

ANALYSIS OF LINING RETURNED BY CADILLAC

Six pcs. 11 X 2 S & L were identified upon receipt as follows:

- 1P & 1S - Primary and secondary from Cadillac car test 0301-1 reported over effective on 1st effectiveness.
- 2P & 2S - Primary and secondary from same stock as test 0301-1 (new linings).
- 3P & 3S - Primary and secondary from old stock at Cadillac (test 0301-2 will be run from this stock).

Results of Measurements

- Avg. of 9 readings per shoe
- . Grind Radius: 1P - +.003 to -.009, Avg. -.003
 1S - -.004 to -.010, Avg. -.006

 2P - +.004 to -.002, Avg. +.001
 2S - +.009 to -.002, Avg. +.002

 3P - +.006 to -.004, Avg. +.001
 3S - +.005 to -.012, Avg. -.007

Note: 1P & 1S are used lining and therefore readings will be higher negative numbers than new. See 2P & 2S for new lining from same lot.

3S is .009" smaller radius (avg.) than 2S, however, this should have no significant difference on brake output based on old dynamometer tests.

Width, length, gaps between lining and shoe showed no significant difference on any of the six pcs.

- . Linings were then removed from shoes and 1/2 of each lining sent to Mr. A. B. Indelicato at Abex Corp. on 5-30-79 (received 6-4-79). Date codes on back of linings were recorded (date stamped by Abex during processing):

1P - 9018	(Jan. 18, 1979)
1S - 9085	(Mar. 26, 1979)
2P - 9022	(Jan. 22, 1979)
2S - 9073	(Mar. 14, 1979)
3P - 6099	(Apr. 9, 1976)
3S - 6262	(Sept. 19, 1976)