

DUAL CLUTCH TRANSMISSION (DCT)

3. PCM Inspection

Replace the PCM with a known good one ([page 4-37](#)).

Test-ride the motorcycle and stop the engine.
Check the DTC with the MCS.

Is DTC 62-1 indicated?

YES – • Faulty linear solenoid valve
• Clogged clutch oil lines

NO – Faulty original PCM

DTC 66-1 (REAR VS SENSOR NO SIGNAL)

- Before starting the inspection, check for loose or poor contact of the rear VS sensor 3P (Gray) connector, and recheck the DTC.

1. DTC Retrieval Check

Erase the DTC ([page 11-10](#)).

Test-drive the vehicle and stop the engine.
Check the DTC with the MCS.

Is DTC 66-1 indicated?

YES – GO TO STEP 2.

NO – Intermittent failure

2. Rear VS Sensor Power Input Voltage Inspection

Turn the ignition switch OFF (O).

Disconnect the rear VS sensor 3P (Black) connector ([page 11-60](#)).

Turn the ignition switch ON (I).

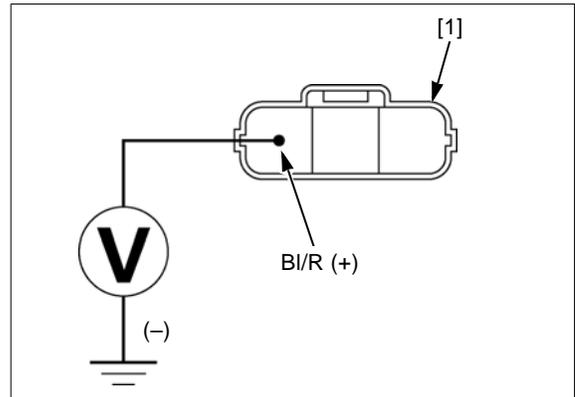
Measure the voltage between the wire harness side 3P (Black) connector [1] and ground.

Connection: Black/red (+) – ground (–)

Is the voltage more than 10 V?

YES – GO TO STEP 4.

NO – GO TO STEP 3.



3. Rear VS Sensor Power Input Line Open Circuit Inspection

Turn the ignition switch OFF (O).

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

Check for continuity between the wire harness side 33P (Black) connector [1] and 3P (Black) connector [2].

TOOL:

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

Connection: A5 – Black/red

Is there continuity?

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

NO – Open circuit in the Black/red wire

