

reported that the majority of the fiber in linings was converted into an inert non-fibrous material by the heat of friction, and concluded that the use of asbestos-containing brake linings was "an inconsequential health factor in urban air pollution." His conclusion is reasonable in light of the fact that hundreds of millions of cars using asbestos-containing brake linings have been stopping and starting in this country for more than half a century, and yet there has been no epidemic of asbestos-related disease among the general public nor have significant quantities of asbestos been demonstrated to exist in the community air. While we consider this evidence to be conclusive, if the Board is still concerned about asbestos emissions from brake linings, you will be interested to know that the Federal Environmental Protection Agency has contracted with the Bendix Corporation to do additional tests in this area. This study is due for completion in June of 1972, and we would recommend that the Board, at the very least, await the outcome of the EPA study before making a final decision on asbestos-containing brake linings. It is our belief that the Bendix study will confirm the conclusion reached by Lynch as to the safety of asbestos-containing brake linings.

This concludes my presentation on the proposed regulations. I have submitted for your consideration copies of all the medical papers, reports, booklets and documents that I referred to in my presentation. I would once again like to express the appreciation of the Asbestos Information Association for the opportunity to appear here this morning. Thank you.