

I'm human



I have an Alto K10 with a strange starting problem. The car won't start unless I give it a push when in second or third gear. However, the engine light remains on even after starting. This issue doesn't follow a specific pattern and can occur after driving long distances or running errands nearby. Posts: 1,304 Thanked: 3,938 Times re: A strange starting problem with my car Amit shimla shares his experience with his daily driven Maruti Alto LX, which has reached 2.5 lakh kilometres. Despite regular servicing at a local MASS, the issue persists. The symptoms include starter malfunction and engine light activation during push-starting. Amit suspects faulty electrical connections or fuel pump components as possible causes. BHPian Emvi suggests inspecting the fuel pump's electrical connection and relay for potential issues. Amit shimla's concerns: * The car refuses to start after being driven, with no starter motor activity. * However, it starts when given a push in the second or third gear. * The engine light glows during this process, but disappears after a few hours/days. * No problem occurs while driving. To diagnose the issue, BHPian Emvi recommends checking for: 1. Click-click noise upon turning the key to the starter position (indicating continuity issues). 2. Verification of the main 12V supply connection to the starter solenoid and related components. Thanks The following BHPians Thank Tgo, AntPaul, ashking101, Bibendum90949, digitalnirvana, IndigoXLGrandDi, mercedised, Mu009, Researcher, SnS 12, tikku.dk, v1p3r, vigsom, vivek2652 The issue with the car persisted even after changing the battery, and it was discovered that there was a problem with the main 12V cable to the starter. Considering the car's age and mileage of 2.5 lakh kilometers, it might be time to consider replacing it with a newer model, perhaps another Alto in the same color. Some suggestions for troubleshooting included checking for a corroded starter motor earth point on the chassis or a damaged power/earth lead of the starter. Another user recommended taking the car to a new agency, such as the one in Chandigarh, rather than relying on older mechanics who may not be familiar with cars from the 2000 era. Additional potential causes for the starting problem included vapour lock in the low-pressure fuel pump and weakening ignitors due to the vehicle's age. In one similar case, a car refused to start after running for a while, and the issue was eventually traced to low coolant levels in the radiator, which caused the engine to overheat and prevented it from cranking. Checking the water/coolant level may be a useful step in diagnosing the problem. The car's engine may refuse to start even after being driven, and the check light comes on, but no matter how many times you try to start it, the key doesn't buzz and there is no activity with the starter motor. Do you hear any unusual sounds when trying to operate the starter? Given text here BHPian Manoj explains that in Goa, when performing starter system overhauls, electricians often use thick earthing cables to improve starting performance. He suspects that similar issues may be related to faulty wiring contacts or relays not functioning properly. Another BHPian suggests checking the relay for the fuel pump near the shocker tower, as this can sometimes cause starting problems without showing up on scan results. Some owners have reported hearing a fuel pump buzzing sound when they turn their key. A member advises thoroughly checking electrical issues with a professional and shares his personal experience with an Alto having engine starting issues, which was resolved after replacing the immobiliser and lockset. Ragul reports similar issues with his Gypsy, taking 6-9 cranks to start the engine 2/5 times. He suspects it might be related to the starter motor's Bendix drive, a common issue in old British cars. Maruti Suzuki Alto 800/Alto K10 Common Issues Facing Owners The Maruti Suzuki Alto 800/Alto K10 has been reported to have several common issues by its owners at the workshops. These problems are more commonly found in low-budget cars, and can include a squeaking sound from the front part of the car while driving, especially on rough roads. Upon inspection, it was found that the suspension had worn out, causing the squeaking sounds. In some cases, the problem even occurs when the car is at idle. The issues are often caused by faulty belt tensioner or a worn-out timing belt. If you notice any such sounds while the car is idling, it's recommended to get it checked at a nearby GoMechanic workshop. Alternatively, downloading the GoMechanic App can also help you with this issue. Another common problem reported by Alto owners is the power windows lagging after 35-40k km on the odometer. This is usually caused by dust accumulation in the assembly and is not uncommon in low-budget cars like the Maruti Suzuki Alto. However, it's still important to get your AC serviced as soon as possible if you experience any issues with cooling. Some owners have reported that their car's wheel vibrations increase above 60kmph due to misaligned wheels, especially front ones. To keep your budget hatch running smoothly, getting the wheels aligned as soon as possible is recommended. Additionally, the Maruti Suzuki Alto 800/Alto K10 lacks resistance to dust and water, leading to hydro locking of engines in the rainy season. This can cause an engine lock-up light to appear on the instrument cluster.