



INTERNAL CORRESPONDENCE

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CHEMICALS AND PLASTICS

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Location Bound Brook, New Jersey

Date July 24, 1968
Originating Dept. Applications R&D

Answering letter date

Subject Asbestos in Phenolic
Molding Materials

copy to
Mr. E.C. Boice - BB
Dr. L.P. Jehle - NY
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Mr. P.B. Potter - NY
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As per your request, I am listing the amounts of various asbestos types which were used at Bound Brook during 1967 as fillers in phenolic molding materials.

Carbide Code No.	Description	Cost Incl. Freight, ¢/lb.	Consumption Lbs.
18026	Floats, Grade 7RF from Asbestos Fiber Distributors	2.8	1,358,000
18156	Fiber, KB653-6D from Asbestos Corporation Ltd.	6.2	48,000
18166	Floats, Grade 7TF from Johns-Manville	2.8	110,000
18176	Grit free floats, Grade RF-9 from Asbestos Fiber Distributors	3.12	1,010,000
18196	Fiber, Grade 7D4 from Lake Asbestos Co.	6.4	48,000

Several years ago, the filler grade of asbestos from the Metals and Minerals Division of Union Carbide was substituted unsuccessfully for 18026. The main problem was that asbestos agglomerates prevalent in some of the shipments were not always broken up and dispersed during compounding. These showed up as hard particles or protusions on parts molded from the compound. In addition, it was necessary to increase the resin content of the compound to maintain the same flow. Not only was important business jeopardized during this substitution, but much of the material containing the Metals and Minerals asbestos had to be scrapped or sold at distressed prices. At the time, the Metals and Minerals Division had to also absorb some of the shipping cost for their asbestos in order to be competitive with our other sources of asbestos.

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Bound Brook, New Jersey

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The substitution of any raw material in established phenolic compounds always involves risk and diverts people in R&D, Manufacturing, and Sales, particularly when the raw material is not exactly the same. In addition, many compounds which would be involved have been approved by Underwriters', end users, and the government. Some, like the compounds for automobile transmission parts, must meet critical performance requirements in assemblies.

If you require any additional information, please let me know.

CFM:vlk

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Carlo F. Martino

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