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F. Eaton On-Highway Steer Axle Penetration

Kenworth penetration levels show a recovery as the 12F4 units are introduced, and Peterbilt shows substantial strength.

EATON HIGHWAY STEER AXLE PENETRATION

	<u>Y-T-D</u> <u>6 Mo. 1983</u>	<u>3 Mo. AVG.</u> <u>4/83 - 6/83</u>	<u>Y.E.</u> <u>1982</u>	<u>P.P.*</u> <u>1983</u>
Peterbilt	33.0%	36.0%	26.0%	25.0%
Kenworth	26.0	25.0	19.0	18.0
Freightliner	10.0	15.0	8.0	5.0

G. General

Consolidation of Axle and Brake production pricing activities is continuing, with all quotes now coming out of Galesburg.

The strategic business plan has been completed and approved, although additional summaries for senior management may yet be required.

The Federal Government has indicated in several different forums that heavy vehicle braking system performance is again coming under governmental scrutiny. Specifically, NHTSA is studying the effects of increased steer axle braking, brake proportioning, and antilock again. BMCS is trying to determine how many brakes on a combination vehicle can be "safely" out of adjustment, and NHTSA plans research on automatic adjustment. Finally, the FHWA, as part of its study of longer combination vehicles under STAA1982, will include recommendations of braking standards and performance for these vehicles.