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G.L. Cotter  
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Peterbilt engineering has evaluated our request to consider moving to a 1-7/8 inch bowl offset on our new 23 series product. The response is negative, as they have some bracketry used not only on single, but also on tandem axles. Any request to change bowl offset would have to go across the board in order to be initiated by Peterbilt Engineering.

I. FREIGHTLINER

Freightliner Engineering's review of our request to change bowl offset on the D2300S falls between Kenworth and Peterbilt. They have tentively determined they can accomodate the bowl offset change, but will have accomodate difficulty with the additional 1/2" length of the housing. Will forward carrier prints to Freightliner. This should give them a complete set of information for evaluation of our request.

J. NON-AUTOMOTIVE - WEST COAST

Contacted Nicholson Equipment in Medford, Oregon. They are manufacturing replicas of San Francisco cable cars and would like to be considered for OEM purchase of our product. To date, they have been purchasing componentry through GM, essentially GM6000 series school bus componentry. Volume from this customer could be in the range of 20 units per year.

Pierce Pacific has been denied a request for usage of our DP451P in a crane carrier application deemed too severe by Application Engineering. The approval sheet indicated a loaded rating of 87,500 on the rear tires at creep speed. They were looking for the Dragon Wagon housing of 81.2 inch width. Have subsequently learned that Pierce Pacific obtained approval from Rockwell Engineering to use the SSHD in this application with a 90 inch housing.

K. OSTERLUND INC. - HARRISBURG, PA

Osterlund is an old time Dia Reo dealer that now has the manufacturing rights to make the Dia Reo. Met R. Corwin, Purchasing Manager, and R.C. Knight, Production Manager. They are currently running three units per week and like to maintain a 28 to 30 unit backlog. A new assembly facility is under construction in Harrisburg on 49 acres and is due to open next year.