PLAINTIFF'S EXHIBIT

MAR-19

MAREMONT CORPORATION

INTER-OFFICE CORRESPONDENCE

TO: L. L. Sealy

FROM: Frank C. Skelton

DATE: April 26, 1976

CC: W. N. Bockay
R. C. Rogers
F. V. Strobl
R. A. Ward

SUBJECT: ASBESTOS SUBSTITUTES

Answering your memo of 3-3-76 to R. C. Rogers and Item #3 of Mr. Batogowski's 3-30-76 letter.

I'm certain that most friction material producers are working on low Asbestos or non-Asbestos friction materials.

There are two main current competitors to Asbestos usage. These are fiberglass and semi-metallics. Both of these materials represent major product cost penalties. The usual grades of Asbestos used in disc pads and brake linings cost from $.03 to $.18 per pound. Chopped strand fiberglass starts at about $.40 per pound. Specific knowledge of the cost of semi-metallic materials is not known except for general references as to being "substantially more".

Besides their cost penalty, these materials also present performance compromises like noise, increased wear, increased wear on mating surfaces, poor "cold" performance, compatibility with existing rotor and disc materials, etc.

The majority of this work is, in my opinion, being carried on with the OEM vehicle manufacturer's because of their control over the mating disc and brake drum materials and the other components of the brake system should attendent systems changes be required for proper function of a non-Asbestos friction material.

Yes, we (Maremont) are working on low Asbestos and non-Asbestos material concepts. Our effort has been with the fiberglass or fiberglass like materials. Work in this area is and will be for the near term future, a low key type effort since we do not anticipate any near term radical change in friction material composition.

Frank C. Skelton dp

Frank C. Skelton
FCS:dp

EXHIBIT
NO. 1
DATE
EVD. IDENT

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