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OE tuning dyno results

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Today, 01:00 AM

#62

Mike@Powerchip
BimmerPost Supporting Vendor
Silver Level Sponsor



Drives: 2008 E90 M3 - Black Loaded
Join Date: Apr 2008
Location: West Los Angeles

Posts: 692
iTrader: (0)

Just analyzed the results and according to the data, it seems as if a dyno variable was modified inbetween the two runs which produced an inaccurate gain.

The first two graphs are cars that Jeremy dyno tuned himself from our Texas trip. You can see how the gain on the bottom end of the OP's new dyno is artificial.

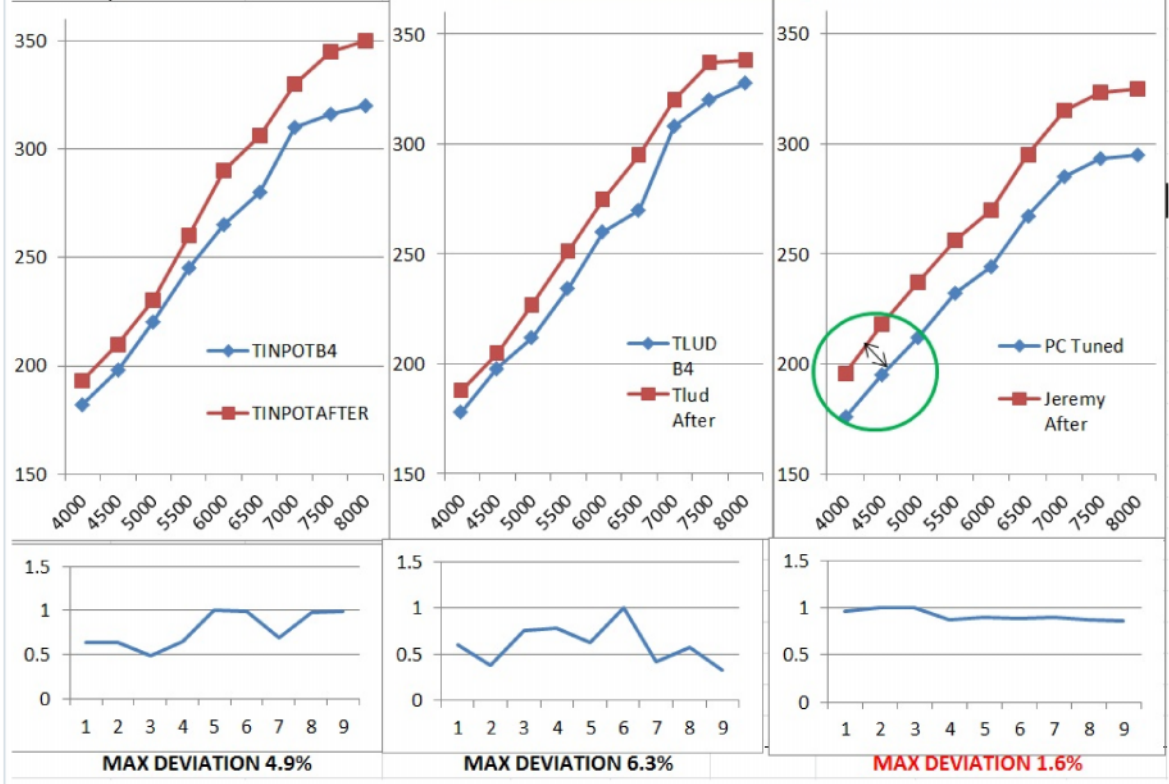
Furthermore, the bottom graph shows the deviation. You can see that the third graph has an extremely low deviation and that further supports the presumption that a correction factor was applied, or an input variable was changed - causing the skew of the entire curve upward, instead of reflecting actual power related gains.

You can see the first two graphs have trouble with gain between 4000 and 5500, and then have a sizable gain through the midrange and top end. You can see the large gap inbetween the two curves on the third gap, which is not representative to how an M3 responds to tunes in that area. Also notable is that the largest increase in horsepower is between 4000 and 5500 RPM, which conflicts with the previous two cars that achieve their highest gain at later RPM's, and have the lowest gain at lower RPM's. The only thing that can explain this is an unwarranted correction to the graph to skew the results.

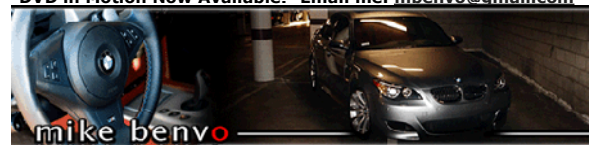
OP: Please let us know as we would like to schedule your dyno. Mathematically speaking it's impossible for the chart they gave you to not have been fabricated.

[Attached Images](#)

RPM	TINPOTB4	TINPOTAFTER % Change	TLUD B4	Tlud After % Change	PC Tuned	Jeremy After	% Change
4000	182	193	178	188	176	196	11.4%
4500	198	210	198	205	195	218	11.8%
5000	220	230	212	227	212	237	11.8%
5500	245	260	234.12	251.2	232	256	10.3%
6000	265	290	260	275	244	270	10.7%
6500	280	306	270	295	267	295	10.5%
7000	310	330	308	320	285	315	10.5%
7500	316	345	320	337	293	323	10.2%
8000	320	350	328	338	295	325	10.2%



Mike Benvo - Powerchip Tuning | Module Coding / Programming
 +15-40 Horsepower Gain on E9x M3 | +60hp & 80tq on 335
[E92 / E90 Custom Module Coding - Click Here!](#)
 -DVD in Motion Now Available!- Email me: mbenvo@gmail.com



Last edited by Mike@Powerchip; Today at 01:10 AM.



Today, 01:33 AM

#68

FastGator

Racetard
 Drives: 335I
 Join Date: Feb 2011
 Location: PA

Posts: 69
 ITrader: (0)

Quote:

Originally Posted by **Tonester** *I would be skeptical too, if you noticed the graph are nearly identical except for one makes more power... that exactly how it looks when you alter roller weights to show before/after "gains".*

I have operated almost every dyno on the market except for Dynapak, when I used to "manipulate" dyno runs they would just like that.

so your already saying that your morals are compromised. how do i know your not fudging the truth right now and twisting things to show what you want someone to believe? HHmm..

so mike@ powerchip. your taking the gains from different cars, and saying because the variable is more on some, and less on others, that means it was fake? what exactly are you on? add fuel, pull timing, vice versa, its gonna be different, some more than others on various cars.. thats what happens when you have someone tune a car.. its not just a +2 all the way through to get a "tune" well, not to everyone but the canned PC tunes I guess..

Those that can do.. those that can't.. well... teach others the same B.S. that is the reason they can't do in the first place..
 North Jersey- Home of the live with parents and drive bimmers crew.



Today, 02:15 AM

Mike@Powerchip
 BimmerPost Supporting Vendor



Drives: 2008 E90 M3 - Black Loaded
 Join Date: Apr 2008
 Location: West Los Angeles

Posts: 692
 ITrader: (0)

M3's do not make ~25 horsepower more before/after tune at 4000rpm. The graphs I posted speak for themselves. I could put ANY M3 dyno in there and they would all conflict with the third graph.

<http://oetuning.com/index.php/bmw-m3-e9x-4-0-v8.html>

According to OE tunings graph, the M3 makes 350 ft/lbs of torque (in the link above).. Didn't know that..

Oh cool, it uses a google chart maker to show the gains, look at all the power I made over his tune:

<http://chart.apis.google.com/chart?cht=lc&chd=t:0,389,372,372,373,386,379,379,378,362,354,338,0,0,275,283,319,342,383,409,449,486,503,507,514,0,0,309,300,300,302,309,309,303,303,287,280,265,0,0,189,205,237,265,303,334,375,11V,76A4FB,0,::2,0,5,-1>

Same idea, get it?

Mike Benvo - Powerchip Tuning | Module Coding / Programming
 +15-40 Horsepower Gain on E9x M3 | +60hp & 80tq on 335
E92 / E90 Custom Module Coding - Click Here!
-DVD in Motion Now Available!- Email me: mbenvo@gmail.com



Last edited by Mike@Powerchip; Today at 02:39 AM.



#70

Today, 02:18 AM

m3heaven
Private First ClassDrives: 2011.5 JB E92 M3 6MT
Join Date: Feb 2008
Location: Los AngelesPosts: 116
iTrader: (0)

Quote:

Originally Posted by **FastGator**
so your already saying that your morals are compromised. how do i know your not fudging the truth right now and twisting things to show what you want someone to believe? HHmm..

so mike@ powerchip. your taking the gains from different cars, and saying because the variable is more on some, and less on others, that means it was fake? what exactly are you on? add fuel, pull timing, vice versa, its gonna be different, some more than others on various cars.. thats what happens when you have someone tune a car.. its not just a +2 all the way through to get a "tune" well, not to everyone but the canned PC tunes I guess..

Dude what's the point of arguing. Powerchip has given the OP an incredible offer to back up OEtuning's claims at no extra charge and even the possibility of a \$690 refund!!! If I was the OP I would also like to make sure the numbers I got are correct.

BUDTC

Today, 02:24 AM

#71

FastGator
RacetardDrives: 335I
Join Date: Feb 2011
Location: PAPosts: 69
iTrader: (0)

Quote:

Originally Posted by **m3heaven**
Dude what's the point of arguing. Powerchip has given the OP an incredible offer to back up OEtuning's claims at no extra charge and even the possibility of a \$690 refund!!! If I was the OP I would also like to make sure the numbers I got are correct.

because PC knows he wont take him up on the offer for all the time and trouble its worth, especially when Op is finally satisfied with a real tune. Especially when this isnt the first time PC has overpromised and under delivered

oh, im looking to see where it shows 350tq, i dont see it.. or are you talking about other graphs and not OPS?

where are you getting your graphs from? from cars you have? your results and a competitors results are why the competitor is in business in the first place.

all that really matters is this statement right here,from the OP, and it ends this discussion:

"The car drives amazingly. The power is 100% noticeable and my first acceleration pass after leaving the facility made me call them and say another special thanks for the great tune.

I am very happy with the work and results."

Those that can do.. those that can't.. well... teach others the same B.S. that is the reason they can't do in the first place..

North Jersey- Home of the live with parents and drive bimmers crew.

Last edited by FastGator; Today at 02:29 AM.

BUDTC

Today, 02:36 AM

#72

Mike@Powerchip
BimmerPost Supporting Vendor**Silver Level Sponsor**

Quote:

Originally Posted by **FastGator**
because PC knows he wont take him up on the offer for all the time and trouble its worth, especially when Op is finally satisfied with a real tune. Especially when this isnt the first time PC has overpromised and under delivered

Jon Martin... that you? As I said, all the graphs are from cars that Jeremy tuned himself.

The OP is being mislead into thinking that his car now magically makes 25more whp than it did before. It's that simple.

We have \$700 on the table. It's a win win situation for the customer. Jeremy need not be involved. It's his choice if he wants to be - he has the option of being there or not. It doesn't matter to

Drives: 2008 E90 M3 - Black Loaded
 Join Date: Apr 2008
 Location: West Los Angeles

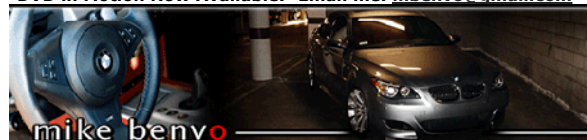
Posts: 692
 iTrader: (0)



me.

I'm not sure why you think anyone wouldn't take us up on such an offer, there is nothing to lose and everything to gain. If the dyno the OP posted is correct, it will cost over \$1K between the refund and dyno time.

Mike Benvo - Powerchip Tuning | Module Coding / Programming
 +15-40 Horsepower Gain on E9x M3 | +60hp & 80tq on 335
E92 / E90 Custom Module Coding - Click Here!
-DVD in Motion Now Available!- Email me: mbenvo@gmail.com



Last edited by Mike@Powerchip; Today at 03:27 AM.



Today, 02:50 AM

#73

Tonester

Private First Class

Drives: LSB M3
 Join Date: Oct 2007
 Location: So Cali

Posts: 177
 iTrader: (0)

Quote:

Originally Posted by **FastGator**
so your already saying that your morals are compromised. how do i know your not fudging the truth right now and twisting things to show what you want someone to believe? HHmm..

so mike@ powerchip. your taking the gains from different cars, and saying because the variable is more on some, and less on others, that means it was fake? what exactly are you on? add fuel, pull timing, vice versa, its gonna be different, some more than others on various cars.. thats what happens when you have someone tune a car.. its not just a +2 all the way through to get a "tune" well, not to everyone but the canned PC tunes I guess..

I did when I was working for an employer... they signed my checks and they needed something done, it was my job to get it done. There is no gain for me to currently skew results like some of the people in the thread who have something to gain.

I am a 3rd party... I don't have any ties to any of the companies that are being mentioned in this thread. You can even throw a meet at the dyno location so we can have more people at hand to see the real results.

I'm also willing to be the facilitator of Powerchip's offer as well, I have a stock E90M3 that we can use all it has is a drop in filter.



Today, 03:04 AM

#74

tinpot

Über M3



Drives: 09 E92 M3 DCT
 Join Date: Sep 2009
 Location: Houston, Texas

Posts: 231
 iTrader: (1)

[View tinpot's Garage](#)

Quote:

Originally Posted by **FastGator**
where are you getting your graphs from? from cars you have?

One of the charts is from my car - it's real and was from an independent shop in Houston.

BTW, love your sig



RAC RG63 | RDSport Exhaust | Fabspeed X-pipe and HFC's |

AA Pulley | RDSport Springs | MS Filter | Alpine Angel Eyes | Vorstenier Trunk | Coming soon: ARKYM hood and lip |



Today, 03:15 AM

#75

PencilGeek

Colonel



Drives: What car?
Join Date: Apr 2008
Location: What location?

Posts: 2,347
iTrader: (0)

[View PencilGeek's Garage](#)

Quote:

Originally Posted by **808MGuy**
I never did notice the symmetry between the graphs but now that you point it out its obvious. That would be near impossible to replicate that trend not only once but twice as its shown in the graph. Its like they created a button in the software "Increase power 25HP" and magically you get constant gain across the RPM band. Also noticed that the torque trend doesn't quite match up with the HP trend. There is usually a bit of correlation between the two which doesn't seem to match up.

Now that you see this symmetry, go back and look at the last year's worth of dyno charts posted by that magic dyno in Van Nuys. Then go look in the OE Tuning web site blog at dyno results. I think you'll be amazed at how many charts look exactly like this. You'll also notice that these results only seem to appear on same dyno, and never at independent dynos. In my opinion, these are very clearly tampered results. You start by showing the the guy his tampered baseline result and tell him: "oh, our heart-breaker dyno really reads low...man. It's the Dyno Dynamics software update...man...it really makes this dyno read low man...pass the joint man." Then you adjust the correction factor back to what it should be (or higher), and dyno again. The poor gullible customer sees his results and thinks to himself: "oh man, these guys are amazing...look that I got 27whp gain over my last tune." And the poor gullible customer never questions why he had 297whp to begin with even though he had 40-45whp worth of mods on his car. The sad part...is these guys aren't even very good at tampering their dyno results or covering it up...yet these gullible customers never question what they were told.

Quote:

Originally Posted by **akh23456**
lol i dunno how i got involved in all of this but what did the dyno operator say and where did i dyno?(love all this made up stories..if you don't want to post the info here please pm me the dyno place that said other wise.) I have only posted what my car has put down and here a dyno from a full bolt on m3 with the Pc tune.

Bren brought up your situation as if it had merit in this discussion. Discussing all sides of the topic is fair, balanced, and leads to an educated and better informed populace. I'm sure he expected me to respond. I made it very clear that I wasn't at the dyno and that I don't blindly believe what I'm told -- especially when there are conflicting stories about it. And I'm willing to bet Bren wasn't at the dyno either. That's the point I was making. I supposed if you were really curious how you got involved, you'd have to ask Bren why he brought you up; and then ask yourself why you voluntarily chose to respond. After all, nobody forced you to respond and involve yourself.

Quote:

Originally Posted by **FastGator (aka Jon Martin)**
Thats called a proper tune.. gaining HP everywhere, not just peak.. thats what real tunes do..

Come on Jon, use some common sense. Those two torque curves MUST converge together at low RPMs, or else the car would have 50 ft/lbs of torque when the motor is off. Those two torque curves don't even begin to merge together like they must, and are (as Mike pointed out) 10% apart across the entire RPM range. That type of constant gain across the full RPM range cannot happen without tampering. Tell you what, I'll give you \$20 for each S65 dyno you can find, whether in the Dyno Database, or published on another car forum, and not run on that "special dyno" in Van Nuys that has a constant 10% torque gain from 2500-8400 RPMs.

Quote:

Originally Posted by **FastGator (aka Jon Martin)**
what multiple versions? there is truth, and then B.S. that people like yourself other biased persons claim

The "truth" usually lies between two partially BS stories. You're implying that there aren't two versions of this story. Jon, I wasn't at the dyno any more than you were with me when I was told what the dyno operator said. I said up front that you're free to believe whatever you want -- whether it's about these multiple stories, or these tampered dyno results. People aren't as dumb as you think Jon.

The OP has everything to gain, and nothing to lose by accepting PowerChip's offer. And now knowing that PC doesn't even need access to his OE Tune and the OP can save/restore it from EZ Flash, if he doesn't accept it, he might as well admit he knowingly participated in the fraud.



Today, 03:22 AM

#76

Mike@Powerchip
BimmerPost Supporting Vendor

Quote:



Drives: 2008 E90 M3 - Black Loaded
 Join Date: Apr 2008
 Location: West Los Angeles

Posts: 692
 iTrader: (0)

Originally Posted by **PencilGeek**

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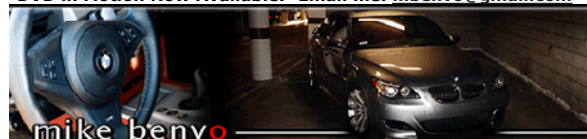
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The OP has everything to gain, and nothing to lose by accepting PowerChip's offer. And now knowing that PC doesn't even need access to his OE Tune and the OP can save/restore it from EZ Flash, if he doesn't accept it, he might as well admit he knowingly participated in the fraud.

I don't have anything against Jeremy or Gintani, but this dyno posting bothers me because xchosin1x was originally my customer at Powerchip, and I want to make sure that he doesn't think we gave him an inferior product.

I hope xchosin1x responds and accepts this. As you said, he can load his stock tune back with EZFlash, that makes the situation easier.

Mike Benvo - Powerchip Tuning | Module Coding / Programming
 +15-40 Horsepower Gain on E9x M3 | +60hp & 80tq on 335
E92 / E90 Custom Module Coding - Click Here!
-DVD in Motion Now Available!- Email me: mbenvo@gmail.com



Last edited by Mike@Powerchip; Today at 03:29 AM.



Today, 03:32 AM

#77

xchosun1x
 FNG



Drives: JZB 2008 E92 M3 DCT
 Join Date: Nov 2009
 Location: Pasadena, Ca

Posts: 814
 iTrader: (5)

Okay everyone... This is getting pretty deep. I am the OP for the thread and I am aware of the situation at hand. I do think Mike's offer from PC is great. However I hate to be in the middle of the situation where someone gets hit with a bad reputation of something close to negative press. I just being in the middle.

As a consumer and active member of this forum, I want to express that I am not associated with either oe or pc. I am just a m3 enthusiast. However as a consumer I do want to know what my car's true potential is.

Mike did make a good point in his message to me. Mike states that Jeremy can be an active participant and be on location to retrieve his tune on my car so no one can see it or have access to it. To me that seems like a fair proposition.

I do want my car running safely at it's highest potential. I am not a rookie when it comes to cars and know dyno tampering can be done easily without notice to others.

With that said ... If mike and Jeremy or whoever at the respected companies can come to an agreement about terms of the testing so no one has access to the other's tune, I would happily

participate.

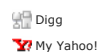
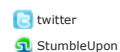
It seems to me that gaining access to the other tune is a big issue so...

If there is an agreement of terms. Let's do it.

Thoughts??



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