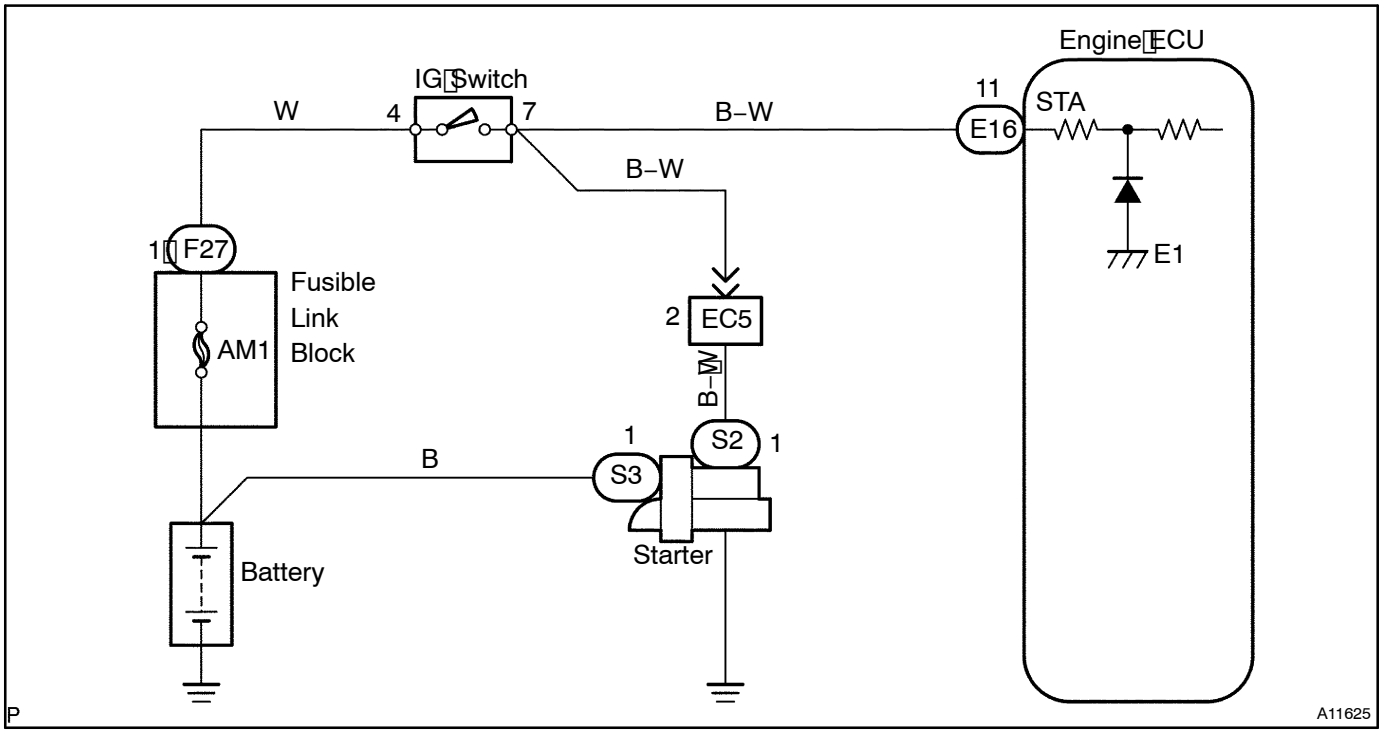
DI31G-05

Starter Signal Circuit

CIRCUIT DESCRIPTION

When the engine is 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 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



INSPECTION PROCEDURE

HINT:

This diagnostic chart is based on the premise that engine is cranked normally. If the engine is not cranked, proceed to the problem symptoms table (See page DI–19).

When using hand–held tester:

1	**Check starter signal.**

PREPARATION:

(a) Connect the hand–held tester to the DLC3.

(b) Turn the ignition switch ON and push the hand–held tester main switch ON.

CHECK:

Read the starter signal on the hand–held tester during the engine cranking.

OK:

Starter signal: ON

OK	**Proceed to next circuit inspection shown on problem symptoms table (See page DI–19).**

NG

2	Check for open in harness and connector between engine ECU and ignition switch (See page IN–19).

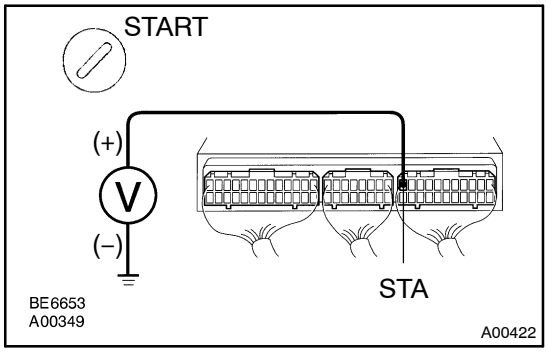
NG → Repair or replace harness or connector.

OK

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

When not using hand–held tester:

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



PREPARATION:
Remove the glove compartment (See page FI–56).
CHECK:
Measure the voltage between terminal STA of the engine ECU connector and body ground, during the engine cranking.
OK:
Voltage: 6.0 V or more

OK → Proceed to next circuit inspection shown on problem symptoms table (See page DI–19).

NG

2	Check for open in harness and connector between engine ECU and ignition switch (See page IN–19).

NG → Repair or replace harness or connector.

OK

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