



My main reason of wanting to use SOA Technology was to see fuel economy gains mainly while towing but also overall MPG improvements. I was also hopeful in seeing improvements in emissions. When first getting the engine with SOA technology I first noticed how the truck was much more responsive. There was less lag and I noticed this within just the first few miles of stop and go traffic through town. My last few diesel trucks I had bought throttle sensitivity boosters to remove lag and improve truck performance. I would not need to do this due to the noticeable difference in how much better the truck responds.

I also noticed the truck seemed quieter or smoother sounding. I would also try to describe that it sounded like more air was getting pushed through almost like when maybe putting on an aftermarket intake. As I got out on highway and got a few more miles on the truck I noticed more power as well. I was not expecting a power increase or at least not enough to feel the difference. I would compare the power difference to be a little less than putting on a after-market tow tune.

The first tank of fuel when driving truck back home little over 400 miles was .6 mpg better. The second tank of fuel was 1.2 mpg better. The second tank of fuel was daily driving and towing horse trailer and

was very much used like I normally had been driving. I suspect the fuel economy will continue to increase as the truck breaks in. I also noticed I drove the first 820 miles before truck went into regen. Before engine swap I was seeing truck come into regen every 250-350 miles per tank. (37 gallon)

I'm also very impressed while towing. When towing the performance and smoothness of the engine performance seems to become even more noticeable. You can feel the power difference and the overall quietness and smoothness the truck delivers. I was towing approximately 13,500 pounds.

I have driven approximately 1,300 miles on the new engine. I'm happy with the results and excited to see how it continues to improve. I would definitely recommend to others from what I have seen to this point. I'm curious to see additional fuel economy statistics and admissions data that I will be recording.

I will also note that my check engine light had come on numerous times. I had two different codes, one being P2452 (Diesel Particulate Filter Differential pressure sensor circuit) the other being a fuel injector code saying injector offset learning MIN Limit. At around 900-1,100 miles on new engine these codes stopped coming. I have not had check engine light on in last 300-400 miles. Now that no codes are showing, and truck continues to re learn I feel that my MPG and other benefits will continue to improve.

Thank you,

Ryan Goodman