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applications, both in industrial and vehicle brake areas. This will allow the manufacturers to identify potential product opportunities and give their technical staff quantitative performance goals to work toward. This, combined with Eaton's ability to evaluate the materials and supply valuable feedback, should encourage the development of cooperative programs. This approach has been discussed and favorably received by the above-named manufacturers.

Specific details of our friction material technology program for the last half of 1979 are currently being established and will be finalized in mid June, after discussions with both the Airflex and Brake Divisions. It is anticipated, however, that a significant portion of the total effort will be directed at nonasbestos materials.

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