Booster Fuels Case Study

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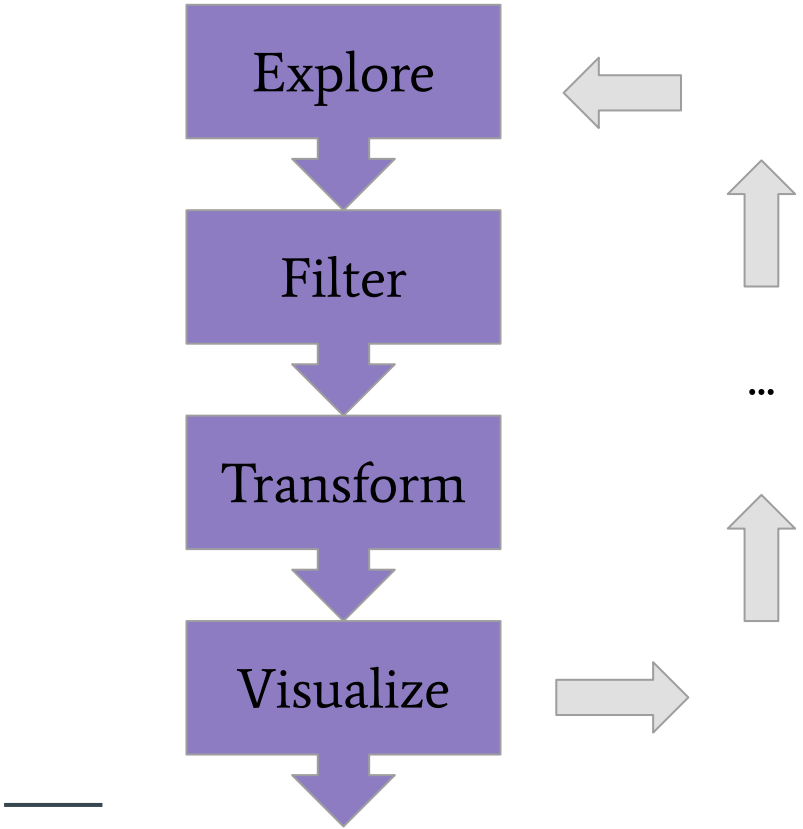
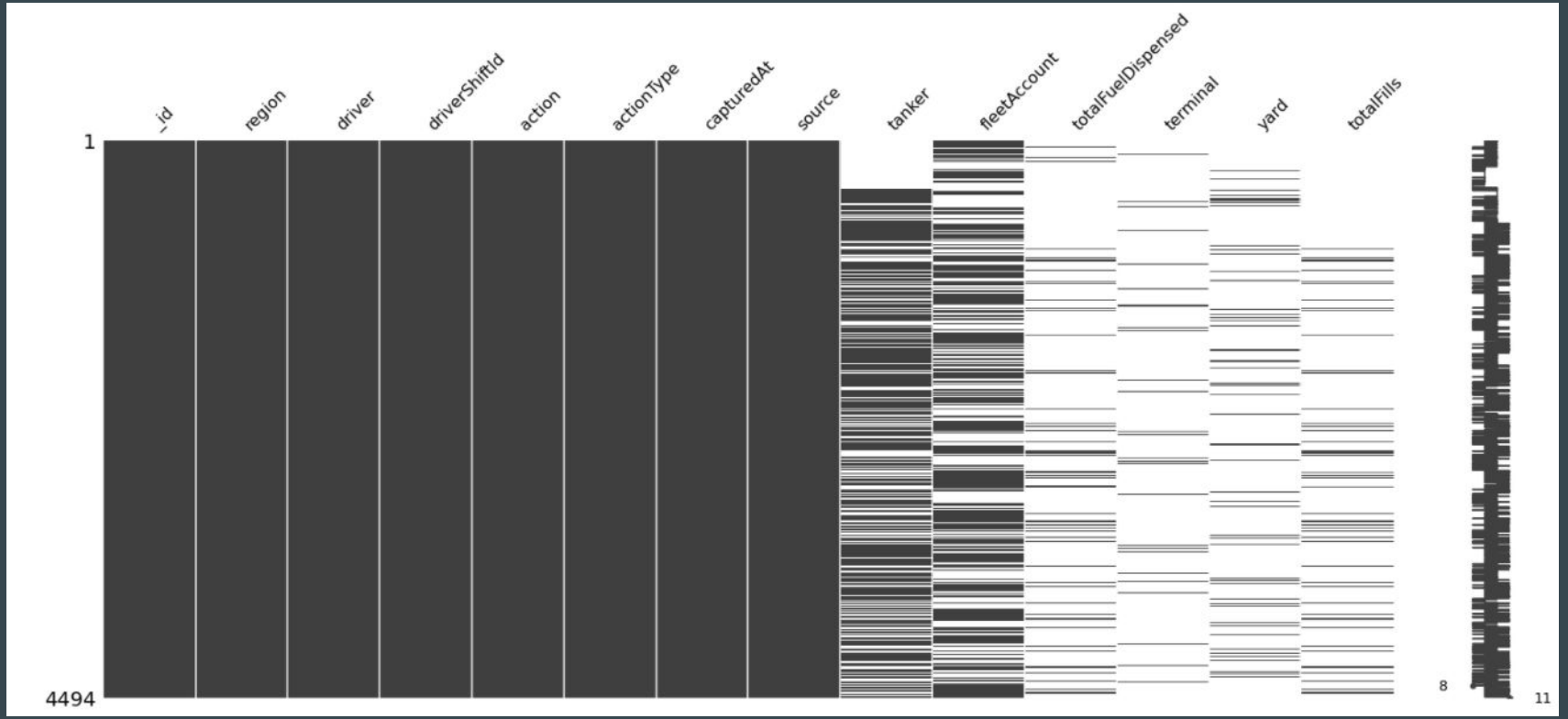
Approach & Early Findings



Early Findings: Manual Entry is a Problem



Early Findings: Filter for Events to Derive States

Events

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

Sequence Filtering

	driverShiftId	Event Sequence	Complete
14	5f4704cc2e88a7001230387c	A B C D E H E H E H I J E H M N O N O P	True
27	5f4858b4f49554001363bc26	A B C D I J E H E H I J M N O N O P	True
30	5f4999ce2404c6001212d231	A B C D E H E H E H M N O N O P	True
41	5f4af8f0786b0800122ea779	A B C D E H E H M N O N O P	True
52	5f4c4d702404c6001212de79	A B C D I J K L E H E H M N O N O P	True
72	5f5030d84a89d40012bf41b6	A B C D E F G H E F G H E F G H E F H E H G M ...	True
77	5f503f5e680c490012bb19e2	A B C D F E H I J E G H M N O N O P	True
78	5f50407a4a89d40012bf471d	A B C D E F G H E F G H M N O N O P	True
79	5f5043184a89d40012bf4759	A B C D I J E F H G M N O N O P	True
85	5f5190712ede7d00127bb02b	A B C D F E H I J E G H M N O N O P	True
86	5f51907c2ede7d00127bb037	A B C D I J E F G H E F G H I J M N O N O P	True
96	5f52e2eca36e930012d28442	A B C D I J E F G H M N O N O P	True
97	5f52e5cca36e930012d28491	A B C D I J E H F E G H I J M N O N O P	True
109	5f558533a36e930012d29b7c	A B C D F E G H I J M N O N O P	True
113	5f56c41da36e930012d2a622	A B C D I J E F H G E F G H E F G H F E G H F ...	True
116	5f56d671a36e930012d2a6cd	A B C D I J F E G H I J M N O N O P	True
125	5f5827ee2ede7d00127bf6eb	A B C D E F G H E F H I J E G H M N O N O P	True
126	5f58287fa36e930012d2b7cb	A B C D I J F E H E G H I J M N O N O P	True
135	5f59798a094f9b0012abaf43	A B C D I J I J E F G H E F G H M N O N O P	True
144	5f5abe4782bfae001416cdc5	A B C D E F G H E F H G E F E H E E G F H H G ...	True
155	5f5c1c898dcf9200146c916b	A B C D F I J E G H M N O N O P	True
160	5f5d5ff58dcf9200146c9ce5	A B C D F E H E H G E H E F G H E F H G F E G ...	True
169	5f5ebf758dcf9200146ca638	A B C D E F G H E F H I J E G H M N O N O P	True

States

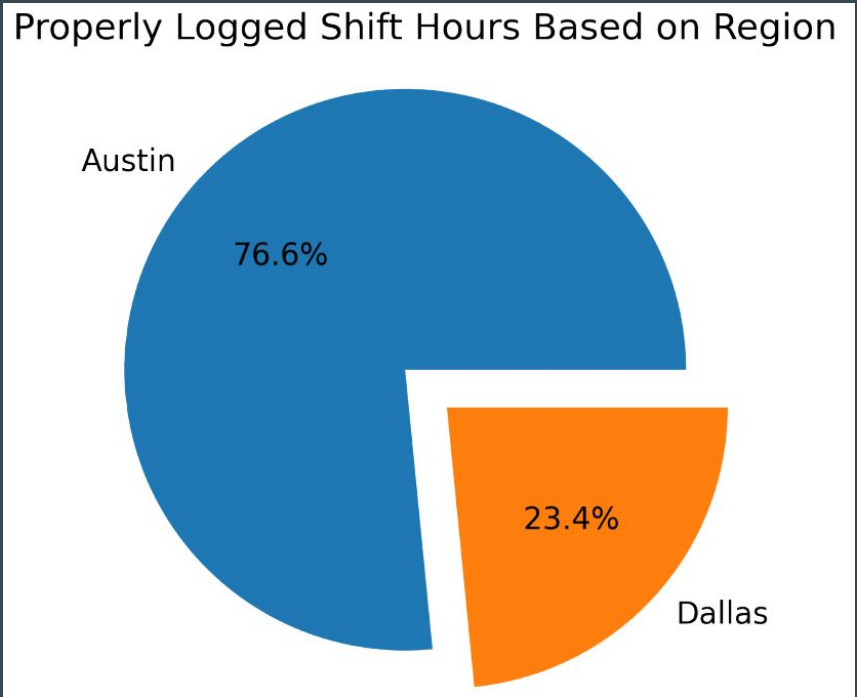
Shift: A | P
Pre: B | C
On Site: E | H
Delivery: F | G
Terminal: I | J
Lunch: K | L
Yard: M | N
Post: N | O
Transit: D, H, J, L | E, I, K, M

Assumptions

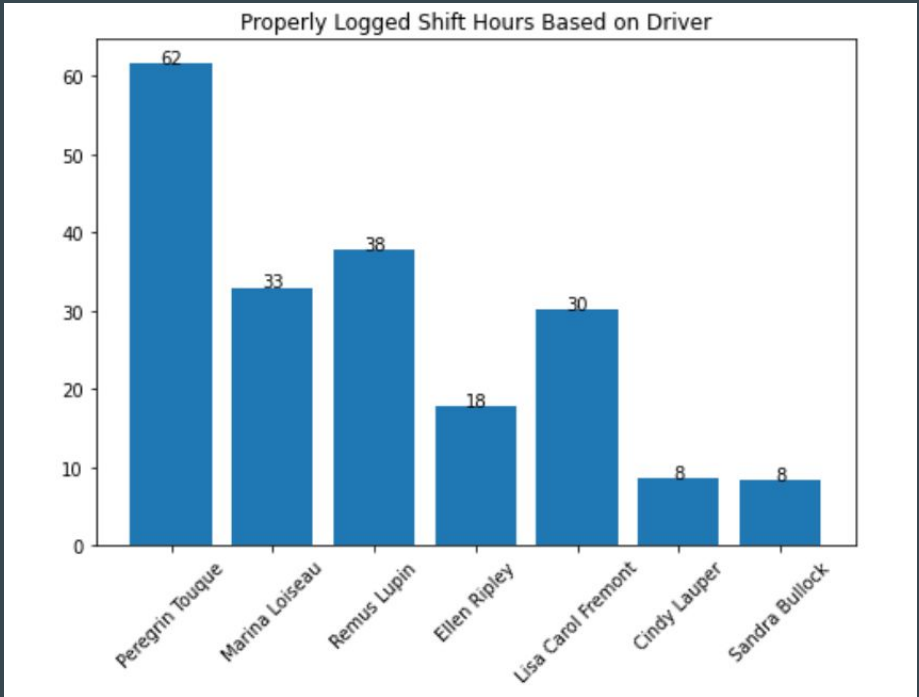
1. Sequencing matters.
2. State assignment is accurate.
3. Transit is “everything between”.

Visualizations I & II

I: Austin > Dallas Fort Worth

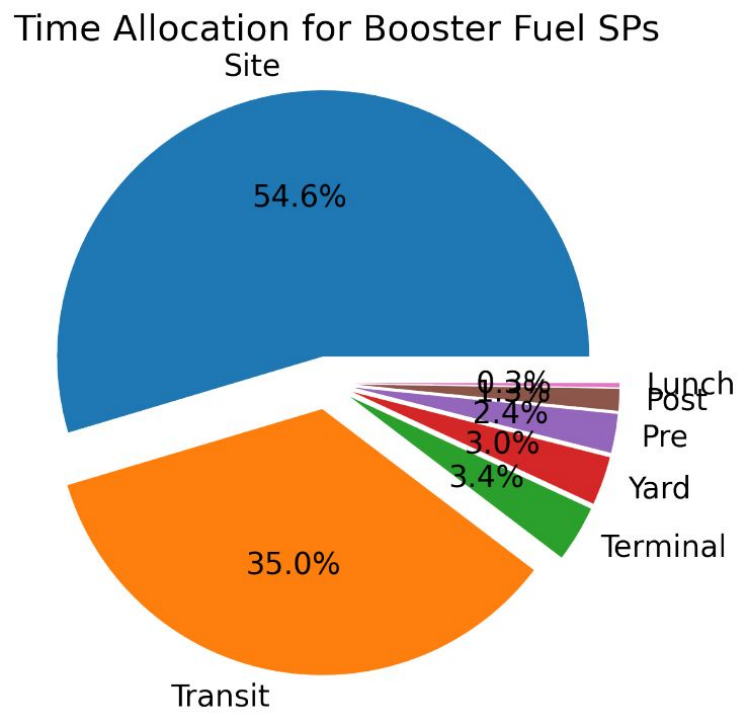


II: Highlight “bright spot” drivers

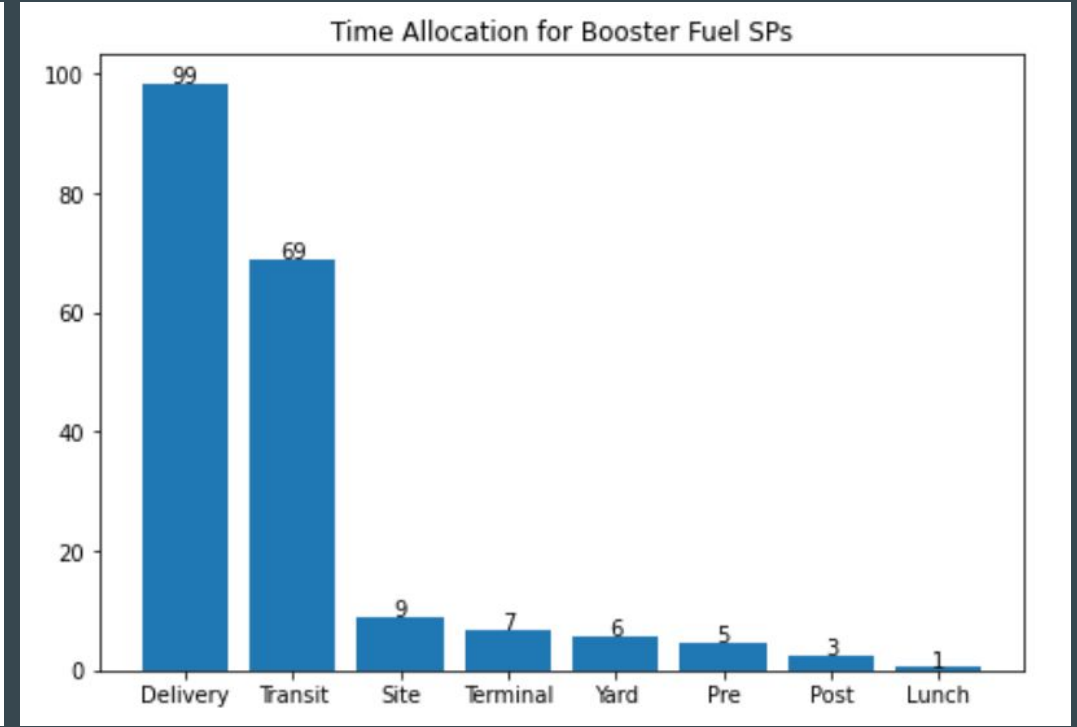


Visualizations III & IV

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



IV: Minimize Time in Transit, Downtime, 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