

MINUTES OF THE MEETING

of the

ASBESTOS STUDY COMMITTEE

Thursday, January 19, 1978 at 9:30 A.M.

Institute Office, E-210 Route 4, Paramus, N.J.

MEMBERS PRESENT

.. Wagner, Chairman	Carlisle Corporation
.. Nicholson (for B. J. Ivarsson)	Abex Corporation
.. E. Stone	Bendix Corporation
.. H. Weaver	Raybestos-Manhattan, Inc.
.. Dunderdale	Royal Industries Brake Products
.. W. Armstrong	Bendix Corporation

OTHERS PRESENT

.. R. Cole, Attorney	Gorman & Cole
.. W. Drislane, Secretary	Friction Materials Standards Institute
.. J. Lavery	Royal Industries Brake Products
.. F. Reis	Johns-Manville Corporation
.. M. Fenner	Johns-Manville Corporation

a meeting was called to order by Mr. Wagner, Chairman, at 9:30 A.M.

MINUTES OF PREVIOUS MEETING

the minutes of the meeting held March 28, 1977 had been distributed. These minutes were reviewed and a motion for their acceptance was made.

Mr. Weaver advised that while the minutes reported what was stated at the meeting, the second paragraph on page 4 concerning the Raybestos slide program was incorrect. Section 8 of the program dealt with asbestos control. That section was not 8 minutes long.

On motion duly made, seconded and unanimously passed, it was;

RESOLVED: To accept the minutes of the March 28, 1977 meeting as written.

COMMITTEE MEMBERSHIP

Secretary advised that Mr. J. W. Armstrong of the Bendix Corporation, Highland, Michigan, was invited to serve on the Asbestos Committee.

Mr. Armstrong accepted and was present at this meeting.

FMSI--0286

PLAINTIFFS
EXHIBIT

FM 18.1

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COMMUNICATIONS WITH EMPLOYEES AND USERS OF FRICTION MATERIALS

The Secretary distributed to the Committee members copies of Raybestos "Do's and Don'ts" as regards asbestos. They include this as an insert in their brake lining packages. It has a brief statement on how to minimize problems with asbestos in the workshop.

IMPORTANTASBESTOS DUST HAZARD

Do not breathe dust.

Do not use air hose for cleaning.

Do not machine without dust collection equipment.

Do use vacuum or wet cleaning methods.

Do dispose of dust in sealed container.

Do wear mask if unable to avoid dust.

It was stated that this was a good condensed set of instructions which might get the message across. A lengthy one page or longer report would probably be of much use at this point. It was suggested that other members might use such an insert for distribution with their brake linings, blocks, and disc facings.

Weaver showed a part of a Raybestos slide program aimed at brake personnel. The section on asbestos was but one section of an eight section slide program (with audio) on brake servicing. The slides were in the form of a question and answer program to indicate good practices in control of asbestos dust in the brake shop. These slides were Section 8 of the Raybestos brake clinic program.

It was suggested that perhaps the Institute should make a public relations release on work that industry is doing to control asbestos both in their own shops and in their customer's shops. Perhaps communications with employees and users might be supplemented with communications with the general public and the media. It was stated that this might be better done if the Institute had a work practices manual and could then make it known that such a manual was available. Were the Institute to attempt coverage in the general media it is more likely Dr. Selikoff and others would get the last word and early releases by the Institute would be of no positive value. The general media is more likely to accept statements by groups such as Mount Sinai and might minimize or distort any contribution of industry. It was suggested that releases might be made in automotive trade publications. The Secretary indicated that when the Institute published the "Recommended Procedures for Minimizing Asbestos Dust During Brake Servicing" releases were made and published in several magazines for the automotive trade.

It was noted by one member that an avenue that is open and should be used, which that he personally had used, was that individuals should give Congressmen points of view from industry. Letters to the editor and to legislators may be helpful in arriving at some balance before decisions are made. A Committee

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pointed out that there was a recent release from OSHA concerning the industry which was less than complimentary to the American foundry industry. In any public relations encounter in the general media it is most likely that the industry position will come in second best.

regarding communications with employees, Mr. Stone indicated that the Bendix Iron Materials Division used the Johns-Manville slide and audio program titled, "Working with Asbestos," and showed it to new employees. This program is available in cassette and slide form from Johns-Manville in Denver, Colorado. In the Bendix program, they added their own slides with pictures of presses setting equipment showing dust collecting equipment added to control dust levels in the work place. The slide was narrated by a Bendix Safety Advisor and particularly mentioned names and described the operations of an employee. This program was tailored well to its audience, and it was stated that other members might wish to use the Johns-Manville "Working with Asbestos" program in similar fashion. It was suggested that no "canned" program can work satisfactorily for all members, and by tailoring J-M's program to their own employees as Bendix did, it may be a valuable tool in indoctrinating employees.

regarding further communications with users of friction materials, it was stated that a work practices manual could serve as an outline for preparation of a slide program. Mr. Fenner indicated that he would be happy to help put together a slide program if he could receive input as regards what should be on the slides. Based on a work practices manual as an outline, Fenner felt that it would be a reasonable job to prepare a slide program. A member could arrange for him to take slides either in one of their own places or in a customer's work place. With photographs developed in this manner, J-M could tie a slide program into a work practices manual.

ABT ASSOCIATES—OSHA TRAINER'S GUIDE

The Secretary indicated that this item was made an agenda item as the agenda prepared in December 1977. Subsequent to preparing the agenda, the committee assembled a critique of the Abt Associates work for OSHA. The committee replied to Abt Associates on December 28, 1977. The comments to Abt Associates were based on material prepared by the Secretary and reviewed by Mr. Wagner and Mr. Weaver. In addition to the comments by the committee, the Asbestos Information Association replied. Also Mr. Armstrong, representing the Bendix Corporation and Johns-Manville forwarded comments received by Dr. Ertin.

It was generally commented that the Abt Associates Trainer's Guide appeared to be an amateurish presentation which had not been researched sufficiently to establish the facts. It was felt that industry had responded to this, and that if their comments are considered it will have benefited all.

DRAFT FOR PROPOSED AIA PAMPHLET (I.H. WEAVER)

In November 1976 Mr. Weaver prepared a draft for a pamphlet for AIA entitled, "Asbestos Dust Hazards and Brake Lining and Clutch Service Operations."

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of his write-up. This was covered in his memo to the Asbestos Study Committee on January 11, 1978. Mr. Weaver felt that most of the comments in the Secretary's critique were valid but that he didn't agree concerning removal of the second sentence concerning mesothelial tumors in persons involved with automobile brake servicing.

It was stated that this pamphlet would assumingly be no longer viable if the FMSI is to work on writing up a work practices manual. It is unlikely that the Asbestos Information Association will put out a pamphlet on this subject if the Institute prepares a work practices manual. However, information in this write-up would be of value in writing up a work practices manual. It was suggested that anyone using the introductory section of Mr. Weaver's draft be particularly careful of the wording. No further action is contemplated as concerns this draft pending action taken as regards the Institute preparation of a work practices manual.

CONSUMER PRODUCT SAFETY COMMISSION--RECALL PROCEDURES

The Secretary advised that he had been contacted by Mr. Adrian Comins of the Auto Friction Corporation concerning the Consumer Product Safety Commission and its procedures for recall. He was particularly concerned that if in the future the Consumer Product Safety Commission were to ban the sale of asbestos-containing friction materials, that disastrous costs would be incurred in a major recall. Mr. Comins expressed his concern in a letter that he wrote to the Consumer Product Safety Commission on procedures used during the Tris recall. Mr. Comins wrote indicating his concern that the economic burden of any recall should be borne equally by all members of the distribution chain. He wrote this as a private citizen on his own letterhead and did not bring in the subject of friction materials. The Secretary indicated to Mr. Comins that he did not want to raise the question of banning the friction materials for fear it would put the idea into motion.

The Secretary recently wrote Mr. Comins when CPSC banned the use of artificial emberizing materials and patching compounds. The Consumer Product Safety Commission issued the regulations under the Consumer Product Safety Act (CPSA) rather than under the Federal Hazardous Substance Act (FHSA). By promulgating under CPSA the regulations do not require the re-purchase of products by manufacturers, distributors and retailers. Mr. Comins feels that individuals in the Friction Materials Standards Institute should make their concern known to the Consumer Products Safety Commission by writing them directly. He does not feel that the Institute or Corporations should be involved at this time. He indicated that he was asking the Institute to make a recommendation to its members concerning recall procedures by CPSC. At this point the Committee members indicated that they endorsed the idea of encouraging individuals to write the Consumer Product Safety Commission concerning recall procedures and to advocate that the burden be borne equally. This would be the case if any such regulation were to take place under the Consumer Products Safety Act rather than under the Federal Hazardous Substance Act.

Mr. Fenner indicated that there is a question as to whether friction materials can be considered a consumer product. There is an effort on hand now to expand the definition of a consumer product. There is a litigation involving the Anaconda Corporation concerning wiring used in the residential housing. This has to do with the susceptibility to fires under certain installation