From: Officer in Charge, Naval Medical Administrative Unit, Monterey
To: Occupational Safety and Health Manager (Code 223), Naval Postgraduate School, Monterey

Subj: MONITORING DATA RESULTS, NAVAL POSTGRADUATE SCHOOL, MONTEREY, EXCHANGE DEPARTMENT, AUTO CENTER (ET-0167)

Ref: (a) OPNAVINST 5100.23E, Chapter 17, paragraph 1703a
(b) OPNAVINST 5100.23E, Chapter 17, paragraph 1703b
(c) 1999 Threshold Limit Values for Chemical Substances and Physical Agents, ACGIH
(d) 29 CFR 1910.1001(d)(7)(i)
(e) NAVMEDADMUNIT Monterey IH memo 6260 04MIH/002 of 17 Dec 99
(f) NAVMEDADMUNIT Monterey IH memo 6260 04MIH/004 of 30 May 00
(g) NAVMEDADMUNIT Monterey ltr 6260 04M/115 of 24 Apr 01
(h) 29 CFR 1910.1001(d)(4)
(i) OPNAVINST 5100.23E, Chapter 17, paragraph 1704a(2)

Encl: (1) Industrial Hygiene Air Sampling Survey Forms

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1. Monitoring data was collected on 8 November 2001 to determine the asbestos and synthetic vitreous fiber exposures of the auto mechanic while replacing the entire front and rear vehicle brake pads, brake shoes and front rotors. The job was performed at the Naval Exchange, Monterey, Auto Center, Building 348.

2. Results are as follows:

<table>
<thead>
<tr>
<th>AGENT</th>
<th>EXC, f/cc</th>
<th>TWA, f/cc</th>
<th>CRITERIA, f/cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asbestos</td>
<td>Less than limits</td>
<td>Less than limits</td>
<td>EXC = 1.0, TWA = 0.1</td>
</tr>
<tr>
<td>Synthetic Vitreous Fibers</td>
<td>---</td>
<td>Less than limits</td>
<td>TWA = 1.0</td>
</tr>
</tbody>
</table>

Results, traceable to Industrial Hygiene Survey ET-0167, indicate that the asbestos exposure is far below the Permissible Exposure Limits outlined in references (a) and (b). Results also indicate that synthetic vitreous fiber exposure is far below the Threshold Limit Value outlined in reference (c).

3. Use of respirators and enrollment in the Current Asbestos Worker medical surveillance program are unnecessary based on these and previous monitoring results.
4. Reference (d) requires that the monitored employee be informed of his asbestos exposure monitoring results within 15 working days of receipt of this memo by your office. This task can be accomplished by providing the worker a copy of this report within the specified time period.

5. References (e), (f), and (g) have previously reported very low or undetectable levels of airborne asbestos and synthetic vitreous fibers. This particular job is unusual in that the entire front and brake assemblies were replaced, and are deemed as representative of worst case scenario exposures. Therefore, per reference (h), this job no longer needs to be remonitored unless procedures change; if changes do occur, contact the industrial hygienist to arrange for monitoring of the job. By this point of time, asbestos exposure is expected to be rare since new brake shoes and pads used typically no longer contain asbestos. Mechanics should continue to use wet methods using the catch basin/solvent hose system and/or aerosol cans of liquid brake cleaner as observed and required by references (i) and (j).

6. Copies of the sampling forms are provided as enclosure (1).

7. For further information or clarification, please contact Eric Thurston at COM 831-656-3466, e-mail sethurst@nps.navy.mil.