

FS REPRESENTATIVE'S REPORT
FRICTION PRODUCTS GROUP

~~File~~ - File

RESPONSE REQUESTED ☐

Typed 12/6/79

TYPE OF CALL

Received 12/3/79

DATE

11/28/79

CUSTOMER CADILLAC MOTOR DIVISION	REPRESENTATIVE L. E. B.	REPORT No. 8224
ADDRESS 2860 Clark Avenue	CITY Detroit, MI	STATE/ZIP 48232.
		PHONE 556-6000

OFFICIALS INTERVIEWED

B. M. Edsall - Staff Engineer
G. Buyck - Senior Design Engineer

COMMENTS

Reviewed the rear brake 1981 situation in light of work conducted at Abex, Delco-Moraine and Cadillac.

1. Change from one inch wheel cylinders to 15/16--this achieved only a 1 ft. deceleration decrease in the preburnish effectiveness.
2. Contour grind of lining--no affect on the preburnish effectiveness even when the contour grind was increased from .003 (print maximum) to .010.
3. Radius change--based on previous history, it was determined that no change in preburnish effectiveness is caused by a change in radius.
4. 734-161A (Chevrolet process)--no change in preburnish effectiveness with this material.
5. 3029-5A1 secondary (38-27E clean asbestos)--there is 1 ft. less deceleration in the green preburnish and slightly more in the post-burnish. There is too much wrap-in after the fade tests on the various stops to consider further.
6. Graphite in the primary--3029-7A1 (734-161), this test is scheduled for completion by 12/3.
7. 38-27EX209 (reduced cure)--this test is scheduled for completion by 12/3.
8. Graphite treatment--dusting of the drum, a cost study is being run at this point because they know this will work based on 1976 vehicles.
9. Graphite spray (Aerodag)--the initial evaluation on general use cars looks promising. A 105 test has been initiated. The 30 mph preburnish was run with a reading of 54 ft. stopping distance with a specification of 57 maximum. They then sprayed the drums and they got what they consider an acceptable pass, a stopping distance of 51 ft. The 60 mph preburnish with a specification of 216 ft. maximum passed with flying colors at 160 ft. It was noted that there were additional stops on the 30 mph at 47 and 48 ft., however, these were limited by front skids. They feel that this is the shortest stopping distance as they can get using 15/16" wheel cylinders and 8011 Delco-Moraine front disc brake pads. Based on these tests, a cost study has been initiated through the drum manufacture.

On the graphite, Mr. Buyck requested a personnel contact for him at Aerodag and at the company manufacturing Dylon. He also requested a sample of Dylon. While here, we attempted to contact Mr. Indelicato and/or

SC1 02518