

G-Window: Acceleration Bars

This section explains how to read the acceleration indicators on the G-Window.

Note: For the acceleration bars to be meaningful, you must have already (1) calibrated your accelerometers (page 28) and (2) done at least one acceleration run (page 52).

Note: If you have moved or re-oriented the G-tech mounting clip since your last forward acceleration run, the acceleration bars will not be accurate! See page 49 for more information.

The acceleration bars show instantaneous forward and lateral vehicle acceleration.

When you punch the accelerator, you will see a surge in the forward acceleration indicator.

When you turn your vehicle, you will see a surge in the lateral acceleration indicator.

Dominant acceleration is indicated by the dark (solid) bar; the shaded (grey) bar indicates lesser acceleration.

Figure 12 illustrates the major components of the acceleration bars.

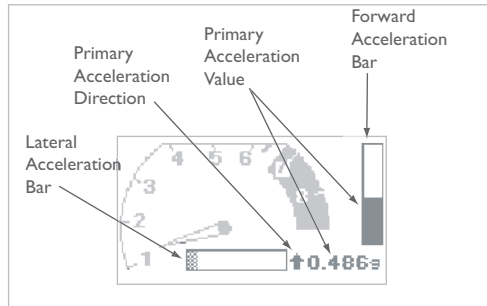


Figure 12: Acceleration Bars & Primary Acceleration Indicator

- **Lateral Acceleration Bar** – indicates amount of lateral (cornering) Gs – like you see in car magazines for skid-pad tests
- **Forward Acceleration Bar** – indicates amount of forward Gs
- **Primary Acceleration Value** – shows amount of dominant acceleration

- **Primary Acceleration Direction** – shows direction of dominant acceleration

Figure 13 summarizes how to read the Primary Acceleration Direction Indicator.

If you see...	It means you are...
	Accelerating forward strongly
	Braking strongly
	Turning left
	Turning right

Figure 13: Primary Acceleration Direction Indicator

Self-leveling the G-tech

Note: *If the G-tech is mounted in your vehicle and the vehicle is not moving, both acceleration bars should register very close to 0.000g. If not, you need to “self-level” the G-tech.*

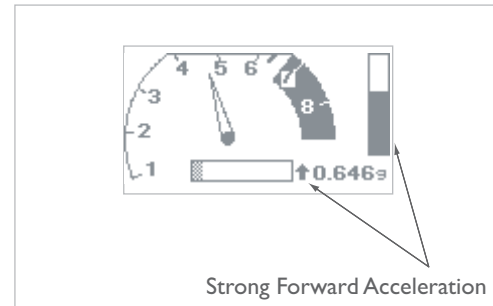
If your G-Window acceleration bars do not read zero when your vehicle is stopped, you need to help the G-tech determine which direction is forward. We call this process “self-leveling.”

To self-level the G-tech, simply do an acceleration run (page 52). You need only go far enough to trigger the G-tech and start the E.T. clock... just a few feet.

Once you have done this, **DO NOT** move the G-tech mounting clip. Leave it in exactly the same mounting position that it was in when you did the acceleration run.

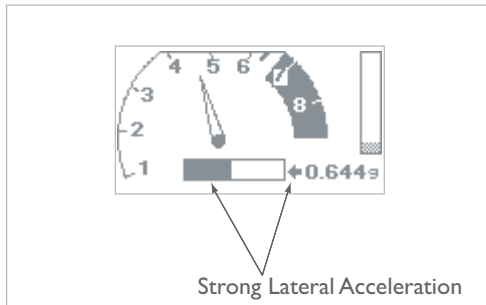
When you get back to the G-Window, the G-tech’s acceleration bars should read very close to 0.000 when the vehicle is stopped.

Example I: Typical display during forward driving



- **Forward Acceleration Bar** is darkly shaded – indicates that forward acceleration is dominant, i.e. stronger than lateral acceleration
- **Primary Acceleration Direction** is pointing up – indicates that acceleration is forward (arrow would point down if you braked hard)
- **Primary Acceleration Value** reads 0.646g – indicates amount of forward acceleration
- **Lateral Acceleration Bar** is lightly shaded and very small – indicates the vehicle is not quite going in a straight line (if vehicle were going perfectly straight ahead, there would be no lateral acceleration, only forward)

Example 2: Typical display accelerating out of a corner



- **Lateral Acceleration Bar** is darkly shaded – indicates that lateral (sideways) acceleration is dominant, i.e., stronger than forward acceleration
- **Primary Acceleration Direction** is pointing left – indicates that lateral acceleration (and turn) is to the left (arrow would point right if vehicle were turning to the right)
- **Primary Acceleration Value** reads 0.644g – indicates the amount of lateral acceleration, like a skidpad rating for a car
- **Forward Acceleration Bar** is lightly shaded and small – indicates the vehicle is not experiencing significant lateral acceleration