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J.D. ASBESTOS
February 26, 1964

Memorandum to File

CHRYSLER CORPORATION - CHEMICALS DIV. - TRENTON, MICH.

Visited with Joan Hastings and Bill O'Reilly February 19, 1964.

Met	Mike Crossey	- Chemist
	Manuel Lapolice	- Industrial Engineer
	Ken Haselkus	- Brake Linings Manager (Products?)
	Earl Frank	- Raw Materials Control
	Ray Weidner	- Plant Superintendent

Mike Crossey appears to have come to Chrysler recently. He feels he should have specifications but doesn't know what to specify.

Dry screen tests and Surface Area for long fibre (5K04) and Penetration Efficiency for short fibre (7MF5) were discussed at length, but without reaching a conclusion. Ray Weidner later mentioned the increasing importance of "Grit" in the airless spray applications.

Mike Crossey should be given the procedures for Q.S., J-M Rotap, Surface Area, Penetration Efficiency (Plus the sphere and shaft, if and when he asks for it) and the C.P. Grit tests, with the repeated offer of any other help we can give him. (Tests more closely related to Chrysler usages would be of great help here, but such tests are still a long way off).

Manny Lapolito was well primed on Pressure Packed shipments following his meeting with Ron McDougall. However, he had come to an impasse with the plants refusal to consider pressure packed fibre for the Brake Lining process, - or for that matter for Sealants.

Kenny Haselkus then arrived on the scene and following a long dissertation on "Fluffing" Vs "Opening", showed some interest and took the Keady literature away with him. This was gone over again with Ray Weidner, and while there is practically no chance of conversion to pressure packed shipments, either in the existing or new plant, data will be worked up for another review on John's next visit to Chrysler.

Earl Frank's reply to the 6D30 question was that "he is under enought pressure to have alternate sources of supply without us pressing him". If he opens the 6D to a second source, then he would have to open the 5K as well as the 7M, - which neither he, nor we particularly want to do. While it is unlikely that 6D will change from its present minor role to a major one, close contact should be maintained to assure continued knowledge of any trend towards 6D.

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It is stated that Chrysler will move their brake linings into a new plant building, to be built by August 1964 adjacent to present plant. Indications are that they will then make more of both brake linings, and the other products presently made in existing plant, - with an attendant increase in fibre.

D.L. MONROE

DLM/jd

cc: J.T. Hastings - International Fibers, Inc.
W.P. O'Reilly - Cleveland
H.G. Donovan - Man. Res.
R.H. McDougall

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