

Hi [REDACTED] ■

Thank you very much for your efforts getting the answers to our questions and clarifying key points during our meeting Thursday.

Regarding PE20-005:

- 1.) If the mDrive clutch does not disengage would this increase the stopping distance and create a safety risk? It was stated in the I-Shift 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." Increasing stopping distance is the safety consequence of "the clutch does not disengage".
- 2.) Is there a safety defect that causes the mDrive clutch not to disengage?

If I-shift recall 13V-268 resolved the safety defect which caused I-Shift "clutch does not disengage", and mDrive adopted I-Shift solution, then there should be no "clutch does not disengage" safety concerns, or issue on both I-Shift, and mDrive. Unless there were verified aging issue with wearing parts contributing to the issue. Otherwise, there may be other unknown reasons causing the "clutch to not disengage" appearing on mDrive, and also on later I-Shift.

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: [REDACTED] including total number of I-Shift trucks, and total number of mDrive trucks were impacted by these CBRs; total number of both Clutch Control Actuator (CCA), and service brake switch part sales over the counter on Warranty, Goodwill, Policy etc.
2. Go through all claims with ODI to identify any trend that can show normal parts wearing due to truck aging, truck applications differences.
3. 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.
4. Mack to provide Servicing Dealer records for FR vehicles.
5. Mack to provide a contact list (phone and email) of at least 10 fleets know to have experienced the alleged defect.

Please let me know if you have any questions.

Best regards,

[REDACTED]

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PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C.
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