Additional questions on mDrive and I-Shift:

1. What is safety risk for I-Shift case, and for mDrive case?
   Base on Volvo submitted recall 13V-268, "The risk to motor vehicle safety is that the stopping distance may increase if the clutch does not disengage when applying the brake pedal, which may result in a vehicle crash."

   For mDrive, if the clutch does not disengage when applying the brake pedal, would the same risk to vehicle safety apply? If not, why?

2. What is the problem for I-Shift, and for mDrive?
   Based on PE13-002 for I-Shift, there were total of 294 failure reports alleged I-Shift clutch not disengaging from engine as intended.

   For mDrive, we have total of 241 failure reports alleged same or similar failures. Can Mack/Volvo confirm those mDrive failures are not related to mDrive clutch not disengaging as intended?

3. What is the cause for I-Shift, and for mDrive alleged failure?
   Base on Volvo submitted recall 13V-268, "The safety-related defect is the lack of a redundant signal in the event that the air pressure switch is not able to signal the clutch when the brake is applied"

   For mDrive, if the clutch does not disengage when applying the brake pedal, what is the possible cause?

4. Why we still see claims on same or similar failures from I-Shift 2013-2016 model year field reports?
   We have identified at least 15 field reports from same model years as mDrive 2013-2016 Model years alleging vehicle pulling through the brake, or transmission not disengaging. Volvo recalled 2007-2014 models with micro switch to add redundant clutch disengagement signal, and to ensure the clutch gets the disengaging signal, why clutch would not disengage?