



Earthmoving Fleet Productivity and Control Training Course

4 – 8 July 2027
Doha

Earthmoving Fleet Productivity and Control Training Course

Ref: 488_138957 **Date:** 4 – 8 July 2027 **Location:** Doha **Fees:** 7000 Euro

Overview

Earthmoving Fleet Productivity and Control Training Course is a five-day course for construction plant managers, equipment supervisors, site engineers, fleet coordinators, and project managers who leave with an Earthmoving Fleet Production Control File. Participants connect earthmoving equipment management, fleet matching, cycle-time analysis, payload control, fleet utilization, and haul-road planning. The course turns site and telematics evidence into coordinated production, cost, maintenance, and operating-risk decisions. Agile Leaders Training Center presents earthmoving fleet productivity through field control methods.

Who Should Attend

- Plant-management functions responsible for selecting and allocating earthmoving machinery
- Equipment-supervision functions responsible for daily output, availability, and utilization
- Site-engineering functions responsible for quantities, haul routes, and production interfaces
- Fleet-coordination functions responsible for dispatch, payload, fuel, and maintenance information
- Project-management functions responsible for schedule, cost, and operational risk decisions

The course assumes participants can read equipment records and construction quantities, and it leaves out basic machine operation, operator licensing, and detailed mechanical repair.

Departments and Industries

The course supports departments and industries that plan, deploy, maintain, or evaluate earthmoving fleets.

- Construction and infrastructure project operations
- Mining and quarry production teams
- Plant yards and equipment-rental organizations
- Fleet maintenance and reliability departments
- Project controls, estimating, and commercial functions

Learning Objectives

By the end of this course, participants will be able to:



- Analyze material, terrain, distance, and production requirements for machine selection
- Build cycle-time and fleet-matching calculations for loading and hauling systems
- Evaluate payload, utilization, availability, fuel, and unit-cost evidence
- Prioritize haul-road, dispatch, maintenance, and production interventions
- Apply blind-area and exclusion-zone controls to fleet operating plans
- Create an Earthmoving Fleet Production Control File for field decisions

Course Agenda

Day 1: Fleet Selection and Production Basis

- Earthmoving Machine Function and Application Matrix
- Material Bank, Loose, and Compacted Volume Sheet
- Terrain, Grade, and Haul-Distance Assessment Map
- Production Requirement and Machine Capacity Model
- Earthmoving Fleet Selection Decision Matrix

Day 2: Cycle Analysis and Fleet Matching

- Load-Haul-Dump-Return Cycle-Time Model
- Bucket Capacity, Fill Factor, and Job-Efficiency Calculation
- Loader-Hauler Match Factor Method
- Truck Queue and Loading-Unit Balance Chart
- Mass-Haul and Route Allocation Diagram

Day 3: Fleet Performance and Cost Control

- Payload Variance and Production Output Dashboard
- Fleet Utilization and Availability Indicator Set
- Idle Time, Fuel Burn, and Unit-Cost Analysis
- Telematics Exception and Fault-Code Review
- Owning and Operating Cost Decision Sheet

Day 4: Reliability and Operating Risk

- Preventive Maintenance and Production Coordination Board
- Breakdown Priority and Recovery Decision Tree
- Haul-Road Condition and Rolling-Resistance Inspection
- Blind-Area Diagram and Exclusion-Zone Layout
- Shift Handover and Fleet Escalation Record



Day 5: Earthmoving Fleet Control Practice

- Suggested Exercise: Select Machines for an Earthworks Package
- Suggested Exercise: Balance a Loader and Haul-Truck Fleet
- Suggested Exercise: Diagnose a Payload and Idle-Time Variance
- Suggested Exercise: Coordinate Maintenance with the Production Plan
- Capstone Exercise: Earthmoving Fleet Production Control File

Practical Exercises

The course uses suggested activities to convert project quantities and fleet evidence into field-control decisions.

- Suggested activity: select machine families and capacities from material, terrain, haul-distance, and production constraints.
- Suggested activity: calculate cycle time, match factor, truck demand, and expected output for a loading and hauling system.
- Suggested activity: diagnose utilization, payload, fuel, availability, and unit-cost exceptions from a fleet dashboard.
- Suggested activity: combine production, maintenance, route, and blind-area controls in a fleet control file.

FAQs

What does earthmoving fleet productivity training control?

Earthmoving fleet productivity training controls machine selection, cycle times, loader-hauler balance, payload, utilization, availability, haul routes, fuel use, maintenance interfaces, and operating risks.

Who suits earthmoving fleet productivity training, and what does it assume?

Plant managers, equipment supervisors, site engineers, fleet coordinators, and project managers suit the training. It assumes experience with equipment records, construction quantities, and field production decisions.

How does earthmoving fleet productivity training differ from equipment operator training?

Earthmoving fleet productivity training focuses on managerial planning, analysis, coordination, and control across a fleet. Equipment operator training focuses on safely controlling an individual machine and performing operating procedures.



How is an earthmoving fleet matched for loading and hauling?

An earthmoving fleet is matched by comparing loading-unit output, truck payload, travel and spotting times, dumping time, return time, queue behavior, and the production requirement.

How do telematics support earthmoving fleet control?

Telematics support earthmoving fleet control by providing operating hours, idle time, fuel use, payload, position, and fault evidence for exception review and field decisions.

Conclusion

Participants take back an Earthmoving Fleet Production Control File linking selection assumptions, cycle calculations, fleet balance, performance evidence, maintenance priorities, and operating-risk controls. It changes isolated equipment reports into a field decision system. The file gives plant, site, maintenance, and project functions a shared basis for production action.