

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

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RESPONSE REQUESTED ☐

DATE

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CUSTOMER CADILLAC MOTOR DIVISION	REPRESENTATIVE L. E. B.	REPORT No. 8166
ADDRESS 2860 Clark Avenue	CITY Detroit, MI	STATE/ZIP 48232
		PHONE 556-6000

OFFICIALS INTERVIEWED

Gordon L. Buyck - Staff Project Engineer
Pete Lewandowski - Senior Experimental Engineer
Mike Reddick - Special Tester
Clancey Wuellner - Staff Engineer, Production Brakes (Delco-Moraine)

COMMENTS

Accompanied by R. E. Nelson and A. D. Indelicato of Abex, a meeting was held with the above gentlemen to review the rear wheel lockup problems being experienced on present Cadillac C-body cars with Abex 734-161 and 38-27E materials. The problems can be summarized as:

- 1) Failed 1980 validation with Delco-Moraine 5470 material.
- 2) Passed, but marginal, the 1980 validation with Delco-Moraine 8011 material. Both of these are disc brake formulas on the fronts.
- 3) The 1980 production complaints from engineering drivers.
- 4) A 1981 development with Delco-Moraine 8032A disc brake material failed with Abex rears.

We were provided with past histories on various general service cars; a copy of this report is attached to the various copies of the writer's report. Note that these were run with various front linings and various rear linings be they virgin materials and our old materials and our special materials, etc. Note also that the special Abex material submitted under experimental 12803 is also included on this list and the results were about the same as the production material--premature rear wheel lockup with preburnished linings.

Mr. Wuellner reviewed with the people present a letter dated October 8th which supplied to Cadillac the Delco-Moraine official laboratory findings of 1976 vintage linings versus 1979 materials. It should be noted that these were very similar in results to the results submitted by Abex. Their conclusion is that the linings returned by Cadillac represent the normal variation that could be expected for the Abex compound. Copies of this letter and attachments are attached to the various copies of the writer's report.

Mr. Wuellner also provided discussion data in slide form of dynamometer tests run on various 11" x 2" brakes utilizing various combinations of material. Mr. Wuellner will provide us with this dynamometer procedure.

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