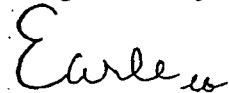


5/14/80

As they stated, it was an absolute mess and because it is such a mess, they will probably scrap the parts rather than try to separate them all. Details are forthcoming.

May, June and July schedules were cut to zero by all divisions on all parts at Delco-Moraine. It was noted that August, September and October are back up where they should be, but this was all as a result of the poor business conditions. Build schedules for 1981 model will be at the same rate as 1980 for at least the first two months.

It was ascertained that the Inland semi-metallic drum brake material 4060 on the 'J' car has gone belly-up and for initial production, they will go back to 4050 asbestos material. As a result of this, Engineering has requested 931-66 in the size 200 x 45, 225 x 45, 180 x 30. These will be for dyno tests covering various brake sizes including the 'F' car, which is the 1984 drum/drum small unit. The thing that killed the Inland material was that which has been reported on many occasions and that is poor parking brake performance. The opportunity is golden and has been golden, and it is too bad that we are not in a position to fill this void with a material that we have fully tested, fully evaluated, not only on the dynamometer, but also on vehicles. If we had something to offer with good background, we might have a chance of salvaging this program. Thermoid is involved with a resin metallic drum brake material, Bendix is involved and of course, Inland will not give up due to this setback. The timing is excellent for Abex to get their act together and to do the job that we have got to do in order to increase our penetration in the original equipment market.



L. Earle Bretz, Jr.

LEB/lb

cc: JJJLukas/AFSchmaltz/file
BIwarsson
DGManly
RENelson
ADIndelicato
RAPearce