

CONTACTS: Media Inquiries – Europe

Malte Raddatz

+ 49 175 36 83 001

<mailto:malte.raddatz@arvinmeritor.com>**Media Inquiries – Americas and Asia**

Jeff Gammons

+ 1 (313) 551-2903

<mailto:jeffrey.gammons@arvinmeritor.com>**Investor Inquiries**

Terry Huch

+ 1 (248) 435-9426

<mailto:terry.huch@arvinmeritor.com>**ArvinMeritor Begins Production of its Dynamic Height Control System for the Pratt & Miller C6RS Corvette**

STUTTGART, Germany (May 7, 2008) – ArvinMeritor, Inc. (NYSE: **ARM**) announced today the start of production for the Dynamic Height Control (DHC) suspension system to be used on the Pratt & Miller C6RS Chevrolet Corvette. An example of the system is displayed in the company's exhibit at the 2008 Vehicle Dynamics Expo in Stuttgart, Germany.

“Our Chassis Systems business is focused on ride, handling and stability – all critical elements for a successful vehicle design,” said Ed Frutig, vice president and general manager of Chassis Systems for the company's Light Vehicle System (LVS) business group. “We offer a range of advanced smart systems™ designs for chassis technologies to meet increasing customer demand for improved fuel economy, safety and vehicle performance. The Dynamic Height Control system is one example of the new products ArvinMeritor is bringing to market that will enhance a vehicle's ride and handling performance capabilities.”

The DHC system incorporates an electronically controlled air shock system and features light-weight, aluminum monotube air shocks and a state-of-the-art controller with proprietary software. The aluminum forged monotube shock, featuring custom digressive valve design, is based on ArvinMeritor's RydeFX brand of performance-oriented shock absorbers. The controller and software is model-based and features auto-code generation, providing the most advanced

control strategies that interface with the car's ECU to automatically provide optimum ride height under all driving conditions. The controller also has a pressure equalization algorithm to maintain consistent spring rates.

The ArvinMeritor control logic in the DHC system automatically lowers and raises the vehicle at higher speed for increased stability and improved aerodynamics, increasing vehicle performance and fuel economy. For aesthetic purposes, the system can also be driver-controlled at lower speeds, allowing the driver to "slam" the vehicle (lower to the ground) for low-speed cruising or parking. It also provides the ability to raise the vehicle for improved ground clearance to reduce the chance of dragging the car's ground effects when negotiating steep inclines in driveways and parking situations.

Additional components in the systems include a high power compressor, a five-valve distribution block with integrated pressure sensors, low-friction tapered air springs, custom progressive jounce bumpers, an air reservoir and ride height sensors at each corner of the vehicle.

The DHC system is part of ArvinMeritor's light vehicle smart systems™ portfolio, which also includes two- and four-corner standard air-suspension systems, an innovative active air-suspension system, adaptive damping and active roll-control systems. Focused on vehicle stability, ArvinMeritor's chassis systems solutions are scalable in performance, yet modular in design. The company's unique, modular products can be applied independently or in combination to provide an integrated chassis for active vehicle dynamic control. This gives the OEM greater value through flexibility in design, manufacturing and opportunities for incremental layers of performance on a single platform.

The Corvette C6RS was designed, developed and produced by championship-winning Pratt & Miller Engineering. Inspired by the company's Le Mans-winning Corvette C6.R race cars, the new Pratt & Miller Corvette C6RS supercar combines advanced racing technology with everyday drivability. It produces 600 horsepower and employs a carbon-fiber body, custom interior and sound system, and upgraded tires, wheels, brakes and suspension system.

About Pratt & Miller Engineering

Founded in 1989 by Gary Pratt and Jim Miller, Pratt & Miller Engineering & Fabrication provides automotive and non-automotive clients with leading-edge engineering and low-volume manufacturing solutions. For more information, visit the Pratt & Miller website at www.prattmiller.com.

About Light Vehicle Systems

ArvinMeritor's LVS business group is a market leader in the product categories it serves,

supplying integrated systems and modules to the world's leading passenger car and light truck OEMs. Through smart systems™ technologies, the intelligent application of controls and electronics, ArvinMeritor's traditional mechanical products are taking on new form and function at both the component and system levels. With advanced technology and systems design expertise in body systems, chassis and wheels, LVS combines high-quality components into cost-effective, performance-based solutions for virtually every car and light truck on the road today.

About ArvinMeritor

ArvinMeritor, Inc. is a premier global supplier of a broad range of integrated systems, modules and components to the motor vehicle industry. The company serves commercial truck, trailer and specialty original equipment manufacturers and certain aftermarkets, and light vehicle manufacturers. Headquartered in Troy, Mich., ArvinMeritor employs approximately 18,000 people in 24 countries. ArvinMeritor common stock is traded on the New York Stock Exchange under the ticker symbol ARM. For more information, visit the company's Web site at: <http://www.arvinmeritor.com/>.

Forward-Looking Statements

This press release contains statements relating to future results of the company (including certain projections and business trends) that are "forward-looking statements" as defined in the Private Securities Litigation Reform Act of 1995. Forward-looking statements are typically identified by words or phrases such as "believe," "expect," "anticipate," "estimate," "should," "are likely to be," "will" and similar expressions. Actual results may differ materially from those projected as a result of certain risks and uncertainties, including but not limited to global economic and market cycles and conditions; the demand for commercial, specialty and light vehicles for which the company supplies products; availability and sharply rising cost of raw materials, including steel and oil risks inherent in operating abroad (including foreign currency exchange rates and potential disruption of production and supply due to terrorist attacks or acts of aggression); OEM program delays; demand for and market acceptance of new and existing products; successful development of new products; reliance on major OEM customers; labor relations of the company, its suppliers and customers, including potential disruptions in supply of parts to our facilities or demand for our products due to work stoppages; the financial condition of the company's suppliers and customers, including potential bankruptcies; possible adverse effects of any future suspension of normal trade credit terms by our suppliers; potential difficulties competing with companies that have avoided their existing contracts in bankruptcy and reorganization proceedings; successful integration of acquired or merged businesses; the ability to achieve the expected annual savings and synergies from past and future business combinations and the ability to achieve the expected benefits of restructuring actions; success and timing of potential divestitures; potential impairment of long-lived assets, including goodwill; potential adjustment of the value of deferred tax assets; competitive product and pricing pressures; the amount of the company's debt; the ability of the company to continue to comply with covenants in its financing agreements; the ability of the company to access capital markets; credit ratings of the company's debt; the outcome of existing and any future legal proceedings, including any litigation with respect to environmental or asbestos-related matters; the outcome of actual and potential product liability and warranty and recall claims; rising costs of pension and other post-retirement benefits and possible changes in pension and other accounting rules; as well as other risks and uncertainties, including but not limited to those detailed herein and from time to time in other filings of the company with the SEC. These forward-looking statements are made only as of the date hereof, and the company undertakes no obligation to update or revise the forward-looking statements, whether as a result of new information, future events or otherwise, except as otherwise required by law.

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