

10/11/79

Mr. Buyck also noted concern being expressed as a result of the new engine coming in interim 1980 which will require revalidation of the brake system. They hope sincerely to have sufficient answers by that time.

Mr. Indelicato has recapped via letter dated October 15th the proposed fixes as proposed by the people at this meeting. The order of priority is as follows:

- 1) Provide formulation 734-161A rather than 734-161 which is nothing more than the processing change. We would be supplying the Chevrolet released formula rather than the Cadillac on primary only.
- 2) Provide asbestos fiber the same grade as far as fiber length is concerned as currently used, but very low in cruddy content.
- 3) Synthesizing the friction modifier.
- 4) Graphite editions to the primary and secondary linings.
- 5) The wheel cylinder changes.
- 6) Delco to review the lining contour grind as far as crown grind and also the paper grind in an effort to further reduce the initial lining contact.

The graphite additions is an interesting suggestion as this was used for 1976 commercial and limousine vehicles where they had the same kind of problem. The vehicle had a teaspoon put in the adjustor slot of the brake at vehicle assembly on the rear drums to reduce the premature rear wheel lockup. This is impractical as far as the total C-car volume is concerned, but could be done on a few thousand of the commercial and limousines manufactured.

Items no. one and two will be shipped October 18th and 21st respectively to C. R. Wuellner at Delco-Moraine. They will test immediately on a dynamometer to compare with the results already established and if they are good enough for consideration, they will forward this on to Cadillac. Nominally, 20 samples of each change will be forwarded.

Our assessment of the present situation is that the 1980 business is secure and we can count on production through May of 1980. The 1981 business hinges on one or more of the above proposals solving their problem and being practical. The solution for 1981 would also carry through to the 1982 model year with production through May of 1982. In 1983 model, complete changes are being made in brake size going from the 11" x 2" to the 9½" x 2" brake size and this would utilize the coordinated GM package of friction materials.

Let me also state that it was our impression that both Cadillac and Delco-Moraine want to continue the use of Abex friction materials for as long as possible and will do basically anything to satisfy the needs and requirements of retaining the Abex lining. They both also expressed a hope that we would get involved in the non-asbestos drum brake business because they definitely feel there has got to be room for a minimum of two suppliers on those materials. They are aware that the writer has