FRICTION MATERIALS STANDARDS INSTITUTE, INC., E.210 ROUTE 4, PARAMUS, N.J. 07652

MINUTES OF ANNUAL MEETING

of the

FRICTION MATERIALS STANDARDS INSTITUTE, INC.

Wednesday and Thursday, June 28 and 29, 1972, 8:30 A.M.

at

Lodge of the Four Seasons, Lake Ozark, Missouri

MEMBERS PRESENT	REPRESENTATIVES
Abex Corporation	R. Cutler
Auto Friction Corporation	S.A. Comins
Bendix Corporation Friction Materials Division	F.E. Messier W. Simon
Brassbestos Manufacturing Corporation	E.R. Zacharias
Carlisle Corporation Molded Materials Division	F.T. Gatke
Gatke Corporation	
General Motors Corporation Delco-Moraine Division	R.J. Kick T.P. O'Hagan
Johns-Manville Corporation	W. Laher
Lasco Brake Products Corporation, Ltd.	
Maremont Corporation Grizzly Brake Division	J.W. Greenen M.I. Frazier
Molded Industrial Friction Corporation	
H.K. Porter Company, Inc. Thermoid Division	R. Hein D.E. Gow
Raybestos-Manhattan, Inc.	F.W. Barton, Jr.
Reddeway Manufacturing Company, Inc.	D. Ogilvie
Royal Industries Brake Products	A.E. Daly
Scandura, Inc.	J.S. Allen
Stanoco, Inc.	R.C. Brigleb
S.K. Wellman Corp.	L. Burgess
Wheeling Brake Block Manufacturing Company	
World Bestos Company, Division of the Firestone Tire & Rubber Company	C. Weber

OTHERS PRESENT	
Abex Corporation	R.E. Nelson
Auto Friction Corporation	A. Comins S. Comins
Bendix Corporation Automotive Service Division Bendix-Westinghouse Division Friction Materials Division	J.H. Kelly E. Robers J. Bailey H. Boyle
Gatke Corporation	
General Motors Corporation Delco-Moraine Division	R.E. Kettering

PLAINTIFF'S EXHIBIT
WV-06018

PLAINTIFF'S EXHIBIT

OTHERS PRESENT (Cont'd)	REPRESENTATIVES
Johns-Manville Corporation	C.E. Gillberg
Maremont Corporation Grizzly Brake Division	D. Carlson D. Robins A. Laus
Molded Industrial Friction Corporation	B. Ozmore
Raybestos-Manhattan, Inc.	R.R. Moalli
Royal Industries Brake Products	W. Osborn
S.K. Wellman Corporation	J.E. Clegg
Wheeling Brake Block Manufacturing Company	G. Stratton
World Bestos Company, Division of the Firestone Tire & Rubber Company	R.J. Alleman
Friction Materials Standards Institute, Inc.	E.E. Drislane
Stickles, Hayden, Kennedy, Hart & Van Steenburgh	L.D. Stickles

NOT PRESENT

Chrysler Corporation-Chemical Division
Forcee Manufacturing Corporation
Silver Line Products, Inc.
Thiokol Chemical Corporation

Mr. Greenen, President, acting as Chairman, called the meeting to order at 8:30 a.m.

MINUTES OF PREVIOUS MEETING

The minutes of the meeting held June 22 and 23, 1971 had been distributed. No reading was requested nor were any corrections made thereto. Upon motion duly made, seconded and unanimously passed, it was

RESOLVED: That the minutes of the meeting held June 22 and 23, 1971 be accepted as distributed.

PRESIDENT'S REPORT

Mr. J. W. Greenen, President, opened the meeting with a report on the Institute's progress and activities during 1971-72. See EXHIBIT 1 for text of this report.

Briefly, the President covered the high spots of the 1971-72 fiscal year which included the formation of the Asbestos Study Committee, the move to New Jersey, reactivation of the Institute Development Committee, the retirement of Miss Duschek as of August 31, 1971, and other matters. In particular, Mr. Greenen paid tribute to Mr. C. Brown Whitley, of Scandura, Inc., who passed away during this past fiscal year.

A letter was read from Mr. J. L. McGovern, Jr. advising that he was retiring from Raybestos-Manhattan, Inc. and he would therefore be resigning as a Director and Delegate of the Friction Materials Standards Institute, Inc.

ASBESTOS STUDY COMMITTEE REPORT

Mr. I. H. Weaver, Chairman, prepared a report which was distributed to the Board Members. See EXHIBIT 4. In Mr. Weaver's absence, Mr. Drislane read the report to the Members.

This report reviewed the Committee's activities for the year. Among items covered were the Illinois Pollution Control Board activities, clinic on the membrane filter method for measuring airborne asbestos, proposed EPA emission standards, and the OSHA Asbestos Dust Regulations. Mr. Weaver's report concluded with some recommendations for Committee activity during the coming year.

It was recommended that a new bulletin be issued to advise the Membership on the costs of equipment and on laboratories who might perform work for asbestos dust measurement in line with the new OSHA Standards.

Upon motion duly made, seconded and unanimously passed, it was

RESOLVED: To accept the report of the Asbestos Study Committee.

BRAKE PERFORMANCE STUDY COMMITTEE REPORT

Mr. R. E. Nelson, Chairman, delivered the report on his Committee's activities. See EXHIBIT 5.

Among the items covered were our work on the Pennsylvania thickness inspection, our comments on Bureau of Motor Carrier Safety Docket MC-30, suggested revisions to Regulation V-3, the new Ohio brake lining law (using V-3), brake lining quality control, and certification through AAMVA.

The most controversial item in the Chairman's Report was the requirement of certification of brake linings through AAMVA. This was a major item in the report the Chairman rendered and essentially it comes down to the following.

North Carolina and Rhode Island now require certification through AAMVA. The fee for certification through AAMVA is $250 per lining. It is estimated that the cost of tests including the observance of these tests by outside laboratories runs about $400.. Tests would have to be run within one year of the date that a certification or a recertification is required. All linings would have to be recertified every five years.

In meetings with the AAMVA they had indicated that they would give a "grandfather" certification to those linings already certified in North Carolina or New York by July 1, 1972. This would involve a $50 fee for each lining and the test reports used could be the original test reports used for certification in either New York or North Carolina.

At the Directors' Meeting the Board had resolved to request a written proposal from AAMVA on their certification requirements for linings already certified. The Chairman recommended acceptance of the AAMVA proposal.

Members asked what AAMVA would do to get all states to accept their certification. Massachusetts, for example, will not accept AAMVA certification. It was suggested that if the AAMVA could eliminate the state fees for certification, it might truly perform a service. These questions will be raised with AAMVA.

There was some feeling that Federal Standards might preempt these various state regulations. Mr. Kettering indicated that even if they did, the experience with brake fluids shows that the state will still require certification, even if it is called registration. The conclusion appeared to be that even if Federal standards are written, the industry will still have to face certification (or registration) with the various states.

The consideration of legal challenges to AAMVA certification requirements was discussed: No state law now requires recertification on the V-3 procedure. The AAMVS is simply an association of administrators who have questionable legal status - can a state delegate their regulatory powers to such an association? The AAMVA certification fees are uncontrollable - it parallels taxation without representation. Those paying fees to AAMVA are paying for their own surveillance.

Mr. A. Comins questioned what safeguards the industry has as regards fees charged by AAMVA. Mr. Nelson answered that there were none and that AAMVA had already indicated that the fees would rise when their surveillance program starts.

After discussion of the Compliance Sampling and Certification Responsibilities of Manufacturers, the Chairman requested recommendations from the Membership for members to serve on a suggested Quality Control Sub-Committee. A question from the floor asked whether members not using the recommended quality control practices might not be cited as not complying. Without specifically answering, the point was made that even if one did use recommended sampling techniques there was no guarantee that he would be complying with requirements. It would be the intention of this Sub-Committee to suggest reasonable procedures and techniques, with sampling requirements that reasonable government regulators would accept.

During discussion on the NHTSA plans for a brake lining standard using a single end inertia dynamometer, Docket 70-27 for the upgrading of FMVSS 105 was discussed. To resolve a question on Docket 70-27 it was pointed out that Docket 70-27 pertains to all vehicles with hydraulic brakes and that there are different requirements between passenger cars and other less than 10,000 GVW vehicles, as compared with vehicles over 10,000 GVW.

Mr. A. Comins brought up a question concerning materials as a substitute for asbestos in friction materials. Mr. Comins suggested that the Institute engage an outside consulting firm to determine if there was a practical substitute for asbestos in brake lining. Such a firm would be asked to resolve (1) if there were no practical substitute, say so, and the Institute could use this as support in dealing with asbestos regulations; (2) If there were practical substitutes, pass this information on to the Institute along with the consulting firm's recommendations.

Rather than call for a motion, a show of hands was called for to indicate if members were interested in this approach. A show of hands indicated 7 or 8. These were not all delegates(or alternates sitting in place of delegates). As no motion was properly seconded, it was recommended that the Asbestos Study Committee consider this suggestion and report back to the Board.

Active Members: Molded Industrial Friction Corporation
Auto Specialties Manufacturing Company

Licensee: Grinnell Stamping Company

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The President thanked the Membership, Board of Directors, Committee Chairmen and members for their accomplishments and cooperation during the past year.

No further business was brought to the attention of the meeting. Upon motion duly made, seconded and unanimously passed, it was

RESOLVED: To adjourn the second day's session of the Annual Membership Meeting on June 29, 1972.

Adjourned at 10:45 A.M.

E. W. Drislane
Secretary