

9/20-21/78

No complaints were registered on the drum parts coming from Canada - these are beginning to come in in quantities sufficient to take care of their requirements.

On the General Motors parts, all energies should be expended to get these to Delco-Moraine as soon as possible.

Regarding the inventory of pieces we have at Winchester on drum brake linings and the writer's letter, the most recent being September 12, 1978, we were instructed to review the situation by part number of those which they consider inactive and determine, to our own mind, that they were cancelled out from under existing schedules and/or if we are trying to get rid of overruns. Once this is done, the writer will again contact them with a request to ship. Reference R. E. Nelson's memo, dated September 11, 1978 and the Laboratory Work Order 2611, with a hope of replacing 129-10 for 734-161. As of this moment, the Cadillac K-cars and E-cars are four wheel disc brake. In 1983 model year, the C-car which is at present, disc brake fronts and drum brake (Abex lining) rears, is scheduled to go four wheel disc brake. By 1982, vast quantities of 734-161 will not be required. The limousine models will apparently stay disc brake front - drum brake rear "forever". The disc/disc combination cannot be made to meet the present docket.

Delco-Moraine has recommended an Inland combination and a Bendix combination to Cadillac to take the place of Abex materials which have been going up in price. These requests have been turned down by Cadillac Engineering. Do we want, at this time, to disrupt this situation and now inform them that, even though they are paying the price that we want, they will not be able to get them in the future, regardless of the price? My discussions with Delco-Moraine people would indicate that this would not be the proper move. What would be appropriate is to obtain from a resin supplier, a sufficient quantity of resin to handle the Cadillac production and service requirements through June of 1982. A test program, if initiated by Cadillac, for something upward of a \$2.00 per car savings, could not be completed by January of 1980 at the minimum which means that we still have to produce it that long. Ultimate approval will have to come out of the Cadillac Division. If we desire to pursue this course of action, it will be necessary for Delco-Moraine to run a lining shear test, which is a half-segment push-off test. 2. And SAE structural integrity test on the vehicle which amounts to the impact and/or spike checks. At this time, no production materials used today come close to failing this test. One vehicle test would be involved here. 3. A lining tear-off test, which is also a vehicle test, which will run at high decelerations and high temperatures. It is also noted that no tear-offs of materials are experienced today. This will require one vehicle test. There is no need for us to run dynamometer tests for Delco-Moraine - we might want to run them for ourselves to assure that A = B or that we are not getting into trouble by the substitution. A submission of Chase tests, FAST tests and R-60's would be suitable information. Material must be submitted to Delco-Moraine for them to install on shoes and ultimately, to submit to Cadillac. If Cadillac instructs them to run it, they will do so. In light of our recent 30% price

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