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G. L. Cotter
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An additional 65 IHC warranty return units have been analyzed in addition to the previous 54 IHC units. Failure analysis results were similar to the group of 54 units.

A parallel effort to the CORD-MC project has been undertaken by Axle & Brake Division and CORD-DC Materials Departments to understand switch contact contamination phenomena. A joint meeting is being rescheduled for the week of May 13, 1985. Analysis remains ongoing.

Baseline shift unit truck testing has been completed, resulting in swivel block and swivel block pin separation at the following cycles: 250, 416, 550, 617, 660, and 857. The first comparison set will consist of hot upset swivel block pins with an orbital spun swivel block attachment process. The second comparison set will consist of sliders with orbital spun swivel block pins and swivel blocks.

Swivel block tensile tests have been conducted. The original Boehm process was replaced with the Rockford process on March 29, 1985 as an interim improvement before the orbital spun process could be evaluated. The orbital spun process will be implemented in production on May 6, 1985.

The swivel block pin attachment process is also being evaluated. On March 29, 1985, the Boehm process was replaced with the Konigslow hot upset process. Comparisons of the Boehm cold upset, Konigslow hot upset, and VSI orbital spun processes will be made using lab and truck test methods when samples have been received.

CENTRAL TIRE INFLATION (M939 REBUY)

Prototype Program - The installation and debugging of prototype control components in the M939 concept truck is complete. All features (including software improvements) work as intended and deflate time improvement is being verified. The truck will be available at the Marshall Proving Grounds for evaluation.

We have been informed by the U.S. Army TACOM that we will be able to obtain an M939 cargo truck. Necessary paperwork is being forwarded to us for purposes of documenting our request. All CTI componentry is available for retrofit, and should be installed four weeks after receipt of vehicle. This does not include the necessary acquisition of wheels and tires, nor the hubs with internal cast passages. A source for the hub (Webb) has designed and costed a hub for this application, and will provide us with a quote by May 10, 1985.

Test Program - A seal test fixture has been designed at ERC to test three seals at once, and fabrication is under way. A test schedule for both the seals and control components is being finalized, and will be distributed when complete.