## FY 2022

## LEMON LAW ANNUAL REPORT

## Texas Department of Motor Vehicles



Texas Department of Motor Vehicles

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# INTRODUCTION TO THE PROGRAM AND FY 2022 SUMMARY 



## INTRODUCTION

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 21,659 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 2022 (FY '22), the Lemon Law program's efforts resulted in:

- 660 Lemon Law complaints filed with the TxDMV in FY '22, an increase of $4.6 \%$ since FY '20;
- 658 Lemon Law complaints closed by the TxDMV in FY '22;
- 285 complaints settled by the TxDMV before the issuance of a final decision by a TxDMV hearings examiner; ${ }^{1}$
- 11 motor vehicles ordered repurchased or replaced by manufacturers pursuant to a hearing due to a substantial defect with a total value of $\$ 321,797.90$.

This $31^{\text {th }}$ 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 '22, along with the previous two years' results for comparison.

| Chart A <br> Summary of Program Results |  |  |  |
| :--- | ---: | ---: | ---: |
|  | FY ' $20^{l \mid}$ | FY '21 | FY '22 |
| Complaints Filed | 576 | 639 | 660 |
| Closed Ineligible Complaints | 104 | 111 | 182 |
| Complaints Closed with Action | 505 | 548 | 476 |
| Closed by Order of Dismissal | 125 | 159 | 141 |
| Closed by a Settlement Order | 302 | 314 | 285 |
| Closed by a Final Order of Repurchase/Replacement | 14 | 9 | 11 |
| Closed by a Final Order of Repairs | 22 | 21 | 13 |
| Closed by a Final Decision and Order | 42 | 45 | 26 |

Most complaints involved passenger cars and light trucks. Complaints were also received on all-terrain 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 '20 through FY '22.


# COMPLAINTS FILED 



## COMPLAINTS FILED

Chart C1 shows how many passenger car and truck complaints were filed by Model (listed alphabetically by make) for FY '20 through FY '22. Of the 660 complaints filed in FY '22, 86.82\% were for cars and light trucks.

| Chart C1 (Passenger Cars and Trucks) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '20 | FY'21 | FY '22 | FY '22 Complaint Share |
| Acura | MDX | 0 | 2 | 1 | 0.15\% |
|  | RDX | 2 | 2 | 0 | 0.00\% |
|  | TL | 0 | 0 | 1 | 0.15\% |
|  | TLX | 0 | 1 | 1 | 0.15\% |
| Total |  | 2 | 5 | 3 | 0.45\% |
| Alfa Romeo | Giulia Quadrifoglio | 4 | 3 | 0 | 0.00\% |
|  | Stelvio | 1 | 3 | 0 | 0.00\% |
| Total |  | 5 | 6 | 0 | 0.00\% |
| Audi | A4 | 0 | 3 | 2 | 0.30\% |
|  | A7 | 0 | 1 | 0 | 0.00\% |
|  | A8 | 0 | 2 | 0 | 0.00\% |
|  | e-tron | 0 | 0 | 2 | 0.30\% |
|  | Q3 | 2 | 0 | 2 | 0.30\% |
|  | Q5 | 1 | 0 | 1 | 0.15\% |
|  | Q7 | 1 | 0 | 1 | 0.15\% |
|  | RS 6 Avant | 0 | 1 | 0 | 0.00\% |
|  | SQ5 | 1 | 0 | 0 | 0.00\% |
| Total |  | 5 | 7 | 8 | 1.21\% |
| Bentley Motors Ltd. | Bentayga Hybrid | 0 | 1 | 0 | 0.00\% |
|  | Flying Spur | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 1 | 1 | 0.15\% |
| BMW | 1 Series | 0 | 1 | 0 | 0.00\% |
|  | 2 Series | 1 | 0 | 0 | 0.00\% |
|  | 3 Series | 4 | 1 | 0 | 0.00\% |
|  | 4 Series | 2 | 0 | 0 | 0.00\% |
|  | 6 Series | 0 | 1 | 0 | 0.00\% |
|  | 7 Series | 3 | 2 | 2 | 0.30\% |
|  | $\times 3$ | 0 | 5 | 1 | 0.15\% |
|  | X4 | 1 | 0 | 1 | 0.15\% |
|  | X5 | 6 | 5 | 3 | 0.45\% |
|  | X7 | 1 | 0 | 0 | 0.00\% |
| Total |  | 18 | 15 | 7 | 1.06\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Buick | Enclave | 3 | 0 | 3 | 0.45\% |
|  | Encore | 3 | 2 | 1 | 0.15\% |
|  | LaCrosse | 0 | 1 | 2 | 0.30\% |
|  | Verano | 1 | 0 | 1 | 0.15\% |
| Total |  | 7 | 3 | 7 | 1.06\% |
| Cadillac | ATS | 2 | 4 | 1 | 0.15\% |
|  | Base | 0 | 1 | 0 | 0.00\% |
|  | CT | 2 | 0 | 0 | 0.00\% |
|  | CT4 | 0 | 0 | 1 | 0.15\% |
|  | CT5 | 0 | 1 | 1 | 0.15\% |
|  | CT6 | 1 | 0 | 0 | 0.00\% |
|  | CTS | 0 | 2 | 1 | 0.15\% |
|  | DTS | 0 | 1 | 0 | 0.00\% |
|  | Escalade | 3 | 5 | 3 | 0.45\% |
|  | XT4 | 2 | 2 | 0 | 0.00\% |
|  | XT5 | 4 | 0 | 1 | 0.15\% |
|  | XT6 | 0 | 1 | 1 | 0.15\% |
| Total |  | 14 | 17 | 9 | 1.36\% |
| Chevrolet | Avalanche | 0 | 0 | 1 | 0.15\% |
|  | Blazer | 0 | 2 | 2 | 0.30\% |
|  | Bolt | 0 | 0 | 1 | 0.15\% |
|  | Bolt EV | 2 | 4 | 2 | 0.30\% |
|  | Camaro | 3 | 2 | 1 | 0.15\% |
|  | Captiva | 0 | 0 | 1 | 0.15\% |
|  | Cobalt | 0 | 0 | 1 | 0.15\% |
|  | Colorado | 5 | 4 | 1 | 0.15\% |
|  | Corvette | 0 | 2 | 2 | 0.30\% |
|  | Cruze | 0 | 2 | 3 | 0.45\% |
|  | Equinox | 4 | 2 | 6 | 0.91\% |
|  | Impala | 0 | 1 | 2 | 0.30\% |
|  | Malibu | 7 | 5 | 8 | 1.21\% |
|  | Silverado | 23 | 26 | 31 | 4.70\% |
|  | Sonic | 1 | 1 | 2 | 0.30\% |
|  | Spark | 1 | 2 | 1 | 0.15\% |
|  | Suburban | 1 | 0 | 4 | 0.61\% |
|  | Tahoe | 0 | 4 | 4 | 0.61\% |
|  | Trail Blazer | 1 | 2 | 2 | 0.30\% |
|  | Traverse | 5 | 1 | 4 | 0.61\% |
|  | Trax | 0 | 2 | 2 | 0.30\% |
| Total |  | 53 | 62 | 81 | 12.27\% |
| Chrysler | 200 | 2 | 0 | 1 | 0.15\% |
|  | 300 | 2 | 0 | 2 | 0.30\% |
|  | Pacifica | 5 | 9 | 12 | 1.82\% |
| Total |  | 9 | 9 | 15 | 2.27\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Dodge | Avenger | 1 | 0 | 0 | 0.00\% |
|  | Caliber | 1 | 0 | 0 | 0.00\% |
|  | Challenger | 3 | 2 | 3 | 0.45\% |
|  | Charger | 4 | 5 | 3 | 0.45\% |
|  | Dart | 0 | 1 | 1 | 0.15\% |
|  | Durango | 1 | 2 | 3 | 0.45\% |
|  | Grand Caravan | 3 | 2 | 0 | 0.00\% |
|  | Journey | 1 | 1 | 1 | 0.15\% |
| Total |  | 14 | 13 | 11 | 1.67\% |
| Fiat | 500 | 1 | 0 | 2 | 0.30\% |
| Total |  | 1 | 0 | 2 | 0.30\% |
| Ford | Bronco | 0 | 0 | 2 | 0.30\% |
|  | Bronco Sport | 0 | 0 | 2 | 0.30\% |
|  | EcoSport | 0 | 3 | 2 | 0.30\% |
|  | Edge | 5 | 0 | 1 | 0.15\% |
|  | Escape | 9 | 9 | 7 | 1.06\% |
|  | Expedition | 7 | 3 | 5 | 0.76\% |
|  | Explorer | 10 | 18 | 10 | 1.52\% |
|  | F Series | 58 | 46 | 31 | 4.70\% |
|  | Fiesta | 0 | 2 | 2 | 0.30\% |
|  | Flex | 0 | 1 | 1 | 0.15\% |
|  | Focus | 6 | 2 | 7 | 1.06\% |
|  | Freestyle | 0 | 0 | 1 | 0.15\% |
|  | Fusion | 4 | 3 | 2 | 0.30\% |
|  | Mach E | 0 | 0 | 2 | 0.30\% |
|  | Mustang | 6 | 1 | 4 | 0.61\% |
|  | Ranger | 1 | 0 | 0 | 0.00\% |
|  | Transit Connect | 2 | 1 | 1 | 0.15\% |
| Total |  | 108 | 89 | 80 | 12.12\% |
| Freightliner | Cascadia | 0 | 0 | 1 | 0.15\% |
|  | M2 | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
| GMC | Acadia | 4 | 5 | 3 | 0.45\% |
|  | Canyon | 1 | 2 | 0 | 0.00\% |
|  | Sierra | 13 | 27 | 17 | 2.58\% |
|  | Terrain | 2 | 1 | 3 | 0.45\% |
|  | Yukon | 3 | 2 | 3 | 0.45\% |
|  | Yukon Denali | 1 | 2 | 0 | 0.00\% |
|  | Yukon XL | 0 | 1 | 0 | 0.00\% |
| Total |  | 24 | 40 | 26 | 3.94\% |



| Chart C1 (Continued) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jeep | Cherokee | 5 | 6 | 1 | 0.15\% |  |
|  | Compass | 6 | 6 | 2 | 0.30\% |  |
|  | Gladiator | 1 | 5 | 5 | 0.76\% |  |
|  | Grand Cherokee | 5 | 5 | 20 | 3.03\% |  |
|  | Liberty | 1 | 0 | 1 | 0.15\% |  |
|  | Patriot | 0 | 0 | 2 | 0.30\% |  |
|  | Renegade | 6 | 3 | 3 | 0.45\% |  |
|  | Wagoneer | 0 | 0 | 4 | 0.61\% |  |
|  | Wrangler | 17 | 14 | 8 | 1.21\% |  |
| Total |  | 41 | 39 | 46 | 6.97\% |  |
| Karma | GS-6 Sport | 0 | 1 | 0 | 0.00\% |  |
| Total |  | 1 | 1 | 0 |  | 0.00\% |
| Kandi | K27 | 0 | 0 | 1 | 0.15\% |  |
| Total |  | 0 | 0 | 1 |  | 0.15\% |
| Kia | Carnival MPV | 0 | 1 | 2 | 0.30\% |  |
|  | EV6 | 0 | 0 | 1 | 0.15\% |  |
|  | Forte | 0 | 2 | 1 | 0.15\% |  |
|  | Niro | 1 | 0 | 3 | 0.45\% |  |
|  | Optima | 3 | 2 | 2 | 0.30\% |  |
|  | Rio | 0 | 1 | 0 | 0.00\% |  |
|  | Sedona | 1 | 0 | 0 | 0.00\% |  |
|  | Seltos | 0 | 1 | 0 | 0.00\% |  |
|  | Sorento | 3 | 1 | 14 | 2.12\% |  |
|  | Soul | 3 | 2 | 3 | 0.45\% |  |
|  | Sportage | 1 | 1 | 0 | 0.00\% |  |
|  | Stinger | 1 | 0 | 1 | 0.15\% |  |
|  | Telluride | 1 | 4 | 4 | 0.61\% |  |
| Total |  | 14 | 15 | 31 | 4.70\% |  |
| Land Rover | Defender | 0 | 0 | 1 | 0.15\% |  |
|  | Discovery | 1 | 5 | 0 | 0.00\% |  |
|  | Discovery Sport | 3 | 0 | 0 | 0.00\% |  |
|  | Range Rover | 5 | 5 | 2 | 0.30\% |  |
|  | Range Rover Evoque | 1 | 2 | 1 | 0.15\% |  |
|  | Range Rover Sport | 3 | 3 | 4 | 0.61\% |  |
|  | Range Rover Velar | 2 | 7 | 2 | 0.30\% |  |
| Total |  | 15 | 22 | 10 |  | 1.52\% |
| Lexus | CT | 0 | 1 | 0 | 0.00\% |  |
|  | ES | 1 | 0 | 0 | 0.00\% |  |
|  | GS | 0 | 1 | 0 | 0.00\% |  |
|  | GX | 1 | 0 | 2 | 0.30\% |  |
|  | NX | 1 | 0 | 0 | 0.00\% |  |
|  | RX | 1 | 0 | 1 | 0.15\% |  |
| Total |  | 4 | 2 | 3 |  | 0.45\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Lincoln | Aviator Continental | 0 | 4 | 2 | 0.30\% |
|  |  | 1 | 1 | 0 | 0.00\% |
|  | MKC | 0 | 0 | 1 | 0.15\% |
|  | Navigator | 2 | 0 | 0 | 0.00\% |
| Total |  | 3 | 5 | 3 | 0.45\% |
| Maserati | Ghibli | 0 | 0 | 1 | 0.15\% |
| Maserati | Quattroporte | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
|  | 3 | 0 | 0 | 1 | 0.15\% |
|  | 6 | 1 | 0 | 1 | 0.15\% |
| Mazda | CX-5 | 0 | 2 | 0 | 0.00\% |
|  | CX-9 | 1 | 2 | 0 | 0.00\% |
|  | CX-30 | 0 | 0 | 2 | 0.30\% |
| Total |  | 2 | 4 | 4 | 0.61\% |
|  | CLA | 0 | 1 | 1 | 0.15\% |
|  | A-Class | 0 | 0 | 2 | 0.30\% |
|  | C-Class | 2 | 2 | 2 | 0.30\% |
|  | E-Class | 2 | 3 | 0 | 0.00\% |
|  | EQS | 0 | 0 | 1 | 0.15\% |
|  | GL-Class | 1 | 0 | 0 | 0.00\% |
|  | GLA | 0 | 1 | 1 | 0.15\% |
| Mercedes-Benz | GLB | 0 | 2 | 0 | 0.00\% |
|  | GLC | 2 | 2 | 5 | 0.76\% |
|  | GLE | 2 | 0 | 2 | 0.30\% |
|  | GLS | 1 | 2 | 0 | 0.00\% |
|  | M-Class | 0 | 1 | 0 | 0.00\% |
|  | R-Class | 0 | 1 | 0 | 0.00\% |
|  | S-Class | 1 | 1 | 2 | 0.30\% |
|  | Sprinter | 0 | 0 | 1 | 0.15\% |
| Total |  | 11 | 16 | 17 | 2.58\% |
| Mini | Cooper | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Mitsubishi | Mirage | 1 | 0 | 1 | 0.15\% |
| Mitsubishi | Outlander | 0 | 1 | 1 | 0.15\% |
| Total |  | 1 | 1 | 2 | 0.30\% |
| Mitsubishi FUSO | FE130 DIESEL | 0 | 1 | 0 |  |
| Total |  | 0 | 1 | 0 | 0.00\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Nissan | Altima | 2 | 3 | 7 | 1.06\% |
|  | Armada | 7 | 2 | 2 | 0.30\% |
|  | Frontier | 0 | 2 | 1 | 0.15\% |
|  | Juke | 1 | 0 | 0 | 0.00\% |
|  | Kicks | 1 | 2 | 2 | 0.30\% |
|  | Leaf | 0 | 0 | 2 | 0.30\% |
|  | Maxima | 0 | 1 | 3 | 0.45\% |
|  | Murano | 0 | 1 | 1 | 0.15\% |
|  | NV200 | 0 | 0 | 1 | 0.15\% |
|  | NV Cargo | 1 | 0 | 0 | 0.00\% |
|  | Pathfinder | 3 | 2 | 3 | 0.45\% |
|  | Rogue | 2 | 7 | 3 | 0.45\% |
|  | Sentra | 6 | 2 | 9 | 1.36\% |
|  | Titan | 5 | 4 | 3 | 0.45\% |
|  | Versa | 1 | 2 | 0 | 0.00\% |
| Total |  | 29 | 28 | 37 | 5.61\% |
| Peterbilt | 579 (HT) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Polestar | Polestar 2 | 0 | 0 | 2 | 0.30\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
| Porsche | 911 | 1 | 0 | 0 | 0.00\% |
|  | Cayenne | 1 | 2 | 0 | 0.00\% |
|  | Panamera | 4 | 0 | 0 | 0.00\% |
|  | Taycan | 0 | 3 | 0 | 0.00\% |
| Total |  | 6 | 5 | 0 | 0.00\% |
| Ram | 1500 | 25 | 29 | 19 | 2.88\% |
|  | 2500 | 6 | 5 | 5 | 0.76\% |
|  | 3500 | 3 | 7 | 4 | 0.61\% |
|  | 5500 | 0 | 1 | 0 | 0.00\% |
|  | Promaster City | 0 | 1 | 0 | 0.00\% |
| Total |  | 34 | 43 | 28 | 4.24\% |
| Subaru | Ascent | 1 | 1 | 1 | 0.15\% |
|  | Forester | 1 | 0 | 2 | 0.30\% |
|  | Impreza | 0 | 1 | 0 | 0.00\% |
|  | Outback | 1 | 1 | 3 | 0.45\% |
|  | WRX | 0 | 0 | 2 | 0.30\% |
| Total |  | 3 | 3 | 8 | 1.21\% |
| Suzuki | Forenza | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Tesla | Model 3 | 2 | 2 | 1 | 0.15\% |
|  | Model S | 3 | 1 | 3 | 0.45\% |
|  | Model X | 0 | 8 | 3 | 0.45\% |
|  | Model Y | 0 | 0 | 5 | 0.76\% |
| Total |  | 5 | 11 | 12 | 1.82\% |


| Chart C1 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Toyota | 4Runner | 0 | 0 | 2 | 0.30\% |
|  | Camry | 2 | 3 | 2 | 0.30\% |
|  | Corolla | 2 | 2 | 2 | 0.30\% |
|  | Highlander | 0 | 2 | 2 | 0.30\% |
|  | Hino 258 | 0 | 0 | 1 | 0.15\% |
|  | Prius | 0 | 1 | 1 | 0.15\% |
|  | Rav4 | 2 | 1 | 1 | 0.15\% |
|  | Scion | 0 | 1 | 0 | 0.00\% |
|  | Sequoia | 0 | 1 | 0 | 0.00\% |
|  | Sienna | 0 | 1 | 0 | 0.00\% |
|  | Supra | 0 | 0 | 1 | 0.15\% |
|  | Tacoma | 0 | 2 | 0 | 0.00\% |
|  | Tundra | 3 | 4 | 4 | 0.61\% |
|  | Venza | 1 | 0 | 0 | 0.00\% |
| Total |  | 10 | 18 | 16 | 2.42\% |
| Volkswagen | Atlas | 3 | 7 | 11 | 1.67\% |
|  | CC | 1 | 0 | 1 | 0.15\% |
|  | Golf | 1 | 1 | 0 | 0.00\% |
|  | GTI | 0 | 1 | 0 | 0.00\% |
|  | ID. 4 | 0 | 0 | 2 | 0.30\% |
|  | Jetta | 6 | 2 | 4 | 0.61\% |
|  | Passat | 0 | 3 | 2 | 0.30\% |
|  | Taos | 0 | 0 | 3 | 0.45\% |
|  | Tiguan | 3 | 2 | 8 | 1.21\% |
|  | Touareg | 1 | 0 | 0 | 0.00\% |
| Total |  | 15 | 16 | 31 | 4.70\% |
| Volvo | S40 | 1 | 0 | 0 | 0.00\% |
|  | S60 | 1 | 0 | 0 | 0.00\% |
|  | S90 | 0 | 2 | 0 | 0.00\% |
|  | XC40 | 0 | 0 | 1 | 0.15\% |
|  | XC60 | 2 | 0 | 3 | 0.45\% |
|  | XC90 | 5 | 0 | 1 | 0.15\% |
| Total |  | 9 | 2 | 5 | 0.76\% |
| Misc. Complaints | Unknown | 3 | 0 | 0 | 0.00\% |
| Total |  | 3 | 0 | 0 | 0.00\% |
| Total Complaints Filed |  | 507 | 549 | 573 | 86.82\% |

Chart C2 shows how many motor home complaints were filed by model (listed alphabetically by make) for FY '20 through FY '22. Of the 660 complaints filed in FY ' $22,2.12 \%$ of the total complaints filed were for motor homes.

| Chart C2 (Motor Homes) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '20 | FY '21 | FY'22 | FY '22 Complaint Share |
| Coachmen | Georgetown | 1 | 0 | 0 | 0.00\% |
|  | Leprechaun | 1 | 0 | 0 | 0.00\% |
|  | Mirada | 0 | 2 | 0 | 0.00\% |
|  | Prism | 1 | 0 | 0 | 0.00\% |
| Total |  | 3 | 2 | 0 | 0.00\% |
| Dynamax | DX3 | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Entegra Coach | Reatta | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Fleetwood | Bounder | 1 | 0 | 1 | 0.15\% |
|  | Southwind | 1 | 0 | 0 | 0.00\% |
| Total |  | 2 | 0 | 1 | 0.15\% |
| Forest River | FR3 | 1 | 0 | 0 | 0.00\% |
|  | Sportscoach | 1 | 0 | 1 | 0.15\% |
|  | Freelander | 0 | 0 | 1 | 0.15\% |
| Total |  | 2 | 0 | 2 | 0.30\% |
| Gulf Stream | Cabin Cruiser | 1 | 0 | 0 | 0.00\% |
|  | Cornerstone | 1 | 0 | 0 | 0.00\% |
| Total |  | 2 | 0 | 0 | 0.00\% |
| Holiday Rambler | Admiral | 0 | 2 | 1 | 0.15\% |
|  | Invicta | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 3 | 1 | 0.15\% |
| Jayco | Alante | 0 | 1 | 0 | 0.00\% |
|  | Greyhawk | 0 | 1 | 0 | 0.00\% |
|  | Melborne Prestige | 0 | 0 | 1 | 0.15\% |
|  | Redhawk | 0 | 1 | 0 | 0.00\% |
|  | Seneca | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 4 | 1 | 0.15\% |
| Mercedes-Benz USA | Sprinter | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 |  |


| Chart C2 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Newmar | Baystar | 0 | 1 | 0 | 0.00\% |
|  | New Aire | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 2 | 0 | 0.00\% |
| Regency RV | Broughan | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Thor | Aria | 0 | 2 | 1 | 0.15\% |
|  | Axis | 1 | 0 | 0 | 0.00\% |
|  | Challenger | 1 | 0 | 0 | 0.00\% |
|  | Chateau | 0 | 1 | 0 | 0.00\% |
|  | Freedom Traveler | 0 | 2 | 0 | 0.00\% |
|  | Freedom Elite | 0 | 1 | 0 | 0.00\% |
|  | Hurricane | 0 | 0 | 1 | 0.15\% |
|  | Miramar | 0 | 1 | 0 | 0.00\% |
|  | Omni | 0 | 1 | 1 | 0.15\% |
|  | Palazzo | 0 | 1 | 0 | 0.00\% |
|  | Quantum | 1 | 0 | 0 | 0.00\% |
|  | Synergy | 0 | 1 | 0 | 0.00\% |
|  | Tellaro | 0 | 1 | 1 | 0.15\% |
|  | Venetian | 1 | 0 | 3 | 0.45\% |
| Total |  | 4 | 11 | 7 | 1.06\% |
| Tiffin | Allegro | 0 | 1 | 0 | 0.00\% |
|  | Wayfarer | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 1 | 1 | 0.15\% |
| Winnebago | Adventurer | 0 | 1 | 0 | 0.00\% |
|  | Navion | 1 | 1 | 0 | 0.00\% |
|  | Spirit | 1 | 0 | 0 | 0.00\% |
|  | Vista | 0 | 0 | 1 | 0.15\% |
| Total |  | 2 | 2 | 1 | 0.15\% |
| Total Complaints Filed |  | 16 | 28 | 14 | 2.12\% |

Chart C3 shows how many towable recreational vehicle complaints were filed by model (listed alphabetically by make) for FY '20 through FY '22. Of the 660 complaints filed in FY'22, 6.52 \% were for towable recreational vehicles.

| Chart C3 (Towable Recreational Vehicles) Complaints by Make and Model |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '20 | FY '21 | FY '22 | FY '22 Complaint Share |
| Alliance | Paradigm | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Airstream | ALJO | 0 | 1 | 0 | 0.00\% |
|  | Basecamp | 1 | 0 | 0 | 0.00\% |
|  | Globetrotter | 0 | 1 | 0 | 0.00\% |
|  | Viking | 1 | 0 | 0 | 0.00\% |
| Total |  | 2 | 2 | 0 | 0.00\% |
| Coachman | Freedom | 0 | 1 | 0 | 0.00\% |
|  | Leprechaun | 0 | 1 | 0 | 0.00\% |
|  | Volante | 1 | 1 | 0 | 0.00\% |
| Total |  | 1 | 3 | 0 | 0.00\% |
| CrossRoads | Cruiser Aire | 0 | 1 | 0 | 0.00\% |
|  | Hampton | 0 | 1 | 0 | 0.00\% |
|  | Redwood | 0 | 1 | 0 | 0.00\% |
|  | Zinger | 1 | 1 | 0 | 0.00\% |
| Total |  | 1 | 4 | 0 | 0.00\% |
| Cruiser | Shadow Cruiser | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| DRV Luxury Suites | Full House | 1 | 0 | 0 | 0.00\% |
|  | Mobile Suite | 3 | 2 | 1 | 0.15\% |
| Total |  | 4 | 2 | 1 | 0.15\% |
| Dutchmen | Triton Voltage | 0 | 1 | 1 | 0.15\% |
|  | Yukon | 0 | 0 | 1 | 0.15\% |
|  | Kodiak | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 1 | 2 | 0.30\% |
| Forest River | Avenger | 1 | 1 | 0 | 0.00\% |
|  | Cardinal Limited | 0 | 0 | 1 | 0.15\% |
|  | Cherokee Grey Wolf | 1 | 0 | 0 | 0.00\% |
|  | Coleman | 0 | 0 | 1 | 0.15\% |
|  | Columbus | 0 | 0 | 1 | 0.15\% |
|  | Flagstaff | 0 | 2 | 1 | 0.15\% |
|  | Impression | 2 | 2 | 0 | 0.00\% |
|  | Mirada | 0 | 1 | 0 | 0.00\% |
|  | No Boundaries | 0 | 1 | 0 | 0.00\% |
|  | Puma | 0 | 0 | 2 | 0.30\% |


| Chart C3 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Forest River | Rockwood | 1 | 0 | 1 | 0.15\% |
|  | Sabre | 0 | 0 | 1 | 0.15\% |
|  | Salem | 2 | 0 | 1 | 0.15\% |
|  | Sierra | 1 | 0 | 0 | 0.00\% |
|  | Solaire | 0 | 0 | 1 | 0.15\% |
|  | Wildcat | 0 | 0 | 1 | 0.15\% |
|  | Wildwood X-Lite | 1 | 1 | 2 | 0.30\% |
|  | Wolf Pup | 0 | 0 | 1 | 0.15\% |
| Total |  | 9 | 8 | 14 | 2.12\% |
| Grand Design | Reflection | 0 | 1 | 0 | 0.00\% |
|  | Solitude | 1 | 1 | 1 | 0.15\% |
| Total |  | 1 | 2 | 1 | 0.15\% |
| Heartland | Bighorn | 1 | 0 | 1 | 0.15\% |
|  | Cyclone | 0 | 1 | 0 | 0.00\% |
|  | Fuel | 0 | 2 | 0 | 0.00\% |
|  | Mallard | 0 | 1 | 2 | 0.30\% |
|  | Newport | 1 | 0 | 0 | 0.00\% |
|  | North Trail | 0 | 1 | 0 | 0.00\% |
|  | Prowler | 0 | 1 | 0 | 0.00\% |
|  | Road Warrior | 0 | 0 | 2 | 0.30\% |
|  | Trail Runner | 1 | 0 | 1 | 0.15\% |
| Total |  | 3 | 6 | 6 | 0.91\% |
| Highland Ridge | Mesa Ridge | 0 | 0 | 1 | 0.15\% |
|  | Open Range 3X | 1 | 0 | 0 | 0.00\% |
|  | Silverstar | 0 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 1 | 0.15\% |
| Hymer | Hyperlite | 0 | 0 | 0 | 0.00\% |
| Total |  | 0 | 0 | 0 | 0.00\% |
| Jayco | Eagle <br> Jay Flight | $\begin{aligned} & 2 \\ & 0 \end{aligned}$ | $\begin{aligned} & 1 \\ & 1 \end{aligned}$ | $\begin{aligned} & 2 \\ & 1 \end{aligned}$ | $\begin{aligned} & 0.30 \% \\ & 0.15 \% \end{aligned}$ |
|  | North Point | 0 | 0 | 0 | 0.00\% |
|  | Seismic | 1 | 1 | 1 | 0.15\% |
|  | Whitehawk | 0 | 0 | 1 | 0.15\% |
| Total |  | 3 | 3 | 5 | 0.76\% |


| Chart C3 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Keystone | Atlas | 0 | 0 | 1 | 0.15\% |
|  | Bullet Colt | 0 | 0 | 0 | 0.00\% |
|  | Cougar | 0 | 0 | 1 | 0.15\% |
|  | Fuzion | 0 | 1 | 1 | 0.15\% |
|  | Hideout | 0 | 1 | 0 | 0.00\% |
|  | Montana | 2 | 0 | 1 | 0.15\% |
|  | Outback | 1 | 0 | 0 | 0.00\% |
|  | Passport | 2 | 1 | 0 | 0.00\% |
|  | Raptor | 0 | 1 | 1 | 0.15\% |
|  | Springdale | 0 | 1 | 0 | 0.00\% |
|  | Sprinter | 1 | 0 | 1 | 0.15\% |
| Total |  | 6 | 5 | 6 | 0.91\% |
| K-Z | Connect | 1 | 1 | 0 | 0.00\% |
|  | Sonic | 0 | 1 | 0 | 0.00\% |
|  | Sportsmen | 0 | 0 | 1 | 0.15\% |
| Total |  | 1 | 2 | 1 | 0.15\% |
| Livin' Lite | Camplite | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| Palomino | Puma | 0 | 1 | 1 | 0.15\% |
| Total |  | 0 | 1 | 1 | 0.15\% |
| REV Group | Lance | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Vanleigh | Beacon | 0 | 0 | 1 | 0.15\% |
|  | Pinecrest | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
| Venture | SportTrek | 2 | 0 | 0 | 0.00\% |
| Total |  | 2 | 0 | 0 | 0.00\% |
| Winnebago | Hike | 0 | 0 | 1 | 0.15\% |
|  | Micro Minnie | 0 | 0 | 1 | 0.15\% |
|  | Minnie Plus | 1 | 0 | 0 | 0.00\% |
|  | Spyder | 0 | 1 | 0 | 0.00\% |
| Total |  | 1 | 1 | 2 | 0.30\% |
| Total Complaints Filed |  | 37 | 43 | 43 | 6.52\% |

Chart C4 shows how many all-terrain vehicle and motorcycle complaints were filed by model (listed alphabetically by make) for FY ' 20 through FY ' 22 . Of the 660 complaints filed in FY '22, $4.55 \%$ were for all-terrain vehicles, utility vehicles, motorcycles, or neighborhood electric vehicles.

| Chart C4 | All Terrain Vehicles, Motor Complaints | cles and | eighborho <br> Model | Electric | Vehicles) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Make | Model | FY '20 | FY '21 | FY '22 | FY '22 Complaint Share |
| Aprilia | RS 660 (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| B-Claw Inc. | Maddog PMZ150-21 (MC) | 0 | 0 | 1 | 0.15\% |
| B-Claw Inc. | PST150-19N (MC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
| Bad Boy Off Road | Stampede 900 EPS (ATV) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
|  | 800X5LT (NVC) | 0 | 0 | 1 | 0.15\% |
|  | T-BOSS 410 (ATC) | 0 | 0 | 1 | 0.15\% |
| Bennche | Utility ATV (ATC) | 0 | 1 | 0 | 0.00\% |
|  | X4 800 LT (ATC) | 0 | 0 | 2 | 0.30\% |
|  | X4 800 ST (ATC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 1 | 5 | 0.76\% |
| BMS MotorSports | Sniper 350 | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
|  | G 310GS (MC) | 1 | 0 | 0 | 0.00\% |
| BMW | K1600GTL (MC) | 0 | 0 | 1 | 0.15\% |
| BMW | R18 Classic (MC) | 0 | 0 | 1 | 0.15\% |
|  | S1000 RR (MC) | 0 | 3 | 1 | 0.15\% |
| Total |  | 1 | 3 | 3 | 0.45\% |
| BRP US Inc. | 9JMA (ATC) | 0 | 0 | 1 | 0.15\% |
| BRP US İnc. | Defender (ATC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 2 | 0.30\% |
|  | Defender (ATV) | 0 | 1 | 0 | 0.00\% |
|  | Maverick X3 (UTV) | 1 | 0 | 0 | 0.00\% |
| Can-Am | Maverick RX (ATV) | 0 | 1 | 0 | 0.00\% |
|  | Ryker (MC) | 2 | 0 | 0 | 0.00\% |
|  | Spyder (MC) | 2 | 0 | 0 | 0.00\% |
| Total |  | 5 | 2 | 0 | 0.00\% |
| Columbia Vehicle | E-4 Ghoste Hawk (NVC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Genuine | Roughhouse (MC) | 1 | 0 | 1 | 0.15\% |
| Total |  | 1 | 0 | 1 | 0.15\% |
|  | XG750A (MC) | 0 | 1 | 1 | 0.15\% |
| Harley-Davidson | FLHXS (MC) | 0 | 1 | 0 | 0.00\% |
|  | FLTRXS (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 2 | 1 | 0.15\% |


| Chart C4 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Hisun | Forge 750 (ATV) | 1 | 0 | 0 | 0.00\% |
|  | Sector 1000 (ATV) | 1 | 0 | 0 | 0.00\% |
|  | Strike 1000 (ATC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 2 | 0 | 1 | 0.15\% |
| Honda | CB300R (MC) | 1 | 0 | 0 | 0.00\% |
|  | CBR (MC) | 1 | 0 | 0 | 0.00\% |
|  | Foreman Rubicon (ATV) | 0 | 0 | 1 | 0.15\% |
|  | GL18TD (MC) | 0 | 1 | 0 | 0.00\% |
|  | Gold Wing (MC) | 0 | 1 | 0 | 0.00\% |
|  | NC750X DCT (MC) | 0 | 0 | 1 | 0.15\% |
|  | Pioneer 700 (UTV) | 1 | 0 | 0 | 0.00\% |
| Total |  | 3 | 2 | 2 | 0.30\% |
| Icebear | Maddog Trike (MC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Indian Motorcycle | Scout Bobber (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| KTM | 590 SMC-R (MC) | 1 | 0 | 0 | 0.00\% |
| Total |  | 1 | 0 | 0 | 0.00\% |
| KYMCO USA Inc. | Kspade 150i | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Lance | Cali Classic 125 (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |
| Moke America | eMoke (NVC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| MV Augusta | Brutale 1000RR (MC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Odes Powersports | Ravager 1000 (ATC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Polaris | RZR 1000 (UTV) | 0 | 1 | 0 | 0.00\% |
|  | Slingshot | 0 | 0 | 1 | 0.15\% |
|  | Sportsman 450 (ATV) | 0 | 1 | 0 | 0.00\% |
|  | T21AAPHDAC (ATC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 2 | 2 | 0.30\% |
| SSR Motorsports | TNT 135 (MCL) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Suzuki | GSX 1300 (MC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| TAO | TBR7 (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 1 | 0 | 0.00\% |


| Chart C4 (Continued) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Textron | EZGO Freedom RXV | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Triumph | Speed Triple 1200 (MC) | 0 | 0 | 1 | 0.15\% |
| Total |  | 0 | 0 | 1 | 0.15\% |
| Vanderhall | Blackjack (MC) | 0 | 1 | 0 | 0.00\% |
|  | Carmel GTS (MC) | 0 | 1 | 0 | 0.00\% |
|  | Venice (MC) | 0 | 1 | 0 | 0.00\% |
| Total |  | 0 | 3 | 0 | 0.00\% |
| Total Complaints Filed |  | 15 | 19 | 30 | 4.55\% |

# COMPLAINTS CLOSED 



## COMPLAINTS CLOSED

Chart D is a comparison of complaint resolution parameters for FY '20 through FY '22. 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 Settlements by Vehicle Make |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle Make | Repurchase | Replacement | Repair | Extended Service Contract | Cash Settlement | Other | Total Settlements |
| Acura | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Alfa Romeo | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Audi | 2 | 0 | 1 | 0 | 1 | 0 | 4 |
| Bennche | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bentley | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| BMW | 0 | 0 | 1 | 0 | 1 | 3 | 5 |
| Cadillac | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| CAN-AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Chevrolet | 4 | 2 | 9 | 4 | 7 | 5 | 31 |
| Chrysler | 0 | 0 | 1 | 0 | 0 | 5 | 6 |
| Coachman | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Crossroads | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| Dodge | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| DRV | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Dutchman | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Dynamax | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Fleetwood | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Ford | 11 | 1 | 9 | 4 | 2 | 3 | 30 |
| Forest River | 0 | 0 | 1 | 0 | 0 | 6 | 7 |
| Genesis | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| GMC | 0 | 0 | 2 | 2 | 6 | 7 | 17 |
| Grand Design | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Heartland | 2 | 0 | 0 | 0 | 3 | 0 | 5 |
| Highland Ridge | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Honda | 1 | 0 | 2 | 0 | 1 | 6 | 10 |
| Hyundai | 2 | 1 | 3 | 0 | 3 | 2 | 11 |
| Infiniti | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| Jaguar | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Jayco | 2 | 0 | 1 | 0 | 0 | 2 | 5 |
| Jeep | 4 | 0 | 5 | 1 | 4 | 7 | 21 |


| Chart E(continued) |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Keystone | 1 | 1 | 0 | 0 | 1 | 1 | $\mathbf{4}$ |
| Kia | 4 | 0 | 4 | 0 | 5 | 0 | $\mathbf{1 3}$ |
| KYMCO USA, Inc. | 1 | 0 | 0 | 0 | 0 | 0 | $\mathbf{1}$ |
| K-Z, Inc. | 0 | 0 | 1 | 0 | 0 | 1 | $\mathbf{2}$ |
| Land Rover | 1 | 0 | 4 | 0 | 0 | 2 | $\mathbf{7}$ |
| Lincoln | 3 | 0 | 0 | 0 | 0 | 1 | $\mathbf{4}$ |
| Mazda | 0 | 0 | 2 | 0 | 0 | 0 | $\mathbf{2}$ |
| Mercedes-Benz | 2 | 0 | 0 | 0 | 0 | 2 | $\mathbf{4}$ |
| Mitsubishi Motors | 0 | 0 | 1 | 0 | 0 | 0 | $\mathbf{1}$ |
| Newmar Corporation | 0 | 0 | 0 | 0 | 0 | 1 | $\mathbf{1}$ |
| Nissan | 0 | 0 | 2 | 0 | 4 | 2 | $\mathbf{8}$ |
| Polaris | 0 | 0 | 0 | 0 | 1 | 1 | $\mathbf{2}$ |
| Polestar | 0 | 1 | 0 | 0 | 0 | 0 | $\mathbf{1}$ |
| Porsche | 0 | 0 | 1 | 0 | 1 | 1 | $\mathbf{3}$ |
| Ram | 0 | 0 | 4 | 1 | 5 | 6 | $\mathbf{1 6}$ |
| Regency RV | 0 | 0 | 0 | 0 | 0 | 1 | $\mathbf{1}$ |
| Subaru | 1 | 0 | 2 | 0 | 0 | 1 | $\mathbf{4}$ |
| Tesla | 4 | 0 | 3 | 0 | 0 | 1 | $\mathbf{8}$ |
| Textron | 0 | 0 | 1 | 0 | 0 | 0 | $\mathbf{1}$ |
| Thor | 0 | 0 | 2 | 0 | 0 | 4 | $\mathbf{6}$ |
| Tiffin | 0 | 0 | 0 | 0 | 0 | 2 | $\mathbf{2}$ |
| Toyota | 1 | 0 | 0 | 0 | 0 | 2 | $\mathbf{3}$ |
| Volkswagen | 6 | 0 | 2 | 0 | 2 | 1 | $\mathbf{1 1}$ |
| Volvo | 1 | 0 | 0 | 0 | 0 | 1 | $\mathbf{2}$ |
| Winnebago | 0 | 0 | 0 | 0 | 0 | 1 | $\mathbf{1}$ |
| Total | $\mathbf{0 6}$ | $\mathbf{7}$ | $\mathbf{7 3}$ | $\mathbf{1 3}$ | $\mathbf{5 2}$ | 84 | $\mathbf{2 8 5}$ |

Chart F shows a comparison of the 50 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 F <br> Post Hearing Orders by Vehicle Make |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Vehicle Make | Repurchase | Replacement | Repair | Dismissal | Total Orders |
| Bennche LLC | 1 | 0 | 0 | 0 | 1 |
| BMW | 1 | 0 | 0 | 0 | 1 |
| Cadillac | 0 | 0 | 0 | 1 | 1 |
| CAN-AM | 0 | 0 | 0 | 1 | 1 |
| Chevrolet | 0 | 0 | 0 | 2 | 2 |
| Dutchmen RV Company | 0 | 0 | 0 | 1 | 1 |
| Ford Motor Company | 0 | 0 | 4 | 3 | 7 |
| Forest River | 0 | 0 | 0 | 1 | 1 |
| Genesis | 1 | 0 | 0 | 0 | 1 |
| GMC | 1 | 1 | 2 | 1 | 5 |
| Heartland | 0 | 0 | 0 | 1 | 1 |
| Hisun | 1 | 0 | 0 | 0 | 1 |
| Honda | 0 | 0 | 0 | 2 | 2 |
| Infinilti | 1 | 0 | 0 | 0 | 1 |
| Jaguar Land Rover North America | 0 | 0 | 0 | 1 | 1 |
| Jayco | 0 | 0 | 0 | 1 | 1 |
| Jeep | 0 | 0 | 0 | 3 | 3 |
| Kia | 2 | 0 | 1 | 0 | 3 |
| LandRover | 0 | 0 | 3 | 2 | 5 |
| Lincoln | 0 | 0 | 0 | 1 | 1 |
| Mercedes-Benz USA LLC | 0 | 0 | 1 | 0 | 1 |
| Nissan | 1 | 0 | 0 | 1 | 2 |
| Ram | 0 | 0 | 0 | 1 | 1 |
| Subaru | 1 | 0 | 0 | 0 | 1 |
| Thor | 0 | 0 | 1 | 0 | 1 |
| Toyota | 0 | 0 | 1 | 1 | 2 |
| Volkswagen Group of America, Inc. | 0 | 0 | 0 | 2 | 2 |
| Total | 10 | 1 | 13 | 26 | 50 |

Chart G expands on the 11 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 § 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.

| HICLES ORDERED REPURCHASED OR REPLACED - BY MAKE AND MODEL |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | YEAR | MAKE | MODEL | VEHICLE TYPE | DEFECT | PRICE |
| 1 | 2021 | Benche | X4 800LT | ATV-All Terrain Vehicle | Engine - <br> Performance/Emissions | \$19,176.00 |
| 2 | 2020 | BMW | X3 | LTC-Light Truck | Air Conditioning and Heating | \$42,665.00 |
| 3 | 2018 | Genesis | G90 | AAC-Passenger Car | Electrical | \$33,310.00 |
| 4 | 2020 | GMC | Sierra | LTC-Light Truck | Other | \$65,733.90 |
| 5 | 2020 | GMC | Encore | LTC-Light Truck | Other | \$16,848.00 |
| 6 | 2020 | Hisun | Strike 1000 | ATC-All Terrain Vehicle | Engine - Mechanical | \$15,808.00 |
| 7 | 2020 | Infiniti | QX60 | LTC-Light Truck | Electrical | \$44,726.00 |
| 8 | 2021 | Kia | Rio | AAC-Passenger Car | Electrical | \$19,167.00 |
| 9 | 2021 | Kia | Soul | LTC-Light Truck | Engine - <br> Performance/Emissions | \$18,633.00 |
| 10 | 2021 | Nissan | Versa | AAC-Passenger Car | Automatic Transmission | \$14,875.00 |
| 11 | 2020 | Subaru | Outback | AAC-Passenger Car | Electrical | \$30,856.00 |
| Total |  |  |  |  |  | \$321,797.90 |

## Texas Department of Motor Vehicles Office of Administrative Hearings 4000 Jackson Avenue Austin, Texas 78731 512-465-5000 http://www.TxDMV.gov



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Texas Department of Motor Vehicles
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[^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).

