

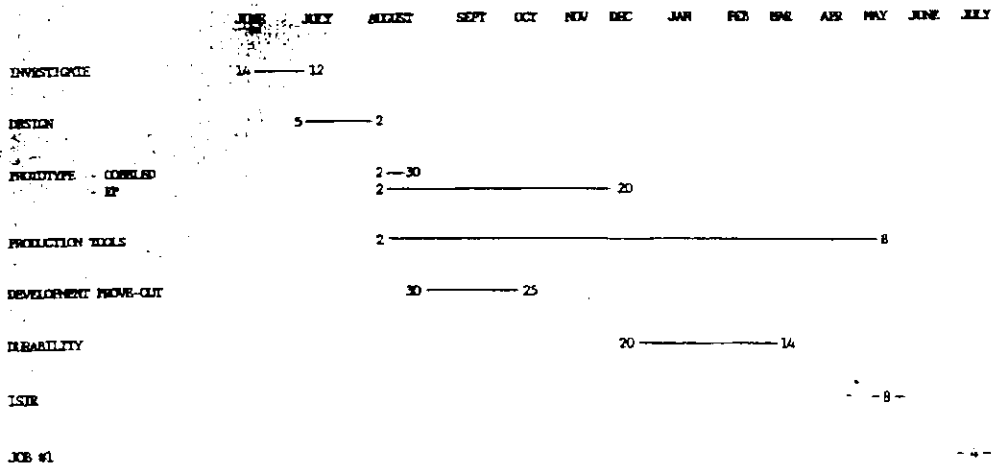
Proposedd UN-46 Chassis
Design Modifications

	<u>Est. Timing</u>	<u>S. I. Affect</u>
Lower Vehicle *" Frt. & Rr.		.04
• Restrike Frame Flange	20 wks	
• Redesign Jounce Bumpers and Attachments	20 wks	
Widen Track 2"		.06
• New Wheel and/or Frt. & Rr. Axles	30/40	
Lower Front Roll Ctr. 2"		.04
• Use Hi-Rise Axle Pivot Brkt	Avail	
• New Steering Linkage & Pitman Arm	20	
• Increased Sector Shaft XR-50 Gear	36	
Increase Roll Stiffness		.04
• New Front Springs	12	
• Potential FESM Structure Upgrade	26	

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RESPONSE TIMING



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CONCLUSIONS

- * The UN46 is expected to have superior performance in the field compared to Bronco II
- * The UN46 meets all the corporate requirements for roll over with all tires that will be released.
- * There is a risk that testing by Consumer's Union will indicate that the UN46 is very similar to the Bronco II. The speeds on the short course for two wheel lift are essentially the same as Bronco II. The UN46 has a greater difference between the speed at which it knocks down pylons and the speed at which it begins to lift two wheels than the Bronco II. If CU tests each vehicle by starting at low speed and gradually increasing speed until pylons are knocked down, the UN46 will show improvement over the Bronco II. If the vehicle is tested by starting at the fail speed of the Bronco II or the highest pass speed of the S10, then there is very little margin before two wheel lift.
- * The CU test procedure will "fail" tire/vehicle/chassis combinations that will pass the J-Turn and other Ford handling requirements.
- * Chassis changes can be made to the UN46 which will enable it to equal or almost equal BIC when tested on the CU procedure.

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RECOMMENDATIONS

Since the UN46 is improved in real world (FARS projections and Ford testing) but may not pass the CU test procedure it is recommended to:

- * Utilize as many of the chassis revisions as possible without delaying Job 1.
- * Verify the improvement in UN46 with the actions that support job #1.
- * Incorporate additional revisions as running changes within one year after production.
- * Immediately begin engineering/manufacturing on all revisions and finalize the timing plan.

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