

Mr. Lou Reff, J.C. Penney, presented data concerning asbestos fiber exposures in 360 facilities operated by J.C. Penney. Mr. Reff indicated that, using a solvent washing technique, a zero fiber exposure (phase contrast counts) could be obtained. Small exposures could be detected with sloppy work practices. He indicated that sampling of the ambient air outside of the garage facility was done to obtain background levels.

John Dement of NIOSH presented preliminary data concerning time-weighted-average asbestos to garage brake mechanics. These data showed time-weighted-average exposures to be generally below 0.2 fibers/cc (phase contrast counts) even when using compressed air blowing techniques. However, exposures up to 10 fibers/cc were observed in one facility grinding new linings. He indicated the need to take these exposures into account when defining a population for an epidemiologic study. Mr. Dement also indicated that NIOSH electron microscopic studies of brake wear dusts demonstrated most fibers to be less than 0.5 μ m in length. Mr. Dement requested data from attendees concerning present and past use of new lining grinding methods.

Messrs. Jacoby and Thacker, Delco-Moraine, indicated that radius grinding in the garage should no longer be a common practice. Most manufacturers are presently "crown grinding" new linings thus eliminating this practice in garages.

Dr. Selikoff addressed the problem of defining a cohort exposed only to short fibers. He suggested the possibility of choosing garages in approximately six large cities for study. Large shop employees, municipal employees and tax fleet workers could provide a large and stable work force. In addition to medical studies of garage employees, Dr. Selikoff suggested studies of the mineralogy of wear dusts, studies of worker asbestos lung burden and animal inhalation experiments.

John Marsh indicated that informing garage mechanics of the hazards associated with exposures to wear dusts and associated work practice to minimize these exposures is an enormous problem. Raybestos-Manhattan is placing warning slips in brake lining boxes in addition publishing service manuals and various information pamphlets.

Dr. Craft indicated concern that the NIOSH Alert, issued on August 8, 1975, had not reached more garage mechanics and garage operators. Dr. Craft suggested that NIOSH might consider publishing a booklet for garage work (brake rebuilding) through its small business task force.

Dr. Selikoff closed his remarks suggesting four areas of consideration by NIOSH.

- 1) NIOSH should request information on friction product use including a secular history of brake manufacturing and formulations from industry.