

FILE NAME: Friction Materials Standards Institute (FMS)

DATE: 1976 Sept 27

DOC#: FMS047

DOCUMENT DESCRIPTION: Letter to State Farm Fire & Casualty Co.
with Memo to Asbestos Study Committee RE Asbestos Dust Control
in Brake Service Centers

Add additional enclosure: "Recommended Procedures for Reducing Asbestos Dust During Brake Service," from Raybestos-Manhattan catalog.

September 27, 1976

State Farm Fire and Casualty Company
112 E. Washington Street
Bloomington, Illinois 61701

Attention: Mr. Stephen A. Nolan

Gentlemen:

On September 1, 1976 you wrote to the Asbestos Information Association concerning information on asbestos as it relates to brake shoes, drums and assemblies. Mr. Mareness of the Asbestos Information Association suggested that you contact me for information.

I'm not exactly sure what information Mr. Mareness sent you but I would like to enclose some information which may be of help. I've enclosed an article entitled, "Asbestos Dust Control in Brake Service Centers." This is a draft article prepared by the Institute concerning good housekeeping procedures to be used in brake service shops. It is a draft document and is not necessarily final. I believe that it may help alleviate problems associated with the asbestos dust in brake shops.

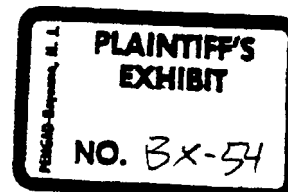
I am also enclosing an article that was put out by the National Institute of Occupational Safety and Health. This was in the form of a letter from Dr. Lloyd of NIOSH which attached some recommended procedures for asbestos brake and clutch servicing. The NIOSH recommendations are in reasonable harmony with those draft recommendations that I've enclosed. I'm also enclosing a copy of an article as it appeared in Brake and Front End Service in May 1976. This article discussed some of the same items noted by NIOSH. In addition, it discussed equipment used for maintaining minimum dust levels in the brake service shops.

If you have some specific questions concerning the asbestos problem I would try my best to help you. The main emphasis up until this time has been on factories. I believe they had a more serious asbestos dust problem than brake service shops. However, if brake service shops use poor work practices such as an air hose to blow off used parts, or they do not have good dust collection when grinding brake linings, there may be asbestos dust problems in these areas too. It would appear that most brake service shop problems are controllable with good work practices and good housekeeping.

Sincerely,

EWD/lmc
Encs.

E. W. Drislane
Executive Director



September 27, 1976

TO: Asbestos Study Committee

SUBJECT: Asbestos Dust Control in Brake Service Centers

As a matter of background we have been asked several times over the past 2 or 3 years by the Asbestos Information Association (AIA) to get something together concerning asbestos in brake linings. Comments have been made concerning the AIA booklet "Asbestos and Brake Linings," that it is purely a reference source providing background for the general public. It does not accomplish anything as regards educating users of asbestos bearing brake linings.

Comments were passed at committee meetings to the effect that the booklet is really of little value. However, no action has been taken by the committee as regards providing AIA with something of more value. In June 1974 I received a memo from Mr. I. H. Weaver concerning a write-up that had been done by Mr. Moalli of Raybestos-Manhattan. It was a general write-up on precautions that could be taken in brake shops when working with asbestos bearing brake linings. Mr. Weaver had several editing changes and I made some changes to the write-up. This subject was dormant since then, but I resurrected it when I received two recent requests concerning recommendations in the brake service shops. One letter was from State Farm Fire and Safety Casualty and the other was from MOTOR Magazine. Copies of the correspondence are enclosed.

I believe if industry is to present its side concerning asbestos, I had to reply to these inquiries. We should make objective and responsible recommendations. For that reason, I went to the files and pulled out this write-up that had been forwarded by Mr. Weaver in 1975. This write-up is the best I have. I took the liberty of using and sending it to those inquiring about asbestos in the brake shops. I indicated that it is in draft form and I do not have a final write-up. Engineers at Raybestos-Manhattan are reviewing this currently to see if changes should be recommended. I would very much appreciate it if members of the Asbestos Study Committee would review this write-up and make recommendations. If there is some significant area we have missed, we would appreciate comments and recommendations in that area. In the meanwhile, until I get a final draft on these recommendations, I will send copies of this draft.

Over the past week or so I have been in contact with Mr. I. H. Weaver who had earlier served as Chairman of the Asbestos Study Committee. Mr. Harry Wagner, present Chairman, has been quite ill for the last several weeks. Thru the President, I have asked Mr. Weaver to serve as acting Chairman of the Asbestos Study Committee until the membership of this committee is settled. I have, therefore, been working with Mr. Weaver concerning this write-up.

E. W. Drislane
Executive Director

PLAINTIFF'S
EXHIBIT

BX-55

P.S. After preparing this memo, Mr. Weaver sent me the enclosed "Recommended Procedures for Reducing Asbestos Dust During Brake Servicing."