

EQUILIBRIUM TUNING LIVE TUNE EXPECTATIONS

This document is intended to help your tuning session go smoothly and prevent any additional charges that are common during the tuning process. The most common misconception is expectation that the vehicle will be repaired while on the dyno for tuning.

If your car is not mechanically sound without issue, it is your responsibility to remediate those issues prior to the scheduled dyno session. If, at any point, you are unsure if you are having a tuning issue or mechanical issue, please consult with us prior to your appointment for advice specific to your problem.

Note that not all points of discussion may apply to your specific vehicle. This document is generalized to cover ICE (internal combustion engine) vehicles in general. ***Don't expect things to go smoothly if you spent the night before/morning of your appointment to finish your build/installation/upgrades. This is a surefire way to encounter issues that will result in forfeit of applicable deposits, and live tune fees.***

- No **check engine lights** (consult with us prior to appointment if you are not sure which are acceptable or not)
- Fresh Spark Plugs rated for the correct and appropriate heat range
- Fresh oil/filter change
- All fluids at appropriate levels and within service life
- No boost leaks
- No exhaust leaks
- No leaking fluids
- No smoking from exhaust, engine bay, etc.
- EBC configured and functional if applicable
- Nitrous/WMI controller configured and functional if applicable
- AccessPort**: Correct loglist must be loaded. Reduce number of monitors on main screen to 1.
- Tires must be inflated to proper pressures, and in good serviceable condition
- No drag radials unless specifically requested/authorized
- No loose items in/around the vehicles' interior/exterior
- At least 50% full fuel tank/cell with **FRESH** fuel you are tuning on (multiple fuel tunes will need to provide the required fuel in approved fuel canisters. Fuel cell vehicles must also provide additional fuel in approved fuel canisters)
- Equipment modifications must be rated for the power you are expecting to have. Do not assume your clutch rated for flywheel torque will be acceptable for your desired wheel torque



For in-person dyno tuning appointments

- Your vehicle will be dropped off prior to your scheduled dyno appointment. We do not have a customer waiting area. You must drop off your vehicle and arrange for transportation. No customers are permitted beyond the lobby area at any time, unless specifically approved by staff.
- If your vehicle develops a leak, a clean-up fee will be assessed
- If for any reason your vehicle requires mechanical repair, you will be contacted prior to any work being performed

For remote dyno tuning appointments

- **Consult with your selected dyno operating facility.** It is your responsibility to have the operator communicate with us should the need arise during tuning. Make sure they understand that we will be doing live revisions with your laptop, and as such you will need to remain close by unless they are willing to provide the datalogs and receive the revisions on a laptop with accessport manager software on your behalf
 - We prefer you **not** use a location with hub-based dynamometer. If you're not sure, please ask. We have a dealer locator list on our website you can use to communicate with shops potentially in your local area.
 - **Dyno Facility must have appropriate fan setup.** We cannot tune your car properly if the car does not have sufficient airflow/cooling. Fans should be pointed at the intercooler/radiator core, not the hood, floor, wheel well, etc. Fans should be high velocity and directional. A shop fan for air circulation is not an appropriate fan. If they have carpet blowers with high speed settings, these are more helpful than a 60" shop fan pushing air at 5mph
 - Vehicle should be at operating temps. If it took them an hour to strap down your vehicle and connect everything, you may need to warm the vehicle up
 - You must have internet access and your laptop accessible
 - Facebook Messenger is the preferred method of communication during your remote tuning appointment. E-mail can be utilized for sending datalogs and tune revisions if messenger is not cooperating. Contact your calibrator **THE DAY OF** your appointment so that we do not have difficulty locating you on facebook. Click the applicable calibrators name for their facebook page:

Ed Susman

Matt at Eqt

- Dyno pulls for MQB AWD cars: if the dyno is not mechanically linked (belt, shaft, etc.) between rollers, or is not an AWD dyno, you should unplug your haldex connector under the driver rear seat. We do not recommend dyno mode be used
- Consult with your calibrator to determine which gear the first dyno pull should be done in
- If you experience mechanical/electrical issues during the remote tuning session such as multiple misfire events, we will provide our professional opinion as to the cause and assist as much as possible; we will not troubleshoot **for you**. You must consult with your on-site mechanic to rectify issues promptly, or the session will be terminated and you will need to reschedule

We hope that this guide will help you to help us and your local dyno facility. Scheduled tuning sessions are for 3 hours, so please coordinate appropriately with your local dyno facility, if you are remote tuning. Depending on the complexity of the tune, you could be finished in as few as 4 revisions, or as many as 12 revisions. Any special requests should first be communicated to the calibrator tuning your vehicle (shift schedules, rpm limits, etc.). Once dyno sessions are completed, the calibrator will ask you to obtain a street log in a particular gear, or a 1-4 log, etc. Please get these back to the calibrator as soon as possible. Enjoy your tune!