DI3WT–03

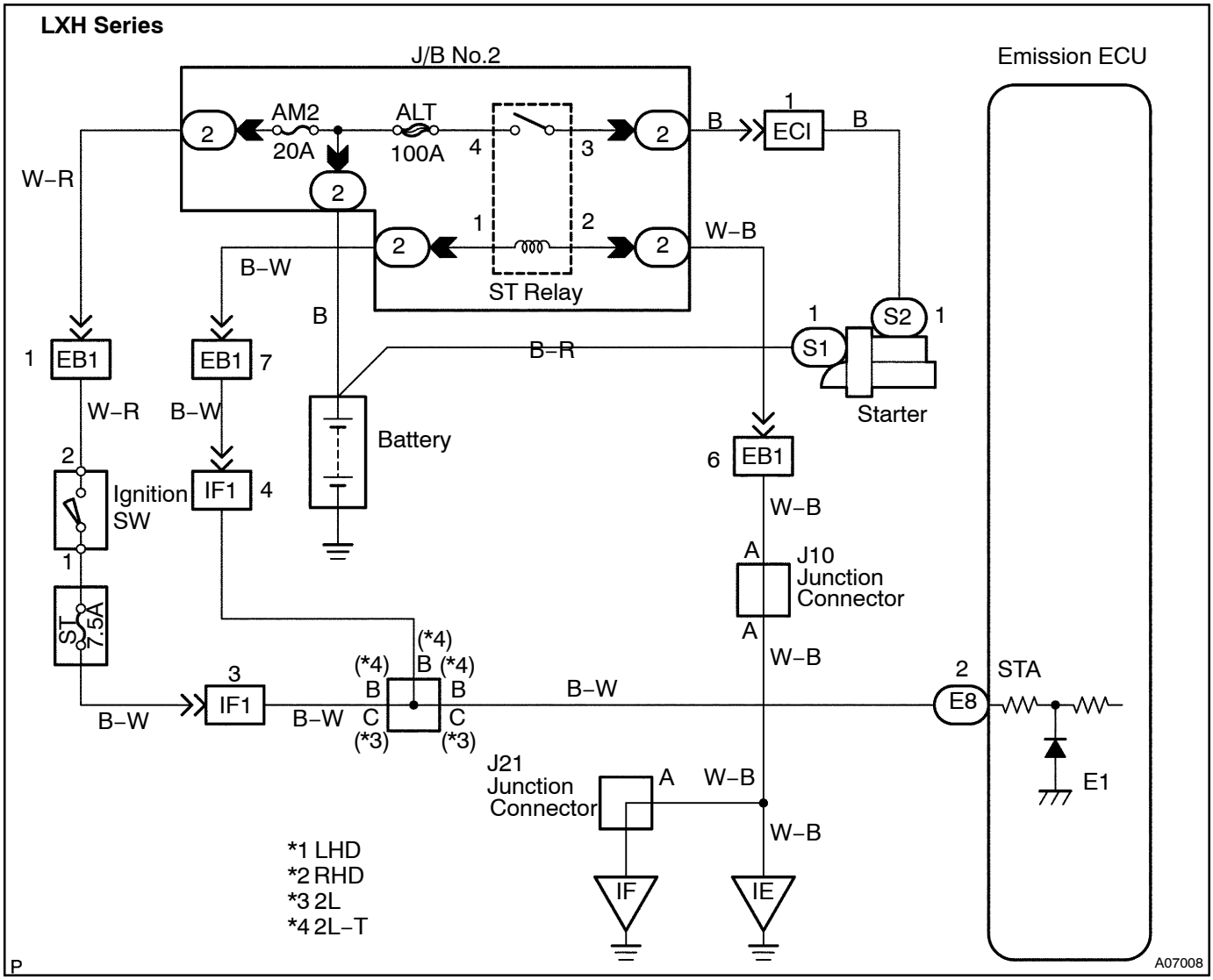
DTC	43	Starter Signal Circuit Malfunction

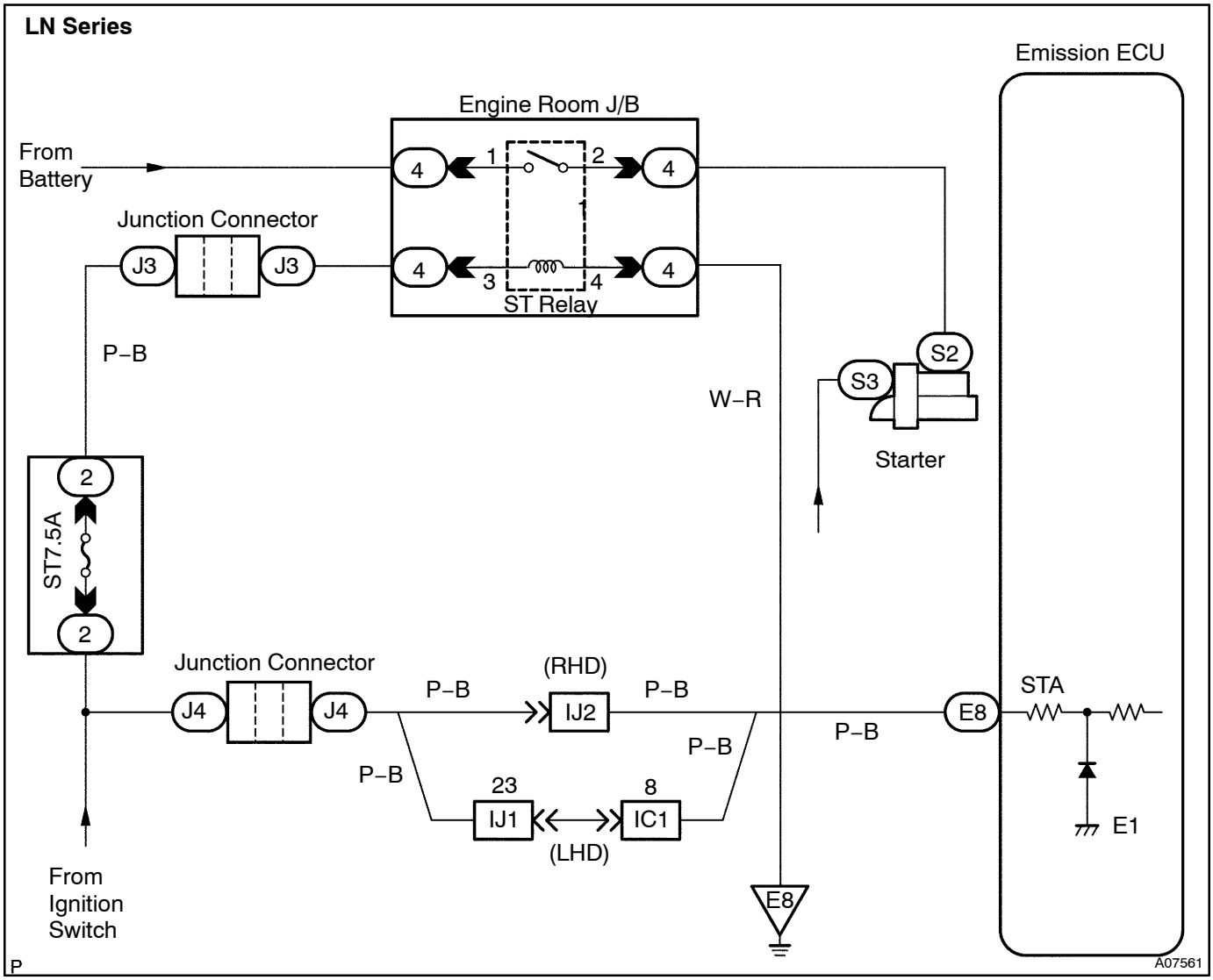
CIRCUIT DESCRIPTION

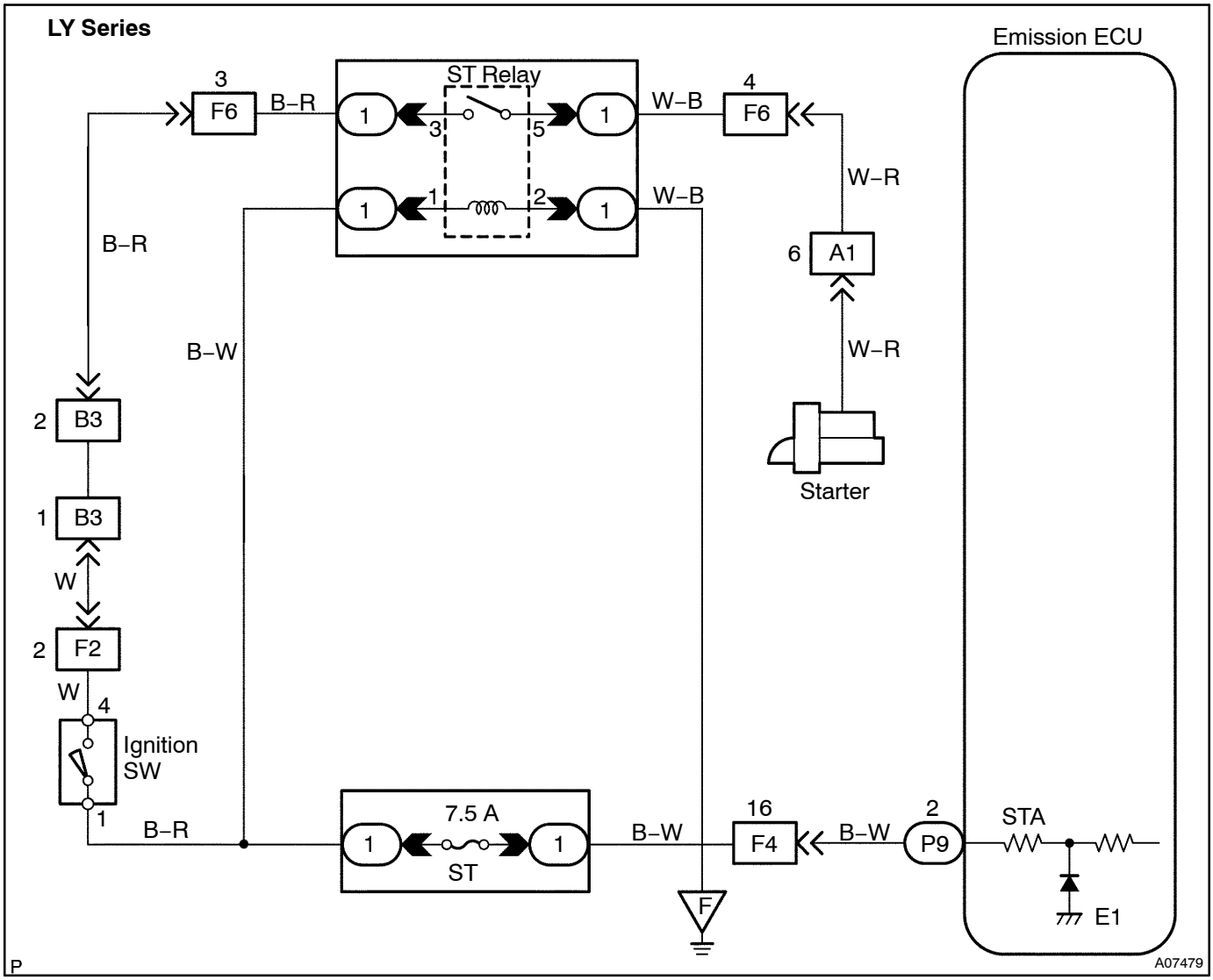
When the engine is being cranked, the intake air flow is slow, so fuel vaporization is poor. A rich mixture is therefore necessary in order to achieve good startability. While the engine is being cranked, the battery voltage is applied to terminal STA of the emission ECU. The starter signal is mainly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

DTC No.	DTC Detecting Condition	Trouble Area
43	No starter signal to emission ECU	• Open or short in starter signal circuit • Open or short in ignition switch or starter relay circuit • Emission ECU

WIRING DIAGRAM




LN Series
Emission ECU
Engine Room J/B
From Battery
Junction Connector
J3
J3
4
1
2
4
4
3
4
4
ST Relay
P–B
W–R
S2
S3
Starter
2
ST7.5A
2
Junction Connector
J4
J4
P–B
(RHD)
IJ2
P–B
P–B
P–B
P–B
23
8
IJ1
IC1
(LHD)
E8
STA
E8
E1
From Ignition Switch
P
A07561

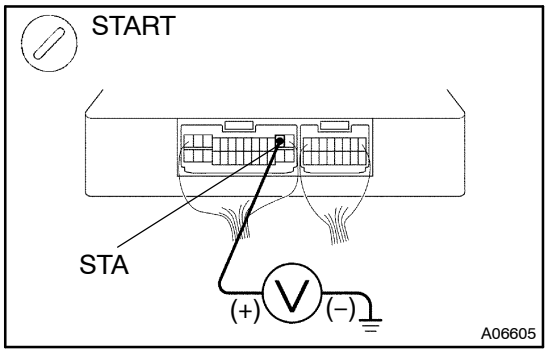


INSPECTION PROCEDURE

HINT:

This DTC chart is based on the premise that the engine is being cranked under normal conditions. If the engine does not crank, proceed to the problem symptoms table on page DI–16.

1	Check the voltage between terminal STA of emission ECU and body ground.



PREPARATION:

(a) Remove the emission ECU from the body panel (See page EC–6).

(b) Start the engine.

CHECK:

Measure the voltage between terminal STA of the emission ECU and body ground during cranking.

OK:

Voltage: 6.0 V or more

OK	Proceed to next circuit inspection shown on problem symptoms table (See page DI–16).

NG

2	Check for open in harness and connector between emission ECU and starter relay (See page IN–19).

NG	Repair or replace harness or connector.

OK

Check and replace emission ECU.