

Delco-Moraine Dyno Tests

<u>Combination</u>	<u>Decel Green</u>	<u>Decel Burnished</u>	<u>Decel Hot</u>	<u>Decel Cold</u>
1) A 734-161 A 38-27E	30'	20'	16-17'	16-17'
2) INL 4035 A 38-27E	35'+	20'	-	-
3) A 734-161 INL 4050	20'	17'	-	-
4) INL 4050 A 38-27E	22'	13'	16'	11'
5) A 38-27E A 38-27E	25'	17'	17'	14'
6) INL 4035 INL 4050	21'	14'	14'	11-12'
a) INL 4035 15/16 w.c. INL 4050	18'	14'	14'	11-12'
7) Spec. Abex (X-12803) 734-161 38-27E	30'+	13'	16'	14'

Decels are rough averages from visual charts. Data will be sent to us.

At this point, Cadillac's program is to develop a back-door for 1981, that is they have got to get a "passed" system. They do not have a system that will pass the regulations today utilizing Bendix 7161A disc brake material as released and the Abex rears. The week of October 15th they plan to run the Bendix material on the fronts and Inlite 4035 and 4050 at 15/16" wheel cylinders on the rears. The next tests would be the Bendix front and Abex 734-161 and 38-27E with 1" wheel cylinders on the rear. This would be followed after the data review by Bendix fronts and Abex 734-161 and 38-27E with 15/16" rear wheel cylinders. They presently utilize 1" wheel cylinders on the rear brakes of their vehicles. The 15/16" wheel cylinders it was determined should be reviewed and looked at with Delco-Moraine 8011 which is the 1980 released formulation for front disc brakes. This was looked at with Delco's 5470 front disc brake and the Abex rears, but it would not work. Hopefully the rear preburnish can be toned down and they would still retain sufficient stopping capabilities in the as burnished conditions.