

MINUTES OF ANNUAL MEETING

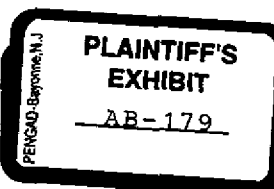
of the

FRICITION MATERIALS STANDARDS INSTITUTE, INC.

Wednesday and Thursday, June 27 and 28, 1973, 8:30 A. M.

at

Lodge at Vail, Vail, Colorado



MEMBERS PRESENT

Abex Corporation
Auto Friction Corporation
Dendix Corporation
Friction Materials Division
Brassbestos Manufacturing Corporation
Carlisle Corporation
Molded Materials Division
Gatke Corporation
General Motors Corporation
Delco-Moraine Division
Maremont Corporation
Grizzly Brake Division
Molded Industrial Friction Corporation
Raybestos-Manhattan, Inc.
Royal Industries Brake Products
Scandura, Inc. (Cantex)
Standco, Inc.
S. K. Wellman Corp.
Wheeling Brake Block Manufacturing Co.
World Bestos Company, Division of the
Firestone Tire & Rubber Company

REPRESENTATIVES

R. Cutler
Stuart Comins
F. E. Messier
W. Simon
E. R. Zacharias
F. T. Gatke
R. J. Kick
J. W. Greenen
M. I. Frazier
D. E. Gow
D. Ogilvie
D. Easveld
J. S. Allen
J. E. Clegg
L. Burgess
C. Weber

OTHERS PRESENT

Abex Corporation
Auto Friction Corporation
Gatke Corporation
General Motors Corporation
Delco-Moraine Division
Maremont Corporation
Grizzly Brake Division
Molded Industrial Friction Corp.
Raybestos-Manhattan, Inc.
Royal Industries Brake Products
S. K. Wellman Corporation
Wheeling Brake Block Manufacturing Co.
World Bestos Company, Division of the
Firestone Tire & Rubber Company
Friction Materials Standards Institute
Stickles, Kennedy & Van Steenburgh

P. E. Nelson
N. Comins
H. Boyle
R. E. Kettering
D. Carlson
F. Skelton
A. Laus
B. Ozmore
R. E. Moalli
W. M. Sleath
C. Newell
G. A. Carrigan
G. Stratton
R. J. Alleman
E. W. Drislane
L. D. Stickles

NOT PRESENT

Auto Specialties Manufacturing Co.
Chrysler Corporation - Chemical Division
Forcee Manufacturing Corporation
Lasco Brake Products Corp., Ltd.
H. K. Porter Co., Inc.
Reddaway Manufacturing Co., 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 28 and 29, 1972 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 28 and 29, 1972 be accepted as distributed.

PRESIDENT'S REPORT

Mr. J. W. Greenen, President, opened the Meeting with a report on the Institute's progress during the past fiscal year. See EXHIBIT 1.

Mr. Greenen covered the highspots of the year's activities including the meetings of the Brake Performance Study Committee, the Data Book & Technical Committee, and the Asbestos Study Committee. In addition, a Special Meeting of the Board of Directors was held in October 1972 concerning the controversial requirement of brake lining certification by the AIAVA. The President commented on several other items in his Report, and in conclusion he mentioned the illness of our Treasurer, Mr. Al Daly.

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

RESOLVED: That the President's Report be accepted as read.

THE TREASURER'S REPORT

In accordance with our Constitution and By-Laws, Mr. J. W. Greenen, President, assumed the responsibilities of Treasurer upon the disability of Mr. Alvin Daly. The Secretary read the Treasurer's Report. The following Exhibits make up the Treasurer's Report:

- EXHIBIT 3.1 - Balance Sheet Projected to June 30, 1973
- EXHIBIT 3.2 - Income Statement for the 1972-73 Fiscal Year.
- EXHIBIT 3.3 - Retirement Fund - H. G. Duschek
- EXHIBIT 3.4 - 12 year Financial Highlights.

It was noted that the Treasurer's Report was made up during the first week of June 1973, and the June 30, 1973 figures had to be estimated based on anticipated June expenses and the fiscal year-end accruals. In summary, the Financial Statements showed more than \$100,000 in savings accounts and time deposits, and over \$20,000 in Miss Duschek's Retirement Fund. The Institute operated during the 1972-73 fiscal year with a net income in excess of \$18,000. It was noted in the 12 year Summary of Financial Highlights, that an Active Member in 1961-62 with one category had an annual fee of \$800. In the same year, a Regional Member paid a total of \$1,300. By 1972-73 an Active Member with one category was paying \$1,700 in annual dues whereas a Regional Member was paying \$1,300. In other words, the Active Member was paying in excess of 100% more in 1972-73 than he was paying in 1961-62. The Regional Member had been increased only 30%, from \$1,030 to \$1,300, during the same period of time. There were similar disparities concerning the increase in dues with Regional Associations and Licensees.

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

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

ASBESTOS STUDY COMMITTEE REPORT

Mr. I. R. Weaver, Chairman of the Asbestos Study Committee, was present to deliver a talk to the Membership concerning asbestos problems in the friction materials industry. Mr. Weaver had submitted a written report summarizing his Committee's activities during the 1972-73 fiscal year. Rather than report strictly on the activities of the Committee, Mr. Weaver had been asked to deliver a talk concerning the background and seriousness of the asbestos regulations as they concern the friction materials industry.

Mr. Weaver's Report on the Asbestos Study Committee activities is EXHIBIT 14. In addition, the address that Mr. Weaver gave to the Membership at the June 27 Meeting is shown as EXHIBIT 14.1.

Mr. Weaver discussed some of the background for the OSHA and the EPA regulations. In particular, he pointed out that the OSHA label requirement was considerably less severe than that originally recommended by the OSHA Advisory Committee. Mr. Weaver particularly recommended compliance with the spirit of the OSHA regulations and suggested that if industry does not show a willingness to comply with existing regulations that the consumer activist groups and organized labor may push for even harsher regulations. He also discussed the EPA Emissions Standards which again he found to be reasonable and attainable. Mr. Weaver closed his discussion indicating that the Asbestos Study Committee would continue to keep on top of the regulations emanating from Washington.

Mr. Weaver answered some questions at the end of his talk. One question had to deal with the accuracy of the membrane filter method for measuring concentrations of airborne asbestos fiber. Mr. Weaver replied that it is very difficult to get accuracy into this method. It takes considerable training, and even with the training different operators will have different

readings. While he indicated that there are definite problems with the membrane filter method as regards enforcement purposes, it is a tool for the manufacturer to use in monitoring his work areas. Mr. Weaver mentioned that the Germans have been working with a gravimetric system. A problem is the fact that all airborne materials in a friction materials factory are not necessarily asbestos, and that the gravimetric system does not distinguish between asbestos and other materials. Mr. Weaver felt that any new system to replace the membrane filter method is far off in the future.

A member asked concerning the EPA emissions requirements where they are in effect legislating dry collectors over wet collectors. The question was "Why." Mr. Weaver replied that the wet collectors require very high horsepower to reduce the visible emissions to zero. In essence, it is very difficult to get "no visible emissions" with a wet collector.

Another question concerned clothing and the OSHA regulations. It was pointed out that several manufacturers use an outside cleaning service for the clothing that is worn in the work area. Mr. Weaver emphasized that the manufacturer should specifically notify the people doing the cleaning that this clothing is used in an asbestos handling work area.

Another question had to do with the recommendation that Mr. Weaver made that all boxes or cartons containing friction materials have the OSHA label imprinted thereon. In this case, the question concerned a drilled taper ground brake lining set ready for installation on shoes. Did this require the OSHA label, since it was most likely that there would be no subsequent drilling, cutting, or grinding to put asbestos dust into the atmosphere? Mr. Weaver suggested that there is always the possibility of additional cutting, drilling, or grinding and that he felt the OSHA label should be used here also. His point is that in these subsequent operations the asbestos can be raised to levels above the 5 fiber per cc limit in the OSHA standards. This will be even more of a problem when the standards drop to 2 fibers per cc. Mr. Weaver felt the OSHA regulations indicate that if there may be subsequent operations, the label should be used.

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

RESOLVED: To accept the Report of the Asbestos Study Committee as presented.

MEMBERSHIP COMMITTEE REPORT

Mr. Frank T. Gatke reported on the activities of the Membership Committee during the 1972-73 fiscal year. See EXHIBIT 2.

In summary, Mr. Gatke's Report showed the following changes in Membership in the Institute:

PLAINTIFF'S
EXHIBIT

AB-180

MINUTES OF ANNUAL MEETING

of the

FRICTION MATERIALS STANDARDS INSTITUTE, INC.

Wednesday and Thursday, June 28 and 29, 1978, 8:30 A.M.

at

Camelback Inn, Scottsdale, Arizona

MEMBERS PRESENT

Abex Corporation
Auto Friction Corporation
Bendix Corporation
Brassbestos Manufacturing Corp.
Carlisle Corporation
General Motors Corporation
Lear-Siegler Inc.
Nuturn Corporation
Raybestos-Manhattan Inc.
Reddaway Manufacturing Co.
S.K. Wellman Corporation
Wheeling Brake Block

REPRESENTATIVES

R. L. Cutler
Adrian Comins
P. E. Messier
W. Simon
W. E. Harris, Jr.
R. J. Rick
D. J. Ogilvie
J. W. Greenan
R. R. Moalli
F. W. Barton
G. A. Carrigan
L. Burgess (6/28)

PROXY AVAILABLE

Lasco Brake Products
E.K. Porter Co.

T. J. Laher (E. W. Drislane)
J. C. Black (E. W. Drislane)

OTHERS PRESENT

Auto Friction Corporation
Bendix Corporation
Friction Materials Division
Automotive Aftermarket Operations
Heavy Vehicle Systems Group
Carlisle Corporation
Delco-Moraine Division
Lear-Siegler Corporation
Nuturn Corporation
Raybestos-Manhattan, Inc.
Reddaway Manufacturing Corp.
S.K. Wellman Corporation
Wheeling Brake Block
Gorman & Cole
Friction Materials Standards Inc.

B. Kublin
W. F. Messier (6/28)
D. Godfrey
R. Elliott
R. Perritt
R. E. Kettering
G. P. Baynes (6/28)
D. Lee
R. Luellen
J. Mallow
D. Cunningham
J. Moore
R. Kaminski
G. Stratton (6/28)
R. P. Gorman
E. W. Drislane

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Robert P. Dorn
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ASBESTOS STUDY COMMITTEE REPORTUNCLASSIFIED
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Mr. E. H. Wagner of Carlisle Corporation, Chairman of the Asbestos Study Committee prepared this report. In Mr. Wagner's absence the Secretary read the report. Please refer to Exhibit 9.

Mr. Wagner reported on work that a Task Force from the Committee had completed on preparation of a work practices booklet concerning the handling of asbestos-containing friction materials. Considerable progress had been made in the preparation of this booklet but it was noted that at the Board of Directors meeting on June 27, 1978 that the Board directed that the Task Force submit this booklet to the Asbestos Study Committee who would then make recommendations to the Board of Directors.

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

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

Mr. Adrian Comins asked that the Institute consider the question of a possible recall of asbestos-bearing friction materials if such action were taken by the Consumer Product Safety Commission. Mr. Comins was concerned with the recall provisions of the Federal Hazardous Substances Act which the Consumer Product Safety Commission administers. If asbestos-bearing friction materials were to be recalled under the Federal Hazardous Substances Act, manufacturers would have to refund not only their distributors or rebuilders for the manufacturers' selling price but would have to pay shipping and packing costs of all those further down the line in the distribution network. He indicated that this was the bill that manufacturers would pick up for the Tris recall. He indicated that this could be a substantial cost should asbestos-bearing friction materials be recalled under the Federal Hazardous Substances Act. A question was raised as to whether product liability insurance would cover the costs of any such recall. It was not known whether this insurance would cover this type of recall. One member indicated that he didn't believe that there could be such a recall by the Consumer Product Safety Commission because he questioned whether the Consumer Product Safety Commission had jurisdiction over asbestos-bearing brake linings. Discussion on the Consumer Product Safety Commission problem was enlarged to include other Federal regulatory agencies including OSHA, EPA, etc. It was indicated that even if a government recall could not be supported by a rational review of scientific data, that in the existing environment, with pressures from environmentalists, the media and some regulators, that a recall is still a possibility.

Mr. Carrigan indicated that beryllium users have scientific data which would indicate that certain sections of the OSHA beryllium standards are unsupportable, but that regulations have nevertheless been adopted.

Mr. Harris noted that the Asbestos Information Association has given outstanding service to manufacturers with valuable legal and medical information concerning the asbestos problem. He particularly suggested that friction materials manufacturers who are not members consider supporting and joining the Asbestos Information Association. The study that Dr. Jacko of Bendix had run for the Environmental Protection Agency was discussed. In that paper Dr. Jacko attempted to quantify the amount of asbestos emissions into the atmosphere from brakes and clutches. That paper provided data that supported the view that the general public

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is not subject to excessive exposure to asbestos from vehicular brakes or clutches. A member commented that the basic area where asbestos is a problem is in the workplace and not in the general environment and he questioned whether asbestos-bearing brake linings could be considered a harmful consumer product, much less a hazardous substance.

Mr. Comins suggested that the Institute should ask for a hearing while the Consumer Product Safety Commission may be re-drafting rules on recall procedures. The Secretary advised that in 1977 Mr. Comins suggested that individuals write to the Consumer Product Safety Commission as regards recall procedures under the Federal Hazardous Substances Act. Mr. Comins was now asking that the Institute act as an organization to bring this question to the attention of the Consumer Product Safety Commission. The Secretary quoted from the minutes of the January meeting of the Asbestos Study Committee where Mr. Ed Fenner of Johns-Manville stated that there was litigation underway concerning whether aluminum wiring in a house is a consumer product. Also it was noted that there was a survey being made for the Consumer Product Safety Commission by Kearney Associates concerning asbestos-bearing products which might emit respirable asbestos and be covered by regulations of the Consumer Product Safety Commission. The Secretary indicated that he would check the status of the Kearney report and advise.

Mr. Comins stated that as regards individuals writing the CPSC, that to his knowledge no action had been taken by anyone, and that it would be necessary for the Institute to take an active role as regards Consumer Product Safety Commission recall procedures. One member indicated that his company was concerned about the possibility of Consumer Product Safety Commission action and had given serious consideration to the question of recall procedures. It was suggested that the Institute work through the Asbestos Information Association to call this problem to the Consumer Product Safety Commission's attention. In response to a question, the Secretary indicated that the Institute has good liaison with the Asbestos Information Association. Mr. Comins indicated that he was not satisfied with the Asbestos Study Committee's handling of the recall problem with the Consumer Product Safety Commission. After additional discussion Mr. Comins made a motion as follows:

RESOLVED: That the Friction Materials Standards Institute take an active role with the Consumer Product Safety Commission regarding the position of friction materials manufacturers as to recall procedures that could possibly affect asbestos-containing friction materials.

The motion was duly seconded. A count of the members indicated that there were 11 in attendance when this motion was put on the floor. Six members voted in favor of this resolution, with two opposed and three abstaining. According to the Constitution and By-Laws, the resolution passed with a majority of those in attendance voting in favor of the resolution.

Mr. Comins indicated concern about non-asbestos bearing friction materials, and noted that there may be federal funds available for a project such as joint research to develop non-asbestos friction materials because of the alleged hazards of asbestos in the work place and environment. Mr. Comins suggested that the Institute seek federal funding to establish such a joint research project. It was asked if a joint research project

would be legal and feasible. Were there anti-trust implications from this type of research? Several members indicated that their companies would not contribute either directly or indirectly to funding of such joint research.

Reference was made to a proposed New Jersey law which was scrapped about a year ago which proposed to ban the manufacture, use, or sale of any carcinogenic material, which included asbestos. If such a statute were to pass in one state it could effectively ban asbestos in brake linings throughout the United States. This proposed New Jersey statute was abandoned after it was realized that it would just about close down the manufacturing industry in New Jersey. Even if such a ban were feasible, even Dr. Salikoff has indicated that there are controls that can keep asbestos concentrations to non-harmful levels. Several delegates indicated that they were strongly opposed to any kind of joint research project for the development of a non-asbestos lining and this subject was then dropped.

Brake Performance Study Committee

Mr. Nelson, Chairman of the Brake Performance Study Committee prepared his committee's report. Mr. Nelson could not attend this meeting and Mr. Ron Cutler of Abex read the report. Please refer to Exhibit 7.

The Chairman's report discussed items such as the Quality Control Program and recent moves in Washington and the courts concerning Federal Motor Vehicle Safety Standard 121 (air brake systems standard). The Chairman also discussed Standard 105-75 and contact with Mr. Fred Radler of the National Highway Traffic Safety Administration concerning Docket 1-4 (replacement brake shoe and lining assembly). He indicated that this docket was being reactivated and we could expect to hear more on it in the near future.

Mr. Nelson reviewed his discussions with Mr. Radler concerning projects that could affect brakes including such items as longer life friction materials, brake system inspectibility, and the up-grading of both the hydraulic and air brake systems standards. He also discussed AAJVA certification requirements and activities of the Vehicle Equipment Safety Commission. He noted that the Institute had been in contact with the Defense Supply Agency concerning the proposed federal brake lining specification HRL-3612, and that the Defense Construction Supply Center indicated that the revision E variation of this specification calling for full dynamometer tests was not satisfactory. They indicated agreement with the Institute position about the unworkability of Revision E. The Defense Construction Supply Center is now working on a Revision F which it is hoped will include some of the suggestions that the Institute made over the past year.

In reading Mr. Nelson's report, Mr. Cutler commented on the Quality Control Program where he asked for some feed-back concerning work of the Quality Control Sub-committee. It was asked if members had been