

The Secretary was directed to make up a list of subjects which might interest the Membership and to canvass the members as regards their interest. In addition to the agenda items to suggest to the Membership, it was suggested that the canvassing letter ask if an individual from that member company would attend, where the meeting should be held, and when the meeting should be held. It was indicated that a meeting in the late fall would be desirable and such locations as Chicago, Detroit, Pittsburgh and Paramus were suggested.

When the Secretary has prepared a questionnaire it will be submitted to Mr. Feierabend for his review prior to distribution to the Membership. The actual agenda will be drafted after the members have indicated their preference. The question was raised as to whether outside speakers would be involved and it was suggested that we were not interested in a commercial pitch at the meeting. Johns-Manville had indicated an interest in approaching such a seminar with the idea of promoting their HEAF (High Energy Air Filter) pollution control equipment. It was suggested that perhaps it might be worthwhile to have outsiders make presentations concerning asbestos bag opening equipment, pelletizing, collection, etc. This will have to be worked out at a future Committee meeting.

Brake and Clutch Emissions Generated During Vehicle Operation

This particular study was run by Bendix Research Laboratories under sponsorship of the EPA. A paper was presented to the S.A.E. by Dr. M. Jacko and Mr. R. DuCharme of Bendix, and Mr. J. Somers of the EPA. The actual report to the EPA is a massive document explaining every test procedure and every method of collection used in the study. A technical paper was presented by these 3 gentlemen at the SAE Meeting in Detroit in May, 1973. The study essentially centers on how much asbestos is being put into the atmosphere from brake linings and clutch facings. As Dr. Jacko was in charge of this investigation he discussed the paper at our meeting. He advised that a condensed version appears in the magazine AUTOMOTIVE ENGINEERING. Among the points that Dr. Jacko made was that there were problems where a brake on one side was enclosed and the other brake was open to the regular atmosphere. Modifications had to be made involving cooling of the outside of the shroud so that there would not be too great a temperature difference from the left side to the right side. This was more of a problem with the disc brakes on the fronts. Actually with the necessary cooling, there was hardly any difference between the drum brake rears side to side.

Among the items discussed in the paper were how much asbestos is used in friction materials. It is indicated that there are about 103 million pounds of asbestos in the friction materials which are used in the United States each year. There apparently are some differences of opinion as regards how much asbestos is involved but it generally falls in the 90-120 million pound range. Actually, the amount subject to wear is about 66-2/3% of the actual lining that gets on to the brake (after grinding). When asbestos is being used in brake linings it is discarded in one of three ways: It gets deposited on the surfaces of the brake, such as on the caliper, and around the wheel cylinders. (This is surface debris). Additional material is collected on the lining surfaces, in the rivet holes, and on the brake drum. (This is called sump debris) Additional material becomes airborne and is collected on membrane filters. (This is called airborne debris). It is this latter airborne debris that the researchers are seeking to quantify.

Based on the samples that were collected, the conclusions were that more than 99.7% of the asbestos in the brake lining is converted to other products. By extrapolating the data that they were able to develop on a passenger car the researchers indicate that a total of 5060 pounds of asbestos is put into the