



Internal Correspondence

Date: May 3, 1985
To: G. L. Cotter
Axle & Brake Division-Galesburg
Copy: See Distribution
From: W. W. Hoenes - Axle & Brake Division-Galesburg
Subject: MONTHLY REPORT-APRIL, 1985

MEDIUM DUTY HYPOID AXLES

In response to requests from GMC at the March 27 meeting, a set of unmarked carrier, bearing cage, and head assembly drawings (required for chassis clearance studies) was sent to Rick Nelson. Also, a memo was written to Marketing to initiate action on brake line bracket studs, and a memo was issued identifying revised ratio requirements.

A meeting was held with Ernie Fasick of IHC on March 28 to discuss product specifications for the new hypoid and two-speed axles. Ernie expressed general satisfaction with the Product Specification Book, but was not prepared to discuss specific issues. Ernie was advised that a revised Product Specification Book would be issued, and was asked to review it in detail. The revised specifications were issued on April 2.

Timken has provided bearing life calculations for the 19050S and 21065S axles. The calculations have not been reviewed in detail, but the results are encouraging.

SKF has also provided bearing life calculations for the 19050S and 21065S axles. However, there were some obvious problems with the calculations. SKF is now revising the calculations.

Both Timken and SKF are working on bearing life calculations for the 15040S.

Purchasing has selected Doktas as the vendor to supply all hypoid axle castings. A meeting was held with Doktas representatives on April 29 to review drawings of the 15040S, 19050S, and 21065S. We discussed the need for an insert on the carrier patterns so that one pattern can make both standard and differential lock carriers.

Manufacturing Services has tentatively selected Grob as the vendor to supply the hypoid carrier transfer line. We are now evaluating several changes to our carrier casting and machining drawings proposed by Grob.

We have reviewed the changes to the hypoid pinion bearing cage drawings proposed by Peter Brown. Engineering is summarizing our conclusions, and will respond to Manufacturing Services.