SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

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H. D. [illegible] RESPONSE REQUESTED ☐

CUSTOMER	REPRESENTATIVE	REPORT No.
CHRYSLER BRAKE ENGINEERING	D. P. C.	348
ADDRESS Highland Park, MI	CITY	STATE/ZIP
		PHONE

OFFICIALS INTERVIEWED

Paul Hellens - Senior Product Development Engineer
Dennis Komatz - Product Development Engineer

COMMENTS

STATUS OF 916-46

Chrysler has tested the 916-46 material on an L-car at the Proving Grounds. According to Hellens, the material had no difficulty passing FMVSS 105. Hellens thought that the actual test had been conducted on a vehicle with a power brake system, but that an analysis of the line pressure indicated that the material would have no problem passing FMVSS 105 with a manual brake system. Hellens said that the only reported problems were a wire brush noise during the burnish and that light rotor scoring was noticed after the test was completed.

Chrysler presently has the material on a Detroit city traffic schedule. After approximately 1,500 miles, the average noise rating of the material was reported to be 8.6. The test was conducted without using any noise insulating gaskets. The 8.6 rating is comparable to that of the Cycleweld 2640B material. Initial reports indicate that the 916-46 has a low cold effectiveness and that it is not significantly better in this area than either the 2640B or the 7163 from Bendix.

916-46 is presently being evaluated by Chrysler in Florida. It is expected that at least one additional FMVSS 105 test will be conducted on the material.

L AND K-CAR PROGRAMS

The L-car is using 7163 and a solid rotor. The K-car is going to use a ventilated rotor and the leading friction material candidates are Cycleweld's 2640B and the Bendix 7163. Chrysler would like a material with higher effectiveness than the 7163, but if one is not found, the 7163 remains suitable for the L-car and could be used on the K-car.

Cycleweld is trying to develop a material which would be suitable for both the L and K-cars. Apparently, Chrysler has no qualms about taking Bendix off the L-car Program if a superior material (at least a superior material from Cycleweld) is identified.

Bendix has stated that they must know by May 1, 1979 whether or not they are going to be asked to supply the friction material for the 1981 K-car. Bendix said that they need additional equipment and facilities and that if they did not start procuring these items by May 1, 1979,