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Bill Of Material Accuracy - This month service kits and assemblies were addressed from product code 500. Approximately 700 bills were corrected and have become the drawings of record. Product code 501 will be addressed next; those are also service assemblies or kits. This may not get completed due to a rearrangement of the activities of S. Thomas to brake EPL conversion. Should this project end this month, it should be noted that the majority of key bills of material (standards, heads, specifications, SPL's, and many service kits) are databased to the satisfaction of Engineering. There are, however, still some pockets of assemblies which should be addressed, i.e., housing assemblies (cast steel).

Databasing SPL's - This project has been completed and the Engineering release written. The package will need to be checked, released, and distributed to all OEMs. In all, 72 SPL's have been databased over the last three months, and 82 SPL's set up last year, for a total of 154 databased SPL's which should cover our product line for axle assemblies.

Projects/Issues On Hold

1. 17 Series R341/381/401 carrier consolidation.
2. 23105C (standards, heads) release and distribution - awaiting release of design and drawings from Galesburg.
3. Cast steel housing bills of material.
4. Large tandem product changes (pinion pilot bearing, input shaft, pump drive gear and sliding clutch) - awaiting availability of parts - June time frame.
5. Housing ring bar stock size reduction.
6. Wheel bearing nut and lock change.
7. Insertion of Ford service housing in assemblies in their specifications (kills "Ford Only SPL's").
8. Thrust screw change for 23105S.

Product Problems

Super 23-23105S - Plant changed to shouldered pilot bearing, Part No. 120080, April 2, 1985, and Tocco and staked pinion pilot bearing effective April 10, 1985, 23105S and 23105C. All remaining inventory will be reworked by Glasgow.

23105C - Yellow Freight - While preparing for build of two qualified 23105C heads for Yellow Freight, an engineering problem was discovered in the shift area. When the friction plates were removed to accommodate bias torque, problem developed; sliding curvic clutch pulls back out of engagement with clutch pack and will not shift back into engagement. Control traction version of 23105 on hold until "fix" developed. Awaiting direction from Galesburg Product Engineering.