

1/23 & 1/24/79

was in error, in that Delco-Moraine wanted prices on their supplying the lining under both options and all other necessary parts with us, providing strictly the attachment service and the boxing in the kit forms. McFadden has been contacted by phone and a requote will be made. They will, however, utilize the quote that we sent to them as a means of reducing costs for their service programs. Abex was the first supplier in with a quotation, so no evaluations could be made.

They are looking for an answer to their inquiry 17922-25, where we requested to quote on lining only.

That evaluation is being made by Delco-Moraine to establish how many more of the A, B and X-car disc brakes kits will be required during 1979, so that we can resolve our 503-1-W raw material lead times. It is the writer's understanding that sufficient raw materials are available to manufacture all parts on order.

Delco-Moraine's foreign shipments of material continues to grow. Several members of their staff have recently returned from a European trip, to establish whether if and where the Delco-Moraine Friction Material Plant and Disc Brake Parts Plant should be built. They anticipate shipping to Europe by 1981, ten million dollars worth sales of disc brake friction material.

In the friction material group, there are nine development engineers and chemists working on new formulations. In addition to these, 28 dynamometer technicians, vehicle technicians and test people are available to evaluate materials that are developed. Delco-Moraine spends in excess of one million dollars per year on the development of brake lining. All work, at present, is being put into the areas of non-asbestos disc brake and drum brake formulations.

Additional quantities of Delco's drum brake non-asbestos material 9015 and their disc brake non-asbestos material 8032, were requested. A delivery commitment was not made.

Earle
L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file
DGManly
GMcFadden (Lindsay)
ADIndelicato
RENelson