CO-5 Revised 4/76

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

RESPONSE REQUESTED ☐

TYPE OF CALL	DATE
Typed 11/16/79 Received 11/16/79	11/13/79

CUSTOMER	REPRESENTATIVE	REPORT No.
Cadillac Motor Division	L. Earle Bretz	8207
ADDRESS	**CITY**	**STATE/ZIP**
2860 Clark Avenue	Detroit	Michigan 48232
		PHONE 556-6000

OFFICIALS INTERVIEWED
G. L. Buyck - Senior Design Eng.

COMMENTS

Mr. Buyck stated that Delco-Moraine Division has promised results on the first three parts which we provided them per our letter of October 24th by November 15th. These parts were 734-161 production, 734-161AX474 which is a Chevrolet heat cycled version and 3029-5A1 which was the clean asbestos version of 38-27E.

He was also aware that we had shipped per letter dated 11/2/79 formulas 3029-7A1-P, the graphite added version of 38-27E and 38-27EX209 which is a reduced cure version.

He feels that now that Delco-Moraine has the dynamometer all set up, these materials will be run off in quick order.

He noted that the Aerodag-g graphite spray can has been forwarded to them. The initial feel on the vehicle indicates that this has done some good and as a result the 105 test was run. He does not have the final report so was unable to indicate what the results were. They want to make sure that it lasted long enough to get through that portion of the 105 procedure where the present material is experiencing a problem. Cost studies are out to put this material on at the plant on the linings and also out to put it on at the drum plant prior to shipment of the drums.

It was also noted that the decision has been made by the Buick Motor Division to stay with the Delco-Moraine 8011 on Corporation C-car brakes. Cadillac is evaluating this decision to see whether they want to stay with 5470 or go to it. There was some discussion that they would go to semi-metallics, but this did not occur in the last evaluations. The semi-metallics will come on board in the 1983 model year when the major brake changes are being made as a result of major B&C car redesigns. Based on what is stated above, it appears that shortly after December 1st we will definitely have an indication as to what they might do for the future insofar as the Abex rear linings are concerned. Now that the front brake decision has been put off until 1983 model year, they definitely want to put off a rear brake decision until that time. Everything keeps working in our favor, now if we can only come up with the proper salt and peppering they, might be able to hang on.

Earle

L. Earle Bretz, Jr.

LEB/sw

cc: AFSchmaltz/RLCutler/file, RENelson, ADIndelicato, BJIwarsson, ~~VGarthwaite, JVanMarcke~~

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