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## ECU Fault Codes

### FI Indicator Light Check:

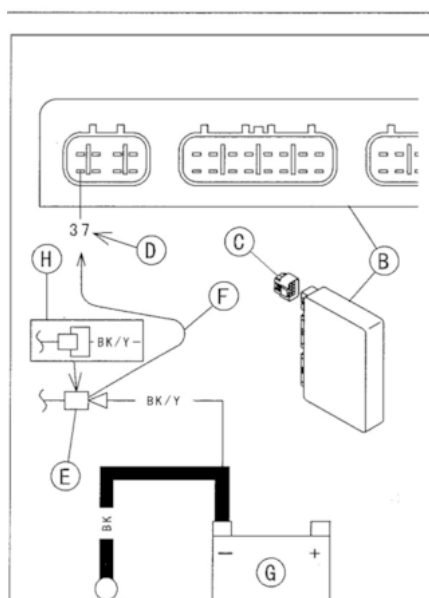
1. Kill switch on (ready to run)
2. Turn on ignition switch
3. The FI light should turn on for 1-2 seconds, then turn off. If it doesn't come on there is a problem with the light circuit.

### ECU SELF-DIAGNOSIS:

If the FI indicator comes on during operation that means there is a problem with the DFI System.

To check you should do the following: (Good time to refer to the manual).

- 1) Turn the ignition switch to OFF
- 2) Remove the seat and take the ECU out.
- 3) Take off the connector cap and find terminal #37. This is the check terminal. Ground this terminal to the battery negative terminal using a wire.



- 4) Turn the ignition switch back ON and the self-diagnosis mode starts.
- 5) Count the blinks and find the coded problem in the table.
- 6) Identify and correct the problem
- 7) Remove the wire
- 8) Make sure the FI indicator LED doesn't go ON. If it does, repeat from #1... there may be more than one fault code stored.
- 9) Run the engine for several minutes at idle then go for a short run at 20mph or more.

### Reading ECU Fault Codes:

You checked the FI light because you have to use that to read the fault codes. The FI light will blink the sequence. The fault codes are 2 digit numbers. The FI light will blink the first number, pause for 3 seconds, then blink the second. There is a 1 second pause between digits in the number. Also if there is more than one problem stored for a fault code, that fault code will repeat before moving on to the next fault code.

*Example: Fault Code 45*

*FI light will be 4 blinks, 3 second pause, 5 blinks - remember there is a 1 second pause between blinks.*

### Fail-Safe Actions

<b>Fault Code</b>	<b>Faulty Component or Circuit</b>	<b>Fail-Safe Action</b>	<b>Operation Status</b>
<b>11</b>	Throttle sensor	Ignition timing and injection mode fixed	Engine Runs
<b>12</b>	Vacuum sensor	Injection mode fixed	Engine Runs
<b>13</b>	Inlet air temp sensor	Air temp set at 113F	Engine Runs
<b>14</b>	Coolant temp sensor	Coolant temp set at 187F	Engine Runs
<b>15</b>	Atmospheric pressure sensor	Atmospheric pressure set at 29.92 in Hg	Engine Runs
<b>21</b>	Pickup coil #1	ECU selects good pickup coil	Engine Runs unless both are bad
<b>22</b>	Pickup coil #2	ECU selects good pickup coil	Engine Runs unless both are bad
<b>31</b>	Vehicle down sensor	ECU shuts off fuel pump, injectors and ignition system	Engine Stops
<b>41</b>	Fuel injector #1	ECU shuts off fuel injector #1	Engine Runs
<b>42</b>	Fuel injector #2	ECU shuts off fuel injector #2	Engine Runs
<b>45</b>	Fuel pump	ECU shuts off fuel pump	Engine Stops
<b>51</b>	Ignition coil #1	ECU shuts off fuel injector #1	Engine Runs
<b>52</b>	Ignition coil #2	ECU shuts off fuel injector #2	Engine Runs

**\*Sources: Kawasaki Motorcycle Service Manual; Clymer Kawasaki Vulcan 1500 Series Manual**

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