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1 (e) The lining consists of a dense, grayish material with
2 curves of varying diameters. A typical front lining
3 for a medium or heavy duty truck is 5/16 inch thick,
4 15-3/4 inches long, and 4 inches wide. Two such
5 linings would be used per drum. A typical rear lining
6 is 1/2 inch thick, 8-5/8 inches long, and 7 inches
7 wide. Four such linings would be used per drum.

8 A typical front lining for a bus would be 3/4
9 inch thick, 6 inches wide, and 7-1/8 inches long.
10 Four linings would be used for drum. A typical rear
11 lining is 3/4 inch thick, 10 inches wide, and 7-1/8
12 inches long. Four linings would be used per drum.

13 Original equipment drum brake linings and shoe
14 assemblies for medium and heavy duty trucks and for
15 buses are purchased either as part of a complete brake
16 assembly or as part of an axle assembly. Engineering
17 information is obtained regarding these assemblies and
18 usually not with respect to their hundreds of
19 components. Therefore, information is generally not
20 available as to the markings on the brake linings not
21 manufactured by General Motors.

22 Identification of the suppliers of the brake
23 linings for particular trucks and years would involve
24 an extensive search of engineering bills of materials,
25 engineering parts lists, and purchasing records.
26 There are 120-150 rolls of microfilm of engineering
27 bills of materials, 50 boxes of microfiche of
28 engineering parts lists, and 91 rolls of microfilm and
29 2091 microfiche of purchasing records at present.
30 From 1979 to present, the engineering parts lists are
31 supplemented monthly and each supplement would have to
32 be checked to find any new brake assemblies. The
33 process is further complicated because the medium and
34 heavy duty truck business is basically a "customized"
35 business. Practically all heavy duty trucks and most
36 medium duty trucks are ordered to-precise customer
37 specifications as to engine, transmission, axle
38 (including brakes), and other equipment combinations
39 the operator requires. This means that there are
40 numerous regular production options as well as special
41 equipment options created for particular customers.

42 Based upon a search of purchasing records, the
43 following outside suppliers of original equipment
44 brake assemblies and shoe and lining assemblies have
45 been identified for 1974 to 1989 (unless otherwise
46 indicated):

47 Rockwell Brake Division	Buses
48 Eaton Brake Division	Medium & Heavy Duty trucks
49 Wagner Electric (1974-1982)	Heavy Duty Trucks
50 B. F. Goodrich (1974-1982)	Heavy Duty Trucks