SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

HD Shelly Cafe
RESPONSE REQUESTED ☐

TYPE OF CALL: Typed 6/4/79 / Received 5/29/79

DATE: 5/23/79

CUSTOMER	REPRESENTATIVE	REPORT No.
CADILLAC MOTOR DIVISION	L. E. B.	8026
ADDRESS	**CITY**	**STATE/ZIP**
2860 Clark Avenue	Detroit, MI	48232
		PHONE 556-6000

OFFICIALS INTERVIEWED

B. Edsall - Staff Engineer
G. Buyck - Senior Design Engineer
B. Mazurek - Senior Design Engineer

COMMENTS

With the above gentlemen, reviewed completely the preburnish effectiveness problems being encountered with the 1980 C-car brake system validation test required under FMVSS 105 (75) regulations. Copies of the pre-test checks and the first effectiveness 30 mph curves on the 1978 brake system validation checks and the 1980 validation checks are attached to the various copies of this report. These curves speak graphically to the problem with the present results. Not only are the decelerations down, but also the pedal forces are down, with a puzzling premature rear brake lockup occurring.

57 feet on a 30 mph preburnish bogey is considered a pass. Two years ago the average was 46 feet, ranging from 43 to 52 on the spread. The 60 mph spread was 173 to 183.

The latest tests run showed a 30 mph stopping distance of 59 feet (thus, the failure). Between yesterdays phone call and todays personal meeting, year old material, which they had in stock, was run on the 1980 setup and this achieved a 53 foot stop (a pass).

The 60 mph with a pass bogey of 216 feet on the preburnish showed a stop of 191 feet with year old material as opposed to 207 feet with the present material. The second effectiveness checks are being run today.

Cadillac Engineering states that a trend has showed up when you review all of their tests, that is that previously on the 30 mph curves, we were below 50 feet and we are now above 50 feet; and on the 60 mph we were below 190 feet and we are now above that. They have a pass on a diesel vehicle, but just barely at 207 feet, 60 mph. The dieseluses a hydra boost for the system and early in the game they realized that a thick backing plate was required due to the bending of anchors and the plate itself. In this regard, they never had any problems with the gas models, until the tests of the 1980 models and new engine vacuum booster bent the backing plate. This is another indication that they are getting more output out of the rear brakes.

They are aware that other things have gone on, such as they are now using a low rolling resistant tire, which may be slicker and thus, not providing necessary decels. They change back to the 1979 tire and obtained a 2-3 foot boost in deceleration between the new tire and the old tire.

Three samples of material have been sent to Bernie Hirsch at Delco-Moraine