

From: Seymour, Nate (NHTSA)
Sent: Thursday, June 3, 2021 5:36 PM
To: Tan, Xiaoming (NHTSA); Long, Larry (NHTSA); Neff, Joshua (NHTSA)
Subject: RE: PE20-005 mDrive/I-Shift follow up draft letter - please review and comment
Attachments: email - 2021 June 3 - Draft review.docx

Xiaoming,

You do better with English as a second language than I do with any other language. However, I took a stab at clarifying what you're saying. See attached with track changes.

Respectfully,

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From: Tan, Xiaoming (NHTSA)
Sent: Thursday, June 3, 2021 3:05 PM
To: Seymour, Nate (NHTSA) <nate.seymour@dot.gov>; Long, Larry (NHTSA) <Larry.Long@dot.gov>; Neff, Joshua (NHTSA) <joshua.neff@dot.gov>
Subject: PE20-005 mDrive/I-Shift follow up draft letter - please review and comment

Hi Nate, Larry, Josh,

Please comment on following draft to Mack/Volvo on mDrive PE20-005 follow up actions.

Xiaoming

Hi Carl, Tim,

Thank you very much for your efforts of putting up the answers to our questions and clarifying key points during our last meeting.

Regarding PE20-005, we have narrowed down to two questions up to now:

- 1.) If the mDrive clutch not disengage which would increase the stopping distance a safety risk? And it was stated in I-Shaft 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."
- 2.) If there is a safety defect that cause mDrive clutch not disengage?

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

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.
2. Go through all claims identifying the 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 as it intended
4. Mack to provide Servicing Dealer records for FR vehicles.
5. Mack to provide the list of fleet contacts for ODI to collect driver statements.

Please let me know if there is any questions.

Best regards,

Xiaoming