In each case, measurements were made:

(a) By the side of cars being given a service which included brake cleaning, and

(b) In the dust-cloud during brake cleaning, and then near to the car for the remainder of the service period.

As the mechanic normally blows the dust away from himself, the sampler at (b) would be exposed during "blow-off" to dust concentrations greater than those actually pertaining at the breathing zone. It was considered, however, that to sample in this way would provide an additional factor of safety. Details of the sampling are given in Table 1.

A further period of air sampling, C, was carried out, when membrane filter samples were collected from the breathing zone of the brake-clean operative, by means of a personal sampler, with suitably modified flow rate (approx. 250 cc/min.). The sampling covered an entire work shift, during which brake blow-out was carried out on the following vehicles:

5 Corsairs
1 Zodiac
4 Cortinas
1 Prefect

The thermal precipitator slides were subsequently incinerated and examined by micro-projection using a 4 mm objective and X.17 eyepiece. The membrane filter samples were rendered translucent by the addition of triacetin, and examined in a similar manner. Phase contrast microscopy was not used.

The results of the T.P. counts for occasions A and B are given in Table 2, and for the membrane counts on the

... occasions



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