

INTERNATIONAL TRUCK AND ENGINE CORPORATION		
TMS (TRUCK MATERIAL SPECIFICATION)		NUMBER: TMS- 1057
TITLE: Striker Pin Assembly, Door Lock		REVISION: D - 1
WRITTEN/EDITED BY: Materials Engineering	APPROVED BY: Materials Engineering	DATE ISSUED: August 2000
PRINTED COPIES OF THIS DOCUMENT MUST BE VERIFIED FOR CURRENT REVISION		
<i>This specification may involve hazardous materials, equipment, and procedures. This specification does not purport to address all of the safety issues associated with its use. The user is responsible to consult appropriate safety and health practices and to determine the applicability of regulatory limits prior to use.</i>		
Change Notice: Reformatted and Editorial Changes		
Reference: File 10		Keywords: Door Lock Pins

1.0 APPLICATION

This specification covers a door lock striker pin and conical lock washer assembly used on automotive door locks in vehicles that are covered by Federal Motor Vehicle Safety Standard #206.

2.0 SCOPE

This specification covers the requirements for material, heat treatment, finish and two optional methods of construction. Also included are embrittlement test requirements and requirements for shipping and subcontracted operations.

3.0 REFERENCE DOCUMENTS

Unless otherwise specified, the latest issue of all referenced standards shall apply. The following standards, specifications and regulations are referenced in this specification.

Quality System Standard QS-9000 (*ISO 9001*)
INTERNATIONAL IQR Quality Standard
CFR Title 29, Part 1910
FMVSS #206

INTERNATIONAL CEMS A-31, Part I
INTERNATIONAL CEMS A-0, Part I
INTERNATIONAL CEMS G-20
INTERNATIONAL CEMS B-22

4.0 REQUIREMENTS

4.1 Material And Heat Treatment

Pin: Type 8, CEMS A-31, Part I, except hardness shall be Rc 35-39.
Washer: 1045-1065 Steel, CEMS A-0, Part I. Quench and temper to Rc 36-42.

4.2 Finish

Pin: Zinc Plating, Class 5A, Navistar Specification G-20. (May be mechanically plated.)
Parts must be free from hydrogen embrittlement.
Washer: Mechanically plated zinc, meeting the requirements of Class 5A, CEMS G-20. Parts must be free from hydrogen embrittlement.

4.3 Construction

Two optional methods of construction are allowed.

This document is restricted and may not be sent outside International Truck and Engine Corporation or reproduced without permission from Corporate Technical Standards. Suppliers are required to assume all patent liability. ©2000 International Truck and Engine Corporation

AUGUST 2000

NUMBER: TMS- 1057	TITLE: <i>Striker Pin Assembly, Door Lock</i>	REVISION: D - 1
-----------------------------	---	---------------------------

4.3.1 Option 1:

Parts shall be processed separately (fabrication and heat treatment) except threads of pin shall be rolled after processing and assembly of the washer and pin. The plating may be performed either before or after assembly. In either case, the plating requirement of the pin does not apply to the threaded portion. If plated after assembly, only mechanical plating shall be allowed.

4.3.2 Option 2:

Parts shall be processed separately (fabrication, heat treatment and plating) except that the washer shall be threaded prior to heat treatment for installation to the pin after processing is completed.

4.4 Embrittlement Test

No cracks are allowed when assemblies are tightened to the torque values listed below and held for 168 hours:

<u>Size</u>	<u>Torque</u>
7/16-14	67 N·m (50 lbf·ft)
1/2-13	100 N·m (75 lbf·ft)

4.5 Thread And Head Recess Test

No cracks are allowed when assemblies are installed in a steel plate with 4.5-5.0 full threads at the following torque values:

<u>Size</u>	<u>Torque</u>
7/16-14	67 N·m (50 lbf·ft)
1/2-13	100 N·m (75 lbf·ft)

4.6 Shipping

The striker pin threads shall be lubricated by the supplier prior to shipment to International with either; grade 135 HEP, SAE 90 Viscosity oil per CEMS B-22 or equivalent oil (wet to the touch), or with an approved wax lubricant. The wax lubricant, its application method, and its dilution ratio shall not be changed without Navistar Engineering approval.

4.7 Subcontracted Operations

The prime supplier is responsible for all operations performed on the product and product compliance with the requirements of this specification. Changes in either subcontractors or the scope of work performed by subcontractors may require re-qualification of the product by International.

5.0 QUALITY

All production supplied shall be clean and free from dirt, oils, sharp edges, or defects harmful to product performance.

This document is restricted and may not be sent outside International Truck and Engine Corporation or reproduced without permission from Corporate Technical Standards. Suppliers are required to assume all patent liability. ©2000 International Truck and Engine Corporation

AUGUST 2000