SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

~~File~~ - File

TYPE OF CALL

A.D. Indelicato
RESPONSE REQUESTED ☐

DATE
May 8 through May 17, 1979

CUSTOMER	REPRESENTATIVE	REPORT No.
Chrysler Corporation	R.E. Nelson	
ADDRESS	**CITY**	**STATE/ZIP**
run vehicle tests	Los Angeles	California
		PHONE

OFFICIALS INTERVIEWED

CHRYSLER

Dennis J. Komatz - Product Development Engineer
Brake Engineering

James Knoll - Development Engineer
Cycleweld

Gene, Dennis, and Doug
(three Chrysler driver/mechanics)

KELSEY-HAYES

Bob Dix - Brake Project Engineer

Dan Grieshaber - Test Engineer

W. "Goose" Gosselin - Driver/Mechanic

ALFRED TEVES, ITT

Tony Nald - Development Engineer
Germany

Driver/Mechanic (name unknown)

A 1978 Dodge Omni was rented by Ron Cutler. This was our test vehicle, which started out with approximately 18,000 miles on it. The vehicle was in good condition and ran well throughout the test. It was reportedly quiet with the original equipment on it. Before starting the test, the complete brake system was gone through with new rotors, pins and bushings, as well as the 916-46 integrally molded with bonded Wolverine HN 810-4 insulators on the front disc brakes. The rear drum brakes were relined with new shoes, new return and hold-down springs, as well as wheel cylinders and drums. There were no instruments of any type installed.

The vehicle started in L.A. traffic according to the Chrysler procedure on May 10, 1979 and was driven on the 11th, 12th, 14th through 19th, and finished on May 21st following the morning route. The daily a.m. and p.m. mileages and comments are attached. At the end, a total of 2,093.7 traffic miles were accumulated; and total overall lining miles of 2,250 miles were accumulated.

The car was driven first by Dennis Komatz on the morning run on May 11th after about 200 miles of traffic driving. It was rated as a good pedal feel and quiet with a No. 10. Each days running following that, it was rated quiet with a No. 10. Mr. Komatz rode the afternoon route with Rick Hickok driving; at this time there was 1,500 traffic miles on the lining. Again, it was rated quiet with a No. 10. Following this, Rick Hickok was left on his own; and while the car still rated a No. 10, on May 19th Rick did report a light pedal grunt and two very high frequency squeals returning on the afternoon trip to the motel. These noises could not be repeated; and by Chrysler's definition, this still rated a No. 10. On May 21st, which was the last day of operation, Dennis Komatz of Chrysler again drove the car on the final morning session through the hill and downtown traffic loop. It was again rated a No. 10 as it remained quiet and had a good pedal feel.