

GL1800 FI "Fault Indicator" Dashboard Codes

If FI (Fault Indicator) light comes on pull over but DO NOT shut bike off. Put in neutral and put side stand down, RPM's below 1500. This signals the ECM to send the error code to the FI light. Count the number of long and short flashes. This will give you the error code.

If you shut the bike off the error code is lost - sort of. It will be retained in the ECM but it is harder to get out. If the bike stops and the will not restart you can get the FI light to flash the error code by cranking the engine for 10 seconds. The FI light will then flash the error code.

Long Blink = 10 Short Blink = 1 i.e. long long long short short short = 33 check error code 33

Number of MIL blinks .Symptoms .Cause

0-0 - Engine Does Not Start

- Open circuit in the power input and ground wires of the ECM: Faulty bank angle sensor
- Open circuit in bank angle sensor related wires: Faulty FI IGN relay: Open circuit in FI IGN relay related wires
- Faulty engine stop switch: Open circuit in engine stop switch related wires: Faulty ECM: Blown FI IGN fuse (20 A)
- Blown ST. Kill Fuse (10 A)
- Engine Does Not Start

0-0 - Engine Operates Normally

- Open circuit in MIL wire: Faulty combination meter: Faulty ECM

0-0 (Stays Lit) Engine Operates Normally

- Short circuit in service check connector wire: Short circuit in MIL wire: Faulty ECM

1-1- Engine Operates Normally

MAP sensor circuit low voltage (less than 0.2 V)

- MAP sensor or its circuit malfunction
- Engine operates normally
- Fail-safe value: 760 mmHg/1,013hPa

1-2 - Engine Operates Normally

MAP sensor circuit high voltage (more than 3.9 V)

- Loose or poor contact of the MAP sensor connector
- MAP sensor or its circuit malfunction
- Engine operates normally
- Fail-safe value: 760 mmHg/1,013hPa

6-1 - Rough idle at high altitude

BARO sensor circuit low voltage (less than 0.2 V)

- BARO sensor or its circuit malfunction
- Rough idle at high altitude
- Fail-safe value: 760 mmHg/1,013hPa

6-2 - Rough idle at high altitude

BARO sensor circuit high voltage (more than 3.9 V)

- Loose or poor contact of the BARO sensor connector
- BARO sensor or its circuit malfunction
- Rough idle at high altitude
- Fail-safe value: 760 mmHg/1,013hPa

7-1 - Hard to start at a low temperature

ECT sensor circuit low voltage (less than 0.07 V)

- ECT sensor or its circuit malfunction
- Hard to start at a low temperature
- Fail-safe value: 85°C/185°F
- Cooling fan turns on

7-2 - Hard to start at a low temperature

ECT sensor circuit high voltage (more than 4.93 V)

- Loose or poor contact of the ECT sensor connector
- ECT sensor or its circuit malfunction
- Hard to start at a low temperature
- Fail-safe value: 85°C/185°F
- Cooling fan turns on

8-1 - Poor Engine Acceleration

TP sensor circuit low voltage (less than 0.3 V)

- TP sensor or its circuit malfunction
- Poor engine acceleration
- Fail-safe value: 0°

8-2 - Poor Engine Acceleration

TP sensor circuit high voltage (more than 4.93 V)

- Loose or poor contact of the TP sensor connector
- TP sensor or its circuit malfunction
- Poor engine acceleration
- Fail-safe value: 0°

9-1 - Engine Operates Normally

IAT sensor circuit low voltage (less than 0.07 V)

- IAT sensor or its circuit malfunction
- Engine operates normally
- Pre-program value: 28°C/82°F

9-2 - Engine Operates Normally

IAT sensor circuit high voltage (more than 4.93 V)

- Loose or poor contact of the IAT sensor connector
- IAT sensor or its circuit malfunction
- Engine operates normally
- Fail-safe value: 28°C/82°F

11 - Engine Operates Normally

VS sensor no signal

- Loose or poor contact of the VS sensor connector
- VS sensor or its circuit malfunction
- Engine operates normally

12 - Engine Does Not Start

No. 1 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

13 - Engine Does Not Start

No. 2 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

14 - Engine Does Not Start

No. 3 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

15 - Engine Does Not Start

No. 4 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

16 - Engine Does Not Start

No. 5 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

17 - Engine Does Not Start

No. 6 injector circuit malfunction

- Loose or poor contact of the injector connector
- Injector or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

18 - Engine Does Not Start

CMP sensor no signal

- Loose or poor contact of the CMP sensor connector
- CMP sensor or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

19 - Engine Does Not Start

CKP sensor no signal

- Loose or poor contact of the CKP sensor connector
- CKP sensor or its circuit malfunction
- Engine does not start
- Injectors, fuel pump and ignition shut down

****21-1 - Engine Operates Normally**

Right O2 sensor malfunction

- Loose or poor contact of the O2 sensor connector
- O2 sensor or its circuit malfunction
- Engine operates normally

****22-2 - Engine Operates Normally**

Left O2 sensor malfunction

- Loose or poor contact of the O2 sensor connector
- O2 sensor or its circuit malfunction
- Engine operates normally

****23 - Engine Operates Normally**

Right O2 sensor heater circuit malfunction

- Loose or poor contact of the O2 sensor connector
- O2 sensor heater or its circuit malfunction
- Engine operates normally

****24 - Engine Operates Normally**

Left O2 sensor heater circuit malfunction

- Loose or poor contact of the O2 sensor connector
- O2 sensor heater or its circuit malfunction
- Engine operates normally

25 - Engine Operates Normally

Right knock sensor circuit malfunction

- Loose or poor contact of the knock sensor connector
- Knock sensor or its circuit malfunction
- Engine operates normally

26 - Engine Operates Normally

Left knock sensor circuit malfunction

- Loose or poor contact of the knock sensor connector
- Knock sensor or its circuit malfunction
- Engine operates normally

29 - Engine stalls, hard to start, rough idling

IACV circuit malfunction

- Loose or poor contact of the IACV connector
- IACV or its circuit malfunction
- Engine stalls, hard to start, rough idling

33 - Engine Operates Normally

ECM does not hold the self-diagnostic data

- ECM EEPROM malfunction
- Engine operates normally

***36 - Engine Operates Normally**

Right A/F sensor circuit malfunction

- Loose or poor contact of the A/F sensor connector
- A/F sensor or its circuit malfunction
- Engine operates normally

***37 - Engine Operates Normally**

Left A/F sensor circuit malfunction

- Loose or poor contact of the A/F sensor connector
- A/F sensor or its circuit malfunction
- Engine operates normally

***38 - Engine Operates Normally**

Right A/F sensor heater circuit malfunction

- Loose or poor contact of the A/F sensor connector
- A/F sensor heater or its circuit malfunction
- Engine operates normally

***39 - Engine Operates Normally**

Left A/F sensor heater circuit malfunction

- Loose or poor contact of the A/F sensor connector
- A/F sensor heater or its circuit malfunction
- Engine operates normally

41 - Engine Operates Normally

GP sensor circuit malfunction

- Loose or poor contact of the GP sensor connector
- GP sensor or its circuit malfunction
- Engine operates normally

***55 - Engine Operates Normally**

A/F sensor HIC (Hybrid Integrated Circuit) malfunction

- Engine operates normally

Model ID***: VIA, VIIA, VIIIA, IICM and IIICM****** : IIIA, IVA, VA and CM****GL1800 MODEL IDENTIFICATION**

This manual covers 7 types of GL1800 models

*MODEL NAME	Heated Seat/Grip Heater	Premium Audio	Navigation System	ABS	Ultra Low Emission	Airbag System
CM	O	-	-	-	-	-
IIIA	-	O	-	-	-	-
IVA	O	O	-	-	-	-
VA	O	O	O	-	-	-
VIA	O	O	-	O	O	-
VIIA·IICM	O	O	O	O	O	-
VIIIA·IIICM	O	O	O	O	O	O

****A” and “CM” are Destination Codes: A= U.S.A. / CM=Canada.****Be sure to refer to the procedure for the appropriate version of the GL1800.**