
A Case Study Measuring Fuel Economy in a Light Duty Diesel Vehicle Treated with Power Service Diesel Injector & DPF Flush

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A CASE STUDY MEASURING FUEL ECONOMY IN A LIGHT DUTY DIESEL VEHICLE TREATED WITH POWER SERVICE DIESEL INJECTOR & DPF FLUSH

Abstract

This case study evaluated the effect of Power Service Diesel Injector & DPF Flush on fuel economy in a 2023 GMC 1500 diesel pickup truck. The vehicle's fuel mileage was tracked during 10 tanks of diesel usage: five prior to treatment, a tank treated with Power Service Diesel Injector & DPF Flush, and four untreated tanks following the treated tank. Across this 5,939-mile evaluation period, driving conditions predominantly included highway use with some city driving, and refueling occurred at various locations. The five untreated tanks averaged 25.48 mpg, while the tank treated with the additive (followed by four additional untreated tanks) averaged 28.37 mpg — an 11.33% increase in fuel economy. This result suggests that a single dose of Diesel Injector & DPF Flush may enhance fuel efficiency in light-duty diesel trucks.

Objective

This case study aimed to evaluate the impact a single dose of Power Service Diesel Injector & DPF Flush would have on the fuel economy of a 2023 GMC 1500 diesel pickup truck.

Materials

2023 GMC 1500 diesel pickup, 6.25 ounces of Power Service Diesel Injector & DPF Flush (1:500 treatment ratio), mileage tracking chart.

Methods

1. During the initial phase five tanks of untreated diesel fuel were consumed by the vehicle, with mileage tracked at each fuel fill-up.

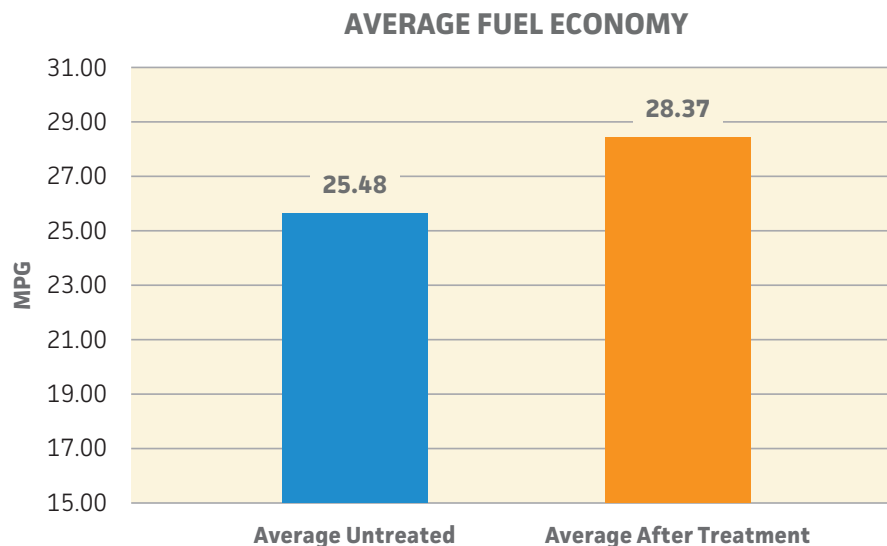
2. During the treated phase, 6.25 ounces of Power Service Diesel Injector & DPF Flush (at a 1:500 treatment ratio) was added to the vehicle's fuel tank on the sixth fill-up.
3. Four more tanks of fuel with no additive were consumed by the vehicle, with mileage tracked at each fuel fill-up.
4. Mileage data was compiled and averaged.

Results

Over the course of the case study, the diesel pickup was driven mostly on the highway with some in-town driving. It is important to note that the vehicle was fueled at various locations. The vehicle was driven a total of 5,939 miles during the case study.

		STARTING MILEAGE	ENDING MILEAGE	GALLONS OF FUEL	MPG CALCULATED
UNTREATED FUEL	Tank 1	73,339	73,990	23	28.30
	Tank 2	73,990	74,550	21.8	25.69
	Tank 3	74,550	75,179	24	26.21
	Tank 4	75,179	75,761	22.8	25.53
	Tank 5	75,761	76,227	21.5	21.67
ONE TANK OF DIDF	Tank 6	76,227	76,840	18	34.06
UNTREATED FUEL	Tank 7	76,840	77,412	22.9	24.98
	Tank 8	77,412	78,094	22.7	30.04
	Tank 9	78,094	78,680	24	24.42
	Tank 10	78,680	79,278	21.1	28.34

AVERAGE MPG Untreated	AVERAGE MPG Treated	% IMPROVEMENT
25.48	28.37	11.33



Conclusions

1. Untreated fuel mileage
 - a. The five tanks of untreated diesel fuel averaged 25.48 miles per gallon.
 - b. The vehicle traveled 2,888 miles
 - c. The mpg for each tank ranged from 21.67 mpg at the lowest and 28.30 mpg at the highest.
2. Treated fuel mileage
 - a. The average miles per gallon of one tank of treated fuel and 4 untreated tanks was 28.37 miles per gallon.
 - b. The vehicle traveled 3,051 miles
 - c. The mpg for each tank ranged from 24.42 mpg at the lowest and 34.06 mpg at the highest.
3. Overall conclusions
 - a. Fuel economy improved 11.33% after one tank of fuel treated with Power Service Diesel Injector & DPF Flush, used at a 1:500 treatment ratio.
 - b. These findings suggest that a single application of Power Service Diesel Injector & DPF Flush resulted in significant and sustained improvement in fuel economy.

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