

Arnott only uses original parts for its remanufacturing process and can therefore not accept non-O.E. parts as a core return. In line with our core purchase policy, this means that Arnott will only accept core returns that are O.E. struts and will only then grant you back the paid core deposit. In case the core return is not an O.E. part, you will not be refunded for the core deposit. These measures are necessary to ensure that Arnott can deliver a high-quality remanufactured product with O.E. fit and functionality to you.

Visual indicators to identify a non-O.E. strut:

- Product label mentions “High quality”
- Labels on the strut of non-O.E. suppliers
- Shock assemblies exhibiting a glossy, mirror like finish
- ATC label
- White sealant
- Non-O.E. spot weld
- ALS air valves
- Studs spot welded

In the remainder of this document, you will find examples of the visual indicators mentioned above. This list is not inclusive and does not guaranty that the rest will be granted as core returns. Core deposit pay-outs are determined by Arnott.

Please be aware that Arnott reserves the right to dispose of any core return that does not meet the Arnott standards.

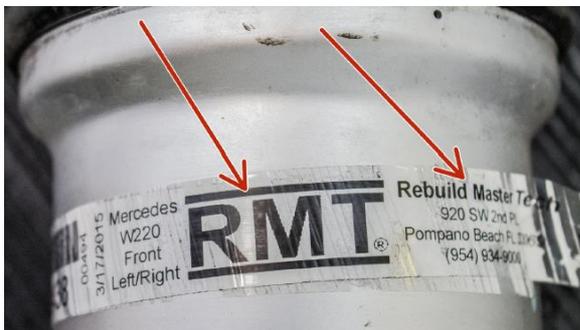
Different high-quality labels

These different labels can appear anywhere on the shock assembly.



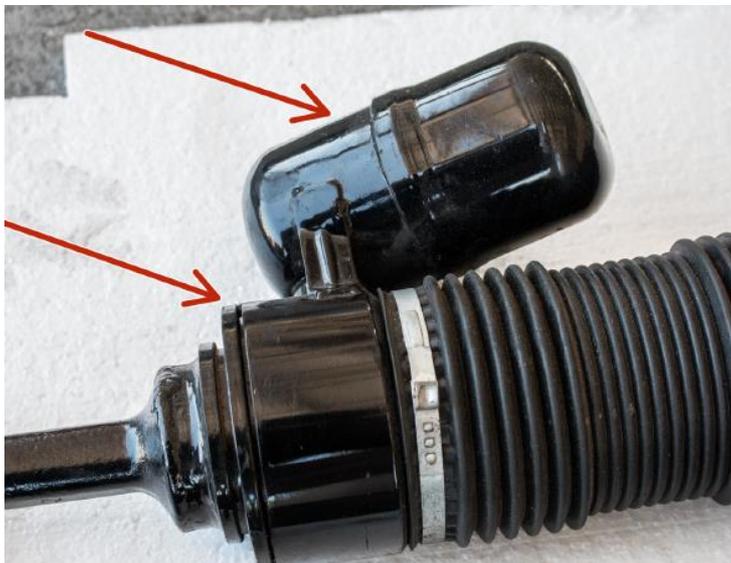
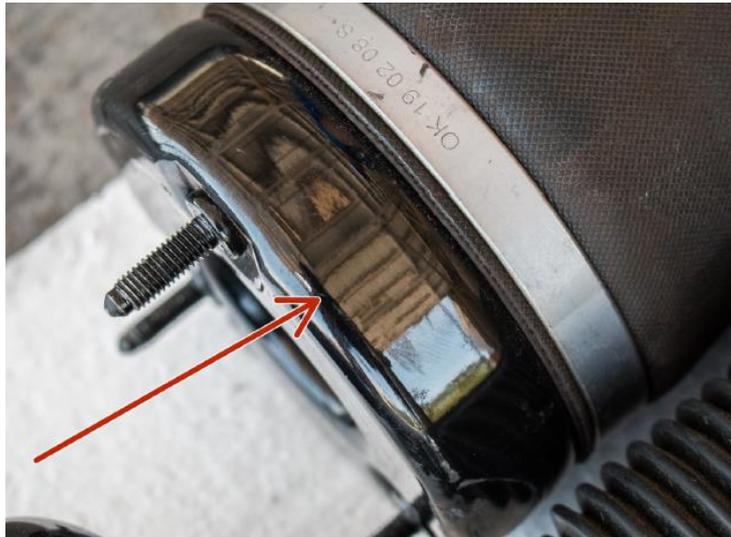
Non-O.E. supplier labels

There are suppliers that typically do not use O.E. air struts for their range. When such part is returned for the core deposit, Arnott cannot accept it as a core return. Below are a couple of examples of labels that typically indicate the air strut is not O.E. If you are in doubt, please double check with Arnott before sending the return.



Paint finish

Air spring assemblies and shock assemblies exhibiting a glossy, mirror like paint finish are non-O.E. parts.



ATC label

This Serial ID ATC-Label is on a non-O.E. part.



White sealant

If a white sealant/glue is used to attach the protective can to the top piston this is a non-O.E. parts. O.E. uses "press fitting" and no sealant.



Non O.E. weld

Spot welds at coil and shock junction are a sign of a non-O.E. part. The only exception is the Mercedes-Benz S-Class W220 (AS-2193 & AS-2194) that do originally have spot welds at coil and shock junction.



ALS air valves

Air valves that are indicated as “ALS” are non-O.E. and is a criteria to consider for a non-O.E. shock. Air valves indicated as “VOSS” are O.E.M. and is a criteria to consider for an O.E. shock.



Studs spot welded

Studs spot welded is one criteria to consider for non-O.E. shock assembly.

