From: gmclist-bounces@temp.gmcnet.org on behalf of Ken Henderson
To: gmclist@temp.gmcnet.org
Subject: Re: [GMCnet] AUBURN RALLY ATTENDIES
Date: Saturday, June 05, 2010 6:35:05 PM

Rob,

Thanks!

Rick,

Those drawings are great! Now I feel like I understand most of the details. And, of course, have more questions:

1. How do you adjust the axial play for manufacturing and wear variations? With the shim washer inside the torque box? If so, is it feasible to R&R the torque box to adjust for wear without removing the wheel hub?

2. I presume there's clearance between the wheel hub inner seal and your custom bronze bushing so that there's NO interaction between them; true?

3. Chuck has mentioned that even if the reaction arm should fail/come loose, normal braking will still be available. That's reassuring until I consider the shear forces that will be imposed on the spindle bolts -- seems to me one should stop (GENTLY) ONCE after a link failure. I'd want to consider whether there should be an independent stop capable of withstanding more shear.

4. I foresee a market for someone's flexible grease hoses to bring those Zerk fittings out to the face of the bogie so they can be hit as frequently as the bogie pins. :-) When that happens, there will be a build up of grease around the outer side of the caliper mount, against the wheel hub. What will keep that grease from migrating out onto the friction surface of the disc?

Nice work, Rick. Please don't be offended by my questions: They're not meant to be critical, just seeking information and hoping to help address issues before they arrive. It may help to know that the last few years of my USAF career were spent as Chief of Reliability & Maintainability Engineering for a LOT of USAF equipment. Numerous VERY expensive equipment failures forced me to become more than a little sensitive to such issues.

Thanks for your efforts.

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