JACK BURL RIDENAUER, JR.

Deposition Summary

Vaughn v. Raymark Industries, et al.
USDC Eastern District of Missouri, Eastern Division
Civil Action No. 82-1655-C(A)

Taken on December 9, 1983
Detroit, Michigan

Page	Summary
6	Mr. Ridenauer has been an engineer in Ford's Design Analysis Engineering Department since 1971.
7-11	Ford did not manufacture brake linings or brake pads from 1960 to 1975. These products were purchased from Bendix, Kelsey-Hayes, Wagner Electric, Budd, Teves and Culpepper, Thiocol, Raybestos-Manhattan, Johns-Manville, Delco-Moraine (division of GM), Borg Warner, Universal, Varga, Dayton Walther, Rockwell International, Eaton, Dana, Abex, H.K. Porter, P.T. Brake Lining Company, Carlisle, Brake Lining Company of America, Worldbestos, Toyo Kogyo, and Pak Rite. Ford purchased original equipment from these companies.
12-15	Ford did not purchase after-market products for resale. The above companies were suppliers between 1960 and 1980. Mr. Ridenauer believes Bendix was a supplier the whole time.
16-18	Dayton-Walther and Bendix supplied light truck brake assemblies between 1970 and 1982. The term light truck includes van and pickup chassis.
19-21	Ford interrogatories list Bendix, Kelsey-Hayes, Raybestos, and Abex as after-market dealers from 1968 to the present (1983). Mr. Ridenauer is not aware about this subject.
22-25	It depended on the supplier whether or not Ford bought the brake assemblies or just the pads and linings. Between 1961 and 1975, the brake assemblies, pads, and linings were not received by Ford with any warnings. Ford did not place any warnings on the brake linings or pads it shipped to dealers between 1961 and 1975. (These products were not normally shipped by Ford to dealers.) Mr. Ridenauer does not know of any warnings Ford gave

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to Ford dealerships' service departments with regard to asbestos danger between 1961 and 1975.

26-28 He does not know which company's products ended up in which particular Ford vehicles.

29-31 His list of suppliers (see above) is based on personal recollection and what he was told by others. He was unable to confirm with other people that Carlisle and Dana were used. It is possible that some of these companies' products were not actually used in vehicles even though Ford approved their purchase.

32-35 Before becoming Design Analysis Engineer, he was Car Product Manager.

36-37 Brake assemblies and drum brakes are explained. Brakes usually arrived at assembly plants in pallets.

38-40 Brake Lining Company of America was only seen on Mutt vehicles. It is likely that the light, medium, and heavy trucks all had different brake suppliers due to different specifications.

**see attached exhibits