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G. L. Cotter
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Henderson is working on producing a rear cover with the bearing bore biased toward the 3:00 position by .015" (.030" TIR). This will become the production cover.

Testing continues to determine if the use of a crowned input shaft in the field fix can eliminate awkward cover alignment procedure. One test based on worst case misalignment has resulted in bushing walkout. Causes of this are under review.

D460-P New Design Lube Pump Drive Gearing - Pump gear blank samples of HR C-4130 steel have been received from Wisconsin Fineblanking for metallurgical review. Also received was their proposals for round tooth tips which are being reviewed by Engineering.

Twenty-two prototype pump gears were given to Manufacturing Engineering as part of the material requested by Don Harbin for installation in additional Canadian trucks.

The second set of parts completed 400 hours of testing, was inspected, and continues at 700 hours. The pump gear had minor wear across 1/2 to 3/4 of the tooth drive side face widths and the input shaft had less wear. This high contact ratio design continues to show significant improvement in durability.

Oil Pump Cover No. 102607 - Burgess-Norton has removed the groove that surrounded the gear pocket. They removed this for reasons not yet defined, but it could be because they ran some efficiency tests and found substantial loss in performance.

The idea of changing the outside contour to be identical to Transmission Division's part is an excellent idea, however we were never approached to make sure no other characteristics are different. We believe the O-ring groove depth in our part is shallower than Transmission Division's. We will verify this.

SHIFT CONTROL SYSTEMS

Midland Berg Inter-Axle Differential Shift Unit - Midland-Berg is currently preparing tooling for the .565" stroke piston (straight air, non-lube pump). They are concentrating on reducing the lead time of 26 weeks to 20 weeks. They are also beginning design work on the unit to be used with dual range tandems.

We have contacted ERC concerning testing of the Midland-Berg shift unit. They will submit a revised cost outline of the test program, basically excluding the salt spray test. They will also figure cost for performing data acquisition to be utilized for lab testing. ERC suggested that this be done under a program opened by Axle & Brake Division for data acquisition.