

BRAKE
LININGS

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Correspondence

BRAKE DIVISION
PRODUCT ENGINEERING

Project Number 2148-1

Date May 31, 1979
To L. Eltinge, M. Collins
Division & Plant ERC, IDO, Airflex Division, Cleveland
From R. F. Neuman
Division & Plant ERC
Copy to
Subject G. L. Hopkins, J. H. McNinch, K. Waichunas
Nonasbestos Linings

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The following is in response to your recent inquiry on non-asbestos friction materials. To date, three such materials, all produced by Scan-Pac Manufacturing, have been performance tested. The results indicate significant temperature limitations with the materials.

As far as the name brand suppliers are concerned, Raybestos Manhattan is by far the most aggressive in nonasbestos materials. The April 23 issue of Iron Age indicates Raybestos Manhattan will eliminate all asbestos from their product line by January 1982. This is contrary to recent indications by their Detroit District Sales Manager, who indicated they will not develop new asbestos-based materials but will continue to supply existing materials as long as there is a market. This area will be pursued in more detail with Raybestos Manhattan.

Raybestos Manhattan is just now to the point in their development program where they are interested in supplying us with asbestos-free test samples.

The attitudes of other manufacturers, namely Abex and Carlisle, are definitely changing to a more aggressive approach, however, to date, they are not far enough into their development to let samples into customer hands.

As it is imperative for Eaton to start gaining experience in this area, it is recommended we identify potential target

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applications, both in industrial and vehicle brake areas. This will allow the manufacturers to identify potential product opportunities and give their technical staff quantitative performance goals to work toward. This, combined with Eaton's ability to evaluate the materials and supply valuable feedback, should encourage the development of cooperative programs. This approach has been discussed and favorably received by the above-named manufacturers.

Specific details of our friction material technology program for the last half of 1979 are currently being established and will be finalized in mid June, after discussions with both the Airflex and Brake Divisions. It is anticipated, however, that a significant portion of the total effort will be directed at nonasbestos materials.

R. F. Neuman
R. F. Neuman

/jc