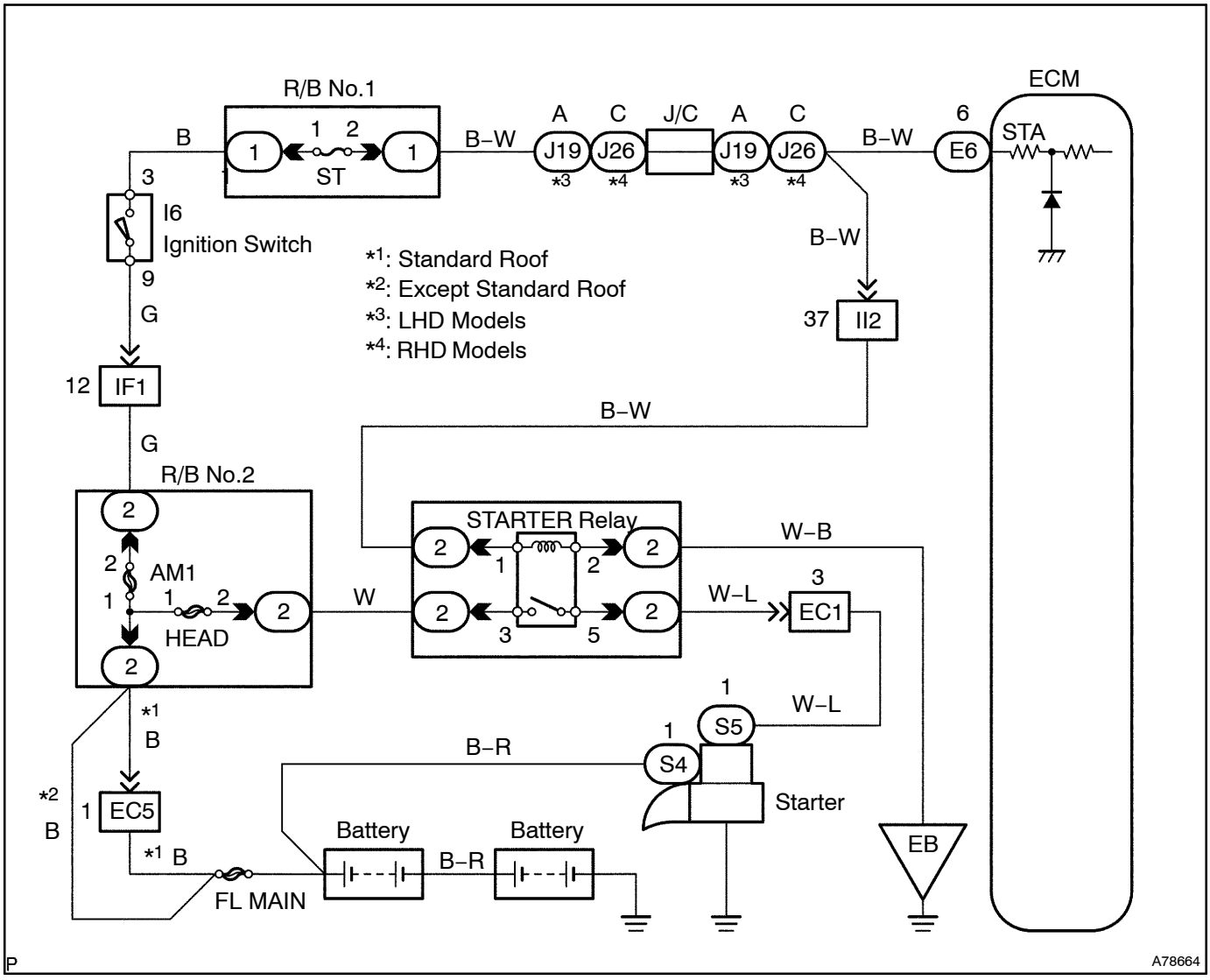
STARTER SIGNAL CIRCUIT

CIRCUIT DESCRIPTION

When the engine is cranked, the intake air flow is slow, and the fuel vaporization is poor. A rich mixture is therefore necessary in order to achieve good start–ability. While the engine is cranked, the battery positive voltage is applied to terminal STA of the ECM. The starter signal is mainly used to increase the fuel injection volume for the starting injection control and after–start injection control.

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:
This diagnostic chart is based on the premise that the engine can be cranked under normal conditions. If the engine cannot be cranked, proceed to the problem symptoms table on page 05–22.

When using hand–held tester:

1	READ VALUE OF HAND–HELD TESTER

(a) Connect the hand–held tester to the DLC3.
(b) Turn the ignition switch ON and push the hand–held tester main switch ON.
(c) Read the STA signal displayed on the hand–held tester while the starter is operating.

Ignition Switch Position	ON	STA
STA Signal	OFF	ON

OK → **PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE (See page 05–22)**

NG

2	CHECK WIRE HARNESS (ECM ⇔ STARTER RELAY) (See page 01–27)

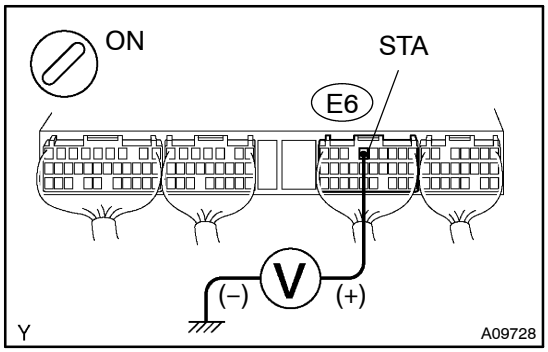
NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

CHECK AND REPLACE ECM (See page 01–27)

When not using hand–held tester:

1	CHECK ECM



(a) Turn the ignition switch ON.
(b) Measure the voltage between terminal STA of the E6 ECM connector and the body ground while cranking the engine.
Standard: 12.0 V or more

OK → **PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE (See page 05–22)**

NG

2	CHECK WIRE HARNESS (ECM ⇔ STARTER RELAY) (See page 01–27)

NG → REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

CHECK AND REPLACE ECM (See page 01–27)