



AiM Webinar
"Engine RPM Analysis"
9.24.30
Edited Q&A

1 Q: Is it better to take the average of both driven wheels because of diff variations?

A: [Answered live

2 Q: When starting RS2A asks for vehicle type. Does this make any difference in engine RPM analysis calculation?

A: No. The computations are the same, but it does change the default vehicle parameters.

3 Q: So it is the lower threshold for throttle?

A: TPS threshold is the threshold below which data are not considered to compute power.

4 Q: What if don't have a throttle channel?

A: In this case, please leave the checkbox unflagged. This will allow the math engine to use all data for the power computations

5 Q: I hope you will address the pre-built "AiM_Wheelpower" math channel.

A: The math functions used in the Engine RPM Analysis function are in fact the exact same math formula used in the 'AiM_Aeropower' and 'AiM_Wheelpower' default AiM math channels but the math channels do give the user the ability of some dedicated filtering.

6 **Q:** What I did was to change the CX Frt surf to obtain 145hp for SRF3

A: Both front surface and Cx affect the computation linearly. In case you go tweaking manually data both could be the same :-)

7 **Q:** Might have covered this but will it work with GPS speed until a wheel sensor can be installed?

A: Normally my preference is GPS speed, to stay far from tire growing radius, wheel locks, wheel spin, and so on.

8 **Q:** Does this work better if you can talk the driver into doing a single gear sweep from say 2000 to redline on a flat straight?

A1: When you can do this I think it's OK: you will stay in an 'ideal' line at the top of all the points in the graph.

A2: [Answered live at 40:56]

9 **Q:** I lost the Engine HP screen . When I select I loose the data.

A: Is it possible it got hidden behind the time/distance plot? You should be able to go up to the top - View > Engine RPM Analysis

10 **Q:** Emiliano, any plans to implement this function in RS3A?

A: Still thinking about it. I'd like to try implement it with dedicated math channels and scatter plot.

11 **Q:** With a no-lift shift, would Long_G would be needed to find the best place to zoom in since TPS is 100% during shifts?

A: [Answered live at 49:30]

12 **Q:** Where can I find your RPM filtered channel?

A: [Answered live at 50:12]

13 **Q:** Any Hot-Tip on how to align those multiple X's?

A: [Answered live

14 **Q:** Are there other metrics or math channels you could use to evaluate engine performance outside of this function? How would you evaluate engine performance over the course of several laps to see average performance rather than a single instance?

A: [Answered live

15 **Q:** Is this X alignment error the result of differences in tire circumference causing a distance error?

A: Here we're in time base for measure graph and x in the analysis is RPM.

16 **Q:** What value is there in looking at the HP/torque all around the track?

A: Sometimes having an average for the full track length can be helpful but as I think was mentioned, probably the best way to get the most accurate data is on a straight and level part of the track.