

ROGER HOBBIE

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1 A It appears that the purchasing — well, the 2 principal buyer for the Eaton axle brake division wrote to — 3 I think Mr. Jim Pruneski's title was the president of Abex at 4 the time and alerting him to the situation where the lack of 5 availability of the nonasbestos for the high friction 6 applications which would be more of a heavy duty nonhighway 7 type dump trucks, things like that, those applications. 8 And basically, he was telling them that Eaton 9 was in a position that they couldn't supply product with the 10 nonasbestos lining at that time and of course the asbestos 11 material was evidently no longer being supplied either. 12 Q The person who wrote the letter, what is his name? 13 A Thomas Bruggeman. 14 Q Did you know Mr. Bruggeman? 15 A I knew who he was but never had any direct business 16 dealings with him. 17 Q Do you recognize any of the c.c. names copied in on 18 this correspondence? 19 A Yes. 20 Q Who do you recognize? 21 A G. Cotter, George Cotter, at the time he was general 22 manager of the axle brake division. Williams Hoenes was 23 engineering manager of the axle brake division. Bob Ille I 24 think was purchasing manager at that time. Gopel Singh, I 25 think he was actually the chief — chief brake engineer at the	1 A Yes. 2 Q What is it? 3 A It's a letter to Freightliner, I believe purchasing. 4 Q What is the date of the letter? 5 A The date of the letter is October 15, 1986. 6 Q Who is it addressed to? 7 A Mr. Michael Harmon, Freightliner Corporation, 8 Portland, Oregon. 9 Q Who is it from? 10 A Larry Hopper, Eaton axle and brake division, OEM 11 account manager for Eaton to Freightliner. 12 Q At the bottom, there is a cc. list? 13 A Yes. 14 Q Do you recognize any of the names on the cc. list? 15 A A few of them. 16 Q Could you name them and describe who they are? 17 A R. Young was Robert Young. He was the axle brake, 18 Eaton axle brake division, OEM sales manager. Tom Furdek was 19 an Eaton axle brake engineer. Jim Clark was the chief 20 engineer of the brake product. Jim Tipka was an engineer for 21 Freightliner in Charlotte, North Carolina. Ron Salter I don't 22 know. Rainier Kaiser worked for Freightliner. John Bohm, 23 B-O-H-M, was an engineer for Freightliner. Curt Doane I don't 24 know. Beck Baxter, Portland Freightliner employee, I don't 25 know. D. Welker, I don't know. Denise Reeves, I don't know.
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1 time. Jim Clark worked for him. He was titled chief highway 2 brake engineer. John Lilly was in Gallatin. I think he was 3 sort of the in-house sales guy at the Gallatin plant for brake 4 product. 5 Q The high friction concerns that were being raised in 6 this letter, is it just related to these off-road vehicles you 7 are talking about or were there other on-road vehicles that 8 would fall into that high friction category? 9 MR. HAFNER: Can you speak up a little bit? 10 It is hard to understand what you are saying. 11 A They could have been in some on-road applications 12 like, say, refuse trucks, mixer trucks, but primarily more 13 off-road heavy-duty applications. They wouldn't have been 14 used in a general over the road highway type hauling 15 application. 16 MR. HAFNER: Is there a date for that exhibit? 17 MR. BARTELS: October 15, 1986. October 14, 18 1986 is Hobbie 14, a letter to Mr. J. Pruneski, Abex 19 Corporation, 3001 West Beaver Road, Troy, Michigan from Thomas 20 Bruggeman, principal buyer of Eaton. 21 Q I will show this to Harry. 22 (Exhibit 15, letter-10/15/86, was marked for 23 identification.) 24 A Okay. 25 Q Have you had a chance to look at that exhibit?	1 Jay Cowan, I don't know. 2 Q What is your understanding of what the letter was 3 for? 4 A It appears to me they were proposing to Freightliner 5 that because of the lack of availability of the approved high 6 friction nonasbestos lining, there were some idea or a concept 7 that they could look at specific applications and maybe be 8 able to fine-tune by making other adjustments to the brake 9 system where they could use the medium friction nonasbestos 10 instead of having to go to asbestos and that would be by maybe 11 using a larger air chamber size or a longer slack adjuster to 12 be able to meet the stopping requirements of that particular 13 vehicle or number of vehicles. So it was sort of a way they 14 could try to fine-tune the system to get by this lack of a 15 high friction. 16 Q On the first page, the writer mentions stockpiles. 17 Do you see that? 18 A Yes. 19 Q Do you know what he is referring to with respect to 20 this mention of stockpiles? 21 MR. QUICK: Objection. You can answer if you 22 know. 23 A I guess I would have to assume that purchasing had 24 increased their normal stocking quantities and had some higher 25 levels of stock available to get through this interim period.

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