



Indian Motorcycle Consumer Service Department:
1-877-204-3697 or www.indianmotorcycle.com

Roadside Assistance: 1-866-330-0750
Producer Code: 42732 Plan: E
Member Number: Motorcycle VIN Number

2014 Indian Motorcycle – Diagnostic Code Display and Descriptions

The EFI diagnostic display mode is for informational purposes only. Please see your Indian Motorcycle dealer for diagnostic troubleshooting and repairs. The diagnostic mode is accessible only when the 'Check Engine' light (MIL) illuminates after the motorcycle has been powered on and a code has been set. Leave the ignition on if you want to view the active fault code. The diagnostic mode becomes inaccessible if the motorcycle is powered off and on and the 'Check Engine' light is no longer active. This allows the determination of persistent as well as intermittent faults. Inactive codes are stored in the history of the unit. Please see your Indian Motorcycle dealer to retrieve historical or inactive codes.

Viewing Diagnostic Codes:

Chieftain

1. If an active code is present the 'Check Engine' light will illuminate and the Diagnostic Trouble Code(s) (DTC) will appear on the multi-function display (MFD) on the instrument panel.

2. A set of two numbers will appear in the MFD display.

- The first number will be 2-6 digits long. This is the Suspect Parameter Number (SPN), indicating which component is generating the fault code.
- The second number will be 1-2 digits long. The Failure Mode Indicator (FMI) indicates the fault, such as an open or shorted circuit.

3. Record the SPN and FMI number displayed.

4. See the table below for code definitions and failure descriptions.

Diagnostic Code Display

7:30	SW	75F
FM		93.7
DTC		
SPN		598
FMI		2
RANGE	250	6
25680	mi	

Classic / Vintage

1. If the diagnostic codes are not displayed, use the left hand MODE switch to toggle until "CkENG" displays on the main line of the display.

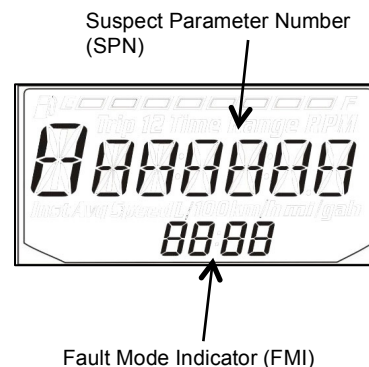
2. Press and hold the left hand mode switch to enter the diagnostics code menu.

3. A set of two numbers will appear in the display.

- The first number will be 2-6 digits long. This is the Suspect Parameter Number (SPN), indicating which component is generating the fault code.
- The second number will be 1-2 digits long. The Failure Mode Indicator (FMI) indicates the fault, such as an open or shorted circuit.

4. Record the SPN and FMI numbers.

5. See the table below for code definitions and failure descriptions.



NOTES:

- **Open Circuit:** There is a break in the wires that lead to the item listed in the chart (injector, fuel pump, etc.), or the component has failed.
- **Short-to-Ground:** The wire is shorted to ground between the electronic control unit and the component listed in the chart.
- **Open / Short:** The wires leading to the item listed in the chart are shorted together, the component has shorted internally or the circuit is open.
- **Short-to-Battery:** The wire leading from the item listed in the chart to the electronic control unit is shorted to a wire at battery voltage.

SPN	Affected System / Component	FMI	Condition	MIL
29	Accelerator Position 2	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Not Plausible	On
51	Throttle Position Sensor 1	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Signal Out of Range (Not Plausible)	On
		0	Voltage Above Critical Level	On
		1	Voltage Below Critical Level	On
		10	Abnormal Rate of Change	On
		13	Calibration / Adaption Failure	On
84	Vehicle Speed Signal	0	Vehicle Speed Too High	On
		1	Vehicle Speed Too Low	On
		2	Data Erratic or Intermittent (or Missing)	On
		8	Sensor Frequency Outside Normal Range	On
		9	Abnormal Update Rate	On
		19	Received Vehicle Speed has error	On
91	Accelerator Position 1	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Not Plausible	On
96	Fuel Level Signal	3	Voltage Too High	On
		4	Voltage Too Low	On
		16	Above Normal Operating Range	On
		18	Below Normal Operating Range	On
		2	Signal Fault	On
98	Engine Oil Level Sensor/Switch	3	Pressure Too High	On
		4	Pressure Too Low	On
		17	Oil Level Low	On
102	Manifold Absolute Pressure Sensor	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Signal Out of Range	On
		10	Abnormal Rate of Change	On
		7	Pneumatic Fault	On
105	Intake Air Temperature Sensor	3	Voltage Too High	On
		4	Voltage Too Low	On
		10	Abnormal Rate of Change	On
		2	Signal Out of Range	On
110	Engine Temperature Sensor	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Signal Out of Range	On
		10	Abnormal Rate of Change	On
		16	Temperature Too High	Off
		0	Engine Overheat Shutdown	Off
		15	Temperature above normal range	Off
		17	Temperature Too Low	On

SPN	Affected System / Component	FMI	Condition	MIL
168	System Power (Battery Potential/Power Input)	3	Voltage Too High	Off
				On
		4	Voltage Too Low	Off
				On
		0	Voltage Above Critical Level	On
		16	Voltage Above Warning Level	On
190	Engine Speed	1	Voltage Below Critical Level	On
		18	Voltage Below Warning Level	Off
		0	Speed Exceeded Max Limit	On
		0	Engine Speed Too High	Off
		1	Engine Speed Too Low	Off
		2	Data Erratic or Intermittent (or Missing)	Off
523	Gear Sensor Signal	7	CVT Threshold Exceeded	On
		31	Error in Engine Speed Computation	On
		19	Received Engine Speed has error	Off
		3	Voltage Too High	On
527	Cruise Control Panel Switches	4	Voltage Too Low	On
		9	Abnormal Update Rate	On
		2	Signal Fault	On
		31	Switch/Sticks Stuck	On
596	Cruise Control Enable Switch	31	Switch Stuck	On
598	Clutch Switch Signal	2	Signal Fault	On
599	Cruise Control Set/Decel Switch	31	Switch Stuck	On
601	Cruise Control Resume/Accel Switch	31	Switch Stuck	On
628	ECU Memory	12	EEPROM Read/Write Failure	On
636	Crankshaft Position Sensor	8	Circuit Fault	On
		2	Plausibility Fault	On
651	Injector 1 (MAG) (SDI Port Injector) (DI Fuel Injector)	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
652	Injector 2 (PTO) (SDI Port Injector) (DI Fuel Injector)	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
677	Starter Solenoid Driver Circuit	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
731	Knock Sensor 1	4	Voltage Too Low	On
904	Wheel Speed Sensor (front)	5	Open/Short	On
		2	Input Abnormal/Signal Failure	On
907	Wheel Speed Sensor (rear)	2	Plausibility Fault	On
		3	Short to B+	On
		4	Open/Short to GND	On
		5	Open/Short	On
		8	Abnormal Frequency	On
		14	Incorrect Sensor / Improper Mounting	On
1023	Trip Sudden Decelerations	5	Open/Short	On

SPN	Affected System / Component	FMI	Condition	MIL
1071	Fan Relay Driver Circuit	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
1268	Ignition Coil Primary Driver 1 (MAG)	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
1269	Ignition Coil Primary Driver 2 (PTO)	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
1347	Fuel Pump Driver Circuit	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
2367	Left Turn Indicator Driver Circuit	5	Driver Circuit Open/Grounded	Off
		3	Driver Circuit Short to B+	Off
		4	Driver Circuit Grounded	Off
2350	Low Beam Lamp	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
2348	High Beam Lamp	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
2369	Right Turn Indicator Driver Circuit	5	Driver Circuit Open/Grounded	Off
		3	Driver Circuit Short to B+	Off
		4	Driver Circuit Grounded	Off
3056	Oxygen Sensor (1) (Front) (Pre) (BANK 1)	2	Signal Fault	On
		12	Bad Component	On
		3	Voltage High	On
		4	Voltage Low	On
3597	ECU Output Supply Voltage 1 (DI Ignition Supply PWR) (M17/ME17 Supply Voltage = 3.3V)	3	Voltage Too High	On
		4	Voltage Too Low	On
		0	Voltage Above Critical Level	On
		16	Voltage Above Warning Level	On
		1	Voltage Below Critical Level	On
		18	Voltage Below Warning Level	On
3598	ECU Output Supply Voltage 2 (DC-SDI & DI Injection Supply PWR) (M17/ME17 Supply Voltage = 5V)	3	Voltage Too High	On
		4	Voltage Too Low	On
		0	Voltage Above Critical Level	On
		16	Voltage Above Warning Level	On
		1	Voltage Below Critical Level	On
		18	Voltage Below Warning Level	On
3599	ECU Output Supply Voltage 3 (ME17 Supply Voltage = 5V)	3	Voltage Too High	On
		4	Voltage Too Low	On
		0	Voltage Above Critical Level	On
		16	Voltage Above Warning Level	On
		1	Voltage Below Critical Level	On
		18	Voltage Below Warning Level	On
5582	Static Roll Angle	9	Abnormal Update Rate	On
65613	ETC Accelerator Position Sensor Outputs 1 & 2 Correlation	2	Correlation Fault	On

SPN	Affected System / Component	FMI	Condition	MIL
520198	Throttle Position Sensor 2	3	Voltage Too High	On
		4	Voltage Too Low	On
		0	Voltage Above Critical Level	On
		1	Voltage Below Critical Level	On
		2	Signal Out of Range (Not Plausible)	On
		10	Abnormal Rate of Change	On
		13	Calibration / Adaption Failure	On
520267	Kickstand Switch	31	Condition Exists (engine disabled due to extended kickstand)	On
520200	Rollover Sensor (Tipover)	2	Signal Fault	On
		3	Voltage High	On
		4	Voltage Low	On
		14	Condition Exists (tip over condition detected)	On
520202	Canister Purge Valve	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
520204	Fuel Correction	17	System Too Lean 1 (Front) (Pre)	On
15		System Too Rich 1 (Front) (Pre)	On	
520205		17	System Too Lean 2 (Rear) (Post)	On
15		System Too Rich 2 (Rear) (Post)	On	
520208	Chassis/Acc Relay	5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
520209	Oxygen Sensor Heater 1 (pre) (front)	2	Plausibility Fault	On
		5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
520210	Oxygen Sensor Heater 2 (post) (rear)	2	Plausibility Fault	On
		5	Driver Circuit Open/Grounded	On
		3	Driver Circuit Short to B+	On
		4	Driver Circuit Grounded	On
520250	ABS Pulsar (front)	7	COG Chip	On
520251	ABS Pulsar (rear)	7	COG Chip	On
520252	ABS Solenoid (RRI)	5	Open/Short	On
520253	ABS Solenoid (RRO)	5	Open/Short	On
520254	ABS Solenoid (FFI)	5	Open/Short	On
520255	ABS Solenoid (FFO)	5	Open/Short	On
520256	ABS Solenoid (RFI)	5	Open/Short	On
520257	ABS Solenoid (RFO)	5	Open/Short	On
520258	ABS Actuator (front)	11	Wheel Lock (or VSS failure) ABS On	On
520313	ABS Actuator (front)	11	Wheel Lock (or VSS failure) ABS Off	On
520259	ABS Actuator (rear)	11	Wheel Lock (or VSS failure) ABS On	On
520314	ABS Actuator (rear)	11	Wheel Lock (or VSS failure) ABS Off	On
520260	ABS Motor	8	Motor Lock	On
		3	Off Stick	On
		4	On Stick	On

SPN	Affected System / Component	FMI	Condition	MIL
520261	ABS Fail Safe Relay	7	On/Off Stick	On
520262	ABS Source Voltage	4	Drop	On
		3	Raise	On
520263	ABS Tire	31	Irregular Tire Size	On
520264	ABS ECU	12	ECU Error	On
520265	ABS Module	7	Incomplete Evacuation and Fill	On
520275	Accelerator Position/Brake Position Interaction	31	Condition Exists	On
520276	Throttle Position Sensor (1 or 2 Indeterminable)	12	Neither Position Sensor Passed Test	On
		2	Position Sensor Correlation Fault (One ok, one failed)	On
520277	Throttle Body Control - Power Stage	3	Maximum	On
		4	Minimum	On
		2	Not Plausible	On
		8	Signal Error	On
		31	Deactivated power stages due to 5V sensor supply error	On
520278	Throttle Body Control - Return Spring Check Failed	31	Condition Exists	On
520279	Throttle Body Control - Adaption Aborted	31	Condition Exists	On
520280	Throttle Body Control - Limp Home Position Check Failed	31	Condition Exists	On
520281	Throttle Body Control - Mechanical Stop Adaptation Failure	31	Condition Exists	On
520282	Throttle Body Control - Repeated Adaptation Failed	31	Condition Exists	On
520283	Throttle Body Control	3	Maximum	On
		4	Minimum	On
		2	Outside of Pedal Range (Level 1)	On
520284	Throttle Body Control - Position Deviation Fault	31	Condition Exists	On
520285	Brake Switch (1 or 2 Indeterminable)	2	Brake Switch Correlation Fault	On
520286	ECU Monitoring Error	31	Condition Exists	On
520287	ECU Monitoring Error (Level 3)	31	Condition Exists	On
520288	ECU Monitoring of Injection Cut Off (Level 1)	31	Condition Exists	On
520289	ECU Monitoring of Injection Cut Off (Level 2)	31	Condition Exists	On
520290	Controller Option Settings not Programmed	31	Condition Exists	On
520291	Left Fog Lamp	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
520292	Right Fog Lamp	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
520293	Horn	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On

SPN	Affected System / Component	FMI	Condition	MIL
524083	Secondary Air Control Valve	5	Open Circuit	On
		3	Shorted to Battery	On
		4	Shorted to Ground	On
520294	Windshield Motor Driver	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
520295	Windshield Motor Switch	2	Both inputs are closed	On
520296	Accelerometer	12	Bad Component	On
524046	Start Button	31	Switch Stuck	On
520297	System On Button	31	Switch Stuck	On
520298	Heated Grips	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
520299	Power Lock Motor	5	Open Circuit / Short to B+	On
		6	Grounded Circuit	On
520300	Tire Pressure Sensor (Front Left or only Front)	12	Battery Voltage too Low (Replace)	Off
		17	Pressure to Low	Off
		9	Abnormal Update Rate	Off
520302	Tire Pressure Sensor (Rear Left or only Rear)	12	Battery Voltage too Low (Replace)	Off
		17	Pressure to Low	Off
		9	Abnormal Update Rate	Off
520304	Key Fob	12	Battery Voltage too Low (Replace)	Off
520305	Throttle Body Control - requested throttle angle not plausible	31	Condition Exists	On
520311	ECU Fault – Hardware Disruption	31	Condition Exists	On
520312	Power Lock Motor Switch	31	Switch Stuck	On
520320	Brake Light	5	Open Circuit	On
		3	Shorted to Battery	On
		4	Shorted to Ground	On
520321	Tail Light	5	Open Circuit	On
		3	Shorted to Battery	On
		4	Shorted to Ground	On
520322	Front Brake Switch	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Signal Fault	On
520323	Rear Brake Switch	3	Voltage Too High	On
		4	Voltage Too Low	On
		2	Signal Fault	On
524080	Cruise Control Input Message Counter	31	Counter not incremented	On
524079	Cruise Control Input Checksum	31	Checksum does not match	On
520329	Operator Switch Status (pOSS1)	9	Abnormal Update Rate	On
520330	Immobilizer	13	Out of Calibration	On
		9	Abnormal Update Rate	On
520331	Knock Sensor Positive Line	3	Voltage Too High	On
		4	Voltage Too Low	On

SPN	Affected System / Component	FMI	Condition	MIL
520332	Knock Sensor Negative Line	3	Voltage Too High	On
		4	Voltage Too Low	On
520333	"Oxygen Sensor (Pre) (BANK 2)"	2	Signal Fault	On
		12	Bad Component	On
		3	Voltage High	On
		4	Voltage Low	On
520336	ECU Monitoring (Pedal Map Mismatch)	31	Condition Exists	On