DI325–04

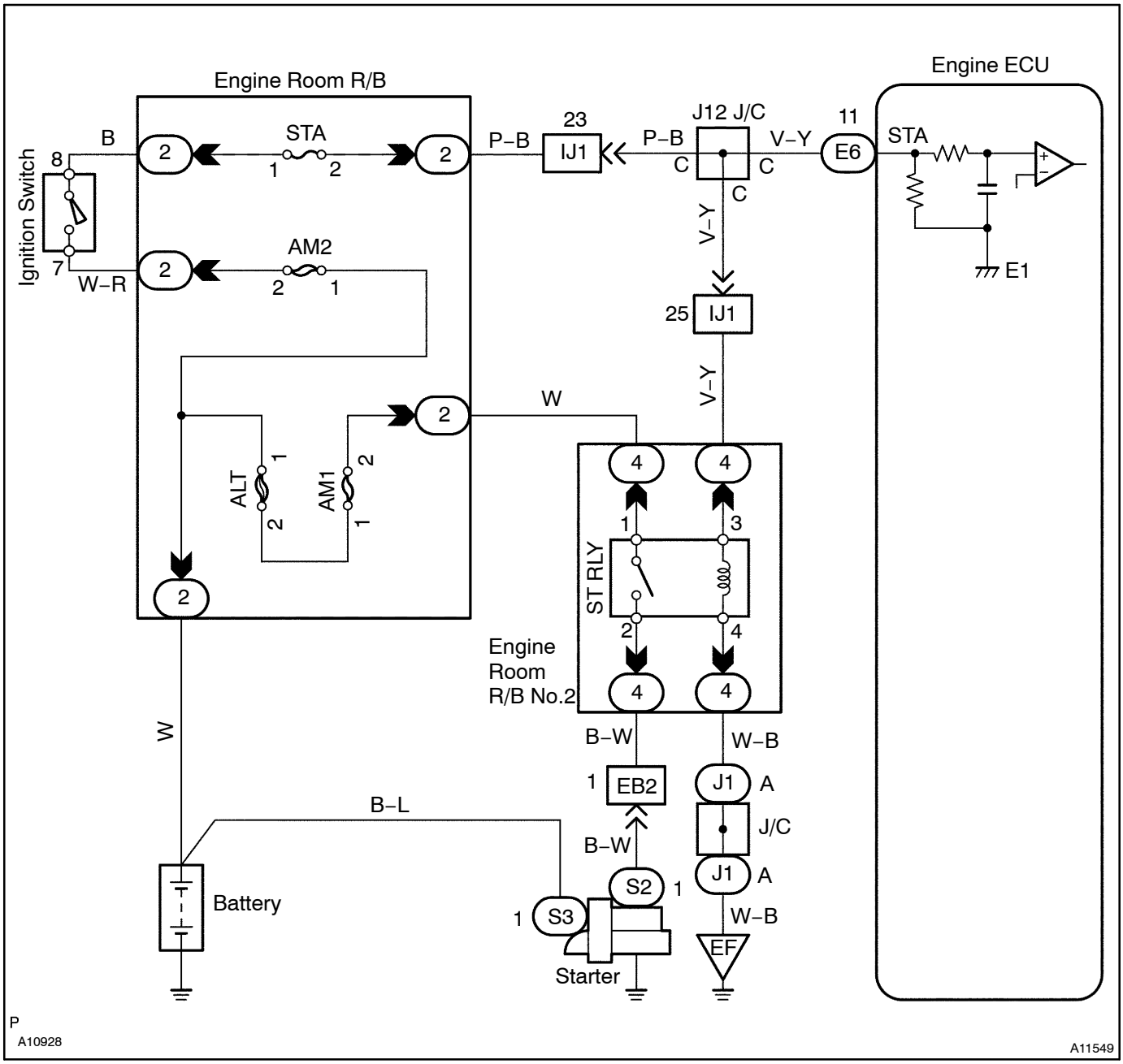
DTC	43	Starter Signal Circuit Malfunction

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 positive voltage is applied to terminal STA of the engine 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.	Detection Condition	Trouble Area
43	No starter signal to engine ECU	• Open or short in starter circuit • Open or short in ignition switch or stater relay circuit • Engine ECU

WIRING DIAGRAM



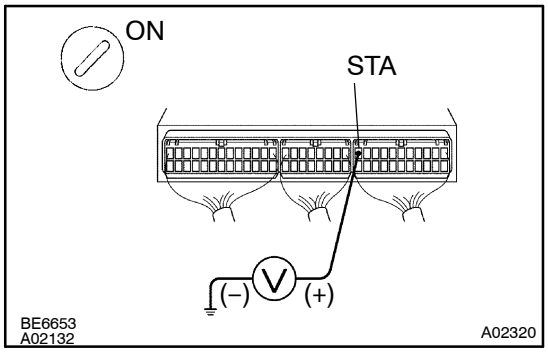
1KZ–TE ENGINE (RM710E)

INSPECTION PROCEDURE

HINT:

This diagnostic 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–17.

1	Check voltage between terminal STA of engine ECU connector and body ground.



PREPARATION:

(a) Remove the glove compartment (See page ED–25).

(b) Turn the ignition switch ON.

CHECK:

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

OK:

Voltage: 6.0 V or more

Ignition Switch Position	ON	STA
STA Signal	OFF	ON

OK → **Proceed to next circuit inspection shown on problem symptoms table (See page DI–17).**

NG

2	Check for open in harness and connector between engine ECU and starter relay (Marking: ST RLY) (See page IN–20).

NG → **Repair or replace harness or connector.**

OK

Check and replace engine ECU (See page IN–20).