

Stolen Vehicle Recovery Services

Signal Jamming Detection

For the ones who don't stop

There are two ways to run a fleet. One keeps you reacting. The other keeps you moving. Are you catching problems or chasing them?

1

The reactive approach

- 1** Find out after the driver calls, **post-incident**
- 2** "One more trip" mentality on **maintenance**
- 3** **Driver feedback** a week after the trip
- 4** Hourly-based trailer servicing; **over or under**, you're never sure
- 5** **Guesswork** when something goes wrong
- 6** **No visibility** until something breaks

"Rising costs force behaviour that says 'let me get a little more out of this asset.' That ends up costing you in the longer run. "
Ralph Govender, Netstar

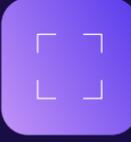
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Tools that help you stay ahead

- ✓ **AI Dashcams**
- ✓ **Driver Behaviour Monitoring**
- ✓ **Jammer Detection**
- ✓ **Real-Time Tracking**
- ✓ **90% Vehicle Recovery**
- ✓ **Panic Button**

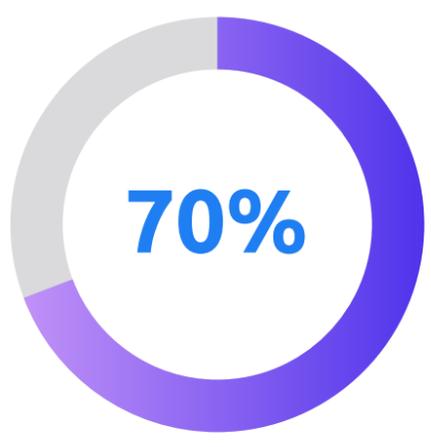
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The preventative approach

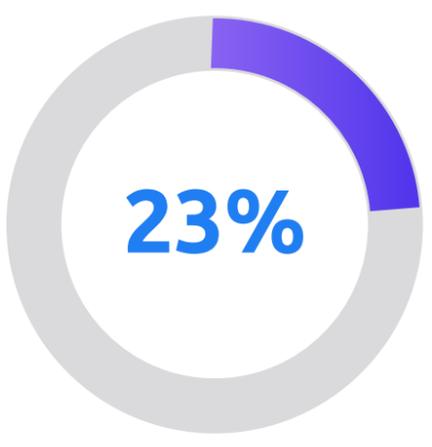
 <p>Advanced warning through route deviation and video alerts</p>	 <p>Data-driven maintenance scheduling</p>
 <p>AI dashcams show exactly what happened more fuel</p>	 <p>Real-time driver behaviour correction</p>
 <p>Mileage-based trailer servicing with trip data the driver calls</p>	 <p>24/7 bureau monitoring; eyes on screen when you can't be</p>

2

What reactive management really costs



of trucks failed in brake and tyre tests; most faults were preventable



SME telematics penetration vs 63% for large fleets

You keep South Africa moving. We help make sure nothing stops you.

[See how operators are staying ahead](#)