

Stop and think about having your **brakes** checked



Vauxhall
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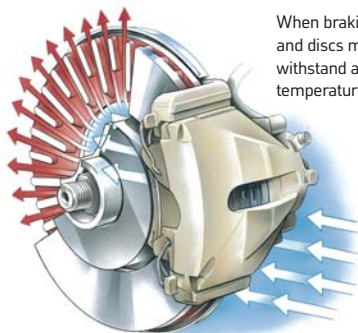
What's stopping you?

The braking system of your car is a key safety feature – brakes are the sole component that enable you to quickly slow down or stop your car. Your car's braking system has to be able to endure enormous forces, pressures and strains put on it day-in day-out. But have you ever stopped to think about what it actually takes for the brakes to stop your car?

What happens when I apply the brakes?

When your foot presses the brake pedal, this movement is converted into hydraulic pressure. This pressure is transferred to the wheels via an incompressible liquid (brake fluid). This pressure actuates a caliper which forces the pads against the disc. During braking, the kinetic energy is changed into heat through friction. The temperatures can reach up to 800°C, so the brake pads and discs must be able to withstand and dissipate the heat.

If the pads are worn or faulty there is a risk that the brake disc will be damaged. You also risk losing control of the car following hard braking.



When braking, brake pads and discs must be able to withstand and dissipate temperatures of up to 800°C.

What are the tell-tale signs that there is a problem with my brakes?



- You have to press hard on the brake pedal to brake (pedal is stiff): this may be a problem with the assisted braking system.
- The car pulls to the left or right when you brake: it may be that a brake caliper has seized or that a tyre is under inflated.
- The brakes lock up even when the brakes are applied gently: this may be a problem with the brake discs.
- Braking is soft, the pedal is spongy or you have to pump the brakes to stop: this is a problem with the hydraulics.
- The brake pedal, steering wheel and sometimes the car vibrates when braking: the brake discs are faulty or there is loose or excessive play in the suspension.



What are the right brakes for my car?

Compatibility of brake pads and brake discs is vital – if the compound of the brake pads is too hard, this can cause increased wear of the brake discs – and if the compound is too soft, then the brake pads can prematurely wear. Both brake pads on the same axle should be replaced at the same time to avoid unequal braking.

Whenever your brakes are checked, the brake discs should also be checked. If they are deeply scored, glazed, cracked or rusty, they should be replaced. As with brake pads, both discs on the same axle should be replaced at the same time to avoid unequal braking.

If you are in any doubt, your local Vauxhall MasterFit retailer can offer expert advice and will always fit Vauxhall Genuine brake pads and discs to ensure quality, fit and correct brake pad/disc compatibility.



You're **miles better off**
at Vauxhall MasterFit.

The MasterFit Customer Promise



Convenient:

- Flexible booking times to suit you
- One stop shop for every type of Vauxhall service
- While you wait facility on stocked tyres, batteries and exhausts
- Free courtesy vehicle or local collection with annual services and warranty work

Price promise:

- We will match any written like for like service/repair quote from a local competitor using genuine repair methods and parts

Professional:

- 25 point safety check with any workshop visit
- No obligation advice on essential and non-essential work

Transparent:

- Our invoicing will clearly set out the work at the price agreed with no hidden extras

Latest technology:

- We use Vauxhall approved diagnostic equipment and specialist tools
- Full access to Vauxhall repair databases and technical centres
- Parts engineered to latest Vauxhall specifications and safety requirements

Adding value:

- Free check for safety enhancements and upgrades to your vehicle and software
- Free "wash and vac" with annual services
- Free fitting of wipers and external bulbs with annual services

Local refers to a radius of 5 miles/20 minutes of your local Vauxhall MasterFit retailer.

Every effort has been made to ensure that the contents of this publication were accurate and up-to-date at the time of going to press (March 2010).

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