

10/8/80

Both brake sizes will be run on the dynamometer. Within the next 30 days, they should have these tests completed. Their problem to date has been one of roughness. It was noted that there is an Inland material which stops this problem at the moment.

'A' car tests of 3027-5 and -8 on a dynamometer setup are scheduled, but they are waiting for drums.

The electric car which will also use a drum/drum being the 'T' car brake is being set up and drums will be in their hands in six to eight weeks. It should be noted that these drums are solid aluminum with no cast iron liner. Friction material is required for these units if we want to get involved in a program.

Was shown the Pike's Peak and Los Angeles test data run on a 1982 'A' car setup with Abex 3027-5 and 3027-8. This was summary data and indicated that it was quite good and was superior in overall performance to the Thermoid non-asbestos lining and reasonably equivalent to the Inland organic 4035/4050. A complete review of the data is being made and will be reviewed at the writer's next visit to Buick.

The deviation requested for Debit 18823 covering certification on the edge of the lining not legible on Part 2620279 (2,000 pieces) has been denied for legal reasons. The parts are being returned to us.

Earle

L. Earle Bretz, Jr.

LEB/lb

cc: JJKukas/JWMcCool/file
ADIndelicato
RENelson
RAPearce
HBecker

which is tested good.