



Ride Control LLC

950 Maplelawn
Troy MI 48084

February 2, 2010

Daniel C. Smith,
Associate Administrator for Enforcement,
National Highway Traffic Safety Administration,
Washington, DC 20590

Dear Mr. Smith,

Ride Control, LLC (which also does business under the name Gabriel Ride Control), was spun off from ArvinMeritor in June, 2009. Ride Control designs, manufactures, markets and distributes shock absorbers and strut assemblies under the Gabriel Ride Control® brand name. Ride Control has decided that a defect which relates to motor vehicle safety exists in front strut mounts manufactured by Sigma Corporation India Limited (Sigma) and sold by Sigma only to Ride Control and its predecessor, ArvinMeritor. In compliance with 49 CFR 573, Ride Control is filing this Defect Information Report covering product manufactured by Sigma and sold by ArvinMeritor and Ride Control.

§ 573.6(c)

(1) The manufacturer's name:

- SIGMA CORPORATION INDIA LTD
R-561, New Rajinder Nagar, Shankar Rd
New Delhi-110060
INDIA
Ph: 011-91-11-42411600
- ArvinMeritor, Inc.
2135 West Maple Road
Troy, MI 48084
- Ride Control, LLC
950 Maplelawn
Troy, MI. 48084

Contact for this recall is Chris Brown, Director of Quality at Ride Control, LLC.

Phone Number: (248) 458-1396

Fax Number: (248) 458-1389

Email: chris.brown@gabriel.com

(2) Identification of the items of motor vehicle equipment potentially containing the defect

Front upper strut mounts manufactured by Sigma Corporation India, Limited, and sold by ArvinMeritor and Ride Control. This recall involves parts manufactured from the start of production by Sigma for the part numbers being recalled. Shipments from Sigma to ArvinMeritor and Ride Control occurred from February 29, 2008 until October 22, 2009.

The ArvinMeritor and Ride Control part numbers for the strut mounts are:

142435
142193
142305
142303

It should be noted that these same part numbers sold by ArvinMeritor and Ride Control LLC, but manufactured by a different manufacturer do not contain the defect and are not being recalled.

These struts have the following aftermarket applications:

- Chevrolet Prizm 1998-2002
- Geo Prizm, 1989-1997
- Lexus ES250, 1990-1991
- Nissan Altima, 1993-1999
- Nissan Stanza, 1990-1992
- Toyota Corolla, 1988-1997 and 2000-2002
- Toyota Celica, 1986-1993

(3) The total number of items of equipment potentially containing the defect:

There were 12,657 units shipped by ArvinMeritor or Ride Control LLC to customers for resale as replacement parts in the aftermarket. None of the items of equipment are purchased by vehicle manufacturers for use as original equipment.

(4) The percentage of items of equipment recalled expected to contain the defect.

100% of the front strut mounts manufactured by Sigma are expected to contain the defect.

(5) A description of the defect:

Sigma supplied ArvinMeritor and Ride Control with front strut mounts that did not contain a weld joint between the bearing housing and the rate plate. The absence of the weld joint can allow the strut to come out of its mounting position under certain extreme driving conditions, which could cause secondary damage to surrounding vehicle components. This secondary damage could affect vehicle handling and performance which could increase the risk of a crash.

(6) A chronology of events that led to the determination:

- **09/16/09** - One Sigma part returned from AutoZone for warranty claim
- **10/17/09** – Completed initial evaluation on the returned part. Strut assembly bearing housing separated from rate plate.
- **10/30/09** – Sigma parts tested for ultimate tensile and fatigue strength. Result was below expectation. Chickasha notified to quarantine suspect inventory. Requested Sigma to initiate root cause analysis.
- **11/06/09 - 11/25/09**--Benchmark testing and analysis on parts from other strut mount suppliers for ultimate tensile and fatigue strength vs. Sigma Parts.
- **11/25/09**--Status review meeting held with VP of Engineering. As result of review session, it was decided to initiate vehicle level testing to see if there was an effect on vehicle performance.
- **11/25/09 - 1/18/10**—Vehicle testing attempting to duplicate result in the field and attempting to determine if the strut would move out of position or if the ball joint would be damaged. No

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damage to ball joint in any testing. Last test on January 18 was able to be correlated to the field failure.

- **12/7/09** – AutoZone and AC Delco notified to return stock.
- **1/20-1/22/2010**--Engineering report prepared and reviewed and approved by engineering management.
- **1/25/10**—Product Safety and Compliance Committee met and recommended that a safety recall be implemented.
- **1/26/10**—Decision maker reviewed recommendation by Product Safety and Compliance Committee and decided to conduct a safety recall.

(8) Description of the plan for Remediating the Defect

Ride Control plans to repurchase and replace the subject parts. The details of the plan will be worked out with our customers. Ride Control will supplement this report when the details have been determined.

(10) A representative copy of all notices and bulletins

Ride Control will supplement this report when the notices and bulletins become available.

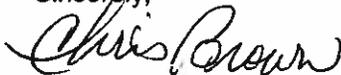
(11) Manufacturer's campaign number:

Ride Control intends to use the campaign number assigned by NHTSA.

573.13 – Ride Control believes that all parts are covered by warranty. It is our intent to reimburse any customer who experiences this issue in the field.

This report was sent by e-mail to Kelly Schuler on February 2, 2010. Ride Control LLC will provide NHTSA with the additional required information, as it becomes available.

Sincerely,



Chris Brown
Director of Quality
Ride Control, LLC

cc. Ms. Kelly Schuler (by email)
Stephen E. Selander, Selander Law Office, PLLC