



Dead Simple Auto

User Manual

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deadsimpleauto.com

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Why these are separate products

Welcome to Dead Simple Auto

Dead Simple Auto is fleet management software for people who rent out cars and want to know, without ceremony, three things: where every car is, what it is earning, and what it is costing. It is built for independent rental operators running roughly 5 to 50 cars, for Turo and Getaround hosts who want their own books and their own booking link. It is a cloud service, hosted by us: sign in from a browser and run your fleet — there is nothing to install and nothing to maintain.

The philosophy

Three ideas run through everything in this manual.

Track what cars earn and what they cost. Revenue is the easy half. Dead Simple Auto also carries the unglamorous half — loan payments, insurance, depreciation, tolls, parts, the shop invoice you photographed in a parking lot — down to the individual vehicle, so an idle financed car shows its loss instead of hiding in a fleet average. The Money chapter covers this in full.

Evidence that holds up. Condition photos are captured in a guided flow and compared angle-for-angle at close. Agreements are e-signed with the signer's IP recorded. GPS trails come from the car, toll statements from the agency's own file, and odometer readings from a photograph of the dash — not from a form field. When a charge is disputed, you can build a single hashed PDF packet out of all of it.

Nothing is charged automatically. Fuel shortfalls, late returns, tolls, damage findings, and policy breaches all become *suggestions* — line items a human looks at and approves or discards. The software never moves money on its own. In the same spirit, remote immobilisation reports what actually happened — requested, queued, sent — and never claims a car is disabled just because a flag was written somewhere.

The three parts of the system

Dead Simple Auto is one product with three faces.

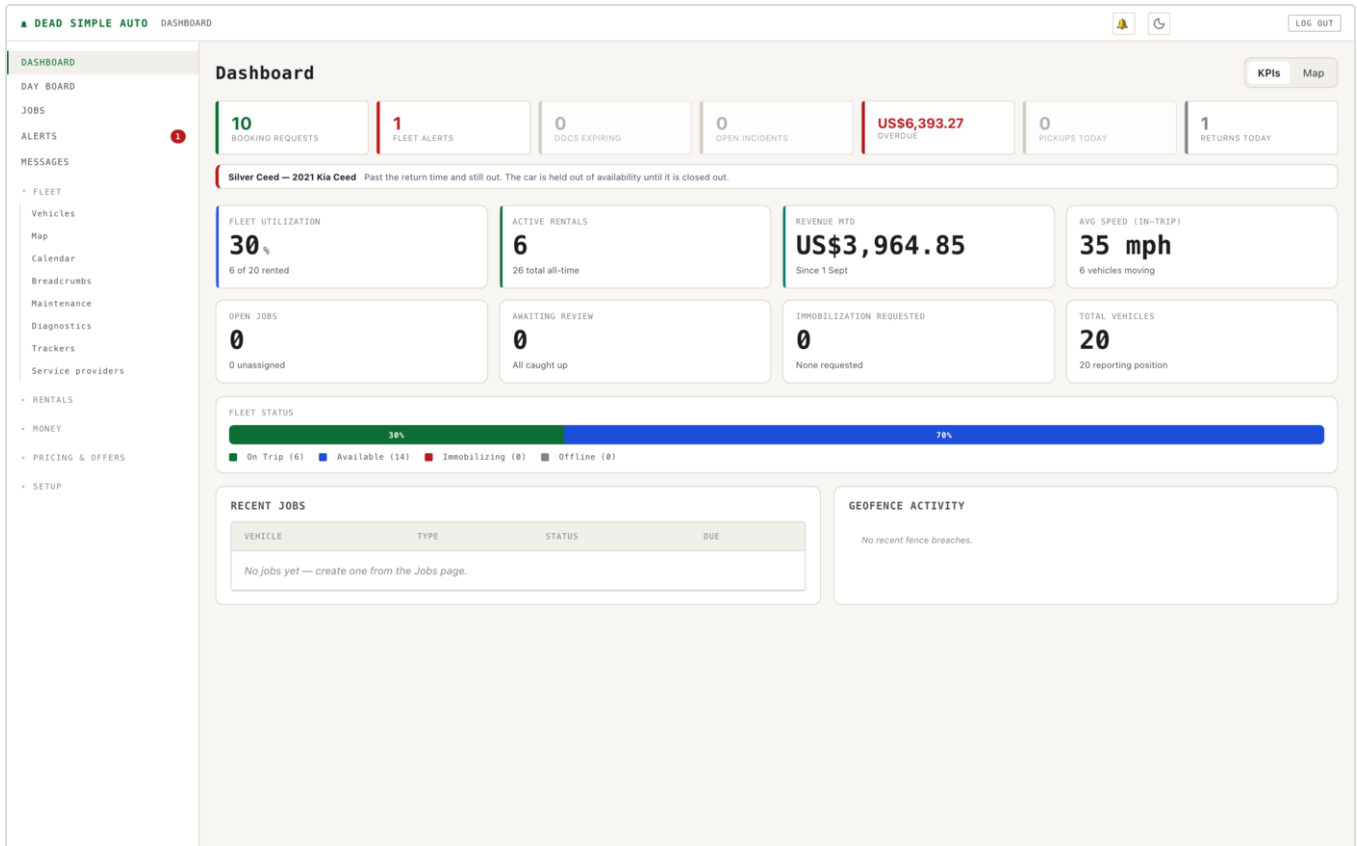
The web dashboard is where you, the operator, live. Everything in this manual happens here unless it says otherwise.

Guest-facing public pages are what your renters see, on links you send them: your direct booking portal, the in-trip hub with vehicle facts and roadside reporting, self-service pickup and return, damage reports, and the settlement statement with its per-line “question this charge” route. Guests never log in to your dashboard and never see anyone else's data. Guest-facing pages are available in English, Spanish, French, German, and Portuguese.

The field-staff mobile app (iOS and Android) is for whoever is physically at the car — scanning QR codes, photographing odometers, working through job checklists. It is deliberately lightweight: essentials for the person in the parking lot, not a phone-sized copy of the dashboard.

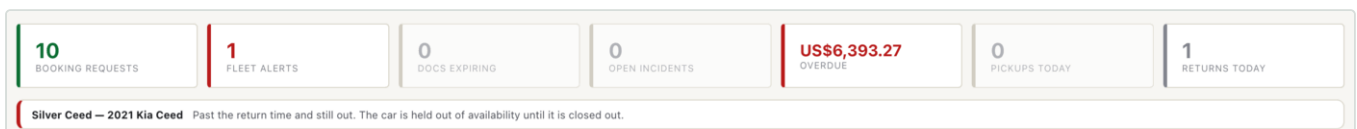
Finding your way around

The left navigation starts with five pinned items — the ones you touch daily, in the order a day usually goes: **Dashboard**, **Day Board**, **Jobs**, **Alerts**, and **Messages**. Alerts and Messages carry live count badges so you can see from anywhere that something is waiting.



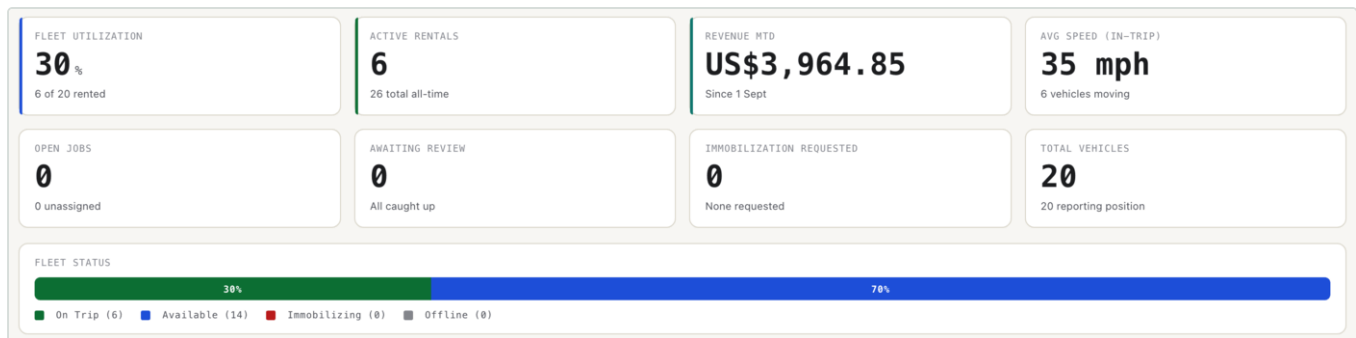
The dashboard opens with counts of what needs attention today, headline numbers for utilization and revenue, and a live fleet status bar.

The dashboard leads with attention, not vanity metrics. The top strip counts the things that need a decision from you — booking requests, fleet alerts, expiring documents, open incidents, overdue money, and today's pickups and returns — and anything urgent, like a car past its return time, gets its own banner underneath.



The attention strip counts booking requests, alerts, expiring documents, incidents, overdue balances, and today's movements, with an overdue-return banner below.

Below that come the operating numbers: fleet utilization, active rentals, month-to-date revenue, open jobs, and a fleet status bar showing how many cars are on trip, available, immobilizing, or offline at this moment.

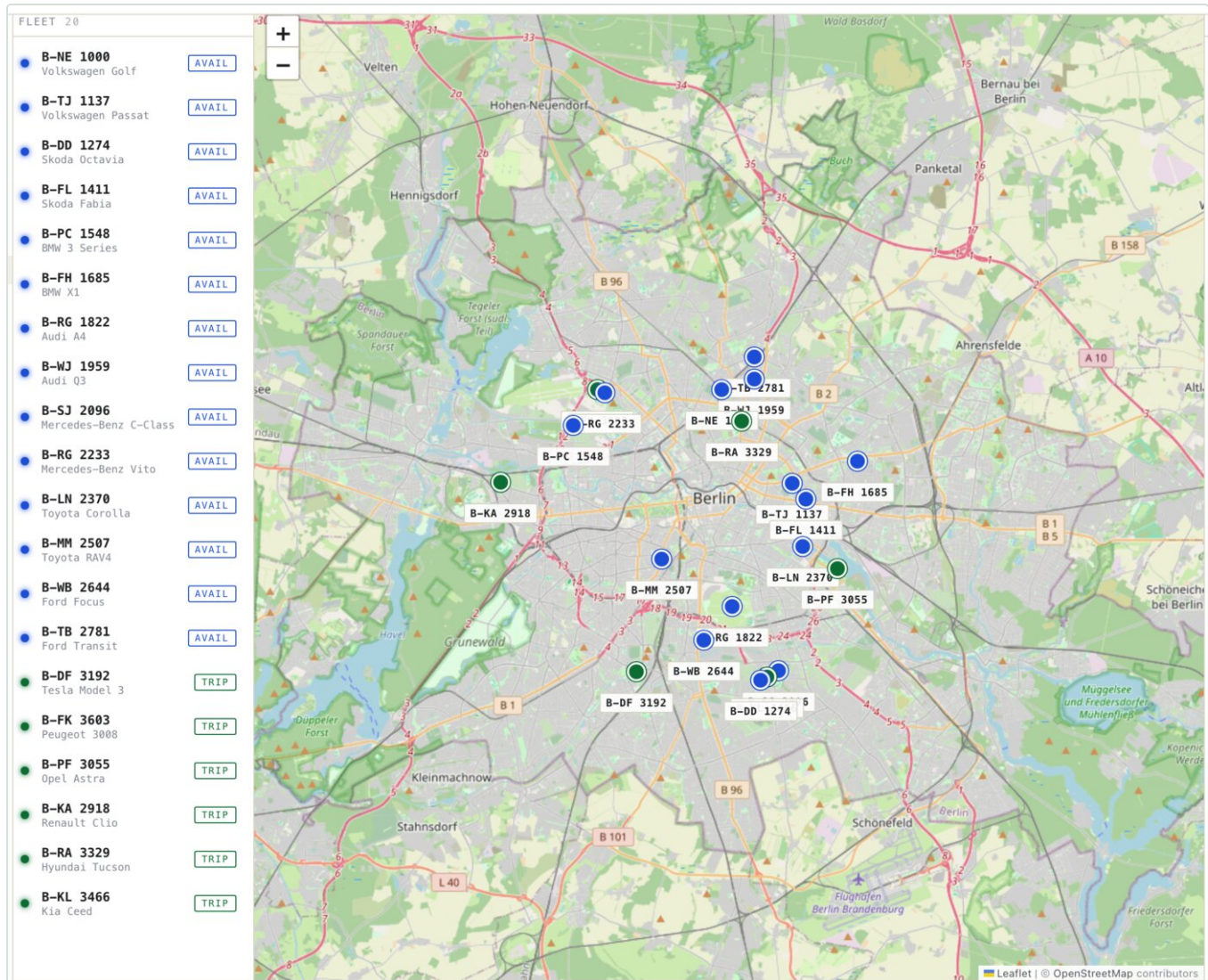


Utilization, active rentals, month-to-date revenue, and the fleet status bar summarize how the fleet is doing right now.

The rest of the navigation is grouped by what you are doing, not by database table:

GROUP	WHAT LIVES THERE
Fleet	Vehicles, Map, Calendar, Breadcrumbs, Maintenance, Diagnostics, Trackers, Service providers
Rentals	Rentals, Bookings, Customers
Money	P&L, Reports, Receivables, Collections, Tolls, Toll auditor
Pricing & offers	Dynamic pricing, Promo codes, Referrals, Add-ons
Setup	Settings, Team, Usage policies, Workflows, Imports, Turo unmatched, Notifications

Fleet is the physical cars: the register, the live map, the availability calendar, GPS breadcrumb trails, and everything that keeps cars running. **Rentals** is the business of putting cars out and getting them back. **Money** is what happened and what you are owed. **Pricing & offers** is kept separate from Money on purpose — reading the past and changing the future are different jobs. **Setup** is touched once and forgotten; if you are in there weekly, something is wrong.



The live map shows every car's position and status, with the fleet listed alongside — available cars in blue, cars on trip in green.

Under **Fleet** → **Map** you get every reporting car on one map, with the fleet listed alongside and each car flagged as available or on trip. Clicking a car shows its details in the panel on the right.

Note: Screenshots in this manual show a seeded demo fleet. Your plates, cars, and numbers will differ; the screens will not.

Knowing where the cars are

Position data comes from hardware you choose per vehicle, and the software treats all of it the same:

- **An OBD-II dongle** plugs into the diagnostic socket in thirty seconds and reads what only the engine knows — fault codes, check-engine status, and fuel level straight off the bus. A renter can unplug it.
- **A hardwired GPS tracker** is wired behind the dash, out of sight and out of reach. This is the option for cars that go out to strangers.
- **An old Android phone** in the glovebox reports position only. Honest use: proving the idea before you buy hardware.

- **An immobiliser relay**, fitted by an auto electrician alongside a hardwired tracker, lets you disable a *stationary* car remotely. Wired correctly it fails safe — a dead tracker still starts the car — and a command issued while the vehicle is moving is held, then sent only once the car has stopped. Not as an option, not behind a warning: the product will not stop a moving car.

Fitting, protocols, and the safety reasoning are covered in the Telematics chapter.

Note: You can run Dead Simple Auto with no hardware at all. Rentals, bookings, money, and maintenance all work without GPS — you just lose the map, the trails, and everything derived from them.

Where to go next

If you are setting up from scratch, continue in order: the next chapters walk through adding your vehicles, connecting trackers, and taking your first booking. If you imported history from Turo or Getaround, your past rentals are already feeding the P&L — start with the Money chapter to see what your fleet has really been earning.

Getting Started

Signing in

Dead Simple Auto is multi-tenant: one installation can host several organizations, and each organization has a short identifier called a **slug**. The sign-in screen therefore asks for three things — your organization slug, your email, and your password. Your slug was chosen when your organization was created; if you run your own installation, the seed setup creates one called `main`.

The sign-in card also shows the API URL it is talking to, so if a login fails you can see at a glance whether you are pointed at the right server. There is a **Forgot password?** link below the button if you need a reset email.



Dead Simple Auto

Sign in to manage jobs, rentals, and fleet.

ORGANIZATION SLUG

main

EMAIL

PASSWORD

API URL: <https://dsa.qfarms.com/api/v1>

SIGN IN

[FORGOT PASSWORD?](#)

The sign-in screen asks for an organization slug, email, and password, and shows which API server it will talk to.

Note: Only admin accounts land in the interface described in this manual. Staff accounts are taken to the simplified staff dashboard at `/staff` instead — see the Team section below.

The layout

After signing in you land on the Dashboard. Every page shares the same frame:

- **Top bar** — the product name, the name of the page you are on, a notification bell, a light/dark theme toggle, your account, and **Log out**.
- **Sidebar** — the navigation tree, described next.
- **Content area** — the page itself.

The sidebar starts with five pinned items that are always visible, in the order you tend to touch them during a day: **Dashboard**, **Day Board**, **Jobs**, **Alerts**, and **Messages**. Alerts and Messages carry live count badges, so an unread message or an active alert is visible from anywhere in the app.

Below the pinned items are five collapsible groups, organized by task rather than by database table:

GROUP	WHAT'S INSIDE
Fleet	Vehicles, Map, Calendar, Breadcrumbs, Maintenance, Diagnostics, Trackers, Service providers
Rentals	Rentals, Bookings, Customers
Money	P&L, Reports, Receivables, Collections, Tolls, Toll auditor
Pricing & offers	Dynamic pricing, Promo codes, Referrals, Add-ons
Setup	Settings, Team, Usage policies, Workflows, Imports, Turo unmatched, Notifications

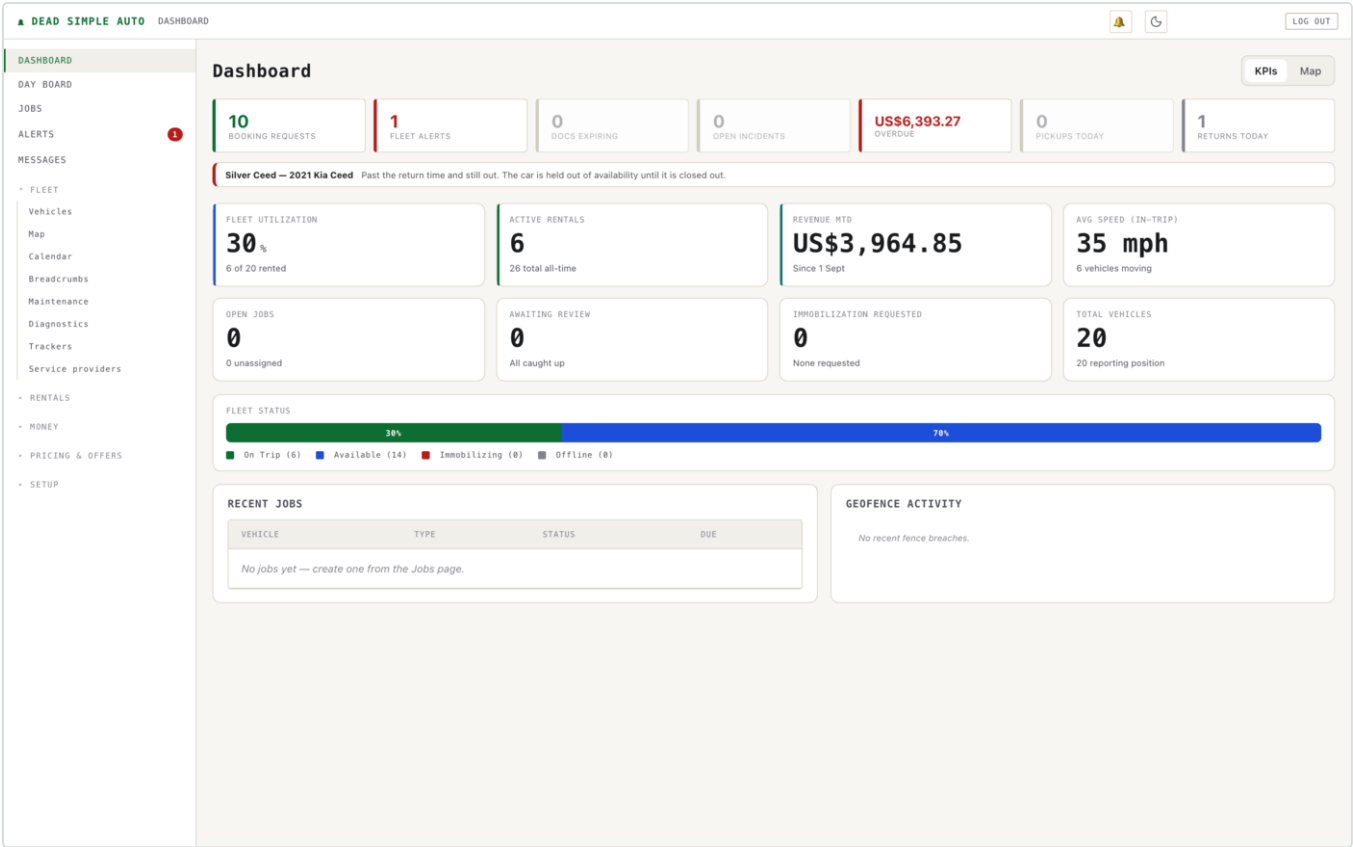
The tree remembers which groups you leave open, and the group containing the page you are on opens automatically when you arrive. If you collapse a group while you are inside one of its pages, the collapsed header shows a dot so you can still tell where you are.

The Dashboard

The dashboard leads with what needs attention today, not with vanity numbers. The top row is a set of counters — booking requests, fleet alerts, documents expiring, open incidents, overdue money, and today's pickups and returns — and any counter that is zero is greyed out so the non-zero ones stand out. Directly

below, anything genuinely urgent gets a banner: an overdue rental, for example, appears with the car’s name and a plain statement of what is wrong and what the software is doing about it.

Below the attention row come the operating numbers: fleet utilization, active rentals, revenue month-to-date, average in-trip speed, open jobs, items awaiting review, immobilization requests, and total vehicles, with how many are reporting a position. A fleet status bar shows how many cars are on a trip, available, immobilizing, or offline right now. The **KPIs / Map** toggle in the corner swaps the whole view for a live map of the fleet — the same map that lives under Fleet in the sidebar. Recent jobs and geofence activity round out the page.



The dashboard leads with attention counters and an urgent-item banner, then operating KPIs and a live fleet status bar.

The Day Board

The Day Board is the morning question answered on one screen: which cars go out today, and which come back. It shows two lists — **Going out** and **Coming back** — each entry with its time, the vehicle, and the customer. Arrow buttons and a date picker move you to any other day, and **Today** brings you back. A footer states which timezone the times are shown in, so there is no guessing.

Day board

←

09 / 06 / 2026

→

TODAY

GOING OUT · 0

Nothing here.

COMING BACK · 1

10:49

Silver Ceed · Hanna Hofmann

Times shown in America/New_York.

The Day Board lists the day's departures and returns, with arrows and a date picker to move between days.

Alerts

The Alerts page collects live risks on cars that are out — overdue returns, low fuel, speeding, and the other conditions the fleet alert engine watches. Each alert shows what happened, which car, a severity level, and what the software is doing about it. Alerts are **self-clearing**: when the cause is fixed — the overdue car is closed out, the tank is filled — the alert goes away on its own. You do not dismiss alerts; you fix things. Push delivery for alerts is enabled under Settings, in the Fleet alerts section.

Alerts

Live risks on cars that are out — overdue returns, low fuel, and speeding. Enable push under Settings → Fleet alerts.



Rental overdue · Silver Ceed — 2021 Kia Ceed

Past the return time and still out. The car is held out of availability until it is closed out.

HIGH

An alert states the problem, the car, its severity, and what the software is doing in response.

Messages

Messages is two-way chat with your team and, through the guest messaging features, with renters. Conversations are listed on the left with a search box; every organization starts with an org-wide channel. Unread counts appear on the conversation and on the Messages item in the sidebar, so nothing waits unseen. The bell icon on a conversation mutes notifications for that conversation only.

Your profile and password

Your profile page holds your photo (shown in chat and on the team page), your notification preferences — including a single switch to mute all push notifications on your phone — and your password.

Changing your password requires your **current password** and a new one of at least 8 characters, entered twice. The page is blunt about the consequences: changing your password signs out nothing else, but any password-reset email already sent stops working.

Password

Changing this signs out nothing else, but any password-reset email already sent stops working.

Current password

New password

Confirm new password

CHANGE PASSWORD

Changing your password requires the current one, and the page states exactly what the change does and does not invalidate.

Team

Team management lives under **Setup** → **Team**. The page lists every member of your organization with their role, status, last login, and the date they were added. + **Invite staff** adds a new member.

There are two roles. **Admins** get the full interface in this manual. **Staff** get the staff dashboard at `/staff`, where they claim and complete jobs — cleaning, delivery, inspection — without access to money, settings, or customer data beyond what the job needs. The field staff mobile app uses the same staff accounts; see the Jobs & Workflows chapter for how work gets assigned.

Note: You cannot demote or deactivate yourself from the Team page — your own row is marked “you” and managed separately, which prevents locking your organization out of its only admin account.

Your Fleet

Everything in this chapter lives under **Fleet** in the left navigation: **Vehicles**, **Map**, **Calendar**, and **Breadcrumbs**. The same section also holds **Maintenance**, **Diagnostics**, **Trackers**, and **Service providers**, which are covered in their own chapters.

The vehicle register

Fleet → **Vehicles** is the master list of every car you operate. Each row shows the plate, VIN, make and model, current status (available or on a trip), whether a GPS tracker is attached, and the last known odometer reading. The counters at the top of the page give you the totals at a glance: how many vehicles you have, how many are tracked, and how many are available right now. A search box filters by plate, VIN, make, or model.

DEAD SIMPLE AUTO VEHICLES

DASHBOARD

DAY BOARD

JOBS

ALERTS

MESSAGES

FLEET

Vehicles

Map

Calendar

Breadcrumbs

Maintenance

Diagnostics

Trackers

Service providers

RENTALS

MONEY

PRICING & OFFERS

SETUP

Vehicles

Search plate, VIN, make, model...

TOTAL 20 TRACKED 0 AVAILABLE 14

+ ADD VEHICLE

PLATE	VIN	MAKE / MODEL	STATUS	TRACKERS	ODOMETER	
B-NE 1000	—	2021 Volkswagen Golf	AVAILABLE	None	84,639 mi	DETAILS EDIT DELETE
B-TJ 1137	—	2020 Volkswagen Passat	AVAILABLE	None	86,798 mi	DETAILS EDIT DELETE
B-DD 1274	—	2022 Skoda Octavia	AVAILABLE	None	47,298 mi	DETAILS EDIT DELETE
B-FL 1411	—	2021 Skoda Fabia	AVAILABLE	None	37,426 mi	DETAILS EDIT DELETE
B-PC 1548	—	2022 BMW 3 Series	AVAILABLE	None	54,224 mi	DETAILS EDIT DELETE
B-FH 1685	—	2021 BMW X1	AVAILABLE	None	90,071 mi	DETAILS EDIT DELETE
B-RG 1822	—	2020 Audi A4	AVAILABLE	None	53,395 mi	DETAILS EDIT DELETE
B-WJ 1959	—	2022 Audi Q3	AVAILABLE	None	14,174 mi	DETAILS EDIT DELETE
B-SJ 2096	—	2021 Mercedes-Benz C-Class	AVAILABLE	None	70,128 mi	DETAILS EDIT DELETE
B-RG 2233	—	2019 Mercedes-Benz Vito	AVAILABLE	None	30,911 mi	DETAILS EDIT DELETE
B-LN 2370	—	2022 Toyota Corolla	AVAILABLE	None	77,020 mi	DETAILS EDIT DELETE
B-MM 2507	—	2021 Toyota RAV4	AVAILABLE	None	92,751 mi	DETAILS EDIT DELETE
B-WB 2644	—	2020 Ford Focus	AVAILABLE	None	28,046 mi	DETAILS EDIT DELETE
B-TB 2781	—	2019 Ford Transit	AVAILABLE	None	22,783 mi	DETAILS EDIT DELETE
B-DF 3192	—	2023 Tesla Model 3	ON TRIP	None	31,793 mi	DETAILS EDIT DELETE
B-FK 3603	—	2020 Peugeot 3008	ON TRIP	None	66,365 mi	DETAILS EDIT DELETE
B-PF 3055	—	2021 Opel Astra	ON TRIP	None	27,896 mi	DETAILS EDIT DELETE
B-KA 2918	—	2022 Renault Clio	ON TRIP	None	93,819 mi	DETAILS EDIT DELETE

The vehicle register lists every car with its plate, VIN, status, tracker, and odometer, with fleet totals across the top.

Click **+ Add Vehicle** to register a car. The plate is the only required field; the rest — VIN, year, make, model, trim, color, daily rate, odometer, fuel type, transmission — you fill in as you know it. The same form assigns GPS trackers (up to three per car) and controls whether the car is listed on your booking portal. The vehicle photo, registration, and insurance documents are attached by editing the vehicle once it exists. From each row, **Details** opens the vehicle's page, **Edit** changes its record, and **Delete** removes it.

Note: VINs and internal vehicle codes are unique within your organization. If you try to register a car twice, the software refuses rather than silently creating a duplicate.

The vehicle detail page

Every car gets its own page. The header shows the essentials — plate, make and model, status, VIN, color, odometer, and daily rate — alongside the vehicle photo (or a placeholder until you add one). If no GPS tracker is attached, a banner says so plainly and offers a **Register Tracker** button.

Below the header, a mini-map draws the last 24 hours of GPS trail, with a point count and a last-updated time, and telemetry tiles show speed, fuel, battery, and RPM. Tiles with nothing to report show a dash instead of a made-up number. A panel to the right shows the current rental, or states that the vehicle is not rented and is available to assign.

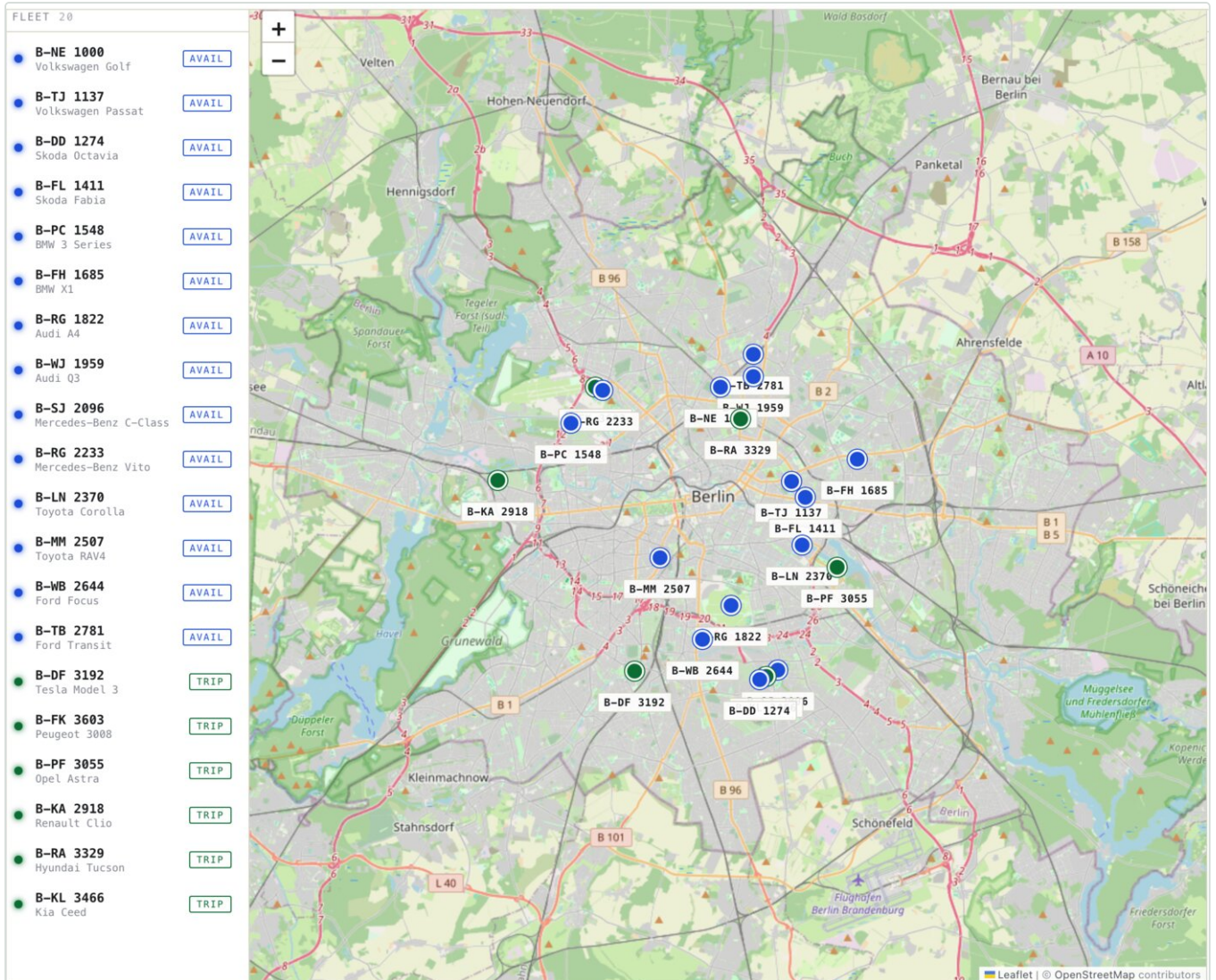
Below that, tabs collect the vehicle's history in one place: **Rental History**, **Maintenance**, **Service & Body**, **Stats**, **Geofence**, and **Financials**. This is the vehicle's timeline — every rental, maintenance job, service visit, and expense that touched this car, without hunting through separate lists. The rental history table shows each rental's customer, dates, status, total, and where it came from (manual entry, the booking portal, or an import).

Rental History (2) Maintenance (1) Service & Body Stats Geofence (0) Financials					
RENTAL HISTORY					
CUSTOMER	START	END	STATUS	TOTAL	SOURCE
Anna Schmidt	23 Sept 2026	26 Sept 2026	RESERVED	US\$162.74	manual
Anna Schmidt	20 Jul 2026	26 Jul 2026	CLOSED	US\$299.78	manual

The timeline tabs on a vehicle's page collect its rentals, maintenance, service work, stats, geofences, and financials, starting with the rental history.

The live map

Fleet → **Map** puts every tracked car on one map. The panel on the left lists the fleet with a status chip per car — available, on a trip, or offline — and the map shows each vehicle as a marker labeled with its plate. Click a vehicle in the list or on the map and the panel on the right fills with its details: status, driver, position, speed, and when the position was last updated, plus shortcuts to the vehicle page, the driver, the trip log, and the killswitch.

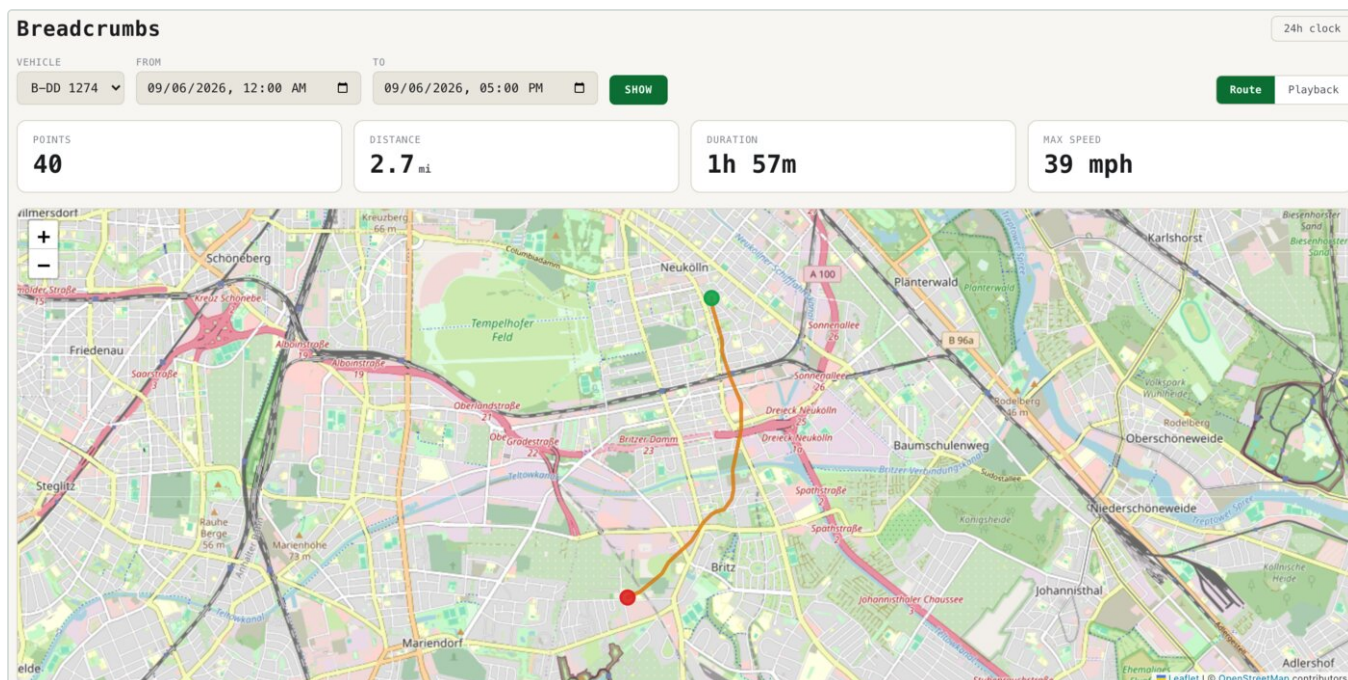


The live map shows every tracked vehicle as a plate-labeled marker, with the fleet list and per-car status alongside.

Note: A car without a tracker has no position to show — the fleet count at the top of the list calls out how many cars are missing one. The map reports what the trackers report; nothing is interpolated or guessed.

Breadcrumbs

Fleet → **Breadcrumbs** shows where one vehicle actually went. Pick a vehicle, set a from/to time window, and press **Show**. The route draws on the map from a green start marker to a red end marker, and four tiles summarize the window: how many GPS points, the distance covered, the duration, and the maximum speed. A **Route/Playback** toggle switches between the drawn trail and a replay, and a **24h clock** toggle sets the time format.

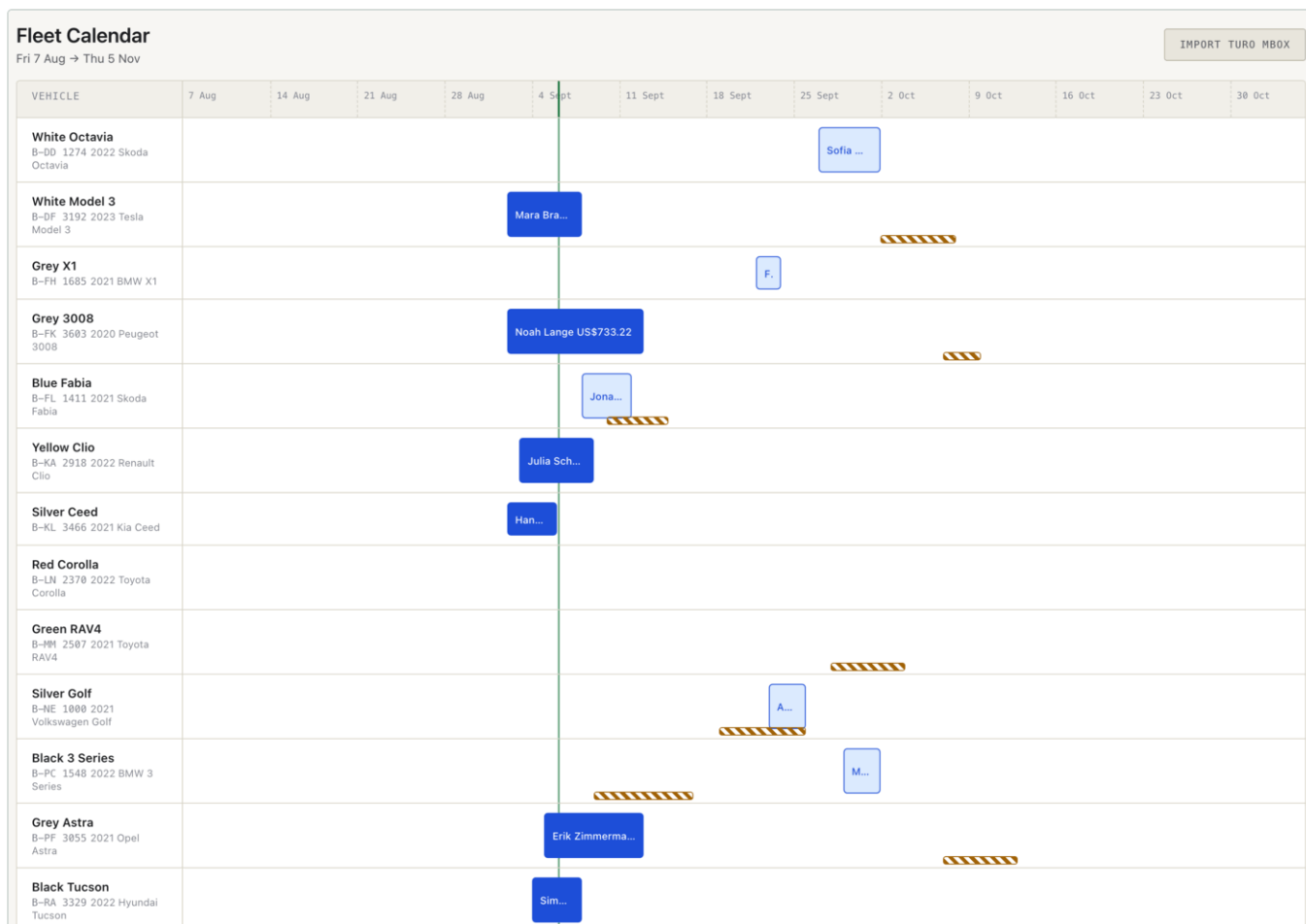


The Breadcrumbs page draws a vehicle's GPS trail for a chosen time window, summarized by points, distance, duration, and maximum speed.

This is the page to open when a renter disputes where the car was, or when a toll charge doesn't look right — the same trails feed the toll auditor (see the Money chapter).

The fleet calendar

Fleet → **Calendar** lays every vehicle's schedule on one timeline, one row per car, with a vertical line marking today. Rentals appear as bars carrying the customer's name — solid for rentals in progress, lighter outlined for reservations still ahead, and bookings imported from Turo wear a small **T** tag. **Pending holds** — booking requests you haven't approved yet — draw as a thin striped band along the bottom of the row, so a request that overlaps a confirmed rental is visible before it becomes a problem; clicking a hold jumps to your booking inbox. Blackouts appear as gold-striped blocks (more on those below). The **Import Turo mbox** button on this page pulls your Turo bookings into the same view.



The fleet calendar shows every vehicle’s bookings on one timeline — solid bars for rentals in progress, outlined bars for reservations, striped bands for pending holds — with a line marking today.

Blackouts

A blackout takes a car off sale. When you black out a vehicle for a date range — because it is in the body shop, being sold, or you just don’t want it rented — it is removed from **every** booking surface at once: the direct booking portal, fleet search, the embeddable widget, and staff-created rentals all go through the same availability check. There is no surface that forgets. You manage blackouts from the vehicle’s own page, and they appear on the fleet calendar as striped blocks — click one to remove it. Maintenance jobs can create and clear blackouts automatically if you opt in, so a scheduled repair blocks the dates without you doing it twice. If an existing booking collides with a new blackout, an alert tells you, and it clears itself when the conflict does.

The document vault

Each vehicle’s page carries a document vault for the paperwork that expires: insurance, registration, inspections. Upload a photo or PDF and vision OCR reads it, transcribes it, and auto-fills the expiry date from the document itself — you confirm rather than retype. When an expiry approaches, an alert appears in **Alerts**, so a lapsed inspection surfaces before a renter or a roadside check finds it first. Documents are searchable by their extracted text, which is how you find “the green card for the Passat” six months later.

Note: OCR extraction is a draft, not a verdict. Check the auto-filled expiry date against the document before you rely on it — the software fills the field, but the date on the paper is the one that counts.

Bookings, Pricing and Offers

This chapter covers the demand side: how guests book directly with you, how requests reach you, what stops a bad booking from landing, and the levers — pricing rules, promo codes, referrals, add-ons — that change what a booking is worth. The reporting side of the same money lives in the Money chapter; this is where you set things up.

Your direct booking portal

Every organisation gets a public booking page on its own link: `/book/<slug>`. It is off until you turn it on — enable it under **Setup** → **Settings** and mark each vehicle you want shown as “list for booking”. Cars you don’t mark simply don’t appear.

Booking behaviour is set per vehicle, not fleet-wide:

- **Instant book** — the guest picks dates and gets a confirmed rental immediately.
- **Approve first** — the request lands in your Bookings inbox and nothing is confirmed until you say so.

Before a guest commits, the portal shows a pre-consent panel: what is due now, what deposit hold applies, and which paid extras are on offer. The guest sees the real numbers before agreeing, not after. The portal also rate-limits requests and caps how many open requests a single contact can have, so one person cannot flood your inbox or camp on your calendar.

Note: The portal quotes and records charges — it does not process cards. Nothing anywhere in Dead Simple Auto charges a guest automatically; collecting money is always your explicit action. See the Money chapter.

The Bookings inbox

Requests from the portal arrive in **Rentals** → **Bookings**. Each row shows the guest, the vehicle, the dates, the quoted total and a status, with **Approve** and **Decline** buttons; a filter switches between pending requests and everything. Approving a request turns it into a rental — from there it follows the normal rental lifecycle described in the Rentals chapter. The page footer shows your public booking link so you always know what you are handing out.

DEAD SIMPLE AUTO

BOOKINGS

LOG OUT

DASHBOARD

DAY BOARD

JOBS

ALERTS

MESSAGES

FLEET

Vehicles

Hap

Calendar

Breadcrumbs

Maintenance

Diagnostics

Trackers

Service providers

RENTALS

Rentals

Bookings

Customers

MONEY

PRICING & OFFERS

SETUP

Booking requests

Direct bookings from your public portal. Approve to turn one into a rental.

PENDING (10)

ALL

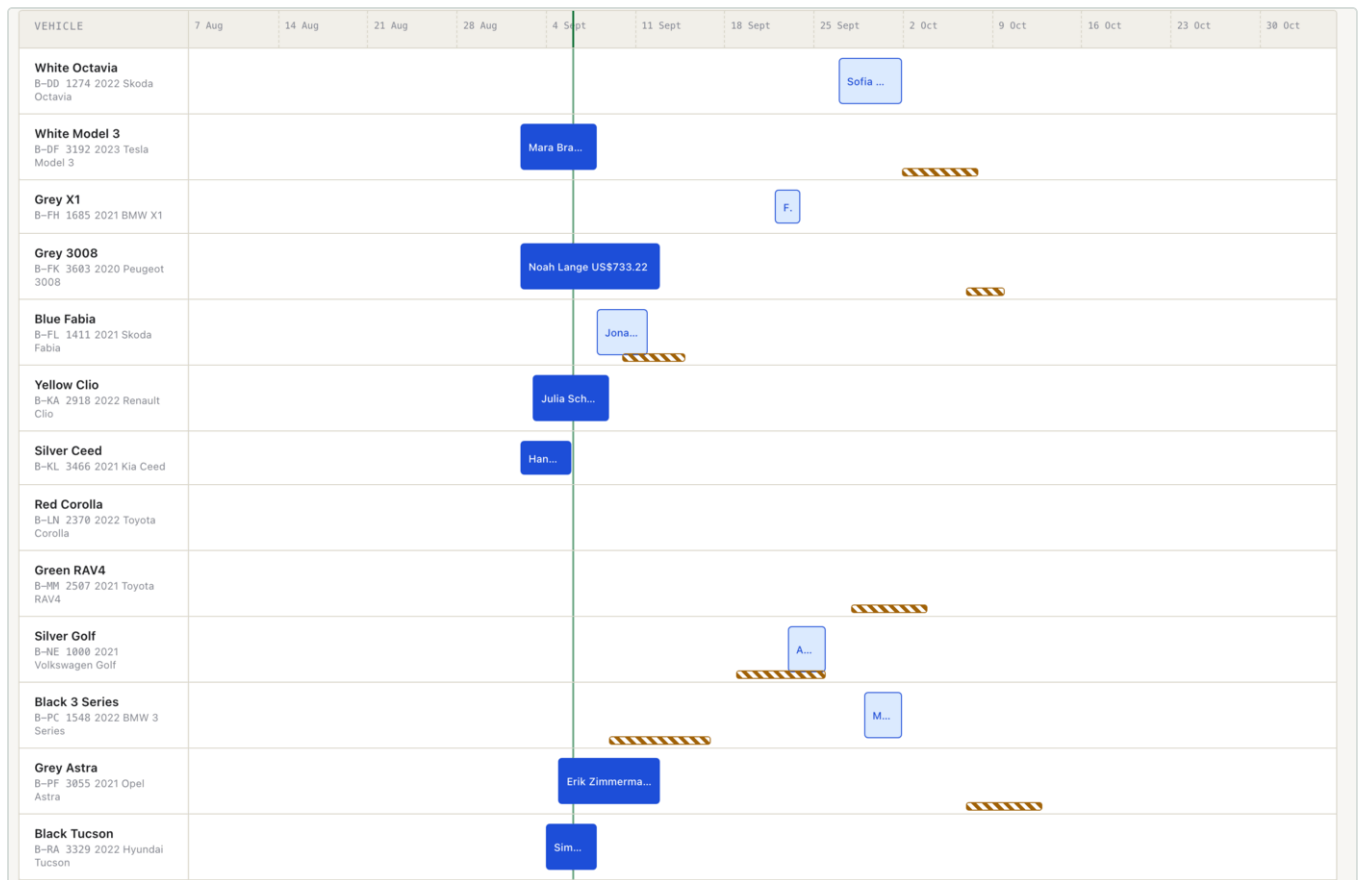
GUEST	VEHICLE	DATES	QUOTE	STATUS	
Anna Schmidt anna.schmidt@example.com "Airport pickup if possible."	Silver Golf — 2021 Volkswagen Golf	19 Sept 2026, 10:49 → 26 Sept 2026, 10:49	US\$336.00	Pending	APPROVE DECLINE
Paul Schäfer paul.schaefer@example.com	Blue Fabia — 2021 Skoda Fabia	10 Sept 2026, 10:49 → 15 Sept 2026, 10:49	US\$195.00	Pending	APPROVE DECLINE
Emma Koch emma.koch@example.com "Need a child seat."	Blue Focus — 2020 Ford Focus	18 Sept 2026, 10:49 → 24 Sept 2026, 10:49	US\$246.00	Pending	APPROVE DECLINE
Erik Zimmermann erik.zimmermann@example.com "Airport pickup if possible."	Grey Astra — 2021 Opel Astra	7 Oct 2026, 10:49 → 13 Oct 2026, 10:49	US\$240.00	Pending	APPROVE DECLINE
Mara Braun mara.braun@example.com "Flexible on dates."	Black 3 Series — 2022 BMW 3 Series	9 Sept 2026, 10:49 → 17 Sept 2026, 10:49	US\$712.00	Pending	APPROVE DECLINE
Jonas Fischer jonas.fischer@example.com "Flexible on dates."	Blue Q3 — 2022 Audi Q3	16 Sept 2026, 10:49 → 20 Sept 2026, 10:49	US\$368.00	Pending	APPROVE DECLINE
Marie Wagner marie.wagner@example.com	White Model 3 — 2023 Tesla Model 3	2 Oct 2026, 10:49 → 8 Oct 2026, 10:49	US\$660.00	Pending	APPROVE DECLINE
Tobias Klein tobias.klein@example.com "Need a child seat."	Grey 3008 — 2020 Peugeot 3008	7 Oct 2026, 10:49 → 10 Oct 2026, 10:49	US\$174.00	Pending	APPROVE DECLINE
Nina Wolf nina.wolf@example.com "Airport pickup if possible."	Silver C-Class — 2021 Mercedes-Benz C-Class	22 Sept 2026, 10:49 → 24 Sept 2026, 10:49	US\$196.00	Pending	APPROVE DECLINE
Noah Lange noah.lange@example.com "Airport pickup if possible."	Green RAV4 — 2021 Toyota RAV4	28 Sept 2026, 10:49 → 4 Oct 2026, 10:49	US\$426.00	Pending	APPROVE DECLINE

Your public booking link: <https://dsa.ofarms.com/book/ofarms> — enable it under Settings and mark vehicles "list for booking".

The Bookings inbox lists pending portal requests with guest, vehicle, dates and quote, and turns a request into a rental on Approve.

The calendar and availability rules

Fleet → **Calendar** is the availability picture: one row per vehicle across a rolling multi-month window, with confirmed rentals as solid bars, pending holds as pale outlined blocks, and blackouts as striped bars — booked, tentative and off-the-market at a glance.



The Fleet Calendar shows every vehicle across a rolling multi-month window — confirmed rentals as solid bars, pending holds as outlined blocks, blackouts as striped bars.

Three rules decide what the booking surfaces will actually accept:

- **Blackouts** take a car off every booking surface at once — portal, search, widget, staff booking. A blackout can be manual or created automatically by a maintenance job, and a conflict with an existing rental raises an alert that clears itself when resolved.
- **Minimum stay** rejects requests shorter than your threshold. Staff can override it, but the override is audited, and the system keeps a log of what the rule turned away — so you can see whether the rule is earning its keep or just costing you bookings.
- **The waitlist** lets a guest ask to be told when a car frees up. When something changes — a cancellation, a blackout clearing — the waitlist re-checks real availability before notifying anyone. It does not send hopeful emails about cars that are still busy.

Pricing

The default is your flat daily rate per vehicle, and it stays that way unless you change something. On top of it you can layer:

- **Pricing rules** — seasonal rates, weekday/weekend differences, and length-of-stay discounts for longer trips.
- **Dynamic pricing** — found at **Pricing & offers** → **Dynamic pricing**, and off by default. When enabled, demand signals (utilisation, upcoming bookings, request velocity) nudge each car's rate up or down

within guardrails you set — the multiplier is clamped, so a busy weekend cannot triple your prices behind your back. It runs in two modes: **suggest**, where it proposes rates and you apply them, or **auto**, where it applies them itself. What the guest sees on the portal is always the same effective rate the quote uses.

Dynamic pricing
Off by default — every vehicle bills at its flat daily rate. Turn it on to let demand (utilization, upcoming bookings, request velocity) nudge each rate within your guardrails.

☐ Dynamic pricing enabled

The Dynamic pricing page states plainly that it is off by default and every vehicle bills at its flat daily rate until you enable it.

Promo codes, referrals and add-ons

The rest of the **Pricing & offers** section is the discount and extras toolkit.

Promo codes (Pricing & offers → Promo codes) are shareable discount codes for your direct-booking page. A code has a type (percent or fixed), a value, and optional rules: minimum trip length, maximum uses, a validity window, and a first-timers-only flag. The description field is an internal note — guests never see it. The table shows each code’s rules and how often it has been used.

Promo codes
Shareable discount codes for your direct-booking page — no card processing.

New code

Code

SUMMER15

Type

Percent %

Value

10

Min days

—

Max uses

∞

Starts

mm / dd / yyyy

Ends

mm / dd / yyyy

First-timers only

☐

Active

☒

Description

Internal note (not shown to guests)

CREATE

The New code form creates a promo code with a percent or fixed discount, optional minimum days, use limits, a validity window and a first-timers-only flag.

Referrals (Pricing & offers → Referrals) let existing guests share a link from their trip page. A new guest who books through it gets a discount on their first trip; the referrer earns account credit once that trip closes — not when it is booked. Both amounts are configurable in Settings, and the program is off until you turn it on there. The page tracks referred trips, referred revenue, credit awarded, and — bluntly — outstanding credit, which is your liability.

Referrals
Guests share a link from their trip page. A new guest gets 10% off their first trip; the referrer earns US\$20.00 account credit once that trip closes. [Configure in Settings.](#)

The referral program is **off**. Turn it on in [Settings → Referral program](#) so guests can start sharing.

REFERRED TRIPS

0

REFERRED REVENUE

US\$0.00

trips that came via a referral

CREDIT AWARDED

US\$0.00

lifetime, to referrers

OUTSTANDING CREDIT

US\$0.00

unspent — your liability

The Referrals page on a fresh install: the program is still off and every counter is at zero. Once enabled, these tiles track referred trips, referred revenue, credit awarded and the outstanding credit you still owe referrers.

Add-ons (Pricing & offers → Add-ons) is your catalogue of paid extras — child seat, GPS unit, extra driver, delivery — each with a price and a unit (flat or per-day). Attach one to a rental and the amount folds

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straight into the rental total, so the invoice, receivables and P&L all see it without any extra bookkeeping on your part.

Cancellation policies

Cancellation policies come as presets, with a per-vehicle override where one car needs different terms. The important design decision: **the refund base is frozen at booking time**. A rental's total is a moving target — add-ons, tolls and extensions land on it later — so a “50% refund” is 50% of what the guest agreed to at booking, not half of whatever the total has grown into since. The frozen record is kept with the rental, and you can still override a specific cancellation or settle it manually when the situation calls for judgement rather than a formula.

Note: A cancellation computes and records what is owed — the actual refund is a payment action you take yourself, covered in the Money chapter.

Rentals and Handover

A rental in Dead Simple Auto runs through a fixed lifecycle: you quote it, reserve it, hand the car over, the guest drives, the car comes back, and you close it out. This chapter covers that lifecycle, the rental detail page and its panels, and the handover machinery — the agreement, the eligibility gate, condition photos, and self-service checkout.

The Rentals page

Open **Rentals** → **Rentals** in the left navigation. The page opens with a fourteen-day strip showing every pickup and return coming up, with counters for cars out now, overdue returns, pickups and returns. An overdue return is pulled forward into a red card at the front of the strip — it does not hide.

Below the strip is the full rental list: vehicle, customer, start, end, status, source and total cost. Tabs filter by status — All, Active, Scheduled, Completed, Cancelled — and the status badges (Reserved, Active, Closed) tell you where each rental sits in its life. + **Add Rental** creates a new one.

DEAD SIMPLE AUTO RENTALS

LOG OUT

DASHBOARD

DAY BOARD

JOBS

ALERTS

MESSAGES

FLEET

RENTALS

MONEY

PRICING & OFFERS

SETUP

RENTALS

TOTAL 26

ACTIVE 6

REVENUE MTD US\$3,964.85

OVERDUE

past due

IN 10:49 Silver Ceed Hanna Hofma...

TODAY

6 Sept

MON

7 Sept

TUE

8 Sept

OUT 10:49 Blue Fabia Jonas Fisc...

IN 10:49 Black Tucs... Simon Krüger

IN 10:49 White Mode... Mara Braun

WED

9 Sept

IN 10:49 Yellow Clio Julia Schw...

THU

10 Sept

FRI

11 Sept

SAT

12 Sept

IN 10:49 Blue Fabi Jonas Fisc...

Out now 6

Overdue 1

Pickups 1

Returns 6

All

Active

Scheduled

Completed

Cancelled

ADD RENTAL

VEHICLE	CUSTOMER	START	END	STATUS	SOURCE	TOTAL COST		
Black 3 Series — 2022 BMW 3 Series	Marie Wagner	29 Sept 2026, 10:49	2 Oct 2026, 10:49	RESERVED	manual	US\$258.83	EDIT	DELETE
White Octavia — 2022 Skoda Octavia	Sofia Weber	27 Sept 2026, 10:49	2 Oct 2026, 10:49	RESERVED	manual	US\$298.58	EDIT	DELETE
Silver Golf — 2021 Volkswagen Golf	Anna Schmidt	23 Sept 2026, 10:49	26 Sept 2026, 10:49	RESERVED	manual	US\$162.74	EDIT	DELETE
Grey X1 — 2021 BMW X1	Felix Becker	22 Sept 2026, 10:49	24 Sept 2026, 10:49	RESERVED	manual	US\$224.64	EDIT	DELETE
Black Passat — 2020 Volkswagen Passat	Lukas Müller	21 Sept 2026, 10:49	27 Sept 2026, 10:49	RESERVED	manual	US\$426.84	EDIT	DELETE
Blue Fabia — 2021 Skoda Fabia	Jonas Fischer	8 Sept 2026, 10:49	12 Sept 2026, 10:49	RESERVED	manual	US\$159.39	EDIT	DELETE
Grey Astra — 2021 Opel Astra	Erik Zimmermann	5 Sept 2026, 10:49	13 Sept 2026, 10:49	ACTIVE	manual	US\$351.32	EDIT	DELETE
Black Tucson — 2022 Hyundai Tucson	Simon Krüger	4 Sept 2026, 10:49	8 Sept 2026, 10:49	ACTIVE	manual	US\$259.03	EDIT	DELETE
Yellow Clio — 2022 Renault Clio	Julia Schwarz	3 Sept 2026, 10:49	9 Sept 2026, 10:49	ACTIVE	manual	US\$209.60	EDIT	DELETE
Grey 3008 — 2020 Peugeot 3008	Noah Lange	2 Sept 2026, 10:49	13 Sept 2026, 10:49	ACTIVE	manual	US\$733.22	EDIT	DELETE
Silver Ceed — 2021 Kia Ceed	Hanna Hofmann	2 Sept 2026, 10:49	6 Sept 2026, 10:49	ACTIVE	manual	US\$188.59	EDIT	DELETE
White Model 3 — 2023 Tesla Model 3	Mara Braun	2 Sept 2026, 10:49	8 Sept 2026, 10:49	ACTIVE	manual	US\$692.07	EDIT	DELETE
Silver Golf — 2021 Volkswagen Golf	Anna Schmidt	20 Jul 2026, 22:49	26 Jul 2026, 22:49	CLOSED	manual	US\$299.78	EDIT	DELETE
Blue Fabia — 2021 Skoda Fabia	Jonas Fischer	7 Jul 2026, 06:49	14 Jul 2026, 06:49	CLOSED	manual	US\$275.66	EDIT	DELETE
Green RAV4 — 2021 Toyota RAV4	Tobias Klein	4 Jul 2026, 20:49	8 Jul 2026, 20:49	CLOSED	manual	US\$325.00	EDIT	DELETE
Red Corolla — 2022 Toyota Corolla	Clara Richter	26 Jun 2026, 20:49	30 Jun 2026, 20:49	CLOSED	manual	US\$193.52	EDIT	DELETE
White Octavia — 2022 Skoda Octavia	Sofia Weber	24 Jun 2026, 04:49	30 Jun 2026, 04:49	CLOSED	manual	US\$382.01	EDIT	DELETE
Silver C-Class — 2021 Mercedes-Benz C-Class	Emma Koch	16 Jun 2026, 17:49	23 Jun 2026, 17:49	CLOSED	manual	US\$751.78	EDIT	DELETE
Black 3 Series — 2022 BMW 3 Series	Marie Wagner	7 Jun 2026, 01:49	15 Jun 2026, 01:49	CLOSED	manual	US\$748.28	EDIT	DELETE
Blue Focus — 2020 Ford Focus	Nina Wolf	28 May 2026, 05:49	6 Jun 2026, 05:49	CLOSED	manual	US\$355.30	EDIT	DELETE
White A4 — 2020 Audi A4	Lena Hoffmann	24 May 2026, 01:49	26 May 2026, 01:49	CLOSED	manual	US\$179.49	EDIT	DELETE
Black Passat — 2020 Volkswagen Passat	Lukas Müller	19 May 2026, 18:49	25 May 2026, 18:49	CLOSED	manual	US\$357.95	EDIT	DELETE
Grey X1 — 2021 BMW X1	Felix Becker	24 Apr 2026, 08:49	26 Apr 2026, 08:49	CLOSED	manual	US\$208.69	EDIT	DELETE
Blue Q3 — 2022 Audi Q3	Paul Schäfer	21 Apr 2026, 00:49	28 Apr 2026, 00:49	CLOSED	manual	US\$673.11	EDIT	DELETE
White Transit — 2019 Ford Transit	David Neumann	17 Apr 2026, 08:49	26 Apr 2026, 08:49	CLOSED	manual	US\$748.56	EDIT	DELETE
White Vito — 2019 Mercedes-Benz Vito	Max Bauer	15 Apr 2026, 20:49	24 Apr 2026, 20:49	CLOSED	manual	US\$894.14	EDIT	DELETE

The Rentals page lists every rental with its status, dates and total, under a fourteen-day strip of upcoming pickups and returns.

The rental detail page

Click any rental to open **Rental Trip Details**. The page leads with the condition report, then the rental’s core facts and a block of actions.

The condition report compares check-in against check-out: odometer, fuel, and the photos taken at each end, with the change between them. Before the pickup and return jobs have run, it says so plainly — “No check-in job”, zero photos — rather than showing you blanks that look like data.

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Condition report

PRINT / EXPORT

Black 3 Series — 2022 BMW 3 Series · Marie Wagner · 29 Sept 2026, 10:49 → 2 Oct 2026, 10:49 (3 days)

	CHECK-IN	CHECK-OUT	CHANGE
Odometer	—	—	—
Fuel	—	—	—

CHECK-IN · 0 PHOTOS

No check-in job.

CHECK-OUT · 0 PHOTOS

No check-out job.

The condition report for a rental that has not started yet: dashes and “No check-in job” instead of data that does not exist. Once the pickup and return jobs run, the same table fills with odometer, fuel and photos at each end.

Under Rental Information sit the actions: check the car’s live OBD2 stats, engage the killswitch, contact the driver, pull the trip log, invoice the customer, check the driver’s history, and jump to the car itself with **Check Car**. Below that are the guest link — one durable link the guest uses for trip details, signing, ID upload and the post-trip review — and the rental agreement.

Rental Information

Rental ID: ceaae918-2cf2-446e-94b6-7a38f9830a67
Vehicle ID: 2ef79323-5a6a-4e22-b6f9-367edb7b6550
Status: reserved
Start: 29 Sept 2026, 10:49
End: 2 Oct 2026, 10:49

CHECK OBD2 STATS

ENGAGE KILLSWITCH

CONTACT DRIVER

CHECK TRIP LOG

INVOICE CUSTOMER

CHECK DRIVER HISTORY

CHECK CAR

Guest link

One durable link for the guest — trip details, agreement to sign, ID upload, and the review after the trip.

CREATE GUEST LINK

Rental agreement

Generate an agreement, then send the guest the signing link.

GENERATE AGREEMENT

The rental detail page gathers the trip actions, the guest link and the rental agreement in one place.

Invoice

Invoice Customer builds the invoice from the rental: base cost, any expenses, and the balance due. You log payments manually — amount, method, reference — and the customer-owes figure updates as you do.

Invoice Details

Rental ID: 7d532a4d-fb25-4f75-8ad2-50c560864c35
Vehicle ID: 72c34269-63c1-471f-85b4-053f6afe2f15
Customer: Erik Zimmermann (erik.zimmermann@example.com)
Period: 5 Sept 2026 - 13 Sept 2026

ITEM	DESCRIPTION	AMOUNT
Rental Cost	Base rental fee	US\$351.32
Subtotal (Rental + Expenses)		US\$351.32
Balance Due		US\$351.32

Payments

Amount

0.00

Method

cash

Reference (optional)

confirmation #

CUSTOMER OWES
US\$351.32

LOG PAYMENT

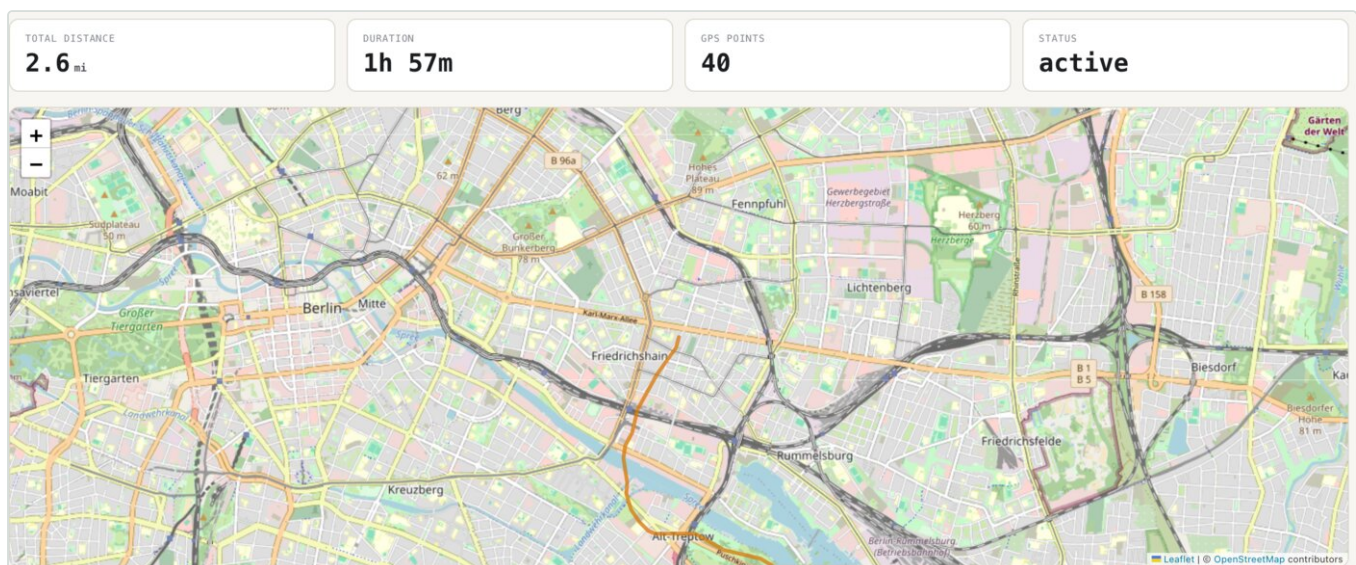
PRINT / DOWNLOAD PDF

The invoice shows the itemised balance due and a form for logging payments against it.

Note: Nothing is ever charged automatically. The invoice records what is owed and what you have collected; taking the money is your move. Emailing invoices is not available yet either — the page says so, and tells you to print or download the PDF and send it yourself.

Trip log

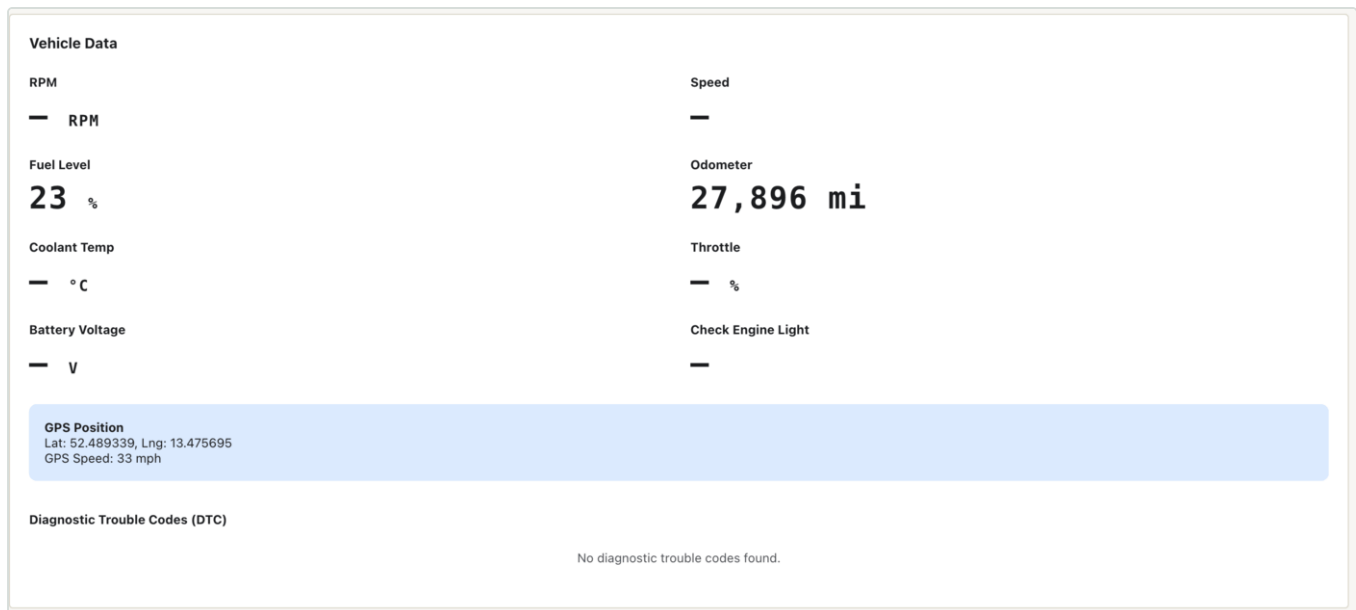
Check Trip Log shows the rental's GPS trail on a map, with total distance, duration and the number of GPS points recorded. The raw point history is one click below the map. This is the same trail the toll auditor and the policy-breach sweep read from (see the Money chapter).



The trip log plots the rental's GPS trail on a map with total distance, duration and point count.

OBD2 stats

Check OBD2 Stats reads the car's live vehicle data: RPM, speed, fuel level, odometer, coolant temperature, throttle, battery voltage, check-engine state, current GPS position, and any diagnostic trouble codes. Values the tracker has not reported show as a dash, not a guess.



The OBD2 panel shows live vehicle data from the car's diagnostic bus — here fuel level, odometer and GPS position; values the tracker has not reported are dashes, and no trouble codes are present.

Contact driver and driver history

Contact Driver shows the guest's name, email and phone, and a message box. What you write appears on their trip page and they get an email with the link. **Check Driver History** shows every rental this driver has had with you — dates, vehicle, status and total — so you know who is picking up the keys before you hand them over.

The rental agreement

From the rental detail page, **Generate Agreement** produces the digital rental agreement; you then send the guest the signing link. The guest signs electronically, and the signer's IP address is recorded with the signature. The signed agreement feeds the dispute evidence packet later if you ever need it.

The eligibility gate at activation

If you enable the eligibility gate, every activation is checked against: the do-not-rent list, licence expiry, name match between licence and booking, minimum age, and whether the deposit is held. When a check fails, staff activation is refused — the API returns a 409 — unless an admin explicitly overrides, and every override is written to the audit log. Self-service pickup has no override at all: if the gate says no, the guest cannot activate the rental from their phone.

Condition capture and damage comparison

Condition photos are guided: the app walks the photographer around the car angle by angle, and rejects a photo that will not be comparable later — wrong angle, unusable shot — at capture time, when it can still be retaken.

At close, the check-out photos are compared automatically against the check-in photos, angle by angle, and the AI produces a 0–100 damage-likelihood score. A high score is a prompt to look, not a verdict: nothing is charged on the strength of it. Suspected damage becomes a deduction *suggestion* against the deposit, which you accept or discard yourself.

Self-service checkout

The guest can do the whole handover from their phone through the rental’s guest link: sign the agreement, upload their licence, walk the condition-photo circuit at pickup, and repeat it at return. The same eligibility gate and the same photo guidance apply — the self-service path is not a softer path, it just doesn’t need you standing there.

Odometer by photo

Odometer readings can be captured by photographing the dash; OCR reads the number off the photo. Where the car has a connected tracker, the odometer also comes straight off the vehicle bus, so mileage is not just a number someone typed in.

Extensions

A guest can extend a trip (where you have enabled it) and you can extend one yourself. Extensions are conflict-checked against the calendar first — an extension never silently collides with the next booking. The extra days are charged as an *addition* to the existing total, never by re-quoting the whole rental, so promo codes, tolls and add-ons already on the rental are preserved exactly as they were.

Note: The killswitch button on the rental detail page immobilises the car remotely through a single audited path, and it reports the command’s real state — requested, sent, confirmed, or failed — not what you hoped happened. Use it deliberately.

Money

Everything about what your fleet earns, what it costs, and what renters still owe you lives in the **Money** section of the left navigation: **P&L**, **Reports**, **Receivables**, **Collections**, **Tolls**, and **Toll auditor**. A few money features live where the money actually happens instead — security deposits and recovery billing on the rental itself, expenses on the vehicle.

One rule runs through all of it: Dead Simple Auto never charges anyone automatically. Tolls, fuel shortfalls, late fees, damage — the software computes and suggests, and a human approves every deduction. There is no setting that changes this.

Per-vehicle P&L

Money → **P&L** opens the Financial page: revenue for the month and year, active bookings, pending payouts, and a fleet-insights card for every car.

The screenshot displays the 'Financial' page in the Dead Simple Auto interface. The top navigation bar includes 'DEAD SIMPLE AUTO', 'P&L', and a 'LOG OUT' button. The left sidebar lists various sections: DASHBOARD, DAY BOARD, JOBS, ALERTS, MESSAGES, FLEET (Vehicles, Map, Calendar, Breadcrumbs, Maintenance, Diagnostics, Trackers, Service providers), RENTALS (Rentals, Bookings, Customers), MONEY (P&L, Reports, Receivables, Collections, Tolls, Toll auditor), PRICING & OFFERS, and SETUP.

The main content area is titled 'Financial' and features four summary cards: 'REVENUE MTD' (US\$3,964.85), 'REVENUE YTD' (US\$10,358.12), 'ACTIVE BOOKINGS' (US\$2,433.83, 6 rentals), and 'PENDING PAYOUTS' (US\$0.00, 0 total all-time). Below these is a 'Fleet insights' section with a grid of 10 vehicle cards. Each card displays the vehicle name, year, status (e.g., 'Underused', 'Losing money'), and a brief explanation of the financial impact. For example, the 'Yellow Clio' card shows it is 'Losing money — net \$-127' due to revenue not covering costs. The 'Idle recovery' section below the fleet insights lists three vehicles with their utilization rates and net losses, providing actionable advice like 'Lower the daily rate' or 'Run a limited-time promo'.

The P&L page shows month and year revenue at the top, a per-car insight card for every vehicle, and the idle-recovery list of underperformers below.

Each card tells you plainly what the car is doing: earning, underused, or losing money. The honest part is *how* loss is calculated. If you enter a car's carrying costs — loan or lease payment, insurance, depreciation — the P&L prorates them by calendar days, not rental days. A financed car that sat idle all month shows its true net as a loss, because the payment came out of your account whether it rented or not. Alongside true

net you get a break-even utilisation figure: the share of days the car must rent just to cover its own carrying costs. Carrying costs are optional; leave them out and the P&L is plain revenue minus expenses.

Below the fleet cards, the idle-recovery list ranks underperformers worst-first with a concrete action for each — lower the rate, run a promotion, list it on the booking portal. It is advisory: every action still goes through its normal approval.

Each vehicle also has a lifetime cost-of-ownership view: acquisition cost, expenses, and carrying costs over the car's whole life, ending in a buy/hold/sell hint. It is a hint, not a command.

Security deposits and recovery billing

Deposits are managed on the rental itself: hold a deposit, deduct from it, release it. Every movement lands in a ledger, so you can always reconstruct what was held and why.

When a rental closes, the software gathers deduction *suggestions* from four sources: imported tolls, logged incidents, the AI damage comparison of check-in versus check-out photos, and policy breaches (restricted zones, mileage overage, off-site return). Recovery billing adds two more computed suggestions: fuel shortfall and late return, with grace bands so a few minutes late costs nothing, caps so a suggestion can't run away, and an automatic skip of fuel charges for EVs.

Note: A suggestion is exactly that. Nothing moves from the deposit until you approve the deduction, and you can preview every figure before anything is applied.

Tolls

Money → **Tolls** imports your toll authority statement. CSV works for every agency; PDF statements and photos are read by vision (up to five pages); or forward the statement email and drop the `.eml` file here — the attachment is pulled out for you. Statement times are interpreted in your organisation's timezone.

Tolls
Import your toll authority statement — each charge is matched to the rental that was active when it hit, ready to bill the renter.

Import statement

Statement file No file chosen | Forwarded email No file chosen

CSV works for every agency; PDF statements & photos are read by vision (up to 5 pages). Or just forward the statement email and drop the .eml file here — we pull the attachment out. Statement times are interpreted in your org's timezone.

Ready to bill

☐ Email the renter an itemized toll notice when billing

Nothing pending — import a statement above.

The Tolls page accepts a statement file or a forwarded statement email, and matches each charge to the rental that was active when it hit.

Each charge is matched to the rental that was active when it hit, by vehicle and timestamp, and lands in the **Ready to bill** queue. Billing is your click, not the importer's, and you can tick a box to email the renter an itemised toll notice when you bill.

Toll auditor

Money → **Toll auditor** answers a different question: is the toll authority right? Upload a statement or receipt — Word, PDF, image, or CSV, up to 8 MB — and each charge is read and cross-checked against the vehicle's own GPS breadcrumbs.

Toll invoice auditor
Upload a toll statement or receipt (Word, PDF, image, or CSV). Each charge is read and cross-checked against the vehicle's GPS breadcrumbs — **confirmed** when the car was near a toll road at that time, **flagged** when it demonstrably wasn't (a likely billing error).

UPLOAD & AUDIT A STATEMENT Word / PDF / image / CSV, up to 8 MB.

Past audits
No audits yet.

The toll auditor takes a statement in any common format and cross-checks every charge against the car's own GPS breadcrumbs.

A charge comes back **confirmed** when the car was near a toll road at that time, **flagged** when it demonstrably wasn't — a likely billing error worth disputing — and **no-gps** when there is no trail to check against. Past audits stay on the page.

Receivables and the settlement statement

Money → **Receivables** shows what renters still owe you: rental cost minus payments logged, with a total-outstanding figure, an overdue figure for rentals past their return, and a per-rental aging column in days.

US\$10,358.12 TOTAL OUTSTANDING				US\$6,393.27 OVERDUE (PAST RETURN)		
CUSTOMER	VEHICLE	RETURN	AGING	COST	PAID	BALANCE
Max Bauer	White Vito	24 Apr 2026	135d	US\$894.14	US\$0.00	US\$894.14
David Neumann	White Transit	26 Apr 2026	133d	US\$748.56	US\$0.00	US\$748.56
Felix Becker	Grey X1	26 Apr 2026	133d	US\$208.69	US\$0.00	US\$208.69
Paul Schäfer	Blue Q3	28 Apr 2026	131d	US\$673.11	US\$0.00	US\$673.11
Lukas Müller	Black Passat	25 May 2026	104d	US\$357.95	US\$0.00	US\$357.95
Lena Hoffmann	White A4	26 May 2026	103d	US\$179.49	US\$0.00	US\$179.49
Nina Wolf	Blue Focus	6 Jun 2026	92d	US\$355.30	US\$0.00	US\$355.30
Marie Wagner	Black 3 Series	15 Jun 2026	83d	US\$748.28	US\$0.00	US\$748.28
Emma Koch	Silver C-Class	23 Jun 2026	75d	US\$751.78	US\$0.00	US\$751.78
Sofia Weber	White Octavia	30 Jun 2026	68d	US\$382.01	US\$0.00	US\$382.01
Clara Richter	Red Corolla	30 Jun 2026	68d	US\$193.52	US\$0.00	US\$193.52
Tobias Klein	Green RAV4	8 Jul 2026	60d	US\$325.00	US\$0.00	US\$325.00
Jonas Fischer	Blue Fabia	14 Jul 2026	54d	US\$275.66	US\$0.00	US\$275.66
Anna Schmidt	Silver Golf	26 Jul 2026	42d	US\$299.78	US\$0.00	US\$299.78
Noah Lange	Grey 3008	13 Sept 2026	Current	US\$733.22	US\$0.00	US\$733.22
Mara Braun	White Model 3	8 Sept 2026	Current	US\$692.07	US\$0.00	US\$692.07
Lukas Müller	Black Passat	27 Sept 2026	Current	US\$426.84	US\$0.00	US\$426.84
Erik Zimmermann	Grey Astra	13 Sept 2026	Current	US\$351.32	US\$0.00	US\$351.32
Sofia Weber	White Octavia	2 Oct 2026	Current	US\$298.58	US\$0.00	US\$298.58

Receivables lists every rental with an open balance, aged in days past return, alongside the total outstanding and overdue figures.

Each rental carries an invoice, and when a trip closes you can publish a settlement statement to the guest's private trip link — an itemised breakdown of what they were charged. Every line has a “question this charge” action that routes the guest's question straight to you, which resolves most disputes before they become chargebacks.

Note: The payments engine records and settles payments and is built to plug into providers, but real card capture is not done yet — the card provider is a stub. Log payments you take by other means, and the receivables math stays correct.

Collections

Money → **Collections** handles rentals that have gone past due. Each one climbs an escalation ladder — reminder, warning, final notice — and **Run dunning now** advances the ladder on demand.



The Collections page — no open cases here; when a rental goes past due it climbs the dunning ladder (reminder, warning, final notice), and immobilisation happens only after you approve it here.

If a delinquent renter still has the vehicle, the ladder can end in immobilisation — but only after you approve it, case by case, on this page. Nothing immobilises a car on a timer. And as everywhere in the product, the killswitch reports what really happened — requested, queued, sent — rather than claiming a car is disabled because a flag was written.

Expenses

Every expense is logged per car, by category — fuel, parts, labour, insurance, registration and so on — and flows into that car's P&L. You can also photograph a receipt: the scan reads it and creates a **draft** expense, never a booked one. Check the draft, fix anything the scan misread, then book it yourself.

Reports

Money → **Reports** exports the numbers for your accountant. Pick a date range, then download CSVs: rentals, expenses, per-vehicle P&L, deductible recovery, cash receipts, AR aging, a tax journal, and an unbilled-recovery report of closed trips still carrying charges nobody actioned. There is also a branded monthly statement PDF — revenue by vehicle, expenses by category, net operating income — built from the same figures as the in-app P&L.

From

To

09/01/2026

09/30/2026

THIS MONTH

LAST MONTH

YTD

Monthly statement (PDF)

A branded statement for 2026-09 — revenue by vehicle, expenses by category, net operating income, and the change from the month before. Same figures as your in-app P&L. Use the month buttons above to pick a different month.

DOWNLOAD STATEMENT

Rentals

Every rental in the range — dates, vehicle, customer, status, source, total.

DOWNLOAD CSV

Expenses

Every expense in the range — date, vehicle, category, amount, note.

DOWNLOAD CSV

Per-vehicle P&L

Revenue — expenses = net per vehicle, with utilization, plus a total.

DOWNLOAD CSV

Deductible Recovery

Recoverable deductible exposure by classification and claim status — money you can still get back.

DOWNLOAD CSV

Cash Receipts

Money actually received in the range, by method, with a reconciling total — the cash-basis figure the P&L can't give you.

DOWNLOAD CSV

AR Aging

Who owes you, and for how long — bucketed 0-30, 31-60, 61-90, 91+ days. What a lender or accountant asks for.

DOWNLOAD CSV

Tax Journal

Every rental split at its own frozen rate, grouped into the period your tax-point rule puts it in. A listing for your bookkeeper, not a filing.

DOWNLOAD CSV

Unbilled Recovery

Closed trips still carrying a charge nobody actioned — unbilled tolls, unresolved breaches, fuel and late charges, and flagged damage with no incident.

DOWNLOAD CSV

The Reports page exports a branded monthly statement PDF and per-topic CSVs for a chosen date range.

VAT and sales tax

Tax is configured per market: the label and rate follow your market profile, so an EU operator sees VAT where a US operator sees sales tax, and invoices and statements use the right words for where you actually operate.

Maintenance and Operations

Renting the car out is half the business. The other half is keeping it roadworthy, turning it around between guests, and knowing who fixed what and what that cost you. This chapter covers the maintenance side: schedules, the work boards, checklists, parts, your shops, and the incident log.

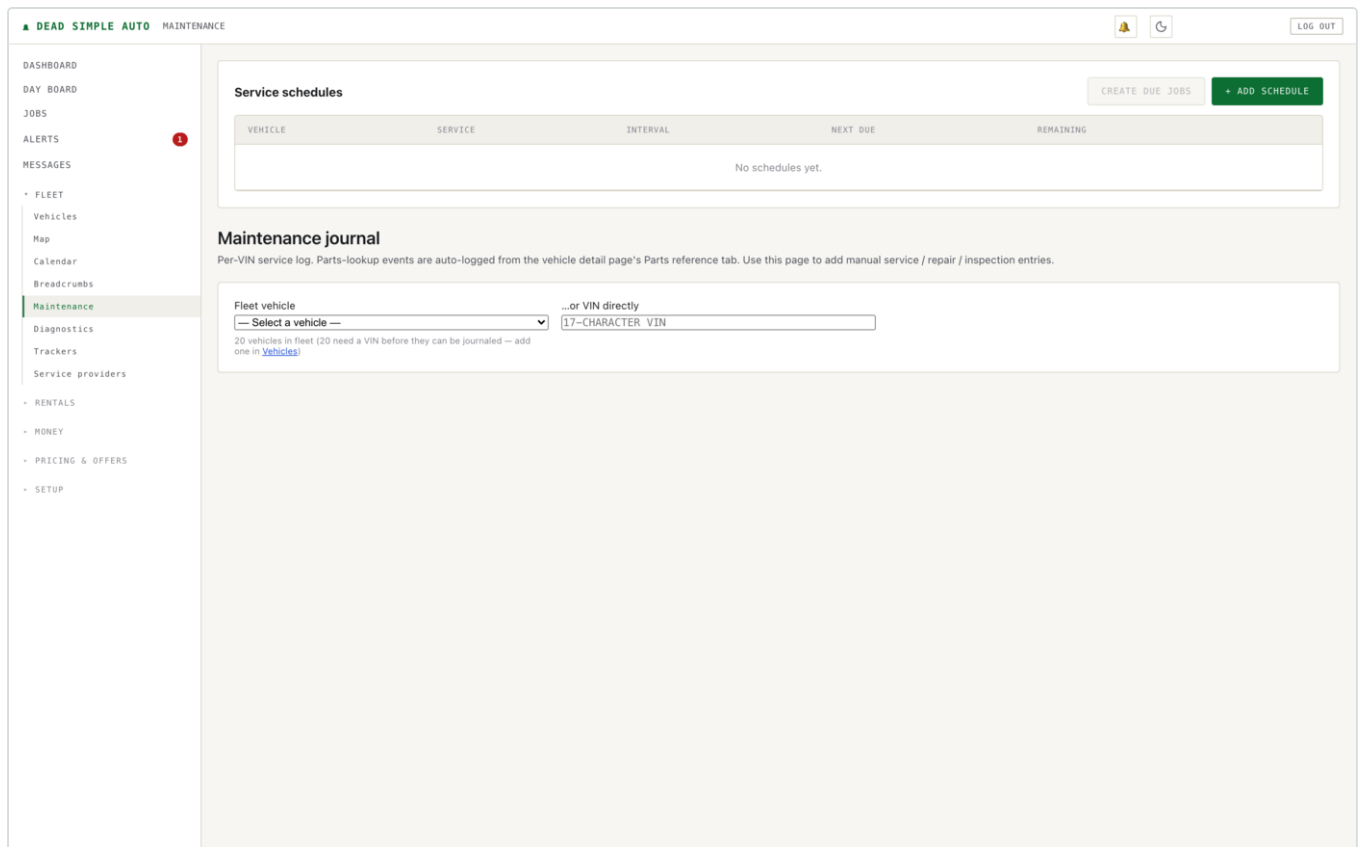
Service schedules

Maintenance lives under **Fleet** → **Maintenance**. At the top of the page is the **Service schedules** table: one row per vehicle and service, showing the interval, when it is next due, and how much mileage or time remains. Click + **Add schedule** to create one — a schedule can run on mileage or on the calendar, whichever fits the service. Because the software already knows how far each car actually drives — from its GPS tracker, falling back to rental odometer readings when the tracker is quiet — it forecasts when a mileage-based service will actually come due, not just what mileage it comes due at.

When a schedule falls due, **Create due jobs** turns it into a job on the Jobs board, so due maintenance becomes assignable work instead of a row you meant to look at.

Below the schedules is the **Maintenance journal** — a per-VIN service log. Pick a fleet vehicle (or type a VIN directly) and add manual service, repair, and inspection entries. Parts lookups (see Parts, below) are logged into the journal automatically.

Note: The journal is keyed by VIN. A vehicle without a VIN on file cannot be journaled — add the VIN on its Vehicles page first. The Maintenance page tells you how many cars are missing one.



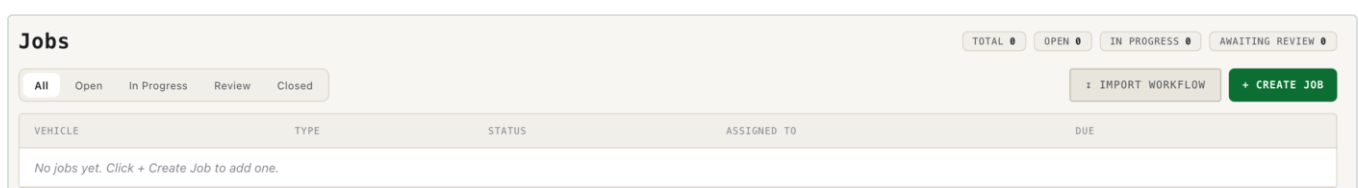
The Maintenance page before any schedules exist: service schedules on top, the per-VIN maintenance journal below. Both fill as you add schedules and log work.

The deferral-risk queue

A date-sorted maintenance list tells you what is oldest. It does not tell you what is expensive to ignore. The deferral-risk queue on the Maintenance page ranks outstanding work by money: **severity × (estimated cost + downtime days × the car's daily rate) × urgency**. A cheap fix on a car that rents every day can outrank a costly one on a car that mostly sits, because every day in the shop is a day of lost rental income. Give each schedule an estimated cost, expected downtime, and severity to sharpen the ranking; sensible defaults apply when you have not.

Jobs and the day board

Jobs is pinned at the top of the navigation — it is the working list for whoever does the wrenching and the cleaning. Every job has a vehicle, a type, a status (**Open**, **In Progress**, **Review**, **Closed**), an assignee, and a due date, with live counts across the top and tabs to filter by status. Create jobs by hand with **+ Create Job**, from due schedules, or from an imported workflow.



The Jobs board on a fresh install — status filters and columns for vehicle, assignee and due date, waiting for the first job.

The **Day board** (also pinned) is the short version for the morning: which cars are **going out** and **coming back** on the chosen day, with times shown in your organization's timezone. Step through days with the arrows or jump back with **Today**. The gap between a car coming back and going out again is your turnaround window — turn on turnover jobs in Settings and a car that re-rents within that window automatically gets wash and refuel jobs created for the incoming rental, with a flag when the turnaround is too tight to finish.

Day board

←

09 / 06 / 2026

📅

→

TODAY

GOING OUT · 0

Nothing here.

COMING BACK · 1

10:49 [Silver Ceed](#) · Hanna Hofmann

Times shown in America/New_York.

The Day board lists which cars go out and come back on the chosen day, with times in your organization's timezone.

Workflow templates

Some jobs are the same every time — a turnaround, a pre-rental inspection. Under **Setup** → **Workflows** you keep repeatable checklists for those. A workflow is a job design imported from Dead Simple Jobs: export the design there, click **Import workflow** here (the same button appears on the Jobs page), and each job you create from it gets its phases from the design. The person doing the work steps through the same checklist every time instead of remembering it.

Workflows

Job designs imported from Dead Simple Jobs. Create a job from one via the Jobs page — its phases come from the design.

⌵ IMPORT WORKFLOW

NAME	DESIGN ID	VERSION	PHASES	JOBS	IMPORTED
No workflows imported yet. Export a design from Dead Simple Jobs and click ⌵ Import workflow.					

The Workflows page before any designs are imported. Each imported design becomes a repeatable checklist you start from the Jobs page.

Blackouts while the car is in the shop

Flip on maintenance blackouts in Settings, and a maintenance job created from a due schedule places a **blackout** on its vehicle, which takes the car off every booking surface at once — your booking portal, fleet search, everything. When the job closes, the blackout clears itself. No guest can book a car that is on a lift, and you do not have to remember to un-block it.

Parts

Pick a vehicle in the maintenance journal and a **Parts reference** panel appears. Type what you are fixing — “oil change and front brakes” — and the software decodes the car's VIN and returns the OEM and reputable aftermarket part numbers that fit that exact car. Numbers from the curated fleet catalog are marked

verified; the rest are AI suggestions, labeled as unverified, for you to cross-check before ordering. The lookup deliberately stops at part numbers — no prices, no suppliers — sourcing the part is your job. Every lookup is logged into the car's journal automatically, so the journal records which parts were being chased for which car.

Service providers

Fleet → **Service providers** is your directory of body shops, mechanics, and other providers — who you used, when, for what. Add your own with **+ Add provider**, or use **Discover providers** to search a shared network of shops other operators use, by name or city. Each car's own page gets a service timeline of the work done on it, with a before/after photo catalog for body work.

When a shop hands you a paper invoice, photograph it: **invoice scanning** reads it and drafts an unconfirmed service entry with the shop, date, and amounts filled in.

Note: The scan produces a *draft*, nothing more. It is never booked to your P&L until you confirm the entry — the software does not trust its own reading of a crumpled invoice, and neither should you.

Service providers
Your directory of body shops, mechanics, and other providers — who you used, when, for what.

No providers yet. Add one, or discover shops other operators use below.

Discover providers from the shared network of all operators

The Service providers directory, empty here — add your own shops, or search the shared network below to discover providers other operators use.

Incidents and damage

Every ding, curb strike, and crash goes in the **incident and damage log**, which appears on the vehicle and on the rental it happened during. Classify each incident as **insurable**, **self-pay**, or **guest-liable**, and record the deductible, the claim status, and what you have recovered so far. If a claim has a subrogation deadline, the software raises an alert before it passes, so recoverable money does not expire quietly. A deductible-recovery report under Reports totals your outstanding recoverable exposure — see the Money chapter for how incidents feed deposit deductions and expenses.

Telematics and Hardware

Dead Simple Auto works fine with no hardware at all — you can run bookings, money and maintenance on nothing but a calendar. But most of what makes the product useful on the day a rental goes wrong (where is the car, did it enter a restricted zone, how many kilometres did it really do, did it use a toll road) comes from a tracking device in the vehicle. This chapter covers the three ways to fit one, the pages that show what it reports, and the features built on top of the data.

Three ways to track a car

You pick per vehicle. The software treats all three the same once the data arrives.

METHOD	HARDWARE COST	GIVES YOU	REMOVABLE BY A RENTER
OBD-II telematics dongle	Low	GPS, fault codes, odometer, fuel, voltage	Yes — it unplugs
Hardwired GPS tracker	Low, plus fitting	GPS, ignition sense, immobiliser option	Not without tools and time
Android phone (companion app)	Zero	Position only	Trivially

OBD-II telematics dongle. Plugs into the diagnostic socket under the dash — no wiring, no trim removal, no auto electrician. Beyond position, it reads what only the engine knows: fault codes, check-engine state, coolant temperature, fuel level and the odometer straight off the bus, so mileage is not a number someone typed in. It fits almost anything on the road: OBD-II has been mandatory in the US since 1996, and in the EU since 2001 for petrol and 2004 for diesel. We supply the dongle pre-configured — plug it in and it starts reporting. The honest downside: a renter can unplug it in five seconds.

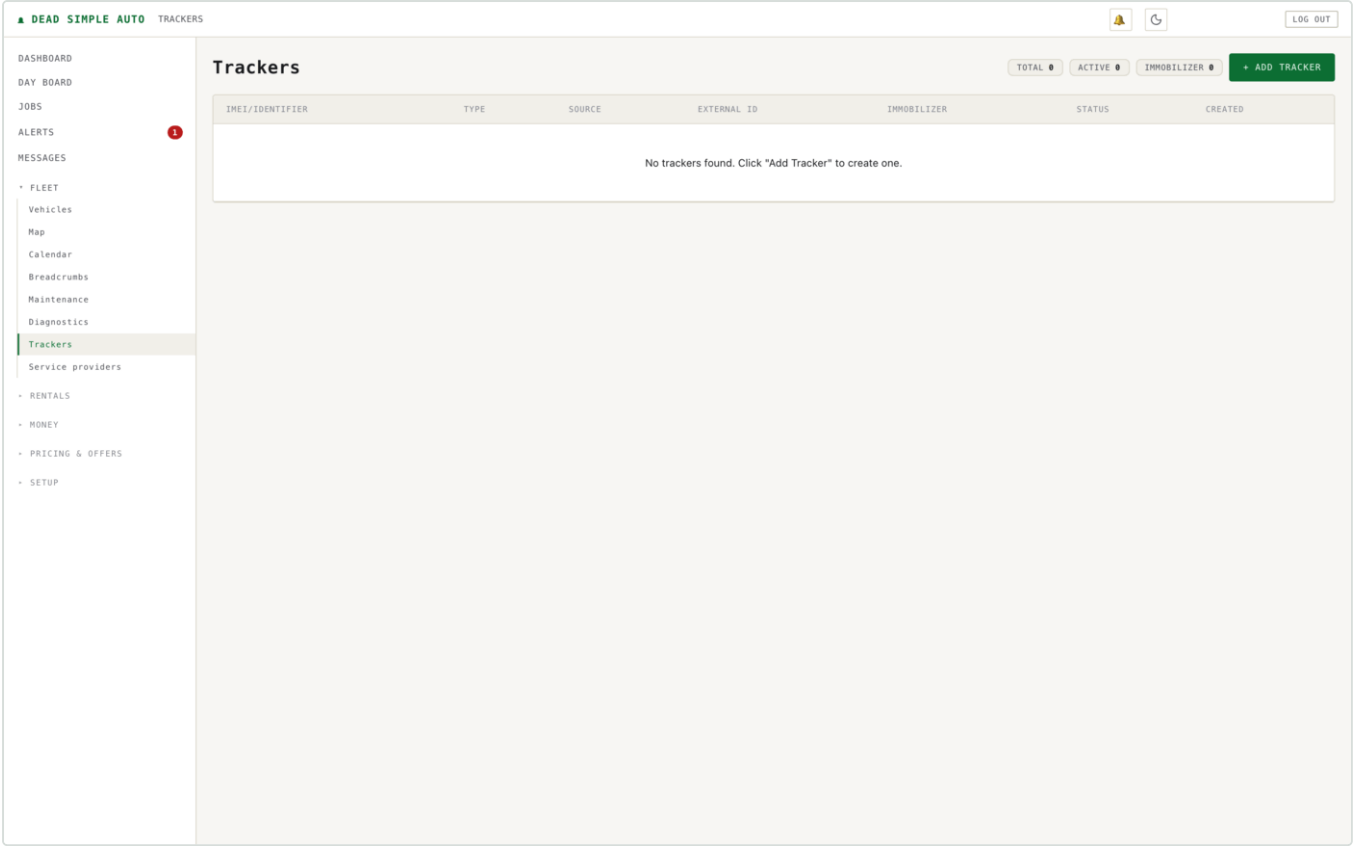
Hardwired GPS tracker. Wired behind the dash to permanent 12V, ignition sense and ground — concealed, always powered, out of reach. This is the one for cars that go out to strangers. We supply the tracker pre-configured and ready to fit; it reports position, ignition and power state the moment it has power. Add the immobiliser relay (below) and the same unit can cut a circuit on command.

An Android phone. An old handset in the glovebox running our companion tracking app reports position over whatever data connection it has. No engine data, and it stops when the battery does. Its honest use is proving the idea — tracking a car you are about to sell, or a fleet you are still deciding about — before you spend money on hardware.

The Trackers page

Devices are managed at **Fleet** → **Trackers**. Each row is one physical device: its IMEI or identifier, its type, where its data comes from, the external ID that ties it to the GPS backend, whether it has an immobiliser fitted, and its current status. The counters across the top show total, active and immobiliser-equipped

devices at a glance, and **Add Tracker** registers a new one. Tying a device to a car happens on the vehicle itself: open the vehicle’s detail page and use **Register Tracker** (or **Replace Tracker**) with the device’s IMEI — the Trackers page stays in sync automatically.

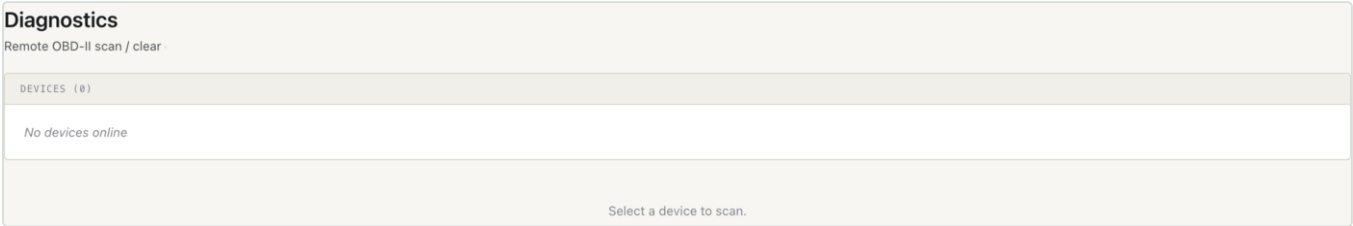


The Trackers page before any device is registered — one row per physical device once added, with identifier, type, data source, external ID, immobiliser capability and status, and counters for total, active and immobiliser-equipped devices.

Once a tracker is registered against a vehicle, its positions feed the live **Fleet** → **Map**, the per-vehicle and per-rental trails under **Fleet** → **Breadcrumbs**, and everything else in this chapter.

Engine diagnostics

Fleet → **Diagnostics** talks to our OBD-II dongles that are currently online. Select a device and you can run a remote fault-code scan — stored, pending and permanent codes (OBD modes 03, 07 and 0A) plus battery voltage — and clear codes remotely. A clear must immediately follow a successful scan, and every clear is recorded in an audit log you can export. If no device is online, the page says so rather than showing stale data.

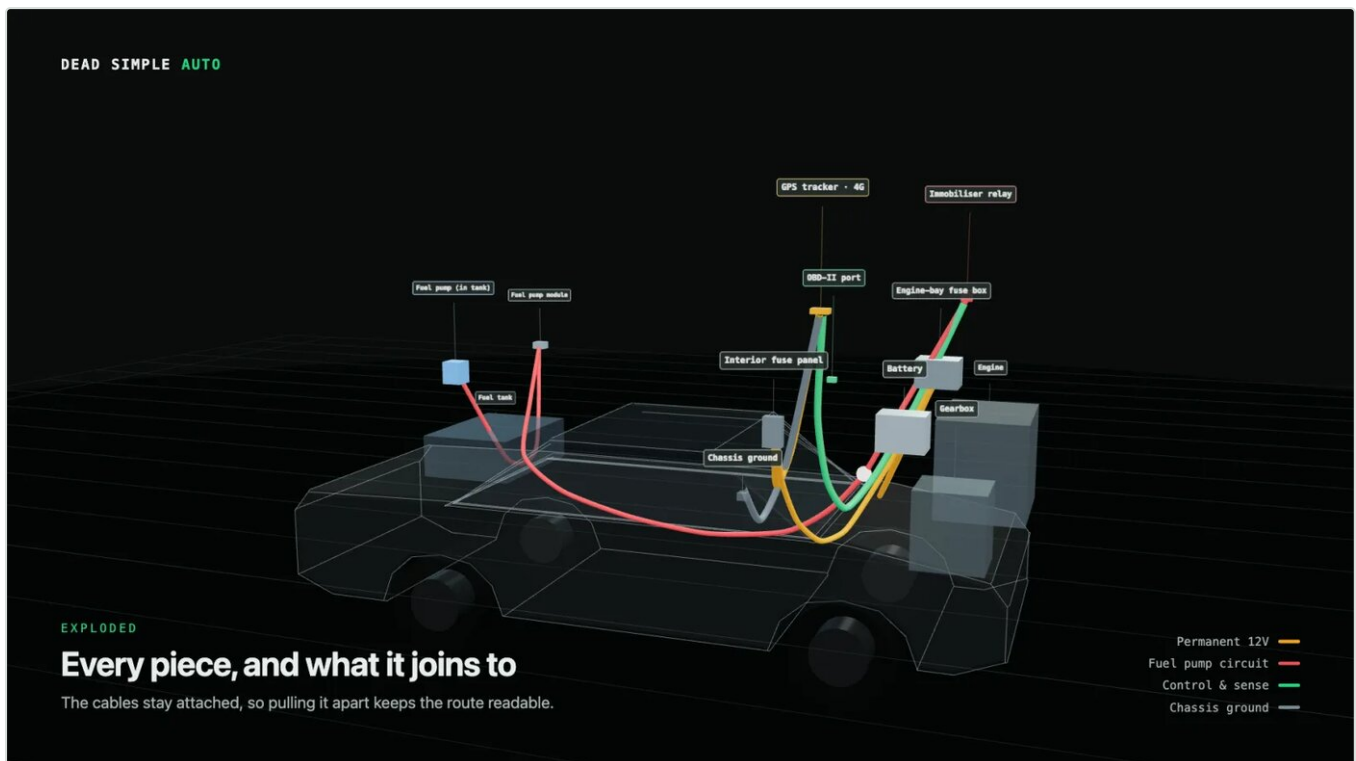


The Diagnostics page — remote fault-code scan and clear. With no device online, it says so instead of showing stale data.

The same devices also stream coolant temperature, fuel level, check-engine state and the odometer continuously into telemetry — the stream that keeps the odometer honest for mileage-based maintenance schedules (see the Maintenance chapter) and mileage reconciliation (below).

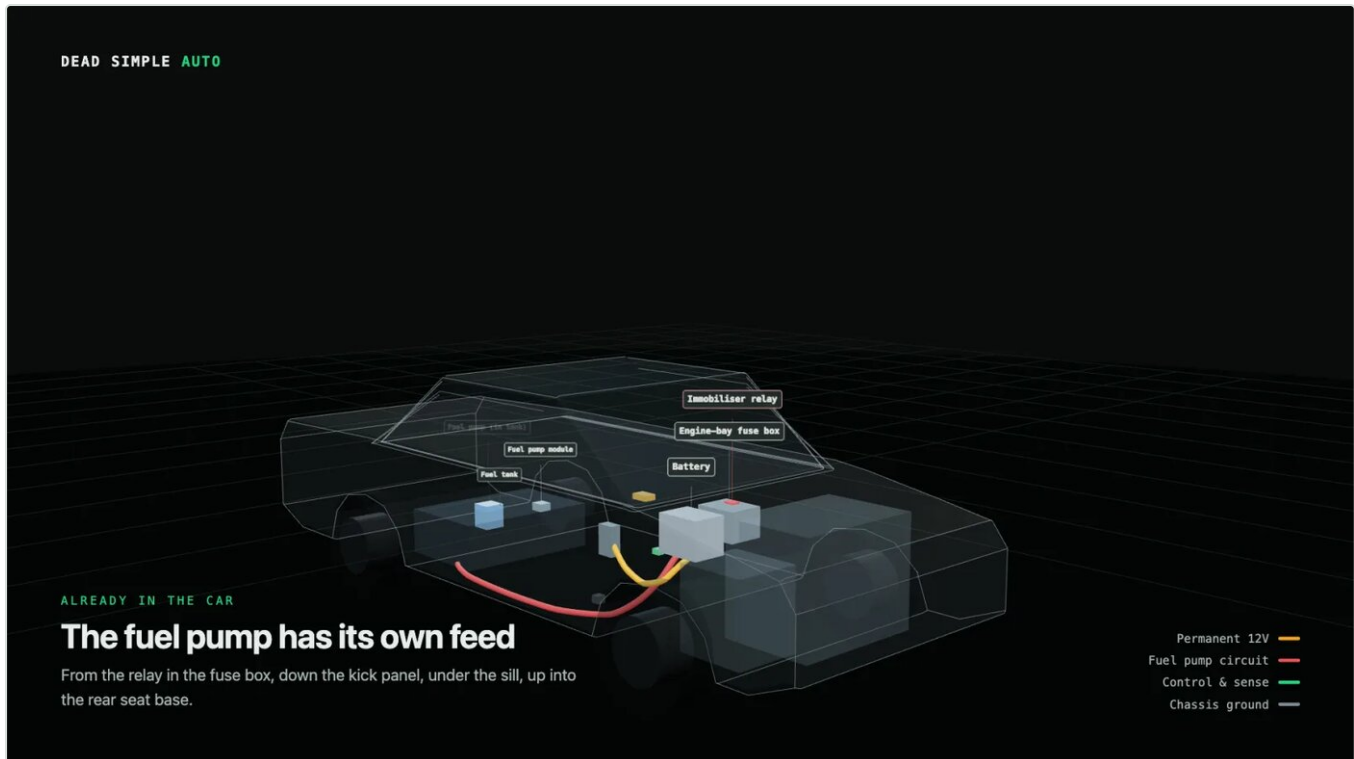
The immobiliser (killswitch)

The immobiliser is a **normally-closed relay**, fitted at the fuse box by an auto electrician and driven by the tracker's relay output. Normally closed matters: if the relay, the tracker or its wiring fails, the car still starts. On most cars the interrupt goes in the starter circuit — the professional convention, and the one that cannot stall a moving engine. A fuel-pump interrupt, where used, is done at the relay socket in the fuse box, never out at the pump.



The install, exploded: tracker, relay, battery, fuse box and fuel pump, with the wiring between them.

It is a short job because almost nothing crosses the engine bay: permanent 12V, ignition sense and a factory ground point are all within reach of the driver's knee panel, so only the low-current relay control wire runs forward.



The factory fuel-pump feed runs from the fuse box back along the sill to the tank.

Two things the product is blunt about:

- **It reports what actually happened.** An immobilise command moves through *requested* → *queued* → *sent* → *confirmed* → *failed*, and the interface shows the real state. It never claims a car is disabled because a flag was written in a database. If a vehicle has no immobiliser-capable hardware, it says so instead of pretending.
- **It will not stop a moving car.** A command issued while the vehicle reports motion is not dispatched — it is held as *queued* and sent only once telemetry shows the car has stopped. Cutting power at speed loses the driver power steering and then brake servo assist; the product does not offer it — not as an option, not behind a warning.

Immobilisation also backs the collections escalation under **Money** → **Collections**, where it always requires explicit admin approval (see the Money chapter).

Note: Wiring is a job for an auto electrician, not for you. The diagrams here show where things go on a typical car; every model differs.

Usage policies

Setup → **Usage policies** is where GPS data turns into enforcement. It is **off by default**. When you switch on usage-policy detection, every rental is swept at return: the trip's GPS trail and odometer are checked against your policies, and any breach is logged to a durable policy-breach ledger, feeds a deposit-deduction suggestion, and raises a fleet alert that clears when you settle the deposit.

Usage policies

Off by default. When on, each rental is swept at return — the trip GPS + odometer are checked against your policies and any breach is logged, feeds a deposit-deduction suggestion, and raises a fleet alert until you settle the deposit.

☐ Usage-policy detection enabled

The Usage policies page, with the master switch for the return-time policy sweep — off by default.

Three kinds of breach are detected:

- **Restricted zones** — geofences you tag as *restricted* (drawn on the map under **Setup** → **Settings**, Geofences tab); the sweep checks whether the trail entered one.
- **Mileage overage** — distance driven beyond the rental's per-day cap.
- **Off-site return** — the car's last fix is nowhere near one of your lots.

Breaches never charge anyone. Like everything else in the product, they become *suggestions* on the deposit panel that a human approves (see the Money chapter). The same page also holds the recovery-charge rates (fuel shortfall, late return) and the eligibility gate, covered in their own chapters.

Mileage reconciliation and toll early warning

Two more checks ride on the same data. **Mileage reconciliation** (a toggle under **Setup** → **Settings**) runs when a rental closes: it cross-checks the odometer delta the readings claim against the distance the GPS trail actually measured, catching odometer rollbacks and under-reported returns. A discrepancy is flagged as an incident with a notification — nothing is charged, and it never blocks the close. And **toll-road early warning** watches the GPS trail as a rental closes: if the car appears to have used a toll road, the rental is flagged and a fleet alert raised *before* the agency statement lands weeks later — so you can hold the deposit instead of chasing a guest who has long gone. Statements are then imported and matched under **Money** → **Tolls**, and cross-checked charge-by-charge under **Money** → **Toll auditor** (see the Money chapter).

Guests and Communication

A rental business is mostly a communication business with cars attached. This chapter covers everything Dead Simple Auto knows about the people who rent from you — their profiles, the do-not-rent list, messaging, the automated emails, the private in-trip page each guest gets, and how notifications reach you and your team.

Customer profiles

Open **Rentals** → **Customers** in the left navigation. Every person who has booked with you gets a row: name, email, phone, license, and the date they were added. You can search by name, email, or phone, and add a customer by hand with **+ Add customer**.

DEAD SIMPLE AUTO

CUSTOMERS

LOG OUT

DASHBOARD

DAY BOARD

JOBS

ALERTS

MESSAGES

FLEET

Vehicles

Map

Calendar

Breadcrumbs

Maintenance

Diagnostics

Trackers

Service providers

RENTALS

Rentals

Bookings

Customers

MONEY

PRICING & OFFERS

SETUP

Customers

Search name, email, phone...

+ ADD CUSTOMER

ERASE BY EMAIL / PHONE

NAME	EMAIL	PHONE	LICENSE	ADDED	
Max Bauer	max.bauer@example.com	+49 30 2391690	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Felix Becker	felix.becker@example.com	+49 30 8136399	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Mara Braun	mara.braun@example.com	+49 30 5609140	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Jonas Fischer	jonas.fischer@example.com	+49 30 9316521	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Lena Hoffmann	lena.hoffmann@example.com	+49 30 9660221	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Hanna Hoffmann	hanna.hoffmann@example.com	+49 30 2738463	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Tobias Klein	tobias.klein@example.com	+49 30 6585446	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Emma Koch	emma.koch@example.com	+49 30 2421043	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Simon Krüger	simon.kruger@example.com	+49 30 6171310	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Noah Lange	noah.lange@example.com	+49 30 2048472	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Lukas Müller	lukas.muller@example.com	+49 30 4136001	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
David Neumann	david.neumann@example.com	+49 30 2518300	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Clara Richter	clara.richter@example.com	+49 30 9706877	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Anna Schmidt	anna.schmidt@example.com	+49 30 3910278	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Julia Schwarz	julia.schwarz@example.com	+49 30 7384563	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Paul Schäfer	paul.schafer@example.com	+49 30 3424598	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Marie Wagner	marie.wagner@example.com	+49 30 9956353	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Sofia Weber	sofia.weber@example.com	+49 30 7276678	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE
Nina Wolf	nina.wolf@example.com	+49 30 8202180	—	6 Sept 2026	VIEW EDIT EXPORT ERASE DELETE

The Customers list, with search, per-row actions, and the erase-by-email/phone control for privacy requests.

Each row carries five actions. **View** and **Edit** are what you expect. **Export** produces the customer’s data in a portable form, and **Erase** removes their personal data — both exist so you can answer a privacy-law request (a GDPR subject-access or erasure request, for example) without a support ticket. **Delete** removes the record outright. The **Erase by email / phone** button at the top handles the common case where someone emails you asking to be forgotten and you don’t want to hunt for their row first.

Click **View** on a customer to open their profile. The top of the page answers the questions you actually have when a repeat name comes in: how many rentals, lifetime spend, first rental, last rental. Below that is a free-text **Notes & flags** box and the full rental history — each past rental with vehicle, dates, status, and total.

CUSTOMERS

Max Bauer

max.bauer@example.com · +49 30 2391690

1
RENTALS

US\$894.14
LIFETIME SPEND

15 Apr 2026
FIRST RENTAL

15 Apr 2026
LAST RENTAL

Notes & flags

demo-screenshot

☐ Do not rent — blocks this customer from booking online (matched by email)

SAVE

Rental history

VEHICLE	DATES	STATUS	TOTAL
White Vito — 2019 Mercedes-Benz Vito	15 Apr 2026, 20:49 → 24 Apr 2026, 20:49	Closed	US\$894.14

A customer profile: rental count and lifetime spend up top, notes and the do-not-rent flag in the middle, full rental history below.

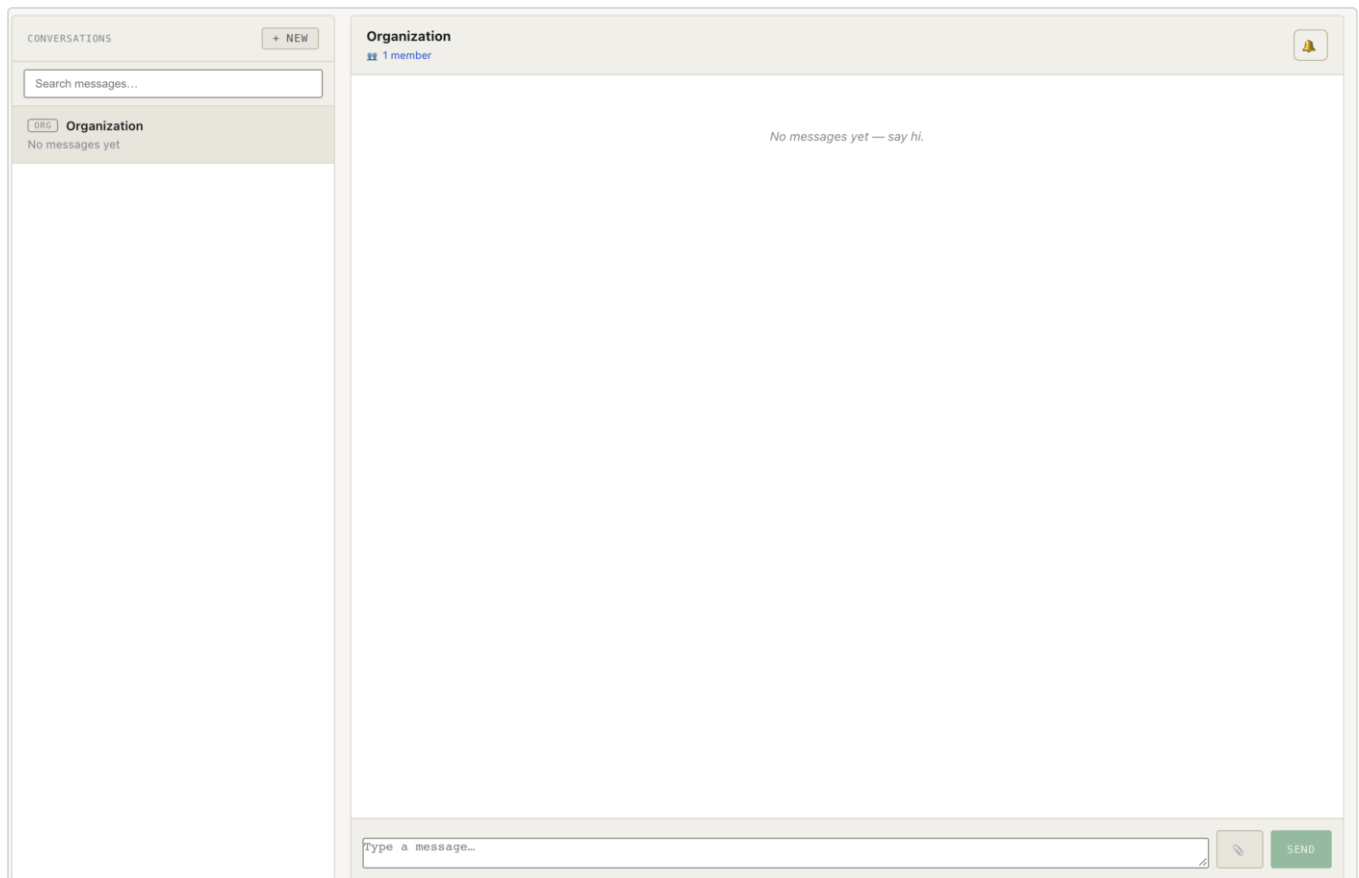
The do-not-rent list

The **Do not rent** checkbox on the profile is the whole feature: tick it, save, and that customer can no longer book through your portal. Matching is done by both email and phone, so a blocked customer can’t come back in by typing the same phone number under a fresh email address. If you have the eligibility gate switched on, the flag is also one of its checks at handover, so a do-not-rent customer who somehow gets a booking created is still stopped before they get keys — staff can only proceed past it with an admin override, which is logged.

Note: blocking is quiet. A blocked guest who tries to book sees the ordinary “request received” message, and the request lands in your inbox flagged for you to decline — they are never shown a message telling them they are on a list. The block even survives an erasure request: erasure keeps a one-way hash of the contact details for exactly this check.

Messaging

Messages sits in the always-visible block at the top of the left navigation, with a live unread badge. It is your team’s inbox, not the guests’: conversations on the left — an organization channel whose membership follows your team roster, plus per-vehicle, per-job, group, and direct threads — the open thread on the right, and a composer with an attachment button at the bottom.



The Messages inbox on a fresh install — conversations and search on the left, the organization thread (no messages yet) and composer on the right.

Messaging a guest happens on the rental, not here. Open the rental (or the car on the fleet map) and choose **Contact Driver**: what you write appears on the guest's private trip page, and the guest gets an email telling them a message is waiting, with the link to read it. Their replies land in the same thread and notify your admins. The guest never needs an account, an app, or your portal — just the link they already have.

Automatic guest emails

Some emails should never depend on you remembering to send them. Switch on lifecycle emails in **Setup** → **Settings** and Dead Simple Auto emails the guest a confirmation when their rental is created and a review request after it closes; a separate opt-in sends a roadside “report a problem” link when the trip starts. Also separate is the win-back sweep, which emails lapsed customers whose last trip ended a configurable number of days ago (60 by default). All of these are plain transactional emails, not a marketing platform — the point is that no guest is ever surprised by their own rental.

Review requests feed the reviews system: guest reviews and testimonials can be published to your direct-booking portal, so the social proof you earn actually shows up where your next guest is deciding.

The in-trip hub

Every active rental has a private guest page on an unguessable link — no account, no password, no app to install. On it the guest finds:

- **Vehicle facts** — what they’re driving and what they need to know about it.
- **Access, return, and roadside instructions**, written by you once as templates.
- **One-tap message host**, which posts into the trip’s message thread and notifies your admins — you answer from the rental’s **Contact Driver** screen.
- **Extend my trip** (if you enable it) — the extension is conflict-checked against real availability, and the extra days are charged as an *addition* to the existing total, never a re-quote, so promo codes, add-ons, and tolls already on the rental are preserved. Depending on your per-vehicle setting it either confirms instantly or arrives as an approval request.
- **Roadside problem reporting** — flat tire, dead battery, fuel, accident, locked out — with photos and the phone’s GPS position attached automatically.

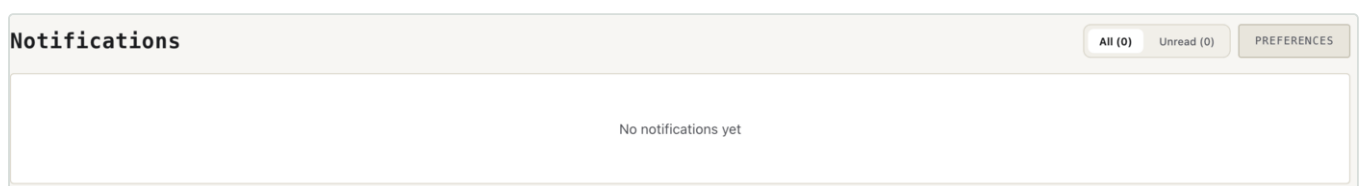
Note: a guest roadside report is quarantined. It becomes an incident marked as guest-reported, with no cost attached, and it is excluded from every automatic charge, deduction suggestion, and alert until an admin reviews it. A guest cannot bill themselves, and a guest cannot bill you.

After the rental closes, the settlement statement you publish appears on this same link: an itemized breakdown of what the guest was charged, with a per-line “question this charge” route that lands as a dispute notification for your admins. Publishing is your explicit action — nothing is charged by publishing, and nothing is sent automatically unless you have opted into close-out automation, which can publish a clean return’s settlement for you. See the Money chapter for how the numbers are built.

Note: every guest-facing page — the booking portal, the in-trip hub, self-service checkout, the settlement — is available in English, Spanish, French, German, and Portuguese. Your admin interface is English.

Notifications

Setup → **Notifications** is where notifications land and where you tune them. The page shows everything that has been sent to you, with an **All / Unread** filter and a **Preferences** button for controlling what you receive.



The Notifications page under Setup — empty here on a fresh install — with the All/Unread filter and the Preferences button.

Notifications carry a severity, and delivery follows it: routine events land in-app (and as a push, if pushes are enabled) and can be muted per type under Preferences, while critical ones — a settlement dispute, a car

that never came back, a guest broken down at the roadside — are also emailed to every admin and cannot be muted. The bell icon in the top bar shows unread notifications from anywhere in the app; the **Alerts** entry in the navigation is a different thing (self-clearing fleet alerts about cars and money), covered in the Running the Business chapter.

Administration

This chapter covers the parts of Dead Simple Auto you touch rarely but need to get right: organization settings, importing your history from other platforms, exports and statements, the audit trail, privacy compliance, and how your data is hosted. Most of it lives under **Setup** in the left navigation — a section deliberately kept apart from the daily screens. If you find yourself in there weekly, something is wrong.

Organization settings

Open **Setup** → **Settings**. The page starts with a **Display** toggle — 24-hour or 12-hour time, applied to times shown across the dashboard, including Breadcrumbs. Below it, three tabs: **Organization**, **Parking Lots**, and **Geofences**.

DEAD SIMPLE AUTO SETTINGS

Settings

Org & operations

Display
How times are shown across the dashboard (e.g. Breadcrumbs).

24-hour (14:05) 12-hour (2:05 PM) Now: 11:00:57

Organization Parking Lots Geofences

Headquarters
Where your operation is based. Address is auto-geocoded on save and seeds the dashboard map center.

ADDRESS 123 Main St, Berlin, Germany

LATITUDE

LONGITUDE

Auto-filled when an address is entered.

TIMEZONE
America / New York

Company
Public-facing identity. Shown on invoices, customer emails, and the dashboard header.

COMPANY NAME

LEGAL ENTITY

SUPPORT EMAIL

EMAIL SENDER NAME
QFarms

Guests who reply to your emails will reach nobody. Set this and their replies come to you.

The name guests see in the From line, currently "QFarms". The address stays ours — sending as your own domain would be rejected as forgery — so your identity rides in this name and in the reply address above.

SUPPORT PHONE

Guest trip hub
The digital glovebox + self-extend shown on each guest's /trip link.

The Settings page, with the display-time toggle, the Organization tab, and the Headquarters and Company panels.

The **Organization** tab holds:

- **Headquarters** — your base address and **timezone**. The address is geocoded on save and seeds the dashboard map centre. The timezone matters more than it looks: everything is stored in UTC internally, and this setting decides how dates and times are displayed and which calendar day a toll, expense, or report row lands on.
- **Company** — the public-facing identity shown on invoices, guest emails, and the dashboard header: company name, legal entity, support email and phone, and the email sender name. The page is blunt

about the support email: guests who reply to your emails will reach nobody until you set it.

- **Guest trip hub** — the digital glovebox and self-extend options shown on each guest’s trip link (see the Guests chapter).

Your **market profile** is also part of organization settings. Dead Simple Auto ships with 23 market profiles, each a bundle of defaults: currency, tax label (not everything is called VAT), units (miles or kilometres), date format, and locale. There is no “EU mode” switch — adding a country to the product is adding a profile. Picking your market sets sensible defaults; you can still adjust individual values afterwards.

The **booking portal** — your public direct-booking page — takes its identity from the Company panel here, while the instant-book versus approve-first decision is made per car (see the Rentals chapter).

Importing rental history

If you are coming from Turo or Getaround, you do not have to start from zero. Imported history feeds P&L, utilisation, and the win-back tools.

Platform import

Bring your rental history from another platform. Upload the earnings CSV, review the dry-run preview (nothing is written), then commit. Every run is logged with the exact time and mapper version so you always know which method interpreted your data.

Getaround earnings CSV

Choose File No file chosen

1 · DRY-RUN PREVIEW

2 · COMMIT IMPORT

Import history

Every run, with the exact execution time and the mapper version + validation date it used — so you can always tell whether an import ran on a current or an out-of-date method.

No imports yet.

The Platform import page: upload a Getaround earnings CSV, dry-run it, then commit. The history panel below logs every run — empty until your first import.

Two sources are supported, in two different places:

SOURCE	FORMAT	WHERE
Getaround	Earnings CSV	Setup → Imports
Turo	Email export (mbox)	Fleet → Calendar , via the Import Turo mbox button

The Getaround importer on **Setup → Imports** is a two-step process, and the software refuses to make it one:

1. **Dry-run preview.** The file is parsed and you see exactly what would be created. Nothing is written.
2. **Commit.** The commit is **content-hash bound** to the dry run — it only proceeds against the exact file content you previewed. Swap the file between steps and the commit is refused.

Each run is logged in the **Import history** panel with the execution time and the mapper version it used, so you can always tell whether an old import ran on a current or out-of-date interpretation of the platform’s format. If the platform changes its CSV headers, the importer refuses the file outright rather than guessing.

The Turo import is a single upload rather than a two-step, but it is idempotent: re-uploading the same mbox produces zero new rows. Bookings that parse cleanly from your Turo emails but cannot be auto-matched to one of your vehicles by year, make, and model land on **Setup** → **Turo unmatched**. Pick the right vehicle for each row and the rental and customer records are created.

Unmatched Turo bookings

These bookings parsed cleanly from your Turo email export but couldn't be auto-matched to a DSA vehicle by year + make/model. Pick a vehicle for each and we'll create the Rental + Customer rows.

Nothing to resolve — every imported Turo booking has been matched to a vehicle.

The Turo unmatched review screen, empty because every imported booking has been matched to a vehicle.

Note: Imports create history; they do not block availability. An imported past rental never fights your live calendar.

Reports and statements

Money → **Reports** is the export hub: pick a date range, download CSVs for your accountant or your taxes.

Monthly statement (PDF)

A branded statement for 2026-09 — revenue by vehicle, expenses by category, net operating income, and the change from the month before. Same figures as your in-app P&L. Use the month buttons above to pick a different month.

DOWNLOAD STATEMENT

Rentals Every rental in the range — dates, vehicle, customer, status, source, total. DOWNLOAD CSV	Expenses Every expense in the range — date, vehicle, category, amount, note. DOWNLOAD CSV	Per-vehicle P&L Revenue — expenses = net per vehicle, with utilization, plus a total. DOWNLOAD CSV	Deductible Recovery Recoverable deductible exposure by classification and claim status — money you can still get back. DOWNLOAD CSV	Cash Receipts Money actually received in the range, by method, with a reconciling total — the cash-basis figure the P&L can't give you. DOWNLOAD CSV
AR Aging Who owes you, and for how long — bucketed 0-30, 31-60, 61-90, 91+ days. What a lender or accountant asks for. DOWNLOAD CSV	Tax Journal Every rental split at its own frozen rate, grouped into the period your tax-point rule puts it in. A listing for your bookkeeper, not a filing. DOWNLOAD CSV	Unbilled Recovery Closed trips still carrying a charge nobody actioned — unbilled tolls, unresolved breaches, fuel and late charges, and flagged damage with no incident. DOWNLOAD CSV		

The Reports page: the monthly statement PDF and the CSV exports, from rentals through unbilled recovery.

The exports include **Rentals**, **Expenses**, **Per-vehicle P&L** (with utilisation), **Deductible Recovery** (recoverable insurance exposure by claim status), **Cash Receipts** (money actually received — the cash-basis figure the accrual P&L can't give you), **AR Aging**, a **Tax Journal** (every rental at its own frozen rate, grouped by your tax-point rule — a listing for your bookkeeper, not a filing), and **Unbilled Recovery** — closed trips still carrying a charge nobody actioned.

At the top of the page sits the **Monthly statement**, a branded PDF: revenue by vehicle, expenses by category, net operating income, and the change from the month before. It uses the same figures as the in-app P&L, so the PDF never disagrees with the screen.

The dispute evidence packet

When a guest disputes a charge or a platform asks you to prove your case, you can generate a **dispute evidence packet** from the rental's detail page: one PDF fusing the signed agreement (with signer IP), the driving licence, the deposit ledger, incidents, tolls, mileage, damage photos with AI comparison results, and the GPS route as a drawn map. The finished PDF is hashed with SHA-256 and filed in the document vault, so you can later prove the document you sent is the document that was generated. A revocable public share link is available; revoking it makes the link dead, not just hidden.

The audit trail

Overrides write an **audit event**: eligibility overrides at handoff, minimum-stay overrides, refund overrides on a cancellation, manual cancellation settlements, photo-quality overrides on a job, and the resolution of a guest's settlement dispute. This is not configurable, and that is the point — the trail exists precisely so it cannot be turned off on a bad day.

GDPR and data retention

For operators in the EU (or anyone who takes privacy seriously), three mechanisms are built in:

- **Erasure and export** are register-driven: every table holding personal data is enrolled in a central register, and the erasure and export routines walk that register. A newly added table cannot quietly escape them — it either declares how it handles personal data or the guard fails.
- **Consent tracking** records what a guest agreed to and when. Peer-benchmark contribution, in particular, does not happen without it.
- **Trip-history retention** is configurable per organization: GPS trails older than your retention window are removed on schedule.

Peer benchmarks

Benchmarks show how your utilisation and daily rates compare to similar fleets. They are strictly **opt-in**, and they are **k-anonymous**: cohort percentiles only appear once at least five distinct organizations contribute to a bucket, one org one vote, in coarse vehicle-class and region buckets. You see aggregates and your own value — never another operator's numbers.

Hosting and your data

Dead Simple Auto is a cloud service, hosted and operated by us. There is nothing to install, patch, or back up on your side — infrastructure, updates, and backups are our job.

The data is still yours in every way that matters: every report exports as CSV, the monthly statement and evidence packets are PDFs you keep, and the GDPR tooling above — register-driven export and erasure — applies to your organization's data on request, not just a guest's.

Tools

Tools is a small section of the navigation holding capabilities that come from other products rather than from Dead Simple Auto itself. They are grouped apart on purpose: they ship on their own release cycles, and a tool being absent never stops the rest of the app working.

Today there are two: factory maintenance schedules, and a viewer for workflow designs.

Note: Every tool page reports plainly when its underlying product is not installed on your server. If you see such a message, nothing is broken — that capability simply is not available on your installation, and the rest of DSA is unaffected.

Maintenance schedules

Tools → **Maintenance schedules** answers one question: what does the manufacturer say this car needs, and how often?

Factory service intervals for 651 vehicle generations. Look up one of your own cars, or any make and model. This is reference only — nothing here changes your maintenance plan.

From your fleet

2023 Toyota Camry

Any vehicle

Make

Model

Year

LOOK UP

2023 Toyota Camry
Generation 2018–2024 · severe service schedule · 15 items
8th-gen Camry. 2.5L A25A-FKS + 8-speed auto, or 3.5L V6 (TNGA platform).

Item	Interval	Category	Confidence
Engine Oil and Filter (0W-20 synthetic) Toyota with 0W-20 synthetic — 10,000 mi / 12 mo normal interval is the published spec since 2010 on most US-market models.	5,000 mi / 6 mo	engine	85%
Oil Filter	5,000 mi / 6 mo	engine	85%
Engine Air Filter Inspect at each oil change; replace sooner if dusty operating environment.	15,000 mi / 18 mo	engine	85%
Cabin Air Filter	15,000 mi / 12 mo	consumables	85%
Transmission Fluid (Auto) Use the exact ATF spec for this transmission — non-spec fluid voids the seal life.	30,000 mi / 36 mo	drivetrain	85%
Engine Coolant Long-life coolant; first change later than subsequent changes on most OEMs.	60,000 mi / 60 mo	engine	85%
Brake Fluid Hygroscopic — replace by time, not mileage.	24 mo	brakes	85%
Spark Plugs Iridium plugs in modern engines; copper plugs (if applicable) need 30,000 mi replacement.	60,000 mi / 72 mo	engine	85%
Serpentine / Drive Belt Inspect every oil change for cracks/glazing.	60,000 mi / 72 mo	engine	85%
Brake Pads (Front) Wear-based; varies with driving style. Inspect at every tire rotation.	30,000 mi	brakes	85%
Brake Pads (Rear) Wear-based; rear pads typically last 40-60% longer than front on FWD.	40,000 mi	brakes	85%
Brake Rotors Inspect for thickness/runout at each brake pad change.	60,000 mi	brakes	85%
Tire Rotation Rotate with every oil change for even wear.	5,000 mi / 6 mo	tires	85%
12V Battery (typical service life) Test load every fall; typical service life 4-6 years.	48 mo	electrical	85%
Wiper Blades	12 mo	consumables	85%

Source: Dead Simple Auto: Maintenance v0.4.0 — a separate product, installed alongside DSA and updated on its own release cycle.

The maintenance tool with a fleet vehicle selected: factory intervals grouped by category, each with the source library’s own confidence figure.

There are two ways in, side by side at the top of the page.

From your fleet lists every vehicle you own that has a make, model and year recorded. Pick one and the schedule appears underneath. If a vehicle is missing from this list, it is missing one of those three fields — add them on its page under **Fleet** → **Vehicles** and it will appear.

Any vehicle takes a make, model and year directly, for a car you are thinking about buying, one a customer has asked about, or anything not in your fleet. Coverage runs to several hundred models across the common US and European market, roughly 2013 onward.

Reading the result

Each row is one service item with the interval expressed in both distance and time — “5,000 mi / 6 mo” means whichever comes first. Items are tagged by category (engine, brakes, drivetrain, tyres, electrical, consumables) so you can see at a glance where the work clusters.

The **confidence** column is worth understanding. The schedules are assembled from manufacturer sources, and the figure is the source library’s own assessment of how firmly it holds that interval. It is shown rather than hidden because a number you cannot audit is worse than a number with a caveat attached. Treat a lower confidence as a prompt to check the owner’s manual for that specific item, not as a reason to distrust the whole schedule.

Some rows carry a note — that the interval assumes a particular oil grade, say, or that a part is wear-based and should be inspected rather than replaced on a clock. Those notes are where the real judgement lives; read them before planning work.

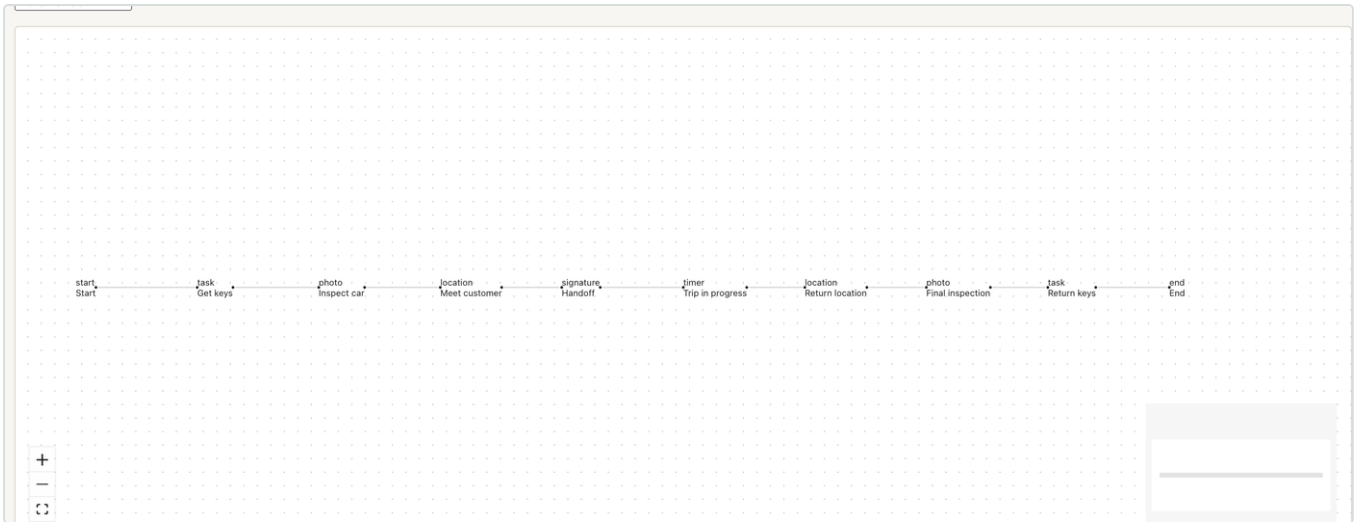
What this page does not do

It does not change anything. Looking up a schedule creates no maintenance records, no jobs, and no alerts. This is deliberate: a factory schedule is a reference, and turning one into work you have committed to is a decision you make on the **Fleet** → **Maintenance** page, where you set the intervals you actually intend to follow.

Your own schedules can differ from the factory’s, and often should — a rental fleet runs harder than the manufacturer’s “normal” assumption. Several manufacturers publish a severe schedule for exactly this case, and where one exists it is what this tool shows.

Workflow designer

Tools → **Workflow designer** draws the workflow designs you have imported into DSA as the graphs they actually are.



A workflow design drawn as a graph: each step is a node, the arrows are the paths between them.

DSA runs a job as a straight list of phases — first this, then that, then the next thing. Designs, though, are authored as graphs, and a graph can branch. The Workflows page under **Setup** shows you the linear phase list DSA will actually run; this page shows you the original design it came from, including any branching that list could not express.

Pick a design from the dropdown to draw it. You can pan and zoom; the minimap in the corner helps on larger designs.

This is a viewer, not an editor. Designs are authored in Dead Simple Jobs and imported into DSA on the **Setup** → **Workflows** page — see the Administration chapter. If a design here does not match what your crews are doing, the fix is to change it at the source and re-import, so the design and the job stay in step.

Note: Designs imported before DSA began keeping the original design file will say so instead of drawing. Re-import them and the graph appears.

Why these are separate products

Both tools come from products built and released independently of DSA: maintenance schedules from a dedicated schedule library, and the workflow viewer from the designer that authors the designs in the first place.

This matters to you in two practical ways. **They update on their own schedule** — a new tool version can arrive without a DSA release, and a DSA release does not necessarily change them. And **they can be absent**: an installation without them loses those two pages and nothing else. No rental, job, vehicle, or money feature depends on either one.