

# FLEET

## SNAPSHOT MEDIANS FOR 2016



**VEHICLES  
maintained**

Light 228  
Medium 66  
Heavy 98

FLET227, FLET228, FLET229 (STATISTIC)

**COST  
TO MAINTAIN  
VEHICLE TYPES**

Light \$0.33  
Medium \$0.63  
Heavy \$2.04



FLET327, FLET328, FLET329 (EFFICIENCY)



**cost  
to repair  
vehicles  
\$98.09/hr  
DOOR RATE**

FLET347 (EFFICIENCY)

### KEEP IN MIND:

## Influencing Factors

Influencing factors can create variances in comparison data from year-to-year and from municipality-to-municipality.



### Demographics

*Population differences and rural/urban density variation*



### Fleet Mix & Usage

*Number of vehicles in each class will affect the cost (light, medium, heavy, etc.)*



### Organizational Form

*Centralized vs. decentralized*



### Policy & Processes

*Chargeback vs. non-chargeback costs*

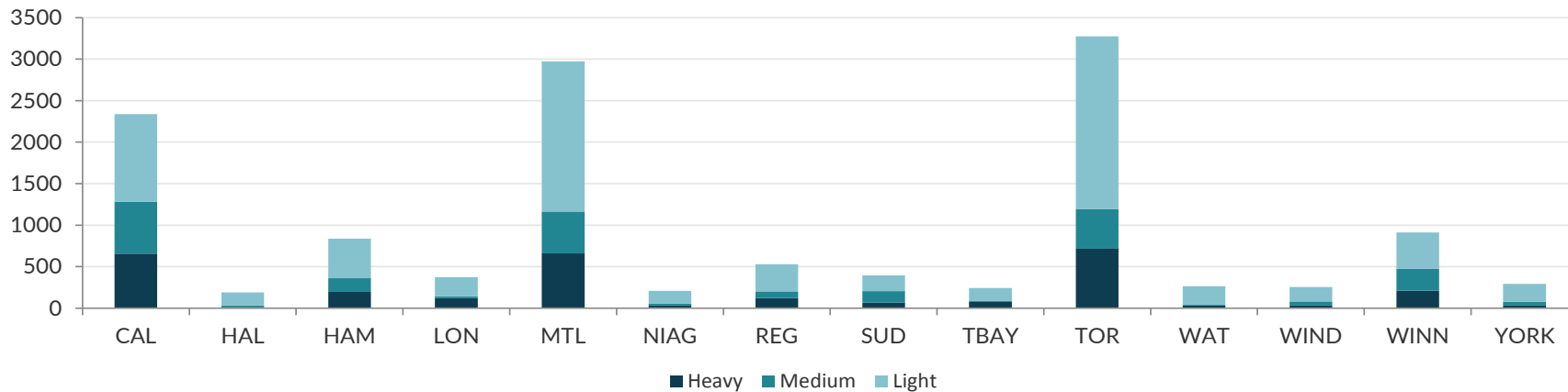
*For a full description of influencing factors, please go to: [www.mbncanada.ca](http://www.mbncanada.ca)*

**Fig. 11.1 Total Number of Light, Medium and Heavy Vehicles (Municipal Equipment)**

Each Municipality’s fleet is comprised of a number of vehicles in each of these 3 classes:

- Light vehicles weigh less than 4,500 kg, e.g. cars, vans, or light pickups
- Medium vehicles weigh between 4,500 kg and 9,000 kg, e.g. heavy duty pickups and medium size work trucks
- Heavy vehicles weigh greater than 9,000 kg, e.g. garbage trucks, and tandem dump trucks.

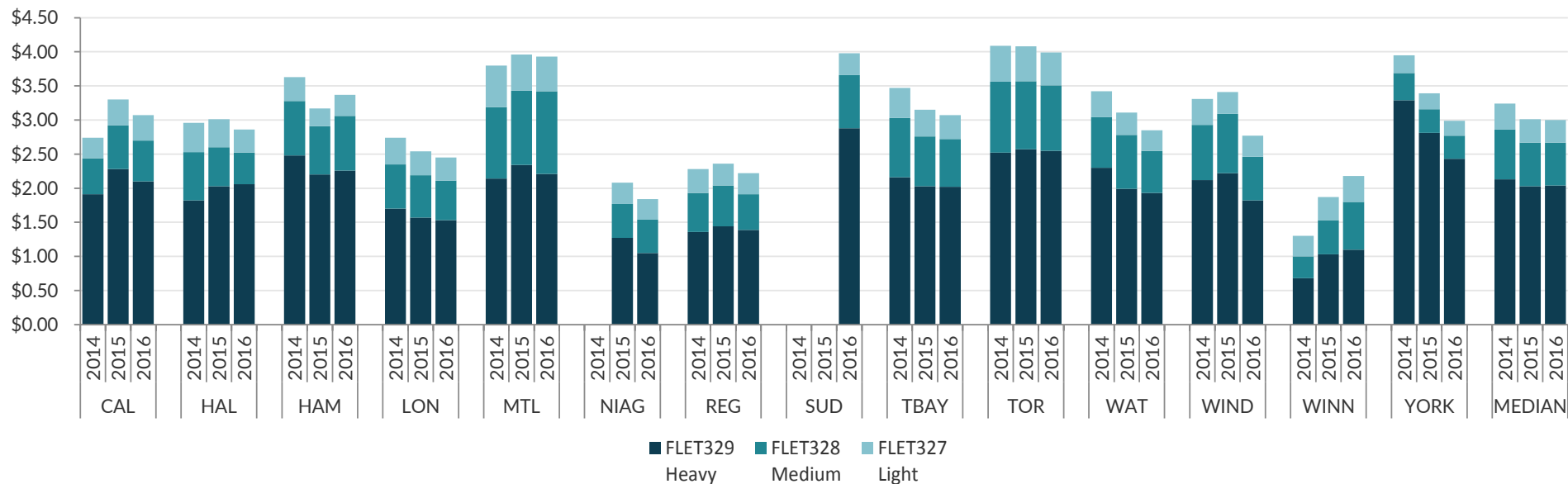
The variation between Municipalities in heavy vehicle measures is largely due to whether a Municipality delivers a garbage pickup service internally or through outsourcing. Garbage pickup is generally a low km traveled, high fuel volume, high equipment maintenance/repair cost service and therefore explains the large variation between the participating Municipalities.



	CAL	HAL	HAM	LON	MTL	NIAG	REG	SUD	TBAY	TOR	WAT	WIND	WINN	YORK	MEDIAN
Light	1,055	158	475	231	1,808	156	326	191	153	2,079	224	175	436	217	228
Medium	627	23	166	20	507	20	81	136	14	481	9	51	266	45	66
Heavy	655	9	195	123	658	31	121	68	75	714	30	30	211	31	98

Source: FLET227, FLET228, FLET229 (Statistic)

Fig. 11.2 Operating Cost per Light, Medium and Heavy Vehicle KM (Municipal Equipment)



Light	CAL	HAL	HAM	LON	MTL	NIAG	REG	SUD	TBAY	TOR	WAT	WIND	WINN	YORK	MED
2014	\$0.30	\$0.43	\$0.35	\$0.39	\$0.61	N/A	\$0.35	N/A	\$0.44	\$0.53	\$0.38	\$0.38	\$0.30	\$0.26	\$0.38
2015	\$0.38	\$0.41	\$0.26	\$0.35	\$0.53	\$0.31	\$0.32	N/A	\$0.39	\$0.51	\$0.33	\$0.32	\$0.34	\$0.23	\$0.34
2016	\$0.37	\$0.34	\$0.31	\$0.34	\$0.51	\$0.30	\$0.31	\$0.32	\$0.35	\$0.48	\$0.30	\$0.31	\$0.38	\$0.22	\$0.33

Source: FLET327 (Efficiency)

Medium

2014	\$0.53	\$0.71	\$0.80	\$0.65	\$1.05	N/A	\$0.57	N/A	\$0.87	\$1.04	\$0.74	\$0.81	\$0.32	\$0.40	\$0.73
2015	\$0.64	\$0.57	\$0.71	\$0.62	\$1.09	\$0.50	\$0.60	N/A	\$0.73	\$1.00	\$0.79	\$0.87	\$0.50	\$0.35	\$0.64
2016	\$0.60	\$0.46	\$0.80	\$0.58	\$1.21	\$0.49	\$0.52	\$0.78	\$0.70	\$0.96	\$0.62	\$0.64	\$0.70	\$0.34	\$0.63

Source: FLET328 (Efficiency)

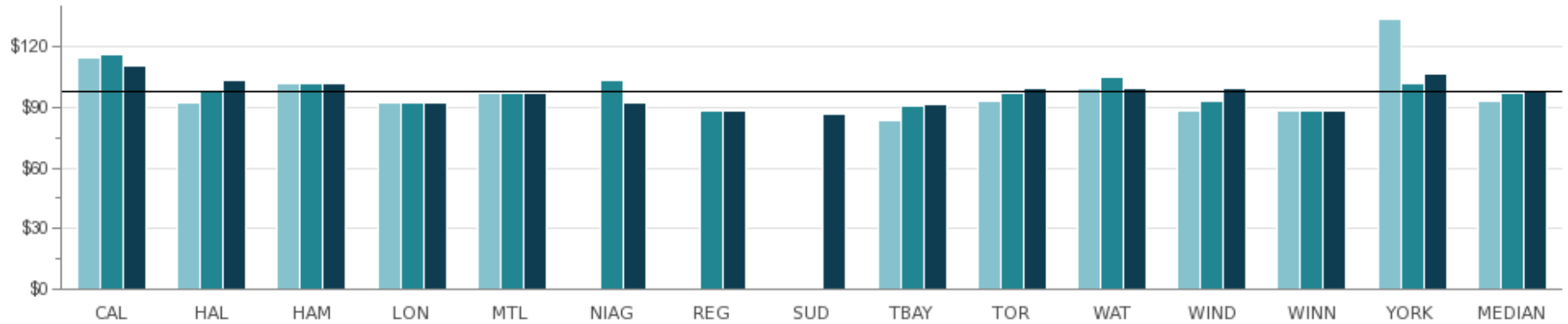
Heavy

2014	\$1.91	\$1.82	\$2.48	\$1.70	\$2.14	N/A	\$1.36	N/A	\$2.16	\$2.52	\$2.30	\$2.12	\$0.68	\$3.29	\$2.13
2015	\$2.28	\$2.03	\$2.20	\$1.57	\$2.34	\$1.27	\$1.44	N/A	\$2.03	\$2.57	\$1.99	\$2.22	\$1.03	\$2.81	\$2.03
2016	\$2.10	\$2.06	\$2.26	\$1.53	\$2.21	\$1.05	\$1.39	\$2.88	\$2.02	\$2.55	\$1.93	\$1.82	\$1.10	\$2.43	\$2.04

Source: FLET329 (Efficiency)

**Fig. 11.3 Canadian Association of Municipal Fleet Managers (CAMFM) Door Rate**

Door Rate refers to the in-house shop rate for vehicle maintenance, repairs, etc.

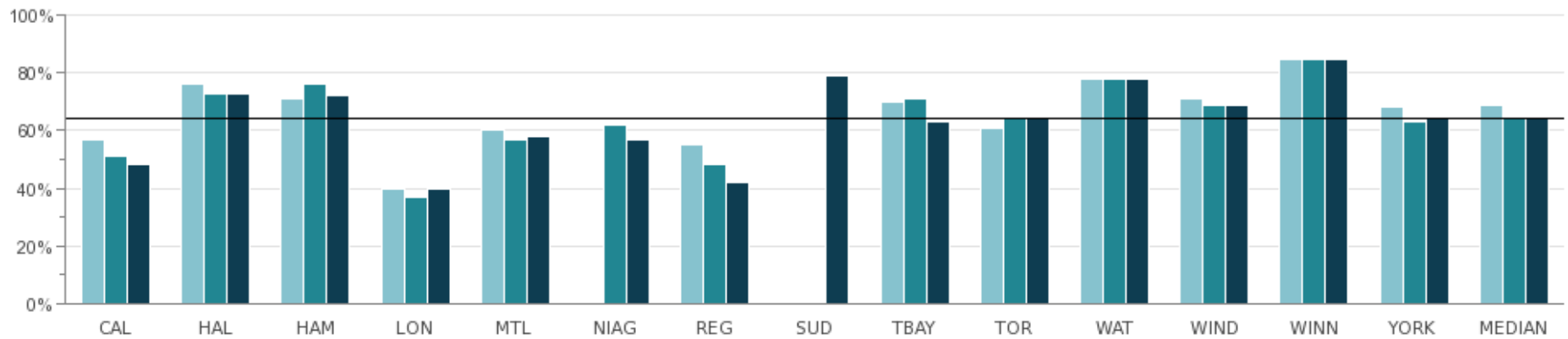


2014	\$114.48	\$92.05	\$102.00	\$92.64	\$97.00	N/A	N/A	N/A	\$83.92	\$92.94	\$99.89	\$88.40	\$88.00	\$133.45	\$92.94
2015	\$116.24	\$98.00	\$102.00	\$91.96	\$97.00	\$103.35	\$88.48	N/A	\$90.37	\$97.19	\$105.46	\$93.43	\$88.00	\$102.27	\$97.19
2016	\$110.45	\$103.25	\$102.00	\$92.45	\$97.00	\$92.00	\$88.48	\$86.91	\$91.26	\$99.67	\$99.36	\$99.18	\$88.00	\$107.00	\$98.09

Source: FLET347 (Efficiency)

**Fig. 11.4 Service Request Rate - Percent of Non-Planned or Preventative Maintenance Work Order Hours**

The measure represents the percentage of time a vehicle is being worked on in the shop for work related to any repairs, other than those associated with preventative maintenance work orders. The high standard variation between municipalities can be attributed to differences in maintenance system processes and reporting capabilities. Some municipalities have difficulty being able to segregate repair activities/costs that were completed while the unit was in for a planned preventative maintenance cycle or separately as a stand-alone repair work order.



2014	57%	76%	71%	40%	60%	N/A	55%	N/A	70%	61%	78%	71%	85%	68%	69%
2015	51%	73%	76%	37%	57%	62%	48%	N/A	71%	64%	78%	69%	85%	63%	64%
2016	48%	73%	72%	40%	58%	57%	42%	79%	63%	65%	78%	69%	85%	64%	65%

Source: FLET415 (Service Level)

