

As we discussed during the meeting, here are action items for next steps:

1. Mack to provide history that supports/lead to the issuing of related CBRs: K63231010, K03435224, K14409753, K15088804, K18890195

CBR's are available/visible when the technician logs into PTT (Premium Tech Tool). Expired means that those CBR's are not visible when logged in.

These CBR's are introduced to provide diagnostic aids, to supplement the guided diagnostics (in PTT) to ease time to repair.

The CBR data from earlier has been incorporated into PTT or into super-ceding CBR's which cover these vehicle platforms.

There has also been a platform (IT) migration where format/numbering and "look" has changed.

2. including total number of I-Shift trucks, and total number of mDrive trucks were impacted by these CBRs;

Vehicles Covered 227477 Volvo Trucks and 81845 Mack Trucks as of WK 33 2021

Total number of both Clutch Control Actuator (CCA) and service brake switch part sales over the counter on Warranty, Goodwill, Policy.

Our aftermarket systems can't provide that level of granularity.

We are providing the records we can of aftermarket usage of the parts in question

***Concentric Clutch Actuator:
Mack CCA Usage.pdf from the Mack AM system
Volvo CCA Usage.xlsx from the Volvo AM system***

Pressure Switches are used in multiple applications on all vehicles so it is not unique to the M-Drive and I-Shift transmission platforms.

These have been used since January 1998. We are providing the most accurate information which is what was shipped to our aftermarket locations as far back as our supplier's systems allows which is 2014.

***Pressure Switch:
Switch Mack-Volvo Ship Hist.xlsx***

3. Go through all claims with ODI to identify any trend that can show normal parts wearing due to truck aging, truck applications differences.

I've not had time to schedule this with ODI to review these items.

4. Correlate test drive in Hagerstown, MD on normal truck and truck with alleged defect. If it is possible, have a pressure gauge connected in-line on the truck with alleged defect so we can actually see the pressures and whether the disengagement is within the 2-6psi specification.

A tractor (day cab) has been found, a contract has been let to move it to Hagerstown MD.

The target is to have this test completed NLT than end of September. I will update the team next week.

Volvo will need to know what days NHTSA personnel are available and names of who will be on site to pre-clear them due to COVID restrictions.

5. Mack to provide Servicing Dealer records for FR vehicles.

Latest update is current as of today:

At least 11 of the FR vehicles requests are not going to be satisfied due to dealerships change of ownership, data breaches and or lack of record retention back that far, from feedback by those dealerships.

Specifically related to the NC in some dealer records this is a result of how they generated the documents for us. There are evidently multiple ways that it can be done and what level of detail is shown.

6. Mack to provide a contact list (phone and email) of at least 10 fleets know to have experienced the alleged defect.

This has been fulfilled 29 June 2021.