

Cost of Poor Quality or Cost of Quality for Safer commuting

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Domain of work: Engaged Leadership and Learning (E2L) about COPQ or COQ for Safer Commuting	
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Abstract for ARAI/Global REN(s) or REPI teams:	
Vision: Develop COPQ or COQ understanding of E2L insight for safer commuting in the young generation's mindset and in businesses expecting to travel or transport goods by roads.	
Critical thinking revisited: Like how Rebuild, Rebound and Resurrect was the critical thinking in 2020 or so, it is now E2L Insight Advancement for existing/emerging "need and dynamics".	
Mission for this need and dynamics: Help young generations and businesses proactively respond to the need for Safer and Sustainable Commuting via well-defined E2L Theme based data analytics, knowledge driven analytics and solution-finding evaluations.	
Value development: Help relate to the conditions of our road systems and drive performance control via E2L Themes enabled transformative surveys, assessments, and questionnaires "To Find, To Engage and To Learn analysis and detailing of reports that can be submitted to the interested 4W/2W Brand manufacturers, the RTO, Fire and Emergency Services Departments, NEW Centres for Crashworthiness of vehicles in geo-coded landscape , Urban and Rural Local Government bodies for Road Infrastructure Projects, and Traffic Engineering etc.	
SMART Objectives: 1. Recognize the need to help the "sustainable crashworthiness/transformation of the 4W/2W-design-or-drive-performance hour-glass" for safe and sustainable commuting 2. Review & insightfully address the need for engaged leadership, critical-thinking-based knowledge, and learning modules for crashworthiness / safer commuting of vehicles in geo-coded landscapes. 3. Participate as per Race Engineering Network / Local Government expectations or domains of E2L work classifications in Safe and Sustainable commuting surveys, assessments, questionnaires and influencing of report detailing to help target decision makers hybridize solutions for mobility and e-mobility 4. Relate to the instrumental culture of the E2L Themes for Emergent and SMART safety engineering for road safety and commuting 5. Use emerging technologies such as Deep interaction/ Deep learning to help E2L for design/drive crashworthiness & performance keeping in mind EHNSG roadmaps EHNSG: Environment Health National Safety Goals	
6. Help NEXT Step Design for Performance Businesses/ YOUNG GENERATONS assist and transform "Safety Engineering, EHNSG issues or TMS studies by enabling	

solutions” from being policy based, corporate based or department based to Transformative Analytics for profile and process Improvement. TMS: stands for Time Motion Scale

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7. Innovate using the young generation, or via people from different backgrounds and by using businesses from different domains of work for managing or mitigating

Climate change or also Global Warming related cost of quality / cost of poor quality in safe and sustainable commuting

Known dynamics influencing the E2L Theme of Transformative and Accountable Road Safety:

1. Problems due to **known or expected** geo-coded degradation of road systems/ road infrastructure
2. Problems due to lack of **geo-coded safety engineering** of vehicles and road systems known to be used in Emergency services
3. Problems due to lack of **geo-coded safety engineering** landscaping of roads/road systems/routes known to be used in Emergency services
4. Problems due to lack of **geo-coded safety engineering / Essential Adherence** for Guidance/Control/Accountability for Active and Passive Safety Systems in Commuting by mission critical commuters

E2LTheme for Geo-coded Safety Engineering of vehicles

Engaged Leadership and Learning (E2L) is a vital must for Geo-coding of transformative expectations for managing or mitigating Climate change or also Global Warming related cost of quality / cost of poor quality in safe and sustainable commuting

The ability to geo-code safety engineering is related to what is called Drive to Perform (D2P) Accentuation or Drive to Perform in Reality (D2R) with drive performance dimensioning and workflows that help a E2LTheme based led hour-glass incorporate or improve D2P 5R(s) to Relate, to Respond, to Reduce Risk, to Accentuate Reciprocal safety and insightfully help TMS Resilience in climate change or cost of poor- quality afflicted road conditions/commuting.

Climate change or cost of poor quality will mean achieving performance in different geo-coded Drive performance dimensioning of the Road Surface, the expected START TIME TO END TIME for the Distance, the Guidance/Control/Accountability for the Drive time, and the E2L Correlation for Responsiveness, Performance and Reliability, where there is agile safety engineering and/or part-lifetime mitigation via strategic displays/condition monitoring/traceable fault tolerance/preventive and corrective action.

For teams involved in Fire and Emergency Services or Mission critical Services,

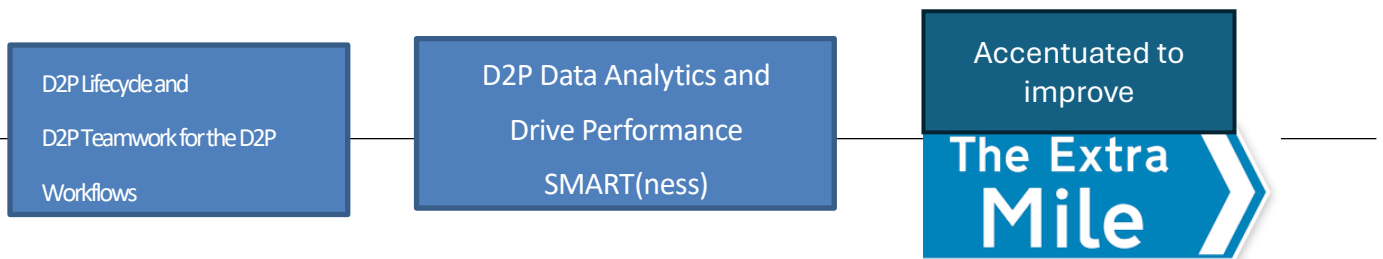
The first need is to design an D2P index for the location/the road systems/the dynamics/the TMS radius, where the index can be simply (1), (2), (3), (4) or combinations of them

- **(1) D2PI1:=** where this safe and sustainable commuting workflow will need to address History of interaction & **Foreseeable needs** and 5R(s)
- **(2) D2PI2: =** where this safe and sustainable commuting workflow will need to address **Critical Interaction Zone** needs and 5R(s)
- **(3) D2PI3: where** this safe and sustainable commuting workflow will need to address **Road/Road system dynamics** and 5R(s)
- **(4) D2PI4: where** this safe and sustainable commuting workflow will need to address **Advanced AGILITY needs and 5R(s)** (like air quality, rotational/unregulated acceleration, temperature/humidity, road system or road or terrain safety, with more than expected driving style for missions or incidences, for reliability and performance and more than regular expectations to drive with existing drive guidance and active or passive safety systems)

The Critical Interaction Zone for a workflow includes

1. **CRITICAL INTERACTION DETERMINERS for drive performance dimensioning also includes...**
 - ROAD SURFACE TOPPINGS OR COVERINGS,
 - LIGHT / SHADE ISSUES,
 - CURVES,
 - MEANDERS,
 - INCLINES,
 - BOTTLENECKS,
 - CLOSE PROXIMITY REGIONS
2. **The CRITICAL INTERACTIONS for driving or safe driving include**
 - EXPECTED AWARENESS/RESPONSIVENESS,
 - PROBABLE INCIDENCE/HAZARD/RISK/RULE COMPLIANCE,
 - PRECISE DRIVING,
 - ENDURANCE DRIVING,
 - INTERCEPTING CURVES,
 - MANEUVERING OPTIONS,
 - EXPECTED RESPONSE,
 - RAPID RESPONSE,
 - FLAGGING FOR geo-coded EMERGENCY RESPONSE / SPECIFIC NEEDS
3. **Developing of the D2P channelization for D2P lifecycles, workflows and teamwork**
4. **Providing and utilizing of D2P sampling elements for safe & sustainable commuting specific planning/incorporation**

5. Design/ Use D2P guided methodologies for Critical Interactions/Determiners/Dynamics for performance in fire & emergency services or mission critical services



6. Design/ Use E2L Acceptance for Vehicle Condition, or Telemetry-or-Sensor-control Assistants that help

- **Continual Quality Improvement for Guidelines for Structural Body Work and Crashworthiness**
- **Continual Quality Improvement for Guidelines for Automotive Mechanics and Maintenance/Repair/Tuning**
- **Continual Quality Improvement for Guidelines for Trouble shooting**
- **Continual Quality Improvement for Guidelines for Driver Fitness as per OCUPATIONAL REQUIREMENTS**
- **Continual Quality Improvement for Guidelines for Drive Performance / Experience detailing**
- **Continual Quality Improvement for Guidelines for Drive Performance / Experience Video Assistance**
- **Continual Quality Improvement for Guidelines for Contingency Plan Assistance**
- **Continual Quality Improvement for Guidelines for Call for Mitigation Assistance**
- **Continual Quality Improvement for Guidelines for a D2P-Fencing System Assistant & a Remote Management Assistant**

Contextual URL: <https://venkataoec.wixsite.com/d2p-accentuator>