

## FIX-N-FAX #62

### CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

No. 62

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#### **Improved Hot Engine Cranking (All Late Model Engines)**

Vehicles operating in high ambient temperatures may experience a condition known as "hot start". Hot start normally occurs on a restart after prolonged engine operation and a hot soak with the engine not running. Hot engine problems (failure to crank) when battery is known to be fully charged, can be caused by an excessive voltage drop in the starter control circuit. Insufficient voltage at the "S" terminal of the starter solenoid will not engage ("pull in") the solenoid switch to supply current to the cranking motor.

To assure delivery of ample "pull in" voltage to the starter solenoid, vehicles currently in service can be modified by installing a magnetic switch in the starter control circuit.

International Fleet Service News Letter #SLF80-19 outlines in detail procedures to follow for the "S" series trucks, but the same basic principles would apply to other models.

General Motors Dealer Service Technical Bulletin #79-T-15 also outlines procedures for correcting the above problems in all Model 50, 60, 65 series trucks with gasoline engines.

These service bulletins are available from local truck dealers and some warranty adjustments are being made on new units.

Contact local service dealers in your area for warranty adjustment and copies of the service letters.

[\(see FIX-N-FAX INDEX\)](#)