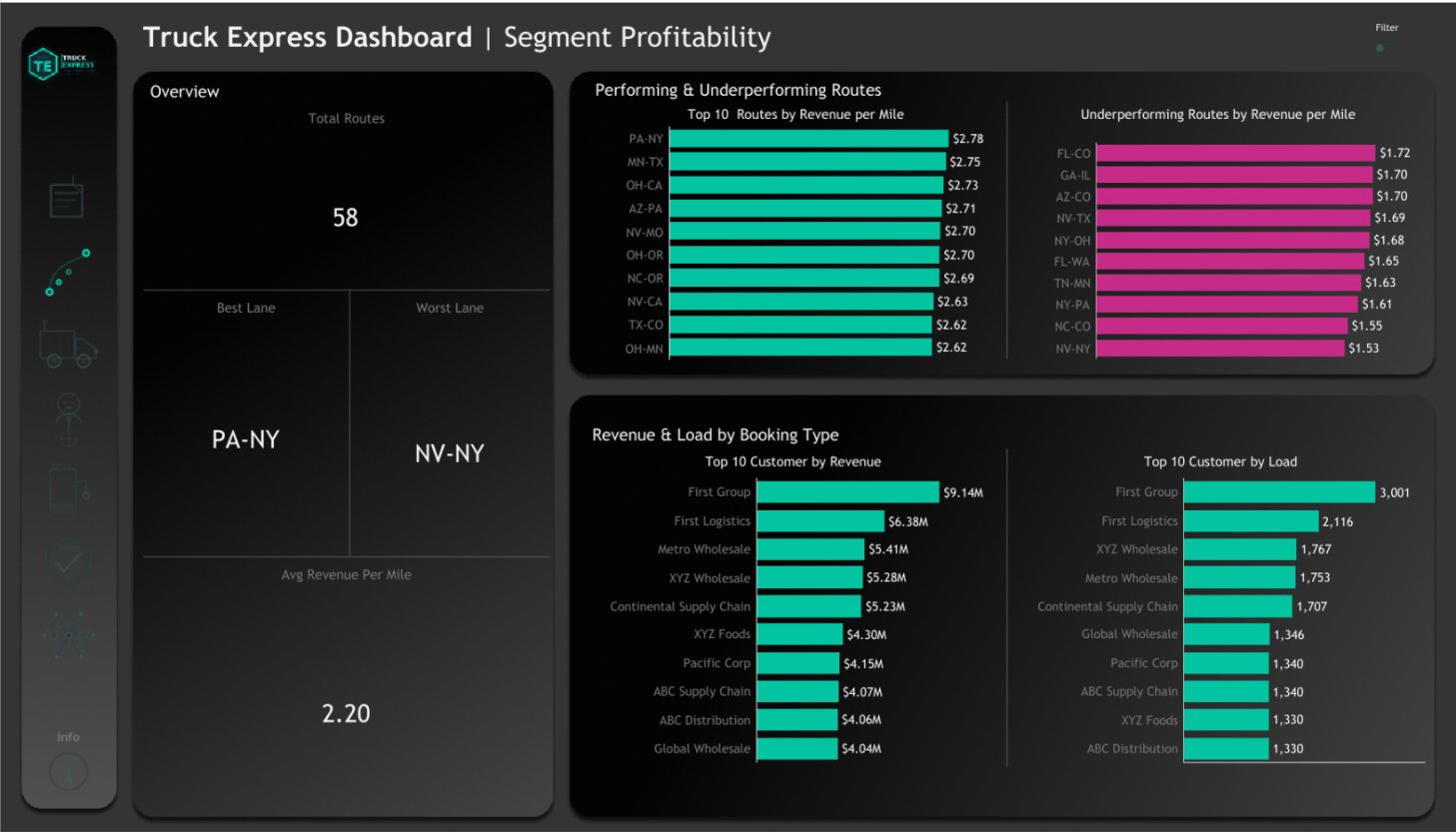
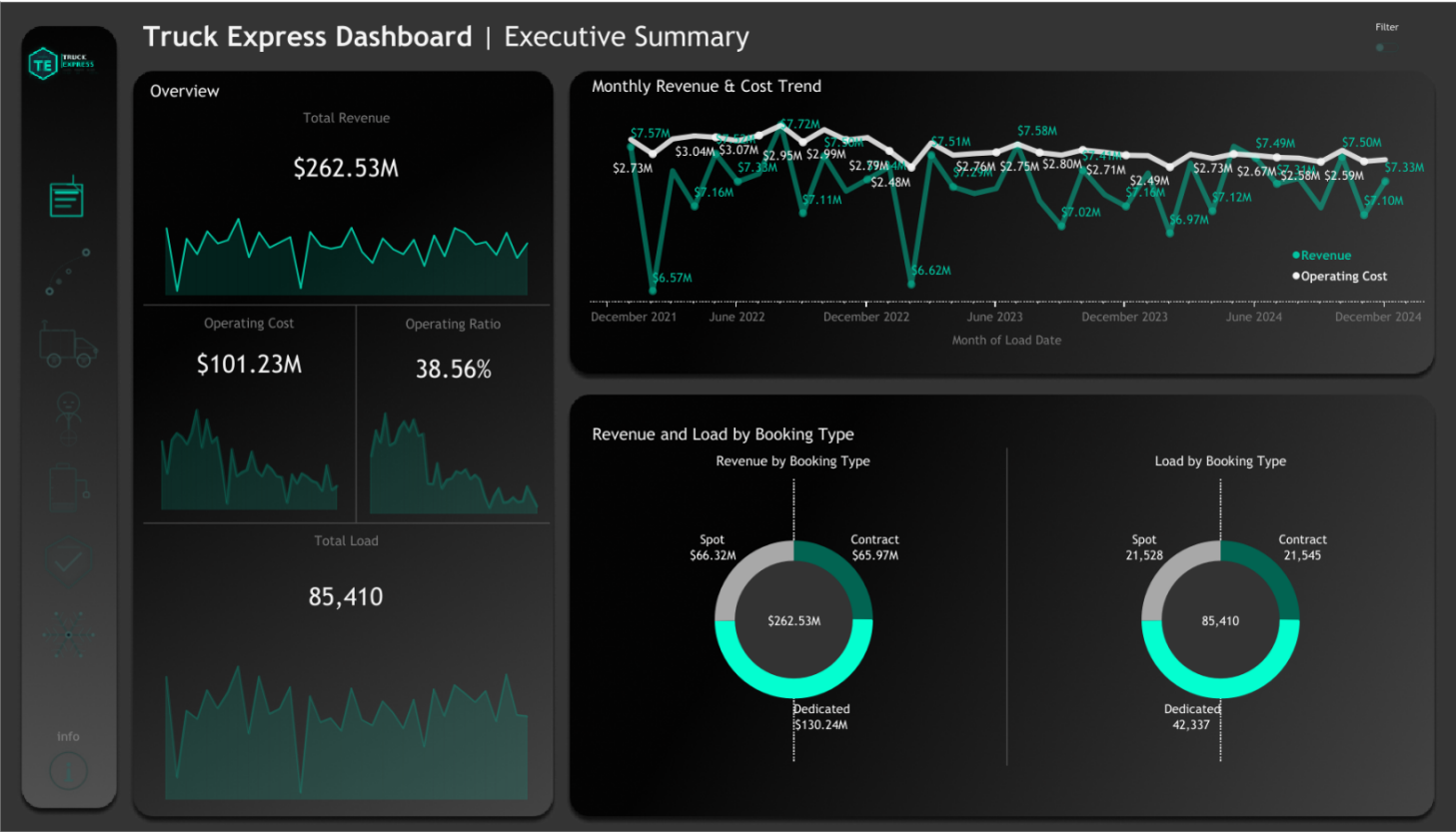




Filter

Truck Express Dashboard | Segment Profitability

Overview

Total Routes

58

Best Lane

Worst Lane

PA-NY

NV-NY

Avg Revenue Per Mile

2.20

Performing & Underperforming Routes

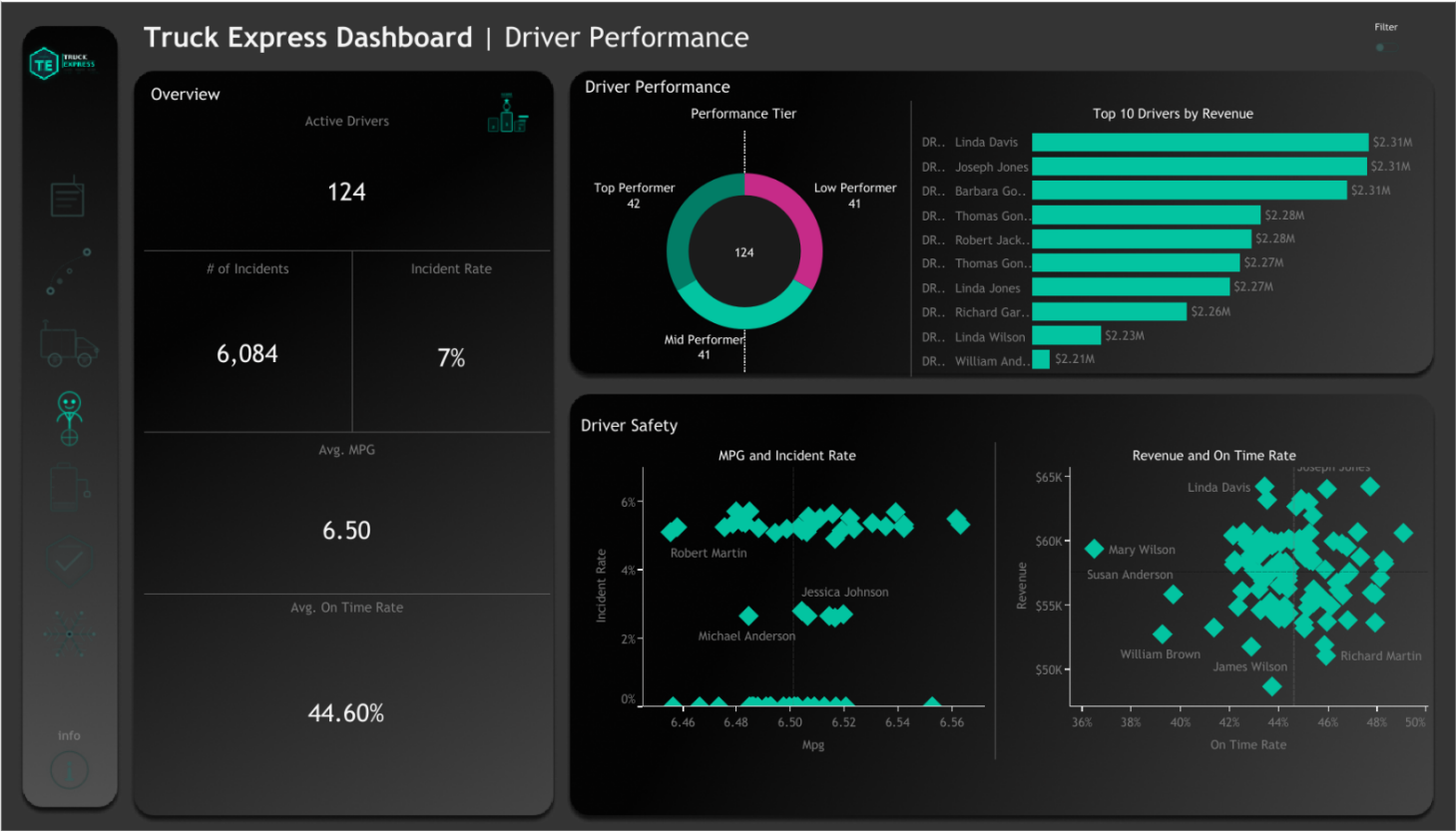
Top 10 Routes by Revenue per Mile

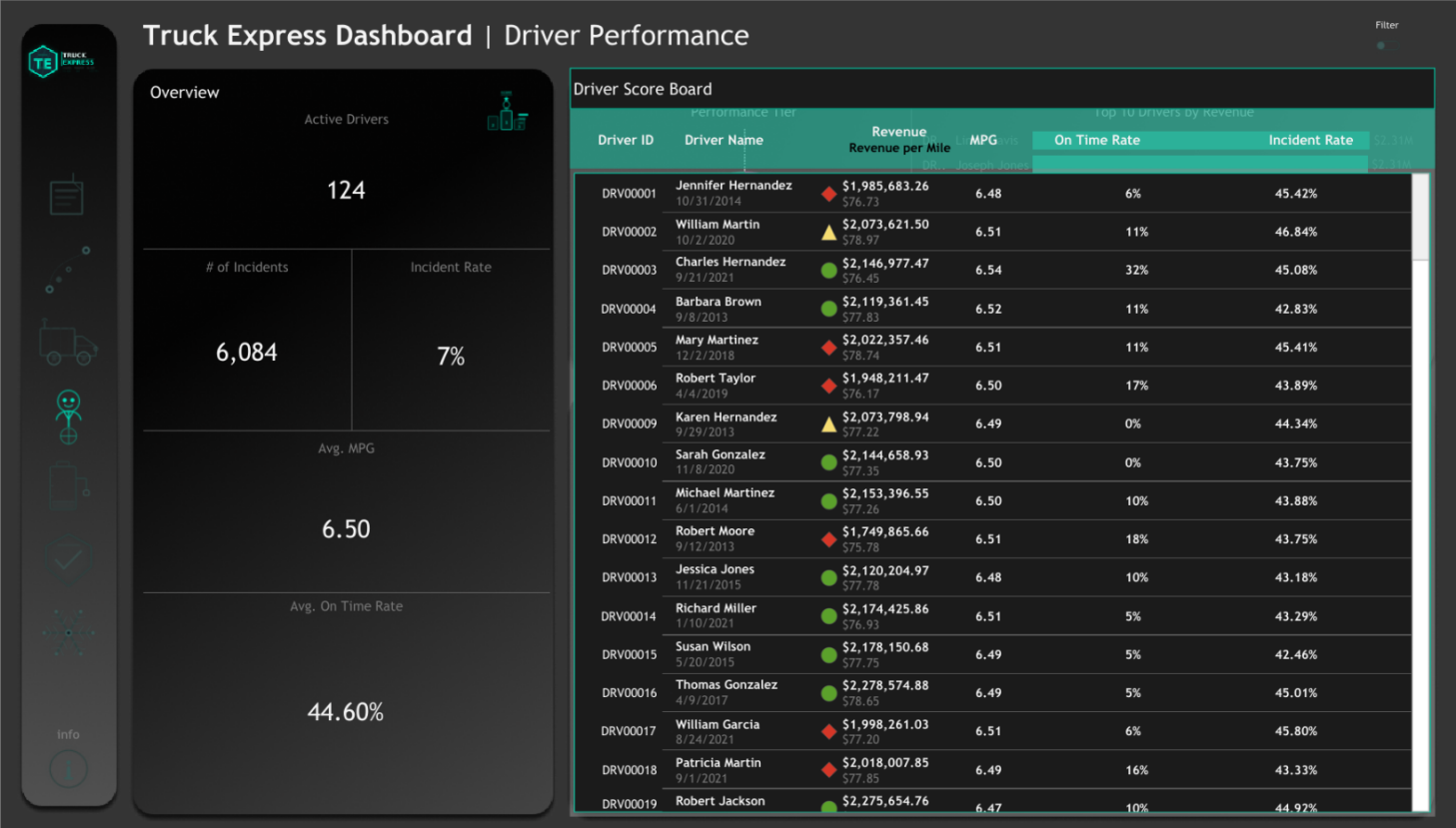
Underperforming Routes by Revenue per Mile

Revenue & Load by Booking Type

Top 10 Customer by Revenue

Top 10 Customer by Load





Truck Express Dashboard | Fuel & Maintenance

Filter

Overview

Total Fuel Cost

\$95.59M

Avg. Fuel Cost Per Mile

\$0.68

Total Maintenance Cost

\$5.73M

Downtime Days

3010 days

Fuel Vs Maintenance Cost by Month

Month	Fuel Cost	Maintenance Cost
January 2022	\$2.55M	\$173.86K
July 2022	\$2.86M	\$205.95K
January 2023	\$2.62M	\$157.52K
July 2023	\$2.90M	\$160.88K
January 2024	\$2.58M	\$164.68K
July 2024	\$2.40M	\$150.61K
January 2025	\$2.76M	\$162.03K

Top 10 Most Expensive Truck to Maintain

Truck ID	Cost
TRK00003	\$90.16K
TRK00073	\$76.57K
TRK00081	\$73.89K
TRK00099	\$73.23K
TRK00014	\$71.80K
TRK00075	\$71.07K
TRK00118	\$71.01K
TRK00026	\$70.71K
TRK00044	\$69.83K
TRK00038	\$68.99K

Maintenance Cost by Maintenance

Maintenance Type	Cost
Preventive	\$963.58K
Repair	\$945.38K
Tire	\$919.41K
Brake	\$911.67K
Engine	\$890.54K
Transmission	\$879.62K
Inspection	\$220.38K



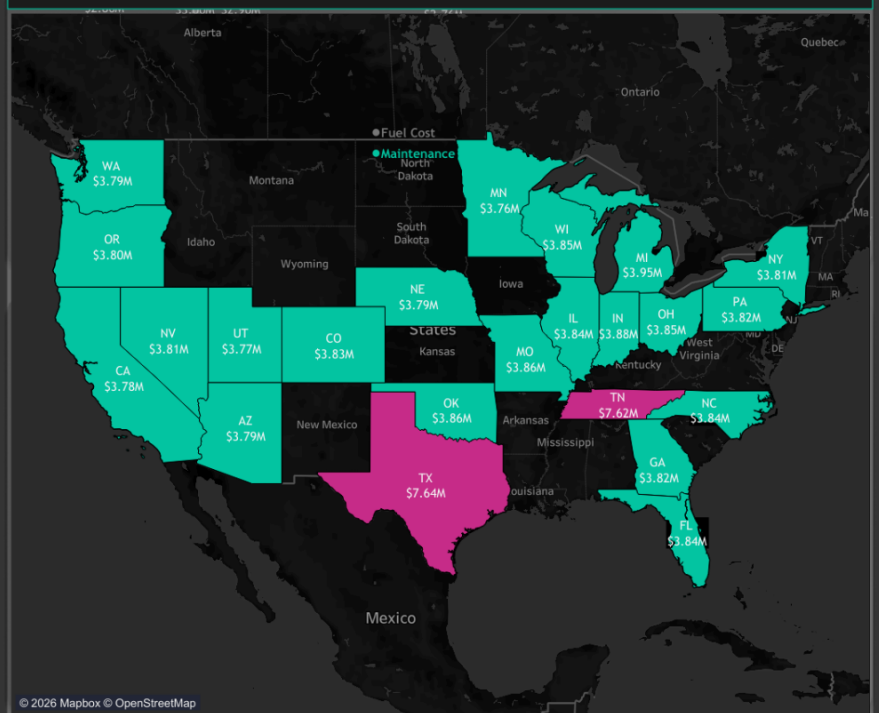
\$95.59M

\$0.68

\$5.73M



3010 days

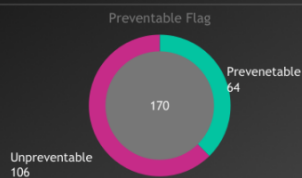


filter

170

\$2.65M

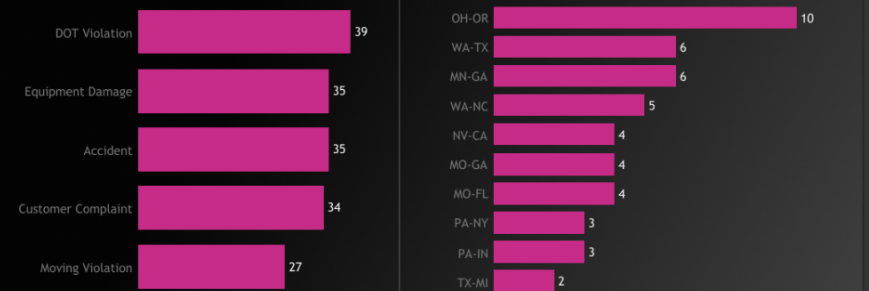
37.65%



filter



Top 10 Dangerous Routes



\$6.57M

2,373

The chart displays two data series over a 36-month period from December 2021 to December 2024. The Revenue series (blue line) shows a general upward trend with significant fluctuations, starting at 2,466 M\$ and ending at 2,733 M\$. The Load Volume series (orange line) shows a similar pattern of fluctuations, starting at 2,179 K and ending at 2,357 K. Both series exhibit seasonal patterns with peaks and troughs occurring at regular intervals.

Month	Revenue (M\$)	Load Volume (K)
December 2021	2,466	2,179
January 2022	2,565	2,346
February 2022	2,574	2,428
March 2022	2,610	2,376
April 2022	2,733	2,421
May 2022	2,602	2,304
June 2022	2,468	2,375
July 2022	2,726	2,437
August 2022	2,662	2,412
September 2022	2,729	2,348
October 2022	2,728	2,312
November 2022	2,719	2,344
December 2022	2,719	2,397
January 2023	2,744	2,364
February 2023	2,739	2,401
March 2023	2,745	2,319
April 2023	2,757	2,267
May 2023	2,731	2,431
June 2023	2,742	2,442
July 2023	2,726	2,394
August 2023	2,715	2,426
September 2023	2,715	2,339
October 2023	2,715	2,474
November 2023	2,733	2,357
December 2023	2,733	2,357

Booking Type Quaterly Load Split

Q1	Q2	Q3	Q4
5,301 Contract	5,518 Contract	5,397 Contract	5,329 Contract
10,437 Dedicated	10,552 Dedicated	10,689 Dedicated	10,659 Dedicated
5,361 Spot	5,290 Spot	5,398 Spot	5,479 Spot

Route Demand

Heatmap showing the relationship between 16 US state pairs (rows) and four variables (columns: Q1, Q2, Q3, Q4). The color scale ranges from dark blue (low) to light yellow (high).

	Q1	Q2	Q3	Q4
AZ-MO	Low	Low	Low	Low
AZ-PA	Low	Low	Low	Low
CO-MO	Low	Low	Low	Low
FL-PA	Low	Low	Low	Low
GA-FL	Low	Low	Low	Low
IL-CA	Low	Low	Low	Low
MI-TX	Low	Low	Low	Low
NC-CO	Low	Low	Low	Low
NC-TN	Low	Low	Low	Low
NV-CA	Low	Low	Low	Low
NY-OH	Low	Low	Low	Low
OH-CA	Low	Low	Low	Low
OH-OR	Low	Low	Low	Low
OH-PA	Low	Low	Low	Low
OR-WA	Low	Low	Low	Low
PA-NY	Low	Low	Low	Low
TN-MN	Low	Low	Low	Low
TX-NY	Low	Low	Low	Low
TX-WA	Low	Low	Low	Low
WA-TX	Low	Low	Low	Low