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Inter Office

Supply Staff

September 29, 1977

Mr. G. F. Bolling

cc G. S. Labana R. G. Richter
M. R. Lower L. M. Roslinski
J. E. Mayer

011447

Subject: Engineering Asbestos Plan

We have reviewed the Engineering Asbestos Plan.

When we first became aware of the asbestos problem late in 1976, we contacted Engineering and Research Staff, NAAO Materials Planning, and Vehicle Materials Development and Planning so that affected activities could work together on asbestos using programs to insure consideration of total Corporate interests. Given this mutual effort, we understood that an asbestos recommendation would incorporate suggestions from all of the study group. In August, we were told that Materials Strategy would review any asbestos paper issued by Vehicle Materials Development and Planning prior to its distribution. No activity outside Vehicle Materials Development and Planning was extended review courtesy and deficiencies in the paper reflect this oversight:

Assessment

The reference to "... firm evidence that the current standard is inadequate ..." is incorrect. No firm evidence supports a statement as to the adequacy of existing asbestos standards. Due to the long incubation period for asbestos diseases after exposure, it may be ten years before the adequacy of the 2 fibers/cc rule is known.

Impact on Ford

The statement "A study of the engineering uses of asbestos has shown that Ford is directly concerned only with the friction materials segment ..." is incomplete. Gaskets and seals should be included. In our May 6 meeting with Engineering and Research Staff, PEO's, NAAO Purchasing, and Vehicle Materials Development and Planning to clarify Ford plans for replacing asbestos parts, Mr. Duda, Engine Materials, reported that it would require two to three years to develop substitutes for existing gaskets and seals (see attached minutes). Mr. Sawicki, Principal Product Material Engineer, Engine Materials and Design Department, recently advised that gaskets and seals containing asbestos are typically used in high heat areas and that two or three years to develop and test parts is reasonable.

The statement in the first paragraph that "... supply compliance problems were recently investigated by NAAO Purchasing (Materials Planning Department) ..." is incomplete. The sentence should read "... supply compliance problems were recently investigated by Engineering and Research Staff, NAAO Purchasing,

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-2-

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Subj: Engineering Asbestos Plan

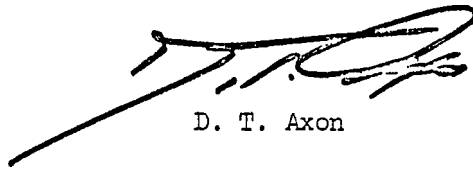
Supply Staff, and Vehicle Materials Development and Planning. The fact that four Corporate activities worked together to assess the airborne asbestos problem and its potential affect on the availability of parts should strengthen any recommendation. Accordingly, we believe it imperative that participating activities be identified.

Recommendation

The first sentence in Item 2 stating that Ford should "... continue to monitor costs of asbestos-containing components and compare these with those of alternate materials ..." is misleading. At this point in time, there are no real alternatives with which costs can be compared. The statement should be rewritten to recognize that situation or deleted.

The first sentence in Item 3 should be expanded to include gaskets and seals.

The first sentence in Item 5 "... review asbestos compliance and engineering programs, cost comparisons, and Ford programs prior to the 1979 advanced budget allocations to determine courses of action for 1979 ..." is misleading. Programs for 1979 have been established. It is impractical to have asbestos-free parts (previously released in asbestos) prior to the 1980 or 1981 models.



D. T. Axon

DTA:DPC:j1
Attachment

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