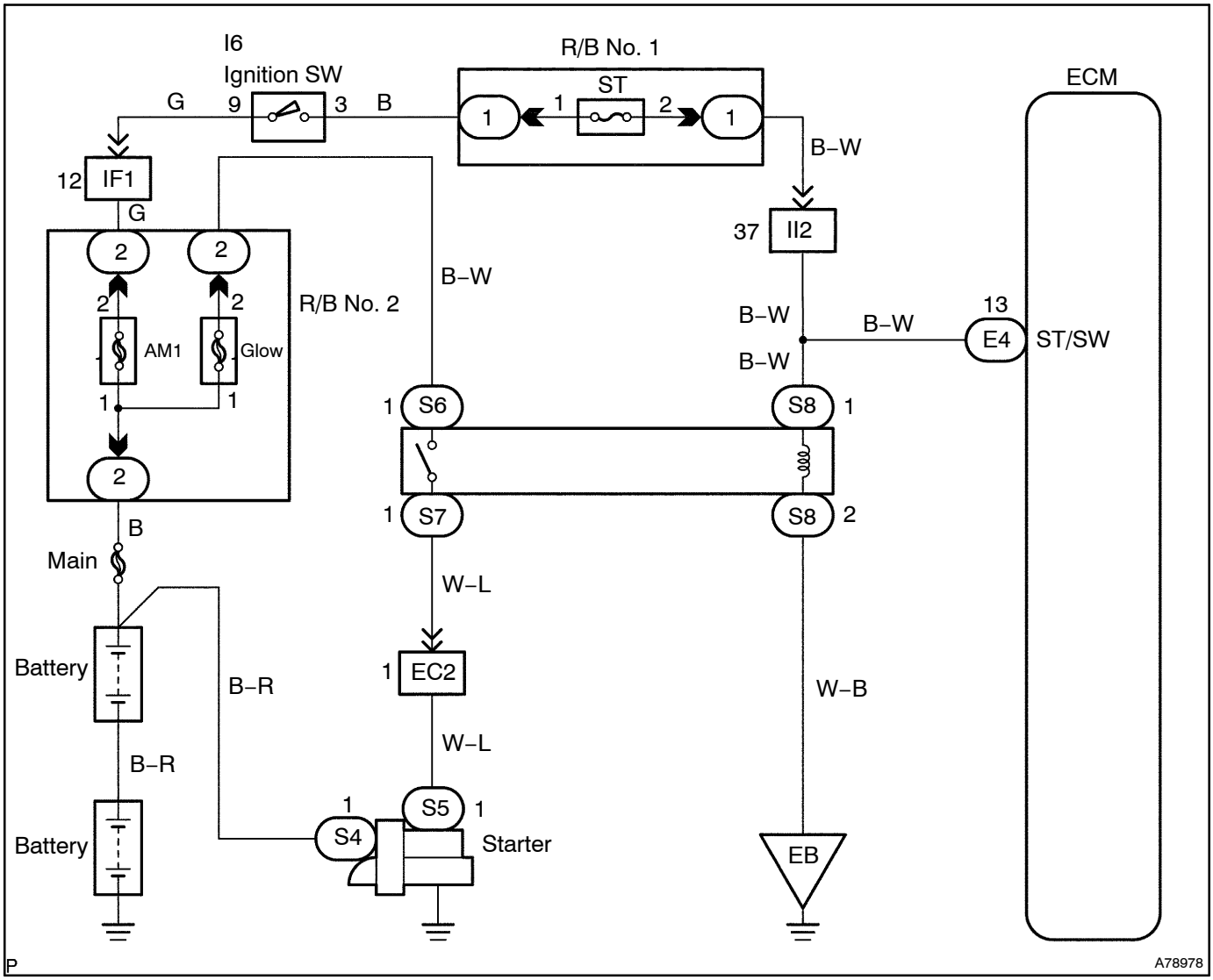
STARTER SIGNAL CIRCUIT

CIRCUIT DESCRIPTION

While the engine is being cranked, the intake air flow is slow, so fuel vaporization is poor. A rich mixture is therefore necessary in order to achieve good start ability. While the engine is being 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 starting injection control.

WIRING DIAGRAM

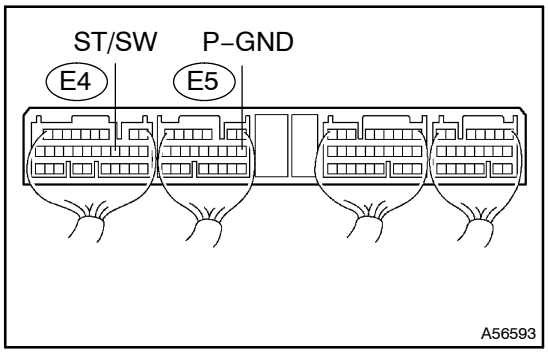


INSPECTION PROCEDURE

HINT:

This diagnostic trouble code chart is based on the premise that the engine is being cranked under the normal conditions. If the engine does not crank, proceed to the problem symptoms table on page 05–118.

1 CHECK STARTER SIGNAL (VOLTAGE)



(a) Turn the ignition switch to START.
(b) Check the voltage between the terminals of the ECM connectors.

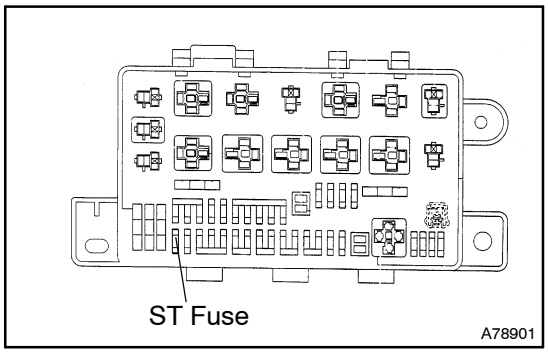
Voltage:

Symbols (Terminal No.)	Voltage
ST/SW (E4–13) ⇔ P–GND (E5–8)	6.0 V or more

OK → **PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE (See page 05–118)**

NG

2 CHECK FUSE



(a) Remove the ST fuse from the R/B No. 1.
(b) Check the continuity of the ST fuse.

Result: Continuity

NG → **REPLACE FUSE**

OK

3 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)