
POLY-ARMOUR BRAKE LINES: Fighting the Effects of Corrosive De-Icing Processes

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Many of us are aware of the various reasons road salt is bad for vehicles. The biggest problem associated with salt is the corrosion it causes underneath the vehicle. But did you know that new chemicals being used on our roadways are even more corrosive than the salt they have replaced?

New road de-icing solutions have been used for the past several years throughout the U.S. They are applied up to 48 hours before bad weather is expected and are usually applied as a powder, small granules, or as a liquid spray. The liquid solutions are generally a mix of road salt, or sodium chloride, and magnesium, calcium or some combination. While the intent is to stay ahead of ice and snow, the effect is to coat vehicles with corrosive crud even when you drive in good weather. The bottom line is that these treatments wreak havoc on the underside of the vehicle.

Unlike conventional road salt that just hits the obvious exterior portions of a vehicle; the new liquid solutions wick their way into areas that granular road salt usually doesn't penetrate. There are now many more corrosive



Tanker trucks spray a corrosive liquid brine solution on roads to reduce ice formation prior to snow storm.

failures in wiring, chromium finishes, fuel tanks, brakes, and heat exchangers.

The problem started in the northeast part of the country a few years ago, but now it is reaching farther across the northern tier of states and even into the middle of the U.S. and some Southern States. These corrosive new road treatments are forcing automotive suppliers to go to more expensive materials and coatings to protect their products.

In the past, a vehicle's brake lines would typically not see failure until at least 7-10 years of use.

Reports from the automotive aftermarket over the past several years show that many technicians are replacing standard steel brake lines twice in five years on the same vehicle. The reality is that the brake lines now commonly used for replacement are simply not holding up after being exposed to new road de-icing systems.

Poly-Armour brake lines are the answer the industry has been looking for. Lasting more than 30 times as long as standard steel brake lines Poly-Armour not only fights corrosion; it also repels nicks and dings from road debris, can be bent without a bending tool and has a professional OE appearance.

Expanded coverage within the Poly-Armour range on brake lines include all domestic and import lines as well as the new popular 6mm found on some GM vehicles.

Ask your local parts store for Poly-Armour lines today!



AGS Poly-Armour Brake Line