

xSeil / XTours Concrete Evidence

Client deliverables, system requirements, integration requirements, operational visuals and bus-operation context supporting the Car Evolution Mobility OS lineage.

Prepared for: OÜ JUBAP - Startup Estonia application support

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Scope: evidence package, not a public marketing page and not a claim that the historical software is deployed unchanged today.

Executive boundary

This evidence pack documents a historical, client-delivered logistics orchestration system developed for XTours / Experiencias Xcaret. It supports the claim that the current Car Evolution Mobility OS productisation is grounded in implemented orchestration capability, operational requirements, route-sheet logic, third-party integrations and field logistics context. It does not claim that the historical codebase is the current production product without adaptation.

1. What Was Found

Evidence type	Concrete files / findings	Why it matters
Client specification	Especificaciones Xseil.xlsx	Lists modules and capabilities: planning, logistics monitoring, route sheets, transported passengers, punctuality, direct-trip factor, occupancy, cruise-speed control, time estimation and rent/extra-capacity estimation.
Deliverables annex	Anexo Tecnico 1. Entregables por cada tipo de componente.docx	Defines delivery classes including installed system, client installation, user manual, admin/maintenance manual, training, source code and system license.
Detailed functional analysis	Analisis Detallado XSEIL Nivel 3 v.1.0.docx and planning module v2.1	Shows level-3 functional specification depth, not a slide-only concept.
Integration requirements	Requerimientos conectividad SOX y Xseil v1.2; Requerimientos conectividad Xseil y GeoTab v1.0	Shows concrete interfaces for reservations, catalogues, no-show/go-show, route-sheet changes, geofences, positioning, ETA, delays, speed and telemetry.
Implementation/delivery planning	Memoria tecnica y cronograma Xseil.docx; Plan de Entregas.jpg	Shows delivery schedule, modules, dependencies and external-system prerequisites.
Operational visuals	Hoja de Ruta Xseil.png; Base de Datos Planeacion Xseil 1.0.png; Arquitectura de Red Xseil 2.0.png; bus photos	Shows route-sheet, planning data, architecture and real transport context.

2. Capability Evidence From The Specification Workbook

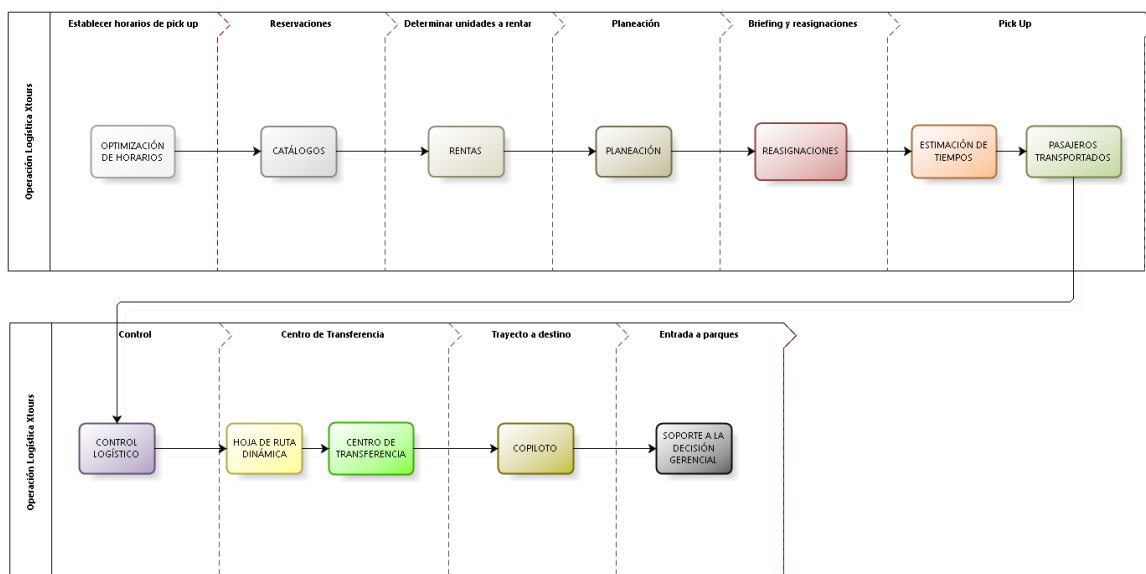
The workbook does not merely name a product. It decomposes the system into operational modules and technical components. The following capabilities are especially relevant to a Mobility Operating System interpretation:

Capability cluster	Evidence in workbook
Planning indicators	units for service, passengers by route, occupancy factor, direct-trip percentage, punctuality SLA estimate and algorithm processing time
Real-time logistics monitoring	passengers by hotel/destination, assigned units, operation percentage, route drawing by unit, origin-destination view and direct-vs-transfer distinction
Passenger reality loop	boarded passengers, no-show/go-show communication and effective transported-passenger visibility
Dynamic route-sheet change	logic and algorithm for route-sheet modifications, export to SOX and Excel, history of changes

Speed and ETA control	ideal cruise-speed calculation, speed limits by segment, non-compliance tracking and route/driver/guide reports
Copiloto / mobile execution	Android/iOS copiloto, manual speed instruction, speed-control sounds and mobile operational support
Capacity estimation	confirmed and estimated passengers by destination, rent/extra-unit estimation logic

3. Functional Spine And Delivery Evidence

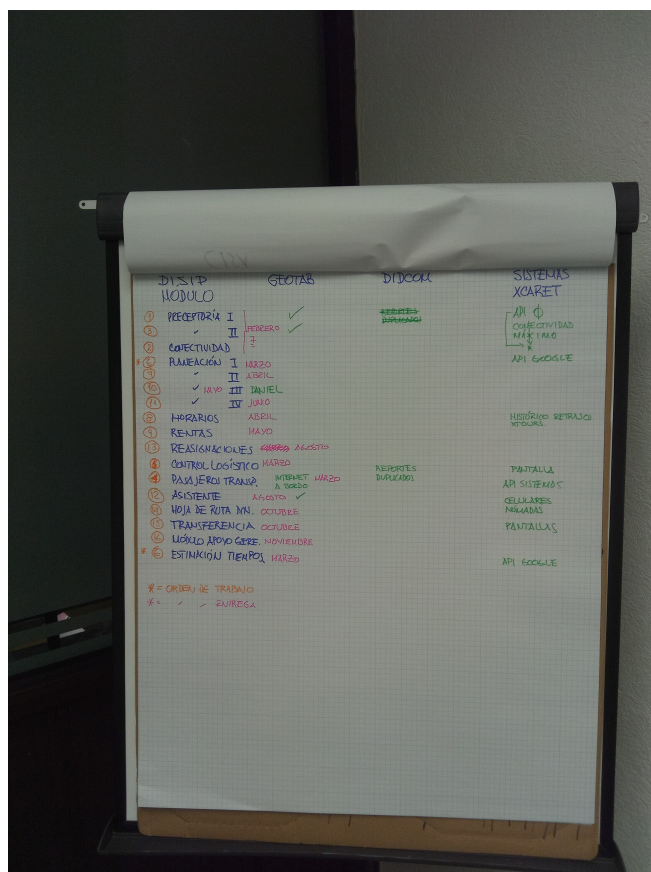
The process diagram below shows the original logistics chain: schedule optimization, catalogues, rent/extra-unit estimation, planning, reallocations, time estimation, transported-passenger reality, logistics control, dynamic route sheet, transfer centre, copiloto and managerial decision support.



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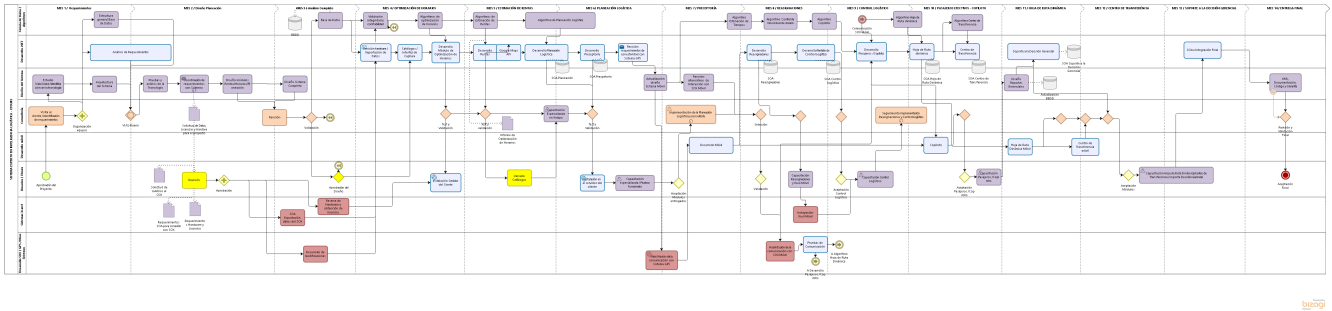
Source visual: Componentes del Sistema.png - functional process spine from XTours/xSeil evidence set.

The delivery-plan board below is useful as implementation evidence: it shows modules, dependencies and sequencing across preceptoria, connectivity, planning, schedules, rents, reallocations, control logístico, passenger reality, copiloto, dynamic route sheet, transfer centre and decision-support reporting.

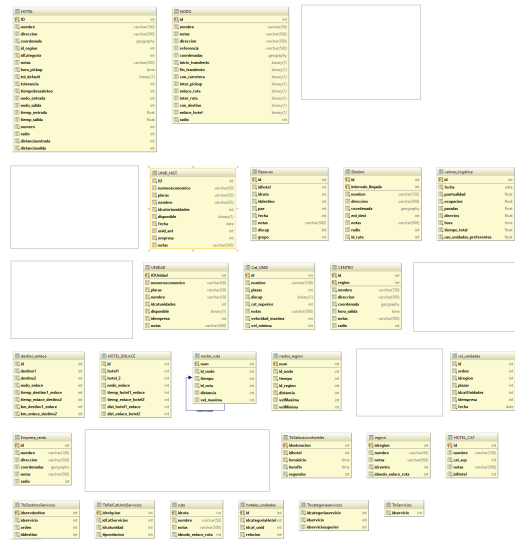


Source visual: Plan de Entregas.jpg - delivery planning / dependencies evidence.

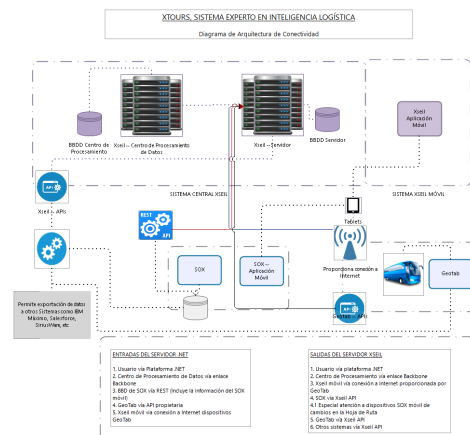
4. Route-Sheet, Planning And Architecture Evidence



Source visual: Hoja de Ruta Xseil.png - dynamic route-sheet model evidence.



Source visual: Base de Datos Planeacion Xseil 1.0.png - planning data structure evidence.



Source visual: Arquitectura de Red Xseil 2.0.png - system/network architecture evidence.

5. Integration Evidence: SOX And GeoTab

Two requirement documents are especially important because they show that the system was designed around real operational integrations, not isolated planning screens.

Interface	Evidence summary	Mobility OS relevance
SOX to/from xSeil	Catalogues, hotels, units, services, reservations, operation sheets, unit assignments, no-show/go-show, transported-passenger loop and route-sheet changes. The document proposes web-service orientation and JSON exchange.	Comparable to connecting existing municipal/operator systems: reservation systems, fleet records, service plans, demand reality and dispatch updates.
GeoTab to/from xSeil	Units, operators, routes, points of interest, geofences, positioning, speed, POI arrival/departure, ETA, delays, route compliance, unauthorized stops, speed excesses and mechanical/telemetry alerts.	Comparable to real-time vehicle telemetry, geofence-based policy enforcement, route pacing, alerts and operational control.

Interpretation for current productisation

These integrations support the positioning of Car Evolution as an orchestration layer over existing data and transport resources. The current productisation should not claim that every historical connector is active today. The correct claim is that the underlying orchestration pattern and integration design are demonstrated, and that deployment requires controlled last-mile connector mapping to the buyer/operator systems.

6. Operational Context: Real Vehicle Environment

The following bus photographs are not software screenshots. They provide operational context for the type of transport environment in which the historical system was designed: real Xcaret/XTours buses, high-volume destination transport and route-control needs.



Source folder: [site/images/evidence-xseil-concrete/bus-operation-photos/](#). Use these as context evidence, not as current European deployment images.

7. Evidence-To-Claim Mapping

Claim that can be supported	Evidence basis	Recommended wording boundary
A complex logistics orchestration system was specified and delivered in client context.	Deliverables annex, specification workbook, detailed analysis documents, delivery plan and review PDF.	Say: grounded in a client-delivered orchestration lineage. Avoid: current product is unchanged 2017 software.
The system covered more than monitoring: it planned, compared and modified operations.	Planning indicators, reassignment system, dynamic route-sheet change algorithm, control-logistics screen requirements.	Say: orchestration/control capability. Avoid: mere dashboard or static fleet tracker.
The design integrated operational systems and telemetry.	SOX and GeoTab requirement documents.	Say: demonstrated integration architecture and requirements. Avoid: all connectors are currently plug-and-play.
The operational domain involved buses, passengers, route sheets and high-volume destination transport.	Bus-operation photos, route-sheet images, transported-passenger module, Xcaret/XTours proposal material.	Say: historical operational context. Avoid: current European deployment already exists.
The productisation can be adapted to European mobility needs.	Car Evolution annexes plus this evidence set.	Say: productisation with controlled last-mile adaptation. Avoid: no adaptation required.

8. Source File Register

- Anexo Técnico 1. Entregables por cada tipo de componente.docx (15,642 bytes)
- Análisis Detallado Xseil Módulo de Planeación I Nivel 3 versión 2.1.docx (228,503 bytes)
- Análisis Detallado XSEIL Nivel 3 v.1.0.docx (2,769,710 bytes)
- Especificaciones Xseil.xlsx (43,343 bytes)
- Memoria técnica y cronograma Xseil.docx (87,620 bytes)
- Propuesta completa Xtours V2.pdf (848,257 bytes)
- Requerimientos conectividad SOX y Xseil v 1.2.docx (69,746 bytes)
- Requerimientos conectividad Xseil y GeoTab v 1.0.docx (26,756 bytes)
- Resumen de requerimientos Xseil, cronograma de implementación y dependencias 3.0.docx (138,027 bytes)
- Revisión_001.pdf (5,331,085 bytes)

Project evidence index

The working index for this package is maintained at site/technical-annexes/source-evidence/xseil-client-deliverables/README.md.