

## High Idle Complaints on 2008 Touring Models

Due to '08 Electronic Throttle Control calibration strategy parameters and throttle grip sensor variability some customers have experienced intermittent changes in idle RPMs. This condition is caused by a change in the zero position stored to memory in the ECM, as determined by the last four readings seen at key OFF. This cannot increase engine speed while riding but would change the idle RPM, similar to adjusting the throttle stop screw on a carbureted model.

To correct this condition we will be making several changes to the throttle grip sensor to reduce voltage variances and also update the way the calibration's strategy looks at and records these voltages. Completion of these changes and test validation will take several months.

In the interim we have released revised calibrations in the latest version of Digital Tech to alleviate the high idle concerns for those customers experiencing the condition. The current software version ([1.004.001](#)) and details of the changes can be viewed by selecting the *What's New* button on the home screen of DTII. This info is also on h-dnet under: *Service>Tools & Equipment Info>DTII>Version Updates-What's New*. The new calibrations will leave the ECM powered up for 10 seconds after key OFF to complete housekeeping, allowing the rider more opportunity to release the throttle grip, so the throttle control can return to true zero before the ECM power is shutdown. This should eliminate rider induced zeroing issues. Additionally, the new calibrations will be less sensitive to voltage changes due to an increased dead-band in the operating strategy. Under certain conditions and riding styles some customers may notice a slightly different throttle feel, or comment on reduced engine responsiveness. This is due to the increased dead-band and will feel similar to a loose throttle cable adjustment on non-ETC vehicles.

Therefore, we recommend only reflashing vehicles for customers experiencing the high idle concern and wait for the next version calibrations before updating vehicles on a wider scale.

SE Race Tuner and SE Super Tuner calibrations have not been updated at this time, and reflashing a stock cal over a Tuner cal may only temporarily alleviate the high idle, until you reflash back to a tuner cal.

It is recommended anytime you replace ECM, TGS or Reflash the calibration to cycle the Ign. switch 4 times, waiting 10 full seconds after keying off between cycles, to relearn zero TGS position.

### **The following warranty credit procedures will apply to domestic dealers only:**

Warranty credit will be allowed for reflashing the calibration at the usual rate.

For OE calibrations including CVO, file an MC claim using labor code 7804 for 0.2 hours labor.

For SWR'ed P&A calibrations, file a PNA claim using labor code 8209 for 0.2 hours labor.

Non-registered P&A performance calibrations will require preauthorization for warranty credit.

**NOTE:** Labor code 8209 is a new code and may need to be downloaded into your system.