

PLAINTIFF'S EXHIBIT

SWB-27

Figure 31. Dust Mask



Figure 32. Noise Hazard



Figure 33. Emergency Exit



PROPRIETARY

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1. GENERAL

1.01 This section covers the procedures that must be followed when performing motor vehicle service operations involving either brakes or clutch. These procedures apply to all vehicular work necessitating removal of the brake drum and all work on clutches and manual transmissions that involves the clutch, pressure plate and housing assembly. This includes but is not limited to: brake repairs, (adjustments, inspections, and replacements) work on wheel bearings and axles, clutch replacement, transmission removal, and hub or drum removal.

1.02 As a result of recent investigations on brake service operations, these procedures are necessary to protect employees from possible exposure to airborne asbestos fibers. Although studies have shown that most of the original asbestos content of brake lining material is decomposed during braking due to thermal degradation, some actual asbestos fibers can be found in the residual dust. In addition, new brake and clutch lining material contains asbestos fibers that could become airborne if the linings are abraded.

2. DUST REMOVAL

2.01 When work is done on brake drums and clutches, all loose dust shall be cleaned from brake drums, brake backing plates, brake assemblies and clutch assemblies using an industrial type vacuum cleaner equipped with a high efficiency filter system. An ordinary shop vacuum cleaner is not adequate for this purpose. A vacuum cleaner/filter system designed for this specific usage should be used. After vacuum cleaning, any remaining dust or grime shall be removed using a rag soaked in water and wrung until nearly dry.

UNDER NO CIRCUMSTANCES SHALL COMPRESSED AIR OR DRY BRUSHING BE USED FOR CLEANING, NOR SHALL BRAKE DRUMS BE STRUCK ON THE FLOOR TO REMOVE
ABRADED RESIDUE.

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5.02 The detailed instructions for the medical surveillance program should be obtained from the Company Medical Director.

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