

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

TYPE OF CALL

A.D. Indelicato
RESPONSE REQUESTED ☐

DATE January 12, 1978

CUSTOMER Chrysler Corporation	REPRESENTATIVE R.E. Nelson	REPORT No.
ADDRESS	CITY Highland Park	STATE/ZIP Michigan
		PHONE

OFFICIALS INTERVIEWED

Gayle W. Smith, Engineering Manager
Paul B. Hellens, Senior Design Engineer
Thomas A. Brandon, Engineering Supervisor
James E. Clark, Design Engineer

Lewis L. Cole, Design Engineer
Karl Goering - Kelsey-Hayes
Dick Robinette - Kelsey-Hayes
Kurt Rinker - Kelsey-Hayes

COMMENTS

This is a report on the Chrysler 'L' car meeting with the above people in attendance. The writer represented Abex in Denis Conlon's absence.

Messrs. Conlon and Cutler's copies of the January 5th meeting are attached to their respective reports. Also attached is a copy of my written report, which was discussed. There were no real comments regarding these findings. They could offer no suggestions for additional tests we might run. They will attempt to determine what material was run on the fourth production rotor and also on the prototype rotor; however, I hold little hope for them getting us any additional information. They did not have any reports on their tests; and as best I can determine, they have not run them and certainly did not volunteer to furnish any information.

There were several things with regard to the information from our temperature/wear dynamometer tests. The only suggestion they had regarding our problem of higher inboard than outboard wear would be that we should be replacing the rubber bushings and lubricating the pins after each test. They will get supplies of both the lubricant and rubber bushings to us. I advised them that we were running from 50° to 75° hotter on the inboard pad over the outboard. Also discussed our tapered wear problem, and they requested that we furnish them wear data illustrating the degree of tapered wear. They would also like to have the rotor wear for each cycle of the tests reported. Will Don Steis please furnish that as soon as possible. They seem satisfied on our approach to this wear problem and volunteered dynamometer help if we needed it. I advised them we would have to get back to them as to what particular assistance we might need.

Presently, Chrysler are running X62 (low density iron) on one side of a rotor with X63 (high density iron) on the other side of the rotor. They are running into some difficulties in trying to determine side-to-side rotor wear. Their next test will be to run with the X62 and X63 material in the opposite position. Following that they will run X62 by itself and X63 by itself. I anticipate this total program will take about three weeks to complete.

They have completed their work running X57 material against a production rotor and a prototype rotor. They are in the process of measuring the parts and preparing the report. The only comment was that the prototype rotor did result in better wear than the production rotor using the same X57 material.