

# TROUBLESHOOTING FOR STARTING PROBLEMS.



## AFTER ENGINE START

### Cockpit lights are on, starter (starter motor) does not turn.

#### You have electrical power consumers such as lights or radio overnight left on overnight?

Battery is then only discharged. Correct jump starting with a Banner booster and recharging the battery with a suitable charger - such as the Banner Accucharger - should be sufficient.



#### You have not left any electrical power consumers on.

After jump starting and charging the battery, it quickly loses power again. Quickly loses power again. Battery is probably defective and must be replaced. PS: A battery test at your local workshop will provide reliable information about the condition of the battery and the vehicle electrics (e.g. regulator voltage).

### Cockpit lights are on, starter (starter motor) does not turn.

#### Battery too weak.

#### Jump start and charge with a charger.

If the battery discharges within a short time again within a short time, then hidden consumers. Tip for troubleshooting: Switch off ignition, measure the current at the battery. Pull one fuse one after the other until the cause (culprit) is found. If this seems too complicated go to your garage for this check.



#### Starter (starter motor) hangs, Solenoid switch does not work. A symptom of this: The battery has sufficient power. Lights, blower and co. Work perfectly.

A measured blow on the magnetic switch of the starter (starter motor) can work wonders and can often ensure a successful engine start.



### Cockpit lights are on, starter motor starts the engine only tiredly.

#### Many short-distance journeys. Driving distance is not to fully charge the battery.

Switch off electrical power consumers that can be dispensed with. Drive a longer distance - if you are planning to do so anyway or, even better charge the battery at the charger in an environmentally friendly way.

#### The charging indicator light flickers or lights up continuously.

The regulator in the alternator could be if possible, have it checked and replaced at a workshop. Test for worn carbons: If the light goes out after a light tap on the regulator, the carbons are worn out.



#### V-belt squeals and the alternator cannot produce the alternator cannot produce full power.

Tension or replace the V-belt, check the alternator for runs smoothly. In most cases, this is done by a specialist in the workshop.



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