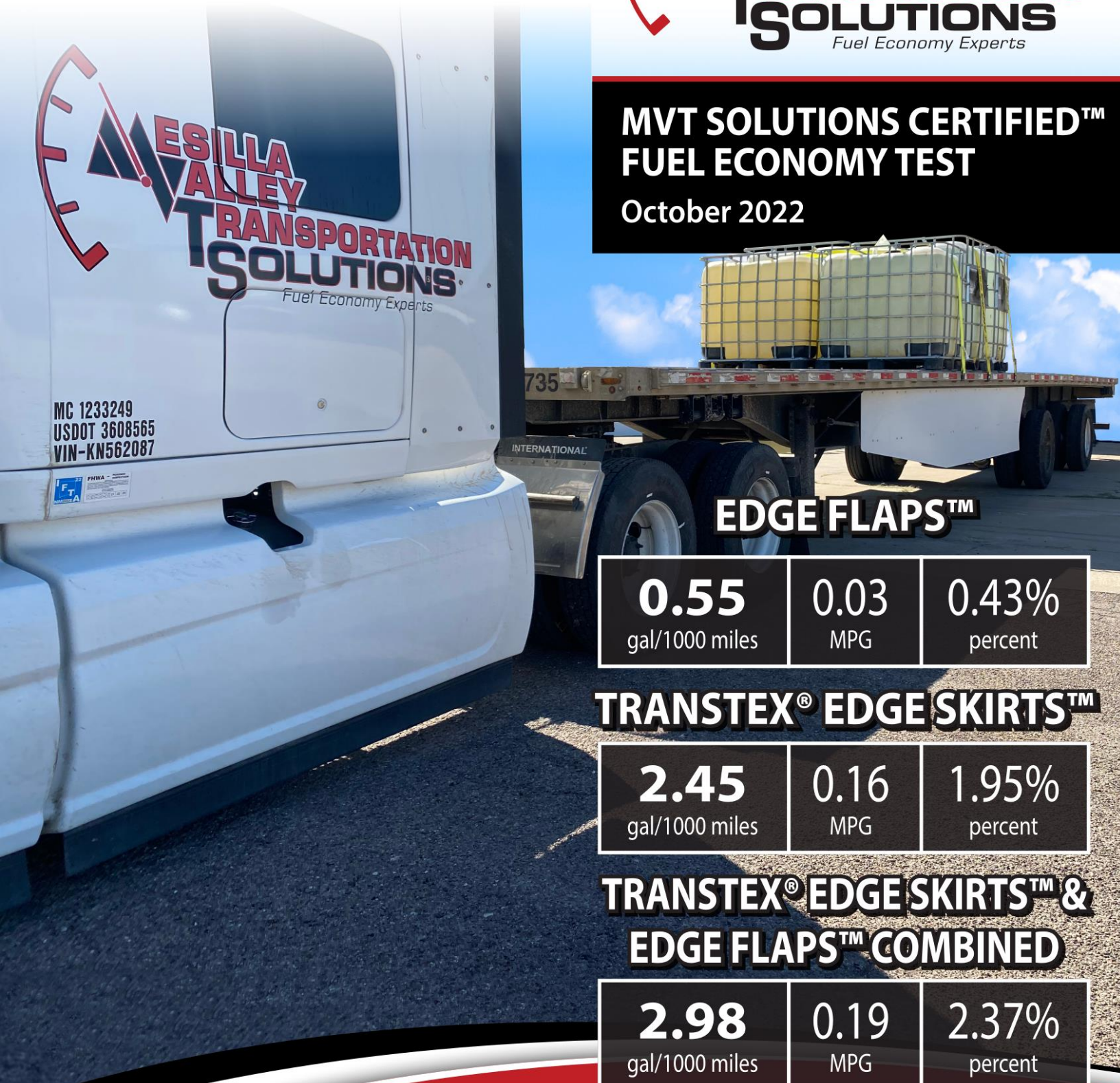
TRANSTEX®
EDGE SKIRTS™ & EDGE FLAPS™

MESILLA VALLEY TRANSPORTATION SOLUTIONS
CERTIFIED
Fuel Economy Experts

MVT SOLUTIONS CERTIFIED™ FUEL ECONOMY TEST
October 2022



EDGE FLAPS™

0.55 gal/1000 miles	0.03 MPG	0.43% percent

TRANSTEX® EDGE SKIRTS™

2.45 gal/1000 miles	0.16 MPG	1.95% percent

TRANSTEX® EDGE SKIRTS™ & EDGE FLAPS™ COMBINED

2.98 gal/1000 miles	0.19 MPG	2.37% percent

1.0: INTRODUCTION

Mesilla Valley Transportation Solutions (MVTS) certifies the fuel savings from these products 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 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 test.

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 **TRANSTEX® EDGE FLAPS™ (E-FLAPS)** showed a **fuel savings of 0.55 gal/1000 miles (0.43%)** on a 53-ft flatbed trailer, the **TRANSTEX® EDGE SKIRTS™, model E-1730T** showed a **fuel savings of 2.45 gal/1000 miles (1.95%)**, and the combination of the **EDGE SKIRTS™** and **EDGE FLAPS™** showed a **fuel savings of 2.98 gal/1000 miles (2.37%)**.

Tests were conducted on a modern Class-8 tractors with 53-ft flatbed trailers. Results are shown below in Table 1.

Table 1: Fuel Economy Test Results

Product Name	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
TRANSTEX® EDGE FLAPS	**0.55**	0.03	0.43%
TRANSTEX® EDGE (E-1730T) Skirts	**2.45**	0.16	1.95%
TRANSTEX® EDGE (E-1730T) Skirts, FLAPS	**2.98**	0.19	2.37%

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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. 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’s with Cummins X15 15-Liter engines and Eaton Endurant 12-speed AMT transmissions. Trailers were 53-foot Great Dane and Wabash flatbed trailers. Gross Vehicle Weight (GVW) was approximately 46,200 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 for the duration of testing. The Test Vehicle configuration was changed between test runs. Trucks and trailers used dual tires. Tire pressures were initially set at 100 psi (cold) in the morning, prior to incurring any effect of daytime heat. Vehicle configuration information 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 and MVT relies on the same test results for their purchase decisions.

Figure 1: Test Vehicle with Transtex Technologies Installed

Figure 2: Compare Vehicle without Aerodynamic Technologies

Test runs were conducted in the order as shown in Table 2 below. **Note:** other test runs were conducted before Run 3 which did not apply to this report and were therefore not included.

Table 2: Day 1 Test Run Sequence

Run	Test Name/Description	Start	End
3	TRANSTEX® EDGE (E-1730T) Skirts, FLAPS	12:26 PM	2:05 PM
4	TRANSTEX® EDGE (E-1730T) Skirts	2:15 PM	3:54 PM
5	Baseline	4:05 PM	5:44 PM

3.2: RUN 3: TRANSTEX® EDGE SKIRTS™ AND EDGE FLAPS

Run 3 consisted of the E-1730T skirts and E-FLAPS installed on the Test trailer.

Figure 3: E-1730T Skirts and E-FLAPS (1)

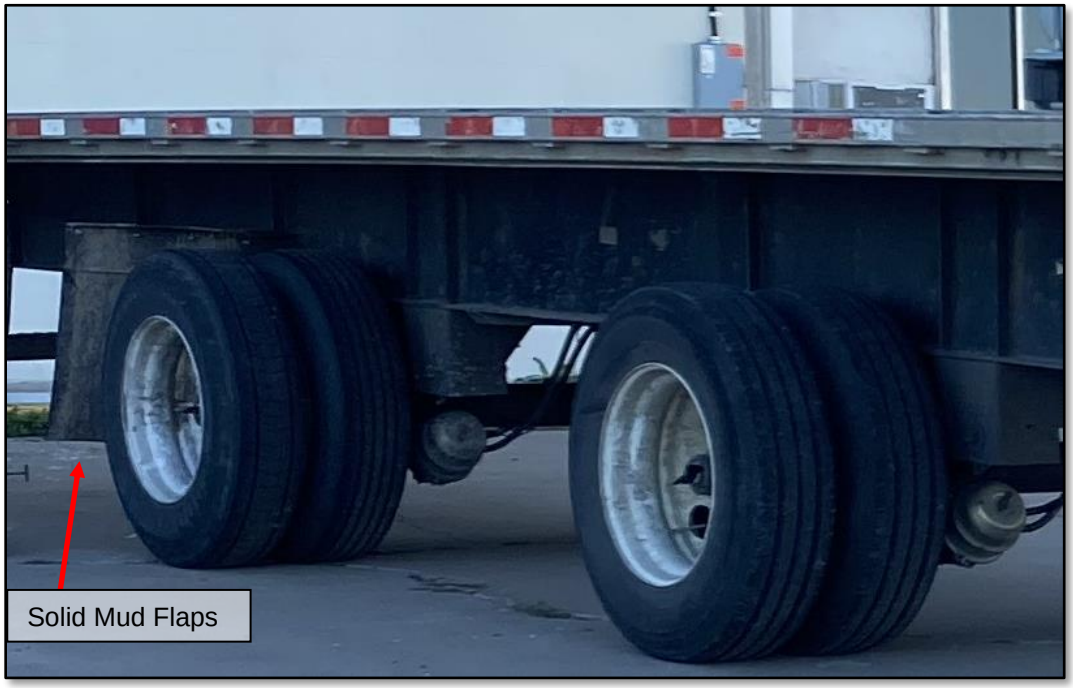
Figure 4: E-1730T Skirts and E-FLAPS (2)

3.3: RUN 4: TRANSTEX® EDGE SKIRTS

Run 4 consisted of removing the E-FLAPS from the Test trailer. The E-1730T Skirts remained installed.

Figure 5: Removing EDGE FLAPS

Figure 6: Solid Flaps installed on Test Trailer



3.4: RUN 5: BASELINE

Run 5 was the Baseline and consisted of removing the E-1730T skirts from the Test trailer. All aerodynamic devices were removed from the Test trailer during this run.

Figure 7: Test Vehicle in Baseline Configuration (Without Aero)

4.0: 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)

Figure 8: Aerodynamic Sensors

Figure 9: Data Acquisition System

Figure 10: Fuel Flow Meter

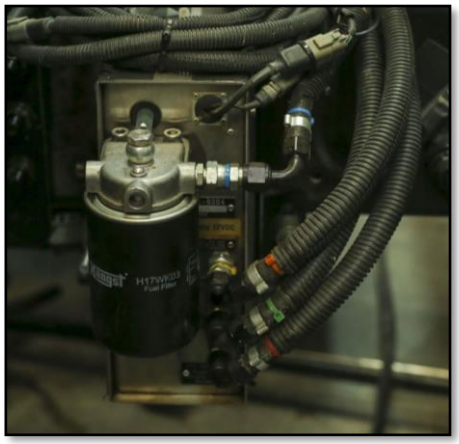


Figure 11: Tire Temp. Sensor

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

5.0: TEST RESULTS

All testing was conducted using 6x4 sleeper cab tractors and 53-ft flatbed trailers. All results can be found in Table 3 and Figure 12 through Figure 13.

Comparing Run 3 and 4 showed the TRANSTEX® EDGE FLAPS™ saved 0.55 gal/1000 miles (0.43%).

Comparing Run 4 and 5 showed the TRANSTEX® EDGE SKIRTS™, model E-1730T saved 2.45 gal/1000 miles (1.95%).

Comparing Run 3 and 5 showed the EDGE SKIRTS™ and EDGE FLAPS™ combined saved 2.98 gal/1000 miles (2.37%).

Table 3: Test Results with Accuracy

Product Name	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
TRANSTEX® EDGE FLAPS	**0.55**	0.03	0.43%
Accuracy	+/- 0.44	+/- 0.03	+/- 0.35%
TRANSTEX® EDGE (E-1730T) Skirts	**2.45**	0.16	1.95%
Accuracy	+/- 0.40	+/- 0.03	+/- 0.32%
TRANSTEX® EDGE (E-1730T) Skirts, FLAPS	**2.98**	0.19	2.37%
Accuracy	+/- 0.42	+/- 0.03	+/- 0.33%

These results are shown graphically in gal/1000 miles below in Figure 12 and as a percent in Figure 13.

Figure 12: Test Results (gal/1000 miles)

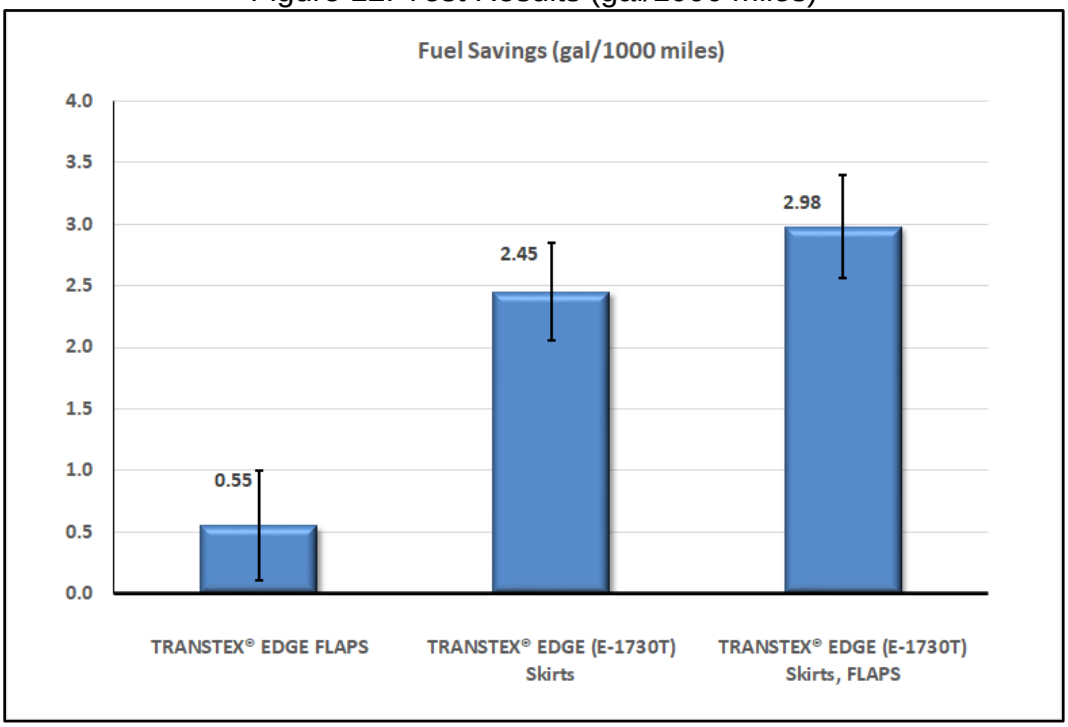
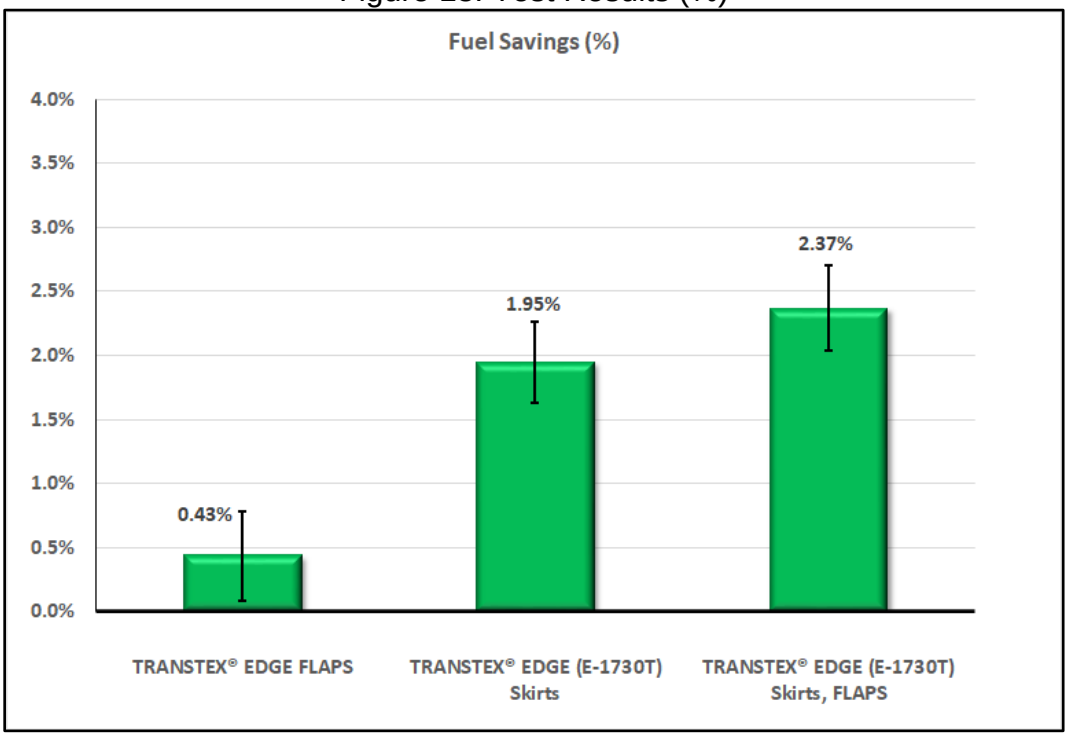


Figure 13: Test Results (%)



5.1: Test Results Accuracy

Accuracy (*i.e.* 'margin of error') is shown in multiple locations; the table 'Test Results with Accuracy' and also as 'error bars' in the bar graphs. The error bars are the small solid lines at the end of each bar.

Accuracy ranged from +/- 0.40 gal/1000 miles to +/- 0.44 gal/1000 miles (Table 3) and can be considered very good. Corresponding error bars can be seen in Figure 12. Accuracy in percent values will not be discussed individually since it is linearly related to gal/1000 miles and follows a very similar pattern and conclusions. The results are considered reliable by MVTS.

5.2: 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.

5.3: Weather Conditions Summary

Ambient temperature during testing ranged from 63°F to 69°F with winds ranging from 0-3 mph. Weather data was acquired from a local Weather Underground weather station and complete data can be found in the Appendix.

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.

6.0: 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.

6.1: FUEL SAVINGS CALCULATIONS, SKIRTS AND E-FLAPS (53-FT FLATBED 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: E-1730T skirts and E-FLAPS fuel savings of 2.98 gal/1000 miles and 125,000 miles travelled annually:

$$Fuel\ Savings = (2.98\ gal/1000\ miles)x\ \frac{(125{,}000\ miles/year)}{1000} = 372\ gal/year$$

Therefore, E-1730T skirts and E-FLAPS on a 53-ft flatbed would save 372 gallons of fuel per year for this vehicle travelling 125,000 miles.

6.2: FINANCIAL SAVINGS CALCULATIONS, SKIRTS AND E-FLAPS (53-FT FLATBED)

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 2021, $3.287[1] /gal

$Savings\ (\$/year) = \left(372\ \frac{gal}{year}\right)\ x\ \left(\frac{\$3.287}{gal}\right) = \$1{,}223\ /year$ in fuel savings

Therefore, E-1730T skirts and E-FLAPS would save $1,223 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

6.3: PAYBACK AND ROI, SKIRTS AND E-FLAPS (53-FT FLATBED 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 @$750 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.

$$Payback\ (months) = \frac{2x\ (\$750)}{(\$1{,}223\ /year)}\ x\ \left(12\ \frac{months}{year}\right) = 14.7\ months$$

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

Therefore, with a product cost of $750 and 2:1 trailer ratio, E-1730T skirts and E-FLAPS would pay for itself (*i.e.* payback or ROI) in 14.7 months.

6.4: TECHNOLOGY PROFIT, SKIRTS AND E-FLAPS (53-FT FLATBED 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 @$750 Product cost, 2:1 trailer ratio: Using annual values from above and a 5-year trailer life.

$Profit\ (\$) = (\$1{,}223) - \frac{2x\ (\$750)}{5\ year} = \$923$ saved per year, per power unit.

If this were translated to a 1000-truck fleet, the profits would be $0.923M annually.

Therefore, the E-1730T skirts and E-FLAPS on a 53-ft flatbed trailer would add $923 in profit per vehicle with 125,000 miles in travel. For a fleet of 1000 vehicles, this would equate to $0.923M.

7.0: CONCLUSION

MVTS testing proved the TRANSTEX® EDGE FLAPS™ on a 53-ft flatbed trailer saved 0.55 gal/1000 miles (0.43%) with an accuracy of +/-0.44 gal/1000 miles.

The TRANSTEX® EDGE SKIRTS™, model E-1730T on a 53-ft flatbed trailer saved 2.45 gal/1000 miles (1.95%) with an accuracy of +/-0.40 gal/1000 miles.

The TRANSTEX® EDGE SKIRTS™ and EDGE FLAPS™ combined on a 53-ft flatbed trailer saved 2.98 gal/1000 miles (2.37%) with an accuracy of +/-0.42 gal/1000 miles.

Financially, the EDGE SKIRT™ and EDGE FLAPS™ on a 53-ft flatbed trailer would equate to a savings of $923 per power unit per year. For a 1000-truck fleet, this would equate to $0.923M 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.

For questions or inquiries please contact MVTS. As part of development testing, MVTS provides 12 months of support.

8.0: APPENDIX

8.1: TEST VEHICLE DETAILS

Figure 14: Truck and Trailer Info, Test Vehicle

Date	October 19, 2022				
Company	Mesilla Valley Transportation Solutions				
Location	Pecos, Texas				
Test Route	Pecos 9-mile Test Track				
TRUCK ID:	**Veh. B**				
Brand	International				
Date of Manufacture (MY)	20-Sep-2018 (2019)				
Model	LT 625				
Engine	Cummins X15 (450 HP/1650 ft-lbs)				
VIN	3HSDZAPR3KN562087				
Starting Mileage (miles):	39,538				
Transmission	Eaton Endurant 12-speed AMT				
Front Drive Axle	Meritor MT-40-14X-3CFR				
Rear Drive Axle					
Rear Gear	2.79 : 1				
Fuel Load	Full				
Fuel Type & Batch	No. 2 Diesel				
Axle Weights (S,D,T) (lbs)	11,100		15,940		19,120
Total weight	46,160				
TRAILER ID:	**FB-2**				
Brand	Wabash				
Model	Transcraft Eagle II				
VIN	N/A				
Date of Manufacture (MY)	N/A				
Type	Flat Bed				
Size	53-ft				
Add-ons	Transtex Aerodynamic Devices				

Figure 15: Wheel and Tire Configuration, Test Vehicle

		Truck	Veh. B		
LF		**Front Axle**			RF
Michelin X Line Energy Z		Type			Michelin X Line Energy Z
275/80R22.5		Size			275/80R22.5
17		Tread Depth (32nds)			17
100		Pressure (psi)			100
Aluminum		Wheel Type			Aluminum
LF-Outer Drive	LF-Inner Drive	**Drive Axle**		RF-Inner Drive	RF-Outer Drive
Michelin XDA Energy +	Michelin XDA Energy +	Type		Michelin XDA Energy +	Michelin XDA Energy +
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
17	17	Tread Depth (32nds)		17	17
100	100	Pressure (psi)		100	100
Aluminum	Aluminum	Wheel Type		Aluminum	Aluminum
LR-Outer Drive	LR-Inner Drive	**Drive Axle**		RR-Inner Drive	RR-Outer Drive
Michelin XDA Energy +	Michelin XDA Energy +	Type		Michelin XDA Energy +	Michelin XDA Energy +
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
17	17	Tread Depth (32nds)		17	17
100	100	Pressure (psi)		100	100
Aluminum	Aluminum	Wheel Type		Aluminum	Aluminum
		Trailer	FB-2		
LF-Outer Trailer	LF-Inner Trailer	**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
Continental Retread	Michelin Retread	Type		Continental Retread	Continental Retread
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
17	17	Tread Depth (32nds)		15	17
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel
LR-Outer Trailer	LR-Inner Trailer	**Tandem Rear**		RR-Inner Trailer	RR-Outer Trailer
Goodyear Retread	Continental Retread	Type		Michelin X Line Energy T	Goodyear Retread
295/75R22.5	275/80R22.5	Size		275/80R22.5	295/75R22.5
17	17	Tread Depth (32nds)		12	11
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel

8.2: COMPARE VEHICLE DETAILS

Figure 16: Truck and Trailer Info, Compare Vehicle

Date	October 19, 2022					
Company	Mesilla Valley Transportation Solutions					
Location	Pecos, Texas					
Test Route	Pecos 9-mile Test Track					
TRUCK ID:	**Veh. A**					
Brand	International					
Date of Manufacture (MY)	20-Sep-2018 (2019)					
Model	LT 625					
Engine	Cummins X15 (450 HP/1650 ft-lbs)					
VIN	3HSDZAPR4KN562972					
Starting Mileage (miles):	39,420					
Transmission	Eaton Endurant 12-speed AMT					
Front Drive Axle	Meritor MT-40-14X-3CFR					
Rear Drive Axle						
Rear Gear	2.79 : 1					
Fuel Load	Full					
Fuel Type & Batch	No. 2 Diesel					
Axle Weights (S,D,T) (lbs)	11,100		15,940		19,120	
Total weight	46,160					
TRAILER ID:	**FB-1**					
Brand	Great Dane					
Model	Freedom LT					
VIN	1GR4M0626PH452678					
Date of Manufacture (MY)	09/22					
Type	Flat Bed					
Size	53-ft					
Add-ons						

Figure 17: Wheel and Tire Configuration, Compare Vehicle

		Truck	Veh. A		
LF		**Front Axle**			RF
Michelin X Line Energy Z		Type			Michelin X Line Energy Z
275/80R22.5		Size			275/80R22.5
17		Tread Depth (32nds)			17
100		Pressure (psi)			100
Aluminum		Wheel Type			Aluminum
LF-Outer Drive	LF-Inner Drive	**Drive Axle**		RF-Inner Drive	RF-Outer Drive
Michelin XDA Energy +	Michelin XDA Energy +	Type		Michelin XDA Energy +	Michelin XDA Energy +
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
16	17	Tread Depth (32nds)		16	16
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel
LR-Outer Drive	LR-Inner Drive	**Drive Axle**		RR-Inner Drive	RR-Outer Drive
Michelin XDA Energy +	Michelin XDA Energy +	Type		Michelin XDA Energy +	Michelin XDA Energy +
275/80R22.5	275/80R22.5	Size		275/80R22.5	275/80R22.5
16	17	Tread Depth (32nds)		16	16
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel
		Trailer	FB-1		
LF-Outer Trailer	LF-Inner Trailer	**Tandem Front**		RF-Inner Trailer	RF-Outer Trailer
Bridgestone R196a	Bridgestone R196a	Type		Bridgestone R196a	Bridgestone R196a
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
16	16	Tread Depth (32nds)		16	16
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel
LR-Outer Trailer	LR-Inner Trailer	**Tandem Rear**		RR-Inner Trailer	RR-Outer Trailer
Bridgestone R196a	Bridgestone R196a	Type		Bridgestone R196a	Bridgestone R196a
295/75R22.5	295/75R22.5	Size		295/75R22.5	295/75R22.5
16	16	Tread Depth (32nds)		16	16
100	100	Pressure (psi)		100	100
Steel	Steel	Wheel Type		Steel	Steel

8.3: TEST ROUTE

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

Figure 18: Pecos Test Track

8.4: WEATHER CONDITIONS

Weather during testing was fair with winds ranging from 0-3 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, October 19, 2022

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Condition
11:15 PM	49 °F	46 °F	87 %	SSW	3 mph	0 mph	27.61 in	0.0 in	Fair
12:15 AM	47 °F	45 °F	90 %	SW	6 mph	0 mph	27.60 in	0.0 in	Fair
1:15 AM	46 °F	44 °F	93 %	WSW	5 mph	0 mph	27.60 in	0.0 in	Fair
2:15 AM	46 °F	44 °F	93 %	W	5 mph	0 mph	27.60 in	0.0 in	Fair
3:15 AM	44 °F	42 °F	93 %	W	5 mph	0 mph	27.59 in	0.0 in	Fair
4:15 AM	44 °F	42 °F	93 %	CALM	0 mph	0 mph	27.58 in	0.0 in	Fair
5:15 AM	42 °F	41 °F	95 %	CALM	0 mph	0 mph	27.59 in	0.0 in	Fair
6:15 AM	42 °F	41 °F	97 %	WSW	3 mph	0 mph	27.60 in	0.0 in	Fair
7:15 AM	42 °F	41 °F	97 %	WSW	5 mph	0 mph	27.61 in	0.0 in	Fair
8:15 AM	45 °F	43 °F	92 %	CALM	0 mph	0 mph	27.62 in	0.0 in	Fair
9:15 AM	50 °F	44 °F	81 %	CALM	0 mph	0 mph	27.63 in	0.0 in	Fair
10:15 AM	55 °F	45 °F	69 %	CALM	0 mph	0 mph	27.62 in	0.0 in	Fair
11:15 AM	60 °F	44 °F	57 %	CALM	0 mph	0 mph	27.60 in	0.0 in	Fair
12:15 PM	63 °F	42 °F	47 %	CALM	0 mph	0 mph	27.57 in	0.0 in	Fair
1:15 PM	65 °F	43 °F	45 %	CALM	0 mph	0 mph	27.55 in	0.0 in	Fair
2:15 PM	67 °F	44 °F	42 %	CALM	0 mph	0 mph	27.51 in	0.0 in	Fair
3:15 PM	68 °F	44 °F	42 %	SSE	3 mph	0 mph	27.50 in	0.0 in	Fair
4:15 PM	69 °F	44 °F	40 %	CALM	0 mph	0 mph	27.48 in	0.0 in	Fair
5:15 PM	68 °F	45 °F	43 %	CALM	0 mph	0 mph	27.46 in	0.0 in	Fair
6:15 PM	66 °F	47 °F	51 %	CALM	0 mph	0 mph	27.46 in	0.0 in	Fair
7:15 PM	61 °F	49 °F	65 %	ESE	5 mph	0 mph	27.47 in	0.0 in	Fair
8:15 PM	58 °F	49 °F	73 %	SE	7 mph	0 mph	27.48 in	0.0 in	Fair
9:15 PM	56 °F	48 °F	75 %	S	7 mph	0 mph	27.47 in	0.0 in	Fair
10:15 PM	54 °F	48 °F	81 %	SSW	5 mph	0 mph	27.47 in	0.0 in	Fair

Source: https://www.wunderground.com/history/daily/us/tx/pecos/KPEQ/date/2022-10-19

8.5: PRODUCT DETAILS

- TRANSTEX® EDGE FLAPS™
- TRANSTEX® EDGE SKIRTS™, model E-1730T

8.6: TEST PERSONNEL (ON-SITE)

8.6a: MVT SOLUTIONS

- Daryl Bear, Lead Engineer & COO
- Jacob Schwartz, Test Engineer
- Jonathan Ruppert, Test Engineer
- Ricky Couch, Technician

8.6b: MVT SOLUTIONS DRIVERS & TECHNICIANS

- Seth Knight
- Carlos Aragon
- Jack Burchell
- Ricky Couch

8.6c: TRANSTEX LLC

- Pierre-Yves Lacroix, Engineering Director
- Olivier Dion, Product Development & Technical Sales Engineer

8.7: MVT SOLUTIONS CONTACT INFO

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