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October 20, 1972

TO: W. M. Stephenson

FROM: J. C. Brant

SUBJECT: Kilnoise

This memo is to record my present thinking on the subject of Kilnoise and to explore possible future actions relating to this product.

Because of OSHA regulations concerning use of asbestos, the Gibsonburg plant can no longer make Kilnoise. They should not be asked to make any more asbestos-bearing Kilnoise and, in fact, they would refuse to do so if such a request were made.

The Kilnoise situation should be considered as a two part problem. The first part is a matter of making a new formula Kilnoise for regular architectural purposes. The second part is developing a new formula designed for sound deadening in subway tunnels.

R & D is now engaged in a product development project with both parts of the problem in mind. The immediate future of Kilnoise depends on the outcome of noise reduction coefficient tests of five trial formulas. The tests are scheduled for the first week of November.

If the NRC test results on any of the trials meet the minimum of 0.5, we can proceed with the Toronto tunnel job with some degree of confidence. But, even if the NRC tests are good, I would hesitate to offer any new Kilnoise formula for architectural purposes without further testing under actual or simulated end use conditions. Perhaps Lepley and Planet could devise such a test. I would be concerned with NRC test value with a so-called standard mounting and at various thicknesses and surface textures. Coverage (lbs. per sq. ft.) should be determined. All of these data would be required to develop suitable promotional material and tech data sheets. I would also be concerned with color stability and material durability over a long period of time.

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Cost of manufacture will be a factor in both cases. The cost will go up and a new pricing schedule will have to be determined. Accurate cost information is not yet available but indications are that the increase may be in the order of $25 per ton. How this will affect price and the future market are matters to consider.

In view of the time and expense in developing and testing an improved architectural Kilnoise and considering the apparent small market, one must at least consider the idea of dropping the product.

If the NRC test results of the forthcoming tests are below minimum, we will have to hurriedly decide on the next move to be made regarding the material to be used on tunnel jobs. I would certainly oppose its use in Toronto unless the NRC specification was lowered to meet that of our new product. Apparently the Toronto contractor has certain time commitments, and if the NRC test results are low, it will create somewhat of a crisis. We may be forced into considering the dropping of the development project unless a time extension of several months is granted.

If we are forced (or choose) to drop out of the Toronto job, it would then be prudent for us to reevaluate the entire situation to decide if further development is justified.

D. G. Brant

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