# Always brake and steer when using antilock brakes

(SOP) If your car is equipped with an antilock brake system, the following tips may be useful.

***Always brake and steer when using antilock brakes.***

Most drivers were taught to pump the brakes and turn hard to the right or left in order to compensate for skidding.

With antilock brakes, all drivers have to do is brake and steer.

With four-wheel ABS, push the brake pedal hard while steering normally and keep your foot firmly on the brake pedal until the car comes to a complete stop.

Don't take your foot off the brake pedal because it will disengage the antilock system.

Drivers of rear-wheel ABS vehicles should stop firmly with care; if they feel the wheels begin to lock, they should withhold some pressure.

***Expect noise and vibration in the brake pedal when your antilock brakes are in use.***

The mechanical noise, or pulsations, of antilock brakes might catch drivers by surprise, but these sensations tell you the brakes are working.

***Remember that you can steer while you are braking with four-wheel antilock brake systems.***

Steering is not always an instinctive reaction in an emergency stopping situation. Steer out of harm's way, while keeping your foot firmly on the brake pedal.

Remember that while you have steering capability in a braking situation, your vehicle may not turn as quickly on a slippery road as it would on dry pavement.

***Rear-wheel antilock brake systems – typically found on light trucks – will provide vehicle stability, but will not give you the steering capability of four-wheel systems.***

Drivers with rear-wheel antilock brake systems, which are mainly installed in light trucks, should remember that because the front brakes can lock, your steering capability will not improve.

If your vehicle is equipped with rear-wheel antilock brakes, follow these directions: do not step as firmly, and if you feel the wheels begin to lock, withhold some pressure.

The vehicle will stay straight while braking, and your braking ability and the stability of your vehicle will be mush better than with conventional brakes.

***Antilock brake systems can often stop more quickly than conventional brakes, but they can't overcome the laws of physics.***

Antilock brake systems function well on wet paved surfaces and icy or packed snow-covered roads. Stopping times can be longer on deep gravel or freshly-fallen snow, although drivers won't experience the dangerous lock-up of the wheels usually associated with conventional hard braking.

***Drive safely because your antilock brakes are only as good as the driver who is using them.***

Antilock brakes cannot compensate for driving faster, more aggressively or maintaining unsafe following distances, nor can they guarantee recovery from a spin or skid prior to a braking event.

Keep a safe distance behind the vehicle in front of you and maintain a speed consistent with road conditions.

Also, avoid extreme steering manoeuvres while your antilock brake systems are engaged.

***Your antilock braking system instrument panel warning light will go on for a few seconds after starting the ignition.***

The light goes on so that the system can conduct normal function tests.

If the light does not go out, or if it lights up during normal driving, this means that a problem with the antilock braking system circuit has been detected and the ABS system has shut off.

Conventional braking will continue to function. Consult your car dealer should a problem occur.

It's easy to find out whether your car has antilock brakes.

Determine if your car has an antilock braking system by noting whether an ABS light flashes on your dashboard during ignition, checking your owner's manual, or asking your dealer.

## An engine block heater improves morning startups

(SOP) If you consistently start your vehicle in subzero temperatures, use an engine block heater.

Engine block heaters are strongly recommended if you live in a region where temperatures reach -29°C or below consistently during the winter months.

An engine block heater warms the engine coolant, which improves starting, warms up the engine faster and allows the heater-defrost system to respond quickly.

Do not use your heater with ungrounded electrical systems or two-pronged (cheater) adapters.

You can be injured by an electrical shock if you use an ungrounded connection.

For best results, plug the heater in at least three hours before you start your vehicle.

Using the heater for longer than three hours will not damage the engine, so you can plug it in at night to start your vehicle the following morning.

## Do not over-correct if your vehicle goes into a skid

■ From page 14 ■

retain moisture.

Again, this situation is potentially more dangerous than snow and ice because the driver is taken by surprise.

***Skidding:***

To a large extent, the ability to control your vehicle depends on the traction the tires have on the road. That is why caution should be exercised when driving over dirt, sand, mud or loose gravel, as well as the conditions mentioned earlier.

***To a large extent, the ability to control your vehicle depends on the traction the tires have on the road.***

The best way of avoiding a skid is to be aware of the road conditions and driving accordingly.

- Slow down on slippery roads.
- Keep your tires properly inflated.

The tire pressure on both front wheels must be equal in order to avoid swerves when braking.

On some models, the rear tires should have a higher pressure than the front tires.

Check your owner's manual for the proper tire pressure for your car.

- Test your car's traction on different road surfaces and in bad weather by occasionally braking lightly.
- Don't tailgate, particularly on a wet surface. Following a vehicle too closely may not give you adequate stopping distance.
- Should your car go into a skid:
  - Don't panic;
  - Do not hit the brakes and turn your steering wheel in the same direction the rear of the car is skidding.

Be careful not to overcorrect when using this procedure. You will be able to feel the car regaining rolling traction. Then straighten the wheels.