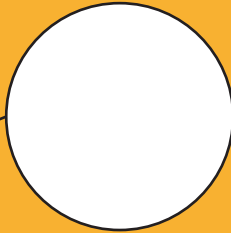


# TEST REPORT

Please keep in glove compartment



## Brake Fluid Safety Test Report

Make/Model




Registration

Mileage

Test Date

Your brake fluid boiled at \_\_\_\_\_ °F

### RECOMMENDATION

446°F	392°F	356°F	281°F
			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OK	ADVISE REPLACE	CHANGE NOW	

### WHAT THE RECOMMENDATIONS ARE BASED ON

All brake fluid manufacturers via Federal (FMVSS-116), DOT (Department of Transport) or SAE (Society of Automotive Engineers) specify minimum levels for brake fluid safety.

Brake fluid will be more contaminated at the wheel (SAE guidelines state more than 15%), so a service safety margin has been allowed for in our recommendation

**You only need this much moisture in your brake fluid to make a change advisable.**



**TOPPING UP THE MASTER CYLINDER DOES NOT SOLVE THE PROBLEM - IT HIDES IT**

**THE ONLY SAFE WAY IS TO TEST IT**

**YOUR LOGO HERE**

# THANK YOU!

Please keep in glove compartment

Thanks for allowing us to  
test your vehicle

## HOW SAFE IS YOUR BRAKE FLUID



### HOW SAFE IS YOUR BRAKE FLUID?



We have tested your  
brake fluid to determine  
its boiling point as per  
Federal (FMVSS-116) &  
SAE/DOT specifications.

Over time, brake fluid deteriorates in use, as it absorbs moisture from the atmosphere. This lowers the boiling point, making the fluid less reliable in hard braking & emergency conditions – just when you need it most.

Fluid which has absorbed excessive amounts of moisture will boil at lower temperatures, due to the heat generated during the braking action.

High heat generation can be caused by:

- New brake linings
- Frequent high speed or city braking
- Hot, mountainous driving conditions
- Hand brake dragging
- Extra loads due to luggage, roof racks, trailer or towing

Brakes work on friction, and friction caused heat. Heat creates vapor, which is compressible, while liquids are not. If the boiling brake fluid creates sufficient vapor, your brake pedal will feel "spongy". Then, under hard braking, the pedal can go straight to the floor, without any braking action at all.

This condition is known as VAPOR LOCK - Brake failure due to vapor formation.

Just like your oil, brake fluid wears out & then it is simply not as reliable as fresh, new brake fluid.

In addition, moisture contaminated brake fluid will corrode internal parts which, in the case of ABS systems, can be very expensive to replace.

**Our recommendation on the Test Report  
overleaf suggests what you should do next.**