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G.L. Cotter -
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4. MACK RVI MIDLINER ENGINEERING

Dick Sinko, Shane Hardy and I met Leo Kasaczun, Director Engineering Svices for Mack Midland, to discuss RVI's plans for a new Class 6 and 7 conventional cab chassis. Mr. Kasaczun said the new vehicle will use today's Midliner components and chassis. Some thought is being given to a 6 X 4 version with a 34,000 lb. tandem range. He expects volumes for the 6 X 4 to come out of current Midliner sales.

5. MACK SERVICE ENGINEERING

During a meeting on Friday, August 26, Paul Pipik, Roger Hobbie, Tom Hoy and Frank Zalar met with Clark Smith to discuss the Eaton housing failures with Reyco suspension in Mack vehicles at Leaseway Corporation. We explained Eaton's position that the Reyco mounting hardware was considered less than adequate for maintaining joint integrity. We said that Eaton would participate with parts and labor to help Mack with this problem but expected Mack or Reyco to furnish 7/8" u-bolts and new mounting hardware.

F. Paccar

Two major issues remain with this organization. Z. Elander has requested we bid on standard position in the Foden vehicle in the UK with our DS381. New weight laws in Britain may encourage usage of 6 X 4 tractors for the first time in the British market. If the market moves this way, Foden wants to be in position to take advantage. Elander states we must equalize price with our UK division, then offer some significant price reduction from that level for consideration as standard axle. This request has been turned over to B. Gustafson to analyze. Expect to hear respons from Brad within the next week.

Second issue centers on returnable racks and pallets. Over the years several programs have developed rgarding return of containers. Brake Division developed one program. Axle Division developed a second. Paccar Purchasing has requested we commonize all programs into one format. Specifically, they are rejecting our request for a deposit on racks for the new F4 front axle. The central question in the entire issue of a returnable rack program is Eaton's ability to audit and monitor the flow of returnable racks throughout the Paccar plant system. If we have any hope of developing one program, we must put ourselves in a position to know precisely where the racks are and thus capable of auditing once or perhaps twice a year. We will follow on this and hope to have a written offer in front of L. Petrovich sometime early or mid-September.