

Product brochure

Vehicle fleet management for organisations that run vehicles, owned outright.

Vehicles, drivers, trips, fuel, maintenance, compliance and cost on one record, fed by the tracker in each vehicle and the driver's phone. Bought once and owned outright.

Checked on the phone	A pre-trip check of one tap per item, with a photo on a fault.
Matched to the trip	Fuel, toll and summonses matched to the trip and the driver.
Chased before expiry	JPJ road tax and Puspakom dates on every vehicle.
Owned outright	No fee per vehicle, per tracker or per position.

What it does

Vehicles and compliance

One list for the whole fleet and one record per vehicle, with the road tax, Puspakom and insurance dates that take a vehicle off the road chased before they expire.

One list for the whole fleet	Plate, vehicle, type, today's driver, odometer and status for every vehicle, with the road tax, Puspakom and next service dates beside them. A date turns amber at 45 days and red at 14. Status from the tracker and the defect list, not a field someone updates. On the road, at the depot, in the workshop or grounded. Filters for type, depot, status and expiry, and an export.
One record per vehicle	Everything the fleet manager, the workshop and finance ask about a vehicle, each in its own tab: trips, fuel, maintenance, defects, documents, costs and the tracker. The odometer, read by the tracker. Cost per km, fuel use and days off the road. Road tax, insurance, Puspakom, the fuel card and the service history.
Road tax, Puspakom and insurance	Each renewal is raised to a named person before expiry, on the fleet's own rules: road tax 45 days out and Puspakom 30 by default. A vehicle whose road tax or inspection lapses is grounded, and the receipt and the JPJ or Puspakom document go on the vehicle record. The rules sit beside the list, read by the people who act on them. A vehicle added mid-term is endorsed on the fleet policy within the days the fleet sets, or stays at the depot.

Summonses matched to the driver on the day	AES, PDRM and council summonses are scanned in and matched to the trip by plate, date and time, and the trip names the driver. The notice and the tracker evidence sit on one page, and naming the driver, disputing or paying is one click each, recorded in the audit log. The driver acknowledges in the app, or says it was someone else. Points recorded on acknowledgement. Recovery from pay is HR's decision, outside the system.
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Drivers and the driver app

Each driver has one record with the licence, the points and the checks, and an app that shows the driver the same record: today's vehicle, the pre-trip check, the trips and anything the office is asking.

One record per driver	Staff number, licence class and expiry, and points sit beside the vehicle the driver has today. The record adds medical validity, trips, checks, fuel, summonses, documents and training. The driver's own history, in the same words the app shows the driver. Points from summonses matched to the driver, not typed in. The staff list can be read nightly from the HR system.
Sign in without a password	A staff number and a PIN from the fleet office, on a phone bound at first sign-in that the office can revoke. A forgotten PIN is reset from the console, never by SMS. Android and iOS. Bahasa Malaysia and English, with every string translated, including the check list.
Today, on one screen	The vehicle, whether the check is done, the trips, the fuel card limit and anything the office is asking, such as a fuel fill to explain or a summons to acknowledge. No feed and no news.
The pre-trip check	A list a driver can finish in two minutes with gloves on: large targets, one tap per item, and a photo only on a fault. The list is set per model, for example 14 items for a van and 18 for a lorry. An unsafe fault grounds the vehicle from the phone, and the driver sees why. Moving without a check is logged and reported, not blocked. Checks and defects queue on the phone until there is signal.
Licence and points	The driver sees the same licence record the fleet manager sees, so there is no argument about points or expiry. Renewal is chased in the app 60 days out by default, and a driver whose licence has expired is not assigned. A photo of the renewed licence, sent from the app. A matched summons, acknowledged with one tap or marked as someone else.

Trips and tracking

A trip is planned by the office or logged by the tracker, and both land on one list. Each trip keeps who drove, where and when, as the record a summons or a fuel fill is matched against.

Planned and logged trips on one list	Trips planned by the office and movements logged by the tracker sit on one list, with planned against actual km and whether the pre-trip check was done. An unplanned movement is a row with a question for the driver, not an alarm. Movement outside the working day is flagged. Under way, done, cancelled or reassigned, with the reason a trip was cancelled.
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The trip record	A timeline from the tracker and the app: the pre-trip check, ignition and odometer, each stop and each toll. The route driven shows against the route planned, with the toll, parking and estimated fuel for the trip.
On a trip, in the app	The driver sees the next stop and one button per stop, with nothing to type while driving. Directions stay in the phone's own maps app, and after the trip the driver sees the distance, stops, toll and driving events in plain words.
Driving events, not scores	Harsh braking, speeding and idling are recorded for each trip and rolled up per driver by month. They are not scored in the app, and what is done with them is the organisation's own HR policy.
The trackers you prefer	The organisation buys trackers from the supplier it prefers, and asasii fleet reads the common tracker protocols. Every tracker shows on one list with its model, firmware, last position, ignition and status. A live map of the fleet, refreshed every 30 seconds. A tracker offline over 24 hours on a vehicle that moved becomes a defect on the vehicle. A driver's location shows to the office only on duty.

Fuel, toll and parking

Fuel card and toll statements are imported and every line is matched to a trip. A fill that matches no trip is asked of the driver, and a toll or parking charge that matches none waits for finance.

Fuel card statements, line by line	Statements from the fuel card programmes arrive by file, and every fill is matched to a trip and an odometer reading from the tracker. Finance sees the exceptions, not the lines. Every fill with its litres, amount, station and odometer. Fills by vehicle, by driver and by card.
An unmatched fill goes to the driver first	A fill with no trip or an odometer gap goes to the driver's phone as a question in plain words: was this you? The fleet manager sees it after 48 hours without an answer, or at once if the answer is no.
Cards on vehicles, consumption computed	Each card is bound to a vehicle, not a driver, with its own limit. The driver adds the odometer and a receipt photo to a fill, so consumption is computed against the tracker, not declared. Litres per 100 km by vehicle and by driver, against the fleet average. Spare cards held locked.
Toll and parking, matched by plate and time	The toll operator's statement is imported and each charge is matched to a trip by plate and time, so finance stops keying charges from a PDF. What does not match waits for finance with the nearest trip suggested: approve, query the driver or hold.

Maintenance and the workshop

A defect starts as one line in the driver's check, with the photo, and ends as a workshop job. Nobody types it again, and the workshop works from the same record as the fleet.

Three severities, decided by the app	A defect is reported in the pre-trip check or at any time, with photos, so damage found at collection is on the record before the trip. The driver picks from what a driver would say, and the app maps it to unsafe, minor or cosmetic. Unsafe grounds the vehicle on report and tells the fleet manager. Minor books the workshop. Cosmetic goes on the record and waits for the next service. A grounded vehicle is released by the fleet manager with a reason, in the audit log.
Service by km or by date	A maintenance plan per model sets the intervals once, and a new vehicle inherits it on registration. Service is due at whichever comes first, the km from the tracker or the date, and the booking goes to the workshop with any defect attached.
The workshop's own console	A contracted or in-house workshop works the fleet's jobs as a board, from requested to ready. The job card is the defect with its photos, plus the work, the estimate and the booking, and accepting it updates the fleet console and the driver's app at once. A contractor sees only its own jobs. The vehicle's history at that workshop, not at others. No other workshops, drivers, trips or costs.
Bookings, Puspakom and parts	Bookings come from the service plan and the defects, and the workshop confirms a bay and a time. A Puspakom inspection is handled as a job: the pre-inspection service, the booking, and the certificate uploaded to the vehicle record. The workshop's parts list, so a booking is not made before the part is in. The fleet sees the date a part is expected.
Invoices from the job card	The workshop raises its invoice from the job card as a MyInvois e-invoice, and it lands on the vehicle's cost record and in finance's queue.

Cost and finance

Finance reads the fleet as cost per km and the vehicles that break the average, not as a list of invoices. Every number is one the system already holds.

Cost per km by vehicle	Fuel, maintenance, toll and parking, insurance and road tax, and depreciation, divided by the km the tracker recorded. Nothing is allocated by hand, and office overhead and driver wages stay out of it. Compared to the fleet average for the same vehicle type. By month, by quarter and over 12 months. By type, depot and model.
The month so far	Fleet cost to date by kind, cost per km against last month and the budget, and the vehicles that cost the most per km, each with the reason beside it.
Costs to the ledger	Costs go to the organisation's ledger monthly by API, by account. Depreciation and book value come from the ledger's own schedule, so the fleet does not keep a second one.
Fines and recovery	Finance pays a summons in the discount window and posts it to a recoverable account, with the driver named on the record by the trip. Whether it is recovered from pay is HR's decision under the organisation's policy, outside the system.

Insurance, claims and replacement	The fleet policy and its claims sit on the vehicle record, and a claim opens from a defect or a trip event with the tracker data attached. Replacement is a number: repairs and cost per km against book value, per vehicle, updated monthly. The decision to replace stays with finance and the fleet manager.
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Who it's for

Fleet managers	A home screen of what needs a decision, in order, with vehicles, drivers, trips, defects, the workshop, road tax, Puspakom and summonses on one console, and the fleet's rules on one page.
Drivers	Sign in with a staff number and PIN, do the pre-trip check in two minutes, report a defect with a photo, follow the trip stop by stop, and see the same licence and points the office sees.
The workshop	For a contracted or in-house workshop: the fleet's jobs as a board, the job card with the defect and photos, bookings, Puspakom inspections, parts, and invoices raised from the job card.
Finance	Cost per km by vehicle against the fleet average, fuel card and toll statements matched to trips, fines posted to a recoverable account, insurance and claims, replacement and the monthly ledger export.

A day of the fleet on asasii fleet

07:50 The pre-trip check	A driver walks round the van and marks each item on the phone. One tyre is worn to the marker, an unsafe fault, so the van is grounded at once.
08:15 The fleet manager's morning	The home screen lists what needs a decision, in the order it matters, with the grounded van first.
08:30 Into the workshop	The fleet manager books the van into the workshop from its record and moves the driver's trips to another vehicle.
09:30 The workshop accepts	The workshop sees the defect and the photos on its own board and accepts the job. The fleet console and the driver's app update at once.
11:00 A fill with no trip	The fuel card statement arrives and one fill matches no trip. The driver is asked about it in the app first.
14:00 A summons arrives	It is matched to the trip by plate, date and time, and the trip record shows who drove. The driver sees the same evidence in the app.
16:00 Road tax renewals	Road tax on four vehicles expires next month. Each renewal is raised and assigned to a person.
Month end Cost per km	Finance reads cost per km by vehicle and the vehicles that cost the most, and the month's costs go to the ledger.

A licence, not a fee per vehicle

The organisation buys the software and keeps everything it records. idataraya is paid to customise, install and maintain it, never per vehicle.

	A tracking subscription	asasii fleet
Who owns the software	The vendor	The organisation, outright
Where the data lives	The vendor's cloud	The organisation's own environment
The trackers	The vendor's own devices	Bought from the supplier the organisation prefers
What it costs	A fee for every vehicle, every month	A licence, plus a yearly agreement with nothing per vehicle
When the contract ends	The tracking stops with it	The software keeps running in the organisation's environment

Security and Malaysian compliance

JPJ road tax and Puspakom	Dates on every vehicle, with each renewal raised to a person before expiry.
AES and PDRM summonses	Matched to the trip by plate, date and time, naming the driver on the day.
PDPA and tracker data	Positions kept 12 months by default, with a driver's location shown only on duty.
Single sign-on and MFA	Office staff sign in with single sign-on and MFA, drivers with a staff number and PIN.
Audit trail	Every write recorded with who, when and what, and kept for seven years.
Your own environment	The data stays in the organisation's own environment.

Services

Rollout plan and proposal	Send the number of vehicles and drivers, the trackers and fuel cards you use, and how defects and renewals are tracked today. An engineer replies with a rollout plan, an integration list and a proposal.
Installation in your environment	asasii fleet runs in the organisation's own environment, under its own IT. idataraya installs it with the customisations the fleet needs, such as check lists per model, the HR staff feed and the ledger export, and keeps it current. The organisation's team holds the keys, the backups and the data.
Support and maintenance	One team looks after the system and the driver app for the life of the agreement. Severity-based response times, measured monthly. Continuous monitoring from within the organisation's environment. A drilled backup and restore. Security patches and tracker protocol updates. Support and incident response.

The yearly agreement	Software updates, the customisations made for you, security patches, tracker protocol updates, monitoring, support and incident response. Hosting stays with you. It is a yearly fee, never a fee per vehicle, per tracker or per position, and the software keeps running if the agreement is not renewed.
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Talk to our team

Send us the number of vehicles and drivers, the trackers and fuel cards you use, and how defects and renewals are tracked today. An engineer replies with a rollout plan, an integration list and a proposal.

Send us	The number of vehicles and drivers, The trackers and fuel cards you use, How defects and renewals are tracked today
You get back	A rollout plan, An integration list, A proposal
Email	info@idataraya.com
Website	fleet.asasii.com/contact/

asasii fleet is a product of idataraya Sdn Bhd (1263428-K), Kuala Lumpur. Deployed in the client's own environment, customised and maintained by idataraya. info@idataraya.com · fleet.asasii.com