

Wheels: A recent e-mail from a reader says, “I read your article “The Case of the Rusty Cooling System” which was the subject of one of your previous columns. Since then I have read several articles about class action lawsuits filed in eight different states against GM and two oil companies. So far there is no sign of rust or sludge in my 2003 Buick Regal (3.8 liter, V6), which is one of the problem cars listed. Since my car is now five years old, I want to have a flush and change as recommended in the owner’s manual. When I talk to GM service people, they state they are still advising people to flush and then fill with DexCool. I would appreciate your take on this.”

Halderman: The root cause seems to be when air gets into the system and then the rust starts. My advice? Follow the recommended service interval as stated in the owner’s manual. Keep an eye out for any drop in coolant level and have it checked as soon as that happens. The factory fills the system using a vacuum method and this is the best way to insure no air is in the system. Once opened, air could get in unless all of the air is burped out. Use DexCool to replace the coolant. If you use older green antifreeze coolant, the service interval has to be reduced to being replaced every two years or 24,000 miles. I hope this helps.

