FILE NAME: Johns-Manville (JMA)

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DOCUMENT DESCRIPTION: Memo & Letter RE Asbestos and Brake Linings

Draft -- Suggested Letter to Ron Linton June 13, 1967

Mr. Ron Linton, Chairman
Task Force on Environmental Health
and Related Problems
U. S. Department of Health, Education
and Welfare
Office of the Secretary
Washington, D.C. 20201

Dear Mr. Linton:

On page seven of the recently-issued report of your Task Force is a statement asserting that the wearing of automobile brakes "has increased the public's exposure to asbestos particles."

We know that this statement has appeared in certain journals as an untested hypothesis. However, actual tests of asbestos brake linings, under conditions duplicating the wearing of brakes, performed in our research laboratory have not produced detectable asbestos particles in the surrounding ambient air. To our knowledge there have been no published reports from other laboratories, including those of the United States Public Health Service, which do show such particles.

We are naturally greatly concerned with this subject and interested in keeping abreast of the facts. We should, therefore, appreciate knowing the source of your information.

Very truly yours,

DUCED

SUMMARY AND EVALUATION

Subject: Report to the Secretary of Health, Education and Welfare by the Task Force on Environmental Health and Related Problems. Mention of asbestos. Of interest and importance.

Evaluation: This long (126 pages) report includes the flat statement that the wearing of automobile brakes "has increased the public's exposure to asbestos particles...which may promote lung cancer over long periods of time." Although the voluminous report covers every aspect of environmental health, the allegation about asbestos was picked up by the United Press International and made part of the wire story, which is attached. The press release issued by HEW is also attached.

Authors: Linton, R. M., Chairman, and the five members of the Task Force.

Not Printed: Issued by Department of Health, Education and Welfare, June 12, 1967.

Title: "A Strategy for a Livable Environment"

Summary: As given in one paragraph.

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REPRODUCED

June 13, 1967

TO: F. J. Selcm, Jr.
K. V. Lindell
M. M. Jackson
A. C. Smith

RE: ASBESTOS AND BRAKE LININGS

Yesterday the Federal Government released to the press the 126 page report to the Secretary of Health, Education and Welfare, by the Task Force on Environmental Health and Related Problems.

On page 7 of this report specific mention is made of the relationship between the wearing of brake linings and lung cancer.

Although the HEW news release that accompanied the long document did not mention this reference to asbestos and brake linings, the United Press International did pick it up (presumably from the full report) and did include it in their wire story about the report of the Task Force.

Since we have seen some evidence, through our own research activities, that would seem to refute the allegation that asbestos gets into the ambient air, in any significant quantities, through the wearing of break lihings, we may wish to add this item to our agenda for the Task Force meeting at 2:30 P.M. next Tuesday.

Attached are the evaluation sheet, the cover of the 126 page report, page 7 from the report, the U.P.I. wire story and the HEW news release. Also I am attaching a Hill & Knowlton "Environmental Health Unit Memorandum" concerning the above-mentioned report.

W. F. Raince

wpr/eb
atts.

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"Source: Jeffrey Mine"

J. D. ASBESTOS
February 26, 1964

Memorandum to File

CHRYSLER CORPORATION - CHEMICALS DIV. - TRENTON, MICH.

Visited with John Hastings and Bill O'Reilly February 19, 1964.

Met	Mike Crossey	- Chemist
	Manuel Lapolito	- Industrial Engineer
	Ken Haselkus	- Brake Linings Manager (Productn?)
	Earl Frank	- Raw Materials Control
	Ray Weidner	- Plant Superintendent

Mike Crossey appears to have come to Chrysler recently. He feels he should have specifications but doesn't know what to specify.

Dry-screen tests and Surface Area for long fibre (5K04) and Penetration Efficiency for short fibre (7MF3) were discussed at length, but without reaching a conclusion. Ray Weidner later mentioned the increasing importance of "Grit" in the airless spray applications.

Mike Crossey should be given the procedures for Q.S., J-M Rotap, Surface Area, Penetration Efficiency (Plus the sphere and shaft, if and when he asks for it) and the C.P. Grit tests, with the repeated offer of any other help we can give him. (Tests more closely related to Chrysler usages would be of great help here, - but such tests are still a long way off).

Manny Lapolito was well primed on Pressure Packed shipments following his meeting with Ken McDougall. However, he had come to an impasse with the plants refusal to consider pressure packed fibre for the Brake Lining process, - or for that matter for Sealants.

Kenny Haselkus then arrived on the scene and following a long dissertation on "Fluffing" Vs "Opening", showed some interest and took the Brady literature away with him. This was gone over again with Ray Weidner, and while there is practically no chance of conversion to pressure packed shipments, either in the existing or new plant, data will be worked up for another review on John's next visit to Chrysler.

Earl Frank's reply to the 6D30 question was that "he is under enought pressure to have alternate sources of supply without us pressing him". If he opens the 6D to a second source, then he would have to open the 5K as well as the 7M, - which neither he, nor we particularly want to do. While it is unlikely that 6D will change from its present minor role to a major one, close contact should be maintained to assure continued knowledge of any trend towards 6D.

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It is stated that Chrysler will move their brake linings into a new plant building, to be built by August 1964 adjacent to present plant. Indications are that they will then make more of both brake linings, and the other products presently made in existing plant, - with an attendant increase in fibre.

D.L. MONROE

DLM/jd

cc: J.T. Hastings - International Fibers, Inc.
W.P. O'Reilly - Cleveland
H.G. Donovan - Gen. Res.
R.H. McDougall

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Jeffrey Maine