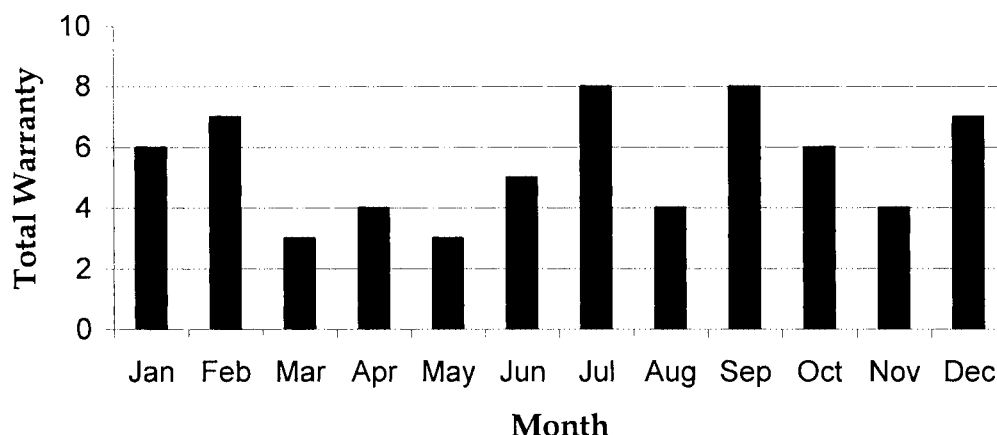
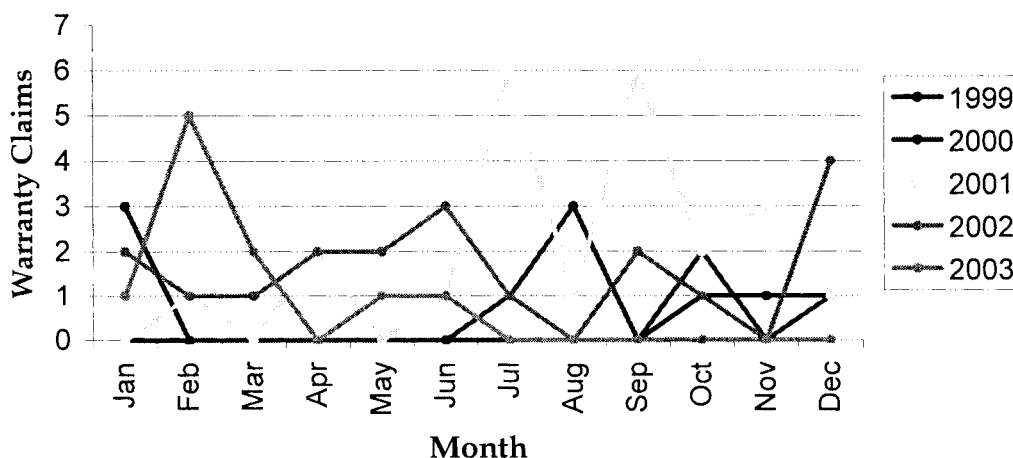


Warranty Claims by Month



Warranty Claims - Month/Year



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ODI Actions

Review of the NHTSA vehicle owner complaint database revealed no complaints regarding the M-12 modulator or extended trailer stopping distances. ODI staff did contact one of the vehicle fleet owners identified by the Petitioner. The fleet representative advised ODI that although Bendix evaluated the performance of their trailers, driver training appeared to be the greater problem. The fleet had no continuing concerns.

Conclusion

ODI acknowledges the Petitioner's personal involvement in the evaluation of the performance of both the EC-17

Version 2.3 ABS controller and the M-12 modulator assembly. Although the Petitioner offers information that is not entirely disputed by Bendix, his contention that the components contain defects that relate to motor vehicle safety is not supported by the available data.

With regard to the EC-17 Version 2.3 ABS controller, data provided by Bendix revealed that extended braking distances were only likely on extremely rough surfaces (over long distances) characteristic of unpaved surfaces. Although the company's next generation ECU reportedly improves performance in this type of setting, Bendix reported that enhanced vehicle driver awareness has mitigated the issue for the EC-17.

ODI has no independent information that contradicts this assertion.

With regard to the M-12 modulator, data provided by Bendix revealed that although diaphragm rigidity (due to cold ambient temperatures) may degrade antilock performance (*i.e.*, extend braking distance during an ABS event), the company's investigation and analysis failed to consistently replicate the poor performance. Furthermore, Bendix provided data that showed a greater number of complaints and warranty claims occurring during warmer weather. Their analysis also identified the presence of air system contamination in an overwhelming number of complaints.