



HEALTH REPORT

HEALTH REPORT



Customer name

ST. BAKHITA SCHOOL KDK 246

M 0703506548

VIN

JAAN1R81MN7100258

Travel distance

11,058 km



Good



Attention



Careful Attention

Timing Of Next Recommended Inspection

Recommended
inspection interval

11/13/2023

Travel distance
(estimate)

14,833 km

This vehicle is classified as a Traffic Congestion/Slow Travel type. First, check the stop count and please confirm brake usage. Additionally, battery damage due to poor charging is possible. In the event of frequent traveling on rough/dusty roads, please increase the inspection frequency of air filter elements and lubrication of required areas in addition to the above. For vehicles that are equipped with DPD (DPF) in particular, extreme use of the DPD (DPF) system may impact the fuel economy. However, if the vehicle allows manual regeneration, proactively operating the manual regeneration can reduce the load on the DPD (DPF). Also, if you sense something wrong with the DPD (DPF), we recommend that you get an early inspection, to reduce the cost of vehicle failure.

Severity Condition Summary



Vehicle operation type



Trailer



Mountain travel



Operation in cold areas



Inspection items on this vehicle



N/A



N/A



N/A



N/A



N/A



N/A



N/A



N/A



N/A

* The necessary maintenance items vary depending on the vehicle. For details, be sure to refer to the Owner's Manual.

Summary Of Vehicle Operation



Fuel economy



Exhaust brake operation



Accelerator pedal operation (acceleration)



Accelerator pedal operation (accelerator position)



Recent fuel economy


5.37 km/liter

Fuel Consumed

2142 liter



General Information

| Items | | Data |
|---|----------------|--|
| Customer name | | ST. BAKHITA SCHOOL KDK 246M 0703506548 |
| Number of vehicles in possession | | TF/UC: 0, N: 1, C/E: 0, F/G: 0, Bus: 0 |
| VIN | | JAAN1R81MN7100258 |
| Travel distance | | 11,058 km |
| Total times data has been acquired | | 3 |
| Date of report | | 8/15/2023, 1:52:53 PM |
|  | Rear body type | Truck Bus |
| Equipment Installed | PTO | No |
| | DPD (DPF) | No |

Analysis points

Production

1st time

2nd time



Date of data acquisition

Production

02/25/2023

08/15/2023

Travel distance

0 km

1,421 km

11,058 km



Timing Of Next Recommended Inspection

Timing of recommended maintenance



General



Inspection Date 08/15/2023
Travel distance 11,058 km
Duration of PTO operation 0 hrs.

Inspection Date 11/13/2023
Travel distance (estimate) 14,833 km

| | | | | | | |
|--|------------|---|----|----|---|------|
| Inspection Date | 11/13/2023 | The recommended date for the vehicle's next inspection is written to the left. | | | | |
| R/I/I* (Recommended inspection interval) | 10,000 | ⋮ | km | 90 | ⋮ | days |
| This vehicle's R/I/I* | 3,776 | ⋮ | km | 90 | ⋮ | days |
| Yearly travel distance (estimate) | 15,313 km | The yearly travel distance for this vehicle is written to the left. The next appropriate recommended inspection date is informed based on this value. | | | | |

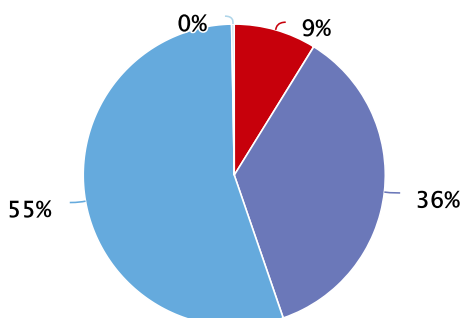


Vehicle Operation Type

This vehicle is classified as a Traffic Congestion/Slow Travel type. First, check the stop count and please confirm brake usage. Additionally, battery damage due to poor charging is possible. In the event of frequent traveling on rough/dusty roads, please increase the inspection frequency of air filter elements and lubrication of required areas in addition to the above. For vehicles that are equipped with DPD (DPF) in particular, extreme use of the DPD (DPF) system may impact the fuel economy. However, if the vehicle allows manual regeneration, proactively operating the manual regeneration can reduce the load on the DPD (DPF). Also, if you sense something wrong with the DPD (DPF), we recommend that you get an early inspection, to reduce the cost of vehicle failure.

Breakdown of engine operation hours

Classification result **Traffic congestion/slow travel**



| | | |
|---|--------------------------------|------|
|  | Idling (5 min or more) | 9 % |
|  | Traffic congestion/slow travel | 36 % |
|  | General travel | 55 % |
|  | Fast travel | 0 % |

| | |
|------------------------|---------|
| Vehicle operation time | 732 hrs |
| PTO operation time | 0 hrs |
| PTO operation ratio | 0 % |



Fuel Economy And Running Cost

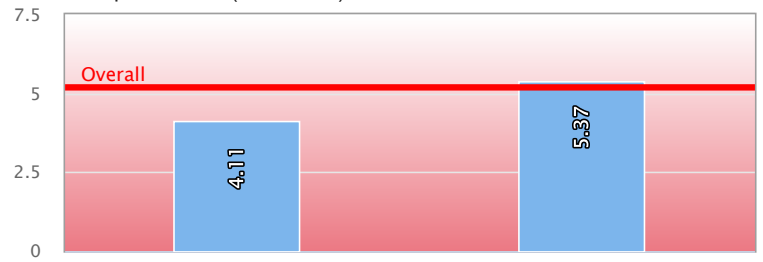
The fuel economy between each analysis point is displayed. Compared to last time, fuel economy has improved. Running costs can keep being reduced by paying attention to fuel-efficient driving.



Recent fuel economy

5.37
km/liter

Fuel price 175.1 (KSH/ liter)



| | Overall | 1st time | 2nd time |
|-------------------------|-----------|----------|----------|
| Fuel economy (km/liter) | 5.16 | 4.11 | 5.37 |
| Fuel cost (KSH/ km) | 33.90 | 42.62 | 32.62 |
| Travel distance (km) | 11,057.51 | 1,421.43 | 9,636.08 |



Mountain Travel

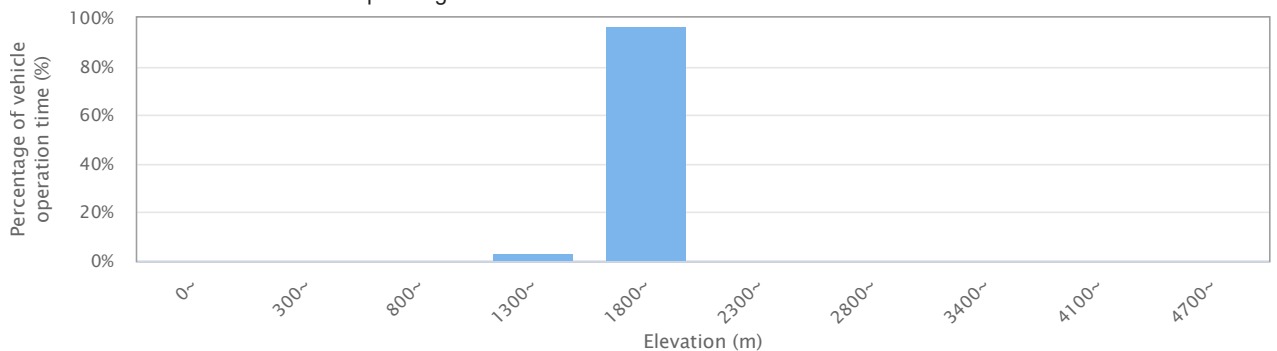
The distribution of operating elevations for this vehicle is within the typical range. Get inspections and maintenance according to the other report items and the Owner's Manual.



Extensive driving on mountain roads (anticipated)

No

Distribution of vehicle operating elevations



Operation In Cold Areas

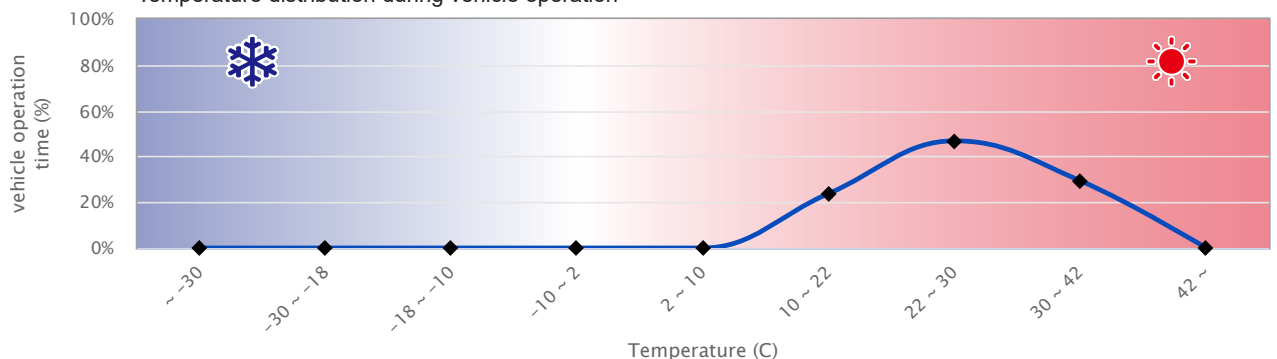
The temperature distribution during operation of this vehicle is within the typical range. The vehicle must be inspected and maintained according to the other items on this report and the Owner's Manual.



Operation in cold climate areas

No

Temperature distribution during vehicle operation





Exhaust Brake Operation

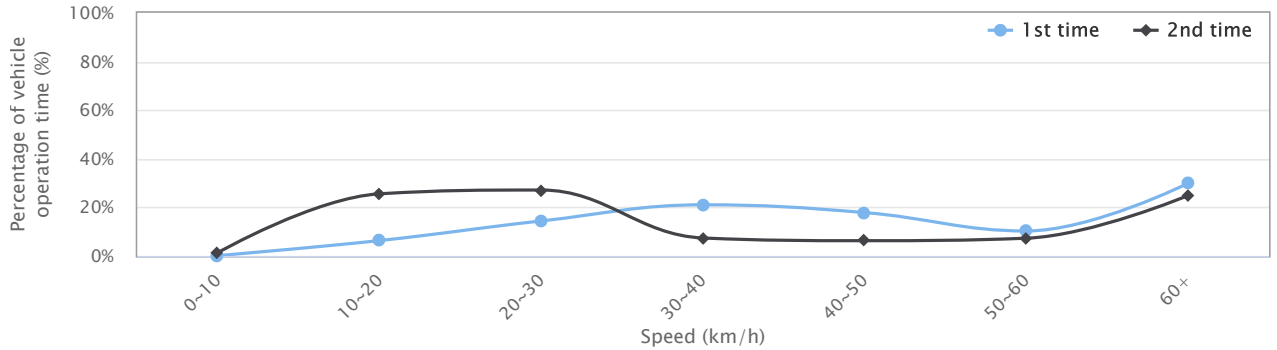
The usage of the exhaust brake for this vehicle is within the typical range. Use of exhaust brake is effective for safe driving and preserving the foot brakes so it should be used frequently. And to prevent impacting the fuel economy with use, be diligent in flipping the switch on and off.



Number of times of exhaust brake operation

44726 times

Distribution of exhaust brake operation ratio at each speed level



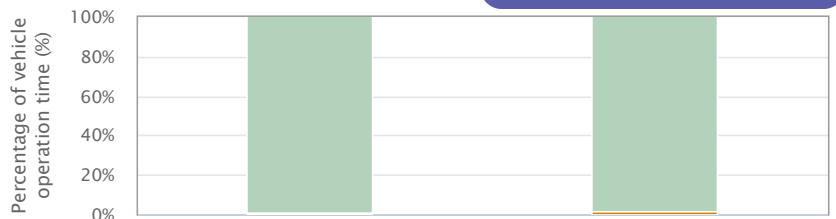
Accelerator Pedal Operation (Acceleration)

The distribution of acceleration for this vehicle is within the typical range. Get inspections and maintenance according to the other report items and the Owner's Manual.



Recent number of times of sudden acceleration

35 Times



Distribution of acceleration A/O* (Acceleration Operation)

| | |
|-----------------------------------|-------------------------------------|
| | A/O* not sensed by passenger |
| | A/O* not discomforting to passenger |
| | Sudden acceleration |
| Total acceleration (times) | |
| Total sudden acceleration (times) | |

| 1st time | 2nd time |
|----------|----------|
| 98.87% | 98.06% |
| 1.13% | 1.94% |
| 0.01% | 0.00% |
| 256,746 | 965,836 |
| 14 | 35 |



Accelerator Pedal Operation (Accelerator Position)

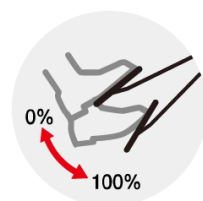
The ideal acceleration operation should follow the dotted line for fuel-efficient driving. The accelerator level is being kept small, and driving proficiency is apparent. For good fuel efficiency, continue to operate the vehicle this way.



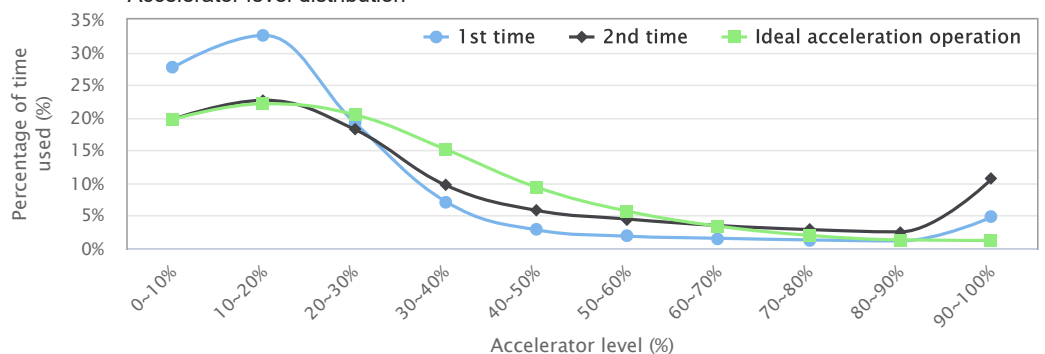
How the accelerator pedal is used

Good

Illustration



Accelerator level distribution





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Routine Check

Belts

Check for any stretching, cracks, and damage of belts.

☐ OK ☐

Wipers

Check that wipers operate correctly without noise. Check links for looseness and vibration.

☐ OK ☐

Engine leaks

Check heater hoses, radiator rubber hoses, and their attachments for leaks and related damage. Check the water pump for leaks.

☐ OK ☐

Tire tread

Check tires for abnormal wear, damage and tire tread.

☐ OK ☐

Other

☐ OK ☐

Clutch

Check clutch pedal play and the clutch fluid amount.

☐ OK ☐

Battery

Check the battery fluid level. Allow starter to rotate to check if engine starts and runs normally.

☐ OK ☐

Shift rod

Check ball joints for any knocking. Check boots for any cracking. Check lock nuts for looseness.

☐ OK ☐

Condensation of water in air tank

Pull the drain cock ring and check the amount of drainage.

☐ OK ☐



MEMO

Date of check

Company name