FRICTION PRODUCTS GROUP
Troy

Beggy
File

September 2, 1977

MR. A. D. INDELICATO

SUBJECT: CHRYSLER 7018C

During the L-Car meeting this morning, Chrysler indicated that they were extremely concerned about the tendency of our friction material to delaminate along the friction material - underlayer interface. They have already had one case of a car at the Chelsea Proving Ground, shucking its lining, under non-abusive test conditions. Also, at today's meeting, Chrysler indicated that they felt the level of brake squeal was above commercially acceptable levels. They are proceeding on a crash program to do what they can to reduce the brake squeal. Chrysler has requested that both Kelsey-Hayes and Abex do what they can to eliminate this very worrisome problem. Chrysler realizes that any significant lining changes are of a long term nature, but are interested in whatever suggestions of a "Mechnical" nature we might have. By "Mechanical", Chrysler means such items as slotting, changing rivet location, etc.. I trust that you will forward any suggestions you might have in this area.

I am enclosing four (4) pieces of Chrysler's 7018C material (X1 batch), which Chrysler tested at Pike's Peak. These samples evidence the delamination problem that Chrysler is concerned about. I feel that if Abex is to retain this business for the next model year, this problem will have to be corrected.

Additional feedback from the Pike's Peak test indicates that "crunch" has not been eliminated as we previously thought, based on the Los Angeles test. The correction of the crunch problem is of decidedly lower priority than the squeal correction.

Good luck!

Denis

Denis P. Conlon

jd

cc SSConway, Jr.
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