TT215 – October 10, 2005

EFI Heat Management Strategy

The heat management strategy for the 2006 Touring and FLSTSCI models was changed to address rider comfort. The charts below show the various heat management strategies.

'06 EFI Touring and FLSTSCI Heat Management Strategy

North American Markets		
Front Head Temperature		**Engine Parameter Modification**
64 - 128 C	147 – 262 F	Engine Idle RPM = 975
129 -144 C	264 – 291 F	Engine Idle RPM = 945
> 144 C	291 F	Engine Idle RPM = 800
>160 C	320 F	A-F-R reduced and Spark advanced 10º
> 165 C	329 F	Skip Fire (injection pulse): 2 of 8 pulses randomly
Battery Protection		Battery voltage Sensing: RPM will be increased if necessary to maintain proper battery voltage

International Markets		
Front Head Temperature		**Engine Parameter Modification**
64 - 160 C	147 – 320 F	Engine Idle RPM = 975
> 161-168 C	321-334 F	Engine Idle RPM = 944
> 169 C	336 F	Engine Idle RPM = 800
> 170 C	338 F	A-F-R reduced and Spark advanced 10º
> 175 C	347 F	Skip Fire (injection pulse): 2 of 8 pulses randomly
Battery protection		Battery voltage Sensing: RPM will be increased if necessary to maintain proper battery voltage

'02 – '05 Touring, FLSTSCI, '02 & Later Softail, '04 & Later Dyna Heat Management Strategy

>160 C	320 F	Engine Idle RPM = 900
170 C	338 F	ECM richens Air/Fuel Ratio
180 C	356 F	Skip Fire (injection pulse): 2 of 8 pulses randomly
Battery protection		Battery voltage Sensing: RPM will be increased if necessary to maintain proper battery voltage