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93 AB AND 93/94 AD BRAKE PROGRAMS

MEETING: ²⁹ Monday, April 22, 1991 at ^{2:00 PM} 8:30 AM
Chelsea Proving Grounds, Conference Room # IN IMPACT BUILDING

INVITEES: JTE: S. C. Brown ✓ CPG: D. B. Bain ✓
J. M. Knoll No J. L. Boyd ✓
M. C. Long ✓ J. M. Edgar ✓
D. K. Mienko No D. E. Kvarnberg ✓
J. M. EOGAR ✓

The following are items for discussion at the meeting:

1993 AB

- Will non-asbestos program be for 93 or 93 1/2 MY?

B1,2 = 93 MY (MANUFACTURE)
B3 = 93 MY (NORTH AMERICAN)

B1, B2

- What linings will be used (front and rear) for B1 and B2? (11" rear)
(F) DELCO 8120
(R) DELCO 9100/9100
- When will these linings be available for PG testing?
- When will vehicles be available for PG testing? (Must test both RWAL and hybrid ABS) TBD BY MIKE LOK
- Note: Computer analysis for proportioning valve selection is essential before any vehicle testing can start.
SCB TO VERIFY DELCO DATA @ JTE

B3

- Will front linings be common for B1, B2 and B3? If not, what will B3 use?
YES, DELCO 8120
- What rear brake size will be on B3? (12 or 12 1/8 or both)
SAME AS B1,2 ALL 12X3 (MINIMUM) AS A MINIMUM
NEED DIRECTION ON TRAILER 12X3 - ADD SOURCE OF INFO FOR 12 1/8
- What will rear linings be?
SAME AS B1,2
- Today front and rear linings are common for the majority of AB and AD models. Starting with 93 (or 93 1/2) the linings will be different. Is this a problem? No

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Page 2

• ATTEMPT TO MAKE SCHOOL BUS WORK @ 9000*

AND AXLE @ P/B CARS.

• When will these linings and 12 1/8 assemblies and drums be available for PG testing? TIMING TBD BY SCB.

• When will vehicles be available for P.G. testing? (Must test both RWAL and hybrid ABS)

• Is an upgrade (or ~~elimination~~) of the transverse booster part of the 93 program? BESEED UP - 93¹ MY (IN A POSSIBILITY)

93B
HIGH SCHOOL P/B

• Note: Computer analysis for proportioning valve selection (based on dyno results) is essential before any vehicle testing can start.

B-MODELS: 81, 2, 7 ALL BIP

1993 AD

YES - BESEED, AS MINIMUM

• Will the 12 x 2 1/2 change to 12 x 3 and will the 12 x 3 change to 12 1/8 x 3 1/2? 12¹ NOT PART OF PROGRAM.

• If the answer to above is "yes", the 1993 system will be used for just one year for any vehicle which becomes a T300 in 1994. Is this a problem?

• Will the upsized rear brake use carry-over linings and wheel cylinder sizes? (Both 12" and 12 1/8"? YES YES

• When will linings and parts be available for P.G. testing? NOT ASSURE.

• When will vehicles be available for P.G. testing? (Must test only RWAL.)
DEK/GEH TO DETERMINE SPECIFIC VEHICLE NEED

• Note: Computer analysis will be required for any lining change or brake diameter increase. DYNOS

1994 AD

← WAGE PROGRAM TBD.

- STAMPING FOR 8104 PAGES IS D6 COMING.

- What is the plan for AD models which don't become T300 vehicles in 1994? (Club cabs and D3, D6 Chassis cabs). These must switch to non-asbestos to comply with the law.
- These systems will be used for just one year since vehicles will become T300 in 1995.
- In addition to linings, will there be other changes? (Diameter, width, wheel cylinder sizes?)
- When will parts be available for P.G. testing?
- When will vehicles be available for P.G. testing? (These will be production AD models with only RWAL.)
- Note: Computer analysis is essential before any vehicle testing can start.



D. B. Bain
April 18, 1991