



File
① Chrysler
② Teves

An IC Industries Company

Memorandum

Date:

September 18, 1980

Subject:

Chrysler K Car Caliper Lining

From:

J. J. Lukas

To:

G. N. Payne, Jr.

In reference to my call to Jack Schram, I found out the following:

1. Bendix D-7163 is released, being used in production and is considered to be just good enough. They have a noise problem causing the use of a lubricant on the shoe's "hammer heads", an insulator on the shoe opposite the lining, and a chamfer on the lining.
2. Cycleweld 8039V is not quite as good as Bendix. It is not yet engineering released, is not yet being used in production, and it will not be, at least until October 1, when damped iron rotors are available. Even then, if used, it will only be used on power braked cars. Power brake usage is estimated at 78%.
3. Regardless that Bendix FMD has been promised 50% of the business, and is now supplying 100%, and Cycleweld is still trying, Jack advised we could be sourced if we came up with a better lining. By "better" he said improved fade resistance and more effective. We did not even discuss noise but I am sure it is a given and any material has to meet the normal noise requirements.

I questioned if our providing samples to his department in Highland Park and Teves here in Troy was sufficient participation in order for us to get the business and he said "no." He suggested we test on a K car. As a further encouragement, Jack said the K will be heavier in 1983 and there will be heavier derivatives of the car. Besides the passenger car in 1984, they plan a T-115 van-type truck (using a 60 mm brake) to be sold in rather high volumes which also would need a better than D-7163 lining material. He said he could not provide us with a car; he is having problems getting enough for his own work.