

# City Delivery updates



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**I**n this month's article, I will be discussing a couple of recent Mobile Delivery Device-Technical Refresh (MDD-TR) updates, as well as commercial off-the-shelf vehicle updates from USPS.

## MDD-TR software updates

Since my May *Postal Record* article, which provided an update to the membership on the MDD-TR, the Postal Service has notified the NALC of two software updates through letters dated June 16 and July 21.

On the letter dated June 16, USPS provided notification that software update 8.40 went live on the MDD-TR on June 15. Most of this update was

centered around the rural carrier craft and has no impact on the city letter carrier craft. However, this update did change the number of samples needed for the Standard Performance Measurement requests. Specifically, samples to scan from collection boxes are set to four pieces and for delivery set to three letters/two flats.

On the letter dated July 21, USPS provide notification that software update 8.41 was up and running on July 13. Most of this update revolved around new service type codes (STC) that included matter for the blind, new heavy mail, printed matter and commercial marketing parcels. Included in this update was a feature that would separate the current pilot test, Parcel Delivery Photo Verification, between the city letter carrier craft and the rural carrier craft. This update enabled this feature only for city letter carriers. See my July *Postal Record* article for more information on the Parcel Delivery Photo Verification pilot test.

## Morgan Olson Vehicle pilot test

In October 2025, NALC was notified of the Postal Service's intent on pilot test Morgan Olson right-hand drive internal combustion engine vehicles. At first, this pilot was meant to test Morgan Olson models C150s and C200s, however, the Postal Service tested model C175.

Based on the initial notification received by the Postal Service, this pilot test was scheduled to last four months, from October 2025 to February 2026. A letter was sent after the testing period to USPS to inquire information/feedback as well as the Postal Service's intent with the vehicle. On a letter dated Aug. 7, USPS responded to this

inquiry and stated that the test ran from November 2025 to March 2026 for a total of 100 delivery days. The Morgan Olson vehicles, used across five post offices, were driven a total of 21,204 miles by 14 carriers.

According to the report/response provided by USPS, carriers involved in the testing preferred their normal daily vehicle over the Morgan Olson C175. The report indicated that carriers found the vehicle difficult to navigate through cul-de-sacs, tight corners and narrow neighborhoods due to the size of the vehicle. Issues with visibility concerns, due to the height of the mail tray holder and location of the roadside mirror; difficulties with accessing mail, due to no access of the cargo area from the cabin; and difficulties with curbside delivery, due to a fixed upper window, were reported.

The report indicated that carriers praised the four-wheel drive performance in harsh weather conditions, lighting throughout the vehicle, the overall low amount of noise and vibrations as well as the heating, ventilation and air conditioning system.

Apart from the positives/negatives, USPS reported that the vehicles sustained four malfunctions. Cargo lock failure did not allow for mail that was loaded inside of vehicle to be accessed was due to the short circuit of a wire. Cargo roll-up door mechanism failure caused the roll-up door to go off track, rendering it unusable until repair. Shattered fixed driver's-side window occurred to two different vehicles. Lastly, camera screen would not work or turn on/off occurred in two different sites.

USPS indicated that they do not plan on purchasing any Morgan Olson C175 vehicles at this time. For more information on the Morgan Olson C175, see my December 2025 *Postal Record* article.

## Mercedes Benz (MBUSA) eSprinter vans pilot test

In January, USPS provided notice of its intent to pilot test two MBUSA 144-inch eSprinter vans for six months. Once the testing period was over, a letter was sent to USPS to gather information/feedback as well as the Postal Service's intent with the vehicle. Through a letter dated July 29, USPS responded and indicated that the test was completed on July 10 and vehicles were picked up on July 22.

The response letter notified the NALC that USPS is in the process of compiling feedback and data from the test, and a report is expected to be completed in August. USPS indicated the determination of purchasing any MBUSA eSprinter vehicles will be included in the final report.

For more information on the MBUSA eSprinter vans, see my March 2026 *Postal Record* article.