

Transport Services Limited

ADDITIONAL DIESEL CASE HANDLING

Mix telematics Fuel and Analysis report to issue

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After a few test runs on the some of our trucks, below is my proposed approach to extra diesel cases

By default, factors below directly influence fuel consumption of an asset

1. Mechanical 20%
2. Load/Terrain 20%
3. Driving behavior 60%

Anything outside these might be sabotage

To differentiate between controllable and uncontrollable (sabotage) factors, I propose before issuing any liter of additional fuel, we subject the driver's current trip to Mix telematics measured fuel and analysis template report to ascertain why the need of additional fuel.

This will determine whether to issue or not and if yes pinpoint the cause i.e.

1. Poor driving behavior (out of green band driving, over raving or excessive idling e.t.c)
2. If more kilometers than planed were covered and if yes official or un official
3. If its Sabotage

Below is the follow process

TASK	INPUT	OUTPUT	RESPONSIBILITY
Request for extra diesel	- Truck Number - Trip Start Date - Trip End Date - Planned trip distance (km) - Allocated fuel for trip		
Run Mix summary fuel report using input parameters			
Run Mix driving behavior report using input parameters			
Input trip issued fuel and planed kilometers in analysis template.			
Input Mix fuel report details(Km/Ltrs) in analysis template			
Run analysis to establish cause of extra fuel request.		- Zero value under fuel indicate truck consumed all issued - A positive value under fuel indicates litters in still in tank - A negative value indicates more fuel than allocated was used	

Sample of Mix telematics summary fuel Report

Summary Measured Fuel Report					
Africa - Best Practices - LH Nigeria					
From 16/08/2018 To 19/08/2018					
Asset	Registration Number	Site Name	Fuel Consumption Measured(L/100km)	Distance (km)	Fuel (Litres)
TSL-T809/LSD809XW-EWE	LSD809XW	TSL EAST	28.61	866.20	247.855
TSL-T855/APP855XW-MFO	APP855XW	TSL EAST	26.74	928.40	248.281
TSL-T926/LSD926XW-MFO	LSD926XW	TSL EAST	26.96	809.90	218.374
TSL-T927/LSD927XW-MFO	LSD927XW	TSL EAST	25.87	835.00	215.983
TSL-T928/LSD928XW-MFO	LSD928XW	TSL EAST	29.41	553.10	162.694
TSL-T929/LSD929XW-MFO	LSD929XW	TSL EAST	27.85	607.60	169.194
TSL-T930/LSD930XW-MFO	LSD930XW	TSL EAST	26.84	833.10	223.588
TSL-T931/LSD931XW-MFO	LSD931XW	TSL EAST	25.87	838.10	216.827
TSL-T932/LSD932XW-MFO	LSD932XW	TSL EAST	27.25	835.10	227.540
TSL-T935/LSD935XW-MFO	LSD935XW	TSL EAST	26.52	803.00	212.975
TSL-T939/LSD939XW-MFO	LSD939XW	TSL EAST	25.73	838.00	215.626
TSL-T940/LSD940XW-MFO	LSD940XW	TSL EAST	26.10	835.50	218.058
TSL-T943/LSD943XW-MFO	LSD943XW	TSL EAST	26.19	835.30	218.776



Sample of Analysis Template defined

ASSET				<i>Asset T Number</i>
DESTINATION				<i>Trip Destination</i>
Target Ratio	0.4			<i>Threshold ratio, truck type</i>
	ISSUED		Mix Tele	<i>Summary fuel readings from mix telematics</i>
LTRS	1980		3	
DISTANCE	4200		5	
RATIO	0.47143		0.6	
DIFFERENCE				
LTRS	1977			<i>Issued fuel – Mix tele reading</i>
DISTANCE	4195			<i>Planned km – Mix tele so far covered</i>
RATIO	0.47128			

Below are sample Scania trucks that traveled from Lagos to CALABAR during the recent migration

Report below indicates that trucks reached destination with extra fuel as shown

ASSET	<i>809</i>			ASSET	<i>855</i>			ASSET	<i>926</i>		
DESTINATION	<i>Calabar</i>			DESTINATION	<i>Calabar</i>			DESTINATION	<i>Calabar</i>		
Target Ratio	0.4			Target Ratio	0.4			Target Ratio	0.4		
	ISSUED		Mix Tele		ISSUED		Mix Tele		ISSUED		Mix Tele
LTRS	400		247.855	LTRS	400		248.281	LTRS	400		218.374
DISTANCE	888		866.2	DISTANCE	888		928.4	DISTANCE	888		809.9
RATIO	0.45045		0.286141	RATIO	0.45045		0.2674289	RATIO	0.45045		0.269631
DIFFERENCE				DIFFERENCE				DIFFERENCE			
LTRS	152.145			LTRS	151.719			LTRS	181.626		
DISTANCE	21.8			DISTANCE	-40.4			DISTANCE	78.1		
RATIO	0.16431			RATIO	0.18302			RATIO	0.18082		

Under Difference:

1. A positive value in LTRS means driver should must not be asking for extra
2. A negative value in LTRS means the driver needs extra (But reason should be defined controllable or uncontrollable)