

# TRINITY FUEL ADDITIVES



## TFA FIELD TRIAL RESULTS

### Large Engines

**2020 Volvo (class 8 semi)** with 56,000 miles at start of trials. Operating on road diesel (ultra-low sulfur diesel). Trials performed during APR-JUL 2021. Baseline on full load (~78-79K lbs.) 6.5 mpg. After use of TFMD-3, minimum 7.5 mpg on full load (~78-79K lbs.). **Fuel Economy Improvement 15.38%**

**Notes:** Black smoke and exhaust pipe blackening was eliminated. Driver reported major power, acceleration, and daily total mileage gains. During trips from San Antonio to West Coast, significant gain in power and mph going up steep inclines (15-20 mph during baseline to 44-45 mph using TFMD-3 treated fuel). Driver reported less stress and more fuel savings due to product use.

**2001 Freightliner (class 8 semi)** with Detroit Diesel motor. Operating on road diesel (ultra-low sulfur diesel). Hauling lumber at max load. Trials performed during JUN-JUL 2021. Baseline on full load 5.5 mpg. After use of TFMD-3, 6.7 mpg. **Fuel Economy Improvement 21.82%**

**Notes:** Trials performed in Blue Ridge Mountains. Driver reported highly improved throttle response during hill climbs and significant fuel savings. Elimination of black smoke during 2<sup>nd</sup> treated tank.

### Medium and Small Engines

**2010 Chevrolet Suburban** 94,000 miles at start of trials. Operating on 87 octane (with 10% ethanol). Trials performed during FEB-JUL 2021. Baseline over life of engine 16.044 mpg. After use of TFG-3, 19.05 mpg. **Fuel Economy Improvement 18.7%**

**Notes:** Major improvement in engine road handling with less vibration and quieter performance. Trials performed in Louisiana and Texas.

**2016 Toyota Camry (4cyl)** Operating on 87 octane (with 10% ethanol). Trials performed in JUL 2021. Baseline over life of engine 29.8 mpg. After use of TFG-3, 34.8 mpg. **Fuel Economy Improvement 16.8%**

**Notes:** Vehicle used for daily commute, a mix of highway and city travel. Driver reported improved engine performance and longer time before the need to refuel.

**2020 Ford F150 (SC) w/5.0L Coyote V8 Roush Supercharger** Engine output 650 hp. Operating on 93 octane. Trials performed in JUL 2021. Engine had 13000 miles at start of trials. Baseline 12.81 mpg. After use of TFG-3, 14.8 mpg. **Fuel Economy Improvement 15.5%**

**Notes:** Daily commuter on standard route. Driver reported more power, particularly at lower RPM, and an additional 2.5 days in the typical refueling interval.

**2013 Honda Pilot (V6)** Operating on 87 octane (with 10% ethanol). Trials performed in AUG 2021. Baseline over life of engine 20 mpg. After use of TFG-3, 24.2 mpg. **Fuel Economy Improvement 21%**

**Notes:** Daily commuter on standard route. Driver reported noticeable increase in power and acceleration, commenting, "It was never a speed demon, but I just wasn't expecting to notice much of a difference..." Also reported decreased vibration and cabin noise, as well as fuel savings.

**2005 Mitsubishi 380 GT** Operating on 91 octane unleaded (from Australia). **Fuel Economy Improvement 13%**

**2017 Toyota Camry (6cyl)** Operating on 87 octane (with 10% ethanol). Trials performed in AUG 2021. Baseline over life of engine 29.4 mpg. After use of TFG-3, 34.9 mpg. **Fuel Economy Improvement 18.7%**

**Notes:** Vehicle used for daily commute, a mix of highway and city travel. Driver reported less vibration/cabin noise and improved acceleration.

**2011 Ford F150** Operating on 87 octane (with 10% ethanol). Trials performed during JUL 2021. **Fuel Economy Improvement 15%**

**\*Additional Field Trials for our newest TFA formulas are underway with more data forthcoming**