MESILLA VALLEY TRANSPORTATION SOLUTIONS
CERTIFIED
Fuel Economy Experts

MVT SOLUTIONS CERTIFIED™ FUEL ECONOMY TEST SEPTEMBER 2020

ECO CAPS + ECO FLAPS

1.27	0.11	1.18%
gal/1000 miles	MPG	

1.0: INTRODUCTION

Mesilla Valley Transportation Solutions (MVTS) certifies the fuel savings from this product are as described in this report. **Note:** this report was designed for carriers and providing information relevant to their needs. Therefore, the format varies from traditional fuel economy and technical reports. The report Summary provides the reader a quick synopsis of the product's fuel savings. Following the Summary 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 the 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

The combination of Eco Flaps (aerodynamic mud flaps) and Eco Caps (aerodynamic wheel caps) resulted in a total fuel savings of 1.27 gal/1000 miles (1.18%) on a modern Class-8 truck with 53' van trailer outfitted with trailer skirts. Results are shown below in Table 1.

Table 1: Fuel Economy Test Results

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Eco Flaps + Eco Caps (Truck and Trailer)	**1.27**	0.11	1.18%

Note: cover page image is from a previous test; however, uses the same model of trailer and similar tractor.

Figure 1: Test (L) and Compare (R) Vehicles

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3.0: TEST PROCEDURE

The two (2) 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.* Eco Flaps and Eco Caps installed).

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.

3.1: TEST VEHICLES

Test vehicles were 2019 International LT 625’s with Cummins X15 15-Liter engines and Eaton Endurant 12-speed Automated Manual Transmissions (AMT). Trailers were 53’ Hyundai dry vans. Gross Vehicle Weight (GVW) was 45,000 lbs. Both trucks were equipped with Ex-Guard grill guards, which were previously tested and showed no negative influence on fuel consumption. The Compare vehicle remained unchanged throughout all tests. The Test vehicle configuration was changed between test runs (*i.e.* had Eco Flaps and Eco Caps installed). Trucks and trailers used dual tires. Tire pressures were set at 110 psi in the morning, prior to incurring any effect of daytime heat. Vehicle info can be found in the Appendix. Mud flaps were 24-inch wide x 24-inch length on the tractor (dual tires) and the trailer mud flaps were 24-inch wide by 27-inch length.

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.

3.1a: Run 1: Baseline (Solid Mud Flaps, No Wheel Caps)

During the Baseline run (Run 1) the Test vehicle was equipped with solid mud flaps and did not have wheel caps installed. See also Figure 1.

Figure 2: Baseline Truck (Solid mud flaps, no wheel caps)

Figure 3: Baseline Trailer (Solid mud flaps, no wheel caps)

3.1b: Run 2: Test Run with Eco Flaps and Eco Caps

Run 2 consisted of installing Eco Flaps and Eco Caps on the tractor and trailer. Installation of the Eco Caps was very simple; the caps snap into the lip of the steel wheel in under 5 seconds and no tools are required. Removing the Eco Caps was also simple, taking approximately 10 seconds and also not requiring any tools. Times could be reduced with practice.

Figure 4: Run 2 Test Vehicle Config. (Eco Flaps and Eco Caps, Truck and Trailer)

Figure 5: Tractor with Eco Flaps and Eco Caps

Figure 6: Trailer with Eco Flaps and Eco Caps

Figure 7: Trailer Eco Flaps

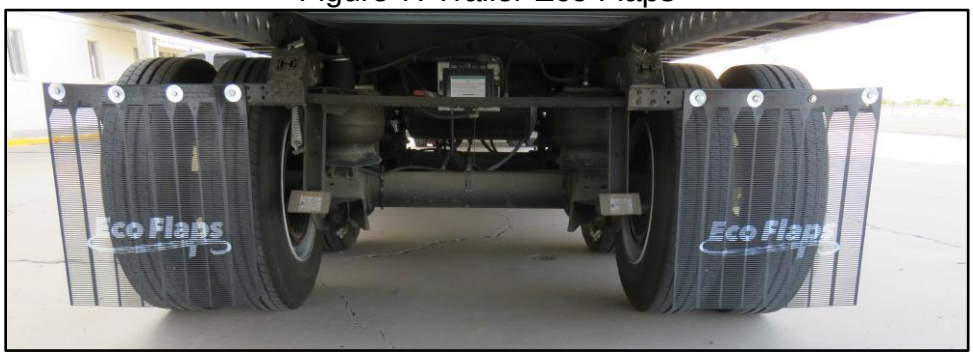


Table 2: Test Runs

Day	Run	Run Description	Start	End
7	Run 1	Baseline	3:16pm	5:01pm
7	Run 2	Eco Flaps + Eco Caps (Truck and Trailer)	4:40pm	6:25pm

3.2: VEHICLE FUEL ECONOMY TEST EQUIPMENT

MVT Solutions fuel economy testing utilizes a data acquisition system and sensors specifically for this testing. This style of testing is derived from race car engineering where reliable sensor data is critical to understanding vehicle modifications.

MVTS test sensors include:

- Data acquisition system (records sensor data)
- Fuel flow meter (accurate to 0.2%)
- Fuel temperature sensor
- Tire temperature sensor (infrared, mounted on left-front drive tire)
- Ground/road temperature sensor (infrared, mounted ahead of left-front drive tire)
- Wind speed air pressure sensor (truck hood)
- Wind direction sensor (truck hood)
- Ambient air temperature sensor (truck hood)
- Ambient air pressure sensor (truck cab)
- High Precision GPS (latitude, longitude, altitude, time)

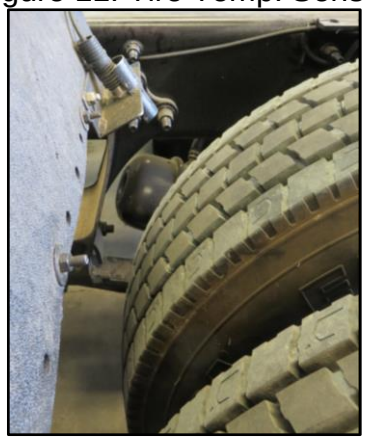
Click this link to see a video of MVTS sensors and testing: How We Test

Figure 8: Aerodynamic Sensors

Figure 9: Data Acquisition System

Figure 10: Fuel Flow Meter

Figure 11: Tire Temp. Sensor



4.0: TEST RESULTS

Combining the Eco Flap aerodynamic mud flaps and Eco Cap aerodynamic wheel caps on both the truck and trailer showed fuel savings of **1.27 gal/1000 miles (1.18%).** Table 3 shows the test results and accuracy.

Table 3: Test Results with Accuracy

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Eco Flaps + Eco Caps (Truck and Trailer)	**1.27**	0.11	1.18%
Accuracy	**+/- 1.06**	+/- 0.09	+/- 0.99%

Previous testing (2016[1]) by MVTS of the Eco Flaps only (truck and trailer) showed savings of 0.86 gal/1000 miles (0.77%), which indicates the Eco Caps (*i.e.* wheel caps) provided a savings in addition to the Eco Flaps.

4.1: UNITS OF MEASUREMENT

The reader may not be familiar with units of gal/1000 miles (gallons per 1000 miles) since it is not traditionally used in the trucking industry. The following paragraphs briefly explain the reasons for these units and how they help carriers better calculate fuel savings.

Units of gal/1000 miles more reliably calculates fuel savings when compared to other units such as miles-per-gallon (MPG) and percent (%). Those units are prone to error from changing variables such as vehicle baseline fuel economy, load, driver behavior, and duty cycle. For example, gal/1000 miles values are not affected by load for an aerodynamic product. Any empty Class-8 unit at 34,000 lbs. will save the same gal/1000 miles in fuel as one loaded to 80,000 lbs. However, when viewed in percent (%) of MPG the values will change with load. This causes a carrier to experience varied results in real-world operation and difficulty predicting the financial benefits of the product unless units of gal/1000 miles are used.

Units of gal/1000 miles are the most reliable units of measurement for aerodynamic fuel savings due to its scientific and mathematical relationship to fuel consumption. Further detail is beyond the scope of this report and the reader is encouraged to contact MVT Solutions more information is needed.

[1] 2016 report can be found at http://www.m-v-t-s.com/certified-technology/aerodynamics/eco-flaps/

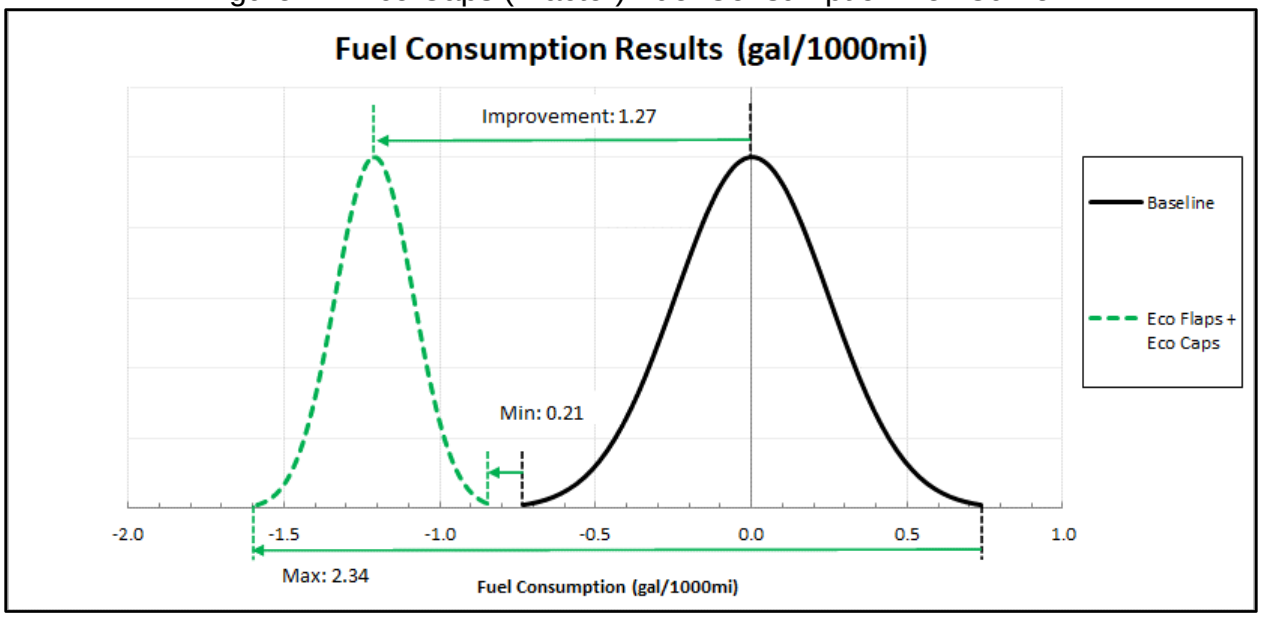
4.2: MEASUREMENT ACCURACY

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.

Accuracy for all the tests was calculated using a 95% confidence interval, a common standard for testing measurement. 95% confidence interval indicates that if the test were 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).

Theoretical accuracy is calculated with statistics and shown in Table 3 as a +/- value. Minimum and maximum values are calculated as the test result plus or minus the accuracy value (1.27 +/- 1.06), which was 2.34 and 0.21 gal/1000 miles. Figure 12 below shows the statistical bell curves of the test results. The Baseline and Test run curves near each other by 0.21 gal/1000 miles, however, the data was manually analyzed by MVTS engineers and was confidently concluded.

Figure 12: Eco Caps (Tractor) Fuel Consumption Bell Curve



Note: bell curve gaps may appear skewed to written values due to graphical variances.

4.3: WEATHER CONDITIONS SUMMARY

Temperatures ranged from 84°F to 85°F. Wind speeds varied from 8-9 mph and gust conditions were omitted from the test results based on consistency of test data. 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.

5.0: CONCLUSION

Combining Eco Flaps and Eco Caps on the truck and trailer resulted in a fuel savings of 1.27 gal/1000 miles (1.18%). Previous testing in 2016 of the Eco Flaps alone showed fuel savings of 0.86 gal/1000 miles (0.79%) and indicate the Eco Cap wheel caps provided a fuel savings.

Installation and removal of the Eco Cap wheel caps was simple, fast, and required no tools. Installation required under 5 seconds and removal required approximately 10 seconds. Both times could be improved with practice.

6.0: APPENDIX

6.1: COMPARE TRUCK/TRAILER VEHICLE DETAILS

Figure 13: Vehicle Info, Compare Vehicle

Date	September 16, 2020			
Company	Mesilla Valley Transportation Solutions			
Location	Pecos, Texas			
Test Route	Pecos 9-mile Test Track			
TRUCK ID:	**Veh. A**			
Brand	International			
Year	2019			
Model	LT 625			
Engine	Cummins X15			
VIN	3HSDZAPR4KN562972			
Mileage (miles):	4,022			
Transmission	Eaton Endurant 12-speed AMT			
Rear Gear	2.79 : 1			
Fuel Load	Full at start of test			
Fuel Type & Batch	No. 2 Diesel			
Axle Weights	11,800	16,860	14,980	
Total weight	43,640			
Photo/Video/Audio folder name:				
TRAILER ID:	**V507270**			
Model	Hyundai			
VIN	3H3V532C2KR955226			
Year	2019			
Size	53' Dry Van			
Trailer Gap (inches)	35" from cab extender to trailer			
Add-ons				

Figure 14: Tire Info, Compare Vehicle

TIRES					
		Truck	Veh. A		
LF:		**Front Axle Tires**			RF: Same
Michelin X Line Energy Z		Type			Michelin X Line Energy Z
275/80R22.5		Size			275/80R22.5
19/32		Tread Depth (32nds)			18/32
110		Pressure (psi)			110
LF-Outer Drive:	LF-Inner Drive:	**Drive Axle Tires**		RF-Inner Drive:	RF-Outer Drive
Michelin X Line Energy D	Michelin X Line Energy D	Type		Michelin X Line Energy D	Michelin X Line Energy D
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
23/32	23/32	Tread Depth (32nds)		23/32	23/32
110	110	Pressure (psi)		110	110
LR-Outer Drive:	LR-Inner Drive:	**Drive Axle Tires**		RR-Inner Drive:	RR-Outer Drive
Michelin X Line Energy D	Michelin X Line Energy D	Type		Michelin X Line Energy D	Michelin X Line Energy D
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
23/32	23/32	Tread Depth (32nds)		23/32	23/32
110	110	Pressure (psi)		110	110
Wide-Based-Singles (WBS)		Trailer	V507270		
LF-Outer Trailer:	LF-Inner Trailer:	**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
Good Year G316 LHT	Good Year G316 LHT	Type		Good Year G316 LHT	Good Year G316 LHT
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
13/32	13/32	Tread Depth (32nds)		13/32	13/32
110	110	Pressure (psi)		110	110
LR-Outer Trailer:	LR-Inner Trailer:	**Tandem Rear**		RR-Inner Trailer	RR-Outer Trailer
Good Year G316 LHT	Good Year G316 LHT	Type		Good Year G316 LHT	Good Year G316 LHT
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
13/32	13/32	Tread Depth (32nds)		13/32	13/32
110	110	Pressure (psi)		110	110

6.2: TEST TRUCK/TRAILER VEHICLE DETAILS

Figure 15: Vehicle Info, Test Vehicle

Date	September 16, 2020				
Company	Mesilla Valley Transportation Solutions				
Location	Pecos, Texas				
Test Route	Pecos 9-mile Test Track				
TRUCK ID:	**Veh. B**				
Brand	International				
Year	2019				
Model	LT 625				
Engine	Cummins X15				
VIN	3HSDZAPR3KN562087				
Mileage (miles):	4,022				
Transmission	Eaton Endurant 12-speed AMT				
Rear Gear	2.79 : 1				
Fuel Load	Full at start of test				
Fuel Type & Batch	No. 2 Diesel				
Axle Weights	11,040		17,620		14,980
Total weight	43,640				
Photo/Video/Audio folder name:					
TRAILER ID:	**T-1**				
Model	Hyundai				
VIN	3H3C532C6MR248009				
Year	2020				
Size	53' Dry Van				
Trailer Gap (inches)	35" from cab extender to trailer				
Add-ons					

Figure 16: Tire Info, Test Vehicle

TIRES					
		Truck	Veh. B		
LF:		**Front Axle Tires**			RF: Same
Michelin X Line Energy		Type			Michelin X Line Energy
275/80R22.5		Size			275/80R22.5
18/32		Tread Depth (32nds)			18/32
110		Pressure (psi)			110
LF-Outer Drive:	LF-Inner Drive:	**Drive Axle Tires**		RF-Inner Drive:	RF-Outer Drive
Michelin X Line Energy D	Michelin X Line Energy D	Type		Michelin X Line Energy D	Michelin X Line Energy D
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
23/32	23/32	Tread Depth (32nds)		23/32	23/32
110	110	Pressure (psi)		110	110
LR-Outer Drive:	LR-Inner Drive:	**Drive Axle Tires**		RR-Inner Drive:	RR-Outer Drive
Michelin X Line Energy D	Michelin X Line Energy D	Type		Michelin X Line Energy D	Michelin X Line Energy D
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
23/32	23/32	Tread Depth (32nds)		23/32	23/32
110	110	Pressure (psi)		110	110
		Trailer	T-1		
LF-Outer Trailer:	LF-Inner Trailer:	**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
General HT	General HT	Type		General HT	General HT
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
13/32	13/32	Tread Depth (32nds)		13/32	13/32
110	110	Pressure (psi)		110	110
LR-Outer Trailer:	LR-Inner Trailer:	**Tandem Rear**		RR-Inner Trailer	RR-Outer Trailer
General HT	General HT	Type		General HT	General HT
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
13/32	13/32	Tread Depth (32nds)		13/32	13/32
110	110	Pressure (psi)		110	110

6.3: TEST ROUTE

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

Figure 17: 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: Eco Caps & Eco Flaps (Tractor & Trailer) fuel savings = 1.27 gal/1000 miles. If a vehicle travels 125,000 miles per year, fuel savings are:

1.27 x 125 = 159 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 2019, $3.056 /gal:

159 gallons/year x $3.056 /gal = $486 /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 was warm with winds from 8-10 mph. 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 rows pertain to test times.

Table 4: Weather Data, September 16, 2020

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Condition
12:53 AM	69 F	55 F	61 %	S	5 mph	0 mph	27.12 in	0.0 in	Fair
1:53 AM	67 F	55 F	66 %	SSE	5 mph	0 mph	27.11 in	0.0 in	Fair
2:53 AM	67 F	53 F	61 %	SSE	3 mph	0 mph	27.10 in	0.0 in	Fair
3:53 AM	65 F	54 F	68 %	CALM	0 mph	0 mph	27.10 in	0.0 in	Fair
4:53 AM	63 F	55 F	75 %	CALM	0 mph	0 mph	27.10 in	0.0 in	Fair
5:53 AM	63 F	55 F	75 %	CALM	0 mph	0 mph	27.10 in	0.0 in	Fair
6:53 AM	63 F	54 F	72 %	SSE	3 mph	0 mph	27.10 in	0.0 in	Fair
7:53 AM	63 F	54 F	72 %	SE	7 mph	0 mph	27.11 in	0.0 in	Fair
8:53 AM	66 F	54 F	65 %	SSE	7 mph	0 mph	27.11 in	0.0 in	Fair
9:53 AM	73 F	58 F	59 %	SSE	10 mph	0 mph	27.12 in	0.0 in	Fair
10:53 AM	77 F	55 F	46 %	S	8 mph	0 mph	27.13 in	0.0 in	Fair
11:53 AM	81 F	55 F	41 %	SSE	7 mph	0 mph	27.13 in	0.0 in	Fair
12:53 PM	83 F	55 F	38 %	S	9 mph	0 mph	27.12 in	0.0 in	Fair
1:53 PM	85 F	55 F	36 %	SE	10 mph	0 mph	27.10 in	0.0 in	Fair
2:53 PM	85 F	54 F	34 %	E	9 mph	0 mph	27.09 in	0.0 in	Fair
3:53 PM	86 F	51 F	30 %	E	10 mph	0 mph	27.06 in	0.0 in	Fair
4:53 PM	85 F	52 F	32 %	E	10 mph	18 mph	27.05 in	0.0 in	Fair
5:53 PM	85 F	52 F	32 %	ESE	9 mph	0 mph	27.05 in	0.0 in	Fair
6:15 PM	84 F	52 F	33 %	E	8 mph	0 mph	27.06 in	0.0 in	Thunder in the Vicinity
6:53 PM	80 F	54 F	40 %	NW	5 mph	0 mph	27.07 in	0.0 in	Thunder in the Vicinity
7:01 PM	77 F	55 F	46 %	WNW	10 mph	0 mph	27.08 in	0.0 in	Mostly Cloudy
7:53 PM	78 F	56 F	46 %	WNW	5 mph	0 mph	27.08 in	0.0 in	Fair
8:53 PM	75 F	57 F	53 %	N	6 mph	0 mph	27.10 in	0.0 in	Mostly Cloudy
9:53 PM	73 F	59 F	61 %	CALM	0 mph	0 mph	27.11 in	0.0 in	Fair
10:53 PM	71 F	61 F	70 %	WNW	6 mph	0 mph	27.12 in	0.0 in	Fair
11:53 PM	70 F	59 F	68 %	NNW	3 mph	0 mph	27.13 in	0.0 in	Fair

Source: https://www.wunderground.com/history/daily/us/tx/midland/KMAF/date/2020-9-16

6.6: TEST PERSONNEL

6.6a: MVT SOLUTIONS

- Daryl Bear, Lead Engineer & COO
- Drew Cassidy, Test Engineer

6.6b: DRIVERS

- Allan Dahringer
- Andrew Burnett
- Carlos Aragon
- Jack Burchell
- Seth Knight

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