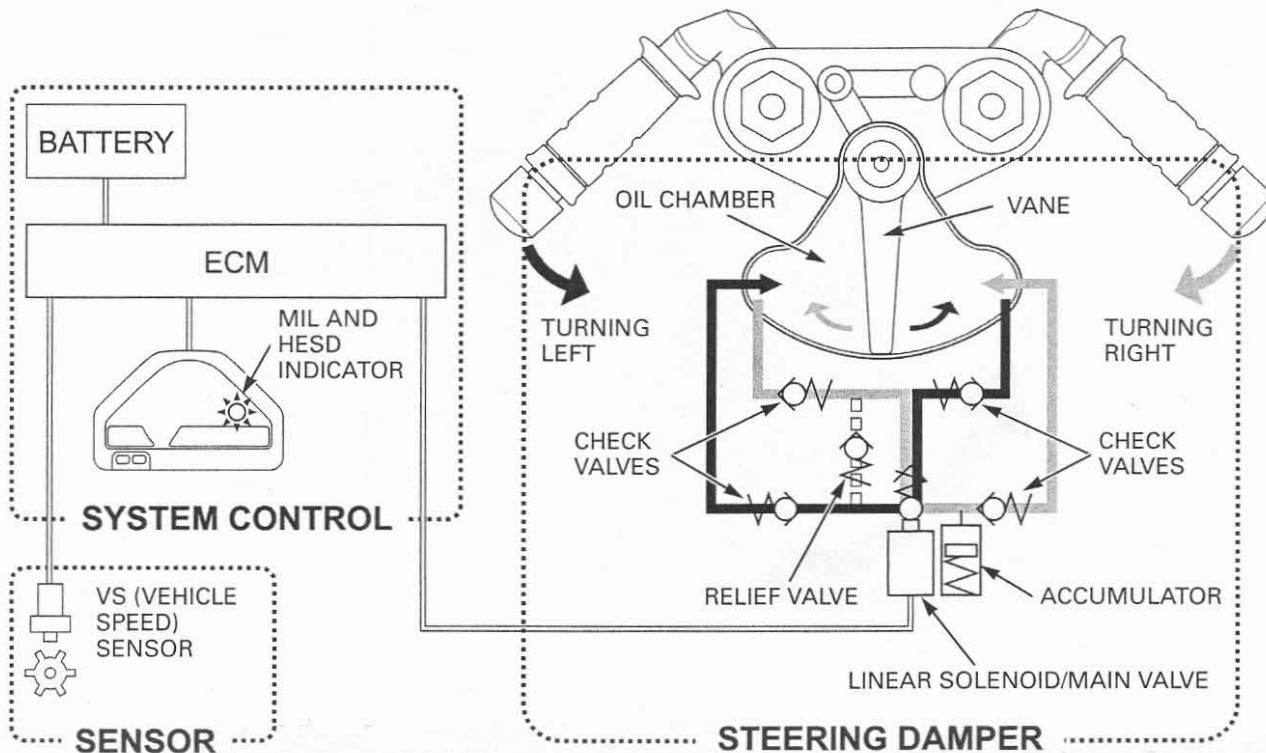


TECHNICAL FEATURES

CONTROL SYSTEM

Receiving the signal from the VS sensor, the ECM calculates the vehicle speed and rate of acceleration. The ECM outputs the control current to the linear solenoid coil based upon the vehicle speed and acceleration. The linear solenoid depresses the main valve according to the control current which passes through the linear solenoid, and controls the damping characteristics of HESD.



SELF-DIAGNOSTIC SYSTEM

The HESD system is equipped with a self-diagnostic and fail-safe system that is linked to the PGM-FI system.

When the ECM detects any failure of the linear solenoid or VS sensor, it stops controlling the linear solenoid and informs the rider of system trouble by turning on the MIL and displaying the HESD indicator. If the malfunction indicator lamp (MIL) blinks, follow the Self-Diagnostic Procedures (page 6-9) to remedy the problem.

The fail-safe system secures a minimum running capability when there is any trouble in the system. When any abnormality is detected by the self-diagnosis function, the ECM stops the HESD system control by shutting off the current supply to the linear solenoid and the HESD will operate under minimum damping characteristics.

The HESD system is also equipped with the Function Test Mode so that a technician can compare the minimum with maximum damping characteristics without riding. The HESD system is set to minimum damping at no vehicle speed under normal conditions. By using the Function Test Mode, the ECM operates the linear solenoid with maximum current so the HESD system is temporarily set to maximum damping.