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The LIFE program has been updated to incorporate a more sophisticated model of starting conditions. The previous model was found to be very crude.

Axle Housings

Testing: Housing fatigue tests are scheduled to begin in July.

Design: A meeting was held this month between S. Evans, W. Halls and J. Thompson to discuss European load ratings and transition location requirements. The load rating portion of the meeting came to the following conclusions:

- Load rating calculation method is approximately the same between the U.S. and U.K.
- 15040S rating in U.K. to be 17,000 lbs. England to do immediate resonant wide track testing on 15 Series axle at 17,000 lbs.
- 19050S rating in U.K. to be 20,240 lbs. England to do immediate resonant wide track testing on 17 Series axle at 20,240 lbs.
- 21065S rating in U.K. to be 23,100 lbs. Spindle stresses are no problem. Galesburg testing of 22 Series axle at 23 series loads were excellent so no problem is expected with 21065S arm sections.
- Contingency plans for spindles are as follows: (1) Induction harden inner bearing surface, (2) radius change on spindle inner bearing journal, (3) reduce spindle bore.

The following conclusions were made regarding transition location:

- The MAN Model 3/19050S has approximately 3.5 mm of brake flange overlap into the transition area with current 19050S design and the new Girling brake.
- The following items are changes which could be made to correct the situation: (1) shorten transition area, (2) move transition, (3) weld as is - consult Pamplona and MAN, (4) reduce boss length on backside of brake flange.
- MAN Model 3 can utilize U.S. housing with the new Girling brake and slight housing modification.
- The Bedford 68" track 19050 cannot use the new Girling brake without round arm housing.
- Transition would have to move 19 mm for old Girling brake.
- Track break point for round versus square arm is 68" track. Bedford alternative is to accept 69" track.
- U.S. cannot move transition 19 mm due to customer demands.
- U.K. will discuss this situation with their Marketing people.

Drafting: The only item left to finalize on all hypoid housings is the cutout for the differential lock option. The 30105S housing must be drawn, but the spindle design is not yet final. Drafting is currently working on the newly requested shock absorber brackets for the 1989 GMC coordinated chassis