R-Head Shift Unit - Part No. 84798 is now undergoing checking. The drill and tap dimensions were used to fabricate an R-head unit with provisions for an electrical switch attachment (No. 56658). The dimensions worked out well for location and depth. As soon as the drawing is checked, it will be submitted to Purchasing for a formal quote.

CTD Air Shift Unit for LVS Vehicle - It appears at this time that Eaton will perform the drill and tapping of the shift unit housing so that the relief valve can be installed. We may also be installing the valve itself. This is not firm, but Manufacturing is reviewing this at the request of Marketing. It may be a good idea for Eaton to do the required operations, because if Oshkosh were to do so, it would be necessary to provide them with shift units partially disassembled, include a cork gasket, and drawings. Accurate Die Casting has already verbally responded regarding the removal of the now existing vent in the side of the No. 84798 and No. 84797. Removal would require the absence of the core pin which can be removed from the die. Accurate Die would want some notice and idea of how many would be needed.

Timed Inter-Axle Differential (IAD) Shift System - Purchasing has not yet responded regarding the issue of purchasing the switch from TRW with Ford Motor Company's permission.

Have received eight prototype wire harnesses from Murphy Industries.

We have ordered enough components to put together ten prototype systems; six for testing at ERC, the remaining 4 will be used for initial in-vehicle testing.

ALL-WHEEL DRIVE SYSTEMS

Georgia Power Front Output Shaft Failure - Georgia Power has not yet installed the replacement parts in the 230T4 axle. They plan to purchase ten more vehicles using our 220T4; but need assurance that a similar failure does not occur in the 220T4's. Therefore, Marmon-Harrington asked that an Eaton representative along with Marmon representatives meet with Georgia Power and explain why the 230T4 failed and what was changed to prevent a repeat failure.

Technical Services attended this meeting and found that the undersized helical chamfer was not the problem that caused this failure. We reinforced the fact that if the parts would have been returned for proper analysis, the problem could have been cleared up. Georgia Power agreed, and have no intentions of letting this event alter their plans to purchase the 220T4 axles. The parts were returned to Eaton. Initial inspection shows no dimensions in the area of failure to be out of specification.

Visual inspection shows that the shaft diameter and gear inside diameter reached a high temperature and caused the metal to smear, build up, and seize. Note that the area of distress does not cover the entire length of the diameter where the shaft and gear interface. Further analysis is required and a report will follow.