AlliedSignal

Bendix Brake ALERT

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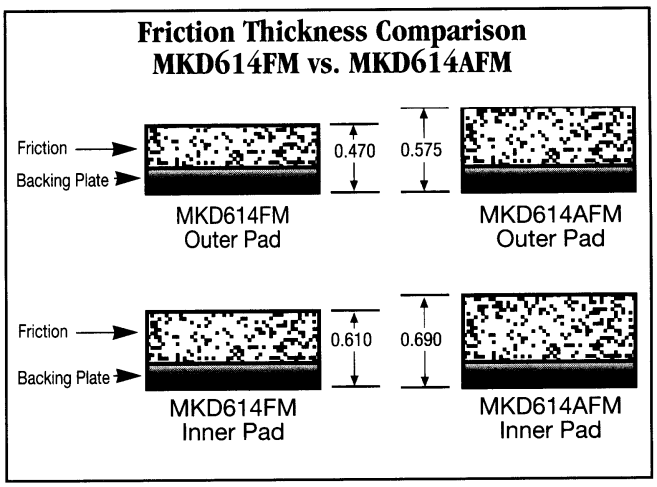
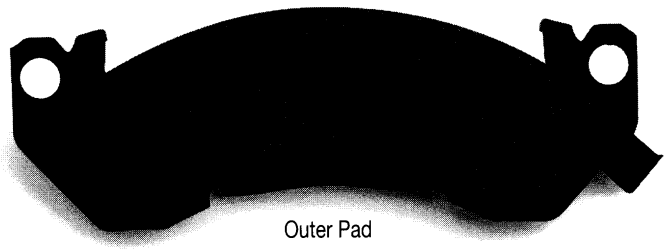
Lining Thickness Spells the Difference Between MKD614FM & MKD614AFM

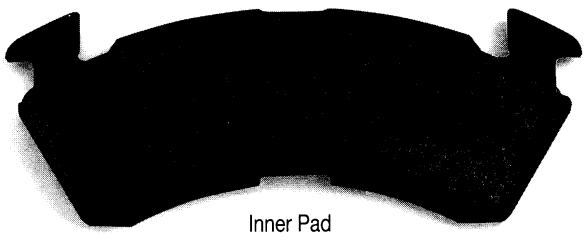
From 1968 to 1992, General Motors used an FMSI D52 disc brake pad on the front of the full-sized Chevrolet (Caprice, Impala, etc.). Over this span of time wear sensors were added and the friction formulation changed from organic (Bendix D52S) to semi-metallic (MKD52S), but the pad remained basically the same.

In 1993, GM made a change. The 1993 Chevrolet Caprice outfitted with the police package (specified for police, taxi and other fleet applications) called for an FMSI D614. The D614 was a completely new design, with more friction surface than the D52.

AlliedSignal Braking Systems (ASBS) was the Original Equipment supplier to GM on this pad, utilizing the MetLok attachment method. AlliedSignal offers this pad in the aftermarket in its Bendix Fleet MetLok line as MKD614FM.




Outer Pad


Inner Pad

The appearance of an MKD614FM and MKD614AFM is similar except for the friction thickness. The MKD614AFM is thicker (approximately 1/8").

In 1994, something interesting happened: GM made another change. The steel plate stayed the same (D614), but the friction material was made thicker (approximately 1/8"), to allow for increased wear. This new pad was designated D614A (Bendix Fleet MetLok model MKD614AFM). Once again, ASBS was the OE supplier to GM.

It is important to note that although the MKD614FM & MKD614AFM are very similar in appearance, they are not interchangeable. The correct application information for these pads is listed below.

MKD614FM **1993 Chevrolet Caprice Police Package - Front**

MKD614AFM **1994-96 Chevrolet Caprice Police Package - Front**