SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

RESPONSE REQUESTED ☐

TYPE OF CALL Typed 10/2/79 Received 10/2/79 DATE 10/1/79

CUSTOMER	REPRESENTATIVE	REPORT No.
CADILLAC MOTOR DIVISION	L. E. B.	8149
ADDRESS	CITY	STATE/ZIP
2860 Clark Avenue	Detroit, MI	48232
		PHONE 556-6000

OFFICIALS INTERVIEWED

Stan Przydatek - Staff Project Engineer
B. M. Edsall - Staff Engineer
Gordon Buyck - Senior Design Engineer
Bernie Mazurek - Senior Design Engineer
Randy Maletta - Specifications Group

COMMENTS

Again reviewed with the above the passenger car rear brake situation for 1980 utilizing Abex 734-161 and 38-27E combination materials and Delco 8011 disc pads on the front.

They have experienced a few complaints of early rear brake lockup on production cars. These complaints specifically come on light loads, low mileages and indicate rear lockups at 18-20 ft/sec^2 deceleration. The engineering group has specifically run cars off the line and established that this is occurring. A complaint car was taken out with a GVWR loading and run at 30 mph and they got 24 ft/sec^2 deceleration prior to lockup. They used a manual apply rather than a machine apply setup.

The last machine apply setups that were run indicated a 28-29 ft/sec^2 deceleration rate which would give them a 52-53 ft. stop which is a marginal pass. 50 ft. stops are required. They feel that they are possibly in the non-compliance area on a number of production units based on this.

Experimental order 12803 submitted the Abex production formulation with minor modifications such as cleaned asbestos, etc., to Delco-Moraine on August 30th. It was requested that it be put on shoes, Delco run a dynamometer test and forward shoe and lining assemblies to Cadillac for vehicle test. This material has not showed up at Cadillac as yet.

Delco-Moraine feels that the secondary 38-27E has changed over the last two or three years and as such have requested a meeting for October 11th. This meeting would include representatives from Abex, Cadillac and Delco-Moraine. It is at present set up for the Cadillac Engineering Center here in Detroit and plan to be in attendance are: R. E. Nelson, and A. D. Indelicato from Abex. We have specifically requested that at least one dynamometer test and a vehicle test of the experimental 12803 submission be available for review. Mr. Buyck promised to have this accomplished.

The 1981 C-car system has been run by Cadillac to establish 105-75 passing margins. The August Buick released 1981 system consisted of Delco-Moraine 8032A disc brake lining and Inlite 4035/4050 rear drum material. Cadillac ran the system with the Abex 734-161 and 38-27E rear brake material. The system failed the first effectiveness on the 30 mph