Contrasting Condition's	*GPH* *Gallons Per Hour*	*% +/- fuel Used*	*% Mileage Gain or Loss*
Stock Condition	**1.25**	**0.00%**	**0.00%**
HHO Only	**1.31**	**4.80%**	**-9.60%**
HHO & EFIE	**1.18**	**-5.60%**	**11.20%**
HHO & MAP ONLY	**1.02**	**-18.40%**	**36.80%**
HHO,EFIE,MAP	**0.96**	**-23.20%**	**46.40%**
HHO & IAT	**0.94**	**-24.80%**	**49.60%**
HHO,EFIE,MAP,IAT	**0.6**	**-52.00%**	**104.00%**
HHO & CTS	**1.02**	**-18.40%**	**36.80%**
HHO,EFIE,MAP, IAT, CTS	**.53**	**-57.60%**	**115.20%**

The above test conducted on a 2005 Chrysler Town & Country, @ 1500 rpm. Engine was at actual operating temperature. Sensor adjustments as follows

Digital EFIE upstream 2.85 Switch Point ***Chrysler has a 2.5 v Bias Voltage***
Analog EFIE down stream .225 mv.
Adaptive control ¼ turn clockwise ***Determined by Activity Blink Rate @ 1500 rpm.***
MAP set to 15% load reduction
IAT set to 176 F.
CTS set to 220 F.

Column 1 represents various conditions
Column 2 represents gallons per hour as per scan tool
Column 3 represents plus or minus percentage of fuel used.
Column 4 represents plus or minus percentage of mileage gain

Generator used, New Pure Power " Y" tee Mite. Black Box Control device set @ 7.75 amps, Appx. 900 milliliters per minute output.

Actual road test yielded 38.3 mpg. 60% Hwy. 40% city.

50 Highway miles typical Wisconsin rolling hills terrain 41.2 mpg.

Some of the conditions mentioned above ie: EFIE & MAF/MAP will not sustain these numbers after the computer has had a chance to adjust. Retarding their settings to reflect mileage gains in the 30-35 %

range is sustainable.
We will be doing a lot more testing for long term effects with the various conditions as listed. Thus far we have only been able to sustain gains beyond 60% by modifications to All 02 sensors, MAF or MAP sensor, IAT (very important) sensor, and CTS. If all of these sensors modified signals are not in agreement your mileage gains are not sustainable.

The next adjustments will be to lower the Switch Point on the digital EFIE to 2.80, increase the downstream 02 sensor offset voltage to .250, and raise the IAT. Temp to 190 F.

This information is for the Techies. It is not for the average person who does not possess a good solid background in Automotive service and automotive electronics, specially sensor functions and their signal voltage .07range on any given vehicle.