



same map on a number of different vehicles and this can often result in problematic running.

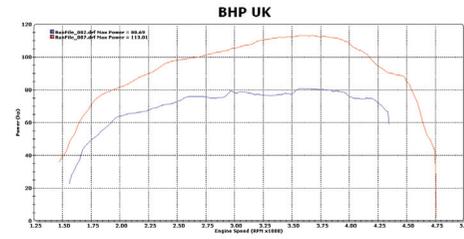
For a map to be written correctly, it must be based on data that has been acquired from vehicle testing. Different vehicle manufacturers will use alternative mapping methods for different models and will often issue software updates. As such, testing is required for each make, model and software version.

The BHP difference

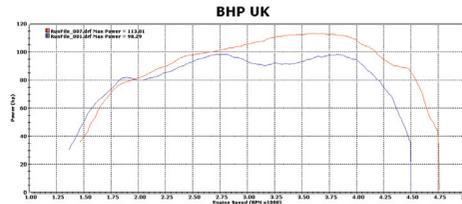
At BHP UK we do things the right way. First and foremost we will run a series of tests both on the road and at our dyno facility in Lancashire to establish the vehicle's standard parameters and settings. From the data acquired we can establish how much power and torque is being produced, how the vehicle is fuelling, where any flat spots lie, what the cause of the flat spot is, and a whole array of other information needed about what the engine is doing. Once the data has been compiled it's just a simple case of reading the data from the engine ECU, finding the relevant maps and fine-tuning them for economy.



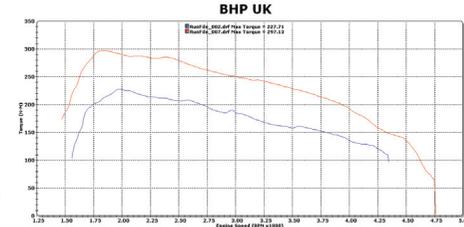
A standard example power plot before (blue) and after (red).



The power output in BHP from the Transit Connect before (blue) and after (red).



The standard power output (blue) and the smooth version after mapping has taken place (red).



The Transit Connect torque before (blue) and after the remap (red)

Counter-intuitively, better fuel economy is often achieved by increasing fuelling to eliminate flat spots and by increasing torque in the lower half of the RPM range. The gains achieved from a correctly tuned vehicle will then be evident in the data acquired from proper dyno and road testing.

MORE INFORMATION

To request more details about the economy remapping services available from BHP UK circle 116

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