

PE21-017

Triumph extended stopping distance.

Date: 8 Feb 2024

Subject: meeting to review FARS VINs

Attendees: Josh Neff – ODI MHDVD Chief
Nate Seymour – ODI, lead investigator
Santiago Maldonado – ODI, screener
Sean Ward – NCC
Charles Smart – TML, lead
Patrick Jakeman – TML, brakes & suspension
Adrian Shaw – TML, chassis
Chris Glenn – TMA, lead
Chris Gigorian – Triumph counsel
Nick Englund – Triumph counsel

Triumph will send PPT and actual service records of 6 FARS VIN bikes.

First 40 minutes of meeting rehashed the previous meeting of system design/intent. That being brake knock back is being accounted for and the root cause is lack of maintenance and brake fluid degradation. Josh pointed out, “why only these Triumph bikes and not all” They didn’t really have a good answer. I pointed out that warranty info submitted in IRR shows diminishing trend with mileage and largest bucket is at 500 miles, which doesn’t support the idea of brake fluid degradation or maintenance. Santiago pointed out we do have repeat failures of VOQs.

Charles stated that FARS data didn’t show any concern for brakes. However, VIN 173 did indeed request that brakes be evaluated. Charles was specific in his statements to limit it to “no concern of front brake.” Charles also emphasised how motorcycle brakes are “completely different” from cars. I disagree but didn’t argue the point during the meeting. Hydraulic brakes in cars and motorcycles use similar components and theories. The main difference is the size/volume and that the right hand works the front brake vs the foot. Hands are more sensitive than the foot, but the systems function the same.