Brakes take lots of tests

Trying to stop two tons of steel moving 55 miles an hour may sound like a job for Super-

man.
But millions of people do it effortlessly every day when they apply brakes in their automobile.
This performance and reliability didn't just happen. It reflects detailed refinemant of brake systems resulting from millions of hours of development and testing programs

"Chrysler Corp. engineers are conducting brack tests in some part of North America almost every day of the year," said Gayle Smith, manager of brake engineering.

The tests are conducted over routes in typical big city traffic in Detroit, New York City, Los Angeles and Phoenix, Or they're conducted in such coloritudes and places as Pike's Peak in Colorado; the Peter Pol area in the Smoky Mountains. Wal'Na, Ontario, the Jerome grade in Arizons; and at a former airfield in Florida.

"ALL THIS is in addition to a conduction of the conduction of the property o

"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 program." Smith

The heavy test schedule isn't becaus brakes are radically different, Smith said, bu because systems must be tailored model to model, and there is no substitute for on-road

model, and there is no 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 variety of demands by all kinds of drivers, in a variety of situations. Engineers evaluate characteristics such as pedal effort, durability, noise levels, wear of linings, fade and stopping distances. The test route near the proving grounds mixes surburban driving and back roads. On the Detroit city cycle, prototype cars may be

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

LA'S CLIMATE and traffic brings about

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

Grounds.

Queens & Other

4. Whele Drives

Queens & Other

Queens

plow. Low mileage, locking hubs, usas gas tank, many exiras, 18900. 626-0766 GMC 1978, 14 Ton, 4 wheel drive Pick-up An 18,000 mile, 1 owner, pever used commercially. St. No. 313A.

AVIS FORD Telegraph at 12 Mile 354-3100 781-246
Telegraph at 12 Mile 354-3100
GMC, 1979 bail to 4X4, High Sierra, attematic, lilt, an fin, 18,100, 483-2167
St. No. 1972.
St. No. 1972.

ettra, low miles, a Read Gas Saver.
35. No. 1972.
AVIS FORD
Telegraph & 12 Mile
354-3100
BOBCAT: 1978, AM FM B track, tinded
glass, near defoger, Jade green, radiostate of the same of GMC, 1979, Jimmy, loaded, mint cond tion, only 5400 miles, \$5200. After PM. 646-045 EEP, 1977, wagoneer, completely oaded, excellent condition, \$4500.

JEEP, 1978
CHEROKEE CHIEF
, automatic, power steering &
SEC, 1972, 80 ordines.
\$5,995
Fiesta AMC Jeep
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JEEP, 17 Wagnoort, Roaded, 1530 Collect as 50 Wagnoort, Roaded 1530 Wagnoort, Roaded 1530

SUBURBAN, 1976, Silverado, 9 passen-ger, 4 x 4, very good condition, 33800. 647-0410. SUBURBAN, 1976, GMC, excellent shape. Dayx, 559-8832, AUTOLAND 35545 W. MICHIGAN AVE., WAYNE 728-3169 8c. 4. st., very good condition. \$34000. \$47-1010 \$1500 RBAN. \$175, GMC. excellent shape. Days. \$55-84127 \$1500 miles. \$245-007 \$150

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Auto Show Miss

Jane Mencely, 23, of Farmington Hills was Jane Mencely, 23, of Farmington Hills was named "Miss 1890 Detroit Auto Show." She will reign over the show at Cobo Hall. The auto show will begin Jan. 12 and run through Jan. 20. The show will begin with a charity preview Friday night. Money from the preview will got to the Boys' Club of Metropolitan Detroit, the local Easter Seal Societies and the Northeast Guidance Center for Emotionally Disturbed Children.

A trip down Pike's Peak puts its own special burden on brakes. The Peter Pot area in the Tennessee Smokies is regarded as a good country run of moderate severity, which often ends with a run to nearby metropolitan areas such as New York or Washington, 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 temperatures that might influence brake characteristics. The abundant snow there also helps engineers design against the nossibility of snow packing into systems bepossibility of snow packing into systems be-

"DRIVERS DON'T need to make a pani-

"DRIVERS DON'T need to make a panic stop more than a few times in the life of their car." Smith said. The person who does is probably 'over-driving.' Brake engineers are always searching for the system that gives the best controlled stop or all drivers. Testin includes near destruction to assure integrity of the system. "As reliable as brakes have become, they can't overcome certain laws of nature," Smith exid

Hardle 1809 to Commission Farms (gill.)

SECURITY, 1977 Grand Margin 19 (TLLS), 151, ingrees brougham, the mining 1800 to Commission Company Checked Hillers 1914 2014 Company Checked Hillers 1914 Company

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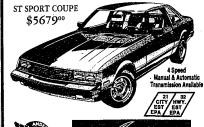
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