No. 119894 Front Output Shaft Request - Glasgow has requested that the mill cut radius at the end of the oil flat be changed from .090"-.125" to .030"-.050". This would use the same milling tool used on the 110823 and 110805 input shaft oil flat. Stress calculations show that decreasing the radius would increase stresses 21%. Because the Plant's objective is to commonize tooling, Engineering is recommending that the 110823 and 110805 oil flat radius be upsized to the 119894 dimension.

NEW ON-HIGHWAY 38K TANDEMS

A bearing selection study has begun for new tandem axle designs. Downsized gearing (15.5" spiral bevel and 14.5" hypoid) and extended bearing life (600,000 miles) are the relative design features. The concept study for the "R" head assembly has been completed, and is being reviewed.

16.5" x 7" DRUM BRAKES

Carlisle Lining Structural Integrity

Initiated testing of latest production shipments of MMD39A lining to examine state of friction level and material structural integrity. Carlisle testing of revised D39A material formulation that had displayed drum metal "pick up" at high temperatures is continuing. No progress has yet been reported. Awaiting IHC Engineering's action plan on problem. IHC is the only OEM still using this lining as a standard.

Initiated test program to evaluate Carlisle's R31 lining for similar problems. Field complaints possibly related to this lining are increasing in number (currently standard on Eaton trailer axles). First testing indicates friction level is higher than original levels. Lining structural integrity testing now under way.

Fleet Testing of Low Friction Nonasbestos Linings

The first "controlled hardware" tests comparing Abex 3030-67, Carlisle MME145A, and Abex 551C are currently running on fifteen Freightliner vehicles at Stoops Transport. Hardware procurement for Ruan, the next target fleet, has been stalled due to problems with obtaining IHC components to convert the subject vehicles from air disc brakes. These vehicles are the only ones Ruan is willing to use for this test.

A joint IHC/Eaton trip to inspect fleet test vehicles at Viking Truck is being scheduled. These units were equipped with E145A and 3030-67 materials approximately the same time frame as the Schneider Transport vehicles that first displayed problems. This inspection anticipated by mid-May.