

BOOST LOGIX

EVO X / RALLIART

TUNE ANALYSIS SYSTEM

USER MANUAL

THE COMPLETE REFERENCE GUIDE

How to use this manual

This manual is a **reference** — you don't need to read it cover to cover. Jump to the feature you're using via the **Contents** page, or look a term up in the **Index** at the back. Brand-new to Boost LogiX? Start with the separate **Quick Start** guide, then come back here when you want the detail.

How this manual is organised

Thirteen chapters follow your workflow in order — from signing in and loading your first log (chapters 1–2), through reading and scoring it (3–4), the power tools (Virtual Dyno, Tune Map, Multi-Graph, AI — 5–8), sharing your results (PDF Reports — 9), live capture (10), and finally settings, help and the Garage (11–13). Five appendices close the book: keyboard shortcuts, the feature-by-plan matrix, a glossary, a troubleshooting table, and the changelog. Each chapter opens with a short framing of what you'll walk away with, and cross-references hand you on to the natural next step.

What's new in this version

NOTE

New since the last manual: the **Workshop plan** for professional shops (white-label client reports, AI customer summaries, Job Book, Before/After reports and more), the **Garage** for saving and switching between cars, **simpler pricing** (one Pro subscription now includes everything, both AI tools included), worldwide **fuel support** (RON 95/98/100 and E85), a more honest **Virtual Dyno** physics model, and the **App Assistant** help co-pilot. The full history is in *Appendix E — Changelog*.

Reading the cues

Every feature is labelled with the plan it needs:

FREE available to everyone signed in · **PRO** needs a Pro subscription · **WORKSHOP** needs a Workshop subscription

Workshop-tier features you don't have yet appear **greyed out with a purple WORKSHOP badge** rather than hidden, so you can always see what the next tier adds.

Coloured boxes flag the things worth noticing:

TIP

A shortcut or best practice that saves you time.

NOTE

A clarifying detail that's easy to miss.

WARNING

Something that can cost you a good log, or worse — read these.

PRO

Deeper interpretation aimed at experienced tuners. If you're just getting started, you can safely skip these boxes.

How features are written

Each feature follows the same shape so you always know where to look: **what it's for**, **availability** (plan + any sensors needed), **how to use it** (numbered steps that match the numbers on the screenshot), and **reading the output** (what every chart, number and colour means).

Conventions

- **Bold** = a button or label exactly as it appears in the app — click **Load CSV Logs**.
- `Code font` = a key to press (`Space` , `Esc` , `Enter`) or a file/value.
- Cross-references like "see *Reading Your Logs* → *Knock*" point to another section.
- The **numbered chips on screenshots** match the numbered steps in that feature's "How to use it" list — step 3 in the text is chip ③ on the picture.
- Callout boxes always carry their word as well as their colour — **TIP**, **NOTE**, **WARNING**, **PRO** — so they read correctly even printed in greyscale.

Getting help

Email support@boostlogix.app any time, or open ☰ **Menu** → **Help** inside the app for the quick FAQ and keyboard-shortcut list.

What Boost LogiX is — and what it will never do

Boost LogiX is a **data analysis and visualisation tool**. It reads the CSV logs EvoScan has already recorded, turns them into charts, scores and reports, and — in Tune Map — can open a ROM file strictly **read-only** so you can see your maps next to your logged data.

Boost LogiX never changes your tune. There is no feature, mode, setting or failure state in which the app modifies, writes to, edits or creates a tune file, ROM file, calibration or any data on your ECU. It cannot flash or program an ECU. Every tune, ROM or binary file it opens is opened read-only.

The one file-repair feature in the app, **Log Doctor**, works exclusively on EvoScan *log* CSVs: it fixes structural formatting — text encoding, line endings, delimiters, junk lines before the header, and column names — so a broken log can load. It never rewrites a logged data value, and it never reads, writes or touches a tune, ROM or ECU file of any kind.

Analysis output is reference data, not tuning instructions

Everything Boost LogiX produces — Tune Health scores, alerts, Virtual Dyno estimates, Tune AI and Workshop AI answers, AI-written summaries, Correction Reports and PDF reports — is **informational reference data only**. It is a starting point for a conversation between you and a qualified tuner. It is not professional tuning advice, not a recommendation to modify your vehicle, and not a directive to change any hardware or software setting. A *Correction Report* is a list of discussion points for a tuner — the app does not and cannot apply any correction to your tune.

WARNING

Any decision to modify your vehicle is made solely by you, and any

change is carried out entirely outside Boost LogiX — by you or your tuner, with other tools. Always verify analysis results with a qualified tuner or mechanic before anything on your car is changed. Boost LogiX accepts no responsibility for engine damage, mechanical failure or loss arising from decisions made in reliance on its output.

NOTE

AI answers (Tune AI, Workshop AI, the App Assistant and AI customer

summaries) are generated by an AI model and may contain errors or omissions. Treat them as a well-informed second opinion — never as the final word.

The full legal terms that govern your use of the app, including the warranty disclaimer and limitation of liability, are at **boostlogix.app/terms**.

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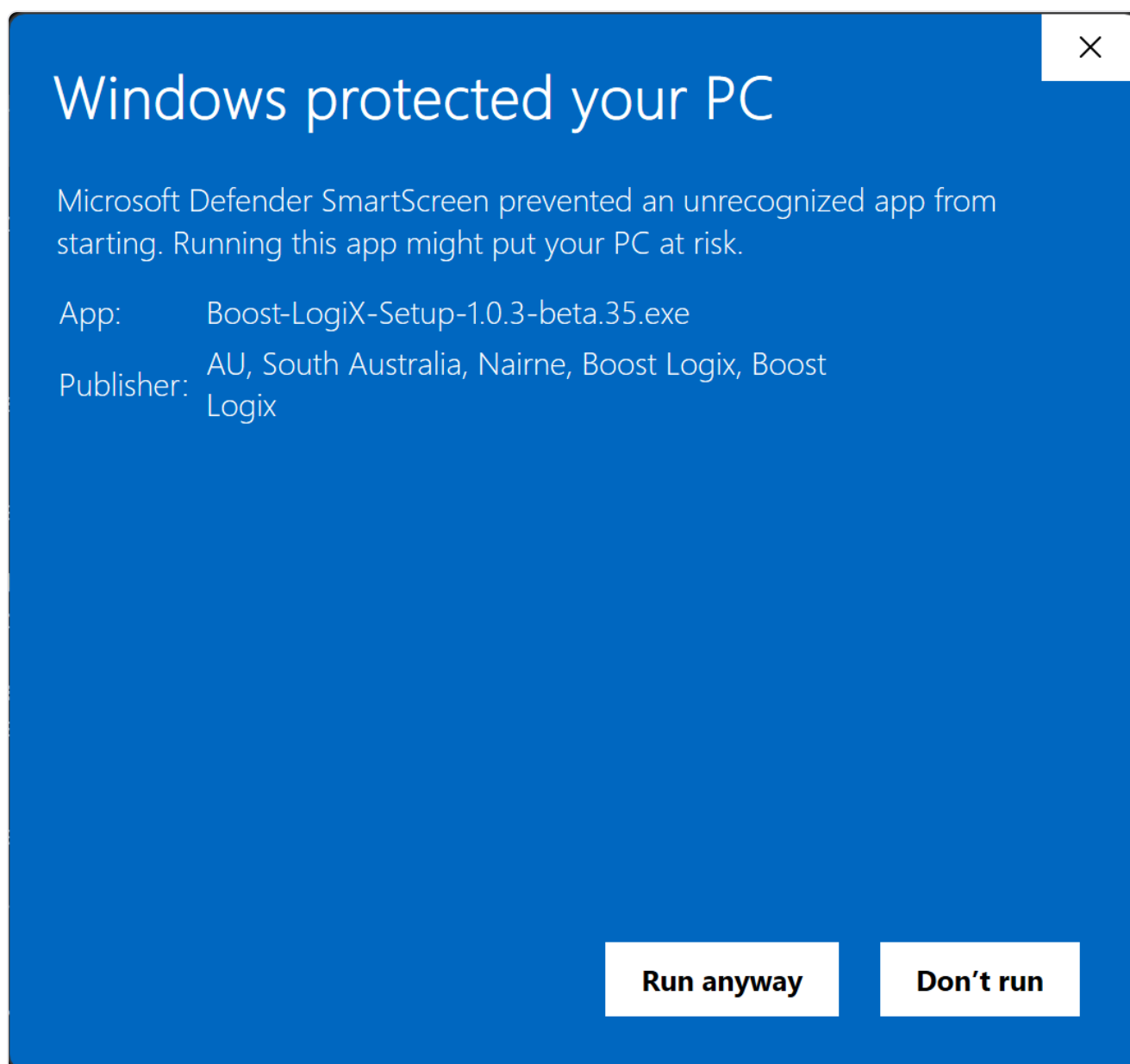
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1. Getting Started

This chapter walks you from a fresh install to your first analysed log: signing in, telling Boost LogiX about your car and fuel, making sure it can read your EvoScan channel names, and loading one or many logs at once. Everything here is **free** — no Pro purchase required.

1.1 Installing & the first-launch Windows notice FREE

The first time you run the installer, Windows may show a blue **"Windows protected your PC"** screen. This is expected for a new signed app — here's why it appears and how to continue safely.



The first-launch Windows SmartScreen notice — the Publisher line reads "Boost Logix"

WHY IT APPEARS

Microsoft Defender SmartScreen is a **reputation-based** check: it shows this notice for any app until it has been downloaded enough times to be "recognised", so it's expected for a new signed build from an independent developer. The installer is **digitally signed**, which confirms it was published by **Boost Logix** and hasn't been altered since it was signed. That on its own doesn't guarantee any download is safe, so treat two things together as your green light: you got the file from the **official source** (**boostlogix.app**) **and** the notice shows **Publisher: Boost Logix**.

HOW TO CONTINUE

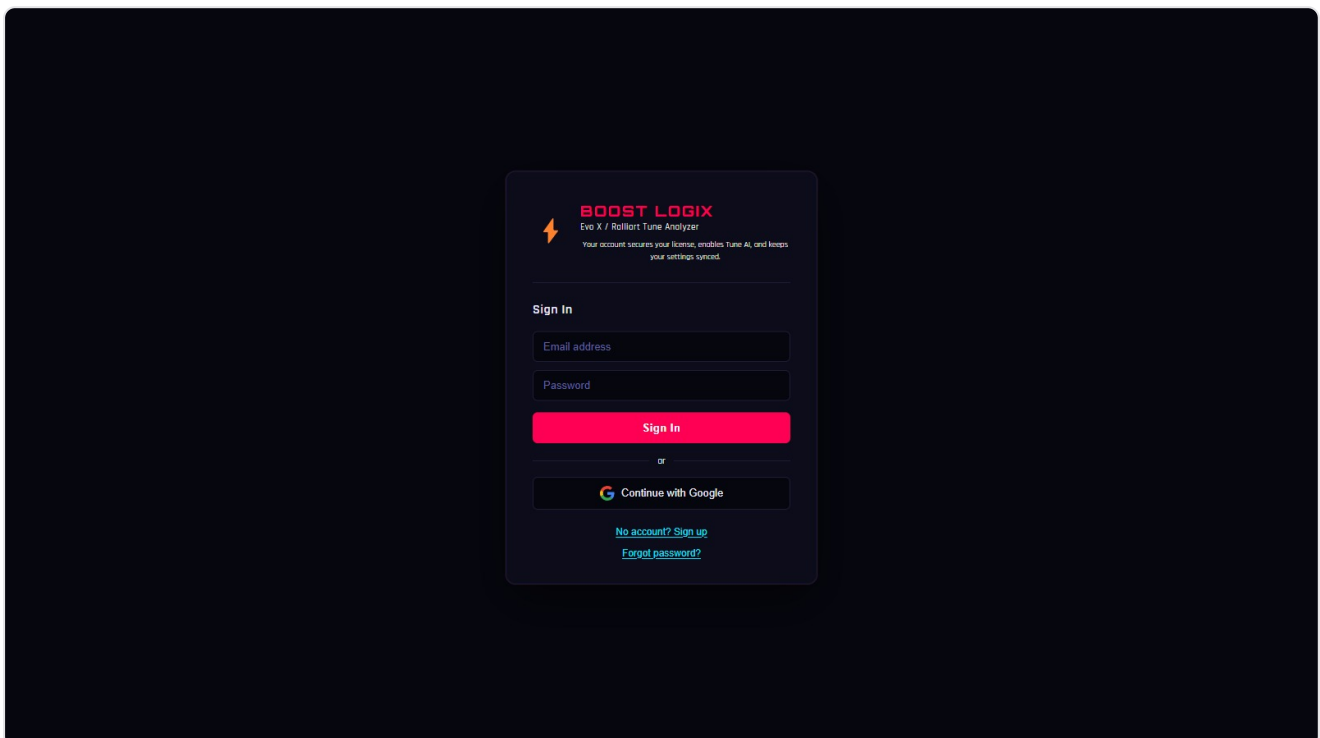
1. If you only see a **More info** link at first, click it — that reveals the **Run anyway** button.
2. Confirm you downloaded from **boostlogix.app** and that the **Publisher** reads **Boost Logix**.
3. If both check out, click **Run anyway** to install. If the publisher shows anything else — or the file came from somewhere other than boostlogix.app — stop and don't run it.

NOTE

The notice disappears on its own over time as more people install Boost LogiX and Windows learns to trust it. Safety rule: only run an installer you downloaded from **boostlogix.app** that shows **Publisher: Boost Logix** — if either isn't right, don't run the file.

1.2 Sign in FREE

Get into the app with your Google account or your email and password — one sign-in and your plan follows you, even offline at the track.



The sign-in screen with the Google button

- 1 Email field 2 Continue with Google 3 Forgot password link

WHAT IT'S FOR

Signing in links the app to your Boost LogiX profile, which is where your tier (Free, Pro or Workshop) lives. Your activation is checked server-side every time you start **when online**, so there are no licence keys to copy or files to install; when you're offline, the app falls back to a locally cached copy of your plan (see below).

AVAILABILITY

Everyone. You need a Boost LogiX account and an internet connection for the first sign-in. After that one online sign-in, your plan is **cached on your machine for up to 14 days** — so Pro and Workshop features keep working with no internet at the track or in the car. The cache refreshes every time the app starts online.

HOW TO USE IT

1. On the splash screen, wait for the **sign-in** screen to appear.
2. Your **email** is filled in automatically if you've signed in before.
3. Click **Continue with Google** — your **system browser** opens for Google's login, then hands you straight back to the app when it completes.
4. If you use a password instead and have forgotten it, click **Forgot password** to start recovery by email.

NOTE

Google sign-in opens in your **default web browser**, not inside the app — that's deliberate, because Google trusts your everyday browser. Keep Boost LogiX running while you complete the login; the browser returns you to the app automatically when it's done.

READING THE OUTPUT

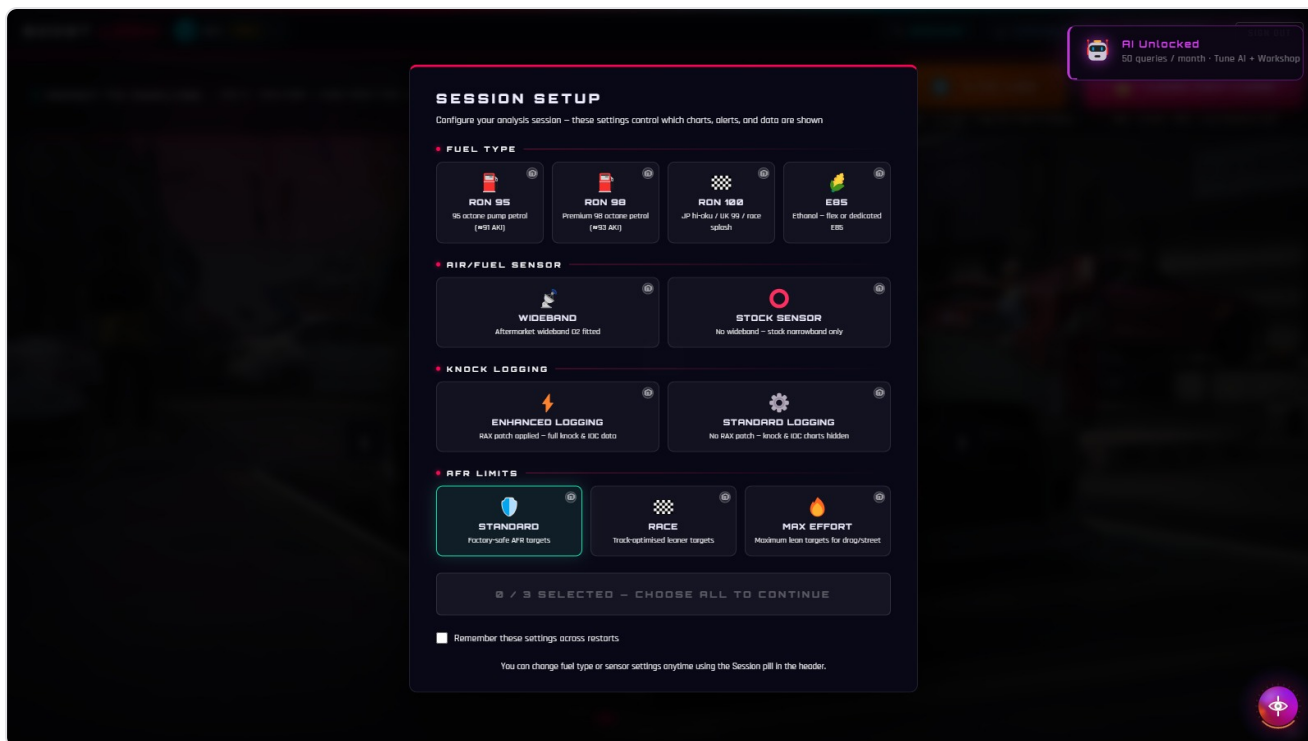
Once you're signed in, the splash hands off to the dashboard. If your account isn't active you'll see a message instead of the dashboard — contact support to reactivate. The app stays signed in between sessions until you choose **Sign Out** in Settings. Offline starts within the 14-day grace window unlock your cached tier and show the app as working normally; the next time you start with a connection, your plan is re-checked against the server and the cache is refreshed.

TIP

Signing out does a full app reload — that's intentional, so any half-loaded state is cleared. You'll land back on the sign-in screen with your email remembered.

1.3 Session setup **FREE**

Tell Boost LogiX three things about how you logged — your fuel, whether you ran a wideband, and whether you have a knock (RAX) sensor — so every analysis after this is judged against the right targets.



The first-run session setup screen

- 1 Fuel Type buttons
- 2 Wideband yes/no
- 3 RAX yes/no
- 4 Remember these settings
- 5 Continue

WHAT IT'S FOR

Your fuel and sensors change what "good" looks like. Setting **Fuel Type** picks the air-fuel ratio (AFR) and timing targets the app compares against; telling it about your **wideband** and **RAX** sensors stops it from flagging channels you don't actually log. Get this right once and every chart, alert, and score downstream is calibrated to your setup.

AVAILABILITY

Everyone, on first run. After that the app auto-loads your saved choices, and you can change them mid-session at any time.

HOW TO USE IT

1. On first launch, choose your **Fuel Type** — **RON 95** (95 RON / 91 AKI), **RON 98** (98 RON / 93 AKI), **RON 100** (JP hi-oku / UK 99), or **E85** . The RON/AKI pairs are the same fuel under two rating systems — pick 95 if your pump says 91 AKI, 98 if it says 93 AKI.
2. Set **Wideband** to **Yes** if you log a wideband AFR sensor, or **No** if you rely on the factory narrowband.
3. Set **RAX** (knock sensor) to **Yes** if your log includes RAX knock data, or **No** if not.
4. Choose your **AFR Limits** — the target band used to grade your WOT mixture:
 - **Standard** — factory-safe targets. Petrol (95/98/100 RON) spool 12.0–12.5, peak 11.5–11.7, top-end 11.0–11.3 — the WOT fuelling bands are the same for all three grades; octane buys timing headroom, and 95 RON is graded with tighter lean limits. Conservative; safe for any use. (*Default.*)
 - **Race** — track-optimised targets roughly 1 AFR leaner. Recommended for sustained circuit lapping where a tuner has confirmed the map is safe.
 - **Max Effort** — maximum lean targets for drag or short street pulls. Not for sustained track lapping on pump fuel — the upper end of the bands is drag-only territory.

5. Tick **Remember these settings** so the app loads them automatically next time.
6. Click **Continue** to enter the dashboard.

NOTE

To change any of these later, open the **Session Config** modal from the dashboard — useful when you switch fuel between logs or load someone else's data with a different sensor setup. If you save cars in the **Garage**, switching cars from the header pill applies that car's saved fuel and sensor setup automatically — see [Garage](#).

READING THE OUTPUT

Your choices drive every target the rest of the app uses: AFR and timing bands move with the fuel, the wideband / RAX flags decide whether those channels are analysed or quietly skipped, and the **AFR Limits** setting shifts the green target zone on the AFR chart and the lean-threshold alerts to match how your tune is mapped. Nothing here changes your raw log — only how it's interpreted.

WARNING

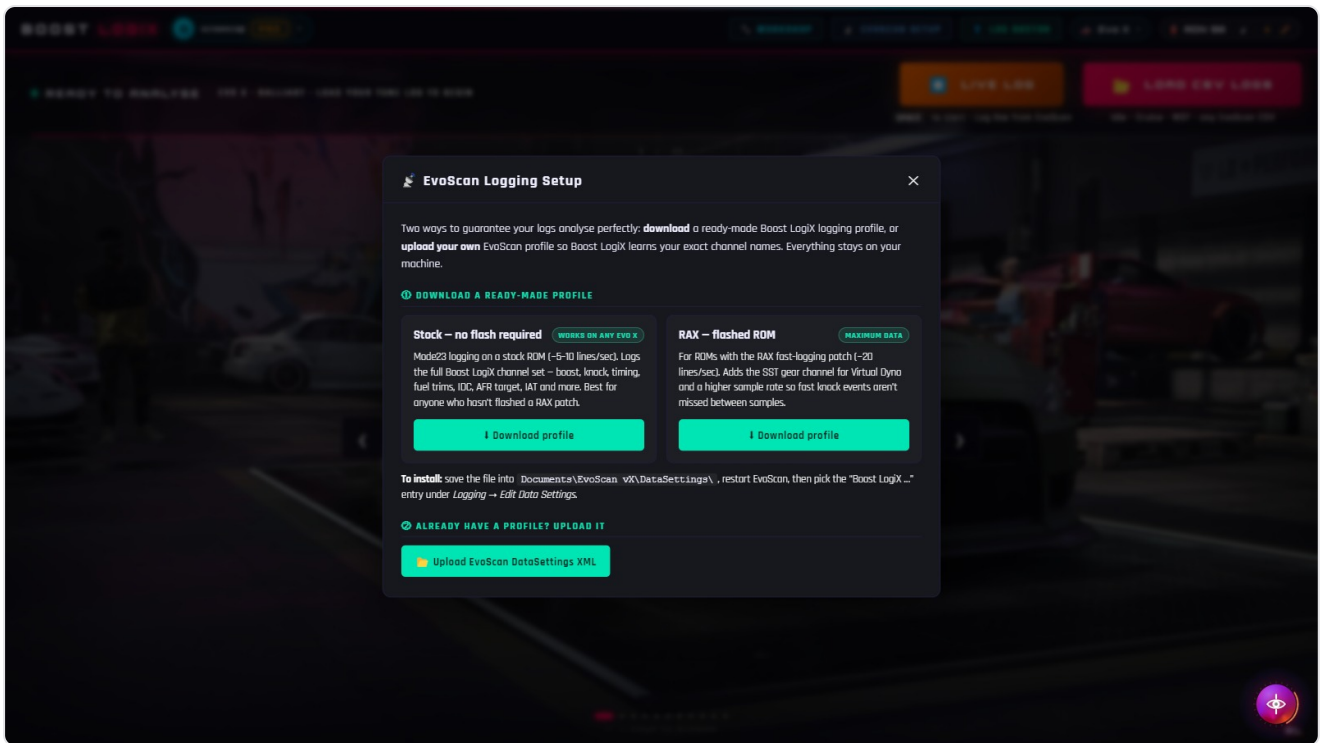
Picking the wrong fuel makes every AFR and timing verdict wrong. If your AFR alerts look strangely lean or rich across the board, check **Session Config** before trusting them — the fuel setting is the usual culprit.

WARNING

AFR Limits: Race and Max Effort widen the lean band the app considers acceptable. Only select them if your tuner has specifically mapped leaner WOT targets — using Race or Max Effort to silence a real lean warning on a Standard-mapped car is dangerous.

1.4 EvoScan profile setup FREE

Make sure Boost LogiX reads your EvoScan column names. Either grab the Boost LogiX reference profile, or hand it your own channel-name list so the parser knows which column is which.



The EvoScan profile setup panel

- 1 Download BL reference profile
- 2 Upload custom overlay
- 3 Channel mapping preview

WHAT IT'S FOR

EvoScan lets you rename logged channels, so two people's CSVs can label the same data differently. The profile setup teaches the parser your naming so it maps each column to the right metric (boost, AFR, knock, and so on). With this in place, loading a log "just works".

AVAILABILITY

Everyone. Most users only need the reference profile once; the custom overlay is for anyone running non-standard channel names.

HOW TO USE IT

- If you're setting up EvoScan from scratch, **download a BL reference profile** — an EvoScan `.xml` DataSettings file, not a log. Two are offered: **Stock / Mode23** if you haven't flashed a RAX knock patch, or **RAX** if you have. Load the matching one in EvoScan so your channel names match what Boost Logix expects.
- If you already have a logging profile you don't want to change, **upload a custom overlay** — a channel-name list that maps your names onto the metrics Boost Logix reads.
- Check the **mapping preview** to confirm each important channel is recognised.

TIP

If a log loads but a chart is blank, that channel name probably wasn't recognised. A custom overlay fixes it without you having to re-log — or, see [Log Doctor](#) below for a per-file column picker.

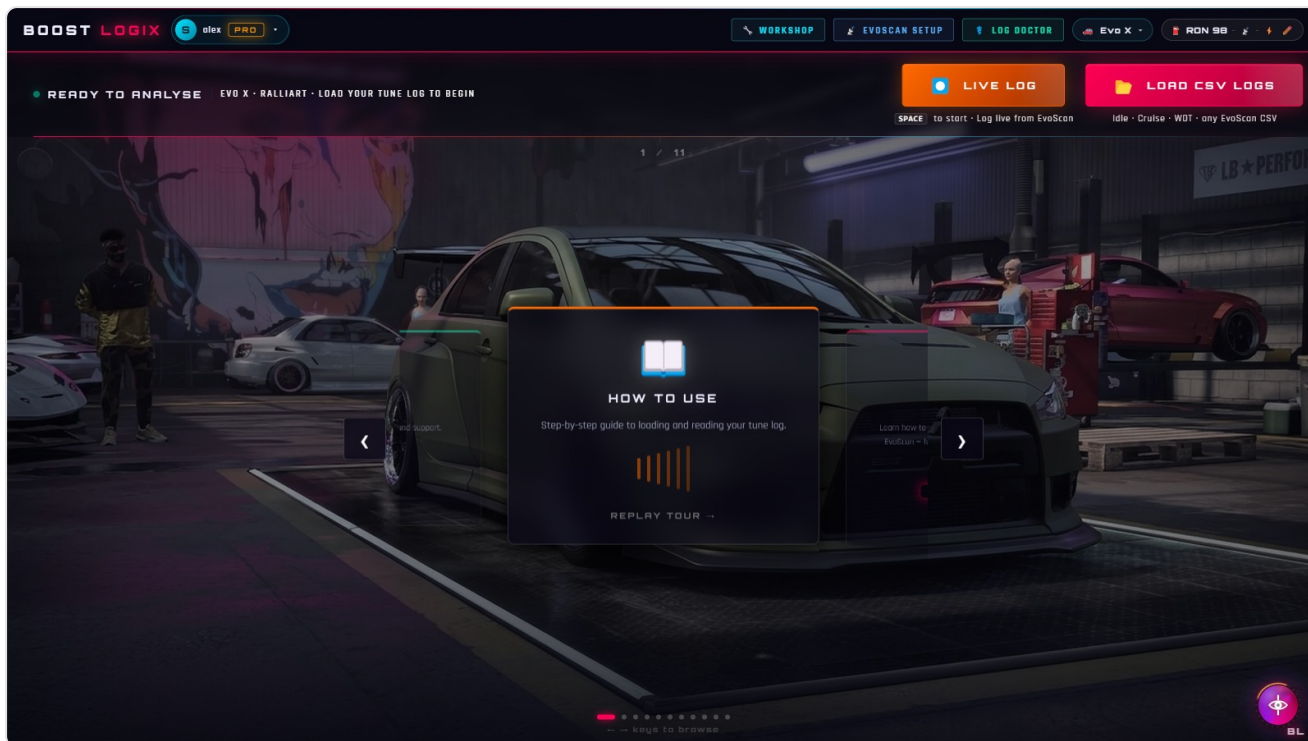
READING THE OUTPUT

Once your profile is set, loaded logs populate every relevant chart automatically. The mapping preview is the quick confidence check: if boost, AFR, RPM, and knock all show a matched column, you're ready to

load real logs.

1.5 Loading logs FREE

Bring your EvoScan CSVs into the app — one at a time or a whole folder's worth. Boost LogiX figures out what each log is and lays it out for you.



The landing screen with the load button and a drag-drop zone

- 1 Load CSV Logs button
- 2 Drag-and-drop area
- 3 Loaded log list

WHAT IT'S FOR

This is how your data gets into Boost LogiX. You can load Idle, Cruise, WOT (wide-open-throttle) , or any EvoScan CSV, and the app auto-detects which type each one is so it can apply the right analysis.

AVAILABILITY

Everyone. You need at least one EvoScan CSV log saved on your machine.

HOW TO USE IT

1. Click **Load CSV Logs** and pick one or more files, or **drag and drop** them onto the window.
2. Select as many logs as you like in one go — mix Idle, Cruise, and WOT freely.
3. Wait for the list to populate; each log is parsed and its type auto-detected.

NOTE

A single bad file in a batch won't stop the rest. Boost LogiX skips what it can't parse, loads everything else, and tells you which file failed — so a 20-log import never aborts on one corrupt CSV.

NOTE

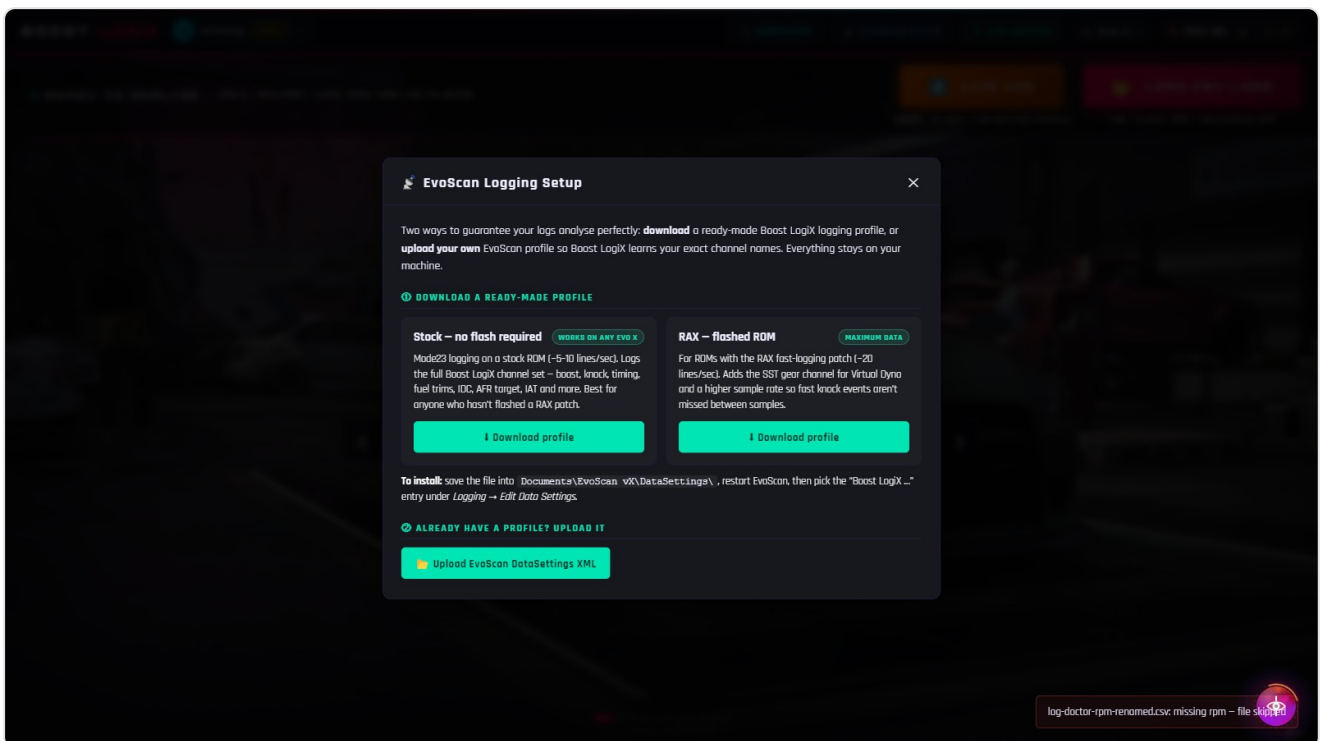
Logs captured **live** from EvoScan arrive a little differently: if a capture's type isn't obvious, a **Log Captured** dialog asks you to confirm whether it was a WOT, Idle or Cruise log before it's filed — see [Live Log & Live Dyno](#).

READING THE OUTPUT

Each loaded log appears in the list with its name and detected type. The dashboard opens on the first log so you can start straight away. If a file fails to parse, **Log Doctor** opens automatically to help you repair it (next).

1.6 Log Doctor FREE

When a CSV won't open, Log Doctor steps in. It repairs the common breakages — wrong text encoding, or missing and renamed columns — so a stubborn file still loads.



The Log Doctor repair dialog with a column picker

- 1 Detected problem
- 2 Encoding fix
- 3 Column picker
- 4 Repair and load

WHAT IT'S FOR

Some EvoScan exports save in a text encoding (UTF-16) Boost LogiX can't read directly, or arrive with a column missing or renamed so the parser can't find it. Log Doctor diagnoses the problem and lets you fix it — re-encoding the file or mapping the right column by hand — without any guesswork.

AVAILABILITY

Everyone, free. Log Doctor opens by itself whenever a file fails to parse; you don't go looking for it.

HOW TO USE IT

1. When a load fails, **Log Doctor** opens automatically and shows what went wrong.
2. For an encoding problem, accept the **encoding fix** to re-read the file as readable text.
3. For a missing or renamed column, use the **column picker** to point each required metric at the right column in your file.
4. Click **Repair and load** to bring the fixed log in.

READING THE OUTPUT

After a successful repair the log loads like any other and appears in your list. Log Doctor's repairs are **deterministic** — it doesn't guess or call any AI service, so the same broken file always repairs the same way. If a file truly has no usable data, Log Doctor will tell you rather than load something misleading.

NOTE

Log Doctor works **only on EvoScan log CSVs**, and only on their

formatting — text encoding, line endings, delimiters, stray lines before the header, and column names. It never rewrites a logged data value, and it has nothing to do with your tune: it never reads, writes or touches a tune, ROM or ECU file, and your original log file on disk is left untouched.

TIP

If you constantly hit the same column-naming repair, fix it once at the source with a custom overlay in **EvoScan profile setup** — then future logs load clean.

1.7 Multi-log session FREE

Work with several logs at once. Load a batch, switch between them with tabs, reorder by dragging, and drop the ones you don't need.



The dashboard with several logs loaded as tabs

- 1 Log tabs
- 2 Drag handle to reorder
- 3 Active log
- 4 X to remove a log

WHAT IT'S FOR

Real tuning sessions involve more than one log — an Idle log, a Cruise log, and one or more WOT pulls. A multi-log session keeps them all open together so you can jump between them and feed the analysis tabs the data they need.

AVAILABILITY

Everyone. Load as many logs as you like in a single session.

HOW TO USE IT

1. Load several logs (see [Loading logs](#)) — they each appear as a **tab**.
2. Click a tab to make that log the **active** one shown on every chart.
3. **Drag** a tab to reorder your logs into whatever sequence suits you.
4. Click the **X** on a tab to remove that log from the session.

NOTE

Some features want one of each log type. **Tune Health** in particular needs a **WOT**, an **Idle**, and a **Cruise** log loaded together to produce a full score — load all three before running it.

READING THE OUTPUT

The active tab drives the dashboard: every chart, stat, and CTA reflects the currently selected log. Switching tabs re-draws the dashboard instantly; removing a log just drops it from the session and leaves your other logs untouched.

Next: [The Dashboard](#) to learn the layout, the MAP toggle, log-type override, and Expert Mode filters.

2. The Dashboard

The dashboard is home base — it's where your active log is summarised, where you launch every analysis tool, and where you fine-tune how the app reads your data. This chapter covers the layout, the 4-bar MAP sensor toggle, log-type detection and override, and Expert Mode filters. All of it is **free**.

NOTE

Free users see only the **Overview** tab; every other analysis tab (Timing, AFR, Knock, Tune Map, Multi-Graph, Virtual Dyno, and the rest) is blurred behind a paywall and needs **Pro**. The controls in this chapter all work on the free Overview tab.

2.1 Dashboard layout overview FREE

A quick tour of everything on screen — the status bar up top, the tune controls, the six big feature buttons, and the tab bar that switches between views.



The full dashboard with a WOT log loaded

- 1 Status bar 2 Garage pill 3 Session pill 4 Tune controls 5 Feature CTA buttons 6 Tab bar

WHAT IT'S FOR

The dashboard pulls your active log's headline numbers into one place and gives you one click to every tool. Knowing where each region lives means you spend your time analysing, not hunting for buttons.

AVAILABILITY

Everyone. The layout is always visible; which tabs and buttons are unlocked depends on your plan.

HOW TO USE IT

1. Read the **status bar** along the top — it shows the **Tune Health** CTA, the active **log name**, the **data-point count**, and the **AFR offset** badge when one is applied.
2. Check the **Garage pill** (🚗 + your active car's name) in the header — it shows which saved car's settings apply to new loads. Click it to switch cars (covered below).
3. Check the **Session pill** next to it — your session at a glance: the active **fuel**, a 📡 **wideband** icon (dimmed if off) and a ⚡ **RAX** icon, with a ✎ to edit the session settings in place.
4. Use the **tune controls** to adjust how the log is interpreted (the MAP toggle and log-type override, both covered below).
5. Launch a tool from the six **feature buttons**: **Virtual Dyno**, **Tune AI**, **Tune Map** (Beta), **WORKSHOP**, **Multi-Graph**, and **GET PRO TUNED**.
6. Switch views with the **tab bar** — **Overview** is open to everyone; the analysis tabs need Pro.

READING THE OUTPUT

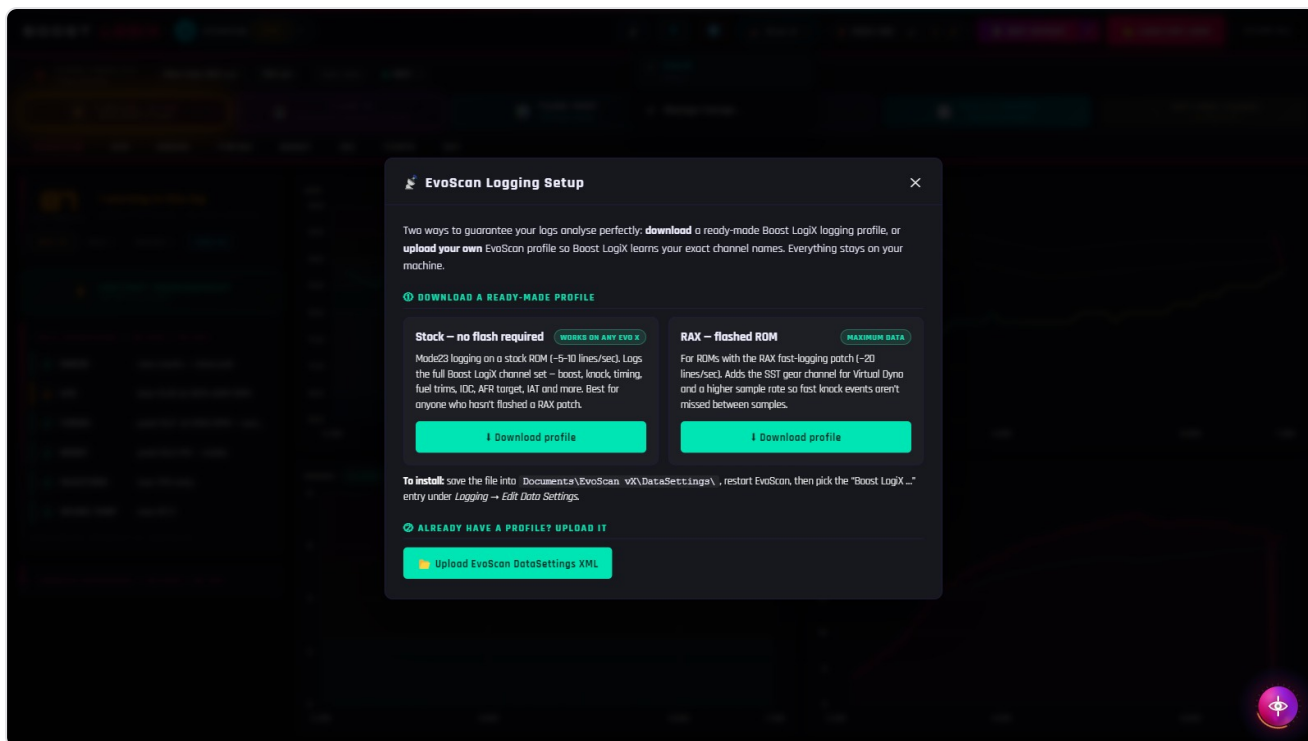
The status bar is your at-a-glance health check: the data-point count tells you how much data the pull captured, and the **AFR offset** badge appears when the app has corrected your wideband reading. The two header pills answer "what setup am I analysing with?" without opening a modal — the car, the fuel and the sensors. The feature buttons reflect your tier — Pro tools (including both AI assistants) show a lock until you subscribe to Pro, which unlocks all of them.

NOTE

WORKSHOP opens Workshop AI, the service-manual assistant — see [AI Tools](#). **GET PRO TUNED** is a preview of the professional-tuning integration and is marked *Coming Soon* — the button isn't active yet.

2.2 Garage & current car PRO

The header always shows which saved car you're working on. Switching cars is two clicks — and every new log load and dyno run picks up that car's settings.



The Garage pill open with the car dropdown

- 1 Garage pill (🚗 + car name)
- 2 Car list
- 3 Manage Garage... entry

WHAT IT'S FOR

When you save cars in the **Garage**, the header's **Garage pill** keeps the active one in view at all times — so you always know whose settings (fuel, sensors, dyno config, Tune Map memory) the app is applying. It turns "wait, which car is this set up for?" into a glance.

AVAILABILITY

Pro. Pro saves up to **3** cars; Workshop lifts the cap entirely. See the **Garage** chapter for saving, editing and backing up cars.

HOW TO USE IT

1. Read the **Garage pill** (🚗 + the active car's name) in the header.
2. Click it and pick another car from the **dropdown** — two clicks and the switch is done.
3. Choose **Manage Garage...** at the bottom of the dropdown to open the full Garage manager.

READING THE OUTPUT

The active car applies to **new** log loads and Virtual Dyno runs — logs already loaded keep the settings they were analysed with. During a Live Log or Live Dyno session the switcher is **locked**; stop the session first, then switch. The active car's name also flows onto your exports — the dyno sheet and the scorecard caption.

NOTE

Switching cars changes the *setup applied from now on* — fuel, sensor flags, dyno config and Tune Map memory. It never rewrites a log you've already loaded, so you can't corrupt an analysis mid-session.

2.3 4-bar MAP sensor toggle FREE

Tell the app what MAP sensor you're running so boost is calculated correctly. Boost LogiX usually detects this for you and locks it.



The MAP sensor toggle in the tune controls

- 1 Auto-detected range
- 2 Locked indicator
- 3 Manual range selector

WHAT IT'S FOR

Your MAP (manifold absolute pressure) sensor's range sets the ceiling for boost readings — a 4-bar sensor reads higher boost than a stock sensor. Getting this right is what makes your boost numbers, and every chart and alert built on them, accurate.

AVAILABILITY

Everyone. The toggle sits in the dashboard tune controls and is always available.

HOW TO USE IT

1. Find the **MAP** toggle in the tune controls.
2. If Boost LogiX **auto-detected** your sensor range from the log, it's shown and **locked** — you don't need to touch it.
3. If detection isn't possible, set the **range manually** to match your physical sensor.

READING THE OUTPUT

The toggle shows whether your range was auto-detected or set by hand. When it's locked, the app is confident from the log and won't let you override it by accident. Changing the range recalculates boost everywhere — the boost chart, alerts, and any boost-based scoring all move with it.

WARNING

A wrong MAP range silently skews every boost figure. If your peak boost looks impossibly high or low, check this toggle first — it's the most common cause of nonsense boost numbers.

2.4 Log-type detection & override FREE

Boost LogiX guesses whether a log is Idle, Cruise, or WOT — and shows how confident it is. If it guesses wrong, you can set it yourself.



The log-type badge and override dropdown

- 1 Detected type badge
- 2 Confidence indicator
- 3 Override pill dropdown

WHAT IT'S FOR

Different log types are analysed against different targets — a Cruise log isn't judged like a WOT pull. Auto-detection picks the right analysis for you, and the override is your escape hatch when an unusual log gets misread.

AVAILABILITY

Everyone. The badge and override live on the dashboard for every loaded log.

HOW TO USE IT

1. Read the **detected type badge** — **Idle**, **Cruise**, or **WOT** — and its **confidence** indicator.
2. If the detection is wrong, open the **pill dropdown** and pick the correct type.
3. The override applies for the current session.

READING THE OUTPUT

The confidence indicator tells you how sure the app is — a low-confidence guess is worth double-checking. Overriding re-runs the analysis against the chosen type's targets, so charts and alerts update to suit. The override is per session; reloading the log starts again from auto-detection.

TIP

If **Tune Health** complains it's missing a log type, this is often why — a WOT pull that got detected as Cruise. Fix the type with the override and the score will recognise it.

2.5 Expert Mode & filters FREE

Switch on Expert Mode to unlock a filter panel — trim the time and RPM range, set a throttle floor, and smooth out noise — so you can zoom in on exactly the part of a log you care about.



The Expert Mode filter panel above the charts

- 1 Time range
- 2 RPM range
- 3 Min TPS %
- 4 Noise smoothing slider
- 5 Reset
- 6 Active-point count

WHAT IT'S FOR

Logs are noisy and often contain bits you don't care about — a long idle before a pull, or sensor jitter. Expert Mode gives you filters to focus the **charts** on the slice that matters, so a busy graph becomes readable.

AVAILABILITY

Everyone, once enabled. Turn on **Expert Mode** in **Settings**; the filter panel then appears above the charts.

HOW TO USE IT

1. Open **Settings** and switch on **Expert Mode**.

2. Set a **Time range** in seconds to crop the log to a window.
3. Set an **RPM range** to focus on a rev band.
4. Set **Min TPS %** to ignore everything below a throttle threshold.
5. Drag the **Noise / smoothing** slider (0–9 points) to reduce jitter.
6. Watch the **active-point count** to see how many samples remain, and click **Reset** to clear all filters.

WARNING

Filters change the chart **display only**. They never touch the stats, alerts, Virtual Dyno results, or anything in a PDF report — those always use the full, unfiltered log. Don't filter down to a clean-looking window and assume the score followed; it didn't.

READING THE OUTPUT

The **active-point count** is your readout of how aggressive your filters are — the lower it goes, the narrower your view. The charts redraw live as you adjust each control. Because filtering is display-only, you can experiment freely: nothing you do here can corrupt an export or a score.

PRO

Use **Min TPS %** to isolate true wide-open-throttle samples on a mixed log, then narrow the **RPM range** to study a specific part of the curve — a flat spot or a boost taper — without the rest of the pull crowding the chart. Remember the underlying stats still reflect the whole log, so this is for *visual* diagnosis, not for changing the verdict.

Next: [Reading Your Logs](#) to dig into the Overview tab's charts, scorecards, and alerts.

3. Reading Your Logs

This is the heart of Boost LogiX: you load a log, and the app reads it for you — chart by chart, parameter by parameter — and tells you what's safe, what's worth watching, and what needs attention before your next pull.

Logs come in **three types**, and Boost LogiX auto-detects which one you loaded:

- **WOT** (wide-open-throttle) — a full-throttle pull, the kind you do to check power, fuelling, knock and timing under boost.
- **Idle** — the engine sitting still and warm, used to check fuel trims and a steady air-fuel ratio.
- **Cruise** — light, steady part-throttle driving, used to check trims, injector duty and fuelling at everyday loads.

The **type decides which tabs appear**. A WOT log shows Boost and a Knock scatter; an Idle or Cruise log shows Fuel Trims instead. The tabs below note exactly which log types they apply to. The first tab — **Overview** — is the only one free users get; every other analysis tab is **Pro**.

3.1 Overview tab FREE

Your whole log in one screen: a plain-English scorecard on the left and a grid of mini-charts on the right. Read it in ten seconds; expand any row for detail.



The Overview tab after a WOT log is loaded

- 1 Verdict score
- 2 Scorecard rows
- 3 Status glyph
- 4 Alert badge
- 5 Mini-chart grid

WHAT IT'S FOR

The Overview is the one screen every user — free or paid — lands on after loading a log. It answers the only question most people have: *is this pull okay?* On the left it grades each parameter (air-fuel ratio, knock, timing, and more) with a simple status icon and a one-line stat. On the right it shows small versions of the key charts so you can eyeball the shape of the data without leaving the page.

AVAILABILITY

Everyone, on every log type. No sensors are required, but rows for parameters your log didn't record (for example knock without a RAX sensor) show as **no-data** rather than a false pass.

HOW TO USE IT

1. Load a log — the Overview opens automatically.
2. Read the big **Verdict score** at the top: a 0–100 health grade for this log.
3. Scan the **Scorecard** rows down the left side — one row per parameter.
4. Click any **row** to expand it for the underlying numbers and any alerts.
5. Glance across the **mini-chart grid** on the right to see the data's shape.

TIP

The scorecard is titled for the log type — **Pull Scorecard** on a WOT log, **Idle Scorecard** on an idle log, **Cruise Scorecard** on a cruise log. If it says the wrong one, the auto-detector read your log as a different type; reload or check the rev range.

READING THE OUTPUT

Each scorecard row has three parts: a **status glyph**, a **stat snapshot** (a quick number, like the AFR band or peak knock count), and an **alert badge** when something needs flagging. The glyph is the at-a-glance verdict:

Glyph	Meaning	What to do
✓	Good — the parameter sits in its target zone	Nothing. This is what you want.
⚠	Warning — off-target but not yet dangerous	Keep an eye on it; worth a look.
✗	Danger — outside the safe limit	Address before the next hard pull.
–	No data — that channel wasn't in this log	Add the sensor/channel to log it.

Click a row and it expands to show the detail and any alerts tied to that parameter. The rows that appear depend on the log type: a WOT log scores **AFR, Knock, Timing, IDC and IAT**; an Idle log scores **LTFT, STFT, AFR, Knock and warm-up**; a Cruise log scores **LTFT, STFT, AFR, Knock and IDC**. Each acronym is explained in its own tab below.

The **mini-chart grid** on the right mirrors the full tabs in miniature: AFR and Timing for a WOT log (plus Boost, and Knock if you logged it), or Fuel Trims for an Idle/Cruise log, with Temps shown for every type. They're read-only previews — open the matching tab for the full, interactive chart.

PRO

Turn on **Expert Mode** in Settings and clicking a scorecard row also *flashes* the matching mini-chart, so your eye is pulled straight to the offending parameter. The row's grade is the alert-escalated condition score — it can never read greener than the alerts joined to it, so a clean ✓ row genuinely has no outstanding alert. The verdict number is the same engine that drives the Tune Health modal, so the two can never disagree.

3.2 AFR tab PRO

Your air-fuel mixture plotted across the pull, shaded green where it's on-target and reddening where it goes dangerously lean or rich.



The AFR tab on a WOT log with the lean caution band visible

- 1 AFR trace
- 2 Target band
- 3 Lean caution/danger lines
- 4 Rev-Range filter

WHAT IT'S FOR

AFR (air-fuel ratio) is how much air there is for each part of fuel — **14.7:1** is the chemically "complete" mixture (stoichiometric), and under boost you want it richer (a lower number) for safety. This tab plots AFR through the log and colours it so you can see instantly where the mixture left the safe band.

AVAILABILITY

Pro. Needs a **wideband** AFR sensor in the log — without one the tab is hidden. Available on all three log types, with extra controls on WOT logs.

HOW TO USE IT

1. Open the **AFR** tab on any log with wideband data.
2. Set your **fuel type** (95, 98 or 100 RON, or E85) so the right target lines are drawn.

3. Read the **AFR trace** against the shaded zones.
4. Hover any point for the exact **AFR, severity and load** at that moment.
5. On a WOT log, drag the **Rev-Range filter** to focus on a slice of the rpm band.

TIP

On a WOT log the **Rev-Range filter** (min/max rpm boxes plus a slider, with a **Reset** to clear it) lets you zoom in on, say, just the top end where lean mixtures bite hardest. It only changes what you see — it never changes the underlying stats or grade.

READING THE OUTPUT

On a **WOT** log the chart tiles the full vertical range from a blue **rich** floor at the bottom, through the green **target** band, through a quiet slate **neutral** strip (lean of target but still safe), then an amber **caution** band, up to a red **danger** tint at the top — so you can read exactly where any sample sits with no guesswork. The target band **steps** across the rev range to match the tune: richer at spool, narrowing toward the top end. A blue **rich** line at the bottom marks the floor below which you're running needlessly rich (an **E85** log gets its own wider neutral-rich region). On an **Idle** or **Cruise** log the chart is centred on **14.7:1** instead, with symmetric caution (± 1.0) and danger (± 1.5) bands either side.

Fuel	WOT target (peak) — Standard	Lean caution → danger (top end)
95 RON	11.5–11.7:1	12.0:1 → 12.5:1
98 RON	11.5–11.7:1	12.2:1 → 12.7:1
100 RON	11.5–11.7:1	12.2:1 → 12.7:1
E85	10.5–11.0:1	11.5:1 → 12.0:1

The three petrol grades share the same target band — octane changes how much *timing* the engine can safely run, not how much fuel it wants at WOT — but 95 RON is graded with tighter lean limits because it has the least knock resistance.

NOTE

Race and Max Effort AFR Limits (set in Session Config) shift the target band and lean thresholds leaner. The zone colours and layout stay the same — only the boundary values move to match the session's AFR Limits choice.

The trace itself stays coloured by **lean/rich severity** — that's the safety signal, so it is deliberately *not* recoloured by load. Instead, load reaches you through the tooltip and the verdict.

PRO

The AFR chart is **load-aware**. The strict top-end lean limit applies at *actual full load* — when boost has come up — not just above a fixed rpm. So a fast-spooling or boost-spiking car that hits full boost early gets flagged for being lean *at full boost*, with the alert reading "lean at full boost early — high risk" rather than mislabelling it a lower-risk spool-zone sample. The tooltip shows AFR, severity **and** the load at that point so you can see whether a lean reading happened where it actually matters.

PRO

The blue **rich** line marks the floor below which you're running needlessly rich: **10.5:1** on petrol (95/98/100 RON), **9.5:1** on E85 (E85 wants more fuel, so its floor is lower). Dipping under it isn't dangerous like running lean, but it costs power and can wash the bores — worth tidying up once your lean margin is safe.

NOTE

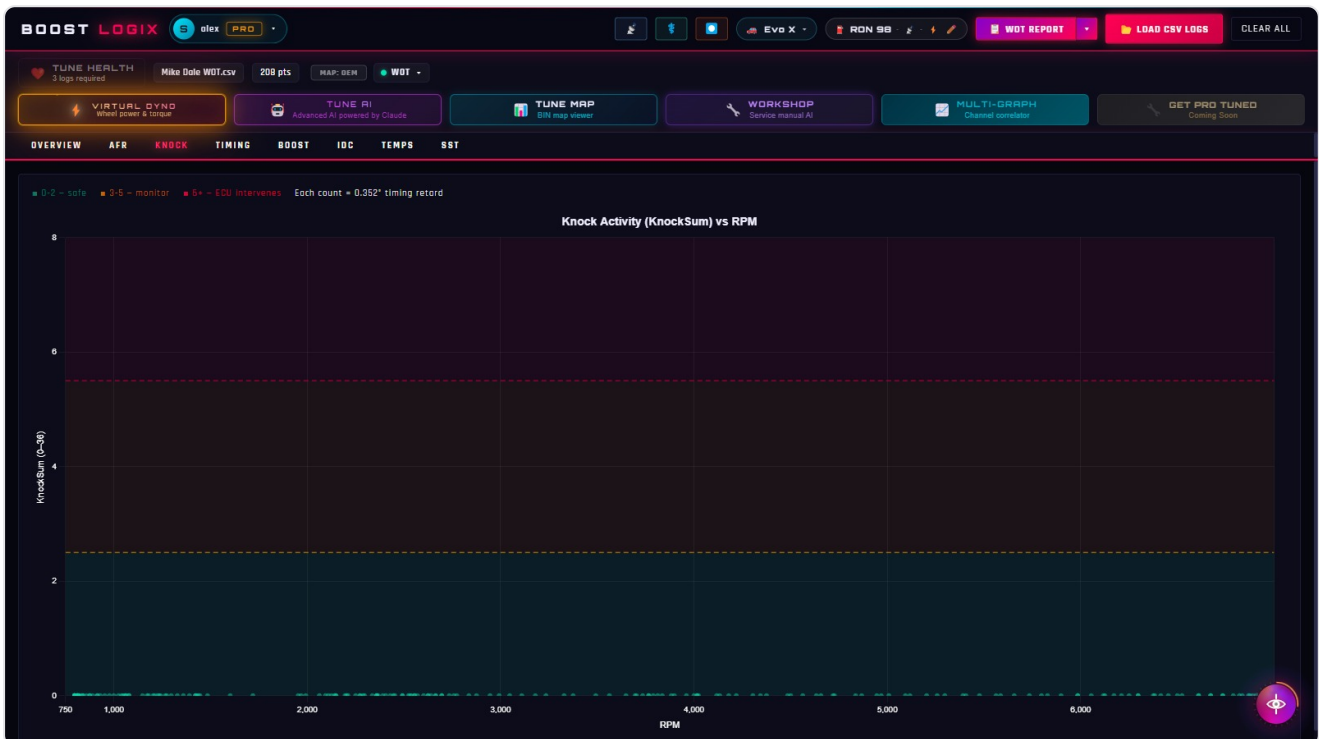
If the median AFR for the pull reads implausibly low — under about **7:1** — the app flags the channel scale as **suspect** instead of scoring it. That almost always means a wideband configured to output **lambda** or **equivalence ratio** (which never falls below ~7 as gasoline AFR) was mislabelled as AFR. Fix it by setting the wideband to report **gasoline AFR**, then re-log; the tab can't safely grade fuelling until it does.

NOTE

On a flex-fuel car, Boost LogiX cross-checks the logged **ethanol-content** channel against the fuel you selected for analysis. If the sensor reads roughly **50%** ethanol or more while you're analysing as a petrol grade (or vice-versa, low ethanol while set to E85), it raises a **Fuel** warning — because the wrong fuel table applies the wrong AFR and timing limits, and petrol limits will pass mixtures that are dangerously lean on E85. Switch the fuel type in session setup to match.

3.3 Knock tab PRO

Every knock event plotted as a point, coloured by how hard the ECU saw it knock, with safe / monitor / danger zones shaded behind.



The Knock tab showing a knock-sum point cloud over the safe zone

- 1 Knock points
- 2 Safe zone
- 3 Monitor zone
- 4 Danger zone

WHAT IT'S FOR

Knock (detonation) is uncontrolled combustion that can destroy a piston. The ECU reports a **knock sum** — a running count of how much knock it detected. This tab plots each sample as a point so you can see *how much* knock occurred and *where in the pull* it happened.

AVAILABILITY

Pro. Requires a **RAX** sensor channel (the EvoScan log entry that carries knock data). Without RAX the tab is hidden and the Overview shows knock as **no-data**. Available on all log types where RAX is present.

HOW TO USE IT

1. Open the **Knock** tab on a log that includes RAX data.
2. Read where the **points** sit relative to the shaded zones.
3. Hover any point for its exact **knock sum, severity, load and boost**.
4. Note any points that climb into the amber or red zones.
5. Scan the **knock events table** below the chart — every notable event (knock sum 3+) in one list. Hover a table row to highlight its point on the chart, or hover a chart point to highlight its row.

READING THE OUTPUT

The point cloud sits over three zones. A beginner can read them by colour alone:

Knock sum	Zone	Meaning
0-2	Safe (green)	Octane number recovers — the target zone.
3-5	Monitor (amber)	Octane neutral; the ECU pulls a little timing. Watch it.
6+	Danger (red)	Octane degrading and the ECU intervening — address it.

The **y-axis scales itself to your data**: a clean log with counts of 0-6 is drawn tall enough to read instead of being crushed along the bottom of a fixed 0-36 range. The axis always keeps the 6+ danger band on-chart with a little headroom above your highest count, up to the ECU's 36 maximum — so the zones stay honest while small events stay visible.

Below the chart, the **knock events table** lists every sample with a knock sum of 3 or more (up to the 50 worst), with its **time, rpm, knock sum, timing pulled, timing, boost and AFR** — the full context of each event in one row. The table and the chart are **hover-synced both ways**, on the WOT scatter and on the idle/cruise time chart alike: point at a row and the matching chart point lights up; point at a chart point and its row highlights. It's the quickest way to go from "there's a red dot" to exactly when and under what conditions it happened.

NOTE

A few low-level counts down low in the rev range, off boost, are usually not real knock. The tooltip says so: at low boost (under about 5 psi) it flags **"likely false knock (valvetrain/accessory noise)"**. Mechanical clatter can trip the sensor when there's no real cylinder pressure to detonate.

NOTE

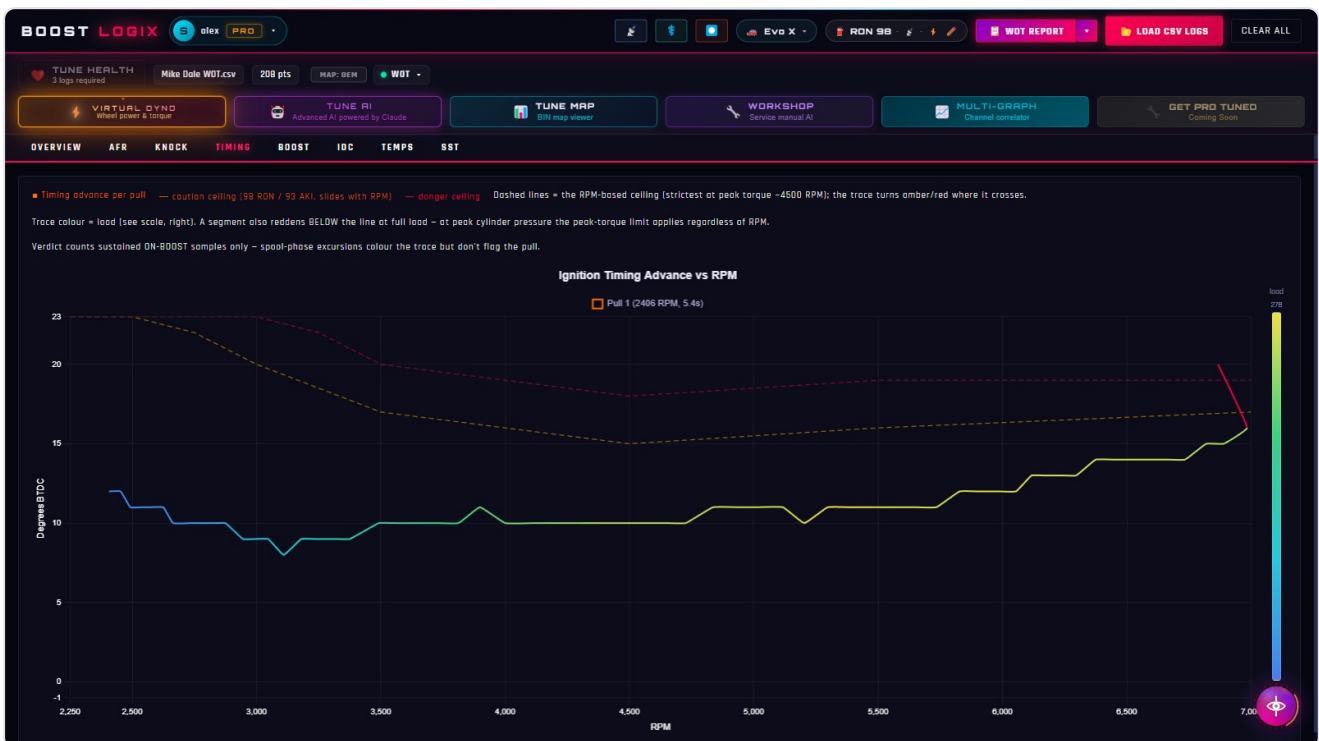
The knock check doesn't only look at the main pull. It also scans **part-throttle and off-pull** samples that are still under boost (at least about 5 psi) — roll-ons, a heat-soaked second gear, a part-throttle merge. Knock there is just as engine-damaging as knock in a full pull, so a count found outside the pull window can still escalate the knock verdict. The 5 psi floor keeps idle and tip-in noise out of it.

PRO

Severity colouring is by **count**, not by load — that keeps the safety signal intact. Load and boost are surfaced in the tooltip so you can judge context: a 4 at full boost and peak torque is a very different conversation from a 4 while the turbo is still spooling. Each knock count corresponds to roughly 0.35° of timing the ECU pulls, so a monitor-zone cluster is the ECU quietly protecting the engine; a danger-zone cluster means it's also enriching fuel to cool things down.

3.4 Timing tab PRO

Ignition advance plotted against rpm, with a dashed safety ceiling that tightens right where the engine is most likely to knock — and a load colourbar so you can see how hard the engine was working.



The Timing tab with the dashed load-aware ceiling and load colourbar

- 1 Advance trace
- 2 Caution ceiling
- 3 Danger ceiling
- 4 Load colourbar

WHAT IT'S FOR

Ignition timing (advance) is how far before top-dead-centre the spark fires, in crank degrees. More advance can mean more power — but past a point it causes knock. This tab plots advance against rpm and draws a moving ceiling so you can see whether your timing is aggressive *where it's risky*.

AVAILABILITY

Pro. Available on **WOT** logs. Set your fuel type so the correct ceiling is drawn — more octane tolerates more advance, so each fuel gets its own ceiling (95 RON lowest, then 98, 100, and E85 highest).

HOW TO USE IT

- 1. Open the **Timing** tab on a WOT log.
- 2. Confirm your **fuel type** so the ceiling matches your fuel.
- 3. Read the **advance trace** against the dashed ceiling lines.
- 4. Note the **load colourbar** on the right edge — it tells you how hard the engine was loaded at each point.
- 5. Hover any point for its **advance, load, boost, ceiling and margin**.

READING THE OUTPUT

There are **two dashed lines**: an amber **caution** ceiling and, above it, a red **danger** ceiling. The ceiling is not flat — it **tightens at peak torque** (around `4,500 rpm`), where the engine is under the most cylinder pressure and most likely to knock, then relaxes toward the top end. The trace **reddens where it crosses** a ceiling; clean pulls stay quiet. Following the genre convention of pro logging tools, the timing chart draws thin reference lines only — no big filled zones.

Fuel	Caution / danger at peak torque (~4,500)	At top end (~7,000)
95 RON	<code>13° / 16°</code>	<code>15° / 17°</code>
98 RON	<code>15° / 18°</code>	<code>17° / 19°</code>
100 RON	<code>16° / 19°</code>	<code>18° / 21°</code>
E85	<code>17° / 20°</code>	<code>19° / 22°</code>

Crucially, **spool and ramp** — high advance at low boost while the turbo is still building — **never flags**. The ceiling is only enforced once the engine is actually on boost, so the 30°-plus of advance you see at low rpm and low boost is expected, not an error.

PRO

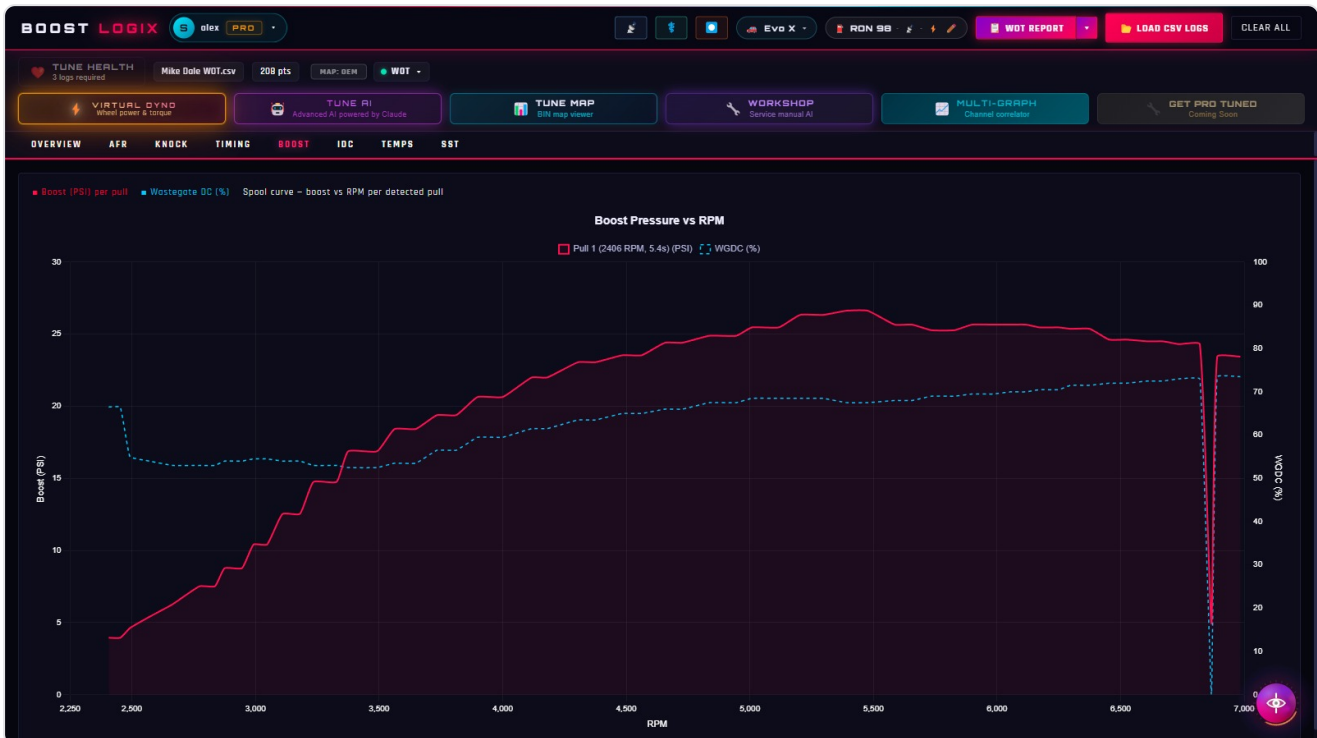
Timing is judged on **on-boost samples only**. A sample counts as on-boost once boost is at least `max(5 psi, 60% of the pull's peak boost)` — so spool and ramp advance is excluded by design. When the log has no usable boost channel, the gate falls back to **rpm ≥ 4,000** instead. A single over-ceiling sample never trips a verdict: it takes a sustained run of at least **three** samples above a ceiling before the grade moves to warning or danger, which keeps single-sample noise from flagging a clean pull.

PRO

The chart is **load-aware**, and load — not rpm — is what really governs knock margin. The trace is tinted by a colourblind-safe **blue→yellow** load ramp (deliberately not red, so high load can't be mistaken for a violation), and a vertical **load colourbar** runs down the right edge. The clever part: an **early full-load excursion** — full boost reached *before* peak-torque rpm — reddens the segment **even below the dashed ceiling**, because at full load the strict peak-torque limit applies regardless of where you are in the rev range. The load check is additive: it can only escalate a verdict, never soften one, and the same predicate drives both the colour and the grade so they can never disagree. The tooltip's **margin** figure is how many degrees of headroom you had to the caution ceiling at that point.

3.5 Boost tab **PRO**

Your boost pressure through the pull, in whatever pressure unit you prefer.



The Boost tab showing a boost-pressure line over a WOT pull

- 1 Boost line
- 2 Pressure axis
- 3 Tooltip

WHAT IT'S FOR

Boost is the turbocharger's intake pressure above atmospheric. This tab plots boost pressure across the pull so you can see how fast the turbo spools, where it peaks, and whether it holds or tapers at the top end.

AVAILABILITY

Pro. Available on **WOT** logs only — boost isn't meaningful on an idle or cruise log, so the tab doesn't appear there.

HOW TO USE IT

1. Open the **Boost** tab on a WOT log.
2. Read the **boost line** from spool through to the top of the pull.
3. Hover any point to read the **pressure and time** at that moment.

READING THE OUTPUT

The line shows pressure rising as the turbo spools, reaching a peak, and (ideally) holding through the rev range. The tooltip reports pressure in **your chosen unit** — psi, kPa or bar — set under Settings, plus the time into the pull. A boost line that spikes and then sags ("boost creep" then taper) tells you the turbo or wastegate control needs attention.

PRO

Read boost alongside the Timing and AFR tabs: the point where boost comes up is exactly where the timing ceiling tightens and the strict lean limit kicks in. A car that spikes boost early reaches full cylinder pressure before peak-torque rpm — which is why the load-aware checks on those tabs can flag a problem the boost curve alone only hints at.

PRO

Boost is **findings-only** — it's never scored (no fixed psi ceiling is right for both a stock-frame and a big-turbo car), but the app still flags two shapes. **Overshoot**, peak minus the post-peak plateau, reads as a warning above 3 psi and a danger above 5 psi — a spike that the wastegate then bleeds off.

Wastegate flutter / oscillation is flagged when the boost line reverses direction at least 4 times (with each swing over 1.5 psi) at a rate of 3 or more reversals per second — the signature of a wastegate hunting rather than holding. Either shows up as a Boost finding without docking your score.

3.6 Fuel Trims tab **PRO**

Long- and short-term fuel trims plotted over time, with a rectify band and a danger band so you can see how hard the ECU is correcting your fuelling.



The Fuel Trims tab on a cruise log showing LTFT and STFT

- 1 LTFT line
- 2 STFT line
- 3 Rectify band $\pm 5\%$
- 4 Danger band $\pm 10\%$

WHAT IT'S FOR

Fuel trims are the ECU's running correction to its fuel delivery. **LTFT** (long-term fuel trim) is the learned, baked-in correction; **STFT** (short-term fuel trim) is the live, moment-to-moment one. Big trims mean the ECU is working hard to hit $14.7:1$, which usually points to an air leak, injector scaling, or a sensor issue.

AVAILABILITY

Pro. Available on **Idle** and **Cruise** logs (the steady, **closed-loop** states where trims are meaningful). On a WOT log the ECU is open-loop, so trims aren't scored.

HOW TO USE IT

1. Open the **Fuel Trims** tab on an idle or cruise log.
2. Read the **LTFT** and **STFT** lines against the shaded bands.
3. Check both stay inside the green target band around 0% .
4. Note any sustained excursion into the amber or red bands.

READING THE OUTPUT

Both lines are centred on 0% — perfect fuelling needs no correction. Around zero is a green target band; beyond it a **rectify** zone, then a **danger** zone:

Trim	Rectify (amber)	Danger (red)
LTFT / STFT	beyond $\pm 5\%$	beyond $\pm 10\%$

A trim sitting at $+8\%$ means the ECU is adding 8% more fuel than its base map calls for (running lean somewhere); -8% means it's pulling fuel out (running rich). Small, wandering trims are normal; large, steady ones are the signal.

WARNING

Fuel trims are only trustworthy once the engine is warm. On an idle log, if coolant temperature (ECT) never reached **80 °C**, the LTFT rows score **0 points** and flag a warning — a cold engine runs deliberately rich, so its trims tell you nothing about your tune. Re-log once the car is at operating temperature.

PRO

Read LTFT and STFT together. A clean tune sits with both near zero. A large LTFT with STFT hovering near zero means a *learned, steady* error (injector scaling, MAF/MAP calibration) — fix the base map. A near-zero LTFT with a thrashing STFT means a *transient* problem (vacuum leak that opens with temperature, a lazy sensor). The STFT idle/cruise warning thresholds sit inside the same bands the chart draws.

3.7 IDC tab PRO

Injector duty cycle through the log, with safe, warning and danger zones — so you know how much injector headroom you have left.



The IDC tab showing injector duty cycle under boost

- 1 IDC trace
- 2 Safe zone
- 3 Warning zone
- 4 Danger zone

WHAT IT'S FOR

IDC (injector duty cycle) is the percentage of the time your fuel injectors are held open. At **100%** they're maxed out — they physically can't flow more fuel, and the engine goes lean and unsafe. This tab plots IDC so you can see how close to the limit you're running.

AVAILABILITY

Pro. Available on **WOT** and **Cruise** logs. Needs the RAX channel that carries injector pulse-width; without it the tab is hidden and IDC shows as **no-data** on the Overview.

HOW TO USE IT

1. Open the **IDC** tab on a WOT or cruise log.
2. Read the **IDC trace** against the shaded zones.
3. Note the peak IDC — that's your worst-case headroom.
4. Hover for the exact duty cycle at any point.

READING THE OUTPUT

The zones are one-sided — you only care about the ceiling:

IDC	Zone	Meaning
under 80%	Safe (green)	Comfortable injector headroom.
80–90%	Warning (amber)	Approaching the limit — monitor.
over 90%	Danger (red)	At the limit — lean risk at peak load.

On a WOT pull the normal band runs right up to the 80% warning edge. On a cruise log the normal band is far lower (light load uses tiny duty cycles), so cruise applies its own elevated thresholds.

PRO

IDC above 90% on a WOT pull means you're out of injector before you're out of revs — the fuelling can't keep up at the top, so AFR leans out exactly where it's most dangerous. The fix is bigger injectors (and a rescale), not more boost. On a *cruise* log, an unexpectedly high IDC (the app flags elevated above 15% , a concern above 25%) points to injector scaling or a fuelling fault rather than a flow limit, since cruise load is nowhere near maxing the injectors.

3.8 Temps tab **PRO**

Coolant, intake and manifold temperatures over the log, with thermal limit lines — because heat is the quiet enemy of a safe tune.



The Temps tab showing ECT, IAT and MAT traces with limit lines

- 1 ECT trace
- 2 IAT trace
- 3 MAT trace
- 4 Warning/danger lines

WHAT IT'S FOR

Temperatures change how safe a given tune is: hot intake air is denser-knocking and leaner-running. This tab plots the engine's key temperatures so you can spot heat soak before it bites.

AVAILABILITY

Pro. Available on **all** log types. Each temperature channel is shown only if your log recorded it.

HOW TO USE IT

1. Open the **Temps** tab.
2. Read each temperature trace across the log.
3. Watch for any trace climbing toward its warning/danger line.
4. Hover for exact readings at any point.

READING THE OUTPUT

The chart can show several temperatures at once, in **your chosen unit** (°C or °F):

- **ECT** (engine coolant temperature) — the engine should be warm (80 °C +) for trims to mean anything, but shouldn't overheat.
- **IAT** (intake air temperature) — the air entering the engine. Warning above 50 °C , danger above 70 °C .
- **MAT** (manifold air temperature) — air temperature right at the intake manifold, after the intercooler.
- **SST** — transmission temperature on SST-equipped cars, shown when present.

Because several channels share one axis, Temps uses **limit lines** rather than filled zones. Those danger lines only appear once the data actually climbs near them, so a cool, healthy log stays clean and uncluttered.

NOTE

Logs recorded in °F are detected automatically — including cold-start logs, where the app checks the whole file (not just the opening samples) before deciding the unit, so a log that starts cold and warms up is never misread.

PRO

Rising **IAT** across back-to-back pulls is heat-soak: the intercooler is saturating and intake air density is dropping, which leans the charge and shrinks your knock margin. If IAT crosses 70 °C you should expect to see knock counts creep up on the Knock tab — the two are linked. A persistently high **MAT** relative to ambient points at intercooler efficiency or an inlet routing problem.

3.9 SST tab **PRO**

Dedicated analysis for the Evo X twin-clutch (SST) transmission — on the roadmap.

WHAT IT'S FOR

The **SST** (Sport Shift Transmission) is the Evo X's twin-clutch gearbox. A dedicated SST tab — clutch temperatures, shift behaviour and transmission health — is **on the roadmap and coming soon**.

AVAILABILITY

Planned. For now, if your log includes an SST clutch-temperature channel, that temperature appears on the **Temps** tab alongside ECT, IAT and MAT. There is no standalone SST analysis yet.

HOW TO USE IT

Nothing to do today. When the dedicated tab ships, this section will cover it in full.

READING THE OUTPUT

Until the SST tab arrives, read SST clutch temperature on the **Temps** tab and treat it like any other thermal channel — watch the trend, not a single spike.

NOTE

We'd rather ship SST analysis right than ship it early. If transmission logging matters to you, let us know through the in-app feedback so we can prioritise it.

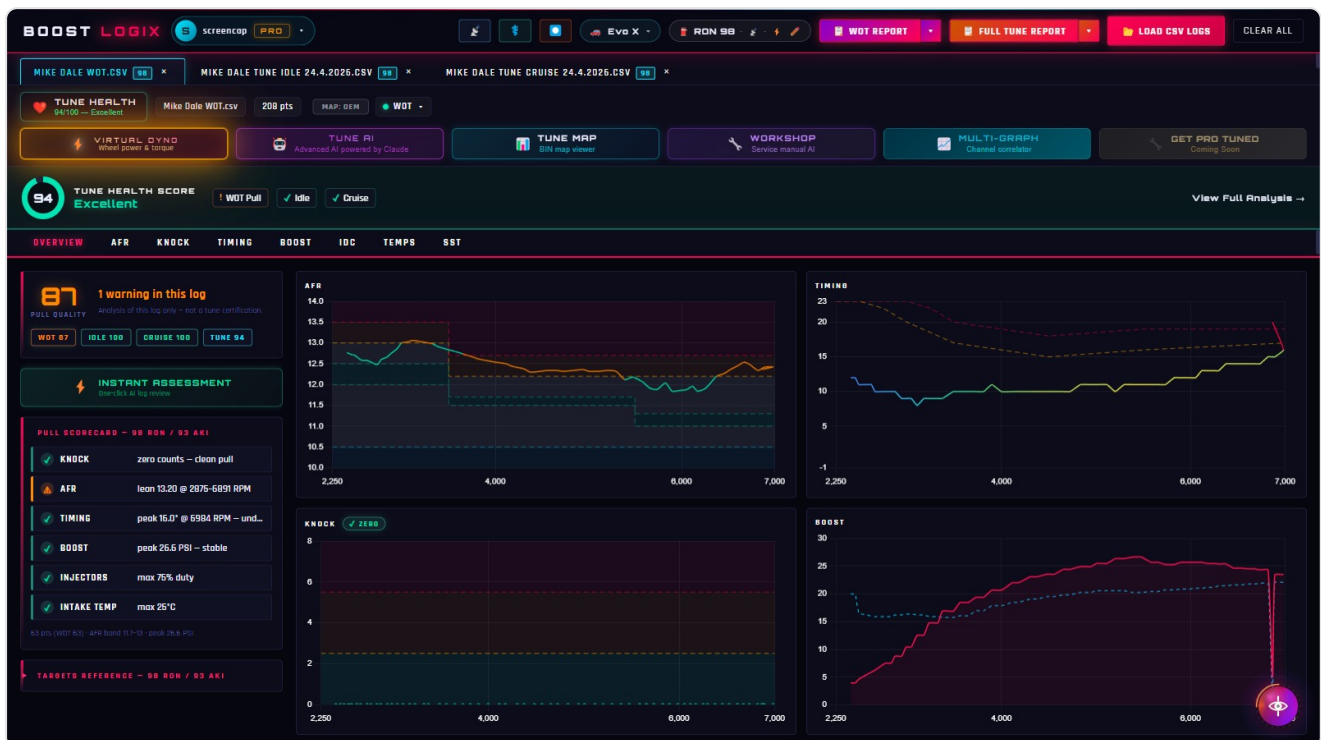
Next: **Tune Health Score** to roll every parameter on this page into a single graded verdict for your tune, or **AI Tools** to ask Tune AI about anything these tabs flagged.

4. Tune Health Score

The Tune Health Score boils your whole tune down to a single number out of 100 and a plain-English grade. It reads one **WOT** (wide-open-throttle) pull, one **Idle** log and one **Cruise** log together, scores each on its own 100-point scale, then blends them into one headline score — weighted **WOT 50% · Idle 25% · Cruise 25%**. It's the fastest way to answer "is this tune actually healthy?" without reading every chart yourself. The score and its breakdown are a **Pro** feature; free users can open the panel and see the picker, but the full analysis is gated.

4.1 Tune Health score & banner PRO

One glance tells you where the tune stands. The **TUNE HEALTH** button in the header changes colour with your score, and a full-width banner drops in the moment all three log types are loaded.



The TUNE HEALTH header button and the score banner after all three log types load

- 1 TUNE HEALTH button
- 2 Button sub-label (state)
- 3 Score banner
- 4 Grade label

WHAT IT'S FOR

The Tune Health Score gives you a single, colour-coded verdict for the entire tune instead of three separate read-throughs. It tells you at a glance whether the WOT pull, the idle and the cruise are all in good shape — and if not, which one is dragging the grade down.

AVAILABILITY

Pro for the full breakdown. The button and the picker are visible to everyone, but free users see an upgrade prompt in place of the detailed analysis and the category navigation. You need **one WOT, one**

Idle and one Cruise log loaded for a complete score — the button stays dormant until all three types are present.

HOW TO USE IT

- 1. The **TUNE HEALTH** button sits at the far left of the toolbar. Its sub-label and colour report the current state (see the table below).
- 2. Load a **WOT**, an **Idle** and a **Cruise** log. The first time all three are present in a session, the panel opens automatically.
- 3. Click the **TUNE HEALTH** button (or the banner) any time to reopen it.
- 4. If you've loaded **more than one** log of a type, pick which WOT, Idle and Cruise to analyse, then click **Analyse** →.

The button's appearance maps directly to your state:

Button state	Sub-label	Meaning
Dormant (grey)	3 logs required	One or more log types not yet loaded
Good (accent)	Select logs to analyse	Multiple logs of a type loaded — pick one each
Good (green)	<score>/100 – Good / Excellent	Score is 75 or above
Warn (amber)	<score>/100 – Needs Attention	Score 60–74
Danger (red)	<score>/100 – Critical	Score below 60

NOTE

The full-width banner appears only once all three log types are loaded. If multiple logs of one type are present, the banner reads **TUNE HEALTH READY** and prompts you to pick which logs to score before a number is shown.

READING THE OUTPUT

The panel shows a colour-coded **progress ring** that animates up to your score, the score number out of 100, the **grade** label, and a **category breakdown** — one row each for the WOT Pull, Idle and Cruise. Ring and label colour track the grade:

Score	Grade
90–100	Excellent (green)
75–89	Good (yellow)
60–74	Needs Attention (amber)
Below 60	Critical (red)

TIP

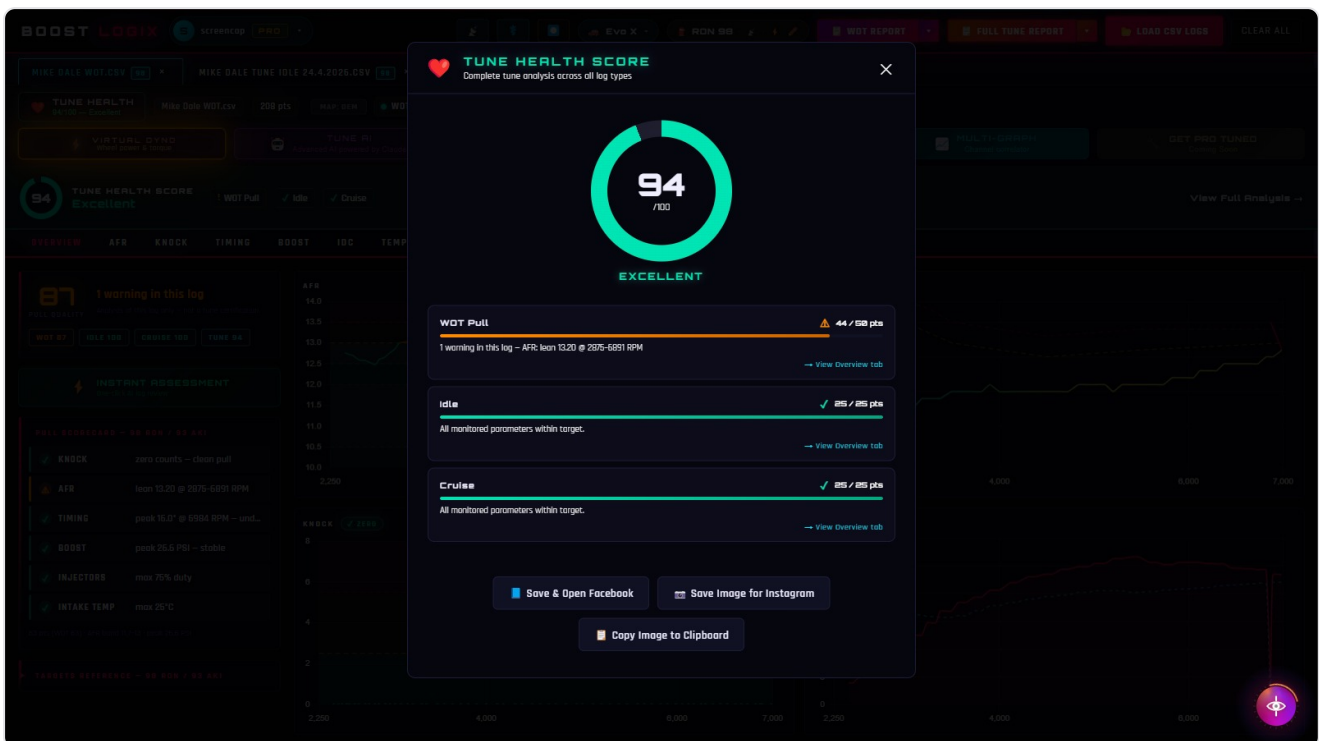
The header button and the ring always show the *same* number for the same logs — they're computed from one shared total, so the chip can never disagree with the panel.

PRO

The headline number is a weighted blend (WOT 50% · Idle 25% · Cruise 25%), renormalised over whichever logs are loaded. A safety cap overrides it: if **any** condition contains a danger-level finding, the displayed grade can never read better than **Needs Attention**, even when the raw maths lands in Good territory — a dangerous WOT pull can't hide behind clean idle and cruise logs.

4.2 Full analysis & category navigation PRO

The full panel breaks the score into its three conditions, shows exactly which metrics earned which points, and lets you jump straight to the tab where a problem lives.



The Tune Health panel with the score ring and category breakdown

- 1 Score ring
- 2 Grade label
- 3 Category rows
- 4 Points earned
- 5 Jump-to-tab link

WHAT IT'S FOR

This is where you go from "78/100" to "why 78". Each condition is scored from the same evaluators that drive the chart zones and alerts, so the breakdown can never disagree with what the individual tabs show. Clicking a row takes you to that tab and flashes the metric that cost you points.

AVAILABILITY

Pro. Requires all three log types loaded. Free users see the ring and the category names but get an **Upgrade to Pro** prompt instead of the clickable navigation and full detail.

HOW TO USE IT

1. Open the panel from the **TUNE HEALTH** button or banner.
2. Read the **category breakdown** — WOT Pull, Idle and Cruise, each with its earned and maximum points.

3. Click any **category row** to jump to that analysis tab; the metric that lost points flashes so you can find it instantly.
4. To analyse a different set of logs, click ← **Change log selection**.

READING THE OUTPUT

The breakdown weights the three conditions **WOT 50 pts · Idle 25 pts · Cruise 25 pts**. Inside each condition, points are split across the metrics that matter for that driving state:

Condition	Metric weighting (out of the condition's points)
WOT Pull (50)	Knock 30 · AFR 25 · Timing 20 · IDC 15 · IAT 10 · Boost (findings only, unscored)
Idle (25)	LTFT 30 · STFT 20 · AFR 20 · Knock 20 · Warm-up 10
Cruise (25)	LTFT 30 · STFT 20 · AFR 20 · Knock 20 · IDC 10

Each row carries a status icon and a one-line detail: a tick when every monitored parameter is in target, or the specific findings (e.g. "*Knock: 4 events*") when something needs attention. The percentages above are within-condition weights — the condition's own score is then scaled into the headline by the 50/25/25 split.

NOTE

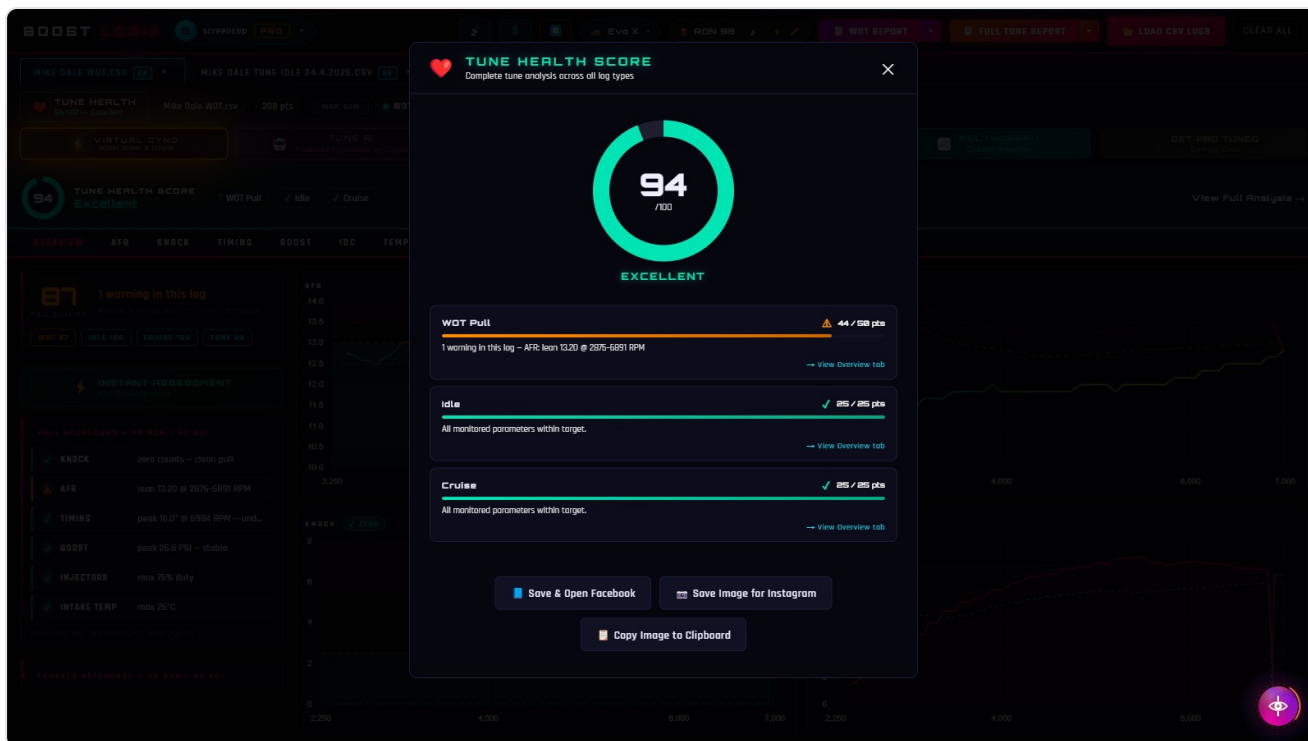
If a sensor wasn't in the log (no wideband, no knock channel), that metric shows as a **no-data** row worth **0 pts** rather than a silent zero — so a missing sensor never quietly inflates or tanks your grade. The score renormalises over the channels that are actually present.

PRO

The within-condition weights mean knock and fuelling dominate. The WOT condition is scored out of **100 points of its own** (before that score is blended in at 50%), and **Knock (30)** plus **AFR (air-fuel ratio, 25)** are the two heaviest factors — together **55 of the 100 WOT points** — because lean-and-knocking is what kills engines; **Timing (20)**, **IDC (injector duty cycle, 15)** and **IAT (10)** make up the rest. **LTFT (long-term fuel trim)** leads idle and cruise — drift there is the early-warning signal for a fuelling problem. Boost is reported as findings but isn't scored: a high-boost tune isn't unhealthy *because* it's high boost.

4.3 Share & export the scorecard **PRO**

Turn your score into a clean, branded image — sized for the feed — and push it to Facebook, Instagram, or the clipboard for anywhere else.



The share row at the bottom of the Tune Health panel

- 1 Save & Open Facebook
- 2 Save Image for Instagram
- 3 Copy Image to Clipboard

WHAT IT'S FOR

The scorecard makes a tidy proof-of-tune you can post or send to a client. It renders the score ring and category bars to a native-resolution **PNG** with a ready-made caption, so you don't have to screenshot and crop.

AVAILABILITY

Pro. Available from the score screen once all three logs are analysed.

HOW TO USE IT

1. With your score on screen, scroll to the **share row** at the bottom of the panel.
2. Click **Save & Open Facebook** (landscape image), **Save Image for Instagram** (square image), or **Copy Image to Clipboard**.
3. Pick where to save the PNG when the dialog appears.
4. The image and a matching caption are placed on your clipboard; the chosen network opens in your browser so you can paste or upload.

The **vehicle name** for the caption comes from your active **Garage** car when one is set — name your car once in the **Garage** and every scorecard and dyno sheet carries it automatically. Without a Garage car, the last vehicle name you typed on the Virtual Dyno sheet is used instead, and you can always edit it before export.

TIP

Facebook and the clipboard accept a pasted image — press **Ctrl + V** straight into the composer. Instagram's web composer needs a file upload instead, so use **Save Image for Instagram** and choose the saved PNG with **Select from computer**.

READING THE OUTPUT

The PNG carries the score ring, the grade, the three category bars and your vehicle name and date, on the dark Boost LogiX brand background. The square version is sized for Instagram (1080 × 1080); the landscape version is sized for a Facebook share (1200 × 630). The caption — copied alongside the image — summarises the score and grade so you only have to paste.

WARNING

The save step writes a real file to disk. If the dialog reports a save error, the target folder may be locked (OneDrive/Desktop sync, or the file already open) — pick a normal local folder and try again.

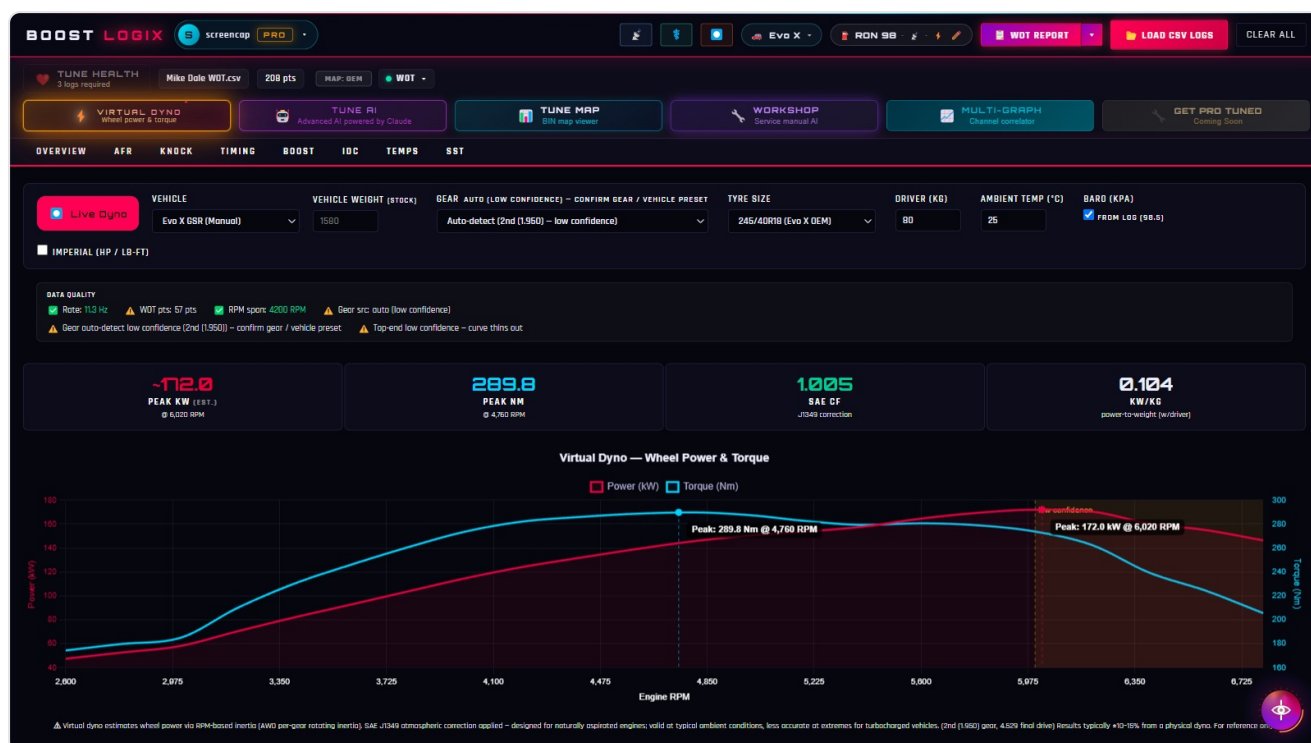
Next: [PDF Reports](#) to export the full per-tab analysis behind the score, or [Virtual Dyno](#) to fold a power figure into your proof-of-tune.

5. Virtual Dyno

The Virtual Dyno turns a wide-open-throttle (WOT) pull into a real wheel **power** and **torque** graph — calculated from your log using vehicle mass, tyre size, gearing and the weather, then corrected to a standard reference (SAE J1349). No rolling road required. Everything in this chapter is a **Pro** feature.

5.1 Virtual Dyno tab **PRO**

Read your wheel kW/hp and Nm/lb-ft straight from a WOT log. Pick your car and tyres once, and every pull you load is plotted with peak power and torque called out.



The Virtual Dyno tab after a WOT log is loaded

- 1 Vehicle selector
- 2 Weight field
- 3 Tyre preset dropdown
- 4 Gear selector
- 5 Driver weight & ambient
- 6 Units toggle
- 7 Power & torque curves
- 8 Peak callouts

WHAT IT'S FOR

The Virtual Dyno estimates the power and torque actually reaching the wheels during a WOT pull. It's how you compare before/after a tune, a part change, or different fuel — without booking dyno time. Numbers are corrected for temperature and barometric pressure so two pulls on different days are comparable.

AVAILABILITY

Pro. You need **one WOT log loaded** — the tab is greyed out on Idle or Cruise logs. Accuracy improves when your log includes barometric pressure; if it doesn't, you can enter it by hand (see *Reading the output*).

HOW TO USE IT

1. Load a **WOT** log, then open the **Dyno** tab.

2. Choose your car under **Vehicle** — a preset (**Evo X GSR**, **Evo X MR**, **Ralliart**) sets the stock mass, gearing and drivetrain.
3. Check the **Weight** field — it pre-fills with the preset's stock mass, tagged (**stock**). If your car is lighter or heavier, type the real figure; the tag flips to (**custom**).
4. Set your **Tyre** from the preset dropdown — the OEM size is pinned at the top and the rest are grouped by rim size — or pick **Custom** and enter width / aspect / rim, with a live overall-diameter readout so you can sanity-check the size.
5. Leave **Gear** on **Auto-detect**, or pick the gear you pulled in (1st–5th on a manual, 1st–6th on SST) if you know it.
6. Enter **Driver weight** and confirm the **Ambient** temperature and pressure (auto-filled from the log where possible).
7. Pick your **Units** — metric (kW / Nm) or imperial (hp / lb-ft).
8. Read the **power and torque curves** and the **peak callouts**.

TIP

Your dyno settings are **remembered automatically** — every change saves itself, and the same config drives future pulls and Live Dyno. There's nothing to save by hand.

READING THE OUTPUT

The chart plots power and torque against engine **rpm**. The two peak callouts show your highest power (with the rpm it occurred at) and highest torque. Alongside the peaks, two stat tiles add context: **SAE CF** — the weather-correction factor applied to this run (see the PRO note below) — and **power-to-weight** (kW/kg or hp/lb, including your driver weight), the number that actually predicts how the car goes.

Below the chart, **data-quality** indicators tell you how trustworthy the run is:

Indicator	What it means	Want to see
Sample rate	How often EvoScan logged during the pull	≥ 5 Hz reads as healthy; 2–5 Hz is marginal; below 2 Hz is too coarse
Point count	Number of samples in the pull	More
RPM span	The rev range the pull covered	A full pull, e.g. 3,000–7,000 (≥ 3,500 rpm span reads as healthy)
Gear src	How the gear was determined — auto , manual , or fallback	<i>auto</i> with high confidence, or <i>manual</i> when you've set it yourself

If you **lifted before redline**, the dyno notices: a decelerating top-end tail is trimmed from the published peak, the chart shades the trimmed region as an amber low-confidence band, and a notice reads **"Pull ended early (lift ~N RPM) — top-end trimmed"**. That keeps a chopped pull from publishing a fake peak — the trimmed figures are still honest for the rev range you actually completed.

If you've overridden the vehicle mass, Data Quality carries a **"Mass overridden — estimate only"** warning — the physics is only as good as the weight you gave it.

WARNING

A short, low-sample-rate pull produces a noisy, optimistic curve. If the data-quality row looks thin, log a longer pull in a higher gear before trusting the numbers.

PRO

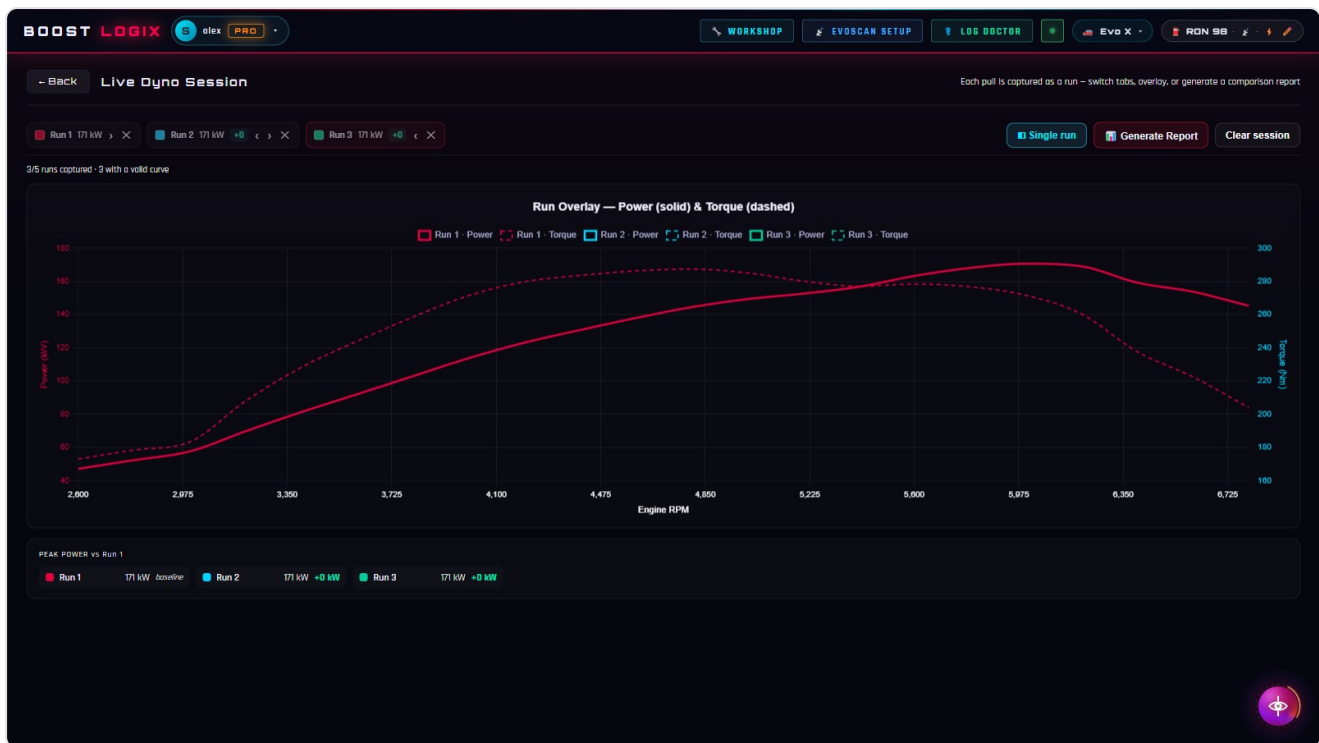
The model uses SAE J1349 correction and **per-gear rotating-inertia road-load physics** — mass, drag, gearing, plus the rotating inertia of the engine, driveline and wheels *in the specific gear you pulled in* (a lower gear spins the engine mass up faster, which soaks up more of the crank's output), working from the rate of rpm change ($dRPM/dt$) rather than EvoScan's 1 Hz speed channel. SST cars carry a higher engine-side inertia in the model to match the twin-clutch driveline. The absolute-power calibration is currently **provisional (uncalibrated, factor 1.0)** while it's re-verified against real rolling-road data — so treat absolute figures as a physics estimate, while *trends* (same car, gear and conditions before and after a change) remain extremely reliable. Always compare like-for-like for the most trustworthy before/after picture.

WARNING

Gear is auto-detected from the rpm-vs-speed ratio, and the readout tells you how sure it is: green **auto-detected** means a confident fit; amber **auto (low confidence)** — **confirm gear / vehicle preset** means the fit was marginal — set the **Gear** selector yourself before trusting absolute figures (low confidence is also flagged in Data Quality). If your log has no usable speed channel at all, the dyno **falls back to assuming 3rd gear**, which can shift absolute power/torque figures by roughly $\pm 10\text{--}30\%$. For trustworthy absolute numbers, log a clean speed channel or set the gear manually — and always compare pulls done in the same gear.

5.2 Live Dyno (Space-bar capture) **PRO**

Run dyno pulls live. Press `Space` to capture a pull straight from EvoScan — no exporting or loading files between runs.



A Live Dyno session with multiple runs overlaid

- 1 Run tabs
- 2 Overlay toggle
- 3 Run colour legend
- 4 Export sheet

WHAT IT'S FOR

Live Dyno lets you do back-to-back pulls and compare them on one chart — ideal for dialling in boost or fuel and seeing the effect immediately.

AVAILABILITY

Pro, with the EvoScan watcher configured (see *Live Log / Live Dyno*). The first capture asks for your vehicle, tyre and weight via a short **pre-flight** form if you haven't saved a dyno config yet.

HOW TO USE IT

1. With your dyno config saved, press **Space** to start a capture (it works on any screen — landing, dashboard, or the standalone dyno view).
2. Do your pull, then press **Space** again to stop. The run appears as **Run 1**.
3. Repeat for each run — up to **five** runs per session on Pro (**ten** on Workshop).
4. Toggle **Overlay** to stack all runs on one chart and compare curves.
5. Use **Export dyno sheet** to save the result.

NOTE

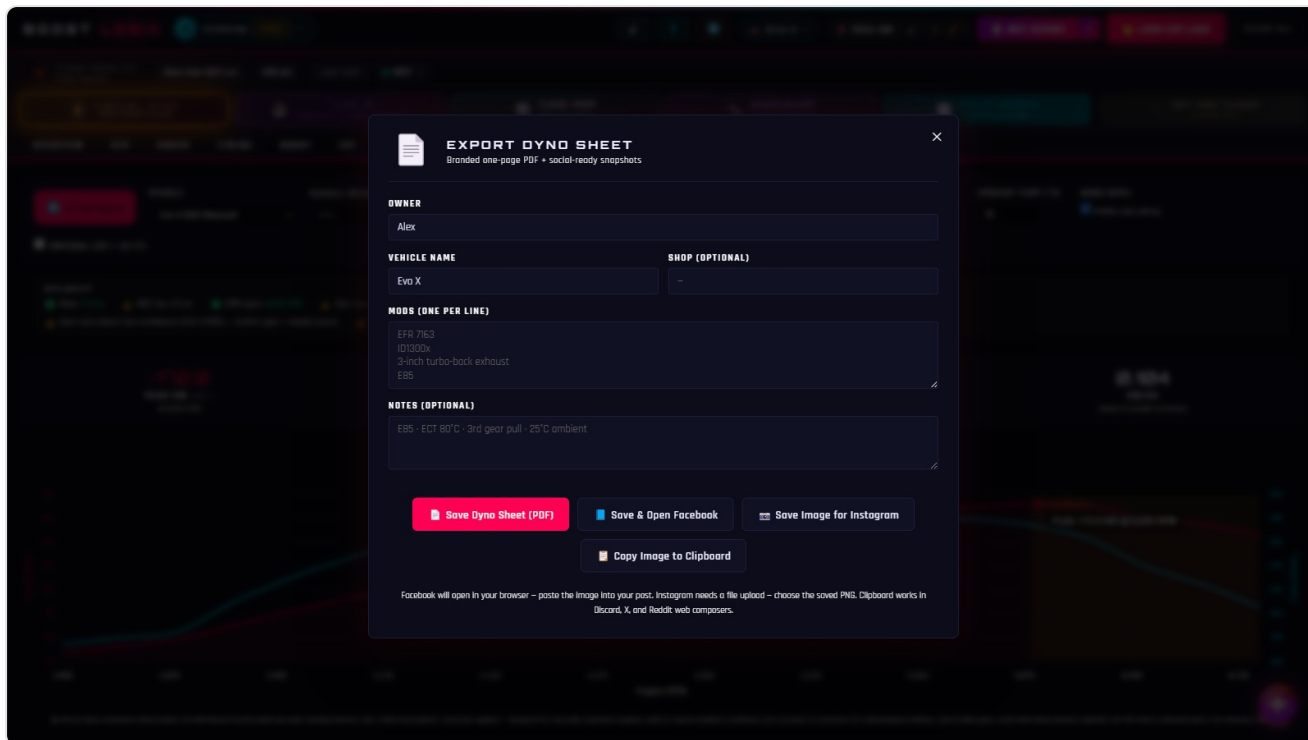
Space is ignored while you're typing in a text box, so it won't fire mid-form. Live Dyno keeps a maximum of five runs on Pro (ten on Workshop) — start a new session to capture more.

READING THE OUTPUT

Each run gets its own colour in the legend. With **Overlay** on, you read the runs against each other; with it off, you focus on the selected run's curve and peaks. Runs live in memory only — **export** any you want to keep before closing the session.

5.3 Export dyno sheet PRO

Save a dyno result as a shareable image or a spreadsheet of the raw curve.



The Export dyno sheet dialog

- 1 Vehicle name
- 2 Format PNG or XLSX
- 3 Export

WHAT IT'S FOR

Produces a clean record of a pull — a **PNG** image for sharing, or an **XLSX** spreadsheet of the underlying numbers for your own records.

AVAILABILITY

Pro. Available from the Virtual Dyno tab and from a Live Dyno session.

HOW TO USE IT

1. Click **Export dyno sheet**.
2. Enter a **Vehicle name** (remembered for next time).
3. Choose **PNG** (image) or **XLSX** (spreadsheet).
4. Click **Export** and pick where to save.

READING THE OUTPUT

The **PNG** shows the power/torque chart with the vehicle, date and peak figures. The **XLSX** gives a row per rpm point — power in kW and hp, torque in Nm and lb-ft, plus boost — so you can chart or compare runs in your own spreadsheet.

Next: see *Tune Health Score* to fold this pull into an overall tune grade, or *Live Log / Live Dyno* to set up the EvoScan watcher that powers Space-bar capture.

6. Tune Map BETA

The Tune Map view opens your ECU's own calibration — the **fuel** and **timing** maps stored inside a flash file — and lays your log's operating points on top of them. You see what the tune *asks for* (the target in each load/rpm cell) right next to what the engine *actually did* (your logged AFR and knock), so you can spot where the calibration and reality disagree. Everything in this chapter is a **Pro** feature.

NOTE

Beta. Tune Map is a new addition and is marked **Beta** while we keep

refining it — especially the **Analyse with AI** read of your tune. Treat its output as a well-informed starting point to review with your tuner, not a final verdict, and please send feedback on anything that looks off.

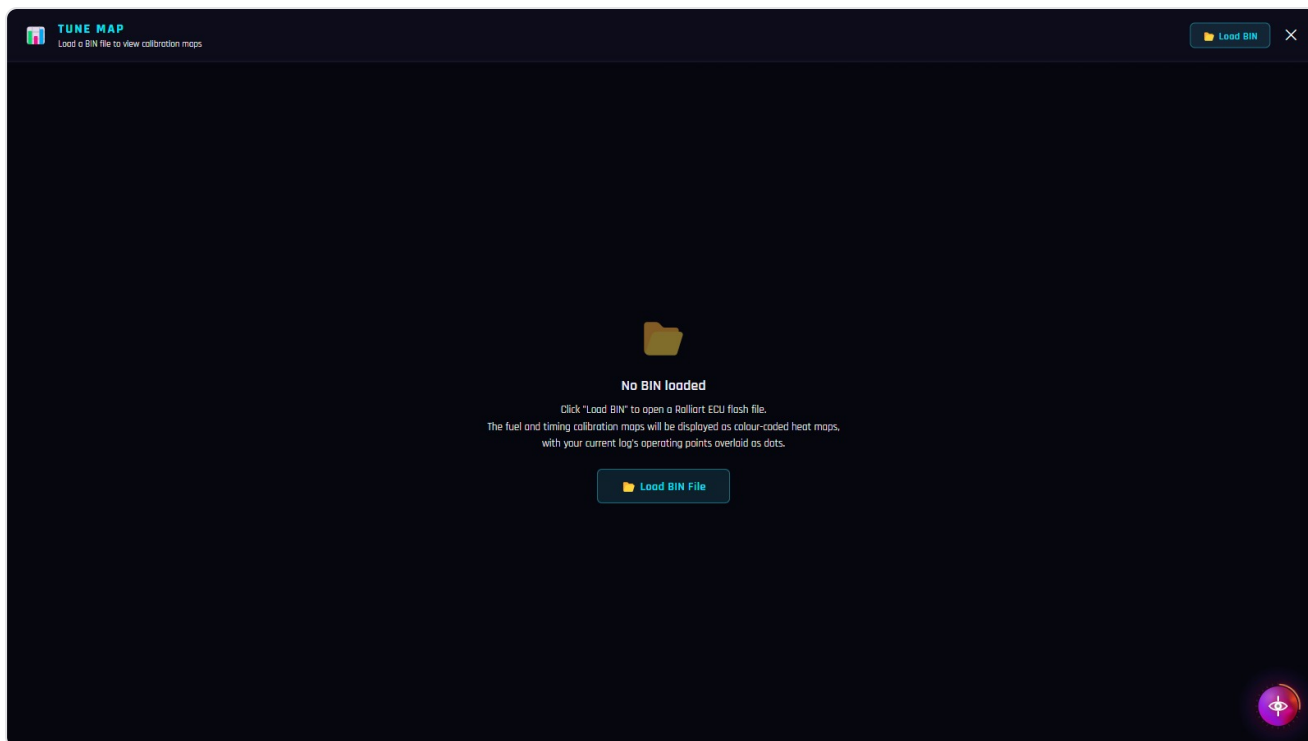
NOTE

Tune Map is a **viewer**. Your `.bin` is opened strictly read-only:

Boost LogiX cannot modify, write to, or save a tune file, and nothing you do in this view — including the AI analysis — changes a single byte of your tune. Editing a map is a job for a tuning tool like ECUFlash, in your tuner's hands.

6.1 Loading a BIN file PRO

Open a `.bin` flash file and Tune Map figures out which ECU it is for you, then draws every fuel and timing map it can read.



The Tune Map view before a BIN is loaded, with the Load BIN button

- 1 Load BIN button
- 2 ROM ID / name subtitle
- 3 Locate ECUFlash Folder fallback

WHAT IT'S FOR

A `.bin` is a snapshot of your ECU's tune — the actual numbers the ECU runs. Loading one lets you read those maps in Boost LogiX instead of opening a separate tuning tool, and it's the first step before you can overlay a log. You walk away knowing exactly what fuel and timing your tune targets at every load and rpm.

AVAILABILITY

Pro. You need a `.bin` file from your ECU (an ECUFlash / TephraMOD read). To resolve the map addresses automatically, the app looks for an **ECUFlash** installation on your PC; if it can't find one, you can point to the folder by hand (see step 4).

HOW TO USE IT

1. Click **Load BIN** and pick your `.bin` file in the dialog.
2. Wait for the read — the app finds the **ROM ID** stamped in the file and shows it in the subtitle (e.g. `ROM 53610313 · Ralliart SST`).
3. If the ROM is recognised, the maps appear automatically — you're done.
4. If you see **ROM ... not recognised**, click **Locate ECUFlash Folder** and point to your ECUFlash `rommetadata` folder so the app can load the matching definition.

NOTE

Modified ROMs decode automatically. A modified flash (e.g. a TephraMOD)

stamps a new ROM ID but keeps the standard tables of the stock calibration it was built from. When no exact definition is found, the app decodes the standard fuel and timing maps with the stock **base** definition and says so in a blue note under the header (e.g. `... (base 52370024`

definitions)). Custom tables added by the mod — such as E85 Alternate maps — are not shown in that mode; use the note's **Locate ECUFlash Folder** button to point at the folder containing your exact ROM's XML and the full definition loads in place.

NOTE

The ROM ID is read from a fixed location inside the file, so detection doesn't depend on the file's name — rename your BINs however you like.

TIP

The usual ECUFlash path is `C:\Program Files (x86)\OpenECU\EcuFlash\rommetadata\mitsubishi\evo` . Point to it once and the app remembers it for future BINs.

READING THE OUTPUT

The subtitle confirms what loaded: the file name, the **ROM ID**, and the resolved vehicle/ROM name. A green-lit ROM name means the calibration definition matched and the cell values you see are the real ECU numbers. If only an "unknown ROM" box shows, the maps can't be drawn until you supply the ECUFlash definition — the values would otherwise be guesses, so the app refuses to show them rather than mislead you.

WARNING

Stock ECUFlash ROMs (e.g. Ralliart 53600008/09/10) define only High and Low octane fuel and timing maps — they have no E85 (Alternate) maps. Those tabs simply won't appear, which is correct, not a fault.

6.2 Viewing & navigating maps PRO

Every map the ROM contains, drawn as a colour-coded grid of load against rpm, with a hover read-out of the exact value in any cell.



A fuel map shown as a colour-coded heat-map grid

- 1 Map tabs
- 2 Colour legend
- 3 Heat-map cell
- 4 Hover tooltip
- 5 Map info panel

WHAT IT'S FOR

This is where you read the tune itself. Each map is a **heat map**: a grid with engine **load** down the side and **rpm** across the top, and every cell coloured by its value so the shape of the calibration is obvious at a glance. It's how you check that your fuel and timing targets are sensible before you ever look at a log.

AVAILABILITY

Pro, with a BIN loaded. Which maps appear depends on the ROM — a fully-defined ROM shows fuel maps for **RON98**, **E85** and **RON91**, plus timing maps for **High Oct**, **E85** and **Low Oct**.

HOW TO USE IT

1. Click a **map tab** along the top to choose which map to view — fuel or timing, and which fuel grade.
2. Move your mouse over any **cell** to read its exact value in the hover tooltip.
3. Read the **legend** on the left to see what each colour band means for that map.
4. Check the **map info** panel for the map's name, grid size (Load × RPM) and ROM ID.

NOTE

Fuel maps are keyed on the ECU's **load** channel and timing maps on **loadTiming** — they're genuinely different axes inside the ECU, so a fuel cell and a timing cell at "the same spot" aren't always the same operating point.

READING THE OUTPUT

Read a single **cell** as: at this **load** (row) and this **rpm** (column), the tune targets *this value*. For a fuel map the value is an **AFR** target (e.g. 11.8 : 1); for a timing map it's **degrees** of ignition advance (e.g. 15°).

The cell **colour** encodes that value against a tuning-safe scale, so you read the whole map by its colours before drilling into numbers:

Map	Colour drift	What it tells you
Fuel	Greener cells	Richer, safer WOT targets (≈ 11.5–12.2:1 on high-octane petrol)
Fuel	Orange / yellow cells	Leaner — a borderline or lean-transition zone
Fuel	Blue / purple cells	Very rich — E85 territory, or excessively rich
Timing	Green cells	Inside the sensible WOT advance range
Timing	Yellow → orange → red	Progressively more advance — warn, then danger

The hover tooltip always spells out the cell value plus its exact **Load** and **RPM** so you're never guessing which cell you're on.

PRO

The fuel and timing legends are calibrated to the same targets the analysis engine uses (see *Reading Your Logs*), so a cell that reads amber here is the same level the WOT alerts would flag in a log. Use the colours to audit a tune for hot timing or lean fuel *before* you drive it.

6.3 Overlaying your log PRO

Drop your log's real operating points onto the map as dots, coloured by how much knock the ECU saw there — so the tune and the logged reality sit in the same picture.



A timing map with log overlay dots and the log-type pills

- 1 Log-type pills
- 2 Overlay toggle
- 3 Overlay dot on a cell
- 4 Analyse with AI button

WHAT IT'S FOR

A map shows what the tune *targets*; the **overlay** shows where the engine actually operated and what happened there. Each cell your log visited gets a dot coloured by the worst **KnockSum** seen in that cell, so a single glance tells you whether the cells you actually use are clean — and which cells your tune covers but your driving never reached.

AVAILABILITY

Pro, with a BIN loaded and at least one log loaded. Timing-map overlays also need the **LoadTiming** channel in your EvoScan log — if it's missing, the app tells you to add it and re-log.

HOW TO USE IT

1. Load your log(s) as usual, then open Tune Map with a BIN already loaded.
2. Use the **log-type pills** (e.g. `WOT`, `IDLE`, `CRUISE`) to choose which log's points to overlay.
3. Make sure the **Overlay** toggle is on — its label shows how many points landed (e.g. `Overlay (842 pts WOT)`).
4. Read the **dots** on the grid; the dot colour is the knock severity for that cell.
5. Optionally click **Analyse with AI** to have Tune AI read the BIN-versus-log picture and talk it through with you. It produces a *discussion only* — suggested points to raise with your tuner. It writes nothing to the BIN, and your tune is never altered.

NOTE

The overlay only plots points that match the log's operating condition — a WOT log overlays only its wide-open-throttle pull ($\text{TPS} \geq 85\%$, $\text{RPM} \geq 2,000$), so warm-up idling before the pull won't litter low-load cells with dots.

WARNING

If the Overlay label reads `0 of N pts - outside filter`, your selected log type doesn't match the points in the file (e.g. an idle log on a WOT-shaped map). Pick the matching log pill.

READING THE OUTPUT

You're now reading two layers at once. The **cell colour underneath** is the tune's target for that load/rpm. The **dot on top** is your logged reality there, coloured by knock:

Dot colour	KnockSum	Meaning
Green	0	Clean — no knock logged in this cell
Yellow	1–2	Safe but worth watching
Orange	3–5	Monitor — knock is creeping in
Red	6+	The ECU is actively pulling timing here

Hover a cell with a dot and the tooltip adds the log detail: how many points landed there, the peak knock, and the average logged AFR. That's your direct tune-versus-reality read: the *cell* says what was asked for, the *dot and tooltip* say what the engine did.

PRO

Divergence is the whole point. A green (rich, safe) fuel cell carrying a high average logged AFR means the engine ran leaner than the tune targeted in a zone you actually use — a fuelling or sensor problem, not a map problem. A green timing cell wearing a red knock dot means the *advance is within spec on paper* but the engine still knocked there — back the timing off for that load/rpm island regardless of what the target "allows". Work the cells your dots actually cover; ignore the empty ones.

PRO

With **Pro, Analyse with AI** sends the whole BIN-versus-log context to Tune AI for a written, plain-English read of your fuel and timing versus what you logged — suggested points to discuss with your tuner. It is advisory reference only: Boost LogiX never applies any of it, and the BIN on disk stays byte-for-byte untouched. Included with a Pro subscription. You can also set the **AI flag threshold** (Strict / Standard / Relaxed) to control how big an AFR miss has to be before it's called out. (*Analyse with AI is in Beta while we keep sharpening its accuracy.*)

6.4 Workshop depth WORKSHOP

Two Tune Map extras for shops working the same car across visits: the app remembers each Garage car's BIN, and multiple logs of the same type overlay together instead of one at a time.

WHAT IT'S FOR

Per-car BIN memory means you don't re-browse to the same `.bin` file on every visit — Tune Map remembers which flash file belongs to which **Garage** car. Multi-log overlay lets you combine every loaded log of the active condition (all your WOT pulls, say) into one aggregate overlay instead of reading them one at a time.

AVAILABILITY

Workshop only. Pro users see both controls in their usual place, but the saved-BIN offer only ever appears once a Workshop user has saved one, and the multi-log overlay checkbox renders **disabled** with a purple **WORKSHOP** badge and tooltip for anyone without the tier — same show-but-locked treatment as the Job Book. If a remembered BIN has been moved or deleted since it was saved, the app simply asks you to pick it again via **Load BIN**.

HOW TO USE IT

1. With a **Garage** car active, load a BIN as usual — Tune Map remembers its path against that car.
2. Next time you switch to that car, a  (**remembered file name**) button offers to reload it in one click instead of browsing again.
3. Load more than one log of the same condition (e.g. two WOT pulls), then tick **All WOT logs** (label matches the active condition) to combine every matching log into one overlay.

READING THE OUTPUT

The remembered-BIN button's tooltip shows the full saved path; clicking it re-runs the normal BIN load. With the multi-log toggle on, the overlay dots represent **every** loaded log of that condition at once — higher cell-hit density, at the cost of losing the per-log breakdown a single-log overlay gives you.

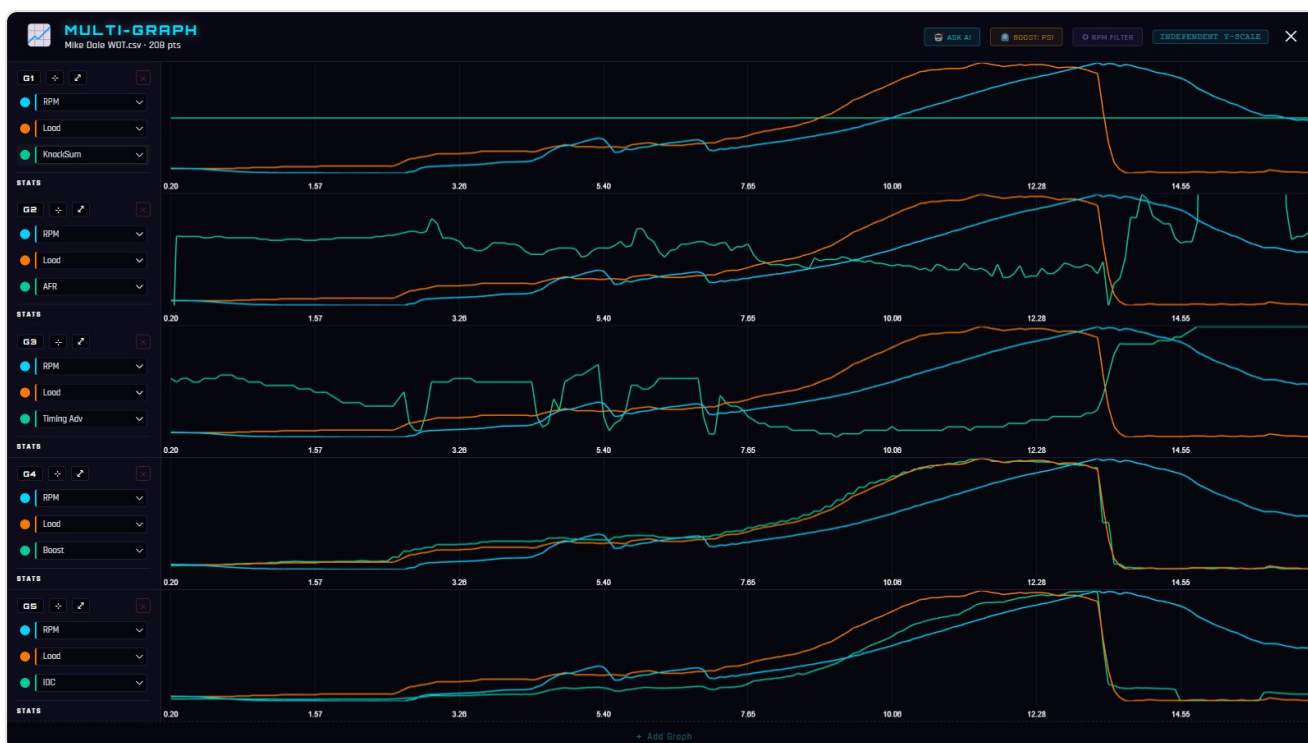
Next: see [Multi-Graph](#) to plot the same log channels against each other and find the relationships behind what the overlay shows.

7. Multi-Graph

Multi-Graph plots several log channels together so you can see how they move in relation to one another — does timing pull back the instant boost spikes? does AFR go lean exactly where knock appears? One channel on its own rarely tells the story; two or three laid over the same time line usually do. Everything in this chapter is a **Pro** feature.

7.1 Plotting channels **PRO**

Stack up to three channels per graph, add more graphs, and read them all against one synchronised time line — zoom, pan and hover move every graph together.



The Multi-Graph view with several stacked graph panels

- 1 Channel selectors 2 Add Graph button 3 Remove graph (X) 4 Synchronised crosshair 5 Stats readout

WHAT IT'S FOR

Multi-Graph lets you build your own dashboard of channels and read them on a shared time axis. It's how you answer "what was *everything else* doing at the moment this happened?" — instead of flicking between single charts, you see RPM, boost, AFR, knock and more lined up at the same instant.

AVAILABILITY

Pro, with a log loaded. Every channel in your EvoScan log is available — **RPM, Load, Boost, AFR, Timing Adv, KnockSum, TPS, IDC, LTFT, IAT, ECT, MAP**, and more.

HOW TO USE IT

1. Each graph panel has up to **three channel selectors** down its side — pick a channel in each (set any to — **None** — to leave it empty).

2. Click **+ Add Graph** to add another panel; you can run up to **eight** at once.
3. Click the **X** on a panel to remove it.
4. **Scroll** anywhere over the graphs to zoom the time axis, and **drag** to pan — every panel moves together so the times always line up.
5. Move your mouse across the graphs: a synchronised **crosshair** shows every channel's value at that exact moment, and each panel lists **min / avg / max** in its stats strip.

NOTE

All channels in a panel share one 0–100 vertical scale (the **INDEPENDENT Y-SCALE** badge) — the lines are auto-fitted so you compare *shapes*, not absolute heights. Hover to read each channel's real value and unit; the stats strip gives the true min/avg/max.

TIP

Use the **RPM FILTER** to narrow the view to a rev band, the **KNOCK** toggle to mark every knock event with a red line across all graphs, and **BOOST** to cycle the boost unit between PSI, kPa and bar.

READING THE OUTPUT

Read each panel as a set of overlaid traces sharing one time line. Because the vertical scale is normalised, you're looking for **shape and timing**: does one trace turn down the moment another turns up? Two channels that rise and fall together are related; two that mirror each other (one up while the other drops) are inversely related. The **crosshair tooltip** gives you the hard numbers at any instant, and the red **knock markers** pin the exact moments the ECU saw knock so you can see what the other channels were doing right then.

PRO

Each panel can switch to a **scatter / XY plot** (the mode button on the panel). In scatter mode the first channel is the X axis, the second is Y, and the third *colours* the dots — letting you plot, say, Boost (X) against Timing Adv (Y) coloured by KnockSum, to see the relationship directly rather than against time.

7.2 Correlations & Ask AI **PRO**

Switch a panel to scatter and Multi-Graph computes the correlation coefficient for the pair — then hand the whole view to Tune AI with one click.



A scatter panel showing a correlation value, with the Ask AI button

- 1 Scatter mode button
- 2 X / Y / Color channel slots
- 3 CORR stat
- 4 Ask AI button

WHAT IT'S FOR

A correlation tells you, in one number, how tightly two channels move together. It turns "boost and timing seem related" into "their correlation is -0.86 — strongly inverse". The **Ask AI** button then carries the exact view you've built — channels, stats and correlations — straight into Tune AI so you don't have to re-describe it.

AVAILABILITY

Pro, with a log loaded. The correlation value appears whenever a panel is in **scatter** mode with an X and Y channel chosen. **Ask AI** needs a Pro subscription for Tune AI.

HOW TO USE IT

1. On a panel, click the **mode button** to switch it to **scatter / XY**.
2. Choose an **X** channel and a **Y** channel (and optionally a **Color** channel).
3. Read the **CORR** value in that panel's stats strip — it's the correlation coefficient for X versus Y.
4. Click  **ASK AI** in the header to send the current view (your panels, their stats and correlations, and a few suggested questions) to Tune AI.

NOTE

The correlation is computed over whatever is currently visible — so if you've zoomed into a single pull, the coefficient describes *that pull*, not the whole log. Zoom out for the full-log relationship.

READING THE OUTPUT

A correlation coefficient is always between -1 and $+1$, and you read it like this:

Value	Plain meaning
+0.8 to +1.0	Strong positive — when one channel goes up, the other goes up too
+0.3 to +0.7	Mild positive — they tend to rise together, but loosely
around 0	No linear relationship — knowing one tells you little about the other
-0.3 to -0.7	Mild inverse — one tends to rise as the other falls
-0.8 to -1.0	Strong inverse — when one goes up, the other reliably goes down

So a CORR of **+0.8** between boost and load means they climb together (expected); a CORR of **-0.8** between two channels means they pull in opposite directions; a CORR near **0** means the pair you picked aren't linearly linked at all. A coefficient past **±0.7** is the threshold where a relationship is strong enough to act on.

PRO

Use a strong correlation diagnostically. Plot **Boost** (X) against **Timing Adv** (Y) and colour by **KnockSum**: on a healthy tune you'll see a mild, expected slope, but a strong **negative** correlation — timing collapsing exactly as boost spikes — is the ECU yanking advance to fight knock. Cross-check the red-coloured dots: if the knock-coloured points cluster at the high-boost / low-timing corner, you've localised a boost-spike-driven knock event to a specific load region. Hand that exact view to **Ask AI** for a written read on cause and fix.

Next: see **Tune AI** to take the correlations and patterns you've found here and ask for a plain-language diagnosis and a list of suggested adjustments to discuss with your tuner — advisory only; nothing is ever applied to your tune.

8. AI Tools

Boost LogiX ships with two AI assistants. **Tune AI** reads the log you currently have open — your stats, alerts and (when available) extra context — and answers questions about *that* tune in plain English.

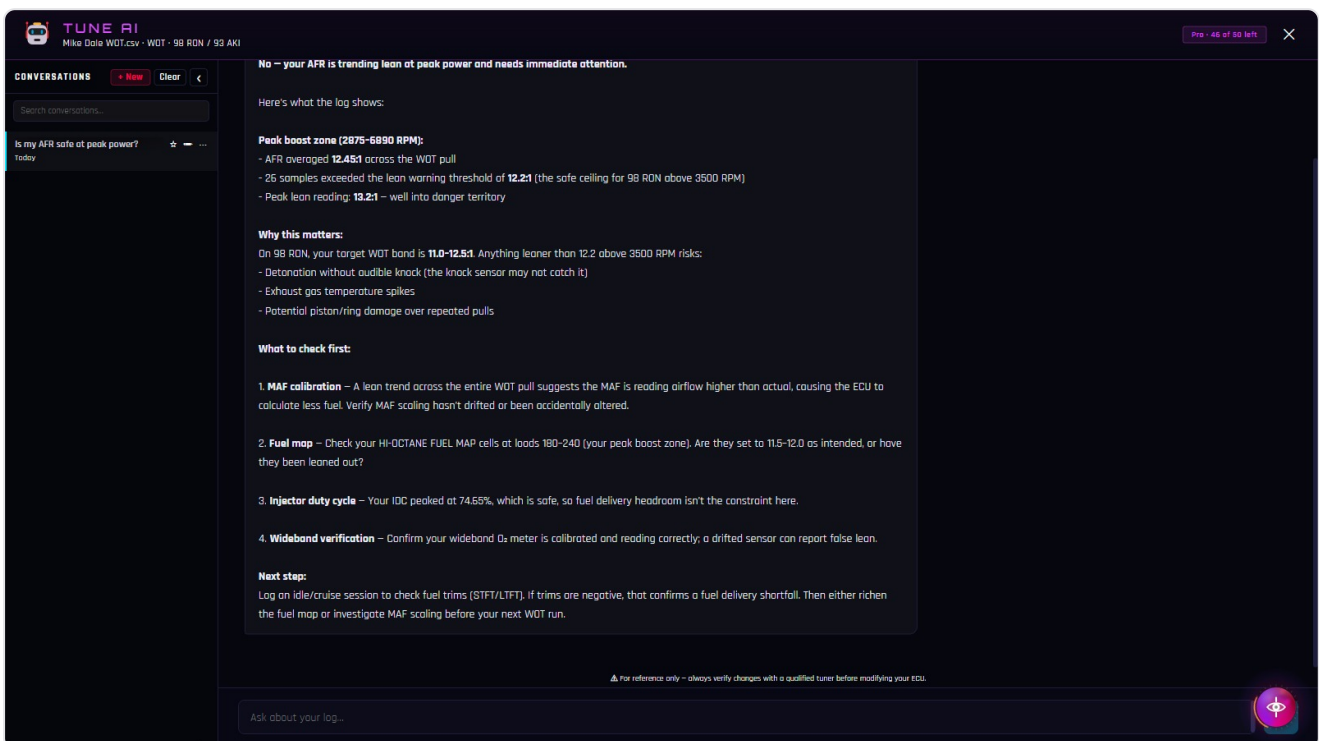
Workshop AI is a full Evo X / Ralliart service-manual assistant: specs, procedures, torque figures and diagnostics, with no log required. Both run on Advanced AI powered by Claude; both are included with Pro, with a shared monthly allowance explained under *Quotas* at the end of this chapter.

NOTE

Every AI answer carries a safety footer. The models are a reference and a starting point — always verify any change with a qualified tuner or mechanic before you touch your ECU or your car.

8.1 Tune AI PRO

A chat overlay that has already read your loaded log. Ask it about your knock, your AFR (air-fuel ratio), your injector duty — and it answers using the exact numbers from your log plus the built-in tuning guide.



The Tune AI overlay over a loaded WOT log

- 1 Conversation sidebar 2 Suggested questions 3 Message input 4 Send button 5 Query counter badge

WHAT IT'S FOR

Tune AI turns your log into a conversation. When you open it, it has already been handed your log's key statistics (AFR, KnockSum, timing, boost, fuel trims, IDC and more) and every alert the app generated — so you can ask "is my AFR safe at WOT?" or "how close are my injectors to their limit?" and get an answer

grounded in your own data, not generic advice. It's the fastest way to make sense of a log without reading every chart yourself.

AVAILABILITY

Pro. You need a log loaded — Tune AI reads whatever log is open. Pro includes **50 queries per month shared across Tune AI and Workshop AI**, resetting on the 1st (Workshop plan: 200/month).

Free users have no AI access. See *Quotas* for the full picture.

PRO

Tune AI isn't limited to a single log's stats. From **Multi-Graph** it can receive a multi-log comparison as context, and from the **Tune Health** screen it receives your scored breakdown — so the same chat can reason across logs or about your overall grade, not just one pull.

HOW TO USE IT

1. Load a log, then open **Tune AI** from the dashboard.
2. Pick one of the **suggested questions** to start fast, or type your own in the **message input** at the bottom.
3. Press **Enter** (or click the **Send** ↑ button) to send; use **Shift + Enter** for a new line inside your message.
4. Read the reply as it streams in, then ask follow-ups — the conversation keeps its context.
5. Start a fresh thread any time with **+ New** in the sidebar; rename, pin or delete past threads from the same list.
6. Press **Esc** or the **X** to close. Your conversations are saved for next time.

TIP

The suggested questions change with your log type — a WOT log offers knock and AFR prompts, an Idle or Cruise log offers fuel-trim prompts. They're the quickest way in if you're not sure what to ask.

READING THE OUTPUT

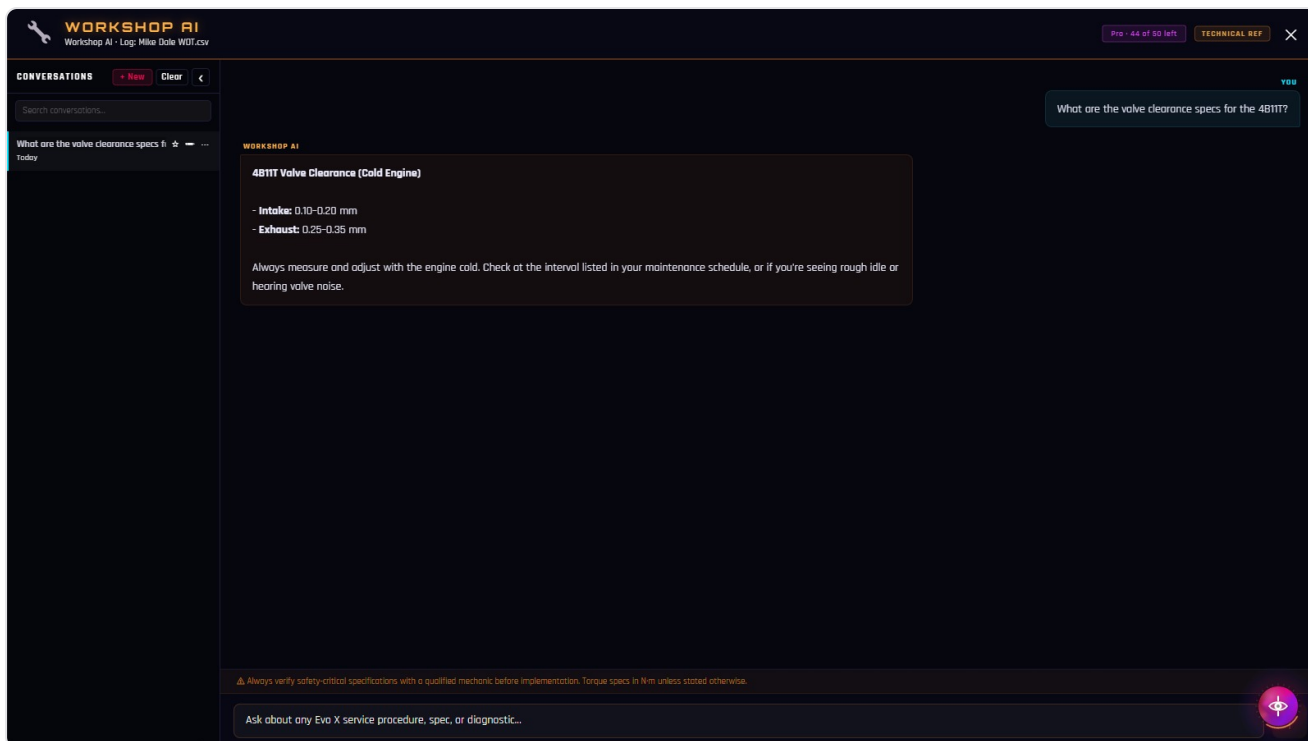
Answers stream in live and support basic formatting (**bold** for emphasis). The badge in the top-right is your **query counter** — it shows what's left of your monthly allowance: **47 of 50 left** on Pro, or **Workshop · 183 of 200 left** on the Workshop plan.

NOTE

A failed request (you're offline, the server errors) does **not** burn a query — only a completed answer counts. The monthly allowance resets on the 1st of each month.

8.2 Workshop AI **PRO**

A full-screen technical-reference chatbot that knows the Evo X and Ralliart inside out — valve clearances, torque specs, fluid types, DTC meanings and step-by-step procedures. No log required; ask it like you'd ask a master mechanic.



The Workshop AI full-screen view with the conversation sidebar

- 1 Conversation list + search
- 2 Suggested questions
- 3 Message input
- 4 Token estimate
- 5 Export conversation

WHAT IT'S FOR

Workshop AI is your in-app service manual. Instead of digging through PDFs, you ask it directly — "what's the front wheel-bearing hub-nut torque?", "how do I bleed the SST clutch?", "what's the oil capacity and spec?" — and it answers with the figures and procedures for the 4B11T. Conversations are saved, searchable and exportable, so it doubles as a personal notebook of the jobs you've researched.

AVAILABILITY

Pro. Workshop AI is included with Pro. It shares the **same 50-queries-per-month** allowance as Tune AI, so the two draw from one pool that resets on the 1st of the month (Workshop plan: 200/month).

HOW TO USE IT

1. Open **Workshop AI** from the header (it fills the screen).
2. Tap a **suggested question** — valve clearance, oil spec, SST clutch bleeding, head-bolt torque, DTC reference, brake-fluid spec, wheel-bearing nut torque or wheel alignment — or type your own.
3. Press **Enter** (or **Send** 1) to ask; **Shift + Enter** adds a line break.
4. Use the **sidebar** to manage threads: **search** the list, **+ New** for a fresh topic, and **pin**, **rename** or **delete** any conversation.
5. To keep a thread outside the app, **export** it as **JSON** or **Markdown** from the sidebar.
6. Press **Esc** or **X** to close — everything you've asked is saved for next time.

WARNING

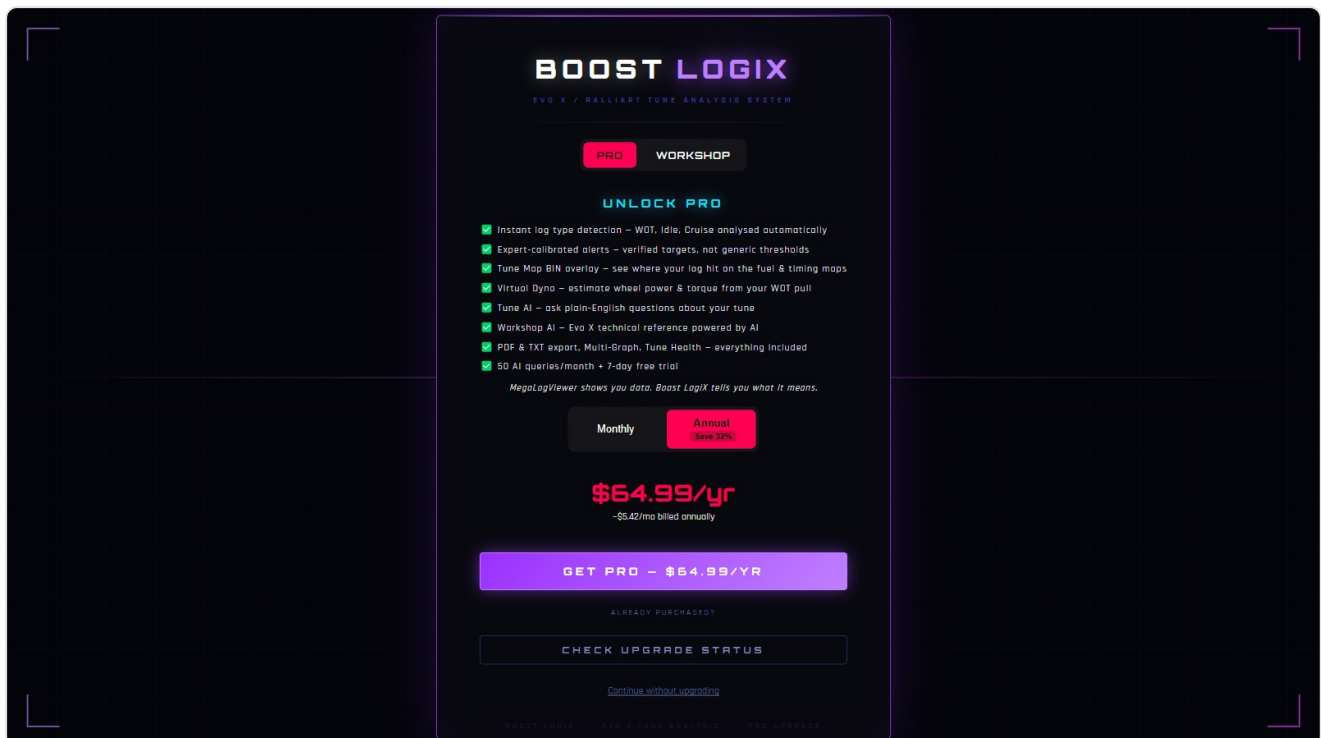
Workshop AI gives torque figures in newton-metres (N·m) unless it says otherwise. Always cross-check a safety-critical spec — head bolts, suspension, brakes — against a known-good source before you trust it, and use a calibrated torque wrench.

READING THE OUTPUT

Replies stream in and persist in the selected conversation. The sidebar shows a **token estimate** per thread — a rough size gauge; when a conversation gets long the app suggests starting a new one with a **New chat** prompt, which keeps responses sharp. If you have a log open when you launch Workshop AI, it can also take that log as context and add log-aware suggestions like "diagnose the issues shown in my log" — handy when a fault code or knock event sends you straight from analysis to the service manual.

8.3 Quotas **FREE**

A plain-English map of who gets the AI tools and how many questions you get each month.



The plans screen a Free user lands on when opening an AI tool

- 1 What Pro includes
- 2 Monthly / annual toggle
- 3 Get Pro button
- 4 Check Upgrade Status

WHAT IT'S FOR

The two assistants are part of Pro. This section lays out exactly what your plan unlocks — and shows the in-app path to subscribe without leaving Boost LogiX.

AVAILABILITY

Everyone sees their own current tier. Pro users already have everything the AI tools offer; the upgrade prompt is shown to Free users.

HOW TO USE IT

To subscribe from inside the app:

1. As a Free user, open either AI tool — the **plans screen** describes what Pro unlocks (both AI tools, 50 queries/month, and every other feature).
2. Pick **Monthly** or **Annual**, then click **Get Pro** — checkout opens in your browser.

3. Complete the subscription, return to the app, and click **Check Upgrade Status**.
4. The app re-checks your account; once it confirms Pro, the AI tools and the monthly allowance unlock immediately.

NOTE

If the activation check says Pro isn't on your account yet, give the purchase a moment to settle and click **I've subscribed — activate** again — billing can take a few seconds to reach Boost LogiX.

READING THE OUTPUT

Here's the whole AI picture at a glance:

Plan	Tune AI	Workshop AI	Allowance
Free	—	—	No AI access
Pro	Yes	Yes	50 queries / month, resets on the 1st
Workshop	Yes	Yes	200 queries / month (shared pool), resets on the 1st

Pro includes both AI tools — Tune AI *and* Workshop AI — drawing on a shared 50-per-month pool. The free trial bundled with a Pro subscription gives you the same 50/month for its duration. On the Workshop plan the counter badge reads **Workshop · N of 200 left**.

NOTE

On Workshop, the **AI customer summary** on client reports (see [PDF Reports → Workshop: client-facing extras](#)) draws from this **same shared pool** — so the 200/month covers Tune AI, Workshop AI *and* client-summary generations combined. The **App Assistant** help co-pilot is the exception: it has its own separate daily/monthly allowance and never touches this pool — see [Help & Onboarding → App Assistant](#).

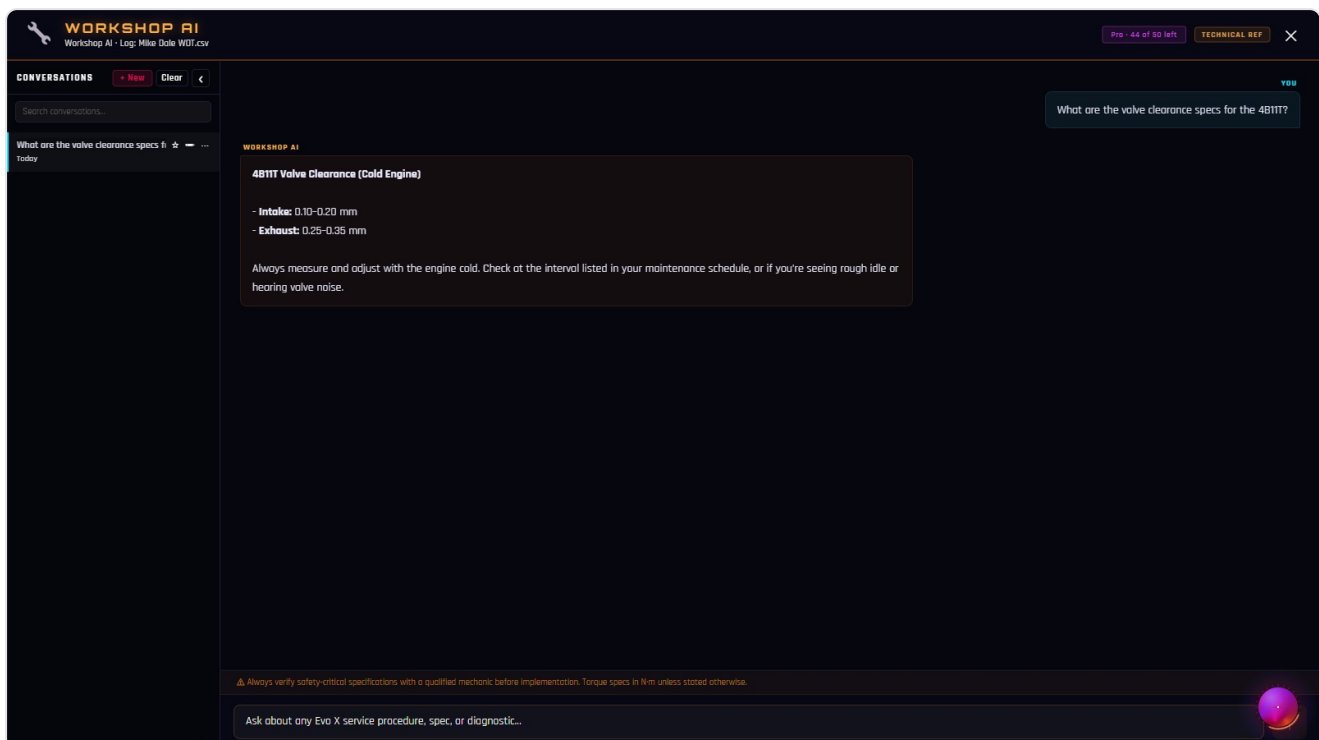
Next: see [Live Log & Live Dyno](#) to capture logs straight from EvoScan, or revisit [Virtual Dyno](#) to read the pulls Tune AI is analysing.

9. PDF Reports

A PDF report packages your whole analysis — charts, scorecards, interpretation and alerts — into one clean, shareable file you can email to a client, keep on record, or print. Reports are built from your **raw** log data, so they're a faithful snapshot of the tune as logged. Exporting is a **Pro** feature.

9.1 Exporting a report **PRO**

One click in the header turns the log on screen into a polished PDF. Load all three log types and a second button appears for a combined full-tune report.



The report export buttons in the header after logs are loaded

- 1 Single-type Report button
- 2 Full Tune Report button
- 3 Save dialog

WHAT IT'S FOR

The export buttons let you hand off your analysis as a single document instead of a folder of screenshots. You choose between a **single-type** report — just the log you're looking at — or a **Full Tune** report that combines all three log types into one file.

AVAILABILITY

Pro, with at least one log loaded. The **Full Tune Report** button only appears once one **WOT** (wide-open-throttle), one **Idle** and one **Cruise** log are all present.

HOW TO USE IT

1. Load your log(s). With a log on screen, look to the right of the header toolbar.
2. Click the **Report** button — its label reflects the active log (e.g. **WOT Report**, **Idle Report** or **Cruise Report**).

3. To combine all three, load one of each type and click  **Full Tune Report**.
4. When the **save dialog** opens, choose a filename and location, then save.

While the file builds, the button reads **Generating...**; it returns to normal once the save dialog has been handled.

NOTE

The single-type button always exports the log currently on screen, using its detected (or manually overridden) log type. Switch the active log first if you want a different one.

READING THE OUTPUT

A single-type report runs roughly **WOT ~6 pages · Idle ~5 pages · Cruise ~5 pages**; the **Full Tune Report** stitches all three together into one document of about **17 pages**. Each report opens with a cover/metadata page and closes with an alert summary and recommendations — the exact pages are listed in the next section.

TIP

Reports always use **raw** log data. Any chart smoothing or display filters you've applied in the app don't change the numbers in the PDF — what you export is the tune as logged.

9.2 What's in each report **PRO**

Each report type tells the full story for its driving state, in the same order every time, so a client or fellow tuner always knows where to look.

BOOST LOGIX

Evo X / Ralliart — WOT Analysis Report

Evo X / Ralliart Tune Analysis

VEHICLE	Evo X
LOG FILE	Mike Dale WOT.csv
LOG TYPE	WOT
FUEL TYPE	98 RON / 93 AKI
GENERATED	7/11/2026, 8:50:43 AM
DATA POINTS	208 total

PEAK BOOST

26.6 PSI

PEAK KNOCK

0

AFR BAND

11.7–13

MAX IDC

74.65 %

ALERT SUMMARY

WARNING

AFR: AFR trending lean at WOT at peak boost: beyond the zone lean limit in 26 samples (2875–6890.625 RPM)
WOT AFR target for 98 RON / 93 AKI is 11.0-12.5 (WOT) (lean warning: 13 spool / 12.2 above 3500 RPM). Check fuel trims and MAF calibration.

The first page of a WOT report — metadata, summary tiles and the alert summary

WHAT IT'S FOR

Knowing the page layout up front means you can jump straight to the section you care about — the scorecard for a quick verdict, the per-channel pages for detail, the alert summary for the to-do list.

AVAILABILITY

Pro. The structure is fixed per report type — the content differs by log type because WOT, idle and cruise care about different things.

HOW TO USE IT

1. Open the exported PDF in any reader.
2. Use the page order below to find a section; every page carries a **Page N of M** footer.
3. Read the **alert summary** near the end for the prioritised list of findings.

READING THE OUTPUT

Each report type lays its pages out like this:

Report	Pages, in order
WOT (~6 pp)	Metadata/cover · Summary scorecard · AFR · Knock · Timing & Boost · Fuel Trims & IDC · Pull summary + recommendations
Idle (~5 pp)	Metadata/cover · Scorecard · AFR · Fuel Trims · Knock & Temperatures · Recommendations
Cruise (~5 pp)	Metadata/cover · Scorecard · Fuel Trims · AFR & IDC · Temperatures & Knock · Recommendations
Full Tune (~17 pp)	A combined cover, then the WOT, Idle and Cruise sections above in sequence, with a combined alert summary

The **scorecard** mirrors the on-screen Overview verdict; the per-channel pages add the reference target zones and a plain-English interpretation for each metric — **AFR**, **knock**, timing, boost, fuel trims (**LTFT** / **STFT**) and **IDC (injector duty cycle)**. The final page turns every finding into a short list of recommendations.

WARNING

If the save fails, the target folder is usually locked — OneDrive or Desktop sync, or the PDF is **already open** in a reader. Close any open copy and save to a normal local folder (not OneDrive/Desktop). The app shows a save-failed message rather than crashing.

TIP

Reports are generated from raw data — chart smoothing and filters never affect them — so two reports of the same log are always identical, and a report always matches the alerts the tabs show.

9.3 Workshop: client-facing extras WORKSHOP

Everything above is included on Workshop, plus a set of extras built for handing a report straight to a paying customer: your own branding, an AI-written summary you can edit before

it prints, and a searchable history of every report you've sent.

CLIENT REPORT DETAILS
Printed on the report cover - leave blank to omit

CUSTOMER
Mike Dale

VEHICLE
2010 Evo X GSR

JOB REFERENCE
JOB-0107

AI CUSTOMER SUMMARY
GENERATE AI SUMMARY - USES 1 AI QUERY

We found your Evo X running lean across the mid-range, particularly between 2,875 and 6,891 RPM where the fuel mixture was thinner than ideal. We adjusted the fuel map in those zones to bring the air-fuel ratio back into proper balance while you're on the throttle. The engine now pulls smoothly through that range without the strain of running too dry, and your overall tune score improved by 10%. This is one ideal fuel map for your specific engine and driving style.

EMAIL A COPY TO THE CUSTOMER (OPTIONAL)
mike@example.com

SKIP - EXPORT WITHOUT DETAILS EXPORT PDF

The Client Summary export flow with white-label branding and the Job Book open

- 1 Customer/vehicle/job-ref fields
- 2 Shop logo & letterhead footer
- 3 AI customer summary (editable)
- 4 Email to customer
- 5 Job Book entry

WHAT IT'S FOR

Workshop swaps the Boost LogiX wordmark for **your** shop's branding on client-facing reports, adds the fields a real job needs (customer, vehicle, job reference), and keeps a record of every report you've delivered — so a client-facing PDF reads like it came from your shop, and you can always find it again.

AVAILABILITY

Workshop only. These extras apply to **client-facing** artifacts specifically — the **Client Summary**, the **Full Tune** client report, and the **Before/After** report. Your own **tuner reports** (the detailed WOT/Idle/Cruise/Full Tune reports covered above) always keep Boost LogiX branding, even on Workshop.

HOW TO USE IT

1. Turn on **white-label** in **Settings** → **Shop Details**, then fill in your **shop name**, **logo**, and letterhead contact details (address, phone, email, website).
2. When you export a **Client Summary** or **Full Tune** client report, fill in the **Customer**, **Vehicle** and **Job reference** fields in the export dialog — they print on the cover page alongside your shop's letterhead footer.
3. Click **Generate AI summary** to have the AI summary generator draft a plain-English customer summary of the tune, then **edit the text** before it prints — nothing goes out unreviewed. Each generation uses **one query from your monthly AI allowance** (200/month on Workshop).
4. To prove a tune's gains, use **Before/After tune report** — load two WOT logs (an earlier and a later pull) and export a single PDF comparing them. The AI summary works here too, drafting a customer-friendly explanation of the gains.

5. Instead of only saving, tick **Email to customer** and enter their address to send the finished PDF straight from the app — capped at **25 emails per day**.
6. Open **Job Book** (📖) from the header menu any time to see every client report you've delivered, with customer, vehicle and job reference at a glance.

READING THE OUTPUT

Extra	What changes
White-label	Your shop name and logo replace the Boost LogiX wordmark; the footer carries your letterhead contact details
Customer / vehicle / job-ref fields	Print on the report cover so a client can identify their own job at a glance
AI customer summary	A plain-English paragraph explaining the tune to a non-technical customer — always editable before export, never sent unreviewed. Each generation uses one query from the monthly AI pool
Before/After tune report	A single PDF comparing two WOT pulls side by side, built to prove a tune's gains to a customer — the AI customer summary is available on this report too
Email to customer	Sends the finished PDF straight from the app, up to 25 a day — a dedicated daily email allowance, separate from your monthly AI pool
Job Book	A searchable history of every client report you've generated — customer, vehicle, job reference and date

NOTE

White-label and the customer/job fields are enforced at the moment a report is **generated** — if your Workshop subscription lapses, new exports revert to standard Boost LogiX branding immediately, even if white-label was switched on earlier.

Next: **Tune Health Score** to fold all three reports into a single graded verdict, or **Virtual Dyno** to attach a wheel-power figure to your proof-of-tune.

10. Live Log & Live Dyno

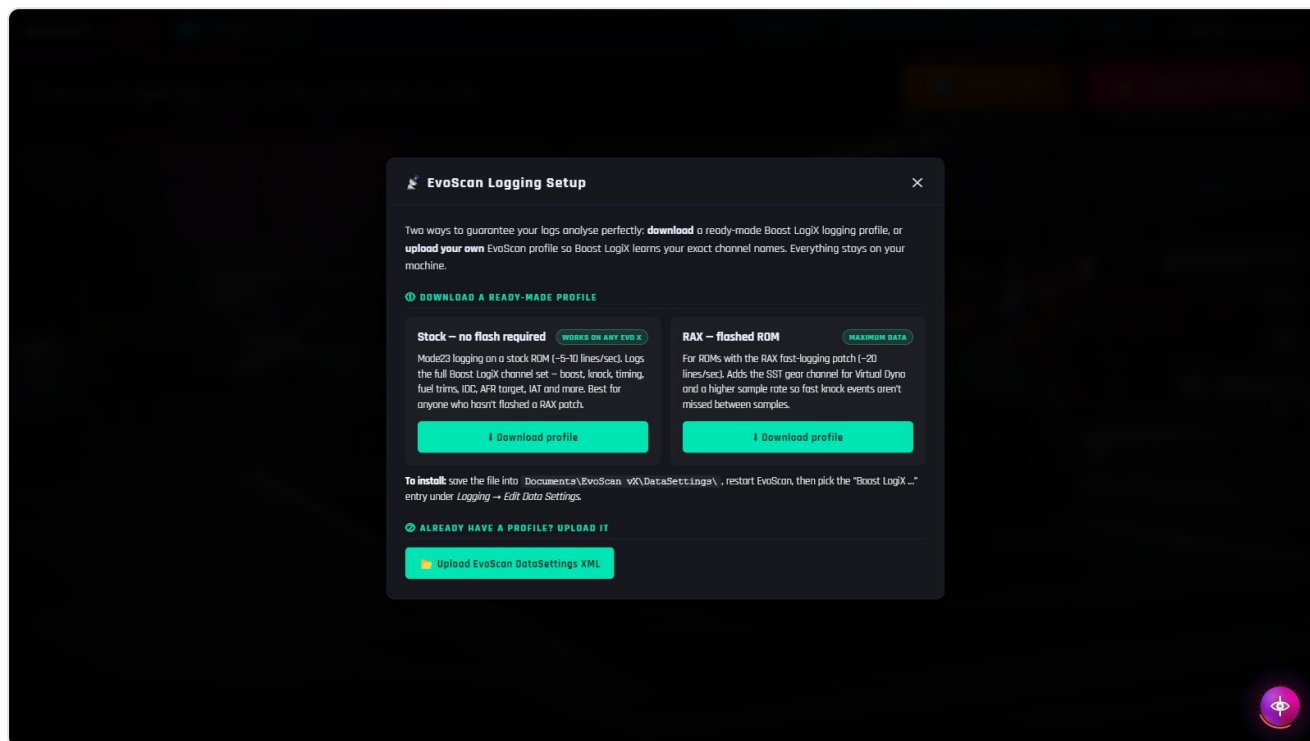
Live Log lets you capture EvoScan logs straight into Boost LogiX as you drive — no exporting, no opening files between runs. The hub of it is the **Space** key: tap it to start watching (or to grab a live dyno pull), tap it again to stop. This chapter covers the **live capture** side — first-time setup, watching, dyno pulls and confirming an ambiguous capture. For reading and exporting the dyno *result* — power and torque curves, peaks, run overlays — see the **Virtual Dyno** chapter, which documents that view in full.

TIP

Space works on every screen — landing page, dashboard or the standalone dyno view. The one exception is when you're typing: it's ignored while focus is in a text box, field or dropdown, so it never fires mid-form.

10.1 First-time Live Log setup **PRO**

A one-time form that tells Boost LogiX where EvoScan lives and where it saves its logs. Get it right once and every future session is a single click.



The first-run Live Log setup modal with auto-detected paths

- 1 EvoScan.exe path
- 2 Log Folder path
- 3 Recommended tag
- 4 Browse buttons
- 5 Save & Start Watching

WHAT IT'S FOR

Before Boost LogiX can auto-import your live logs, it needs two paths: your **EvoScan.exe** and the **log folder** EvoScan saves CSVs into. This setup modal collects them once and remembers them, so from then on launching Live Log opens EvoScan and starts watching with no further questions.

AVAILABILITY

Pro. You need EvoScan installed. The setup runs the first time you open Live Log; after that it's skipped unless you change the paths.

HOW TO USE IT

1. Open **Live Log** for the first time — the setup modal appears.
2. Check the **EvoScan.exe** path. Boost LogiX auto-detects it where it can and tags the guess **Recommended**; if it's blank or wrong, click **Browse** to locate `EvoScan.exe`.
3. Check the **Log Folder** — the folder EvoScan writes its CSV logs to. Again it's auto-filled where possible; use **Browse** to pick it by hand if needed.
4. To type a path directly, click the  edit button on either row.
5. Click **Save & Start Watching**.

NOTE

You can change either path later in **Settings** → **Live Log** — you don't have to get it perfect first time. If a saved path goes missing (EvoScan moved or uninstalled), Boost LogiX quietly drops it and asks you to point it again.

READING THE OUTPUT

Once both paths are set, the **Save & Start Watching** button enables and the first-run modal won't return — future Live Log sessions are one click. A path that matches the app's auto-detected guess wears a small **Recommended** tag so you know it's the expected location.

10.2 Live Log watching PRO

Press `Space` and Boost LogiX watches EvoScan's log folder, importing each new CSV the instant EvoScan saves it. A header pill counts your session; press `Space` again to stop.



An active Live Log watch session right after a live import

- 1 Watching indicator
- 2 Imported live log tab
- 3 Import success toast

WHAT IT'S FOR

Live Log watching removes the export-then-open loop. With watching on, every log EvoScan saves is parsed, auto-detected (WOT / Idle / Cruise) and loaded into Boost LogiX automatically — so you can log a pull, glance at the analysis, and log another without touching a file dialog.

AVAILABILITY

Pro, with your Live Log paths configured (see *First-time Live Log setup*).

HOW TO USE IT

1. Press **Space** to start watching — Boost LogiX opens or focuses EvoScan and begins watching the log folder.
2. Record and save your logs in EvoScan as normal.
3. Watch each saved CSV import on its own — a **success toast** confirms each one; an **error toast** flags any file that wouldn't parse, without stopping the session.
4. Keep the **elapsed-time pill** in the header in view to track how long you've been capturing.
5. Press **Space** again to stop watching.

WARNING

The watcher keeps running until you stop it (press **Space** again) or EvoScan closes. It does not time out on its own — if you walk away with it running, it stays armed, so stop it when you're done to avoid importing stray logs.

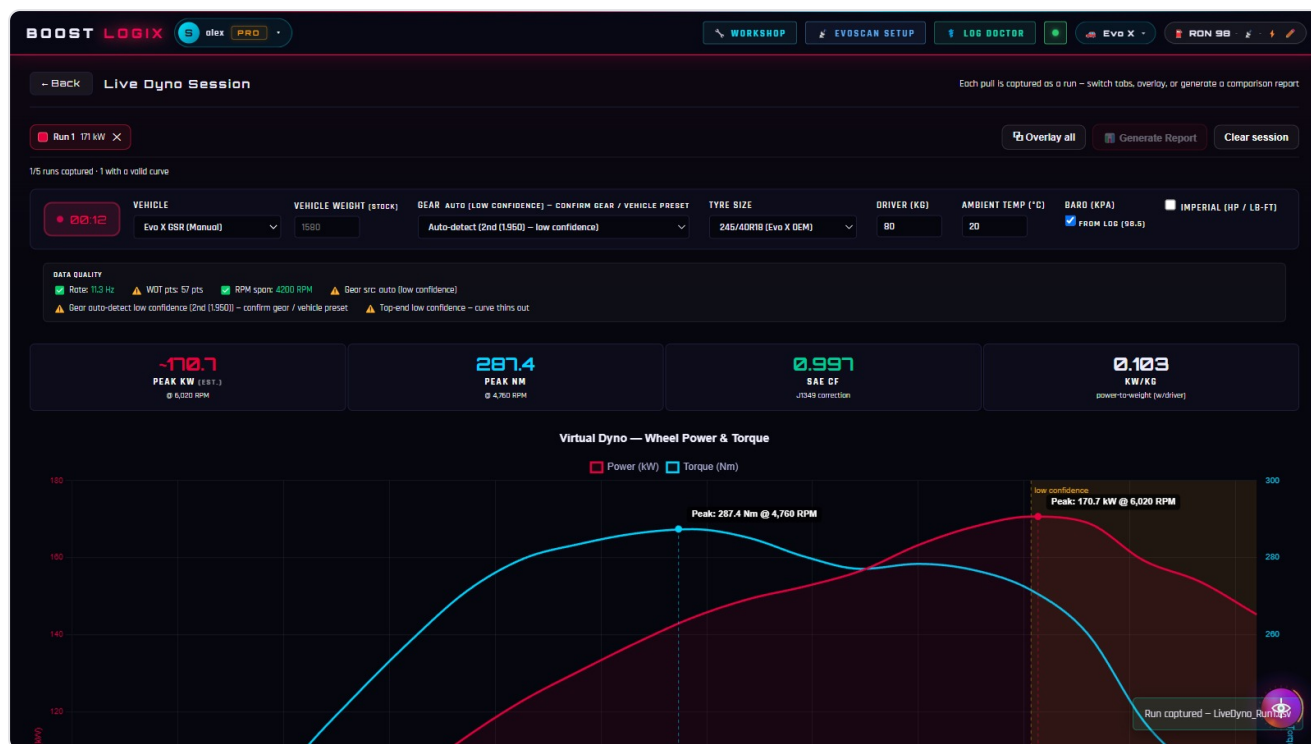
READING THE OUTPUT

Each successful import drops the log straight into the relevant tab, already analysed. A failed file degrades to a single skipped-file toast — the rest of the session carries on. The elapsed-time pill is your at-a-glance

"still watching" indicator; when it's gone, watching has stopped.

10.3 Live Dyno capture **PRO**

With a dyno config saved, **Space** captures a wide-open-throttle pull straight from EvoScan as a live dyno run — back-to-back, with no files in between.



A Live Dyno session with the first run captured

- 1 Recording indicator
- 2 Run counter
- 3 Data-quality strip

WHAT IT'S FOR

Live Dyno capture lets you do real-time pulls and see estimated wheel power and torque the moment each one lands — ideal for dialling in boost or fuel and watching the effect immediately. It's the live front end to the Virtual Dyno; this section covers grabbing the pulls, while the **Virtual Dyno** chapter covers reading and exporting them.

AVAILABILITY

Pro. It needs a saved **dyno config** (vehicle, tyre and weight). If you haven't set one up, your first capture runs a short **pre-flight** to collect it.

HOW TO USE IT

1. Press **Space** to capture a pull — it works on any screen, including the standalone dyno view.
2. On your **first** capture, fill the short pre-flight: **Vehicle**, **Tyre Size**, **Driver** weight and **Units** (metric or imperial), then **Save & Start Live Dyno**. It's remembered, so later pulls skip it.
3. Do your pull; the captured run appears as **Run 1**.
4. Repeat for each run — up to **five** runs per session on Pro (**ten** on Workshop).
5. To read the curves, compare overlaid runs, or export the sheet, head to the **Virtual Dyno** chapter.

NOTE

The 10-run session ceiling is a **Workshop**-tier extra — on Pro the session holds five runs. See the *Feature-by-Plan Matrix* for the full tier comparison.

NOTE

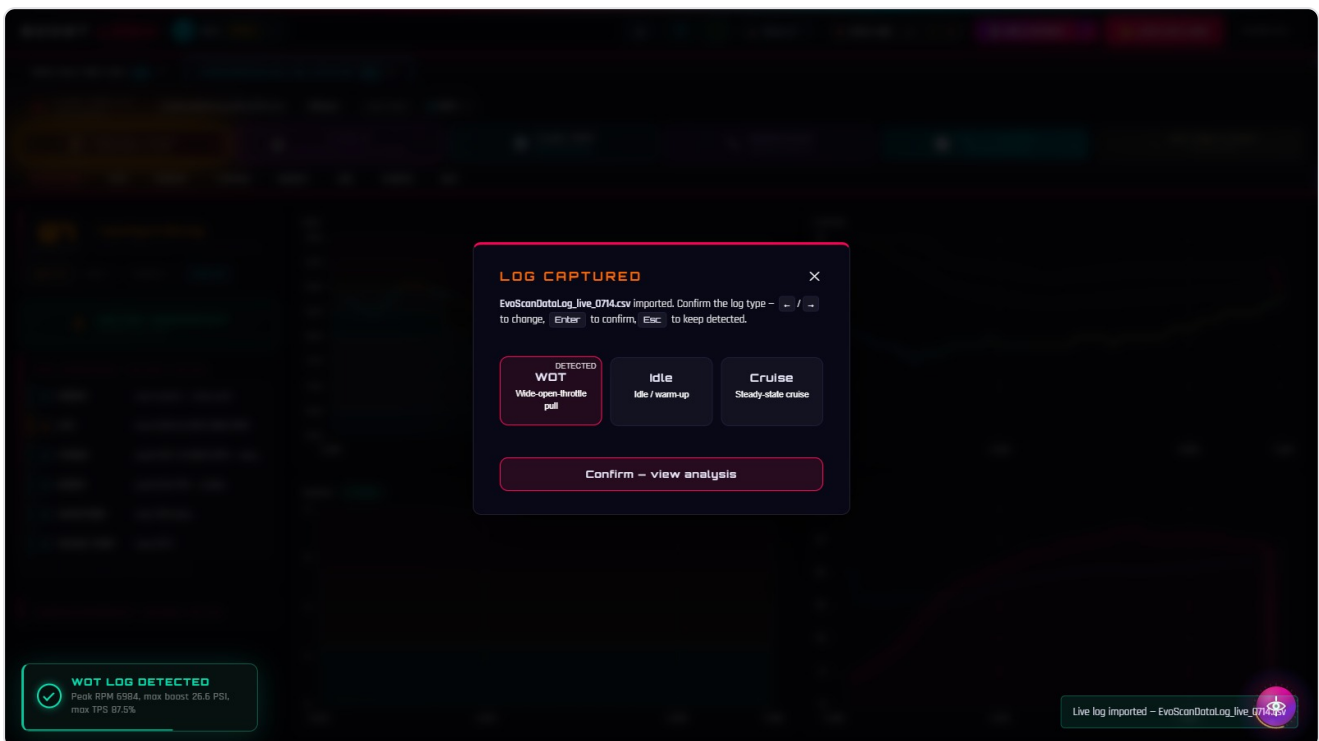
From the Virtual Dyno landing card you can choose **Load a Log** or **Live Dyno** up front; picking Live Dyno opens a standalone dyno setup page so you can capture without loading any file first. The pre-flight and the Virtual Dyno tab share the same saved settings.

READING THE OUTPUT

Each capture becomes a numbered run you can read on the Virtual Dyno tab — with power and torque curves, peak callouts and a per-run overlay. Runs live in memory only, so **export anything you want to keep** before closing the session. The Virtual Dyno chapter walks through every chart, number and the export sheet.

10.4 Confirming an ambiguous capture PRO

When a live capture's type isn't obvious, Boost LogiX asks you to confirm whether it was a WOT, Idle or Cruise log before it's added — so a borderline pull never gets mis-analysed.



The Log Captured confirmation modal after an ambiguous live import

- 1 Captured file name
- 2 Log-type options
- 3 Detected badge
- 4 Confirm — view analysis

WHAT IT'S FOR

Auto-detection is reliable for clear logs, but a short or borderline capture can be hard to classify. Rather than guess, the **Log Captured** modal hands you the call: you confirm the type — or correct it — before

the analysis view takes over, keeping the right stats, alerts and report attached to the log.

AVAILABILITY

Pro. It appears automatically after a live capture whose type is unclear; clean captures import silently with no prompt.

HOW TO USE IT

1. After an ambiguous capture, the **Log Captured** modal opens showing the file name.
2. The app's best guess is marked with a **detected** badge.
3. Choose the right type — **WOT** (wide-open-throttle pull), **Idle** (idle / warm-up) or **Cruise** (steady-state) — by clicking, or with `←` / `→`.
4. Press `Enter` or click **Confirm** — **view analysis** to add the log under that type.
5. To accept the detected type as-is, press `Esc` or the **X**.

TIP

The whole modal is keyboard-driven: `←` / `→` to move, `Enter` to confirm, `Esc` to keep the detected type. While it's open it swallows every key, so your `Space` watch toggle won't fire by accident behind it.

READING THE OUTPUT

The three options each show a label and a one-line description; the option carrying the **detected** badge is what auto-detection chose. Confirming sends the log into the matching tab with that log type's analysis applied. There's no click-outside-to-dismiss — you have to make a choice (or `Esc` to accept the detected type), so an ambiguous log is never filed under the wrong type by accident.

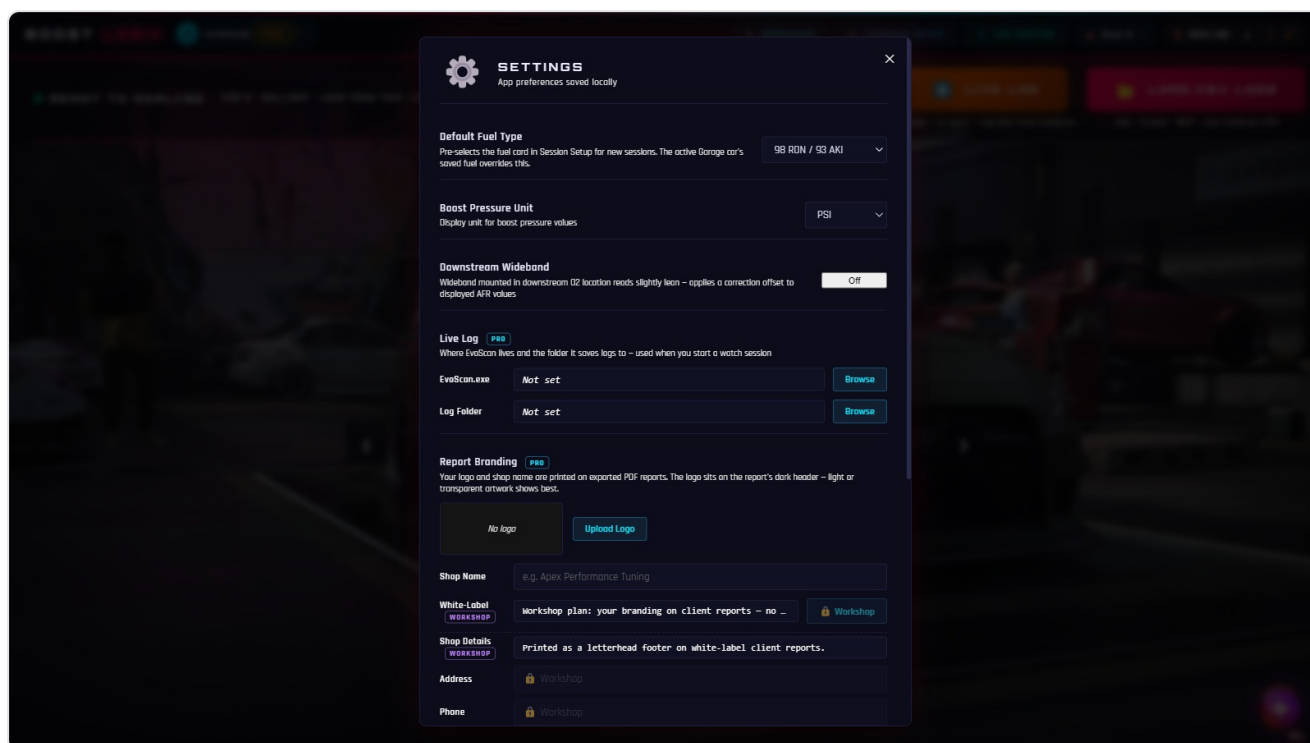
Next: see [Virtual Dyno](#) to read and export the pulls you've captured live, or [AI Tools](#) to ask Tune AI about a freshly imported log.

11. Settings & Account

This chapter covers the handful of preferences that change how Boost LogiX reads and displays your logs, where your EvoScan files live, your local Driver Profile, your shop's letterhead details (Workshop), and how to manage your plan and your account. Everything here is a **free** setting except editing the Live Log paths (Pro) and Shop Details (Workshop). Open it all from the  **Settings** button in the top bar.

11.1 App preferences FREE

Set your default fuel, your boost unit, and a wideband correction once — every log you load afterwards is read and displayed the way you expect, with no per-log fiddling.



The Settings modal showing the app preference rows

- 1 Default Fuel Type
- 2 Boost Pressure Unit
- 3 Downstream Wideband toggle
- 4 AFR offset
- 5 Version

WHAT IT'S FOR

These are the app-wide preferences that shape every analysis. They decide which fuel a new log assumes, what unit your boost is shown in, and whether your displayed AFR (air-fuel ratio) is corrected for an aftermarket sensor mounted in the wrong place. Set them once and they stick — they're saved on your machine, not per log.

AVAILABILITY

Everyone. No log needs to be loaded to change them. The settings are saved on your machine, so they persist between sessions and survive sign-out.

HOW TO USE IT

1. Click  **Settings** in the top bar to open the Settings modal.

2. Pick a **Default Fuel Type** — **RON 95** (95 RON / 91 AKI), **RON 98** (98 RON / 93 AKI), **RON 100** (JP hi-oku / UK 99), or **E85** — to pre-select that fuel card in Session Setup whenever a new session starts.
3. Choose a **Boost Pressure Unit** — **psi**, **kPa**, or **bar** — for how boost values are displayed everywhere.
4. If your wideband sits in the downstream O2 location, switch **Downstream Wideband On** and set the **AFR offset** that's subtracted from raw readings.
5. Confirm the **Version** row shows the build you expect.
6. Click **Save Settings** to apply.

NOTE

Default Fuel Type only sets the *starting* selection — it pre-selects the fuel card in Session Setup for new sessions. If the active Garage car has a saved fuel, that overrides the default, and you can still switch a loaded session's fuel from the **Session** pill in the top bar — see [Getting Started → Session setup](#).

TIP

The **Boost Pressure Unit** is sticky — once you pick **psi**, **kPa**, or **bar** it stays selected across every tab and every future session until you change it here.

READING THE OUTPUT

Most rows are set-and-forget, but two need a closer look.

Downstream Wideband exists because a wideband sensor fitted in the downstream (post-cat) O2 bung reads slightly **lean** compared with the true exhaust-port mixture. When you turn the toggle **On**, an **AFR offset** field appears: the value you enter is *subtracted* from every raw AFR reading before it's shown, pulling the displayed mixture back to what the engine is really running.

Offset	Typical use
0.2–0.5	The normal correction range for a downstream-mounted sensor
Custom	Enter any value from 0.1 to 1.5 if you've verified your own sensor's error

The **Version** row shows your installed Boost LogiX build (for example `v1.0.3`) — quote it if you ever contact support. The **Check for updates** button next to it asks for a new version right away; updates otherwise arrive automatically (see [Help & Onboarding → In-app Help & updates](#)).

WARNING

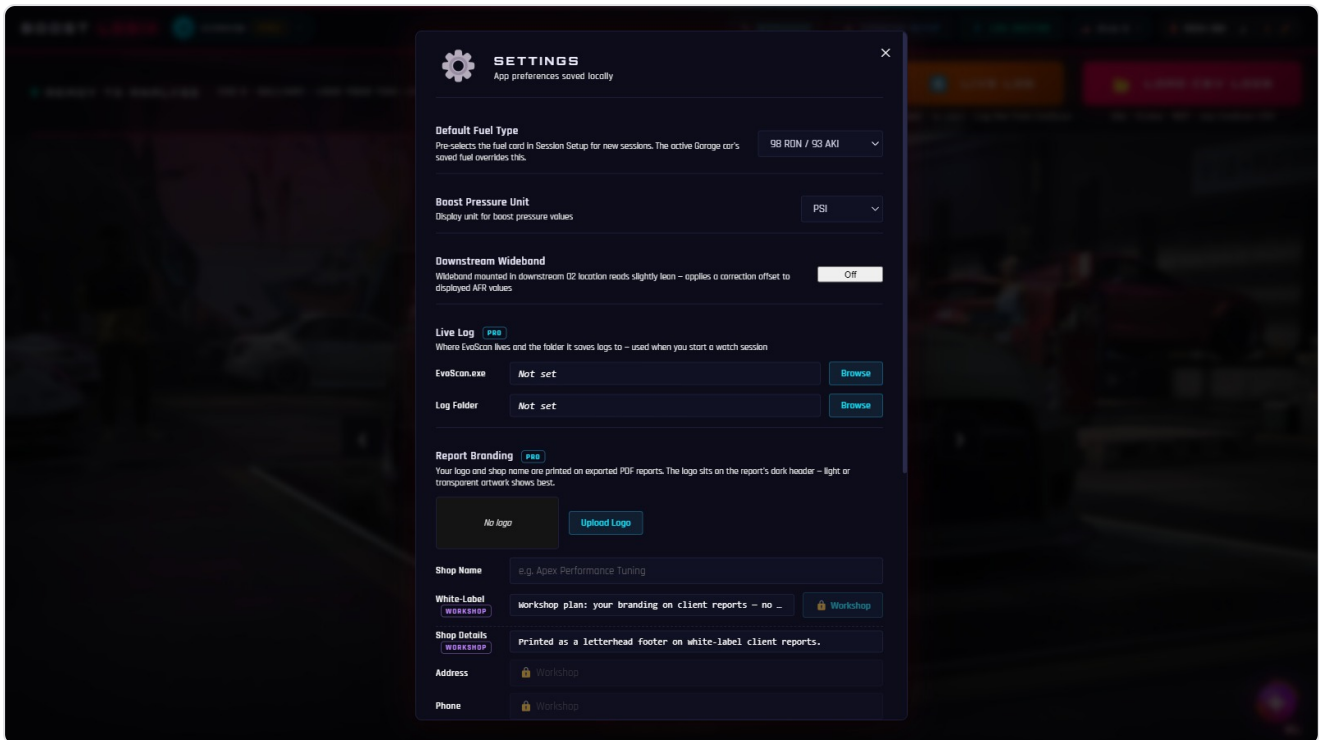
Only enable **Downstream Wideband** if your sensor is genuinely mounted downstream. Applying an offset to a correctly-placed (pre-cat or inline) wideband will make every AFR reading falsely rich and can hide a real lean condition.

PRO

The offset is a flat subtraction applied to displayed AFR, not a load- or rpm-mapped correction. If your downstream error varies with flow, set the offset to match your most safety-critical region — the top-end of a WOT pull — and treat low-flow readings as approximate.

11.2 Live Log paths PRO

Already set up Live Log once? Change where EvoScan lives or where it saves logs right here — no need to re-run the first-run launcher to fix a moved folder.



The Live Log path rows inside Settings

- 1 EvoScan.exe path 2 Browse exe 3 Log Folder path 4 Browse folder

WHAT IT'S FOR

Live Log needs to know two things: where **EvoScan.exe** is, and which folder EvoScan saves its CSV logs into. You set these the first time you start a live session, but this row lets you edit them later — handy after you move EvoScan, switch PCs, or point logging at a new folder.

AVAILABILITY

Pro. This whole row is hidden for free users, because Live Log is a Pro feature. The paths are shared with the Live Log launcher, so a change here takes effect on your next watch session.

HOW TO USE IT

1. Open **Settings**. The **Live Log** row appears below the wideband settings.
2. Click **Browse** next to **EvoScan.exe** and select your EvoScan program file.
3. Click **Browse** next to **Log Folder** and select the folder EvoScan saves CSVs to.
4. Click **Save Settings** — the new paths are handed to the watcher straight away.

NOTE

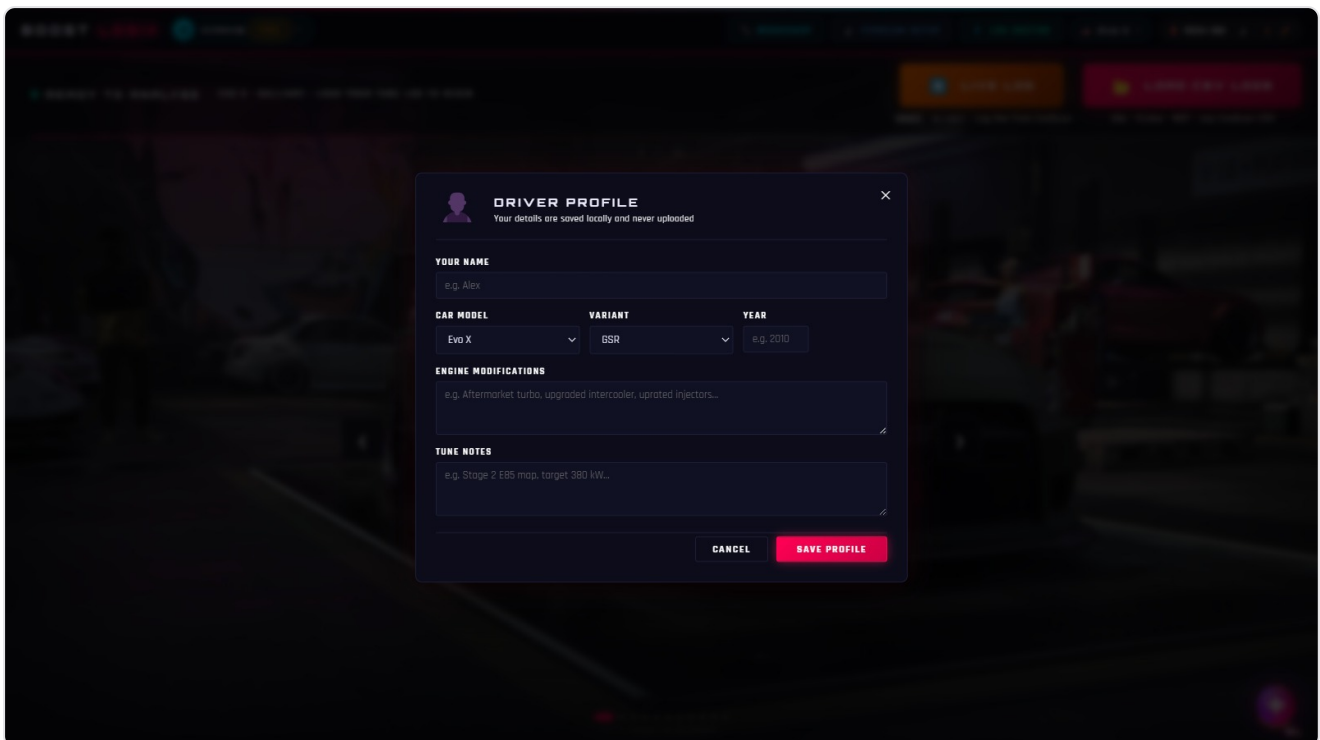
Each path shows **Not set** until you've chosen it. Changing a path here does not start a watch session — it only updates where the next session looks. See Live Log / Live Dyno for starting capture.

READING THE OUTPUT

Each row shows the full current path (hover to read a long one in a tooltip). After you save, the **EvoScan watcher** uses these locations the next time you start Live Log or Live Dyno, so a one-click live session just works without re-browsing.

11.3 Driver Profile FREE

Record your car and its setup once. The **Driver Profile** keeps your name, model, variant, modifications and tune notes in one place — saved locally on your machine.

A screenshot of the 'DRIVER PROFILE' modal form. The form is dark-themed with a purple accent. It contains the following fields: 'YOUR NAME' with a placeholder 'e.g. Alex'; 'CAR MODEL' with a dropdown menu showing 'Evo X'; 'VARIANT' with a dropdown menu showing 'GSR'; 'YEAR' with a text input showing 'e.g. 2010'; 'ENGINE MODIFICATIONS' with a text area containing 'e.g. Aftermarket turbo, upgraded intercooler, uprated injectors...'; and 'TUNE NOTES' with a text area containing 'e.g. Stage 2 E85 map, target 380 kW...'. At the bottom right are 'CANCEL' and 'SAVE PROFILE' buttons. A note at the top says 'Your details are saved locally and never uploaded'.

The Driver Profile modal

- 1 Your Name 2 Car Model 3 Variant 4 Year 5 Engine Modifications 6 Tune Notes

WHAT IT'S FOR

The Driver Profile is a simple record of who you are and what you're tuning. It holds your **name**, **car model**, **variant**, **year**, a free-text **engine modifications** list, and **tune notes** — handy context to keep alongside your logs. Everything is **saved locally and never uploaded**.

AVAILABILITY

Everyone. The profile is stored on your machine (it does not sync to your account or follow you to another PC), so it's available signed in or not, with or without a log loaded.

HOW TO USE IT

1. Open the **Driver Profile** () from the menu.
2. Enter **Your Name**.
3. Pick your **Car Model** (**Evo X** or **Ralliart**) and **Variant** (GSR, MR, FQ-300/330/360, or Ralliart), and type the **Year**.

4. List your **Engine Modifications** — for example "aftermarket turbo, upgraded intercooler, uprated injectors".
5. Add any **Tune Notes** — for example "Stage 2 E85 map, target 380 kW".
6. Click **Save Profile**.

READING THE OUTPUT

There's nothing to interpret — the profile is a convenience record you can update any time. Your details stay on this machine; to keep them after a reinstall, re-enter them.

NOTE

The Driver Profile is **local only** — it is not your account login. To change your account email or manage billing, use the account controls below.

11.4 Shop Details WORKSHOP

Enter your shop's letterhead once — name, logo and contact details — and every client-facing report you export carries your branding automatically.

The Shop Details rows inside Settings

- 1 White-label toggle
- 2 Shop name & logo
- 3 Address
- 4 Phone
- 5 Email
- 6 Website

WHAT IT'S FOR

Shop Details is where Workshop's **white-label** reporting gets your identity: the shop **name** and **logo** that replace the Boost LogiX wordmark on client-facing reports, and the letterhead contact details — **address**, **phone**, **email** and **website** — that print in the footer of every client report. Fill it in once; every Client Summary, Full Tune client report and Before/After report is branded from then on.

AVAILABILITY

Workshop only. On Free and Pro the section is visible but locked with the purple **WORKSHOP** badge. See [PDF Reports → Workshop: client-facing extras](#) for where each field appears on the page.

HOW TO USE IT

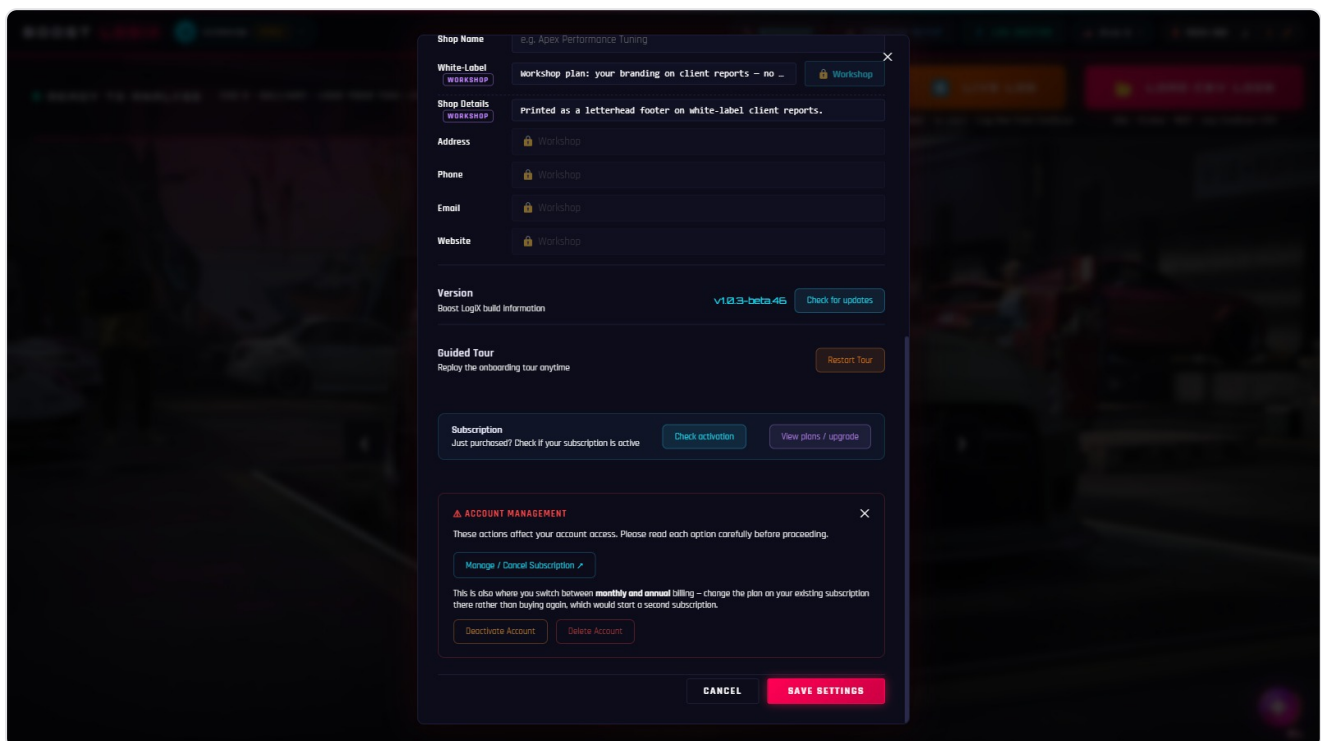
1. Open  **Settings** and find the **Shop Details** section.
2. Turn on **white-label**, then enter your **shop name** and pick your **logo**.
3. Fill in the letterhead fields — **address, phone, email, website**.
4. Click **Save Settings**. The next client report you generate carries the branding.

READING THE OUTPUT

There's nothing to interpret here — the proof is on the page. Export any client-facing report and check the cover carries your shop name and logo and the footer your letterhead line. Branding is applied at the moment a report is **generated**, so a lapsed Workshop subscription reverts new exports to Boost LogiX branding even with these fields still filled in.

11.5 Managing your account FREE

Step away or leave for good. Deactivate is a reversible pause that signs you out; Delete is permanent and asks you to type **DELETE** to be sure.



The Account Management panel expanded inside Settings

- 1 Manage account link 2 Deactivate 3 Delete 4 Type DELETE field 5 Check activation

WHAT IT'S FOR

This is where you pause or end your account. **Deactivate** disables sign-in but keeps your data, so support can switch you back on later. **Delete** permanently removes your account, profile, and data — there's no

undo. Both are deliberately tucked behind a small **Manage account** link so you can't trigger them by accident.

AVAILABILITY

Everyone who's signed in. Both actions sign you out and reload the app once they complete.

HOW TO USE IT

- 1. In  **Settings**, scroll down and click the faint **Manage account** link.
- 2. To see the plans or upgrade, click **View plans / upgrade** — it opens the plans screen, where an owned plan shows **MANAGE BILLING** ↗ instead of a buy button.
- 3. To pause: click **Deactivate Account**, read the notice, then **Confirm Deactivate**. You're signed out immediately and can't sign back in until support reactivates you.
- 4. To leave for good: click **Delete Account**, type **DELETE** in the confirmation box, then click **Permanently Delete Account**.
- 5. To re-check your tier after a purchase: click **Check activation** (see below).

WARNING

Deleting your account does **not** cancel your subscription — billing is handled separately and will keep charging. **Cancel your billing first**: open the plans screen (**View plans / upgrade**), click **MANAGE BILLING** ↗ to open the billing portal, and cancel there *before* you deactivate or delete — or you'll be charged for an account you can no longer use.

NOTE

MANAGE BILLING ↗ is also the right way to switch between **monthly and annual** billing — change the plan on your existing subscription in the portal. Never buy the other billing period as a second subscription; you'd end up paying twice for the same product.

READING THE OUTPUT

The **Check activation** button re-reads your account tier from the server without a full restart — use it right after subscribing to light up the new features. It reports one of a few results:

Result	What it means
✓ Pro activated	Your Pro subscription is live — reload to apply
✓ Workshop subscription activated	Your Workshop subscription is live — reload to apply

NOTE

Billing can take a few seconds to reach Boost LogiX. If **Check activation** doesn't see your plan yet, wait a moment and try again.

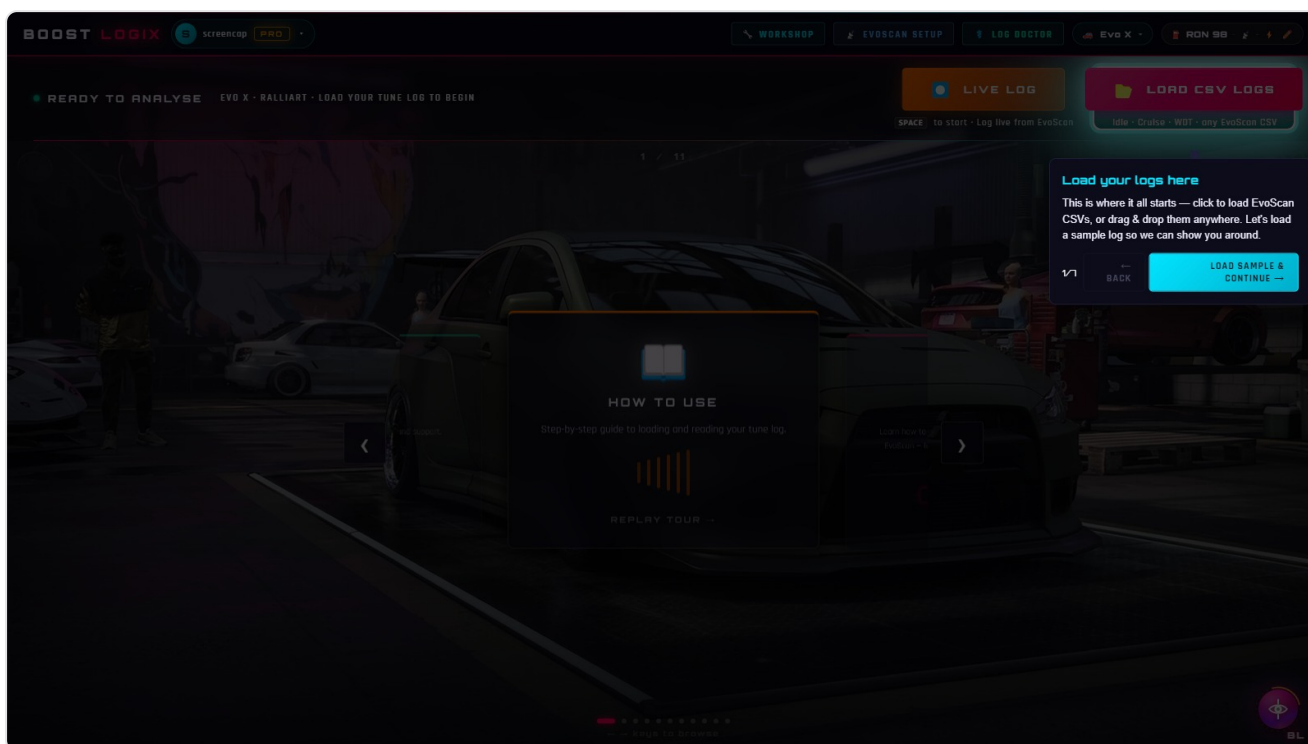
Next: see [Help & Onboarding](#) for the in-app tutorials, logging guides, and the automatic update check.

12. Help & Onboarding

Boost LogiX ships with everything you need to learn the app, capture clean logs, and unlock the channels that make analysis worthwhile — all built in. This chapter covers the guided tour, the App Assistant co-pilot, the step-by-step logging and RAX setup guides, and the in-app Help modal and automatic update check. Reach the guides from the help menu in the top bar; the tour and the Assistant find you where you are.

12.1 Guided tour FREE

New here? Take the guided tour. It loads a demo log and walks you around the real app — spotlighting each control in place — then hands your own session straight back.



The guided tour spotlighting a dashboard control with a demo log loaded

- 1 Spotlighted element 2 Step explanation popover 3 Next / Back 4 Close tour

WHAT IT'S FOR

The guided tour is a first-run walkthrough that teaches the app *on* the app. Instead of a slideshow, it loads a **demo log** and moves a spotlight from control to control — the load button, the log-type badge, the analysis tabs, the export — explaining each one right where it lives. It's the fastest way for a first-timer to get oriented without reading the whole manual.

AVAILABILITY

Everyone. It offers itself on your first run, and you can **replay it any time** from the **HOW TO USE** card on the landing page. Nothing needs to be loaded first — the tour brings its own demo log.

HOW TO USE IT

1. On first run, accept the tour when it offers — or start it later from the **HOW TO USE** card on the landing page.
2. Read each **spotlight step**, then click **Next** to move on (or **Back** to revisit).
3. Close the tour at any point — it's entirely skippable.
4. When it finishes (or you close it), the demo log is cleared and **your own session is restored** exactly as it was.

READING THE OUTPUT

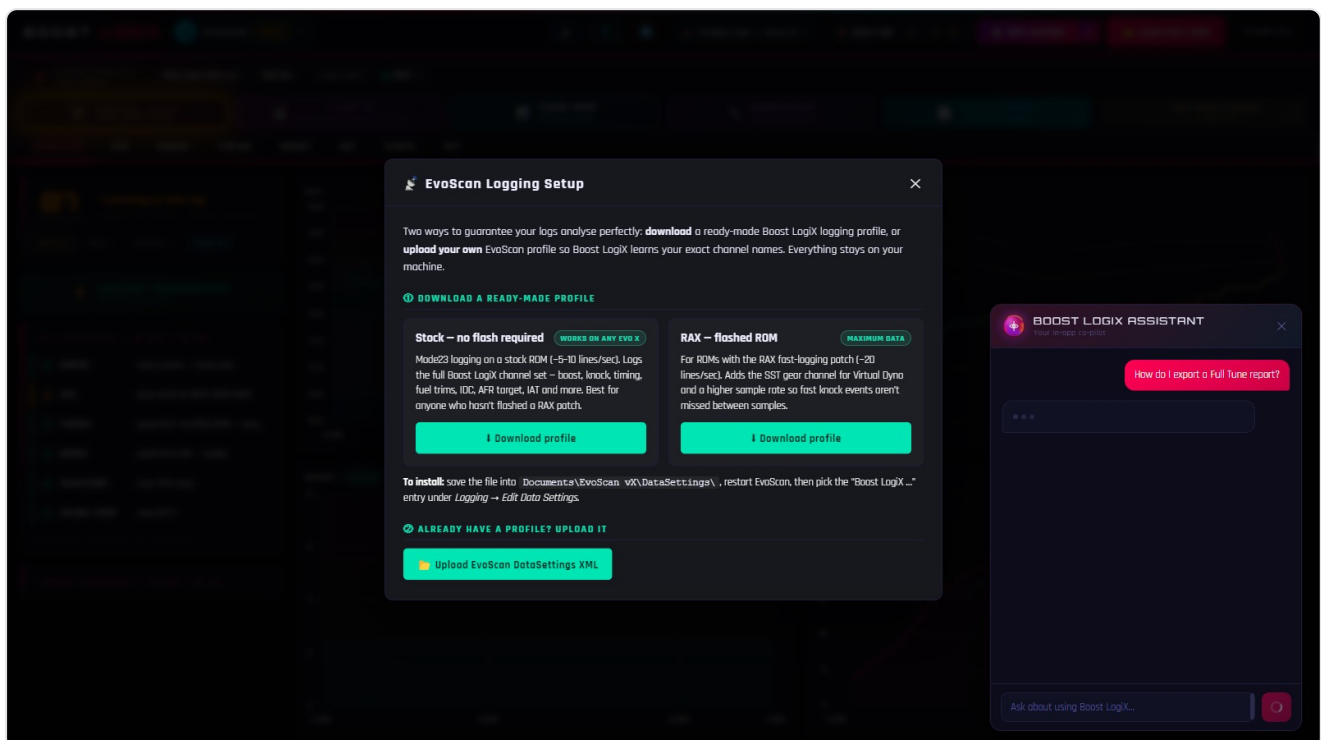
Each step pairs a spotlighted control with a short plain-language explanation of what it does. The tour covers the core workflow — loading a log, auto-detection, the analysis tabs, and exporting — using the demo data, so nothing you do during the tour touches your own logs or settings. The app remembers on your account that you've completed it, so it won't re-offer on your next start.

TIP

Replaying the tour after a few real sessions is worth five minutes — controls you skimmed past on day one (the log-type override, Expert Mode) make more sense once you've seen your own data.

12.2 App Assistant PRO

Stuck mid-task? The floating App Assistant answers "how do I...?" questions about using Boost LogiX — right where you're working, without leaving the screen you're on.



The App Assistant panel open over the dashboard

- ① Assistant orb ② Question input ③ Streamed answer ④ Quick-action chips ⑤ Close

WHAT IT'S FOR

The App Assistant is an in-app help co-pilot. Ask it anything about **using the app** — "how do I export a Full Tune report?", "where do I set my fuel type?", "why is my Knock tab hidden?" — and it answers in plain English, often with **quick-action chips** that jump you straight to the screen or setting it just described. It's the product manual, on tap, aware of where you are in the app.

AVAILABILITY

Pro. The Assistant floats as a small orb in the corner of the app once you're signed in. It has its **own usage allowance — 25 questions per day and 100 per month** — completely separate from your monthly Tune AI / Workshop AI query pool, so asking for help never costs you a tuning query.

HOW TO USE IT

1. Click the floating **Assistant orb** to open the panel.
2. Type your question and press **Enter** — the answer streams in.
3. Use any **quick-action chips** under the answer to jump straight to the relevant screen or setting.
4. Press **Esc** or click away to close it; it stays out of your way until you need it.

READING THE OUTPUT

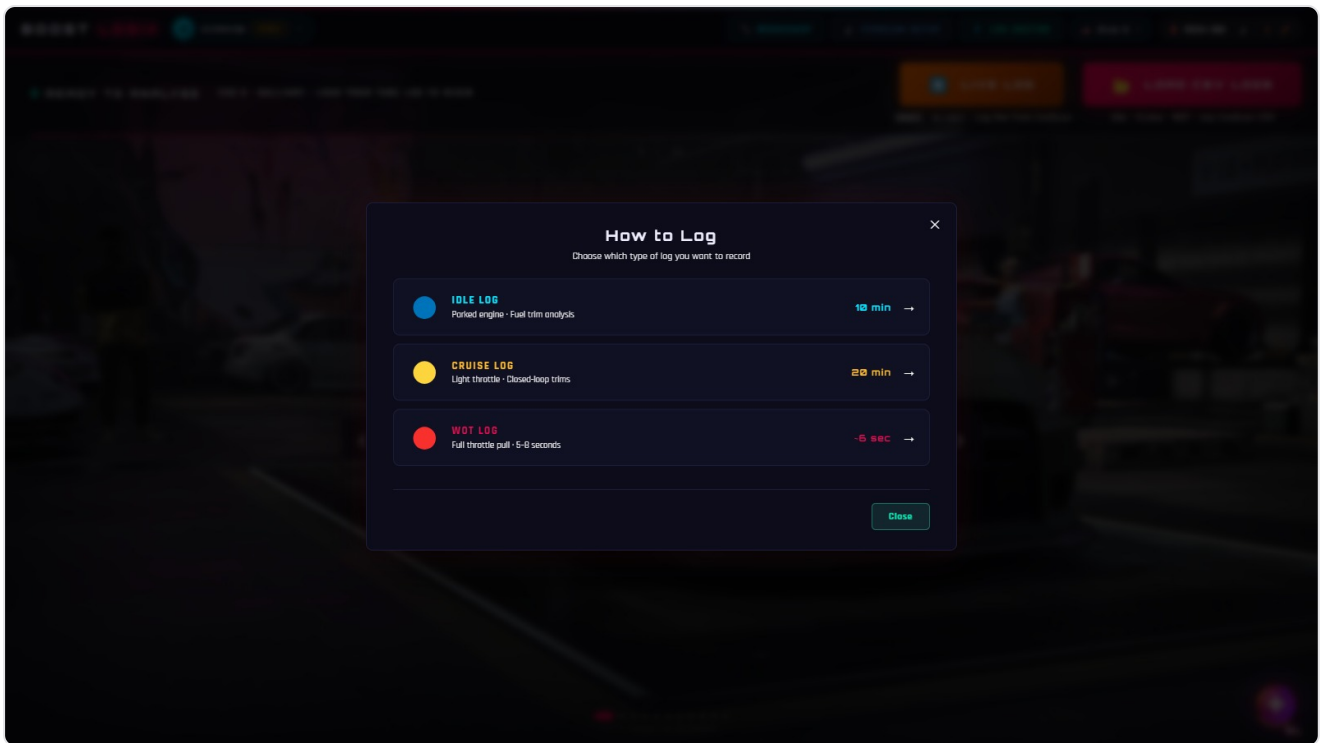
Answers are short, practical, and scoped to *using the app*. The Assistant knows its lane: ask it a **tuning** question ("is my AFR safe?") and it points you to **Tune AI**; ask a **mechanical** question ("what's the hub-nut torque?") and it points you to **Workshop AI**; anything unrelated to Boost LogiX it politely declines. That hand-off is deliberate — each assistant answers the questions it's best equipped for.

NOTE

The App Assistant's 25/day · 100/month allowance is dedicated to help questions and never draws from the shared Tune AI / Workshop AI pool (50/month on Pro, 200/month on Workshop) — see [AI Tools → Quotas](#).

12.3 How to Log guide **FREE**

Good analysis starts with a good log. This guide shows you exactly how to capture a clean WOT pull, idle log, or cruise log — and the mistakes that ruin them.



The How to Log guide picker with three log types

- 1 Idle card 2 Cruise card 3 WOT card 4 Step graphic 5 Next

WHAT IT'S FOR

The **How to Log** guide teaches you to record each of the three log types Boost LogiX analyses, so the data you feed it is trustworthy. Pick the log you need and it walks you through the conditions and technique step by step, with an illustration for each move.

AVAILABILITY

Everyone. It's a reference you can open before you head out to log — nothing needs to be loaded in the app.

HOW TO USE IT

1. Open **How to Log** from the help menu.
2. Choose the log type you want to capture: **Idle**, **Cruise**, or **WOT**.
3. Step through the guidance with **Next** and **Back**.
4. Return to the picker with **Log Types** to read a different one.

READING THE OUTPUT

Each guide ends at the same place — **export your log as a CSV** and load it into Boost LogiX. The technique that matters for each type:

Log type	How to capture it cleanly
WOT	Warm engine, 3rd or 4th gear, build to ~2,000 rpm, then 100% throttle held in one smooth ramp all the way to redline — don't feather or lift early
Idle	Fully warm engine, parked in neutral/Park, log undisturbed for 5+ seconds (ideally minutes) with zero throttle blips
Cruise	Warm engine, steady light throttle at 40+ mph with no boost, held smoothly for 5+ seconds in closed loop

WARNING

A **WOT pull** means full throttle held all the way to high rpm. Only ever do one **legally and safely** — on a dyno, a closed road, or private land with permission. **Never** at full throttle in traffic or on a public road. No log is worth a crash or a licence.

WARNING

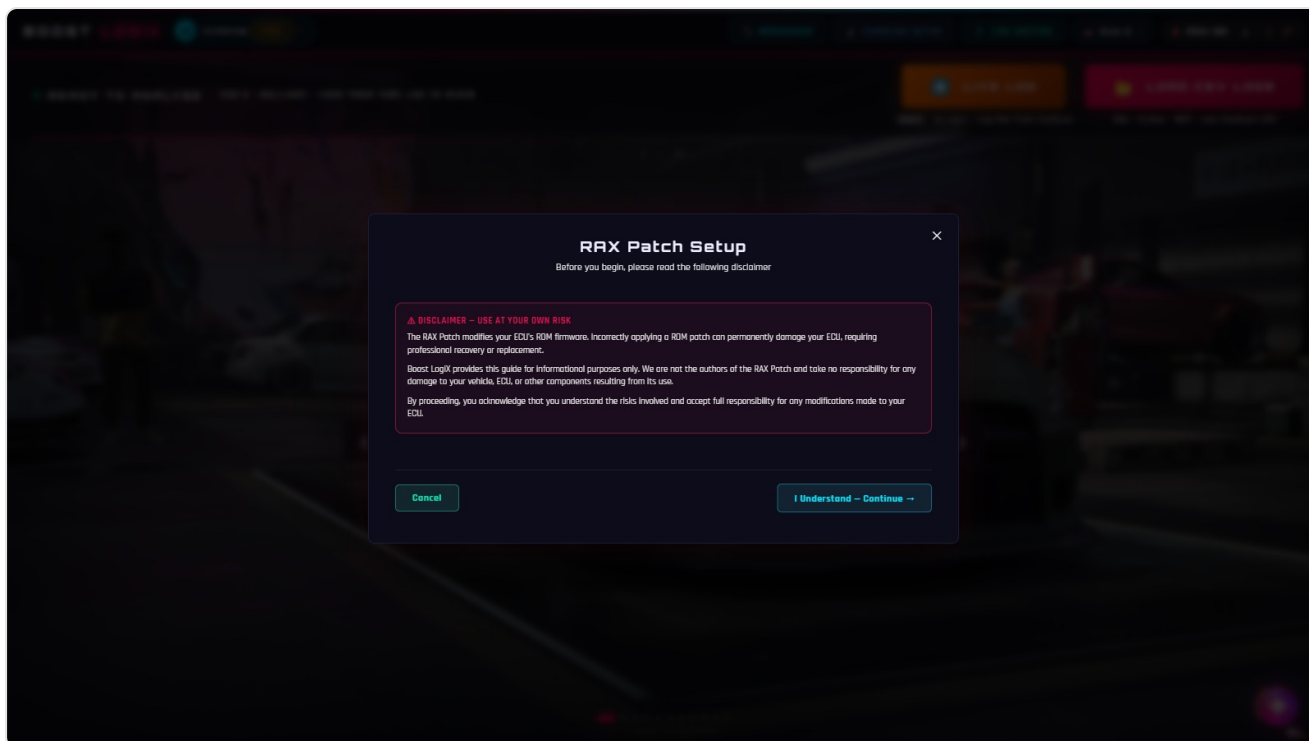
The most common log-killing mistakes: lifting before redline on a WOT pull, blipping the throttle during an idle log (it resets the fuel trims), and letting the engine go into boost on a cruise log (it leaves closed loop and stops learning trims). Each one corrupts the data the app needs.

TIP

For trim-based logs (Idle and Cruise), longer is better — the ECU's long-term fuel trims take time to settle, so a few patient minutes beats a quick sample.

12.4 RAX setup guide FREE

Knock analysis and fast logging need the RAX patch. This guide takes you from a stock ECU to a full 34-channel, 20-lines-per-second log — carefully, with a backup first.



The RAX Patch Setup guide step list

- 1 Disclaimer 2 Step list 3 ROM compatibility search 4 Step graphic 5 Next

WHAT IT'S FOR

RAX Fast Logging is a community ECU patch that raises EvoScan's data rate roughly fourfold — from about 5 lines/sec to 20 lines/sec — and unlocks dedicated channels including **KnockSum**, AFR, Boost, IAT, and more. Without it, charts are sparse and knock events can slip between samples. This guide explains what RAX is, checks your ROM is compatible, and walks the fit step by step so the app can do proper knock analysis.

AVAILABILITY

Everyone can read it. Applying the patch needs a compatible Evo X or Ralliart ROM, an OpenPort 2.0 cable, ECUFlash, and EvoScan v2.9.0023 or later. The guide opens with a disclaimer you must accept before the steps appear.

HOW TO USE IT

1. Open **RAX Patch Setup** from the help menu and read the **disclaimer**.
2. Click **I Understand — Continue**, then work through the ten steps.
3. On the compatibility step, **search your ROM ID** to confirm it's supported before patching anything — and back up your current ROM first.
4. Configure EvoScan for **RAX Fast Logging**, flash the patched ROM, then log a short test and load it into Boost LogiX.
5. Re-run **Session setup** so the app knows you now log a knock channel.

READING THE OUTPUT

When the patch is in, EvoScan's logging panel should show about **20 lines/sec** and all 34 channels active. The final check is the one that matters: export a short CSV and load it — if the **Knock** and **AFR** tabs now have continuous data, RAX is working and knock analysis is enabled.

WARNING

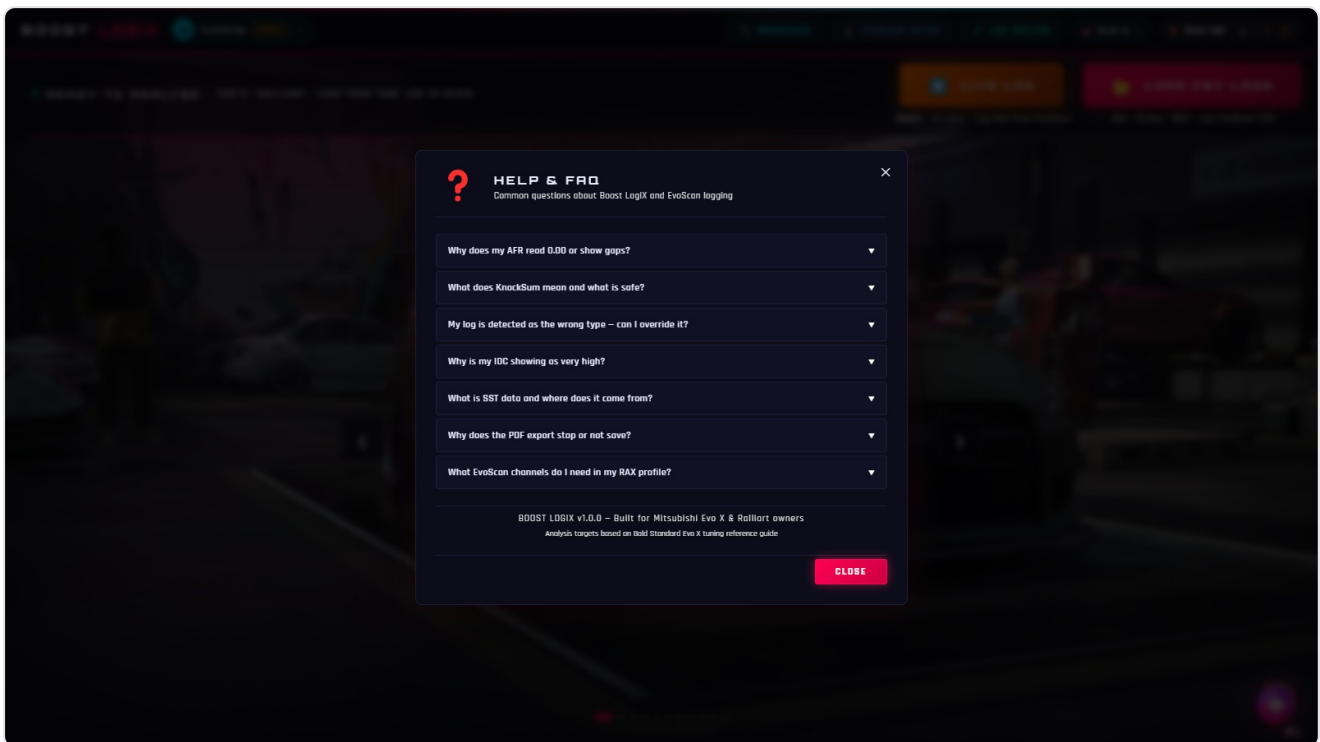
Flashing an ECU carries real risk. Only patch a ROM that appears on the compatibility list, back up your original ROM before you start, and never disconnect the cable or cut the ignition mid-write — a failed flash can require professional ECU recovery. Boost LogiX provides this guide for information only and is not the author of the RAX patch.

PRO

If the app still hides the **Knock** chart after flashing, your knock channel isn't reaching the log. Confirm every RAX item was applied in ECUFlash and every channel is ticked in EvoScan, then re-check that **RAX** is set to yes in **Session setup** — the chart is hidden whenever the session is told no knock sensor is present.

12.5 In-app Help & updates FREE

Got a quick question, or wondering if there's a newer build? The Help modal answers the common ones, and Boost LogiX quietly checks for updates on its own.



The Help & FAQ modal

- 1 FAQ list
- 2 Support email
- 3 Terms / privacy links

WHAT IT'S FOR

The **Help & FAQ** modal answers the questions that come up most — why AFR reads zero at idle, what KnockSum is safe, how to override a misdetected log type, why a PDF won't save — and points you to support and the legal pages. Separately, the app checks for new versions automatically so you're never stuck on an old build.

AVAILABILITY

Everyone. The Help modal opens from the help menu; the update check runs by itself once your sign-in is confirmed each time you start the app.

HOW TO USE IT

1. Open **Help & FAQ** from the help menu.
2. Click any question to expand its answer; click again to collapse it.
3. For anything not covered, email support@boostlogix.app — the address is shown in the modal.
4. Follow the links to the **terms**, **privacy policy**, and the website if you need them.

READING THE OUTPUT

The FAQ covers the everyday surprises — zero or gapped AFR at idle, safe **KnockSum** ranges, overriding the auto-detected log type, high **IDC**, and PDF save issues — so check there first. Two things worth remembering from it:

Question	Short answer
AFR reads 0 or has gaps?	Normal — the wideband only logs continuously under WOT; the app filters zero rows automatically
KnockSum — what's safe?	0 is ideal, 1–2 monitor, 3 is the spirited-driving maximum, 4+ needs investigating
PDF won't save?	Choose a save location in the dialog; if none appears, run the app as Administrator

When a newer version is available, Boost LogiX downloads it quietly in the background and shows a **Restart & update** banner — click it to finish, or simply keep working and the update installs the next time you close the app. There's also a **Check for updates** button in **Settings** → **Version** if you'd rather ask right away.

Updates are safe by design: if one ever fails partway, your current version is left exactly as it was and simply tries again later — you can't lose the app or your settings to an update. If a message ever asks you to close the app first, see [Troubleshooting](#) for the two-minute fix.

TIP

The **Space** hotkey starts and stops Live Log / Live Dyno capture from anywhere in the app — except when you're typing in a text box. The Help modal lists this and the other shortcuts.

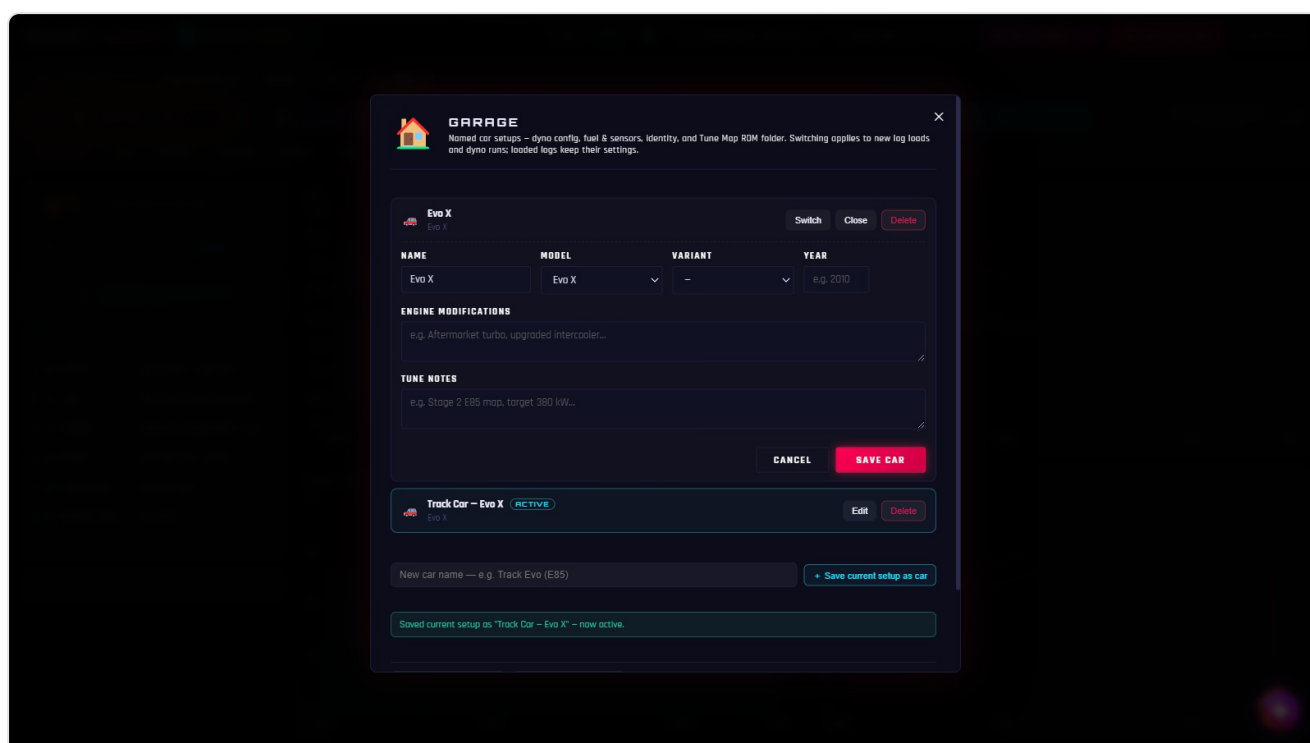
Next: see [Settings & Account](#) to set your preferences and manage your account, or [Getting Started](#) to load your first log.

13. Garage

The Garage is where Boost LogiX keeps named car profiles — dyno config, fuel and sensor setup, identity details, and the Tune Map ROM folder — so switching between cars is a couple of clicks instead of re-entering every setting. Everything in this chapter needs a **Pro** or **Workshop** subscription; Workshop additionally removes the saved-car cap and adds cloud backup.

13.1 Saved car profiles **PRO**

Save your current setup — dyno config, fuel, sensors, ROM folder — as a named car, then switch between saved cars from a header pill instead of reconfiguring by hand.



The Garage manager with two saved cars and the edit form open

- 1 Car list 2 Switch button 3 Edit button 4 Save current setup as car 5 Saved-car cap hint

WHAT IT'S FOR

If you tune more than one Evo, the Garage stops you re-entering fuel type, sensors, dyno weight and tyre size every time you swap cars. Save each car's current setup once; from then on, **switching** applies the right dyno config, session setup and 4-bar/RAX preferences automatically.

AVAILABILITY

Pro. Pro includes **3 saved cars**; Workshop is unlimited (see *Workshop: unlimited cars & cloud backup* below). A brand-new account always starts with one default car built from your existing settings — nothing is lost switching this feature on.

HOW TO USE IT

1. Open the **Garage** pill in the header (only visible once you have a car saved or Pro is active) and click **Manage**.
2. To save your current setup, type a name and click + **Save current setup as car**.
3. Click **Switch** on any other car to make it active — this updates dyno config, fuel/sensor session setup and the Tune Map ROM folder to that car's saved values.
4. Click **Edit** to change a car's **name**, **model**, **variant**, **year**, **engine modifications** or **tune notes**, or **Delete** to remove it (the Garage always keeps at least one car).
5. Loaded logs are unaffected by a switch — only **new** log loads and dyno runs pick up the newly active car's settings.

NOTE

Switching cars is blocked while a Live Log or Live Dyno session is running — stop the session first, then switch.

READING THE OUTPUT

The **active** car carries an **ACTIVE** badge in the list. Once you're at your saved-car cap, **Save current setup as car** disables and a hint tells you the limit — Workshop removes it entirely. The active car's **name and details also flow onto your exports** — the dyno sheet and the Tune Health scorecard caption pick them up automatically. On Workshop, switching cars additionally restores that car's remembered **Tune Map BIN** — see [Tune Map → Workshop depth](#).

PRO

Every field the Garage remembers — dyno vehicle/tyre/weight, fuel type,

wideband/RAX flags, 4-bar preference, and the ECUFlash `rommetadata` folder for Tune Map — is a **snapshot**, not a live link. Editing a car's saved values only changes what a future switch applies; it never rewrites your current session.

13.2 Backing up your garage **PRO**

Export your whole Garage as a JSON file, and import someone else's (or your own older backup) without ever overwriting a car you already have.

WHAT IT'S FOR

A local **export/import** pair gives every Pro user a portable backup of their Garage, independent of cloud backup (Workshop-only, below) — useful for moving to a new machine or handing a car profile to a teammate.

AVAILABILITY

Pro, from the Garage manager.

HOW TO USE IT

1. Click ↓ **Export garage (JSON)** and save the file.

2. On another machine (or later on this one), click **↑ Import garage (JSON)** and pick a previously exported file.
3. Review the result message — it reports how many cars were **added**.

WARNING

Import **merges** — **it never overwrites**. A car already in your Garage

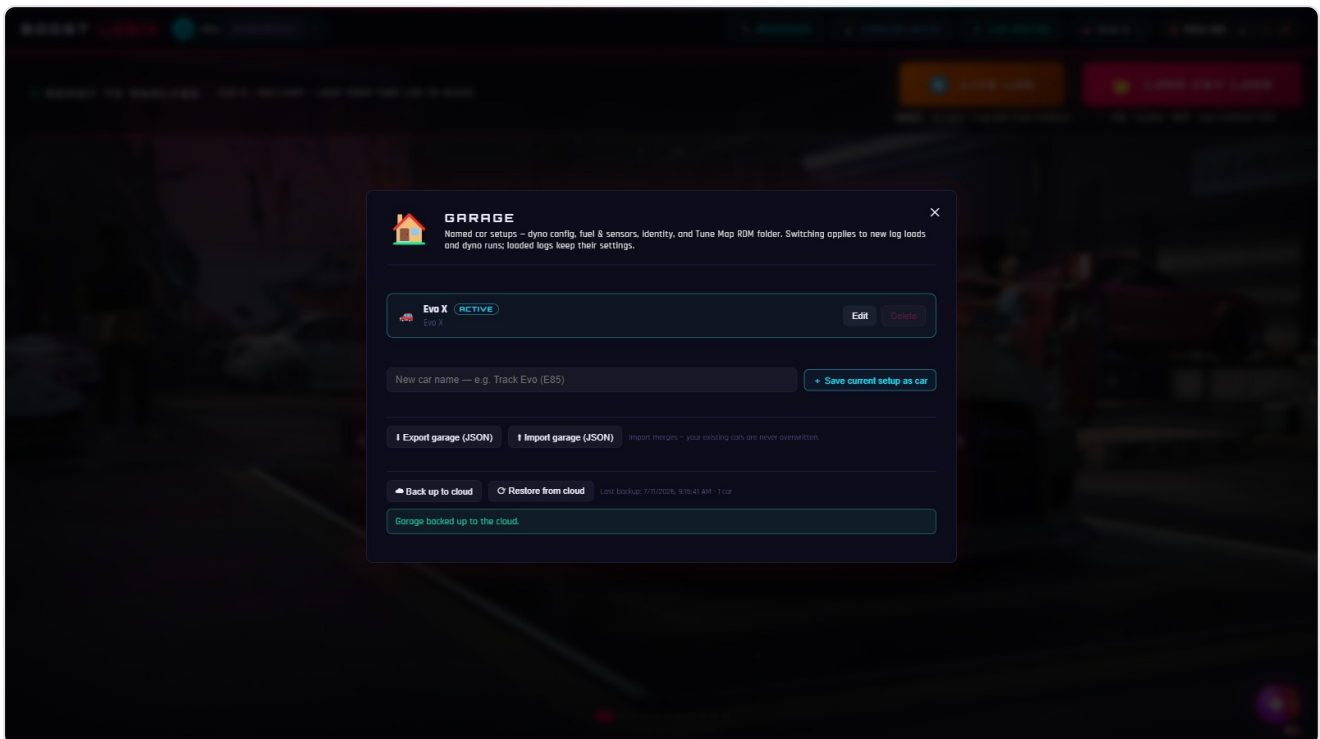
(matched by its internal id) is skipped, not replaced; only genuinely new cars are added, up to your saved-car cap.

READING THE OUTPUT

The status line after an import reads e.g. "Imported 2 cars" — cars beyond your current cap are counted separately and not added. Nothing about the **active** car or its live session settings changes as a result of an import.

13.3 Workshop: unlimited cars & cloud backup WORKSHOP

Workshop removes the saved-car cap entirely and adds **cloud backup** — a one-click, account-linked backup and restore that doesn't need a file at all.



The Garage manager's cloud backup row showing the last-backup timestamp

- 1 Back up to cloud
- 2 Restore from cloud
- 3 Last backup timestamp & car count

WHAT IT'S FOR

A shop running many customer cars quickly outgrows the Pro cap. Workshop lifts it — save as many named cars as you have jobs — and adds **cloud backup** so your whole Garage (including the **Job Book**,

see *PDF Reports*) is recoverable from your account if a machine is lost or replaced, with no file to manage yourself.

AVAILABILITY

Workshop only. Cloud backup and the unlimited car cap both require an active Workshop subscription; a lapsed subscription reverts the cap to Pro's 3 cars (any cars already saved past the cap are kept, just unable to grow further) and disables new cloud backups.

HOW TO USE IT

1. Click  **Back up to cloud** any time to push your current Garage (and Job Book history) to your account.
2. On a new machine, sign in and click  **Restore from cloud** to pull it back down.
3. The manager shows **Last backup:** with a timestamp and car count so you always know how current your cloud copy is.

NOTE

Cloud restore uses the same **merge, never clobber** rule as the local JSON import — existing cars on the target machine are never overwritten, and only cars/Job Book entries you don't already have are added.

READING THE OUTPUT

A successful restore reports how many cars were added and, if applicable, how many Job Book entries were merged in. If there's no cloud backup yet, **Restore from cloud** stays disabled until you run a first backup.

Next: see [PDF Reports → Workshop: client-facing extras](#) for the Job Book this chapter's cloud backup also protects, or [Getting Started](#) for the session setup each Garage car snapshots.

Appendix A. Keyboard Shortcuts

Boost LogiX is built to be driven without reaching for the mouse during a session. These shortcuts work across the app; the only exception is that typing keys are ignored while your cursor is in a text field, so a shortcut never fires mid-message.

Shortcut	What it does	Notes
<code>Space</code>	Start / stop the Live Log watch and Live Dyno capture	Works on every view — landing card, dashboard, and the standalone dyno page. Ignored while you're typing in an input, text area, or dropdown.
<code>Esc</code>	Close the open modal or overlay	Dismisses dialogs, the setup wizard, full-screen overlays, and the App Assistant panel.
<code>Enter</code>	Send your message in Tune AI or Workshop AI	Sends without clicking the send button. Use <code>Shift + Enter</code> to add a new line instead.
Drag CSV	Load one or more log files	Drop EvoScan <code>.csv</code> files anywhere on the window to import and auto-detect them.
Click a scorecard row	Expand the row and flash its mini-chart	An Expert Mode convenience for jumping straight to the chart behind a finding.

TIP

Press `Space` to begin a Live Dyno pull, do your run, then press `Space` again to stop — no exporting or loading files between runs.

Appendix B. Feature-by-Plan Matrix

This is the quick reference for what each plan unlocks. **Free** is every signed-in user; **Pro** is a single subscription (billed monthly or annually) that unlocks every feature of the app, including both AI tools; **Workshop** is the professional-shop tier — everything in Pro plus client-facing and multi-car workflow features.

Feature	Free	Pro	Workshop
Overview tab	✓	✓	✓
AFR analysis tab	—	✓	✓
Knock analysis tab	—	✓	✓
Timing analysis tab	—	✓	✓
Boost analysis tab	—	✓	✓
Fuel Trims analysis tab	—	✓	✓
IDC (injector duty) analysis tab	—	✓	✓
Temps analysis tab	—	✓	✓
Tune Health (full analysis)	—	✓	✓
Virtual Dyno	—	✓	✓
Live Log / Live Dyno	—	✓	✓
Live Dyno runs per session	—	5	10
Tune Map (Beta)	—	✓	✓
Tune Map per-car BIN memory	—	—	✓
Tune Map multi-log overlay	—	—	✓
Multi-Graph	—	✓	✓
PDF / Image export	—	✓	✓
Saved Garage cars	—	3	Unlimited
Garage cloud backup	—	—	✓
Tune AI + Workshop AI queries	—	50/month	200/month
App Assistant (in-app help co-pilot)	—	✓	✓
AI customer summaries on client reports	—	—	✓
White-label client reports	—	—	✓
Customer, vehicle & job-reference fields	—	—	✓
Shop letterhead footer on client reports	—	—	✓
Job Book (client-report history)	—	—	✓
Before/After tune report	—	—	✓
Email reports to customers	—	—	✓ (25/day)
Commercial-use licence	—	—	✓
Early access to new features	—	—	✓
Priority support	—	—	✓

Feature	Free	Pro	Workshop
Log Doctor	✓	✓	✓
Settings	✓	✓	✓

NOTE

Pro is one subscription that includes everything a home tuner needs — every analysis tab, export, Virtual Dyno, and both AI tools (Tune AI and Workshop AI), drawing on a shared pool of 50 AI queries per month that reset on the 1st. It's billed monthly or annually and starts with a free trial.

NOTE

Workshop is built for professional tuning shops: everything in Pro, a 200-query monthly AI pool (same shared counter, higher ceiling), white-label client reports with your shop's branding and letterhead, customer/vehicle/job fields, AI-written customer summaries, the Job Book, Before/After tune reports, email delivery of reports to customers, unlimited saved Garage cars with cloud backup, 10-run Live Dyno sessions, a commercial-use licence, early access to new features, and priority support. Billed monthly or annually.

NOTE

The **App Assistant** — the in-app help co-pilot — has its **own allowance of 25 questions per day and 100 per month**, completely separate from the Tune AI / Workshop AI query pool, so asking for help never spends a tuning query.

Pricing. Pro is **US\$12.99/month**, or **US\$99.99/year** billed annually ($\approx$ \$8.33/month billed annually). The first 100 subscribers get founder pricing — **US\$7.99/month**, or **US\$64.99/year** billed annually — locked in for as long as they stay subscribed. Every Pro subscription starts with a **7-day free trial**, and annual is the default billing period. Workshop is **US\$25/month**, or **US\$199/year** billed annually ("Save 34%").

Appendix C. Glossary

Plain-language definitions for the terms you'll meet across the app and this manual. Terms are listed alphabetically.

AFR (air-fuel ratio) — the ratio of air to fuel the engine is burning, written like `14.7:1`. Lower numbers are richer (more fuel), higher numbers are leaner (less fuel). At wide-open throttle a boosted Evo X wants a rich, safe AFR; running lean under boost is how engines get hurt.

App Assistant — the floating in-app help co-pilot (Pro and above). It answers questions about *using* Boost LogiX and can jump you to the screen it's describing. It has its own usage allowance (25/day · 100/month), separate from the Tune AI / Workshop AI query pool.

Before/After report — a Workshop-tier client report that compares two WOT pulls — an earlier and a later log — in a single PDF, built to prove a tune's gains to a customer.

Boost — the extra air pressure the turbo forces into the engine, above normal atmospheric pressure. Usually shown in psi or as absolute pressure. More boost means more air, which (with matching fuel) means more power — up to the limits of the tune and hardware.

BIN — see ROM / BIN.

Closed Loop — a state where the ECU actively trims fuel using feedback from the oxygen sensor to hold a target AFR, typically at idle and light cruise. The fuel trims (LTFT/STFT) you see come from closed-loop operation.

Cloud backup — the Workshop-tier one-click backup of your whole Garage (and Job Book) to your account, restorable on any machine you sign in on. Restores merge — they never overwrite cars you already have.

Cruise log — a log recorded at a steady part-throttle cruise rather than a full pull. Used to check fuel trims, AFR and knock under everyday driving load, where the engine spends most of its life.

ECT (engine coolant temperature) — how hot the engine coolant is, in °C or °F. The ECU enriches fuel and limits boost until the engine is warm, so cold-engine logs read differently from fully warmed-up ones.

ECUFlash — a popular PC tool for reading and writing the Evo's ROM (tune file). Boost LogiX analyses the *logs* your car produces; ECUFlash is what a tuner uses to *change* the map.

E85 — a fuel blend of roughly 85% ethanol and 15% petrol. It resists knock far better than pump fuel and runs cooler, so it's popular for high-boost Evo builds, but it needs more fuel volume and a tune built for it.

EvoScan — a third-party PC logging program (a separate paid product, sold by its own vendor) that records your Evo X / Ralliart's sensor data over an OBD cable (such as a Tactrix OpenPort 2.0) and saves it as a CSV. Boost LogiX **analyses** EvoScan's CSV logs — it does not record them, so you need EvoScan and a cable to produce a log in the first place.

Garage — Boost LogiX's saved-car system. Each Garage car snapshots a full setup — fuel, sensors, dyno config, Tune Map memory, identity details — and switching cars from the header pill applies it in two clicks. Pro saves 3 cars; Workshop is unlimited.

Guided tour — the first-run walkthrough that loads a demo log and spotlights the app's real controls one by one, then restores your own session. Replay it any time from the **HOW TO USE** card on the landing page.

IAT (intake air temperature) — the temperature of the air entering the engine after the intercooler, in °C or °F. Hot intake air is denser with less oxygen and more prone to knock, so high IAT readings explain power and timing drops on a hot day.

IDC (injector duty cycle) — the percentage of time the fuel injectors are held open. As power demand climbs the injectors stay open longer; at around 85–100% they're effectively maxed out and can no longer add fuel, which is a hard limit on safe power.

Idle log — a log recorded with the engine idling, not driving. Used to check idle stability, fuel trims and closed-loop behaviour rather than power.

Ignition Timing / Advance — how far *before* the piston reaches the top of its stroke the spark fires, measured in degrees. More advance generally makes more power, but too much causes knock — so the ECU constantly balances the two.

Job Book — the Workshop-tier history of every client report you've delivered — customer, vehicle, job reference and date — searchable from the header and included in Garage cloud backups.

Knock / Knock Sum — knock (also called detonation) is uncontrolled, damaging combustion. **Knock Sum** is a running counter the ECU keeps; when it climbs the ECU is hearing knock and usually pulls timing to protect the engine. Rising knock sum during a pull is a warning sign.

Lambda — another way of writing the air-fuel ratio, scaled so that **1.00** is the chemically ideal mix (stoichiometric). Below **1.00** is rich, above is lean. AFR and lambda describe the same thing in different units.

LTFT (long-term fuel trim) — the ECU's slow, learned correction to fuel delivery, in percent. It captures persistent drift — a tired injector, a small vacuum leak — that the ECU has adapted to over time. Large LTFT values point to a hardware or base-map issue.

MAP sensor / 4-bar — the manifold absolute pressure sensor measures the air pressure in the intake manifold, which is how the ECU and Boost LogiX read boost. A **4-bar** MAP sensor reads higher pressures than the stock sensor; if your car has one, the matching toggle must be set or boost values will read wrong.

MAT (manifold air temperature) — the temperature of the air in the intake manifold, closely related to IAT. Like IAT, high MAT means hotter, less dense air and a higher knock risk.

Narrowband — see Wideband vs Narrowband.

Open Loop — a state where the ECU ignores the oxygen sensor and follows its programmed fuel map directly, used under boost and at wide-open throttle. This is where a wideband sensor matters, because the ECU isn't self-correcting AFR.

Pro — the single Boost LogiX subscription that unlocks the full app: every analysis tab, exports, Virtual Dyno, Tune Map, Multi-Graph, Live Log / Live Dyno, the Garage, and both AI tools (Tune AI and Workshop AI) with a shared 50-query monthly pool.

RAX — a knock-sensor logging method that reads the raw knock signal from the engine, giving a more sensitive view of knock than the ECU's own counter. If your setup logs RAX, select it during setup so the

knock charts can use it.

ROM / BIN — the tune file stored in the ECU, also called a BIN (after the `.bin` file extension). It holds every map — fuel, timing, boost — that controls how the engine runs. You read and edit it with a tool like ECUFlash.

RON — the octane rating of petrol (Research Octane Number). Higher RON resists knock better, so a tune built for 98 RON can run more timing and boost than one on 95 RON. North American pumps use **AKI** $((RON+MON)/2)$, which reads about 4–5 points lower for the same fuel: 91 AKI $\approx$ 95 RON and 93 AKI $\approx$ 98 RON.

SAE J1349 — an industry-standard correction that adjusts measured power and torque to a common reference temperature and pressure. The Virtual Dyno applies it so two pulls taken on different days, in different weather, can be compared fairly.

SST (Sportronic Shift Transmission) — the twin-clutch automatic gearbox fitted to the Evo X MR. SST cars shift differently from the manual GSR, which affects how a pull and its dyno trace look.

STFT (short-term fuel trim) — the ECU's fast, instant fuel correction, in percent. It reacts moment-to-moment to keep AFR on target in closed loop. STFT swinging around while LTFT stays put points to a transient or sensor issue.

TPS (throttle position sensor) — reads how far the throttle is open, as a percentage: 0% is closed, 100% is wide open. The app uses TPS to tell a real full-throttle pull (high TPS) from cruising or lifting, and Expert Mode lets you filter a log by a minimum TPS %.

White-label — the Workshop-tier option that puts *your* shop's name, logo and letterhead on client-facing reports in place of the Boost LogiX wordmark. Set it up under **Settings** → **Shop Details**; it's applied at the moment a report is generated.

Wideband vs Narrowband — the two kinds of oxygen sensor. A **narrowband** sensor only reliably reports whether the mix is right at idle/cruise and can't measure AFR under boost. A **wideband** sensor reads actual AFR across the whole range, which is what Boost LogiX needs for trustworthy AFR analysis on a pull. If you don't have a wideband fitted and selected, AFR charts will show no data.

Workshop — the professional-shop tier: everything in Pro plus the client-facing suite — white-label reports, customer/vehicle/job fields, AI customer summaries, the Job Book, Before/After reports, email delivery to customers — along with a 200-query AI pool, unlimited Garage cars with cloud backup, 10-run Live Dyno sessions and a commercial-use licence. (Not to be confused with **Workshop AI**, the service-manual assistant included with Pro.)

WOT (wide-open throttle) — a full-throttle pull, where the pedal is flat to the floor. This is the load condition for measuring power, peak AFR, boost and knock — and the kind of log the Virtual Dyno needs.

Appendix D. Troubleshooting

Most problems come down to a sensor that wasn't selected during setup, a log file the ECU saved in an awkward format, or a folder Windows won't let the app write to. Find your symptom below for the fix.

Problem	Fix
"Windows protected your PC" on first launch	Expected for a new signed app — SmartScreen is reputation-based and shows this until the app is "recognised". The installer is digitally signed, so it shows Publisher: Boost Logix . Continue only if you downloaded it from boostlogix.app and the publisher reads "Boost Logix": click More info (if shown), then Run anyway . If either isn't right, don't run it. The notice stops appearing as Windows builds trust over time.
An update failed with "Failed to uninstall old application files" or "Boost LogiX cannot be closed"	The update couldn't replace the app's files because Boost LogiX was still running in the background. This was fixed in v1.0.13 — updates now close the app themselves — so you'll normally only see it once, on the update that brings you forward. If it does appear: close Boost LogiX completely (press Ctrl+Shift+Esc , end any Boost LogiX task you find, then click Retry if the dialog offers it), or simply restart your PC and run the installer from boostlogix.app — it installs straight over the top. Nothing is lost either way: a failed update always leaves your current version working, and your sign-in and settings are untouched.
A log won't load / you get a parse error	Log Doctor opens automatically. It repairs the common causes — a file saved as UTF-16 instead of plain text, or columns that were renamed by a different logger — and reloads the cleaned log. Let it run, then try the log again.
Charts show "no data"	The relevant sensor wasn't selected during setup. AFR charts need a wideband sensor; knock charts can use RAX . Re-run setup and select the sensor you actually log — and if the sensor isn't fitted, you'll need to fit it before that data exists.
The wrong log type was detected (e.g. a pull read as Cruise)	Use the log-type override pill to set it manually to WOT, Idle or Cruise. The analysis re-runs for the corrected type.
Boost values look wrong (too high or too low)	Check the 4-bar MAP toggle. If your car has a 4-bar MAP sensor the toggle must be on; if it has the stock sensor it must be off. A mismatch scales every boost reading incorrectly.
A PDF won't save	This is almost always a locked or syncing folder. If the file is already open in a PDF viewer, close it. Avoid saving into a OneDrive-synced folder, which can lock the file mid-write — pick a normal local folder such as Documents and try again.
You can't sign in	First check your internet connection — Boost LogiX verifies your account online. If you're connected and still can't sign in, your account may have been deactivated; contact support.
Tune AI / Workshop AI says you're out of queries	Pro includes 50 AI queries and Workshop 200 per month , shared across Tune AI and Workshop AI (and AI customer summaries on Workshop), resetting automatically on the 1st of each month . The App Assistant help co-pilot has its own separate allowance (25/day · 100/month) and doesn't touch this pool. Wait for the monthly reset, or contact support if you believe the count is wrong.
Google sign-in opened a browser but the app didn't log in	Google sign-in completes in your web browser and returns to the app via a boostlogix:// link. Make sure Boost LogiX is still running while you finish the browser login; if nothing happens, click the link in the browser again or retry the sign-in.
A feature is greyed out with a purple WORKSHOP badge	Those are Workshop-tier features, shown but locked on Free and Pro. Upgrade to the Workshop plan to unlock them.

Problem	Fix
Restore from cloud is disabled	There's no cloud backup on your account yet — run  Back up to cloud once from the Garage manager, and restore unlocks from then on.
You can't switch Garage cars	Car switching is blocked while a Live Log / Live Dyno session is running. Stop the session (), then switch.

Appendix D.1 Still stuck?

If none of the above resolves it, email support@boostlogix.app with a short description of what you were doing and, where possible, the log file involved. The team can read your account status and help directly.

Appendix E. Changelog — What's New

This appendix summarises what's new and improved in recent Boost LogiX releases, most recent first. The version on the cover of this manual is stamped automatically from the app it ships with.

Appendix E.1 This release

- **Tune Map (Beta)** — the BIN-versus-log analysis is sharper: **Analyse with AI** now reads only the maps your fuel actually runs, filters to your real WOT pull, and grades against your session's fuel, wideband/knock and AFR-mode choices. Tune Map is marked **Beta** while we keep refining it, so put it through its paces and send feedback. See the *Tune Map* chapter.
- **Workshop plan for professional shops** — a new tier built for shops handing reports to paying customers: white-label client reports with your own branding, customer/vehicle/job-reference fields, a shop letterhead footer, AI-written customer summaries, the Job Book report history, a Before/After tune report, email-report-to-customer delivery, 200 AI queries per month, unlimited Garage cars, garage cloud backup, 10 Live Dyno runs per session, and a commercial-use licence. See *PDF Reports → Workshop: client-facing extras* and the *Feature-by-Plan Matrix*.
- **Garage** — save multiple cars and switch between them from a header pill; each car keeps its own dyno config, fuel and sensor setup, and Tune Map memory, and the active car's name flows onto your exports. See the *Garage* chapter.
- **Simpler pricing** — one Pro subscription now includes everything: all analysis tabs, Virtual Dyno, Tune Map, exports, and both AI tools (Tune AI + Workshop AI). Choose monthly or annual billing; founder pricing applies for the first 100 subscribers.
- **Worldwide fuel support** — choose RON 95, RON 98, RON 100 or E85, with fuel-aware AFR and timing targets throughout the analysis.
- **Virtual Dyno accuracy** — a per-gear physics model, a gear-confidence guard, trailing-lift trimming, an editable vehicle weight, and grouped tyre presets make dyno figures steadier and more honest. See *Virtual Dyno*.
- **App Assistant** — a built-in help co-pilot that answers "how do I...?" questions about using the app, right where you're working. See *Help & Onboarding*.

Appendix E.2 Recent updates

- **Virtual Dyno — per-gear physics model** — the dyno models rotating inertia per gear instead of a single flat factor. Treat absolute figures as a physics estimate while calibration is re-verified, and compare like-for-like runs for the most reliable before/after picture.
- **Google sign-in via your browser** — Google sign-in now opens in your system browser and returns to the app automatically, fixing the blocked "Next" button some users saw on fresh devices.
- **Guided first-run tour** — an element-spotlight walkthrough replaces the old tutorial wizard. It loads a demo log, points at the real controls on screen, and restores your own session when it finishes; replay it any time from the landing page.
- **AFR Limits — Standard / Race / Max Effort** — Session Config gained a fourth section: **AFR Limits**. Choose Standard (factory-safe, the default), Race (track-optimised, ~1 AFR leaner), or Max Effort (drag/short-street). The AFR chart zones and lean-threshold alerts update immediately to match. See *Getting Started → Session setup* and *Reading Your Logs → AFR tab*.

- **WOT AFR chart — full rich-to-lean zone tiling** — the AFR chart on WOT logs now fills the entire vertical range from the rich floor at the bottom to the lean danger zone at the top, so you can read where any sample sits without zooming in.
- **Offline / trackside launch** — the app caches your plan locally so Pro features unlock correctly even without an internet connection at startup. Handy at the track or in-car where Wi-Fi is unavailable.
- **Race/Max Effort AFR context in Tune AI** — when Race or Max Effort AFR Limits are active, Tune AI assesses your WOT fuelling against the correct leaner targets rather than Standard thresholds.
- **WOT load-layer colouring** — wide-open-throttle charts are coloured by engine load, making it easier to read timing, AFR and knock against how hard the engine was actually working.
- **Confirm on live capture** — when a live pull lands and its type isn't obvious, the app asks you to confirm the log type instead of guessing, so a captured run is always filed correctly.
- **Auto-scaling knock axis** — the Knock Sum chart scales its axis to the data instead of pinning a fixed range, so small but real knock events are no longer flattened out of view.
- Ongoing accuracy, stability, security and accessibility improvements across the app and both AI tools.

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