THE GLOBAL AND MUTUALLY BENEFICIAL HUB

&

Enabling a Focus Analytics DIL Dashboard

(WIP Case Study DIL - 1)

BY

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Version: 1.08.2025 (to be detailed as deemed necessary for dealer network interactions)

Status: Program Enabler for Safer Commuting

DATE: 13th JANUARY 2025 **Revised: 8th MAY 2025**

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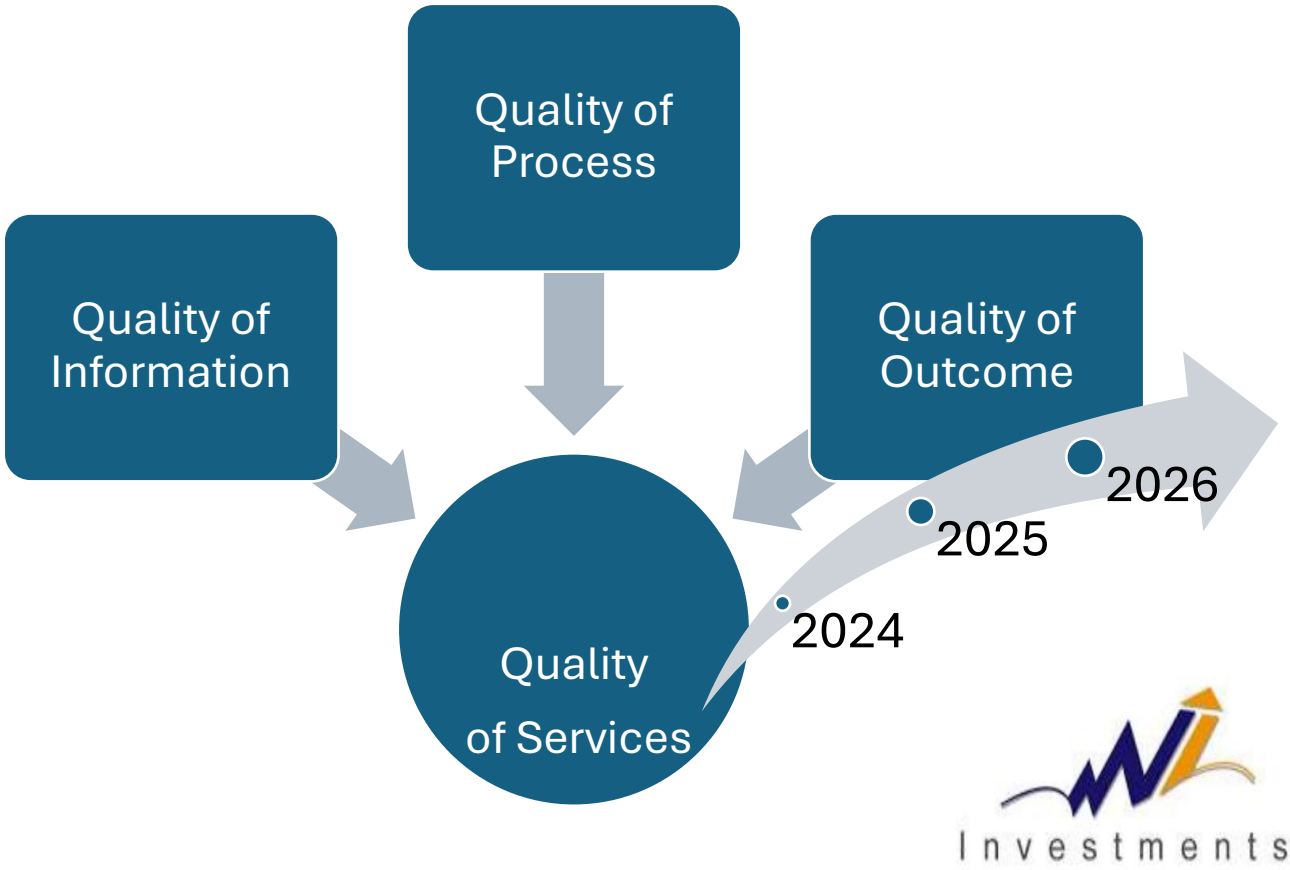
Global and Mutually Beneficial Brand Equity Vision for Safer Commuting



Vision, Cognition and Quality

Vision: Automobile dealer networks invest, interact and correlate for Focus Analytics that design more Safer and Sustainable Commuting

Cognition: Process accountability for safer & sustainable commuting, for climate change mitigation and adaptation, for excellent brand, product and service strategies

Quality: Quality of services that are strategic and synergetic for perpetuating accountability in service production and service interaction

3. EXECUTIVE SUMMARY

Transformations or Ripple effect

The Case Study focuses on Improving Safe Commuting with Focus Analytics DIL Dashboard Strategies.

DIL stands for Deep Interaction Link

Today most dealer networks use different types of brands deal with Manufactured/ CBU/Assembled products. These networks involve Service Centres, Service Workshops, Accident Repair Workshops, Service Assistance, Parking sites, potential In-transit facilities or referrals to facilities for customers reporting a vehicle breakdown on road etc. The investments are many.

For a brand and its need to enter, penetrate and grow in the market, SMART Brand Analytics is a solution finding that designs synergetic performance in automobile dealerships/ businesses.

The steps in SMART Brand Analytics are to analyze performance of the brand's manufacturer-service enabling network and/or independent workshop network for factors such as

☐ Vision to identify and address dynamics in safe and sustainable commuting

☐ Excellent Brand, Product and Service strategy

☐ Demand and Supply planning strategy for safe and sustainable commuting

☐ Differentiation strategy (for inter-city service networks and intra-city service networks)

☐ Focus Analytics DIL Dashboards and Customer Engagement strategy

☐ Focus Analytics DIL Dashboards and Business Process Improvement (BPI) strategy

☐ Sourcing strategy

☐ Surplus inter-city / intra-city resources or business process dependent stock handling strategy

☐ Accountability for Sustainable development and growth (SD & G)

☐ Accountability for climate change mitigation

☐ Periodic Value analysis of the Quality loss function (related to (1) deteriorating QOS, QOO for ESNHG intelligence, (2) aging infrastructure, resources facilities, systems incorporations, (3) degradation in processes, experiences, rationalization of costs, transaction accountability etc)

☐ Environmental, Social and National health goals (ESNHG) specific deep interaction/products/services

☐ Transfer of Learning products/services based on an emerging "**Empower to Enable to Engage**" (3E-Analytics) strategy for being Global and Mutually Beneficial

☐ Business model support for Safe and Sustainable Commuting Tie-ups, Mergers and Acquisitions

Ensuring strategic balance and business excellence

The focus of the learning and growth perspective (from the Balanced Scorecard strategy) helps this subject of SMART Brand Analytics pave the way to excellence in business development and growth.

This case study discusses the subject of Developing Focus Analytics DIL Dashboard Strategies as part of the customer engagement and business process improvement perspective. The case study focuses on the Customer Engagement strategy first and then on the Business Process Improvement strategy in dealerships to ensure strategic and synergetic performance.

4. A NOTE FOR THE DASHBOARD -ENABLING BUSINESS ASSESSED

Name:

Nature of dashboard enabling business:

5. **Objectives of the solution finding**

AOEC proposes a Focus Analytics DIL Dashboard solution that helps standardize safe and sustainable commuter experiences, where deep interaction link (DIL) influencers are developed for commuters of different age-group considerations

- Tiny tot commuters
- Children
- Teenagers
- Young adults
- Adults
- Senior Citizens

The Focus Analytics DIL Dashboard incorporates the following deep interaction link (DIL)influencers for the automobile dealership service network or independent automobile-service enabling network

- Timeliness, Trusted practices and SMART Self-organization
- Focus Analytics DIL Dashboard Surveys and Assessments
- Focus Analytics DIL Dashboard Solutions for Safer commuting, on road assistance and Climate change responsiveness
- Cognition and Quality for commuter age-group considerations

Timelines as an enabling influencer

Current commuter / on road travel experiences require timeline perspective planning and self-organization from the commercial and passenger vehicle commuter to

Decide on the vehicle that may be owned, rented or to opt for a commercial transport service

Select a timeline or schedule for any planned or conditional itinerary

Determine a definitive route or road system specific Dashboard Planner (either using concepts called the SMART Ward Field Book or the SMART Grid Field Book)

Rely on supported practices to make the commute safe and sustainable

Reach out to service centres / dealer networks / associated services in case of any need / incidence / breakdown etc

Trusted practices are more than today's supported practices

With the timeline perspective achieved, the self-organization expected from the commuter is **more dependent on the accountability** of the road system departments, the automobile service enabling network, or public or private transport organization to incorporate fundamental and trusted practices for safe and sustainable commuting as expected by commuters from different age groups

We find that Surveys and Assessments for safe and sustainable commuting are an open "Empower to Enable to Engage" influencer

Check listed safe & sustainable commuting questionnaires, surveys and assessments for specific road systems, service centre/networks, and related influencers can help understand the perspectives of commuters from different age groups, given that e-Customer Services are often developed for bus/commercial transport services

Though the above finding is simple, the Vision, Cognition and Quality to improve the **"Empower to Enable to Engage perspective influencers"** for age-group considerations is still pending for many automobile service enabling networks/commercial transport organizations

The insight being proposed is to design and develop a Dashboard Planner to account for

- Focus Analytics and a Customer Engagement strategy
- Focus Analytics and a Business Process Improvement (BPI) strategy
- Focus Analytics specific Environmental, Social and National health goals (ESNHG) with added deep interactions/products/services

The details for this insight and solution finding is still work in progress. Here…

Geo-linked: stands for geographical locations with specific Environmental, Social and National health goals

Hybridization: stands for SMARTER control of fundamental and trusted practices using service-enabling networks and self-organization of the different communities and their age-group considerations

SMART: stands for Specific, Measurable, Achievable. Relevant, and Time oriented geo-linked Vision, Cognition and Quality for intelligent solution finding by service enabling networks and transport organizations

“Empower to Enable to Engage” functionality is reflective of an interest to:

1. Empower a commuter via newer Service Anywhere Anyhow (SAA) ticketing
2. Enable newer SAA safety engineering for the Geo-linked SMART focus commuter
3. Engage newer mitigation, adaptation, and considerations via the newer SAA safety engineering for the commuter

6. **Solution finding**

Today there is a hybridization of solutions for mobility and e-mobility.

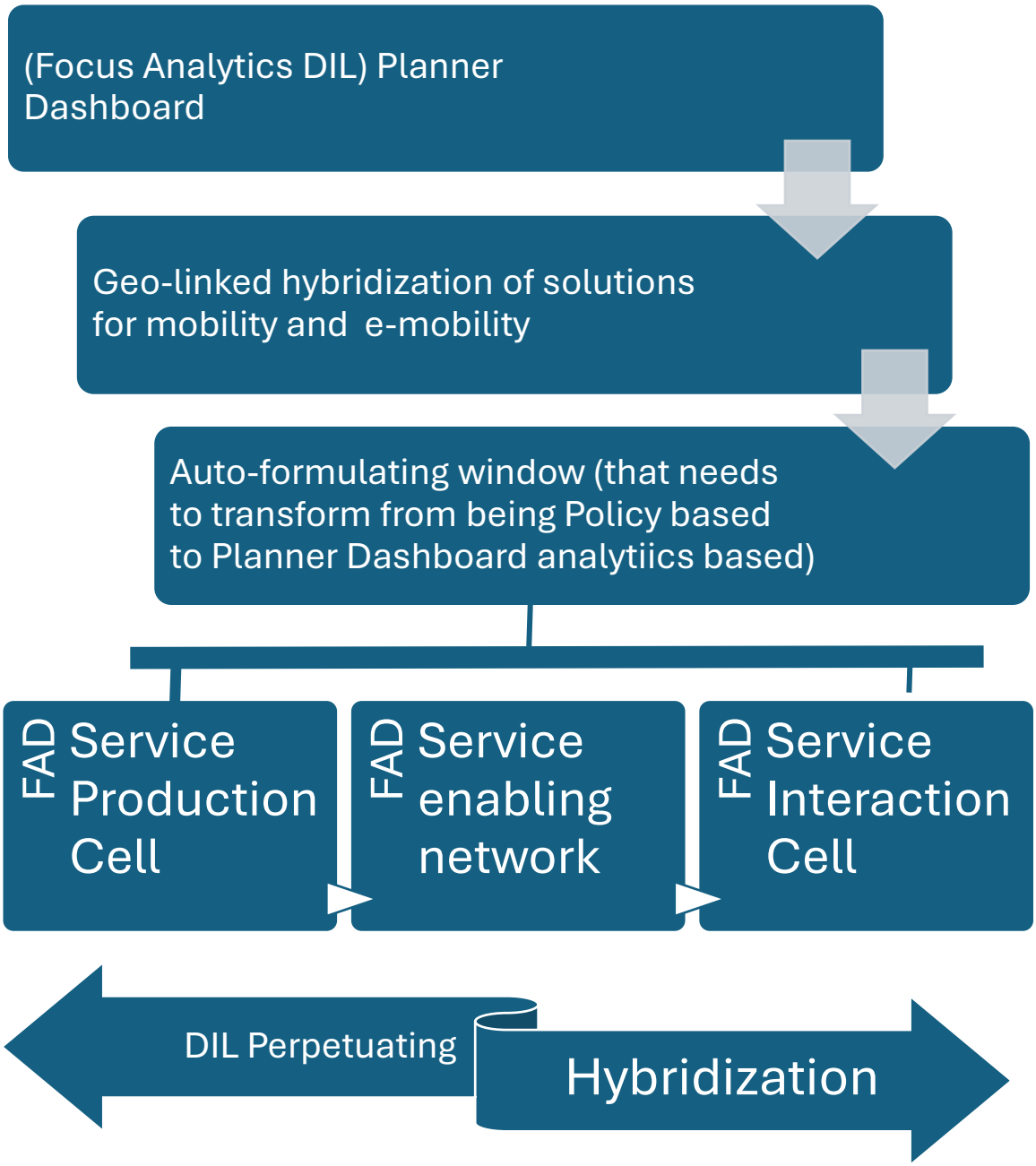
In this context, social accountability for perpetuating requirements is key for Customer Engagement and Process Improvement for Safer and Sustainable with Environmental, National and Social Health Goals

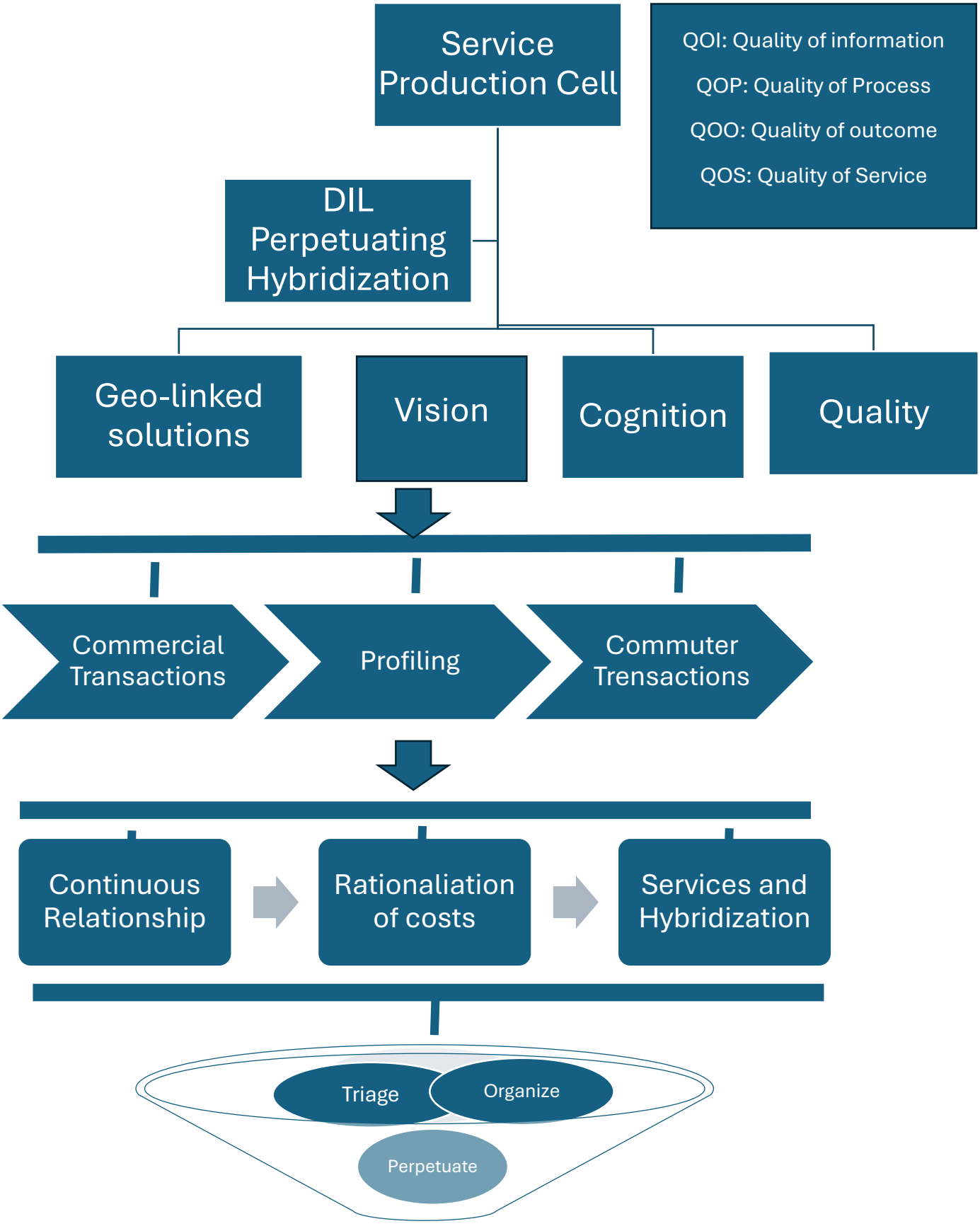
We call this social accountability as an instrumental culture that is geo-linked.

We say that for such instrumental culture, the hybridization needs to develop an auto-formulatory window that connects a Service Production Cell and a Service Interaction Cell.

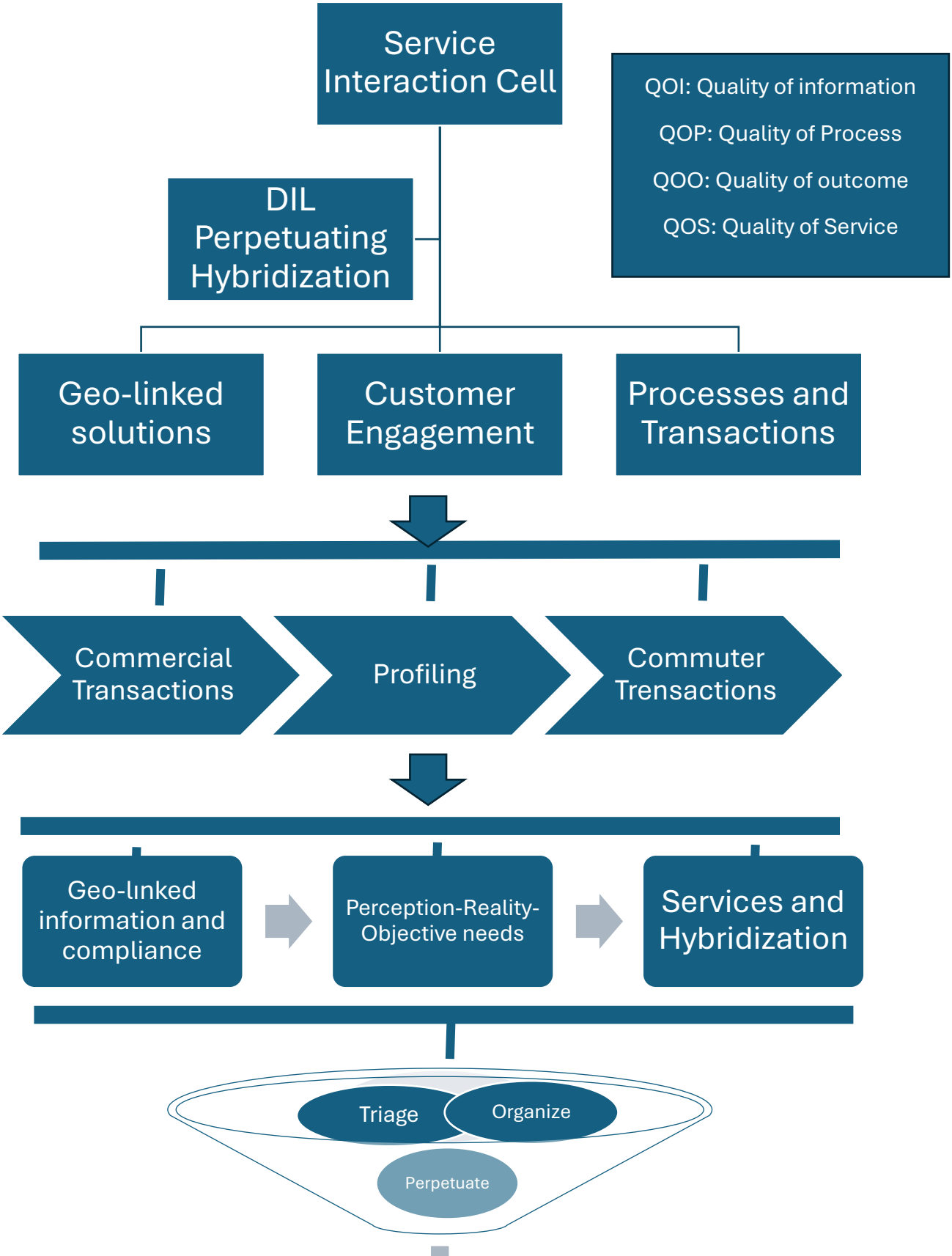
We call this insight the (Focus Analytics DIL) Planner Dashboard, to be abbreviated as FAD.

The building blocks are illustrated in the next page:

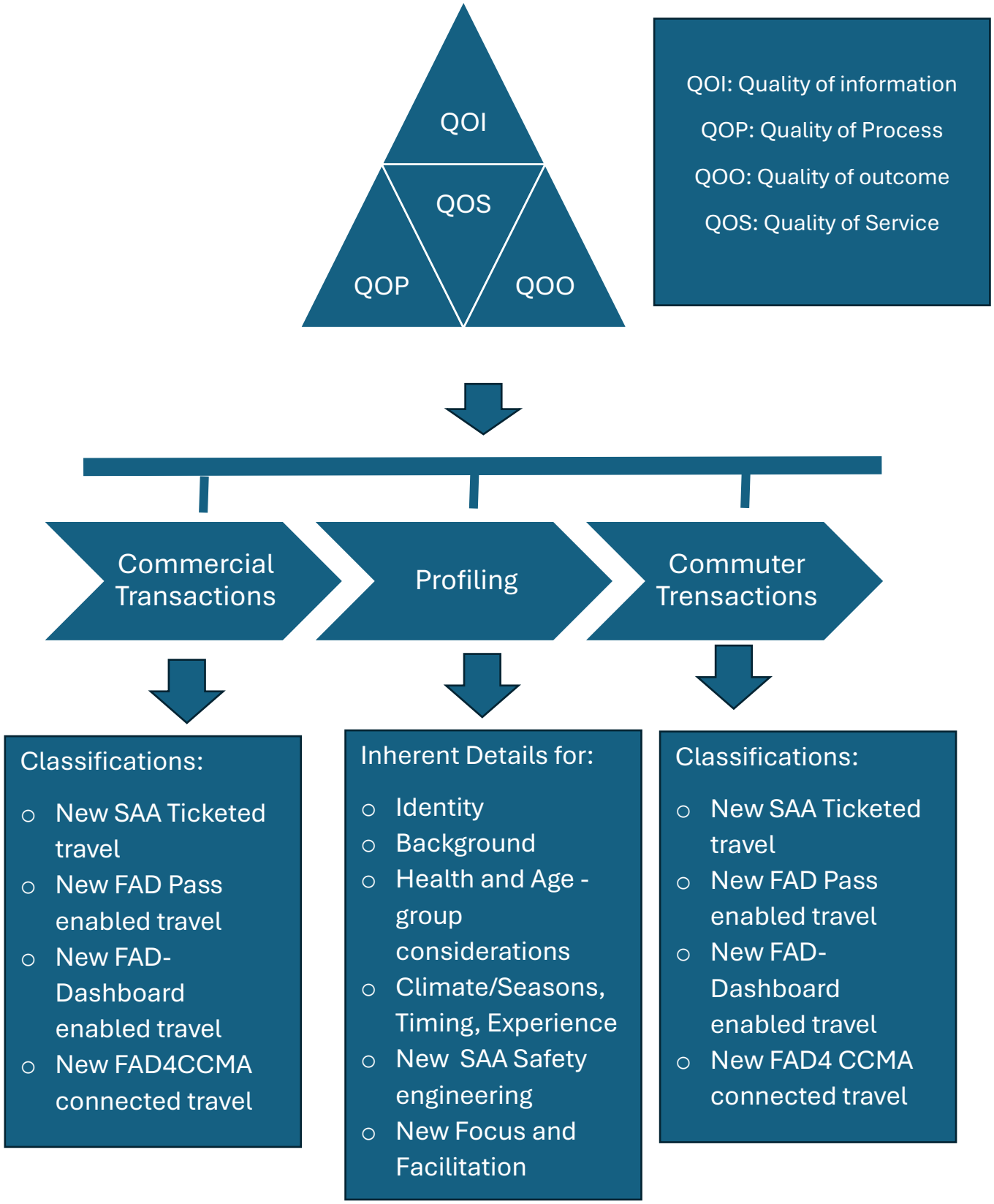

(Focus Analytics DIL) Planner Dashboard
Geo-linked hybridization of solutions for mobility and e-mobility
Auto-formulating window (that needs to transform from being Policy based to Planner Dashboard analytiics based)
FAD Service Production Cell
FAD Service enabling network
FAD Service Interaction Cell
DIL Perpetuating
Hybridization



Investments for DIK Perpetuating Hybridiztion Focus and Facilitation



Service Production Cell feedback or FAD DIL accountability



FAD-Dashboard: stands for a concept that instantiates Service Quality Modelling / Service Quality Facilitation for Focus Analytics with DIL for safer and sustainable Commercial and Commuter SAA experiences

FAD4CCMA: stands for FAD for Climate Change Mitigation and Adaptation

New Geo-linked information and compliance

As solution finding for commercial transport and commuter services, the incorporation of the Focus Analytics DIL (FAD) Dashboard will need information review and compliance by the businesses, interested stakeholders, commuters, foe details such as

- FAD related Customer Engagement Profile for the commuters
- Period for which the Focus Analytics Planner Dashboard & Deep Interaction Link services are needed
- Statutory Rights and Culture
- Social Accountability
- Commuter Accountability
- Social Responsibility
- Commuter Responsibility
- Focus Analytics Planner Dashboard warranty and services
- Exclusion for warranty and services
- (Focus Analytics enabled) geo-linked Road systems understanding and liability
- (Focus Analytics enabled) geo-linked Climate Change Mitigation and Adaptation understanding and liability
- Systems excluded from liability for geo-linked FAD improvements
- Privacy for commuting and transaction patterns
- Providers for geo-linked FAD implementations
- geo-linked FAD Support information
- geo-linked FAD Contact information

As a highlight it needs to be said that these details will be filled for the commercial transport vehicles service network and the commuter automobile specific service network being improved.

Added Perception-Reality- Objective needs

As findings state, the “commercial and passenger vehicle category” automobile dealership services or independent services network in India is not intrinsically liable for geo-linked safe and sustainable commuter solutions.

We find that commuters need the “commercial and passenger vehicle category” automobile service enabling organization to ensure

- Quality of information that helps QOP, QOO
- Quality of Process that helps QOO
- Quality of Outcome that helps QOS
- Quality of Services for greater SAA safety, reduced process failure, reduced maintenance failure, planning and scheduling for sales/brand equity development, business records and analytics, Reduced complaints redressals, Reduced accidents, Training and Commuter considerations
- SMART Brand Analytics for the manufacturer network, service-enabling network and independent QoS network
- Biocentrism and Age-groups of commuters must be considered
- Continuous SAA relationship factors must be considered such as unavailability of services, downtime/degeneration due to poor maintenance, emergency or standby services,
- Loss function mitigation, management of unsafe practices, or unguided brand performance are all known to make a difference
- SMART Brand Analytics are analytics of services and relationships to find or support solutions for geo-linked factors and compliance with proactive SAA engineering, upgradation, guidelines and arrangements
- **SAA atands for Service Anywhere Anytime**
- **For the interested decision makers, AOEC has designed a set of 10 case studies for SMART Brand Analytics**

Enabling of Focus Analytics DIL Services and Hybridization will include SAA / SMART scope that is

- Quality or its Loss function specific
- Brand insight specific
- OSHA guidelines specific, where OSHA stands for Occupational Synergy and Health Awareness
- Climate change specific
- Cause and Effect analysis specific
- Biocentrism and Customer Engagement specific
- SAA Safety engineering or upgradation specific

Applicable SAA Safety engineering or upgradation

Most investments for SAA safety engineering will need to be done to address

- Service Anywhere Anytime (SAA) Ticketing logos, guidelines, safety arrangements, safety upgradation
- Biocentrism of the commuter like Health condition/Age-group consideration/ Experience or issues in using SAA services/ Timing and hours when SAA services are needed
- Climate change / seasonal disturbances/ Atmospheric conditions like poor air quality/visibility/ Systems excluded from liability
- Unsafe Planner Dashboard itinerary practices/Lack of Planner Dashboard itinerary inspection schedules/Unmonitored SAA failure/degradation/unplanned maintenance and repair schedules/complexity in ending the use of a vehicle (commercial or passenger) and other systems
- Physical condition of road systems/facilities/related environments
- Old or poor perspective imagery driven guidelines for on-road services dependent commuters
- Poor capacity management for on-road services dependent commuters
- Remedial-indication problems for commuters needing to leave incident-site or location to keep in sync with other expectations

- Unplanned or unavailable in-transit facilities for commuters needing the same, as defined by the Planner Dashboard
- Valuable insights like
    - SAA Ticketing Biocentrism
    - Perspective imagery
    - Focus Analytics
    - Planner Dash-boarded arrangements for age-group specific commuter needs
    - QOI/QOP/QOO/QOS for age-group specific commuter needs

<u>As added Focus and Facilitation</u>

The new **Sense and Respond vision is to:** Develop a SAA Service Quality Model for SAA safety engineering and Geo-linked FAD hybridization

The new Sense and Respond Statement of purpose: Work past the readiness of automobile-service networks and service centres to design a SAA Ticketing programme to sense and respond to newer focus to improve SAA safety engineering and geo-linked FAD hybridization to make commuting safe and sustainable

The new **Value enabling foundation:** For all incorporations in the SAA Service Quality Model, define the following details

- Statement of SAA Purpose / Sense and /respond Problem
- Statement of SAA Method or Procedure evaluation
- Statement of SAA Inspection and Quality Facilitation
- Statement of SAA Analysis and Implications
- Statement of SAA Safety engineering in terms of Tangible, Reliable, Responsive, Quality Assured, and Empathetic safety Engineering
- Statement of the Focus Analytics DIL Planner Dashboard
- Statement of SAA Ticketing Programme, where this can help Planner Dashboard analysis for today's service anywhere anytime system to add a deeper value enabling foundation

DIL synergy (or it's analysis) is a vision that accounts for Quality with issues like emerging quality loss functions, where this accountability does not depend on brand value always but depends upon a Focus Analytics foundation to improve safe and sustainable commuting.

To accelerate any Planner Dashboard and deeper value enabling, we first question the SWOT in today's Service anywhere anytime system:

Questions about today's Service anywhere anytime system for commercial and passenger vehicle services

Expected Strengths

- Based on Government Policies for geo-linked Focus and Facilitation of road system/facility enabled commuting
- Based on helping commuters utilize provisioning of geo-linked SAA services, schedules and timelines, though SAA value enabling is not a must have
- Based on self-trusted practices that help a commuter travel anytime anywhere with supported SAA ticketing and FAD pass systems, or via some other geo-linked FAD hybridization
- Incidence or need for SAA based Tickets that can be subscribed for or notified to different SAA solutions providers/service providers for different interactions or remedial interactions, or for any upgradation of the SAA ticker to help SAA safety engineering related solution-service-support-augmentation/revisiting of need

Expected Weakness

- SAA Tickets can be down-timed/delayed for SAA expectations that match the geo-linked profiling of a commuter
- SAA Ticket practices or upgradation for being Tangible, Reliable, Responsive, Quality Assured, and Empathetic safety Engineering may be skipped

- SAA Tickets issued can be used in more of an unmonitored geo-linked way
- SAA Ticket issual does not make the commercial and passenger vehicle based automobile-service enabling network liable to the commuter or customer

Expected Opportunities

- SAA Ticketing can help strategize for the biocentrism needed, with ticket screening for SAA safety engineering for disabled commuters, differently abled commuters, different health & age-group considerations
- SAA Ticketing can help strategize for SAA safety engineering practices, safety engineering schedules, and safety engineering programmes for geo-linked FAD objective enabling, inspections, maintenance and repair
- SAA Ticketing can help strategic Capacity Management of commercial transportation services to improve SAA safety engineering and FAD hybridization to make commuting safe and sustainable
- SAA Ticketing can help address timely commuting during climate or seasonal disturbances, for FAD hybridization of geo-linked experiences
- Automobile dealer networks or service enabling networks that implement SAA Ticketing that can augment their current practices / systems by adding SAA logos, SAA displays, SAA safety practices or alternate arrangements, where this can help issues with initial or unsure screening of SAA tickets of commuters etc

Expected Threats

- SAA Tickets may not help mitigate Quality loss functions in all dealer-network-service enabling networks or service centres
- SAA Tickets may not accelerate brand/service specific improvements for a SAA Service Quality Model in automobile service enabling networks or service centres
- SAA Ticketing may not enable more than the common interests of ticket screening, targeted-service enabling and/or on road assistance for “on road incidence or FAD Planner Dashboard based services, or for inconvenient time of day and associated frequency-based SAA services”
- SAA Ticketing may not assist more planned and reliable SAA services
- SAA Ticketing may not assist a commuter with SAA safety engineering related Quality of information, Quality of process, Quality of outcome and Quality of services, that are known to address intime response, performance and organizational viability
- We state Performance in an automobile service enabling network is more a conceptual algorithm, where we equate Service-enabling network Performance = (SAA Service Quality Model incorporation) x (geo-linked Focus and Facilitation) x (Strategic connect with SAA ticketing)
- We state organizational viability of a automobile-service enabling network is an influencer for its performance, where this can be represented as Organizational Performance = (SAA Service Quality Model incorporation) x (geo-linked Focus and Facilitation) x (SAA Ticketing Transformational processes)
- SAA Ticketing Transformational processes are inclusive of Planning activities, Training activities, and Investment activities, where the viability of any service quality incorporation is dependent on a staged expectation of Determining of SAA need, Evaluating of FAD solution options, Translating of decisions for solution finding to SAA FAD solution incorporation

with/without DIL, and Performance outcomes via this solution incorporation

- SAA Ticketing Transformational processes can also include influencing past studies, case studies, surveys and research, exploratory studies, experimental studies, discriminatory expectation studies (to help the interests and delimiters of commuters with their own bias, social/communal/ability based dependencies, their own understanding of the issues of any quality loss function in safe and sustainable commuting services, or of any disabilities/differently able levels, knowledge and viability to use technology, and its transfer of learning for focus analytics, quality assurance, standards enabling and/or for motivation for transformational solutions)
- SAA Ticketing Transformational processes at the deeper value thinking level can help any SAA service enabling network, (1) undermine the slack seen in Planning activities, Training activities, and Investment activities, (2) control challenges posed to its services and performance outcomes, (3) use influencing action planning with studies to help expectations and (4) trust branding of service-enabling networks or service centres to make commuting safe and sustainable

Status of this solution finding

- We believe understanding how SAA ticketing can help dealer-network specific or independent automobile business specific SAA services is one perspective of deeper value thinking
- We are work in progress for the functional specification of SAA Ticketing to assist a commuter with SAA safety engineering related Quality of information, Quality of process, Quality of outcome and Quality of services, that are known to address in-time response, performance and organizational viability

We highlight the expectations of the Commuter Focus Analytics Profile, keeping in mind that formats exist today for most automobile-service enabling networks and transport services.

Details in these formats are simple and need based mostly.

The difference being the new Commuter Focus Analytics Profile includes 3 sections like, the Focus for safe and sustainable commuting section, the Commuter Focus section and the Customer Engagement section

Commuter Focus Analytics Profile

1. **Focus for safe and systainable commuting section**

Name of commuter: **Geo-linked FAD pincode:**

Type of focus analytics profile:

- **For Transport and Commercial services**
- **For Passenger vehicle Commuting services**
- **For Commercial vehicle Commuting services**

Type of transformational focus:

- **Improve SAA Service Production**
- **Improve SAA Service Interaction**
- **Improve Safe and Sustainable Commuting keeping in mind Environmental, Social and National Health Goals**
- **Participate for the Commuter Focus Analytics NEXT Steps**
- **Participate for the Customer Engagement NEXT Steps**

2. Commuter Focus section

Identify proof:

Age: **Sex:**

Permanent address:

Current address:

Bio-cluster for the commuter of a commercial or passenger vehicle (keeping in mind social responsibility/welfare):

- **Mother-to-be**
- **Babies and tiny tots**
- **Child (2 to 12 years)**
- **Teenager**
- **Young adult**
- **Middle-aged adult**
- **Senior citizen**
- **Sick, afflicted or weak**
- **Alpha assistance dependent / Differently able with**
  - Physical impairment/affliction
  - Eyesight impairment
  - Hearing impairment
  - Speech impairment
  - Mental impairment
- **Associated with Focus Analytics Planner Dashboard Programmes for Safer and /Sustainable Commuting with SAA expectations**

3. Focus for SAA specific Customer Engagement section

Need of the customer (in this case, the need of the commuter):

- **Safe and sustainable commuting**
- **Timely commuting**
- **Trusted for SAA specific commuting**
- **Climate/Season aware SAA specific commuting**
- **Capacity and Single-window SAA Focus specific commuting**
- **Single-window SAA Focus specific information for**
  - **SAA enabling Age-group considerations**
  - **SAA enabling Seating considerations**
  - **SAA enabling luggage/boot/storage considerations**
  - **SAA enabling Safety considerations like the**
    - SAA Ticketing and Pass system
    - Alternate Geo-linked specific SAA arrangements for age-group specific needs
    - Geo-linked SAA specific Quality loss function analysis for age-group specific needs
    - SAA Ticketing with Transfer of Learning products/services

Need of the customer specific Quality loss function programme / analysis

- **Quality of information to meet** geo-linked **bio-centric needs**
- **Quality of process to meet** geo-linked **bio-centric needs**
- **Quality of outcome due to** geo-linked **bio-centric needs**
- **Quality of Service to meet** geo-linked **bio-centric needs**
- **Quality loss functions related (issue management) for**
  - Deteriorating quality management for SAA and geo-linked ESNHG
  - Aging geo-linked dealer-network and assistive SAA infrastructure, and resources
  - Aging geo-linked commercial and transport vehicles for targeted commuting
  - Deteriorating SAA systems or incorporations
  - Degradation in SAA processes
  - Degradation in SAA experiences
  - Degradation in SAA related rationalization of costs,
  - Degradation in SAA transaction accountability
  - Degradation in geo-linked physical condition of road systems/facilities/related environments
  - Due geo-linked SAA planning as there is (no or poor) perspective imagery driven guidelines
  - Poor geo-linked capacity management for on-road services dependent commuters

We find that degradation is commonly an issue or concern for

- **Service-enabling network Performance** (given as a product of (SAA Service Quality Model incorporation) x (geo-linked Focus and Facilitation) x (Strategic connect with SAA ticketing))
- **Organizational Performance** (given as a product of (SAA Service Quality Model incorporation) x (geo-linked Focus and Facilitation) x (SAA Ticket Transformational processes))
- **ESNHG Transformational processes** (inclusive of Planning activities, Training activities, and Investment activities, where the viability of any SAA geo-linked service quality incorporation is dependent on a staged expectation of Determining of SAA need, Evaluating of solution options for SAA FAD, Translating of decisions for solution finding to solution incorporation of geo-linked FAD with / without DIL, and Performance outcomes via this solution incorporation)

<u>Need for Transfer of learning products/services:</u>

This is being ideated to help social responsibility or social welfare in commercial and passenger vehicle automobile-service enabling networks via

- SAA Service Quality Model information and guidelines
- Geo-linked SMART service information and compliance
- Occupational synergy, and SAA geo-linked service information and guidelines
- Bio-cluster synergy and SAA geo-linked service information and guidelines
- (Alpha assistance specific) Physical impairment and SAA geo-linked service information and guidelines
- (Alpha assistance specific) Eyesight impairment and SAA geo-linked service information and guidelines
- (Alpha assistance specific) Hearing impairment and SAA geo-linked service information and guidelines
- (Alpha assistance specific) Speech impairment and SAA geo-linked service information and guidelines

APPENDIX 1 – Focus Analytics options

Stage 1: Ideation for

Kanban First Views of road systems of importance with the help of recorded stills or video compositions	**Existing and updated call to attention imagery or perspective imagery**
In-time call to attention imagery or perspective imagery	**Drawing to Life Auto docking dealer infrastructure and Auto Pilot Device to customers**

Stage 2: Data recording and consolidation for

SMART Ward Field Book for urban locations	SMART Grid Field Book for semi-urban, rural and not totally mapped locations
In-time Focus Analytics Support Centre for in-time views	NavSite Coverage Schedules that record, store or update mapping of road systems related to the capacity of the dealer network to sense and respond

Stage 3: Enabling Dealer networks/ service networks to sense and respond

Related or Important Road systems mapping	**Related or important road system condition mapping**
Related or important road system infrastructure and facility mapping	**Related or important road system related social interoperability mapping**

Stage 4: Design and implementation of

NavSite pincode and NavSite profile for a road system	**List of hazards that are relevant and the vulnerabilities that exist**
Development of the capacity of the dealer network to sense and respond to incidences	**Designing of a Drawing to Life Auto Pilot Device that works via the use of WiFi and mobile signal coverage**

Stage 5: Incorporate focus analytics for road systems with the implementation of

A PIDS Content Management System for services/on road assistance	**A PIDS GSS (Ground Station System) at a service centre or workshop**
A PIDS Auto Docking framework by a dealer network/ service network	**Developing PIDS Flagging of areas under the Focus Analytics coverage by a dealer network/ service network/ service centre or workshop**

PIDS stands for: Perspective Imagery Drone Solution

Stage 6: Implementation of a PIDS Auto docking framework that consists of

PIDS Focus Analytics and theme smartness specific Content Management Systems	**A PIDS Bulletin Board System** **A PIDS Whatsapp system** **A PIDS SMS Services System**
PIDS Social network system	**PIDS D2L Docked Phone system**

Stage 7: Implementation of a PIDS Docked Phone system that includes

Delivery of services via the CMS, Bulletin Board System, Whatsapp and SMS	Delivery of services via a dedicated USHD / PIDS Service Assistance team
Delivery of payloads that could mean delivery of a D2L Docked Phone that can be used by the customer	PIDS D2L Docked Phone can help a customer equipped with a branded phone to connect with an existing docked phone or payload delivered docked phone to use the Focus Analytics that are important

Stage 8: Implementation of a PIDS Auto Pilot Device that includes

WiFi to connect with the PIDS GSS / Desk	**A Radio serial link to connect with the PIDS GSS to help drone flight to location using GPS Hold**
Components like Telemetry, Rx transmitter/receiver, GPS module, a selection of other components that suit the device offering	**Timing Gates, Lap links, and Antennae**

APPENDIX II – Focus Analytics Planner Dashboard

Focus Analytics Planner Dashboard version: v1.00.2025 (WIP)

Type of vehicle (Tick as applicable): 2W/4W/EV/Hybrid

Vehicle details:

Vehicle Reg No:
Make
Type
Year/Model
Colour
Engine No
Frame No
Date of sale
Speedometer/Kms run
Key No
Petrol/Diesel/Electric/Hybrid
AMC/Service Coupon
Selling Dealer / Referral

Category of Services Anywhere Anyhow:

- ❑ For Manufactured vehicle
- ❑ For Partly manufactured and assembled vehicle
- ❑ For Imported vehicle

Commuter Focus Analytics Profile (applicable sections):

- ❑ Focus for safe and sustainable commuting
- ❑ Commuter Focus
- ❑ Customer Engagement

Geo-linked FAD pincode(s):

Focus Analytics (tick as applicable):

- For Services Anywhere Anyhow, using the **Vehicle Inspection Summary (under review for 2W/4W/EV/Hybrid)**

Category	**Ok**	**Not Ok**	**Remarks**
(A) Exteriors (Physical and Paint Condition)			
Body panel condition			
Body panel paint condition			
Teflon or Ceramic coating condition			
Free of body scratches			
Free of body dents			
Water resistant covers			
Fuel tank condition			
Dashboard / Speedometer condition			
Headlights focus/condition			
Taillights condition			
Indicators condition			
Brake lights condition			
Clutch condition (2W/4W/Hybrid)			
Horn condition			
Choke condition			
Self-start condition			
Mirrors condition			
Footrest condition (2W)			
Stand or side stand condition (2W)			
(B) **Steering**			
Vehicle does not drift to one side without prodding			
Vehicle is stable no shaking or vibrating			
No resistance in steering when turning			
No clicking or clanking when turning			
(C) Suspension			
Vehicle rests levelly			
When bouncing the tyres/wheels no creaking noises are heard			
Both tyres/wheels respond the same on bouncing			

(D) Brakes			
Vehicle steers straight and does not pull to one side when applying brakes			
No grinding noises when applying brakes			
Wheels do not lock when applying anti-brake system (if applicable)			
Brakes functioning Front & Rear			
(E) Tyres			
Tyres are of a reputable brand			
Tyres are of the same make			
Tyres are free of any cuts, bubbles or cracks			
Tyres are worn evenly (uneven wear can indicate alignment and suspension problems)			
Spare tyre condition good (if applicable)			
(F) Frame			
Chassis is neither bent nor cracked			
Fork is neither bent nor cracked (2W)			
No Fork oil leaks (2W)			
No signs of metal crumbling			
Frame condition is good			
(G) Interiors			
Seat unworn and free of cracks			
All gauges work			
No dashboard warning lights (remain illuminated)			
(H) Engine			
Mileage			
Vibration/Smooth running			
Free of oil or fluid leaks			
Free of odours when engine is running			
Exhaust pipe emissions are neither blue (indicates the engine burns oil) nor black (excessive oil consumption)			
Oil filler neck not coated with thick, black deposits			
Chain/Belt condition (2W)			
Battery condition			
Battery terminals free of corrosion			
Battery Management System condition			
(I) Manual or standard transmission			
Each gear shifts smoothly			
Clutch works smoothly (2W/4W/Hybrid)			
Clutch cable condition (2W/4W)			
Adjustment / Other Clutch issues (2W/4W/Hybrid)			
(J) Automatic transmission			
Transmission fluid looks clean, not dirty nor gritty (indicating no internal transmission problem)			
Transmission neither slips or delays while driving			

Physical and Paint Condition of vehicle:

Post Service Follow up: **Date:**

Insurance: **Running:** **Lapse:**

Instructions as per Service Activity Planner

Checklist for types of services (under review for 2W/4W/EV/Hybrid)

Nature of activity	Details	Remarks
☐ Engine oil level	Check and refill if necessary	
☐ Air filter element	Clean thoroughly	
☐ Fuel line pipe leakage	Check and inspect	
☐ Clutch Lever Play	Check and adjust if necessary	
☐ Brake Level Play	Check and adjust if necessary	
☐ Gear Box oil	Check and refill if necessary	
☐ U-Joints and slip joints	Check and lubricate	
☐ Tyres and Tyre Pressure	Check the condition and fill air if necessary	
☐ Brake fluid	Check and refill if necessary	
☐ Brake liners/pads	Check condition	
☐ Brake disc	Check condition	
☐ Brake drum and lining	Check condition	
☐ Suspension front and rear	Check	
☐ Battery electrolyte	Check and top up if necessary	
☐ Entire electricity cables and connections	Check	
☐ Fork service	Check bump sensitivity Check for fork tube bend Check for fork oil leaks	

☐ Spark plugs (if applicable)	Check gap, clog and clean	
☐ Carburettor (if applicable)	Check, clean and adjust air/fuel mixture	
☐ Fuel injection system	Check for symptoms and service	
☐ Exhaust system	Check and clean if necessary	
☐ Wheels	Check condition, wear and replace if necessary	
☐ Wheel bearing	Check assembly condition and replace if necessary	
☐ Steering bearing	Check assembly condition and replace if necessary	
☐ Drive Chain (if applicable)	Check slack, alignment, condition, clean and lubricate as necessary	
☐ Nuts and bolts	Check for looseness, condition, tighten or replace as necessary	
☐ Centre stand and side stand	Check operation, condition, clean and lubricate as necessary	
☐ Valve system based on number of cylinders	Valve seat servicing, lapping, tappet clearance,	
☐ Optional parts as identified by the brand/dealer	Check condition	
☐ Accessory list as identified by the brand/dealer	Check condition	

Review of New technology 2W/4W/EV/Hybrids

Your understanding of OBD2 compliance

The Government of India has mandated the OBD2-compliant engine for two-wheelers in India.

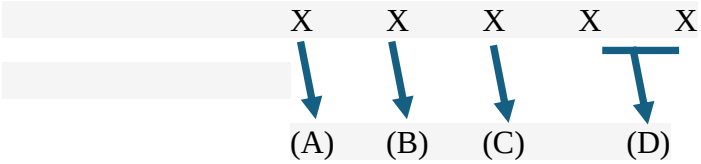
On-board diagnostics (OBD) refers to the automotive electronic system that provides vehicle self-diagnosis and reporting capabilities for repair technicians.

The latest version of the On-board Diagnostics System (OBD2-A) helps in detecting system failure by illuminating the console lights in case of a fault in the vehicle.

The OBD2 system provides trouble codes or fault codes that are stored by the on-board computer diagnostic system, these codes are stored in response to a problem found.

Your possible assistance from a service technician

The codes can be read by a code reader or OBD2 software. The OBD2 Diagnostic Trouble Codes (DTCs) are 5-digit alphanumeric codes that are standardized and used as a common code list.



(A)

B – Body code

C – Chassis code

P – Power train codes (engine and transmission)

U – Network code (wiring bus)

(B)

G – Generic code

I – Vehicle Manufacturer Special Code

(C)

1 – Fuel and Air metering

2 - Fuel and Air metering (injector circuit)

3 – Ignition System or Misfire

4 – Auxiliary Emission Control

5 – Vehicle Speed Control and Idle Control System

6 – Computer Output Circuit

7 - Transmission

8 – Transmission

(D)

XX – Fault description

P – Power train codes

P0xxx: Character in the code identifies the system in which the fault has occurred

1 and 2: Fuel or air metering problems

3 – Ignition or engine misfire

4 – Auxiliary emission controls

5 – Idle speed control problems

6 – computer or output circuit faults

7 and 8 – Transmission problems

Non-powertrain codes

Bxxxx, Cxxxx, Uxxxx – ABS etc needing to be retrieved using a datalink connector

P1xxx: Manufacturer specific codes that do not include emissions and may not cause the engine light to turn on

Classify your association for the Focus Analytics Dashboard (Yon can tick more than one option)

□ **Commercial Buyer (uses vehicle for business)**

□ **Fleet Investor**

□ **Individual Owner**

□ **Caretaker**

□ **Vehicle user**

□ **USHD Stakeholder who will evaluate, analyze and decide on best ways**

□ **USHD Stakeholder who will help participate in surveys, provide feedback, rate and improve the "Global and Mutually Beneficial" experience of buying, selling and creating the brand**

As Safe and Sustainable Commuting mission (tick as applicable):

- Awareness and Analytics
- Preparedness
- Risk reduction / risk transfer

Content Theme smartness for Focus Analytics (tick as applicable):

- SMART Ward Field Book
- SMART Grid Field Book
- In-time Focus Analytics Support Centre
- NavSite Coverage Schedule

Sense and Respond Theme smartness for Focus Analytics (tick as applicable):

- Mapping of related or important road systems
- Condition Monitoring of related or important road systems
- Mapping of road system infrastructure and facilities
- Mapping of related social interoperability

Solution selection for Focus Analytics (tick as applicable):

- (Geo-linked Focus Analytics) Content Management System
- (Geo-linked Focus Analytics) Bulletin Board System
- (Geo-linked Focus Analytics) Whatsapp System
- (Geo-linked Focus Analytics) SMS System
- (Geo-linked Focus Analytics) Social Network System
- (Geo-linked Focus Analytics) Auto docking framework

Geo-links for Focus Analytics (tick as applicable):

- Focus Analytics Planner Dashboard Itinerary
- Focus Analytics Survey and Transformations
- Road Systems/Infrastructure Survey and Transformations
- Service Anywhere Anyhow Safety Engineering

Geo-linked data for Focus Analytics (tick as applicable)::

- Exchange of visual imagery
- Exchange of auditory focus
- Exchange of Showcased EKL (Experiential, Knowledge and Learning) focus
- Exchange of Focus Analytics Media via the Auto docking framework

Focus Analytics to help (tick as applicable):

- ❑ Driver Fitness
- ❑ Vehicle Fitness
- ❑ Road system understanding
- ❑ Alpha Assistance
    - ❑ Physical impairment
    - ❑ Visual impairment
    - ❑ Auditory impairment
    - ❑ Speech impairment
    - ❑ Emancipation

Unifying Showcase Help Desk interests (tick as applicable):

- ❑ Responsive CRM Job Card
- ❑ Ease of ownership
- ❑ Nutshell inventory
- ❑ Issues with On-road spare parts management experience
    - Repair delays
    - Additional handling
    - Emergency purchases
    - (Loaned) Vehicle policy expenses
    - Costs to Planner Dashboard itinerary productivity
    - Reduction in linked satisfaction

Deep Interaction with the Human Machine Interfaces for Focus Analytics (tick as applicable):

- Condition Monitoring and Traceability
- Failure Mode Cause and Effect Analysis
- Root Cause Analysis
- Preventive Maintenance
- Corrective Maintenance
- Knowledge Upkeep

Key Opinion Leadership unifying-points:

❑ Type of service policy

❑ **Free service**
❑ Paid service
❑ Subscription based services (new USHD / TGMB Dashboards)
❑ Service plan / package based service
❑ Priority service
❑ Time of the year Programme specific service

❑ SAA Ticketing Analysis

❑ Vehicle Sheet/Detailing

❑ **Vehicle Health and Quality Loss Function Analysis**

- ❑ Abnormal behaviour via Anomaly detection
- ❑ Fault detection
- ❑ Prediction of useful lifetimes
- ❑ Safety of using the vehicle

- ❑ Patterns learning for reducing penalty or for optimization of maintenance schedule (as a concern that if the vehicle/part/ component is serviced on the due date the penalty costs are zero)
- ❑ Process / Planning changes between the previous maintenance schedule and the next
- ❑ Degradation seen or eminent in the vehicle

❑ **(Over the air) OTA deep interactions / subscriptions**

- ❑ Line of sight (LOS) subscriptions
- ❑ MapView (NavSite Coverage) subscriptions
- ❑ Call-to-attention enabling Road System PI(s)
- ❑ Call-to-attention enabling Road System KPI(s)
- ❑ Kanban First Views
- ❑ Severe driving conditions focus

Severe driving conditions focus (tick as applicable):

- ❑ Driving in dusty road conditions
- ❑ Driving in road systems degraded by salt/corrosive toxins/ emissions
- ❑ Driving in the condition of inflowing dust/sand/ water
- ❑ Driving in mountainous areas
- ❑ Towing related driving conditions
- ❑ Driving in afflicted conditions (like low fuel or undue contingency or contaminated fuel, degraded parts, poor or damaged head lights, …)
- ❑ Driving in frequent stop and start conditions or brake affected conditions
- ❑ Driving in sunroof affected conditions
- ❑ Driving in wiper, or windshield affected conditions

- ❑ Driving in dealer-network-affected conditions
- ❑ Driving in Emergency Services affected conditions
- ❑ Driving in out-of-network-coverage conditions
- ❑ Driving in reverse gear specifically conditions
- ❑ Driving in journey parameter affected conditions
- ❑ Driving in non-showcased conditions

Global and Mutually Beneficial unifying-points:

- ❑ Cost Profile and Performance Metrics
- ❑ Brand Experience Improvement
- ❑ Proactive Emphasis on Sustainable Quality
- ❑ Market Penetration Analysis to improve branding
- ❑ Service Centre Improvement
- ❑ SMART Service Anywhere Anyhow (SAA) strategies
- ❑ SMART Brand Analytics
- ❑ Continual Quality Improvement

Ansoff Matrix unifying-points:

- ❑ Market penetration TGMB Influencers
- ❑ Brand Assertion
- ❑ Brand Satisfaction
- ❑ Brand Stability
- ❑ Brand Scalability

APPENDIX III – Focus Analytics Planner Dashboard with or without Deep Interaction Links

A. Focus Analytics Planner Dashboard Itinerary

- ❑ Review of Ease of ownership – Driver Fitness Details
- ❑ Review of Ease of ownership - Vehicle Sheet/Details
- ❑ Review of Ease of ownership - Trouble shooting reckoner
- ❑ Review of Ease of ownership - Commuter Safety reckoner
    - ❑ Sensitized guidelines for crash protection mechanism of vehicle
    - ❑ Sensitized understanding of health and wellness
    - ❑ Sensitized understanding of Safety and First aid on road
    - ❑ Sensitized understanding of disaster/impactful events on road
    - ❑ Sensitized understanding of Alpha assistance on road
- ❑ **Detailing the road system expectations**
- ❑ **Road system name:** **Road system Id:**
- ❑ **Commuter Safety Account id:**
- ❑ **Date of submission:** **Time of submission:**
- ❑ **Mapping from:** **Mapped till:**
- ❑ **Mapping pending:**
- ❑ **Type of road system:** Road/Stretch/Route/Ring road
- ❑ **Type of transportation that uses road system:** Public transport/Private transport/Pooled transport/Personal transport/Priority transport
- ❑ **Added commuting systems:** Overhead Metro/Underground Subway/Tram

- ❑ **Current Risk / Health:** Acceptable/Other reports/Do not know
- ❑ Risk/**Health details:**
- ❑ **Associated images (to be shared in.jpeg format with details on location):**
- ❑ **Associated Focus Analytics**
    - ❑ Visual imagery
    - ❑ Auditory focus
    - ❑ Showcased EKL (Experiential, Knowledge and Learning) focus
    - ❑ Focus Analytics Media via the Auto docking framework
- ❑ **Key Performance indicators (KPI(s)) for road systems**

1. **Nature of planning (Rated as a crucial influencer):**

- ❑ **Design standards compliance** (width of road, margins for pillars, gradient designs, curves designs, median designs, arboriculture safety, pedestrian and passenger safety, safe commuting between 2 points, reasonable time taken to travel from one point to another, enablers for vehicles that use renewable energy)
- ❑ **Accountability for Traffic factors** (speed standards set for road systems, reaction time based on PIEV*, navigation standards, safe stopping sight distance, safe overtaking or passing, safe sight distance for entry into any associated intersections, feedback systems)
- ❑ **Accountability for Environment factors** (sentinel screening and risk mitigation for unforeseen snow fall, hailstorms, heavy rainfall, thunder storm and lightning arrestors, ease of maintenance despite severe weather conditions)
- ❑ **Maintenance Systems reliability** (proper design out maintenance, risk mitigation & maintenance, inspection and maintenance of extensions, gradient-design validation, policy

for emergency services, policy for disaster management services)

- **Quality of associated Drainage systems** (design and implementation after consideration of water table, sub-grade soil, reinforced earth, nature of geo-grids that are to be used in the road construction, management of seepage flow & capillary rise, reliable impervious wearing surface of road with aggregators and binders)
- **Quality of traffic signalling systems** ("(Google Earth related) satellite imagery, or drone flight imagery or sentinel sensor feedback based" Risk Mitigation Desk notifications and proactive responses by the traffic management network, by nature of design "intelligent signaling solutions" that decide as to how traffic has to be managed or routed in case there is a disaster, accident, or in a case where part of the road or road system is rendered unusable)
- **Satisfactory Emergency Response planning** (Equipped with signage and barricade deployment, contact numbers for nearest "ambulance services, hospital, police station, fire department, disaster management department", availability of first aid provisions, equipped with fire extinguishers & fire fighting facilities, equipped with smoke alarm systems, equipped with sentinel sensors, has (futuristic infrastructure) clearance for air lift to save life, has collapsible floor/ground escalation systems at designed locations to help evacuate passengers from elevated metro railways)
- PIEV* stands for –Perception time, Intellection time, Emotion time, Volition (Final action) time

2. **Nature of congestion (Rated as important negative influences):**

( ) Perennial congestion

( ) Seasonal congestion

( ) Time-based congestion

( ) Incidence specific congestion

( ) Feeder Traffic specific congestion

( ) Goods/Freight movement specific congestion

( ) Congestion due to other influences

3. **Stabilizing aspects (Rated as positive influences):**

( ) Has a Commuter Safety Specification

( ) Has satellite images

( ) Included in Google maps

( ) Is of good quality

( ) Has multiple-lanes

( ) Has sensor-enabled medians or bordering road barricades

( ) Has reliable traffic signals

( ) Has (futuristic infrastructure) Climate Change sensors

( ) Accountable traffic intervention possible at location

( ) Not in close proximity to industries

( ) Not in close proximity to rivers and other rainfall affected water bodies,

4. **Stabilizing aspects (Rated as positive influences):**

( ) Has storm water drains

( ) Has well maintained manholes and septic systems

( ) Not affected by festivities

( ) No pedestrian sidewalks

( ) No encroachment

( ) No alteration

( ) Not sidelined by trees

( ) No afflicted by dumping of industrial waste

( ) Not afflicted by dumping of public waste

( ) Has a proper sewage system

5. **Probable Hazards (Rated as very important negative influences):**

( ) Is an inter-link for other roads or routes etc

( ) Is in close proximity to neighboring states

( ) Is in probable or escalated tension areas

( ) Is a sensitive area (where satellite imagery a threat)

( ) Is in close proximity to an industrial cluster

( ) With curving meanders

( ) Has a steep incline with improper entry or exit

( ) Has underlying dangerous landforms

( ) Is in close proximity to dangerous landforms

( ) Has a history of unattended potholes

( ) Has potholes

( ) Is sidelined by less maintained trees

6. **Probable Hazards (Rated as very important negative influences):**

( ) Is in close proximity to rivers and other rainfall affected water bodies

( ) Is in close proximity to marshes or swamps

( ) Is part of a bridge or connects to a bridge

( ) No storm water drains

( ) Has poorly maintained manholes and septic systems

( ) Afflicted by incidences of bottlenecks

( ) Is difficult to manage via surveillance

( ) **Is prone to crime** (due to lack of surveillance/being a remote location/ lack of traffic signals/lack of lighting)

( ) **Is prone to accidents** (due to lack of sufficient planning for pedestrian and passenger safety)

7. **Associated planning, risk mitigation, repair and/or restoration programmes**

The addressing of problems is either well-planned or not well-planned, where the following indicators can help identify issue levels for the commuter:

Planned (Rated as positive influences)

( ) Forecast based ( ) Control Room based

( ) In time surveillance based

Not well-planned (Rated as very important negative influence)

( ) Only reciprocal (where problems are addressed in a reactive manner)

( ) Only when problems are escalated

( ) Only when mass grievances are reported

8. **Signage deployed to mitigate risks to commuters or people**

( ) **Road signs identifying traffic safety norms** (one-way or two-way signs, permitted timings, speed limits, rules for pedestrian and passenger safety, rules about overtaking, rules against cutting lanes, rules for parking, signage about low visibility zone, low height clearance and load levels)

( ) **Signage for accident relief, emergency response and assistance** (like contact information for the nearest “ambulance services, hospital, police station, fire department, disaster management department”, associated civic body)

( ) **Signage and barricades around (perimeter) of potholes, poor quality manholes and septic systems**

( ) **Signage with precautionary and must know information about ring road, flyover, bridge, tunnel, subway, metro track, tram track, and level crossing**

9. **Traffic management advisory for a road system (Rated as positive influences)**

( ) Stay off this road/stretch/route/ring road at particular times

Details on timings:

( ) Stay off this road/stretch/route/ring road on particular days

Details on days:

10. Traffic management advisory for a road system (Rated as positive influences)

( ) Recommend moderate utilization whenever possible

( ) Restricted for goods carriers

( ) Restricted for heavy motor vehicles

( ) Restricted for autos

( ) Restricted for 2-wheelers

( ) Restricted for high-fuel-consuming vehicles

( ) Restricted for pollution accelerators

( ) Connects or connected to bad roads or problem afflicted routes

( ) Not to be used by vehicles solely using renewable energy or batteries

11. Road system and information on Environment factors:

( ) Not to be used by Emergency Response vehicles

( ) Not to be used by Special Needs vehicles

( ) **Not to be used by commuters without personal security arrangements**

12. Recommended types of vehicles that can use this road system:

( ) Petrol vehicles

( ) Diesel vehicles

( ) LPG vehicles

( ) Renewable energy or battery powered vehicles

( ) Other types of vehicles

Details about how much fuel may be consumed: Unpredictable-fuel-consumption/High-fuel-consumption/ Medium-fuel-consumption/Low-fuel-consumption/ Fuel-consumption-not-a-priority

13. ASSOCIATED TRAFFIC MANAGEMENT (RATED AS POSITIVE INFLUENCES)

LiveUpdates possible from Google maps: Yes/No/Not applicable

Notifications possible about trends in route: Yes/No/Not applicable

Notifications possible for GPS based Emergency Response network: Yes/No/Not applicable

Intervention possible by route forecasting: Yes/No/Not applicable

Details:

Vehicles can avail of renewable energy or battery charging services in this route: Yes/No/Not applicable

Commuters can avail of drive guidance services in this route: Yes/No/Not applicable

Commuters can avail of emergency breakdown services in this route: Yes/No/Not applicable

Commuters can avail of surveillance based security and/or police assistance in this route: Yes/No/ Not applicable

14. ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE VIA THE COMMUTER SAFETY PROJECT (RATED AS POSITIVE INFLUENCES)

[ ] Equipped with first aid provisions

[ ] Has clearance for (futuristic infrastructure) air lift

[ ] Has (futuristic infrastructure) installation of collapsible ground/floor escalation systems (for the evacuation of passengers using elevated metro railways)

[ ] Equipped with fire extinguishers and fire fighting systems

[ ] Equipped with smoke alarm systems

[ ] Equipped with commuter safety sensors (related to Commuter health and relevant assistance)

Details: These sensors need to measure and report the ambient temperature, quality of air, possible visibility levels, relative wind velocity & humidity levels, and relative loading (where load levels are important for flyovers, bridges and ramps)

[ ] **Equipped with (crime detection specific) surveillance sensors or Intelligent security systems that ensure fast track police control room assistance (related to Safety for women/Security for commuters and relevant assistance)**

Details: The sensors being integrated into (futuristic infrastructure) sentinels can include crime detection sensors and systems for intelligent security solutions, where visibility levels are improved, sound sensors are installed to relay any signs of screaming or scuffles, traffic signal violations are monitored, fast track monitoring of the sudden appearances of vehicles with commuters at unpredicted times of the day

B. Road Systems/Infrastructure Survey and Transformations

1. Fitness report for the road system by Focus Analytics that uses:

- ❑ Line of sight (LOS) details
- ❑ MapView (NavSite Coverage) details
- ❑ Call-to-attention enabling Road System PI(s)
- ❑ Call-to-attention enabling Road System KPI(s)
- ❑ Kanban First Views
- ❑ Severe driving conditions focus
    - ❑ Driving in dusty road conditions
    - ❑ Driving in road systems degraded by salt/corrosive toxins/ emissions
    - ❑ Driving in the condition of inflowing dust/sand/ water
    - ❑ Driving in mountainous areas
    - ❑ Towing related driving conditions
    - ❑ Driving in afflicted conditions (like low fuel or undue contingency or contaminated fuel, degraded parts, poor or damaged head lights, …)
    - ❑ Driving in frequent stop and start conditions or brake affected conditions
    - ❑ Driving in sunroof affected conditions
    - ❑ Driving in wiper, or windshield affected conditions
    - ❑ Driving in dealer-network-affected conditions
    - ❑ Driving in Emergency Services affected conditions
    - ❑ Driving in out-of-network-coverage conditions
    - ❑ Driving in reverse gear specifically conditions
    - ❑ Driving in journey parameter affected conditions
    - ❑ Driving in non-showcased conditions
- ❑ Others

Details:

2. Fitness report for the road system via Focus Analytics

Road system name: **Road system Id:**

Commuter Safety Account Id:

Date of report: **Time of report:**

( ) Quality levels

Details:

For example "**Good/Moderate/Poor/Hazardous"** with added details

( ) Traffic volume levels

Details:

For example "**Heavy/Moderate/Low volume/Controlled"** with added details

( ) Pollution levels

Details:

For example "**High/Moderate/Normal/Uncontrolled"** with added details

( ) Accidents or incidence (even crimes) trends

Details:

For example "**High/Moderate/Rare/Controlled"** with added details

( ) Possible route diversions

Details:

For example "**Arterial arrangement/Alternate deviations/Service roads/Flyovers/Recommended by intervention diversions"** with added details

( ) Commuter comfort levels (specific to Commuter profile)

Details:

For example "**High volume related stress levels/Moderate volume related stress levels/Normal volume related stress levels/Uncontrolled volume related stress levels/Repair work related stress levels/Breakdown of vehicles related stress levels/Ambulance or Emergency Response or Special need vehicles related stress levels/Climate change related stress levels/Disaster conditions related stress levels/Escalated tension related stress levels...**" with added details

( ) Availability of alternate transportation services

Details:

For example "**Overhead Metro/Underground Subway/Tram**" with added details

( ) Availability of emergency response services

Details:

For example "**Equipped with first aid provisions/Has clearance for air lift/Equipped with fire extinguishers/Equipped with smoke alarm systems/Equipped with sentinel sensors**" with added details

( ) Availability of alpha assistance services for impaired people/children

Details:

In this condition, the person can be helped by assistive systems that instrument/improve

▪ Self-developed ability/reasoning/competency

▪ Continual ownership to be objective, accountable, and self-managed to mitigate **common-for-affliction** impact and setback with or without Physically Assistive Infrastructure, Physically

Assistive Technology/Systems/ Equipment/Products/Processes or Digitally Assistive Infrastructure Technology/Systems/ Equipment/ Products/Processes

( ) Afflicted due to weather forecasts

Details:

For example "**Harsh weather conditions, high ambient temperatures, poor quality of air, low visibility levels, high speed wind velocity, heavy rainfall leading to flood like situations, water logging, overflowing of sewage drains**" with added details

( ) Vital network and signal coverage

Details:

For example "**Normal network connectivity/Failing network connectivity/ Problematic network connectivity/ Normal Emergency Response connectivity/ Failing Emergency Response connectivity/ Problematic Emergency Response connectivity/ Good quality signal strength reported for most mobile services/Complaints recorded for most mobile services/ Poor quality signal strength due to weather forecasts**" with added details

( ) Vehicle indicators

Details:

For example "**Normal for road system configuration/ Problematic for road system configuration/ Problematic for unmapped road system configuration/ Complaints recorded for road system configuration**" with added details

3. Fitness ticket for the road system via Focus Analytics

A Commuter Safety Desk can register tickets that acknowledge receipt of notifications from commuters & people and also notify the higher level management entities of various problems related to a particular road, stretch, route or ring road system.

IMPORTANT DETAILS

Ticket Id:

Source:

Ticket status: Open/Closed/Escalated/Needs details/Not available

Date of submission: **Time of submission:**

Road system name: **Road system Id:**

Commuter Safety Account Id:

Problems faced for reasons such as:

( ) Quality levels

( ) Traffic volume levels

( ) Pollution levels

( ) Accidents or incidence (even crimes) trends

( ) Possible route diversions

( ) Impacted Commuter comfort levels (specific to Commuter profile)

( ) Non-availability of alternate transportation services

( ) Non-availability of emergency response services

( ) Non-availability of drive guidance services

( ) Afflicted due to weather forecasts

( ) Faulty vital network and signal coverage

( ) Vehicle indicators (problems related to Commuter Health and Lifespan Dynamics)

Management of (negative influence specific)

Key indicators

[ ] Nature of congestion

[ ] Probable Hazards

[ ] Lack of Signage deployment

( ) Repair or restoration

[ ] Interpretations on Fuel consumption

[ ] Lack of support for renewable energy or battery powered vehicles

Sustainable infrastructure (positive influence specific)

Key indicators

[ ] Stabilizing aspects

[ ] Planning behind repair or restoration

[ ] Signage and barricade deployment

[ ] Traffic management advisory

[ ] Pedestrian and Commuter safety

[ ] Associated Traffic Management

[ ] Accident relief, Emergency response and assistance

[ ] Alpha assistance for impaired people/children

Sustainable infrastructure (positive influence specific) : Key indicators

Details of problems faced:

Sustainable infrastructure (positive influence specific) : Key indicators

Resolution sought:

C. Focus Analytics Survey and Transformations

Focus Analytics Planner Dashboard version: v1.00.2025 (WIP)

Focus Analytics Survey version: v1.00.2025 (WIP)

Focus Analytics Survey target population:

- ❑ **Specific dealer network**
- ❑ **Specific dealer**
- ❑ **Specific dealer and service centre**
- ❑ **Specific dealer and workshops**
- ❑ **Specific dealer and on road assistance**
- ❑ **Specific dealer and towing services**
- ❑ **Connected dealer networks**
- ❑ **Connected dealers**
- ❑ **Connected dealers and service centres**
- ❑ **Connected dealers and workshops**
- ❑ **Connected dealers and on road assistance**
- ❑ **Connected dealers and towing services**
- ❑ **Associated road system authorities**
- ❑ **Associated transport system authorities**
- ❑ **Associated emergency or incidence response authorities**
- ❑ **Associated business system authorities**
- ❑ **Associated to help SAA officially permitted interested parties**
- ❑ **Associated vehicle related stakeholders**
- ❑ **Associated Case study related interested parties**

Focus Analytics Vehicle Reg No:

Focus Analytics Ticket status:

Date: **Time:**

Type of vehicle (Tick as applicable): 2W/4W/EV/Hybrid

Vehicle details:

Vehicle Reg No:
Make
Type
Year/Model
Colour
Engine No
Frame No
Date of sale
Speedometer/Kms run
Key No
Petrol/Diesel/Electric/Hybrid
AMC/Service Coupon
Selling Dealer / Referral

Category of Services Anywhere Anyhow:

- ❑ For Manufactured vehicle
- ❑ For Partly manufactured and assembled vehicle
- ❑ For Imported vehicle

Commuter Focus Analytics Profile (applicable sections):

- ❑ Focus for safe and sustainable commuting
- ❑ Commuter Focus
- ❑ Customer Engagement

Geo-linked FAD pincode(s):

SAA Service Quality Model (tick as applicable):

A. Statement of Purpose section

1. Statement of the FAD Planner Dashboard

2. Statement of Purpose / Sense and /respond Problem

4. Statement of Sense and /respond Problem

5. Statement of Method or Procedure evaluation

6. Statement of Inspection and Quality Facilitation

7. Statement of Analysis and Implications

8. Statement of Safety engineering in terms of being

❑ Tangible:
❑ Reliable:
❑ Responsive:
❑ Quality Assured:
❑ Empathetic for safety engineering

9. Statement of Ticketing Programme:

We find that this can help Planner Dashboard analysis for today's service anywhere anytime system to add a deeper value enabling foundation of DIL synergy

10. This survey uses following enablers

a. SAA Ticketing logos:

Note:

b. SAA guidelines:

Note:

c. SAA Safety arrangements:

Note:

d. SAA Safety upgradations:

Note:

e. Expectations due to the biocentrism of the commuter:

- ❑ Health condition
- ❑ Age-group consideration/
- ❑ Experience or issues in using SAA services
- ❑ Timing and hours when SAA services are needed
- ❑ Relative management of Climate change
- ❑ Relative management of seasonal disturbances
- ❑ Relative management of Atmospheric conditions like poor air quality/visibility/
- ❑ Relative impact due to systems excluded from liability

Notes:

f. Related issues considered by the survey

- ❑ Unsafe or unplanned itinerary practices
- ❑ Lack of itinerary inspection schedules
- ❑ Complexity in ending the use of a vehicle (commercial or passenger) and other systems
- ❑ Review of associated SAA failure
- ❑ Review of associated SAA degradation
- ❑ Review of associated issues of unplanned maintenance and repair schedules
- ❑ Review of the Physical condition of road systems/facilities/related environments
- ❑ Review of Old or poor perspective imagery driven guidelines for on-road services dependent commuters
- ❑ Review of any poor capacity management for on-road services dependent commuters
- ❑ Review of Remedial-indication problems for commuters needing to leave incident-site or location to keep in sync with other expectations
- ❑ Review of Unplanned or unavailable in-transit facilities for commuters needing the same, as defined by an itinerary Planner
- ❑ Review of effectiveness for the Biocentrism
- ❑ Review of support for Perspective imagery
- ❑ Review of support for Focus Analytics
- ❑ Review of Planner Dash-boarded arrangements for age-group specific commuter needs
- ❑ Review of guidelines in terms of
  - ❑ QOI for age-group specific commuter needs
  - ❑ QOP for age-group specific commuter needs
  - ❑ QOO for age-group specific commuter needs
  - ❑ QOS for age-group specific commuter needs

Notes:

g. Related details for SAA safety engineering

Note:

D. Service Anywhere Anyhow (SAA) Safety Engineering

The interest is to develop a Focus Analytics Dashboard that is invoked for a category of a vehicle, for a targeted SAA stakeholder and for a vehicle registration number (if the expectation is to review and manage the SAA focus analytics of the vehicle) or for a geo-linked FAD pincode (to review and examine information of different vehicles and their SAA focus analytics)/

The category of the vehicle could be

- ❑ For Manufactured vehicle
- ❑ For Partly manufactured and assembled vehicle
- ❑ For Imported vehicle

Vehicle details for the category

Vehicle Reg No or Geo-linked FAD pincode:
Make
Type
Year/Model
Colour
Engine No
Frame No
Date of sale
Petrol/Diesel/Electric/Hybrid
AMC/Service Coupon
Selling Dealer / Referral
SAA Safety Engineering Solution 1:
SAA Safety Engineering Solution 2:
SAA Safety Engineering Solution 3:
SAA Safety Engineering Solution 4:
SAA Safety Engineering Solution 5:
SAA Safety Engineering Solution 6:

SAA Safety Engineering Solution could be any or some of the following:

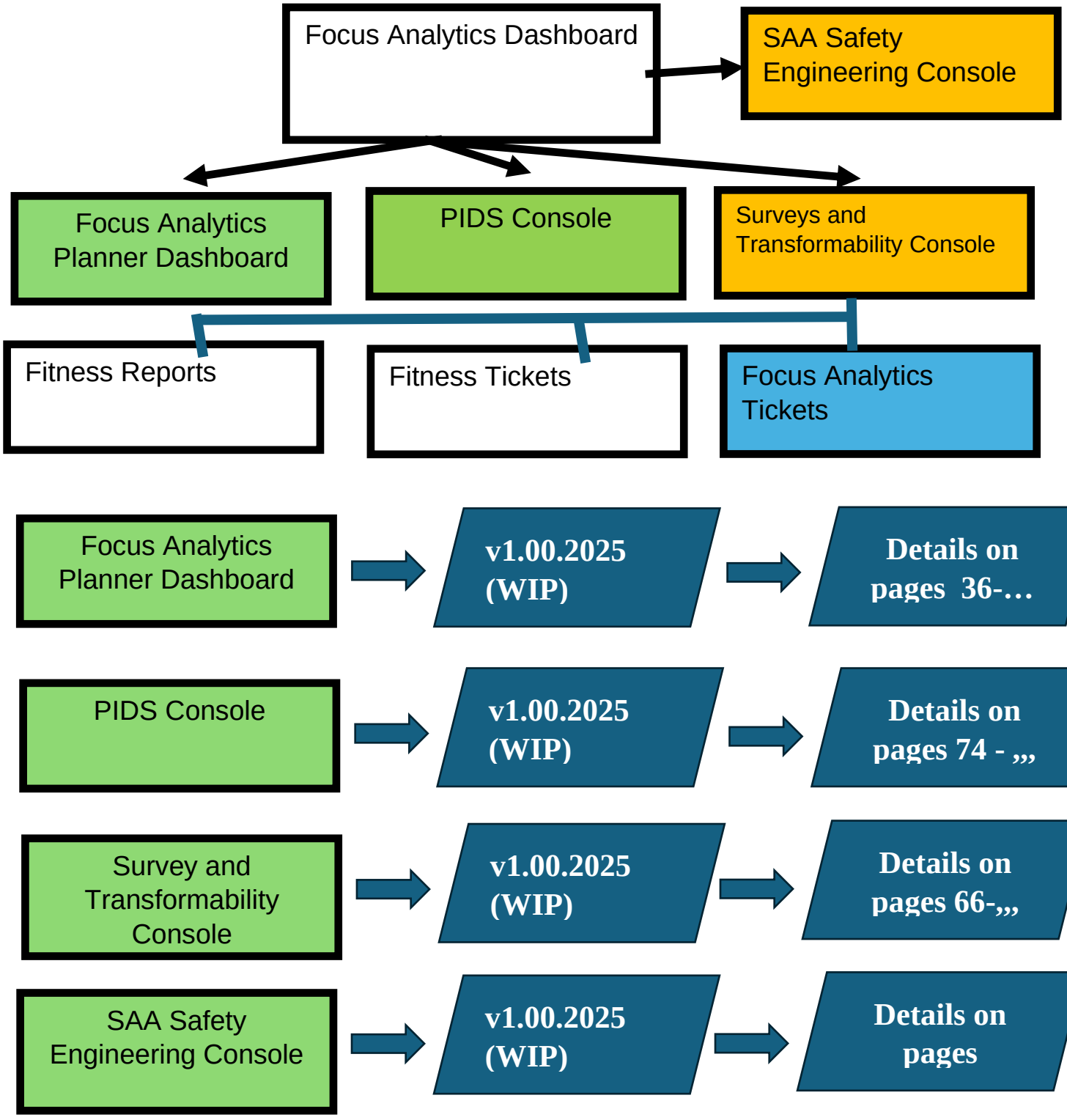
- Content Management System
- Bulletin Board System
- Whatsapp System
- SMS System
- Social Network System
- Auto docking framework

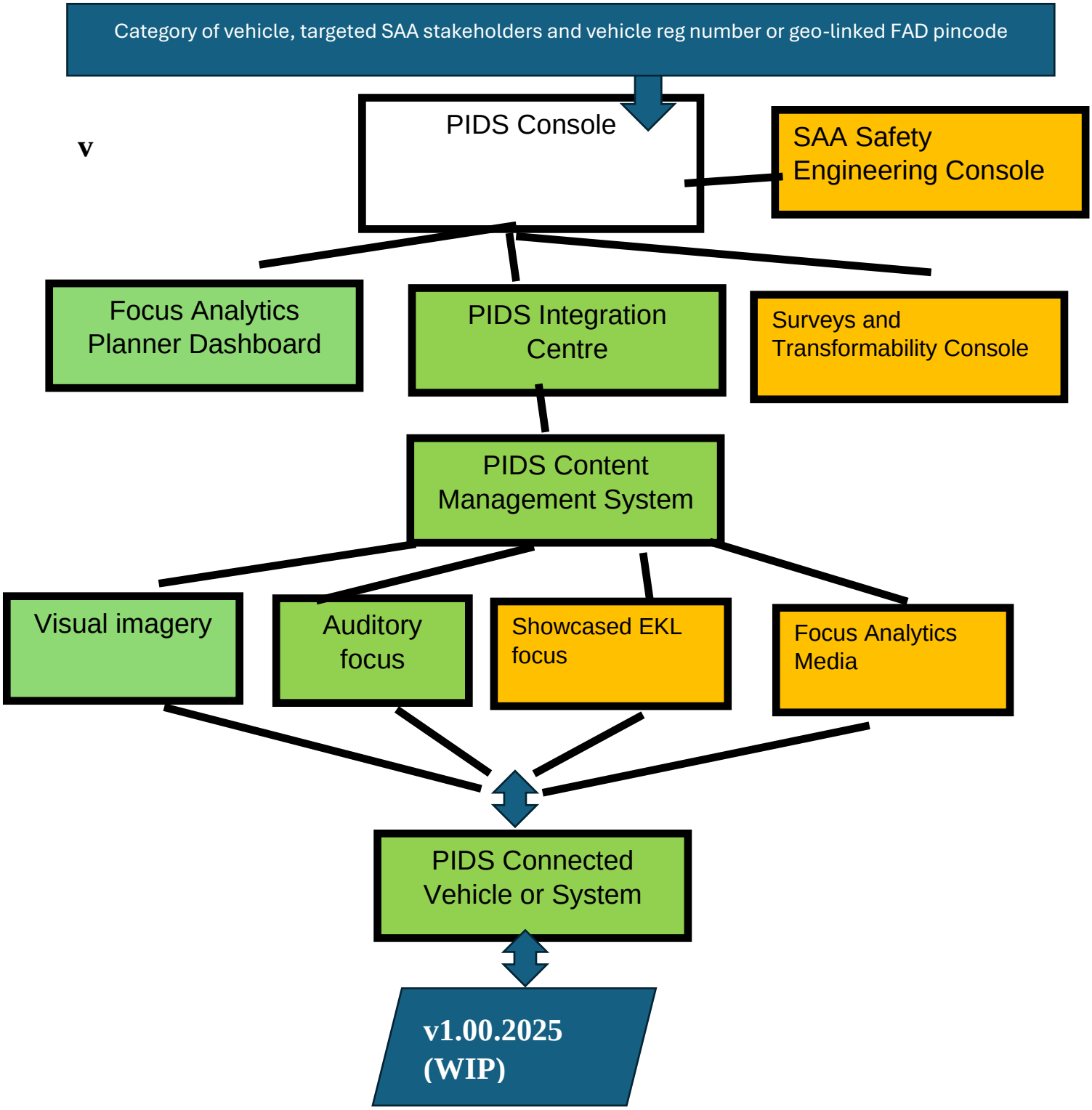
The targeted SAA stakeholder could be

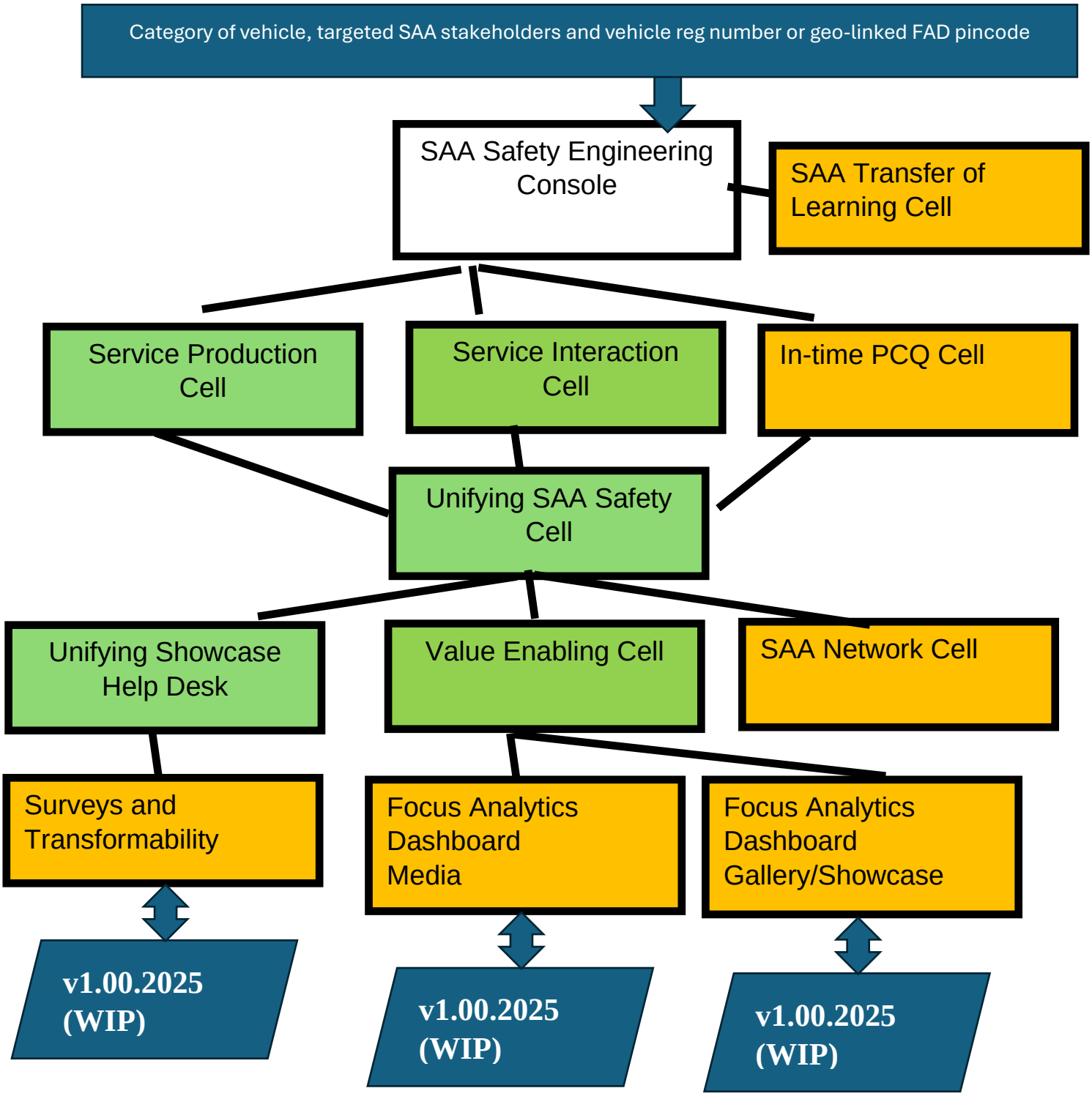
- ❑ **Specific dealer network**
- ❑ **Specific dealer**
- ❑ **Specific dealer and service centre**
- ❑ **Specific dealer and workshops**
- ❑ **Specific dealer and on road assistance**
- ❑ **Specific dealer and towing services**
- ❑ **Connected dealer networks**
- ❑ **Connected dealers**
- ❑ **Connected dealers and service centres**
- ❑ **Connected dealers and workshops**
- ❑ **Connected dealers and on road assistance**
- ❑ **Connected dealers and towing services**
- ❑ **Associated road system authorities**
- ❑ **Associated transport system authorities**
- ❑ **Associated emergency or incidence response authorities**
- ❑ **Associated business system authorities**
- ❑ **Associated to help SAA officially permitted interested parties**
- ❑ **Associated vehicle related stakeholders**
- ❑ **Associated Case study related interested parties**

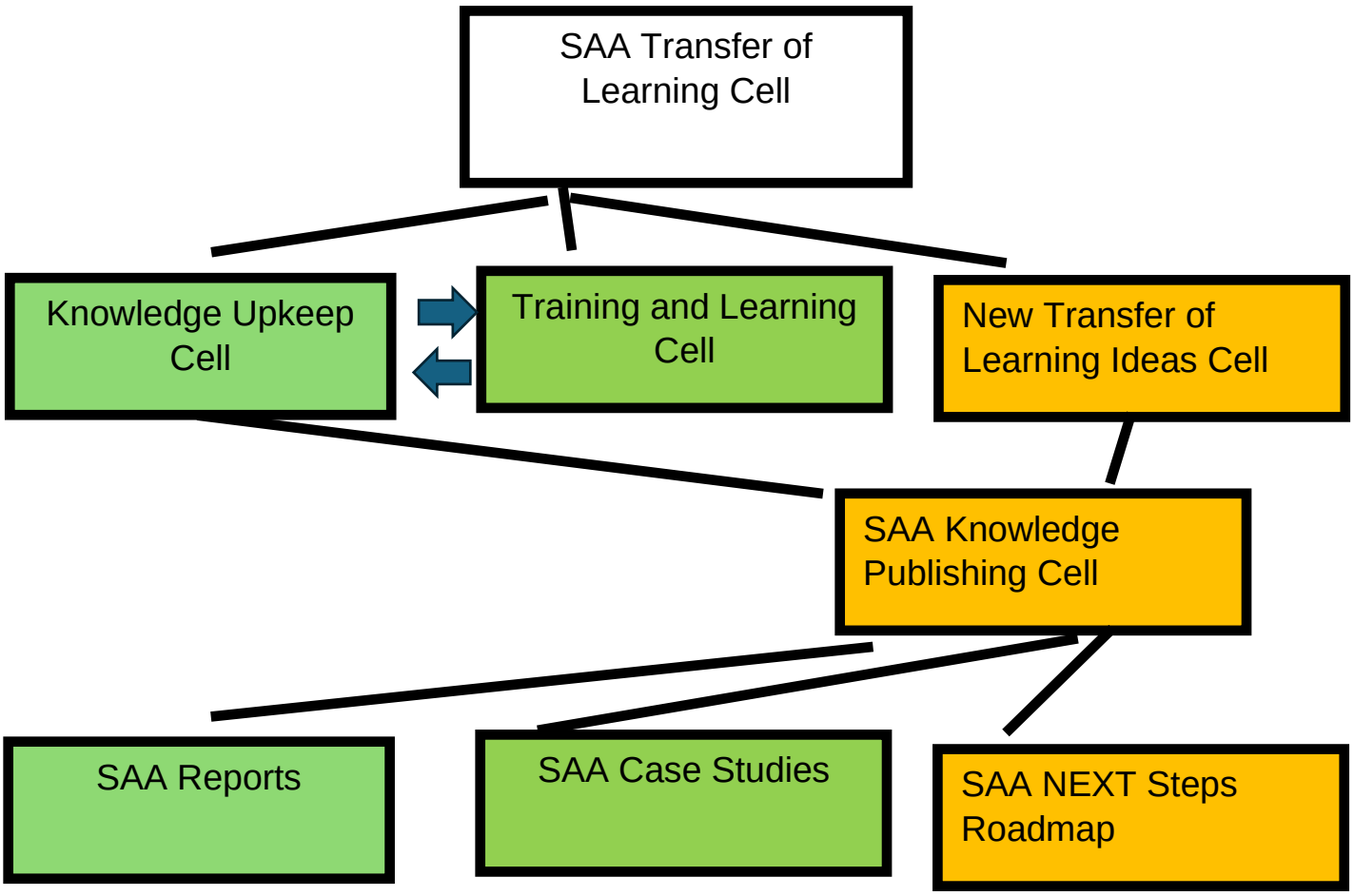
Further details: of the targeted SAA stakeholder:

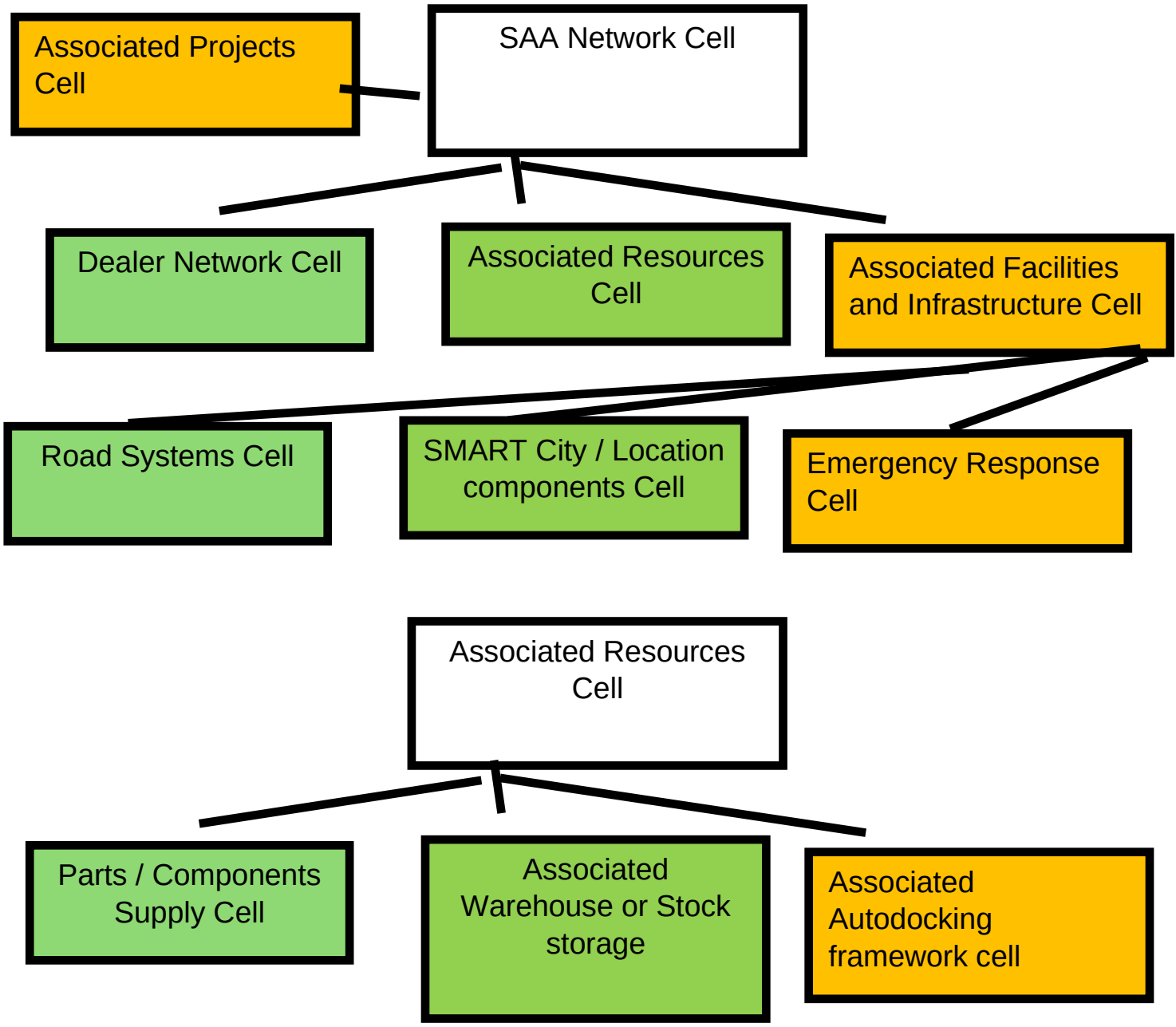
The incorporation of the same would enable one to access the Focus Analytics Dashboard, which in turn would enable the interaction with other Dashboards.

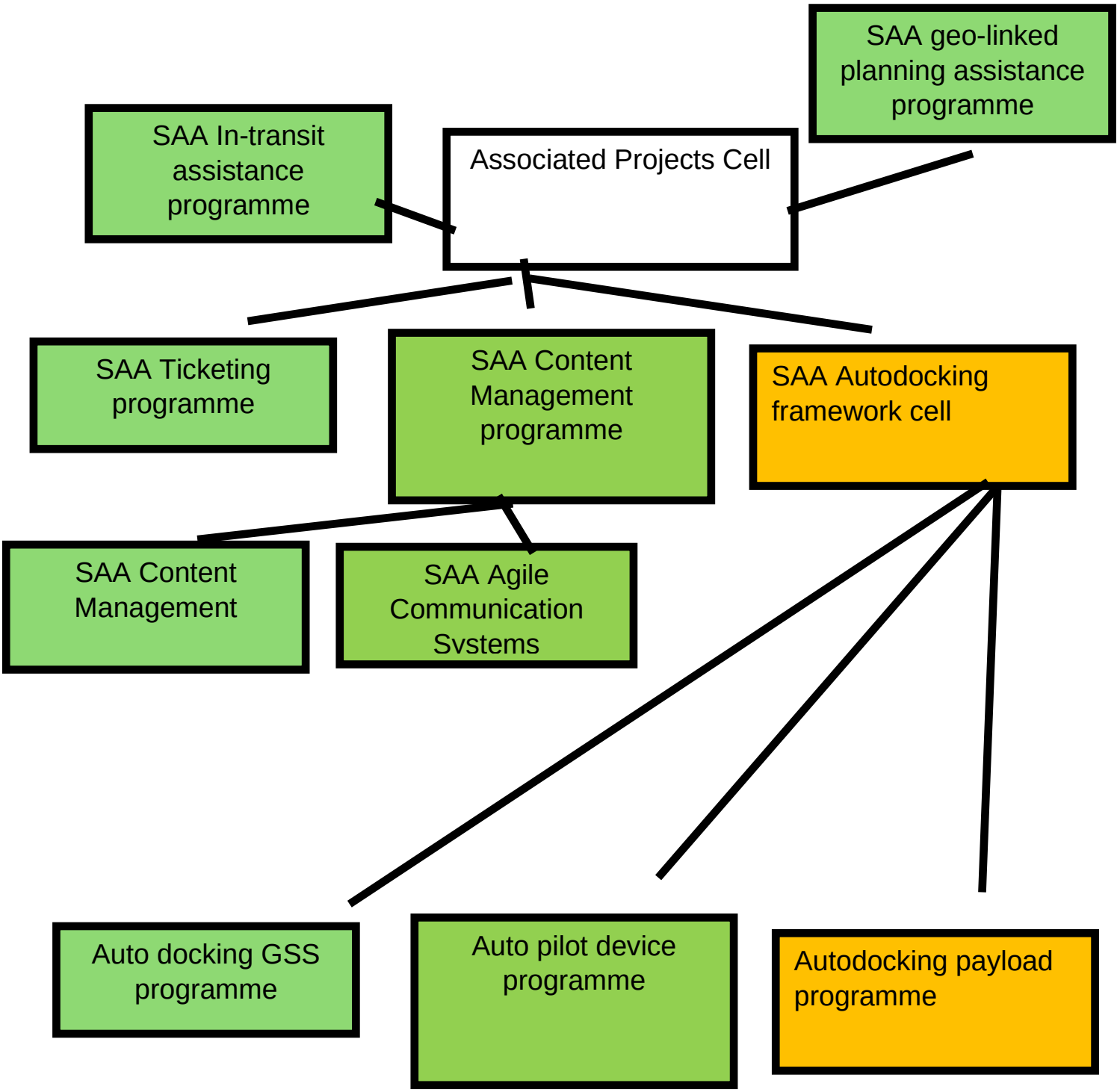


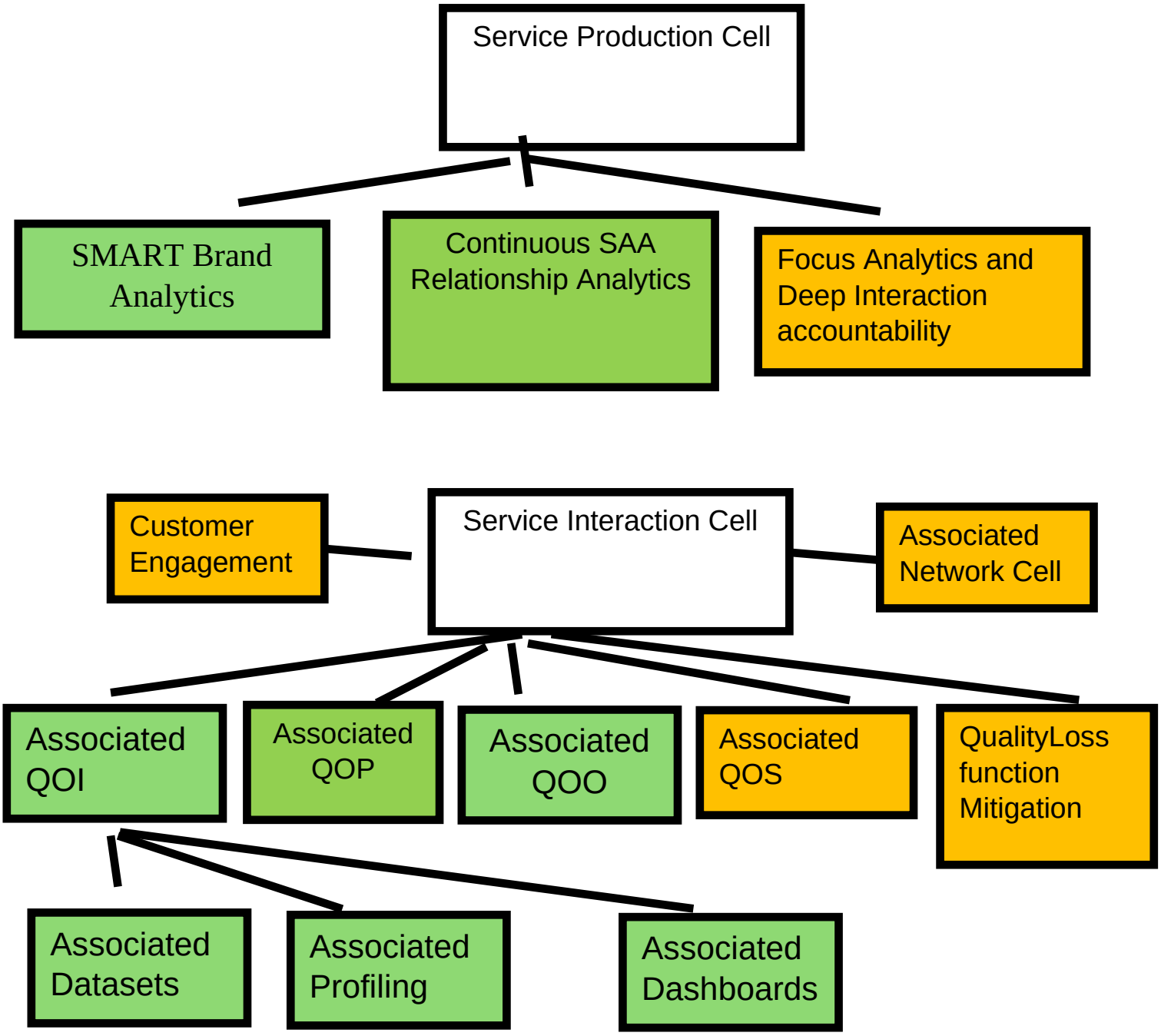

Category of vehicle, targeted SAA stakeholders and vehicle reg number or geo-linked FAD pincode
v
PIDS Console
SAA Safety Engineering Console
Focus Analytics Planner Dashboard
PIDS Integration Centre
Surveys and Transformability Console
PIDS Content Management System
Visual imagery
Auditory focus
Showcased EKL focus
Focus Analytics Media
PIDS Connected Vehicle or System
v1.00.2025 (WIP)


Category of vehicle, targeted SAA stakeholders and vehicle reg number or geo-linked FAD pincode
SAA Safety Engineering Console
SAA Transfer of Learning Cell
Service Production Cell
Service Interaction Cell
In-time PCQ Cell
Unifying SAA Safety Cell
Unifying Showcase Help Desk
Value Enabling Cell
SAA Network Cell
Surveys and Transformability
Focus Analytics Dashboard Media
Focus Analytics Dashboard Gallery/Showcase
v1.00.2025 (WIP)
v1.00.2025 (WIP)
v1.00.2025 (WIP)


SAA Transfer of Learning Cell
Knowledge Upkeep Cell
Training and Learning Cell
New Transfer of Learning Ideas Cell
SAA Knowledge Publishing Cell
SAA Reports
SAA Case Studies
SAA NEXT Steps Roadmap


Associated Projects Cell
SAA Network Cell
Dealer Network Cell
Associated Resources Cell
Associated Facilities and Infrastructure Cell
Road Systems Cell
SMART City / Location components Cell
Emergency Response Cell
Associated Resources Cell
Parts / Components Supply Cell
Associated Warehouse or Stock storage
Associated Autodocking framework cell


SAA geo-linked planning assistance programme
SAA In-transit assistance programme
Associated Projects Cell
SAA Ticketing programme
SAA Content Management programme
SAA Autodocking framework cell
SAA Content Management
SAA Agile Communication Svstems
Auto docking GSS programme
Auto pilot device programme
Autodocking payload programme


Service Production Cell
SMART Brand Analytics
Continuous SAA Relationship Analytics
Focus Analytics and Deep Interaction accountability
Customer Engagement
Service Interaction Cell
Associated Network Cell
Associated QOI
Associated QOP
Associated QOO
Associated QOS
QualityLoss function Mitigation
Associated Datasets
Associated Profiling
Associated Dashboards

APPENDIX IV - Proof of concept highlights

Description: The POC intends to deliver Focus Analytics for an urban site (identified by the vehicle registration number (Not applicable in this case or geo-linked FAD pincode (taken as 560055)) and neighbourhood road system (taken as East Park Road…)

POC Workflow

Step 1: Focus Analytics interest

Use the Focus Analytics Planner Dashboard to incorporate workflow that can be viewed using the Focus Analytics Dashboard, or the PIDS Console, or the Surveys and Transformability Console, or the SAA Safety Engineering Console

Step 2: Identification of the Urban site

Use the vehicle registration number or geo-linked FAD pincode

Step 3: Referral of the SMART Ward Field Book (as this is an Urban site) via the profile of

Step 3.1. Responsiveness for Focus Analytics set by

SMART City or SMART Grid or SMART Ward or Focus Analytics Dashboard DIL elements

Step 3.2. RADIUS of 5 factors for Focus Analytics

Use what the radius permits as a Minimum Viable Highlight, Detailed Highlight, Transformation Highlight, Line of Relationship Highlight, PIDS Recognition Highlight

Step 3.3. Schedules for on-boarding via Agile communication systems

Use a Bulletin Board System, Whatsapp System, SMS System, Social Network System, Auto docking framework

Step 3.4. Recognition of influencers for Service Anywhere Anyhow (SAA)

Use the PIDS Content Management System, Quality loss function issues, Ticketing & Pass system experiences, Advisories by stakeholders

PIDS Content Management System components are made up of Surveys & Fitness Reports, First Views, Call to attention enabling imagery, Call to attention enabling KPI(s), Severe driving conditions focus

Step 3.5: Trending to Empower, Enable and Engage

Use Relevance, Repetition, Reinforcement, Feedback, Continual composition for Transfer of Learning (TOL)

Step 3.6: Associate the Transfer of Learning (TOL) with Deep Interaction for TOL Ratings

Evaluate influencers for Recognizability, Reportability, Responsiveness for common expectations

Evaluate influencers for Recognizability, Reportability, Responsiveness for unified expectations

Evaluate influencers for Recognizability, Reportability, Responsiveness for risk factors

Evaluate influencers for Recognizability, Reportability, Responsiveness for ripple factors

Step 4: Report TOL ratings for different Site and Topography themes via Fitness reports, Tickets, Service Production, Service Interaction and In-time PCQ specific Guidance programmes for SAA Critical Path Management, SAA Relationship Management, SAA Link Management and Associated SAA Network Management

Abbreviation PCQ stands for Process Accountability, Condition Relativity/ Compliance and Quality Relativity

APPENDIX V - Proof of concept highlights for selected road system and FAD DIL elements

NavSite pincode: 560055

Selected road system: Ease Park /Road between 16th cross and 15th cross

NavSite profile:

1. RADIUS of interest: less than 1 km

RADIUS permits for FAD DI elements:

- ✓ **Minimum Viable Highlights**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	
Signage:	

- ❑ **Detailed Highlights**
- ✓ **Transformation Highlight**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	
Signage:	

- ✓ **Line of Relationship Highlights**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	
Signage:	

- ✓ **PIDS Recognition Highlights**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	
Signage:	

2. Schedule for RADIUS of interest: FAD DIL element specific

3. Recognition:

3.1 On-boarding via PIDS CMS for Quality loss functions

3.b Quality loss functions identified via Focus Analytics methods(s) such as

- ✓ **Surveys & Fitness Reports**
- ✓ **First Views**
- **Call to attention imagery or PI(s)**
- **Call to attention road system KPI(s)**
- **Severe driving conditions focus**

4. Trending to help

4.1 Empower vehicle owners/drivers/ride operators

4.2 Enable Transfer of Learning (TOL) reports, TOL with DIL reports

4.3 Engage for focus – notify communication delays/problems/issues with Alpha Assistance

5. Transfer of Learning (TOL)

5.1 Relevance: For Surveys and Fitness Reports

5.2 Repetition: Revisions of the First View with on-boarding

5.3: Reinforcement: of Road system stabilizing aspects

5.4 Feedback: Screening for

- ✓ **Probable Hazards**
- ✓ **Accident Relief concerns**
- ✓ **Emergency Response concerns**

5.5 Continual Composition: TOL reports or ratings for

5.5.1 Common expectations of

- ✓ **Safe and Predictable Commuting**
- ✓ **Availing of Services available**
- ✓ **Value Strean Mapping for the pincode/road system/zone/RADIOS**

5.5.2 Unified expectation for SAA businesses

5.5.3 Risk factors: Issues with

- ✓ **Utilization of Facilities**
- ✓ **Utilization of Infrastructure**
- ✓ **Complaints Redressal for services available**

5.5.4 Ripple factors due to

- ✓ **No TOL Bulletin Board System**

- ✓ **No SAA Ticketing Notifications**
- ✓ **No sharing of Kanban First Views**
- ✓ **No TOL reports of fitness for driving conditions**

6. TOL reports for Site and Topography with DIL

- ✓ **Guidance programme for**
  - **Service Production**
  - **Service Interaction**
  - **In-time PCQ**

APPENDIX V – Focus Analytics Dashboard DIL Elements

On-boarding type: Quality loss functions

Abbreviations:

Site specific	Topography specific
NOP: Nature of Planning	DF: Driver Fitness
SA: Stabilizing Aspects	VF: Vehicle Fitness
PH: Probable Hazards	RSF: Road System Fitness
AR: Accident Relief	ARF: Alpha Rating Fitness
ER: Emergency Response	

Decoding tabulations:

1. **Minimum Viable Highlights**

Site related	Topography related
NOP: Traffic Control themes	DF: DF Fitness report themes
SA: Good quality themes	VF: VF Fitness report themes
PH: Inter-link themes	RSF: RSF Fitness report themes
AR: Driving conditions and Commuter safety themes	ARF: ARF Fitness report themes
ER: utilization and lane-themes	
Signage: For norms, response themes	

2. **Detailed Highlights**

Site related	Topography related	
NOP:	DF:	
SA:	VF:	
PH:	RSF:	
AR:	ARF:	
ER:		
Signage:		

3. **Transformation Highlight**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	
Signage:	

4. **Line of Relationship Highlights**

Site related	Topography related
NOP:	DF:
SA:	VF:
PH:	RSF:
AR:	ARF:
ER:	

Signage:	

5. **PIDS Recognition Highlights**

Site related	**Topography related**
NOP:	**DF:**
SA:	**VF:**
PH:	**RSF:**
AR:	**ARF:**
ER:	
Signage:	

To accelerate any FAD DIL value enabling, we refer to organizational structure improvements