MESILLA VALLEY TRANSPORTATION SOLUTIONS
CERTIFIED
Fuel Economy Experts

TEST REPORT

MVT SOLUTIONS CERTIFIED™ FUEL ECONOMY TEST
MARCH 2021

TRANSTEX EDGE ELITE AERO™ SYSTEM (REFRIGERATED TRAILER)

8.88 gal/1000 miles	0.76 MPG	7.88%

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

EDGE Elite Aero System (Refrigerated Trailer) showed a fuel savings of **8.88 gal/1000 miles (7.88%)**. The EDGE Elite Aero System includes the TopKit+ system plus E-2330T trailer skirts. The TopKit+ includes fairings at the rear of the trailer on the sides and top, plus EDGE E-Flap aerodynamic mud flaps. Tests were conducted on a modern Class-8 truck with a 53-foot Utility refrigerated trailer. Results are shown below in Table 1. **Note:** the TopKit+ is an improved version of the original TopKit system, which includes changes to the fairing shapes and the addition of aerodynamic mud flaps.

Table 1: Fuel Economy Test Results

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Transtex EDGE Elite Aero System (Refrigerated Trailer)	**8.88**	0.76	7.88%

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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.* Transtex technologies 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 with Cummins X15 15-Liter engines and Eaton Endurant 12-speed Automated Manual Transmissions (AMT). Trailers were 2021 Utility 53-foot Refrigerated. Gross Vehicle Weight (GVW) was approximately 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. 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.

Vehicles were thoroughly inspected and received regular maintenance prior to testing. It should also be noted, for the reader’s peace 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 Vehicle where Transtex Technologies were Installed

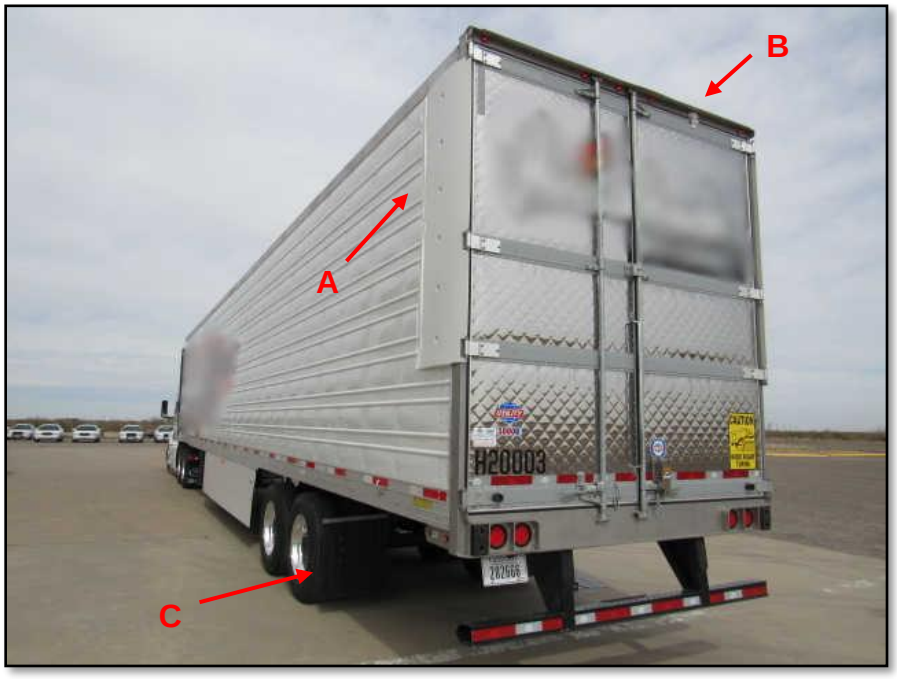
Figure 2: Compare Vehicle (No changes)

3.2: Run 1: EDGE Elite Aero System

Run 1 consisted of the test trailer being equipped with the EDGE Elite Aero System. This system included trailer skirts (D) (Figure 3) and the EDGE TopKit+ (Figure 4). The TopKit+ included fairings at the rear of the trailer on the sides (A) and top (B), and E-Flap aerodynamic mud flaps (C).

Figure 3: EDGE Elite Aero System

Figure 4: EDGE TopKit+



3.3: RUN 2: BASELINE (NO AERODYNAMIC TECHNOLOGIES)

Run 2 consisted of removing all trailer aerodynamics to provide a Baseline (Figure 5). Run 1 was compared to Run 2 to quantify fuel savings of EDGE Elite Aero System (Refrigerated Trailer).

Figure 5: Baseline Trailer Configuration

Table 2 below shows the test run order and times.

Table 2: March 12 Test Runs

Run	Test Name/Description	Start	End
1	Transtex EDGE Elite Aero System (Refrigerated Trailer)	8:55 AM	10:50 AM
2	Baseline	11:35 AM	1:22 PM

3.4: 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 6: Aerodynamic Sensors

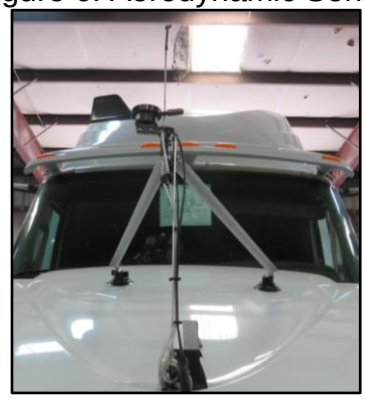
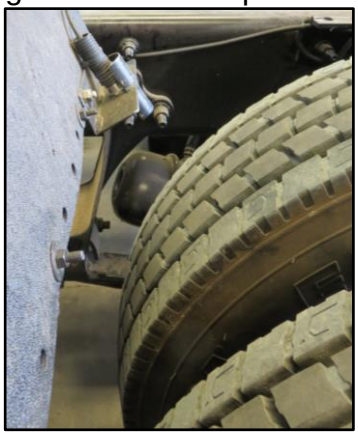


Figure 7: Data Acquisition System

Figure 8: Fuel Flow Meter

Figure 9: Tire Temp. Sensor



4.0: TEST RESULTS

EDGE Elite Aero System (Refrigerated Trailer) showed savings of 8.88 gal/1000 miles (7.88%). The 23-ft trailer skirt fit well on the Utility trailer, positioned fully forward to the landing gear, which allowed full function of the tandem slider positions.

Table 3: Test Results with Accuracy

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Transtex EDGE Elite Aero System (Refrigerated Trailer)	**8.88**	0.76	7.88%
Accuracy	**+/- 0.98**	+/- 0.08	+/- 0.87%

These results are shown graphically in gal/1000 miles below in Figure 10 and as a percent in Figure 11.

Figure 10: Fuel Savings (gal/1000 miles)

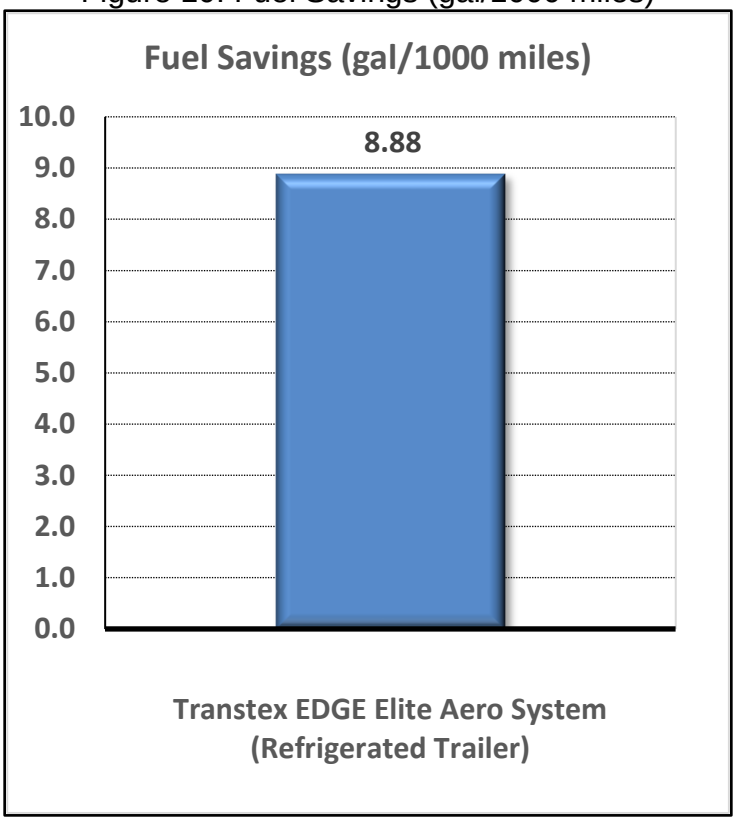
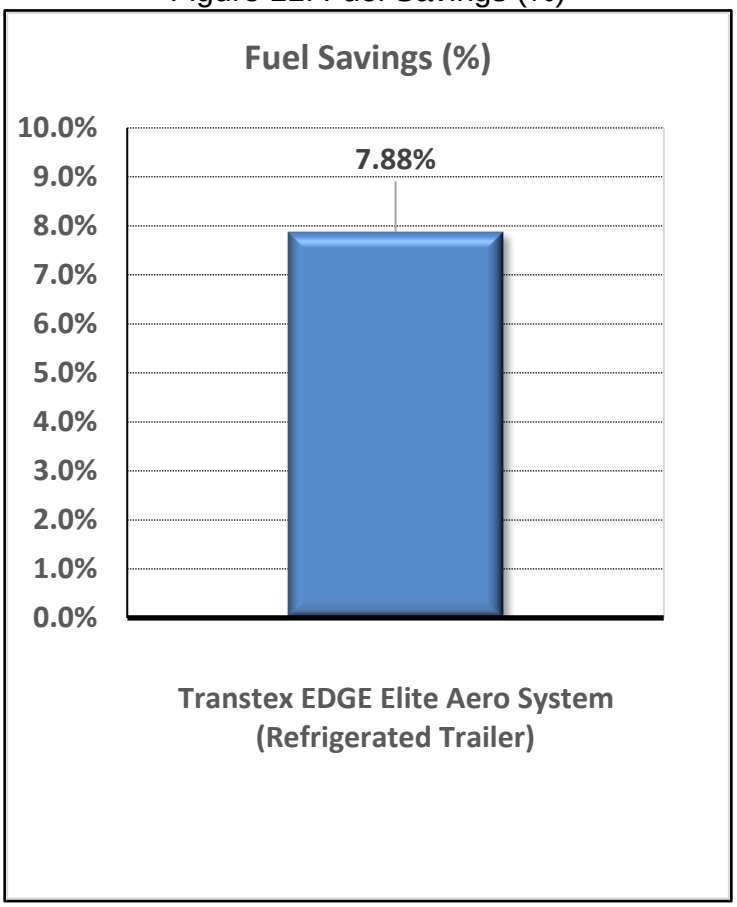


Figure 11: Fuel Savings (%)



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 calculate 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 fuel in gal/1000 miles as one loaded to 80,000 lbs. However, when viewed in percent (%) or MPG the values 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 their 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 if more information is desired.

4.2: WEATHER CONDITIONS SUMMARY

Temperatures ranged from 63°F to 78°F. Winds were reported from 20-24 mph by a local weather station; however, winds at the track were lower as measured on the test vehicles. 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.

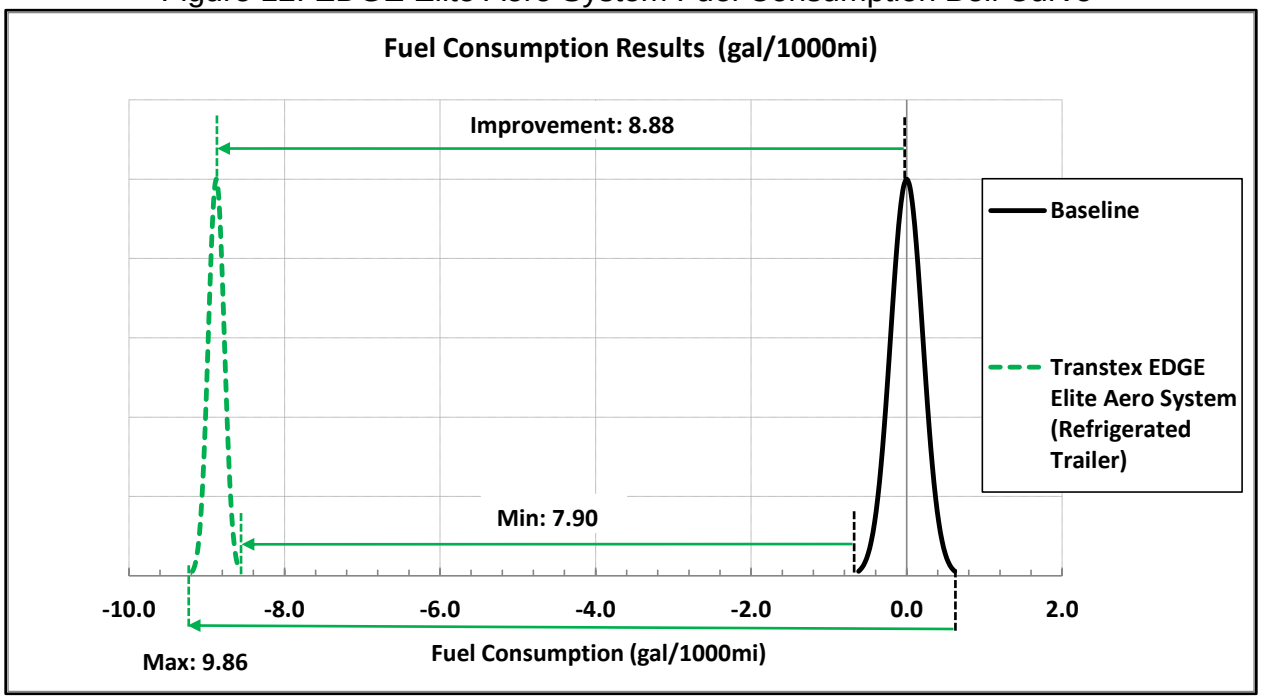
4.3: MEASUREMENT ACCURACY

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.

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).

Figure 12 below shows the statistical bell curves of EDGE Elite Aero System (Refrigerated Trailer). The Baseline run and EDGE Elite Aero System (Refrigerated Trailer) run clearly show two separate bell curves, indicating the test had valid accuracy and results were reliable. The graph shows the arrow pointing to the left, illustrating less fuel used (*i.e.* fuel saved). The distance between the peaks of the bell curves is the test result average, which was a fuel savings of 8.88 gal/1000 miles. Minimum and maximum values were calculated as the test result plus or minus the accuracy values (8.88 +/- 0.98), which were 7.90 and 9.86 gal/1000 miles, respectively.

Figure 12: EDGE Elite Aero System Fuel Consumption Bell Curve



5.0: 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.

5.1: FUEL SAVINGS CALCULATIONS (EDGE ELITE AERO SYSTEM (REFRIGERATED TRAILER))

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

$$Fuel\ Savings\ (gal/year) = (Test\ result)\ x\ \frac{(Thousands\ of\ miles\ travelled\ per\ year)}{1000}$$

Test result must be in units of gal/1000 miles (*i.e.* not percent or MPG)

Example: EDGE Elite Aero System fuel savings of 8.88 gal/1000 miles and 125,000 miles travelled annually:

$$Fuel\ Savings = (8.88\ gal/1000\ miles)x\frac{(125{,}000\ miles/year)}{1000} = 1{,}110\ gal/year$$

Therefore, EDGE Elite Aero System (Refrigerated Trailer) would save 1,110 gallons of fuel per year for this vehicle travelling 125,000 miles.

5.2: FINANCIAL SAVINGS CALCULATIONS (EDGE ELITE AERO SYSTEM (REFRIGERATED TRAILER))

Financial calculations can be made by multiplying the fuel saved by the fuel price:

$$Savings\ (\$/year) = (Fuel\ Savings)\ x\ (Price\ of\ fuel)$$

Example: Using the example above and U.S. average retail price of diesel fuel in 2020, $2.551[1] /gal.

$Savings\ (\$/year) = \left(1{,}110\ \frac{gal}{year}\right)\ x\ \left(\frac{\$2.551}{gal}\right) = \$2{,}832\ /year$ in fuel savings

Therefore, EDGE Elite Aero System would save $2,832 per year in fuel for the vehicle travelling 125,000 miles.

[1] Source: https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMD_EPD2DXL0_PTE_NUS_DPG&f=W

5.3: PAYBACK AND ROI (EDGE ELITE AERO SYSTEM (REFRIGERATED TRAILER))

Buyers of fuel economy technologies are highly interested in saving money. For a technology supplier to be successful, their technology must save their potential customers money and many fleets consider the number of months required for the technology to pay for itself as a buying qualification, which is referred to as 'payback' in trucking or sometimes ROI.

$$Payback\ (months) = \frac{(Product\ cost)}{(Savings\ (\$/year)}\ x\ (12\ months/year)$$

Example @$1500 Product cost, 2:1 trailer to tractor ratio: **Note**: The Product Cost is an example value only. Contact a Transtex sales representative or trailer OEM for pricing.

$$Payback\ (months) = \frac{2x\ (\$1{,}500)}{(\$2{,}832\ /year)}\ x\ \left(12\frac{months}{year}\right) = 12.7\ months$$

Note: '2x' is used in the Product Cost to account for a 2:1 trailer ratio.

Therefore, with a Product Cost of $1,500 and 2:1 trailer ratio, EDGE Elite Aero System (Refrigerated Trailer) would pay for itself (*i.e.* payback or ROI) in 12.7 months.

5.4: TECHNOLOGY PROFIT (EDGE ELITE AERO SYSTEM (REFRIGERATED TRAILER))

Since saving money is the end goal, calculating profit is another important factor. **Note**: these calculations will consider fuel and purchase price only and not maintenance.

$$Profit\ (\$) = (Savings) - (Cost)$$

Example @$1,500 Product cost, 2:1 trailer ratio: Using annual values from above and a 5 year trailer life.

$Profit\ (\$) = (\$2{,}832) - \frac{2x\ (\$1{,}500)}{5\ year}$ = $2,232 saved per year, per power unit.

If this were translated to a 1000-truck fleet, the profits would be $2.232M annually.

Therefore, the EDGE Elite Aero System (Refrigerated Trailer) would add $2,232 in profit per vehicle with 125,000 miles in travel. For a fleet of 1000 vehicles, this would equate to $2.232M.

6.0: CONCLUSION

MVTS testing proved the fuel savings of EDGE Elite Aero System (Refrigerated Trailer) with answers that were clear and precise.

EDGE Elite Aero System (Refrigerated Trailer) showed fuel savings of **8.88 gal/1000 miles (7.88%)**. These are substantial fuel savings values that would interest any fleet concerned with fuel economy improvements and profit. Fuel savings were lower on the refrigerated trailer than were previously measured on dry van trailers by MVTS. MVTS has found this to be common with fairings at the rear of the trailer and advises refrigerated fleets to ensure results apply to refrigerated trailers for technologies they are considering.

Financially, the EDGE Elite Aero System (Refrigerated Trailer) would equate to $2,232 per power unit per year. For a 1000-truck fleet, this would equate to $2.232M in annual profit. These are substantial savings. **Note:** values will depend on product cost, trailer ratio, price of fuel, and many other variables. Contact MVTS for questions or assistance in calculating.

The test values shown can be used to estimate a carrier's savings in real-world operations. More precision can be obtained by using a carrier's vehicle and duty cycle information. Contact MVT Solutions for assistance or more information.

7.0: APPENDIX

7.1: MODIFIED (*I.E.* TEST) TRUCK/TRAILER VEHICLE DETAILS

Figure 13: Vehicle Info, Test Vehicle

Date	March 12, 2021					
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):	12,775					
Transmission	Eaton Endurant 12-speed AMT					
Rear Gear	2.79 : 1					
Fuel Load	Full					
Fuel Type & Batch	No. 2 Diesel					
Axle Weights	11,400		17,340		17,020	
Total weight	45,760					
Photo/Video/Audio folder name:						
TRAILER ID:	**H20003**					
Model	Utility					
VIN	1UYVS2538N2504503					
Year	2021					
Model	Refrigerated					
Size	53-ft					
Trailer Gap (inches)	35" from cab extender to trailer					
Add-ons	Transtex 2330 skirts					
	TopKit+					
	E-Flap aerodynamic mud flaps					

Figure 14: Tire Info, Test Vehicle

			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 XDA Energy +	Michelin X Line XDA Energy +		Type		Michelin X Line XDA Energy +	Michelin X Line XDA Energy +
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
22/32	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 XDA Energy +	Michelin X Line XDA Energy +		Type		Michelin X Line XDA Energy +	Michelin X Line XDA Energy +
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
23/32	21/32		Tread Depth (32nds)		23/32	23/32
110	110		Pressure (psi)		110	110
			Trailer	**H20003**		
LF-Outer Trailer:	LF-Inner Trailer:		**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
Michelin X Line Energy T	Michelin X Line Energy T		Type		Michelin X Line Energy T	Michelin X Line Energy T
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
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
Michelin X Line Energy T	Michelin X Line Energy T		Type		Michelin X Line Energy T	Michelin X Line Energy T
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
13/32	13/32		Tread Depth (32nds)		13/32	13/32
110	110		Pressure (psi)		110	110

7.2: COMPARE TRUCK/TRAILER VEHICLE DETAILS

Figure 15: Vehicle Info, Compare Vehicle

Date	March 12, 2021					
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):	12,752					
Transmission	Eaton Endurant 12-speed AMT					
Rear Gear	2.79 : 1					
Fuel Load	Full					
Fuel Type & Batch	No. 2 Diesel					
Axle Weights	11,400		17,340		17,020	
Total weight	45,760					
Photo/Video/Audio folder name:						
TRAILER ID:	**H20001**					
Model	Utility					
VIN	1UYVS2534N2504501					
Year	2021					
Model	Refrigerated					
Size	53-ft					
Trailer Gap (inches)	35-inches from cab extender to trailer					
Add-ons	Utility USS-120A-4 skirts					
	Utility Aero Tail (UAT)					
	Eco Flaps					

Figure 16: Tire Info, Compare Vehicle

			Truck	Veh. A		
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 XDA Energy +	Michelin X Line XDA Energy +		Type		Michelin X Line XDA Energy +	Michelin X Line XDA Energy +
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
22/32	21/32		Tread Depth (32nds)		22/32	21/32
110	110		Pressure (psi)		110	110
LR-Outer Drive:	LR-Inner Drive:		**Drive Axle Tires**		RR-Inner Drive:	RR-Outer Drive
Michelin X Line XDA Energy +	Michelin X Line XDA Energy +		Type		Michelin X Line XDA Energy +	Michelin X Line XDA Energy +
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
21/32	22/32		Tread Depth (32nds)		21/32	21/32
110	110		Pressure (psi)		110	110
			Trailer	H20001		
LF-Outer Trailer:	LF-Inner Trailer:		**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
Michelin X Line Energy T	Michelin X Line Energy T		Type		Michelin X Line Energy T	Michelin X Line Energy T
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
14/32	13/32		Tread Depth (32nds)		14/32	14/32
110	110		Pressure (psi)		110	110
LR-Outer Trailer:	LR-Inner Trailer:		**Tandem Rear**		RR-Inner Trailer	RR-Outer Trailer
Michelin X Line Energy T	Michelin X Line Energy T		Type		Michelin X Line Energy T	Michelin X Line Energy T
275/80R22.5	275/80R22.5		Size		275/80R22.5	275/80R22.5
13/32	13/32		Tread Depth (32nds)		13/32	13/32
110	110		Pressure (psi)		110	110

7.3: TEST ROUTE

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

Figure 17: Pecos Test Track

7.4: WEATHER CONDITIONS

Weather during testing was moderate with high 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 rows pertain to test times.

Table 4: Weather Data, March 12, 2021

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Condition
1:53 AM	61 F	56 F	83%	SSE	8 mph	0 mph	27.05 in	0.0 in	Fair
2:53 AM	59 F	55 F	87%	SSE	9 mph	0 mph	27.04 in	0.0 in	Fair
3:53 AM	59 F	56 F	90%	SSE	13 mph	0 mph	27.04 in	0.0 in	Fair
4:53 AM	60 F	57 F	90%	SSE	14 mph	0 mph	27.04 in	0.0 in	Fair
5:31 AM	60 F	58 F	93%	S	17 mph	0 mph	27.04 in	0.0 in	Mostly Cloudy
5:53 AM	61 F	58 F	90%	S	20 mph	0 mph	27.04 in	0.0 in	Cloudy
6:53 AM	63 F	59 F	87%	S	22 mph	0 mph	27.05 in	0.0 in	Cloudy / Windy
7:53 AM	62 F	59 F	90%	S	15 mph	0 mph	27.06 in	0.0 in	Cloudy
8:53 AM	63 F	58 F	84%	SSE	20 mph	0 mph	27.07 in	0.0 in	Cloudy
9:53 AM	64 F	58 F	80%	SSE	23 mph	0 mph	27.09 in	0.0 in	Cloudy / Windy
10:53 AM	68 F	58 F	70%	SSE	24 mph	0 mph	27.09 in	0.0 in	Cloudy / Windy
11:27 AM	69 F	58 F	68%	S	22 mph	30 mph	27.09 in	0.0 in	Partly Cloudy / Windy
11:53 AM	71 F	57 F	61%	S	23 mph	30 mph	27.08 in	0.0 in	Fair / Windy
12:53 PM	76 F	57 F	52%	SSE	21 mph	0 mph	27.07 in	0.0 in	Fair / Windy
1:53 PM	78 F	56 F	46%	S	20 mph	0 mph	27.04 in	0.0 in	Fair
2:53 PM	80 F	53 F	39%	S	21 mph	26 mph	27.02 in	0.0 in	Fair / Windy
3:53 PM	81 F	53 F	38%	S	21 mph	29 mph	27.00 in	0.0 in	Fair / Windy
4:53 PM	80 F	53 F	39%	SSE	23 mph	30 mph	27.00 in	0.0 in	Fair / Windy
5:53 PM	80 F	53 F	39%	SSE	21 mph	25 mph	26.99 in	0.0 in	Fair / Windy
6:53 PM	77 F	55 F	46%	SE	23 mph	30 mph	26.99 in	0.0 in	Fair / Windy
7:53 PM	73 F	56 F	55%	SSE	15 mph	0 mph	27.00 in	0.0 in	Fair
8:53 PM	71 F	57 F	61%	SE	14 mph	0 mph	27.01 in	0.0 in	Partly Cloudy
9:53 PM	69 F	58 F	68%	S	15 mph	0 mph	27.03 in	0.0 in	Fair
10:53 PM	68 F	58 F	70%	S	16 mph	0 mph	27.05 in	0.0 in	Mostly Cloudy
11:53 PM	68 F	58 F	70%	S	9 mph	0 mph	27.06 in	0.0 in	Partly Cloudy
12:53 AM	67 F	57 F	70%	S	8 mph	0 mph	27.04 in	0.0 in	Partly Cloudy

Source: https://www.wunderground.com/history/daily/us/tx/midland/KMAF/date/2021-3-12

7.5: Product Details

- EDGE Elite Aero System (Refrigerated Trailer)
  https://transtex-llc.com/

7.6: Test Personnel

7.6a: MVT Solutions

- Daryl Bear, Lead Engineer & COO
- Jacob Schwartz, Test Engineer

7.6b: Drivers

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

7.7: MVT Solutions Contact Info

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