

AMWELL AUTOMOTIVE NEWS

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Welcome to another issue of *Amwell Automotive News*. Your source for helpful car care tips intended to keep you on the road, never stranded alongside of it. When was the last time you were in for a physical? Oh, we should clarify, we're referring to your car, not you personally. Using the term physical as it relates to the service of your car might seem out of the ordinary, but the principle certainly applies. Check out our feature article that starts here on page-1 for an explanation of what we mean. Also in this issue we talk about tires. Along with the brakes, steering, and suspension, your tires are of the utmost importance in terms of safety. Speaking of brakes, we have a short piece in this issue regarding brake repairs as well. 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

Is It Time for a Physical?

When we're young we typically don't need to worry much about exercise and we might not even need to be that careful with our diet. As far as seeing the doctor, sources say that every 4 to 6 years is sufficient barring any problems. However, things change as we age.

To stay healthy we need to exercise, watch what we eat, and see the doctor more frequently. Sources suggest that between the age of 30 and 40 we should have a physical every other year, and age 50 and over we should have a physical every year.

What does any of this have to do with your car you may be asking? Your car, just like your body, requires more care and attention as it gets older. Based on vehicle inspection data from the Car Care Council, 89% of vehicles on the road are in need of at least one service or repair.

Your car relies on various interconnected systems working together to perform well. As individual parts undergo stress and fatigue, problems can develop that result in a breakdown. This rarely happens overnight, nor is it immediately noticeable.



(Continued on page 2 - See "Physical")

Breathe Easy

Dust, pollen, mold spores, and smog enter through the ventilation system making the air inside your car up to 6-times dirtier than the air outside. Protect yourself with a new Cabin Air Filter. We recommend replacing this filter at least once per year.



Physical *(continued from page 1)*

Because component stress and fatigue is not typically noticed during the day to day operation of your vehicle, it's important to have a thorough vehicle inspection (a physical if you will) performed each year by a *professional*. We emphasize professional because a proper inspection isn't just a matter of walking around 'looking' at stuff. A professional knows how things should move (or not move), how they should feel, sound, and in some cases smell.

It's about two things: Safety and Peace-of-Mind. You know our mission: Keeping you on the road, never stranded alongside of it. So don't put it off. Call or go online to schedule your physical, BEFORE the busy summer travel season, which is right around the corner.



89% of Vehicles Need a Service or Repair

Is Tire Tread Depth Important?

Tread depth is measured in increments of 1/32 of-an-inch. New tires typically measure between 10/32 and 12/32-inches. Tires are unsafe at 2/32-inches. So should you wait until they're worn to that point before replacing them? Let's look at some performance data.

The illustrations to the right show the distance needed to stop a typical 4-door sedan traveling at 70-mph on an asphalt road with about .06-inches of water—typical with a moderate rain shower. The pictures speak for themselves.

With new tires (10/32" tread depth) it takes 195.2 ft. to stop from 70-mph. With 4/32" tires it takes 290 ft. to stop. And the tires with 2/32" tread takes 378.8 ft. to stop.

Notice too (illustration #2) that the car with 2/32" tread depth is still traveling at a speed of 44-mph when it passes the stopped car with the 4/32" tires at the 290-ft. mark.

The bottom line is it takes nearly twice as long to stop a car with tires that have a 2/32" tread depth than it does to stop a car with new tires.

So, *Is Tire Tread Depth Important?* You bet it is! As to when you should replace tires—We recommend replacing them around the 4/32" mark. By the way, tread depth measurement is included with all of our inspection routines.

Illustration #1

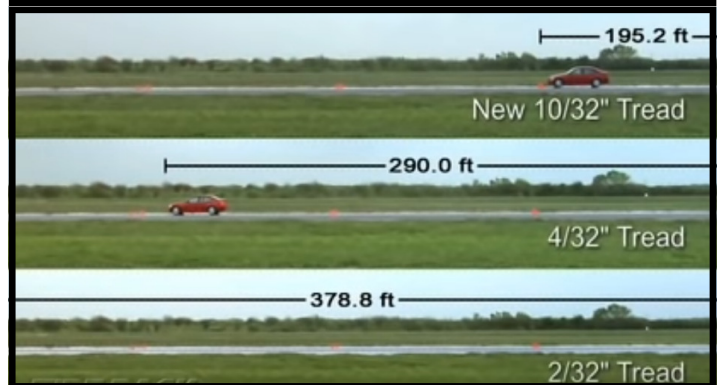
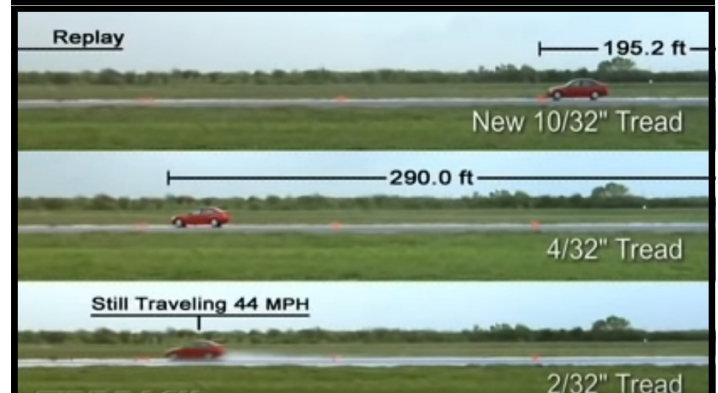


Illustration #2



Don't Skimp When it Comes to Brakes!

Compression fittings, like the one pictured here, is not a proper way to repair a brake line. Here are three reasons why:

- 1) They can leak at high pressure
- 2) They do not provide a solid structural connection
- 3) They are against the law in many states

We have a saying... It's one thing if your car doesn't start or run, but quite another if it doesn't stop. When it comes to your brakes, have service performed by trained, certified technicians who will do the job right.



Frequently Asked Question?

Q: Does it matter how old tires are, so long as there's enough tread?

A: Yes, age is a factor. The steel belts, fabric plies, and rubber compounds do degrade over time. To what extent and over what period of time, there is no one-size-fits-all answer.

Tire age isn't usually an issue for vehicles driven regularly. The tread will likely wear out before age becomes a concern. However, tire age might be a consideration for vehicles that are only driven occasionally with low annual miles; and for the seldom/never used spare tires on most vehicles.

Some auto makers, such as Ford, Nissan, and Mercedes-Benz (for example) recommend replacing tires after 6-years regardless of tread wear. Whereas tire manufactures such as Continental and Michelin say a tire can last up to 10-years.

Also, you should take note that according to NHTSA

(National Highway Traffic Safety Administration) research, tires age faster in warmer climates. So what should you do?

First, consult your Owner's Manual to see what, or even if, the manufacturer lists a recommendation regarding tire age.



Second, determine the age of your tires. You will find four numbers on the tires that tell you the age (see illustration). The first two numbers tell you the week the tire was manufactured; the last two numbers tell you the year. The tire in this illustration was manufactured the 52nd week of 2002.

If you have tires that are over the age threshold, let us inspect and evaluate them. We'll measure the tread depth and carefully evaluate the tire for signs of cracking, belt shifting, and other abnormalities.

We'll also ask you some questions about your driving habits and how you use the vehicle. Once you're fully informed you can decide whether or not it makes sense to replace the tires at this time.

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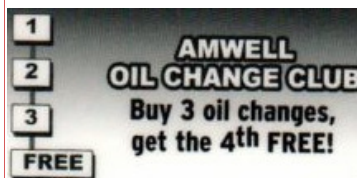
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The arrows are pointing to the "wear bars." When they're flush with the tread (as pictured here) the tire is unsafe and needs to be replaced. See our article on Page-2 to see the danger of operating a vehicle with tires in this condition.



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