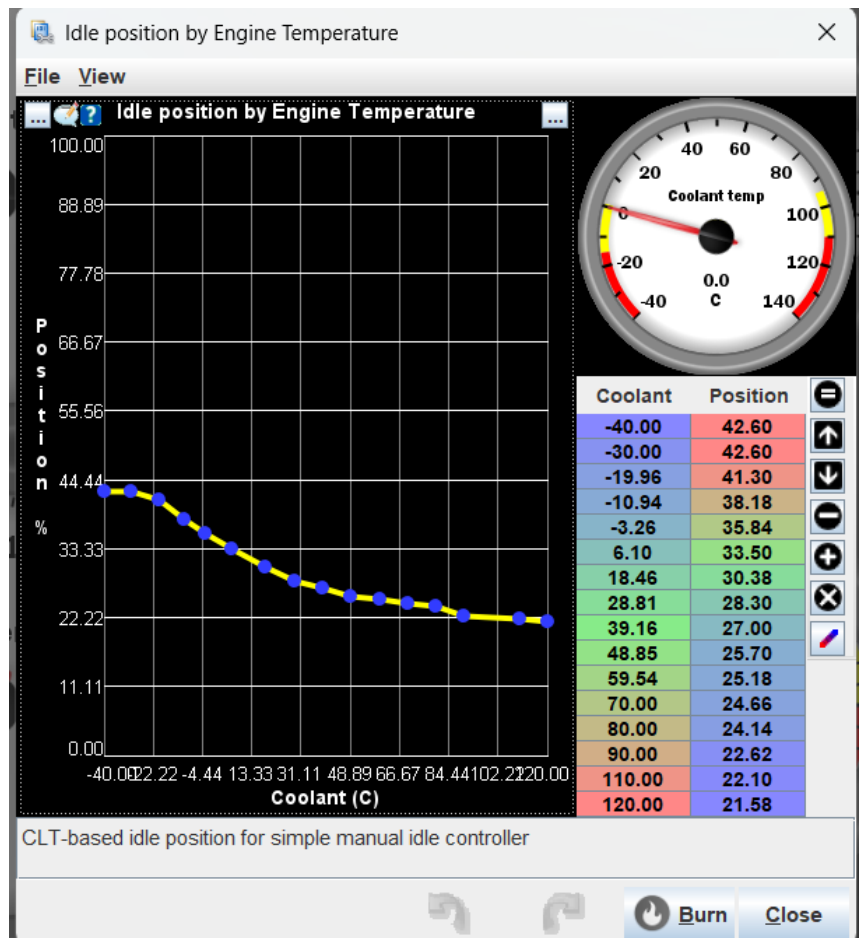


Open Loop Idle Curve

This table adjusts the open-loop idle position based on coolant temperature, providing us a direct way to control Idle Duty Cycle %.

- **Colder Temperatures:**
The multiplier is higher (e.g., 42.5% in this example) to increase the idle position for cold starts, helping the engine warm up faster and maintain stability during initial operation.
- **Warmer Temperatures:**
The multiplier decreases as the engine reaches operating temperature, typically leveling to 24 - 28% at normal operating conditions.
- **Hot Temperatures:** In this example, a slight reduction below 25% is applied when the engine is above 50°C to help reduce idle air and avoid excessive RPM hang at Idle



This table allows fine-tuning for varying coolant temperatures to ensure smooth idle transitions during warmup and at different temperature ranges.

Tuning Tips:

- If you are experiencing a situation where the engine Idle RPM begins to “hang” as the engine warms up, lower the idle duty cycle % in 1-2% increments until the idle no longer hangs.
- If your bike is struggling to maintain the target idle rpm:

- Bike is idling **below target idle RPM**, then increase the Idle Duty Cycle % until target idle RPM is met and maintained.
- Bike is idling **above target idle RPM**, then decrease the Idle Duty Cycle % until the engine is idling at target idle rpm.