with instructions to provide Abex with half of the sample. These are referred to as 0301-1 which is a sample of the fail test, 0301-1 new stock, not tested; and 0301-2 old stock and when the old stock material comes off the test vehicle they will also send a part of that which will be referred to as 0301-2 old stock used. Samples will be forwarded from Delco-Moraine to A. D. Indelicato.

A Cadillac program involves the testing of Delco-Moraine 8011 on the 12 x 1 front disc and Inlite 4035 and 4050 on the 11 x 2 rear. Also involves the evaluation of Delco 8010 and Inlite rear. A third vehicle is set up with Delco-Moraine 5470 and Abex rear and this gives them marginal passes. Delco-Moraine 8011 front and Abex rear gives them a pass in all categories and will be their recommendation if this whole thing can't be put together with the 5470 front and Abex rears. At the moment, they do not want to and are resisting with considerable vigor the change to the corporation rear brake lining. It does pass the FMVSS 105, however, it runs a very poor Los Angeles durability and noise schedule.

They want to achieve a pass for the 1980 model year and then correct the problem by production time. They plan to rerun 0301-2 old stock for verification of the pass.

With this hope that we may find a material all within spec, however, we have moved within the specification up or down and probably up on friction value.

The main thing we are all trying to avoid at this stage is a "potential recall" for 1979 models.

Mr. Hirsch will evaluate Abex 916-46 and the writer will provide him a set in part no. 18004631A.

Earle lb

L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file
RENelson
ADIndelicato
DESteis
RAPearce
BIwarsson

Attach.