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Committee of the FMSI

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THE ASBESTOS STUDY COMMITTEE OF THE FMSI

According to their minutes, the Asbestos Study Committee was formed in 1971 in response to the asbestos regulations of OSHA and the Illinois Pollution Control Board. FMSI formed a committee to "review what was taking place and to give input to regulatory authorities " because the EPA and others had "targeted asbestos as a major carcinogen. Institute concern was mainly in the asbestos area, because asbestos was a main ingredient in friction materials and was receiving the most attention in Washington and elsewhere."

In 1979, the committee was expanded and renamed The Health and Environmental Affairs Committee. There was no written charter for the committee. Committee members, with approval of the FMSI Board of Directors, would decide what the functions would be.

09/15/71

FMSI Asbestos Study Committee Minutes dated Sept. 15, 1971

The committee was formed "because of the addition of asbestos as a target for environmentalists and the fact that state and federal regulations are being proposed for asbestos control..." Some AIA members also thought it should be created so that brake lining and clutch facing manufacturers could "give some input to the AIA for their particular problems." Attending this first meeting were W. Raines, Secretary of the AIA, and J. Callaghan, AIA Public Relations Counsel.

Original committee members were Eugene Stefl (Raybestos-Manhattan), James Henning (World Bestos Co., Div. of Firestone), Eric Feierabend (American Brakeblok Div., Abex Corp.), William Reitze (Johns-Manville), William Spurgeon (Bendix) and James Graham, Jr. (Carlisle Corp.).

"Dr. Stefl discussed and distributed literature compiled by Mr. Callaghan concerning asbestos in brake lining." There were 11 titles.

"Dr. Jacko advised that Bendix Research Laboratories are under contract to the E.P.A. to test and measure asbestos emission from brake linings."

12/10/71

Report on the International Conference of Asbestos Information Bodies, November 24-25, 1971 by F.J. Solon

Solon was Johns-Manville's representative on the AIA/North

America Board of Directors. W.P. Raines, who represented AIA/NA at this meeting, had also attended the first meeting of the FMSI Asbestos Study Committee.

Under the section titled "Attacks and Defenses," Raines reported receiving a telegram from Matt Swetonic advising the AIA bodies "of our victory in Illinois." "There was considerable relief that this first attempt to impose a ban on asbestos-containing brake linings had been defeated."

The British told Raines "that we need in the United States a medical spokesman to counter Dr. Selikoff at press conferences, medical meetings, etc. I restrained my reply to the understatement that we at Johns-Manville and, subsequently the AIA, have recognized this need for at least six years but have thus far been unable to find the qualified individual who is willing to do the job." (This is not an FMSI document, but relates to the FMSI.)

02/10/72

FMSI Asbestos Study Committee Minutes dated Feb. 10, 1972

"The British Asbestos Regulations of 1969 were discussed." Members were referred to The Asbestosis Research Council's control and safety guide for asbestos based friction materials.

"It was recommended that the AMSI maintain contact with the AIA/NA concerning any matters involving asbestos in brake linings, asbestos in the work-place, etc."

"Dr. M. Jacko (Bendix) requested that his name be added to the Asbestos Study Committee mailing list, in addition to that of Dr. Spurgeon."

Copies of these minutes were mailed to the British Council and the AIA/NA.

06/01/72

Letter dated June 1, 1972 to E.W. Drislane from I.H. Weaver

Weaver, Committee Chairman, had Drislane send the committee several pages from Dr. Colin Farwood's (Illinois Institute of Technology Research Institute) report regarding auto emissions of asbestos fibre. The report stated:

The friction materials industry ranked 3rd in 1969 in the consumption of asbestos. Typical products contained 30% to 50%, and maybe as high as 70%, asbestos.

While the amount of asbestos emitted into the air was generally low, "In the light of the evidence here presented, one must conclude that asbestos emitted from brake linings may be a major contributing factor in the overall ambient air concentration."

"The medical significance of these results is not known with any certainty."

"It is difficult to believe that modern technology cannot overcome the problems presented by the use of alternates."

08/17/72

FMSI Asbestos Study Committee Minutes dated Aug. 17, 1972

Letters from the AIA to their member companies interpreting OSHA requirements were distributed to the Committee members.

OSHA inspections were discussed. "Surprisingly to some members, asbestos sampling indicated that the inspection and drilling locations were problem areas. One member required that the respirators be worn at all drilling locations."

"In an inspection at one member's plant, ...one station read 18 fibers per cc TWA."

They discussed how to notify workers when the asbestos concentration in a work area exceeds 10 fibers per cc. Official notification would be by registered letter, but "OSHA has indicated that meeting the spirit of the law is what counts and it is felt that bulletin board notification would suffice."

There was a long discussion about labeling and about "the high concentration of asbestos in the air." "...when pallets of brake linings were shipped there apparently is additional dust created during transportation... The question of surface dust on the working surface of a brake lining or a clutch facing was discussed."

They discussed putting a warning in boxes of brake linings or clutch facings being shipped to customers." Mr. Wagner (Carlisle) "objected because "he felt it was another 'red flag' that would bring more harm to the industry than the alleged good that would come from enclosing such notices."

They passed a resolution "That the Asbestos Study Committee does not recommend an Institute study in the area of substitutes for asbestos."

Disposal of waste asbestos dust was "a major problem." One member loaded up a truck and "the material is then dumped into a land fill." "In some areas, the material is bagged and sent to the dump."

Committee members who were responsible for corporate decisions in the hygiene environment were Charles Borcharding (Abex), James Armstrong (Bendix), Ike Weaver (Raybestos-Manhattan), and George Wilson (Firestone).

08/30/72

Letter dated Aug. 30, 1972, to Asbestos Study Committee from E.W. Drislane with enclosure: "Health Hazards of Asbestos" by J.C. Gilson.

Drislane also sent this article to the British Council and the AIA/NA (Swetonic).

The article discussed asbestosis and various kinds of cancers which can be caused by asbestos. "Present evidence indicates that those who smoke cigarettes and are exposed to asbestos dust have a risk of developing lung cancer at least fifty times greater than non-smokers..." While most persons who develop mesotheliomas have long exposure histories, "In some instances the exposure to the dust has been short, only a few months..."

Although the risk from chrysotile appeared to be less, "There is general agreement that asbestosis and bronchial cancers can be caused by all types of commercially used asbestos (amosite, anthophyllite, chrysotile, and crocidolite.) if the dust is inhaled in sufficient quantities..."

10/10/72

Letter dated Oct. 10, 1972 to Members of the Asbestos Study Committee from E.W. Drislane with attachment: "Wider Link to Cancer Found in Asbestos Workers," by Boyce Rensberger, New York Times, Oct. 5, 1972.

This article reported Dr. Selikoff's presentation at the IARC meeting in Lyon France. Selikoff's research showed "the incidence of cancer of the stomach, colon and rectum (as well as lung cancer) in workers exposed to asbestos."

"Of particular interest is that paragraph concerned with 'wearing away of asbestos brake linings in automobiles and trucks.'"

11/06/72

FMSI Letter Dated Nov. 6, 1972, to Delegates & Alternates, Asbestos Study Committee from E.W. Drislane regarding OSHA Labeling Requirements with attachment: Survey regarding OSHA Labeling Requirements

"The problem, in this case is the shipment of asbestos containing brake linings or clutch facings where in many cases subsequent operations will be performed--cutting, grooving, drilling, and grinding. The chairman indicates that these subsequent operations can produce airborne concentrations of asbestos fibers in excess of the current exposure limits..."

03/08/73

FMSI Letter dated March 8, 1973 to Members of Asbestos Study Committee

Drislane was distributing papers which had been "presented at a British Conference on exposure to asbestos during brake and clutch maintenance..." One paper was entitled "Possible alternatives to Asbestos as a Friction Material."

06/27/73

Address of I.H. Weaver of Raybestos Manhattan, Chairman of the Asbestos Study Committee, at the FMSI Annual Membership Meeting in Vail, CO on June 27, 1973.

Weaver told the FMSI that "the single most significant event that occurred during the past year on the subject of asbestos hazards was the meeting of the International Agency for Research on Cancer that was held in Lyon, France last October."

The conference revealed:

"All major commercial types of asbestos can cause cancer."

"Evidence has been greatly strengthened that all commercial types of asbestos except Anthophyllite may be responsible for mesothelioma."

"Cigarette smoking is an important factor enhancing lung cancer risk in asbestos workers."

"Surveys of occupational groups have shown that there is a small excess risk of types of cancer other than bronchial and mesothelial, especially those of the gastro-intestinal tract."

Weaver chided the group for the "industry's reluctance to accept asbestos products labeling as required by OSHA" and their

advertising the "benefits of treatments or coatings that purport to lock the fibre into the product in such way that it cannot become airborne during use." "I do not think this claim is at all applicable to friction products."

"I know of no way any of us can be absolutely sure that his friction products, regardless of whether they are sold as original equipment or on the replacement market, will not be subjected to additional operations or alterations in the field that could result in excessive exposure of workers or bystanders to airborne asbestos fibre. I have been appalled to learn of a number of instances where this problem has occurred..."

"To those who argue that labeling or other types of warning need not apply to replacement materials because fabricators or applicators handling replacement quantities are exposed relatively intermittently, I say emphatically this just ain't necessarily so! Large volume replacement users present major potential hazards, and even small job shops can needlessly expose people to high fibre concentrations if operations are performed without controls." Weaver went on to warn that even intermittent exposures of short durations could have adverse health effects for some people.

According to Weaver, "labeling all containers or packages of asbestos-containing frictions material is the very least the industry can do to fulfill moral obligation to its customers, their employees, and the public..."

Weaver also discussed the unreliability of fibre monitoring. "This is pretty much of a disaster area because of lack of confidence in the membrane filter method for sampling and analyzing for airborne asbestos." "Even when performed by practiced individuals under the best possible conditions, the method is subject to wide variations in results."

Evidently the existing OSHA standard, except for the two fibre per cc limit, "follows industry's position rather closely." The rules would have been much more strict "if the recommendations of NIOSH and the Advisory Committee had been followed."

02/16/73

FMSI Asbestos Study Committee Minutes dated Feb. 16, 1973

"In many drilling and grinding operations without dust collectors, Committee members indicated that the 10 fibers/cc ceiling concentration has been exceeded."

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Fifteen of the 25 members had responded to a survey on labeling. "The results indicate that the Membership is not now labeling in accordance with the OSHA requirements, and while they interpret the OSHA regulations to require labeling where subsequent machining is expected, they are undecided as to exactly what they will do as regards labeling."

"It is the view of most members of the Committee that the 5 fibers/cc (TWA) is exceeded in many areas such as inspection, drilling, and grinding where there is no adequate dust collection machinery." "...the biggest problem may be with the small shops that are exempt from the requirements of the OSHA regulations."

The Committee decided that labeling the cartons "would meet the spirit of the OSHA regulations." "Again the point was made that with undusted linings from a manufacturer it is likely that customer inspection, or possibly opening of cartons, could show airborne fiber concentrations in excess of the 5 fibers/cc (TWA)."

The direct cost of labeling boxes was considered minimal, but members objected to "the indirect cost of the customer reaction to the warning label."

Copies of the New York Times article entitled "Asbestos, the Saver of Lives, Has a Deadly Side" were distributed to the committee and other FMSI members. Ike Weaver also distributed an article from The Saturday Review of the Society entitled "An Asbestos Town Struggles With a Killer." These were deemed "required reading."

Members of the Committee had also been sent copies of the report of the Advisory Committee on Asbestos Cancers meeting in Lyon, France on October 5 and 6, 1972. "...it is suggested that the Members restrict their circulation of any information contained in that report."

12/26/73

FMSI letter dated Dec. 26, 1973 to Asbestos Study Committee from E.W. Drislane

At I.H. Weaver's request, Drislane forwarded the committee copies of two articles which Weaver wanted them to have, "Type of Asbestos and Respiratory Cancer in the Asbestos Industry" and "Asbestos Health Question Perplexes Experts."

Drislane also attached a list of 21 other articles "related to the asbestos problem" which he had received from Weaver. He offered to send copies upon request.

06/10/75

Letter dated June 10, 1975 to E.W. Drislane from I.H. Weaver

Weaver recommended that Drislane make arrangements to show the British film titled "Asbestos--Killer Dust" "at the next FMSI Board Meeting and to the entire membership at the next convenient opportunity."

06/00/75

Asbestos Study Committee Report date June 1975 by I.H. Weaver, Chairman

Weaver reported "Selikoff continues predictions of epidemic of asbestos related death and disease in years to come. He emphasizes the mesothelioma hazard and the fact no known dose level is 'safe'."

"Selikoff people have been actively promoting hazards associated with asbestos emissions from brake lining wear and from brake service operations."

"Acknowledgement of association between asbestos exposure and increased GI cancer has become accepted practice during the past year."

05/22/75

FMSI letter dated May 22, 1975 to Asbestos Study Committee from E.W. Drislane

Drislane forwarded committee members a copy of Dr. Selikoff's Insulation Hygiene Reports. The main article was "Asbestos Disease Can Spread to Workers' Families."

06/04/75

FMSI letter dated June 4, 1975 to Asbestos Study Committee from E.W. Drislane

// Drislane forwarded committee members more material from Chairman Weaver. The material included letters about Dr. Selikoff's meeting with the Chief Industrial Hygienists of Ford, Chrysler and GM. Dr. Nicholson's report, "Asbestos Exposure During Brake Lining Maintenance and Repair," was also included.

There was also information about a Boston TV special titled "Asbestos Related Deaths at Two Massachusetts Factories."

08/20/75

Letter Dated Aug. 20, 1975 to E.W. Drislane from I.H. Weaver with Attachment: U.A.W. "Asbestos Safety Bulletin."

The U.A.W. had distributed recommendations for protecting workers during brake servicing. Weaver commented, "It is very disturbing to me to see this type of information being published now by organized labor when it should have been done a long time ago by friction materials manufacturers."

10/24/75

FMSI Asbestos Study Committee Minutes dated Oct. 25, 1975

The FMSI was sponsoring a workshop on the "asbestos problem" in the fall of 1975. Johns-Manville would present most of the information and someone from the AIA would speak at the luncheon.

While reviewing the AIA booklet "Asbestos and Brake Lining," members discussed that when customers "groove, chamber or provide extra drilling" for friction products, "it is during these subsequent operations that asbestos concentrations may be raised to levels above that allowable." "The Committee recommends emphasis on recommendations for garages and the re-builders."

The Committee did not know whether the proposed 0.5 fiber/cc limit could be reached. "Any outfit that handles friction materials may very well find airborne concentrations of asbestos fibers that exceed the 0.5 fiber/cc level."

The FMSI was going to join the AIA in opposing the proposed OSHA regulations. Members were urged not to use medical information unless it "was suitable to refute the proposals in the standard..." The AIA was trying to assemble "some realistic medical information..."

01/27/76

Handwritten Letter Dated Jan. 27, 1976 to Mr. Drislane from Arthur Rohl with attachment.

At Dr. Selikoff's request, Dr. Rohl sent Drislane the results of Mt. Sinai's asbestos fiber counts during brake repair work.

Two of the higher counts were 29.4 fibers/ml for blowing dust out of drum brakes and 72.0 for bevelling new truck brake linings.

02/09/76

Letter dated Feb. 9, 1976 to E.W. Drislane from John Marsh, Director of Environmental Affairs for Raybestos-Manhattan.

Marsh referred to a meeting held at the Ford Motor Company which was attended by the medical directors of Ford, Chrysler and General Motors, as well as Dr. Selikoff, NIOSH representatives and others. This group produced the NIOSH Alert to brake service mechanics.

Marsh wrote "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."

07/15/76

FMSI Letter Dated July 15, 1976 to Asbestos Study Committee with attachment: Mount Sinai (Dr. A.N. Rohl) Paper: "Asbestos Exposure During Brake Lining Maintenance and Repair"

Rohl's report said that data obtained on asbestos exposure of garage mechanics during brake lining maintenance and repair work showed fiber concentrations frequently in excess of regulated limits.

He took exception to the theory that chrysotile completely dehydroxylates under the high temperatures of moderate braking conditions and reduces to powder which is swept off the brake facing. Rohl contended that brake lining disintegration caused by sheer strain could occur at far lower temperatures thereby liberating partially altered, or unaltered, chrysotile fibers.

When a vehicle was brought in for repair or replacement of brakes, the loose dust was generally removed by a compressed air jet. Fiber concentrations in the operator's area averaged 16 fiber/ml, and persons "65-75 ft. away can be exposed." Rohl found "minimal, if any, effort to control dust in most garages." Workmen were not wearing respirators and were not aware of the potential hazards.

Rohl concluded that "potentially hazardous asbestos exposure exists during automotive brake servicing." He recommended that "stringent industrial measures to control exposure be implemented as rapidly as possible."

09/01/76

State Farm Fire and Casualty Co. Letter dated Sept. 1, 1976 to AIA

from Stephen Nolan

Nolan wrote to the AIA for information about the asbestos in brake shoes, drums and assemblies. He was also "particularly interested in any associated hazards and potential means of control..." The AIA referred Nolan to the FMSI.

09/20/76

Letter Dated Sept. 20, 1976 to Edward Drislane from Rober Cerullo, Technical Editor of Motor magazine

Cerullo had just read a story in the New York Daily News in which Dr. Selikoff "was quoted as saying that over 20% of the people repairing brakes on motor vehicles will die of cancer." He wanted to know the FMSI reaction to those remarks and he wanted to know whether brake lining and brake pads for "modern" cars contained asbestos.

09/27/76

FMSI Letter Dated Sept. 27, 1976 to Asbestos Study Committee From E.W. Drislane With Attachments

Drislane replied to the two inquiries by sending them an FMSI report entitled "Asbestos Dust Control In Brake Service Centers.

While conceding that most friction material contained 50% to 60% asbestos fiber, the FMSI assured the reader that when asbestos was incorporated into brake linings "the asbestos fiber is 'locked' into a matrix of other materials and presents little hazard."

Readers were told if they assumed there could be free asbestos dust in brake service shops, then one could take precautionary measures and the "problems of asbestos dust should be essentially eliminated."

10/22/76

FMSI Letter Dated Oct. 22, 1976 to Asbestos Study Committee from E.W. Drislane with attachment: NIOSH "Recommended (Interim) Procedures For Asbestos Brake and Clutch Servicing"

After reading it, some FMSI members felt that the FMSI report should be revised to be "more in harmony with the NIOSH recommendations."

The NIOSH report warned that preliminary data showed "significant asbestos exposures during presently used brake and clutch servicing techniques."

It also advised warning that "breathing asbestos dust may cause asbestosis and cancer."

12/08/76

FMSI Letter Dated Dec. 8, 1976 to Asbestos Study Committee from E.W. Drislane with enclosure: "Recommended Procedures For Reducing Asbestos Dust During Brake Servicing"

While they did not adopt the strong language of the NIOSH report, the FMSI did come up with another version of their "recommended procedures" for brake servicing.

Drislane suggested that this write-up be included in the FMSI Automotive Data Book. Drislane said "it would help brake lining (and clutch facing) suppliers defend against allegations that they did not notify users on the possible hazards of asbestos exposure."

08/03/78

FMSI Asbestos Study Committee Minutes dated Aug. 3, 1978

The committee approved the title "Friction Materials Work Practices Guide" for an FMSI booklet. They felt workers should be advised to use vacuum or wet methods for cleaning when working with clutch housings as well as brakes.

They also added, "Heat and abrasion during normal use may generate dust containing asbestos. Some dust will accumulate in brake and clutch assemblies."

The respirator most commonly used by mechanics when they were blowing dust from a set of brakes was the 3M-8710 disposable respirator. The booklet would show a worker wearing that respirator.

10/25/79

FMSI Health and Environmental Affairs Committee Minutes dated Oct. 25, 1979

The name of the committee had changed and additional members added. J.W. Armstrong of Bendix was Chairman. Abex, Carlisle, Raybestos-Manhattan, Thiokol, Nuturn and H.K. Porter were represented on the committee.

10/25/79

FMSI Health and Environmental Affairs Committee Minutes dated Oct. 25, 1979

In June 1979, the Directors asked the Committee to decide how they should respond to the EPA's regulatory actions.

The Asbestos Information Association had also formed an ad hoc committee of friction materials manufacturers to deal with the Office of Toxic Substances Control's regulations. Some of the same people were serving on both the FMSI Committee and the AIA Committee. They included I.H. Weaver (Raybestos-Manhattan), J.W. Armstrong (Bendix), H. Wagner (Carlisle), and G. Nicholson (Abex). Edward Drislane, FMSI Secretary, was also invited to sit on the AIA committee. When the EPA asked for information, the Institute "coordinated activities as regards labeling and training questionnaires with the (AIA) ad hoc committee..."

One member "stated that some regulatory people approach asbestos with almost a paranoid attitude."

They discussed the Enterline Report on the effects of smoking and asbestos exposure which had been given at the Sept. 1979 AIA meeting. "Some of the Enterline data at the September meeting indicated that there had been some excess indication of lung cancer with asbestos workers who did not smoke."

"A member stated that in earlier years, most lung cancer was in occupational environments using woven asbestos fibers...There are some clutch facings with woven fibers."

The committee debated the pros and cons of collecting health history and epidemiology studies from member companies. "Is there any risk to the companies involved or the Institute in gathering such information? If the suspected benefits will exceed the risk of gathering this type of data, perhaps the Institute should explore it."

FMSI had distributed over 45,000 copies of the "Friction

Materials Work Practices Guide." There was discussion as to whether the asbestos is less firmly bound in the woven type friction material.

Dr. Nicholson of Mount Sinai had been working with some FMSI members while he was preparing a study entitled "Investigation of Health Hazards in Brake Lining Repair and Maintenance Workers Occupationally Exposed to Asbestos." In January 1979, the Institute had reviewed his draft report and submitted comments. "Bendix Corporation, in particular, made a detailed series of comments concerning this draft."

Mr. Armstrong (Bendix), Chairman, "referred to a study that had been reported in the August issue of the British Journal of Industrial Medicine...This study indicated that asbestosis may be developed at exposure levels as low as 0.3 fibers per milliliter."

09/18/81

Letter to Richard Guimond (EPA) from E.W. Drislane with attachment: List of United States Manufacturers of Friction Materials

When the EPA requested information from the FMSI about non-asbestos disc brakes, only 3 member companies out of 21 responded. The others felt the EPA was "requesting sensitive information."

The EPA sent the same request regarding drum brake linings. "The institute must respectfully decline the offer to participate."