TEST REPORT

MESILLA VALLEY TRANSPORTATION SOLUTIONS

CERTIFIED

MVT SOLUTIONS CERTIFIED™ FUEL ECONOMY TEST

APRIL 2018

XSTREAM TRUCKWING™

36-INCH GAP	gal/1000 miles	MPG	
	3.87	0.34	3.69%

Note: 24-inch gap depicted

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1.0: Introduction

Mesilla Valley Transportation Solutions (MVTS) certifies the fuel savings from this product were as described in this report.

Note that this report was designed for carriers and providing information relevant to their needs. Therefore, the format varies to traditional fuel economy and technical reports.

The report Summary provides the reader a quick synopsis of the product's fuel savings. Following that is the body of the report and further details on the subjects.

This fuel economy test was performed using MVTS proprietary fuel economy test methods. These test methods were developed from race car engineering and advanced vehicle test methods, which Mesilla Valley Transportation (fleet) has relied on since 2012 to identify substantial fuel savings. The MVTS methods provide highly accurate and reliable answers on real-world fuel savings in comparison to other test methods, which enables carriers to make the best decisions for their company.

Contact MVTS with any questions regarding the product or test. As part of an MVTS Certified™ test, MVTS supports product inquiries, which we encourage carriers to utilize.

Note: blue text indicates a link to the topic. Click to follow. Alt + ← returns the reader to the initial location.

2.0: Test Summary

XStream TruckWing™ with a 36-inch tractor to trailer gap showed fuel savings of **3.87 gallons/1000 miles and 3.69%** on a modern Class-8 truck and 53' van trailer with trailer skirts. Results can be found in Table 1 below.

Table 1: Fuel Economy Test Results

	FUEL ECON. IMPROVEMENT		
	gal/1000 miles	MPG	Percent
Average	**3.87**	0.34	3.69%

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3.1: Test Procedure

The two vehicles ran simultaneously at 65 mph on the 9-mile circle track near Pecos, Texas. The vehicles were 1 minute apart, avoiding any aerodynamic influence on either vehicle during testing. The vehicles were termed “Compare Vehicle” and “Test Vehicle”. The Compare Vehicle remained unchanged throughout testing, it was used solely for comparison. The Test Vehicle had modifications made during the test (i.e. XStream TruckWing™ deployed).

The test procedure may appear similar to the SAE J1321 method traditionally used in the trucking industry, however, the MVTS methods are a much more advanced and precise form of on-road and track testing. The vehicles are equipped with sensors and data recording systems that collect data on fuel consumption, aerodynamics, rolling resistance, driver behavior and many other variables that affect fuel consumption. The data is analyzed using MVTS proprietary methods, which provide very accurate answers on fuel savings. Additionally, the test results can be scientifically translated to a carrier’s real-world daily operations and long-term savings, which is a feature unique to these methods. Overall, the MVTS test methods are a much more advanced and reliable tool for predicting fuel savings than the trucking industry has used previously.

Drivers changed each run. However, MVTS test methods account for driver behavior and are not dependent on having the same driver each run. Vehicles were loaded to 45,000 lbs. Gross Vehicle Weight (GVW). Note that load does not affect fuel savings when measured as gallons per 1000 miles. Fuel savings measured as percent or MPG are affected by load, as well as many other variables.

3.0 Test Vehicles

Test vehicles were two 2018 International LT's with Cummins X15 15 L engines, Eaton 10-Speed Automated Manual Transmissions (AMT). Trailers were 53' Great Dane dry vans. Gross Vehicle Weight (GVW) was 45,000 lbs. The Test Trailer had Greening skirts and the Compare Trailer had Trailer Blade skirts. Tractor to trailer gap was measured from the rear of the cab extender to the front of the trailer. These were 36 inches and 24 inches for the two tests, which were named with respect to those gaps. Trucks utilized Michelin X-One Wide-Based-Single (WBS) tires. The Compare Trailer used dual Bridgestone R197 tires and the Test Trailers used WBS Bridgestone Greatec tires. Vehicle and tire details can be found in the Appendix.

Tire pressures were set at 110 psi in the morning prior to incurring any effect of daytime heat.

During testing, vehicles did not include wheel covers, Flow Below kit, or trailer boat tail devices. Vehicles were configured to represent a standard vehicle in the trucking industry, as opposed to the MVT fleet standard configuration which normally includes the items listed.

Vehicles were thoroughly inspected and received regular maintenance prior to testing. It should also be noted, for the reader's piece of mind, Mesilla Valley Transportation (MVT) and MVT Solutions are 100% confident in the reliable condition of the test vehicles. MVT fleet uses the same vehicle data and test procedures for their own internal purchase decisions.

Figure 1: Test Vehicles (TruckWing™ deployed)

4.0: Test Results

XStream TruckWing™ was tested in multiple configurations with the final MVTS Certified™ test conducted with a 36-inch gap measured from the rear of the cab extender to the front of the trailer. Note that panel extensions were added to the 24-inch TruckWing™ system for the 36-inch gap test rather than installing the complete 36-inch TruckWing™ (Figure 3). This was done to save time during testing and the reader should be aware the 36-inch TruckWing™ consists of solid white panels.

4.1: 36-inch Gap Test Results

The XStream TruckWing™ achieved a fuel savings of 3.87 gal/1000 miles (3.69%) in the 36-inch configuration. Results are shown in Table 2 and include test result accuracy and baseline fuel economy values. To convert gal/1000 miles and MPG click here.

Table 2: Fuel Economy Test Results with Accuracy

	FUEL ECON. IMPROVEMENT		
	gal/1000 miles	MPG	Percent
Average	**3.87**	0.34	3.69%
Accuracy	**+/- 1.02**	+/- 0.09	+/- 0.97%
Baseline	**116.65**	9.54	9.54 mpg

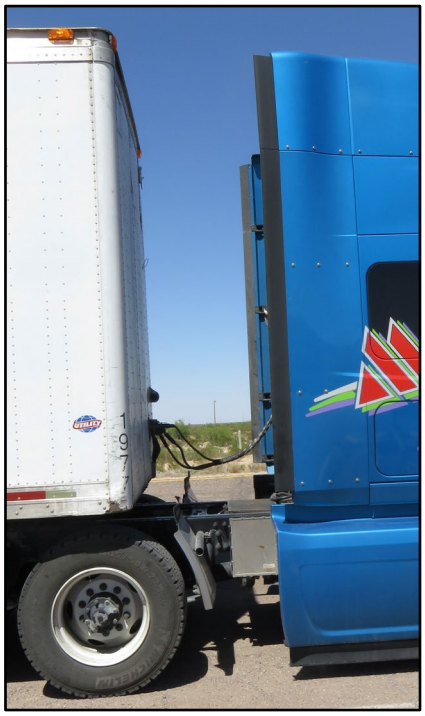

Figure 2: Baseline with 36-inch Gap

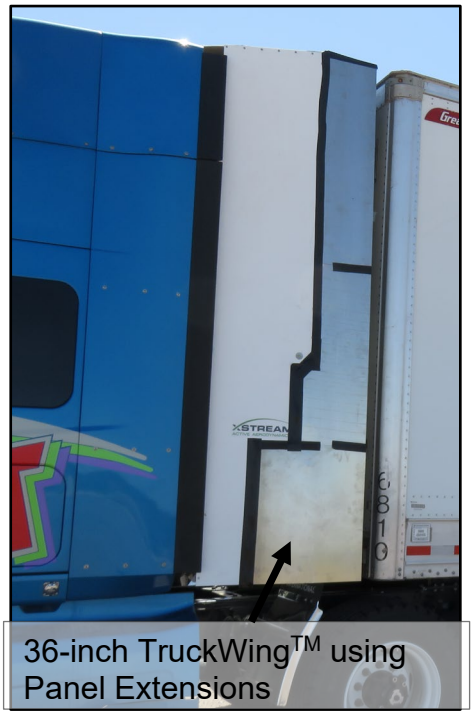

Figure 3: TruckWing™ Test with 36-inch Gap

36-inch TruckWing™ using Panel Extensions

4.1a: Improved Vehicle Stability

In addition to fuel savings, the test driver (Allan Dahringer, Director of Maintenance, MVT fleet) also noted the truck was more stable and easier to drive in a section of the track that experienced crosswinds during testing. The circular track configuration of Pecos enables all wind conditions to be experienced in a single lap, including direct crosswinds. Without the TruckWing™, the truck swayed easily and had significant ambient noise from behind the cab with the 36-inch gap. However, with the TruckWing™ deployed, the swaying decreased, as did the noise.

4.2: **Weather Conditions**

Weather during testing began relatively cool and warmed during the day with continuous lights winds. Temperatures ranged from 38.7°F to 77.9°F. Track temperatures ranged from 42°F to 106°F. Wind varied from calm to 9.2 mph. It should be noted that the MVTS test methods account for these variables and their effects on fuel savings. Therefore, the range in climate conditions did not impede the test results shown in this report. Complete weather data can be found in the Appendix.

4.3: Measurement Accuracy

The accuracy of fuel economy measurements is critical in determining the trustworthiness of test results. Historically, this has been a major difficulty in the trucking industry with fuel economy testing, which has led to confusion and misleading results. The MVTS test methods overcome this issue by achieving better accuracy, which is one of the ways it provides more reliable test results.

Figure 4 below shows the statistical bell curves of the XStream TruckWing™ 36-inch tractor to trailer gap test. The accuracy values can also be found as +/- 1.02 gal/1000 miles in Figure 4. The Baseline test and XStream TruckWing™ test clearly show two separate bell curves, indicating **the test has valid accuracy and the XStream TruckWing™ results are reliable**. The distance between the peaks of the bell curves is the test result average fuel savings value, which in this test was 3.87 gal/1000 miles. Note that the XStream TruckWing™ test bell curve is on the left of the graph, illustrating less fuel used (improved fuel economy) as indicated by the arrow on the graph. Minimum and maximum values are calculated as the test result plus or minus the accuracy value (3.87 +/- 1.02), which was 2.85 gal/1000 miles and 4.89 gal/1000 miles.

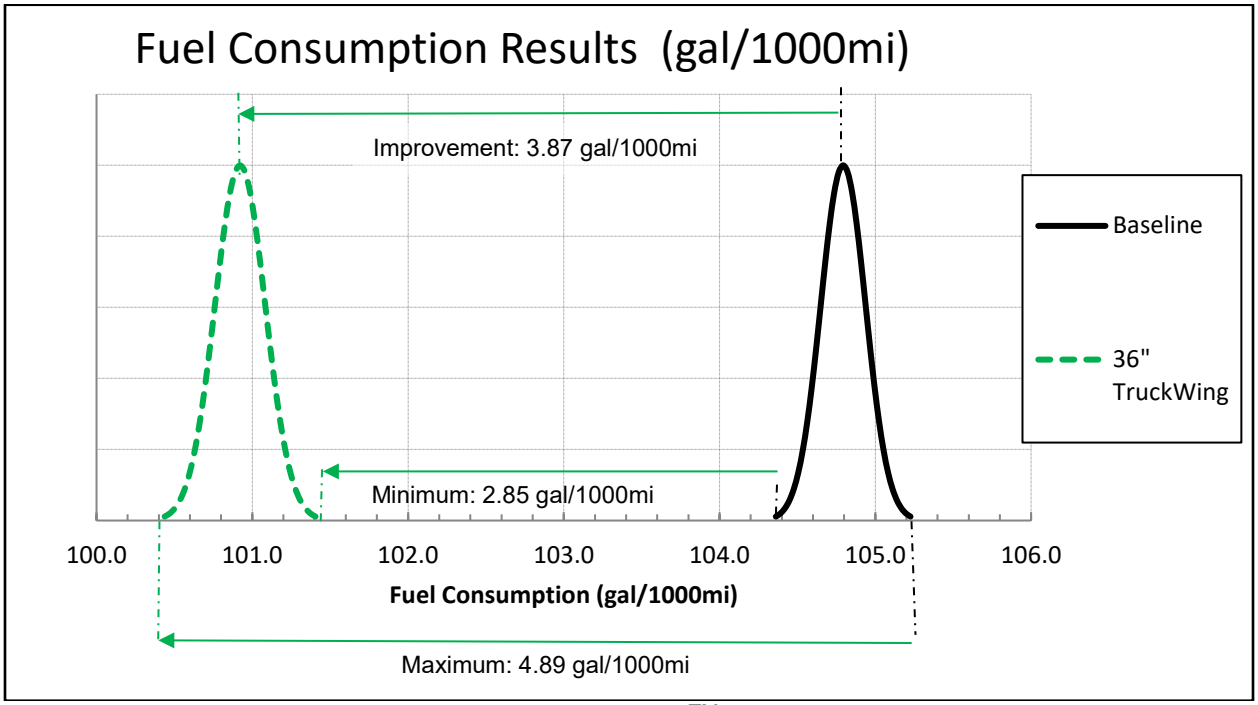

Figure 4: XStream TruckWing™ Bell Curve Results

Accuracy for the tests was calculated using a 95% confidence interval, a common standard for testing measurement. 95% confidence interval indicates that if the test was repeated 100 times, values would fall within the range in 95 out of the 100 tests (i.e. the reader would be 95% confident the value would be within that range).

5.0: Conclusion

This test proved that XStream TruckWing™ is capable of saving fuel on Class-8 tractor trailers with answers that were clear and repeatable.

- 36-inch Cab Extender to Trailer Gap (3.87 gal/1000 miles, 3.69% savings)

Carriers should note that a larger gap may provide greater fuel savings, and conversely a smaller gap may result in lower savings. Carriers are welcomed to contact MVTS with further questions on this test or translating test results to their own real-world operations.

Overall, this testing proved that XStream TruckWing™ has significant potential as a valid fuel savings technology for the trucking industry.

6.0: Appendix

6.1: Compare Truck/Trailer Vehicle Details

Date	April 12 - 14, 2018			
Company	Mesilla Valley Transportation			
Location	Pecos, Texas			
Test Route	Pecos 9-mile Test Track			
TRUCK ID:	2213P			
Brand	International			
Year	2018			
Model	LT			
Engine	Cummins X15			
VIN	3HSKZAPR9JN602470			
Mileage (miles):	38,771			
Transmission	10-Speed Eaton AMT			
Rear Gear	Single Drive			
Fuel Load	Full, filled at Loves Truck stop.			
Fuel Type & Batch	No. 2 diesel			
Axle Weights	11,960	16,140	16,980	
Total weight	45,080			
International LT package, no Flow Below or wheel covers				
Photo/Video/Audio folder name:				
TRAILER ID:	1977			
Model	Great Dane			
VIN	1UYVS25344P178832			
Year	2004			
Size	53' Dry Van			
Trailer Gap (inches)	20.25" extender to trailer			
Add-ons	Trailer skirts, Trailer Blade			

Figure 5: Vehicle Info, Compare Vehicle

		Truck	2213P		
LF:		Front Axle Tires			RF: Same
Michelin X Line Energy		Type			Michelin X Line Energy
275/80R22.5		Size			275/80R22.5
16/32		Tread Depth (32nds)			16/32
110		Pressure (psi)			110
LF Drive:		Drive Axle Tires			RF Drive: Same
Michelin X One XDN2		Type			Michelin X One XDN2
445/50R22.5		Size			445/50R22.5
23/32		Tread Depth (32nds)			23/32
110		Pressure (psi)			110
LF Drive:		Rear Axle Tires			RF Drive: Same
Michelin X One Line Energy		Type			Michelin X One Line Energy
445/50R22.5		Size			445/50R22.5
13/32		Tread Depth (32nds)			13/32
110		Pressure (psi)			110
		Trailer	1977		
LF Outer	LF Inner	Tandem Front		RF Inner	RF Outer
Michelin X Line	Michelin X Line	Type		Bridgestone R197	Bridgestone R197
275/80R22.5	275/80R22.5	Size		295/75R22.5	295/75R22.5
12./32	11./32	Tread Depth (32nds)		11/32	11/32
110	110	Pressure (psi)		110	110
LR Outer	LR Inner	Tandem Rear		RR Inner	RR Outer
Bridgestone R197	Bridgestone R197	Type		Bridgestone R197	Bridgestone R197
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
11/32	11/32	Tread Depth (32nds)		11/32	12/32
110	110	Pressure (psi)		110	110

Figure 6: Tire Info, Compare Vehicle

6.2: Modified Truck/Trailer Vehicle Details (where TruckWing™ installed)

Date	April 12 - 14, 2018					
Company	Mesilla Valley Transportation					
Location	Pecos, Texas					
Test Route	Pecos 9-mile Test Track					
TRUCK ID:	**2343P**					
Brand	International					
Year	2018					
Model	LT					
Engine	Cummins X15					
VIN	3HSKZAPRXKN648200					
Mileage (miles):	1,389					
Transmission	10-Speed Eaton AMT					
Rear Gear	Single Drive					
Fuel Load	Full, filled at Loves Truck stop.					
Fuel Type & Batch	No. 2 diesel					
Axle Weights	12,260		16,980		15,760	
Total weight	45,000					
International LT package, no Flow Below or wheel covers.						
Photo/Video/Audio folder name:						
TRAILER ID:	**6810**					
Model	Great Dane					
VIN	1GRAP0626GJ659557					
Year	2015					
Size	53' Dry Van					
Trailer Gap (inches)	24" extender to trailer					
Add-ons	Trailer skirts, GreenWing					
	No trailer tail					

Figure 7: Vehicle Info, Modified Vehicle

	Truck	2343P	
LF:	**Front Axle Tires**		RF: Same
Michelin X Line Energy	Type		Michelin X Line Energy
275/80R22.5	Size		275/80R22.5
19/32	Tread Depth (32nds)		19/32
110	Pressure (psi)		110
LF Drive:	**Drive Axle Tires**		RF Drive: Same
Michelin X One XDN2	Type		Michelin X One XDN2
445/50R22.5	Size		445/50R22.5
27/32	Tread Depth (32nds)		27/32
110	Pressure (psi)		110
LF Drive:	**Rear Axle Tires**		RF Drive: Same
Michelin X One Line Energy	Type		Michelin X One Line Energy
445/50R22.5	Size		445/50R22.5
13/32	Tread Depth (32nds)		13/32
110	Pressure (psi)		110
	Trailer	1977	
LF	**Tandem Front**		RF
Bridgestone Greatec	Type		Bridgestone Greatec
445/50R22.5	Size		445/50R22.5
10/32	Tread Depth (32nds)		10/32
110	Pressure (psi)		110
LR	**Tandem Rear**		RR
Bridgestone Greatec	Type		Bridgestone Greatec
445/50R22.5	Size		445/50R22.5
9/32	Tread Depth (32nds)		Sep-32
110	Pressure (psi)		110

Figure 8: Tire Info, Modified Vehicle

6.3: **Test Route**

Pecos, Texas 9-mile circle track. Counter-clockwise direction, middle lane (of 3).

Figure 9: Pecos Test Track

6.4: Savings Calculations

Below is a brief outline of how to use the test results to calculate savings. For more detail or assistance contact MVT Solutions.

6.4a: Fuel Savings Calculations

Fuel savings resulting from this test can be calculated as follows:

Test result (gal/1000 miles) x Thousands of miles travelled per year, per vehicle

Example: XStream TruckWing™ fuel savings = 3.87 gal/1000 miles. If a vehicle travels 125,000 miles per year, fuel savings are:

3.87 x 125 = 483 gallons saved annually

6.4b: Financial Savings Calculations

Financial calculations can be made by multiplying the fuel saved by the fuel price. Using the U.S. average retail price of diesel fuel in 2017, $2.654 /gal:

483 gallons/year x $2.654 /gal = $1,280 /year in fuel savings

To continue calculating the net financial savings requires input of the product investment, fleet trailer to truck ratio and other pertinent variables unique to each carrier. Contact MVTS for assistance if required.

6.4c: Technology Payback and Return-On-Investment

Buyers of fuel economy technologies are most interested in saving money. For a technology supplier to be successful, their technology must save their potential customers money.

a) Fuel savings (per year) = (gal/1000 miles) x (vehicle miles per year) / 1000

b) Dollar savings (per year) = (Fuel savings (per year)) x (Price of fuel per gallon)

c) Payback (months) = (Product cost) / (Dollar savings per month)

6.5: Weather Conditions

Weather during testing started off slightly cool and gradually heated up with continuous light winds.

Weather data was acquired from a local Weather Underground weather station. Source shown below.

The reader should be aware that MVTS methods include instantaneous and constant weather data acquisition on each vehicle and this testing has minimal dependency on external weather data collection. MVTS test data accounts for changes in wind, temperature, and other pertinent variables instantaneously. Note, darkened roads pertain to test times.

Table 3: Test Run Times

	Begin	End
D2R1 24” Gap Baseline	7:48 am	9:28 am
D2R2 24” Gap TruckWing™ Deployed	10:03 pm	11:43 pm
D2R3 36” Gap TruckWing™ Deployed	1:32 pm	3:12pm
D2R4 36” Gap Baseline	3:54 pm	5:23 pm

Table 4: Weather Data, April 15

Hourly Weather History & Observations

Time (CDT)	Temp.	Windchill	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	Events	Conditions
12:15 AM	48.6 °F	-	16.3 °F	28%	30.16 in	10.0 mi	SSW	8.1 mph	-	N/A		Clear
12:35 AM	48.6 °F	-	16.9 °F	28%	30.16 in	10.0 mi	SSW	5.8 mph	-	N/A		Clear
12:55 AM	47.3 °F	-	17.6 °F	31%	30.16 in	10.0 mi	SSW	8.1 mph	-	N/A		Clear
1:15 AM	46.9 °F	-	17.1 °F	30%	30.16 in	10.0 mi	SSW	6.9 mph	-	N/A		Clear
1:35 AM	46.0 °F	42.5 °F	16.5 °F	31%	30.15 in	10.0 mi	South	6.9 mph	-	N/A		Clear
1:55 AM	44.6 °F	41.4 °F	15.8 °F	31%	30.14 in	10.0 mi	South	5.8 mph	-	N/A		Clear
2:15 AM	43.2 °F	41.5 °F	15.8 °F	33%	30.15 in	10.0 mi	South	3.5 mph	-	N/A		Clear
2:35 AM	42.6 °F	40.9 °F	15.6 °F	34%	30.14 in	10.0 mi	SSW	3.5 mph	-	N/A		Clear
2:55 AM	42.4 °F	38.8 °F	15.8 °F	34%	30.14 in	10.0 mi	SSW	5.8 mph	-	N/A		Clear
3:15 AM	43.7 °F	39.1 °F	17.1 °F	34%	30.13 in	10.0 mi	SSW	8.1 mph	-	N/A		Clear
3:35 AM	42.8 °F	41.1 °F	17.2 °F	36%	30.13 in	10.0 mi	SW	3.5 mph	-	N/A		Clear
3:55 AM	43.0 °F	-	18.1 °F	37%	30.12 in	10.0 mi	Calm	Calm	-	N/A		Clear
4:15 AM	42.1 °F	39.2 °F	18.1 °F	38%	30.12 in	10.0 mi	SW	4.6 mph	-	N/A		Clear
4:35 AM	40.5 °F	37.3 °F	17.8 °F	40%	30.12 in	10.0 mi	West	4.6 mph	-	N/A		Clear
4:55 AM	41.2 °F	-	18.0 °F	39%	30.12 in	10.0 mi	Calm	Calm	-	N/A		Clear
5:15 AM	40.3 °F	38.2 °F	17.2 °F	39%	30.12 in	10.0 mi	North	3.5 mph	-	N/A		Clear
5:35 AM	40.5 °F	37.3 °F	22.1 °F	48%	30.13 in	10.0 mi	NE	4.6 mph	-	N/A		Clear
5:55 AM	40.5 °F	37.3 °F	19.0 °F	42%	30.15 in	10.0 mi	NE	4.6 mph	-	N/A		Clear
6:15 AM	39.9 °F	33.9 °F	17.1 °F	40%	30.15 in	10.0 mi	NE	9.2 mph	-	N/A		Clear
6:35 AM	41.5 °F	36.4 °F	18.5 °F	40%	30.16 in	10.0 mi	NE	8.1 mph	-	N/A		Clear
6:55 AM	41.2 °F	35.5 °F	17.8 °F	39%	30.16 in	10.0 mi	ENE	9.2 mph	-	N/A		Clear
7:15 AM	39.4 °F	34.5 °F	16.9 °F	40%	30.17 in	10.0 mi	ENE	6.9 mph	-	N/A		Clear
7:35 AM	38.7 °F	34.3 °F	17.4 °F	42%	30.17 in	10.0 mi	ENE	5.8 mph	-	N/A		Clear
7:55 AM	39.6 °F	35.4 °F	17.6 °F	41%	30.18 in	10.0 mi	East	5.8 mph	-	N/A		Clear
8:15 AM	41.7 °F	38.0 °F	17.6 °F	38%	30.19 in	10.0 mi	East	5.8 mph	-	N/A		Clear
8:35 AM	45.5 °F	41.3 °F	18.1 °F	34%	30.20 in	10.0 mi	East	8.1 mph	-	N/A		Clear
8:55 AM	47.5 °F	-	18.1 °F	31%	30.20 in	10.0 mi	East	8.1 mph	-	N/A		Clear
9:15 AM	48.7 °F	-	18.5 °F	30%	30.20 in	10.0 mi	East	6.9 mph	-	N/A		Clear
9:35 AM	52.2 °F	-	19.2 °F	27%	30.22 in	10.0 mi	East	6.9 mph	-	N/A		Clear
9:55 AM	54.3 °F	-	19.8 °F	26%	30.22 in	10.0 mi	ESE	6.9 mph	-	N/A		Clear
10:15 AM	56.5 °F	-	19.6 °F	24%	30.22 in	10.0 mi	ENE	6.9 mph	-	N/A		Clear
10:35 AM	58.3 °F	-	19.4 °F	22%	30.22 in	10.0 mi	East	4.6 mph	-	N/A		Clear
10:55 AM	59.5 °F	-	19.8 °F	21%	30.22 in	10.0 mi	Calm	Calm	-	N/A		Clear
11:15 AM	61.2 °F	-	19.9 °F	20%	30.23 in	10.0 mi	Calm	Calm	-	N/A		Clear
11:35 AM	61.7 °F	-	18.7 °F	19%	30.22 in	10.0 mi	Calm	Calm	-	N/A		Clear
11:55 AM	64.0 °F	-	18.3 °F	17%	30.22 in	10.0 mi	NE	3.5 mph	-	N/A		Clear
12:15 PM	65.3 °F	-	18.5 °F	17%	30.21 in	10.0 mi	Calm	Calm	-	N/A		Clear
12:35 PM	66.9 °F	-	18.1 °F	15%	30.21 in	10.0 mi	East	3.5 mph	-	N/A		Clear
12:55 PM	68.4 °F	-	18.0 °F	15%	30.20 in	10.0 mi	North	5.8 mph	-	N/A		Clear
1:15 PM	69.4 °F	-	17.1 °F	14%	30.19 in	10.0 mi	NNE	5.8 mph	-	N/A		Clear
1:35 PM	71.1 °F	-	12.9 °F	11%	30.17 in	10.0 mi	NW	8.1 mph	-	N/A		Clear
1:55 PM	71.4 °F	-	14.2 °F	11%	30.16 in	10.0 mi	NNE	6.9 mph	-	N/A		Clear
2:15 PM	73.6 °F	-	14.2 °F	10%	30.15 in	10.0 mi	NNE	9.2 mph	-	N/A		Clear
2:35 PM	74.3 °F	-	12.7 °F	10%	30.14 in	10.0 mi	North	9.2 mph	-	N/A		Clear
2:55 PM	75.2 °F	-	11.7 °F	9%	30.13 in	10.0 mi	North	9.2 mph	-	N/A		Clear
3:15 PM	75.4 °F	-	11.3 °F	9%	30.12 in	10.0 mi	North	3.5 mph	-	N/A		Clear
3:35 PM	76.1 °F	-	10.4 °F	8%	30.12 in	10.0 mi	NNW	6.9 mph	-	N/A		Clear
3:55 PM	76.5 °F	-	11.1 °F	8%	30.10 in	10.0 mi	ENE	5.8 mph	-	N/A		Clear
4:15 PM	77.4 °F	-	10.9 °F	8%	30.09 in	10.0 mi	Calm	Calm	-	N/A		Clear
4:35 PM	78.8 °F	-	11.3 °F	8%	30.08 in	10.0 mi	NNE	4.6 mph	-	N/A		Clear
4:55 PM	78.4 °F	-	10.8 °F	8%	30.07 in	10.0 mi	ENE	5.8 mph	-	N/A		Clear
5:15 PM	77.9 °F	-	10.0 °F	8%	30.06 in	10.0 mi	Calm	Calm	-	N/A		Clear
5:35 PM	77.9 °F	-	9.3 °F	7%	30.05 in	10.0 mi	WNW	3.5 mph	-	N/A		Clear
5:55 PM	78.3 °F	-	9.1 °F	7%	30.05 in	10.0 mi	NW	3.5 mph	-	N/A		Clear
6:15 PM	79.0 °F	-	9.3 °F	7%	30.05 in	10.0 mi	Calm	Calm	-	N/A		Clear
6:35 PM	78.3 °F	-	9.1 °F	7%	30.04 in	10.0 mi	ENE	4.6 mph	-	N/A		Clear
6:55 PM	78.8 °F	-	9.3 °F	7%	30.04 in	10.0 mi	East	5.8 mph	-	N/A		Clear
7:15 PM	78.8 °F	-	9.1 °F	7%	30.04 in	10.0 mi	East	4.6 mph	-	N/A		Clear
7:35 PM	77.9 °F	-	8.8 °F	7%	30.04 in	10.0 mi	East	6.9 mph	-	N/A		Clear
7:55 PM	76.5 °F	-	8.8 °F	7%	30.04 in	10.0 mi	East	6.9 mph	-	N/A		Clear
8:15 PM	73.6 °F	-	9.1 °F	8%	30.04 in	10.0 mi	East	6.9 mph	-	N/A		Clear
8:35 PM	69.4 °F	-	8.8 °F	9%	30.05 in	10.0 mi	East	6.9 mph	-	N/A		Clear
8:55 PM	67.1 °F	-	8.8 °F	10%	30.06 in	10.0 mi	East	8.1 mph	-	N/A		Clear
9:15 PM	65.3 °F	-	8.6 °F	11%	30.06 in	10.0 mi	East	6.9 mph	-	N/A		Clear
9:35 PM	63.3 °F	-	8.4 °F	12%	30.07 in	10.0 mi	East	8.1 mph	-	N/A		Clear
9:55 PM	61.9 °F	-	8.2 °F	12%	30.07 in	10.0 mi	East	6.9 mph	-	N/A		Clear
10:15 PM	61.7 °F	-	7.7 °F	12%	30.09 in	10.0 mi	East	8.1 mph	-	N/A		Clear
10:35 PM	60.8 °F	-	7.7 °F	12%	30.09 in	10.0 mi	East	6.9 mph	-	N/A		Clear
10:55 PM	57.9 °F	-	7.7 °F	14%	30.09 in	10.0 mi	East	5.8 mph	-	N/A		Clear
11:15 PM	56.8 °F	-	7.5 °F	14%	30.10 in	10.0 mi	East	8.1 mph	-	N/A		Clear
11:35 PM	59.9 °F	-	9.3 °F	14%	30.09 in	10.0 mi	East	9.2 mph	-	N/A		Clear
11:55 PM	58.8 °F	-	9.3 °F	14%	30.09 in	10.0 mi	East	10.4 mph	-	N/A		Clear

Source: https://www.wunderground.com/history/airport/KPEQ/2018/4/15/DailyHistory

6.6: Product Details

Product Company Contact:
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6.7: Test Personnel

6.7a: MVT

- Allan Dahringer, Director of Maintenance, MVT
- Seth Knight, Shop Supervisor, MVT

6.7b: Test Vehicle Drivers

Compare Vehicle

- Jack Burchell
- Ron Knowles
- Seth Knight

Modified Vehicle

- Allan Dahringer
- Carlos Aragon
- Jack Burchell

6.7c: XStream TruckWing™

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6.8: MVT Solutions Contact Info

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