SALES REPRESENTATIVE'S REPORT ~~file~~ RESPONSE REQUESTED ☐
FRICTION PRODUCTS GROUP Typed 5/9/79 TYPE OF CALL Received 5/7/79 DATE 5/1/79

| CUSTOMER | REPRESENTATIVE | REPORT No. |
|---|---|---|
| DELCO-MORAINE DIVISION | L. E. B. | 7998 |
| ADDRESS | CITY | STATE/ZIP |
| Dayton, OH | | |
| | | PHONE |

OFFICIALS INTERVIEWED

Frank Brooks Sr. - Design Engineer

COMMENTS

Contacted the above by phone per his request.

He queried the writer on what I knew of Pagid 347 material which has been released on Opel within the last few weeks and which has taken the place of the Textar material.

The necessary model information and confirmation of the formulation designation is being forwarded to the writer--this information coming from a Delco-Moraine contact report at Opel.

Mr. Brooks is involved in view of the fact that his group released the Abex Pagid 503-1 material for the U.S. manufactured cars shipped to Europe. The complaint of this lining is that it wears out too fast and hopefully with some evaluation and even some systems changes, the 347 might operate as well as and might last longer than the 503-1.

The use of Abex materials for cars being shipped to Europe is a total and absolute embarrassment to the Delco-Moraine Division and as soon as they come up with a material which operates as well as and which wears longer than the Abex lining, Abex will be out of business. This business can be held onto the writer believes, if we can come up with a material which meets these requirements. It is suggested that work be done in this area, either at the U.S. level or at the European level through the R & D Groups in France and Germany.

A-car disc brake parts are requested if the 347 material can be manufactured successfully in the U.S. and as what apparently Opel says it will. An order will be written as soon as they get confirming data from Brooks.

Earle lb

L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file
RENelson
BJIwarsson
ADIndelicato
HBethke

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