

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

TYPE OF CALL

RESPONSE REQUESTED ☐

Typed 3/20/80

Received 3/14/80

DATE

3/11/80

CUSTOMER CADILLAC MOTOR DIVISION	REPRESENTATIVE L. E. B.	REPORT No. 8325
ADDRESS 2860 Clark Avenue	CITY Detroit, MI	STATE/ZIP 48232
		PHONE 556-6000

OFFICIALS INTERVIEWED

Gordon Buyck - Senior Design Engineer

COMMENTS

Value Note

Received a call from the above stating that the fine graphite primary, formulation 3029-16A1 had failed the No. 2 gasoline car tests on final or fourth effectiveness. The No. 1 car had been marginal in this area although it did pass preburnish. The No. 2 car also passed preburnish.

As a result, this program has been cancelled to find a way of reducing the preburnish effectiveness and maintaining sufficient effectiveness to pass the fourth effectiveness.

Kelsey-Hayes, the drum supplier, has been alerted to the fact that they will have to put graphite in the drums at the time of shipment. This graphite addition reduces the preburnish effectiveness to the point where they can increase the deceleration rate prior to rear wheel skid and/or lockup.

Mr. Buyck expressed appreciation for our concern in the program and for the efforts of our product development and design people. Obviously, the easiest way to go would be to make a minor change in the lining, however, this has proved to not be the case.

Abex will maintain this rear drum business for the 1981 and 1982 model years utilizing 734-161 and 38-27E. In the 1983 model year, the brake sizes are being changed as a result of downsizing of the vehicles and this size brake will no longer be used. The corporate brake and friction material manufactured by Inland Division will be utilized at that time.

Earle

L. Earle Bretz, Jr.

LEB/lb

cc: JJLukas/AFSchmaltz/file
BIwarsson
ADIndelicato
VGarthwaite
RENelson

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