would be legal and feasible. Were there anti-trust implications from this type of research? Several members indicated that their companies would not contribute either directly or indirectly to funding of such joint research.

Reference was made to a proposed New Jersey law which was scrapped about a year ago which proposed to ban the manufacture, use, or sale of any carcinogenic material, which included asbestos. If such a statute were to pass in one state it could effectively ban asbestos in brake linings throughout the United States. This proposed New Jersey statute was abandoned after it was realized that it would just about close down the manufacturing industry in New Jersey. Even if such a ban were feasible, even Dr. Selikoff has indicated that there are controls that can keep asbestos concentrations to non-harmful levels. Several delegates indicated that they were strongly opposed to any kind of joint research project for the development of a non-asbestos lining and this subject was then dropped.

BRAKE PERFORMANCE STUDY COMMITTEE

Mr. Nelson, Chairman of the Brake Performance Study Committee prepared his committee's report. Mr. Nelson could not attend this meeting and Mr. Ron Cutler of Abex read the report. Please refer to Exhibit 7.

The Chairman's report discussed items such as the Quality Control Program and recent moves in Washington and the courts concerning Federal Motor Vehicle Safety Standard 121 (air brake systems standard). The Chairman also discussed Standard 105-75 and contact with Mr. Fred Redler of the National Highway Traffic Safety Administration concerning Docket 1-4 (replacement brake shoe and lining assembly). He indicated that this docket was being reactivated and we could expect to hear more on it in the near future.

Mr. Nelson revieved his discussions with Mr. Redler concerning projects that could effect brakes including such items as longer life friction materials, brake system inspectibility, and the up-grading of both the hydraulic and air brake systems standards. He also discussed AAMVA certification requirements and activities of the Vehicle Equipment Safety Commission. He noted that the Institute had been in contact with the Defense Supply Agency concerning the proposed federal brake lining specification MIL-3611E, and that the Defense Construction Supply Center indicated that the revision E variation of this specification calling for full dynamometer tests was not satisfactory. They indicated agreement with the Institute position about the unworkability of Revision E. The Defense Construction Supply Center is now working on a Revision F which it is hoped will include some of the suggestions that the Institute made over the past year.

In reading Mr. Nelson's report, Mr. Cutler commented on the Quality Control Program where he asked for some feed-back concerning work of the Quality Control Sub-committee. It was asked if members had been