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BMV - Ann Arbor, Michigan

Gary Schultz and writer visited the engineering and purchasing personnel to discuss a request by BMV to change a speed transducer from a Synchro Start design to a unit manufactured by Dana Precision Controls Division for our CTIS. This request was due to a potential cost savings, as the Dana device is approximately \$24.00 less than the Synchro Start device. However, because of our concerns of possible deficiencies associated with the Dana device, and the fact we made it quite clear we would not be responsible for any problem/losses resulting from a failure of the Dana device, BMV decided to stick with the Synchro Start unit.

I.R.I.

IRI Engineering is currently designing a refuse packer similar to a crane carrier. The first prototype is scheduled to be built by the beginning of the second quarter of 1987.

The DS-460P will be the standard rear axle with the DP-460P, DS/DP-480P listed as optional.

A 20,000# steer axle will also be designed into this truck but a decision on the supplier has not been determined.

Ottawa Truck

Ottawa Truck, the largest manufacturer of trailer spotters, has built and sold its first six refuse packers, four in New York and two in Lawrence, Kansas.

Rockwell axles are standard in Ottawa's trailer spotter, and also in the six refuse trucks that were sold. However, Sales has received a number of inquiries relative to the use of Eaton tandems.

Trinity Industries

Trinity is bidding on a TransAmerican trailer order calling for 250 trailers.

Trinity Purchasing Manager, feels confident that Trinity will receive this order and will place an order for the HJ-501-162V as soon as confirmed.

TMC

The use of our 23070S was approved for the TMC (Greyhound) bus. However a 102" track housing is needed which will be pursued with Engineering.

TMC Purchasing informed me that it is willing to switch to our 12F4 totally in 1987 if we agree to make it available with a 14,600 lb rating (probably 1988). F. Palmeri has this project on his priority list.

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