



T. THOMPSON
Internal Correspondence

Date: May 13, 1986
To: All Sales Offices, Agents & Distributors
Copy: R. Burks, R. Petkash
From: Jim Fisher
Subject: ASBESTOS USED IN FRICTION MATERIALS

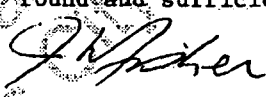
SALES DEPARTMENT LETTER #86-04

This is an update on our position on the use of asbestos based friction materials in Airflex products.

In essence, our position is the same as that originally expressed in Bob Rosenow's Sales Department Letter #76-46 back in 1976. Although there is a significant asbestos content in these materials, to the best of our knowledge, very little of this asbestos is liberated to the air in normal use of the clutch and/or brake. The very localized hot spots at the friction surface chemically changes the asbestos into other harmless minerals. What little asbestos that is liberated, most likely will not result in concentrations anywhere near what would be considered hazardous. If it is necessary to document meeting the OSHA specification, physical measurement of the airborne concentration of asbestos during a typical day of operation will be required.

The only practical hazard presented by these friction linings would be if the customer attempts to machine, grind or sand down the friction blocks. These actions may release significant quantities of asbestos and expose the workman to a potential hazardous asbestos concentration. WE DO NOT RECOMMEND THAT ANYONE MACHINE OR OTHERWISE PROCESS THE ASBESTOS-BASED FRICTION BLOCKS IN ANY WAY.

In spite of the remoteness of the hazards associated with the asbestos friction materials, we are in the process of replacing them with non-asbestos materials as our standard material in all of our product lines. This is primarily due to a recent increase in demand. As you are aware, we are in the process of changing the standard friction material for our VC, VE, E, CB, EB, DBA, DP and HD products to non-asbestos. The CS, CSA and CTE product lines and the slip linings will follow shortly as soon as suitable materials are found and sufficiently tested.


Jim Fisher

JF/bm