

This taximeter can double as a Mobile Data Terminal.

When the N 2020-S is coupled with a GPRS modem, the base computer system can communicate directly, via the Internet (and cellular phone network).

This provides a data path between the base and each cab in the fleet.

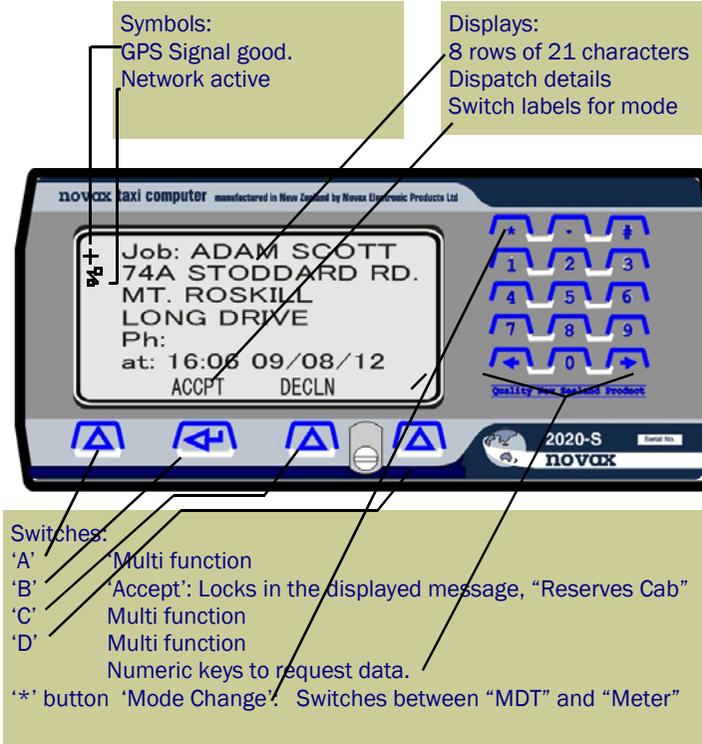
Each meter (with its own GPS receiver attached) reports its "Status" and "Location" when polled by the base, allowing automatic tracking.

Dispatch messages will display on the meter's screen and the meter will then function as a "Mobile Data Terminal". Jobs can be accepted or declined as required by the company. Rank loadings dispatch data and prospects can be viewed with the push of a button.

Nothing complicated. A simple, concise Dispatch Terminal built into a Taximeter!

One piece of equipment on the dashboard, at a fraction of the cost of alternatives!

Key to Buttons and Display Symbols



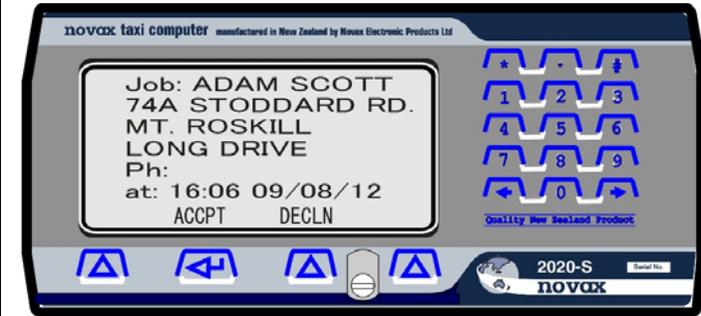
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Novax Electronic Products Ltd.

Novax 2020-S Mobile Data Terminal Operator's Handbook



A simple, concise Dispatch Terminal built into a Taxi-meter!

One piece of equipment on the dashboard, at a fraction of the cost of alternatives!

The Novax 2020-S provides connection to:

- GPRS Modem.
- GPS Receiver.
- Printer/ Swipe Reader.
- Payment Terminals

The Networked N2020-S provides:

- Graphics Display capacity: 8 rows of 21 characters.
- Simple, automatic plotting.
- Displays Dispatch messages.
- Displays fleet Management Data on request.
- Automates Log On / Log Off recording.
- Monitors Driver Working hours.
- Allows automation of Special Fares and Tolls.

Operating Instructions.

For the sake of these instructions the four Operate buttons are referred to as button 'A', 'B', 'C', and 'D'.

With the meter screen blank, the meter is "Off".

Logging On.

The "Shift" status of the meter could depend on a number of factors. Assuming no "Shift" is active, hitting button 'A' will bring up the "Starting New Shift" screen. This provides an "edit box" for the driver



Button 'B'

Numeric Keypad

to enter his "Driver number" using the numeric keypad. Once entered, button 'B' will bring up the "For Hire" screen.

Depending on the network security requirements of the company, there may be intermediate stages requiring the driver to enter his PIN number and have it verified. You are now logged on and ready for your first job, the Base knows your location and status and your day begins.

Taking a Break.

Breaks taken during the shift are to be recorded by the base. By hitting button 'A' (depending on the number of tariffs, several hits may be required) until the meter is "Off" (screen blank) you are automatically "de plotted", and the break commences. After the break, simply hit button 'A', the meter mode is "For Hire", the duration of your break is recorded. You are automatically "plotted on" by the system, and available for a job. The "Shift Status" remains active during the break, provided your break is no longer than 2 hours.

Logging Off.

The system tracks the breaks, Once a break exceeds 2 hours, the shift may automatically be terminated (If required by the company). Where the driver is required to provide a "Shift Report", he must ensure he prints this, before his shift terminates, as these registers will be reset when the meter next logs on. If required the driver can reset the Shift Totals manually, this will print the Shift Report, and terminate the "active shift" logging the meter off.



Interrogating the System.

To optimize your chances of getting a job, you want to make sure you get into the right area, where the work is.



'*' Button

Arrow Keys

Hit the '*' button to switch modes to the MDT Mode. The first page of data you will see is the menu. This may vary according to company requirements.

To scroll through the menu, use the arrow keys (> = next, < = prev.). To index a specific area; enter the menu reference number, followed by the '#' key.

The particular format of the "data pages" may vary according to the system options. And the company requirements.

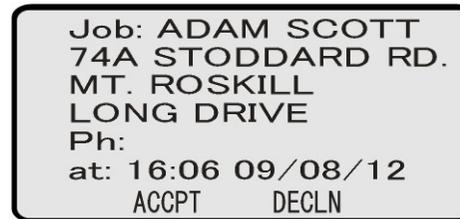
To exit the MDT mode, returning to "For Hire" hit the '*' button.

Receiving a Job.

Assuming your meter is in the For Hire mode, and you are about to receive a job. If fitted, your "beeper" will sound, and the Rooflight (For hire light) will extinguish. The meter will automatically switch to MDT Mode and display the Dispatch Message. Generally, you will have 20 seconds to respond. The options are:

Accept. Decline. Do nothing.

To accept the job; hit button 'B' (the screen will generally show "Acpt" label directly above the 'B' button as shown above). This will lock the message on screen until you hit the '*' button to return to "Meter Mode". Thus on arrival, hit '*', then you can start the meter. If you are not accepting the job, either hit the "Decln" button ('C') or let the 20 seconds lapse. The meter will switch modes returning to "For Hire". It is up to the company as to whether you loose your place in the queue and/or restrict such non-acceptance. Assuming the job has been accepted, the details of the job will remain on screen. The "Roof" light will remain "Off", the meter mode is "reserved" (as reported in "status" response transmissions). When the pickup is made, the driver switches mode using the '*' button and starts the meter in the usual way. Should the displayed job be accidentally lost during this state, hit the '*' button, this will be interpreted as "request last message".



Messages Whilst Hired.

Provision has been made for incoming messages to be displayed on screen, while the meter is Hired and a fare accumulating. An incoming message will show for a period of 5 seconds only. Whilst the message is displayed, the numeric keys and buttons 'A' - 'D' are active so the driver may respond to the message, if required. The fare continues to accrue during this period, even though it is not being displayed. How this feature is used depends on the company. It may simply be to ask for an indication of remaining time for current fare; in which case the driver response may be the number of minutes before available, or it may be the details of the next job. Where a receipt printer is fitted, a hard copy of the message may be printed. On completion of the fare, the first push of the '*' button will request the message be resent.

Meter Functions and Special Fares.

One advantage of networked taximeters is the ability of the system to issue special fixed fares for certain jobs, or to apply specific fare schedules, or merely select certain tariffs for certain jobs. Potentially the tracking computer could even apply tolls to the fare automatically, along with a descriptive label. There is also potential for the full trip and fare details of specific fare, (for example account customers) to be automatically passed back to the base computer, reducing the need for taxi chits and the like, and speeding up the process of payment.

Example:

When receiving a job, the dispatch message may specify an agreed fare, or specific tariff. On acceptance of the job, the base may control the meter; setting the agreed fare so that when the driver starts the job, the special fare is automatically engaged. This cannot be overridden by the driver, he must complete the job, as determined.

Automatic Tolling.

With the fleet being tracked by the system, should a "hired" cab use a Toll Road, this can be detected. The appropriate "Toll" amount can thus be sent to the meter and automatically be applied.

In operation the dollar amount will flash in the "Extras" window for approximately 15 seconds, then be added to any extras which may have already been applied. With each flash of the toll provision has been made to show a label which describes the toll, eg "Bridge", "tunnel", or just plain "TollRd". These automatic extras are rounded to the nearest 10c at the end of the journey, and summed as a separate subtotal on the printed receipt.