

The route changed on Friday. Here is every driver who confirmed it before Monday's run.

A named record of who acknowledged the route sheet, by depot, on the driver's own phone, with no company email needed. The question at the roadside or in the customer meeting has an answer.

THE SITUATION

A three-depot freight operator moves the rest break on its Nairobi to Mombasa run and changes the depot gate hours. The change goes out in a group chat and at one morning briefing. Half the drivers had left the group. The Mombasa night shift finds out at the gate. When the customer asks who was told, the operations manager has a screenshot with eleven ticks. The company has 160 drivers and pickers, most without a company email.

TODAY

- One group chat, one briefing.
- Eleven ticks for 160 people.
- The night shift finds out at the gate.

WITH THE RECORD

- One announcement, pinned at every depot.
- 141 confirmed by name; 19 pending, reminded.
- Drivers without email joined by access code.

HOW IT WORKS

Pinned Announcement

BO

Brian Otieno

Announcement

Sep 4 · All Depots

Route and rest-break change: Nairobi to Mombasa runs from Monday 7 September
From Monday the Nairobi to Mombasa run takes its 30-minute rest break at Mito Andei instead of Voi, and the Mombasa depot gate closes to inbound trucks at 22:00. The customer site rules for the Changamwe container depot are in the Knowledge Hub with the new route

ACTIVE CODES14

JOINED THIS MONTH37

SEATS USED160 / 175

SMS THIS MONTH41 / 300

Search workers...

All 52Active 14Joined 37Revoked 1

WORKER	PHONE BINDING	STATUS	EXPIRES / ACTIVITY	SITE
Dennis Ochieng	Locked to phone	Joined	Joined Aug 29	Nairobi · Driver

1. One route sheet, pinned at every depot, on every phone.

The fleet manager publishes once. Drivers see it pinned on their own phone and confirm with one tap before the run. Dispatch reads the count at the 05:30 briefing instead of asking the room.

2. Drivers without company email join with a code and their phone.

A supervisor issues one single-use code per named driver. The driver enters it with their phone number, gets a one-time text, and is in. SMS is used for the sign-in code only; notices never go by SMS. 37 joined this month.

Screens show Kilimani Freight, a fictional organisation. Every name and figure is invented to show how the product behaves.

WHAT YOU MUST EVIDENCE

UNITED STATES · FMCSA, MOTOR CARRIER SAFETY REGULATIONS
"Every driver and employee involved in motor carrier operations shall be instructed regarding, and shall comply with, all applicable regulations contained in this subchapter."
49 CFR 390.3(e)(2)

UNITED STATES · FMCSA, DRIVER QUALIFICATION
"Each motor carrier shall maintain a driver qualification file for each driver it employs."
49 CFR 391.51(a)

KENYA · OCCUPATIONAL SAFETY AND HEALTH ACT
"the provision of such information, instruction, training and supervision as is necessary to ensure the safety and health at work of every person employed"
Section 6(2)(c), Act No. 15 of 2007

Cited as what an operator must be able to show. Kayden Connect does not certify compliance with any of them.

WHAT CHANGES

WHAT THE PRODUCT RECORDS	WHAT CHANGES	WHY IT MATTERS, PER THE SOURCE
Acknowledgement on the route sheet, counted against active users	The question at the roadside or in the customer meeting has a numeric answer, by name and depot	FMCSA 49 CFR 390.3(e)(2): every driver "shall be instructed regarding" the applicable regulations
Access codes for drivers without company email	The people who never sit at a desk are on the record, not in a group chat they left	Kenya OSH Act s6(2)(c): "information, instruction, training and supervision" for every person employed
Required reading with due dates	The pre-trip checklist and the site rules are acknowledged per driver, by date, beside the qualification file	FMCSA 49 CFR 391.51(a): a driver qualification file "for each driver it employs"
Completion by depot	The depot that has not confirmed is visible before Monday, not at the gate	BLS 2024: 4.4 recordable cases per 100 full-time transportation and warehousing workers; 896 deaths

No figure in this table is a Kayden Connect result. We are in invitation-based early access and publish no customer results.

WHERE THIS USE CASE LANDS ON THE PLANS

CAPABILITY	SPARK	COMMAND	HQ
Acknowledgement on a post	Yes	Yes	Yes
Announcement post type, pinned	No	Yes	Yes
Frontline access codes	Yes	Yes	Yes
Required reading with due date	Yes	Yes	Yes
Coverage by department and site	No	Yes	Yes
Pulse surveys with anonymous mode	No	Yes	Yes
Evidence pack and audit log export	No	No	Yes
Analytics window	7 days	90 days	365 days

PRICES, USD, PER USER PER MONTH

\$4 Spark · from 5 seats · monthly or annual (annual saves 20%)	\$8 Command · from 10 seats · monthly or annual (annual saves 20%)	\$15 HQ · from 25 seats · annual only, \$180 per user per year
---	--	--

Storage 25 / 100 / 100 GB. AI allowance included on every plan, with top-up packs. Every limit is stated on kaydenconnect.com/pricing before you buy. Customer data is stored and processed in Google Cloud europe-west1 (Belgium); no SOC 2 or ISO 27001, not currently in scope.

WHAT IT DOES NOT DO

It is not a fleet or telematics system.	No routing, no ELD, no vehicle tracking. It carries the communication and the record of it.
It does not send notices by SMS.	SMS carries the one-time sign-in code only. Notices arrive in the app, by push and by email where one exists.
It does not certify compliance.	It produces the record you evidence with.

Early access is by invitation.

hello@kaydenconnect.com

kaydenconnect.com/use-cases/logistics

Kayden Connect LLC, 30 N Gould St Ste R, Sheridan, WY 82801, USA