RideView vs. Netradyne
BattleCards

RIDE▼IEW™

driver·i
powered by netradyne

RIDE▼IEW™

Updated Dec 2025

Overview

From being a pureplay video telematics company doing direct fleet business and working with TSPs, they have moved to becoming an end-to-end TSP with a strong video offering focused on the direct fleet business only. For the telematics technology stack, they work with Geotab (Driveri One)

Strength versus RideView

- All-in-one device with video and telematics - Geotab IP is integrated on to the Netradyne cameras
- Some edge AI features like low bridge alert, road side parking alert, railroad crossing alert
- Virtual coaching (self coaching) through app
- Gamification through Greenzone score

- SAM - generative AI assistant which can answer some questions about the fleet such as how many events last week, top 3 drivers, how to add drivers, etc.
- Multi-camera - 8 camera hub with edge AI capability, 4 camera hub provide upgrade paths

Where RideView is stronger

- Edge AI on commodity hardware - very cost effective comparatively
- Drowsy driving and fatigue works without the need for an additional camera or DMS sensor - they offer only basic drowsiness (eye closure) without the additional camera
- Proprietary compression using AI + expandable SD card with up to 1TB means more storage on device - Netradyne is 200 hours max, we can go well beyond it - LM can go several times over this
- On-demand video - works with camera in standby mode, much better UX. Time lapse + regular request in one UI makes it easy to use when exact time is not known
- 3min limit on video requests unlike 1min with Driveri - we can extend beyond 3 min if needed - this is crucial when trying to find an incident
- Hard limit on number of video snippets (manual requests)

- Surveillance mode - camera in standby mode wakes up and captures videos if there is an impact
- Diagnostics - not as rich as RideView, info limited to camera obstruction, power disconnection, memory writing issues and GPS loss - LM has workflows around all diagnostic issues for personnel to act
- Push to talk (coming soon) - eliminates the need for a walkie talkie hardware and subscription - making it easy for dispatch to speak with drivers without distracting them
- Roll over detection - for some fleets, this is critical

LIGHT METRICS

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Objection handling

Feature	Objection Handling
Driveri One - telematics + video telematics in one device	LM is working with Mitac on the smart cable - available for testing in mid Q1 2026 - so Mitac cameras become all-in-one and telematics data is accessible through Kafka
Some edge AI features like pedestrian collision warning, low bridge alert, railroad crossing alert, weaving, swerving, U-turn, backing	Pedestrian collision warning coming with 1.23 in beta. U-turn and reverse detection are ready and will be available in 1.24 (April 2026). Lane drift new version is ready, and this can be extended to detect swerving (multiple lane changes)
Virtual Coaching and integration with In-person coaching to reduce human effort in the fleet	LM is working on self coaching with an escalation path to in-person coaching - with more fleets becoming safety conscious, this is critical - v1 available in Feb 2026
Gamification	LM is introducing a new scoring algorithm that considers not only frequency but severity - on top of it, there are plans to introduce gamification - this can be prioritized as needed
SAM - gen AI assistant	Custom reports based on gen AI is going to be released in early Jan. This makes it easy for fleets to get whatever reports they want - this can also be spun off as a "talk-to-data" assistant, depending on feedback, we may do that.
Multi-camera upgrade path for those who have installed dual cameras	Mitac Hub can support 4 cameras + 1 monitor, this will be available early in 2026