

# Just Drive Happy

Charlie Smith, Owner  
ASE Certified Master Technician



MONTHLY NEWSLETTER

NOVEMBER 2018



Brand new rotors and brake pads are a must for ensuring proper braking in the wintertime.

So if you're one of our loyal customers you received our e-mail letting you know that we brought back our wildly popular **FREE BRAKE** promotion...

It is not a coincidence that we bring out this promotion in November. After the first few rains all the oils and grime rise to the surface of the road. Neglecting an improperly working brake system can be very dangerous. Brakes should always be in excellent working condition to ensure everyone's safety on the road. Make sure you periodically test your brakes functionality and pay attention to any feedback coming from your vehicle. If you experience any of the following conditions take your vehicle to a mechanic to be inspected as soon as possible. Even with perfectly good tires, poor brake pads and warped rotors reduce your ability to effectively stop your car in a skid situation. Not to mention even just trying to stop quickly. One way to tell if your brake pads need replacing is by looking at the brakes. Look through the wheels at the brake pads and check how much of the pad is left. There should always be at

## GIVE ME A BRAKE

least a 1/4 inch of brake lining on the brake pad. If the brake pads have less than a 1/4 inch, they should be inspected by a mechanic. Another way to tell if the brake pads need replacing is to listen while braking. A high-pitched squealing sound indicates that the brake pads are worn. This noise is created by a metal piece in the brake pad called a shim. When the pad is worn, the shim is exposed and rubs against the rotor, creating the noise.

If you hear a metal on metal grinding noise during braking, this may indicate that your brake pads have been completely worn down and they are beginning to wear away at the brake rotor. This will require the brakes pads to be replaced as well as the brake rotors. If the brake pedal vibrates during braking, the brake rotors may be worn or warped. The vibration is created due to the brake pads not being able to make even contact with the brake rotor. The brake rotor may be able to be machined or turned, but often, they will need to be replaced.

Warning Sign	Indicators
Squealing	A high pitched noise that occurs regularly when the brakes are applied
Fading	A nonresponsive or "sinking" brake that indicates a leak in the system
Pulling	Vehicle pulls to one side when the brake is applied indicating uneven wearing of the brake pads or foreign matter in the brake fluid
Grinding or growling	A loud metallic sound indicating pads that are completely worn down and are scratching or scoring the rotors
Vibration	A pulsation felt when the brake is applied; if felt in the pedal and steering wheel, it is the front brakes; if felt in the seat and pedal, it is the rear brakes



## A SLIP N SLIDE IS ONLY FOR FRONT YARDS

Just as your feet are sore after a long walk, the tires on your car take a beating every time you drive. This isn't a sign of bad driving --well, not usually -- but rather an inevitable fact of life. Tires get old and worn down. And because a tire failure while you're driving can be catastrophic, causing your car to go out of control or leaving you stranded in the middle of nowhere without any easy way to get home, you want to know when your tires are in bad shape so you can get new ones before something goes wrong.

- The tread on your tires should never fall below 1/16 of an inch (1.6 millimeters) in depth. If you regularly drive on slick, wet surfaces, you'd be even better off with twice that much.
- Tread wear indicator bars built in the tires themselves. These bars, invisible or barely visible when the tires are new, gradually begin to appear as the tread wears down. They appear as flat rubber bars running perpendicular to the direction of the tread itself.
- Sidewalls...Look for tracks or cuts in the sidewall -- grooves that are distinct enough to be visible to the naked eye.
- Check the tires monthly. Tires will typically lose up to 1 psi (pounds per square inch) per month, and pressure drops about 1 psi for every 10-degree Fahrenheit drop in air temperature.
- If your car has a bad case of the shimmy shimmy shakes, especially if you notice this when you aren't driving on bad roads, take it to the mechanic right away to have it checked out.