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APR 19 '91 8:30

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# 93 AB AND 93/94 AD BRAKE PROGRAM

MEETING: Monday, April 22, 1991 at 8:30 AM  
Chelsea Proving Grounds, Conference Room B

INVITEES: JTE: S. C. Brown CPG: D. B. Bain  
J. M. Knoll J. L. Boyd  
M. C. Long J. M. Edgar  
D. K. Mienko D. E. Kvarnberg

The following are items for discussion at the meeting:

1993 AB

Will non-asbestos program be for 93 or 93 1/2 MY? *93 1/2 CO-OR ABS.*

21. a2

- What linings will be used (front and rear) for B1 and B2? (11 *DELCO 9/26 9100/*)
- When will these linings be available for PG testing? *✓ 9/26/91 (MATHIN 3 MAY 91)*  
*• 100 CAR SETS OF REAR AT ELCON (BOWDO)*  
*• 100 CAR SET FRONT COMING FROM DELCO*
- When will vehicles be available for PG testing? (Must test both RWAL and hybrid ABS) ?
- Note: Computer analysis for proportioning valve selection is essential before any vehicle testing can start. *AL BOOTH?*

B1

- Will front linings be common for B1, B2 and B3? If not, what will B3 use? *YES*
- What rear brake size will be on B3? (12 or 12 1/8 or both) *BOTH*
- What will rear linings be? *DELCO 9/00/9100* DC 01883
- Today front and rear linings are common for the majority of AB and AD models. Starting with 93 (or 93 1/2) the linings will be different. Is this a problem? *NO NOT THINK SO., DIFFERENT PLAN*

|                                        |           |            |
|----------------------------------------|-----------|------------|
| JTEP Truck Engineering Fax Transmittal |           | # of pages |
| To                                     | DOUG BAIN | 3          |
| From                                   | JIM KNOLL |            |
| Re                                     | JTE       |            |
| Date                                   | 3 28 54   |            |
| Page                                   | 733       |            |
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1994 AD

- What is the plan for AD models which don't become T300 vehicles in 1994? (Club cabs and D3, D6 Chassis cabs). These must switch to non-asbestos to comply with the law. **YES DELCO 12 1/8 x 3 1/2 \$100/9100**  
**FRT 7503J OR DELCO B120**
- These systems will be used for just one year since vehicles will become T300 in 1995. **TRUE, CHANGE ONLY TO MEET ASB. LAW.**
- In addition to linings, will there be other changes? (Diameter, width, size wheel cylinder sizes?) **? 12 X 3 IN PLACE OF 12 X 2 1/2 & 12 1/8 X 3 1/2 IN PLACE OF 12 X 3 - NEEDS W DETAIL BY TESTING**
- When will parts be available for P.D. testing? **AXLES ON ORDERED 4 12 1/8 X 3 1/2 & 12 X 3 FITS 12.**
- When will vehicles be available for P.D. testing? (These will be production AD models with only RWAL.) **2 ORDERED \* ? NEED LOAD BEDS, & BRACKETS**
- **Note:** Computer analysis is essential before any vehicle testing can start. **At Will ALLAN BOOTH ASSIST?**

*D. S. Bain*

D. S. Bain  
April 18, 1991

- **Note:** Computer analysis for proportioning valve calibration (based on dyno results) is essential before any vehicle testing can start.

$12 \frac{1}{8}$  WILL NOT GO ONTO CARRYOVER AXLE

1993 AD

- Will the 12 x 2 1/2 change to 12 x 3 and will the 12 x 3 change to 12 1/8 x 3 1/2? **YES**
- If the answer to above is "yes", the 1993 system will be used for just one year for any vehicle which becomes a T300 in 1994. Is this a problem? **NO KN**
- Will the upsized rear brake use carry-over linings and wheel cylinder sizes? (Both 12" and 12 1/8") **LININGS DELCO 9100 WHEEL CYL. SIZE DETERMINED BY**
- When will linings and parts be available for P.G. testing? **ON ORDER, NO PROMISE DATE**
- When will vehicles be available for P.G. testing? (Must test only RVAL.) **21 CA**
- **Note:** Computer analysis will be required for any lining change or brake diameter increase. **WILL ALLAN BOOTH ASSIST?**

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