

## SALES REPRESENTATIVE'S REPORT

FRICTION PRODUCTS GROUP Typed

ARKK - full

12/79

TYPE OF CALL Received

2/9/79

DATE

2/6/79

RESPONSE REQUESTED ☐

|                                   |                      |                            |                   |
|-----------------------------------|----------------------|----------------------------|-------------------|
| CUSTOMER<br>CHRYSLER CORPORATION/ | BRAKE<br>ENGINEERING | REPRESENTATIVE<br>D. P. C. | REPORT No.<br>329 |
| ADDRESS<br>Highland Park, MI      |                      | CITY                       | STATE/ZIP         |
|                                   |                      |                            | PHONE             |

## OFFICIALS INTERVIEWED

Gayle W. Smith - Product Engineering Manager/Brake Engineering  
Paul B. Hellens - Senior Product Development Engineer

## COMMENTS

916-46 PROGRAM

Hellens stated that Chrysler has begun a temperature/wear test on the 916-46. He said that the test had been interrupted, but the preliminary results indicated that the material has very good wear characteristics. Hellens said that Chrysler is planning to begin testing the 916-46 material in a Detroit city traffic schedule in the next week or so. Hellens said that the material will be tested on an L-car and that the material would be tested without any anti-noise devices.

L-CAR PROGRAM

The only problem that Chrysler is having with the Bendix 7163 material is that the customers are complaining about a "hard pedal." Chrysler feels that the effectiveness of 7163 is too low and are therefore looking for a material which will have a higher effectiveness level.

So far, Chrysler has not had any particularly bad complaints concerning noise with the 7163. Chrysler feels that this is due to the fact that the 7163 was only put into production during the late summer and that most of the driving using that material has been done in relatively cold weather. Chrysler also feels that most of the cars using the 7163 would have relatively low mileage and that the piston would probably not have cut through the Wolverine insulating gasket.

In order for us to displace the 7163 material on the L-car, we will therefore have to be able to demonstrate that the 916-46 material has a higher level of effectiveness than the Bendix material. The VW tests indicate that 916-46 and 7163 are similar in noise, so the low noise levels of 916-46 won't be much of a competitive advantage over 7163. Unfortunately, the VW tests indicate that the effectiveness of both materials are similar.

K-CAR PROGRAM

The leading candidate for the 1981 K-car Program is Cycleweld 2460B.

According to Hellens, this is an asbestos containing resin bonded metallic formulation. The main problem that Chrysler is having with this material is its inconsistent noise pattern. Chrysler reported that early batches of material had very poor noise. Up until recently, subsequent batches had demonstrated exceptionally good noise characteristics: readings in the 8 to 9 range after 1,000 to 3,000 miles of Detroit city traffic testing.