



ASTON MARTIN

November 8, 2013

Ms. Kelly Schuler  
Safety Recall Specialist  
Recall Management Division  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
Washington, D. C. 20590

Dear Ms. Schuler:

**RE: Aston Martin Recall 13V228**

We refer to our letter dated October 23, 2013, which advised NHTSA of an amendment to the Defect Information Notice (Part 573 Report) that was filed by Aston Martin on May 29, 2013 regarding throttle pedal arm breakage in certain Aston Martin vehicles.

We have since received further enquiries from NHTSA about the recall and would like to provide further information in response to NHTSA's queries.

**1. Who was the original production line supplier of the pedal?**

Details of the original production line supplier of the pedal are listed below:

Name: Precision Varionic International Limited ("PVI")  
Address: Sensor House, Langley Road, Hillmead, Swindon, Wiltshire SN5 9WB, United Kingdom  
Telephone: +44 1793 879879

**2. Who was the recall replacement supplier?**

The recall replacement supplier was PVI, whose contact details are listed above in paragraph 1.

**3. Who is the second recall supplier?**

The second recall replacement supplier is PVI, whose contact details are listed above in paragraph 1.

**4. How did we miss such a large population of cars in the first recall?**

Prior to the initial recall, Aston Martin detected a concentrated number of failures in throttle pedals. Aston Martin promptly carried out thorough investigations, including laboratory analysis of the failed components and testing on pedals from related batches in order to establish the root cause of the failures.

The results of the investigation showed that the failures all came from a batch of pedals delivered to Aston Martin by PVI between May 14, 2012 and March 25, 2013. Laboratory analysis showed the pedals had been made from substandard material, which did not meet the engineering specification for that pedal assembly (the “**Specification**”). The Specification for this pedal was based on an industry standard.

Pedals of the correct Specification were supplied to Aston Martin from April 11, 2013.

As part of the investigation, throttle pedals in vehicles built between November 2007 and May 2012 were harvested and found to meet the Specification. Therefore, at this point, Aston Martin believed that the issue was limited to a specific batch of substandard pedals and launched the recall accordingly to replace the substandard pedals with replacement pedals (the “**Replacement Pedal**”).

After the launch of the recall, Aston Martin detected one failure in the US of a Replacement Pedal and one failure in the US, where a Replacement Pedal had been fitted as a service part.

This immediately prompted Aston Martin to carry out further investigations.

**5. What testing was done on the Replacement Pedals for the first recall?**

Both PVI and Aston Martin carried out rig tests on the Replacement Pedals. Aston Martin also examined the Replacement Pedals for material composition.

The Replacement Pedals met the Specification. Aston Martin believed at the time that the Replacement Pedals were the correct and appropriate recall remedy.

**6. What testing was done for the current pedals for the second recall?**

Both PVI and Aston Martin carried out rig tests on the Pedals.

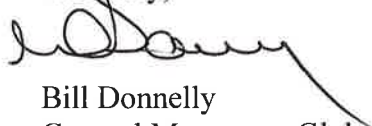
Aston Martin believes that the Pedals are the correct and appropriate recall remedy because the Pedals are made of quality assured material, and they have passed extensive rig tests and in-vehicle testing.

**7. Are the current or previous pedals used by any other manufacturer?**

We are not aware of either the current or previous pedals being used by any other manufacturer.

Please contact the undersigned if you have any questions regarding this letter. Thank you.

Sincerely,



Bill Donnelly  
General Manager – Global After Sales Operations