

PLAINTIFF'S
EXHIBIT
FD-255

LITERATURE ON ASBESTOS
FIBERS IN BRAKE LINING WEAR
DUST

8000 0040

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1501/74 Asbestos Industry Group Says No Health Hazard From Brake Linings Exists.

The results of three research projects carried out over the last six years support the conclusion that emissions from brake lining wear are not a significant source of asbestos in the environment, says the Asbestos Information Association/North America, in a pamphlet. When brakes are applied, the high heat of friction converts more than 99 percent of the asbestos in the lining to a non-fibrous, non-toxic material called fosterite, it said. Total airborne emissions of free asbestos fiber from brake lining wear amount to about 2½ tons each year for the United States, or less than one-half of one percent of the total particulate emissions in a city the size of Los Angeles in a single day, it added. The calculated contribution of asbestos from brake lining wear to the air in a typical urban area is less than 0.07 nanograms per cubic meter of air, the association said.

--Occupational Health & Safety Letter 4: 8, November 8, 1974

COMING EVENTS

- Feb. 4-7 Society of Plastics Industries' Conference on Reinforced Plastics/Composites. Shoreham Americana Hotel, Washington, D.C. Write: SPI, 250 Park Avenue, New York, N.Y. 10017
- Feb. 10-13 American College of Cardiology, Houston. Write: William D. Nelligan, 9650 Rockville Pike, Bethesda, MD 20014
- Feb. 15-19 American Academy of Allergy, Town and Country, San Diego, Calif. Write: James O. Kelley, 225 E Michigan Street, Milwaukee, WI 53202
- Feb. 24-25 5th Institute on Noise Control Administration, Breckenridge Ramada Inn, St. Petersburg, Fla. Write: Institute on Noise Control, P.O. Box 3164, Bethlehem, Pa. 18017
- Feb. 24-28 System Safety. Short Course No. 104, George Washington University. Write: Director Continuing Education, George Washington University, Washington, DC 20052
- Feb. 24-28 10th Institute on Noise Reduction, Breckenridge Ramada Inn, St. Petersburg, Fla. Write: Institute on Noise Control, P.O. Box 3164, Bethlehem, Pa. 18017
- Feb. 26-27 2nd Institute on Noise Control for Engine Powered Equipment, Breckenridge Ramada Inn, St. Petersburg, Fla. Write: Institute on Noise Control, P.O. Box 3164, Bethlehem, Pa. 18017
- Feb. 27-Mar. 1 Training Course for Audiometric Technicians in Industry. Cleveland State University, Cleveland, Ohio. Write: David A. Metz, Ph.D., Cleveland State University, East 22nd and Euclid Avenue, Cleveland, Ohio 44115

LEGAL DEVELOPMENTS1502/74 SPI Petitions Secretary for Stay of VC Standard for Lack of Respirators.

Petition for stay of the effective date of the standard for occupational exposure to vinyl chloride was filed with the Secretary of Labor by the Society of the Plastics Industry, Inc., on November 5. Primary ground for the petition is that respiratory protection requirements of the standard set by the Occupational Safety and Health Administration on October 4 "are beyond the compliance capabilities of the industry," according to the petition filed by SPI Counsel Jerome H. Heckman. Keller and Heckman, Washington, D.C. The petition said the equipment permitted is not yet approved by the National Institute for Occupational Safety and Health and even if approval were gained, the prescribed equipment is not now, nor will it be on January 1, 1975, in sufficient supply to enable industry to comply. The petition requested that the stay be granted until such time as sufficient quantities are available or until a court determines the outcome of suits filed on the standard by SPI and others.

--Occupational Safety & Health Reporter 4: 651, November 7, 1974

1503/74 \$100 for a Phone Number.

A supply company in Itasca, Illinois, was cited with failure to provide firefighting equipment, not controlling trip and fall hazards, having incomplete hollow-pan stairs, not guarding floor holes, and failing to post emergency phone numbers. The company argued that no such hazards existed. The Review Commission Judge agreed that the firm need not provide firefighting equipment because there was no fire hazard, but the affirmed the stair and floor hole violations. The judge also slapped on a \$100 penalty not originally sought by OSHA, for the firm's failure to post the telephone numbers of doctors, a hospital, or ambulance services. He felt that the delay in providing emergency medical treatment could have serious consequences. The Review Commission concurred.

--Occupational Hazards 36: 78, November 1974

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January 10, 1975

John U. Damian

Dr. D. L. Block
Mr. R. L. Gealer ✓
Mr. D. A. Jensen
Mr. H. L. Misch
Mr. W. E. Schwieder

For your information.

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Passenger Cars Called Big Water Polluters

Besides polluting the air, the family car also pollutes rivers and lakes, according to a new study by Biospherics Inc., Rockville, Md. Automobiles, the research firm has found, spread a troublesome layer of materials over the road. Rain then washes much of the pollution into the surface waters draining the area.

For more than a year, Biospherics teams have vacuumed blocked-off sections of the Capital Beltway and other area roads, and meticulously analyzed the debris. Among the findings:

- Counting all area highways, from Washington, D. C. out to the Beltway, 55 tons of pollutants are dropped a day, nearly

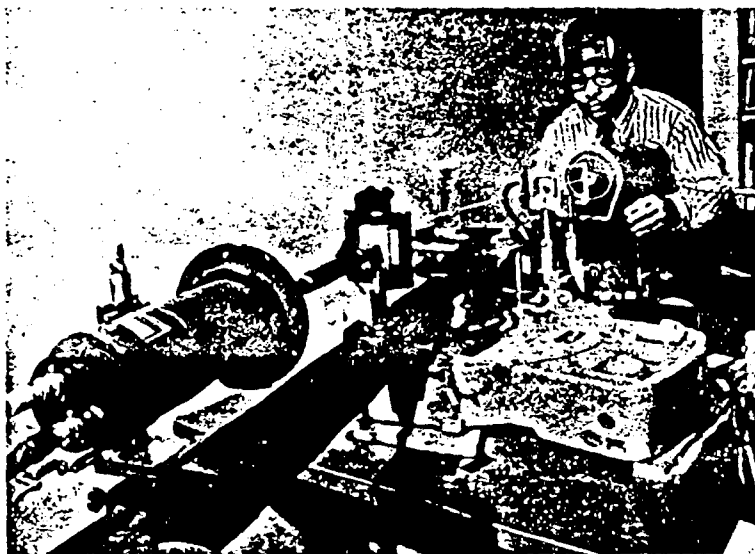
20,000 tons a year. Private cars, which outnumber trucks five to one, account for most of the wastes.

- On the Capital Beltway alone, vehicles deposited 16 tons of solid waste a day, nearly 6,000 tons a year.

Laboratory analysis shows that the materials include asbestos from brake linings, rubber from tires, zinc from oil and tires, lead from gasoline, other heavy metals, and nitrogen and phosphorus compounds. Rain washes most of these pollutants from the highways, into storm-drains, and then into area streams where they degrade the quality of the water.

Of all the substances found in the roadway debris, asbestos is perhaps the most potentially hazardous. Nitrates and phosphates promote unsightly algal growth. Toxic materials may harm some forms of stream life. The bacterial content of the water is also increased. For hours following a rainstorm, the road runoff is almost as strong as municipal sewage in terms of many pollutants. The findings thus have identified another, heretofore unsuspected, source of Potomac pollution.

"Altogether, when the data for the Washington area are projected to the entire country, roadway pollution from cars becomes a critical national problem," according to Donald G. Shaheen, Biospherics' project manager. "Extrapolating to a national scale, 100 million cars and 20 million other vehicles deposit a staggering three and one half million tons of pollutants a year on American highways," he said.



Laser Measures Polymer's Molecular Weight

The laser is aiding in the solution of another difficult scientific problem—measuring the molecular weight and size of polymer materials. Dr. Andrew Wims, of the analytical chemistry department, General Motors Research Laboratories, pioneered this method that helps chemists determine possible new applications of plastics and other polymers. Wims is shown aligning the laser source in the light-scattering photometer he designed and built.

To make the technique more widely available to the technical community, Wims is now helping to develop specifications for light-scattering photometry that can be used with laser beams or other light sources. The standard test procedure is to be published by the American Society for Testing and Materials. Using the laser beam allows scientists to make more precise measurements of molecular weight than was possible with conventional mercury vapor lamps as the light source.

First Step Toward Offshore Nuclear Plants

Atomic Energy Commission has docketed for review the application to manufacture eight floating nuclear powerplants submitted by Offshore Power Systems, an enterprise of Westinghouse Electric Corp. and Tenneco Inc. This marks the first time that a standardized plant manufacturing application has been accepted for review under the AEC's new regulatory procedures, according to OPS president A. P. Zechella.

Next step in the process will be an in-depth review with the AEC that is expected to last approximately 1½ years. Then a public hearing will be held on the manufacturing application. Final step will be the issuance of the license.

OPS has already sold two 1.15 million kW units to Public Service Electric & Gas Co., which plans to locate the plants about 2.8 miles off the coast of New Jersey.

MACHINE DESIGN

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