drawn are that todays material may not have the same in-stop fade as before, it has a high green coefficient, but this is the same as always and it indicates a 25% higher pre-burnish and post-burnish effectiveness than the Inland material. This is nothing new, this was also known. From a green condition to a burnish condition, the Abex loses 31% torque and the Inland combination 4035-4050 loses 34%.

Technically, the same system has been utilized for the year 1978 through 1980. The last drum change was for the 1977 model year. Todays 1980 car is lighter, however the distribution of front to rear weights is within one-half of one percent.

Experimental 12803 which will submit lab manufactured and followed materials from Abex will be run on the dynamometer comparing them with the test previously run. The rest of the pieces will be assembled and forwarded to Gordon Buyck at Cadillac for vehicle testing.

Experimental 12846, dated 7/16, which ordered non-asbestos 931-66 material in 11" x 2" size is looked forward to. Dynamometer tests will be run on this material also.

They questioned the whereabouts of experimental 12799 dated 5/21 for Pagid 347 material to be evaluated on A and B cars for European shipment.

Mr. Hirsch requested that an order be reentered to cover 100 primaries and 100 secondaries of 38-27E formula in both sizes. They have been unable to locate the material previously shipped.

The meeting between Abex and Delco-Moraine to discuss non-asbestos drum brake friction materials is still desirous and wanted. The only problem at this point is getting a suitable date with Delco-Moraine people. We should be hearing further on this this week.

Earle

L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file
BIwarsson
RENelson
ADIndelicato
HBecker
RAPearce
GMcFadden

Attachments