



RVS Technology USA LLC

July 2017

Before and After dynamometer test of a 2009 BMW 328i 6AT





Dyno Test, 2009 BMW 328i 6AT , 111k miles (112.5k after test)

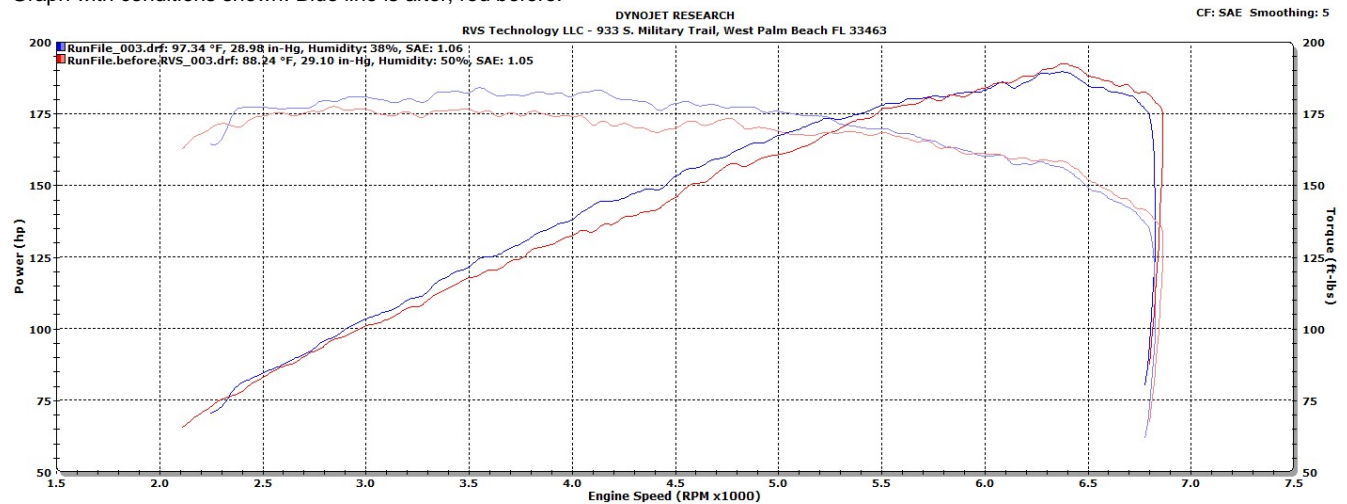
This is a before and after power and torque test performed on a well-functioning BMW 328i coupe with an Automatic transmission with 111k miles. The tests were performed on the Power By the Hour Dynojet in Boynton Beach in May and June of 2017 and measured rear wheel horsepower and torque. Big gains weren't expected since the car appeared to be very healthy and indeed the car put down impressive initial numbers, very close to what fellow enthusiasts have gotten on very low mileage cars. The car was treated with two G8 treatments according to RVS instructions.

It is worth noting the slightly different conditions while testing. Since the initial test was done in about 10 degrees Fahrenheit cooler temperatures (87F vs 97F), it is expected for the numbers to be slightly beneficial to the initial **"before"** run. Also, the gasoline used on the **"before"** run was on pure 93 octane, where in the second test session the **"after"** runs the gasoline used was unfortunately mixed with 92 octane. No octane boosters were deemed necessary.

Results:

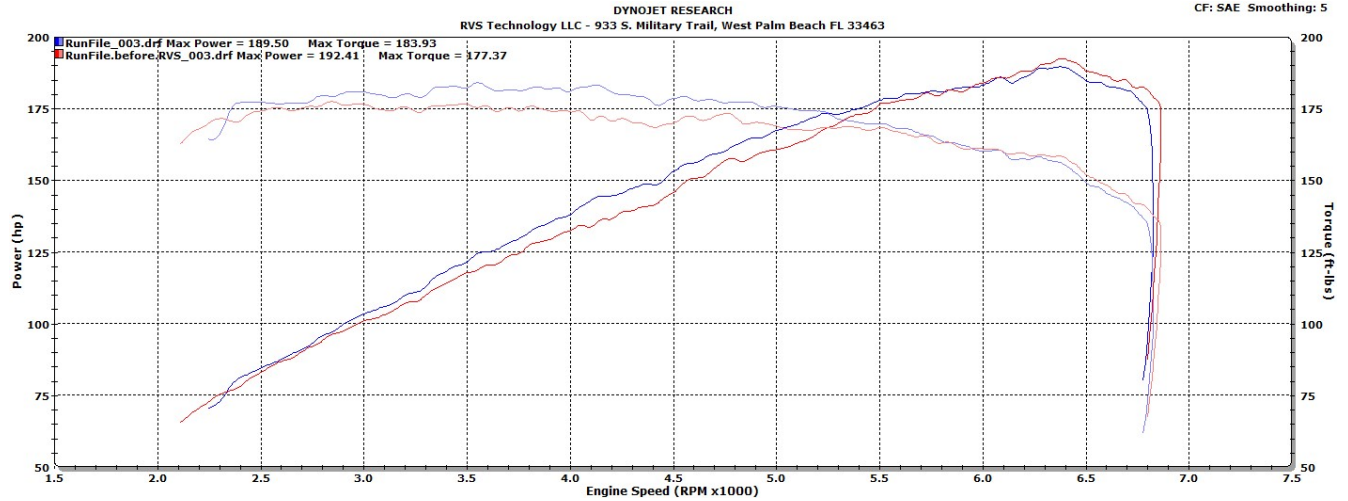
While the car didn't pick up any maximum power (peak hp varied by 2-3hp in both **before** and **after** tests) and gained some peak torque, the real story is in the graph below the maximum rpms, where the car is most driven in. After the RVS treatments, the car's torque and power graphs were much smoother, and produced more power and torque pretty much everywhere. The car also made more and more power and torque after each pull in the **"after"** runs, most likely because of the 93 octane gasoline mixing with the 92oct. Attached are two graphs of the third runs of each test; one with power and torque figures and the other with conditions shown and a third graph that shows similar peak hp from both before and after runs.

Graph with conditions shown. Blue line is after, red before.

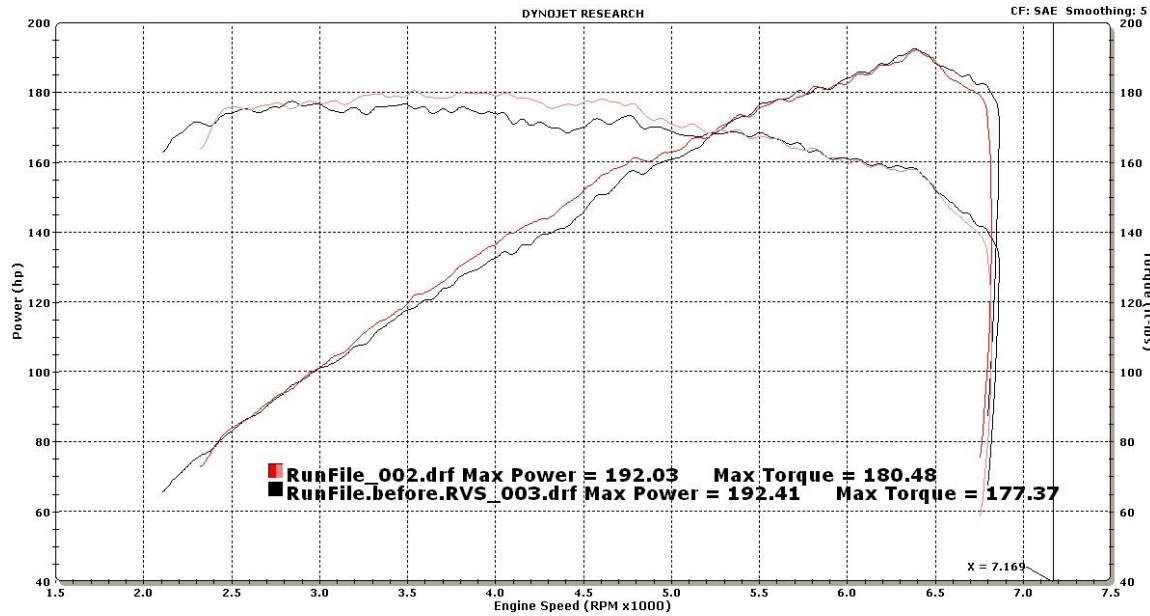




Graph with horsepower and torque. Blue line: after Red: before



Before:	HP	Torque	After:	HP	Torque
MAX:	192.22	176.51	MAX:	189.25	182.77
MIN:	77.97	170.63	MIN:	80.88	177.00 (2400 RPM)



Of note in the graphs is the power and torque production increase of about 3-5% across a wide range. In the RPM range of 2800-5200 there is constantly about 3-9 lb-ft's more torque produced after the RVS Technology treatment. From 4100-4300, the engine after the treatment is making 8hp and 10 ft-lbs more at the wheels (9.44hp and 11.8ft-lbs from the crankshaft using 18% drivetrain loss).

Consequently, the owner also reported the car runs much smoother in regular driving, especially in the highway where his rpms fall between 2600-3500rpm.