


Title:	Battery and Ignition Switching Procedure			
Number:	SB_766	Release Date:	12/5/2025	
Revision Number:	Not Applicable	Revision Date:	Not Applicable	
Chassis Type:	Custom Chassis			
Component Description:	Battery and Ignition Switches			

This is a Service Bulletin. Parts and labor associated with the information outlined in this bulletin are listed for informational purposes only and are not covered under warranty. Parts associated with this information can be purchased through the local dealer network.

Purpose:

This bulletin covers the proper start-up and shut-down procedures, using the battery and ignition switches. Using an incorrect order of operations of the battery disconnect and ignition switches may cause unpredictable electrical system failures and may potentially void the warranty of the alternator and other electrical components.

Procedure:

IMPORTANT: Warranty coverage may be declined due to improper start-up or shut-down procedures.

NOTE: The information in this bulletin can also be found in your Chassis Operations Manual.

Starting the Engine:

The proper, approved process for starting your Pierce apparatus is as follows:

1. Verify that the parking brake is engaged.
2. If there is a mechanical shifter, place transmission in N (Neutral).
3. Turn battery master switch to the ON position.
4. Move ignition switch to the ON position.
5. *Vehicles with Command Zone™*: Wait until prove out completes (approximately four seconds). If this is not done, it may cause intermittent alarms to occur.
6. Push the starter button.
7. When the engine starts, release the starter button.



If the engine does not start within 15 seconds, release the starter buttons and allow the starter motor to cool for 60 seconds before attempting to start the engine again.

Stopping the Engine:

 **CAUTION**

Never stop the engine by turning OFF the Battery master switch, or alternator damage may result. Running the engine at idle allows the lubricating oil and coolant to carry heat away from the combustion chamber, bearings, shafts, etc. This is especially important with turbocharged engines. The turbocharger contains bearings and seals that are subject to the high heat of combustion exhaust gases. While the engine is running, this heat is carried away by normal oil circulation. If the engine is stopped suddenly, the turbocharger temperature may rise as much as 100°F (56°C). This may result in seized bearings or loose oil seals. Failure to idle the engine for the proper length of time before shutdown can lead to reduced engine life or engine component failure.

The proper, approved process for stopping the engine is as follows:

1. Bring the truck to a complete stop using the service brakes.
2. Shift transmission into N (Neutral).
3. Set parking brake.
4. Idle engine for 3 to 5 minutes.
5. Turn ignition switch to OFF position.

Emergency Shutdown (Optional):

 **CAUTION**

The emergency shutdown device is meant for occasional use only. Continual use of this device will place unnecessary stress on intake plumbing and engine parts and may lead to reduced component life.

The emergency shutdown feature provides positive shutdown capability even in the event that the engine is operated in an atmosphere rich in fuel vapors. The shutdown device is a clapper valve located in the air intake pipe or the charge air cooler pipe that blocks all airflow to the intake manifold. The valve is tripped electrically or pneumatically from a switch located at the driver's station or pump panel. Once the valve is tripped, it must be reset before the engine can be started again.

If any additional support is needed, please open a technical support incident on www.pierceparts.com.