

From: CWHITE --DRBNO01
To: DHOUSTO1--DRBNO04

Date and time 09/11/89 16:20:20

FROM: Charles White
Subject: UN46 TIRE SELECTION

We still plan to offer P225 and P235 tires as agreed some weeks ago. This is not a competitive reaction as much as it is a case of:

- UN46 with P235 tires is better than BII with P205 tires and BII is a safe vehicle.

-The CU test is not representative what is happening in the real world and UN46 is much better than BII (UN46) in real world comparison too (longer wheelbase, etc.) -LTPD plans no change to current tire offerings or plans. There is no plan for down the road changes to UN46 (after Job 1, '90 1/2) on this matter.

If ASO has knowledge of new facts (beyond just "G2") I suggest you setup mtg accordingly.

*** Forwarding note from DHOUSTO1--DRBNO04 09/11/89 10:49 ***
To: CWHITE --DRBNO01

FROM: David R. Houston
Subject: UN46 TIRE SELECTION

IF THE "G2" INFO THAT RFS REFERRED TO IN HIS PROFS NOTE IS CORRECT, WE SHOULD BE CONSIDERING MORE CHANGES TO THE UN46 TO ALLOW LARGER TIRES THAN THE P225'S. WE MAY END UP THE ONLY KID ON THE BLOCK THAT CAN'T PASS THE CU TEST.

BY THE WAY, HOW'S PROGRESS ON ADDITIONAL ROLL RESISTANCE TESTING GOING (SINGLE OR DOUBLE LANE CHANGE TYPE MANEUVERS)? IF WE DON'T EXACTLY LIKE THE CU TEST (FOR ALL THE PREVIOUSLY NAMED REASONS), WHAT ARE WE GOING TO DO TO GET SOMETHING LIKE IT IN OUR CORPORATE QUALIFYING TEST ARSENAL????????
CC: RSTORNAN AHOWLAND

Regards,
David R. Houston
PHONE X41312, FAX X25457, PROFS ID "DHOUSTO1"

EXPI 0622

From: CWHITE --DRBN001
To: DHOUST01--DRBN004

Date and time 09/11/89 17:54:59

FROM: Charles White
Subject: ROLL OVER TEST DEVELOPMENT

Yes, we are adding a double-lane change to our PVS, I'm not sure which parameters we have picked in terms of distance and speeds but it will be a double-lane change. Of course, it will not be the CU procedure, since it is too "compact" and driver-influenced.

RFS: Pls send Dave and I status on specifics of incorporating the double-lane change and when it will be in place.

*** Forwarding note from DHOUST01--DRBN004 09/11/89 17:45 ***
To: CWHITE --DRBN001

FROM: David R. Houston
Subject: ROLL OVER TEST DEVELOPMENT

CC:RSTORNAN AHOWLAND

ARE THERE ANY PLANS TO DEVELOP ADDITIONAL "ENGINEERING TEST REQUIREMENTS" FOR DETERMINING VEHICLE ROLLOVER RESISTANCE, IN ADDITION TO THE "J-TURN" TEST, AND CURRENT SIMULATION ANALYSIS?

AT ONE TIME I THOUGHT YOU WERE CONSIDERING SOMETHING LIKE THE "RIVARD" TEST. DO THE PLANS STILL INCLUDE THIS, AND IF SO WHAT IS THE TIME TABLE FOR ITS DEVELOPMENT AND USE?

Regards,
David R. Houston
PHONE X41312, FAX X25457, PROFS ID "DHOUST01"

cc: RSTORNAN--DRBN001 R. F. Stornant

EXPI 0623

From: DHOUST01--DRBN004
To: CWHITE --DRBN001

Date and time 09/11/89 10:49:25

FROM: David R. Houston
Subject: UN46 TIRE SELECTION
IF THE "G2" INFO THAT RFS REFERRED TO IN HIS PROFS NOTE IS CORRECT, WE SHOULD
BE CONSIDERING MORE CHANGES TO THE UN46 TO ALLOW LARGER TIRES THAN THE P225'S.
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BY THE WAY, HOW'S PROGRESS ON ADDITIONAL ROLL RESISTANCE TESTING GOING (SINGLE
OR DOUBLE LANE CHANGE TYPE MANEUVERS)? IF WE DON'T EXACTLY LIKE THE CU TEST
(FOR ALL THE PREVIOUSLY NAMED REASONS), WHAT ARE WE GOING TO DO TO GET
SOMETHING LIKE IT IN OUR CORPORATE QUALIFYING TEST ARSENAL?????????
CC: RSTORNAN AHOWLAND

Regards,
David R. Houston
PHONE X41312, FAX X25457, PROFS ID "DHOUST01"

EXPI 0624

From: RSTORNAN--DRBNO01
To: CWHITE --DRBNO01

Date and time 09/11/89 09:55:10
RSIMPS01--DRBNO01

FROM: Roger F. Stornant

Subject: UN46 Steering Linkage Issue - Index Bars

Based on testing performed by Carron last week, it appears that resolution of the index bar concern is near. At this time, index bars will not be required on any 4x4 models and only on one side of the 4x2 models. Carron believes that, with minor re-design of the stabilizer bar link, only one index bar will eventually be required (a full complement of index bars is 4 per linkage ... 2 on each side, @ approx. \$2.50 per bar thus the \$10 value for a complete linkage). With this approach, we would probably launch with a pair of bars on the 4x2 linkage and shortly after Job #1 go to the single bar with an UN46 average cost effect of < \$1. B&AO is currently reviewing the impact of this proposal but, because a single bar does not significantly hamper the tie rod adjustment process, they are expected to buy-in to both the short term (two bars on one side) and long term (one bar on one side) plan.

Final resolution is expected for later this week. Other actions required are proceeding for Job #1 according to plan.

I have heard via the "grapevine" that OGC is arming themselves for one more attempt to revise the initial tire release plan. They have heard that Nissan and Toyota are designing their utility vehicles to meet the CU test (GM already meets). I understand they will be asking us to restrict to the P225 tire and make additional changes to increase confidence in the optional tires.

cc: DHOUST01--DRBNO04

Regards,
Roger F. Stornant

EXPI 0625