

AMWELL AUTOMOTIVE NEWS

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Welcome to the first issue of *Amwell Automotive News* for 2019. We hope your New Year is off to a good start. We're fortunate to have milder winters here compared to other parts of the country, but we still have our fair share of cold temperatures, so you will want to keep your car's heater in good working order. Check out our "Keeping Warm This Winter" article. What should you do when a warning light comes on? Can you keep driving, or should you pull over? Why are some lights yellow or amber and others red? These are important questions. See our article "Yellow versus Red" for some answers. What do you know about vehicle brakes? Test your knowledge with our Brake Safety Quiz on page 3. As always, we hope that you find this issue of our newsletter helpful and enjoyable to read. If you have questions that you'd like to see us address with this publication, please let us know. Stop by, call, or email us at: amwellautomotive@comcast.net

Best Regards,

Kevin Snyder / Pat Graham

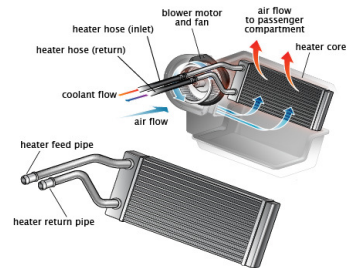
Keeping Warm This Winter

Does your car's heater get nice and hot? How long does it take to get hot? Are there any unusual odors? If the heat quality is poor (less than 130-degrees F), if it takes more than a couple of miles of driving before it gets hot, or if there are any unusual odors, the system obviously needs service. But what if everything is working fine? Does that mean there's no need to do anything? Actually there are some maintenance services that should be performed to ensure it stays working fine.

As strange as this may sound, your car's heating system is actually part of its *cooling* system. In other words, the same system that keeps your engine from overheating, keeps you warm inside the car when it's cold. It's a simple and ingenious system of efficiency.

Coolant (antifreeze) absorbs heat from the engine and circulates through a *heater core*. As this hot coolant passes through the heater core a fan blows air through the fins, and the hot air that comes through these fins is distributed through the ducts into the passenger compartment.

This means that proper cooling system maintenance is doubly important; from the standpoint of keeping the engine from overheating, and for keeping you warm in winter.



(Continued on page 2 - See "Heat")

New Year Maintenance Savings

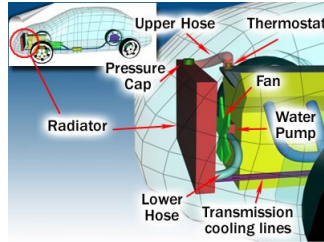
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Heat (continued from page 1)

Your cooling system should be inspected at normal service intervals and thoroughly evaluated at least once each year. By an evaluation we mean testing the condition of the antifreeze, evaluating water pump & radiator performance (coolant flow), evaluating thermostat operation, engine cooling fan operation, system controls and functionality, and of course inspecting the integrity of all hoses, fittings, clamps, and the radiator/reservoir pressure cap.



As for the antifreeze itself; it needs to be changed out every so often. Just how often? Manufacturer recommendations differ greatly—anywhere from 30k-miles to as high as 150k-miles.

This wide span illustrates the inconsistency of coolant longevity. The issues that cause this variance have to do with acidity levels, corrosion, and freeze protection. These are the reasons we strongly recommend a thorough evaluation of the coolant and the cooling system at least annually—this is especially important on vehicles with 50k-miles or more.

We have instruments that test acidity level, as well as the freeze and boiling points of the coolant; and of course we carefully inspect for signs of corrosion. We will recommend a coolant exchange based on our test and inspection results. Not only do we want to ensure that you're always on the road and never stranded alongside of it, but we want you to be warm as well.



Yellow versus Red

We often get questions about warning lights. Are some more serious than others? Do I need to pull over and shut down if they come on? These are great questions. We'll try and simplify it for you.

As a general rule, with warning lights that are yellow/amber in color, you can keep driving. Those that are red, you need to shut down. Again, generally speaking. Let's get into some specifics starting with the Check Engine Light (CEL).

This warning light (of which there are several styles) is the one you're most likely to see come on, and the one that causes the most confusion.



If the CEL is on steady and the car is running fine you can keep driving; but don't ignore it, there's still a problem. Prolonged operation could lead to more serious trouble. So get it in soon.

If the CEL is flashing it means there's an engine misfire and that isn't good for the engine. You don't need to shut down, but avoid prolonged operation and get it in soon.

The Antilock Brake System (ABS) light is another yellow/amber colored light where you can keep driving if it comes on.



The brakes themselves will work fine, you just won't have any antilock function.

Let's talk about those red lights, starting with the one that looks like an oil can. If this light comes on, do NOT keep driving. It means there is low engine oil pressure. It may be that there is little to no oil in the engine, or there may be a more serious engine problem. Either way, shut down immediately, when it's safe to do so. Continued operation will likely result in serious (expensive) engine damage.



Another red light to take note of is the Brake warning light, this differs from the ABS lamp. When this light is on it means there's a serious concern with the hydraulics that may result in brake failure. Do not drive a vehicle if the red brake lamp is lit. Play it safe and have the vehicle towed in for service.



While we haven't discussed every warning lamp, we covered a few of the important ones. Consult your Owner's Manual for information specific for your vehicle. We hope this helps you better understand your vehicle's warning lamps.

New Staff!

We're pleased to introduce you to the newest member of our team—Technician Marcus Pearson. Marcus comes to us with Honda, Chevy, and Chrysler dealership experience. He specialized in transmissions at the Chevy dealer. Marcus was educated at North Hunterdon High School, studied automotive service technology at Lincoln Technical Institute, and had a semester of studies at Texas A&M University. Marcus's hobbies include: Truck off-roading, kayaking, hiking, camping, fishing, and snowboarding. Marcus likes to travel. His favorite place traveled so far was Bozeman Montana.



What's Your Brake I.Q.?

Brakes along with the tires, steering, and suspension are the most important in terms of safety. It's one thing if your car doesn't start or run, but quite another if it doesn't turn or stop. Challenge yourself with this short brake safety quiz.

1. A pulsation felt while braking is most likely caused by:
 - a. Worn pads
 - b. Overheated fluid
 - c. Warped rotors
2. Your vehicle pulls right when braking. The most likely cause is:
 - a. Inoperative or sticking left front caliper
 - b. Low fluid in one chamber
 - c. Stuck parking brake
3. The most likely condition for the red brake warning lamp coming on is:
 - a. A leak in the hydraulic system
 - b. A leak in the vacuum system
 - c. Worn brake linings



Brake Quiz Answers

1. The correct answer is (c). The wobbling surface of a warped rotor causes uneven braking that results in a pulsation.
2. The correct answer is (a). An inoperative or sticking left front caliper causes stronger braking on the right side, causing a pull to the right when braking.
3. The correct answer is (a). If this light comes on there's a loss of hydraulic pressure. Do not drive any car when the red brake lamp is on. Have it towed and repaired immediately.

If you knew the answers to these, congratulations. If not, you learned something new about brakes, and that's a good thing. We perform a basic visual brake inspection on your vehicle when we perform routine maintenance. In between service visits it's up to you to be aware of how everything is working. If you hear or feel anything unusual, let us know right away.



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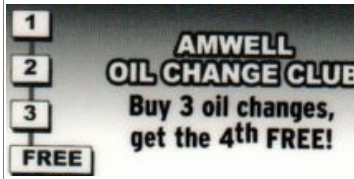
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