



FleetPulse Helps Fleets Implement Anti-Idling Programs

Wireless fleet monitoring systems eliminate the burden of finding proof of idling, which annually saves fleets thousands of dollars per vehicle.

Driving behavior is one of the most-suspected, but hardest-to-gauge, contributors to both emissions and fuel consumption in a fleet. Organizations usually have policies governing vehicle speed and idling. However, those policies are tough to enforce because there's no way to measure actual driver behavior. Until recently, a fleet manager's ability to address such behavior as discretionary idling, excessive speeding, and hard braking was theoretical at best because they were hamstrung by a lack of supporting data. By the time after-the-fact data is collected, correlated, and compared to a vehicle's actual use, the best a fleet manager can do is suspect that a problem exists.

Wireless fleet monitoring systems, such as Netistix FleetPulse, eliminate the burden of finding proof by putting hard data into the hands of fleet managers, shifting the focus to demonstrating a proactive commitment to anti-idling programs, affecting change, and saving fleets hundreds and even thousands of dollars per vehicle each year.

The Netistix system utilizes a vehicle's own diagnostic port (OBDII) to collect powertrain control and operations data and stores it on an in-vehicle unit known as the cable Vehicle Interface Unit (cVIU). When the vehicle returns to the fleet garage or yard, the information is automatically uploaded to a site-mounted receiver, VIU-Point, by means of secure 802.11b WiFi communications. Data is then transmitted to the main information processing center, OverVIU, which sorts and organizes the information into a variety of individual vehicle and fleet-wide reports for access by fleet managers and supervisors.

Idling Reduced Up to 80%

Fleets using wireless fleet monitoring systems have seen up to 80-percent reduction in discretionary idling times, and an almost immediate reduction of speed levels to acceptable limits.

Monitoring systems give fleet managers indisputable data to promote driving behavior changes and funding of specific training, reward, and penalty programs. The system can help find cost savings in a number of other areas.

Reduced spillage: Automatically analyzed granular engine information helps determine if fuel consumption is within normal ranges. Consumption figures can be compared to historical trends or other same-fleet vehicles. The amount of fuel burned by a vehicle can also be compared to fuel receipts, clearly revealing spillage problems.

Minimized repair costs: OBDII diagnostic codes signal specific engine problems. Diagnostic trouble code reports from the engine can eliminate needless shop service trips by identifying instances when the "check engine" light activates merely due to a loose gas cap.

Optimized resources: Fleet managers can better optimize their fleets. For example, advance warning of charging system and battery issues reduce the number of "no-starts" by giving garage staff a chance to rectify the concerns before vehicles are sent out. The data can also provide unexpectedly useful information, such as whether a fleet is underutilized by identifying whether any vehicles go unused for long periods of time. AF