



CERTIFIED

**MVT SOLUTIONS CERTIFIED™
FUEL ECONOMY TEST**

ROCKETAIL

(AUGUST 2018)

3.58 gal/1000 miles	0.32 MPG	3.36%
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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.

Note that this test was conducted on August 21, 2018 with the final production version of the product and replaces previous reports on the Rocketail.

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.

2.0: Test Summary

Rocketail showed a total fuel savings of **3.58 gallons/1000 miles and 3.36%** on a modern Class-8 truck and 53' van trailer with trailer skirts. This latest round of testing had modifications to the profile of the Rocketail wing that improved fuel savings over previous testing, which can be found in the December 2017 Rocketail MVTs Certified™ report. The latest results can be found in Table 1 below. MVTs has conducted 22 tests to date on the Rocketail and it consistently showed savings above 3 gal/1000 miles. These were conducted for both Research & Development testing and MVTs Certified™ testing. Overall, the tests proved with absolute certainty that Rocketail is legitimate fuel savings technology.

Table 1: Fuel Economy Test Results

	FUEL ECON. IMPROVEMENT		
	gal/1000 miles	MPG	Percent
Rocketail Final Version, Average Fuel Savings	3.58	0.32	3.36%

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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. Rocketail 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.

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

Testing was conducted using two 2019 International LT's with Cummins X15 engines and Great Dane 53' dry van trailers. Trailers had GreenWing skirts. Tractor to trailer gap was 36" from the rear of the cab extender to the front of the trailer.

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



4.0: Test Results

As listed in the Summary, Rocketail achieved a fuel savings of 3.58 gal/1000 miles in the configuration tested on Aug 21, 2018. 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
Rocketail Final Version, Average Fuel Savings	3.58	0.32	3.36%
Accuracy	+/- 1.11	+/- 0.09	+/- 1.05%
Baseline	106.56	9.38	9.38 mpg

Figure 2: Test Vehicle



4.1: Weather Conditions

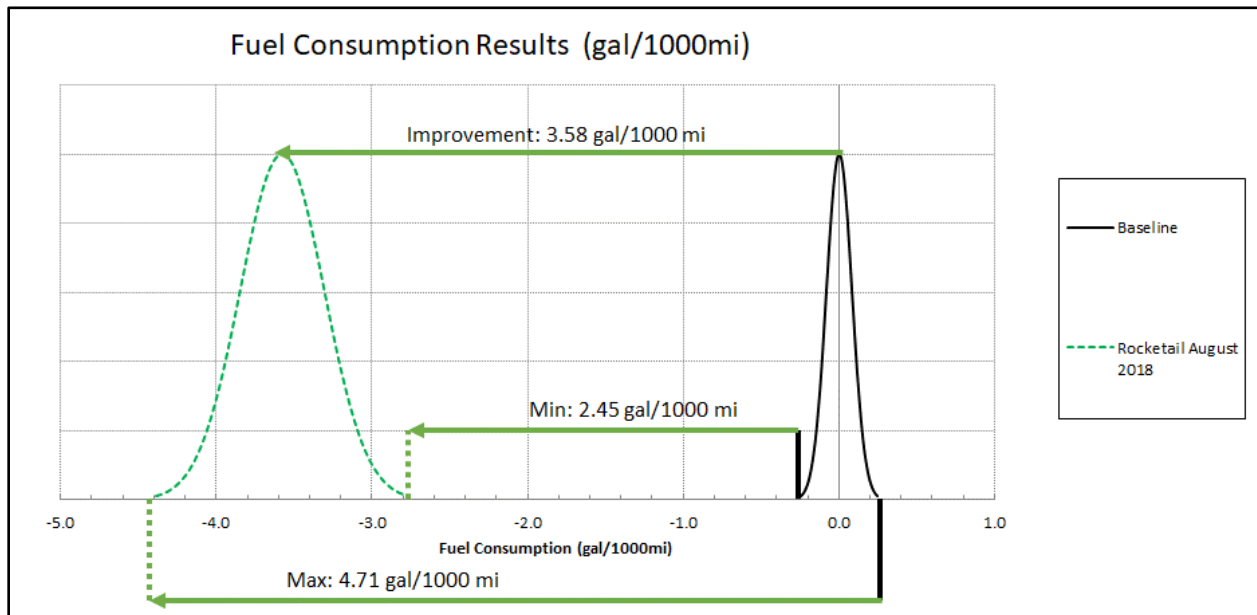
Weather during testing was relatively hot with moderate winds. Temperatures ranged from 71.0°F to 99.0°F. Track temperatures ranged from 81.5°F to 126.9°F. Wind varied from 0.0 mph to 18.0 mph. Note that although wind conditions varied from low to reasonably high throughout the day, baseline test runs were completed at the beginning and end of the day and were within 0.10 gal/1000 miles of each other. This concludes that the results were consistent and reliable throughout the day and varied wind conditions. It should be also be noted that the MVTS test methods account for these variables and their effects on fuel savings. Complete weather data can be found in the [Appendix](#).

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.

Figure 3 below shows the statistical bell curves of the Rocketail MVTs Certified™ test. The accuracy values can also be found as +/- 1.13 gal/1000 miles in Table 3. The Baseline test and Rocketail test clearly show two separate bell curves, indicating **the test has valid accuracy and the Rocketail 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 3.58 gal/1000 miles. Note that the Rocketail test bell curve is on the left of the graph, illustrating less fuel used (i.e. improved fuel economy) as indicated by the arrow on the graph. Minimum and maximum values were calculated as the test result plus or minus the accuracy value (3.58 +/- 1.13), which were 2.45 and 4.71 gal/1000 miles.

Figure 3: Rocketail Certified Test 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

Changes to the Rocketail wing profile improved fuel savings over previous MVT Solutions Certified™ test results. Once again, testing proved the Rocketail is a valid fuel savings technology for the rear of the trailer with answers that were clear and repeatable.

In total, MVT Solutions has conducted 22 fuel economy tests of the Rocketail and it consistently performed above 3 gal/1000 miles fuel savings, further proving the Rocketail is a valid fuel savings technology. On December 1, 2017 MVT Solutions Certified™ testing showed savings of 3.29 gal/1000 miles and after design improvements, testing on August 21, 2018 brought fuel savings to 3.58 gal/1000 miles.

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, which MVT Solutions can assist with.

6.0: Appendix

6.1: Compare Truck/Trailer Vehicle Details

Figure 4: Vehicle Info, Compare Vehicle

Date	August 21 - 22, 2018					
Company	Mesilla Valley Transportation					
Location	Pecos, Texas					
Test Route	Pecos 9-mile Test Track					
TRUCK ID:	2232P					
Brand	International					
Year	2018					
Model	LT					
Engine	Cummins X15					
VIN	3HSKZAPR0KN573409					
Mileage (miles):	120,864					
Transmission	10-Speed Eaton AMT					
Rear Gear	Single Drive					
Fuel Load						
Fuel Type & Batch						
Axle Weights	12,140		16,180		16,760	
Total weight	45,080					
International LT package, no Flow Below or wheel covers. Solid mud flaps.						
Photo/Video/Audio folder name:						
TRAILER ID:	6964					
Model	Great Dane					
VIN	1GRAP0629KJ146229					
Year	2018					
Size	53' Dry Van					
Trailer Gap (inches)	24" extender to trailer					
Add-ons	Trailer tail closed					

Figure 5: Tire Info, Compare Vehicle

		Truck		2232P	
LF:		Front Axle Tires		RF: Same	
Michelin X Line Energy		Type		Michelin X Line Energy	
275/80R22.5		Size		275/80R22.5	
12/32.		Tread Depth (32nds)		12/32.	
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	
13/32		Tread Depth (32nds)		13/32	
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	
9/32.		Tread Depth (32nds)		9/32.	
110		Pressure (psi)		110	
		Trailer		6964	
LF		Tandem Front		RF	
Michelin X One		Type		Michelin X One	
445/50R22.5		Size		445/50R22.5	
16/32		Nov-32	Tread Depth (32nds)	Nov-32	16/32
110		Pressure (psi)		110	
LR		Tandem Rear		RR	
Michelin X One		Type		Michelin X One	
445/50R22.5		Size		445/50R22.5	
16/32		Nov-32	Tread Depth (32nds)	Nov-32	16/32
110		Pressure (psi)		110	

6.2: Modified Truck/Trailer Vehicle Details

Figure 6: Vehicle Info, Modified Vehicle

Date	August 21 - 22, 2018		
Company	Mesilla Valley Transportation		
Location	Pecos, Texas		
Test Route	Pecos 9-mile Test Track		
TRUCK	ID:	2259P	
Brand	International		
Year	2018		
Model	LT		
Engine	Cummins X15		
VIN	3HSKZAPR8KN573478		
Mileage (miles):	74,267		
Transmission	10-Speed Eaton AMT		
Rear Gear	Single Drive		
Fuel Load	Full		
Fuel Type & Batch	Loves Truck stop, No. 2 diesel		
Axle Weights	12,060	15,840	17,020
Total weight	44,920		
International LT package, no Flow Below or wheel covers. Solid mud flaps.			
Photo/Video/Audio folder name:			
TRAILER	ID:	6907	
Model	Great Dane		
VIN	1GRAP0627HJ662467		
Year	2016		
Size	53' Dry Van		
Trailer Gap (inches)	24" extender to trailer		
Add-ons	Trailer skirts, GreenWing		
	No trailer tail		
	Solid mud flaps		

Figure 7: Tire Info, Modified Vehicle

		Truck	2259P		
LF:		Front Axle Tires		RF: Same	
Michelin X Line Energy		Type		Michelin X Line Energy	
275/80R22.5		Size		275/80R22.5	
14/32		Tread Depth (32nds)		13/32	
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	
16/32		Tread Depth (32nds)		16/32	
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	
10/32.		Tread Depth (32nds)		10/32.	
110		Pressure (psi)		110	
		Trailer		6907	
LF		Tandem Front		RF	
Bridgestone Greatec		Type		Bridgestone Greatec	
445/50R22.5		Size		445/50R22.5	
9/32		Tread Depth (32nds)		9/32	
110		Pressure (psi)		110	
LR		Tandem Rear		RR	
Bridgestone Greatec		Type		Bridgestone Greatec	
445/50R22.5		Size		445/50R22.5	
7/32		Tread Depth (32nds)		8/32.	
110		Pressure (psi)		110	

6.3: Test Route

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

Figure 8: 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: Rocketail fuel savings = 3.58 gal/1000 miles. If a vehicle travels 125,000 miles per year, fuel savings are:

$$3.58 \times 125 = \mathbf{447 \text{ gallons}}$$

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 2018 up to November 1, \$3.173 /gal:

$$447 \text{ gallons/year} \times \$3.173 \text{ /gal} = \mathbf{\$1,418.33 \text{ /year}}$$
 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](#) MVT Solutions 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 relatively hot with moderate 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
Baseline	8:00 AM	9:48 AM
Rocketail Final Version	4:04 PM	5:51 PM

Figure 9: Weather Data, Aug. 21, 2018

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip.	Precip Accum	Condition
12:15 PM	92 F	60 F	35 %	ESE	9 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
12:15 AM	77 F	58 F	51 %	ENE	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
12:55 AM	76 F	58 F	54 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
1:15 AM	76 F	59 F	56 %	ENE	3 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
1:35 AM	76 F	59 F	57 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
1:55 AM	75 F	59 F	59 %	E	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
2:15 AM	74 F	60 F	61 %	E	3 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
2:35 AM	74 F	61 F	63 %	ENE	6 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
2:55 AM	74 F	61 F	64 %	E	6 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
3:15 AM	74 F	62 F	66 %	ENE	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
3:35 AM	74 F	62 F	68 %	ENE	6 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
3:55 AM	74 F	63 F	69 %	ENE	6 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
4:15 AM	73 F	63 F	71 %	ENE	6 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
4:35 AM	73 F	63 F	71 %	NE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
4:55 AM	73 F	63 F	71 %	NE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
5:15 AM	73 F	63 F	70 %	ENE	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
5:35 AM	73 F	63 F	71 %	E	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
5:55 AM	73 F	63 F	72 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
6:15 AM	72 F	63 F	73 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
6:35 AM	71 F	63 F	75 %	ESE	3 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
6:55 AM	71 F	63 F	75 %	ESE	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
7:15 AM	71 F	63 F	75 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
7:35 AM	70 F	62 F	75 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
7:55 AM	71 F	63 F	75 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
8:15 AM	73 F	63 F	72 %	CALM	0 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
8:35 AM	74 F	64 F	68 %	E	3 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
8:55 AM	76 F	64 F	65 %	E	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
9:15 AM	78 F	64 F	63 %	E	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
9:35 AM	80 F	64 F	58 %	E	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
9:55 AM	82 F	64 F	54 %	SE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
10:15 AM	84 F	64 F	50 %	ESE	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
10:35 AM	86 F	63 F	46 %	E	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
10:55 AM	87 F	62 F	44 %	E	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
11:15 AM	89 F	62 F	41 %	ESE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
11:35 AM	91 F	61 F	37 %	SSE	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
11:55 AM	91 F	61 F	37 %	SE	10 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
12:35 AM	77 F	58 F	53 %	E	5 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
12:35 PM	94 F	61 F	33 %	ESE	10 mph	18 mph	27.4 in	0.0 in	0.0 in	Fair
12:55 PM	94 F	60 F	32 %	SE	10 mph	18 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
1:15 PM	95 F	60 F	31 %	ESE	15 mph	23 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
1:35 PM	96 F	59 F	29 %	E	10 mph	20 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
1:55 PM	95 F	58 F	29 %	E	16 mph	0 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
2:15 PM	97 F	58 F	27 %	SE	12 mph	21 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
2:35 PM	97 F	57 F	26 %	SE	13 mph	20 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
2:55 PM	98 F	57 F	26 %	E	12 mph	20 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
3:15 PM	98 F	58 F	26 %	SE	15 mph	23 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
3:35 PM	98 F	57 F	25 %	E	12 mph	23 mph	27.4 in	0.0 in	0.0 in	Mostly Cloudy
3:55 PM	99 F	56 F	24 %	SE	9 mph	14 mph	27.4 in	0.0 in	0.0 in	Partly Cloudy
4:15 PM	98 F	55 F	23 %	ESE	10 mph	24 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
4:35 PM	99 F	53 F	21 %	SSE	13 mph	21 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
4:55 PM	99 F	55 F	23 %	ESE	12 mph	17 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
5:15 PM	98 F	56 F	24 %	SSE	12 mph	20 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
5:35 PM	98 F	56 F	24 %	ESE	16 mph	20 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
5:55 PM	98 F	55 F	24 %	E	17 mph	23 mph	27.3 in	0.0 in	0.0 in	Fair
6:15 PM	98 F	54 F	23 %	ESE	12 mph	21 mph	27.3 in	0.0 in	0.0 in	Fair
6:35 PM	96 F	55 F	25 %	ESE	13 mph	24 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
6:55 PM	96 F	55 F	25 %	ESE	14 mph	20 mph	27.3 in	0.0 in	0.0 in	Partly Cloudy
7:15 PM	95 F	55 F	25 %	ESE	16 mph	20 mph	27.3 in	0.0 in	0.0 in	Fair
7:35 PM	94 F	54 F	26 %	ESE	16 mph	0 mph	27.3 in	0.0 in	0.0 in	Fair
7:55 PM	93 F	55 F	28 %	ESE	18 mph	24 mph	27.3 in	0.0 in	0.0 in	Fair
8:15 PM	92 F	55 F	28 %	ESE	12 mph	0 mph	27.3 in	0.0 in	0.0 in	Fair
8:35 PM	91 F	54 F	28 %	ESE	14 mph	0 mph	27.3 in	0.0 in	0.0 in	Fair
8:55 PM	91 F	55 F	30 %	ESE	13 mph	0 mph	27.3 in	0.0 in	0.0 in	Fair
9:15 PM	89 F	55 F	31 %	ESE	12 mph	0 mph	27.3 in	0.0 in	0.0 in	Fair
9:35 PM	89 F	55 F	32 %	ESE	12 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
9:55 PM	88 F	55 F	33 %	ESE	10 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
10:15 PM	86 F	55 F	34 %	SE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Fair
10:35 PM	85 F	54 F	34 %	ESE	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Cloudy
10:55 PM	83 F	54 F	36 %	SE	8 mph	0 mph	27.4 in	0.0 in	0.0 in	Cloudy
11:15 PM	83 F	54 F	37 %	SE	7 mph	0 mph	27.4 in	0.0 in	0.0 in	Cloudy

Source: <https://www.wunderground.com/history/daily/us/tx/pecos/KPEQ/date/2018-8-21>

6.6: Product Details

Product Company Contact:

Rocketail, LLC
2223 Avenida del la Playa
La Jolla, CA

6.7: Test Personnel

6.7a: MVT & MVT Solutions

- Allan Dahringer, Director of Maintenance, MVT
- Andrew Burnett, Technician, MVT
- Seth Knight, Shop Supervisor, MVT
- Daryl Bear, Lead Engineer, MVT Solutions
- Drew Cassidy, Test Engineer, MVT Solutions

6.7b: Test Vehicle Drivers

Compare Vehicle

- Allan Dahringer
- Andrew Burnett

Modified Vehicle

- Allan Dahringer
- Andrew Burnett

6.7c: Rocketail

Project Lead: Jesse Regan

jregan@rocketail.com 970-309-0958

6.8: MVT Solutions Contact Info

Lead Engineer: Daryl Bear

Daryl.Bear@m-v-t-s.com, 317-603-9325

Test Engineer: Drew Cassidy

Drew.Cassidy@m-v-t-s.com, 575-405-5015

Website: www.m-v-t-s.com