



# MAN Support TeleMatics

Fleet management at the click of a mouse.



# Develop your telematic capabilities.

MAN TeleMatics provides you with the data you need to optimise your vehicle operations and make the transport process transparent. The scope of services ranges from tracking & tracing, vehicle operations analysis and journey histories through the exchange of text messages right up to a complete order management system and integration into pre-existing scheduling systems. The „remaining driving time“ display from the DTCO gives your scheduling clerk additional planning reliability.

All you need to use MAN TeleMatics is one Internet-ready PC in your scheduling department . Data are exchanged between vehicle and Head Office via GPRS – across the whole of Europe and at fixed prices. The trucks of our Trucknology® generation can be fitted with MAN TeleMatics ex works and third-party vehicles can be retrofitted.



<b>Services</b>	<b>Data</b>	<b>Dispo</b>
Vehicle deployment analysis and report	X	X
Maintenance data	X	X
Display of travelling and standstill periods	X	X
Item display and journey history	X	X
Geofencing (polygon and circle)	X	X
Viewing clearance for third parties	X	X
Address administration	X	X
Route planner with preliminary toll calculation for Germany	X	X
Log book	X	X
Driver administration	X	X
Display of time left to driver's next break	X	X
Download of driver cards*	X	X
Messaging (bi-directional)		X
Status notifications		X
Order instructions and destination guide		X
Order administration		X

\* optional hardware required; currently available for Germany

### **Benefits for you:**

- cost-cutting through operations analysis
- fewer empty runs
- reduced standstill times
- more transparency in the transport process
- reduced workload for schedulers
- increased customer satisfaction

# TeleMatics Data.

## On the profitability trail.

### **Vehicle operations analysis**

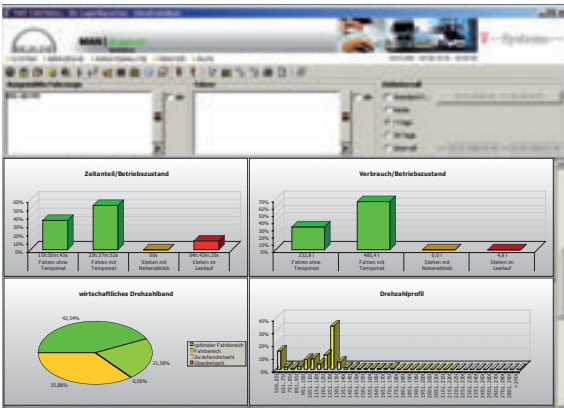
The vehicle deployment analysis provides you with the relevant underlying data for optimisation of use, wear and tear and operating costs. The deployment analysis shows the operational severity and profitability of the driving operations –per driver too, if you like.

### **Reports on deployment analysis**

The TeleMatics reports show potential for improving the driving operations at the touch of a button. All data relevant to profitable driving operations are shown individually and evaluated.

### **Tracking & Tracing**

Current vehicle positions are displayed on a digital map. The course of a route is traceable at any time using the messages received. The geofencing function can be used to generate a message automatically whenever a vehicle enters and/or leaves a specific zone.



Analysis of vehicle data optimises running costs and saves money

# TeleMatics Dispo.

## Reaching the sales target faster.

### Order data and messaging

Order messages and reports are transmitted to the vehicles at the click of a mouse. Single or multiple orders can be entered, scheduled and sent to the vehicles. The messages received in the vehicle are shown on the navigation system display.

Addresses transmitted together with an order can be transferred directly into the destination guidance system. This makes life easier for the driver and saves detours.

### Order status

The processing status of an order can be traced at any time using the status messages transmitted by the vehicle. This optimises the flow of information, raises the level of service and shortens the time needed to react to events.



### **Connection to scheduling software**

Integration into a pre-existing software environment is a decisive factor for the efficiency of a telematics system. With integration, data recording is no longer done twice and processes are optimised since the messages sent by the driver concerning order status can also be further processed directly. Integration is carried out via the MAN TeleMatics API. Standardised interfaces exist to some systems.



# TeleMatics Cool.

## Secure cold chain, end-to-end documenting

The law requires the permanent registration and archiving of temperature data for all deep-freeze transports. The transport contractor is also required to ensure and document his quality when transporting fresh products.

MAN TeleMatics Cool enables the contractor to account for the cold chain at any time and without gaps and thus fulfil food laws and EU quality standards without any problems.

The data are collected by a black box, which is connected to the interface of the cooling unit or the temperature recorder. Door contacts can also be integrated.

Data are transmitted directly via GPRS. The analyses can be retrieved directly from MAN TeleMatics.

All data remain saved on the server for a minimum of 18 months.



# DTCO and driver map.

## Monitor remaining driving times, manage driver card data.

### Download of driver cards

The driver card download system\* makes it possible to comply with the statutory regulations on driver card readout regardless of the location of the vehicle.

Using an external card reader, the driver can transmit the data on his digital driver card at regular intervals to the MAN TeleMatics Head Office „over the air“.

There, the data including a digital signature are active for up to 24 months. The driver card files saved in MAN TeleMatics can also be made available for pre-existing evaluation and archiving programs via a specified interface.

\* optional hardware required; currently available for Germany

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### Functionalities at a glance:

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- Driver card readout via an optional external card reader
  - Data transmission via GPRS
  - Archiving driver card data including digital signature for up to 24 months
  - Preparing driver card files for external systems
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### **Display of remaining driving times**

The display in the MAN TeleMatics FleetMonitor of the time left until drivers' next breaks gives the scheduling clerk additional reliability for his planning and makes monitoring driving and rest times easier. This enables schedulers to see at a glance whether a driver can drive one more route or not.

The DTCO data on remaining driving time are transmitted automatically from the vehicle at regular intervals. In addition, the scheduling clerk has the possibility of actively retrieving the remaining driving time at any time.



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