

1 Vehicle register: cost per mile

One row per vehicle, twelve months of numbers. A fleet average hides the van that is eating your year.

(payment or depreciation + insurance + fuel + maintenance + tires + registration) ÷ miles driven

Vehicle	Type	Miles/yr	Payment/dep	Insurance	Fuel	Maint + tires	Reg + other	Cost/mile

2 What you can actually run tomorrow

Count vehicles that could take a route in the morning, not vehicles on the insurance policy.

Vehicles owned		Routes you run daily	
In the shop / awaiting parts		Runnable tomorrow morning	
Mornings started short (last 6 months)		Spares that would have covered them	

3 PM calendar against your lightest block

Pull twelve months of completed trips, find your lightest weekday and block, and book standing service there a quarter ahead.

Mon

Tue

Wed

Thu

Fri

Sat

Trips completed per day, then circle the trough. Credentials on the same calendar: inspections, registrations, insurance renewals.

Replacement triggers & the re-keying audit

4 Replacement trigger

When trailing repair cost per mile crosses the carrying cost per mile of the van that would replace it, the old van is the expensive one.

repair cost per mile (6 mo) vs (payment + insurance on replacement) ÷ miles that route runs

Vehicle	Odometer	Repairs (6 mo)	Miles (6 mo)	Repair \$/mile	Replacement \$/mile	Down days	Replace?

5 Re-keying audit

Follow one trip from arrival to submitted claim. Write down every point where a person types information the system already had.

1	2	3	4	5	6
Total times one trip was typed by hand				Denials last quarter	

6 Score this component

Honest 1 to 10. If Fleet and tools is your lowest of the six, it gets the next quarter.

Vehicles: cost per mile known, spares real, PM scheduled		Tools: plans the day, keeps up, no re-keying	
The one thing to fix first			
Who owns it, and by when			