

# UNDER THE HOOD

## WITH THE MOTOR MEDICS

Dear Motor Medics

I have Tire pressure monitor on my 2008 Jeep Wrangler and when I put on new tires they charged me \$7 a tire to reset the sensors. When I took it back for tire Rotation they wanted to charge me again to do the same. Is it necessary to reset them each time a tire is moved? It's a great feature for a Rural Mail Man and has really helped me prolong the life of my tires, but I think that the big box store is giving me a ride. Thanks, Joel

Thank you for the question Joel.

All vehicles built after August of 2008 are now required to have pressure monitors on all of the tires. The positive side of the sensors is the ability to save yourself a flat tire and give you added safety that comes from not driving on low tires. The negative is that they have to be reset each time a tire is moved to a new location. Some vehicles can be reset by the owner and that information

can be found in the owner's manual. For the vehicles that can't be reset, a special tool is needed and some shops charge for this. Like many shops we have chosen not to charge for this service. Shop around and you'll find one. Thank you for the Email.

Dear Motor Medics

We have a 2006 Dodge Grand Caravan that has a brake problem. When parked overnight the rear brakes will lock up at parking lot speeds during the first few stops the next morning. If you get up to 50 miles per hour or so and stop harder it will not occur and will be fine the rest of the day. This problem seems to be worse when it is cold and damp outside. We have taken the van in several times and they tell us there is nothing wrong but it is always working when they try it. What could cause this and is it safe to drive once it starts working?

Thank you for the question.

This is a common problem on heavier vehicles with rear drum brakes. The brake linings wear and leave dust in the bottom of the drums. This dust will attract moisture and acts like a door stop when you brake the first few times of the day. Once you have stopped a couple of times the dust is heated to the point that it loses all moisture and no longer will bind the drum. To repair this problem you will need to remove the drum and clean out the dust. The older the brake shoes are the faster they will leave dust meaning more frequent cleanings. Usually once a year cleanings will keep this problem at bay but on a dusty dirt road it may need to be done more often.

Thank you for the email.

*Advice given by the Motor Medics is for use as a guide to repair. Always check with your favorite repair shop for verification. The motor medics have been operating a repair shop and answering questions on the air for 19 years. Russ is an ASE Master Certified Technician with extensive dealer and aftermarket training. Shannon is an ASE Certified Parts Specialist with more than 30 years in the automotive world. You can ask a question of The Motor Medics by going to [help@underthehoodshow.com](mailto:help@underthehoodshow.com) we will answer your question on line and you may see it appear in this publication. The Under The Hood Show can be heard each week on local stations with coverage reaching 7 states and on [www.underthehoodshow.com](http://www.underthehoodshow.com). Go to [Underthehoodshow.com](http://Underthehoodshow.com) to find one near you.*



with Shannon Nordstrom and Russ "The Super Tech" Evans

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