

materials are fitted with duo-servo rear drum brakes and front disc brakes, and are within the 3300-3800 lbs weight range, then the requalification of non-asbestos materials for these vehicles would have the greatest impact on asbestos elimination.

**Task 2. Conduct Dynamometer and Vehicle
Qualification Tests on Non-Asbestos Materials
Using Representative Vehicles**

The purpose of this task would be to determine whether current non-asbestos materials could be safely used in aftermarket vehicles designed for use with asbestos friction products. This task would draw upon the results of Task 1 by limiting the vehicle studies to these vehicles known to represent the majority of vehicles now in service. In this way, the study could be conducted in a more cost-effective manner.

This experimental study would use dynamometer and vehicle tests to determine friction product effectiveness under vehicle service conditions. The ability of brake systems and friction materials to satisfy Federal motor vehicle safety standards would also be assessed.

This second task would determine (1) whether safe effective substitute materials are available for some aftermarket applications and (2) what range of effectiveness currently exists among suppliers of aftermarket non-asbestos materials.