

With regard to the allegations presented, the following are the facts of the situation:

### **Financial Responsibility:**

There have been questions as to financial responsibility in this thread. As we've communicated with the OP, if there is an issue with the engine arising from the tuning of his vehicle, we will cover the cost of the repair. We would never allow the burden of a failure to be the responsibility of a customer if it was caused by a tuning mistake. It was suggested that if a problem were to occur with a customer's vehicle that BPM couldn't afford to pay for it unlike ESS supposedly can. This is baseless. We completely stand by our guarantees regarding any of our work. Just like no one knows the financial situation of ESS, no one else knows our monetary situation as well. We are not here to show our bank account.

### **Supercharger Development Technical:**

We did not jump into a s/c tune blindly. We actually denied several people when it was first asked that we tune a car with the supercharger on it. It was when the requests started coming in on a regular basis that we decided to come up with our own tune for supercharged vehicles. This may or may not have anything to do with customer satisfaction with the supercharger manufacturer's tune. People like to have choices. Let's face it, people don't want to necessarily be forced into purchasing an item just because associated items were made by the same company. Let it be known that we DID NOT pursue people in regards to this.

On top the technical information that Sal provided, there are a number of other things that must be changed in order for a supercharger to work properly on the MSS60 DME. These include:

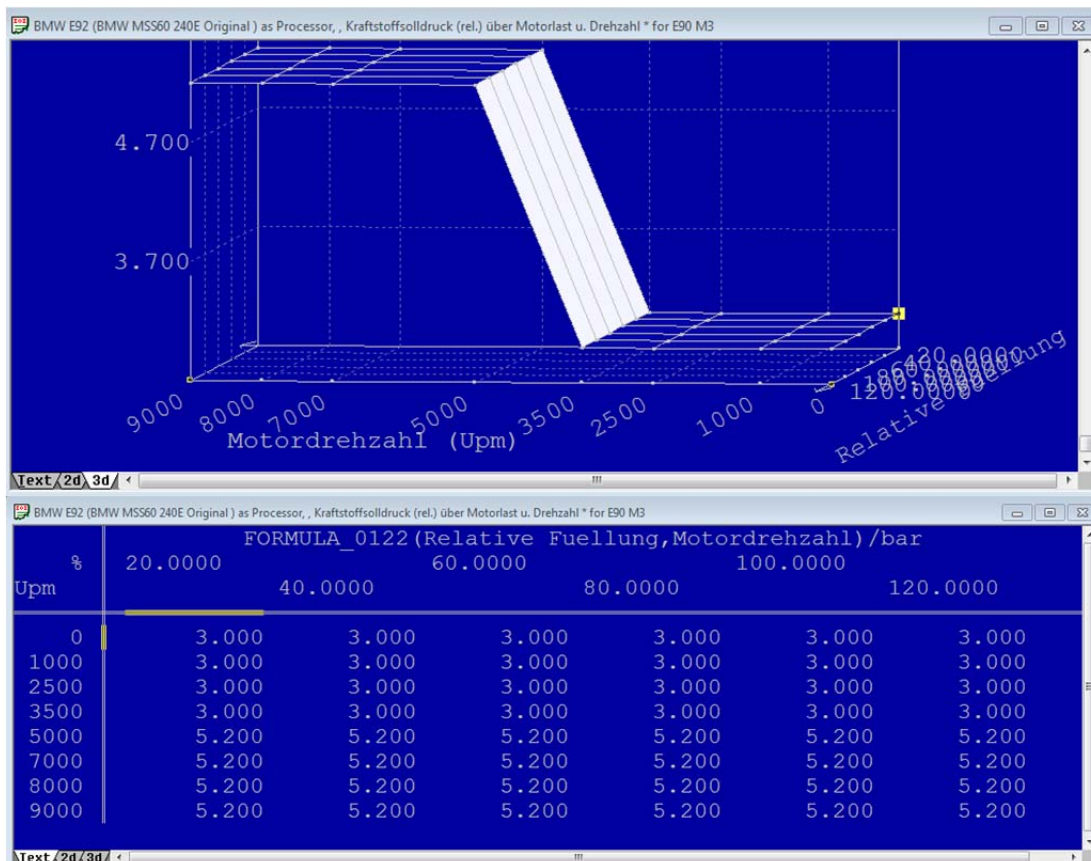
- oxygen sensor positive and negative regulation limits
- minimum and maximum deviation control
- minimum and maximum adaptation factors
- Reconfiguration of misfire detection
- Ground factor for Base injection (injection scalar)
- Upper relative cylinder filling at max IAT
- Relative filling table for expected air
- Maximum Torque Reach for Throttle Calculations
- E1, E2, and E3 Deviation Controls
- A few other changes as well

### **Injector Scaling Proof**

Injector scaling was performed by a professional as we do not have injector scaling machines in house. We would prefer to leave something along these lines to a professional that has experience in the field with testing of multiple injectors to ensure that the results are accurate. Injectors can be calibrated while installed on a vehicle, and this coupled with proper injector tests is the method in which the ground factor for base injection is calculated

BPM Supercharger Injector Scaling Results					
Injector	Unit	3bar	5bar	Q-stat.... (@ 3 bar)	(@ 5 bar)
Blue (625/650)	cc/min lb/hr	358.67	463.04	269	x
White (625)	cc/min	334.33	430.00		x
Red (old 535)	cc/min lb/hr	316.00	407.00	237	x
Black (stock)	cc/min lb/hr	257.00	332.00	249	x

The injectors were flowed at the fuel pressured called for by the engine control unit:



## **Dynos**

Statements were misconstrued earlier in the thread with regard to dynos. When it was stated that there were before and after dynos, the OP's car was not being referred to. Testing was performed here locally and the supercharger changes were tested on the road and dyno. These customers can choose to come forward on their own with fear of reprisal of their respective supercharger company. Supercharger companies do not dyno tune every customer's vehicle that they sell a kit to. They first develop and iron out a calibration that is tested, and that is then used as a base for every other vehicle.

## **ESS Acquired SC Tune**

It is being inferred from others that we stole an ESS supercharged file from one of their customer's vehicles that we had performed coding on. Tuning and Coding cables are separate devices. It is not possible to our knowledge to read out a complete file in the exact same format as the tuning cable would provide, using a coding cable. Furthermore, a forensic analysis was performed on the file that was sent to ESS. We have determined that it is IMPOSSIBLE for this file to have been pulled from a vehicle that was running. This is the evidence to support this conclusion:

-When a factory BMW file is modified, the DME must be patched and checksum areas altered in order to pass security routines which ensure that the files have not been modified.

-When programming a file to a vehicle, the cable used which is produced by Guy Frieling, corrects the checksum areas and applies the proper patches to the operating code to satisfy the DME's security routines. Only when this is performed will the vehicle start.

-The file that ESS was sent contains NO checksum correction and does not contain ANY patches to the operating code. This means that it is impossible for this file to have been lifted from a vehicle that started and ran. This is aside from the fact that it would be nearly impossible to construct such a file using a coding cable.

-Sal at eVolve asked us to send him an encrypted supercharger file. Encrypted files are not readable or useable.

**Re: 240E**

Salman Janjua <salman@evolveautomotive.com>

Sent: Thu 9/13/2012 10:13 AM

To: Mike Benvo

Message image001.jpg (4 KB)

they are very very good as stock upto 4000rpm.

M3 has no chance.

The 335i has more real world torque too.

Did you see the AA Stage 2 car video kill both ESS 5353 with METH and a 600?

SHAME AJ!!

**Send me the fucking file.**

Best Regards

Salman Janjua

evolve automotive

**Re: 240E**

Salman Janjua <salman@evolveautomotive.com>

Sent: Thu 9/13/2012 11:25 AM

To: Mike Benvo

Message image001.jpg (4 KB)

I got it.

Let me see what I can do.

Of course, I will send it back to you also.

it must be a recent file as it's iflash.

I will instantly recognise who made this file for them.

Best Regards

Salman Janjua

**Re: 240E**

Salman Janjua <salman@evolveautomotive.com>

Sent: Fri 9/14/2012 4:36 AM

To: Mike Bervo

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I have sent you the open file


Let me know if you got it.

Best Regards

This means that Sal was sent an ENCRYPTED UNUSABLE FILE, and subsequently sent a file back to us:

**Here you go**










Salman Janjua <salman@evolveautomotive.com>

 You forwarded this message on 9/10/2013 3:11 PM.

Sent: Fri 9/14/2012 4:03 AM

To: Mike Bervo

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 Message	 Flash.iflash.zip (830 KB)	 Untitled attachment 20006.htm (2 KB)	 image001.jpg (3 KB)
	 Untitled attachment 20009.htm (3 KB)	 Flash.iflash.zip (830 KB)	 Untitled attachment 20024.htm (2 KB)
	 image001.jpg (3 KB)	 Untitled attachment 20027.htm (3 KB)	

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not impressive in the slightest.

All basic G power mapping copied and then a whole load of other useless shit changed.

So the basic mapping comes from Ruben and everyone has either bought it off him or copied and modified over time.

Learnt nothing from it to be honest as it's typical ESS.

Lots of ignition @ WOT

Six months prior to that, you will find the following project that arrived via email:

## **Project**

Salman Janjua <salman@evolveautomotive.com>

 This message has been replied to or forwarded.

Sent: Fri 3/30/2012 11:56 AM

To: Mike Benvo



### **To reiterate the facts:**

-A locked unusable file was sent to Sal that he requested multiple times

-An unlocked file of unknown origin was sent back to us and never used or viewed until we performed analysis on the file today. The file in question was sent to Roman by us 9/10/2013 at 3:11PM

-It is not possible for this file to have come from a customer's vehicle considering there was no checksum correction or operating patches to allow the vehicle to start.

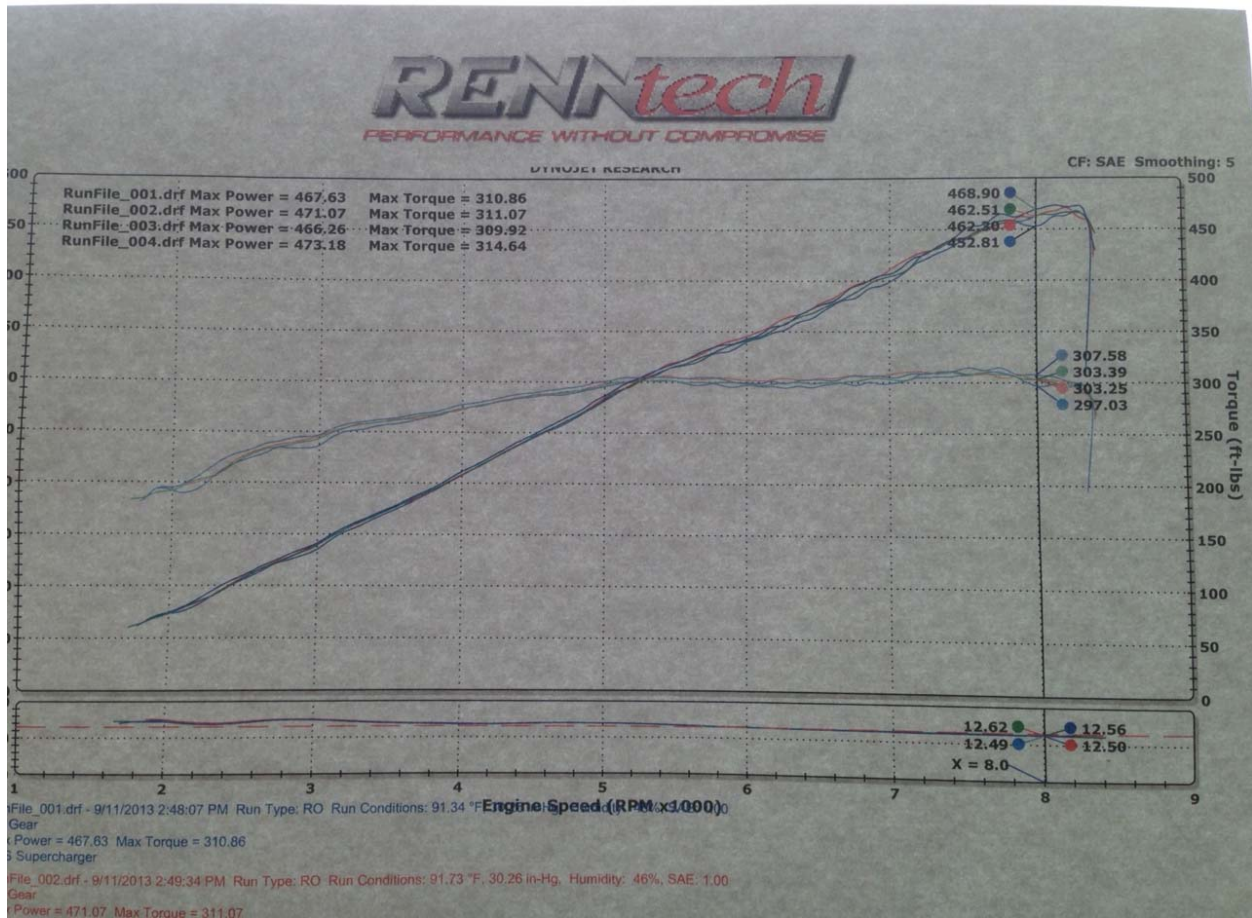
-This means that the unencrypted file originated from Sal, and you can view that in the email sent on 9/14/2012

-It is our understanding the mkpoto is an evolve US representative

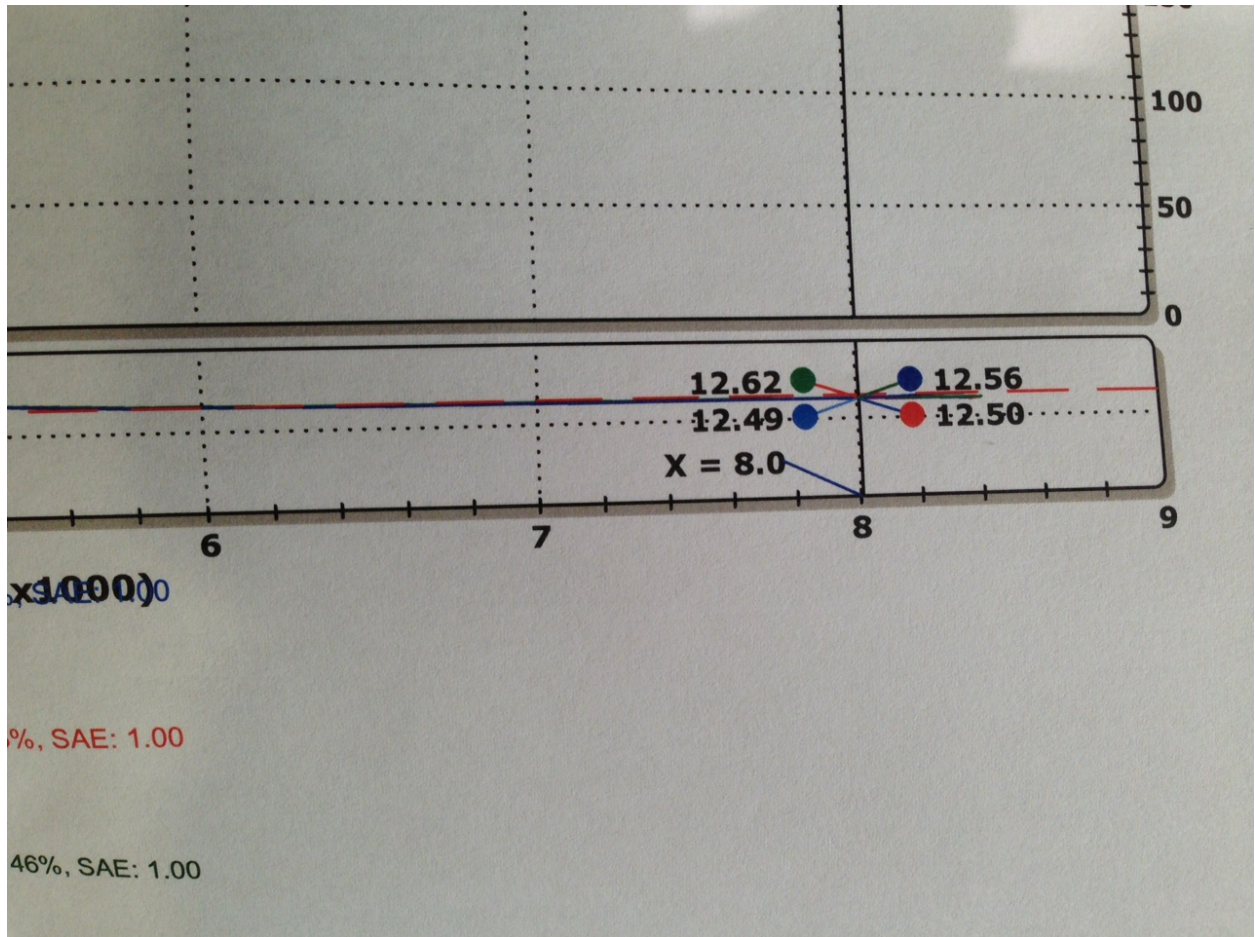
We have never used another company's file in one of our customer's vehicles nor as a base to make our own tunes. This however cannot be proved. It is only our word which can either be believed or not. To our knowledge, there is no company on this board that has made a supercharger file from scratch. All supercharger files originally originated from a G-Power copied file. G-Power was the first company to offer a supercharger for the E9x M3 platform, and that file was leaked to all tuners. All supercharger files that exist are some type of modification thereof. We understand that competitors will do anything in their power in attempts to discredit us.

We stand behind our products and everything we do, and our quality of service and commitment to excellence is unparalleled. The end product that we provide to any customer will always be a result of our hard work and dedication. We appreciate the support our previous customers have given us. We will continue to offer the same great services as we have since we started.

Dyno Charts From the OP's car:





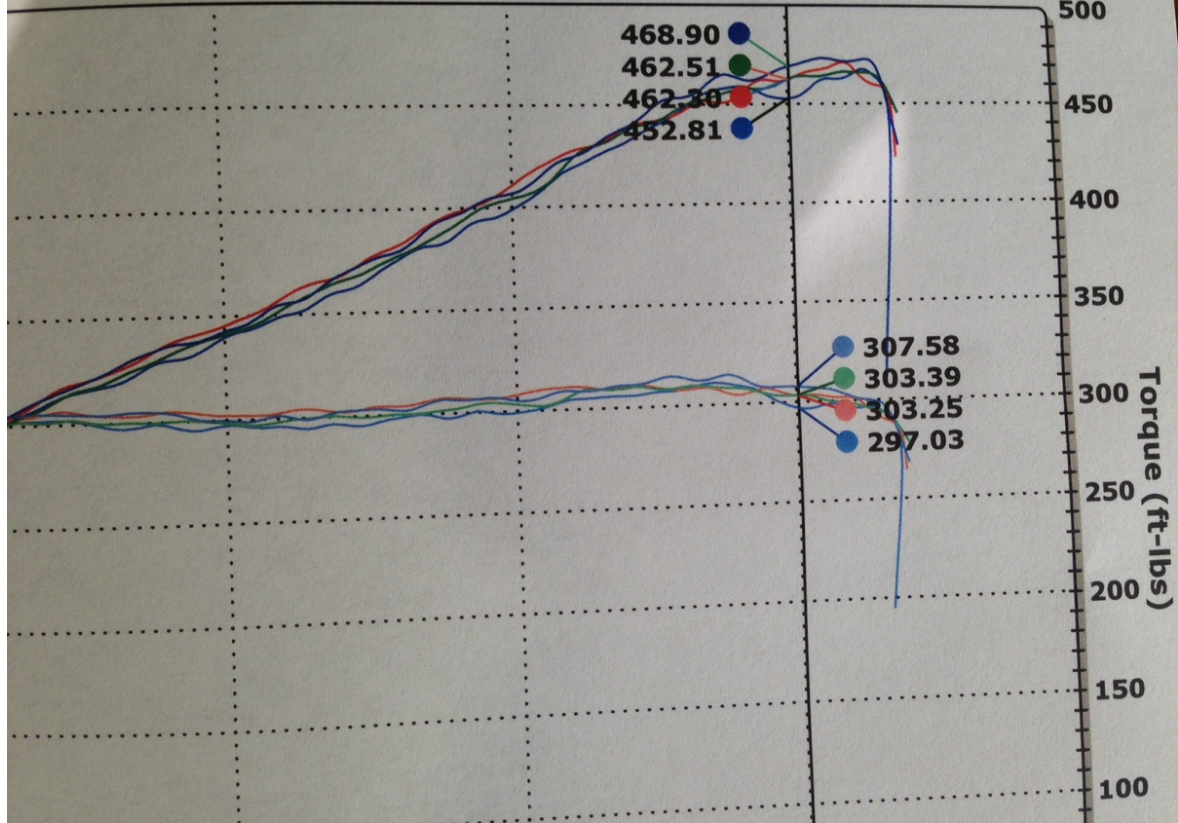


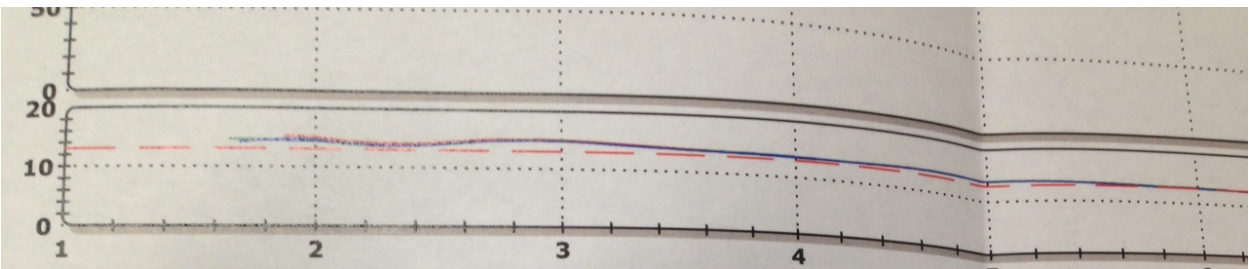


T COMPROMISE

ARON

CF: SAE Smoothing: 5





RunFile\_001.drf - 9/11/2013 2:48:07 PM Run Type: RO Run Conditions: 91.34 °F, 30.26 in-Hg, Humidity: 46%, SAE: 1.00  
 4th Gear  
 Max Power = 467.63 Max Torque = 310.86  
 ESS Supercharger

RunFile\_002.drf - 9/11/2013 2:49:34 PM Run Type: RO Run Conditions: 91.73 °F, 30.26 in-Hg, Humidity: 46%, SAE: 1.00  
 4th Gear  
 Max Power = 471.07 Max Torque = 311.07  
 ESS Supercharger

RunFile\_003.drf - 9/11/2013 2:50:37 PM Run Type: RO Run Conditions: 92.09 °F, 30.26 in-Hg, Humidity: 46%, SAE: 1.00  
 4th Gear  
 Max Power = 466.26 Max Torque = 309.92  
 ESS Supercharger



