

FILE NAME: Chrysler (CHRY)

DATE: 1998 Mar 24

DOC#: CHRY098

DOCUMENT DESCRIPTION: Agenda - 2000 BR/BE 12-1/8x3-1/2" Drum Brake
- Open Issues for Discussion

3/24/98
@ 12:00
CONF CALL
w/ Kent Woodriss
John Winters &
THE WRITER (P. Smith)

2000 BR/BE 12-1/8x3-1/2" Drum Brake Open Issues for Discussion 03/24/1998

The following are six (6) pending items that require decision on the subject program for tooling and general project activity to proceed.

✓ 1. **Lining assumption:** AlliedSignal Bx H3184/H3179 Asbestos. Bosch Sumter Plant will perform bonding and grinding.

Open issues and risks:

- Cost impact associated with this has not supplied cost to Chrysler. C. Okerhjelm to update.
- Noise risk is still unidentified. History with the Delphi 13" brake and the Bosch AB 12" indicate that it is directionally correct. LACT will confirm in April '98.

✓ 2. **Wheel cylinder assumption:** BR-2500 = 1", BR-3500 = 1-1/8" — *Closed*.

Open issues and risks:

- Anchor Pin issue observed at CPG does not have root cause identification at this time. Lab test in South Bend is underway (as of 03/18/98) to duplicate conditions.
- Above test executed with Nisshinbo linings, results and effect of asbestos lining unidentified. — *Used actual part from chelsea 105 test*

✓ 3. **Blind cable entry:** Abvan proposed enhancements (lever and spring) are program assumption at this point.

Open issues and risks:

- The AB lever enhancements and spring will be assumed to meet PSO, the lever is an irreversible tooling change.

✓ 4. **Blind cable entry W/ "Frog Eye":** Abvan proposed enhancements (lever and spring) are program assumption at this point.

Open issues and risks:

- ABVan enhancement compatibility is unidentified with the "Frog Eye" design. Assumption is that it is fine but evaluation needs to take place.

5. **Adjuster cable breakage:** Chryslers request for redesign. This has not been a field issue on Ford applications and early feedback on the ABVan application shows no issue with this (we are still confirming with several sources). Indications are that the cable is being pinched in the reline of vehicles. *12"*

6. **Parking brake bushing height reduction:** John Jason has requested this to reduce lateral (in vehicle position) free play of the parking lever.

Open issues and risks:

- Bosch is concerned about the implementation of this item. South Bend is building a "grand slam" worst case stack up to evaluate the effect of the tightest condition. Once that is identified Bosch will proceed with next step.

P. E. Smith
03/18/1998
c: smith/2000BR12drum

7.

- *0.100" tilt after 10 spikes. 68K inch pounds. Brake on 11th step.*