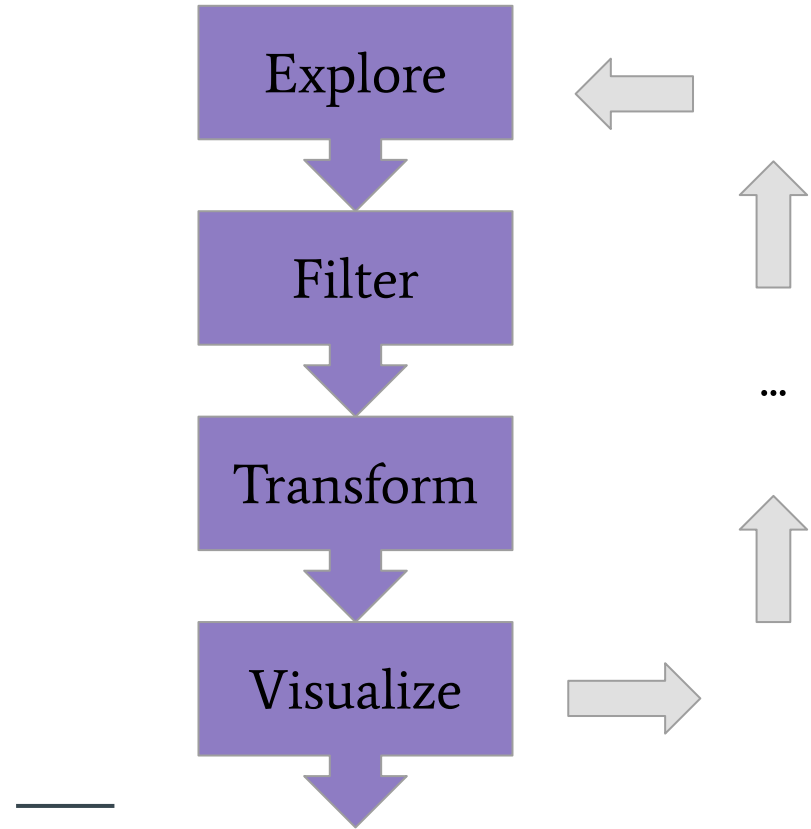


# Booster Fuels Case Study

...

**Magnus Skonberg**  
June 4th 2021

# Approach & Early Findings





Source	Action	Start Time Count	End Time Count
DEPUTY	LUNCH	42	42
	SHIFT	172	130
FLEETIO	PRE_TRIP	171	177
	POST_TRIP	289	291
PANGOLIER	FLEET	794	772
	TERMINAL	116	118
	YARD	191	198
WILSON	DELIVERY	508	478
BOA	DELIVERY	0	5



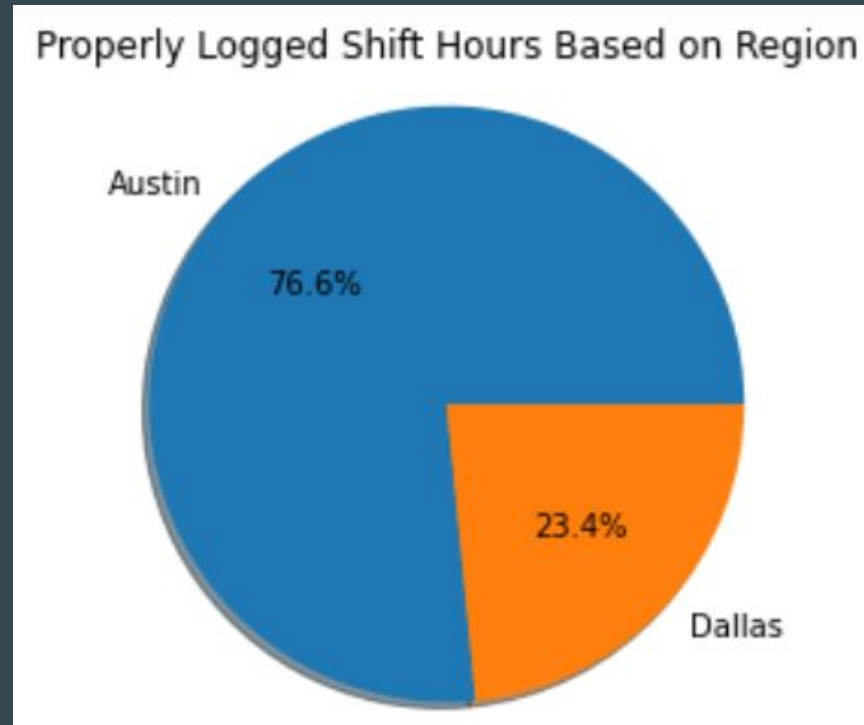
A: Deputy | Shift | Start  
 B: Fleetio | Pre Trip | Start  
 C: Fleetio | Pre Trip | End  
 D: Pangolier | Yard | End  
 E: Pangolier | Fleet | Start  
 F: Wilson | Delivery | Start  
 G: Wilson | Delivery | End  
 H: Pangolier | Fleet | End  
 I: Pangolier | Terminal | Start  
 J: Pangolier | Terminal | End  
 K: Deputy | Lunch | Start  
 L: Deputy | Lunch | End  
 M: Pangolier | Yard | Start  
 N: Fleetio | Post Trip | Start  
 O: Fleetio | Post Trip | End  
 P: Deputy | Shift | End

## Early Findings: Filter for Events to Derive States

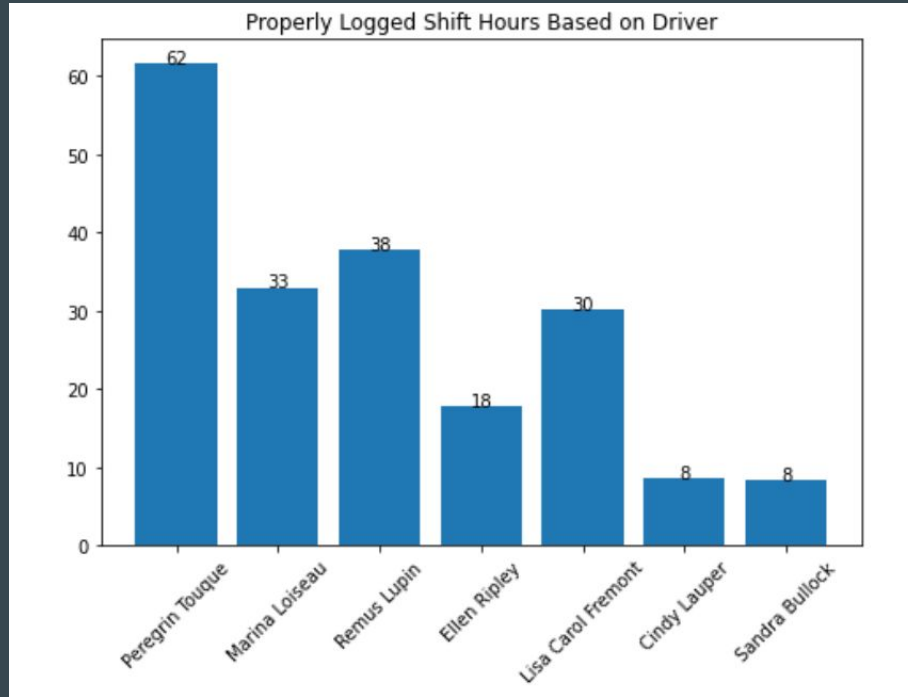
# Assumptions

1. Sequencing matters.
2. State assignment is accurate.
3. Transit is “everything between”.

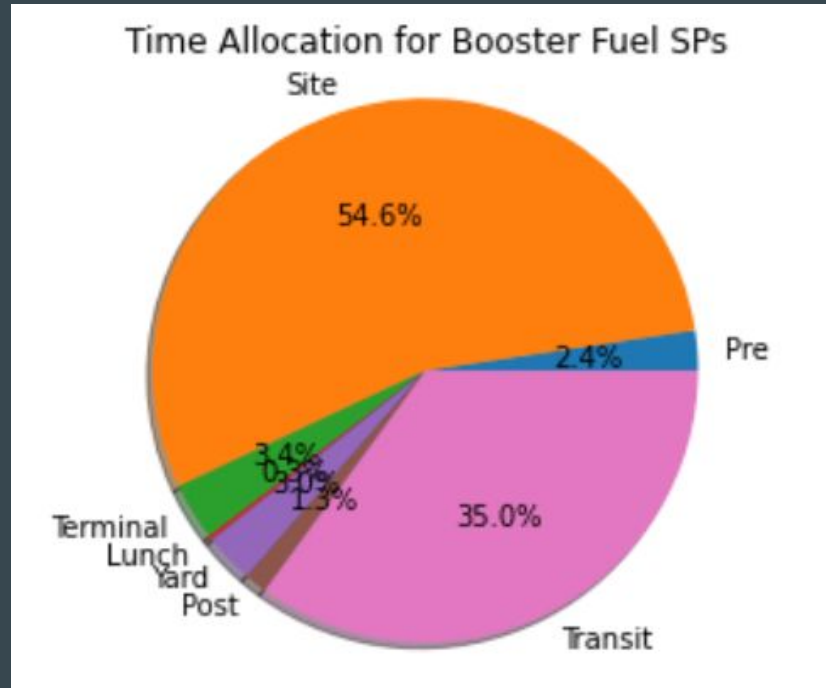
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Visualization I: Austin > Dallas Fort Worth

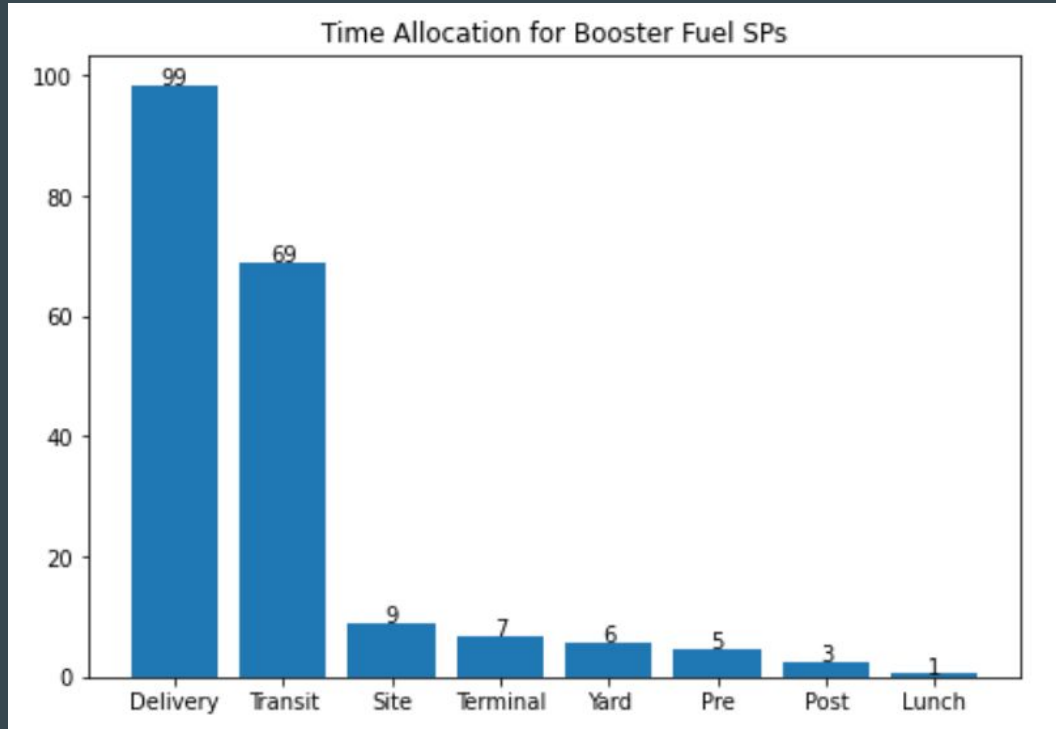


Visualization II: Highlight “bright spot” drivers



Visualization III: ~90% of time on Site and in Transit





**Visualization IV: Minimize Downtime, Time in Transit, and Refueling Trips**

# Summary / Conclusion

## Patterns & Learnings

- Manual entry is a problem
- Austin > Dallas Fort Worth
- “Lunch” (least), “Delivery” and “Transit” (most)

## Suggestions

- Reward “bright spot” drivers
  - Refuel at start/end of shift
  - Minimize downtime and time spent in transit
-

“What gets measured gets managed.”  
Peter Drucker

Conclusion



Questions