



July 21, 2014

Administrator for Safety Assurance
National Highway Traffic Safety Administration
120 New Jersey Avenue SE, Room W45-231
Washington, DC 20590

Dear Administrator;

The following information is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by Dorman Products, Inc. to conduct a voluntary equipment safety recall involving intermediate steering shafts.

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Safety Defect and Noncompliance Report Guide for *Equipment*
PART 573 Defect and Noncompliance Report

This report serves as Dorman Product Inc.'s (the "Company") notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain intermediate steering shafts. Dorman Products Inc. decided that this defect existed in these parts on 14JULY14.

1. Identification of the Equipment and Manufacturer, §§ 573.6(c)(1), (c)(2)

The Company sold the intermediate steering shafts under the "Dorman", "OE Solutions", and "Solutions" brand names. The shafts were designated as part numbers 425-167, 2425167, and 7-3074 (collectively, "the product"). The Company sold the product as replacement parts for various General Motors vehicles sold in the United States and Canada as set forth in the following table.

Applications for 425-167, 2425167, & 7-3074		
Make	Model	Year
Chevrolet	Malibu	2012 - 2004
Pontiac	G6	2010- 2005
Saturn	Aura	2009 - 2007

To the Company's knowledge, the product was not sold as replacement for, and not installed in vehicles other than those identified in the preceding table.

The Company purchased the entire product from one supplier as part number 425-167. The 2425167 and 7-3074 are 425-167 with overlaying labels with these part numbers onto the boxes. The Company sold the product under the above brand names and designated part numbers to its Customers, which include large chain store automotive parts retailers and distributors that, in turn, resell to local retailers, mechanics (i.e., installers), and consumers.

The supplier of the 425-167 is:

Union (Shanghai) Auto Parts Technology Co. Ltd
 #1339 Beihe Road
 Jia Ding Dist.
 Shanghai, China 20181-5
 86-213-9966-8188

2. Number of Items of Equipment Containing the Defect, § 573.6(c)(3)

The following table summarizes the number of product purchased and sold.

Part Number	425-167	7-3074	2425167
Type of equipment	Intermediate Steering Shaft		
Dates of manufacture	January 2013 to July 2014		
Quantity Purchased	10,243	0	0
Quantity Sold	6,360	472	0
Total Sold	6,832		

The Company has stopped purchasing and shipping this product, and quarantined product in inventory. The Company estimates that its customers' have approximately 1,962 parts in collective inventory. Thus, the Company estimates that of the 6,832 total shafts that have been sold, approximately 4,870 are in the field and installed in vehicles.

The percentage of the recall population that is estimated to actually contain the defect is unknown at this time. Out of an abundance of caution, the recall population is based on all product sold. This product is unique to other similar part numbers because it features a unique yoke and bearing combination and used on applications with electric power steering rather than hydraulic power steering.

3. Description of the Defect and Affected Population, §§ 573.6(c)(4), (5)

Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate:

The steering shafts in the recall population may have a yoke that inadequately supports the u-joint bearing. This inadequate support of the bearing cap can result in a premature failure.

Describe the cause of the defect or noncompliance condition:

Populations of yokes have been deformed in the manufacturing process. The resulting deformation inadequately supports the bearing caps, resulting in premature failure of the joint bearing.

Describe the consequence(s) of the defect or noncompliance condition:

A steering shaft in this condition may cause separation of the u-joint. There is a higher probability of occurrence in the instance of a fully turned steering wheel. A separation would result in complete loss of steering control.

Identify any warning(s) that may precede the defect or noncompliance condition:

No reliable audible or visual warning would precede the failure.

4. Chronology of Events, § 573.6(c)(6)

There have been a total of (4) returns with joint bearing separation received by the Company. There have been zero reports of accidents, injuries, or fatalities.

March 2013 - The Company receives and sells first quantities of the product.

May 2014 - The Company receives tech service line call describing of a bearing separation. Inventory is placed in quarantine. The part is received and sent to 3rd party lab.

June 2014 - Two additional parts are received in defect returns featuring same failure and manufacturing lot date as the part received in May. The three parts dimensionally measure with similar contrast with respect to the population. Dealers were provided a bulletin to return their inventory of this part number for inspection.

14July2014 - A fourth part is received with similar dimensional measurements and the earliest production manufacturing date code. A meeting of the Material Review Board determines that a defect in manufacture may exist and that a recall is warranted.

5. Remedy Program, § 573.6(c)(8)

Dorman has ceased shipping units in the recall population and will continue its inspections. Dorman will refund all amounts paid and/or replace recalled units at no cost to its Customers or Consumers. Replacement parts will pass performance testing and manufacturing inspections. No problems with implementing the recall timeline requirements are foreseeable at this time.

Dealer notification estimated to be distributed the week of July 21, 2014. The customer notification estimated to be sent out in August, 2014.

The Company will file quarterly reports pursuant to 49 C.F.R. § 573.7 to advise NHTSA of the status of the recovery program.