



Volvo Group UK Ltd.

Tony Brown LLM
HM Senior Coroner
North Northumberland
17 Church Street
Berwick-upon-Tweed
TD15 1EE

9th May 2018

Dear Sir

Volvo Bus Corporation's (manufacturer of the relevant chassis) response to Mr. Tony Brown's Regulation 28 Report dated December 13, 2018 [sic] (the "Report")

Before commenting further we would like to take this opportunity to extend our sincerest condolences to Mr Wrightson's family and those affected by this tragic accident.

We have read and considered the Report. We have also consulted with appropriate specialist technical expert teams both in the UK and Sweden, thank you for your forbearance during this period as we are sure you will understand, it is important for us that our response is well founded.

It is our understanding that you are specifically seeking a response to your concern that the lack of information contained in the vehicle manual may lead to a lack of understanding or uncertainty, more specifically in respect of the correct use of the automated manual gearbox during a long descent and the claim that use of the automated manual gearbox may exacerbate brake fade on a long descent such as Alp D'Huez. We believe that it is primarily these concerns that we are asked to comment.

As a preliminary point we would like to point out that there are a number of systems on the vehicle that can assist a driver in these circumstances. It is important to ensure that all are working correctly and used in the correct manner, of particular importance are the retarders.

Having investigated your concerns thoroughly we do not support a general statement that the use of automatic gear mode is likely to exacerbate brake fade in long descents. It is true that the automatic mode and manual mode both have characteristics which can be different to each other. However these differences can be both positive and negative depending on the characteristic and the circumstance. On balance we do not feel that the differences are sufficient to issue a recommendation in the vehicle manual in favour of one gearbox mode over the other. The correct use of the retarder is much more important than the selection of manual or automatic mode on the gearbox when driving down hills and this is highlighted on page 56 of the current manual which states "Use the retarder function when driving down hills and for slow braking".

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Volvo Group UK Ltd.

We hope that this adequately addresses your concerns. If you have any further questions please do not hesitate to contact us.

Yours faithfully

A handwritten signature in blue ink, appearing to be "GVA", written over a black rectangular redaction box.

Legal Director

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