

DUAL CLUTCH TRANSMISSION (DCT)

DTC 51-2 (TR SENSOR HIGH VOLTAGE)

1. TR Sensor System Inspection

Check the TR sensor with the MCS.

Is about 5 V indicated?

YES – GO TO STEP 2.

NO – Intermittent failure

2. TR Sensor Inspection

Replace the TR sensor with a known good one (page 11-57).

Turn the ignition switch ON (I).

Check the TR sensor with the MCS.

Is about 5 V indicated?

YES – Replace the PCM with a known good one (page 4-37) and recheck.

NO – Faulty original TR sensor

DTC 52-1 (NEUTRAL SWITCH STUCK OFF)

- Before starting the inspection, check for loose or poor contact of the neutral switch and PCM 33P (Black) connectors, and recheck the DTC.

1. DTC Check

Check the current DTC with the MCS.

Is DTC 52-1 indicated?

YES – GO TO STEP 2.

NO – Intermittent failure

2. Neutral Switch Line Open Circuit Inspection

Turn the ignition switch OFF (O).

Disconnect the PCM 33P (Black) connector (page 4-37).

Disconnect the neutral switch connector (page 11-62).

Check for continuity between the wire harness side 33P (Black) connector [1] and neutral switch connector [2].

TOOL:

Test probe, 2 packs **07ZAJ-RDJA110**

Connection: A31 – Blue

Is there continuity?

YES – GO TO STEP 3.

NO – Open circuit in the Blue wire

3. Neutral Switch Inspection

Replace the neutral switch with a known good one (page 11-62).

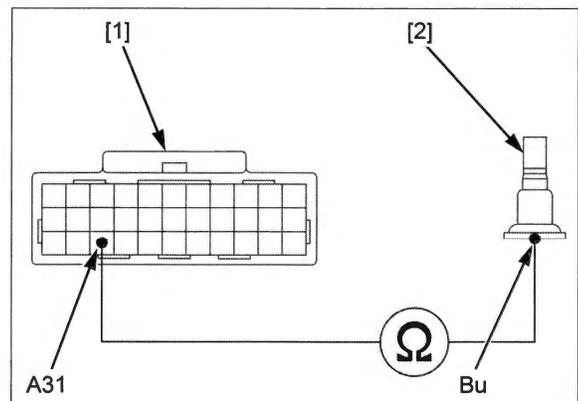
Connect the PCM 33P (Gray) connector and neutral switch connector.

Check the current DTC with the MCS.

Is DTC 52-1 indicated?

YES – Replace the PCM with a known good one (page 4-37) and recheck.

NO – Faulty original neutral switch



DTC 52-2 (NEUTRAL SWITCH STUCK ON)**1. Neutral Switch Line Short Circuit Inspection**

Disconnect the PCM 33P (Black) connector (page 4-37).

Disconnect the neutral switch connector (page 11-62).

Check for continuity between the neutral switch connector [1] and ground.

Connection: Light green – ground

Is there continuity?

YES – Short circuit in the Blue wire

NO – GO TO STEP 2.

2. Neutral Switch Inspection

Replace the neutral switch with a known good one (page 11-62).

Connect the 33P (Black) connector and neutral switch connector.

Check the current DTC with the MCS.

Is DTC 52-2 indicated?

YES – Replace the PCM with a known good one (page 4-37) and recheck.

NO – Faulty original neutral switch

DTC 57-1 (GEARSHIFT MECHANISM MALFUNCTION)

See DTC 27-1 (page 11-26).

DTC 57-2 (GEAR POSITION MALFUNCTION; JUMPS OUT OF GEAR)

See DTC 27-1 (page 11-26).

DTC 62-1 (No.1 or No.2 CLUTCH OIL PRESSURE HIGH)**1. DTC Check**

Check the DTC with the MCS.

Is DTC 47-1, 47-2, 48-1 or 48-2 indicated?

YES – • DTC 47-1 or DTC 48-1 is indicated (page 11-31).

• DTC 47-2 or DTC 48-2 is indicated (page 11-33).

NO – GO TO STEP 2.

2. Clutch EOP Sensor Inspection

Replace the No.1 and No.2 EOP sensors with known good ones (page 11-58).

Erase the DTCs (page 11-10).

Test-ride the motorcycle and stop the engine.

Check the DTC with the MCS.

Is DTC 62-1 indicated?

YES – GO TO STEP 3.

NO – Faulty original clutch EOP sensors