

C O P Y

VICTOPAC

June 5, 1968

Henry Dehr

Attached is a copy of Leo's report of his Robinson trip. I apologize for not having followed up with a clarification on the scrap disposition.

Leo has confirmed that it was worse than our usual quality; we therefore will accept the scrap in the manner indicated in his memo. Can we arrive at an understanding of the amount involved?

W. J. Sheehan

WJS:cm

VPD-91-0001202

DANA-177

C O P Y

*See
William Robinson*

Victor Divisions

*Conclude
Please get out*

Victopac Quality - Re Victor #1194M

May 8, 1968

H. Dehr

In reply to Mr. Sheehan's letter on the 20% rejects on the .059"-.067" Victopac 61 supplied from this plant, I have the following comments:

These samples which are rejected because of gauge, are not truly scrap. Per L. Dymitro, this material can be saved providing it is in the normal 1/16" band of .055"-.071" and used for the jobber version of the same gasket. However, unless we can begin to show that we can produce 100% "in gauge" material, the cost of the gauge sorting must be included in the cost of the gasket. However, I would say that out of gauge scrap will be virtually non-existent.

As for sheet imperfections, I honestly feel that on our skim coat materials that we cannot produce to zero defect standards on sheets at this time, nor do I have any assurance we can in the future, as I don't believe it has ever been done in the past without formulations, equipment, etc., I would guess that the after blanking scrap due to surface imperfections on this very critical job at 5%.

John

John Zeitz

JZ/po

cc: L. Dymitro
W. Sheehan ✓
J. Quenzer
File

VPD-91-0001205

C O P Y

VICTOPAC QUALITY

April 29, 1968

Henry Dehr

I have forwarded to your attention 24 blanked gaskets of Victor number 1194M. Please review these and note the surface imperfections which are indicated by grease pencil. Any gaskets that have no surface imperfections are out of gauge tolerance.

We are running approximately 20% rejects at this stage of manufacture. Can you determine whether these defects are to be expected as a part of your normal production? If so, then we must incorporate them in our cost.

It had been our expectation that there would be less scrap if inspected after blanking instead of after square shearing because at this stage imperfections that fell within the combustion opening would not be effected.

W. J. Sheehan

WJS:cm

VPD-91-0001206

C O P Y

Robinson Trip Report

May 13, 1968

D. R. Tarne

cc: W. J. Sheehan

Upon our arrival at the Robinson Soft Gasket Plant on Monday evening, April 29, Mr. Burns and I observed poor Quality Control conditions in the manufacturing of Victopac. We found trim lace and foreign material on the stacks of material, foot prints of employees walking on stock and generally poor appearance for a good clean operation.

On Tuesday morning, we toured the Victopac manufacturing area with Mr. John Zietz. We observed similar conditions, such as were observed on the previous evening. Another observation made was the manner in which the men were handling a micrometer. The men appeared to us as if they did not even know what the instrument was to be used for, much less know how to use the tool. One man in particular was using a micrometer wearing heavy gloves, as they all do, and they all were using the micrometer like a wrench. In addition he was checking a sheet of .015 Victopac, 60V with a micrometer that was out of calibration by .003. The range of acceptance of .015 material is .013 to .018.

It was apparent that the men should have an explanation of their responsibility for the product that they are making. I then had such a discussion with the people, along with their supervision, and I feel that my discussion was well accepted. I repeated the discussion with the "C" shift personnel.

A general discussion was then begun with Mr. Haddon, who was present at the above discussions, about the acceptable quality requirements of Victopac. We found that the only inventory of material made in Chicago was 1/32 Victopac, 60V. The question presented to me was, is this indicative of our normal Victopac quality or was it worse? My reply was that I believed that it was worse than our usual quality. However, I suggested a plan whereby the material could be used without too much trouble. Since the material in question was 1/32 and the general usage would be for customers other than Caterpillar, the order drawn from this inventory could be marked Chicago material. After blanking they could fan through this stock and remove all obvious defects from the lot. This was accepted as a means of using up the inventory of Chicago made material. Also, to minimize the problem, it was suggested we limit the centers to a one run only basis.

These discussions were held in the presence of Mr. Burns and he and Mr. Behr agreed to them.

L. S. Dymitro

rb

VPD-91-0001207

C O P Y

Victor Divisions

Weld Marks on Chicago Stock

May 2, 1968

T. Holubek

Please mark green copy of shop paper "Chicago Material" for all customers.

This will notify bundling area to sort out obvious defective weld marks in excess of 1,000 x .005.

No Chicago-produced material is to be used for Detroit Diesel or Cummins Engine.

Limit use of Chicago centers to one run only.

Ron
Ron Weedon

RW/po

cc: H. Dehr
S. Carve
L. Dymitro ✓
Inspectors
File

VPD-91-0001208



DANA CORPORATION

Victor Divisions

INTRA-COMPANY COMMUNICATION

SUBJECT

DATE May 21, 1968

TO B. Sheehan

Several weeks ago Leo Dymitro visited our plant to review scrap due to the weld mark situation. If you will recall, I suggested that we would have Leo render an opinion regarding the condition of the material and at that time we would negotiate the scrap charges. Leo offered a verbal opinion to me. I have not heard from Mr. Tarne or you.

Please solicit Mr. Dymitro's report so that we may resolve this matter.

A handwritten signature in black ink, appearing to be "H. Dehr", written over a horizontal line.

Henry Dehr

HD/po

cc: File

VPD-91-0001203

C O P Y

VICTOPAC QUALITY

May 24, 1968

D. R. Tarne

Attached is a letter from John Zeitz wherein he anticipated imperfections in the Victopac sheets for 1194M.

Does this tie in with our currently findings and have we incorporated it into our cost?

W. J. Sheehan

WJS:cm

VPD-91-0001204