GENERAL ELECTRIC

DIAL

INDUSTRIAL [illegible] DEPARTMENT, 1501 Roanoke Boulevard, Sa

CC:
LJ Parkinson - 431
ED Abell - 431
TL Herndon - 431
RL Turner - 141

Brake Lining 167A8473 and 167A8474

March 11, 1976

Minutes of Meeting of March 9, 1976

Attendees: Frank McBrearity - Raybestos Manhattan
Robert Taylor - Raybestos Manhattan
E. L. Dickerson - G.E., Salem, Va.
R. L. Turner - G.E., Salem, Va.

Tests were performed on the Crane Tower using 507E lining material as follows:

(1) Full lining - load could not be stopped at temperatures above 150°F in a satisfactory time.

(2) Split linings with about 1/3 cut out of middle - still not satisfactory.

Mr. Taylor said lining was not the correct material for our application. He said the lining pressure of 35 psi approximately was too low for 507E material. He suggested cutting the lining away to leave approximately 4.5 square inches on each shoe.

(3) Repeated test with about 4.5 sq. inches per shoe. This gives lining pressure of about 300 psi. The stopping tests were excellent.

Mr. Taylor said lining glazed at low pressures and did not provide friction value that was needed for our application. He recommended two materials: M357B (for up to 100 psi loading) and US98 (for up to 50 psi loading).

~~They promised samples of each material for use on the crane tower in one week.~~

3/23/76

Received and tested samples of M357B material. It was tested and found to be excellent on stopping times.

3/26/76

Advised McBrearity by phone that we needed rush delivery of 30 pieces of 167A8474, Part 5 and 20 pieces of 167A8474, Part 6 for Israel Job. McBrearity promised delivery the week of May 10-14. Joe Nash furnished order to Ray Turner for this material.

3/31/76

US98 sample linings to be delivered by 3/31. These will be tested in the Lab.

Based on final wear test results, we will change drawings to specify one of these materials.

E. L. Dickerson

IC-981

PLAINTIFF'S EXHIBIT WV-021607

PLAINTIFF'S EXHIBIT 78709.00

GEWVOCT04-011638

WV-21607