

R.E. Nelson Report
Chrysler/L.A. Traffic Tests
May 8 - May 17, 1979

Dennis Komatz made a prediction that after this program was finished in L.A. that Bendix would be released as the only material for the "K" car. This would be in addition to the production business they already have on the "L" car.

It would seem to be to our advantage to continue on with this program as I have to believe both Engineering and Purchasing would feel much more at ease if there was a backup source or at least two sources--one for each car. It is difficult to believe that with the recent settlement of rather a long strike at the Bendix Cleveland, Tennessee plant and the upcoming South Bend labor problems that Bendix can feel very secure with only this one source for two cars. Both of these should be high volume vehicles with sales pressure shifting to the smaller cars.

Based on observations here I believe we should have a good chance of continuing on with 916-46. I also believe the next phase of the program should concentrate on getting Chrysler to run enough FMVSS 105-75 tests for solid validation. Following this, we will probably have to get an instrumented car and begin some sort of cooperative test program. I doubt we would be handed this business without some good, diligent test work on our part.

We might even begin to play a little on their sympathy regarding the treatment we have received on the 7018C termination.


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