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PLAINTIFF'S EXHIBIT FD-446

Inter Office

Engine Engineering

April 12, 1979

B. J. Becker	J. T. Lawler
R. Bzymek	R. A. Maykowski
W. W. Charron	V. L. Petrulis
O. J. Coletti	D. E. Schneider
R. S. Cooper	R. Williams
E. J. Duda	W. Wittbrodt
P. E. Eller	M. R. Zevalkink
J. Hennon	

SUBJECT: Spark Plug Heat Shield Meeting - 4/4/79.

REFERENCE: Product Problem T9EL-10202B, PCR 743299-E

OBJECTIVE:

To resolve product problem T9EL-10202-B.

DISCUSSION:

- B. J. Becker, of the Vehicle Materials Department indicated that as a result of pending OSHA asbestos regulations, the use of this material, on a new application, would be contrary to current corporate policy, unless all other alternatives had been considered first.

- Mr. R. Zevalkink, reiterated T.R.P.O.'s need to have the L.H. heat shield removed for RFI compliance.

- V. L. Petrulis of the Ignition Department, indicated that ignition wire temperature surveys conducted at APG show that heat shield removal can be accomplished without exceeding the thermal capability of the wire.

- D. E. Schneider of Truck Engine Engineering, indicated that they would now agree to approve PCR action removing the L.H. heat shield, if the ignition wire activity quantifies the risk factor and is prepared to address the warranty implications.

CONCLUSIONS:

- The ignition wire group shall reissue a PCR to delete the left hand heat shield on 351M lt. truck and shall assume the warranty risk.

- TEE shall approve the PCR for Job #1 removal.

. Eight durability vehicles (i.e. 4 Econolines and 4 Rams) are scheduled for P3-37M at APG. All eight vehicles will run without L.H. heat shields. TEE shall review this durability information 10 days prior to Job #1 and report their findings to the Ignition Department. Based on this information, a final decision will be made concerning the implementation of this PCR action.

NOTE: If the durability data indicates a need to retain the L.H. heat shield, then the PCR will be rescinded and a Canadian RFI waiver will be requested for this application.

O. J. Coletti

OJC/jfh

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PROGRAM REPORT

Date April 9, 1979

To: P. Toth

cc: B. Bicker, P. E. Eller, J. D. Kalmbach, L. Lawler, D. M. McCarthy, V. L. Petrulis

From: E. J. Duda

Subject: Use of Asbestos Heat Shields

Background:
Heat shields are currently being used on some engines to protect the spark plug wires and boots. These shields are currently made from low carbon steel. The presence of the metal heat shield results in increased RFI emissions which may exceed the limit mandated by Canadian Regulations.

Engineering wishes to replace the metal shield with an asbestos shield. The asbestos shield per material specification ESA-M8G140-A is composed of long asbestos fibers bonded by SBR rubber. The asbestos material is treated during production to semi-carbonize the SBR to give the material improved heat resistance. The asbestos shield may encounter continuous operating temperatures of 700°F with peak temperatures of 1200°F.

Action:
It is requested that your office respond to the toxic and hazardous implications in using asbestos material for this new application.

E. J. Duda

E. J. Duda
Engine Materials

Reference Information.

ROCI 1557 PQ

Form No. 173-019

Signed: