

one they should be using refers to no feeler gauge, and parts should be rejected on "daylight" only showing between the pad and the steel back. My memo of February 20, 1974 is still valid. Delco Moraine Engineering will correct this situation.

WALT
THOMAS
Regarding the drill hole size for replacement parts and our endeavors to increase it, it was requested that a formal letter be written to R. J. Kick and this will be done. That will at least get the ball rolling.

LLoyt
It was noted that 1979 "E" car production will have bonded disc brake parts and that 1979 1/2 "X" model vehicles will also have bonded disc brake parts. The purpose of this exercise is weight reduction, size reduction and dollars saved over riveted assemblies. No plans at the moment to expand to other model lines.

AC-Delco disc pads -- They are awaiting a new submission from us that will eliminate their noise complaints ascertained on the recent submissions of 912-7. They have promised to fully evaluate our submission to see if we can once again gain approval for use in the AC-Delco program.

AL
On May 17, Engineering wrote to Sales providing the data that the Abex 912-7 had satisfactory performance, fade, effectiveness and successfully completed the city traffic schedule. It failed and is not being used in the United States due to noise. This evaluation was made on ten cars which they evaluated in Dayton and Montreal and based on one dynamometer test. Two lots of material were involved. Utilizing the above information, Mr. Ralph Hendricks wrote Murray Craig at AC-Delco, Canada on June 9. Based on this letter, Mr. Craig has instituted a program of his own to test and evaluate in Toronto. He feels that with the additional use of insulators, that the material might be satisfactory.

AL
Second line relined shoe and lining assembly program -- Little discussion has been held between Delco and AC-Delco. Delco Moraine has fence straddled the approval of the use of our material in this program and cautioned AC-Delco that they are concerned about no production and/or field experience with the formulas. But based on the data we presented and this type of material being utilized in the field, they in effect said that if AC-Delco wants to use it, they can go ahead.

Delco Moraine states that 85% of the jet brake program through Delco Moraine consists of GM parts and that 88% of their drum brake program consists of parts for GM cars also.

Experimental #12095 had submitted resin bonded metallic 7018D to Delco in 728A configurations for evaluation. The Delco program on resin bonded metallics has been one of how can they replace organics with semi-metallic rather than the implementation of semi-metallics in heavy duty applications. All of their testing has been to compare the resin bonded metallics and/or semi-metallics to the conventional organic materials on the basis of:
1) structural integrity 2) cold friction 3) cold wear 4) rotor attack 5) noise and 6) cost. They are convinced that at this point, Delco Moraine formula 8015 is successful on the first five of these points and they continue to work on the costing.

Three dynamometer tests were run on our material -- one consisting of a test to establish the low temperature behavior (400°F. maximum); a second one to determine high temperature behavior with rotor temperatures in excess of

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