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15 Series Pinion Threads - Assembly reports that we continue to strip pinion threads occasionally. Quality problem with pinions will have to be corrected before Engineering evaluation.

RABA Wheel Hubs - The "test" of installing cup in bore within Engineering specifications confirmed bore did not open up due to cup being installed and a .001" shim would not fit between bore and cup O.D. Manufacturing continues to rework (bore oversize, metalize, and rebore to specification) which is quite expensive. We have also received WR6 only hubs with change to hub in bearing cup area. RABA added extra wall material. Understand Field Service and Timken Bearing representatives reviewing units in the field to determine if current bearing cup fit has been in other units in the field and effect on bearing wear and life. This information could then be used to adjust our current standard. If a .001" shim will fit between cup and bore, rework is required.

Engineering-Glasgow

SFC/INIP Meetings - Review meetings have been extended from two to three days a week (Tuesday through Thursday from 1:00 to 3:30 p.m.). In conjunction with this increase, M. Meredith has removed himself as a permanent member of the Committee. He is now attending on an "as needed" basis. The meetings are being held in the Gear Lab conference room which makes his part-time attendance a workable situation. Four clutch plates, three side pinions, and one hypoid drive gear were reviewed this month.

Carrier Deviations - All "D" carrier deviations have been resubmitted and approved for bearing cage and pilot bore to the "R" holes relations to .020. The deviations were approved to allow time for a bank of parts to be run prior to planned machine shut-down for the month of July. M. Meredith called two meetings in Glasgow. The first was on March 29 to discuss plans for additional data gathering to determine the daily statistical capability of Snyder II for (1) bearing bore to output bore, (2) bearing bore to "R" holes, (3) pilot bore to "R" holes, and (4) output bore to "R" holes. This data has since been gathered on a daily basis on all 22 pallets.

An additional check (output bore to "R" holes) was made on all 22 pallets to determine the direction in which the error was located. The results were inconclusive in that the direction and magnitude of the error varied from pallet to pallet. It would appear that if the pallets are brought into line this would further improve the machine capability.

A second meeting was held week of April 22, 1985 to update operations management as to our findings. In addition, a request was made of Plant Engineering for a better defined breakdown of planned repairs. Further checks are to be made on Snyder II on a daily basis on the output bore to "R" holes to determine if stock variations and vendor changes have any significant bearing on the machine capability for this dimension.