Testing of prototypes makes sure they can stop

Trying to stop two tons of steel moving 55 miles an hour may sound like a job for Superman. But millions of people do it effortlessly every day when they apply brakes in their automobile.

This performance and reliability didn't just appen. It reflects detailed refinemant of brake systems resulting from millions of hours of development and testing programs that almost never shop. "Chrysler Corp. engineers are conducting brake tests in some part of North America almost every day of the year," said Gayle Smith, manager of brake engineers conducted over routes in typical big city traffic in Detroit, New York City, Los Anglees and Phoenix. Or they're conducted in such colortules out they are they began to Clorado, the Peter Pot area in the Smoky Mountains, WaWa, Ontario, the Jerome grade in Arizons; and at a former airfield in Florida.

"ALL THIS is in addition to component testing in our engineering laboratories and at our Chelsea Proving Grounds. Test cycles may be as brief as one hour or up to several months. Around-the-clock testing in some areas is a regular part of the pro-gram," Smith said.

testing in some areas is a regular part of the pro-gram," Smith said.

The heavy test schedule isn't because brakes are radically different, Smith said, but because systems must be tailored model to model, and substitute for on-road experience.

The goal of the engineers is to see that all cars perform to acceptable standards.

Brakes must perform under extreme weather and temperature conditions, in response to a varie-ty of demands by all kinds of drivers, in a variety of the conditions of the standards of the standards.

situations.

Engineers evaluate characteristics such as pedal effort, durability, noise levels, wear of linings, fade and stopping distances.

The test route near the Chrysler Proving Grounds mixes surburban driving and back roads.

On the Detroit city cycle, prototype vehicles may be equipped with future model brake systems.

LA'S CLIMATE and traffic brings about severe temperatures and frequency of brake use for evaluation of new brakes and linings and brings out noise and rapid hot wear. New York offers its own special big city challenge.

Phoenix offers a meropolitan environment with high temperatures and different temperatures at high altitute evaluations that can't be reproduced at the company's proving grounds.

A trip down Pick Pera puts its own special burden on brakes. The Peter Pot area in the Tennessee Smokles is regarded as a good country un of moderate severity, which often ends with a run to nearby metropolitan areas such as New York or Washington, D.C.

ington, D.C.

Brake tests are worked into the extreme cold
weather testing in WaWa, Canada, and northern
Ontario, because of the likelihood of sub-zero tem-





Thieves unwelcome

goes beyond scaring the would-be thief away, it disables the starter. When activated, the

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Ontarto, because of the likelingood of sub-zero tem-peratures that might influence brake characteris-tics. The abundant snow there also helps engineers design against the possibility of snow packing into systems beneath the ear.



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