

Page 40      ford had medical program where yearly evaluations were made. Routine testing done.

Page 43      Besides heating and air conditioning in the vehicles, there was no asbestos manufacturing within ford during the time the witness worked there.

Page 45      a non dimensional chemical takes the form of its container.

Page 46      Witness graduated from U of Michigan in 1964, degree in experimental biology.

Page 47      Worked for Bureau of industrial hygiene in detroit, Graduate school at Wayne State for occupational environmental health graduated in 1966. Doctorate degree in pharmacology and physiology in 1968 from Wayne. Worked in DC, then worked for EPA, then in 1973 to Ford.. Learned of asbestos hazards in grad school in 1974.

Page 48      retired from ford in 2002. Consults for them now. \$350 an hour.

Page 49      earned 50,000 in consulting for ford.

Page 51      Has reviewed Selikoff reports on asbestos and friction products.

Page 54      This case is related to repair on vehicles.

Page 56      Has reviewed deps in prep for trial from Arnie Anderson in scientific research dept.

Page 57      Anderson did study, resulting in that chrysotile in brake pads, majority of it is destroyed in braking process. In 1973, asbestos potential for meso.

Page 58      He believes there are insignificant asbestos amounts off of brakes.

Page 59      Reviewed Jocko report from Bendix Corp. Another study by Williamson from GM.

Page 60      Brake wear dust does contain unaltered chrysotile fiber above 5 microns in length of regulatory size.

Page 64      He thinks there are no hazards regarding asbestos, regardless of type. Claims Selikoff studies confirm this.

Page 66      Believes there are safe levels of exposure.

Page 67      His opinion supported by Pedo and Doyle studies. Henry Lick was a manager of industrial hygiene did test in Arizona Proving grounds.