

October 15, 1986
Page 2

This requires creation of brake assembly part numbers by the vehicle manufacturers to replace all assemblies currently using these materials. This must be done in a timely manner to permit production changeout by the dates indicated above.

- B. Establish a supply of high friction asbestos material to assure uninterrupted product flow for applications where approved NAB materials cannot be used, for a time period sufficient to allow testing of a suitable replacement material. Again these will be based on 1986 volumes:

Abex 551D supply to 1/1/88

Carlisle MM8C5, 262E supply to 1/1/88 by stockpiling beyond Carlisle established date. If Carlisle refuses to stockpile to this date, a necessary alternative may be the temporary substitution of Abex high friction asbestos lining.

This program requires the identification of critical applications using Carlisle materials by 11/1/86 to permit stockpiling. It then requires an intensive approval test program on new, high friction non-asbestos materials and O.E.M. release of part numbers in time for a production changeout by 1/1/88.

To minimize the time required to implement the above program, the brake assembly part numbers and volumes purchased by your organization thus far this year have been identified. By categorizing these components by lining material and brake size, and reviewing current approved applications, this list can be broken down into seven categories:

- "0" - Non-asbestos brake assemblies, no action required.
- "1" - High friction Carlisle products with applications suspected as requiring a new, not yet approved NAB material. These part numbers should be reviewed by your organization immediately. Please contact me with application data (GAWR, rolling radius, chamber size and slack length) to confirm that additional stockpiling must be completed, by 11/1/86. Note: If a larger chamber size can be used, a medium friction NAB material may suffice.