TOURATECH CONNECT

Explanation of the displays of the Touratech Connect APP

Menu item	#	Subitem	Dashboard	Brief description	Explanation	Display	Choices	Unit
Engine	1.1	Engine ready	engine	Engine operating temperature	The data display indicates whether a suitable engine operating temperature has been reached. The limit value of the motor temperature can be adjusted in the specific setting of the data display.	QUIET (motor has not yet reached the set operating temperature, please drive "quietly") READY (motor has reached or exceeded the set lower operating temperature)	Define units of temperature	K = Kelvin °C = degrees Celsius °F = degrees Fahrenheit
							Specify the temperature threshold individually	K = Kelvin °C = degrees Celsius °F = degrees Fahrenheit
	1.2	Temperature engine	Temp. Engine	Current temperature inside the motor	Current engine temperature. For the calculation, the cylinder temperature is either recorded by sensors inside the cylinder or, if not available, by the temperature of the coolant.	1- to 3-digit numerical value	Define units of temperature	K = Kelvin °C = degrees Celsius °F = degrees Fahrenheit
	1.3	Temperature engine max	Temp. Engine max	Maximum temperature inside the motor	Maximum engine temperature transmitted by the vehicle. For the calculation, the cylinder temperature is either recorded by sensors inside the cylinder or, if not available, by the temperature of the coolant.	1- to 3-digit numerical value	Define units of temperature	K = Kelvin °C = degrees Celsius °F = degrees Fahrenheit
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
	1.4	Temperature intake	Temp. Intake	Current temperature in the intake duct	Current temperature of the air sucked in by the engine. If present, the temperature sensor of the intake system is read out for the calculation.	1- to 3-digit numerical value	Define units of temperature	K = Kelvin °C = degrees Celsius °F = degrees Fahrenheit
	1.5	Gear	gear	Display of the gear engaged	Gear currently engaged	1-digit numerical value (idling = N, if a gear is not correctly engaged = F)	-	
	1.6	Revolution speed	number of revolutions	Current engine speed	Current engine speed	X-digit numerical value	Units time-dependent	U / s = revolutions per second U / min = revolutions per minute
	1.7	Revolution speed mean	Speed medium	Mean value of the speed over the selected period	Arithmetic mean value of the motor speed. Optionally, engine speed values can be filtered out when the vehicle is stationary (see specific	X-digit numerical value	Define the units of the speed	U / s = revolutions per second U / min = revolutions per minute
							Average value "general" or "in motion"	Exclusion of the idle speed at speeds below 1m
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
	1.8	Throttle actual value	Gas is	Percentage opening of the throttle valve	Current percentage of the throttle position.	1- to 3-digit numerical value	-	% - percent
	1.9	Throttle speed mean	Gas target	Percentage opening of the throttle grip	Current setpoint specification in percent for the throttle valve position. The setpoint is determined by the current position of the throttle grip. The setpoint and actual value differ from one another differently depending on the selected driving mode.	1- to 3-digit numerical value	-	% - percent
Brakes	2.1	Brake force front	Brake circuit FW	Force that acts on the entire area of the brake pistons on the front wheel	The data display shows the force exerted by the brake system on the brake discs of the front wheel. Modern brake systems (fully integral system) automatically actuate the front wheel brake in addition to the rear wheel brake, without the need to manually actuate the front wheel	X-digit numerical value (the integral brake system can also display values if only the rear brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
	2.2	Brake force rear	Brake circuit RW	Force that acts on the entire area of the brake piston on the rear wheel	The data display shows the force that the braking system has on the brake discs of the rear wheel. Modern brake systems (partially integral system, fully integral system) automatically actuate the rear brake in addition to the front brake, without manual actuation of the rear brake being necessary. In simplified terms, the braking force can also be expressed as a comparable weight load.	X-digit numerical value (the integral brake system can also display values if only the front brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
	2.3	Brake force front mean	Brake circuit FW medium	Average value of the highest force from each braking on the front wheel	The maximum braking force of each braking process is combined into an arithmetic mean. Very light braking processes are filtered out. Modern brake systems (fully integral system) automatically actuate the front wheel brake in addition to the rear wheel brake, without the need to manually actuate the front wheel brake. In simplified terms, the braking force can also be expressed as a comparable weight load.	X-digit numerical value (the integral brake system can also display values if only the rear brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
							Average value "general" or "in motion"	Exclusion of the values at speeds below 1m / s
	2.4	Brake force rear mean	Brake circuit RW medium	Average of the highest force from each braking on the rear wheel	The maximum braking force of each braking process is combined into an arithmetic mean. Very light braking processes are filtered out. Modern brake systems (partially integral system, fully integral system)	X-digit numerical value (the integral brake system can also display values if only the front brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
							Average value "general" or "in motion"	Exclusion of the values at speeds below 1m / s

	2.5	Brake force front max	Brake circuit FW max	Maximum braking force on the front wheel	The maximum braking force. Modern brake systems (fully integral system) automatically actuate the front wheel brake in addition to the rear wheel brake, without the need to manually actuate the front wheel brake. In simplified terms, the braking force can also be expressed as a comparable weight load.	X-digit numerical value (the integral brake system can also display values if only the rear brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
	2.6	Brake force rear max	Brake circuit RW max	Maximum braking force on the rear wheel	The maximum braking force. Modern brake systems (partially integral system, fully integral system) automatically actuate the rear brake in addition to the front brake, without manual actuation of the rear brake being necessary. In simplified terms, the braking force can also be expressed as a comparable weight load.	X-digit numerical value (the integral brake system can also display values if only the front brake is operated)	Units of compressive force	N = Newtons kg = Kilograms lbs = British pounds
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
Driving dynamics	3.1	Speed front wheel	Speed FW	Current speed on the front wheel sensor	Current speed of the front wheel. The value is calculated from the data from the wheel sensor. The calculation base can be adjusted to get a more precise speed information. This is helpful if the wheel	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
							Correction factor for different tires	% = Percent
	3.2	Speed rear wheel	Speed RW	Current speed on the rear wheel sensor	Current speed of the rear wheel. The value is calculated from the data from the wheel sensor. The calculation base can be adjusted to get a more precise speed information. This is helpful if the wheel	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
							Correction factor for different tires	% = Percent
	3.3	Speed mean	Medium speed	Medium speed	Arithmetic mean of the wheel speed. Optionally, values can be filtered out when the vehicle is stationary (see specific settings for the data display).	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
							Average value "general" or "in motion"	Exclusion of time at speeds below 1m / s
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
							Measuring point	Front wheel or rear wheel
							Correction factor for different tires	% = Percent
	3.4	Speed maximal	Speed max	Maximum speed	Maximum wheel speed transmitted by the respective wheel sensor.	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
							Measuring point	Front wheel or rear wheel
							Correction factor for different tires	% = Percent
	3.5	Acceleration X	Acceleration X	Acceleration along the longitudinal axis of the vehicle	Real-time acceleration along the X-axis of the vehicle. The X-axis is directed in the direction of travel. An acceleration (positive change in speed) leads to positive display values. A deceleration (braking / negative speed change) leads to negative display values. If the vehicle is moving at a constant speed, the acceleration is 0.	1-digit numerical value ("+" acceleration, "-" braking)	Units of acceleration	m / s² = acceleration g = acceleration due to gravity
	3.6	Acceleration Y	Acceleration Y	Acceleration along the vehicle's transverse axis	Real-time acceleration along the Y-axis of the vehicle. When the vehicle is upright, the positive Y-axis is aligned to the left with respect to the direction of travel and inclines in accordance with the inclined position. Vehicles such as cars or motorcycles cannot move sideways. This is why acceleration can only be achieved by changing the incline. However, as soon as the vehicle is in an inclined position, the acceleration of gravity (earth's gravity) acts on the Y-axis (without the support, the vehicle would fall over). For this reason, a constant value is displayed when the vehicle is stationary with a constant incline. (If the vehicle is placed on the left side by 90 °, the acceleration along the Y-axis is 1g. -1g when placed on the right side) The vehicle does not need to be supported when cornering with a constant lean angle, to avoid falling over. The acting forces balance each other out, the acceleration along the Y-axis is 0. The acceleration value only reacts directly while the	1-digit numerical value ("+" left position, "-" right position)	Units of acceleration	m / s² = acceleration g = acceleration due to gravity
	3.7	Acceleration Z	Acceleration Z	Acceleration along the vertical axis of the vehicle	Real-time acceleration along the vehicle's Z axis. The positive Z-axis is directed upwards when the vehicle is upright. If the vehicle is fully upright, the acceleration due to gravity acts completely along the Z-axis. The Z acceleration is then -1g because the acceleration due to gravity is opposite to the vehicle Z axis. (The acceleration due to gravity points towards the center of the earth). If the vehicle is tilted, the acceleration due to gravity only affects part of the Z-axis. If the vehicle is pushed upwards (accelerated), the Z acceleration increases. If the vehicle is pushed down (accelerated), the Z acceleration is reduced. In	1-digit numerical value ("> -1" up, "<-1" down, "0" free fall)	Units of acceleration	m / s² = acceleration g = acceleration due to gravity

	3.8	Acceleration max	Acceleration max	Maximum values of the acceleration of all 3 vehicle axles	The data display shows the maximum acceleration that was transmitted by the vehicle sensors or smartphone. The maximum acceleration vector is split into the three vehicle axes X, Y and Z. When standing, X: 0 Y: 0, Z: -1g applies. If the X component is negative, the maximum acceleration occurred during a braking process. If the X component is positive, then the maximum acceleration occurred during an acceleration process. Every sensor has measurement limits, it may be that, depending on the sensors available, no more than 2g (twice the	X-digit numerical value per axis ("X" above, "Y" in the middle, "Z" below)	Units of acceleration	m / s² = acceleration g = acceleration due to gravity
	3.9	Roll angle	Oblique.	Inclined position	Real-time display of the angle of inclination (roll angle) of the vehicle. The angle of inclination is also often referred to as the incline. An inclination to the left in relation to the direction of travel shows a positive angle. Slant to the right at a negative angle.	2-digit numerical value	Units of angle measure	rad = radians ° = degrees
	3.10	Curve roll angle latest	Oblique. latest	Leaning of the last corner	The data display shows the maximum inclination angle (roll angle) of the last curve completed. A left turn slope shows a positive angle. A right-hand bend incline a negative angle. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle driving style are	2-digit numerical value ("+" left position, "-" right position)	Units of angle measure	rad = radians ° = degrees
	3.11	Curve roll angle mean	Oblique. medium	Average lean angle	The data display shows the arithmetic mean of the maximum absolute curve slope of each recorded curve. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle driving style are	X-digit numerical value	Units of angle measure	rad = radians ° = degrees
							Storage type "Total" or "Session"	Total = storage until deletion of the stored values in the vehicle selection Session = storage until restart of the APP display
	3.12	Roll angle max	Oblique. Max	Maximum inclination	Maximum value of the angle of inclination (roll angle) of the vehicle. The angle of inclination is also often referred to as the incline. An inclination to the left in relation to the direction of travel shows a positive angle. Slant to the right at a negative angle. The calculation is made regardless of the sign of the numerical value.	2-digit numerical value ("+" left position, "-" right position)	Units of angle measure	rad = radians ° = degrees
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
	3.13	Rotation speed X	Rotation speed X	Change of inclination	Real-time rotation speed around the X-axis of the vehicle. The X-axis is directed in the direction of travel. Rotation around this axis is referred to as vehicle tilt. A change in the inclination with respect to the direction of travel to the left leads to a positive rotation speed. A change in the lean angle to the right results in a negative rotation speed.	X-digit numerical value ("+" left position, "-" right position)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
	3.14	Rotation speed Z	Rotation speed Z	Rotary acceleration along the vertical axis of the vehicle (cornering without an incline)	Real-time rotation speed around the Z-axis of the vehicle. The Z-axis is directed upwards when the vehicle is upright. A rotation around this axis corresponds to cornering without an incline. A left turn (left turn) leads to a positive rotation speed. A clockwise rotation (right turn) leads to a negative rotation speed.	X-digit numerical value ("+" counterclockwise, "-" clockwise)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
	3.15	Rotation speed X max	Rotation speed X max	maximum change in bank angle	The data display shows the maximum recorded rotational speed around the X-axis of the vehicle. The value corresponds to your driving dynamics. The X-axis is directed in the direction of travel. Rotation around this axis is referred to as vehicle tilt. A change in the inclination with respect to the direction of travel to the left leads to a positive rotation speed. Changing the inclination to the right results in a negative	X-digit numerical value ("+" left position, "-" right position)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
	3.16	Rotation speed Z max	Rotation speed Z max	maximum turning acceleration along the	The data display shows the maximum recorded rotation speed around the Z-axis of the vehicle. The value corresponds to your curve dynamics. The Z-axis is directed upwards when the vehicle is upright. A rotation around this axis corresponds to cornering without an incline. A left turn (left turn) leads to a positive rotation speed. A clockwise rotation (right turn) leads to a negative rotation speed.	X-digit numerical value ("+" counterclockwise, "-" clockwise)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
Special features	4.1	Performance realtime	power	Power at current engine speed	The data display shows the engine power present at the current speed. The value is determined from the vehicle-specific performance curve.	X-digit numerical value	Units of power	kW = kilowatt HP = horse power
	4.2	From 0-100 km / h	0-100 km / h	Acceleration time to a target speed of 100km / h, every vehicle standstill starts a new measurement	Time measurement until the target speed is reached. The time measurement is reset to zero when the vehicle is at a standstill and starts automatically when the standstill is overcome. In addition to the best time, the current time difference to the previous best time is displayed.	X-digit numerical value (upper line "best time", lower line "current time, in relation to the best time")	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
	4.3	From 0-50 km / h	0-50 km / h	Acceleration time to a target speed of 50km / h, every vehicle standstill starts a new measurement	Time measurement until the target speed is reached. The time measurement is reset to zero when the vehicle is at a standstill and starts automatically when the standstill is overcome. In addition to the best time, the current time difference to the previous best time is displayed.	X-digit numerical value (upper line "best time", lower line "current time, in relation to the best time")	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
	4.4	From 0-x	0-X	Acceleration time to the individual target speed, every vehicle standstill starts a new measurement	Time measurement until a user-defined target speed is reached. The time measurement is reset to zero when the vehicle is at a standstill and starts automatically when the standstill is overcome. In addition to the best time, the current time difference to the previous best time is displayed.	X-digit numerical value (upper line "best time", lower line "current time, in relation to the best time")	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
							Target speed selectable by slide	as chosen
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
							Measuring point	Front wheel or rear wheel

4.5	Shift light eco	Switching eco	Shift recommendation for economical vehicle operation (limit value speed = 3960 rpm)	Shift recommendation for economical vehicle operation. The recommendation is calculated on the basis of the applied engine load and a vehicle-specific ecological maximum speed. The speed limit can be adjusted in the specific settings of the data display.	"-" do not switch, "⇆"upshift or"↓"downshift	Overwrite the standard values of the maximum speed (in 180 rpm steps)	-
4.6	Shift light race	Shift Race	Shift recommendation for sporty people Vehicle operation (limit value speed lower = 4980 rpm, upper = 6780 rpm)	Shift recommendation for racing. The data display is matched to maximum response behavior by utilizing the optimal vehicle-specific torque range. The vehicle-specific standard settings for the data display can be adjusted by the user.	"-" do not switch, "⇆"upshift or"↓"downshift	Overwrite default values of the limit value speed (in 180 rpm steps)	-
4.7	Gear changes	Gear change	Number of switching operations in motion	Number of switching operations in motion	X-digit numerical value	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
4.8	Gear disposition	Gear usage	Current gear with its percentage usage	The data display shows the percentage usage for the currently engaged gear. The division is only calculated while driving. The neutral gear is excluded from the setup.	X-digit numerical value (gear: distribution in%)	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
4.9	Curve counter	Curves	Counts all stronger turns	Driven curves are recorded as a left or right curve. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle	X-digit numerical value ("L:" left turns and "R:" right turns	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
4.10	Curve type counter	Curve type	Counts all curves driven in 3 classes (60 °, 90 °, 180 ° curves)	Driven curves are recorded based on the curve angle covered. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle driving style are recorded.	X-digit numerical value (upper line "Curve angle classes", lower line "Number of respective curves driven")	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
4.11	Curve speed mean	C.speed. medium	Average speed of all curves driven	The data display shows the arithmetic mean of all recorded curve speeds. For the calculation, the average vehicle speed is recorded for each curve. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle driving style are recorded.	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
						Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
4.12	Cornering speed last	C.speed Latest	mean speed of the last corner	The data display shows the average vehicle speed of the last curve completed. The data value is retained until the subsequent curve is recorded. The curve analysis is optimized for motorcycle driving behavior. Slight curves that are completed without a noticeable angle of inclination (inclination) are filtered out. Lane changes and other slight course corrections are also filtered out. Only curves that you complete with a typical motorcycle driving style are recorded.	X-digit numerical value	Units of speed	m / s = meters per second km / h = kilometers per hour MpH = miles per hour
4.13	Strainmeter	effort	Effort tendency (arrow), current effort, Average	A real-time effort value is determined from the data from the vehicle movement sensors. Shocks or strong vibrations, which act on the vehicle, have a particularly high influence, in addition to very rapid changes in the angle of inclination (inclination) and angle of incline. The data display shows the real-time value, the arithmetic mean and the current tendency of the effort. An effort value of 1 corresponds to a very leisurely driving style, while a value of 10 or higher can only be achieved on a motocross track. There is no upper limit to the exertion value.	X-digit numerical value (1 = comfortable,> 10 = performance port)	-	
4.14	Calories count	Calories	individual calorie consumption of the driver	The data display shows a calorie consumption counter. As a basic value, the consumption value when sitting at rest was modified and combined with a real-time effort value. To optimize the consumption value, your own basal metabolism can be set in the specific settings of the data display. The greatest influence on the exertion value have high accelerations such as jolts or strong vibrations, which act on the vehicle, as well as very rapid changes in the angle of inclination (bank angle)	X-digit numerical value	Basal metabolic rate (~ energy consumption in idle state) adjustable (in	kj = kilojoules kcal = kilocalories
						Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
4.15	Ride time	journey	Total time in motion	The data display shows the total time of the recorded driving time. The individual times are added up.	"D: 00: 00: 00" = hours: minutes: seconds ("D" = drive)	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
4.16	Stand time	stand	Total time in stand	The data display shows the total time of the recorded idle times. The individual times are added up. The "downtime" is defined as the time between two trips. The time between opening the data display and the first start is not taken into account.	"P: 00: 00: 00" = hours: minutes: seconds ("P" = park)	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
4.17	Rest interval	break	Time between two breaks (from + 20 ° C, the time is reduced by 15% for every 5 ° C warmer)	Recommendation to take a break. The recommended driving time between two breaks depends on the ambient temperature, but is triggered at least after the minimum interval has expired. If the outside temperature is greater than 20 ° C (68 ° F), the driving interval is reduced by 15% for every 5 ° C (9 ° F) temperature difference.	"Come on!" or "break!"	Minimum interval in 5-minute steps	-

Extreme	5.1	Drift time	drift	Total time from: rear wheel faster than front wheel	The data display shows the total time the vehicle has been in a "drift". The individual times are added up. In this case, the "drift" is not defined as cornering, but merely as the increased speed of the rear wheel compared to the front wheel. The time measurement also works when the vehicle is not moving, so it can also be used to time a "burnout".	"0:00" = minutes: seconds	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
	5.2	Slide time	Slide	Total time from: front wheel faster than rear wheel	The data display shows the total time that the vehicle was in a "slide". The individual times are added up. In this case, the "slide" is not defined as cornering, but merely as the increased speed of the front wheel compared to the rear wheel. E.g. when braking into a curve with a	"0:00" = minutes: seconds	Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted
State	6.1	Fuel state	tank	Tank level, which is recorded by the sensor (deviations can occur in the upper/lower non-recorded area)	The data display shows the tank level as a unit of volume (liters or gallons). For this purpose, the data value of the tank sensor is converted according to the tank volume. Deviations can occur if the tank sensor does not capture the entire volume range.	X-digit numerical value	Tank level unit	l = liter gal (GB) = British gallon gal (US) = American gallon
	6.2	Total range	kilometre	Total mileage of the vehicle	Current total mileage read from the vehicle.	X-digit numerical value	Unit distance	m = meter km = kilometer mm = millimeter mile = mile in = inch mil = mil or thou
	6.3	Temperature ambient	Temp. Outside	Ambient temperature	Current ambient temperature. Calculated using the vehicle's outside temperature sensor.	X-digit numerical value	Units of temperature	K = Kelvin ° C = degrees Celsius ° F = degrees Fahrenheit
	6.4	Temperature ambient extreme	Temp. Outside extreme		The data display shows the most extreme outside temperature reported by the temperature sensor. The extreme value is calculated in relation to 20 ° C (68 ° F). The greater the deviation, the more extreme.	X-digit numerical value	Units of temperature	K = Kelvin ° C = degrees Celsius ° F = degrees Fahrenheit
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is
Switch & Lever	7.1	Lever front brake	Lever FB	Switch status of the front brake lever	Current switching status of the brake lever switch. In modern brake systems (fully integral system), the switching state of the front brake lever can also change when the rear brake lever is actuated.	"ON" or "OFF"	-	
	7.2	Lever rear brake	Lever RB	Rear brake lever switch status	Current switching status of the brake lever switch. In modern brake systems (partially integral system, fully integral system), the switching state of the rear brake lever can also change when the front brake lever	"ON" or "OFF"	-	
	7.3	Side stand	Side stand	Side stand position	Current switching status of the side stand switch.	"Top or bottom"	-	
	7.4	Switch throttle	Throttle	Percentage opening of the throttle	Current percentage rotation position of the throttle grip. On some motorcycle models, the throttle twistgrip can be turned in the opposite direction to the actual direction of rotation beyond the zero position. This means that negative percentages are also possible. This function is used to switch off the cruise control without using the brake.	X-digit numerical value	-	% - percent
Lighting	8.1	Headlights	Headlights	Operating condition of the headlights	Current operating status of the headlight.	"DIMMING", "DARKING AUTO", "FULL" or "FULL AUTO"	-	
	8.2	Turn light right	right flashlight	Signal indicator right	Current signal status of the turn signal light.	"ON" or "OFF"	-	
	8.3	Turn light left	left flashlight	Signal indicator left	Current signal status of the turn signal light.	"ON" or "OFF"	-	
General	9.1	Time of day	Time	Time	Current time	X-digit numerical value	"Second yes", "second no"	
Unsupported		Rotation speed Y	Rotation speed Y	Slope change	Real-time rotation speed around the Y-axis of the vehicle. When the vehicle is upright, the Y-axis is aligned to the left with respect to the direction of travel. Rotation around this axis is called the vehicle grade. Climbing the front wheel compared to the rear wheel is a positive change in incline. The lowering of the front wheel compared to the rear	X-digit numerical value ("+" slope, "-" slope)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
		Rotation speed Y max	Rotation speed Y max	maximum change in slope	The data display shows the maximum recorded rotational speed around the Y-axis of the vehicle. When the vehicle is upright, the Y-axis is aligned to the left with respect to the direction of travel. Rotation about this axis is called the vehicle grade. Climbing the front wheel compared to the rear wheel is a positive change in incline. The lowering of the front wheel compared to the rear wheel is a negative change in slope.	X-digit numerical value ("+" slope, "-" slope)	Units of angular acceleration	rad / s = radians per second ° / s = degrees per second
							Storage type "Total" or "Session"	Total = storage until the memory values are deleted in the vehicle selection Session = storage until the APP display is restarted