

ABEX	416FF	1971-81
ABEX	417FF	1971-81
Bendix	325FF	1974-Present
Bendix	336FE	1980
Bendix	337FE	1980

? = Unknown

If used, the date code consists of the last digit of the year and three digits for the day of the year.

Other drum brake lining segments have been purchased from: Bendix (1946-1980), Raybestos-Manhattan (1946-1980) (Certification Code 910-GF for 1971-1975); Unibond (1980-1985); Thermoid Division of H.K. Porter (1974-1980); ITT AMCO (1978-1980); Ferodo (1950s); Multibestos (1950s); Universal Friction (1956-unknown).

Original equipment drum brake lining and shoe assemblies for medium and heavy duty trucks and for buses are purchased either as part of a complete brake assembly or as part of an axle assembly. Engineering information is obtained with regard to these complete assemblies and usually not with regard to their hundreds of components. Therefore, information about the markings on brake linings that GM did not manufacture is generally not available.

Identification of the suppliers of the brake linings for particular trucks and years would involve an extensive search of engineering bills of materials, engineering parts lists, and purchasing records. There are 120-150 rolls of microfilm of engineering bills of materials, 50 boxes of microfiche of engineering parts lists, and 91 rolls of microfilm and 2091 microfiche of purchasing records. From 1979 to present, the engineering parts lists have been supplemented monthly and each supplement would have to be checked to find any new brake assemblies. The process is also complicated because the medium and heavy duty truck business is basically a "customized" business. Practically all heavy duty trucks and most medium duty trucks are ordered to precise customer specifications as to engine,