

Issues List – Communicating Results and Recommendations

Scenario #1 – What if while reviewing the data for the Indianapolis terminal you find fleet MPGs around 5.50 each quarter, but in review of the three individual units you find the MPGs are 3.58, 9.60, and 5.76. What do you do?

Scenario #2 – When reviewing the Bloomington terminal (electronic) records, you find that routes are limited to pings that are 24 hours apart. Miles are based on geofencing (odometer readings at border crossings). What do you do?

Scenario #3 – You are provided Excel files showing the downloaded fuel statements for the Indianapolis terminal. Reporting is from these files. When reviewing the Indianapolis manual trip reports, you find that they are envelopes with the fuel purchases written on the envelope and receipts inside. What do you do and which records do you use?

Scenario #4 – When reviewing the Bloomington terminal records, you find that the miles are based on one minute pings and then mileage software is used to calculate the routes and miles reported. You later find that in a separate process, the maintenance supervisor keeps a weekly log of the vehicle odometer readings. A comparison of the reporting and maintenance odometers shows variances. What do you do and what records do you use?

Scenario #5 – You find that the Bloomington terminal electronic records are a new addition. Though they have added the electronic system and report from it, they have not yet stopped keeping manual trip sheets as well. A comparison reveals differences. What do you do and what records do you use?

Scenario #6 – When reviewing the Indianapolis terminal manual records, you find that the carrier has the records for two of the three units. They explain that one was lost when moving the records to storage two months ago. What do you do? What if they have one of the three units and two were lost. Is the answer the same or different?