**Track and Trace Training**

0:02  
Another training session on reports.

0:05  
Actually I don't I think I went over alerts, not sure.

0:09  
I went over the reports and everything.

0:14  
All righty, So let me I'm going to bring up my checklist to make sure that I don't miss anything.

0:21  
All right.

0:22  
So the first thing that everybody can see my screen, correct?

0:28  
All right.

0:28  
So the first thing that I'm going to go over today is going to be the equipment, which is our equipment management screen.

0:38  
What this is, it's going to be the fleet management, the tag maintenance, all that.

0:44  
So if you go into equipment and you'll see all the options here, the first thing I'm going to talk about is the fleet management.

0:53  
So once you click on that, it's going to bring you up to this little search bar that's at the top where you're able to click on this hyperlink and put in multiple cars if you would like.

1:02  
Or you can just put in one car and click go and it'll bring up that fleet that that car's in.

1:07  
You can also do it by fleet name by clicking the binoculars where we I have two fleet names here.

1:14  
And you can also choose to see cars that are retired out of a fleet as well.

1:21  
So if I'm going to just click go and right here, I have two fleets that I have already put in.

1:30  
Of course, we have active is going to be the cars that are actively in the fleet.

1:35  
If there are any cars that have been retired out, you will see them in the retired column.

1:40  
And then you have the total for the active and retirement in case you needed it.

1:46  
Shell, if I have a couple of retired cars that I still want to kind of have some information on, can I give you those card numbers just so that you have them?

1:58  
They they were retired within the past 30 days.

2:02  
OK.

2:02  
So if you're asking for Bols, we might have that it it'd be nice to get that information in there as well if possible.

2:10  
So what might need to be done with that is to put them back into the fleet.

2:19  
That way when I do send out for that information, they'll know that it is a fleet car and then retire after.

2:27  
Yeah, and retire them in the system after putting them back into the fleet in this system is not going to do it for, you know, the carriers or anything like that.

2:37  
It's just going to be for this system.

2:39  
So if you need to do that just so that we can request the information that is, that is completely doable.

2:48  
Or if you want to send me those cars over, I might be able to just go ahead and say, hey, these were retired in the last 30 days.

2:55  
Can I get that information from real link?

2:58  
And sometimes the if I get, you know, one of the great ones, they'll be like, yeah, no problem.

3:02  
And send that right over.

3:05  
So if you want to just e-mail that to that list to me, I can try and get that information without putting them in the in the active fleet.

3:14  
But what I can do is put them in the active fleet, then retire them.

3:17  
That way you'll have that information in there as well.

3:20  
OK, Yeah, it shouldn't be too many.

3:23  
It'd be maybe a handful of that at most.

3:27  
So what?

3:27  
We'll look at those and get those over to you.

3:30  
Not a problem.

3:31  
I'm all for it.

3:33  
OK, so then can you can you make your screen a little bit bigger?

3:39  
My, my old eyes are having a hard time even seeing that.

3:42  
So do you want me to make my cat the font bigger?

3:49  
Yes, please.

3:50  
There you go.

3:51  
Perfect.

3:51  
There you go.

3:52  
All right, so in your retired fleet, you do have your action here.

4:00  
One second.

4:01  
Let me see if I can do this from my is does he have something see not seeing?

4:11  
Yeah, you you can't see it because I'm doing it from the there that should be better.

4:16  
OK, we're good.

4:17  
OK, All right.

4:18  
So in your fleet, you have actions that are in the columns on the right side.

4:25  
So you have manage, which is going to manage the cars within the fleet.

4:29  
You have edit, which is going to edit the fleet name and description.

4:32  
And then you have delete, which is going to delete the fleet.

4:35  
So I'm going to go to edit 1st and what that does is it's going to bring up basically just your fleet information that you want to edit.

4:43  
So I have the name of the fleet in a description.

4:46  
You're able to put in whatever you need for these.

4:49  
All right.

4:51  
Then I do have manage.

4:54  
So when you click on manage, it's going to bring you up to your fleet management screen.

4:58  
So your fleet management screen is going to let you know all that is assigned to this fleet.

5:02  
Retired, retired as well available is not really pertinent to rail right now, so you don't have to worry about that first column.

5:13  
But ways that you are able to manage fleets is you're able to add and reassign cars as well as retire.

5:22  
So you do have your hyperlink with your equipment list here, which will allow you to put in multiple equipment numbers to add search or anything like that.

5:34  
When you do click search for a car in the system and you click search, it's going to come up in your assigned with the active date.

5:45  
So you're able to put it in that way.

5:48  
If you want to add, you can click the add button and what it's going to do is it's going to give you your active start and active and as plus trans transport mode and click your add here and it's going to add it to that fleet.

6:09  
If so, the next we're going to go to is reassigned.

6:13  
There are two different ways you can reassigned a car to a fleet.

6:16  
The first one is going to the fleet you want to reassign the car for.

6:23  
So say that this JS fleet, you want to reassign it to the TKI.

6:31  
So you can select that car and click reassign and then you can pick the fleet from here.

6:37  
Or say that you have a TKI that wants to go to JS, you are able to search the car.

6:45  
I mean put the car in the search box and click add and it will add it to the fleet.

6:51  
So there's two different ways you can go back and forth in adding and reassigning cars.

6:56  
Just really depends on your preferred way.

6:59  
You do have your download as well as your print and e-mail buttons over here, which can you can e-mail your fleet list, print them out, or you can download them the list for yourself as well.

7:13  
When you do go to retire a fleet, you are going to select it and click retire.

7:19  
When you click retire, there you go.

7:22  
It's going to bring up the retired date.

7:25  
So say that you want to retire it right?

7:28  
Then you'll just click retire.

7:30  
If you wanted to retire in a week, you can put in that date and it will automatically retire in a week.

7:36  
If you retire a car and you want it to go back into the fleet, you can click over here.

7:42  
You can find that car in your retirement.

7:44  
Click the box, the checkbox and click restore.

7:47  
It's going to ask you, Are you sure you want to restore?

7:49  
You click yes and it would go right back into the fleet.

7:54  
And that is fleet management that we have right here.

7:58  
You kind of can do all of your fleet work in this screen.

8:02  
Does anybody have any questions?

8:06  
Can you get into the sub fleets from there too?

8:09  
No, you cannot go into the sub fleets from this screen, but it is in the equipment in the equipment tab at the top, which is what I will be discussing next.

8:22  
So equipment and then tag maintenance is where our sub fleets reside in our system.

8:30  
So when it comes to tag maintenance, the really cool thing about it is we call it tags because you're able to put multiple tags on one car.

8:41  
So if a car belongs in a certain product type, but it also belongs to a certain sub fleet, you're able to do that.

8:49  
You cannot put a car in different fleets, but you can with in different tags, if that makes sense.

8:57  
So here the first thing I'm going to go over is how you add A tag.

9:02  
When you click add A tag, you can pick your tag type that you want to.

9:08  
The another thing that is great about tags is that this can be within the company itself without it actually being outside on the carriers or outside.

9:20  
So say that one person has one set of cars, another person has another set of cars.

9:27  
You are able to put those as like levels or car ownership and you'll put that person's name.

9:33  
The only people that can see that information is within GVP unless you e-mail it out, but they can see it in GVP.

9:39  
So if you find a car and it has a certain level and you're like, I wonder who this car belongs to, you'll have that name there.

9:46  
So this is just certain tags that you're able to put on the car and then it goes into the tag name and the description here.

9:55  
So tag tags are basically just like fleet management.

10:03  
They have the edit, the manage, and the delete within the manage.

10:08  
It does have your ad for your fleet.

10:11  
And if you want to remove it from A tag, that's all you have to do.

10:16  
Or you can reassign it to a new tag, just depending on what you would like what you're needing to do for that specific set of cars or car.

10:29  
Let's see.

10:29  
And that's honestly, that's basic tag maintenance.

10:34  
You still have the download, the print and the e-mail that you're able to do from this screen.

10:42  
Now, when you do download this information, it's going to download the list.

10:47  
It's not going to download all the cars.

10:50  
It's just going to download the list of your tags.

10:55  
So any questions on this one?

11:01  
Is there a way to download the entire list with the tags or would that just be in a regular search?

11:09  
It could be in your regular search if you want to.

11:12  
Like are you wanting to download all the cars and know what tags they're assigned to you?

11:18  
Like at the end of the month I'm going to be looking at the entire fleet and kind of get a rundown of what the makeup is of it.

11:27  
So looking at the tags is you know, what service they're in.

11:30  
So I can identify what percentage of our fleet is in what service got you.

11:37  
I think that might have to go into shipment search in a way.

11:42  
And the only reason that is is because if you make a result template that the main field is tag, the tag name or tag type and tag name, or you'll be able to sort that out that way too.

11:58  
But as far as downloading this list, the complete list, you would actually have to go into each tag and click download that way.

12:10  
All right, so the next one we're going to go into is OK, so there's two I'm going to get rid of the first Carmaster, but Carmaster Advance.

12:21  
And what Carmaster Advance is, is more information that we get on the specific specifications for each equipment.

12:32  
So each equipment will be listed that we got from Umler that belongs to TKI.

12:39  
So when you actually click on one of the equipments down at the bottom, you'll see the specs for that specifically or equipment.

12:49  
So the car number, status code that it's at right now, your equipment ID.

12:55  
Then if you can go here, you'll have your weight and dimensions for that car.

13:00  
So that's what this is.

13:01  
This is all about the actual equipment and not the product that's inside.

13:07  
A lot of this information can be updated, but we get most of our information from Umlur.

13:15  
So in unless something's changed and you don't see it within the system within 24 hours, you're able to update.

13:22  
And if you do, you can click save changes or cancel changes if you would like.

13:28  
So if there's an equipment update done in Umlur, you all get notified that the equipment was updated, correct?

13:36  
Yes, it will be sent to us.

13:40  
It should be sent to us.

13:41  
That's why I say give it about 24 hours.

13:43  
If it's not updated, you are able to go in there and just go ahead and update it.

13:47  
If they do send it to us afterwards, it's not really going to change much of what you entered if it's the same information.

13:56  
OK, All right.

13:57  
So up here, you're able to add equipment if you would like.

14:02  
You can clone an equipment, update the data, import data, which means import a car again.

14:09  
Once it's in Amlur, it will be sent to us.

14:13  
But this is just a way that if Amlur decides that it wants to break down or just never work again, we are able to do it on our side as well.

14:25  
All right, any questions as far as Carmaster goes?

14:31  
All right, then we have our last one is equipment replacement.

14:37  
So when you click on equipment, equipment replacement, it is going to bring you up to your search.

14:44  
So if you've ever replaced an equipment before, this is where the information will be and you can click search and it will automatically come up with the equipments that's been placed.

14:56  
If you don't have A to and from on the date, it's going to bring up everything.

14:59  
So this is basically for something that has been dismantled, equipment that's been completely dismantled, never going to be used again and you're replacing that car with another one.

15:09  
This is where you'll be able to do so.

15:11  
You would click on new and self-explanatory put the original and the replacing number.

15:18  
The only thing is with the original, you are able to type in this, but we do not recommend it because I have fat fingers and one different wrong number.

15:30  
Could you know?

15:31  
We can't, How am I going to say this?

15:33  
We can't reverse a replacement.

15:35  
So you'll have to do another replacement to do another replacement.

15:39  
So the binoculars that are right here, we ask that you just click that and the box will come up with all your equipment.

15:52  
We can also use that for renumbering, correct?

15:56  
Yes, yes.

15:59  
So there it is.

16:00  
So all your equipment will be in this system.

16:02  
So we ask that you just, you know, find a number by typing it in or going through and then clicking.

16:10  
OK, down here.

16:12  
And then you can actually type in the replacement because we wouldn't have that in the system.

16:18  
So you would type in the replacement and click save and it will go through and it will replace that equipment.

16:24  
Now when you go into search, you it takes a little while for the computer to kind of replace everything with that new card number.

16:34  
So when you go into search, it might still say the old card number.

16:40  
One second, I don't know if y'all hear my dog in the back, but I think somebody's going by all right.

16:49  
So it when you do a shipment search, it might still say the old number, but as soon as you click on like the status history to look up where it's at, it's going to say the new number.

17:01  
So it's just give the system some time to go through and put all that information in.

17:07  
But that is the equipment for you guys.

17:09  
Do y'all have any questions when it comes to the equipment tab?

17:14  
No, no, all right.

17:16  
Then the next one I'm going to go to is admin.

17:22  
So admin is basically just that.

17:24  
It's our admin tab where you're able to set kind of certain standards within GVP.

17:29  
We do have our first tab is the security.

17:32  
We already talked about the IT role, so nobody has user as a option within there unless they're under the IT role.

17:42  
But you do have your roles here, data access group and data access mask.

17:48  
What those are are certain a way you can set up certain views for people to see.

17:54  
So if you only want certain people to only look at a certain destination, you are able to put a mask on.

17:59  
And data access group is just where you are able to put certain masks in groups.

18:06  
So nobody's only seeing 1 mask, it's a group.

18:09  
So that's what those are your roles and your mask and group on your setup, you're able to look at certain things.

18:18  
So your transit standards, you'll be able to go through and see your transit standards, which is we update every 90 days with historical data.

18:29  
So that'd be your present standard, yourself inflicted capacity.

18:33  
This is where you're actually able to go in and it will notify you if a certain destination, which I can go to it if a certain destination is at a certain capacity.

18:45  
So you when you add 1, you just put in the city and the state and the consignee and put a capacity of it.

18:52  
So if it's five, it'll let you know that hey, this already has five.

18:57  
If it's something to build again, so does that that way you're not sending more cars than they can hold or you want them to hold.

19:09  
All right.

19:10  
Then we also have our EDI lane setup, which is usually for your CSM, but that's where they're able to set up EDI lanes of what you want to see, what you don't want to see.

19:25  
And we can control the EDI that is viewed your historical aging setup.

19:31  
What that basically is again will be handled by your customer service manager.

19:38  
This is where it will determine how we when we do age a car.

19:43  
So if a car is all the way loaded and it gets a empty release, we will automatically age that as completed because it does have all its proper CLMS.

19:55  
So we actually have already set that up.

19:57  
We also have a soft CLM generate generator, which again is ACSM trait, but I'll let you know what that is, is that certain locations you will get there and it will be constructively placed.

20:11  
And when they constructively place it, we automatically know that it is placed, don't report it.

20:19  
We're able to put in a soft CLM, which is basically once it's constructively placed, 5 minutes later we can put an actual placement there.

20:27  
That way we don't have to go in each time and update it manually.

20:32  
This will update it yourself or itself.

20:37  
Your customized search.

20:39  
This is also by your CSM, but you're able to do.

20:43  
There are certain search fields that aren't in your shipment search, and this is where we'll be able to put in more searches for that.

20:52  
So if you go here and the fields in your shipment search, all the fields that we have are right here.

20:58  
So if you want to search by fleet or stick code or consumer ID or anything that we don't have a standard, you're able to put it here and add it to your shipment search.

21:13  
Now this is for your personal use.

21:18  
If you add it to yours, it will not be, I mean, it will be added to all of TKI.

21:27  
So this is specifically just for you got this customer and it's not going to be all the way around.

21:35  
So you're not going to mess it up for anyone else if you do that.

21:40  
All right, then you have your quick search customization, which is the exact same thing except your quick searches on your overview.

21:48  
And then we have the demurrage rate, which that will be a whole other training one day when we go through the rent and pay and stuff.

21:56  
I am putting in your demurrage rates as of now, but I haven't completed it, but I am putting them in.

22:02  
So that will be done by tomorrow, I can tell you that.

22:08  
All right, so then we have location.

22:10  
Location maintenance is where you're able to just go in and update any new location that you would like to.

22:19  
So we'll add a new location.

22:21  
So if you want a specific location to be put in or you guys have a new location that you're shipping out of, you'll be able to put in that location here.

22:33  
And as you can tell, it has multiple like location types.

22:39  
Usually we get that from the billing.

22:41  
Once we get billing from a specific location, it's already stored.

22:44  
But this is where you're able to do it manually.

22:47  
Then we have location replacement.

22:49  
If say Walmart Warehouse decides it wants to move from California to Nevada, this is where you'll be able to replace that one location with another is great.

23:06  
We have material replacement if you need to do that.

23:09  
You can put in certain products if you would like to.

23:13  
This is, again, we save products that come in from billing, but this is just a manual way for you to do it.

23:21  
And then we have your result templates.

23:24  
This is where we would be able to go in and see all result templates that have been made and the only ones other than the standard ones.

23:34  
And that way if you want to make a result template that's just like someone else, you can also come here and copy it and just edit the way that you would like to see it.

23:44  
This is also where scheduler is and your scheduler are the which me and Frank have been going back and forth about the distribution template.

23:55  
So there's nothing on the scheduler right now, but this is where you will be able to either run your alerts that go out via e-mail, any reports that you have scheduled to go out, this is where you will be able to do it.

24:11  
As a matter of fact, I think he told me, Frank that he actually fixed that.

24:19  
Well, he added it to the system without us.

24:22  
Yes.

24:25  
OK, there it is.

24:27  
Yep.

24:28  
So now I should be able to schedule it.

24:31  
And you said 6:00 AM, correct?

24:33  
Yes.

24:34  
Yep.

24:35  
So we're going to schedule this one for him.

24:42  
Yep.

24:42  
So Oh, yeah, I might want to put a time.

24:54  
All right.

24:55  
And I only have your e-mail address in that.

24:58  
If you need me to update or add anyone to this report, just let me know and I'll reach out to the person that made this.

25:05  
On the back end, it was a systems issue.

25:08  
There's something going on, but we're in the works of resolving that issue.

25:13  
But so your scheduler is actually going to be this time.

25:17  
We might have something there.

25:18  
Yep, is going to be where you're able to look at what is scheduled.

25:24  
It tells you the next time it's it's going to be executed.

25:28  
If there's an end date, you can disable this to not run for a while.

25:33  
So if it's a report that's just coming to you for your knowledge and you're going on vacation for two weeks, you can disable that.

25:40  
And that way when you come back, you don't have two weeks of emails, but you can also run it in real time.

25:47  
So I'm going to go ahead and run it and you let me know if you get the e-mail, but you can run it in real time.

25:55  
So if something was messed up on the 1st report, you guys fixed it.

25:58  
You want to run it again.

26:00  
You don't have to wait till 6:00 AM the next day.

26:01  
You can go here and you can run the report again.

26:08  
All right, we have again EDI maintenance message.

26:12  
This is more for your CSM.

26:14  
If we are, if there were showing that an EDI came in, but for some reason it's not showing in your search, we're able to go in and look at the messages that have came in, whether it was approved, rejected for some reason and things like that.

26:32  
And then that is rate and pay, which we will go over when we implement the rate and pay.

26:37  
Any questions on admin?

26:44  
All right, will the next day work on it?

26:46  
Oh, go ahead.

26:47  
That e-mail was came in from Ben Smith.

26:49  
Is that just the manual generation or is that the way it would come in from the auto generator?

26:56  
I'd say that one more time for me.

26:59  
The e-mail report came in from Ben Smith.

27:03  
Oh, OK.

27:04  
So is that the normal way it'll come in or is that just, uh, because we, we did this one, uh, earlier today.

27:12  
No, that's the guy that actually fixed it for us.

27:15  
So he must have put in his name for it to come in to go in that way.

27:20  
It's, it has usually all our emails will say GVP at Intellitrans.

27:25  
OK, there must be something going on with that.

27:28  
So he just says it's coming from Ben Smith for right now.

27:33  
All right, no problem.

27:36  
So I have just enough time to go over some reports that we have that I think will benefit you guys.

27:43  
And the first one that I'm going to do is the one that's called a pipeline report.

27:48  
The pipeline report which is my favorite report will give you estimated ET as of inbound and outbound equipment.

27:59  
So right now I just have inbound and I don't have any kind of other criteria.

28:04  
And when I click show pipeline, it gives you a timeline here of all destinations that we have within the system.

28:13  
And as you can tell, certain days there are hyperlinks and this just let you know ET As for those destinations that they have in a week.

28:23  
So this is great if you're needed to know what's coming in on a Wednesday or how to get out.

28:28  
And when you click on the hyperlink, it will actually bring up that specific equipment that is scheduled to place that day.

28:35  
OK.

28:38  
So then if you go to the outbound, it will be the shipper the origins where it has the Etas of what will be placed.

28:52  
So coming out of Kansas City there will be placed on the 30th at that location.

29:02  
So it just has the shippers in that you are able to customize it per fleet if and you're also able to go up to 8 weeks of ET as if you would like to.

29:18  
And then if you look at certain information and you want to save that search template, you are actually able to save that search template.

29:25  
So you don't have to put in the criteria every day.

29:28  
So if you want to look at two weeks of a certain shipper every day, you don't have to put in two weeks in the shipper name.

29:35  
You can save the search template up here.

29:38  
So does that make sense?

29:40  
Any questions?

29:42  
Cool.

29:43  
All right.

29:44  
So the next one we're going to go into is going to be our standardized reports that we have.

29:51  
So if you go to reports here and run and schedule reports, we have a list of standard reports that we provide for our customers.

30:02  
So I'm going to go through the list and just basically kind of our standardized ones.

30:07  
We'll I'll go through the demurrage and all that and the cost reports once we start really getting into once we go live, because those will those will need to be going gone into in great detail.

30:25  
But we have the bunching rail inflicted, which is just when the railroad holds to deliver to a destination.

30:34  
This will kind of give you a report on, you know, which railroads are holding, how long they're holding to be delivered to the destination and then the self afflicted one.

30:46  
It basically it if you send out too many cars that lead to too many sitting at a destination, it'll give you a report showing that hey, you're sending out seven cars and they only have capacity for six.

31:03  
You know, it'll let you know also with that and you can schedule any of these reports to go out daily if you would like.

31:11  
Then we have the corridor Transit detail report and this is just a report that is collected from historical day data.

31:21  
It focuses on like the shipments or the lanes performance, if that makes sense.

31:29  
So it's just, it's basically going by the lane.

31:33  
The, sorry, the summary report is a report that takes a collective of the historical data and combines them.

31:42  
So the performance is per shipment and then the wait a minute.

31:51  
Yeah.

31:51  
And the summary is per lane, if that makes sense as a collective so, and I'll be able to show these in another in another report as well.

32:09  
We have, let's see, the excluded trips.

32:14  
This will display all cars that are excluded from the performance reports, which includes bad orders if it was on hold for a long time or in storage.

32:25  
This will give you the information of the cars that were excluded from the actual performance reports.

32:31  
And they're kind of like 1 liners that just so happen to happen, then we'll go down.

32:37  
The exceptions are sure, yeah.

32:42  
Then we have the segment detailed report and it what that does, it's compare the railroad performances by the transit standard.

32:50  
So it'll let you know by the railroad, hey, this is the transit standard that we have and this is how long the railroad had it and it kind of breaks it down that way.

33:00  
And then the summer report goes through the trips and shows the overall transit standard through like all historical data and I'll be able to again show you the difference in between those.

33:14  
Then we have the transits trends by month and yeah, trends by month.

33:23  
That's down here.

33:24  
It is on a monthly basis, just shows you shipments in the lane compared to the transit shipments.

33:30  
So it will go through and I'll be able to show you a visual of that as well, but it will go through like the lanes from a month basis and just compare them to what the transit standard is and kind of give you like a monthly overview for that.

33:49  
Then we have the transit standard report right here and this will be a list of all trips that are paired, which is origin to destination and their transit standard.

34:03  
So this will just give you basically the transit standard report for what we have within GVP.

34:12  
Then we have the fleet cycle detail report here.

34:17  
And what the fleet cycle detail report is, a cycle is when it's loaded and it goes back to empty.

34:24  
So if it's loaded and it goes all the way back to empty, but it goes empty, not to where it was shipped from.

34:33  
And so that's cycle detail report.

34:36  
And then the cycle detail origin return is when it is loaded, goes to destination emptied and it goes back to its origin that it was shipped from.

34:47  
Same thing with fleet summary report, and these are where you're able to access these here.

34:56  
Then I'm going to go into what is known as our dashboard, which also is are these reports, but just shows a little more detailed.

35:06  
So if you go to reports and go down to dashboard, let's see.

35:14  
All right, so here our dashboard is actually, how am I going to say this is a different system because this is based off historical data.

35:27  
So this is what takes all our historical data and puts it into the system.

35:31  
So the first thing I'm going to do is go up here to my search and put in tester dialogue right there.

35:38  
And when I click on it, it's going to bring up the detention Demurrage dashboard, but also our standard dashboard.

35:45  
Frank, I'm in yours.

35:46  
So I'm going to go ahead and star that.

35:48  
That way when you log in, it'll automatically show you to this screen.

35:53  
So right here is where we have all the reports I basically just went over.

36:01  
We don't have any a lot of data within the system yet to for historical data, but this is where you'll be actually able to look at it.

36:10  
So most of this is graphed.

36:13  
It's more of a visual aspect.

36:16  
So do you have your fleet cycle by month and your fleet cycle by week?

36:21  
Your fleet origin dwell overview?

36:24  
Let's see if there's anything there.

36:25  
Yeah.

36:26  
So we have here where you're able to look at where your origin dwell is and what it looks like.

36:35  
So right now, from some of the information that we have now, this is not based on accurate historical data because we haven't got all of it, but this is what it'll look like when you're looking at this data.

36:47  
You'll have your oh, I'm having trouble.

36:52  
You have your flow chart here and your map over here.

36:57  
And then you have destination dwell as well that you'll be able to look at.

37:03  
Then you have your lane transit time performance and this is where it will be able to tell you.

37:10  
So right here what we have a historical data is that from Kansas City to Nebraska, it has 6 trips and the loaded transit average is 8 days.

37:22  
And so that's the average.

37:24  
But right now for the six trips that we have, it's coming out to be a medium of 11 days.

37:35  
So we're actually it's nowhere near where it needs to be, but that's where this comes in.

37:42  
And you'll be able to see how many trips that it's based on.

37:46  
And actually if you click on that, it will you'll be able to see the trips down at the bottom.

37:53  
But this kind of just gives you a flow chart when there are ones that are completely like those excluded ones, they'll be represented and read plus signs and you'll be able to click on those to see the excluded ones.

38:06  
But that this is a transit report that is completely on one screen where you don't have to run many of the reports that I was showing earlier.

38:18  
All right.

38:19  
Then we have our lane carrier performance and your lane carrier performance is going to take each lane that we have.

38:28  
So from Kansas City to Michigan, is that Michigan?

38:33  
Yeah, Michigan.

38:34  
It shows you the carriers, how many trips per that carrier and the average transit time that that carrier has that car on that trip.

38:44  
This is also great for negotiations with carriers.

38:49  
And if you have certain lanes that just take long, too long, then you'll be able to see here the shorter are you have two lanes for one destination.

39:00  
You'll be able to see here which lane takes the shorter amount of time if needed.

39:07  
All right, and then we have our bad order overview.

39:10  
And what this is, it's going to show you all the bad orders that we have collected over the last 90 days.

39:18  
And what this will show is how many bad orders you got within a month, as well as the location that most of the bad orders are coming in.

39:28  
And then you'll also be able to see all bad orders down here and how long they were bad ordered, what they were bad ordered for.

39:36  
So you'll get more of the details.

39:38  
The bad order location will is great because it's great because it'll show you like hey, East Saint Louis is always bad ordering our cars when it's interchanged there, you'll be able to see what location bad orders your car is the most and up here is just going to be a heat map like I think it's this one.

40:03  
Nope, destination door.

40:06  
OK fleet yeah, it'll be this kind of map that will also show you locations of where your cards are bad ordered the most.

40:15  
The bigger they are, of course, the more that.

40:20  
They bad order in that certain place, but these are the dashboard, standard dashboards that we are able to provide for you.

40:29  
Other than the list of reports that I saw or that I presented earlier and you are able to download in any format.

40:38  
Crosstab is basically Excel to download.

40:41  
In Excel, you can download as an image if you want APDF or even a PowerPoint.

40:47  
You can share within the system.

40:50  
You can share this out of the system as well.

40:54  
Over here we have a refresh and what that does, it's going to refresh the screen to.

41:01  
If there's any more new data coming in, it'll refresh and take that new data in.

41:06  
Or you can pause and no data will come in and you'll just pause it for a second and then you can open it back up.

41:14  
The great thing about this is, is it will also as new data comes in, it will automatically update.

41:23  
So if it hasn't already, you can refresh and we'll do it that way.

41:28  
But that is our dashboard.

41:31  
Any questions on this guys?

41:35  
So when you were looking at the transit times and we were looking at the averages, just a quick question on the outliners that you're seeing there like what what are you utilizing to identify that they are outliers like is there, go ahead, I'm sorry.

41:57  
No, no, no, you're fine.

41:59  
OK, So transit, our transit standards are based off of 90 day of historical data.

42:05  
So if we're looking well, we're also looking across the board.

42:10  
So if we know going from when it comes to carriers, it's going from UP and it's interchanging in East Saint Louis and it's going to NS at a certain destination as well as route.

42:24  
It's that is the transit standard that we have within our system that shows that if it's going from this origin, a destination using this route, this is the average transit time.

42:38  
And then we will begin to collect historical data.

42:43  
And if the transit standard starts to become more or less, it will be updated to where it is in, in that range.

42:54  
But right now from the transit standard that we have from the short of six trips, we are seeing that it should only take 8 days, but it's taken about 11, all right.

43:07  
And on these we can, we can also extend it out into like a full annual review of that as well, right?

43:14  
Yes, right here we have your date range.

43:18  
You can actually all your filters are on the on the right and you can put it by fleet or anything.

43:23  
But you do have a date range right here where you'll be able to collect that that information.

43:29  
So worse too visits giving us a range right also well, this range right here is from but we don't have anything from my yeah, we don't have any data yet not yet.

43:43  
I did request it so hopefully it'll be coming in today fingers crossed, but I'll let her.

43:52  
What do you think you're doing?

43:54  
That's what I'm talking about.

43:57  
All right, so any more questions on the dashboard?

44:02  
We're just waiting for that data now at this point, at this point, yes, once we start getting the data in.

44:08  
Now, when we do get the data in, it might not be correct.

44:13  
Sometimes when they send us over data and they send us over historical data, they'll put it as current.

44:19  
So we have to go through and be like, oh, I'm pretty sure this car that's from last year is not current right now, but I do go through and try to clean up the data as it comes in.

44:32  
Hopefully that way we do have accurate information.

44:36  
But once that data does come in, yeah, that's a good thing.

44:41  
And Shawna, if you have any questions regarding that, just send it to JD or myself and we can take a look on our current systems and just be able to get that as quickly as possible for you.

44:55  
That'd be great.

44:56  
Because if that's the case and you guys are looking at data and you know from your system that this is a historical shipment or it has moved on, I can actually show you guys how to age into historical or to split a car.

45:10  
And that way you guys can do it manually and we don't have to go back and forth because I want you guys to be independent and very confident in the system.

45:18  
So I'm all for it.

45:21  
All right, so we have went over all the reports, the saved documents.

45:29  
OK, so I'll go over that real quick.

45:31  
So when you are scheduling one of the reports within the GVP system, you have an option to save a document when it's sent out.

45:42  
So when you e-mail it out, you have a option to save it within GVP.

45:47  
So all you have to do is click down here to save document.

45:50  
You can put the description, you can save it for a certain amount of days, or you can save a certain amount of versions of it, if that makes sense.

45:59  
So if you only want 10 versions, which would also be 10 days, but just depending on how how many times a day you have it going out.

46:09  
And then you also can save the output of it.

46:13  
And when you do that and it does run, it's going to go into this area of saved documents where you can just search and it will have all the saved documents that has been ran.

46:25  
Then you have your scheduled search.

46:28  
So your scheduled searches are your save search templates that you have or the yeah, save search templates that you have going out via e-mail.

46:39  
This is where all those searches will be here.

46:43  
All right?

46:43  
And you, So the one, the one that you made should be out there then, right?

46:48  
That was not a search template.

46:49  
OK, so a search and an alert are two different things.

46:53  
I did an alert, a search template like if I was to click schedule, a search would be one of the searches that I did make.

47:03  
So I did make it as a search, but that's when I thought we weren't going to get the e-mail to go out.

47:09  
So I went ahead and did that.

47:11  
On your side.

47:12  
But if you wanted to know all the cards that were placed in the last 24, oops, not Nope, not loaded, not placed, but do y'all am I am I going crazy?

47:25  
OK, there we go.

47:27  
If if you want that emailed out to you, that's this is where you'll be able to send that out to yourself.

47:36  
So these are specifically for searches, the search templates that you would save in your shipment search.

47:44  
Well, that'll you utilize that for our shipping updates.

47:51  
Yeah, that'll be great.

47:53  
Yeah.

47:56  
So that's what I have for you guys today.

48:00  
You have, we've went over everything except the billing, which is going to be a whole day.

48:08  
Yeah, just because I have to, just because I am going to need, you know some copies of bills Bols or the BOL implementation packet filled out to be able to show you how the Billings go and rate and pay, which again is going to be something I have to have the implementation packet back from.

48:30  
But other than that, you guys are fully trained on track, track and trace GVP.

48:38  
All right, in demerge, demerge, which we will go over the next time because I know you need and you've got your IM so you'll be getting quite a bit from us here in the next couple of weeks.

48:51  
I don't mind actually, I do not.

48:53  
Most of your questions you might think are just, I know this might seem, but I am happy to help.

48:59  
I promise.

49:01  
So real quick, I know you guys have like 2 minutes left.

49:05  
I think apart from you know what Charles was saying, we're still waiting on CPRS.

49:11  
I know we actually have the go live date of December 4th.

49:17  
Just know that it's a bit risky right now since we're still waiting for CPRS to get their setup completed and I'm thinking are you guys still waiting?

49:30  
Are you guys still set on the December 4th date?

49:37  
I'll, I, I'll ask you without the CP online, knowing that they're coming online, if we sign the go live documents and CP is added on afterwards, we're still gonna get that data And is it gonna cause any issues or is there anything we need to be concerned about?

49:59  
I think it's just mostly visibility.

50:01  
Yeah, it's going to, yes, it's going to be mostly visibility because we're about to get in a whole bunch of data and that data's not going to be, I mean, some of it is going to be absolutely correct, especially the current shipments.

50:13  
But some of it, like I said, that are historical, are going to come in as current.

50:18  
So you're going to search a car and you're going to see 2 current trips the luckily the ship dates are on them so you'll know which one is actually really current.

50:27  
And again, if you see that I can actually walk you through on how to rectify that within the system if you would like.

50:37  
But seeing as we haven't gotten the historical data and or the data from all the fleet cars, if you do go live, it's we can just work through that.

50:49  
But usually that's kind of a step that we try to avoid for me just because the data won't be corrected and I don't want you to depend on the system.

51:02  
All right, So we are running a separate system in parallel and we'll be running it for quite some time.

51:08  
So we won't be depending upon it.

51:09  
We'll we'll actually be testing through it with you.

51:12  
OK, great.

51:14  
So it, it, we're not going to be wholly dependent upon moving over to this one as as long as it's not going to cause backwards issues later on as we go forward through this, then I don't see a reason not to go forward with it.

51:31  
We've I I've been kind of pulling up solace with a bunch of questions on functionality and I think we've been able to find everything that we needed and it's just more about getting the data in so that we can truly vet it.

51:45  
If we sit here waiting for that.

51:47  
Yeah, we, we, we may be waiting for quite some time.

51:53  
OK, fantastic.

51:54  
So I'll after this call, I'll send you guys prior to a go live.

52:00  
But if you defer to you, if you say that's OK, given we have the existing system and it's a smaller piece.

52:07  
I mean, all that it depends back to the original conversation of what they called go light holidays is that they're they're bringing in, bringing in the data.

52:16  
We're we're not depending upon their software to run what we're, what we're doing right now, we're running in parallel.

52:22  
We're gonna be testing it back and forth.

52:25  
If we sit here and wait for that, then we could be talking about the end of the year when we don't have resources or individuals to be looking at it.

52:33  
The live portion of it, it's just that they're going to be receiving data and we're going to be functioning in that one piece.

52:38  
I, I prefer to be working in the software itself and not in QAT.

52:43  
And then coming back to this one and you know, kind of tripling the work on top of everything else that that's the way I see it.

52:50  
It's not connected to anything.

52:53  
It's not running anything that we are going to be wholly dependent upon.

52:58  
We're actually going to be bouncing it off something else concerned.

53:03  
As long as as long as they're not shutting off the feeds, the door system or the fee system, yeah, yeah.

53:12  
Everything will be status quo as far as like what we're currently running.

53:15  
This is just, we're going to be supplemental until we're, we're just pushing live data in the system.

53:21  
So you exactly are against the SAP live data to compare.

53:24  
Yeah, because right now that's the biggest problem is I, I'm testing on partial data.

53:30  
And until I have stuff that I can say I see 15 cars here and I see 15 cars there, then you know, then I can say we'll shut things off if we need to.

53:40  
But at that, at this point, we're not going to be shutting anything off.

53:44  
OK, thank you for clarifying.

53:48  
So about the rate and pay import template because that one, I think we're expecting that to be completed either this week or next week.

53:59  
And I think we had a conversation that was probably not gonna happen.

54:04  
Yeah, yeah, that one we need to push back and that schedule on me, I do rate and pay.

54:24  
So this one respect and I have this template done today and I realize that we're over time this might be a bigger conversation because a lot of things are dependent on this component of it.

54:37  
Yeah, for just the import template, Frank, what do you think is a good time frame to a good goal to set for this?

54:47  
Because this wasn't the critical thing that we needed to get done this year.

54:52  
Track and Trace was originally this was going to wait until the S for HANA implementation therapy, but there was the push to get it done this year.

55:02  
So I'd like to refer to you on webinar.

55:03  
Yeah, so we've got we're, we're going to have limited resources.

55:07  
Next week is the national meeting.

55:12  
You're travelling that following week, so I'm not going to have you.

55:19  
You're realistically I push it back to Jan 1, Jan 55.

55:28  
If it's not, it's not part of the STI stuff, right?

55:34  
What is STI?

55:36  
That's part of the goals that we need to get on for the company because this one is just drag and trace.

55:43  
This was the rated pace.

55:44  
Let's just drag and trace.

55:47  
No, it's not tied to the SCI.

55:51  
Why don't you want to go live in January?

55:52  
No, no, no, we still are going live.

55:55  
This is for the rate and pay portion to develop that one.

55:59  
I yeah.

56:01  
And that's, that's what I'm doing is push it to like Jan 5.

56:06  
So you achieved the goals we were set to do in 2023, which is demerge functionality CLMS.

56:15  
We can check the box at that point.

56:17  
This other one isn't bad, but just a bonus.

56:19  
Yeah.

56:20  
OK.

56:20  
And you don't, you're, you're not convinced that you're, it's going to be, you want to do the double work.

56:28  
Well, and also, I don't want to I promise that we're going to get things done.

56:32  
I've got people out, you know, the resources aren't, aren't going to be there.

56:36  
And I'd rather, I'd rather not pretend that we're going to get something done that we're not Agreed.

56:43  
Gotcha.

56:43  
OK, well, I'll set that date for Jan 5 for now and then, I mean, but and in the interim, we may have partial uploads and stuff.

56:53  
So, you know, who knows, we may, we may exceed it, but I'd rather set a realistic goal and, and I'm fine with that.

57:01  
I need to schedule and present a steer go on this and present that to them.

57:05  
So that's OK.

57:06  
What I'll be telling them for that component, which we can say it'll go live, will probably happen in late January or February.

57:20  
I don't know.

57:20  
Do you who all needs to be involved in a steer go other than me and you David, David code throws, right and again, you're really just saying your goal life for what was committed for 2023 is done.

57:36  
We're good.

57:38  
You're right, right.

57:39  
That's they're just saying is this additional beast functionality is now going to be pushed into the next year, which doesn't have any ICT other than APM, right?

57:52  
It doesn't and a 960 benefit resources which really let the stereo that that and also the 2500 for SSO.

58:03  
Those are the two things I want to bring up, mostly the SSO.

58:15  
OK, OK, I, I don't know peanuts all the time, so I'll be the first.

58:23  
Just that being said, the only other thing I have here is the follow up actions or June's going to send us the SSO draft.

58:32  
And I took a note on here, you're going to send Shalas a list of the active fleet cars, which I'm going to take it off.

58:39  
You guys seem to be talking all the time anyway, so I'm good.

58:43  
Yeah.

58:44  
In fact, that one, I'm also going to be sending you guys the sign off for track and trace in production.

58:51  
OK, OK, that sounds good.

58:58  
All right, fantastic.

59:00  
Thank you, everyone.

59:02  
Thank you.

59:03  
Thank you guys.

59:04  
Thank you.