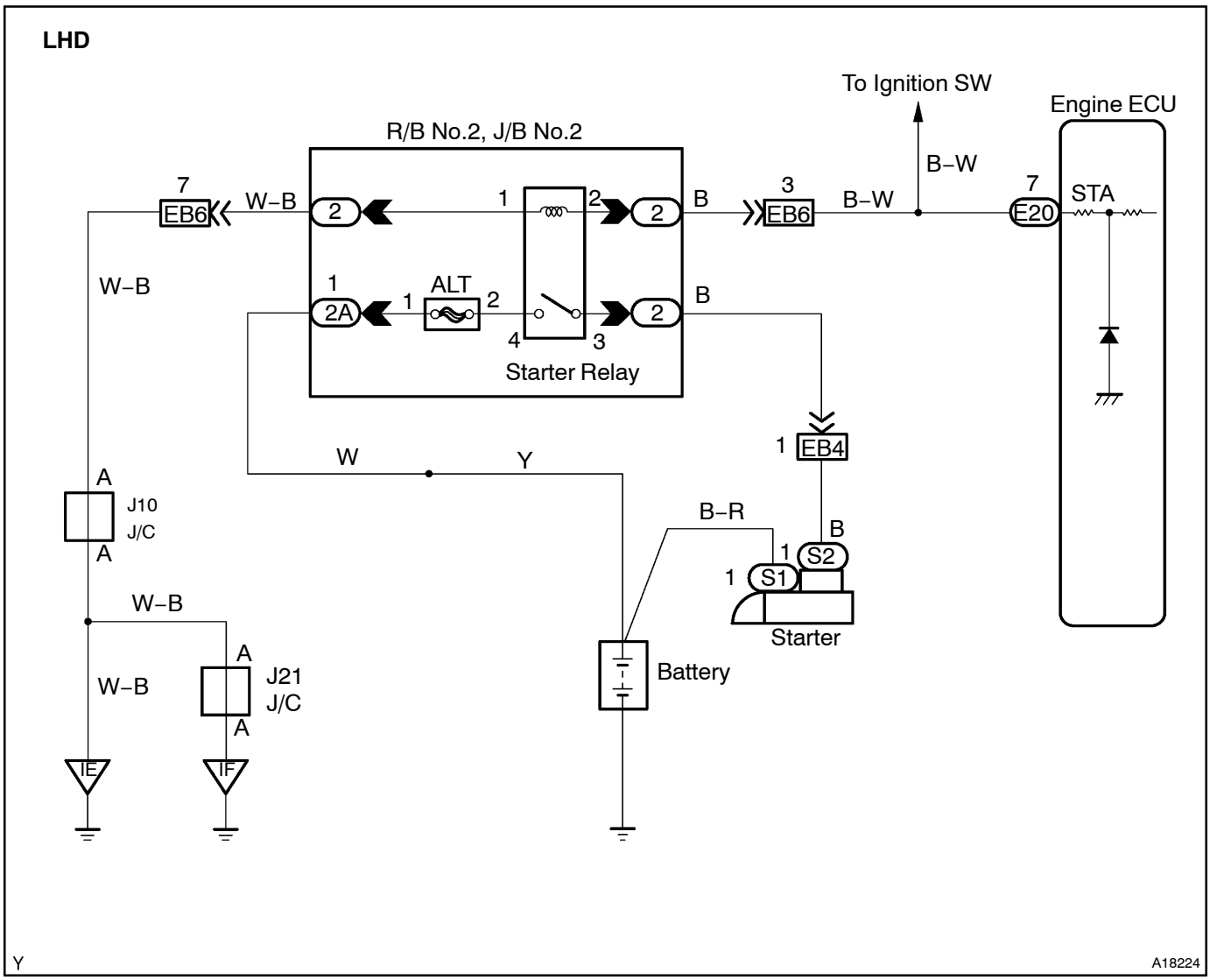
DI9T3–01

Starter Signal Circuit

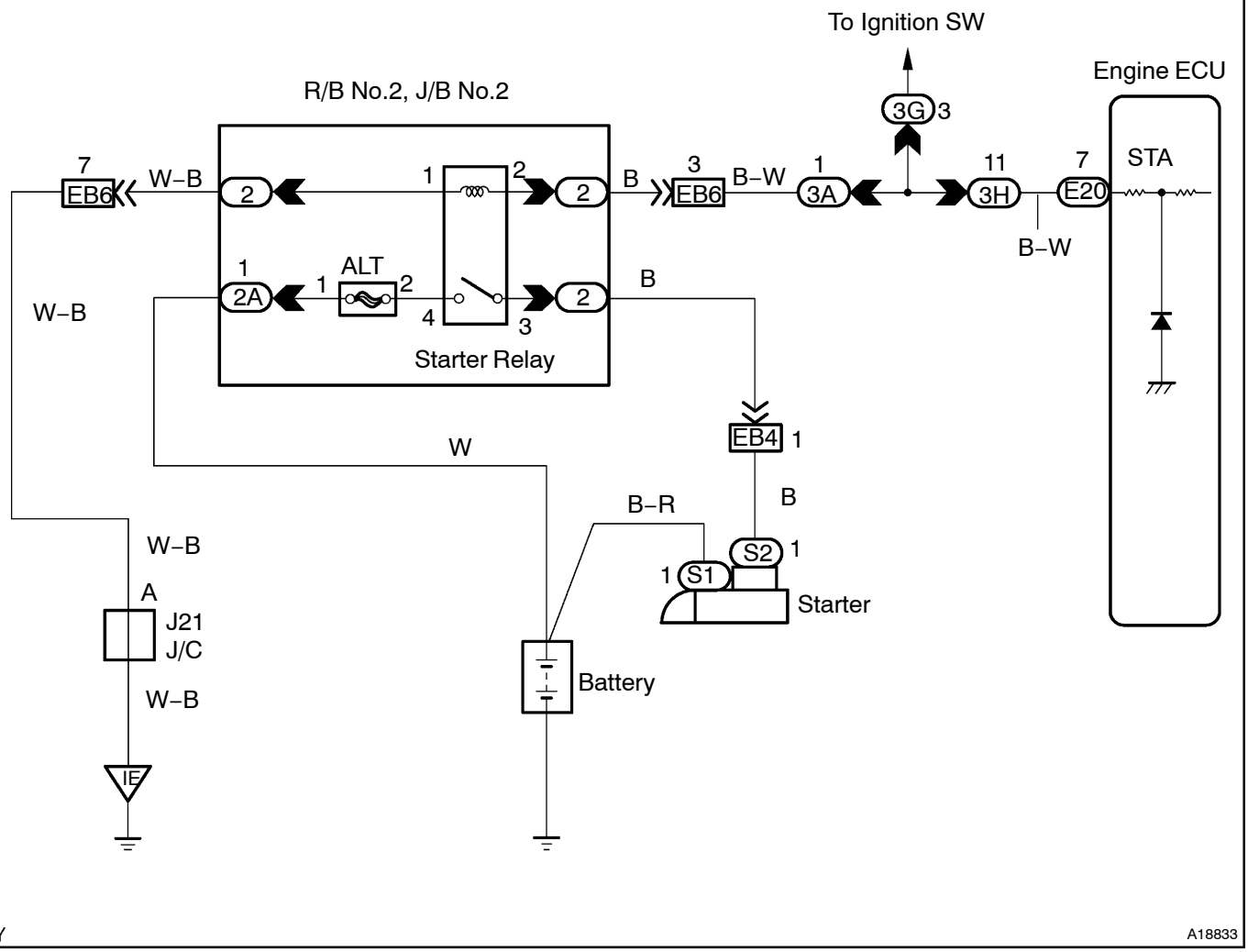
CIRCUIT DESCRIPTION

When the engine is cranked, the intake air flow is slow, so the 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 engine ECU. The starter signal is mainly used to increase the fuel injection volume for the starting injection control and after–start injection control.

WIRING DIAGRAM



RHD

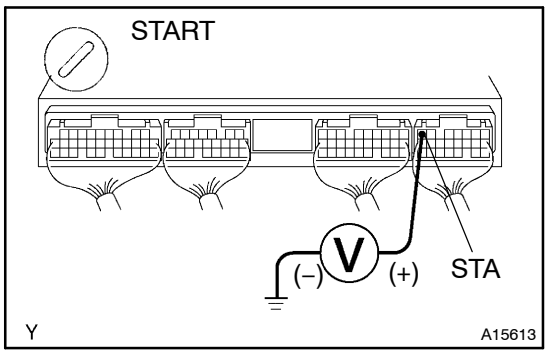

To Ignition SW
Engine ECU
R/B No.2, J/B No.2
3G 3
7
EB6
W–B
2
1
2
2
B
3
EB6
B–W
1
3A
11
3H
7
E20
STA
B–W
1
2A
1
ALT
2
4
3
2
B
W–B
Starter Relay
EB4 1
W
B
B–R
W–B
S2 1
1 S1
Starter
A
J21
J/C
W–B
Battery
IE
Y
A18833

INSPECTION PROCEDURE

HINT:
This diagnostic chart is based on the premise that engine can be cranked normally. If the engine is not cranked, proceed to the problem symptoms table (See page DI–21).

1	**Check the starter signal.**

When Using hand–held tester:
PREPARATION:
(a) Connect the hand–held tester to the DLC3.
(b) Turn the ignition switch ON and the hand–held tester main switch ON.
CHECK:
Read the starter signal on the hand–held tester during cranking.
OK:
Starter signal: ON



When not using hand–held tester:
PREPARATION:
Remove the glove compartment.
CHECK:
Measure the voltage between terminal STA of the engine ECU connector and the 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–21).**

NG

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

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

OK

Check and replace engine ECU (See page IN–19).