ON-HIGHWAY STEER AXLES

Peterbilt - Prototype axle build is on schedule for the new Peterbilt conventional. A possible delay could result if steer arms are not received from Sifco soon. Don Winn's request for improved steer stop design has resulted in a new concept which meets all the requirments. Drawings are now being finalized for costing. Kenworth and IHC have expressed an interest in the same features. Depending on cost, Eaton might consider standardization on this new concept.

IHC - A visit was made to IHC Engineering to discuss 12F4 and 18F3 steer axle opportunities. Their testing of our prototype 12F4 is not complete, and they are unwilling to discuss results so far. There appears to be general willingness to use Eaton's 12F4 if it is specified by the end user. The variables required to supply IHC with 18F3 axles were discussed. The short I-beam (not yet tooled) is dwindling in usage at IHC. The knuckle machining required to mount Rockwell brakes (and some Eaton) is required. Marketing has requested Gallatin to stock a small volume of these knuckles so at least a few could be built as prototypes. Again, the IHC engineers seemed open to using Eaton heavy duty steer axles.

Kenworth - Received a request to supply greater wheel cut ability in our 12F4 for use on the new T-600A vehicle. The steer arms available to achieve various wheel cut angles were outlined to Kenworth Engineering. An ERR has been submitted for this model.

The first order from Kenworth for the 18F3 axle has been received. An ERR is currently being processed.

General - The decision is anticipated to switch from Kahr to Garlock bushings and from chromed to phosphated kingpins across the board. The ECR's have been submitted for the 12F4 axles, and all involved parties have been informed. Garlock must supply some dimensions to finalize the bushing for the larger axles. ECR's will be submitted soon on these.

HEAVY DUTY STEER AXLES

New axles have been released for Ingersoll-Rand and FMC. Crane Carrier has requested increased wheel cut (from present 45° up to 47° or 48°) to compete with Rockwell FL-941. Apparently Rockwell just "leapfrogged" Eaton in the department with changes to the Ackermann arm and/or beam. A study will be made to determine what is required to accomplish similar features.