

**MVT SOLUTIONS CERTIFIED™
FUEL ECONOMY TEST
MARCH 2021**

UTILITY AERODYNAMIC TECHNOLOGIES

UTILITY AERODYNAMIC TRAILER WITH ECO FLAPS (REFRIGERATED TRAILER, TEST #2)

7.45 gal/1000 miles	0.63 MPG	6.61%
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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 Utility Aerodynamic Trailer (Refrigerated) with Eco Flaps provided a fuel savings of **7.45 gal/1000 miles (6.61%)** on a modern Class-8 truck with a 53-ft refrigerated trailer with corrugated sides. Results are shown below in Table 1. **Note:** this report supersedes a former report of the Utility Aerodynamic Trailer (Refrigerated) performed in September 2020, which did not include Eco Flaps aerodynamic mud flaps and utilized a slightly different top fairing at the rear of the trailer.

Table 1: Fuel Economy Test Results

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer)	7.45	0.63	6.61%

Contents

1.0: Introduction.....	1
2.0: Test Summary	1
3.0: Test Procedure	4
3.1: Test Vehicles.....	4
Run 2: Baseline (No Aerodynamic Technologies).....	6
3.1a: Run 6: Utility Aerodynamic Tail (UAT) + Utility Side Skirt 120A-4 + Eco Flaps (Refrigerated Trailer).....	6
3.2: Vehicle Fuel Economy Test Equipment	8
4.0: Test Results	9
4.1: Units of Measurement	11
4.2: Weather Conditions Summary	11
4.3: Measurement Accuracy	12
5.0: Savings Calculations	13
5.1: Fuel Savings Calculations	13
5.2: Financial Savings Calculations.....	13
6.0: Conclusion.....	14
7.0: Appendix	15
7.1: Modified (<i>i.e.</i> Test) Truck/Trailer Vehicle Details.....	15
7.2: Compare Truck/Trailer Vehicle Details.....	17
7.3: Test Route.....	19
7.4: Weather Conditions.....	20
7.5: Product Details.....	21
7.6: Test Personnel.....	21
7.6a: MVT Solutions	21
7.6b: Drivers	21
7.6c: Utility Aerodynamic Technologies.....	21
7.7: MVT Solutions Contact Info	21

Figures

Figure 1: Test Vehicle	5
Figure 2: Compare Vehicle.....	5
Figure 3: Baseline without Trailer Aerodynamics	6
Figure 4: Utility Aerodynamic Tail (UAT) Rear View.....	6
Figure 5: Utility Side Skirt 120A-4	7
Figure 6: Eco Flaps Rear View.....	7
Figure 7: Aerodynamic Sensors	8
Figure 8: Data Acquisition System	8
Figure 9: Fuel Flow Meter	8
Figure 10: Tire Temp. Sensor	8
Figure 11: Fuel Savings (gal/1000 miles)	10
Figure 12: Fuel Savings (%).....	10
Figure 13: Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) Fuel Consumption Bell Curve.....	12
Figure 14: Vehicle Info, Test Vehicle.....	15
Figure 15: Tire Info, Test Vehicle	16
Figure 16: Vehicle Info, Compare Vehicle	17
Figure 17: Tire Info, Compare Vehicle.....	18
Figure 18: Pecos Test Track	19

Tables

Table 1: Fuel Economy Test Results.....	1
Table 2: Test Runs.....	9
Table 3: Test Results with Accuracy	9
Table 4: Weather Data, March 12, 2021	20

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.* Utility Aerodynamic 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 more advanced and reliable for predicting fuel savings than the trucking industry has used previously.

3.1: TEST VEHICLES

Test vehicles were 2019 International LT 625 tractors with Cummins X15 15-Liter engines and Eaton Endurant 12-speed Automated Manual Transmissions (AMT). Trailers were 2021 53-ft Refrigerated Utility 3000R models. 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. **Note:** MVT fleet does not operate refrigerated trailers; however, the same detail goes into each test and MVTs Elite Fleets consider the same test results for their decisions.

Figure 1: Test Vehicle



Figure 2: Compare Vehicle



RUN 2: BASELINE (NO AERODYNAMIC TECHNOLOGIES)

During the second test run of the day (Run 2) the trailer had no aerodynamic technologies installed (Figure 3). This served as the Baseline run, which Run 6 was compared against.

Note: other test runs were conducted between the Baseline and Utility tests which did not apply to this report and are therefore not included.

Figure 3: Baseline without Trailer Aerodynamics



3.1a: RUN 6: UTILITY AERODYNAMIC TAIL (UAT) + UTILITY SIDE SKIRT 120A-4 + ECO FLAPS (REFRIGERATED TRAILER)

During the sixth run of the day (Run 6) the test vehicle was equipped with the Utility Aerodynamic Tail (UAT), Utility Side Skirt 120A-4, and Eco Flaps (Figure 4, 5 and 6) combined. The UAT consisted of sides and top fairings (Figure 4)

Figure 4: Utility Aerodynamic Tail (UAT) Rear View

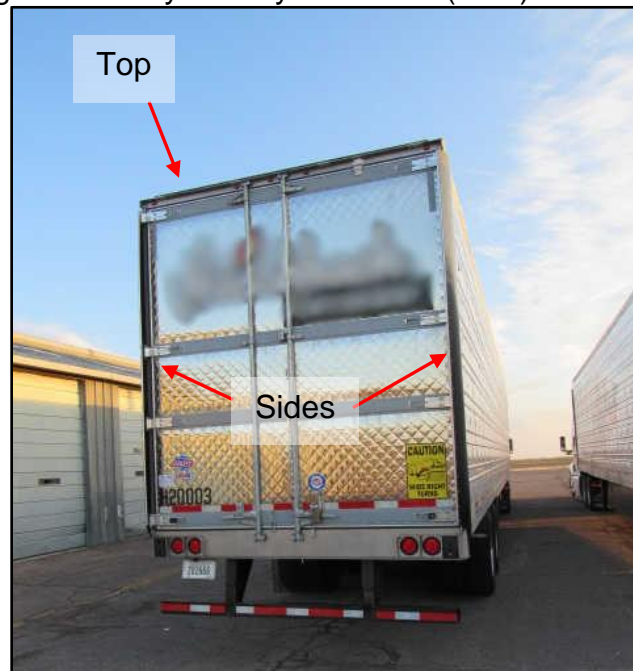
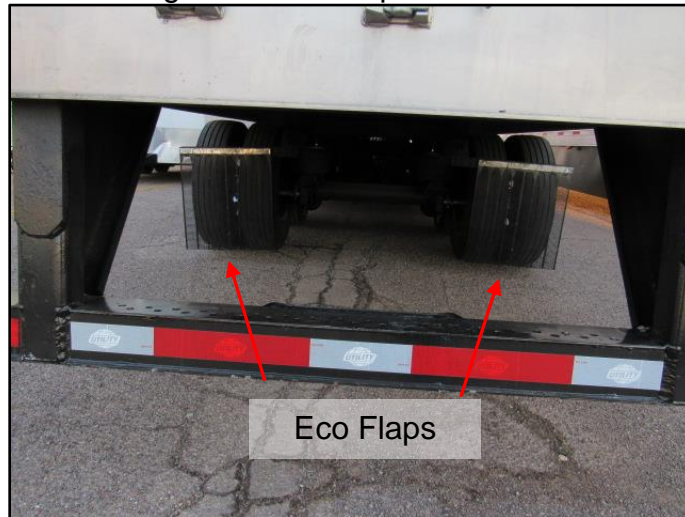


Figure 5: Utility Side Skirt 120A-4



Figure 6: Eco Flaps Rear View



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 7: Aerodynamic Sensors



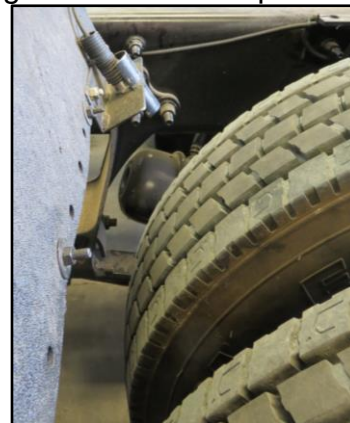
Figure 8: Data Acquisition System



Figure 9: Fuel Flow Meter



Figure 10: Tire Temp. Sensor



4.0: TEST RESULTS

As shown below, two (2) runs were completed (Table 2). Run 2 consisted of the Baseline run (*i.e.* no aerodynamic devices installed). Run 6 consisted of the Utility Aerodynamic Technologies installed on the refrigerated trailer. To quantify fuel savings, Run 2 was compared to Run 6.

Table 2: Test Runs

Run	Test Name/Description	Start	End
2	Baseline	11:35 AM	1:22 PM
6	Utility Aerodynamic Technologies - Refrigerated Trailer	10:06 PM	11:53 PM

As listed in the Summary, the Utility Aerodynamic Technologies on a refrigerated trailer provided a fuel savings of **7.45 gal/1000 miles (6.61%)**. Results are shown in Table 3 and include test result accuracy.

Table 3: Test Results with Accuracy

	Fuel Economy Improvement		
	Gal/1000 miles	MPG	Percent
Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer)	7.45	0.63	6.61%
Accuracy	+/- 0.97	+/- 0.08	+/- 0.86%

These results are shown graphically in gal/1000 miles below in Figure 11 and as a percent in Figure 12.

Figure 11: Fuel Savings (gal/1000 miles)

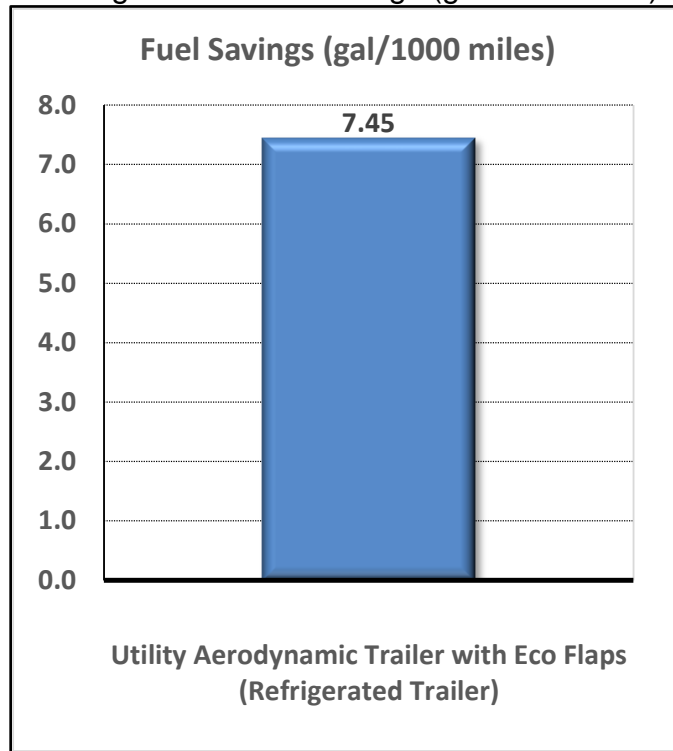
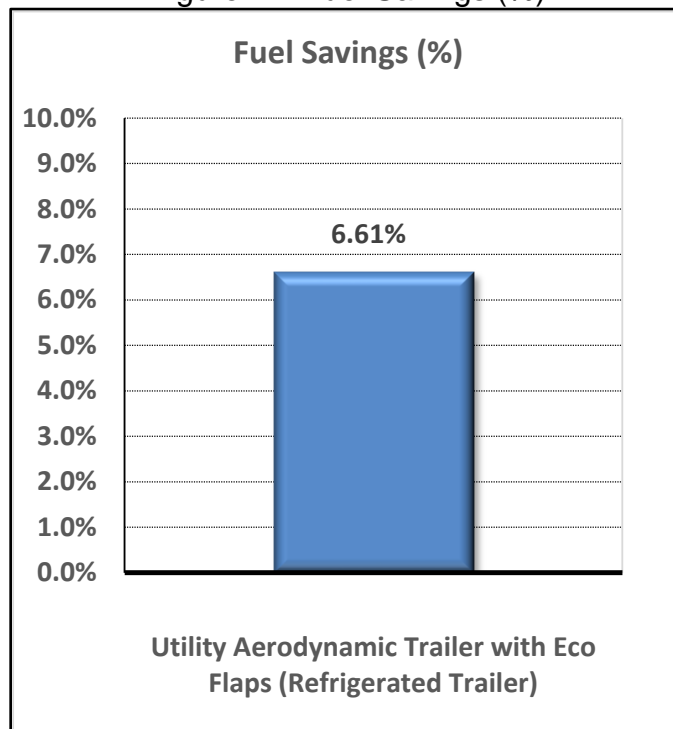


Figure 12: Fuel Savings (%)



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 68.0°F to 76.0°F. Winds ranged from 9 mph to 23 mph and gust conditions were omitted from the test results based on consistency of test data. It should be noted that the MVT Solutions 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](#).

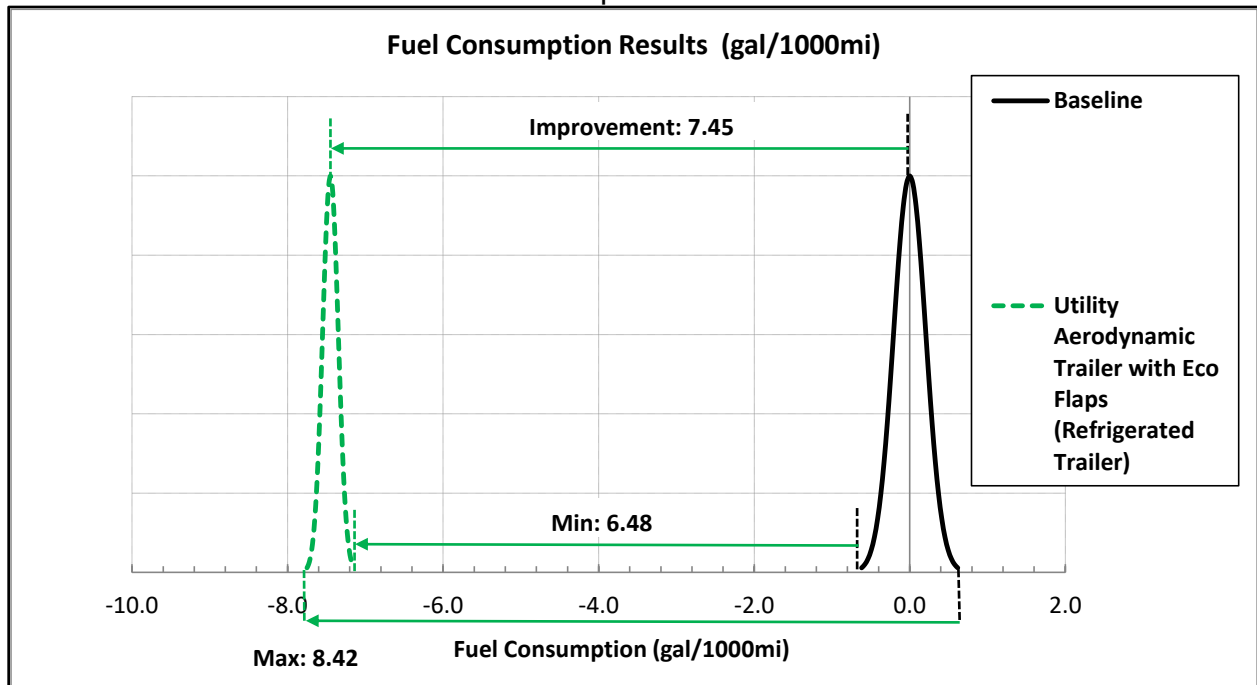
4.3: MEASUREMENT ACCURACY

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 13 below, shows the statistical bell curves of the Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer). The Baseline test and the Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) test 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 7.45 gal/1000 miles. Minimum and maximum values were calculated as the test result plus or minus the accuracy values (7.45 +/- 0.97), which were 6.48 and 8.42 gal/1000 miles.

Figure 13: Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) 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

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

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

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

Example: Utility Aerodynamic Trailer with Eco Flaps on a refrigerated trailer that has fuel savings of 7.45 gal/1000 miles and 125,000 miles travelled annually:

$$\text{Fuel Savings} = (7.45 \text{ gal}/1000 \text{ miles}) \times \frac{(125,000 \text{ miles}/\text{year})}{1000} = 931 \text{ gal}/\text{year}$$

Therefore, the Utility Aerodynamic Trailer (Refrigerated) package would save 931 gallons of fuel per year for this vehicle travelling 125,000 miles.

5.2: FINANCIAL SAVINGS CALCULATIONS

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

$$\text{Savings (\$/year)} = (\text{Fuel Savings}) \times (\text{Price of fuel})$$

Example: Using the example above and U.S. average retail price of diesel fuel in 2020, \$2.551¹ /gal

$$\text{Savings (\$/year)} = \left(931 \frac{\text{gal}}{\text{year}}\right) \times \left(\frac{\$2.551}{\text{gal}}\right) = \$2,376 \text{ /year in fuel savings}$$

Therefore, the Utility Aerodynamic Trailer (Refrigerated) package would save \$2,376 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_EP2DXL0_PTE_NUS_DPG&f=W

6.0: CONCLUSION

MVTS testing proved the fuel savings for the Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) with answers that were clear and precise.

The Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) showed fuel savings of **7.45 gal/1000 miles (6.61%)**.

Financially, the Utility Aerodynamic Trailer with Eco Flaps (Refrigerated Trailer) would result in fuel savings of \$2,376 for a vehicle travelling 125,000 miles at a fuel price of \$2.551/gal. Payback, ROI, and profit will vary based on purchase and install pricing, as well as trailer ratio.

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 14: 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	Utility USS-120A-4 skirts					
	Utility Aero Tail (UAT)					
	Eco Flaps					

Figure 15: 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 16: 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 17: 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 18: Pecos Test Track



7.4: WEATHER CONDITIONS

Weather during testing was mild with moderate to high wind. 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

- Utility Aerodynamic Trailer (UAT)
- Eco Flaps aerodynamic mud flaps

7.6: TEST PERSONNEL

7.6a: MVT SOLUTIONS

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

7.6b: DRIVERS

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

7.6c: UTILITY AERODYNAMIC TECHNOLOGIES

- Craig Bennett, Sr. Vice President Sales & Marketing

7.7: MVT SOLUTIONS CONTACT INFO

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