
SENATE BILL 6557

State of Washington

61st Legislature

2010 Regular Session

By Senators Ranker, Swecker, Rockefeller, Brandland, Brown, Kohl-Welles, Shin, Fraser, and Kline; by request of Department of Ecology and Puget Sound Partnership

Read first time 01/18/10. Referred to Committee on Environment, Water & Energy.

1 AN ACT Relating to limiting the use of certain substances in brake
2 friction material; adding a new chapter to Title 70 RCW; and
3 prescribing penalties.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** The legislature finds that:

6 (1) Brake friction materials are an essential component of motor
7 vehicle brakes systems and critically important to transportation
8 safety and public safety in general;

9 (2) Debris from brake friction materials containing copper and its
10 compounds is generated and released to the surrounding environment
11 during normal operation of motor vehicle brakes;

12 (3) Thousands of pounds of copper and other substances released
13 from brake friction material enter Washington state's streams, rivers,
14 and marine environment every year; and

15 (4) Copper is toxic to many aquatic organisms in both marine and
16 freshwater environments, and impairs the sensory systems of salmon,
17 reducing their ability to elude predators and hindering their return to
18 spawning streams.

1 NEW SECTION. **Sec. 2.** The definitions in this section apply
2 throughout this chapter unless the context clearly requires otherwise.

3 (1) "After-market brake friction material" means brake friction
4 material not sold with newly manufactured vehicles.

5 (2) "Alternative brake friction material" means brake friction
6 material that:

7 (a) Does not contain more than 0.5 percent copper or the
8 constituents identified in section 4 of this act at the concentrations
9 specified;

10 (b) Enables motor vehicle brakes to meet motor vehicle safety
11 standards for new motor vehicle brakes specified in Title 49 of the
12 code of federal regulations;

13 (c) Is available at a cost and quantity to enable brake friction
14 material manufacturers to produce economically viable products; and

15 (d) Is available to enable brake friction material manufacturers to
16 produce viable products to meet consumer acceptance performance
17 standards.

18 (3) "Brake friction material" means that part of a motor vehicle
19 brake designed to retard or stop the movement of a motor vehicle
20 through friction against a rotor made of more durable material.

21 (4) "Department" means the department of ecology.

22 (5) "Motor vehicle" has the same meaning as defined in RCW
23 46.04.320.

24 (6) "Motor vehicle brake" means an energy conversion mechanism used
25 to retard or stop the movement of a motor vehicle.

26 (7) "Testing agency" means an agency approved by the department as
27 qualified and equipped for the testing of products, materials,
28 equipment, and installations in accordance with nationally recognized
29 standards.

30 NEW SECTION. **Sec. 3.** (1) Beginning January 1, 2015, after-market
31 brake friction material exceeding five percent copper and its compounds
32 by weight may not be sold in Washington state.

33 (2) Beginning January 1, 2020, new vehicles with brake friction
34 material exceeding five percent copper and its compounds by weight may
35 not be sold in Washington state.

1 NEW SECTION. **Sec. 4.** (1) Beginning January 1, 2014, brake
2 friction material containing any of the following constituents in an
3 amount exceeding the specified concentrations may not be sold in
4 Washington state:

- 5 (a) Asbestiform fibers, 0.1 percent by weight.
- 6 (b) Cadmium and its compounds, 0.01 percent by weight.
- 7 (c) Chromium(VI)-salts, 0.1 percent by weight.
- 8 (d) Lead and its compounds, 0.1 percent by weight.
- 9 (e) Mercury and its compounds, 0.1 percent by weight.

10 (2) By January 1, 2013, and at least every three years thereafter,
11 brake friction material manufacturers shall provide to the department
12 data adequate to determine the concentration of antimony, copper,
13 nickel, and zinc and their compounds in brake friction material. Using
14 that data and other data as needed, the department must establish
15 baseline concentrations for those constituents in brake friction
16 material by July 1, 2013. The department will use data provided by
17 manufacturers to track progress toward reducing the use of copper and
18 its compounds and to ensure that concentrations of antimony, nickel, or
19 zinc and their compounds do not increase by more than fifty percent
20 above baseline levels.

21 (3) If data provided by manufacturers indicates that the
22 concentration level of antimony, nickel, or zinc and their compounds
23 has increased by more than fifty percent above baseline levels, the
24 department shall review scientific studies to determine the potential
25 impact of the constituent on human health and the environment. If the
26 department determines that scientific studies demonstrate the need for
27 controlling the use of antimony, nickel, or zinc and their compounds in
28 brake friction material, the department shall prioritize the presence
29 of the constituent in brake friction material for future regulation.

30 NEW SECTION. **Sec. 5.** (1) By December 1, 2020, the department
31 shall review risk assessments, scientific studies, and other relevant
32 analysis regarding the availability of alternative brake friction
33 material containing no more than 0.5 percent copper and its compounds
34 and determine whether such alternative brake friction material may be
35 available.

36 (2) If the department finds that alternative brake friction

1 material containing no more than 0.5 percent copper and its compounds
2 may be available, it shall convene a brake friction material advisory
3 committee consisting of but not limited to:

4 (a) A representative of the department, who will chair the
5 committee;

6 (b) The chief of the Washington state patrol, or the chief's
7 designee;

8 (c) A representative of manufacturers of brake friction material;

9 (d) A representative of manufacturers of motor vehicles;

10 (e) A representative of a nongovernmental organization concerned
11 with motor vehicle safety;

12 (f) A representative of the national highway traffic safety
13 administration; and

14 (g) A representative from a nongovernmental organization concerned
15 with the environment.

16 (3) If convened, the brake friction material advisory committee
17 shall assess alternative brake friction materials containing no more
18 than 0.5 percent copper and its compounds. Following an assessment,
19 the committee must recommend to the department whether an alternative
20 brake friction material is available. Considering recommendations from
21 the committee, the department will make a finding whether an
22 alternative brake friction material is available.

23 (a) If the department finds that alternative brake friction
24 materials are available, then brake friction material exceeding 0.5
25 percent copper and its compounds by weight may not be sold in
26 Washington state after January 1, 2025.

27 (b) If the department decides that an alternative brake friction
28 material is not available, the department shall comply with section 6
29 of this act.

30 (4) By December 1, 2021, the department shall provide a report to
31 the legislature documenting its findings and the recommendations of the
32 brake friction material advisory committee. The report must also
33 include any additional evidence of potential harm posed by copper and
34 its compounds in the environment.

35 NEW SECTION. **Sec. 6.** (1) If the brake friction material advisory
36 committee recommends, pursuant to section 5 of this act, that an
37 alternative brake friction material containing no more than 0.5 percent

1 copper and its compounds is not available, the department shall
2 periodically evaluate the finding. If, following a new evaluation, the
3 department finds that an alternative brake friction material may be
4 available, it shall reconvene a brake friction material advisory
5 committee to conduct an assessment as described in section 5 of this
6 act.

7 (2) If the department, in consultation with the brake friction
8 material advisory committee finds that an alternative brake friction
9 material is available, the department shall report the finding to the
10 legislature by December 1st of the year in which it makes the finding.
11 Beginning five years after the report submittal date but no earlier
12 than January 1, 2025, brake friction material exceeding 0.5 percent
13 copper and its compounds by weight may not be sold in Washington state.

14 NEW SECTION. **Sec. 7.** The following motor vehicle classes and
15 brakes are exempt from this chapter:

- 16 (1) Military combat vehicles;
17 (2) Vehicles employing internal closed oil immersed motor vehicle
18 brakes or a similar brake system that is fully contained and emits no
19 debris or fluids under normal operating conditions; and
20 (3) Motor vehicle brakes designed for the primary purpose of
21 holding vehicles stationary and not for use while vehicles are in
22 motion.

23 NEW SECTION. **Sec. 8.** (1) By December 1, 2012, the department
24 must, after consulting with interested parties, develop criteria for
25 certifying compliance with the requirements of this chapter and marking
26 proof of certification on brake friction material.

- 27 (2) Beginning January 1, 2015:
28 (a) Manufacturers of brake friction material offered for sale in
29 Washington state must obtain, from a testing agency, certification of
30 compliance with the requirements of this chapter as they take effect
31 pursuant to sections 3 and 4 of this act and mark proof of
32 certification on the brake friction material; and
33 (b) Retailers of brake friction material must ensure that they only
34 offer for sale in Washington state brake friction material certified to
35 be compliant with the requirements of this chapter.

1 (3) Beginning January 1, 2020, manufacturers of new motor vehicles
2 offered for sale in Washington state must ensure that the motor
3 vehicles are equipped with brake friction material certified to be
4 compliant with the requirements of this chapter.

5 NEW SECTION. **Sec. 9.** (1) A violator of this chapter is subject to
6 a civil fine of up to ten thousand dollars per day per violation. A
7 violation of this chapter includes, but is not limited to, the sale of
8 motor vehicles with brake friction material that does not comply with
9 this chapter and falsifying certification of compliance with this
10 chapter.

11 (2) The department shall enforce this chapter.

12 NEW SECTION. **Sec. 10.** The department may adopt rules to implement
13 this chapter.

14 NEW SECTION. **Sec. 11.** Sections 1 through 10 of this act
15 constitute a new chapter in Title 70 RCW.

16 NEW SECTION. **Sec. 12.** If any provision of this act or its
17 application to any person or circumstance is held invalid, the
18 remainder of the act or the application of the provision to other
19 persons or circumstances is not affected.

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