Agenda

- Introductions
- Pilot Plan
- Review Current Configuration
- Addressing Previous Feedback
- Data Review

Pedestrian Warning

Powerfleet Team
Josh Betz, SVP, Enterprise Sales
Joel Norris, VP, Sales Industrial
Scott Walker, VP, Supply Chain Product Management
Danial Gibson, Dir, Customer Solutions Management
Dave Lachowitzer, Director, Sales
Natalie Cohen, Director Implementation and Training

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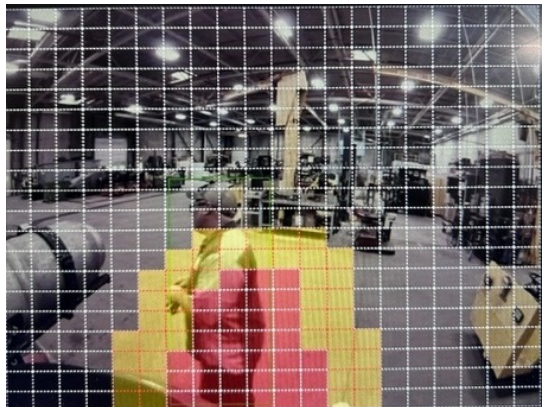
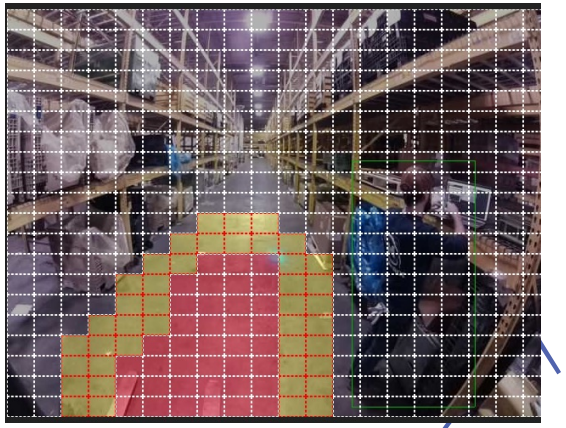
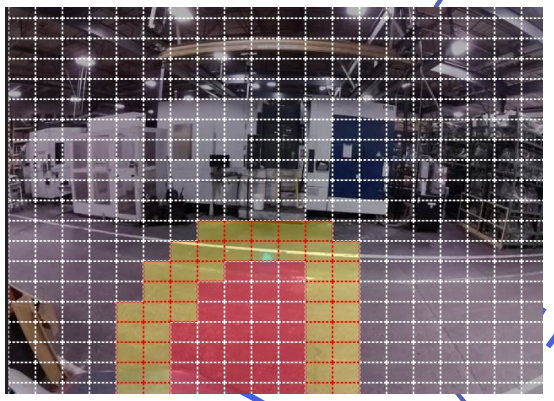
Vehicle Configuration



TCAO WW14	FEATURE	DTO 575 FR 170
120 min w/ engine shutdown	**VAC Timeout**	15 min w/ engine shutdown
30 min	**VAC Hibernate**	15 min
90 min	**VAC Wake Period**	240 min
Motion	**VAC Activity**	Motion
VAC access relay	**PPD Wake signal**	VAC access relay
Alert, Warning, Normal	**PPD Image Capture**	Alert, Warning, Normal
	PPD Alert	
	PPD Warning	
	PPD Camera tampering	



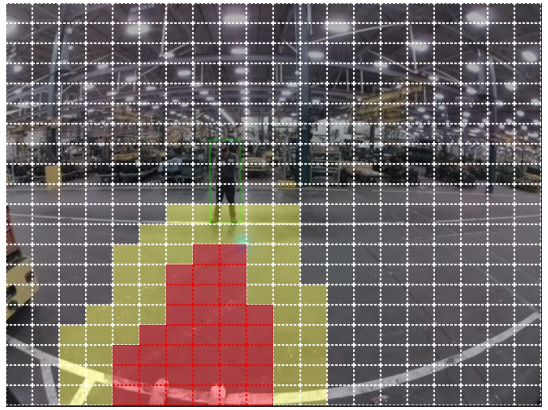


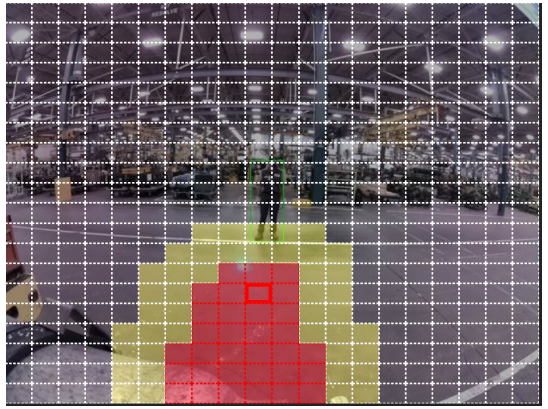
Previous Feedback

Feedback	Updated Plan
Resuming speed after event slowdown takes too long	• Hardware and wiring update prevents 'event locking' experienced before • Educate drivers on 'latching' feature of the Speed Manager
Minimizing 'phantom' events (no on in the way, engines and radiator triggers)	• Improved learning model • Right-sized incursion zones
Incursion zone detecting objects outside the Blue light	• Right-sized incursion zones
Tampering	• Implemented flashing green LED when camera diagnostic indicates fault
Too many slowdown events in aisles, need to 'play chicken'	• Right-sized incursion zones • Eliminated slowdown for yellow area
Camera not detecting people walking up to the side of the truck	• No able to address this while simultaneously preventing the need for 'playing chicken'
Slowdown for people in the Green Mile	• Right-sized incursion zones • The solution will not prevent identifying people in the Green Mile today. 'lanes' may be a future enhancement.
Desire for a backup camera	• Can add a display for a reverse camera view • Would not want to train the AI to identify all objects due to conflict with focusing on people risk
Heal maps	• We can use DTO to show the capability, but moving the access points would be a big benefit

Vehicle Configuration

Change 11/16





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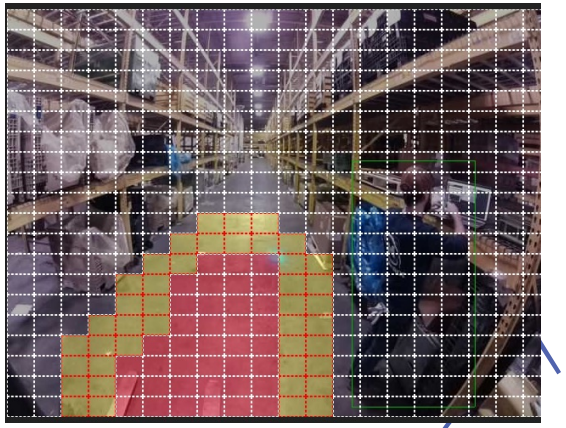
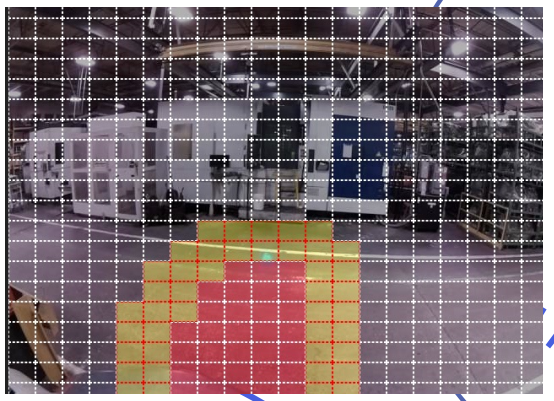
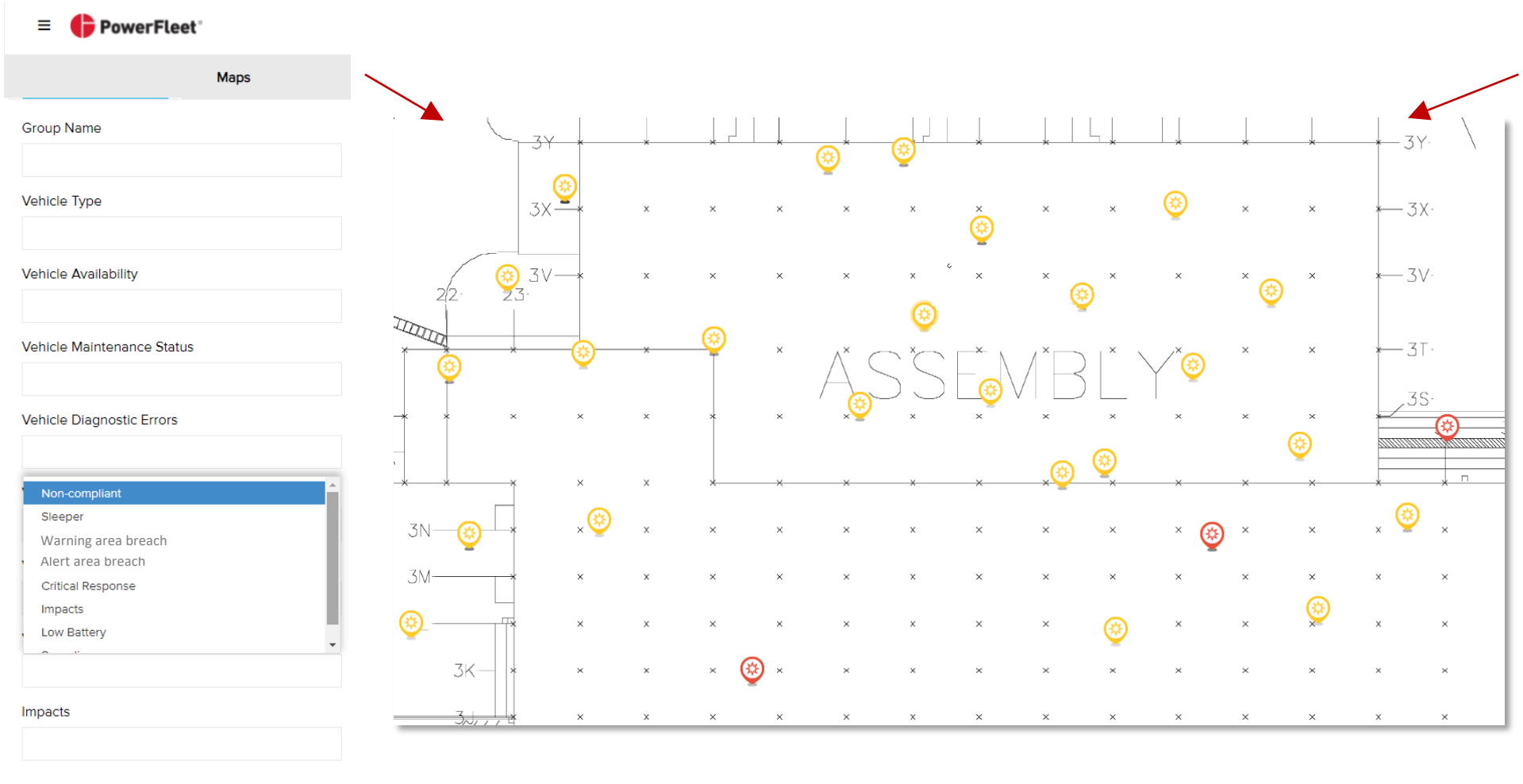




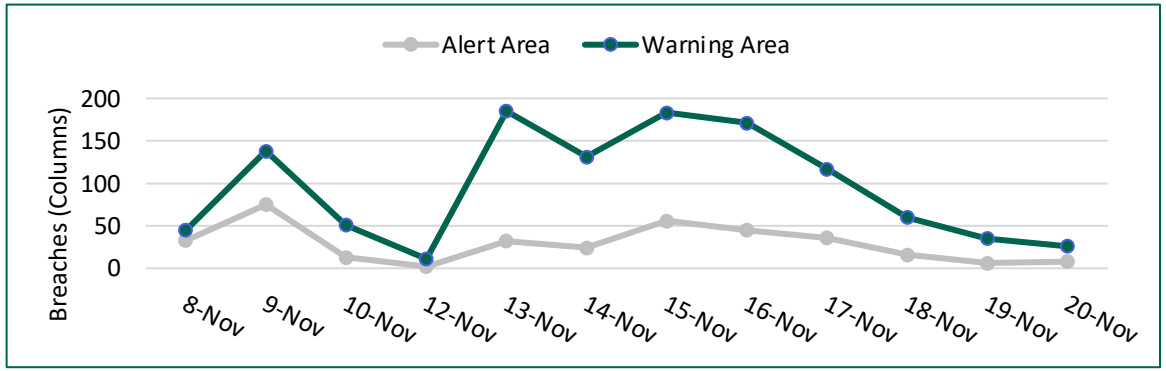
Sample Heatmap

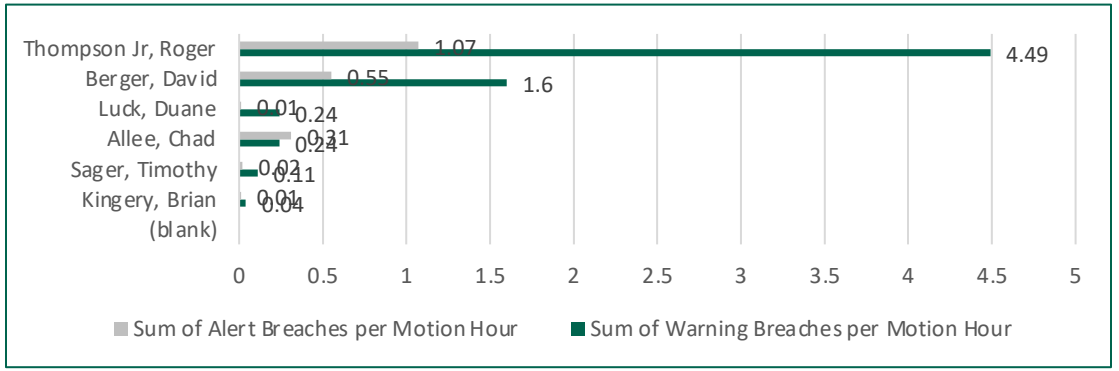
Snapshot Search

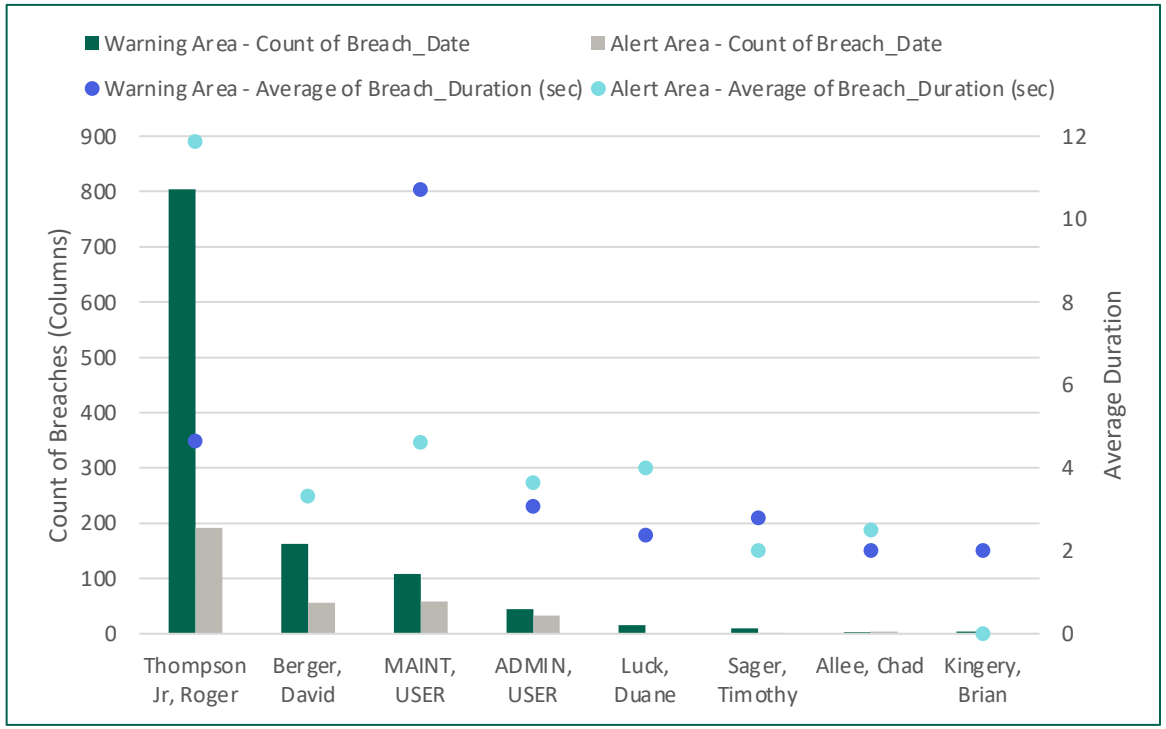
History Search

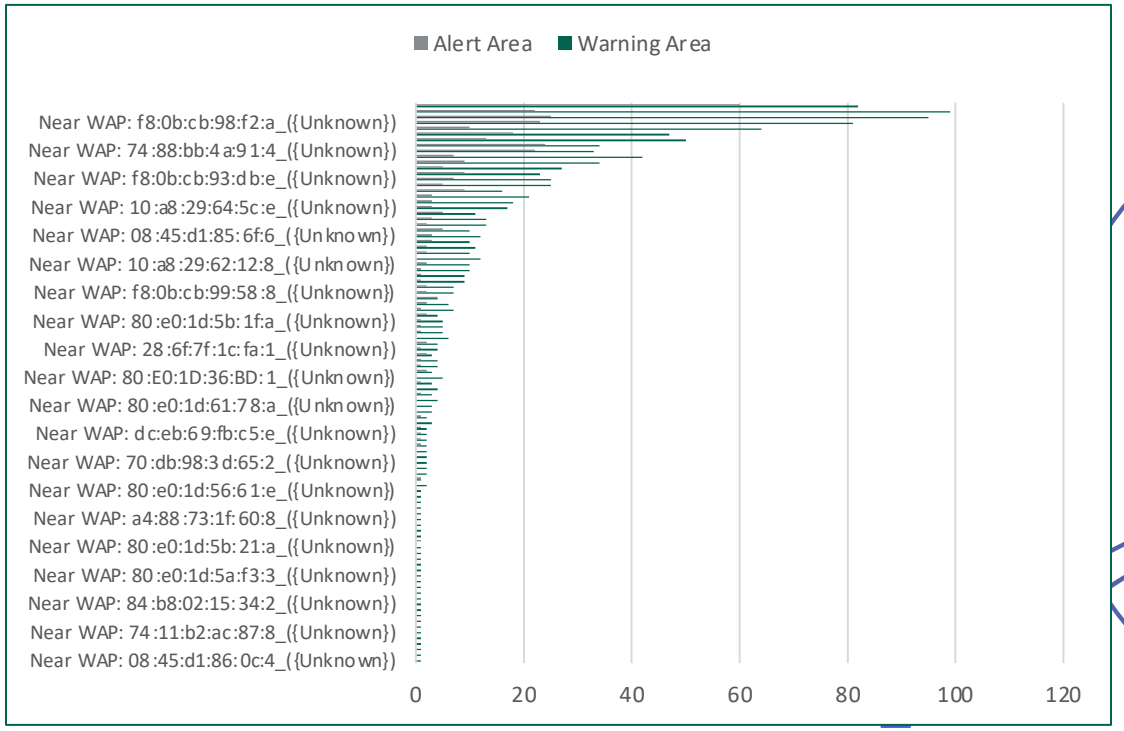


DTO Data Review – 11/20

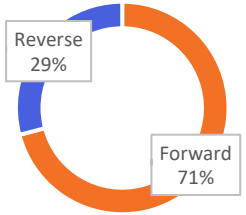


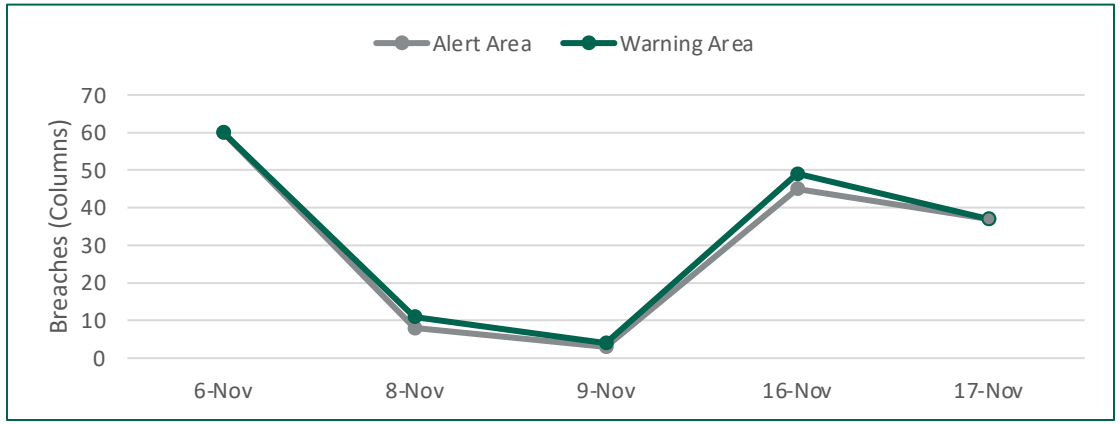


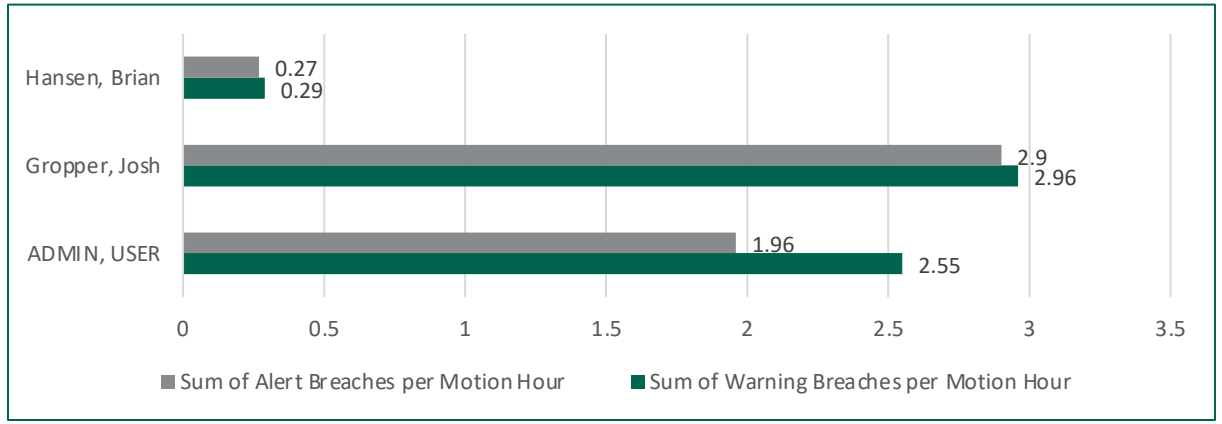


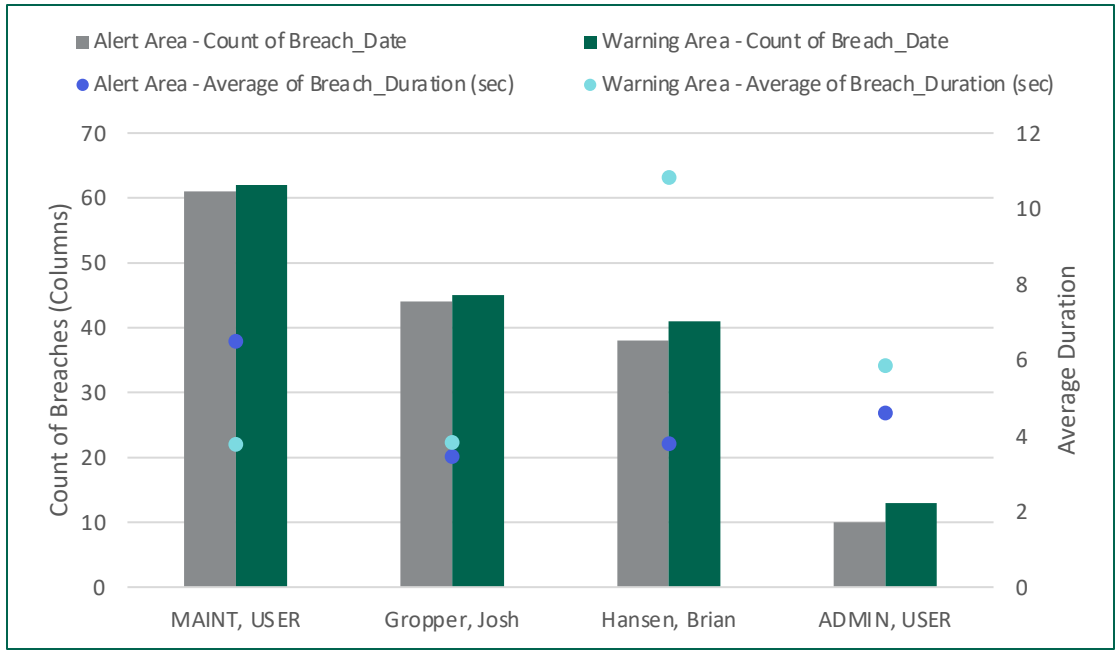


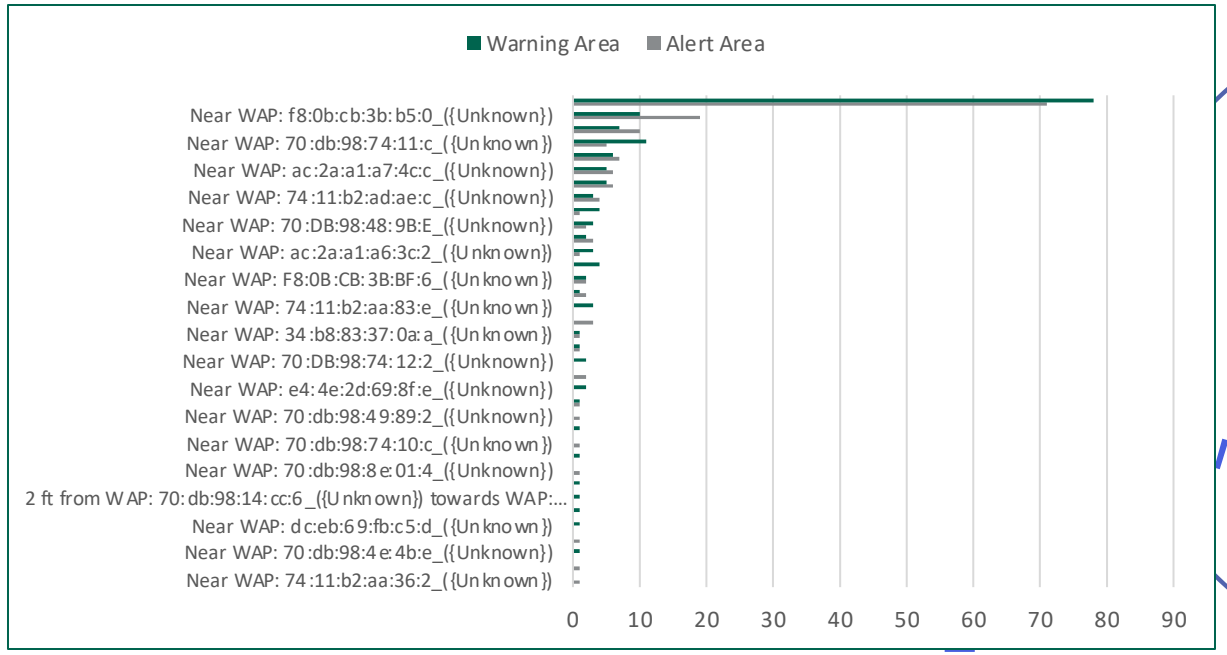
TCAO Data Review – 11/20



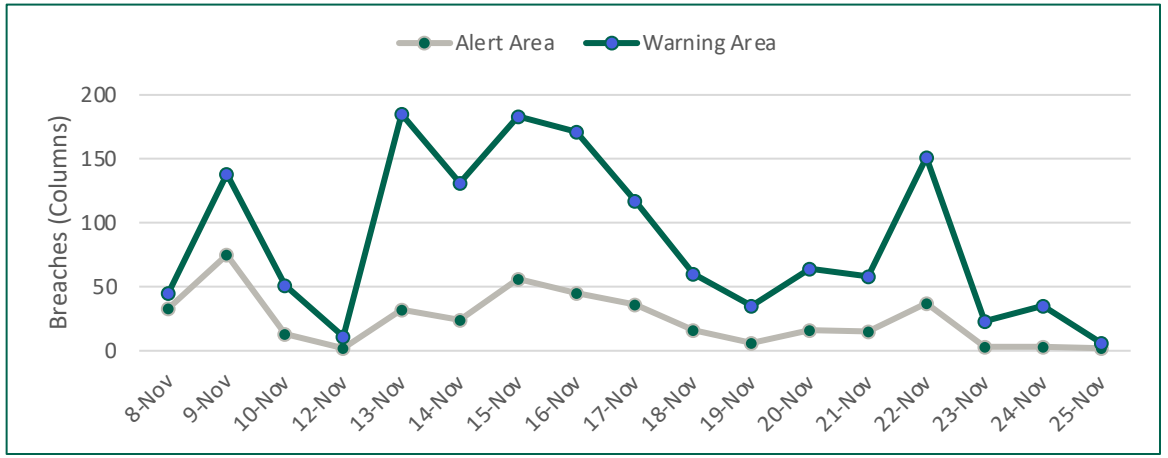


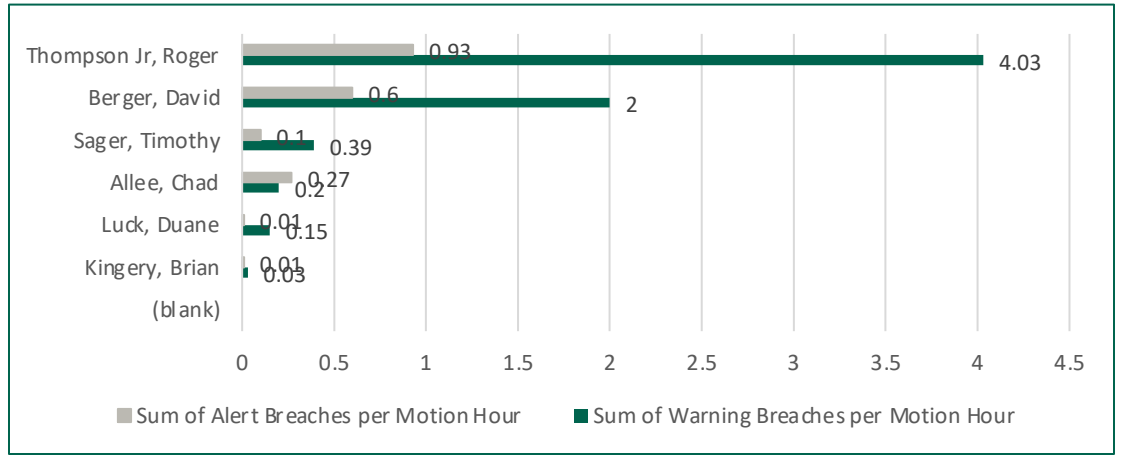


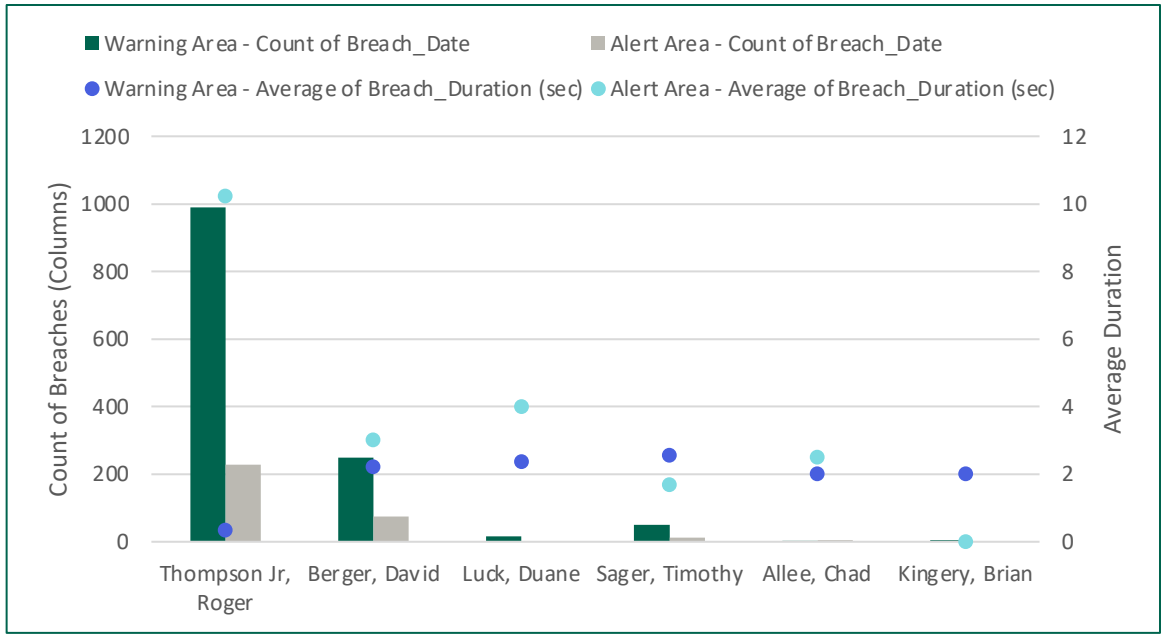


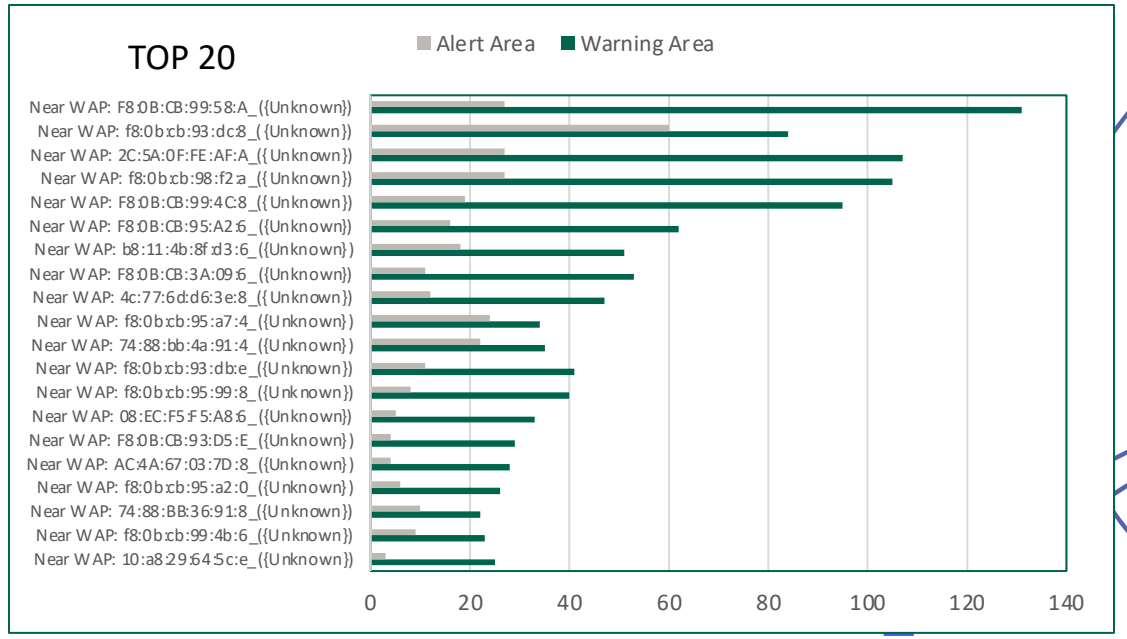


DTO Data Review – 11/27

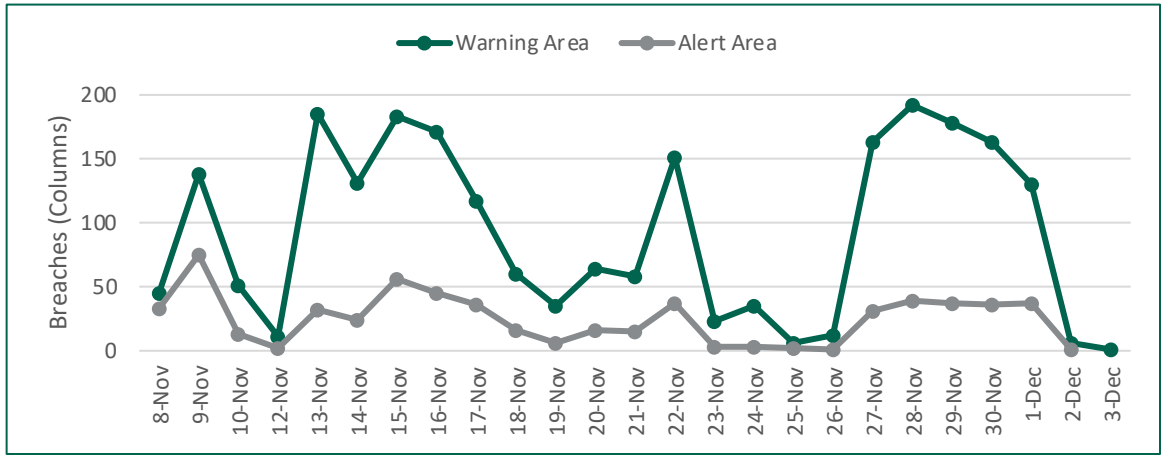


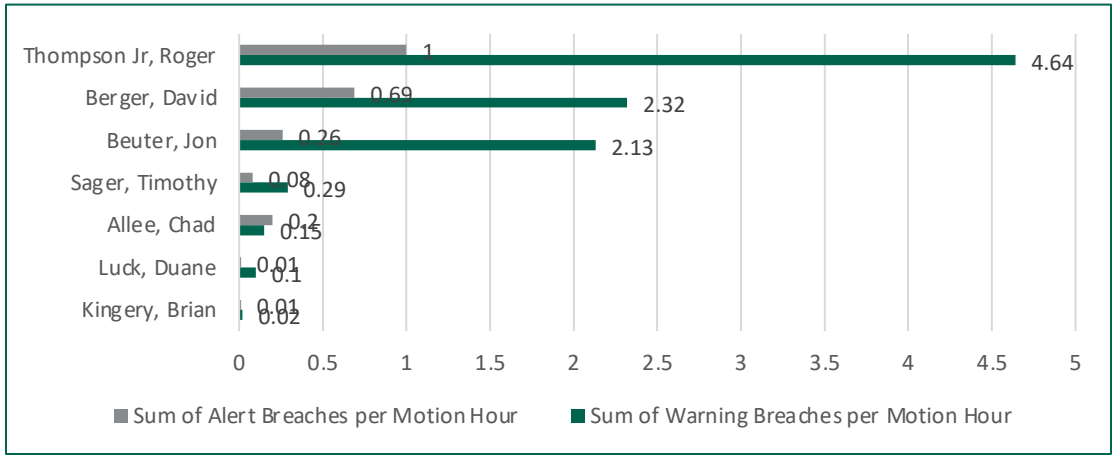


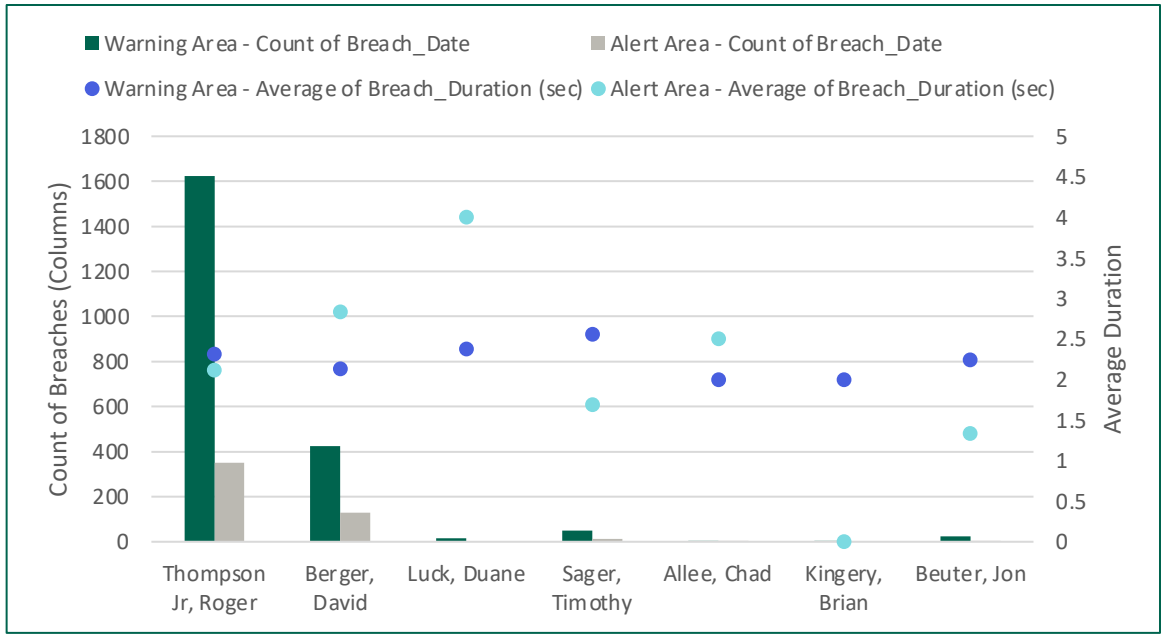


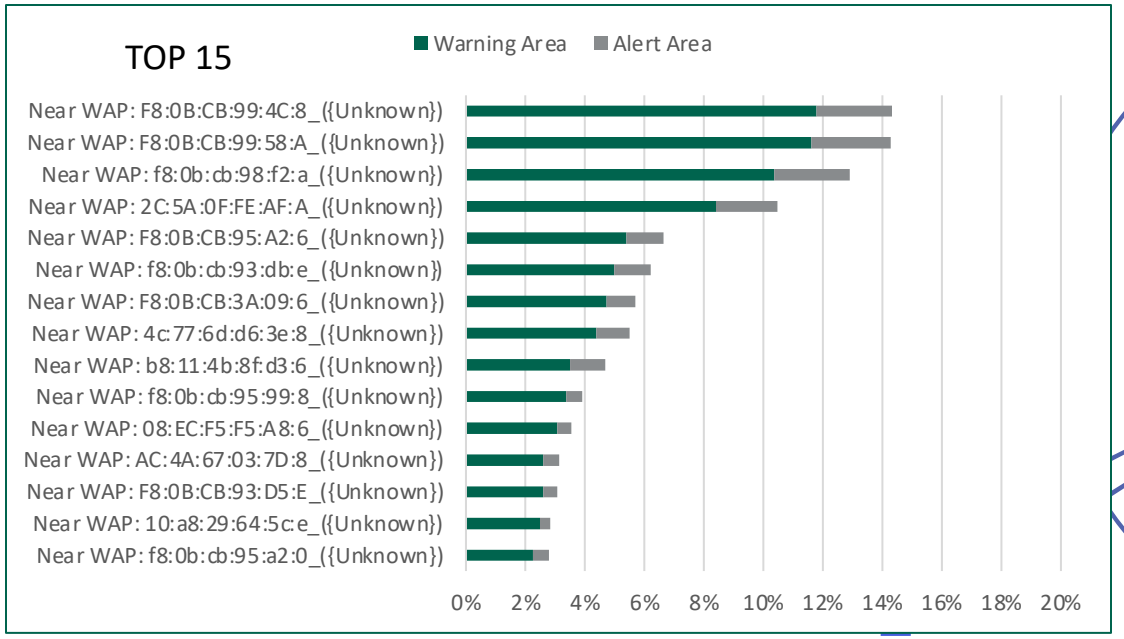


DTO Data Review – 12/4









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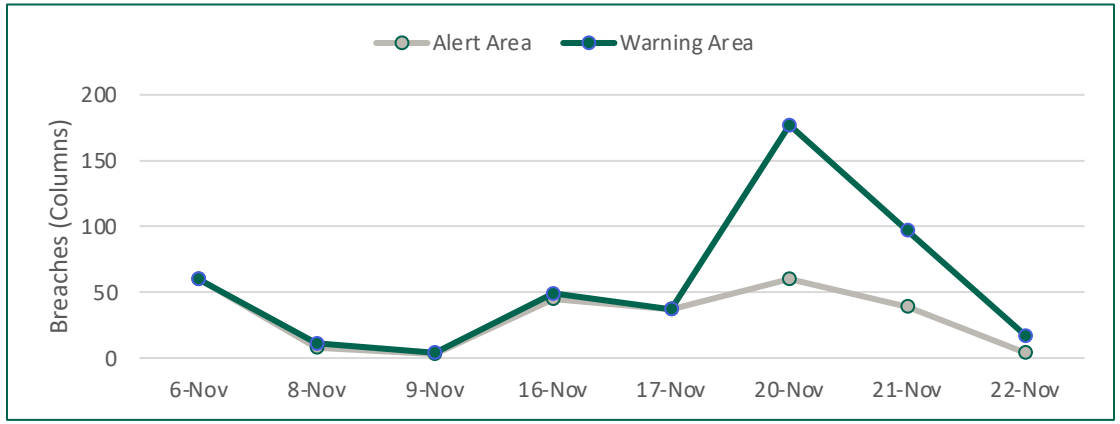

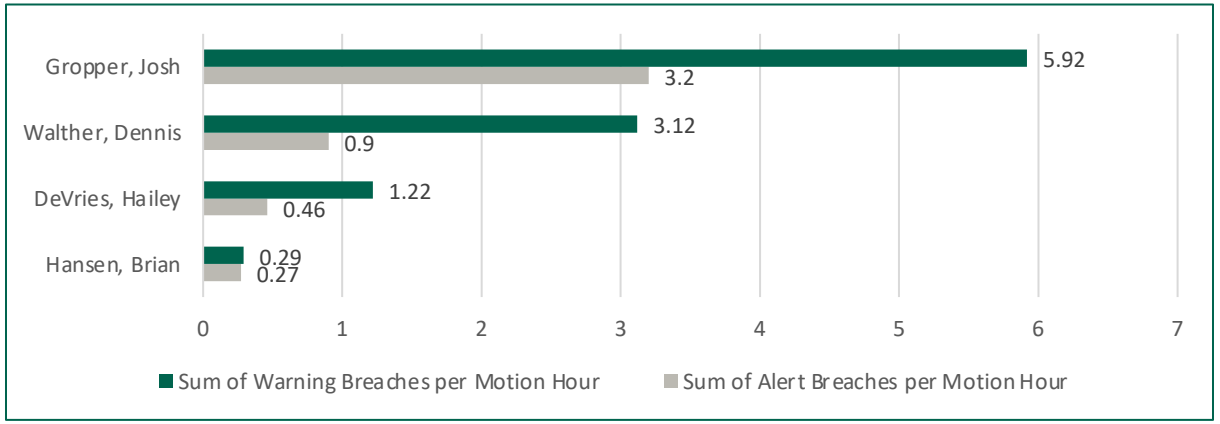

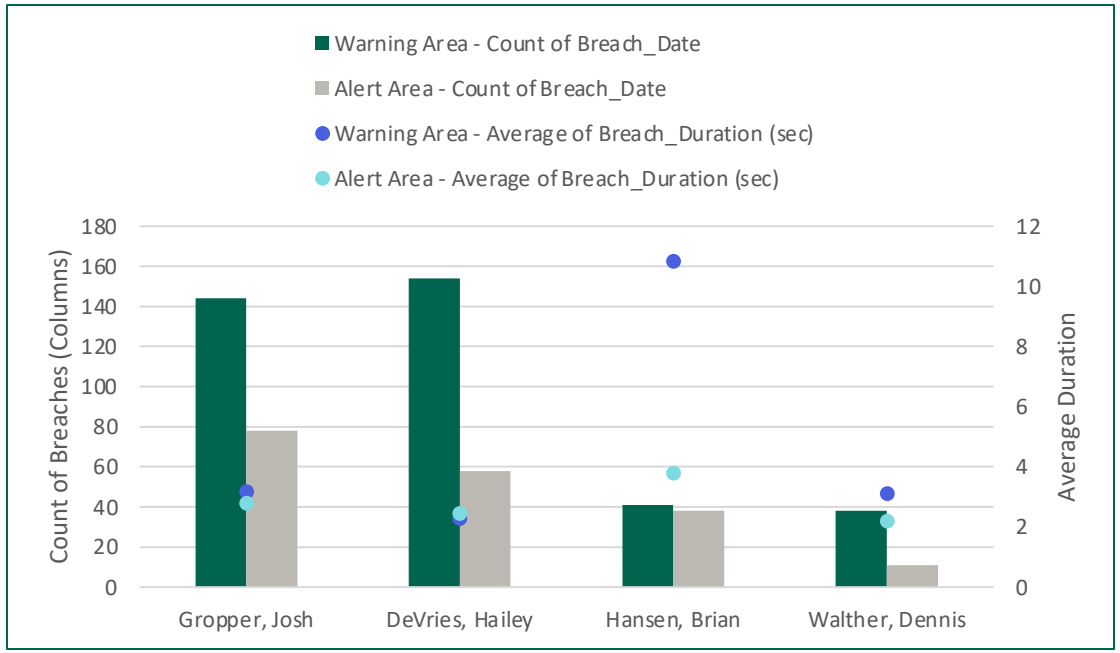

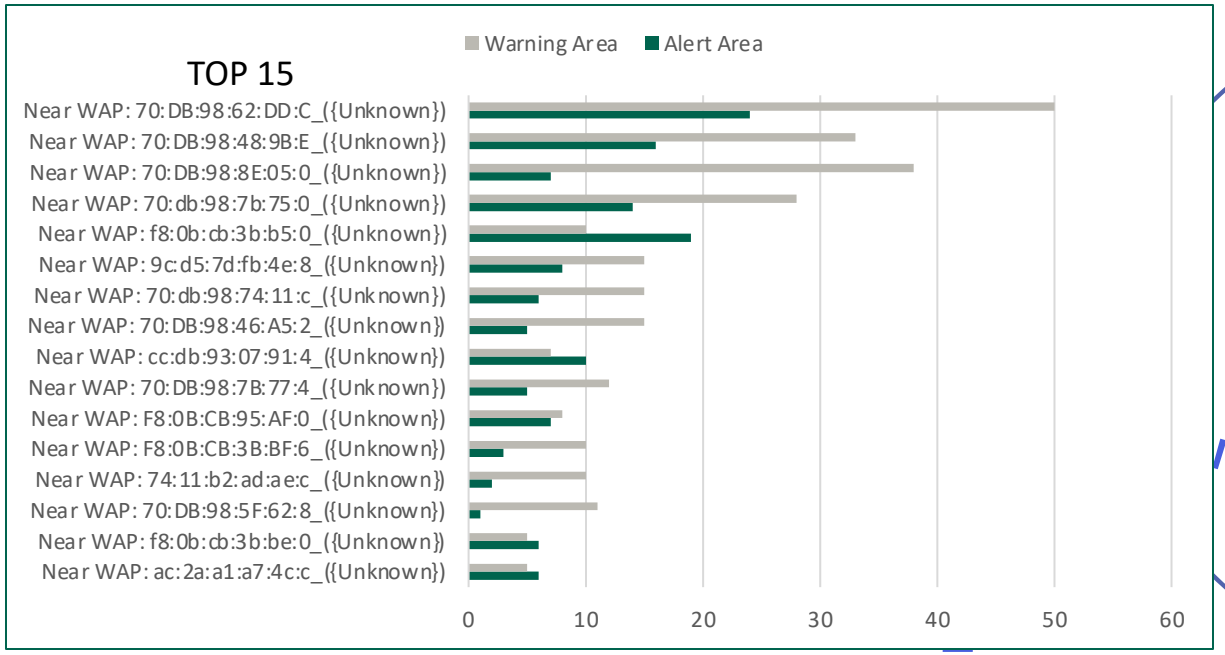

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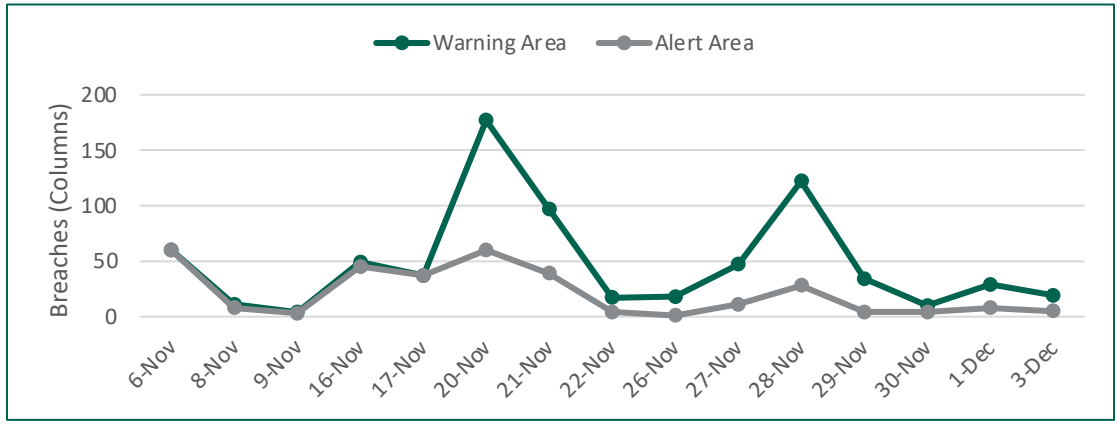

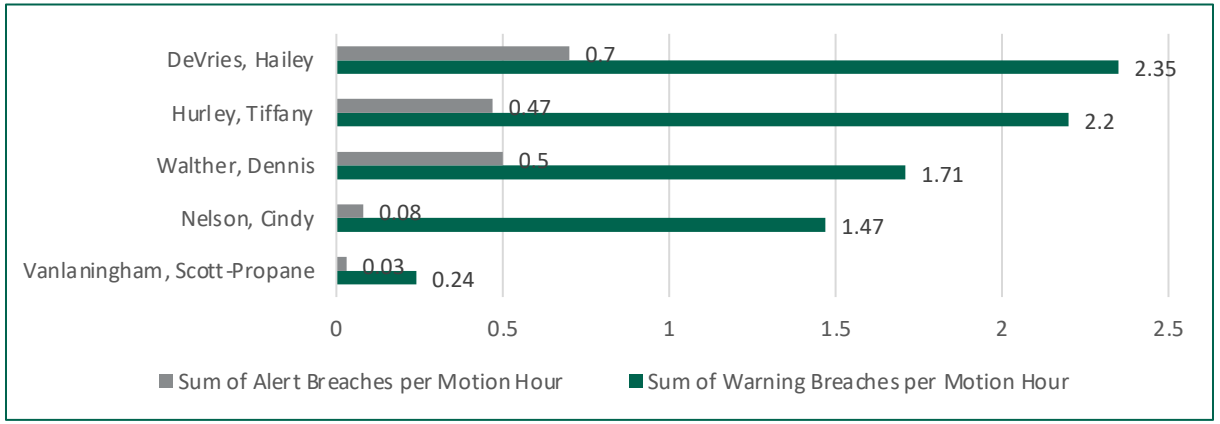

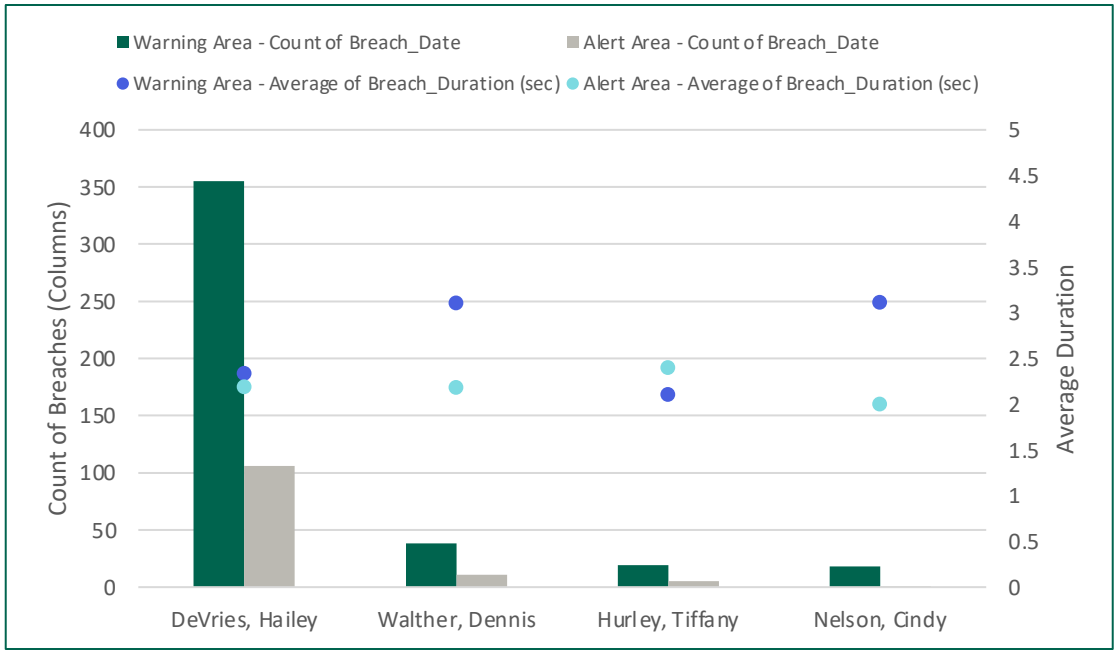

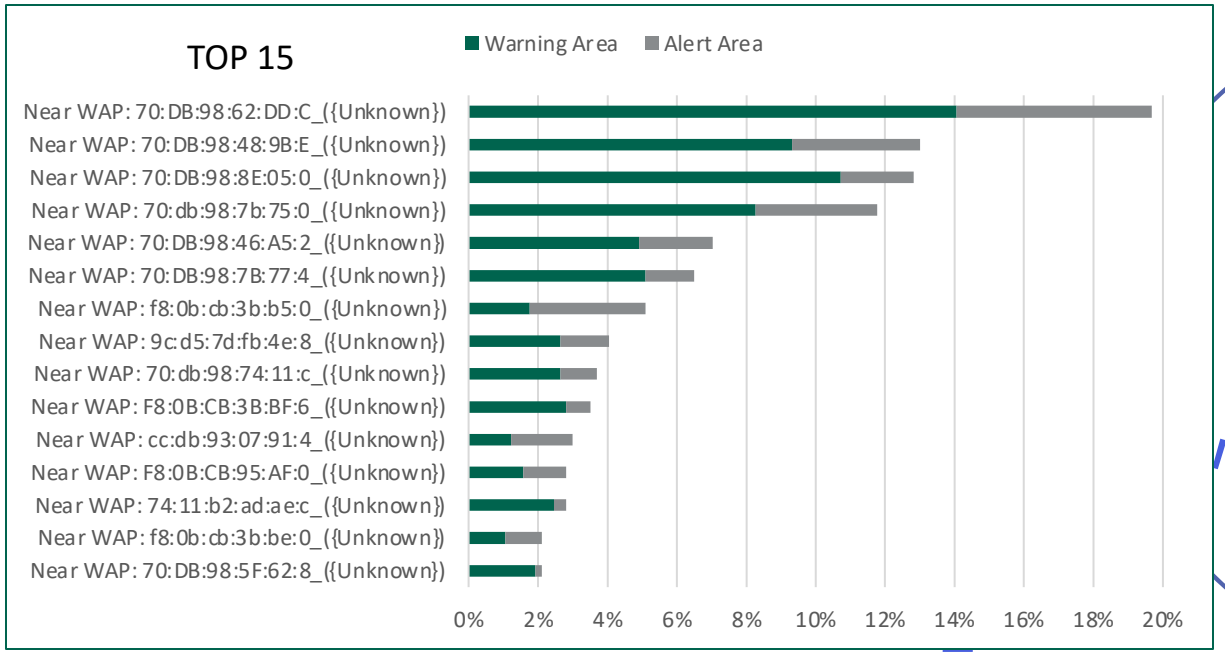

Final Data Review

POWERFLEET®

Sample Size

34 DAYS DURATION

2 Vehicles	**5,922** Breaches	**50M** Images Evaluated
351 Motion Hours	**4.36** Hours of Breach Time	**31K** Images of Breaches

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Acceptance Criteria

Item	Measure	Success
Capture Pedestrian Proximity Detection events in Vision Pro for analysis	% of on-vehicle events captured in Vision Pro	≥95%
Automated vehicle slow-down for Alert incursions to vehicle idle speed (~2.5-3mph)	Driver feedback on % of slowdowns compared to red light	≥95%
Event accuracy for identifying people in the path of travel within the red/yellow zones	% of false positives as reported by driver and investigated through images	<10%

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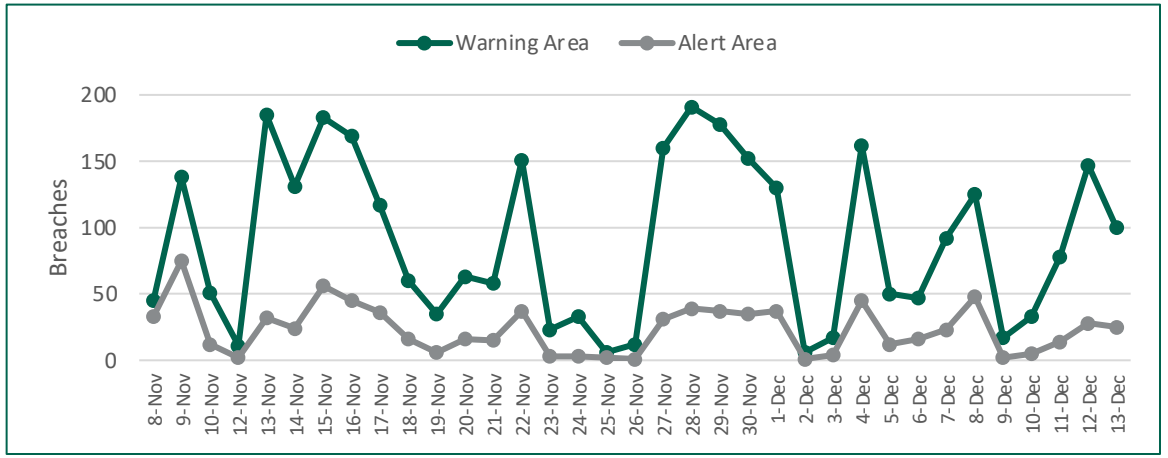
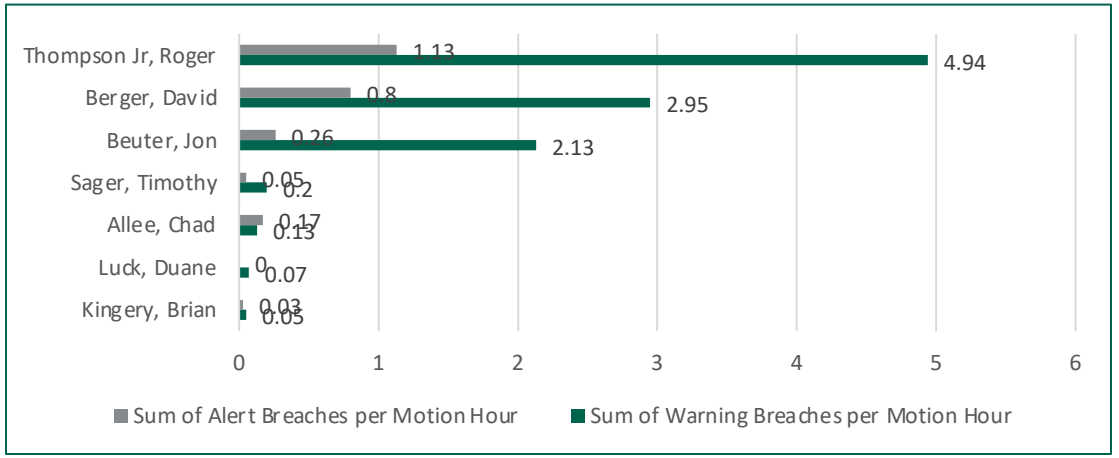
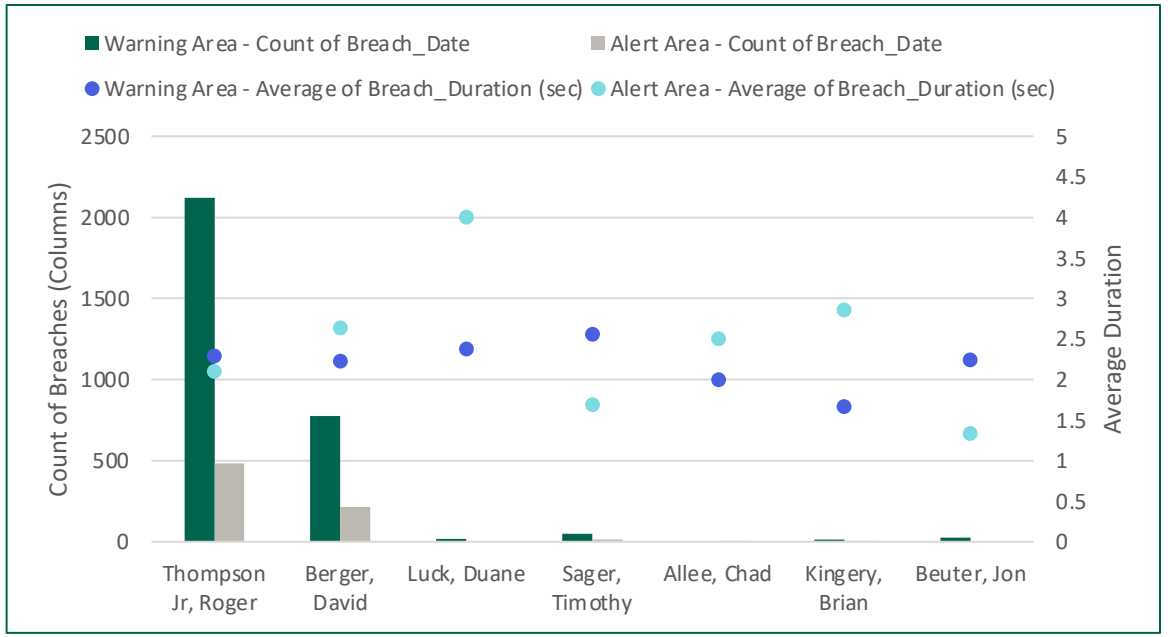
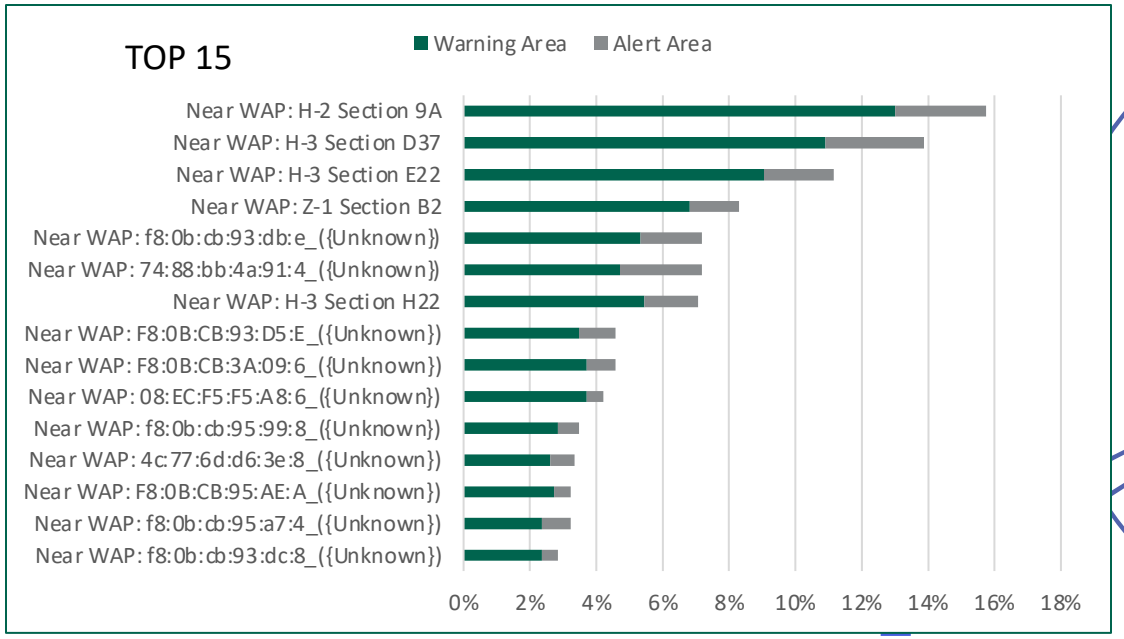
DTO Data Review – 12/14

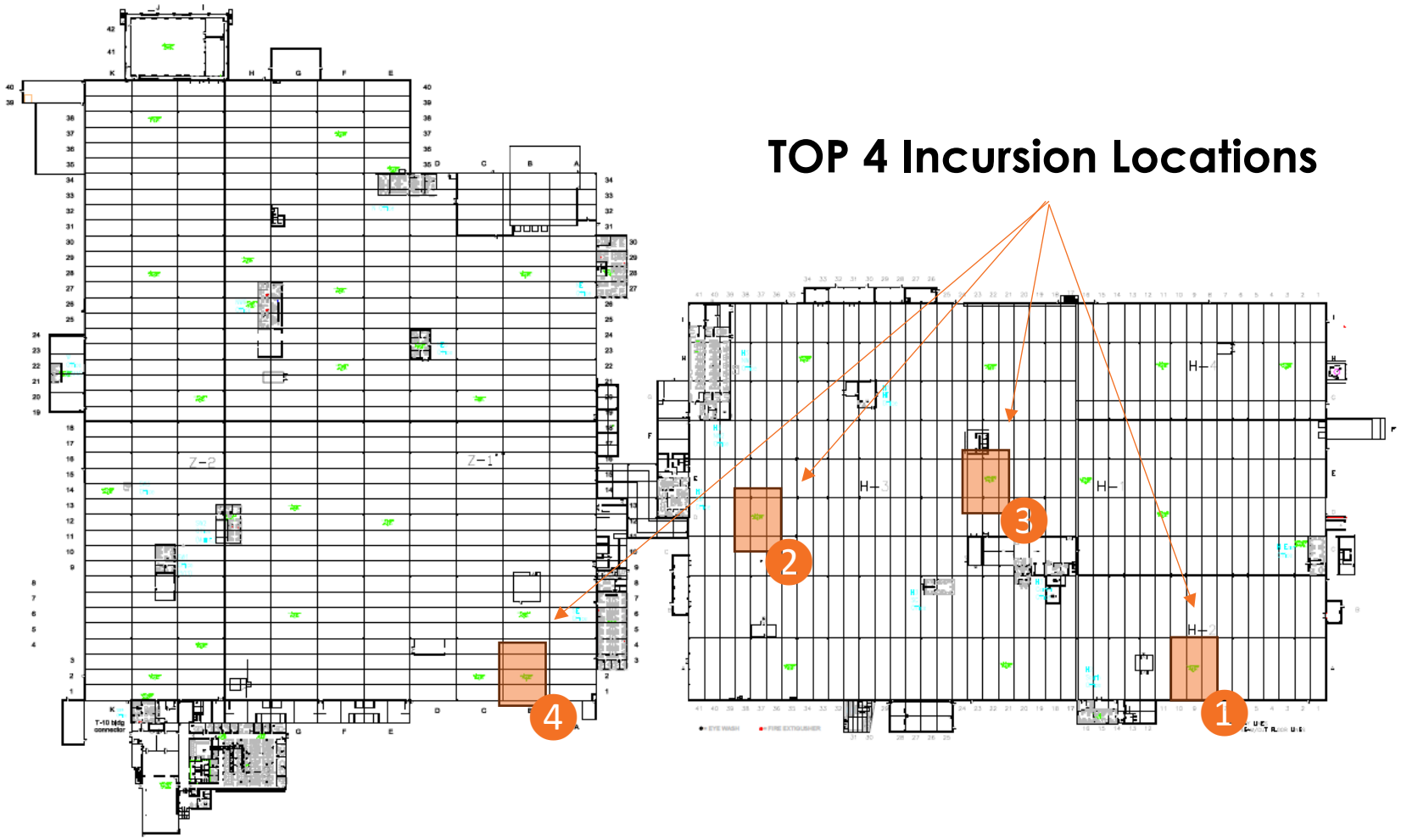






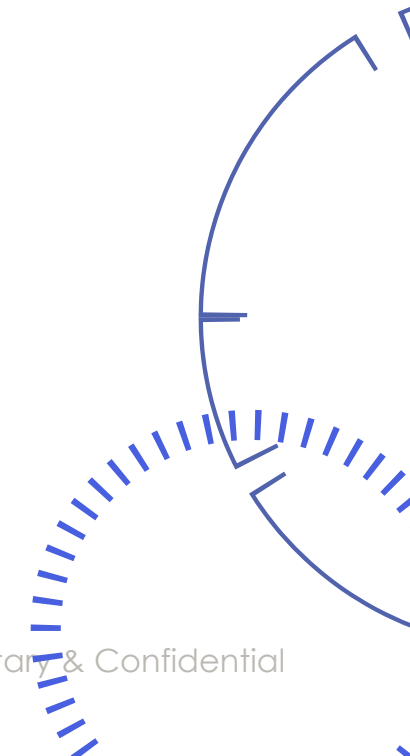


DTO Data Review – 12/14



DTO Interview Notes (Roger)

- Overall positive experience
- Was happy with area coverage after initial size reconfiguration
- Deemed a ‘great’ safety system suitable for all trucks
- No mentioned annoyance nor impact from false alerts



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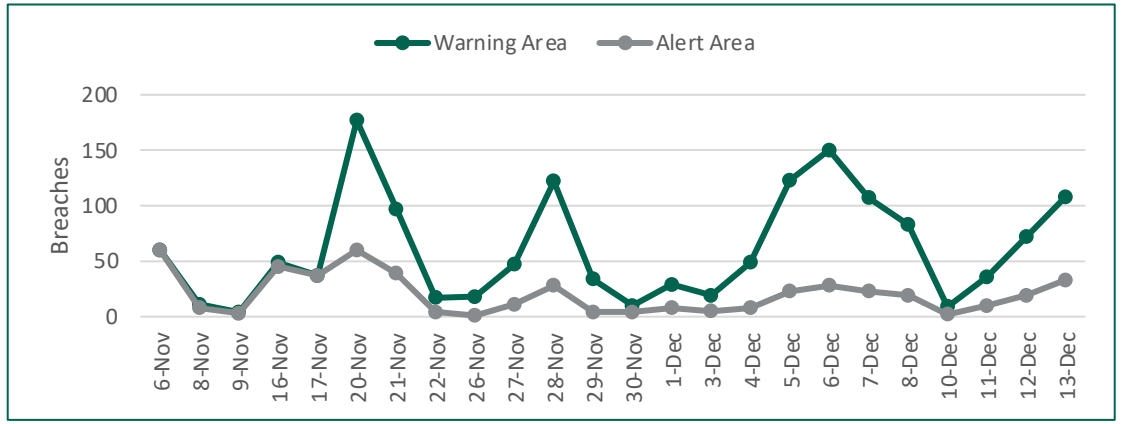
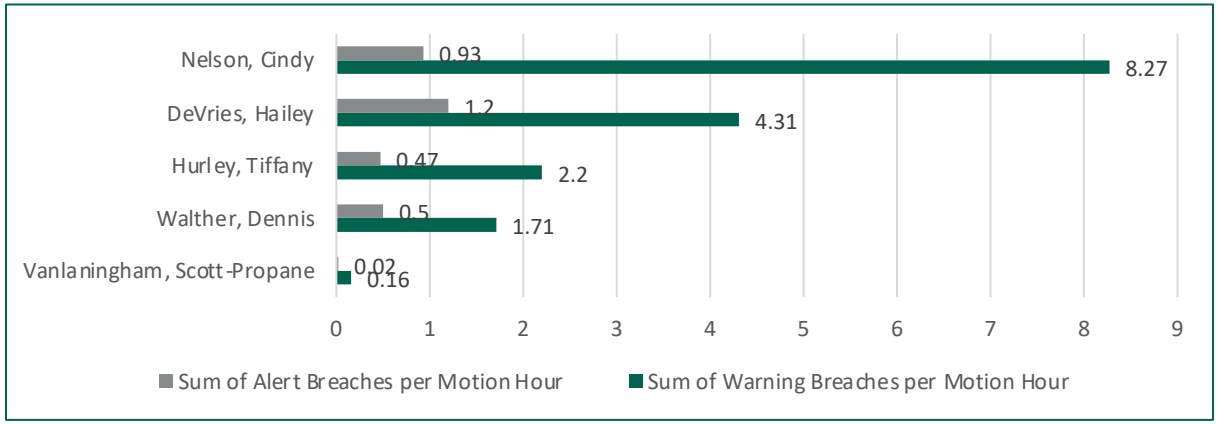
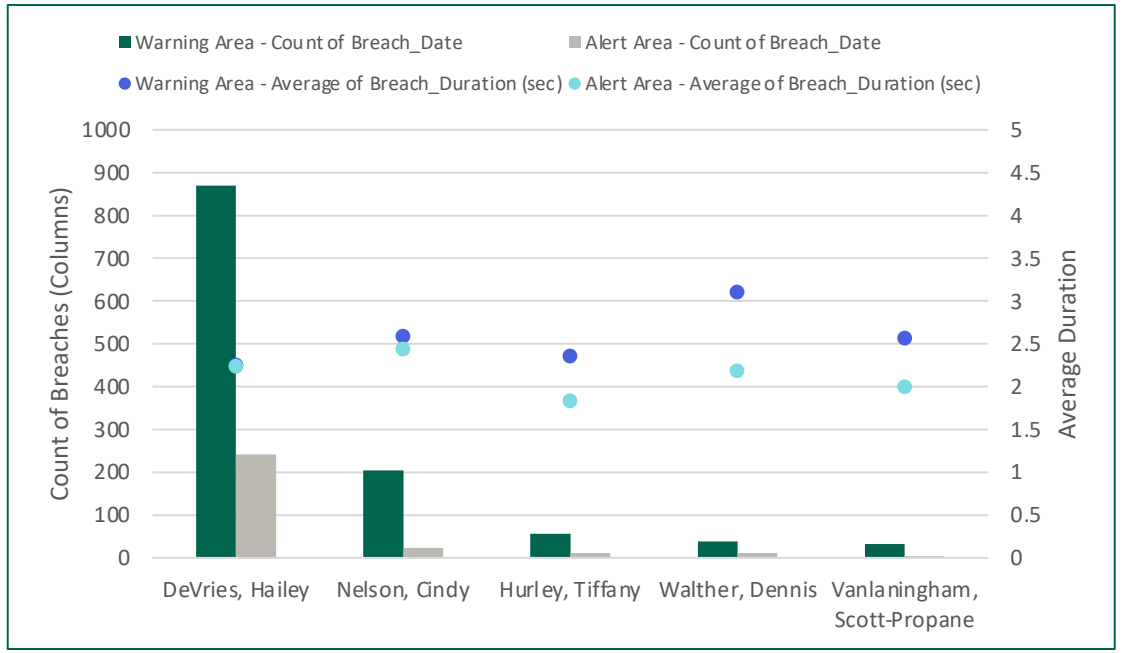
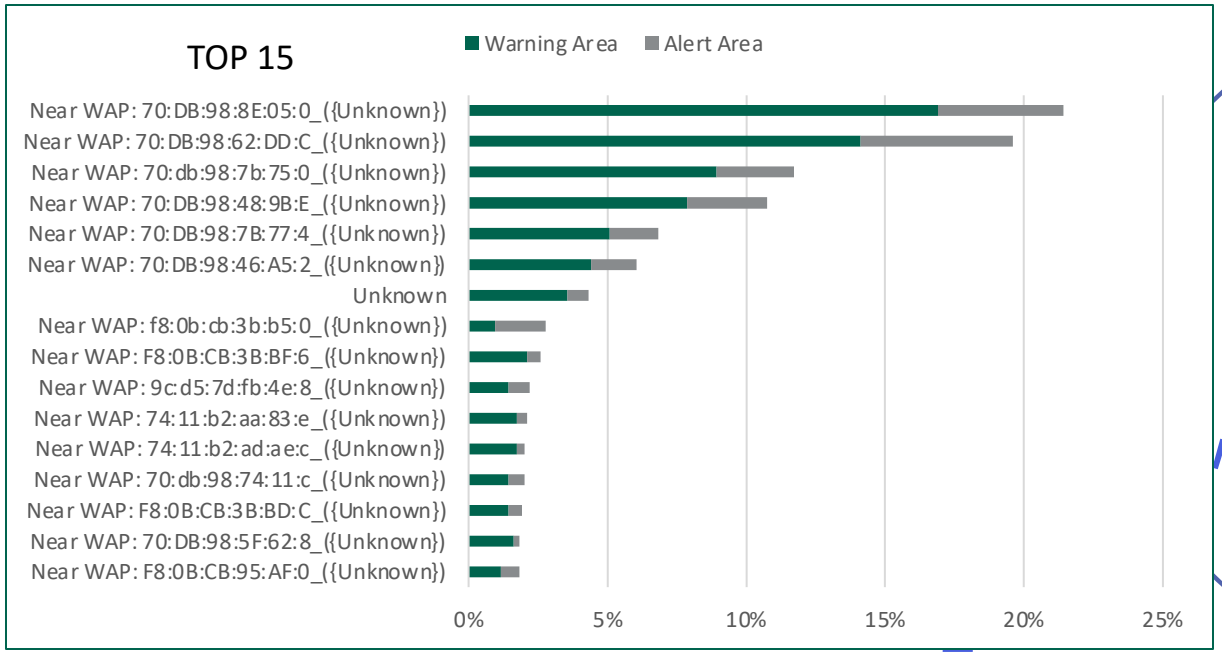
TCAO Data Review – 12/14









TCAO Interview Notes (Cindy)

- Did not experience any of the same inconveniences referenced from first config
- It took a little getting used to, but overall feel it is a positive solution for John Deere Helps a lot with blind spots
- Does not like the slowdown enforcement
- Thinks it is a great application for the newer 4-stage mast vehicles
- Feels it really helps with blind spots
- Had one referenced false positive

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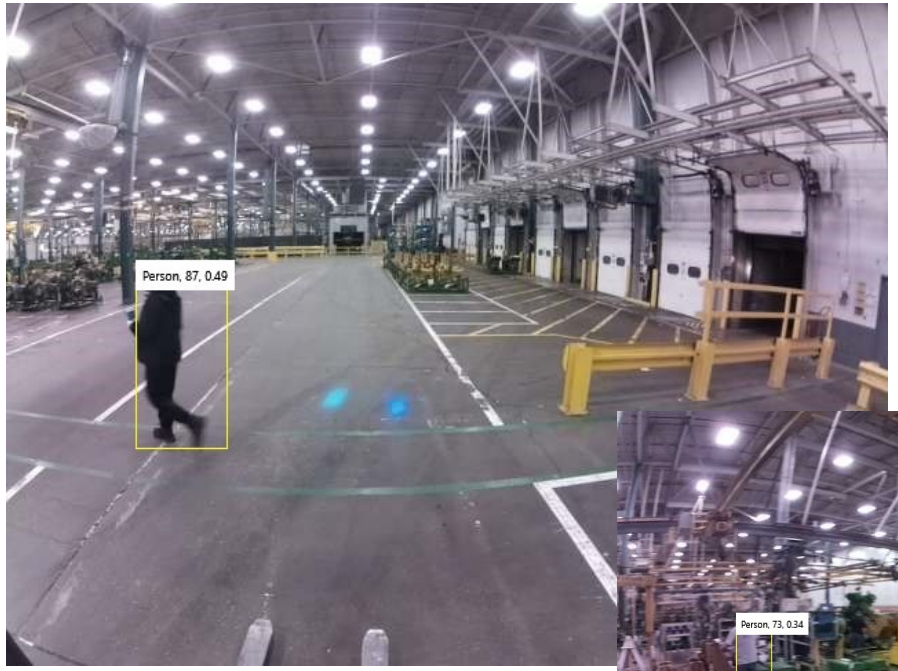
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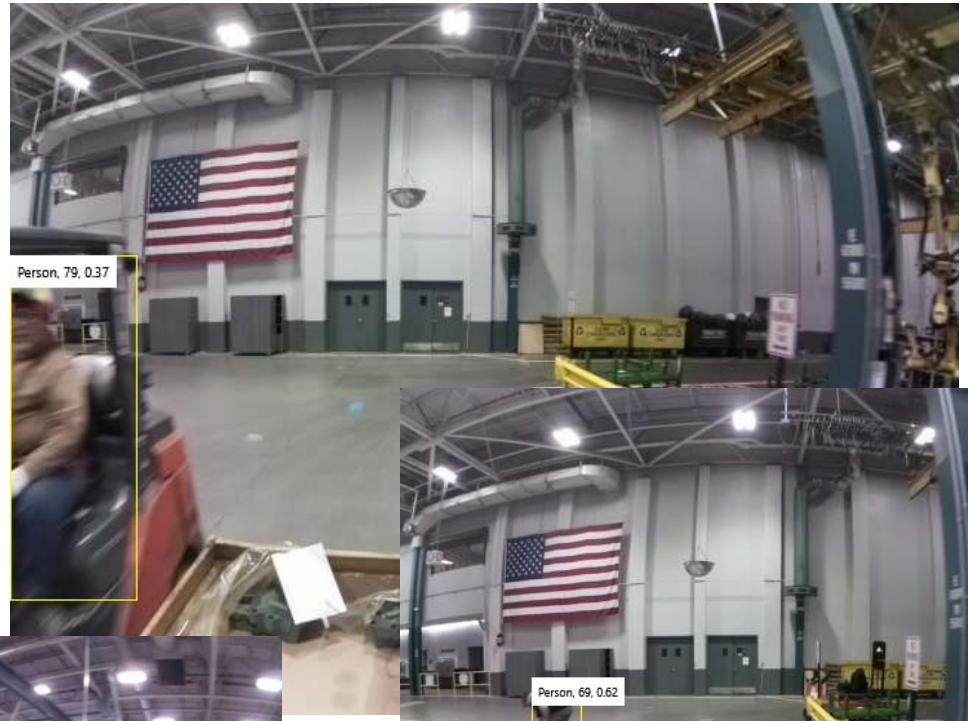
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Person, 73, 0.34

Person, 69, 0.62