T. LUGINBUHL (21)

Eaton Corporation
Industrial Drives Division
Airflex Plant
9919 Clinton Road
Cleveland, Ohio 44111
Telephone (216) 281-2211

October 22, 1976

Mr. E. J. Sydor
General Manager
National Friction Products Corp.
1441 Holland St.
P. O. Box 327
Logansport, Indiana 46947

Dear Mr. Sydor:

EATON

In your letter of October 5, 1976 to Marc Collins, you furnished some useful information regarding asbestos use in friction material. You indicated that the friction material may contain about 50% asbestos by weight. Does a woven type friction material contain approximately the same amount of asbestos?

In reference to your exhibits, a statement appears in several places that extreme or high temperatures converts asbestos into some other mineral which, apparently, is harmless. On Page 13 of the Caterpillar Tractor Report (Exhibit 2), a 900°F temperature is mentioned, and that minute areas of intense heat is the real cause of lining wear. Certainly, the braking demands on earthmoving equipment, heavy trucks, and certain automotive stopping requirements can be quite severe, but for the most part, an Airflex clutch or brake will not be exposed to these high temperatures. Can you tell us at what temperature the actual thermal breakdown of asbestos occurs?

If we assume that the friction material temperatures never reach this thermal breakdown point, abrasion must be the cause of wear. If asbestos decomposition does not occur during the wear process, are we, in fact, emitting a higher concentration of asbestos fiber to the atmosphere? I realize that even if this is true, the amount of asbestos fiber released during an 8 hour exposure period would still most likely be insignificant but, at this point, we simply don't know this to be a fact.

Continued .....

St. Louis Baltimore Chemical Corporation, Inc. et al. 09067; 10/8/2010