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G. L. Cotter
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Forging of prototype parts was completed on April 19, 1985. We anticipate prototype parts will be available for testing by the end of May considering current manufacturing priorities.

210655 Axle - CAD design completed the "generic" blank drawings for the larger gears and pinions, the clearance study of housing cutouts, and the capscrew for carrier mounting.

The new carrier casting, product and assembly details for the 10 mm larger diameter gearing was also completed. The prototype casting supplier, Total Industries, has already begun to modify the patterns and expects to deliver samples May 15. Engineering and the metallurgical lab reviewed casting and dimensional problems found on the samples with Total on April 26. They will make process adjustments and pattern corrections, and begin pouring Level 1 designs the week of May 6.

Hypoid gear dimensions for twelve of the sixteen ratios were received from Gear Engineering on April 12. Data for the 6.17 ratio is required to complete those needed for GMC. Approximately 300 each of gear and pinion forgings have been received in Glasgow to begin development of the larger gearing. Marion Forge has finally replied that the gear forging die can be altered for larger diameter and face width gears. They have been asked to provide forgings by May 13.

The Level 1 design revisions for larger gearing will cost the 210655 program about six weeks. Scheduled dates for head testing now begin in late June, and production release should occur October 15.

Carrier, bearing cage, pinion, and head assembly details were made available for GMC chassis layout and clearance studies on April 22.

Head assemblies for the 22120 gearing baseline tests were ordered and received. Test results to date have been unsatisfactory and below the levels of previous 22120 tests. Test Engineering is analyzing the results, determining their causes in terms of gearing and test equipment, and will issue a report May 6.

230705 Axle - Progress is being made in drafting, and nearly all drawings have been submitted for checking. Some design problems remain, and are being addressed.

The biggest problem to be solved involves installation clearance between the 3.08 - 3.55 gears and the housing ring. As the designs now stand, we have an interference condition. The solution will most likely require a larger chamfer on the backface of the gears and a larger housing cutout.