

---

# What's New In Version 17: Release date 11/15/05

## Table of Contents

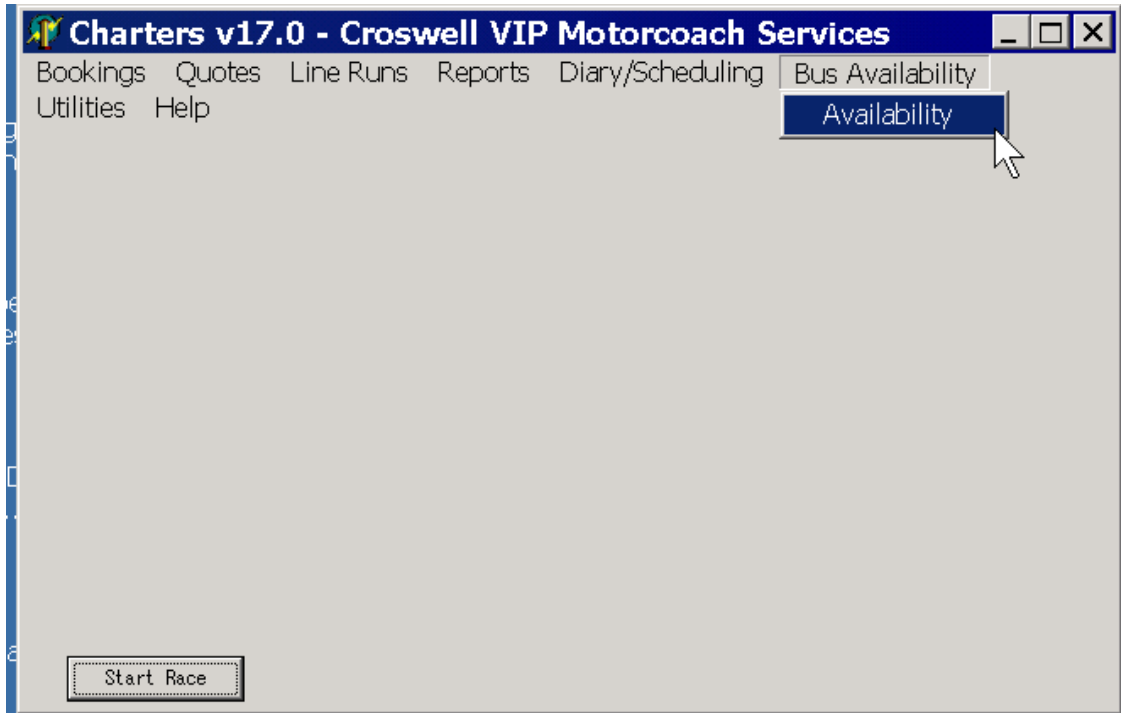
1. TWO NEW ADD-ON MODULES .....	1
2. UPDATES TO SYSTEM VARIABLES IN COMPANY SETUP .....	3
3. NEW CHARTER SALES SUMMARY REPORT QUERY INTERFACE .....	7
4. NEW CHART OF ACCOUNTS INTERFACE .....	7
5. NEW MOVE SCREEN .....	8
6. V.17 DATABASE CHANGES - ADDITIONS .....	9
7. BUS COSTING .....	10

## 1. TWO NEW ADD-ON MODULES

- Cost Plus works with Post Departure Reconciliation Module to provide an alternative costing method based on the cost of fuel, driver pay, maintenance and bus direct cost for insurance and payments. Plus a percentage mark up based on rate calendar. (*See supplemental documents: post departure.pdf, costing and costs+.pdf.*)
- Updated Vehicle Transfer Module: the new release of this module creates a return transfer charter when vehicles are moved between dispatch locations. Time in transit is a user definable variable in System Variables. See supplemental document vehicle-transfer.pdf.
- New and improved knowledge based website at [www.rbs2000.com](http://www.rbs2000.com) [<http://www.rbs2000.com>] user forum and QA section. All documentation posted on line. Evaluation copies of all programs and supplemental modules available and much more.

Following are descriptions of what has been added to the base GoChart2000 system in v.17:

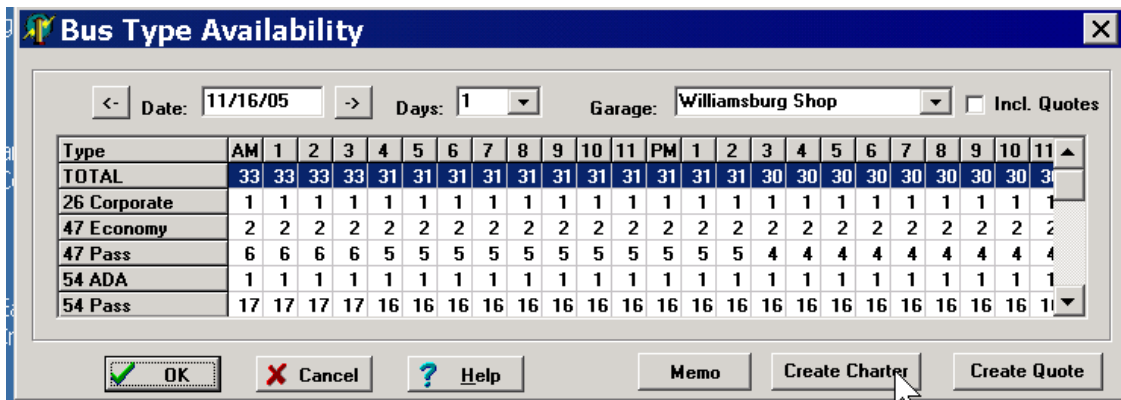
We have added the Availability Calendar to the Main GoChart2000 desktop for faster access



**Figure 1. New In Version 17**

We have made the Availability Screen larger and have added the Dispatch Memo field. More and more customers are using this memo for the day to communicate information that a salesperson may need at the time of booking. The Memo Button turns blue if there is anything posted for that day.

We have added the Create Charter or Create Quote Buttons to make it faster to create a Quote or Charter.



**Figure 2. New Bus Available Screen**

When selected it jumps right to the day you were looking at in Create Charter or Quote mode (depending on which button was selected) and fills in the date. When you select availability from the move screen you can now doubleclick on the Bus Type description (right hand column and it will auto-

matically select that type.)

The screenshot shows a 'Move' dialog box with the following fields and controls:

- Number Of Buses:** 1
- One Way**
- Show Route** button
- Garage:** Calco Travel, Inc
- Live Miles:** 0.0
- Prophesy Mileage** button
- PickUp:** [empty]
- Pickup Miles:** 0.0
- Prophesy Mileage** button
- Destination:** [empty]
- Rate Type:** [empty]
- Calculate Rate** button
- Fare Type:** Basic
- Departure Date:** 1/25/06
- Spot Time:** [empty]
- Depart Time:** [empty]
- Return Date:** 1/25/06
- Rtn Time:** [empty]
- Bus Type:** Unassigned
- Availability By Type** button
- OK** button
- Cancel** button
- Help** button

Figure 3. Move Screen

## 2. UPDATES TO SYSTEM VARIABLES IN COMPANY SETUP

- Vehicle Prep Time, this is tacked onto the off duty time of a vehicle in dispatch and if the dispatcher tries to assign an on duty time for that vehicle that is earlier than last off duty plus vehicle prep time they are warned that the vehicle may not be ready - they are not prevented from doing it.
- Transfer Time: for customers who have the Vehicle Transfer module, this is the average amount of in-in transit time it takes to transfer vehicles between dispatch points or the amount of time it is unavailable at both locations.
- Driver Pay markup: For customers who have the Post Departure Reconciliation and Contribution Calculator module we have separated employee tax and benefits dollars from the hourly or daily wage.

**Company Setup**

D.B.A. R.B.S. Inc.

Address 1: 10 Lancaster Street

Address 2:

City: Cherry Valley

State: NY Zip: 13320

Choose Method for Deposit Amount

Fixed Amount \$: 100.00 OR

Choose Method for Deposit Due Date

Days Prior To Departure

Days After Booking 14

Balance Due

Days Prior to Departure: 21 Day:

Mileage Subsystem

Drive and Path: Prophesy

Mandatory Tax

Tax Percentage: 7.5000

Maintain Historical Mileage

Use Kilometers

**System Variables**

Ave. Hourly Wage: 10.00

Ave. Day Rate: 135.00

Hours per Day Rate: 10.00

Maint./Misc. Cost/mi.: 0.20

Other misc. Cost/Hour: 0.00

Misc. Hours/Day Cap: 10.00

Vehicle Prep Time (minutes): 60

Transfer Time (hours): 4.00

Driver Pay Markup: 22.00

OK Cancel ? Help

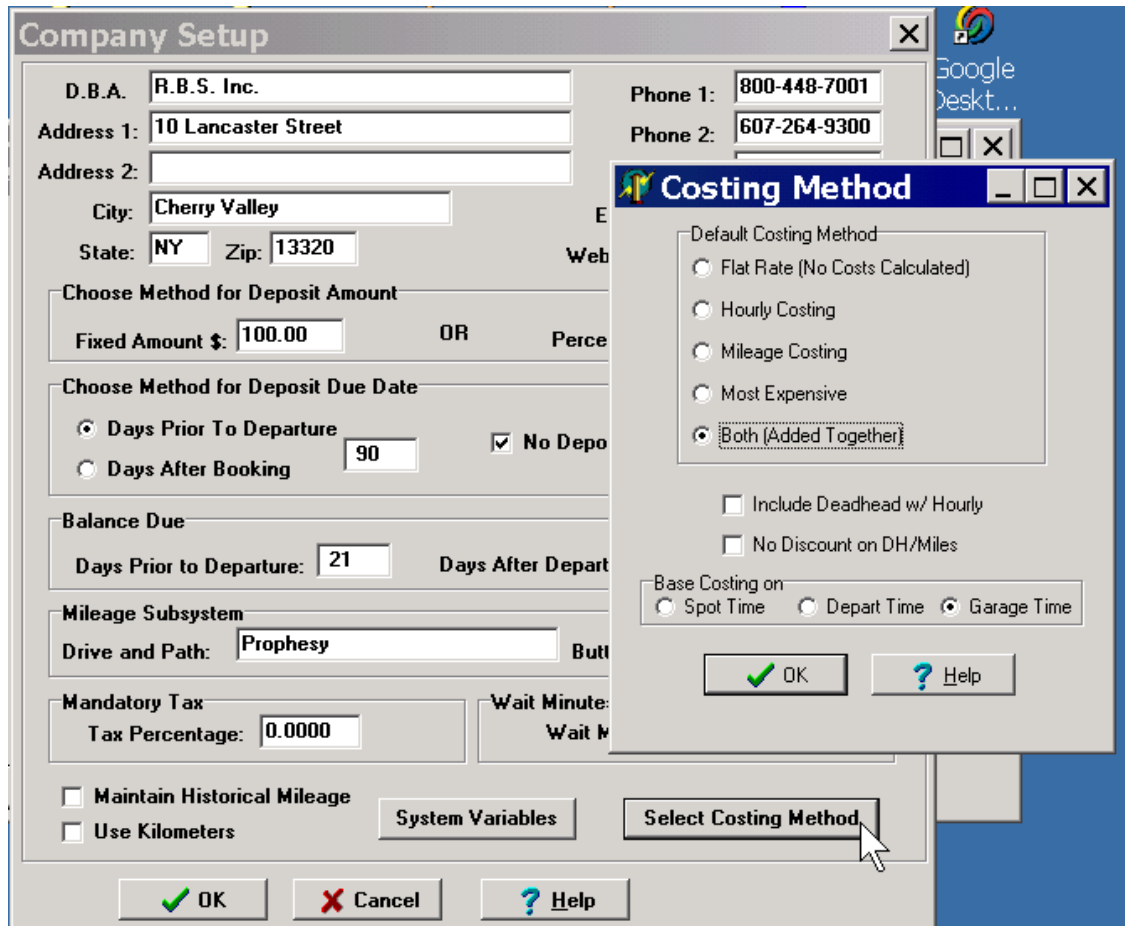
System Variable Select Costing Method

OK Cancel ? Help

**Figure 4. Updated System Variables**

Updated Select Costing Method screen:

We have moved 'include dead head with hourly option' to a checkbox so that it can be used with both the hourly or most expensive default options. We have added both miles and hours added together option.



**Figure 5. Costing Method Screen**

Updated Select Costing Method Screen:

We have moved 'include dead head with hourly option' to a checkbox so that it can be used with both the hourly or most expensive default options. We have added both miles and hours added together option.

**Bus Fare Information**

Bus Type: 47 Pass      Fare Type: A-Event

**Hourly Costing**

Costing Type: **Min/Max** (dropdown menu open showing Flat Hourly, Min/Max, Multi)

One Day: Min/Max      First Day: Min/Max      Middle Day: Min/Max      Last Day: Min/Max

Hours/Minimum Day: .00      Rate/Min Day: .00      Rate/Addl Hour: .00

Hours/Maximum Day: .00      Rate/Max Day: .00      Rate/Multi Day: .00

**Mileage Costing**

Rate/Live Mile: .00      Min Live Miles/Move: .00      Free Live Miles/Move: .00

Rate/Dead Mile: .00      Min Dead Miles/Move: .00      Free Dead Miles/Move: .00

OK      Cancel      Help

**Figure 6. New Fare Type Screen**

One Day - (min/max) costing fields:

- Hours/minimum day - unchanged - the minimum number hours for sale
- \$ Rate/min day - unchanged - #price for numbers hours up to minimum
- \$ Rate/additional hours - unchanged - \$ price for each additional hour over the minimum
- Hours/maximum day - unchanged - total number hours before maximum date rate kicks in.
- \$ Rate/maximum day - unchanged - \$ price for maximum day hours are reached. This rate does not necessarily equal the \$ price minimum day + \$ additional hours x # additional hours and will replace that calculation. It is meant to give a customer a break for purchasing a larger block of hours in a day.
- Rate/Multi-day - new - this is the rate to be charged for first, middle or last day of a multi-day trip depending on user choice.

Mileage costing (min/max calculations):

- Rate per live mile and dead head mile are unchanged.
- Minimum miles have been broken into live and dead head. Miles will be added to min/max mileage calculation if trip totals are less than stated here.
- Free live miles and free dead head miles have been added. These will be subtracted from miles when calculating mileage for min/max miles vs. hours pricing calculations.
- New: User definable cost types to be used in calculation suggested selling price for multi-day trips.

The options are:

- Min/max - calculates and compares using parameters similar to one-day calculations. When selecting this method for the middle and last days of a charter. It will use min-day rate and additional hours up to max-day rate.
- Multi - when selected choose this 'flat rate' set in rate/multi-day field.
- Flat hourly - calculates the rate for that day based number hours x rate/additional hour.

### 3. NEW CHARTER SALES SUMMARY REPORT QUERY INTERFACE

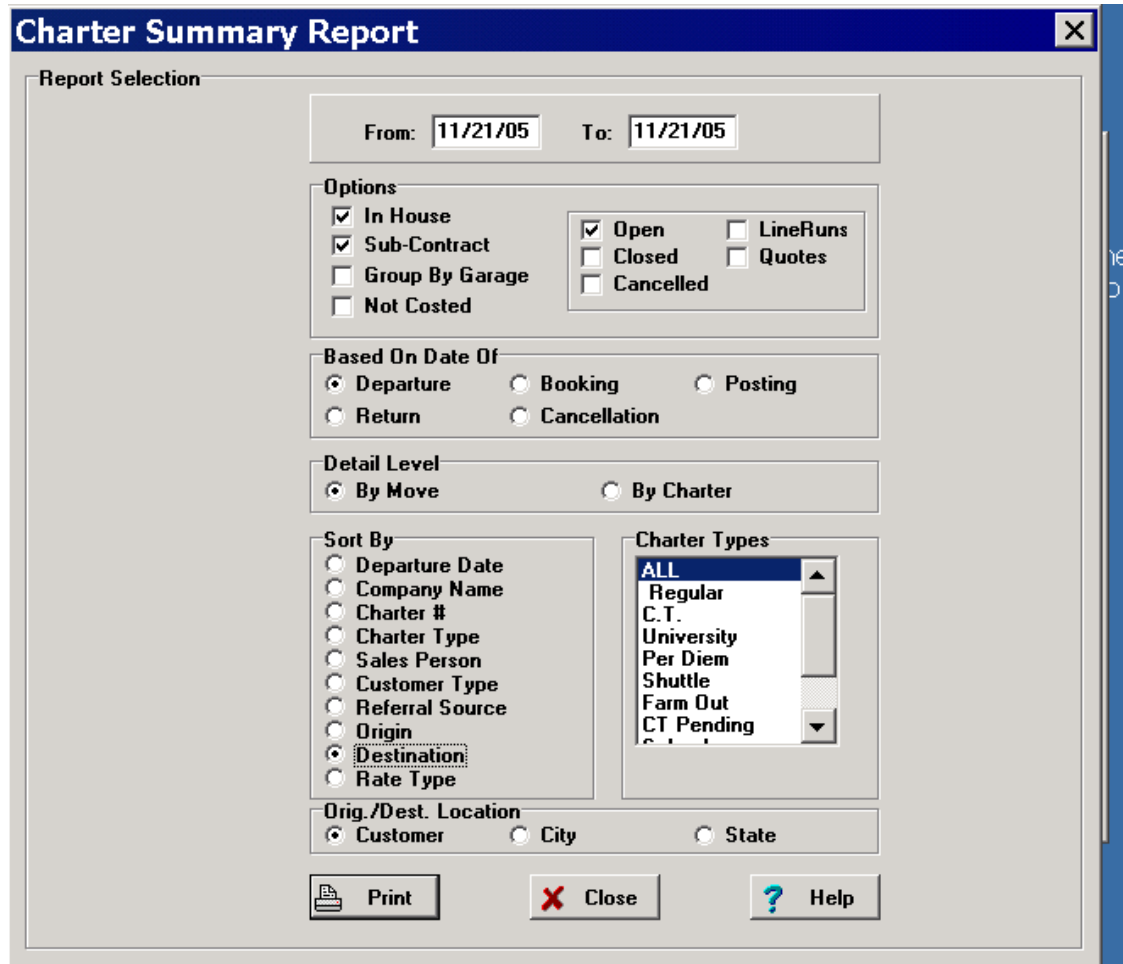


Figure 7. New Charter Sales Summary

- Select this report from the main report menu - Sales Reports - Charter Sales Summary.
- Added the ability to query sales for a date range based on city or state of origin or destination. This is becoming more and more useful as more and more states or destination are charging a tax.
- Added rate type as a sort criteria for this report.
- Added based on date of cancellation.

### 4. NEW CHART OF ACCOUNTS INTERFACE

**Figure 8. Chart Of Accounts**

Expanded report query parameters allows different views of the data. This has become increasingly important as more and more customers use this report to separate their revenue by account number.

## 5. NEW MOVE SCREEN

Customers who have purchased the Cost+ module will have access to the Calculate Rate Button. Rates can now be associated with a calendar to select different fare types. (See supplemental document on Cost Rates and Cost+.)

**Figure 9. Move Screen**

- We have moved the rate type to the move screen from the charter main screen, because the rate type discount or surcharge or profit target percentage can now be based on the departure date of the charter if a rate type calendar is set up. Each move in a charter can have a different departure date and hence a different rate adjustment.
- Fare type can be selected automatically or can be tied to a rate adjustment calendar date.
- Calculate rate once the move departure date is entered . Calculate rate selects the rate adjustment and associated fare structure for that date based on the association in the rate adjustment calculator. If the calendar is not set up, the default regular or basic rate is selected.

For additional information see RBS document costing.pdf.

## 6. V.17 DATABASE CHANGES - ADDITIONS

- Add driver last review date.
- Add date last change (this is used internally and in a number of accounting reports.)
- Increase Driver ID to 8 characters from four.

Report additions and changes:

- Added date last review to Driver Info Report - located on the print button under Utilities - Drivers.
- Rate Adjustment Calendar - under Management Reports shows which rate is associated with each day of the year.



As you can see this is an example listing of different buses that are available. If you double click on one of the buses you will see a screen with information about that individual bus.

Fare Type	Addl	Cal	Rate/Hour	Rate/Day	Min Day	Max Day	Live Mile	Dead Mile	Min Live	Min Dead	id
Corporat	-	-	-	-	-	-	-	-	-	-	2
Event R			.00	.00	.00	.00	.00	.00	.00	.00	4
Schools			30.00	225.00	3.00	12.00	1.70	1.50	.00	.00	3
Standard			35.00	250.00	3.00	12.00	1.75	1.60	.00	.00	1
Transfer	-	-	-	-	-	-	-	-	-	-	5

Figure 11. Bus Information

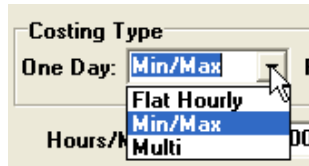
GoChart lets you have different fare types associated with a bus and then allows you to configure the costing for each fare type. As you can see there are a few example fare types listed. In order to work on the costing method for a fare type, double click the fare you would like.

Rate/Live Mile	Min Live Miles/Move	Free Live Miles/Move
.00	.00	.00

Rate/Dead Mile	Min Dead Miles/Move	Free Dead Miles/Move
.00	.00	.00

Figure 12. Fare Type Costing Method

As you can see there is a lot of information that you can set in this screen. This will allow you to configure any type of costing you would like for a fare type. This also will adjust for one day or multi day charters. The first thing you can pick is the costing type. If the charter is a one day you only have to worry about choosing one. However, if the charter is a multi day charter, GoChart gives you the option to have a different costing type for the first, last and middle days of the charter.



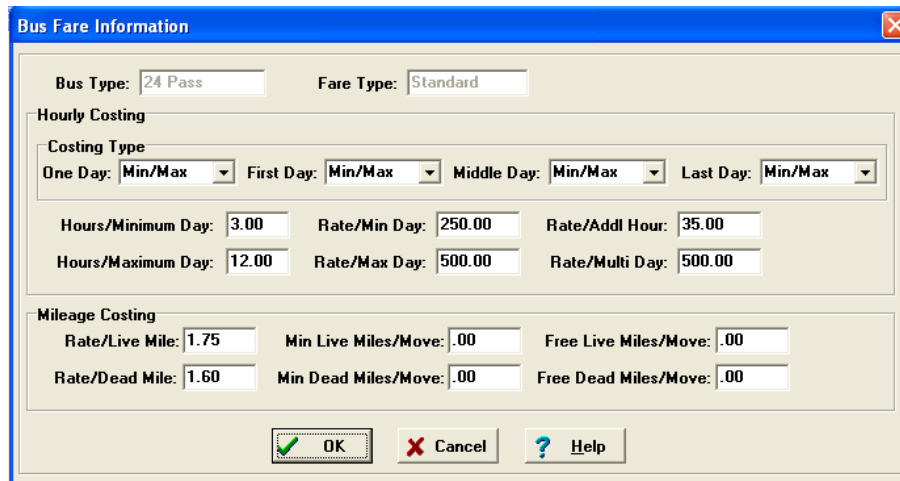
**Figure 13. Costing Types**

As you can see, you get 3 different options for a costing type: Flat Hourly, Min/Max and Multi. These options are available for each of the costing types. Also, with a multi day charter you can set a different costing type for each of the three sections of the charter.

Flat hourly rates are just what they suggest. If you pick this costing type, then the fare will be based on one rate for every hour the bus is in use.

Min/Max costing type takes into account the amount of hours the bus is in use. This way you have a rate for the minimum time the bus is in use and a max amount for the day. This covers for trips on both extremes, either very short or very long. For example, if a bus is in use for a short amount of time you would be able to insure that you received a minimum payment amount.

Multi costing type takes into account multi day charters. This way you can have a costing method for those charters that will charge a different fee. Often times you may want to reduce the price per day on a multi day charter. Multi charges multi day rate for each day, independent of hours in the day.



**Figure 14. Example Fare Information**

As you can see in this example, all the costing types are set to Min/Max. So, according to this example, the minimum hours is set to three hours and the max is set to twelve hours. This means that you can not charge over twelve hours and you must at least charge for three hours. The minimum day rate is set to \$250.00 and the maximum is set to \$500.00. You'll notice the rate for each additional hour is set to \$35.00. This means that a charter would get charged \$250.00 at least and then \$35.00 for each extra hour past three hours. However, because of the maximum that is set, the cost is set to a \$500.00 cap. Also, the multi day day is set to \$500.00. But because the costing type is set to Min/Max this rate does not come into play.

So, using this costing method we can figure the bus cost for an example charter. So, a one day charter

that ran for 8 hours would include the minimum cost of \$250.00 as well as five additional hours at a rate of \$35.00 for each hour. This would make the cost of that one day charter \$425.00. A multi day charter would be configured in the same manner.

If you were using the flat hourly costing method, the cost for the chartered bus would simply be the hours multiplied by the hourly rate that you set.

The multi day rate would be used only if the charter was more than one day obviously. This will charge a set amount for the day. For example, if you have a three day charter and you set the middle day costing type to be Multi, then the second day of the charter would have a cost of \$500.00. This is because the rate used on the above example for the multi day rate is set to \$500.00.

Also GoChart lets you set the mileage cost for your bus. The last section on the fare information screen deals with this. As you can see you have several choices where you can set a cost per mile. You can set the rate per live or dead miles. This means that for every live mile you would charge a certain fee as well as for the dead miles. Live miles refer to when the customer is on the bus and dead miles refers to any travel time the bus may have to do that does not involve the customer.

The category for the minimum live or dead miles per move lets you set a specific number that must at least be charged. For example, if you set the minimum live miles to one hundred but the charter has only seventy-five live miles, the customer would be charged for one hundred. The same works for the minimum dead miles per move.

The free live miles per move lets set a number of miles that are not charged for. The same is true for the free dead miles. For example, let's say you were to run a promotion where fifty live miles were free. Now, if you have a charter that has three hundred live miles, the customer would only be charged for two hundred and fifty. However, if you have a minimum set this comes into play as well. Hence, if you have a charter with one hundred and twenty five live miles, the customer would be charged for one hundred live miles even with the promotion. This is because the minimum set overrides any quantity that is set for the free live miles per move. The free dead miles per move works in the same manner.