

D.E. Steis
Mahwah, New Jersey

file
852-105
Chrysler
Mahwah

June 13, 1978

This is in reply to your Report dated May 26, 1978 on the 105 tests covering 916-33A3 material on a Plymouth Horizon. I agree with the Report in that the material seems to pass everything with a very good margin. I did note that in the first fade the pedal did go to the floor on the 9th and 10th stops indicating maximums of 81 and 82 lbs. pedal force respectively. This is an indication that apparently there is some compressibility or at least some deflection within the system--again indicating a possible problem on master cylinder displacement. Nonetheless, it far exceeded the requirements. The second fade did not show any similar pedal floorboarding and, again, far exceeded any of the requirements.

I share your concern about the condition of the brake rotors with medium scoring even though there was no actual wear reported or data shown in the Report that could be used to get a specific figure.

No mention is made as to whether or not this material was made with commercial iron or not. There is no question however that the performance was apparently higher than really needed, and this should provide a clue for future work in that we do not need this high a friction level to satisfy the 105 requirements.

In view of the fact that this program is now slowed up significantly, I would suggest that any future work on this or similar material be switched over to VW. What is probably needed but would not recommend under the circumstances of the 'L' car program, would be to turn around and repeat that on the dynamometer to get some correlation between dynamometer and vehicle 105 tests, which were never established during the 'L' car program. This might be considered as an early project on the VW once we get the Phase IV brakes installed. This type of information tends to give greater flexibility to the test program.


R.E. Nelson

REN/mb

cc: A.D. Indelicato
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RO 1251 File