Date Typed: 5/3/78 - 5/3/78

Route RJM - file

SALES REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

TYPE OF CALL

RESPONSE REQUESTED ☐

DATE 5/1/78

CUSTOMER	REPRESENTATIVE	REPORT No.
CHRYSLER CORPORATION	D. P. CONLON	170
ADDRESS	CITY	STATE/ZIP
HIGHLAND Park, MI.		
		PHONE

OFFICIALS INTERVIEWED

Paul B. Hellens - Senior Product Development Engineer

COMMENTS

DELAY IN CHANGE TO INTEGRALLY MOLDED ASSEMBLIES

The main purpose of my visit was to discuss with Hellens, the recent Chrysler test data on rotor wear which caused them to delay, once again, their decision to switch to the integrally molded assemblies. Based on tests of batch X-75 and X-79, Chrysler determined that in some cases the rotors were wearing out even quicker than the pads. In several cases, projected rotor life was below 7500 miles. In one case, the actual rotor wear after 6000 miles was greater than the allowable rotor wear. Hellens stated that the rotors were tested for hardness and were found to be within spec. Chrysler did not intend to analyze the metallurgical content of the rotor. Chrysler is continuing to run both integrally molded and riveted in an effort to better define the cause of excessive rotor wear problem.

Chrysler feels that the excessive rotor wear situation could have safety related implications. The safety issue arises because the piston is required to extend quite far in order to push the pad against the worn rotor. The length of the piston travel is such that the piston seal can be broken, resulting in a hydraulic failure.

COMPETITION

Hellens feels as though it is quite likely that Chrysler will proceed with the release of the 7163 (Bendix) material. He feels that Smith will authorize the tooling procurement in an effort to insure that he had some material with which to replace 7018C if the Abex Development Program does not yield a satisfactory material.

Cycleweld is putting a lot of pressure on Smith to make sure that if Abex is replaced, the L car lining business does not go to another outside lining supplier.

BATCH SIZE

Hellens stated that both Bendix and Cycleweld have had problems in successfully transferring resin bonded metallic formulations from the pilot plant to the production plant. Bendix claims to have solved this problem by making only extremely small sized batches in production.

Denis P. Conlon
jd

Discussed this point w/ Colin & REN. Many "small" P-P- batches of 7018C have the same problem. In short we don't have any data which supports this claim.

cc RLCutler/AFSchmaltz/File
BIwarsson
RAPearce
RENelson
DESteis
ADIndelicato

SC1 02248