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SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

RESPONSE REQUESTED ☐

TYPE OF CALL: Typed 7/13/81 — Received 7/9/81

DATE: 7/7/81, 7/8/81

CUSTOMER	REPRESENTATIVE	REPORT No.
DELCO-MORAINE DIVISION	L. E. B.	8729
ADDRESS	**CITY**	**STATE/ZIP**
1420 Wisconsin Boulevard	Dayton, OH	45401
		PHONE 513/227-6360

OFFICIALS INTERVIEWED

G. Smith - Material Control
Michael Schardt - Buyer
Mary Lou Schutte - Supervisor Material Control
R. Baxter - Material Control
G. P. Baynes - Director of Engineering

COMMENTS

W. Oakley - Assistant Chief Engineer
C. Wuellner - Staff Engineer
T. Hoffman - Senior Project Engineer
G. Brown - Design Engineer, Brake Systems
D. Emrick - Senior Project Engineer
D. Harwick - Staff Engineer
T. Orban - Senior Project Engineer
R. Shellhause - Senior Project Engineer
S. Barnhart - Project Engineer

The major topic of conversation was the push being put on by the Purchasing and Engineering Departments to get additional materials released for rear drum linings. Specifically, their efforts are directed at Abex materials due to favorable costs, tooling and production capabilities. Work is being done with 261-2 and 261-2 combination along with 987-6 and 261-2.

Delco-Moraine has notified Buick Division of their desire to get these materials approved based on dynamometer testing. This will be for the 200 x 45 brake, the 9-1/2" x 2" and the 11" x 2", specifically for service at this point. Production releases may come at a later date. Buick has approved this work as of Monday, July 6th and will run the Los Angeles schedules. Delco-Moraine will run the FMVSS 105 schedules and these should be completed at least on the 200 x 45 brake next week.

Attached to the copy for Bob Nelson and Al Indelicato are copies of the various dynamometer tests run utilizing Abex materials. Also attached to the other copies is a sheet showing comparable specific torque data of all the combinations run to date except the two Abex materials proposed. This data will be supplied shortly. Please note that the Abex 261-1 and 261-2 was eliminated from consideration due to its extremely high preburnish torque on these front wheel drive vehicles. Also note the Bendix 3198/3199 combination which was released in 1980 on the GM 'X' car. This preburnish torque level is too high and GM is fighting a government recall request of all 'X' cars built during 1980 and portions of the 1981 model year.

A quotation has been requested on Abex non-asbestos non-metallic disc brake material 3027-32 on undrilled pucks as a potential 5470 replacement. This quotation should be made on pucks for the Chevrolet Corvette and