

# JOHNS-MANVILLE

SALBS CORPORATION

## PACKINGS AND FRICTION MATERIALS DIVISION

CHESTNUT STREET AT FOURTH • PHILADELPHIA, PA. 19106 • TELEPHONE: 922-5000 • AREA CODE 215



The Mall Building

April 3rd, 1969

General Electric Company  
1501 Roanoke Boulevard  
Salem, Virginia

ATT.: Mr. A. E. Goulter, Sr.  
Buyer-Purchasing

RE.: 151A7931  
167A8474

Gentlemen:

Since receipt of your letter of March 21st 1969 we have been conducting further investigations on the Brake Lining tolerances and were hopeful of having an opportunity to talk with Mr. J.G. Copland personally when he was in New York last week. Our Headquarters people attempted to contact him but the Hotel apparently did not deliver the message we left.

We were particularly concerned with paragraph 3 of your letter mentioning the Lining popped out thus creating a definite safety hazard. I attempted to phone you and when your line was busy talked to Mr. Copland about this. Mr. Copland indicated he did not feel there was any safety factor involved because of the radius deviation and we were most pleased to learn this.

As mentioned in previous discussions, we are involved in dealing with the shrinkage factor on two dissimilar materials, Brake Lining and Steel and it is extremely difficult to accurately predict relaxation variations because of this. The variations from the "mean dimension" as indicated in my letter of March 13th would be the normally encountered maximum figure. At our Plant inspection level we would normally expect the bulk of the items to be well within this maximum.

The most important and pleasing fact is that we understand you have not encountered production problems in assembling the Lining nor has field failure been encountered. Functionally, the Lining and the Brake are doing the job they are designed to do.

Our Plant is investigating the possibility of individually strapping each piece around the long arc in an effort to prevent any further relaxation of the material after it leaves the Plant. I feel it only

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fair to point out this would involve extra labor plus the fact we would not be able to stack these parts in a carton as we currently do thus adding a further cost factor. All of this would involve an extra charge and I know both of our organizations are anxious to avoid this if at all possible. In addition, this might pose a slight storage problem to you since the pieces could not be nested with the straps on them.

In my letter of October 23rd 1968 I mentioned noting on a recent visit that unassembled Blocks were stored by piling one on top of the other thus causing a further increase in the radius through the sheer weight of the pile. At the time I strongly recommended these Blocks be stored by placing them on the side thus nesting them together rather than in a stack as is now done. You may wish to check to determine this suggested procedure is being followed.

You will hear further from me as soon as we have had an opportunity to check the possibility of our strapping the individual pieces and if the idea has any merit.

Very truly yours



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R. J. WIGNORE  
District Sales Manager  
Packings and Textiles Div.

CC:  
Mr. J. G. Copland  
Room 431D  
General Electric Company  
1501 Roanoke Boulevard  
Salem, Va.

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