

File Name Chrysler

Scanned ? no

Source JMA: NS-JM

Start Year 1964

Stop Year 1964

Contents memo

Notes

"Source: Jeffrey Mine"

W.D. ASBESTOS
February 26, 1964

Memorandum to File

CHRYSLER CORPORATION - CHEMICALS DIV. - TRENTON, N.J.

Visited with John Hastings and Bill O'Reilly February 19, 1964.

Met Mike Crossley	- Chemist
Manuel Lapolito	- Industrial Engineer
Ken Esselkus	- Brake Linings Manager (Products)
Carl Frank	- Raw Material Control
Ray Weidner	- Plant Superintendent

Mike Crossley appears to have come to Chrysler recently. He feels he should have specifications but doesn't know what to specify.

Dry screen tests and Surface Area for long fibre (5K04) and Penetration Efficiency for short fibre (7MF5) were discussed at length, but without reaching a conclusion. Ray Weidner later mentioned the increasing importance of "Grit" in the airless spray applications.

Mike Crossley should be given the procedures for Q.E., J-M Rotay, Surface Area, Penetration Efficiency (Plus the sphere and shaft, if and when he asks for it) and the G.P. Grit tests, with the repeated offer of any other help we can give him. (Tests were closely related to Chrysler usages would be of great help here, but such tests are still a long way off).

Manny Lapolito was well primed on Pressure Packed shipments following his meeting with Roy McDougall. However, he had come to an impasse with the plants refusal to consider pressure packed fibre for the Brake Lining process, - or for that matter for Ventolants.

Kenny Esselkus then arrived on the scene and following a long dissertation on "Fluffing" vs "Opening", showed some interest and took the Eddy literature away with him. This was gone over again with Ray Weidner, and while there is practically no chance of conversion to pressure packed shipments, either in the existing or new plant, data will be worked up for another review on John's next visit to Chrysler.

Carl Frank's reply to the 6B30 question was that "he is under enough pressure to have alternate sources of supply without us pressing him". If he opens the 6B to a second source, then he would have to open the 5E as well as the 7M, - which neither he, nor we particularly want to do. While it is unlikely that 6B will change from its present minor role to a major one, since contact should be maintained to assure continued knowledge of any trend towards 6B.

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It is stated that Chrysler will move their brake linings into a new plant building, to be built by August 1964 adjacent to present plant. Indications are that they will then make more of both brake linings, and the other products presently made in existing plant, - with an attendant increase in fibre.

Don
D.L. MONROE

MLM/jd

cc: J.T. Hastings - International Fibers, Inc.
W.P. O'Reilly - Cleveland
H.G. Penoven - Mah. Div.
J.W. McDougall

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