00\% |
| Total |  | 4 | 6 | 2 | 0.35\% |
| Alfa Romeo | Giulia Quadrifoglio | 1 | 1 | 4 | 0.69\% |
|  | Stelvio | 0 | 0 | 1 | 0.17\% |
| Total |  | 1 | 1 | 5 | 0.87\% |
| Aston Martin | DB11 | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Audi | A4 | 0 | 1 | 0 | 0.00\% |
|  | A6 | 0 | 1 | 0 | 0.00\% |
|  | A8 | 1 | 0 | 0 | 0.00\% |
|  | Q3 | 0 | 0 | 2 | 0.35\% |
|  | Q5 | 0 | 2 | 1 | 0.17\% |
|  | Q7 | 1 | 1 | 1 | 0.17\% |
|  | S4 | 1 | 0 | 0 | 0.00\% |
|  | SQ5 | 0 | 1 | 1 | 0.17\% |
| Total |  | 3 | 6 | 5 | 0.87\% |
| Blue Bird | All American Bus (MT) | 0 | 2 | 0 | 0.00\% |
| Total |  | 0 | 2 | 0 | 0.00\% |
| BMW | 1 Series | 0 | 1 | 0 | 0.00\% |
|  | 2 Series | 0 | 0 | 1 | 0.17\% |
|  | 3 Series | 2 | 2 | 4 | 0.69\% |
|  | 4 Series | 1 | 0 | 2 | 0.35\% |
|  | 5 Series | 3 | 1 | 0 | 0.00\% |
|  | 7 Series | 2 | 0 | 3 | 0.52\% |
|  | BMW i3 | 0 | 1 | 0 | 0.00\% |
|  | X3 | 0 | 2 | 0 | 0.00\% |
|  | X4 | 0 | 0 | 1 | 0.17\% |
|  | X5 | 2 | 2 | 6 | 1.04\% |
|  | X7 | 0 | 0 | 1 | 0.17\% |
| Total |  | 10 | 9 | 18 | 3.13\% |
| Buick | Cascada | 0 | 1 | 0 | 0.00\% |
|  | Century | 0 | 1 | 0 | 0.00\% |
|  | Enclave | 2 | 2 | 3 | 0.52\% |
|  | Encore | 1 | 1 | 3 | 0.52\% |
|  | LaCrosse | 2 | 0 | 0 | 0.00\% |
|  | Verano | 0 | 0 | 1 | 0.17\% |
| Total |  | 5 | 5 | 7 | 1.22\% |


| Chart C1 (Continued) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cadillac | ATS | 0 | 1 | 2 | 0.35\% |  |
|  | CT | 0 | 0 | 2 | 0.35\% |  |
|  | CT6 | 0 | 0 | 1 | 0.17\% |  |
|  | CTS | 2 | 1 | 0 | 0.00\% |  |
|  | Escalade | 8 | 3 | 3 | 0.52\% |  |
|  | SRX | 1 | 0 | 0 | 0.00\% |  |
|  | STS | 1 | 1 | 0 | 0.00\% |  |
|  | XT4 | 0 | 0 | 2 | 0.35\% |  |
|  | XT5 | 0 | 3 | 4 | 0.69\% |  |
|  | XTS | 1 | 0 | 0 | 0.00\% |  |
| Total |  | 13 | 9 | 14 | 2.43\% |  |
| Chevrolet | Avalanche | 1 | 1 | 0 | 0.00\% |  |
|  | Bolt EV | 0 | 0 | 2 | 0.35\% |  |
|  | Camaro | 7 | 6 | 3 | 0.52\% |  |
|  | Colorado | 5 | 1 | 5 | 0.87\% |  |
|  | Corvette | 3 | 2 | 0 | 0.00\% |  |
|  | Cruze | 4 | 3 | 0 | 0.00\% |  |
|  | Equinox | 1 | 2 | 4 | 0.69\% |  |
|  | Impala | 5 | 0 | 0 | 0.00\% |  |
|  | Malibu | 10 | 17 | 7 | 1.22\% |  |
|  | Silverado | 16 | 16 | 23 | 3.99\% |  |
|  | Sonic | 0 | 1 | 1 | 0.17\% |  |
|  | Spark | 3 | 0 | 1 | 0.17\% |  |
|  | Suburban | 4 | 0 | 1 | 0.17\% |  |
|  | Tahoe | 4 | 7 | 0 | 0.00\% |  |
|  | Traverse | 6 | 2 | 5 | 0.87\% |  |
|  | Trail Blazer | 0 | 0 | 1 | 0.17\% |  |
|  | Trax | 2 | 3 | 0 | 0.00\% |  |
|  | Volt | 2 | 1 | 0 | 0.00\% |  |
| Total |  | 73 | 62 | 53 | 9.20\% |  |
| Chrysler | 200 | 7 | 3 | 2 | 0.35\% |  |
|  | 300 | 4 | 5 | 2 | 0.35\% |  |
|  | Pacifica | 7 | 5 | 5 | 0.87\% |  |
|  | Town \& Country | 2 | 0 | 0 | 0.00\% |  |
| Total |  | 20 | 13 | 9 | 1.56\% |  |
| Dodge | Avenger | 1 | 0 | 1 | 0.17\% |  |
|  | Caliber | 0 | 0 | 1 | 0.17\% |  |
|  | Challenger | 2 | 2 | 3 | 0.52\% |  |
|  | Charger | 4 | 2 | 4 | 0.69\% |  |
|  | Dakota | 1 | 0 | 0 | 0.00\% |  |
|  | Dart | 1 | 1 | 0 | 0.00\% |  |
|  | Durango | 2 | 7 | 1 | 0.17\% |  |
|  | Grand Caravan | 3 | 0 | 3 | 0.52\% |  |
|  | Journey | 4 | 4 | 1 | 0.17\% |  |
|  | Ram | 2 | 5 | 0 | 0.00\% |  |
|  | SSE | 1 | 0 | 0 | 0.00\% |  |
|  | Stratus | 1 | 0 | 0 | 0.00\% |  |
| Total |  | 22 | 21 | 14 | 2.43\% |  |
| Fiat | 500 | 1 | 0 | 1 | 0.17\% |  |
| Total |  | 1 | 0 | 1 |  | 0.17\% |


| Chart C1 (Continued) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ford | C-Max | 1 | 0 | 0 | 0.00\% |  |
|  | Edge | 2 | 4 | 5 | 0.87\% |  |
|  | Escalade | 0 | 1 | 0 | 0.00\% |  |
|  | Escape | 5 | 3 | 9 | 1.56\% |  |
|  | Expedition | 2 | 5 | 7 | 1.22\% |  |
|  | Explorer | 11 | 4 | 10 | 1.74\% |  |
|  | F Series | 37 | 37 | 58 | 10.07\% |  |
|  | F150 Raptor | 1 | 0 | 0 | 0.00\% |  |
|  | Fiesta | 1 | 1 | 0 | 0.00\% |  |
|  | Focus | 15 | 11 | 6 | 1.04\% |  |
|  | Fusion | 8 | 2 | 4 | 0.69\% |  |
|  | Mustang | 2 | 3 | 6 | 1.04\% |  |
|  | Ranger | 0 | 0 | 1 | 0.17\% |  |
|  | Super Duty | 0 | 1 | 0 | 0.00\% |  |
|  | Taurus | 1 | 0 | 0 | 0.00\% |  |
|  | Transit Connect | 1 | 3 | 2 | 0.35\% |  |
| Total |  | 87 | 75 | 108 | 18.75\% |  |
| GMC | Acadia | 4 | 4 | 4 | 0.69\% |  |
|  | Canyon | 2 | 2 | 1 | 0.17\% |  |
|  | Envoy | 1 | 0 | 0 | 0.00\% |  |
|  | Savana Cargo | 0 | 1 | 0 | 0.00\% |  |
|  | Sierra | 6 | 9 | 13 | 2.26\% |  |
|  | Terrain | 0 | 2 | 2 | 0.35\% |  |
|  | Yukon | 1 | 2 | 3 | 0.52\% |  |
|  | Yukon Denali | 0 | 1 | 1 | 0.17\% |  |
|  | Yukon XL | 0 | 2 | 0 | 0.00\% |  |
| Total |  | 14 | 23 | 24 | 4.17\% |  |
| Honda | Accord | 6 | 3 | 3 | 0.52\% |  |
|  | C | 0 | 0 | 1 | 0.17\% |  |
|  | Civic | 3 | 5 | 0 | 0.00\% |  |
|  | Clarity Plug-in | 0 | 1 | 0 | 0.00\% |  |
|  | CR-V | 2 | 7 | 3 | 0.52\% |  |
|  | Fit | 1 | 0 | 0 | 0.00\% |  |
|  | HR-V | 0 | 1 | 0 | 0.00\% |  |
|  | Odyssey | 3 | 8 | 4 | 0.69\% |  |
|  | Pilot | 6 | 1 | 5 | 0.87\% |  |
|  | Ridgeline | 0 | 2 | 1 | 0.17\% |  |
| Total |  | 21 | 28 | 17 | 2.95\% |  |
| Hyundai | Accent | 2 | 0 | 0 | 0.00\% |  |
|  | Elantra | 1 | 2 | 2 | 0.35\% |  |
|  | G80 | 0 | 0 | 1 | 0.17\% |  |
|  | Genesis | 1 | 0 | 0 | 0.00\% |  |
|  | Ioniq | 0 | 0 | 1 | 0.17\% |  |
|  | Santa Fe | 1 | 2 | 1 | 0.17\% |  |
|  | Sonata | 2 | 3 | 2 | 0.35\% |  |
|  | Tucson | 6 | 2 | 4 | 0.69\% |  |
| Total |  | 13 | 9 | 11 | 1.91\% |  |


| Chart C1 (Continued) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Infiniti | G25 | , | 0 | 0 | 0.00\% |  |
|  | G35 | 2 | 0 | 0 | 0.00\% |  |
|  | Q40 | 1 | 0 | 0 | 0.00\% |  |
|  | Q50 | 2 | 1 | 1 | 0.17\% |  |
|  | Q60 | 1 | 0 | 1 | 0.17\% |  |
|  | QX30 | 0 | 1 | 0 | 0.00\% |  |
|  | QX50 | 1 | 0 | 4 | 0.69\% |  |
|  | QX80 | 1 | 2 | 1 | 0.17\% |  |
| Total |  | 9 | 4 | 7 | 1.22\% |  |
| Isuzu | FTR | 0 | 1 | 0 | 0.00\% |  |
| Total |  | 0 | 1 | 0 |  | 0.00\% |
| Jaguar | F-Pace | 1 | 1 | 1 | 0.17\% |  |
|  | F-Type | 0 | 0 | 1 | 0.17\% |  |
|  | 1-Pace | 0 | 0 | 2 | 0.35\% |  |
|  | XE-Type | 1 | 1 | 0 | 0.00\% |  |
|  | XF-Type | 1 | 1 | 0 | 0.00\% |  |
|  | XJ-Type | 1 | 0 | 0 | 0.00\% |  |
| Total |  | 4 | 3 | 4 | 0.69\% |  |
| Jeep | Cherokee | 5 | 10 | 5 | 0.87\% |  |
|  | Commander | 2 | 0 | 0 | 0.00\% |  |
|  | Compass | 3 | 9 | 6 | 1.04\% |  |
|  | Gladiator | 0 | 0 | 1 | 0.17\% |  |
|  | Grand Cherokee | 4 | 9 | 5 | 0.87\% |  |
|  | Laredo | 1 | 0 | 0 | 0.00\% |  |
|  | Liberty | 0 | 1 | 1 | 0.17\% |  |
|  | Patriot | 3 | 0 | 0 | 0.00\% |  |
|  | Renegade | 7 | 9 | 6 | 1.04\% |  |
|  | Wrangler | 12 | 18 | 17 | 2.95\% |  |
| Total |  | 37 | 56 | 41 | 7.12\% |  |
| Karma | Revero | 0 | 0 | 1 | 0.17\% |  |
| Total |  | 0 | 0 | 1 |  | 0.17\% |
| Kenworth | T680 (HT) | 1 | 0 | 0 | 0.00\% |  |
| Total |  | 1 | 0 | 0 |  | 0.00\% |
| Kia | Cadenza | 0 | 2 | 0 | 0.00\% |  |
|  | Forte | 0 | 1 | 0 | 0.00\% |  |
|  | K900 | 0 | 1 | 0 | 0.00\% |  |
|  | Niro | 0 | 0 | 1 | 0.17\% |  |
|  | Optima | 2 | 2 | 3 | 0.52\% |  |
|  | Rio | 2 | 0 | 0 | 0.00\% |  |
|  | Sedona | 0 | 0 | 1 | 0.17\% |  |
|  | Sorento | 4 | 1 | 3 | 0.52\% |  |
|  | Soul | 0 | 2 | 3 | 0.52\% |  |
|  | Sportage | 1 | 0 | 1 | 0.17\% |  |
|  | Stinger | 0 | 0 | 1 | 0.17\% |  |
|  | Telluride | 0 | 0 | 1 | 0.17\% |  |
| Total |  | 9 | 9 | 14 |  | 2.43\% |
| Land Rover | Discovery | 1 | 1 | 1 | 0.17\% |  |
|  | Discovery Sport | 0 | 1 | 3 | 0.52\% |  |
|  | Range Rover | 7 | 8 | 5 | 0.87\% |  |
|  | Range Rover Evoque | 2 | 2 | 1 | 0.17\% |  |
|  | Range Rover Sport | 2 | 4 | 3 | 0.52\% |  |
|  | Range Rover Velar | 0 |  | 2 | 0.35\% |  |
| Total |  | 12 | 17 | 15 | 2.60\% |  |



| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Nissan | Altima | 4 | 1 | 2 | 0.35\% |
|  | Armada | 4 | 4 | 7 | 1.22\% |
|  | Frontier | 0 | 1 | 0 | 0.00\% |
|  | Juke | 1 | 0 | 1 | 0.17\% |
|  | Kicks | 0 | 0 | 1 | 0.17\% |
|  | Leaf | 0 | 1 | 0 | 0.00\% |
|  | Maxima | 1 | 1 | 0 | 0.00\% |
|  | Murano | 2 | 2 | 0 | 0.00\% |
|  | NV Cargo | 0 | 0 | 1 | 0.17\% |
|  | Pathfinder | 1 | 3 | 3 | 0.52\% |
|  | Rogue | 4 | 9 | 2 | 0.35\% |
|  | Sentra | 4 | 5 | 6 | 1.04\% |
|  | Titan | 6 | 7 | 5 | 0.87\% |
|  | Versa | 1 | 1 | 1 | 0.17\% |
|  | Xterra | 1 | 0 | 0 | 0.00\% |
| Total |  | 29 | 35 | 29 | 5.03\% |
| Oldsmobile | Aurora | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Peterbilt | 387 (HT) | 2 | 0 | 0 | 0.00\% |
|  | 567 (MT) | 0 | 1 | 0 | 0.00\% |
|  | 579 (HT) | 0 | 0 | 1 | 0.17\% |
| Total |  | 2 | 1 | 1 | 0.17\% |
| Pontiac | G6 | 1 | 0 | 0 | 0.00\% |
|  | GTP | 1 | 0 | 0 | 0.00\% |
| Total |  | 2 | 0 | 0 | 0.00\% |
| Porsche | 911 | 0 | 0 | 1 | 0.17\% |
|  | Cayenne | 1 | 1 | 1 | 0.17\% |
|  | Panamera | 0 | 1 | 4 | 0.69\% |
| Total |  | 1 | 2 | 6 | 1.04\% |
| Ram | 1500 | 12 | 18 | 25 | 4.34\% |
|  | 2500 | 4 | 3 | 6 | 1.04\% |
|  | 3500 | 3 | 5 | 3 | 0.52\% |
|  | 4500 | 1 | 0 | 0 | 0.00\% |
|  | Promaster City | 0 | 1 | 0 | 0.00\% |
| Total |  | 20 | 27 | 34 | 5.90\% |
| Saturn | LS1 | 1 | 0 | 0 | 0.00\% |
|  | Vue | 0 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |
| Subaru | Ascent | 0 | 2 | 1 | 0.17\% |
|  | Forester | 1 | 0 | 1 | 0.17\% |
|  | Impreza | 0 | 2 | 0 | 0.00\% |
|  | Outback | 0 | 3 | 1 | 0.17\% |
|  | WRX | 3 | 2 | 0 | 0.00\% |
| Total |  | 4 | 9 | 3 | 0.52\% |
| Suzuki | Forenza | 1 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |
| Tesla | Model 3 | 0 | 0 | 2 | 0.35\% |
|  | Model S |  | 1 | 3 | 0.52\% |
|  | Model X | 0 | 1 | 0 | 0.00\% |
| Total |  | 1 | 2 | 5 | 0.87\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Toyota | 4Runner | 1 | 0 | 0 | 0.00\% |
|  | Avalon | 3 | 0 | 0 | 0.00\% |
|  | Camry | 3 | 2 | 2 | 0.35\% |
|  | Corolla | 1 | 2 | 2 | 0.35\% |
|  | Highlander | 0 | 3 | 0 | 0.00\% |
|  | Rav4 | 0 | 2 | 2 | 0.35\% |
|  | Sequoia | 2 | 0 | 0 | 0.00\% |
|  | Tacoma | 0 | 3 | 0 | 0.00\% |
|  | Tundra | 5 | 2 | 3 | 0.52\% |
|  | Venza | 0 | 0 | 1 | 0.17\% |
| Total |  | 15 | 14 | 10 | 1.74\% |
| Volkswagen | Atlas | 0 | 3 | 3 | 0.52\% |
|  | CC | 2 | 0 | 1 | 0.17\% |
|  | Golf | 2 | 2 | 1 | 0.17\% |
|  | GTI | 1 | 1 | 0 | 0.00\% |
|  | Jetta | 3 | 6 | 6 | 1.04\% |
|  | Passat | 1 | 2 | 0 | 0.00\% |
|  | Tiguan | 0 | 6 | 3 | 0.52\% |
|  | Touareg | 0 | 0 | 1 | 0.17\% |
| Total |  | 9 | 20 | 15 | 2.60\% |
| Volvo | S40 | 1 | 0 | 1 | 0.17\% |
|  | S60 | 0 | 0 | 1 | 0.17\% |
|  | XC60 | 1 | 2 | 2 | 0.35\% |
|  | XC90 | 3 | 1 | 5 | 0.87\% |
| Total |  | 5 | 3 | 9 | 1.56\% |
| Misc. Complaints | Unknown | 1 | 2 | 3 | 0.52\% |
| Total |  | 1 | 2 | 3 | 0.52\% |
| Total Complaints Filed |  | 489 | 506 | 507 | 88.02\% |

Chart C2 shows how many motor home complaints were filed by model (listed alphabetically by make) for FY '18 through FY ' 20 . Of the 576 complaints filed in FY ' $20,2.78 \%$ of the total complaints filed were for motor homes.

| Chart C2 (Motor Homes) <br> Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '18 | FY '19 | FY '20 | FY '20 Complaint Share |
| Airstream | Beacon | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Coachmen | Georgetown | 0 | 0 | 1 | 0.17\% |
|  | Leprechaun | 0 | 2 | 1 | 0.17\% |
|  | Mirada | 0 | 1 | 0 | 0.00\% |
|  | Pursuit | 0 | 1 | 0 | 0.00\% |
|  | Prism | 1 | 0 | 1 | 0.17\% |
| Total |  | 1 | 4 | 3 | 0.52\% |
| Dynamax | Isata 3 Series | 1 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |
| Fleetwood | Bounder | 0 | 0 | 1 | 0.17\% |
|  | Jamboree | 1 | 0 | 0 | 0.00\% |
|  | Revolution | 1 | 0 | 0 | 0.00\% |
|  | Southwind | 0 | 0 | 1 | 0.17\% |
| Total |  | 2 | 0 | 2 | 0.35\% |
| Forest River | FR3 | 0 | 0 | 1 | 0.17\% |
|  | Sportscoach | 0 | 1 | 1 | 0.17\% |
|  | Sunseeker | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 2 | 2 | 0.35\% |
| Foretravel | IH-45 | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Gulf Stream | Cabin Cruiser | 0 | 0 | 1 | 0.17\% |
|  | Conquest | 0 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 1 | 0.17\% |
| Heartland | Cyclone | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Highland Ridge | Cornerstone | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Holiday Rambler | Prodigy | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Jayco | Emblem | 0 | 1 | 0 | 0.00\% |
|  | Redhawk | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |
| Keystone | Springdale | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Mercedes-Benz US | Sprinter | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Newmar | Dutch Star | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Phoenix USA RV | Phoenix Cruiser 3100 | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |


| Chart C2 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Sunlight | Sunlight - V1 | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Thor | ACE | 1 | 2 | 0 | 0.00\% |
|  | Aria | 0 | 1 | 0 | 0.00\% |
|  | Axis | 0 | 1 | 1 | 0.17\% |
|  | Challenger | 0 | 0 | 1 | 0.17\% |
|  | Freedom Elite | 1 | 1 | 0 | 0.00\% |
|  | Outlaw | 2 | 0 | 0 | 0.00\% |
|  | Palazzo | 2 | 1 | 0 | 0.00\% |
|  | Quantum | 0 | 2 | 1 | 0.17\% |
|  | Synergy | 1 | 0 | 0 | 0.00\% |
|  | Venetian | 0 | 1 | 1 | 0.17\% |
|  | Windsport | 1 | 0 | 0 | 0.00\% |
| Total |  | 8 | 9 | 4 | 0.69\% |
| Tiffin | Allegro | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Winnebago | Intent | 0 | 1 | 0 | 0.00\% |
|  | Navion | 0 | 0 | 1 | 0.17\% |
|  | Spirit | 0 | 0 | 1 | 0.17\% |
|  | Via | 1 | 0 | 0 | 0.00\% |
|  | Vista | 1 | 0 | 0 | 0.00\% |
| Total |  | 2 | 1 | 2 | 0.35\% |
| Total Complaints Filed |  | 20 | 24 | 16 | 2.78\% |

Chart C3 shows how many towable recreational vehicle complaints were filed by model (listed alphabetically by make) for FY '18 through FY '20. Of the 576 complaints filed in FY '20, 6.60\% were for towable recreational vehicles.

| Chart C3 (Towable Recreational Vehicles) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '18 | FY '19 | FY '20 | FY '20 Complaint Share |
| Airstream | Basecamp | 0 | 0 | 1 | 0.17\% |
|  | Flying Cloud | 0 | 1 | 0 | 0.00\% |
|  | Catalina | 1 | 0 | 0 | 0.00\% |
|  | Clipper | 0 | 1 | 0 | 0.00\% |
|  | Concord | 1 | 0 | 0 | 0.00\% |
|  | Freedom Express | 2 | 0 | 0 | 0.00\% |
| Total |  | 4 | 2 | 1 | 0.17\% |
| Coachman | Viking | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| CrossRoads | Cameo | 1 | 0 | 0 | 0.00\% |
|  | Cruiser | 1 | 0 | 0 | 0.00\% |
|  | Zinger | 0 | 0 | 1 | 0.17\% |
| Total |  | 2 | 0 | 1 | 0.17\% |
| Cruiser | MPG | 0 | 2 | 0 | 0.00\% |
|  | Radiance | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 3 | 0 | 0.00\% |
| DRV Luxury Suites | Full House | 0 | 0 | 1 | 0.17\% |
|  | Mobile Suite | 1 | 1 | 3 | 0.52\% |
| Total |  | 1 | 1 | 4 | 0.69\% |
| Dutchmen | Kodiak | 1 | 0 | 1 | 0.17\% |
| Total |  | 1 | 0 | 1 | 0.17\% |
| Forest River | Avenger | 0 | 0 | 1 | 0.17\% |
|  | Blue Ridge | 0 | 1 | 0 | 0.00\% |
|  | Cherokee Grey Wolf | 0 | 0 | 1 | 0.17\% |
|  | Impression | 0 | 0 | 2 | 0.35\% |
|  | Rockwood | 0 | 0 | 1 | 0.17\% |
|  | Salem | 2 | 1 | 2 | 0.35\% |
|  | Sandpiper | 1 | 0 | 0 | 0.00\% |
|  | Sierra | 1 | 2 | 1 | 0.17\% |
|  | Surveyor | 1 | 1 | 0 | 0.00\% |
|  | Vengeance | 0 | 2 | 0 | 0.00\% |
|  | Vibe | 1 | 2 | 0 | 0.00\% |
|  | Wildcat | 1 | 1 | 0 | 0.00\% |
|  | Wildwood X-Lite | 1 | 1 | 1 | 0.17\% |
|  | XLR Boost | 0 | 1 | 0 | 0.00\% |
|  | XLR Thunderbolt | 1 | 0 | 0 | 0.00\% |
| Total |  | 9 | 12 | 9 | 1.56\% |
| Grand Design | Reflection | 2 | 0 | 0 | 0.00\% |
|  | Solitude | 0 | 0 | 1 | 0.17\% |
| Total |  | 2 | 0 | 1 | 0.17\% |


| Chart C3 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Heartland | Big Country | 1 | 1 | 0 | 0.00\% |
|  | Bighorn | 0 | 0 | 1 | 0.17\% |
|  | Elkridge | 0 | 3 | 0 | 0.00\% |
|  | Gateway | 0 | 3 | 0 | 0.00\% |
|  | Newport | 0 | 0 | 1 | 0.17\% |
|  | Road Warrior | 1 | 2 | 0 | 0.00\% |
|  | Sundance | 1 | 0 | 0 | 0.00\% |
|  | Trail Runner | 0 | 1 | 1 | 0.17\% |
| Total |  | 3 | 10 | 3 | 0.52\% |
| Highland Ridge | Mesa Ridge | 1 | 0 | 0 | 0.00\% |
|  | Open Range 3X | 1 | 0 | 1 | 0.17\% |
|  | Silverstar | 0 | 1 | 0 | 0.00\% |
| Total |  | 2 | 1 | 1 | 0.17\% |
| Hymer | Hyperlite | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Jayco | Eagle | 1 | 1 | 2 | 0.35\% |
|  | North Point | 0 | 1 | 0 | 0.00\% |
|  | Seismic | 1 | 1 | 1 | 0.17\% |
| Total |  | 2 | 3 | 3 | 0.52\% |
| Keystone | Alpine | 0 | 1 | 0 | 0.00\% |
|  | Avalanche | 0 | 2 | 0 | 0.00\% |
|  | Bullet Colt | 0 | 1 | 0 | 0.00\% |
|  | Coleman Light | 1 | 0 | 0 | 0.00\% |
|  | Cougar | 0 | 1 | 0 | 0.00\% |
|  | Fuzion | 1 | 0 | 0 | 0.00\% |
|  | Impact | 0 | 1 | 0 | 0.00\% |
|  | Montana | 4 | 2 | 2 | 0.35\% |
|  | Outback | 0 | 1 | 1 | 0.17\% |
|  | Passport | 0 | 0 | 2 | 0.35\% |
|  | Raptor | 1 | 1 | 0 | 0.00\% |
|  | Sprinter | 0 | 0 | 1 | 0.17\% |
| Total |  | 7 | 10 | 6 | 1.04\% |
| K-Z | Connect | 0 | 0 | 1 | 0.17\% |
|  | Sportsmen | 1 | 2 | 0 | 0.00\% |
| Total |  | 1 | 2 | 1 | 0.17\% |
| Lakota | Big Horn | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Landmark | Charleston | 0 | 1 | 0 | 0.00\% |
|  | Orlando | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 2 | 0 | 0.00\% |


| Chart C3 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Little Guy Trailer | Mini Max Rough Rider | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Livin' Lite | Camplite | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Palomino | Columbus | 2 | 2 | 2 | 0.35\% |
|  | Puma | 1 | 1 | 0 | 0.00\% |
| Total |  | 3 | 3 | 2 | 0.35\% |
| Prime Time | Crusader | 1 | 0 | 0 | 0.00\% |
|  | Fury | 1 | 0 | 0 | 0.00\% |
|  | Lacrosse | 0 | 1 | 0 | 0.00\% |
| Total |  | 2 | 1 | 0 | 0.00\% |
| Shasta | Oasis | 1 | 0 | 0 | 0.00\% |
|  | Phoenix | 1 | 0 | 0 | 0.00\% |
|  | Revere | 1 | 0 | 0 | 0.00\% |
| Total |  | 3 | 0 | 0 | 0.00\% |
| Sundowner | Cargo-32GN | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Starcraft | GPS | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Travel Lite | Evoke Model L | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Venture | SportTrek | 0 | 2 | 2 | 0.35\% |
| Total |  | 0 | 2 | 2 | 0.35\% |
| Winnebago | Minnie Plus | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Total Complaints Filed |  | 43 | 57 | 38 | 6.60\% |

Chart C4 shows how many all-terrain vehicle and motorcycle complaints were filed by model (listed alphabetically by make) for FY '18 through FY '20. Of the 576 complaints filed in FY '20, $2.60 \%$ were for all-terrain vehicles, utility vehicles, motorcycles, or neighborhood electric vehicles.

| Chart C4 (All Terrain Vehicles, Motorcycles and Neighborhood Electric Vehicles) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '18 | FY '19 | FY '20 | FY '20 Complaint Share |
| Bennche | Cowboy 500 (UTV) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| BMW | G 310GS (MC) | 0 | 0 | 1 | 0.17\% |
|  | R1200GSADV (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 1 | 0.17\% |
| Can-Am | 7KJA (ATV) | 0 | 1 | 0 | 0.00\% |
|  | Defender HD5 (UTV) | 1 | 0 | 0 | 0.00\% |
|  | Maverick X3 (UTV) | 1 | 0 | 1 | 0.17\% |
|  | Outlander 1000 (ATV) | 0 | 2 | 0 | 0.00\% |
|  | Ryker (MC) | 0 | 0 | 2 | 0.35\% |
|  | Spyder (MC) | 1 | 0 | 2 | 0.35\% |
| Total |  | 3 | 3 | 5 | 0.87\% |
| Ducati | Panigale V4 (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Genuine | Roughhouse (MC) | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Harley-Davidson | CVO Pro Street Breakout (MC) | 1 | 0 | 0 | 0.00\% |
|  | FLHTK Ultra Limited (MC) | 1 | 0 | 0 | 0.00\% |
|  | FLHX (MC) | 1 | 0 | 0 | 0.00\% |
|  | FLTRXS (MC) | 0 | 0 | 1 | 0.17\% |
|  | Road King (MC) | 0 | 1 | 0 | 0.00\% |
|  | Street Glide (MC) | 0 | 2 | 0 | 0.00\% |
| Total |  | 3 | 3 | 1 | 0.17\% |
| Hisun | Forge 750 (ATV) | 0 | 0 | 1 | 0.17\% |
|  | Sector 1000 (ATV) | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 2 | 0.35\% |
| Honda | CB300R (MC) | 0 | 0 | 1 | 0.17\% |
|  | CBR (MC) | 0 | 0 | 1 | 0.17\% |
|  | Gold Wing (MC) | 1 | 0 | 0 | 0.00\% |
|  | NC700JDJ (MC) | 0 | 1 | 0 | 0.00\% |
|  | Pioneer 700 (ATV) | 0 | 0 | 1 | 0.17\% |
| Total |  | 1 | 1 | 3 | 0.52\% |
| Indian Motorcycle | Springfield (MC) | 1 | 0 | 0 | 0.00\% |
|  | Scout Bobber (MC) | 0 | 0 | 1 | 0.17\% |
| Total |  | 1 | 0 | 1 | 0.17\% |
| KTM | 590 SMC-R (MC) | 0 | 0 | 1 | 0.17\% |
| Total |  | 0 | 0 | 1 | 0.17\% |
| Kawasaki | Ninja ZX (MC) | 0 | 1 | 0 | 0.00\% |
|  | Supersport Ninja (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |


| Chart C4 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Lance | Lance PCH 125 (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| MV Agusta | Stradale (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Polaris | Ranger (UTV) | 0 | 1 | 0 | 0.00\% |
|  | Ranger RZR (UTV) | 0 | 1 | 0 | 0.00\% |
|  | Slingshot (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 2 | 0 | 0.00\% |
| Star | AP-Series (UTV) | 1 | 0 | 0 | 0.00\% |
|  | Classic (UTV) | 1 | 0 | 0 | 0.00\% |
|  | Roadster (UTV) | 1 | 0 | 0 | 0.00\% |
| Total |  | 3 | 0 | 0 | 0.00\% |
| Vanderhall | Venice (MC) | 1 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 0 | 0.00\% |
| Zero Motorcycles | SR (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Misc. Complaints | Unknown | 1 | 5 | 0 | 0.00\% |
| Total |  | 1 | 5 | 0 | 0.00\% |
| Total Complaints Filed |  | 17 | 20 | 15 | 2.60\% |

## COMPLAINTS CLOSED



## COMPLAINTS CLOSED

Chart D is a comparison of complaint resolution parameters for FY '18 through FY '20. TxDMV hearings examiners issue orders resolving the docketed cases. The orders issued reflect settlement between the parties, dismissal of the complaint ${ }^{2}$, or a decision and final order after an administrative hearing. These orders issued by a TxDMV hearings examiner are final orders. ${ }^{3}$

Ineligible cases are those that were never docketed. These cases are closed administratively by staff.


[^1]Chart E provides the breakdown of the types of settlements reached between the parties that resulted in the issuance of an order closing the complaint. The chart indicates the type of remedy agreed to. The settlement results are listed alphabetically by manufacturer. The "Other" settlement category is used when the terms of the settlement between the parties are not disclosed to the TxDMV.

| Chart E <br> Settlements by Vehicle Make |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle Make | Repurchase | Replacement | Repair | Extended Service Contract | Cash Settlement | Other | Total Settlements |
| Acura | 2 | 0 | 0 | 0 | 0 | 1 | 3 |
| Airstream | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Alfa Romeo | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Audi | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Bennche | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| BMW | 2 | 0 | 2 | 0 | 0 | 3 | 7 |
| Buick | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| Cadillac | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| CAN-AM | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Chevrolet | 1 | 4 | 11 | 2 | 4 | 15 | 37 |
| Chrysler | 0 | 0 | 2 | 0 | 1 | 3 | 6 |
| Coachmen | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Cruiser | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Dodge | 0 | 0 | 2 | 0 | 1 | 5 | 8 |
| DRV | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| Ducati | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Ford | 21 | 1 | 5 | 1 | 0 | 7 | 35 |
| Forest River | 0 | 0 | 1 | 0 | 1 | 3 | 5 |
| GMC | 1 | 2 | 2 | 0 | 1 | 5 | 11 |
| Grand Design | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Heartland | 2 | 1 | 0 | 0 | 1 | 1 | 5 |
| Highland Ridge | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Hisun | 2 | 0 | 0 | 1 | 0 | 0 | 3 |
| Holiday Rambler | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Honda | 0 | 0 | 8 | 0 | 1 | 1 | 10 |
| Hyundai | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Indian | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Infiniti | 2 | 0 | 2 | 0 | 1 | 0 | 5 |
| Jaguar | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Jeep | 2 | 1 | 1 | 0 | 11 | 21 | 36 |
| Karma | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Kenworth | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Keystone | 1 | 1 | 1 | 0 | 0 | 2 | 5 |
| Kia | 1 | 0 | 2 | 0 | 2 | 4 | 9 |
| KTM | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Land Rover | 1 | 0 | 0 | 0 | 0 | 3 | 4 |


| Chart E(continued) |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Landmark | 1 | 0 | 0 | 0 | 0 | 0 | $\mathbf{1}$ |
| Lincoln | 2 | 0 | 0 | 1 | 0 | 1 | $\mathbf{4}$ |
| Mahindra | 1 | 0 | 0 | 0 | 0 | 0 | $\mathbf{1}$ |
| Mazda | 0 | 1 | 0 | 0 | 1 | 1 | $\mathbf{3}$ |
| Mercedes-Benz | 1 | 0 | 1 | 0 | 2 | 2 | $\mathbf{6}$ |
| Mini | 1 | 0 | 0 | 0 | 0 | 0 | $\mathbf{1}$ |
| Nissan | 3 | 0 | 0 | 0 | 1 | 0 | $\mathbf{4}$ |
| Polaris | 0 | 0 | 1 | 0 | 0 | 0 | $\mathbf{1}$ |
| Porsche | 0 | 1 | 1 | 0 | 0 | 0 | $\mathbf{2}$ |
| Ram | 1 | 1 | 0 | 0 | 3 | 22 | $\mathbf{2 7}$ |
| Subaru | 1 | 0 | 0 | 0 | 0 | 1 | $\mathbf{2}$ |
| Sundowner | 0 | 0 | 0 | 0 | 0 | 1 | $\mathbf{1}$ |
| Tesla | 0 | 0 | 1 | 0 | 0 | 1 | $\mathbf{2}$ |
| Thor | 0 | 0 | 0 | 0 | 1 | 3 | $\mathbf{4}$ |
| Toyota | 2 | 0 | 1 | 1 | 1 | 1 | $\mathbf{6}$ |
| Travel Lite | 0 | 0 | 0 | 0 | 0 | 1 | $\mathbf{1}$ |
| Vanderhall | 0 | 0 | 1 | 0 | 0 | 0 | $\mathbf{1}$ |
| Venture | 0 | 1 | 0 | 0 | 0 | 1 | $\mathbf{2}$ |
| Volkswagen | 4 | 1 | 0 | 0 | 2 | 2 | $\mathbf{9}$ |
| Volvo | 0 | 0 | 1 | 0 | 1 | 0 | $\mathbf{2}$ |
| Winnebago | 1 | 0 | 1 | 0 | 0 | 0 | $\mathbf{2}$ |
| Total | 60 | 19 | $\mathbf{5 1}$ | $\mathbf{9}$ | $\mathbf{3 8}$ | $\mathbf{1 2 5}$ | $\mathbf{3} 02$ |

Chart F shows a comparison of the 78 post-hearing final orders issued after conducting an administrative hearing on the complaint.

Complaints not settled at the beginning of the case proceed to an administrative hearing where the parties present evidence to support their positions on whether the subject motor vehicle has a defect warranting the replacement, repurchase, or repair by the manufacturer. After the hearing concludes, a TxDMV hearings examiner issues a decision and order. If not timely appealed, that order constitutes a final decision of the TxDMV. The final orders are grouped by manufacturer.

| Chart FPost Hearing Orders by Vehicle Make |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle Make | Repurchase | Replacement | Repair | Dismissal | Total Orders |
| American Honda Motor Co., Inc. | 1 | 0 | 0 | 5 | 6 |
| BMW | 2 | 0 | 0 | 0 | 2 |
| Dynamax Corporation | 0 | 0 | 0 | 1 | 1 |
| FCA US LLC | 0 | 0 | 1 | 1 | 2 |
| Ford | 1 | 1 | 4 | 5 | 11 |
| Forest River | 1 | 0 | 3 | 1 | 5 |
| General Motors | 2 | 0 | 2 | 7 | 11 |
| Gulf States Toyota, Inc. | 0 | 0 | 1 | 4 | 5 |
| Highland Ridge RV Inc. | 0 | 0 | 0 | 2 | 2 |
| Hisun | 1 | 0 | 0 | 0 | 1 |
| Hyundai | 0 | 0 | 1 | 1 | 2 |
| Jaguar Land Rover North America | 2 | 0 | 3 | 2 | 7 |
| Jayco | 0 | 0 | 0 | 1 | 1 |
| K-Z, Inc. | 0 | 0 | 0 | 2 | 2 |
| Keystone | 0 | 0 | 1 | 0 | 1 |
| Lexus | 0 | 0 | 1 | 0 | 1 |
| Livin' Lite, Inc. | 0 | 0 | 0 | 1 | 1 |
| Nissan | 0 | 1 | 4 | 4 | 9 |
| Thor | 0 | 0 | 0 | 2 | 2 |
| Venture RV | 0 | 0 | 0 | 1 | 1 |
| Volkswagen Group of America, Inc. | 1 | 0 | 1 | 2 | 4 |
| Volvo Group North America LLC | 1 | 0 | 0 | 0 | 1 |
| Total | 12 | 2 | 22 | 42 | 78 |

Chart G expands on the 14 vehicles from Chart $F$ subject to a post-hearing final order requiring the manufacturer to repurchase or replace the vehicle as required by Texas Occupations Code $\S 2301.611$. The vehicles are listed alphabetically by make and model with the repurchase/replacement value noted. The defect noted was the basis for ordering repurchase or replacement of the vehicle.

These vehicles met the statutory requirements for repurchase or replacement found in Texas Occupations Code § 2301.604.

| VEHICLES ORDERED REPURCHASED OR REPLACED - BY MAKE AND MODEL |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :--- | :--- | :---: |

## Texas Department of Motor Vehicles

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Produced by The Office of Administrative Hearings
Texas Department of Motor Vehicles

Feb 2021


[^0]:    ${ }^{1}$ A TxDMV Case Advisor may mediate the settlement of a complaint through a phone conference between the parties or a mediation inspection. A mediation inspection is an in-person analysis of the motor vehicle that is the subject of a Lemon Law or warranty complaint. Inspections are conducted by a TxDMV Case Advisor at an agreed location, such as a vehicle dealership. The complainant and a manufacturer representative typically attend the mediation inspection with the TxDMV Case Advisor, who is a trained motor vehicle technician and certified mediator. The inspection is used by the TxDMV Case Advisor to assess the alleged defects and to facilitate settlement, where possible.

[^1]:    ${ }^{2}$ A dismissal order is issued in the event of non-participation or ineligibility of the complainant after docketing a complaint.
    ${ }^{3}$ See Occupations Code §2301.704(c).

