

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

RESPONSE REQUESTED ☐ *A/D*

TYPE OF CALL

DATE

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CUSTOMER	REPRESENTATIVE	REPORT No.
Cadillac Motor Division, GMC	L. Earle Bretz, Jr.	8259
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OFFICIALS INTERVIEWED

Mr. G. Buyck, Sr. Design Engr.
Mr. B. Mazurek, Sr. Design Engr.
Mr. R. Matella, Specifications

COMMENTS

The main purpose of this visit was to confirm and establish that Abex friction material 734-161 and 38-27E will be utilized on Cadillac vehicles for the 1981 and 1982 model years. Remember that in 1983 a brake size change will be made and the manufacture of Abex material will at that point be concluded with the new brake size going to the corporate released coordinated brake and material, manufactured by Inland Division of GMC.

At this point, of all of the materials, combinations etc. that they have evaluated, the one which shows the most promise and on which is being tested quite extensively is the graphite inclusion in formulation 734-161A primary and is to be known as 3029-7A1. If approved, for production purposes, this will still remain 734-161. *Here we go again.*

The dynamometer tests at Cadillac indicates a reduced pre-burnish effectiveness by 12% on the 30 mph and 18% on the 60 mph. After these tests, they only run the burnish procedure.

Delco-Moraine is shipping another set of this material here to Cadillac for continued work and is shipping one other additional set to the Desert Proving Ground. The running of this material is the next test in line on a vehicle. Delco-Moraine is making up three sets for follow-up. Hopefully the first test will run through reasonably well and then allow them to run their four tests in a row for the validation work. They anticipate this will be completed by March 1st.

If the use of the Abex material is approved with the additional graphite, then they will go no further with the use of a graphite spray be it Aerodag or Dylon. Both of these items also handle the job.

The decision as reported above is that the Abex material will be used and some form of graphite be it by ourselves, by the drum manufacturer and/or by the assembly plant itself will be made.

The writer had previously supplied experimental 12804, 916-46 formulation in resin bonded metallic for general service evaluation at Cadillac.

The latest written brake evaluation was dated December 6 and it notes that on this four wheel disc brake "E" car with Abex material on the front and production Delco-Moraine 5470 on the rear, the brake noise was given a

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