www.acustrip.com
1-973-299-8237

ACUSTRIP 6000 Series Specifications & Instructions

Moisture in Brake Fluid

Please read all instructions and safety information prior to using product.

Introduction

Did you know the average motorist who drives 10,000 to 15,000 miles a year uses his brakes about 75,000 times a year? Did you know that nearly half of all motorists in a recent Car Care Council survey said brake failure was their number one fear amongst driving emergencies? So consider this: After three years of service, the average boiling point of the brake fluid has dropped to a potentially dangerous level because of moisture contamination and may not meet minimum federal requirements for brake fluid.

The ACU6000 series of test strips allows you to quickly and easily check for moisture in brake fluid at every preventative maintenance or oil change. Your customer will enjoy the benefits of a safer vehicle and you will build customer confidence and loyalty while also increasing your ticket sales.

Availability

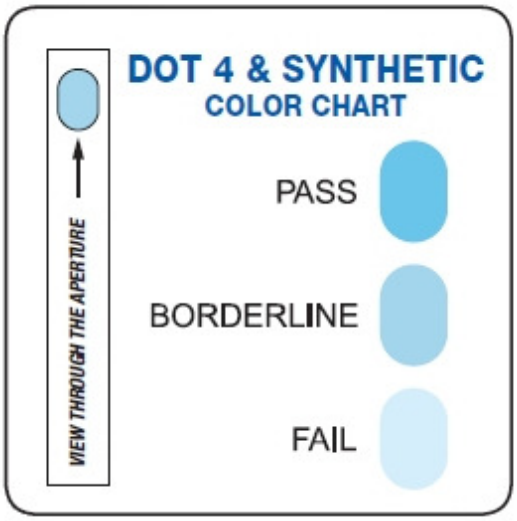
The ACUSTRIP ACU6000 Moisture in Brake Fluid test is available in a case of 12 30-pack clamshells for a total of 360 tests.

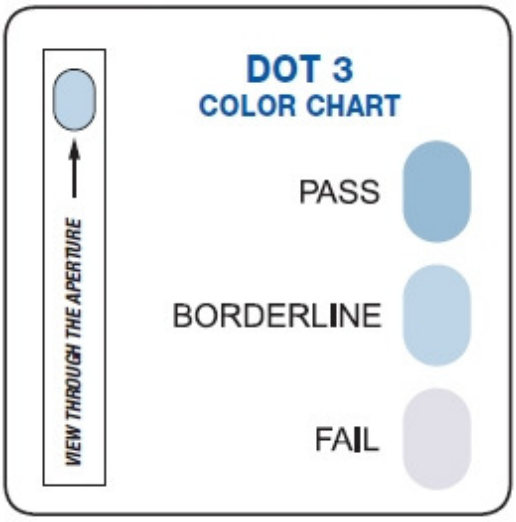
Please contact us for large quantity orders!

Material Data Safety Sheets for our products are available at: www.acustrip.com/msds.html

Procedures

- Start with clean, dry hands and utensils.
- Run test in a well-lit area, natural light if possible.
- For best results, follow all directions carefully.
- Use the plastic dropper supplied to collect a sample of the brake fluid.
- Transfer the brake fluid sample into the plastic tube provided.
- Open the Brake Fluid Foil Pack below and remove the test strip (do not touch the test pad), and immediately place into the plastic tube containing the brake fluid sample so that the aperture (indicator pad) is in contact with the brake fluid sample.
- Wait one (1) minute, remove the test strip from the tube, and shake once briskly to remove any excess brake fluid. Match the color of the test pad to the closest color block immediately (within 15 seconds).
- All readings should be recorded on the vehicle maintenance record for future reference.





As everyone wants brakes to perform when they are needed they deserve a regular inspection. First make sure that the fluid level is at the required level. If it is, low check for leaks and the quality for the fluid before topping off. Always top off with the fluid specified for the vehicle. Check your levels at regular intervals, at a min at each oil service, to catch any such incident immediately.

Brake Fluid Types

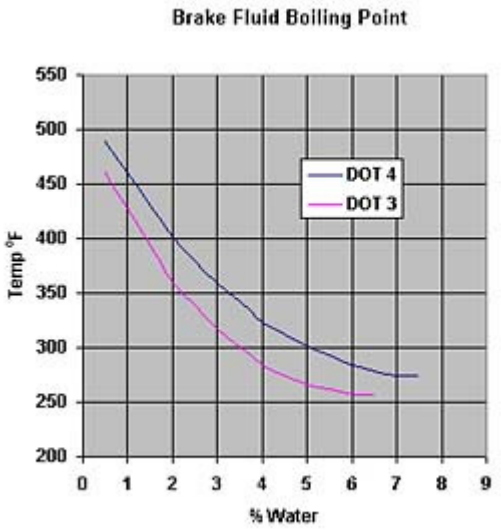
Modern road and racecar brake fluids are primarily Polyalkylene Glycol Ether, or just glycol for short. All modern glycols should carry a DOT 3 or DOT 4 rating. DOT 5 is for silicone-based fluids. To meet DOT approval, the fluid must meet the following boiling point specifications:

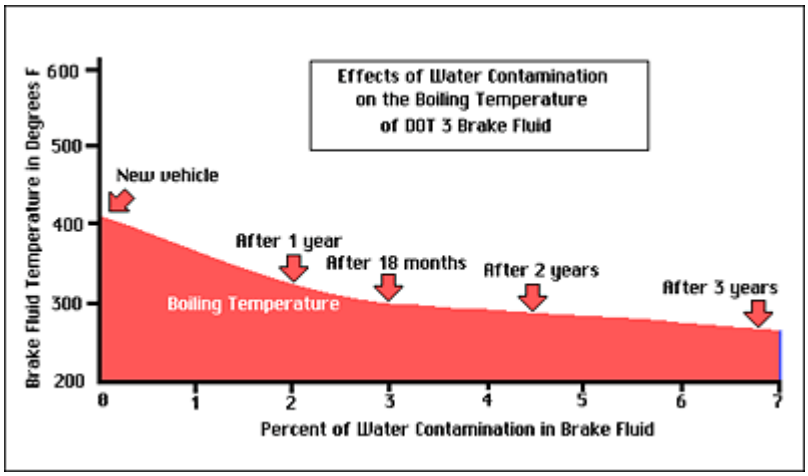
	DOT 2*	DOT 3	DOT 4	DOT 5
Dry Boiling point, deg F(minimum)	374	401	446	500
Wet boiling point, deg F(minimum)		284	311	356

The reason conditions for brake fluid boiling should be avoided is simple: Brake fluid is subject to high temperatures in the brake calipers, so when it boils, its chemistry changes permanently and it liberates small bubbles of gas. These bubbles collect and become trapped in the system. Since gasses are compressible, it makes for a soft, or spongy brake pedal thereby potentially interfering with proper braking.

Water contamination significantly reduces the boiling point of the brake fluid. Only one percent moisture can lower the boiling point of some DOT 3 fluids down to 369° F. Two percent water can push the boiling point down to 320° F, and three percent can drag it all the way down to 293° F - which is getting dangerously close to the minimum DOT requirements.

Effect of Moisture on boil point:





Source:

http://www.timskelton.com/lightning/race_prep/brakes/images/brake_fluid_boiling_point.jpg

Dispose of your used test strip with normal paper waste.
Dispose of your used brake fluid in accordance with local regulations.