The avg. conc. $\simeq 200 \times \frac{5}{1.25 \times 10^5}$

$\simeq 3.2 \times 10^{-3}\ \mu g/m^3$

or $\simeq 3.2 \times ng/m^3$

A similar result is obtained using the dispersion factor for carbon monoxide. However, the values for lead are preferred since it is a particulate emission rather than a gas.

The Significance of This Value

The question of whether asbestos containing brake linings constitute a significant source of ambient air background, asbestos levels can now be considered.

Firstly, it is pertinent to review the available evidence on asbestos levels in ambient air. Perhaps the most up-to-date information is reported in a recent paper by Thompson and Morgan of the EPA[7]. Their data suggests that values 0.5-15 ng/m^3 are appropriate to urban sites, while 0.1 ng/m^3 is to be found in nonurban sites. They give a figure of 0.01 ng/m^3 for remote sites.

The California State Health Department in collaboration with the School of Public Health, Berkeley, California, have tested ambient air for asbestos. Their results suggest values of 0.06 ng/m^3 in remote sites and 3 ng/m^3 near a source.

Nicholson and Rohl[8] of the Mt. Sinai School of Medicine have also been active in the measurement of asbestos in urban ambient air. The analysis of a large number of samples has revealed that 33% of the samples contained 0-0.9 ng/m^3, 55% contained 1.0-5.0 ng/m^3 and 10% contained 5-20 ng/m^3 and a few were in excess of this.

All of the workers have been at pains to point out that the results are to be considered preliminary. Thus they should be regarded not as final definite figures, but rather as good,