

TECH TIPS

Let's get the rust out

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You can usually hear “get the rust out” shouted out by coaches as athletes start training for the upcoming season. But it’s a phrase that should be part of every brake inspection and service you do. Outside of normal brake component wear and tear, rust and corrosion are primary contributors to brake problems and the need for brake service — and regrettably, comebacks.

Whether you’re a seasoned pro, or fresh out of vo-tech, making sure you get the rust and scale build up off of brake system components and hardware can be a key factor in the reliability of your work and your customers’ satisfaction. It’s a good idea to clean off rust and build up, even if it’s just a brake inspection or pad replacement.

Rust happens

Rust and scale deposits will build up on every vehicle over time. The corrosive effects of moisture, weather extremes, road salt, heat and contamination can bind parts and prevent them from moving properly, causing problems such as a sticking calipers. It can also create a condition called rust jacking, which can knock parts out of alignment and result in problems such as uneven pad wear and rotor warpage.

Here are some key rust locations to look for:

- Knuckle shims
- Abutment shims
- Inside rotor mounting surface
- Inside and outside rotor hat surface
- Hub face surface
- Hub edge surface
- Rotor edge surface
- Rotor ventilation vents
- Caliper mounting bracket
- Caliper mounting pins
- All brake hardware
- Wheel speed sensors

Lubrication

After you have cleaned off all the rust, make sure you coat all of the appropriate parts with a brake parts lubricant, including hardware and rubber components. This will help make new parts installation easier, prevent future corrosion and keep parts moving smoothly.

Use a rotor with protective coating

To avoid the extra step of cleaning the [rotor](#) before installation and prevent future corrosion, it would be best to use a rotor that has been pre-treated with a protective coating, such as the ATE PremiumOne rotor. The ATE rotor features a MetaCote finish that helps prevent rust and corrosion and sheds water and dirt to maintain a clean appearance.



Although this vehicle has been on the road for a while, the MetaCote finish on the ATE PremiumOne rotor has prevented any new rust from developing on the rotor.

ATE Original Equipment Engineering

ATE is an aftermarket brand of the Continental Corporation, one of the world’s leading manufacturers of brake systems for carmakers, with a rich 100 year history of innovation and experience. We apply our engineering expertise to every brake product we make to ensure that the parts you install on customer vehicles meet or exceed original equipment standards.

