



CASE STUDY: Transport America, Ohio

This example is from the Transport America in Ohio. They had 4 trucks (19 tested in visit) come through with decreased mileage and 3 of them had the issue Pressure Differential Switch confirmed with the HD PowerSmoke. The 4th was tested and the Pressure Differential Switch, which was expected to be the problem wasn't. The truck passed that test and it turned out to have a SCR gasket that had been improperly installed. That would have been caught if the HD PowerSmoke had been used to **validate** repairs at the other facility before the truck had left.

Here are the numbers:

The Fuel Consumption savings for just ONE truck will pay for a HD PowerSmoke. When you add in the number of trucks in the fleet it becomes a staggering number.

It was found in the testing, the noticeable blockage of EGR Pressure Differential Sensor ports in a quarter of the vehicles tested. This is the primary delinquent component for compromising Fuel Consumption. We have identified these vehicles losing .4 to .6mpg consistently across the fleet.

Normal MPG for Vehicle Tested	6.9 MPG
Tested vehicle with deficient EGR tubes	6.4 MPG
Change in mileage	-.5 MPG, or -7.8%
Average truck vehicle travels 140,000 a year	
140,000 /6.9mpg = 20,290 gallons	
20,290 X \$2.70 per gal =	\$54,785.00 diesel annually
<u>-7.8% x \$54,785.00</u>	<u>\$4273.00 annual savings per year PER TRUCK</u>

15-20% of the fleet is expected to have this issue at any given time. With a fleet of 1800 trucks the potential savings could be massive.

270 Trucks @ \$4273.00 savings annually is staggering: \$1,153,710.00