

Admiral

Enforce



Don't just track your assets. Let them enforce the plan.

Admiral turns trailers, tractors, chassis, and containers into assets that verify whether access or movement is authorized, enforce that decision locally, and record what physically happened. Let's look at how it works, then discover all it can do.

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01 - The Hub



THE DEVICE

The Hub provides the onboard intelligence for Admiral. Mounted on the asset, it understands where the asset is and what it is doing, applies authorization rules, and coordinates the Lock and Immobilizer.

- Uses GPS, motion and vibration sensing to understand asset location and state
- Communicates locally with Admiral devices and users, and connects to transportation systems over cellular or Wi-Fi when available
- Up to 12 months of battery life keeps the asset protected and operational through extended periods without tractor power

HOW IT WORKS

Authorized users, or the systems they already use, tell Admiral what should be allowed. Rules can be created in advance, sent to the Hub and carried with the asset.

- Authorization can depend on location, time, movement, tractor connection and other conditions the Hub can verify itself
- The Hub continuously evaluates those conditions. If the conditions that permitted an action change, the asset can withdraw that authorization
- When authorized, the Hub commands the Lock or Immobilizer to permit the physical action; when authorization is absent, it prevents it
- Because rules are evaluated on the asset, routine operations can continue normally without a live network connection or a cloud decision for each action
- When cellular or Wi-Fi connectivity is available, the Hub receives updated rules and reports physical events and equipment state back to Admiral

One brain, three jobs: verify the situation, enforce the authorization, and prove the outcome.

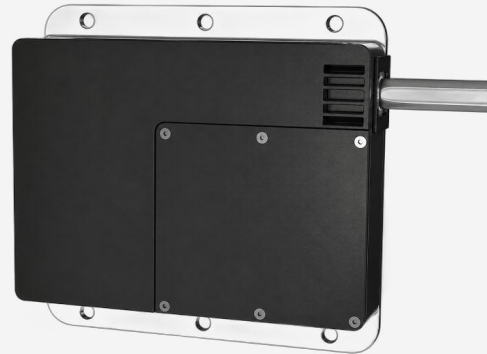
INSTALLED ON: TRAILER – P.9

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02 - The Lock



THE DEVICE

An electromechanical interior lock mounted inside a trailer or container door, where it cannot be accessed from outside. It secures the door, senses its physical state and provides a digitally attributable seal.

- Works with swing and roll-up doors
- Communicates locally with the Hub so the asset can secure or release the door without depending on a live network connection
- Independently detects lock state and door position, distinguishing closed, open, locked and unlocked states
- Up to 18 months of battery life, rechargeable from solar or trailer power, keeps the Lock operating through extended periods without external power

HOW IT WORKS

The Lock turns authorization into an automatic door workflow. It decides when access can begin, verifies what happens at the door, and secures it again when the workflow is complete.

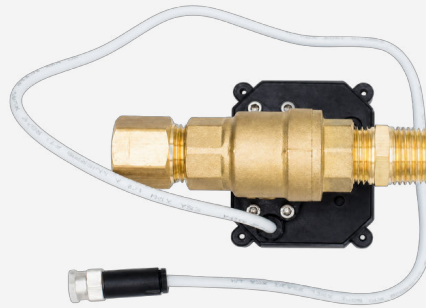
- The Hub can authorize access based on location, time, user, operating plan and other conditions
- For example, the door can remain locked in transit, unlock automatically at the authorized consignee, monitor the opening and closing, then relock when the door is shut
- If the conditions that allowed access change, the asset can withdraw authorization and secure the door as appropriate
- Authorized drivers can also access locally from their phone, while operations teams or connected transportation systems can authorize access remotely
- When the Lock is digitally sealed or the seal is broken, Admiral records who performed the action, where it occurred and when
- Lock state, door position and digital seal history can be read locally by authorized nearby equipment or remotely by Admiral and connected transportation systems, giving the gate and the back office access to the same physical record

Know the state. Know who changed it. Know where and when.

INSTALLED ON: TRAILER – P.9

CONTAINER – P.11

03 - The Immobilizer



THE DEVICE

A pneumatic enforcement device installed in the trailer or tractor parking-brake line. Controlled by the Hub, it prevents the parking brakes from being released unless movement is authorized.

- Acts on the parking-brake without operating or interrupting the service brakes
- Receives its commands from the Hub
- Built-in safety controls prevent immobilization while the equipment is moving or when other required safety conditions are not met

HOW IT WORKS

The Hub turns movement authorization into physical control of the brakes. The Immobilizer executes that decision.

- The Hub can authorize movement based on tractor identity, location, time, operating plan and other conditions it can verify
- For example, a trailer can remain immobilized after drop, automatically release for the authorized tractor, and return to a protected state after the movement is complete
- Drivers, operations teams and connected transportation systems can provide or change authorization through Admiral
- If the conditions that permitted movement are no longer satisfied, the Hub can withdraw authorization and re-immobilize the asset when it is safe to do so
- The Immobilizer reports its actual state back through the Hub, providing evidence that movement was physically enabled or prevented

No authorization, no release — a mechanical fact, not a deterrent.

INSTALLED ON: TRAILER — P.9

CHASSIS — P.10

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04 - The Fob



THE DEVICE

A compact, badge-sized device mounted on the tractor that identifies it to any piece of Admiral-equipped equipment it approaches.

- Broadcasts a short-range identity signal that any nearby Hub can check
- One Fob per tractor. It travels with the vehicle, not the driver
- Carries a unique tractor identity associated with carrier and vehicle information

HOW IT WORKS

Before a trailer or chassis will release, its Hub checks the Fob's identity against an authorized list. Set only by the equipment's owner.

- Authorization can be pre-registered before the tractor ever arrives at pickup
- A mismatch keeps the equipment locked and immobilized, no matter how the connection is attempted
- Works the same way in a chassis pool as it does with a trailer, as long as the tractor is already an approved pickup tractor for that specific chassis
- Authorization can be set at the fleet level or narrowed to a single load-to-tractor pairing, when only one specific tractor should ever connect to that load

One Fob per tractor. One authorized list per pickup, set by the owner — never the driver.

INSTALLED ON: TRACTOR — P.12

USED IN: LEASE POOL — P.17

05 - The Electronic Gladhand



THE DEVICE

A gladhand with integrated physical access control, designed for compliance and coupling workflows. It keeps the trailer or chassis air-line connection unavailable until Admiral determines that the required conditions have been met.

- Provides a physical enforcement point at the tractor-to-asset air connection
- Ideal for process-control use cases where hookup should not proceed while loading, inspection or another required step is still in progress
- Works with the Hub and Admiral authorization so the connection becomes available only when the operating conditions are satisfied

HOW IT WORKS

The Electronic Gladhand turns authorization into a physical coupling workflow: verify the tractor and operating conditions first, then make the air connection available.

- Admiral can authorize hookup based on tractor identity, chassis assignment, location, time window, loading or inspection status and other operating conditions
- For example, an asset being loaded can keep its air connection unavailable until loading is complete. Once that condition clears, the authorized tractor can connect without waiting for a separate release from operations
- Rules can be prepared in advance and carried by the asset, so the connection can be released locally when conditions are met even if network connectivity is unavailable
- If the authorization or operating conditions do not match, the connection remains physically blocked
- Authorization and hookup attempts are recorded, providing evidence of what was permitted, where and when

The asset makes the air connection available only when the next step is authorized.

INSTALLED ON: CHASSIS — P.10

06 - Admiral Resolve

Admiral Resolve verifies the people and permissions behind freight decisions at the moment they are made. A company can be legitimate while the person using its name is not. A driver can be real while the instruction that sent them originated from someone who was never authorized. Resolve checks the individual request rather than assuming that a valid company, document or account makes the action legitimate.

THE THREE QUESTIONS

For each pickup, access request, routing change or handoff, Resolve answers three questions:

Who is asking?

Verify that the request came from the real person, equipment or system, not someone impersonating them.

Who do they represent?

Confirm that they are actually acting for the carrier, shipper, broker or other organization they claim to represent.

Are they allowed to do this?

Verify that the identified party is authorized for this specific action, for this load, at this point in the operation.

HOW IT WORKS

The result travels with the operation. Downstream participants can see whether the authorization chain remains verified, and each approval or denial becomes part of the record.

TWO WAYS IN

- Forward an existing request to **verify@** for verification
- Or create a **Resolution Request** directly in Admiral for recurring workflows
- Both produce the same enforcement-ready decision

When used with Admiral Enforce, that decision does not stop at a screen. Authorization propagates to the equipment, where the Hub, Lock, Immobilizer or Electronic Gladhand can enforce the approved conditions physically.

< Back

Confirm Request

This request was received from your email.
Confirm or decline.

From:
bob@level5fleet.com

Subject:
Request to change delivery appointment

Message:
"Hi Jeffrey,
Can we move the delivery appointment for load 1234 from Thursday at 9:00 AM to Friday afternoon instead?"

✓ Yes, approve

✗ No, report

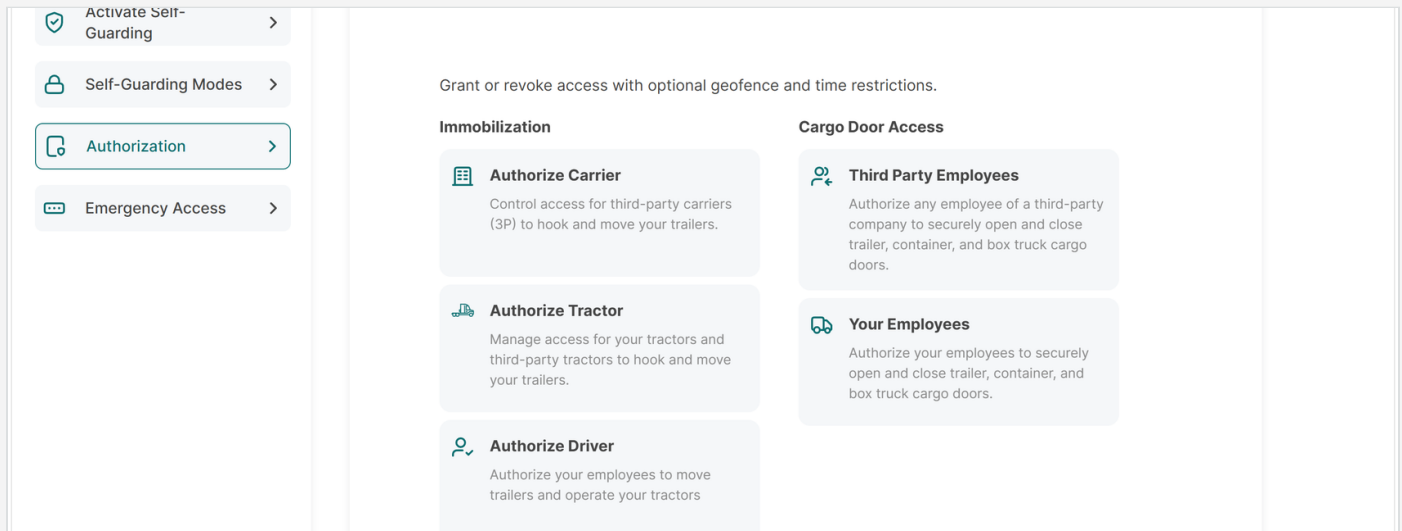
The named party confirms or declines the request itself, so the instruction is verified with the person it claims to come from.

Verify the request. Verify the permission. Carry the decision to the asset.

See pages 2–6 for the equipment that enforces a Resolve decision.

USED IN: STRATEGIC THEFT – P.22

07 - Admiral Console



The Admiral Console is where you teach Admiral how your operation should run. Define what should be allowed, required or prevented, connect the information Admiral needs, and manage exceptions when the operating plan changes.

There are three ways to do it:

- **Configure it:** use menu settings to create rules based on location, time, asset state, tractor identity and other operating conditions
- **Integrate it:** connect existing transportation systems through APIs so dispatch, load, maintenance or other operational data can drive Admiral automatically
- **Teach it:** describe how your operation works, provide the policies or information sources Admiral should use, and let Admiral turn those instructions into executable asset rules

Whichever approach you use, the result is the same: the operating plan reaches the asset, where the Hub can evaluate it locally and the Lock, Immobilizer or Electronic Gladhand can enforce it physically.

The Console also lets authorized users see asset state, review physical events, manage exceptions and intervene when needed.

Teach it or integrate it. Then let the asset manage the workflow.

See pages 2–6 (Hub, Lock, Immobilizer, Fob, Gladhand) for the hardware the Console manages.

01 - The Trailer

The Hub, Lock and Immobilizer work together on the trailer as one system for sensing, authorization and physical enforcement.

SCENARIO	ADMIRAL SOLUTION
Trailer disconnects from its tractor	Doors lock, brakes engage
Unauthorized entry is attempted	Tamper and motion sensors trigger, alert sent
An authorized tractor connects	Doors unlock, brakes release
Trailer is moving with its doors unlocked	Alert sent, trailer doors lock automatically
Trailer is due for inspection	Lock the trailer down so only the maintenance team can move it
Driver resetting hours	Lock the doors and brakes automatically
Yard closed for the night	Automatically lock all trailer doors and brakes within the geofenced yard until next opening hours
Yard has a yard tractor	Allow all trailers within the geofenced yard to automatically unlock when connecting with the yard tractor
Trailer being pulled by a third party	Allow the third-party driver to unlock the brakes but not the doors

Set the conditions once. The trailer manages its own access and movement from there.

See pages 2–4 (Hub, Lock, Immobilizer) for how each component works on its own.

- USED IN: OWNER-OPERATOR – P.13
- FLEET – P.14
- TRAILER LESSOR – P.15

02 - The Chassis

The Hub and Electronic Gladhand work together on the chassis as one system for sensing, authorization and physical control of the air-line connection.

SCENARIO	ADMIRAL SOLUTION
Driver requests empty chassis pickup	Server checks pool limits and grants access
Driver picking up the wrong chassis for return	Chassis denies hookup access
Empty chassis dropped	Lock automatically engages
Yard is unsecured or unmanned	Driver presents credentials; chassis unlocks

Set the pickup conditions in advance. The chassis enforces them at hookup without daily intervention.

See pages 2 & 6 (Hub, Electronic Gladhand) for how those components work on their own.

03 - The Container

The container uses the same Admiral Hub and Lock as a trailer, adapted to manage container access, custody and handling events.

SCENARIO	ADMIRAL SOLUTION
Container leaves the shipper	Doors lock and digital seal engages automatically; custody starts here
Container reaches its authorized destination	Access is enabled automatically under the delivery rules
Container loaded onto the wrong chassis	Pairing mismatch detected; Admiral-equipped chassis remains immobilized
Container lifted and set in a stack	Detects the lift and set-down and reports its estimated position in the stack
Digital seal is set or broken	Records who performed the action, where it occurred and when
Seal is broken outside the authorized workflow	Custody exception is recorded and the appropriate operations or inspection workflow can be triggered
Container arrives with its digital seal intact since a trusted origin	Authorized gate or enforcement systems can verify the uninterrupted seal history locally or remotely

The container remembers its custody, verifies its pairing, knows how it was handled, and carries the evidence with it.

See pages 2 & 3 (Hub, Lock) for how those components work on their own.

04 - The Tractor

The Hub, Immobilizer and Fob work together on the tractor as one system for sensing, movement authorization and trusted vehicle identity.

SCENARIO	ADMIRAL SOLUTION
Tractor parks	Hub automatically immobilizes it according to the operating rules
Authorized movement conditions are met	Hub releases the Immobilizer and the tractor can move without a separate unlock step
Someone attempts to move the tractor without authorization	Tractor remains immobilized and the attempted movement is recorded
Tractor approaches an Admiral-equipped trailer or chassis	Fob presents the tractor's identity so the other asset can verify whether the pairing or pickup is authorized

The tractor carries a trusted identity to every Admiral trailer it approaches.

See pages 2, 4 & 5 (Hub, Immobilizer, Fob) for how those components work on their own.

USED IN: OWNER-OPERATOR — P.13

01 - The Owner-Operator

THE SITUATION

There has been a shortage of truck parking for years. Drivers routinely end up in unsecured lots, road shoulders, or gravel yards just to legally take required rest. There simply aren't enough safe spaces to go around.

An idle rig sitting unattended overnight is the easiest theft target there is, and independents rarely have the buffer to absorb a loss. A stolen tractor doesn't just cost money. It can end a one-truck business outright, mid-load, with no fleet safety net behind it.

WHY IT MATTERS

Admiral protects the one asset an independent can't afford to lose, without adding a second job to the driver's day. The rig locks itself down every time it's parked. No separate step, no extra device to manage.

- This is protection an independent owns outright
- Creates a documented security control fleets can bring into insurance and risk conversations
- One less thing to check before falling asleep at a truck stop



Enterprise-grade protection without enterprise security operations.

See pages 9 & 12 (Trailer, Tractor) for how the underlying lock and immobilizer technology works.

Admiral · Chain of Custody Platform

02 - The Fleet — Dry Van & Reefer

THE SITUATION

Cargo theft across the U.S. and Canada continues to rise in frequency and severity. For a fleet running dozens or hundreds of trailers, that risk isn't a one-off; it's a recurring exposure on every lane with drop-and-hook operations.

Reefer loads add a second exposure: high-value, temperature-controlled freight can be compromised even if the trailer itself never moves. An unauthorized door opening can create a cargo-integrity question that is costly to investigate and difficult to resolve after the fact.



WHY IT MATTERS

Admiral turns trailer security from a per-incident insurance claim into a fleet-wide policy dispatch sets once and stops thinking about. Every trailer enforces the same rules, the same way, without a driver or dispatcher remembering to do anything.

- Security policy lives on the equipment, not in a driver's habits or a dispatcher's memory
- One view of lock and unlock events across the whole fleet, no separate check-in calls
- Reefer lanes get the same protection as dry van, with no separate product or install
- If a trailer is about to move with its doors unsecured, or is parked without the required protection, Admiral can enforce the required state automatically and surface the exception when intervention is needed

The pattern Admiral is designed to interrupt: unauthorized access or movement that is discovered only after the asset or cargo is already gone.

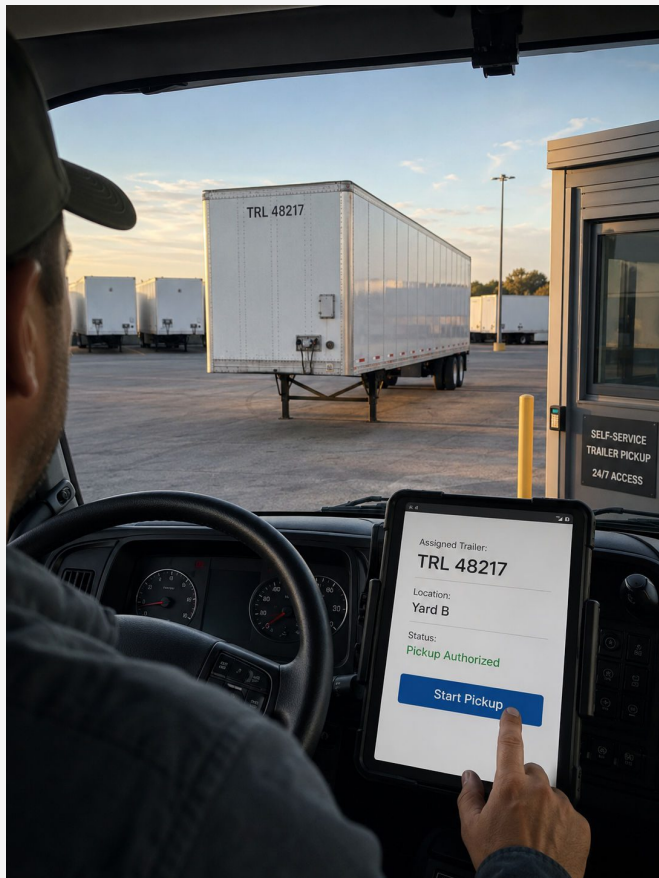
See page 9 (Trailer) for how the lock and immobilizer work together. See page 22 for the strategic-theft case.

03 - The Trailer Lessor

THE SITUATION

Once a trailer leaves the lot, a lessor gives up much of the physical control it had at the yard. Pickup and return often depend on staffed locations, operating hours and manual handoffs, while unauthorized movement, delinquency and recovery become expensive exceptions to manage.

At the same time, the trailer itself is largely a commodity. To a renter comparing equipment, one bare trailer can look much like another.



WHY IT MATTERS

Admiral lets the trailer enforce who may access or move it, while making authorized pickup and return far more self-service.

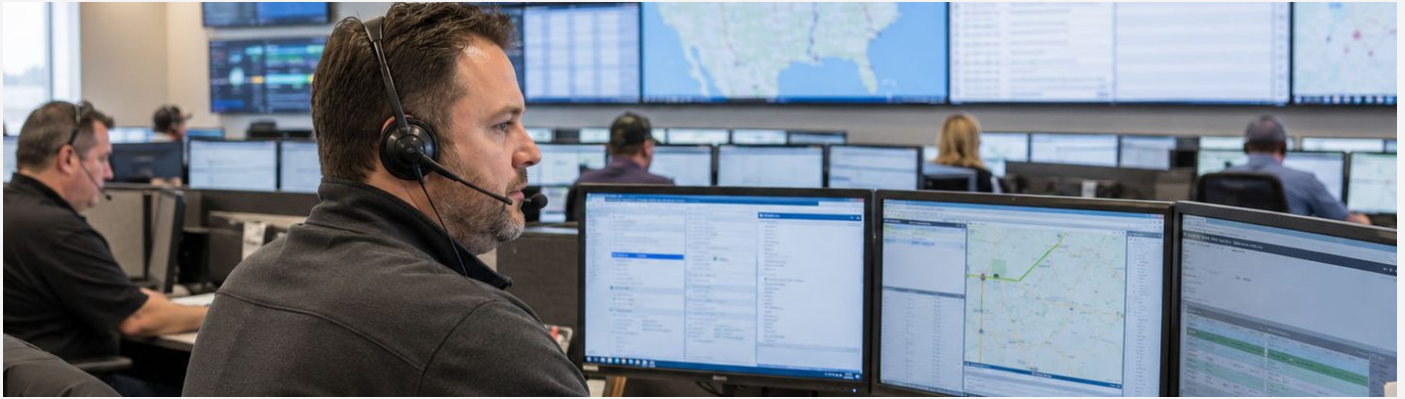
- **Pick up after hours:** an authorized customer can retrieve the assigned trailer without waiting for lessor staff to be present
- **Return wherever permitted:** the trailer records where and when it was dropped, together with its resulting physical state
- **Use remote or unattended lots:** authorized customers can access equipment while the trailer itself enforces the pickup conditions
- **Prevent the wrong pickup:** a trailer that is not assigned to the presented tractor or customer remains immobilized
- **Control recovery and holds:** when movement should no longer be permitted, the lessor can change the authorization and the trailer enforces the new condition when safe to do so
- **Offer a differentiated service tier:** customers can receive automated access control, movement protection and verifiable event history in addition to the trailer itself

Admiral turns the trailer from equipment that must be supervised at every handoff into equipment that can manage much of its own pickup, return and protection.

Authorize the customer, not the yard hours. The trailer can manage its own pickup, return and protection.

See page 9 (Trailer) for how remote lock and release actually work.

04 - The Carrier — Drop & Hook



THE SITUATION

Drop and hook lets a carrier keep tractors moving by leaving trailers at customer and remote yards. But every unattended handoff creates another coordination point: the right tractor has to take the right trailer, at the right time, and only after the trailer is ready to move.

That gets harder as carriers use multiple yards, outside capacity and operations that run beyond staffed hours.

WHY IT MATTERS

Admiral lets the trailer carry the pickup conditions with it and enforce them at the asset, so routine drop and hook can run without dispatch supervising each handoff.

- **Correct tractor, correct trailer:** the trailer verifies the presented tractor and remains immobilized when the pairing does not match
- **Third-party capacity without giving up control:** an outside tractor can be authorized for a specific trailer, movement or time window without receiving blanket access to the fleet
- **Ready means ready:** loading, inspection, maintenance or other operating conditions can keep the trailer unavailable until the required step is complete
- **Drop and retrieve after hours:** authorization can be created in advance and evaluated locally, allowing normal pickup even when the yard is unattended or connectivity is unavailable
- **Automatic protection after drop:** once the movement is complete, the trailer can return to its required secured state without another dispatcher or driver action
- **Physical evidence of every handoff:** Admiral records the tractor presented, the authorization applied, where and when the movement occurred, and the resulting asset state

Assign the movement. The trailer manages the handoff.

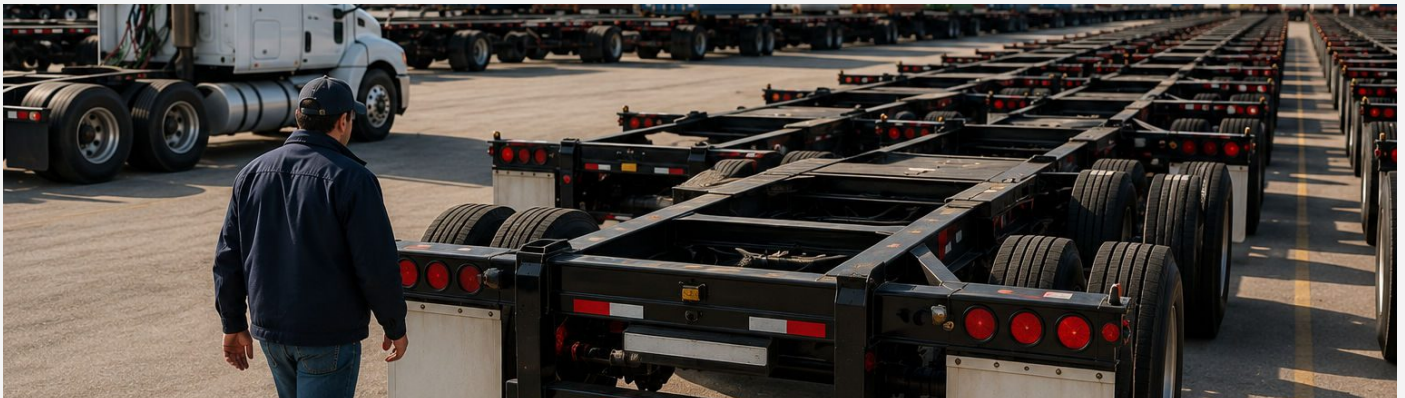
See page 5 (Fob) for how tractor authorization works, and page 9 (Trailer) for how the lock and immobilizer respond once verified.

05 - The Lease Pool

THE SITUATION

A shared pool is designed so customers can take whichever available unit meets their needs. But that flexibility still has limits: a customer may be entitled to one equipment class but not another, may have a maximum number of units outstanding, or may not have access to a premium pool.

Today, those limits are often enforced through yard processes, system checks and after-the-fact reconciliation rather than by the equipment itself.



WHY IT MATTERS

Admiral lets the pool operator extend customer entitlements to the physical assets. Drivers remain free to select any eligible unit, while the chassis or trailer prevents pickup when the transaction falls outside the customer's permitted use.

- **Pick any eligible unit:** the driver can take any available asset within the customer's authorized pool or equipment class
- **Protect premium pools:** equipment in restricted or premium pools remains unavailable to customers without the required entitlement
- **Enforce quantity limits:** additional pickups can be prevented when the customer has reached its permitted number of units outstanding
- **Support unattended pickup:** entitlements can be established in advance and evaluated locally, allowing authorized customers to retrieve equipment after hours or from remote locations
- **Record pickup and return:** Admiral records who took or returned the asset, where and when, together with the resulting physical state
- **Enforce changing eligibility:** as customer status, pool access or operating conditions change, the assets respond to the updated authorization

The pool system continues deciding what each customer is entitled to. Admiral makes those limits enforceable at the equipment while preserving the flexibility that makes a pool useful.

The customer picks the unit. The asset knows whether they are entitled to take it.

See page 10 (Chassis) for the pool-management mechanism, step by step.

06 - The Ocean Carrier



THE SITUATION

Shippers increasingly want more than visibility for high-value, theft-sensitive or tightly controlled cargo. They want to know not only where the container is, but who can open it, whether it followed the authorized movement, and what physically happened along the way.

Ocean carriers already offer customers value-added services around visibility, monitoring and cargo protection. Admiral adds something new to that portfolio: physical control and verifiable execution at the container itself.

WHY IT MATTERS

Admiral can turn an equipped container fleet into a differentiated security and control service that carriers can offer shipment by shipment.

- **Premium cargo protection:** offer customers containers that remain physically secured except at authorized places, times and handoffs
- **Digital seal with attribution:** provide a record of who sealed or broke the seal, where and when
- **Verified custody:** give customers evidence that the container remained secured through the journey, rather than only a location history
- **Controlled release:** destination access can follow the transportation plan automatically instead of relying on a separate manual release
- **Higher-control lanes:** combine container access, chassis pairing and custody rules for customers or cargo requiring tighter operating controls
- **Customer-visible evidence:** physical state, seal history and authorized events can be shared through existing carrier systems and customer workflows

You already sell visibility and protection. Now sell control of what can physically happen to the container.

See page 11 (Container) for the geofence lock and unlock mechanism.

07 - The Terminal Operator

THE SITUATION

Every container moving through a terminal creates physical events that matter beyond the terminal: when it arrived, what chassis it was paired with, where it was placed, when it was lifted again, and when custody changed.

Today, those facts can be spread across gate transactions, equipment systems, driver records and the systems of other parties. The physical asset itself carries very little of that history forward.



WHY IT MATTERS

Admiral lets containers and chassis recognize and record their own physical interchange events, creating information that can follow the equipment across terminals, rail ramps, depots and drayage operations.

- **Interchange occurs:** coupling, separation, lift and set-down events create a physical interchange record without requiring the driver to document the event
- **Container is placed in a stack:** the container detects the lift and set-down and reports its estimated position, helping locate the box and plan retrieval
- **Container changes modes or facilities:** its identity, custody and physical history continue with the asset rather than ending at the boundary of one terminal system
- **Container and chassis are paired:** the equipment records which assets moved together, where and when
- **Chassis use begins or ends:** coupling and separation events provide independent evidence that can support usage and billing reconciliation
- **Another party needs the record:** authorized systems can read relevant asset information locally or remotely without requiring every participant to use the same operating system

Admiral does not replace the TOS. It gives the terminal and the parties around it a physical source of truth generated by the equipment itself.

The interchange creates its own record — without asking the driver to create one.

See pages 5, 10 & 11 (Fob, Chassis, Container) for how each leg of the match works.

08 - Underwriting & Risk



THE SITUATION

Underwriters can require good operating practices, but they often have limited evidence that those controls were actually in force on a specific trailer or load.

That matters most for theft-sensitive freight, higher cargo limits and other risks where the difference between an acceptable risk and a declined one may come down to how the load is physically controlled.

WHY IT MATTERS

Admiral can turn security and operating requirements into enforceable underwriting conditions, and provide evidence that those conditions were followed.

- **Make controls enforceable:** requirements for authorized tractors, locations, access, custody or movement can be applied at the asset rather than existing only in a policy or procedure
- **Verify compliance load by load:** Admiral records the physical events, authorization and asset state associated with the movement
- **Differentiate controlled risks:** underwriters can distinguish an Admiral-protected load from one relying only on stated procedures or passive tracking
- **Support higher-value freight:** stronger controls and evidence can support consideration of limits, commodities or lanes that would otherwise require referral, restrictive terms or additional security
- **Create conditional coverage models:** enhanced limits, deductibles, terms or eligibility can be tied to Admiral being active and required controls being satisfied
- **Build better loss experience:** the same control and compliance data can support risk engineering before a loss and claims analysis afterward

Admiral does not simply provide another theft signal. It

When the controls change, the underwriting decision can change with them.

and verify that they were followed.

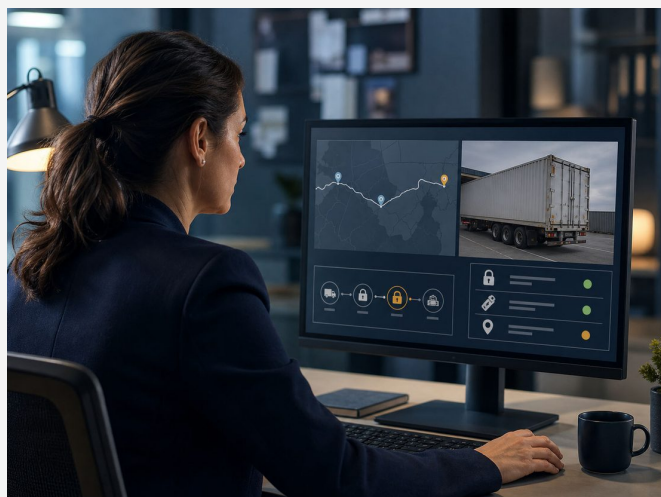
See pages 2–12 for how the underlying technology works.

09 - Claims & Subrogation

THE SITUATION

After a cargo loss, investigators often have to reconstruct what happened from system records, driver accounts, police reports and the records of multiple parties.

The critical questions are physical: Was the asset secured as required? Who was authorized to access or move it? Was that authorization actually used? When and where did custody or equipment state change?



WHY IT MATTERS

Admiral preserves a physical record of the controls, authorization and events surrounding the loss, giving claims teams evidence from the asset itself rather than relying only on accounts assembled afterward.

- **Verify whether required controls were in force:** determine whether doors, digital seals and movement protection were in the required state at the relevant time
- **Reconstruct the sequence:** see when the asset was secured, released, opened, moved or re-secured, together with where those events occurred
- **Attribute controlled actions:** identify who sealed or broke a digital seal, or whose authorization enabled an access or movement event
- **Compare authorization with execution:** determine whether the physical event followed an authorized workflow or occurred outside it
- **Clarify custody between parties:** establish when equipment changed hands and what its physical state was at the handoff
- **Support subrogation and recovery:** give investigators a common evidentiary record when responsibility is disputed among shippers, carriers, lessors, terminals or other parties

The same controls that help an underwriter decide which risks to accept before a shipment create the evidence needed to understand what happened when a loss occurs.

Before the loss: enforce the required controls. After the loss: prove what physically happened.

See pages 2–12 for how the underlying technology works. See page 20 for the underwriting and pricing side.



10 - Strategic Theft

THE SITUATION

Strategic theft takes many forms: carrier impersonation, compromised accounts, fraudulent re-brokering, forged instructions and deceptive pickups. The tactics change, but they share a common exploit.

Somewhere between the original instruction and physical execution, authority passes through a person or system whose identity and right to act were never actually verified.

That gap can exist even when nearly everything else about the transaction is legitimate. Consider a load legitimately tendered by a shipper to a real broker. An attacker compromises or impersonates someone at that broker and tenders the load onward to a real carrier. The carrier is legitimate. Its driver is legitimate, works for that carrier and has genuinely been dispatched to collect the freight.

At the gate, almost every check can return **yes**:

Load legitimately tendered?	Yes
Broker is a real company?	Yes
Person acting for the broker verified and authorized?	Not confirmed
Carrier is legitimate?	Yes
Driver verified and authorized by the carrier?	Yes

The driver may be entirely innocent. Yet one unverified link remains in the authorization chain, and everything downstream depends on it.

WHY IT MATTERS

Admiral Resolve makes that missing link visible. At each operational touchpoint, Resolve verifies not only the organization involved, but the identity of the person or system acting for it and whether that identity is authorized to perform the action. Each verified touch becomes part of the authorization chain carried forward with the operation.

The ship clerk can therefore see whether the authority behind the pickup remains verified from end to end, and whether any required link is **not confirmed**.

More importantly, the protection does not stop at the gate. Admiral propagates that authorization state to the equipment itself. If the owner's rules require every handoff to be verified, one **not confirmed** link is enough for the trailer to refuse the operation.

- The driver can be exactly who they claim to be and fully authorized by the real carrier. **The trailer can still say no, because the authority reaching that carrier passed through an unverified link.**
- **Verify every handoff, not only the endpoints.** A legitimate shipper and legitimate carrier do not prove that the instruction connecting them came from an authorized person. Resolve verifies the links in between.
 - **Make missing links visible.** Participants can distinguish between a verified link, a denied link and one for which verification does not exist.
 - **Carry authorization to the asset.** The authorization state propagates beyond screens and alerts to the Admiral Hub, where the equipment can apply the owner's rules itself. The Immobilizer can keep the parking brakes applied, the Lock can keep the doors secured, and the Electronic Gladhand can keep the air connection unavailable while the discrepancy is resolved.

Identity verified. Authorization chain checked. Physical execution enforced.

See pages 3, 4 & 5 (Lock, Immobilizer, Fob) for how the underlying enforcement works. See page 21 for the claims record it produces.

How to Start

Three parts, one platform. Seven pieces of the platform, four types of equipment, ten businesses built around them, all one connected system.

PART ONE - THE PLATFORM

01	Admiral Hub	p. 2	02	Admiral Lock	p. 3
03	Admiral Immobilizer	p. 4	04	Admiral Fob	p. 5
05	Electronic Gladhand	p. 6	06	Admiral Resolve	p. 7
07	Admiral Console	p. 8			

PART TWO - THE EQUIPMENT

01	Trailer	p. 9	02	Chassis	p. 10
03	Container	p. 11	04	Tractor	p. 12

PART THREE - THE BUSINESS CASES

01	Owner-Operator	p. 13	02	Fleet	p. 14
03	Trailer Lessor	p. 15	04	Carrier	p. 16
05	Lease Pool	p. 17	06	Ocean Carrier	p. 18
07	Terminal Operator	p. 19	08	Underwriting & Risk	p. 20
09	Claims & Subrogation	p. 21	10	Strategic Theft	p. 22

REQUEST A DESKTOP EVALUATION

Bring us one lane, one asset type, or one operating rule. We'll configure it in Admiral and show how the asset would enforce it before anything is installed.

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confirm final contact details before printing