

AiM InfoTech

HONDA CBR 600RR HRC 2025

Release 1.00





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Models and years

This document explains how to connect AiM devices to the vehicle Engine Control Unit (ECU) data stream.

Supported models and years are:

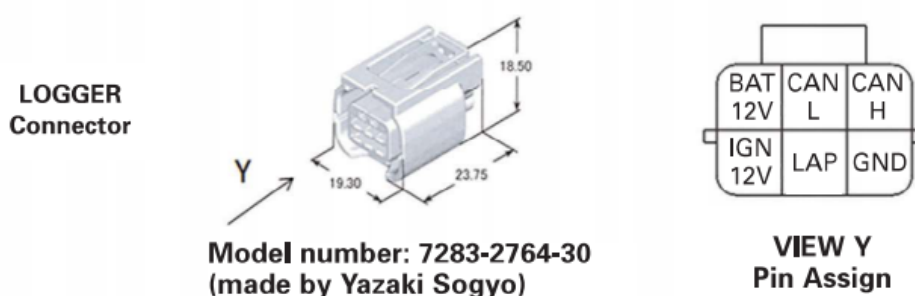
- CBR 600RR HRC from 2025

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Wiring connection

These bikes feature a specific protocol based on CAN, accessible through the Yazaki Sogyo female connector labelled "LOGGER" connector. For this installation refer to the following pinout of the Yazaki connector and its connection table.

Note: this is a specific connector provided by the HRC harness, reserved to data logging and is not to be confused with the red diagnostic connector of standard bikes.



Yazaki CBR600RR	Function	AiM cable	AiM cable color
Brown	CAN High	CAN+	White
White	CAN Low	CAN-	Blue
In alternative for SNG			
White	CAN High	CAN+	White
Red	CAN Low	CAN-	Blue

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Race Studio configuration

Before connecting the AiM device to the ECU, set all functions up using AiM software RaceStudio 3. The parameters to set in the device configuration are:

- ECU manufacturer: **HONDA**
- ECU Model: **CBR600 HRC 2025** (RaceStudio 3 only)

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"HONDA – CBR600 HRC 2025" protocol

Channels received by AiM devices configured with "HONDA – CBR600 HRC 2025" protocol are:

CHANNEL NAME	FUNCTION
Engine RPM	Engine RPM
Grip Opening Adj	Grip position (deg) after tool adjustment
Grip Opening	Grip position (angle)
Grip Opening Prc	Grip position (percentage)
Throttle Pos	Throttle position sensor (percentage)
Throttle Opening	Throttle position (angle)
Gear Position	Engaged gear
Coolant Temp	Engine coolant temperature
Intake Air Temp	Intake air temperature
MAP Sensor Value	MAP sensor value
Est Vehicle Spd	Vehicle Speed
Front Wheel Spd	Front wheel speed
Rear Wheel Spd	Rear wheel speed
Fuel Consumption	Fuel Consumption
Drum Angle AD	Drum angle sensor voltage
Battery Voltage	Battery voltage



LAF1 Value	Air/Fuel cylinder 1
LAF2 Value	Air/Fuel cylinder 2
LAF3 Value	Air/Fuel cylinder 3
LAF4 Value	Air/Fuel cylinder 4
LAF1 AD1	Air/Fuel voltage cylinder 1
LAF2 AD2	Air/Fuel voltage cylinder 2
LAF3 AD3	Air/Fuel voltage cylinder 3
LAF4 AD4	Air/Fuel voltage cylinder 4
Ext AD Input 1	External AD input 1
Ext AD Input 2	External AD input 2
Ext AD Input 3	External AD input 3
Ext AD Input 4	External AD input 4
Shift Learn Ref	Shift sensor learning value reflection value
Shift Sensor In	Shift sensor input value
Shift Sens Learn	Shift sensor input value learned value
SRC Basic Factor	SRC basic setting Factor
Fuel Correction1	Fuel Correction 1
TC Efficacy LVL	TC efficacy level
IGCFF Level	IGCFF level
IGCFF Roll Adj L	IGCFF roll adjust level
IGCFF Cut Freq S	IGCFF cut frequency search value
IGCFF CutFreqCor	IGCFF cut frequency correction factor
IGCFF CutFreqFin	IGCFF cut frequency final value
Up Force CutTime	Upshift driving force cut time level
EB Skid	EB skid ThAdj
EB Basic Set	EB basic setting ThAdj
Drive Sprocket	Drive sprocket number
Driven Sprocket	Driven sprocket number
FI IND	FI warning
Dn PostShift EB	Downshift post-shift EB adjustment level
Dn Blip Adj	Downshift Blip adjustment level
Up Force Return	Upshift driving force return time level



Gear Id Err Stat	Gear identification error status
Ignition Corr	Ignition correction amount
Fuel Correction2	Fuel Correction 2
Fuel Correction3	Fuel Correction 3
Fuel Correction4	Fuel Correction 4
NE Conversion FW	Conversion value from front wheel speed
STG Identified	STG determined
Clutch Switch ON	Clutch switch ON
FI Mode	FI mode
IG Mode	IG mode
Power Mode	Power mode
GRPPCT Mode	GRPPCT Mode
TCS Mode	Traction control mode
Slip Tar Offset	Slip target offset level
Wheelie Mode	Wheelie mode
SRC Mode	Slip Rate Control mode
EB mode	Engine Brake mode
EBSLIP Mode	EBSLIP mode
Drum Control LVL	Drumming control level
P Mode	P mode meter selection value
EB Mode MeterSel	EB mode meter selection value
Mode TYRE	Mode tyre
MILCODE	MIL code
Intervention CS	Intervention control status
Front Tire Diam	Front tire diameter
Rear Tire Diam	Rear tire diameter
Rear Wheel RSpd	Rear wheel speed (rpm)
Front Wheel RSpd	Front wheel speed (rpm)
NE Conversion RW	Conversion value from rear wheel speed
Pitch Angular V	Pitch angular speed
Pitch Angle	Pitch angle
Rel PitchWheelie	Relative pitch angle from wheelie start



Bank Angle	Bank angle
Amount Control R	Amount of control retards
Direction Accel	Acceleration in the direction of travel
Delta Slip	Delta slip rate variation
SRC Trigger Set	SRC trigger setting value
Slip Rate Wil	Slip rate for wheelie
Target Slip Rate	Target slip rate
Slip Tar MAP Val	Slip target map value
SlipTar Offset	Slip target offset level
Slip Rate	Slip rate
FC Rate Cycle	Fuel consumption rate per cycle
Control Torque I	Control torque intervention amount

Technical note: not all data channels outlined in the ECU template are validated for each manufacture's model or variant; some of the outlined channels are model and year specific, and therefore may not be applicable.