

A Study of Biker's facing breakdowns of Engines and Having a lag in the schedule for the people in and around the bangalore.

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ABSTRACT

Riders face numerous problems, No one can solve each and every problem at a single shot, it takes years together and we are talking the first step. While going on rides many people tend to ignore the possibilities of breaking down of bike, and riders do not have a proper mates to ride with and to overcome these breakdowns. This research comes up with a solution and awareness among the riders and helps them to prevent problems arising in future due to unforeseen circumstances.

KEYWORDS- Unforeseen, Numerous problems, Break downs, overcome.

INTRODUCTION

In Today's world we may not know which person is facing what kind of problems because every single human being on earth is facing some or the other problems, it may be big or small, it all depends on how an Individual deals with it. In Today's world MONEY IS EVERYTHING, this is the harsh reality, to make money many people are forgetting or reducing the thought of a concept called PERSONAL LIFE, it depends entirely on the Individual, for some people (Can be assumed in large scale) many people see riding as escape from reality, it has N number of problems and obstacles. The information provided in this research paper is not only for the top-level people but for all types of people who go out on rides to escape from reality, for their happiness.

STATEMENT OF PROBLEM

Bikers face N number of problems while Riding, especially when going far destinations, they have to go through a lot of difficult routes, remote places and many people really want to go on rides and finding a perfect group is actually difficult. Bikes are basically Machines, how much ever expensive the machines are, the bike may have some issues while running, there are few bike garages I agree, but it may consume a lot of time, many bikers have fixed schedule, if

something happens with the bike, those things might not be a part of their schedule, so their entire schedule is going to change.

I would like to explain it with a simple example: - A rider is travelling to Ladakh from Bangalore, according to his schedule he will be reaching Delhi in the 3rd day after the ride starts at Bangalore, and will be Reaching Leh within the end of 4th day and the Ladakh on the 7th Day and back to Bangalore to 11th day, he will be taking a two-day rest and resuming his work from the 3rd day after coming back. Now Imagine his bike is Facing a problem in remote area while going from Delhi to Leh and now he would not be able to continue his ride further and he has to call someone from Delhi and get it repaired and this is going to take a day or two, this affects his entire schedule.

Many biking routes are very secluded and riders cannot find a proper place to eat food, and they lack bike Garages, even if there are a few the distance between them maybe long. There may be minute issues in the machines which requires an immediate repair, Riders cannot ignore it also and at the same time they may have to change the route for a mechanic shop and it sometimes are very much time consuming.

It is not just me who is facing this, there are N number of people like me over there wanting to get rid of these problems. I have heard these from Colleagues, Friends, Youtube Vloggers and from many biking communities.

OBJECTIVES

- To Investigate riders' awareness towards the problems.
- To ascertain riders' degree of satisfaction with riding.
- To help many give ideas to many young entrepreneurs to give them the whole picture if they are planning to put up a start-up something related to this field.
- If entrepreneurs gets the whole picture of this research, there is possibility of many startups to be established and may create a positive impact on the social aspect by creating ample number of employment which may impact on the un employment rates.

REVIEW OF LITERARURE

Dandi yunidar and ahmad zuhairi abdul majid (2018) More people are travelling to hill stations, and they desired a place like this for their company. It is obvious that there is a relationship between the riders' methods for improving their motorcycles and the principles that guide their lives. The two have a causal link, and this causal relationship gives each driver's topology a distinct propensity to alter the motorcycle's look.

Radin UMAR R.S and Murray G.MACKAY AND Brain L.HILLS (1995) Specifically in roads with a high population of motorcyclists, our early research reveals that traffic segregation through the use of dedicated lanes for motorcycles may prove to be one of the best approaches to accomplish the desired safety aim. This is due to the intervention's remarkable reduction in the number of motorcycle accidents.

Michel Marina and Priscila Torrado and Raul Bescós (2021) In order to evaluate various work-rest cycles during an IFP, this study accurately simulated road racing motorbike riders' braking motion in a lab setting. In contrast to intermittent tasks done at greater intensities and with longer rest periods, we advocate employing brief recovery intervals between 5 and 10 s after submaximal muscular contractions as the most efficient strategy to generate muscle exhaustion for training purposes.

Suzanne McDonald-Walker(2000) The likelihood of this happening depends on the one question that this work has not been tasked with addressing. While we have been able to see the dialectical relationship between motorcycle culture and politics through our examination of those who have moved from merely "being a biker" to "being a biker politically," we have not been able to address what, perhaps, will eventually become the more important question.

V. COSSALTER, M. DA LIO, R. LOT and L. FABBRI(1999) The optimum criterion's penalty function establishes the precise definitions of handling and manoeuvrability and offers a way to measure them using a single, straightforward scalar index. In our scenarios, a fine was applied. function that maximises travel distance in a given amount of time. Manoeuvrability is assessed in this way by the distance covered.

Wafaa Saleh and Ravindra Kumar and Howard Kirby(2009) The Edinburgh motorbike driving cycle was created utilising real-world data that was gathered across five routes using a performance box over the course of four months, taking into account both urban and rural locations. The average speed and cycle duration for the urban and rural test runs were varied, reflecting the varying speed limitations, and the proportion of time spent cruising on the country journeys was higher than on the urban ones.

fatimah shin(2002) The most frequent type of injury among motorcyclists engaged in RTA is lower limb damage. This issue may be lessened with better training via motorcycle rider education, improved motorbike design in the future, and protective footwear.

Yi-Chang Chiua, Gwo-Hshiong Tzeng b(1999) The purpose of this article is to illuminate prospects for EMs from the perspective of customer behaviour. Since EMs are still relatively new on the market and there isn't enough data to analyse about revealed preferences, the SP modelling framework is used in this study. The model for assessing the prospective demand for EMs is built with the assistance of the statistical significance and simplicity of understanding of SP approaches. The findings of the statistical research point to a market segmentation based on gender.

P. Iodice. A. Senatore(2015) The creation of a computation approach to simulate the cold-start transient and to estimate the pertinent cold-start additional emissions of CO and HC is the primary objective of this work, nevertheless. Using this technique, it was shown that the differences between emissions during the cold-start and the hot phase are the most obvious result of the usage of better engines combined with catalytic technology for all the evaluated bikes.

Pierre kopp(2011) A current and reliable database on Paris's mode preference is required. However, a number of inferences may be made from this study of the move to 2WMV use in Paris. First, The data is significant since there were 36% more vehicles/km engaging 2WMV between 2000 and 2007 than there were in 2000. The 2WMV percentage of traffic is 17%, which is significantly higher than the typical estimates of between 4% and 6%.

SIGNIFICANCE OF THE STUDY

As we all are aware of the problem faced by bikers, this research paper gives exposures to many riders who wants to ride in group and are finding is difficult in finding one.

The major purpose of this research is to overcome the problems of breaking down of the machines and to minimize the risks factors involved while riding and every rider should be aware of the obstacles that he/she will facing and should know how to overcome by taking precautions and hence the he/she would be safe.

RESEARCH METHADODOLOGY

This study focuses on Rider’s problem of breaking down of the machines and not having a reliable team to go on rides.

To Complete this study, we used stratified sampling technique, we wanted 20 people’s opinion, so we took the opinions of every 5th Response out of the 100 Samples.

The data collection method which we used is survey method, the area of the study covers Bangalore City, the study was done by creating google forms and we forwarded to our friends and relatives. The source of data is Primary data.

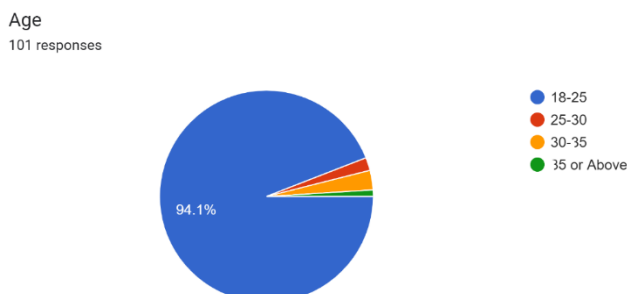
The Goals of the study are kept in mind and focused more as the data are categorised and examined.

The analysis is done by using statistical methods, Charts, tables, and other tools are employed.

ANALYSIS AND INTERPRETATION:

In order to know the demographic, customer preferences and also their perceptions on breakdowns and its time lag we have collected data through this questionnaire.

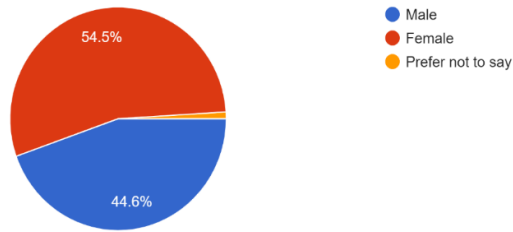
AGE GROUP



Out of 101 responses 91.1% of the age group was from 18-25 category group and others had a very less percentage.

GENDER

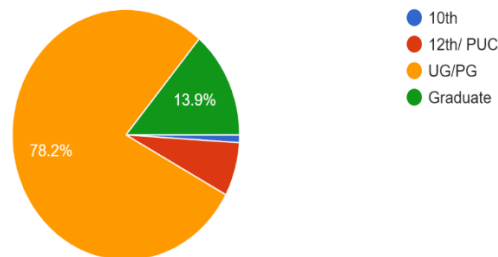
Gender
101 responses



54.5% of the age group were female and 44.6% were male and a very few prefer not to say.

EDUCATION

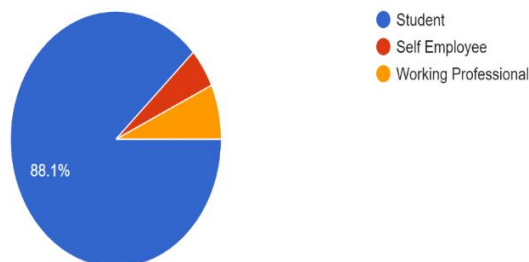
Education
101 responses



78.2% of the age group were UG/PUC students and 13.9% were graduates and other category have a very less percentage.

OCCUPATION

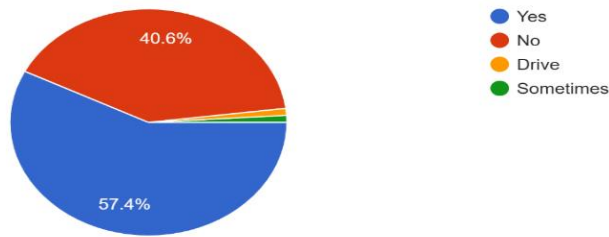
Occupation
101 responses



88.1% of the age group were students and very less percentage were self employed and working professionals.

Do you ride frequently?

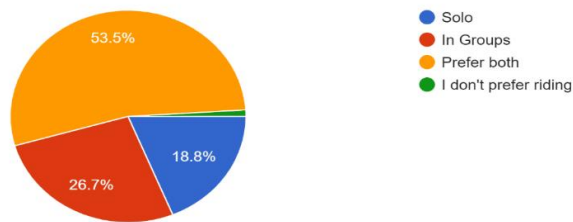
Do you ride frequently?
101 responses



Most of the people ride frequently , with 54% in majority than other options.

How do you prefer Riding?

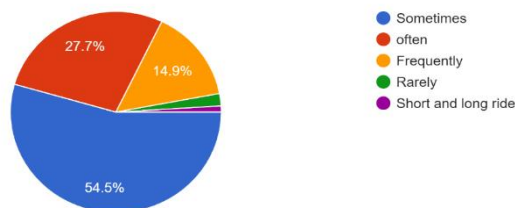
How do you prefer Riding ?
101 responses



mostly people preferred to ride both in solo and with group with high percentage of 53% and only less percent preferred not to ride.

How often do you Travel?

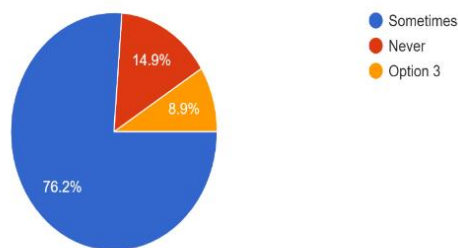
How often do you Travel ?
101 responses



Many preferred riding sometimes , only 27% preferred often and 14% preferred frequently very few chose short and long drive.

Do you also face the same problem as mentioned in the description?

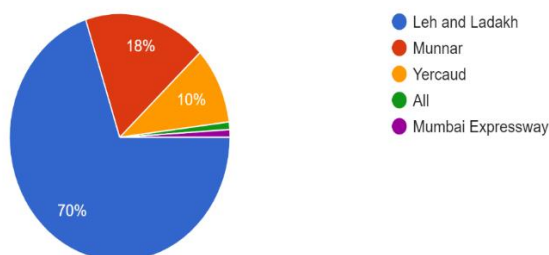
Do you also face the same problem as mentioned in the description
101 responses



A 76% of population have problem on bikers facing breakdowns of the machine and having a lag in the schedule.

Out of these three routes where do you prefer Riding

Out of these three routes where do you prefer Riding
100 responses



Most people preferred leh and Ladakh has their preferred spot next Munnar and then yercaud very few chose all and Mumbai expressway.

FINDINGS:

- From the demographic analysis we can see that the female percentage is more than male, also below 30 years are students and unmarried who ride bikes more often.
- People prefer riding more both solo and in groups rather than travelling solo and in groups separately.
- Riding is a better stress reliever for teens and young adults than for persons in their 30s.
- From our questionnaire we found that people prefer riding sometimes than riding often or frequently.
- People were travelling to hill stations more frequently and want a location like this for their convenience.

- We discovered that many customers liked a rest stop, bike maintenance, and food all in one location to relax with their group.

LIMITATIONS OF THIS STUDY:

- According to this research we can sometimes have inaccurate information, because of biased population or small focus group. Our research was concentrated on bikes which mostly focuses on the female population.
- Most of the times this research was based on assumption which was difficult to get a proper review out of .
- We couldn't find the proper percentage of people who would like to travel far palaces and take up our services.

SUGGESTIONS

The Main finding of the study is that More than half of participants loves to ride and majority of the riders prefers to ride in solo and in groups, there are less number of people who prefers to ride solo and they are very much prone to face the breakdowns alone, either way the mentioned problems comes up.

Many people according to the study is facing the problem mentioned, no matter what the riders prefer, In the end there are prone to the breaking of the machines.

The entrepreneurs can look into it start a chain of cafes in Biking routes which provides good food and bike servicing to over come a time lag in the schedule of the riders.

CONCLUSION

There are many people who prefers riding and see it as an escape from reality and most of the people out of high spirits people tends to ignore the problems while riding which will really make huge impact on his/her personal life, one wrong step is enough to make one's life miserable.

And one more set of people who really wants to ride and have a proper knowledge of the full picture are also avoiding out of fear.

Out of the study we got to know that many people prefer leh and Ladakh for rides, for any business to start, that should be the first location to be a profitable one.

We have tried to make people over come those problems by conducting a research and we gave complete information to the enthusiasts so that they could come out with a full time solution.

If some one actually comes up with a solution, since majority of the people are below the age of 20, the major focus should be on these category of people.

If things goes well it may also create a ample number of employment and make and improve the standard of living.

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