

(1) MALFUNCTION INDICATOR (MIL)

PGM-FI

NOTICE

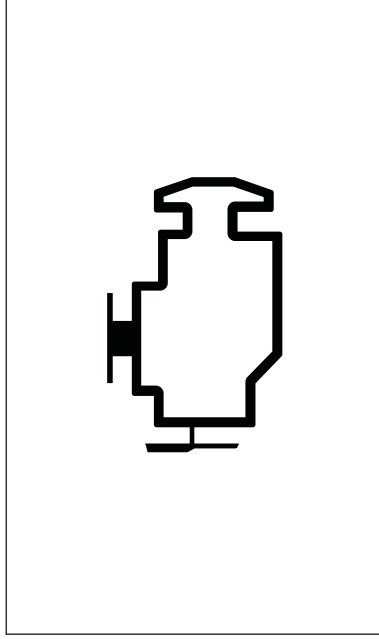
If the MIL indicator comes on while driving, you may have a problem with the PGM-FI electronic injection system.

Slow down and stop the motorcycle in a safe place.

Re-start the motorcycle.
If the MIL indicator is still on after 5 seconds, inspect the motorcycle at your Montesa dealer as soon as possible.

OBD system (diagnosis system)

This motorcycle complies with the Euro 4 standard and with the OBD diagnosis system phase 1. The existing PGM-FI injection system is equipped with a self-diagnosis system. When there is an anomaly in the injection system, the engine control module (ECM) turns on the engine trouble indicator (MIL) and stores an error code (DTC) in its memory. With the OBD diagnosis system, a generic diagnostic tool (DST) available in shops can be connected to consult and clear the DTC error codes and the frozen data.

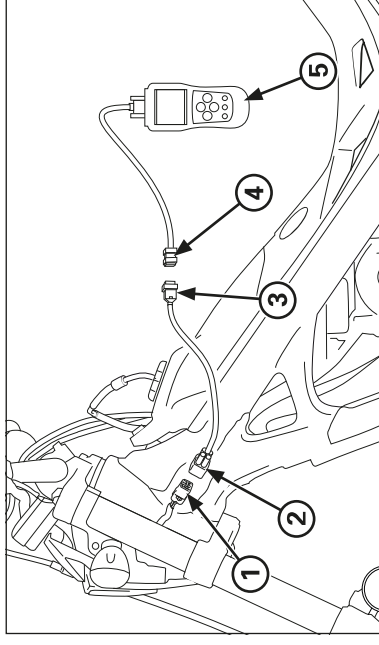


Fail-safe function

The PGM-FI system is provided with a fail-safe function to secure a minimum running capability even when there is trouble in the system. When any abnormality is detected by the self-diagnosis function, running capability is maintained by pre-programmed value in the simulated program map. When any abnormality is detected in the injector, the fail-safe function stops the engine to protect it from damage.

MIL Check

When the engine is started the MIL will stay on for 5 seconds and then go off. If the MIL does not come off, troubleshoot DTC code. If the MIL does not come on, troubleshoot the MIL circuit.



(1) 4P OBD (RED)
(2) 4P CONNECTOR
(3) 16P CONNECTOR
(4) OBD CONNECTOR
(5) DST

Connection of a generic diagnosis tool (DST)

The DTC error codes read by the generic diagnostic tool (DST), follow the format of the ISO standard and the connector of the DST is also the 16-pin of the ISO standard. Therefore, in order to connect the generic diagnosis tool (DST) to the motorcycle, it is necessary to use an adapter (reference 070MZ-K530101) for the 4-pin OBD connector (red), which is located behind the headlight housing.

To use the DST, refer to the instruction manual included with the purchased model.

Connect the diagnostic tool (DST) as shown in the illustration and start the motorcycle.

Check the active DTC codes and confirm the error code in the code list on page "MIL and DTC (ISO) error codes of the PGM-FI electronic injection system" on page 6-9. Stop the motorcycle and solve the fault.

Start the motorcycle and with the help of the DST proceed to erase the fault codes stored in the speedometer.

Once the speedometer failure codes have been eliminated with the DST, even if it is not necessary, it is recommended to also delete the codes stored in the ECM (see page 6-7).