

September 9, 2009

To Whom It May Concern:

Hello my name is Greg Decker. My wife and I own a single truck/trailer combination that is leased to a Canadian LTL carrier. We own a 2008 Volvo 780 with the D-16F (DPF equipped) 500 hp engine, 12 speed Automated I-Shift transmission with 3.42 gear ratio on 11R22.5 tires. This truck was built to drive 62 mph. Our trailer is a 2002 Utility 3000R. We have installed a 48" tool box, a spare tire carrier (which always has a tire in it) to go along with the 50 gallon fuel tank on the trailer.

After last summer's record fuel prices, I like everyone else started looking for ways to save fuel. I had already installed an APU, Air Tabs, Eco-Flaps and was using synthetic oil in the engine, transmission and differentials. Since we are a one truck operation having money to invest was a great concern. Since our one truck company is a SmartWay Partner (with a SIF score of 1.25) I checked the SmartWay website to try and find more ideas. I FOUND WINDYNE FLEX-FAIRINGS! I read all the data that was available on the SmartWay website, Windyne's website, and other side skirt websites. I then went looking for independent data about aerodynamics. What I learned about aerodynamics caused me to consider side skirts for our trailer as the next logical step to save fuel.

After looking at various styles of side skirts I narrowed the field down to two manufactures. One side skirt design was a "fixed" concept and then there was Windyne's "Flex Fairing" design.

Since I had a tool box and spare tire carrier, I did not want to remove either from our trailer. With the design feature of Windyne's Flex Fairing to "flip" up against the side of the trailer, I saw the best of both worlds. A side skirt system that allowed me to keep my tool box and spare tire. This "flip up" feature is going to allow me into very steep below ground docks without damaging my side skirts. I have gone into normal grade below ground docks with my Windyne Flex Fairings with no problems.

I had learned when researching aerodynamics that with a fixed set concept of side skirts that they would work as long as the wheels were positioned up to the skirts. All the fixed concepts I found used the California bridge law as the maximum length that they could manufacture the skirts. With Windyne's Flex Fairing concept, the skirts would ALWAYS be in the best aerodynamic position no matter where the wheels were positioned.

I had the Windyne Flex Fairings installed on August 4 2009 and received immediate dividends! On my first trip from Toronto Ontario to Calgary AB (thru Wawa Ontario, this is a very mountainous trip through Ontario and then flat prairies through Western Canada) I averaged 6.83 (US) mpg. The previous trip without the side skirts I had averaged 6.32 mpg. The route, weights (70,000 lbs gross) and wind conditions were as close as I could have ever dreamed of to compare trips.

A regular trip I have is from Calgary AB to Edinburg TX (through Lamar CO and San Angelo TX). I have done this trip six times since last summer. The length of the trip is 2302 miles with the weight between 76,000 lbs and 78,000 lbs. The fuel mileage averages I had achieved were 5.85 mpg, 5.69 mpg, 5.79 mpg, 5.67 mpg and what I thought was an outstanding average on the last trip of 6.09 mpg. This last trip was with no wind for the whole trip and we all know what the odds of no wind in Wyoming are! I just finished this trip again with my Windyne Flex Fairings installed. As usual I was in a crosswind situation for over half the miles. When I fueled in Edinburg TX I had achieved 6.53 mpg. Since my normal average trip was 5.75 mpg, I was smiling at everyone. I had saved 48 gallons of fuel in just over three days.

I have never endorsed a product before but after having an article published about our operation in two Canadian trucking magazines I realized that I could make a difference and help the industry move forward. I am saving enough fuel to pay for my Windyne Flex Fairings in about 12 months (at today's fuel prices). I see Windyne Flex Fairings as an excellent money saver. Another bonus is that while you are saving money on fuel you are doing your part to reduce CO2 emissions.

Yours Sincerely

Greg Decker

Triple Decker Transport Ltd.