From: gmclist-bounces@temp.gmcnet.org on behalf of James Hupy
To: gmclist@temp.gmcnet.org
Subject: Re: [GMCnet] REAR BRAKE TORQUE REACTION SYSTEM
Date: Saturday, June 05, 2010 10:45:31 PM

I was at auburn when the coach brakes with Chucks reaction arm was being driven by numerous guys and maybe it can be explained with heat transfer. When you panic stop a drum brake coach, the front rotors and hubs and alloy wheels will get too hot to touch, the rear/rear drums and alloy wheel will be barely warm, and the rear/intermediate drum and wheel will be somewhere between the two. On the reaction arm vehicle, the front assemblies are not as hot as the drum brake coach, but both rear and intermediate assemblies are much warmer. This tells me that the braking load is more even throughout the system. I don't need strain gages or microphotographs to tell me what is transmitted through my finger tips when I put my hands on those alloy wheels. Brakes after all is said and done merely convert mechanical energy into heat energy. Maybe we should analyze this in order to better understand how Chucks system works. CAD drawings are neat, but don't forget seat of the pants testing. No one is wrong here, we just have five blind guys looking at an elephant. Jim Hupy
GM get away with inade