MINUTES OF THE ANNUAL MEMBERSHIP MEETING

OF THE

FRICTION MATERIALS STANDARDS INSTITUTE, INC.

Tuesday and Wednesday, June 16 and 17, 1987

at

Camelback Inn, Scottsdale, Arizona

ACTIVE MEMBERS PRESENT	REPRESENTATIVES
Abex Corporation	Robert E. Nelson
Allied Automotive - Bendix-Fram	Stanley Stokes
Brake Systems, Inc.	William F. Wood (No Proxy)
Carlisle Corporation	Arthur V. Moore
Certified Brakes - Allied-Signal	Larry Mintman, Treasurer
Delco-Moraine Division	Donald L. Emrick
Friction Material Company	Larry Belans
Friction Materials, Inc.	Mark Stoll (No Proxy)
Guardian, Cooper Industries	John Kourik (Proxy)
HKM of California Corp.	Ronald Randall
Nuturn Corporation	Rita Grisham
Raymark Corporation	Gerald Thompson (Proxy)
Reddaway Manufacturing Co.	Edward F. Eggert
Virginia Friction Products, Inc.	W. Max Sleeth, Vice President
Wheeling Brake Block Mfg. Co.	Lee Burgess

ACTIVE MEMBERS - PROXIES TENDERED	PROXY FROM
Coast Equipment Co. (To E. W. Drislane)	D. Ted Shumate
Friction Division Products (To E. W. Drislane)	Philip Dougherty
Scan-Pac Manufacturing Co. (To E. W. Drislane)	Henry A. Scandrett
U. S. Automotive Mfg. (To Ronald Randall)	Skip Carroll
S. K. Wellman Corp. (To E. W. Drislane)	Fred A. Kowalcyk

OTHERS PRESENT	
Allied Automotive - Bendix	John Riopelle, Guest Speaker
Brake Systems, Inc. (Lipe)	Anthony Sasso
CM Brake Limited	Michael Beri
CM Brake Limited	Rick Carpenter
Canparts Automotive Int'l	Andy Gagnon
Distex Industries, Inc.	Ben Kublin
Distex Industries, Inc.	Joseph Nir
HKM of California Corp.	William Axelrod
Hemispheres International Mfg. Co.	Allan Fenwick
Nuturn Corporation	Joseph Sisson
Reddaway Mfg. Co.	F. William Barton, President
Harwood Lloyd, Counsellors at Law	Randal W. Habeeb, Counsel
Friction Materials Standards Institute	Edward W. Drislane, Secretary

Mr. Barton, President, called the meeting to order at 8:30 AM, June 16, 1987. As the first order of business, the President called for a roll call.

MINUTES OF PREVIOUS MEETING

The Secretary advised that minutes of the Membership Meeting of June 16-17, 1986 had been distributed. The President suggested that a reading of the minutes be dispensed with, as copies were on hand and no corrections had been suggested. Upon motion duly made, seconded and unanimously passed, it was:

> RESOLVED: To accept the minutes of the Membership Meeting of June 16-17, 1986 as written.

PRESIDENT'S REPORT

Mr. Barton, President, read this report. Please refer to EXHIBIT 1 in the report package.

Mr. Barton discussed regulatory actions affecting our industry as well as actions taken by mail ballot during the year. He noted that changes were planned in the fee formula, changes had been made in the Constitution, and that details on the Institute's finances would be covered in reports of the Treasurer and certain Committee chairmen. He also noted that the Institute would be a co-sponsor of a conference on fibers in friction materials to be held this Fall.

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

> RESOLVED: To accept the President's Report as written.

REPORT ON BOARD OF DIRECTORS ACTIVITIES

The Secretary reported on activities of the Board of Directors since the June 1986 Meeting. The actions reported on Board activity were taken care of by mail ballots up through the Board Meeting on June 15, 1985.

The Board approved the Secretary's settlement of a bill from former Legal Counsel for services allegedly rendered the Institute in 1982-83. The payment of $3,150 to Mr. Gorman was a compromise amount, and the charge was made against 1985-86 income.

Per instruction of the Board of Directors, the Institute Office put certain contingency planning actions into effect:

1. Establish Merrill Lynch CMA Account.
2. Arranged for Accountants to offer standby services.

The Board unanimously (5 to 0) approved a revised "Recommended Procedures for Reducing Asbestos Dust During Brake Servicing." This new set of recommendations appeared first in the 1987 Supplement to the 1986 Automotive Data Book. The Directors also approved (3 to 1, 1 no reply) revising the Institute's 1978 booklet "Friction Materials Work Practices Guide." No action has been taken on that decision as of yet.

The Board voted to terminate the Regional Memberships of Itapsa, S.A. and Pasta Clutch, S.A. both of Mexico, for failure to pay their Membership Dues.

During the year, the Board reviewed several applications for Membership in the Institute and voted its approval. Among the applications approved were:

Active Members:	Friction Materials Inc. of Lawrence, Massachusetts
	Interfriction USA of Cartersville, Georgia
Regional Members:	Materiales de Friccion, S.A.E. of Spain
	RENOSA, S.A. of Colombia
Licensees:	Acro Gasket Industries of Canada
	Better Brake Parts of Lima, Ohio
	Reinz Wisconsin Gasket of Milwaukee, Wisconsin
	TABCO Auto Brake of Canada

Board of Directors ballots are final on applications for Regional Membership and Licensee. Active Members require the additional approval of the Membership.

The Board approved the Institute submitting an article to TRUCKS Magazine. The article was based on the Institute's new "Recommended Procedures for Reducing Asbestos Dust During Brake Servicing." Also, the Board approved the Institute acting as a co-sponsor of a Symposium on Friction Material Fibers to be offered in conjunction with the SAE Meeting in Atlantic City this October.

In addition, the Board at its June 15, 1987 meeting, took several actions of interest to the Members. Highlights of that meeting are discussed below.

The Board recommended to the Membership an Expense Budget of a little over $140,000 for the 1987-88 fiscal year, approximately 4.5% over the expense budget for the 1986-87 year. Details will be in the Budget Committee report. Acting on decisions made at the June 1986 meeting, the Board is recommending to the Membership a new fee formula calculated with a $1,600 basic fee, plus category charges for each of the following product lines: (1) Disc brake linings; (2) Drum brake linings; (3) Brake blocks; (4) Clutch Facings. The Board attempted to have this formula "revenue neutral" when compared to last year's formula, and tried to have a minimum fee increase for those whose categories increased because of the formula change. More details on this will be in the Fee Formula Committee report.

The Board is recommending a constitutional amendment on the eligibility of candidates for Director of the Institute. The proposed amendment will be submitted to the Membership by mail ballot, but it essentially limits Board membership from affiliated companies. The working was prepared by Legal Counsel and would limit membership on the Board of Directors to only one Director from affiliated companies, with affiliated companies defined as those with 10% or more common ownership.

The Board accepted the report of the Annual Meeting Committee which calls for the 1988 Membership Meeting to be held in Monterey, California.

At the meeting, the Board approved an application for Regional Membership filed by Industria de Balatas (Indubal) of Santiago, Chile, and voted to terminate the Licensee Membership of Toledo Pressed Steel Co. The foregoing summarizes activities of the Board since June 1986, including highlights of the June 15 Board meeting.

TREASURER'S REPORT

Mr. Larry Mintman, Treasurer, read this report. Please refer to EXHIBIT 3 in the report package.

The Treasurer projected an excess of income over expenses of a little over $9,600 for 1986-87. He noted that the report is a projection, based on estimates for income and expenses in May-June 1987. The most significant variance developed from sales of catalogs - this being in the $10,000 neighborhood. This came about because of our substantial overrun with the 1986 book, our write-down to $1.00 at June 30, 1986, followed by the sale of all catalogs from the overrun during 1986-87 with practically no costs associated with the revenue in this year.

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

RESOLVED: To accept the Treasurer's Report as written.

MEMBERSHIP COMMITTEE

Ms. Rita Grisham, Chairman of the Membership Committee, read this report. Please refer to EXHIBIT 2 in the report folder.

Ms. Grisham's report summarized the changes in Membership during the year. These noted that Active Members increased from 21 to 22; Regionals showed no change at 27; Licensees increased from 21 to 24.

As noted in the report on Board of Directors activities, the Board terminated the Licensee Membership of Toledo Pressed Steel as its June 15 meeting, and accepted the Regional Membership application filed by Industria de Balatas (Indubal) of Chile at the same meeting.

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

RESOLVED: To accept the Membership Committee report as written.

HEALTH AND ENVIRONMENTAL AFFAIRS COMMITTEE

Ms. Rita Grisham, Chairman of the Health and Environmental Affairs Committee, read this report. Please refer to EXHIBIT 9 in the report package.

Ms. Grisham reported on OSHA and EPA activity during the past year, including the requirement of NIOSH Method 7400 for measuring asbestos dust concentrations. The EPA hearings on the proposed asbestos ban were discussed.

In comments on the Chairman's report, a Member noted that the Alternate Materials Institute mentioned as a possible co-sponsor of the Materials Symposium has Members such as DuPont and Owens-Corning Fiberglass. That group has sided with EPA's proposed ban on asbestos. A member noted that a contract for evaluating the proposed ban had been let by EPA to the American Society of Mechanical Engineers (ASME). The Batelle Institute worked with ASME in preparation of its report to EPA. Several comments were in the draft ASME report stating that there was not a sufficient time frame allowed to complete a ban on asbestos in friction products. In particular, there were eleven entries in the docket which asked that asbestos be permitted in replacement brake linings. This input came from United States as well as foreign car manufacturers.

A member discussed contacts with Amy Moll and Christina Augustiniak at EPA, and there were indications that a longer phase-in might be permitted for friction products as against other asbestos products. The EPA focus is on dry brakes as a product, and wet friction applications have not come under the regulatory spotlight.

Some back-off was noted in regulatory positions on the proposed asbestos ban, where even the Natural Resources Defense Council (NRDS) has noted the possible carcinogenic effects of certain non-asbestos fibers. Despite certain objections, and recent concerns on substitute fibers, it appears that EPA will be proceeding with their proposed ban.

The OSHA regulations that went into effect as of July 21, 1986 are difficult, but obtainable for most friction product lines. The OSHA regulations appear more practical, and their Appendix F (Work Practices and Engineering Control for Automotive Brake Repair Operations) is constructive and considers the cost and practicality of containing asbestos dust concentrations in the brake repair area. It is not likely there will be significant changes in the OSHA regulations.

In the regulatory agenda, EPA has projected June 1988 for its rulemaking on the proposed ban on asbestos products. It is possible that friction products manufacturers will have more than five years for phase-out. There has been some interchange between EPA and the National Highway Traffic Safety Administration (NHTSA) as concerns the proposed asbestos ban and new brake systems standards. There will be a challenge in meeting the anti-lock-up and front/rear balance requirements of the proposed DOT 135 standards, without asbestos drum brake linings for the rears.

Even with the recent concern on asbestos substitute materials, there does not appear to be any early action anticipated from EPA as regards substitute fibers in friction materials. As regards substitute materials, the industry is regulated by OSHA's Hazard Communication rules (29CFR 1910.1200). This is the regulation for labeling and material safety data sheets (MSDS). While most of the substitute fibers have not been established as hazardous, there is a question and it appears to be in the best interests of all to label with more than "Refer to MSDS." Some manufacturers are suggesting the same precautions for their non-asbestos products as with their asbestos materials.

Two Members stated that they were labeling their non-asbestos friction products, urging caution on raising dust. Both volunteered to send copies of this labeling to the Institute.

Counsel stated that if there is a reason to believe a product is hazardous, there is a duty to warn. This duty to warn exists even if it is accompanied by a disclaimer.

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

RESOLVED: To accept the Health and Environmental Affairs Committee report as written.

MR. JOHN RIOPELLE - GUEST SPEAKER

The Secretary introduced Mr. Riopelle, who had worked for Allied Automotive's Bendix Friction Materials Division for many years, and who had retired late in 1986. Mr. Riopelle had chaired the Institute's Health and Environmental Affairs Committee in recent years, and had guided Institute responses to certain EPA and OSHA regulatory proposals during his work with that committee. Mr. Riopelle had started with the Bendix Corporation soon after his early days with the Kaiser-Frazer Corporation. Among his different responsibilities with Bendix were engineering, sales, quality control, and environmental affairs. He also had been in charge of the Bendix Cleveland, Tennessee Plant and had start-up responsibilities at a new facility in Panama City, Florida. Mr. Riopelle is well qualified to give an overview on environmental questions with particular emphasis on asbestos.

Mr. Riopelle discussed the worldwide rules as regards asbestos in the workplace. In his prepared discussion, Mr. Riopelle noted the permissible exposure levels and effective dates for chrysotile asbestos regulations. The data indicated that, with the exception of Norway where the PEL was 0, the United States had the most stringent PEL: 0.2 fibers per cc (= fibers per ml). He noted that the USSR was alone in having its PEL expressed in milligrams per cubic meter. The USSR PEL was 8 mg/m^3. Conversion to fibers per cc is difficult. The United States is one of only a few countries with an Action Level, and that too (at 0.1 fibers/cc) is the most stringent.

Mr. Riopelle noted that there is considerable concern as regards the United States requirements. Is the Industry better off with a total ban as proposed by EPA, or would it be better to attempt to comply with the difficult

OSHA workplace regulations. The American manufacturer may face the challenge of lower cost friction products from foreign manufacturers with less stringent or non-existent workplace regulations, where he in turn must add the costly control equipment and incur the additional costs which are inherent in complying with the OSHA workplace regulations.

Mr. Riopelle cited work that Bendix had done to lower dust counts, and added that this was done during a changeover to the required NIOSH Method 7400 for measuring asbestos dust concentrations. While measuring concentrations, a significant difference was noted between the new and the old dust counts. The new counts were running from about 2/3 to 3/4 of the old counts, and they were being reproduced with more consistency. After giving a thorough cleaning to one factory area, the counts were down appreciably, and the question arose as to how much of the reduction was due to the cleaning and how much was due to the introduction of NIOSH Method 7400? Mr. Riopelle urged the Members to provide data to the Institute Office on its questionnaire on fiber counts. The Secretary will re-mail this questionnaire to the Members.

The Secretary was asked to distribute copies of Mr. Riopelle's report to the Members. He advised that this will be sent with copies of the Minutes and the Report package.

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

RESOLVED: To extend to Mr. Riopelle the Institute's thanks for his earlier service as Chairman of the Health and Environmental Affairs Committee and his presentation at this meeting.

NOMINATING COMMITTEE

Mr. Robert E. Nelson, Chairman of the Nominating Committee, delivered this report. There was no written report.

Mr. Nelson noted that the Constitution calls for seven members of the Board of Directors. Due to Mr. Messier's and Mr. Collins' resignations during the 1986-87 year, the Board has been functioning for the last eight months with only 5 Directors.

The Chairman advised that three of the Directors had been elected in 1986 to two-year terms which will not conclude until June 30, 1988. These are Mr. Nelson, Mr. Belans and Ms. Grisham. Two Directors are serving terms which will end on June 30, 1987. These are Mr. Mintman and Mr. Moore.

The Committee recommends the following nominations:

Mr. Arthur V. Moore of Carlisle Corporation to continue serving on the Board for an additional two year term to end in June 1989.

Mr. Larry Mintman of Certified Brakes to continue serving on the Board for an additional two year term to end in June 1989.

Mr. Ronald Randall of HKM of California Corp. to be added to the Board and to serve a two year term to end in June 1989.

Mr. W. Max Sleeth of Virginia Friction Products to be added to the Board and to serve a one year term to end in June 1988.

The President asked that these four names be placed in nomination to serve the terms as noted above. The President then called for nominations from the floor. No additional nominations were made.

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

> RESOLVED: That nominations for the Board of Directors be closed.

The Secretary was directed to cast one ballot for the election of Mr. Arthur V. Moore, Mr. Larry Mintman, and Mr. Ronald Randall to serve two year terms until June 30, 1989. The Secretary was directed to cast one ballot for the election of Mr. W. Max Sleeth to serve a one year term until June 30, 1988. The Secretary advised that the ballots had been so cast. Further, the Secretary advised that with the election of these four Directors, that the Board had the required seven members.

INVESTMENT ADVISORY COMMITTEE

Mr. Art Moore, Chairman, read the Investment Advisory Committee report. Please refer to EXHIBIT 4 in the report folder.

The report projected a little over $288,000 in investment assets at June 30, 1987, despite about a $3,000 drop in investment income this year. The increase in assets reflects the excess of income over expenses realized during the 1986-87 fiscal year. Investment income is projected to drop still further in 1987-88 based on the drop in interest rates. Investment income will lag interest rates as we have continued our policy of investing in only United States Treasury notes with 3 to 4 year maturities, and the lower yielding notes are now almost half the portfolio. Still, over $24,000 investment income is projected for the current year.

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

> RESOLVED: To accept the Investment Advisory Committee report as written.

BUDGET COMMITTEE

Mr. Sleeth, Chairman, presented the Budget Committee report. Please refer to EXHIBIT 5 in the report package.

The Committee recommended an expense budget of $140,085 for fiscal 1987-88. This is about a 4.5% increase over the 1986-87 budget. Details of recommended budget items are listed in the report opposite the budget items for 1986-87. The main items of expense in the budget are Salaries, Rent and salary-associated Pension Expense. There are no major line item changes proposed in the 1987-88 budget.

The Secretary noted that the Board of Directors at its earlier meeting had reviewed this budget and recommended its submission to the membership. A Member asked if the planned postage increase would impact this budget. The Secretary replied that it was his understanding that any postal increase will not be effective until April 1988, which would mean that we will be operating at current rates for most of the next fiscal year. The increase had been considered.

The discussion turned to the bad debts reserve question. The Secretary noted that the new tax code does not permit use of the bad debts reserve method of accounting. At the Board meeting, it was decided that the Secretary would ask our Accountants for some guidance but the Institute may go to the specific write-off method in 1987-88. With the specific write-off or the reserve method, the budget is calling for a $3,000 charge in 1987-88.

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

RESOLVED: That an Expense Budget of $140,085 as detailed in the Budget Committee report be approved for the 1987-88 Fiscal Year.

FEE FORMULA COMMITTEE

Mr. Robert E. Nelson, Chairman, presented this Committee report. Please refer to EXHIBIT 6 in the report package.

The Chairman noted that it had been resolved at the June 1986 Meetings that a new basis for the fee formula would be used effective July 1, 1987. The old formula had four categories: (1) Brake linings; (2) Brake Blocks; (3) Clutch Facings; (4) New un-lined brake shoes. It had been decided that the new formula would have the following categories: (1) Disc brake linings; (2) Drum brake linings; (3) Brake Blocks; (4) Clutch Facings.

Essentially, the new formula would drop the "New un-lined brake shoe" category, and would split the earlier "Brake linings" category into two categories: "Disc brake linings" and "Drum brake linings." It was the intent of the Board to recommend a new formula that would be "revenue neutral" at least in the first year of use.

The Committee, in its report, came up with several formulae that would produce equivalent income with the 1986-87 fee schedule. These were referred to as Plans 1, 2 and 3 in the report. However, the Chairman noted that a fourth plan was discussed and recommended at the Board Meeting on June 15. It was felt this plan was more equitable than the others, and would have the lowest impact on those members who are moved from one category to two categories because of the change in formula. Essentially the "Plan 4" formula is:

Basic Fee of $1,600; First 2 categories $250 each; next 2 categories $500 each.

This would trigger new fee levels as follows:

Member in one category:	$1,850 per year
Member in two categories:	2,100 per year
Member in three categories:	2,600 per year
Member in four categories:	3,100 per year

The Board recommended adoption of this new formula. The membership, per the Constitution, must approve the fees charged Active Members. Upon motion duly made, seconded and unanimously passed, it was:

RESOLVED: That the fee formula for Active Members (and Regional Members with Active Member rights) include a basic fee of $1,600 plus a $250 category charge for each of the first two categories in which a Member participates, and a $500 category charge for each of the last two categories in which the Member participates. Categories will be: (1) disc brake linings; (2) drum brake linings; (3) brake blocks; (4) clutch facings.

INSTITUTE PENSION PLANS

The Institute has two pension programs: (1) A Trust set up in 1979 to pay Miss Duschek, retired Secretary of the Institute, $550 per month for the remainder of her life, and (2) A Simplified Employee Pension Plan (SEP) funded with contributions to employee IRA's. See EXHIBIT 10 in the report package. Mr. Drislane presented this report.

The only paper work for the SEP Plan for current employees is drawing the checks for deposit to the employees' IRA's. Contributions of $11,250 were projected for 1986-87.

The Duschek Trust showed a net invasion of principal at December 31, 1986 of a little less than $4,300. The Trust started with a contribution of $55,000 in 1980 and there was approximately $50,700 in assets on hand as of December 31, 1986. The Trust has made payments of $550 monthly for benefit of Miss Duschek since January 1, 1980.

DATA BOOK AND TECHNICAL COMMITTEE

Mr. Francis Hudson is Chairman of the Data Book and Technical Committee. Mr. Nelson read the Chairman's report. Please refer to EXHIBIT 8 in the report package.

The report noted highlights of Committee activity during the past fiscal year. The major business was acted on at a meeting on April 29, 1987. The Committee resolved to have a complete semi-metallic disc pad application bulletin issued for all such usage from the 1960's through 1987. Changes were voted for the Data Book including a consolidation of shoe listings from two to one; reference to discontinued numbers when the "14 year rule" drops an application; and a special black indexing tab for the Catalog to indicate catalog sections.

A Member commented on the re-print of the Clutch Facings (Catalog 851) that was noted in the Committee Report. The Secretary advised that this was strictly a re-print - there was no new data in the 1987 re-print over that which was in the 1985 edition. This Member asked about interchange information on foreign clutch facings, and asked that such information be printed where available. The Secretary asked to see examples of this interchange, and noted that the numbers in question were British Friction Materials Council numbers. The British Council (as with FMSI) copyrights its publications and its BFMC Numbers. The Secretary noted that he would not publish information which is copyrighted by others, but that he would send those Members participating in the clutch facings category an up-dated list of the FMSI/BFMC clutch facing cross-over data that he has on hand.

A Member suggested that the Membership be advised that they can order Automotive Data Books without the FMSI cover, when the catalog is first printed. Two or three Members almost always order the catalog without cover, and then have their own cover installed. There is no discount for the "No Cover" as it is a special item. Also, any overrun or underrun goes to those ordering without covers pro-rata. The "No Cover" option is only available for the full Data Book. (The Supplement is a self-cover). Also, this "No Cover" option is only available when orders are being solicited for a newly published Data Book. Once the catalog is off the press, all remaining stock takes a cover and the 5 hole punch.

A Member asked that rivet patterns be shown on the steel illustrations in the catalogs. The Secretary asked if this was a reference to disc brake steel? As he was referring to disc brake steel, the Secretary advised that they had handled this same question three or four years ago. It was then referred to the Data Book Committee, and turned down. There is not sufficient room to detail drill patterns and show differences when they are of small dimensional difference. Also, the Institute added reference to number of holes when more than one shoe number is illustrated by one drawing. Also, the full FMSI lining number is added to the shoe illustration so that one can pick the exact lining which in turn covers the drill pattern. There is not sufficient room in the illustration section to show this detail. In response to another question along these lines, the Secretary stated that the Institute is now providing prints of disc steel with drill/counterbore patterns where original equipment was bonded or integrally molded where that information is available.

It was noted that for drum segments, several Original Equipment manufacturers are not providing rivets according to the SAE rivet dimension standards. Mr. Nelson noted that the SAE Brake Committee has dropped future responsibility for rivets, and turned it over to the Fasteners Committee. It was suggested that the Data Book Committee consider the SAE rivets, and go on record as favoring the continuance of SAE J663b (the SAE rivet standard) and the further up-dating of it.

A Member noted that the SAE would be asking its Members to ballot on cancelling SAE Recommended Practice J662. This is the brake block chamfer standard. Members expressed disagreement with cancelling J662 as several manufacturers use J662 as a reference to designate the chamfer for their blocks. The Secretary was asked to refer the subject of cancellation of J662 to the Data Book Committee.

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

RESOLVED: To accept the Data Book and Technical Committee report as written.

BRAKE PERFORMANCE STUDY COMMITTEE

Mr. Bill Wood, Chairman of the Brake Performance Study Committee, presented this report. Please refer to EXHIBIT 7.

The Chairman noted that proposed SAE J1801, J1802 recommended practices for friction rating and marking had been balloted, and that there were 3 and 4 disapprovals respectively. Mr. Arne Anderson of Ford Motor Company who had chaired a special SAE Task Force to come up with new brake lining effectiveness ratings and marking procedures has retired. Mr. Randy Petresh of Rockwell has taken over this Task Force. With the ballot disapprovals, changes will be necessary in the proposed J1801, J1802 procedures.

Mr. Wood gave a brief up-date on NHTSA rulemaking with DOT 105, DOT 121 and the proposed DOT 135 Systems standards, and he noted that Federal Specification HH-L-361F was replaced with HH-L-361G. Mr. Wood noted that several interested parties were not aware of the new Specification.

As regards Federal Specification HH-L-361G, the Secretary advised that he was made aware of the changes in that Specification by Carl Walker. Mr. Walker had received a copy of HH-L-361G and had written to SAE concerning use of J661 as the basis for the specification. Mr. Drislane reviewed the changes incorporated in HH-L-361G in detail in September 1986 and noted that some of the alleged changes had already been adopted in HH-L-361F. However, there were certain changes in the specification that were sharp differences and could be challenged.

Copies of Mr. Drislane's comparisons were sent to parties seeking information on HH-L-361G as well as to Mr. Walker. Comments were not submitted to TARCOM. The Institute apparently had contacts when this Federal Specification was the responsibility of the Defense Construction Supply Center in Columbus, Ohio. However, as the responsibility is now apparently with the US Army Tank Command in Warren, Michigan, new individuals have entered the specification writing business, and adopted HH-L-361G without input from either the Institute or individual members thereof.

There were several changes including a ban on asbestos materials "unless specifically permitted," an unrealistic tolerance of .025" on the inside radius of drum brake linings, a flatness/parallelism specification change, and shelf life for pre-cemented lining time/temperature changes. The Brake Performance Study Committee will review these changes and decide on comments to the Specification writers.

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

RESOLVED: To accept the report of the Brake Performance Study Committee as written.

FMSI 01920

PUBLIC RELATIONS ACTIVITY

The Secretary advised that there would be no Public Relations Committee Report. Mr. Belans had volunteered to help with public relations releases through the H.K. Porter Company's Advertising Group in Pittsburgh. Because of Porter's sale of the Huntington facility to Friction Material Company, this avenue of public relations distribution is no longer available. Mr. Belans indicated that the release on election of officers at the June 1986 meeting was distributed, and the announcement appeared in the trade press.

ANNUAL MEETING COMMITTEE

Mr. Ed Eggert, Chairman of the Annual Meeting Committee, read this report. Please refer to EXHIBIT 12.

The Chairman recommended that the Institute hold its June 1988 meeting in Monterey, California. He specifically noted the Monterey Beach Hotel, and had contacted them for group rates. As there had been earlier objection to the higher rates at two locations in the Monterey area (Lodge at Pebble Beach and Quail Lodge in Carmel), Mr. Eggert noted that the group rates at the Monterey Beach Hotel were competitive.

It had earlier been noted that the Board of Directors had approved the Chairman's report at their meeting on June 15. Mr. Gagnon, who travels in that area and plans to be in Monterey/Northern California this Summer, had earlier volunteered to check out the Monterey Beach Hotel facilities. Mr. Randall also volunteered to check out the Monterey Beach Hotel. The Secretary was advised to give Mr. Gagnon and Mr. Randall specifics on the Monterey Beach Hotel and the parties to contact. The Directors, at the earlier meeting, had selected Sawgrass in Florida as an alternate meeting site should the Monterey arrangements not work out.

Mr. Barton had earlier asked the Secretary to check out the golfing in Monterey. The Hotel indicated it could make reservations ahead of time at two desirable courses: Carmel Valley Golf Club and Rancho Canada Golf Club. If for any reason those courses were filled when the Institute wanted starting times, other courses would guarantee back-up. The Monterey Beach Hotel advised that the courses at Pebble Beach and Spyglass are open to the public, but they do not book advance reservations. Those wishing to play those courses must check in at the clubhouse on the day they wish to play and then get starting times. It would appear that there are reasonable golf facilities available for our Members' purposes.

The Secretary asked about meeting starting dates. Members indicated the Sunday starting date (for Directors' reception) that was used this year was satisfactory. The Secretary advised that he would book facilities (after site inspections) for Sunday arrival June 12, 1988, with departure date of Wednesday June 15, 1988.

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

RESOLVED: To accept the report of the Annual Meeting Committee as written.

HISTORICAL SALES REPORTING

The Secretary reported on the Institute's Historical Sales Reporting Program. Please refer to EXHIBIT 11 in the report package.

Essentially, the sales reporting statistics program was unchanged from that in previous years. However, he noted that there were more difficulties with the data sent to the Accountants than there had been in previous years. As a result, the reports were usually late, and corrections had to be made subsequent to the report. The difficulties were apparently the result of changing responsibilities at reporting companies, either with new people reporting, or with significant changes in the structures of reporting companies caused by acquisitions and mergers. The Members were asked to review each report before sending the data to the accountants to be certain it was consistent with earlier data.

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

RESOLVED: To accept the report on Historical Sales Reporting as written.

INTRODUCTION OF OFFICERS

Mr. Barton, President, advised that the newly elected Board of Directors had elected the following Officers for the 1987-88 Fiscal Year:

Mr. F. William Barton, Reddaway Mfg. Co., President
Mr. W. Max Sleeth, Virginia Friction Products, Vice President
Mr. Larry Mintman, Certified Brakes, Treasurer
Mr. Edward W. Drislane, Friction Materials Standards Institute, Secretary

All four Officers had served for the 1986-87 Fiscal Year, and were re-elected to serve until June 30, 1988.

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There being no other business brought to the attention of the Membership, upon motion duly made, seconded and unanimously passed, it was:

RESOLVED: To adjourn.

Adjourned on June 17, 1987, 9:20 AM.

E. W. Drislane
Secretary