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Seiko perpetual calendar battery replacement

Replacing a car's battery is relatively easy and can be part of a regular automatic maintenance program. Although there appears to be a dizzying range of batteries on the market, Consumer Reports says that three companies produce most of the maintenance-free batteries used in the United States today: Johnson Controls Industries, Exide and East Penn. Each company manufactures batteries that are marketed by different companies under different names. The battery brand ultimately doesn't matter. What matters is age, cold start amplifiers, reserve capacity and group size. Age: Batteries usually come with a manufacturing date on them, and must be sold within six months of that date. Check the date carefully before purchasing. The date is often encoded. Most codes start with the letter indicating the month: A for January, B for February, and so on. The number indicates the year, as at 0 for 2000 or 1 for 2001. Group size: This measure determines the external dimensions and where the battery terminals are. Make sure the battery group size you're buying matches the size you're replacing, otherwise you might end up with a battery that has a different size and configuration than your car can use. Fortunately, most battery vendors group them by car brand, model and year. Cold Start Amplifiers (CCA): This is a measure of a battery's ability to start a car at 0 degrees Fahrenheit (-17 degrees Celsius), when engine oil is thick and the chemical potential of the battery is low. The higher the CCA, the better it will start in the cold. Most batteries list this on the battery sticker, although some list only AC, or cranking amplifiers. CA is measured at 32 degrees Fahrenheit (0 degrees Celsius) and is usually a higher number. However, it gives a less accurate assessment of how well the car will start in the cold. Backup capacity: This is the hardest number to find, but one of the most useful. Indicates how long the car can burn only without battery if the alternator dies suddenly. It can usually be found in the drum literature in the store or online, or occasionally on the battery itself. Follow these rules and you should be able to withstand the worst that a bad battery can throw at you, and find a reliable new one when you need it. Announcement As mentioned, this information applies to regular car batteries that help a car run. If you drive a plug-in hybrid or hybrid vehicle, batteries are also an extremely important element of the powertrain. The general rule for replacement the battery of hybrid cars is 10 years, although there is a great variation to that rule, according to Green Car Reports. This is because there are different types of batteries for different vehicles, and also because many of these vehicles are quite new, so there simply isn't enough data to show how they hold up over time. Your best bet is to wait and wait the battery of your hybrid car in about 10 years. That said, at that time you may be tempted to simply buy a new hybrid car, as the battery technology for this segment is becoming constantly cheaper and more efficient. Originally published: October 5, 2009 Page 2 Own a car long enough and there is a good chance that you will develop car problems of some kind. And one of the most common and most annoying problems is vibration. What's more, it often crawls over you gradually and subtly, until one day you find yourself wondering how you ever endure such discomfort. Maybe then you wondered, what does it mean if my car is vibrating? While there is no substitute for evaluating someone with extensive automotive experience, it can often reduce the source of car problems that are relatively common, such as vibrations. Announcement The solution could be something relatively inexpensive and simple, such as tire rotation or balance. Or it could indicate more serious, somewhat more expensive car problems, such as steering or suspension problems. Diagnosing car problems in its early stages may seem like a nuisance at first, but you have to remember that it can often save you from major car problems (and larger repair bills) on the road. If your vehicle trembles, shimmies or vibrates out of the ordinary, or if you are only interested in preventing those conditions in the first place, read on. This article will take a look at the top 10 reasons behind a vibrating car. Content Sometimes a tremor or shudder will emanate from the engine compartment, because the engine is not getting the right amount of air, fuel or spark it needs to run smoothly. Symptoms that might indicate such a case related to the shake engine include: The shudder of announcements or jolts occurs during accelerationThe tremor of accelerationstacato, as if on a strip of rumble of the road, within a specific speed rangeCar starts and drives well for a while, but later begins to shake These symptoms could be the sign that it is time for a new set of sparks Spark plug. If the plugs are ok, it could be that the spark plug cables need to be checked (are they connected in the correct order?) or replaced. Also note that a dirty air filter or a clogged fuel filter may starve the necessary oxygen or fuel engine, respectively. These filters are cheap and easy to exchange, so take a look at the owner's manual and be sure to replace the filters at the manufacturer's recommended intervals. The or the engine supports are the parts that keep your car's engine in place. If you've ever snooped under your hood, it might look like the engine stays in place just because it's in there. In fact, it is secured to the car chassis by engine mounts, which may vary in appearance depending on the size, shape and strength required for any given car. Motor mounts are usually made of metal and rubber, and can be located between the engine and the car frame. (The term frame is freely used here, because the specific location of the engine within the engine bay determines where it will be screwed, and that's a little different for each car.) In other words, the engine will always be bolted to structural components, although those components vary depending on the vehicle design. Announcement The metal on the engine support provides the structural integrity needed to keep everything in place, and rubber helps absorb engine vibrations. Of course, both materials wear out over time, and the motor supports need to be replaced periodically. When the engine supports wear out, the metal no longer provides a firm wrench between the engine and chassis, and the rubber no longer absorbs all vibrations. It's as likely as a reason as anyone you may suddenly or gradually notice tremors at the front of your car. If you have a high-performance car or a car that has been modified, you may have high-performance engine mounts, which are made of a firmer material and do not absorb as much vibration. There's nothing wrong with firmer engine mounts, but some drivers find them annoying. Faulty engine mounts might be giving your vehicle shakes, but what if those bad vibrations ignite only when the brakes are applied? Uncorn this on the next page. Do these bad vibrations appear or intensify when the brakes are applied? If so, there is a good chance that your car will be with a deformed brake rotor, or rotors. The rotor is the shiny silver disc-shaped component in vehicles with a disc brake system. The rotor can bend out of shape due to heavy wear, basically overheating more stop than that particular rotor can handle. Instead of being evenly flat all the way through, a deformed rotor rises or drops into part of its surface. The calipers and brake pads, which tighten the brake rotors to make the car stop, cannot gain uniform grip on a deformed rotor. Therefore, vibration. Announcement If you're not practical with a wrench, it's a good idea to see a brake specialist who can tell you the status of your vehicle's rotors or brake drums (in cars with rear drum brakes). Our vehicles are filled with rotating and reciprocal parts that have to be within certain measurements, or tolerances, to function properly. If an axle bends, which is actually quite easy to do in a collision or other mishap, it will create a step of a walk afterwards. With this problem, vibration often captures in intensity the faster you drive. A related problem would be that the transmission tree also needs inspection. This quickly rotating part transfers engine power to the rear axles and wheels of rear-wheel drive vehicles. If bent, it can cause tremors. Worn constant speed (CV) gaskets fall into the same category. If the boots boots those rubber covers, similar to accordion around the ends of the drive shafts, are intact, the clamps are safe and no lubricant is leaking, most likely they are not the problem. But if the boots are broken, that means dirt and dust and dirt from the road are coming in and damaging the joints. For front-wheel drive cars, toasted RESUME gaskets will also make you buy new drive axles. If you've ever driven a new car and an old car on your back, you may notice that the steering in the new car is much firmer and more sensitive than the old car. In other words, the newer car will respond more quickly to the way the steering wheel rotates, and how much the car rotates relative to how much the wheel turned should feel more accurate. (A warning here: Different types of vehicles are deliberately designed with different types of steering responsiveness, so this little exercise loses its importance if you are comparing, for example, a sports car and a limousine, regardless of their ages.) The point of this example is to explain that steering components, like many other parts in your car, can wear out, and since it happens so gradually that you probably won't even notice. There are a lot of small moving parts that physically connect the steering wheel and the four wheels on the ground, and once those parts start to wear out, their wheels won't do exactly what you tell them to do. Your car will continue to drive (as long as the parts are not fully fired), but over-play in that complicated net can cause vibrations. Announcement These components are best left to professionals, so keep this possibility on the back of your mind if you have an older car and the other potential solutions in this article are fruitless. If your car shudders or vibrates only when you turn, it's a little easier to reduce the source of your problem, as it's probably from the power steering system. Take a look at the hoses in the power steering system to see if there are visible leaks and check the tank for power steering fluid needs to be topped. You can also try replicating the sound while the car is not moving. According to YourMechanic, if the problem is somewhere in the power steering system, you should feel the same vibrations as turning the steering wheel even while the car is in the park. Announcement Sometimes it's not your car's tires, but rather the wheels that the tires are mounted on that make your car or truck vibrate when driving. Have you ever noticed small squares of metal, that look a little like little magnets of along the edge of your car's wheels? Those are wheel weights, and they're used to balance their wheels. If you want to take a look, turn the steering wheel as hard as you can to one side (when the car is parked) so your wheels turn outwards. It's not uncommon for wheel weights to mount so much inside off the wheel. Announcement While you're there, if you notice mud or other debris clinging to your wheels, clean it. Unbalanced wheels are a common cause of car vibration, and while this is a difficult problem to diagnose on your own, it's pretty cheap to have an exit and balance purchase for you. If an unbalanced wheel can cause vibrations in your car, any damage to your wheels can do so too, and it could be more common than you think. Beware of potholes and careless road repairs, which can be equally dangerous to your wheels. Even a little bump you immediately forget can be enough to throw your wheels out of the round. Another thing to look for is runout. This is the term that describes how much a wheel is diverted from a perfectly circular rotation when rotated. Wheel technicians use precision instruments to determine whether exhaustion on a particular wheel exceeds half an inch. Most of the time, but not all the time, the solution is a new wheel. Advertising wheels turn out to be a common culprit when you're looking for reasons why a car is vibrating. But we can reduce it even further. For our main reasons why your car is vibrating, go to the next page. Tires are often the cause of your car's moving vibrations, so the next two pages will examine different tire problems and how they can affect the way your car works. Low rolling resistance tyres, also known as low-profile tyres, are becoming increasingly common along with the rise of hybrid cars and electric vehicles. These tires reduce strength and endurance, which in turn increases the EPA's fuel economy rating, a critical measure for this type of vehicle, particularly from a marketing point of view. However, low rolling resistance tires are harder than most drivers are used to, and they are simply not pleasant to drive because they do not absorb much of the imperfections of the road. Advertising Although they are also known as low-profile tires, that term can be confusing because the low profile can also be attributed to other performance tires. In any case, you are looking at tires that have less material, or harder material, and therefore tires that are less able to absorb bumps. holes and texture on the road. If your car is equipped with low-profile or high-performance tires, that could be the source of your vibration problem. However, it is best to eliminate other potential causes. Old, dry, bald or worn tyres are a very common excessive road vibration. Tires are the only part of your car that actually make contact with the road, and are known for having a relatively short lifespan. The full list of ways tyre problems can contribute to your vehicle shake, rattle and roll is long. But here are just a few of the main ones: Tires have separated tread — requires tire replacementA worn tyres — requires tire rotationSese Round and roll unevenly — requires tire replacementSty the pressure is too low — requires top-offTires are old — requires tire replacement too, keep in mind that these 10 reasons why your car is vibrating are not the only possible culprits. If in doubt, it's always a good idea to see an automotive service professional. For more information about diagnosing car issues and other related topics, follow the links on the next page. Originally published: October 5, 2009 Fighting funk can be difficult but not impossible. HowStuffWorks explains how to get rid of the smell of a dead animal inside your car. 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