



CORPORATE HEADQUARTERS
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JOHN H. MARSH
DIRECTOR OF ENVIRONMENTAL AFFAIRS

February 9, 1976

Mr. E. W. Drislane
Executive Director
Friction Materials Standards Institute
E-210 Route 4
Paramus, N. J. 07652

Dear Ed:

The paper you referred to in your memorandum of February 6 was first given at Miami in May 1974 at the meeting of the American Society of Governmental/Industrial Hygienists. Following that meeting there was a presentation at the Ford Motor Company in May 1975. Present were medical directors of Ford, Chrysler, and General Motors, Dr. Selikoff, representatives from NIOSH, organized labor and a few companies such as International Harvester.

The same group met again in July 1975 and produced the NIOSH Alert to brake service mechanics.

Another meeting of the same group is scheduled for March of this year which I plan to attend.

I would appreciate it if you would send me a copy of the information on vehicle registration and asbestos usage in motor vehicles you sent to Mt. Sinai. It was not included with the correspondence I received.

I will be glad to give you a complete report on the March meeting. There is no question that excessive amounts of asbestos dust exist in many brake service centers and it is incumbent upon the industry to take an aggressive approach in providing its customers with information on the safe handling of asbestos containing products.

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FMSI 06809

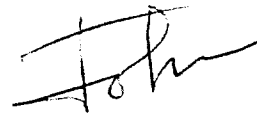
Mr. E. W. Drislane

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February 9, 1976

Please let me know if you have any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read "John", with a stylized flourish at the end.

JHM/ek

cc: Messrs. R. R. Moalli
I. H. Weaver

FMSI 06810

February 10, 1976

Mr. John Marsh
Raybestos-Manhattan, Inc.
100 Oakview Drive
Trumbull, Conn. 06611

Dear John:

Per your letter of February 9, 1976, I am enclosing copies of the data sent to Dr. Selikoff.

1. U.S. Motor Vehicle manufacture, and use 1904-74
2. Jacko paper on "Brake and Clutch Emissions Generated During Vehicle Operations."

Dr. Selikoff was attempting to quantify the amount of asbestos used in brake linings from 1920 to the present. I indicated that I did not know of any such data. However, I indicated that registration figures were available. Also the Jacko paper made estimates of asbestos used in brakes for 1972. I cautioned Dr. Selikoff that while he might attempt correlation of earlier years asbestos usage based on vehicle usage in those years, that data from 1920 to the mid 1930's might be subject to question since:

1. The percent of asbestos used in brake linings was different (less) than today.
2. Brake systems were different.
3. Vehicle usage patterns were different.

Sincerely,

FRICTION MATERIALS STANDARDS INSTITUTE

EWD/lmc
Encs.

E. W. Drislane
Executive Director

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