

intune

BEAT THE WEATHER AND RUST WITH COATED ROTORS

ACDelco



Today's driving conditions can be fierce - spring with all its rain, summer with its humidity and winter with all the salt and other forms of road sprays. Rain, snow and liquid road sprays can in fact increase the rate of corrosion under your vehicle. This means undercar parts, like your rotors, can be the rusty casualty!

One way you can help prevent this rusting is to replace your rotors with coated rotors the next time you have your brakes serviced.

What is a coated rotor?

A coated rotor means the brake part has been manufactured with a special coating. ACDelco Advantage Coated Rotors feature a COOL SHIELD™ baked on protective coating to help reduce rust corrosion, compared to an uncoated rotor. They feature the fit, form and function of premium aftermarket brakes at a more economical price. The ACDelco Advantage line offers dependability, performance and great value - without sacrificing important features and benefits.

So the next time you get out of your car, stop and take a look through your wheels to check the condition of your rotors (you'll find them right behind the wheel and visible depending on your rim style). If you see some rusting, then it is likely the result of wear and tear, Canadian weather and road conditions. Keep in mind that if your rotors are worn out - you have a new option to have them replaced - ACDelco coated rotors with COOL SHIELD™ technology!

CLASSIC CORNER



1967 CHEVROLET CAMARO

The 1960s was all about the Baby Boomers. As the oldest of them were coming of age, a new automotive niche sprung up around them. Defined by sporty styling and a more personal driving experience, they came to be known as "pony" cars because of the originator of the genre - a certain model named for wild horses of the west. Chevrolet's entry, the Camaro, was introduced for 1967. Its styling was sleek yet understated, with more than a little influence in its lines from European grand-touring coupes. It would go on to become a muscle car icon, but in its first year, it was aimed squarely at the broadest section of young car buyers, many of whom weren't looking for V-8 firepower. The strategy paid off, as Camaro sales zoomed to 220,906 in that inaugural year. The car also served as the official pace car of the Indianapolis 500 in 1967. It was a strong start for a car that would go on to become a cultural icon and an aspirational dream for countless young car enthusiasts.

A QUICK LOOK AT THE TERMS YOU'LL HEAR WHEN DISCUSSING BRAKE WORK

When it comes to brakes, there is plenty to learn, and ACDelco is here to describe the basics. Let's start with how they work: When you press the brake pedal, fluid is forced through the brake lines that run to each wheel. The pressure of the fluid forces brake pads against a brake rotor, causing friction that slows the wheel and consequently, the vehicle. On vehicles with rear drum brakes, the fluid forces shoes (pads) against a drum, but the effect is the same – friction slows the wheel.

Because friction is created whenever you step on the brake pedal, the parts involved with creating that stopping power wear over time. Ensuring your vehicle has adequate friction components is essential to safe braking performance. Maintaining and replacing those parts cannot be ignored, because the longer you wait, the worse the performance will get – and it may prove more expensive when you finally take action.

Here's a rundown of the terms you'll likely encounter when discussing brakes:

Disc rotor – It's the circular part mounted behind a wheel that rotates with it. The brake pads rub against it to slow the rotation.

Disc pads – Generally about the size of your hand, the pads are just what they sound like – pads of special material that rub against the disc rotor to slow the rotation of the wheel. A pair of them acts on each rotor – one on each side – creating friction as the pads are "squeezed" against the rotor.

Caliper – With a disc-brake system, the caliper is mounted over the edge of the disc rotor and houses the brake pads. A brake line feeds hydraulic fluid to the caliper and when the brake pedal is pushed, the fluid forces the pads to squeeze against the rotor.

Drum – On vehicles with drum brakes (on the rear wheels only for most vehicles), the drum is located behind the wheel and rotates with it. When the brake pedal is pushed, the friction-creating shoes push against the drum to slow the wheel.

Shoes – They're the friction-creating pads used with a drum system. Rather than squeezing to create friction, as on a disc system, they push out against the inside surface of the drum.

Wheel cylinder – On a drum system, it receives the brake fluid from the brake line and distributes it to push the shoes against the drum.

Master cylinder – It is a mechanical device that contains a piston that forces fluid through the brake lines when you step on the brakes.

Wear indicator/wear bar – It's a piece of metal inserted in a disc brake pad that creates a squealing/squeaking sound on the rotor when the pad is worn. It's the sign the pads are near the end of their life and should be inspected and likely replaced.

Bleeding – When brake work is performed, it is imperative that no air is trapped in the brake lines. Bleeding is a process that helps ensure air is removed.

Ask your ACDelco Professional Service Centre technician or advisor about these terms and components when your brakes are inspected.

ACDelcoCanada.com

©2015 General Motors. All rights reserved.
AC103443



BREATHE EASIER

CABIN AIR FILTERS

There's a good chance your later-model vehicle has a cabin air filter that traps dust, pollen and other airborne debris. It's a feature designed to make the air in the interior cleaner and can be particularly helpful for those with allergies or other respiratory problems.

Just as the air filter for your vehicle's engine requires periodic replacement, so does the cabin filter. Replacement intervals vary by manufacturer and the driving environment, but if it's been more than a year since you've had the filter in your vehicle replaced, it's probably time to have it checked.

ACDelco offers an expanded line of cabin filters, so there's a good chance that we've got you covered, no matter what you drive. Ask your ACDelco-affiliated Professional Service Centre advisor for an inspection – and breathe easier with a new filter.

