



An IC Industries Company

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Mr. T. D. Baughman
Supervisor Brake Section
Heavy Truck Chassis Design
20000 Rotunda Drive - Room 2235
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Subject: Non-Asbestos Non-Metallic Drum Brake Lining

Dear Tom:

John Brown has been keeping well up to date regarding the results of our tests in Jennerstown on your L9000. It appears like our product development people, along with our research activity, have developed a couple of formulations that are improvements over our widely-used high volume 693-551C and -551D materials. I am specifically referring to our 931-162 and 931-92. The purpose of this letter is to tell you about them in order to assure you that a production run of trucks utilizing this material is not only feasible but a timely, logical approach to take.

These friction materials contain no asbestos. They do utilize the same types of binders and friction modifiers used in our asbestos materials. For all practical purposes, we pulled out the asbestos and put in fiberglass. We arrived at fiberglass after evaluating numerous other materials against performance and cost. Fiberglass, being a man-made material, is available from a variety of suppliers and is found to be more consistent shipment to shipment than natural asbestos fibers. We also do not anticipate any difficulties with OSHA or any government agencies regarding fiberglass in the form we are using.

Insofar as manufacturing processes are concerned 931-162 and 931-92 are essentially the same as our standard heat and pressure processes. There are some minor changes relative to times and techniques. I cannot go into further detail because that would disclose proprietary information.

I want to assure you these materials have not been presented to you directly out of the laboratory. In March 1980 we released a non-asbestos formula 931-66 for the aftermarket on 15" brakes for hydraulically-braked medium duty trucks. We planned this vehicle as our first target in order to increase lining and drum life. Test results showed that our

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