

3/16/78

grading was based on a visual inspection of the parts. The sectioning exercise was undertaken in an effort to determine whether the cracks were a surface phenomenon only, or whether they extended into the material. The results were that of the three unacceptable parts, only one had a crack which penetrated the friction material. The other two had only surface cracks. Of the five thought to be acceptable, none had any cracks penetrating the interior of the pad. Chrysler was going to run several FMVSS 105 tests on material which was initially rated as useable. They were attempting to determine whether the material with what appeared to be only surface cracks was as structurally sound as material with no obvious cracks.

Assuming that the 105 tests indicated that it was okay to use material with only minor surface cracks, Chrysler would in all probability, still not use them unless the unavailability of other parts threatened the production capability of the Belvedere plant. Robinette suggested that in order to adequately protect themselves, a complete traceability record should be maintained on cars which were equipped with this "questionable" material.

STRIKE

Everyone was especially concerned about the capability of Abex to supply parts during the strike. It was mentioned by Chrysler that the Cycleweld Division was investigating the possibility of using the Abex L car tooling to make pucks in the 1816 formulation.

Mr. Steere directed that I contact Mr. Smith each morning before 8:00 a.m and update him on the latest strike developments.

PROOF TESTING

Chrysler inquired as to the status of our program to determine what the appropriate proof test load should be. I replied that we were "working on it" and it was acceptable to both Kelsey-Hayes and Chrysler.

Chrysler said that on a temporary basis, it would be acceptable if the proof test mark was not put on the integrally molded assembly at the time the material was proofed tested. They said it would be okay for this to be done as a separate operation after the test was run. They indicated that they wanted us to develop a suitable fixture for the proof test machine as quickly as possible.

Denis P. Conlon

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jd

cc RLCutler/AFSchmaltz/File
GRGraham
RAPearce
DESteis
ADIndelicato ✓

HBecker
RENelson