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| <p style="text-align: right;">Page 82</p> <p>1 to supply them with this material I think through the end of<br/>2 '87; is that correct?<br/>3 A Sounds like it, yes.<br/>4 Q Was that request submitted by International<br/>5 different in any way from any request you got from any other<br/>6 OEM customers?<br/>7 A I'm going to say yes.<br/>8 Q How did it differ?<br/>9 A I don't think we had that request from any other<br/>10 OEMs.<br/>11 Q If you exclude International for the moment, do you<br/>12 know when the last OEM customer would have purchased an<br/>13 asbestos-containing brake lining on the axle or assembly<br/>14 purchased from Eaton?<br/>15 A No, I don't know that for sure.<br/>16 Q Do you know when the last asbestos-containing brake<br/>17 lining sold to anyone was by Eaton?<br/>18 A No, I don't know that.<br/>19 Q Do you have any knowledge why International would<br/>20 have made a request to stockpile or build up inventory of<br/>21 brake material that contained asbestos versus any other OEM<br/>22 manufacturer?<br/>23 A No. I guess --<br/>24 MR. QUICK: Don't guess.<br/>25 A Okay, I'm not going to guess. I don't know.</p>                                                                                                                                        | <p style="text-align: right;">Page 84</p> <p>1 became involved with the asbestos-free brake linings that<br/>2 gradually other customers brought more and more of their<br/>3 requests to the nonasbestos frame?<br/>4 MR. BARTELS: Objection to the form.<br/>5 MR. QUICK: Go ahead. You can answer.<br/>6 A Yes. I would say that it was probably, just<br/>7 thinking about it, application specific as to that evolution.<br/>8 Q Maybe I can rephrase that a little bit. I'm<br/>9 actually not crazy enough to think that you are going to<br/>10 remember the specific applications and customers this many<br/>11 years later. But obviously, you saw those letters indicating<br/>12 that both my client, Carlisle, and Abex had announced that<br/>13 they were ending the production of the asbestos materials, in<br/>14 the case of Carlisle by the end of 1986.<br/>15 Are you with me so far?<br/>16 A Yes.<br/>17 Q Now, between the time that Mack first began using<br/>18 the asbestos-free materials in the earlier part of the '80s<br/>19 and when your company became aware that Carlisle and Abex were<br/>20 ending the asbestos materials, had there been a gradual and<br/>21 increasing transition of applications over to the nonasbestos<br/>22 material or did Eaton, for example, in 1986 find itself in an<br/>23 immense bind because the vast majority of their axles no<br/>24 longer had any or didn't have any nonasbestos materials for<br/>25 them?</p> |
| <p style="text-align: right;">Page 83</p> <p>1 Q Is it possible that Eaton had received the same<br/>2 requests from other OEM manufacturers to your knowledge?<br/>3 A Not to my knowledge.<br/>4 Q And do you have any knowledge why International<br/>5 would have made such a request of Eaton?<br/>6 A No.<br/>7 MR. HAFNER: That's all I have. Thank you.<br/>8 MR. QUICK: Anybody else?<br/>9 BY MR. MAGUIRE:<br/>10 Q This is Joe Maguire. I represent Carlisle in this.<br/>11 Basically, I just have a couple of questions. One of the<br/>12 things you said was that your recollection was that Eaton<br/>13 began working with the asbestos-free linings for trucks<br/>14 sometime either in the late 1970s or early '80s. Do I<br/>15 understand that correctly?<br/>16 A Yes.<br/>17 Q Just a minute ago, you explained as to Mr. Hafner<br/>18 that in your recollection that the first of Eaton's customers,<br/>19 truck makers, to go with the nonasbestos materials for brake<br/>20 linings was Mack and that you believed that was somewhere<br/>21 early in 1980 or 1981; is that correct?<br/>22 A That's correct.<br/>23 Q In your recollection, did you understand the<br/>24 experience with Mack to be isolated or was it your<br/>25 understanding is that as time progressed from when Mack first</p> | <p style="text-align: right;">Page 85</p> <p>1 MR. BARTELS: Object to the form.<br/>2 A That was I would call it a process of working with<br/>3 the lining suppliers trying to -- basically doing the testing,<br/>4 both lab dynamometer testing and field testing and all of that<br/>5 to come up with the materials that met the wide range of<br/>6 applications that were in the customer base. So yeah, it was<br/>7 an evolutionary thing that led up to that period of time.<br/>8 And there were changes too in the requirements<br/>9 I think along that period of time that caused it to be more<br/>10 urgent, as it was.<br/>11 Q Now, you did say that in this time frame of 1986 and<br/>12 1987 based on the documents you have been asked about, there<br/>13 apparently were applications for the off-highway type<br/>14 vehicles, I think you called them, the high friction<br/>15 applications where apparently asbestos-free formulations had<br/>16 not gone through the entire approval process. Is my<br/>17 understanding correct?<br/>18 A Yes, I believe that is correct.<br/>19 Q Now, in that same time frame, was it your<br/>20 recollection that the majority of on-highway or over-the-road<br/>21 type applications had been transitioned to nonasbestos<br/>22 materials?<br/>23 A Yes, I would say that is correct.<br/>24 MR. MAGUIRE: Sir, that is all of the<br/>25 questions I have. Thank you very much.</p>                                       |

22 (Pages 82 to 85)