The reminder of potentials

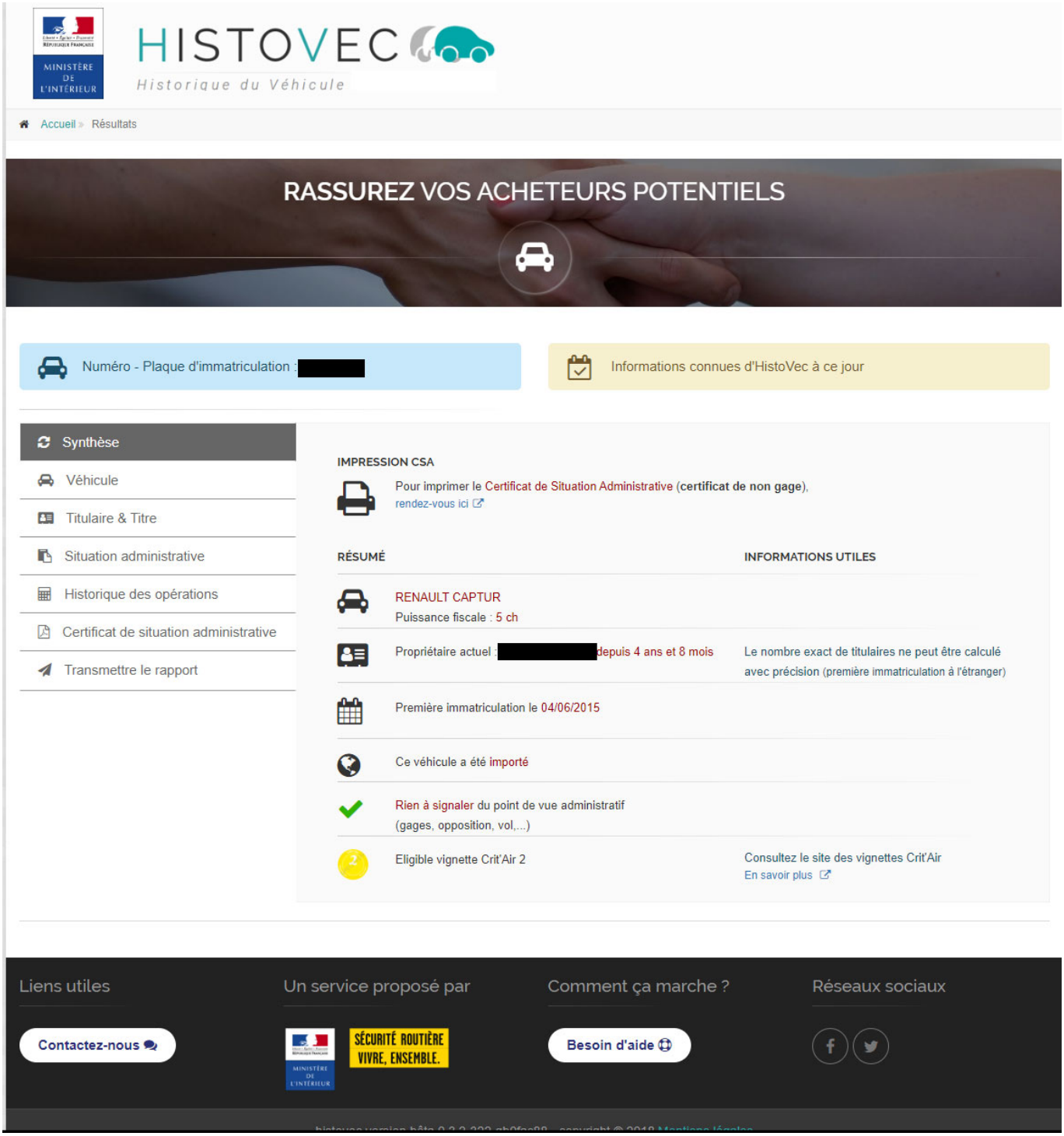
In the current state of development of our civilization, the combined forces of Digital technology and the Collective spirit have a very powerful and immediate potential on the quality of life of each Citizen. These impacts on the quality of life can affect precisely all aspects of this Daily Life, in all its forms.

Who?

A new proof of this is given with the pertinent suggestion of the French Senator of the Vienna's District, Alain Fouché (French. Info as of 10 March 2020) (Les Indépendants group) who proposed (information taken from the newspaper Sud-Ouest) to improve the information contained in the national vehicle life history file, the so-called Histovec service, in order to give buyers more legibility and transparency on the condition of the vehicle they are about to acquire.

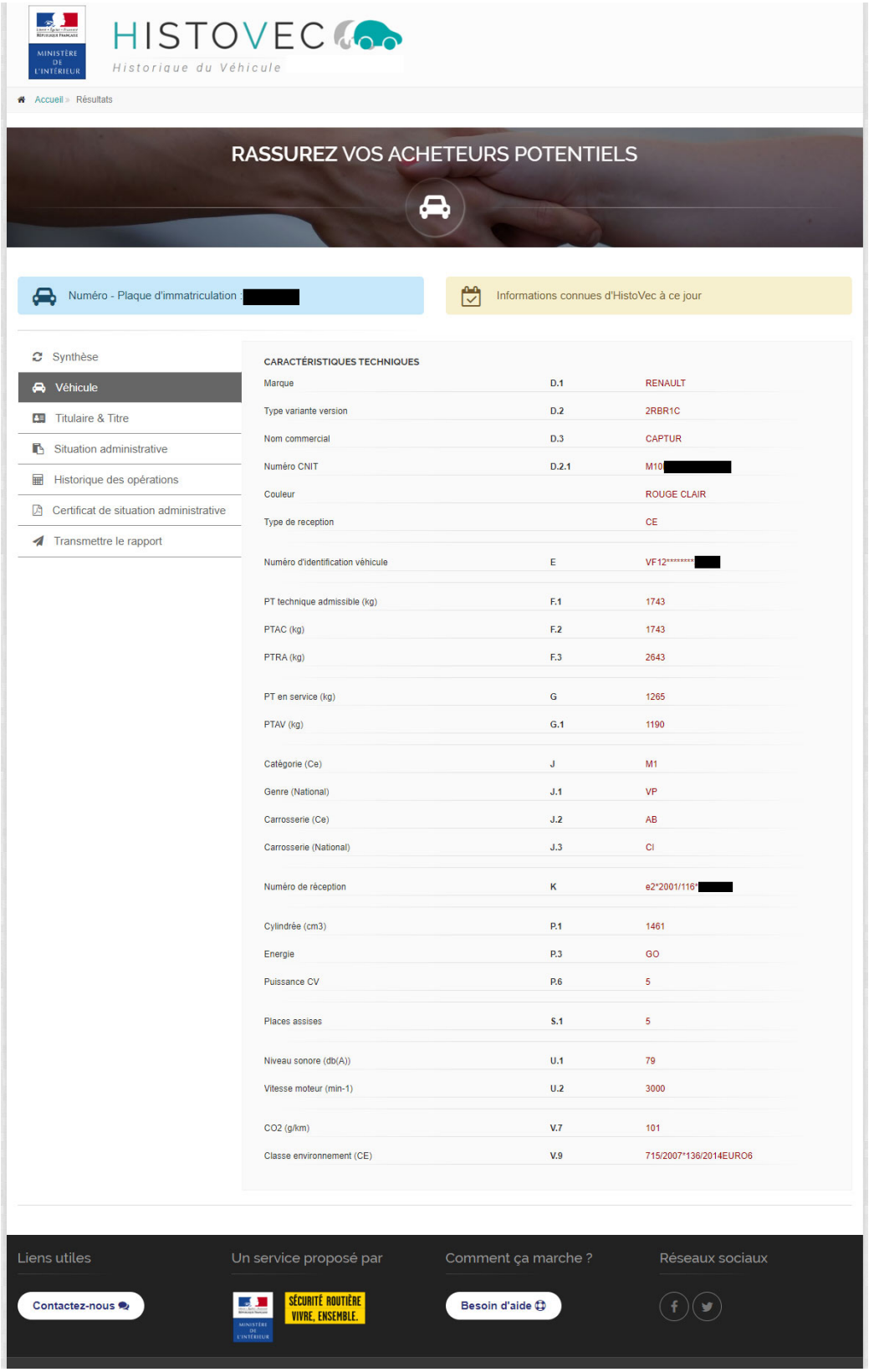
What?

The information contained in the Histovec file is as follows [in French □]. First of all, it concerns a summary of the key points of the vehicle (type of car, owner, first registration, see below for information).



Vehicle Synthesis @PAG

Then the technical characteristics of the vehicle (see information below, still in French).



HISTOVEC
Historique du Véhicule

Accueil » Résultats

RASSUREZ VOS ACHETEURS POTENTIELS

Numéro - Plaque d'immatriculation : [redacted]

Informations connues d'HistoVec à ce jour

- Synthèse
- Véhicule
- Titulaire & Titre
- Situation administrative
- Historique des opérations
- Certificat de situation administrative
- Transmettre le rapport

CARACTÉRISTIQUES TECHNIQUES

Marque	D.1	RENAULT
Type variante version	D.2	2RBR1C
Nom commercial	D.3	CAPTUR
Numéro CNIT	D.2.1	M10[redacted]
Couleur		ROUGE CLAIR
Type de reception		CE
Numéro d'identification véhicule	E	VF12********[redacted]
PT technique admissible (kg)	F.1	1743
PTAC (kg)	F.2	1743
PTRA (kg)	F.3	2643
PT en service (kg)	G	1265
PTAV (kg)	G.1	1190
Catégorie (Ce)	J	M1
Genre (National)	J.1	VP
Carrosserie (Ce)	J.2	AB
Carrosserie (National)	J.3	CI
Numéro de réception	K	e2*2001/116*[redacted]
Cylindrée (cm3)	P.1	1461
Energie	P.3	GO
Puissance CV	P.6	5
Places assises	S.1	5
Niveau sonore (db(A))	U.1	79
Vitesse moteur (min-1)	U.2	3000
CO2 (g/km)	V.7	101
Classe environnement (CE)	V.9	715/2007*136/2014EURO6

Liens utiles — Contactez-nous

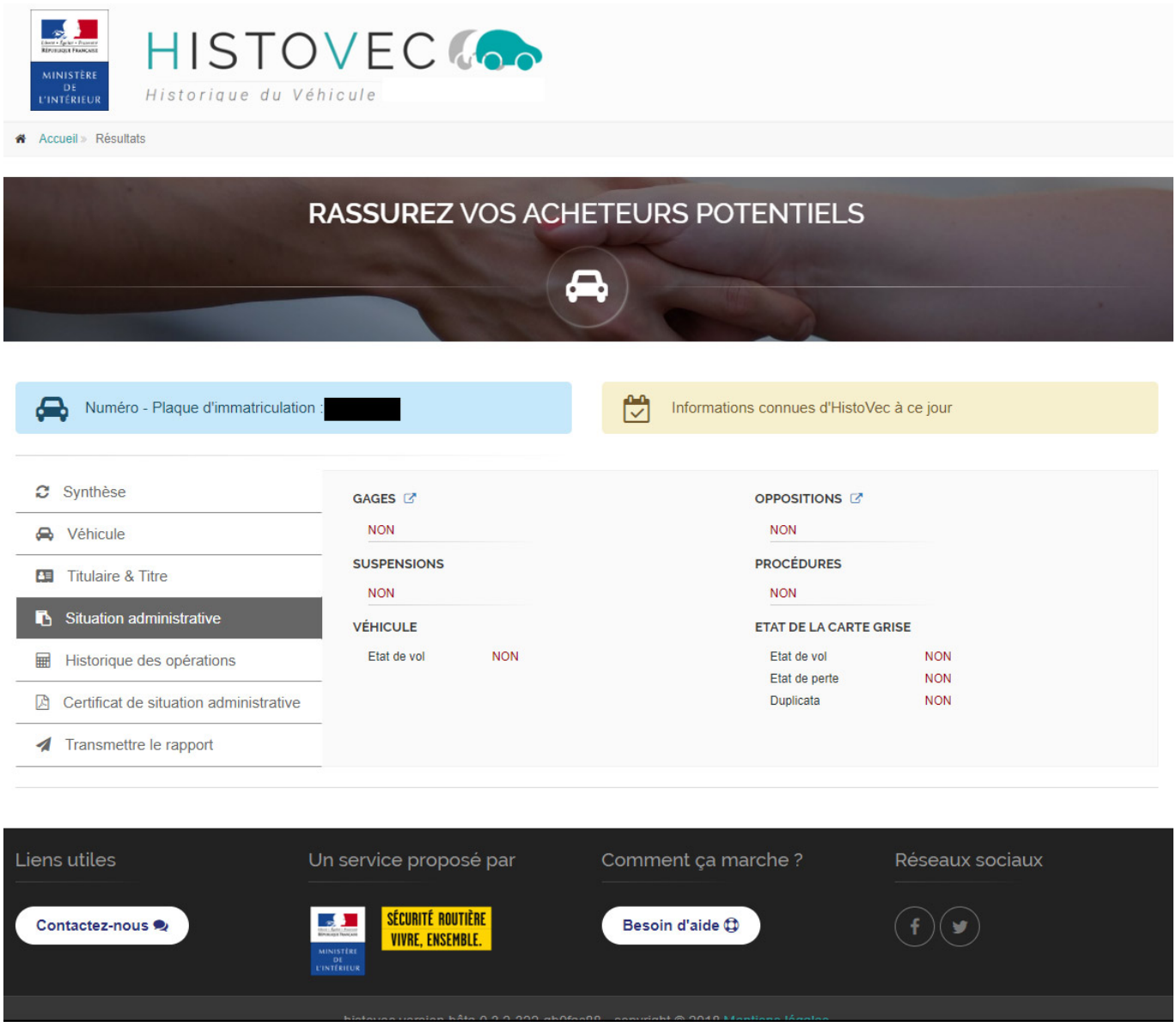
Un service proposé par — SÉCURITÉ ROUTIÈRE VIVRE, ENSEMBLE.

Comment ça marche ? — Besoin d'aide

Réseaux sociaux

Technical data Vehicle @PAG

We then have information on the holder and the title of the vehicle (car registration information). Then on the administrative situation of the vehicle (see information below).



Administrative situation Vehicle @PAG

Then information on the history of the operations, i.e. the various applications or procedures for the registration of the vehicle in question. And finally the requests for the receipt of the certificates of administrative situation and the possibilities of

transfer of documents to the eventual buyer (by QR code!).

We would like to thank all those who have contributed to the existence of the current database. We can never say enough the number of hours, colossal, that those who have worked on the subject have had to spend to provide a modern and fast service [2 minutes watch in hand to access the information, with especially time spent to find the vehicle registration card which is used to illustrate the screenshots]. We certainly have no idea how many meetings it took for different state services to coordinate and for everything to work on a Digital service accessible H24. This shows that a “modern” State, able to make full use of the new Technologies is largely possible. A small idea of the possible benefits is given by the deployment of this type of service. But it is possible to go further in the Quality of service provided. This is what French Senator Alain FOUCHÉ proposes.

The proposals of Senator Alain FOUCHÉ

As Sud-Ouest@preview reports (French), the overall idea is to make the purchase of used vehicles more secure by making it compulsory to have information on the mileage of the vehicle. Indeed, among the most frequent frauds on the sale of vehicles is fraud on the actual number of miles covered by the same vehicle. By reducing this figure on the odometer, it makes it possible to get rid of a vehicle that would be unsaleable given the actual number of miles travelled and/or to sell a vehicle that is not worth the asking price for much more. The idea is therefore to enter in the information contained on Histovec, at each mandatory stage of the vehicle, such as the technical inspection, the number of miles displayed on the mileage meter. This will make it possible to see inconsistencies between the figures entered during these checks and the figure displayed on the car when it was sold.

Meter Fraud

Safety issues

By certifying the number of miles, reliable information on the actual state of wear and tear of the vehicle is provided. This allows the buyer to have a global idea of the use of the vehicle and therefore, in addition to the engine, the stress on its vital safety components such as brakes, suspensions and transmission belts. Even if car manufacturers have made enormous progress in terms of safety in previous years, having a vehicle with 200,000 miles does not give the same certainty as having a vehicle at 30,000 miles.

However, in some actual and current cases, the level of fraud has been such that the physical safety of the purchasers of some new vehicles has been impacted. This is because mileage fraud often hides other safety concerns such as serious accidents that are more or less well repaired and make the vehicles unsafe to drive. It is therefore advisable to secure, in all senses of the word, this information on

mileage travelled.

Economic stakes

A vehicle purchase transaction based on false information results in an over-invoicing of the actual value of the vehicle. The market price was not respected. In addition to the dangers to the lives of users, overpaying for a vehicle leads, for 99% of the population, to an inability to quickly correct and repair hidden defects and faults that will be detected, sometimes too late, as the purchased vehicle is used.

Moral stakes

The progress of a Civilization can be measured by many criteria. Among them are those related to technological development and economic prosperity. Others relate to the moral quality of the members of this Civilization and the Life that is lived in it. To be able to live serenely in one's country, in one' s state, is one of these criteria. And knowing that one can make economic transactions in complete security and confidence is one of the factors that creates, maintains and develops this serenity. We must therefore not neglect this aspect of the importance of morality which is generated by the establishment of COOPERACTIVE ASSETS.

However, if French Senator Alain FOUCHÉ's proposal takes the quality of the information contained in Histovec to another level, it is possible, via the COOPERACTIVE ASSET angle, to propose additional possibilities on this subject.

Possible ways of improvement: the digital vehicle logbook

In the COOPERACTIVE ASSETS we try to group, cluster, have a collective in the broadest sense, as strong and as numerous as possible. It is in this state of mind that the current information contained in Histovec@preview should be seen. As a centralizing core of ALL the information related to a vehicle. Especially those related to the maintenance and therefore the safety of the vehicle. It is necessary to go further, even if it is already a good step, than the mileage information.

The brakes

One of the elements that can be added in this digital logbook concerns brake changes in the broad mechanical sense (shoes, pads, disc, fluid ...). The brakes are one of the previous elements of the safety of a vehicle. It is therefore necessary to know the changes made on this element or at least the “old age” state of this component. Knowing the date and also the mileage of the maintenance will give a better idea of the overall quality of the vehicle. It will also be possible to take advantage of spilling information into the digital logbook to provide the make and model of each component used in the repair or maintenance. This will make it possible to know, by collecting information for each vehicle, whether a particular make/model has more or less accidents than different makes/models in proportion to the number of accidents. Not to mention the information on the price of the component and the cost of the intervention, which can also be entered in this digital logbook (see the point “Linking with other levels of collective”).

Brake maintenance

Information on disc brakes

Tires

The same types of information can also be entered for tires. Data on the date of installation of new tires can be transferred. On their dimensions. Price. Model. Brand. All while noting the number of miles on the vehicle at the time of the intervention. Of course, the installation and removal of winter/summer tyres must be recorded in this book. One can imagine that these operations are always possibly done by each user without going through a garage. On the other hand, it is possible to attach the obligation for the current owner to take a photo, before and after, of the tyres changed and to upload this in the digital logbook. Or to have the tyre changes recorded for a symbolic price at an approved centre. The practical arrangements for carrying out these operations are part of each country’s choice and also fall under the heading “Practical arrangements for deployment” (see below).

Suspensions

Suspensions are also one of the safety points for driving a vehicle. As with brakes and tires, the Logbook will contain information on the model, manufacturer, price and date. All this is always linked to the number of miles recorded during maintenance or repair operations.

Other points

As the current author of the article does not have highly developed mechanical skills, the list of all the necessary items in this digital logbook cannot be immediately exhaustive. Information on other vehicle components such as the engine could be added. Nevertheless, the list of active safety features presented on the Wikipedia page on the subject can be used as a basis for expanding the data to be collected.

Synthesis of the contributions of the logbook (Digital Vehicle Register)

The obligation to fill in more information increases Safety. Safety for driving and economic security for financial transactions which will be based on certified information. This obligation also makes it possible to have, almost in real time, a global status of the “Fleet” of vehicles circulating in the country. It is thus possible to know the number of (declared) vehicles, the average number of miles driven, the average condition of brakes, tyres and suspensions. Of course, in order to avoid double recording of operations carried out in the technical inspection centres or garages, automatic data transmission via the internal company-customer invoicing system must eventually be introduced. Part of the data entered in the invoice and which must be transferred to the Digital Logbook will thus be automatically transferred to the Digital Logbook.

Liaison with other levels of collective

Another advantage of the existence of this Digital Vehicle Logbook is that it can be linked to the National Ledger. Each change of tires having been carried out by a garage having to be declared by this same garage in the digital logbook and in the General Ledger of National Accounting, it will be easy to make the accounting reconciliations necessary for the good verification of the acts and the declarations

of acts.

This will make it possible to trace and detect other frauds that are more of an economic type (VAT fraud) or fiscal.

COOPERATIVE ASSETS as Standards

COOPERATIVE ASSETS can take different forms, those of Natural Goods, services and many other forms. But they can also take the form of Standards, obligations, necessities, conditions to be fulfilled. The greatness of a Civilization is carried, and even guaranteed, by the existence of Standards. Whether they are economic, social or moral. We must now integrate Norms on Objects. And not only on their manufacturing process: how they are made, with what material, by whom, in what condition, for what recycling .... But also in their uses throughout their life cycle. And this is what the Digital Logbook will bring as a Standard. And any relevant Standard improves the Human Ecosystem. For apart from the problems of financial scams, let us remember that every death on the road is a tragedy that could be completely avoided if a combination of means and controls were combined for the greatest safety of all. Through the notion of COOPERACTIVE ASSETS and Standards, the Digital Vehicle Logbook is one of these means and controls. So get in the car@preview! But in complete safety.

SP 1: Practical deployment modalities

Of course, the complexity and difficulty of implementing such solutions lies in the mastery of details that will make all the difference in the quality of the service provided, its ease of implementation for all actors (seller, buyer, technical control, administration) and the fight against possible means of fraud. On this last point, there are different ways of combating fraud. In particular through standards imposed on new vehicles offered for sale by manufacturers. And the establishment of certain automated transfers of information. But, as for everything related to the setting to music of a COOPERACTIVE ASSET, you can use the services of ALPHAPOLIS.
