

of a new matrix containing an organic fiber. Processing methods of RDM materials have been studied for 15 years while completely new methods may have to be developed for materials containing organic fibers.

As a guideline, the development of a new non-asbestos matrix from the bench level to commercialization would involve a minimum of three years and \$500,000.

6. Problems associated with the use of asbestos pads for replacement of NADBL. A major factor in the selection of NADBL for OEM applications was simply that many of the new vehicles/brake systems required a "higher performance" lining due to the increased operating temperatures of the brake. Therefore, on vehicles where NADBL is used at an OEM level, due to the performance requests, NADBL should be used in the aftermarket in order to maintain acceptable brake performance and durability.

Advantages associated with the use of asbestos pads for replacement of NADBL. The following advantages apply only where NADBL are not required to achieve acceptable brake performance.

The use of asbestos pads would alleviate the problems as detailed in Section 3. In fact, we believe some of the problems associated with NADBL will be magnified in the aftermarket. For example, the fluid boil problem could become more severe if improper brake fluids are used.