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Reference No. 7564-L

Mr. W. McCrocklin
Manager
Circle Buick
550 W. 59th Street
New York, New York

Dear Mr. McCrocklin:

On December 8 and 9, 1975 a survey was made at Circle Buick, New York City, to determine the nature and extent of employee exposures to asbestos, solvent vapor, and carbon monoxide. Pertinent matters were discussed with Messrs. W. McCrocklin, S. T. Kirchhoff, W. Rainmann, E. Scarborough, S. Reese, and W. McRorie. The survey was conducted by the writer. Results of air tests were reported by telephone on February 4, 1976.

Asbestos

In response to an alert issued on August 8, 1975 by the National Institute for Occupational Safety and Health indicating a potential health hazard for persons exposed to asbestos during the servicing of motor vehicle brake and clutch assemblies air tests were made to evaluate the extent of employee exposure during the following various brake operations: (1) State of New York annual motor vehicle inspections; and (2) routine brake servicing.

At this location after wheels were removed, residual dust was dumped out and, where needed, brake components removed and replaced. At no time was dust removed by blowing with compressed air.

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The OSHA Asbestos Standard stipulates that employee exposures to asbestos shall not exceed the eight-hour, time-weighted average of 2 fibers greater than 5 micrometers in length per cubic centimeter of air sampled (fibers/cc). At no time can employee exposures exceed the ceiling limit of 10 fibers/cc.

C In order to relate asbestos exposure during various phases of brake service operation to the ceiling exposure limit, several air samples of short duration (the actual length of the operation) were collected. Past experience has shown that test results from these kinds of air samples tend to be higher than time-weighted averages.

O The results of air tests indicated that most exposures were below the prescribed OSHA limits. Although Tests 1 and 14 approach and Test 2 exceeds the current accepted permissible exposure level, these exposures persisted for only a short period. When extrapolated over an eight-hour workday, the time-weighted averages are considerably lower. Thus, it appears reasonable that all time-weighted asbestos exposures were within accepted limits. No changes are required.

P Recently, the Occupational Safety and Health Review Commission clarified the question of which employees should receive OSHA-required medical examinations. The Commission ruled that examinations must be administered to employees who have any exposure to asbestos. Dr. R. G. Wiencek, GM Medical Director, has requested that Dr. N. A. Pace, GM Building, New York City, be contacted to make whatever additional arrangements may be necessary.

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Results of Tests for Asbestos

Test No.	Employee and/or Operation	Asbestos Fibers/cc
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The following air tests were made while performing a required New York State brake inspection on a 1976 Buick Regal. All tests were made concurrently. Sampling time - 5 minutes.

1	L. Rosenzweig (107-20-1566). Brake mechanic who removed wheel, dumped dust, visually examined linings, and replaced wheels.	1.6
2	Test made at same location and at same time as Test 1, above.	4.5
3	General Condition (GC) measured at right rear wheel.	ND
4	GC measured at right front wheel.	ND
5	GC measured at left front wheel.	0.9
6	GC measured at left rear wheel.	0.9
7	Sample lost.	—

The following air tests were made while employee removed the brake linings from an Opel. All tests were made concurrently. Sampling time - 12 minutes unless otherwise indicated.

8	GC measured at left rear wheel.	ND
9	GC measured at left front wheel.	ND
10	GC measured at right rear wheel.	0.4
11	R. Forbes (074-50-5880). Brake mechanic who removed linings from all four wheels.	0.4

ND = None Detected

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