



### Winterize Now and Capitalize

The song "Baby, its Cold Outside" may date back to 1949 but Canadian winters have been cold a lot longer than that. And if you ask any technician, they'll tell you winter is the time of year when the most breakdowns and service calls occur. The best way to avoid making that desperate plea to your repair facility is by doing a little preventive maintenance in advance.

Have your engine oil changed and check all lubricating fluids (transmission, power steering, differential and brake). These fluids deteriorate with time and lose their lubrication properties. Always check your owner's manual for recommended service intervals.

A reputable repair facility will always check windshield wiper and washer operations, light operations, horn operation and air filter with a normal service. At Buehler Automotive we also check you're your coolant strength, coolant ph, visual battery condition, cabin air filter(s) and all driving belts as well as front end components.

The pre-winter service includes testing your alternator, starter and battery. Today's vehicles rely heavily on their batteries and any corroded or loose wiring connections can spell trouble when the weather turns cold. The battery is tested for cranking power. Yes, your vehicle may have been starting fine all summer but keep in mind that batteries lose strength as the temperatures drop. By the same token, cold engines are harder to crank over. While a weak battery may have sufficed during the warm weather, it can quickly leave you stranded during a cold spell. A proper load test will tell the true condition of your battery.

Our pre-winter service also includes replacing your fuel filter if you haven't done so in the last 8 months. Fuel quality is ever changing and you want your filter doing the best possible job. Cold weather can also create condensation in your fuel tank. A clean filter is better able to handle excess moisture.

Additional items, you may want checked is your heating system. The purpose of a vehicle's thermostat is to quickly bring the engine to operating temperature (195 Fahr). A cold engine will give you poor performance, poor fuel economy and low heater output. Other items to check would be heater fan, rear defroster and block heater operation.

Assuming you haven't used your traction control or four-wheel drive all summer will it function if and when you need it this winter? What is the tread condition of your tires? For optimal control under slippery conditions you may want to consider snow tires. Do your brakes have maximum capability? Is your ignition system in prime condition?

All these items individually may not seem significant but they all contribute to safe, worry free winter traveling.

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