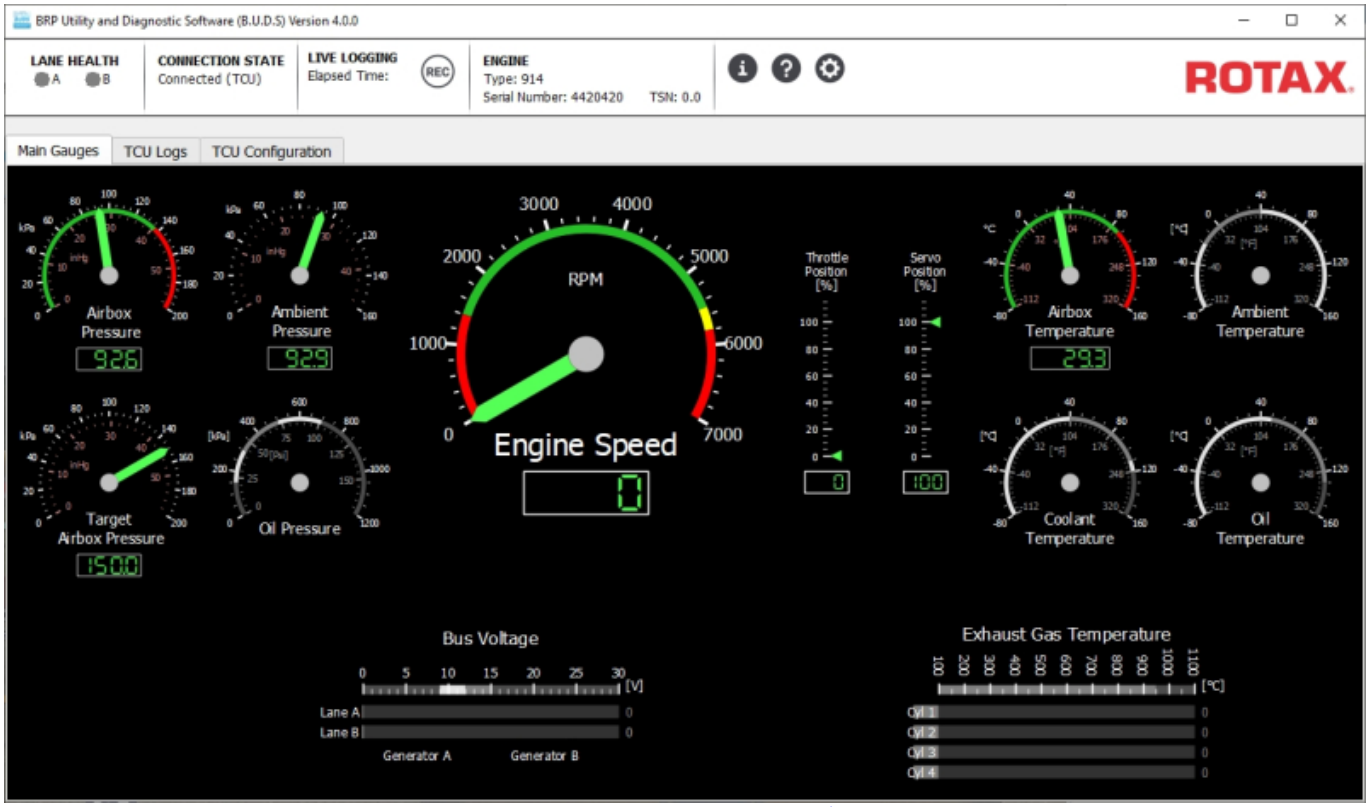
the B.U.D.S software



Until now, it has always been quite difficult to access the TCU[1)] data.
With the release of the new B.U.D.S AIRCRAFT 4.10 software, this has changed somewhat for the better.

…. something for the better ??

The software is considerably slower, which has a negative effect when writing a log file for error diagnosis in the event of malfunctions.
With the old TLR 4.6 - Software, approx. 10 lines of the current operating parameters were written to the log file per second and with the B.U.D.S software unfortunately only 2.
Although the data is saved as a CSV and can therefore be read directly into a spreadsheet, it is highly unlikely that errors that occur briefly will be visible. As an example, I would cite a loose contact to the airbox pressure sensor or a „click“ on the throttle potentiometer's sliding track. With the old TLR 4.6, there is a five times higher chance of finding the error in the log file.

However, I consider this to be the only shortcoming. An update rate of half a second is sufficient for all standard tasks. It is also worth mentioning that a full-screen mode is now available again.

I will not go into the program parts in detail here, as the program is programmed according to self-explanatory, modern guidelines and the help can be accessed via the question mark symbol in the upper program window.

The in the SI-914-038, *B.U.D.S. Aircraft Installation Instructions and Update for ROTAX Engine Types 916 i, 915 i, 912 i and 914 (Series)* \\The functions listed for the 914 are as follows:

Available Tabs	Maintenance functionalities
Main Gauges	Live Logging
TCU Logs	Display Logs
TCU Configuration	Extract Logs
Clear Data Logs	

However, there is one small detail:
The program originally comes from the 912iS and 915iS injectors.
You will notice this when the program is started for the first time. Here you have to go to the settings and select the 914 engine series. Here you also configure the COM port and the storage location of the log files.
When the program is restarted, it is automatically prepared for the 914.

The best thing about the new software is the fact that every USB to RS232 converter works with the TCU and the dilemma with adapters that are no longer available is history.

[1)]
Turbo Control Unit

From:
https://kleinjung.de/rotax/ - **Ralle's ROTAX FAQ**

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