

A Fuel Efficiency Self-Assessment

Score each statement: 0 = not true, 1 = partly true, 2 = fully true.

STATEMENT	SCORE
We track fuel cost per loaded mile, not just per total mile.	☐ 0 ☐ 1 ☐ 2
We know our deadhead percentage by terminal and lane.	☐ 0 ☐ 1 ☐ 2
Dispatchers can see the whole fleet, not just their own desk.	☐ 0 ☐ 1 ☐ 2
Backhauls are planned before the outbound load delivers.	☐ 0 ☐ 1 ☐ 2
Routing and fuel stops are planned with fuel cost in mind.	☐ 0 ☐ 1 ☐ 2
We know how our price per gallon compares to retail.	☐ 0 ☐ 1 ☐ 2
Drivers see their own fuel performance data.	☐ 0 ☐ 1 ☐ 2
Operations and finance work from the same fuel numbers.	☐ 0 ☐ 1 ☐ 2

12–16

Strong foundation. Fleet-wide planning is your next level of savings.

6–11

Real opportunity. Visibility and planning gaps are likely costing you every week.

0–5

Start with measurement. You can't cut what you can't see.

Scored under 12? See how PCS TMS with Cortex AI closes the gaps.

[Request a PCS TMS demo](#)

Looking Ahead: Discipline Outlasts the Spike

Plan for elevated diesel. Even as prices ease, the EIA expects diesel to average about \$4.50 a gallon in 2027, still well above recent norms, and it will spike again. The fleets that come out ahead won't be the ones that waited for relief at the pump. They'll be the ones that used this moment to build planning discipline, and those habits keep paying off long after prices come down.