

## Benchmarking Fleet Costs

By: Keith Kerman

In March 2019, we posted a newsletter showing substantial reductions in maintenance costs for our electric vehicles (BEVs) as compared to gas or even hybrid models.

Investing in a hybrid or electric vehicle is a great way to reduce maintenance costs. Even without alternative fuel technology, keeping your vehicle as compact as operationally possible has a critical impact on costs.

NYC Fleet: Comparing Annual Maintenance Costs		
Type	Average Annual Cost	Percent Increase
Small Car	\$674	-
Mid-size Car	\$950	41%
Large Car	\$1,629	142%
Small SUV	\$904	-
Mid-size SUV	\$1,129	25%
Full-size SUV	\$2,153	138%
Mini Van	\$1,028	-
Full-size Van	\$1,296	26%
Delivery Truck	\$5,626	447%
Mini Pickup	\$1,676	-
Full-size Pickup	\$1,533	-9%

Source: DCAS Client Fleet Servicing Five Year Report, Jan. 2020

We took a look at five years of servicing data, 2015 to 2019, for the DCAS Client Fleet, which maintains about 4,000 vehicles from fifty agencies with fleets from 1 to 1,000 vehicles. Among the many agencies that DCAS services as clients are NYCHA, OCME, Sheriff, OEM, Buildings, HPD, and TLC. Seventy five percent (75%) of these units are sedans and SUVs with most of the rest being pickups and vans. There are over 200 vehicle models represented in the list. We broke out our fleet list according to how the units are marketed as either small, mid-size, or large.

For most of the models we looked at, the maintenance impact was substantial as the vehicle increased in size. A mid-size car was 41% more expensive to repair than a small car. A large car was 142% more expensive. The same was true for SUVs, with a mid-size vehicle increasing 25% of service costs and large SUVs 138% more expensive. Full-size large SUVs cost substantially more than even pickup trucks to maintain.

We saw similar results with the vans. Full-size vans were 26% more than mini-vans. Delivery trucks, some of which are diesel, were much higher in costs than the smaller van types.

Interestingly, we did not see the same differences in the reporting with our mini and full-size pickup trucks. This may be due to the smaller sample size of mini-pickups in the client fleets.

Of course, both sticker and actual fuel economy is similarly impacted by vehicle size. We will report further on that in future newsletters.

NYC Fleet is an aggressive and enthusiastic adopter of alternative fuel vehicles. Still, right-sizing matters too.

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[NYC Fleet Newsletter 286, December 18, 2019](#): Pursuing Claims When City Vehicles Get Hit

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