

11/28/79

Mr. Garthwaite to see if this information and samples were readily available. A message was left for them to contact Mr. Buyck.

One vehicle that had the drum sprayed was run off the line and a 20-21 ft. deceleration stop was noted. After spraying, this went up 24-25 ft. The recheck, after some 300 miles is still at 24-25 ft. deceleration.

At a previous visit, he mentioned their 1980 validation of a production system with a V-6 cylinder engine. It was noted that with production lining, this passed. The 30 mph preburnish was 51 ft. and the 60 mph was 204 ft. (not as much margin as they would like). The final 60 mph was 199 ft.

Delco-Moraine ran some 105 checks with torque wheels and at the beginning of the tests they were developing 1,200 ft./lbs. on the front and 1,000 ft./lbs. on the rear. At the end of the test, they were developing 1,800 ft./lbs. on the front and 600 ft./lbs. on the rear. This indicates the drastic flip-flop that they have in torques front to rear and points up the difficulty they have in balancing the braking system throughout the life of the vehicle.

Mr. Buyck stated that he had an opportunity to chat with Mr. Luft Alvi of Delco-Moraine about their problems and he stated he would review the data to see if he could suggest anything. Off the cuff and immediately, he wondered about increasing the density of the primary lining 734-161. He felt this would reduce the friction and torque of this material. At this point, I am sure that any potential problem solving suggestion will be accepted.

Earle

L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file
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ADIndelicato
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