

Ford- Duty to Protect Workers

Liberty Mutual memo to Ford Dealerships Presidents from R.G. Rosslip and T.J. Slavin, December 29, 1975.



11040 Greenfield Road, Detroit, Michigan 48227 • Tel. (313) 808-6000

December 29, 1975

Ford Dealer Development
Dealership Presidents

Exposure to Asbestos Dust

Brake linings, pads and clutch assemblies are made of asbestos, which has long been recognized as a material producing a hazard to the health of those who inhale its dust in excessive amounts over a long period of time. During the last few years, however, attention has been focused on the development of cancer of the lung and other body areas following exposure to asbestos dust.

An alert concerning the potential health hazard for persons exposed to asbestos during the servicing of motor vehicle brake and clutch assemblies was issued by the National Institute for Occupational Safety and Health on August 8, 1975. NIOSH cited four cases of rare mesothelial tumors in persons who were employed in jobs involving brake servicing. This rare type of cancer is the membrane around the lung or stomach which is 10,000 deaths in the general population. But one study of 632 asbestos workers found that 23 (1 out of 20) died of this type of cancer. Asbestos also causes lung cancer; and an asbestos worker is 50 times more likely to get lung cancer.

The full extent of asbestos-related disease in brake servicing personnel has not been accurately determined because this group has never before been systematically studied. The dust concentrations encountered at operations, such as break-out of automobile or truck assemblies, grinding of used truck brake linings, bevelling of new truck brake linings, and erecting of new auto brake linings, together with mesothelial tumors in persons so employed, affirm the necessity for effectively controlling the exposure.

At present we do not have complete information on how much exposure, if any, can be tolerated; and so it is important to eliminate exposures whenever possible and eliminate those which cannot be eliminated. Recommended practices are listed below.

Wear Respirator:

1. During brake servicing, an air purifying respirator, either single use or with replaceable particulate filter(s), as approved by the National Institute for Occupational Safety and Health (NIOSH) should be worn during all procedures starting with the removal of the wheels and including reassembly. During manual clutch servicing, such a respirator should be worn during removal and cleaning of the clutch, pressure plate and housing assembly and during installation of the new clutch assembly. This should also include any wiring or riveting operations.

LIBERTY MUTUAL INSURANCE COMPANY • LIBERTY MUTUAL FIRE INSURANCE COMPANY • LIBERTY LIFE ASSURANCE COMPANY OF NEW YORK
SOME OFFICES CLOSED
SUNDAY OBSERVANCE OBSERVED

"An alert concerning the potential health hazards for persons exposed to asbestos during the servicing of motor vehicle brake and clutch assemblies was issued by the National Institute of Occupational Safety and Health on August 8, 1975. NIOSH cited four cases of rare mesothelial tumors in persons who were employed in jobs involving brake servicing... At present we do not have complete information on how much exposure, if any, can be tolerated; and it is important to eliminate exposures whenever possible and minimize those which cannot be eliminated. Recommended practices are listed below."

SCF-FORD-1312