To: B Iwaesson

May 22, 1979

Mr. Ralph Jarrells
Director of Advertising and Communications
National Automotive Parts Association
Suite 1129 Parklane Towers West
Dearborn, Michigan 48126

Dear Ralph:

Thank you for your letter of May 18 concerning our product being equal to or better than the original equipment. As you know, we sell to NAPA material for several different applications and I will cover these individually.

First of all, I am attaching our test report #76 CAM-26 which evaluated our first-line disc brake materials and first-line drum brake materials on a 1976 Camaro. The Camaro was selected as the test car because it is a difficult car to brake in that it has low booster runout and relatively small ($9\frac{1}{2}$" X 2") rear brakes. The tests verify that the materials meet or exceed the O.E. requirements using the government test procedure FMVSS 105-75.

With regard to hydraulic truck strips, our material 693-551D is used in many of the O.E. applications such as the 3/4 ton Chevrolet and GMC light trucks.

The medium-sized trucks, brake sizes 14" X $2\frac{1}{2}$" through the 16" X 6" sizes, we have many approvals on such vehicles as Chevrolet, GMC, International Harvester, Dodge, and Ford. The materials used were our 693-551F and 693-551D and these materials are also approved for school buses which meet the FMVSS regulation 105-75.

In the thick block field, used on air braked vehicles, we have over 50% of the O.E. market and all our materials meet the FMVSS 121 regulations.