

that they indicate that the levels likely to be found in many sections of the industry engaged in this work are below the level of 2 fibres/cm³, which is considered, in the light of past knowledge, a safe one for chrysotile asbestos. Their highest figures for the time-weighted average concentration over 4 hr, however, clearly show that over a period of 10 min we may have concentrations exceeding substantially the level of 12 fibres which are quoted above.

I was interested to hear of the increasing tendency to carry out brake overhauls on a production line basis. This, clearly, must increase the exposure of particular individual workers, making the development of adequate precautionary measures even more important and, in this connection, I hope the devices which will be described later to-day can be improved and developed to the point where they become universally acceptable to the operator. Certainly we should not be blowing out brake dust, even if it contains only a few per cent of asbestos.

In regard to this latter statement, perhaps I should say that work at our Industrial Hygiene laboratory confirms the figures indicated in the previous paper. We have found that samples of dust from brake drums, when subjected to X-ray diffraction analysis, contained between 1 per cent and 3 per cent of chrysotile asbestos although the original lining material contained more than 40 per cent asbestos. There seems little doubt that this is due to the considerable thermal degradation which occurs consequent on the high temperatures generated by friction at the interface between the lining and the drum.

REFERENCES

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