

Abex

An IC Industries Company

Memorandum

*Revised.
Indicators FYI
Boyd*

Date: January 7, 1981

Subject: Status of 916-278 Formulation
At Chrysler Corporation

From: G. N. Payne, Jr.

To: J. J. Lukas

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According to Paul Hellens on December 23rd, it is no longer necessary for Abex to perform a 105-75 Vehicle Test on a K car by request of Chrysler Engineering. The reason for the request being at least temporarily withdrawn is the fact that Chrysler has proceeded with further vehicle testing on their own with regard to our 916-278 disc pad material.

A 105-75 Vehicle Test has been performed just recently at the Chelsea, Michigan Test Facility with favorable test results. At this time, I don't know whether the vehicle brake system was manual as opposed to automatic. In addition, a Detroit City Traffic Test is currently in progress and is expected to terminate just after the first of this year. According to Paul Hellens, the approximate lining life projection (based on the wear which had occurred after 1,000 stops) is 18,000 miles. This appears to be considerably better than the recent results of Teves.

Due to field problems on the K car, Chrysler Engineering is working on a hurry-up lining release program which will involve service usage and would probably be phased in early this year. The Evaluation Program will more than likely result in relocation of the brake pedal, a booster system modification, and a new service lining material.

Based on a number of comments made by Paul during our phone conversation, a Cycleweld lining material may be approved in the near future for original equipment use on the K car. The program with regard to release of a Cycleweld material is vacillating so much that it is extremely difficult to predict with any accuracy.

G.N. Payne Jr.
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cc: RENelson
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