

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

RESPONSE REQUESTED ☐

Typed 12/18/80

TYPE OF CALL

DATE

Received 12/15/80

12/10, 12/11/80

CUSTOMER DELCO-MORaine DIVISION	REPRESENTATIVE L. E. B.	REPORT No. 8584
ADDRESS 1420 Wisconsin Boulevard	CITY Dayton, OH	STATE/ZIP 45401
		PHONE 513/227-6360

OFFICIALS INTERVIEWED

Michael Schardt - Buyer
Gary Smith - Material Control
G. P. Baynes - Chief Engineer
T. E. Miller - Director of Manufacturing & Engineering

COMMENTS

C. Wuellner - Manager, Production Parts Assemblies
Bernie Hirsch - Senior Project Engineer
Ted Hoffman - Senior Project Engineer
Don Emrick - Senior Project Engineer
Gerry Jacoby - Senior Project Engineer

An increase in schedules has caused shipping problems on parts 2623086 and 2623089. November schedules to us were bumped in November by some 13,000 pieces each and as a result, we are behind and scrambling. Our plant is doing a fine job, and after discussions with them, it was determined that we would be able to ship some 12-15,000 of the 086 parts on 12/18 and some 10,000 of the 089 parts on 12/18. We then plan to make shipments on the 9th of January and again on the 16th of January to catch up to the schedule. No overtime will be involved in this repromise.

On the GM export business, the determination has not been made per Delco-Moraine as to whether Delco and/or Chevrolet Saginaw would submit the request for disc brake parts. This should be coming shortly. They did release verbally and were to notify Abex Winchester in writing that they needed 4,000 of the 18003971 parts and 200 of the 18007425. These are rear drums for the export parts.

The Engineering Department has provided to the Desert Proving Grounds Abex 3027-5 and -8 for work on the 'S' truck, 'F' and 'T' cars.

They continue to work with non-asbestos material in preliminary investigations and are awaiting receipt of Abex 931-222 under Experimental Order No. W-13310 which should alleviate the poor first effectiveness performance of 931-66 on the FMVSS 105 schedule. They continue to look with favor on the Abex 553GG material and are looking for Experimental 13288 which will submit this in the 200 x 45 size.

The organic piston is still being worked on and at this point is released on 1983 'B' and 'C' cars (63.5 mm) with aluminum calipers and the 1983 'P' car (49 mm) with aluminum calipers. They will evaluate a material from us which we feel does a better job than the Rodgers material, Fiber-rite material and/or Durez.

Speaking of aluminum calipers reminds the writer of aluminum drums. These are already programmed into the drum/drum electric car and friction materials are required that will run against aluminum. It appears that