

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

ped: 11/30/78 - 11/30/78

TYPE OF CALL

DATE 11/28/78

RESPONSE REQUESTED ☐

CUSTOMER	REPRESENTATIVE	REPORT No.
CHRYSLER CORPORATION	D. P. CONLON	300
ADDRESS	CITY	STATE/ZIP
HIGHLAND PARK, MI.		
		PHONE

OFFICIALS INTERVIEWED

Gayle W. Smith - Product Engineering Manager - Brake Engineering
John L. Thon - Development Supervisor - Brake Engineering
Paul B. Hellens - Senior Product Development Engineer

COMMENTS

1981 "K" CAR

The main purpose of my visit to Chrysler was to discuss the potential for Abex lining on their 1981 front wheel drive vehicle - the "K" car.

At this time, no decision has been made concerning the opportunities for outside suppliers. Cycleweld continues to have the inside track for various political and economic reasons and Cycleweld will have until sometime in May, 1979 to develop an acceptable friction material.

I discussed 916-46 in very general terms with Paul Hellens. Hellens said that he would very much like to run some Detroit city traffic tests and some dynamometer tests on this material. The lining development work is being done on the Kelsey-Hayes L-car caliper. Hellens said that the 7163 material passes the 105 requirements when run to the "K" car conditions. Chrysler is not particularly happy with the 7163, mainly because of noise and low cold effectiveness.

Hellens said that the caliper was a modification of the caliper Teves proposed for the 1981 Pinto replacement. He said that Chrysler originally wanted to manufacture the caliper in-house, but that the estimated cost of tooling Toledo Machine (\$11,000,000) was more than Chrysler wanted to spend. He mentioned that, as part of the "deal" Teves did not charge Chrysler for any tooling. Hellens said that the projection for the K car were 500,000 units the first year.

D. P. Conlon
Denis P. Conlon

jd

cc RLCutler/AFSchmaltz/File
RENelson
DESteis
ADIndelicato ✓
RAPearce

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