LEVEL 5 FLEET

Admiral

Evaluation Guide



The System at a Glance

Admiral decides what is allowed, enforces that decision on the asset itself, and keeps the record of what physically happened. Rules are evaluated onboard, so an asset keeps working through a dead zone, an unattended yard or a closed gate.

VERIFY

The asset checks tractor identity, location, time, operating plan and the authority behind the request before anything moves or opens.

ENFORCE

Doors stay locked, parking brakes stay applied and the air line stays unavailable until those conditions are met.

RECORD

Every authorization, seal and physical event is attributed to who did it, where and when, and travels with the asset.

ADMIRAL CONSOLE
Set the rules, or connect your transportation management system

ADMIRAL RESOLVE
Verify who is asking and what they may do

ADMIRAL HUB
Onboard intelligence that evaluates the rules on the asset, with or without a network.

LOCK
Cargo doors

IMMOBILIZER
Parking brakes

GLADHAND
Air-line coupling

FOB
Tractor identity

WHERE THE COMPONENTS GO



A tractor and trailer each carry their own Hub and Immobilizer, so either can be protected on its own or both together. A chassis takes the Hub and Electronic Gladhand, a container the Hub and Lock, and a tractor on its own the Hub, Immobilizer and Fob.

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1. Introduction

This evaluation helps asset owners determine whether Admiral Enforce fits their operation. The evaluation has two stages. First, a desktop exercise lets participants configure a demonstration trailer and explore Chat with Fleet, Policy Center and device behavior without chassis installation. Second, an optional trailer installation validates wiring, mechanical fit, everyday workflows, safety and reliability in the field.

The intended experience is to describe the requirement, review what Admiral understood, approve it, observe equipment behavior, and ask why an action occurred. Not every instruction can be fulfilled without operating information or supported hardware; the evaluation also tests whether Admiral makes those dependencies clear.

2. Evaluation Objectives

Dimension	What to establish
Installation	Can the Hub, immobilizer and Lock be mounted, connected and serviced with acceptable effort?
Safety	Do requests and automatic actions respect the equipment’s operating conditions and safeguards?
Reliability	Do components respond consistently and report status, faults and activity accurately?
Operational fit	Can personnel explain requirements in plain language, review resulting policies, and manage exceptions?
Autonomy and explanation	Can equipment follow approved instructions without a continuous remote command, and can Admiral explain decisions using available evidence?

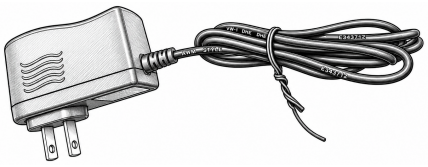
Desktop decision: proceed to trailer installation, revise the configuration, or stop. Field decision: proceed with a broader evaluation/subscription or return the equipment.

3. Equipment and Applications

Component	Role in the evaluation
Admiral Hub	Connectivity, position and motion sensing; local evaluation and control of installed movement protection. Supports cellular, Wi-Fi and Bluetooth with battery backup.
Admiral Immobilizer	Pneumatic valve installed in the spring-brake supply circuit and controlled through the Hub. Physical movement protection is evaluated only after approved installation.
Admiral Lock	Interior cargo door lock with local sensors and Bluetooth operation. It can be associated with a trailer without a Hub.
Admiral Console	Web experience for Fleet, Enforce, Policy Center, Virtual Yards, Metrics & Reports and account administration.
Chat with Fleet	Conversational place to inspect equipment and access, ask for explanations, and prepare supported conditional operating policies for review.
Policy Center	Shows what a rule does, what information it needs, its source, approval state and where it is in effect.
Admiral Access	Phone app for nearby Bluetooth operation, configured emergency access, and phone approvals when required.
Optional items	Tractor fob, door contact sensor, solar charging and other accessories, evaluated only when included in the kit.



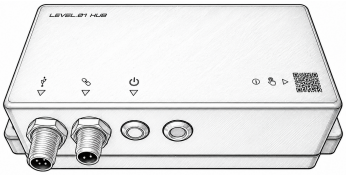
Desktop adapter



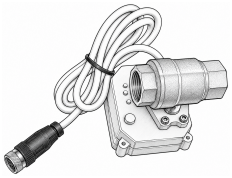
Desktop power supply



Door sensor



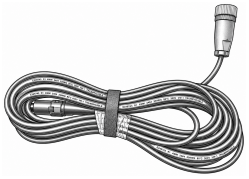
Admiral Hub



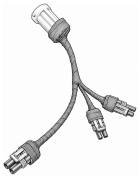
Immobilizer



Admiral Lock



Power supply cable



Power tap



Solar panel

Evaluation kit components

4. Desktop Evaluation : Prepare the Equipment

4.1 Account and fleet setup

1. Go to level5fleet.com, select Sign In and create or enter the evaluation account. An employee joining an existing company should accept an invitation rather than create a duplicate company.

2. In Account → Company Information, confirm company details. Send Level5Fleet the email address or company identifier used during registration. We will configure your account to allow evaluation without payment. You can skip this step if Level5Fleet has already enabled evaluation access for your company.

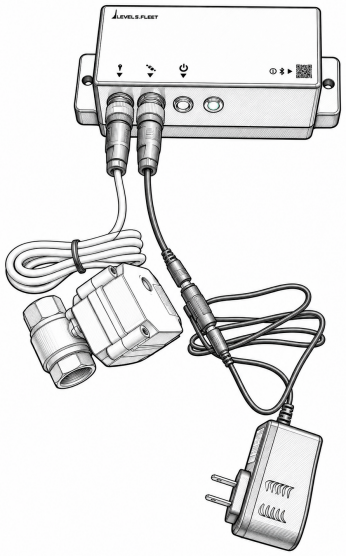
Add Equipment

You can use the **Admiral Access** app to set up your evaluation equipment. Admiral will guide you through discovering the devices, connecting them to Wi-Fi, and registering them to your fleet.

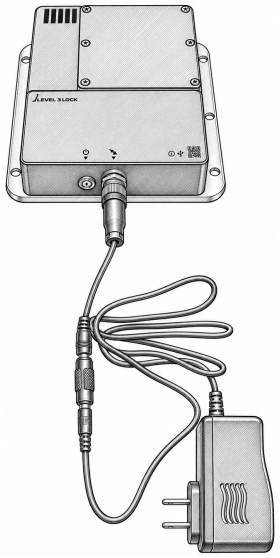
- Open **Admiral Access** → **Profile** → **Installation**. If Installation is not visible, enable the additional options in Profile.
- Select **Mechanic Dashboard** → **Provision new Equipment**.
- Tap **Start Scanning** and select the Admiral Hub or Admiral Door from the list of nearby devices.
- Follow the prompts to connect the device to Wi-Fi, enter the equipment details, and complete installation.
- Repeat for the remaining device.

Need help? Open **Enforce** → **Chat with Fleet** in Admiral Console and ask *"How do I set up my equipment?"* Admiral can walk you through the process.

Note: This workflow creates a new equipment record. If the trailer is already registered in Admiral, use **Fleet** → **Install Device** to add devices to it. The Immobilizer and optional accessories are also configured through Console.



Hub desktop setup



Lock desktop setup

Figure 4.1 Desktop equipment connections

4.2 Verify equipment visibility

1. Open Fleet → Equipment List, find the evaluation unit and inspect installed devices, reported connectivity, battery and last-reported state. A record is not proof a device is physically connected.

2. On a nearby phone, sign in to Admiral Access, open Auto Fob, select the equipment, enable Bluetooth and use the available **Lock/Unlock** or **Release** controls for the installed equipment. If access is denied, Admiral Access will explain why. To explore access restrictions and how to manage them, proceed to Section 5.

5. Teach Admiral : Chat with Fleet

5.1 Start with a clear operational instruction

Open Enforce → Chat with Fleet. Explain the intended outcome in normal operational terms, identifying the equipment and which action should be permitted or prevented. A good first exercise is intentionally simple:

Suggested prompt: “When trailer [evaluation unit] is parked, protect its cargo doors. Allow our employees in the group operations to open doors.”

Chat will prepare a proposed policy for review. Once you approve, the equipment starts enforcing. If the request is better handled by a guided setting, follow the identified Enforce screen.

5.2 Test Access and Equipment Controls

Test access permissions. Add yourself to the Operations group and use Admiral Access to unlock the door. Then sign in as another user who is not in the group and verify that access is denied. Admiral Access should explain the denial.

Test remote controls. In Admiral Console, navigate to **Enforce** → **Controls**. Select the equipment on the map and use the lock icons to request locking or unlocking of the door or Immobilizer.

Notes:

Door Lock: If a door contact sensor is installed, position the sensor and magnet together to simulate a closed door. The door must be detected as closed before the lock can engage.

Immobilizer: Disconnect the Hub's external power supply to simulate an uncoupled trailer. The Immobilizer will engage once the Hub determines that conditions are safe. It will not engage while the tractor is connected.

Observe the equipment's response and verify that the reported status reflects the actual result.

5.3 Change an Instruction and Observe Its Effect

Modify the rule. In Chat with Fleet, ask Admiral to allow the Operations group to unlock the trailer only within a designated geofence.

Review and approve. Open the proposed revision in Policy Center. Compare it with the previously approved version, review the changes, and approve the revision.

Verify the change. Check **Where it is in effect** to confirm that the updated rule has reached the equipment. Test access inside and outside the designated geofence and observe the results.

Try individual authorization. You can also authorize a specific person to open or move the trailer. Ask Chat with Fleet for guidance or use **Enforce** → **Authorization** to configure the person's access, with optional location and time restrictions.

Observe how Admiral applies the revised instructions and explains any denied access.

6. Explain : Ask Why

With an observed event or attempted action, use Chat with Fleet to ask what occurred and why. Useful questions include:

- “Who may open [unit] now, and under what conditions?”
- “Why was [person] denied cargo access to [unit] at [time]?”
- “What rules apply to this trailer? Are they in effect?”
- “What information is missing for our pickup rule?”

Throughout Admiral Console, you will see chat icons next to equipment status, alerts, and other information. Clicking these shortcuts opens Chat with Fleet with a relevant question already filled in. Use them to understand what Admiral is reporting, why something happened, and what action, if any, is needed.

7. Guided Controls, Exceptions and Resilience

7.1 Safe zones and direct access

Navigate to **Virtual Yards** → **Add Geofences** to draw a boundary around your evaluation location using three to seven points. You can opt to make the geofence public. Public geofences are visible to other companies. You can also use the map to find and select existing public geofences rather than creating your own.

To configure broader location behavior, open Enforce → Safe Zones → Unlock in safe zones, select the unit and location, and choose Allow Movements, Allow Cargo Access, or both as appropriate. To give only a named person access in a location, use Enforce → Authorization with a location restriction instead of broadly allowing cargo access for the zone.

Open Enforce → Controls when testing an immediate Lock/Unlock Now request. This is an action request, not a permanent access rule. Observe both the returned message and the physical result.

7.2 Emergency access and offline operation

Admiral provides two emergency access methods for situations where normal access is unavailable:

Reusable Passwords — For employees: Allows employees who are already signed in to Admiral Access to unlock equipment during emergencies, even without an internet connection. In **Enforce** → **Emergency Access**, configure a reusable password for the cargo door or Immobilizer. The employee opens **Emergency Access** in the app, selects the equipment, provides a reason, and enters the password to unlock over Bluetooth.

One-Time Passwords (OTP) — For access without signing in: Allows a driver to unlock equipment when internet access is unavailable, even if they have never signed in to Admiral Access. Configure an OTP under **Enforce** → **Emergency Access** and share it with the driver. On the Admiral Access login screen, the driver selects **Emergency Access**, identifies the equipment, provides a reason, and enters the OTP to unlock over Bluetooth. The OTP can only be used once.

Both methods must be configured in advance and are intended to work without an internet connection at the trailer. Verify the reported unlock result after each test.

While drivers and equipment are offline, drivers can use their existing credentials to operate the equipment. Emergency access is for when new credentials cannot be issued.

7.3 Alerts and condition

Review Security, Operation and Maintenance under Metrics & Reports → Home. In Metrics & Reports → Alerts, an Admin may configure email or in-app recipients by category. A recorded event, dispatched alert and received notification are different outcomes. Record whether an alarm or history event was generated before assessing delivery.

8. Trailer Installation

Proceed only after desktop evaluation and review of the supplied hardware-specific manuals. The following is a field planning checklist; qualified installers must verify the trailer’s electrical and pneumatic circuits and follow applicable service procedures.

8.1 Installation survey and wiring

- Identify a protected trailer cross-member suitable for Hub mounting, the electrical power connector, cable paths and secure harness retention points.

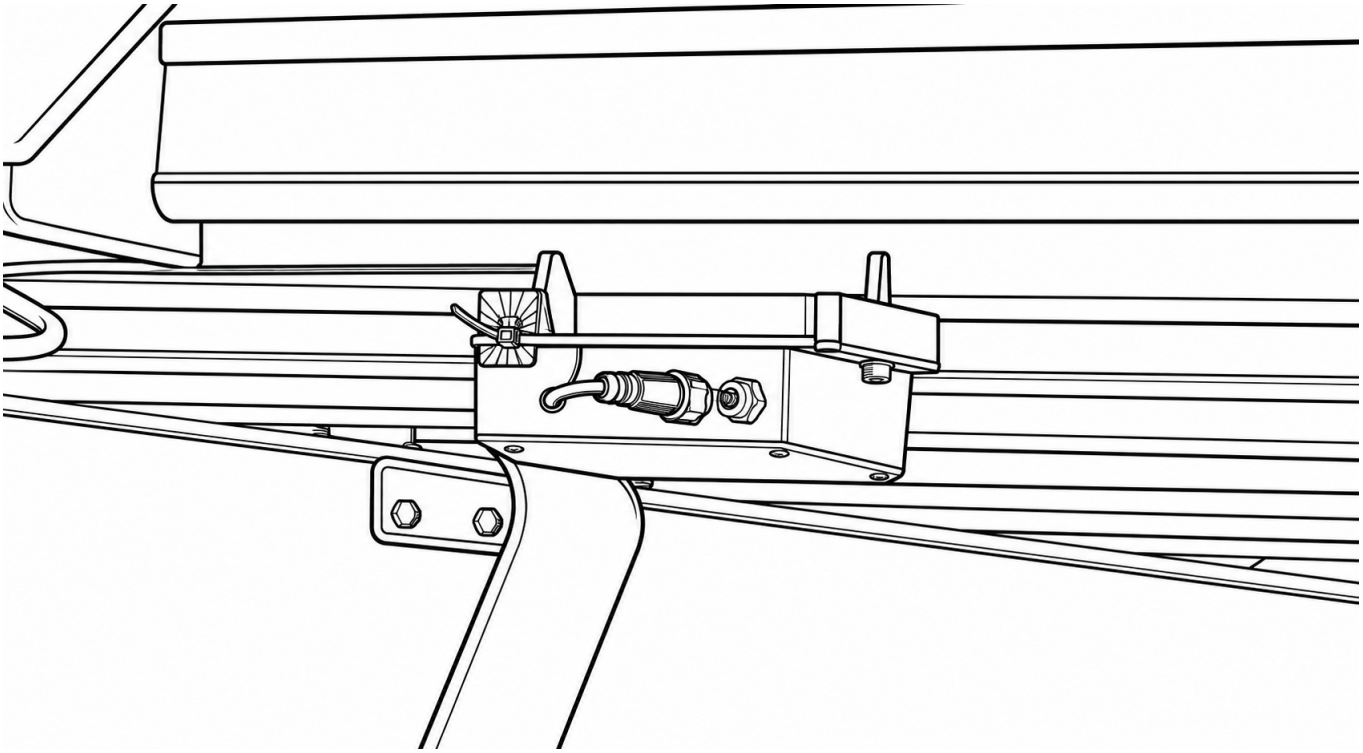
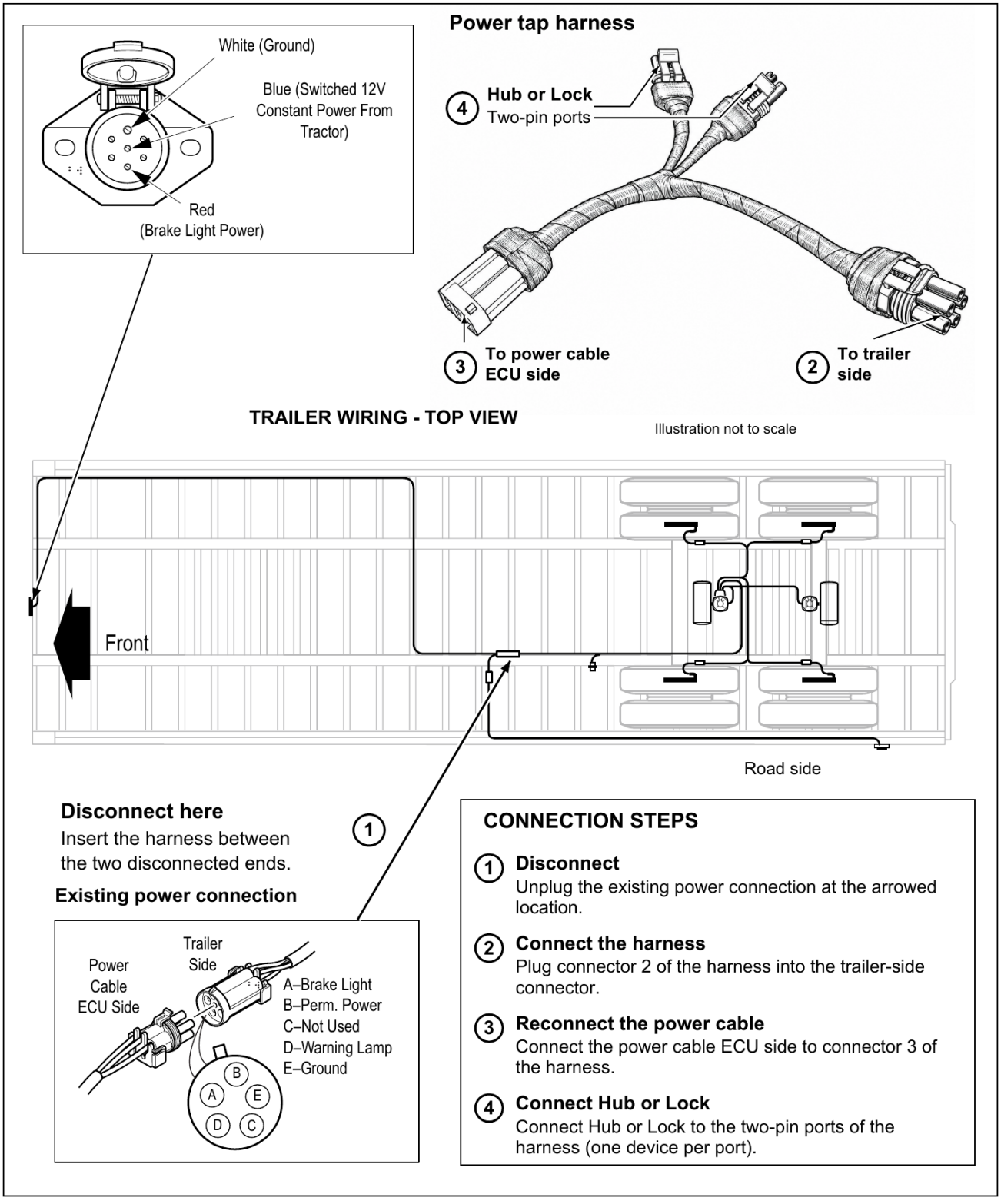


Figure 8.1 Hub installation

POWER TAP HARNESS INSTALLATION



Power tap added at the power cable ECU-side connection.

Main connectors provide the inline connection; two-pin ports supply the devices.

Figure 8.2 Power tap harness installation

• Locate the emergency/spring-brake supply circuit and the approved valve insertion location. Do not modify service-brake circuits.

• Inspect rear door geometry, opening sequence, bolt engagement surface, available clearances and suitable lock mounting structure.

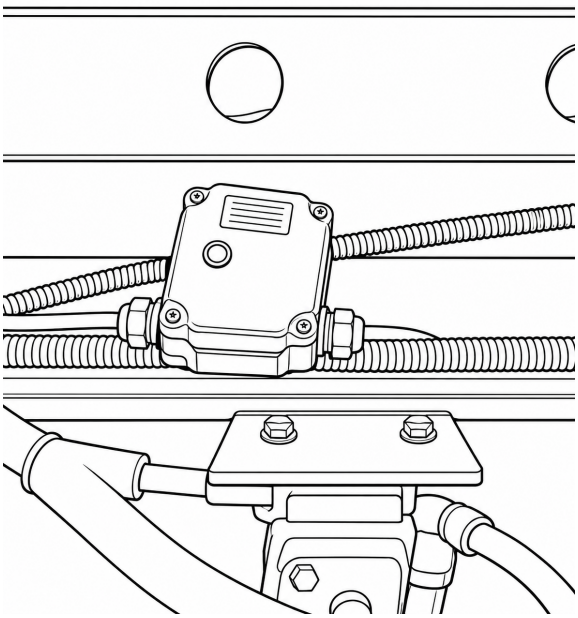


Figure 8.3 Valve installation

8.2 Hub and immobilizer installation

1. Mount the Hub on an appropriate cross-member; keep it within supplied harness reach of power and immobilizer. Confirm all clearances and service access.

2. With trailer electrical power isolated, install the supplied auxiliary tap at the identified connector, reconnect the original circuit, attach the Hub harness, secure wiring and seal unused ports. Use the connector torque and protection instructions supplied with the actual kit.

3. With the relevant air system fully depressurized, cut the approved line cleanly and install the supplied pneumatic fittings and valve per the hardware manual. Verify tubing size, insertion, retention, valve support and clearance.

4. Connect the immobilizer harness to the Hub, secure all routing and perform the prescribed leakage and function checks before road use.

9. Lock Mounting (Swing Doors)

For swing-door trailers, identify which door opens first and install the lock on that door. The recommended mounting position depends on the door's rigidity:

Rigid or stiff doors: Install the lock near the top of the door.

Flexible doors: Install the lock near the bottom to reduce the risk of someone flexing the door open.

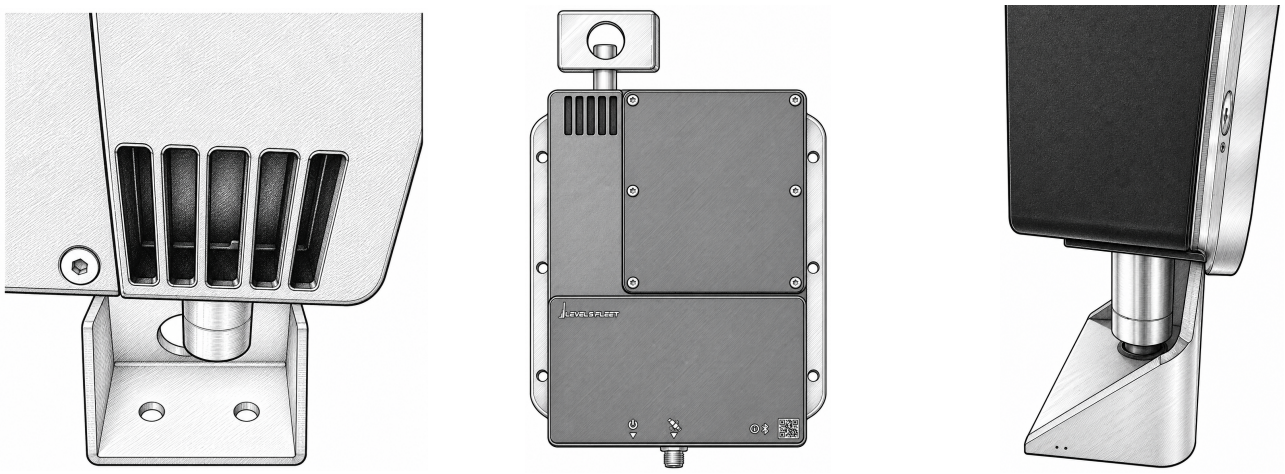
The lock can be installed using a drilled opening or the supplied mounting bracket. We recommend the mounting bracket, as it better accommodates door movement.

Figure 9.1 illustrates both mounting options.

Allow for door movement. Trailer doors can shift as the trailer travels over uneven pavement. Leave sufficient clearance around the locking rod so it can move without binding against the bracket or door frame.

If you choose to drill an opening, make it large enough to accommodate the expected door movement. The required clearance varies with the trailer's door construction and flexibility.

If the lock binds: During operation, the lock will attempt to retract and report a fault in Admiral Console and the Access app. Adjust the mounting clearance to eliminate the interference, then use Chat with Fleet for assistance resetting the fault.



(a) Front view (b) Horizontal view (c) Vertical view

Figure 9.1 Lock mounting views

If fitted, attach the door contact sensor to the frame and its magnet to the protected door.

Lock Power Supply

The Admiral Lock can be charged using an optional solar panel or the trailer's electrical system.

Solar Panel

If using a solar panel, secure it to the outside of the same door as the lock using the supplied 3M adhesive tape. Use an **IP67-rated cable gland** to route the power cable through the door to the lock.

Consider how much sunlight the panel will receive during normal operations. If the trailer spends extended periods without sunlight—for example, parked against a loading dock during the day and driven at night—we recommend using trailer power instead.

Trailer Power

Use the second power connection on the supplied auxiliary power tap harness and route the cable to the lock.

Secure the wiring using commercially available cable guides, such as **adhesive-backed cable raceways or flexible cable conduits**, to protect it from abrasion and prevent pinching when the doors open, close, or shift during operation.

Ensure the cable has sufficient slack to accommodate door movement without being stretched, trapped, or damaged.

10. Operational Field Evaluation

Before testing, verify installation sign-off, fitted hardware, applicable approved rules, usable phone credentials and an appropriate controlled test area. Never simulate unauthorized moving-trailer immobilization or bypass safety controls.

Scenario	Observe and record
Authorized departure	Expected driver/tractor eligibility, movement release result, valve and trailer behavior, timestamp.
Unapproved attempt	Correct denial at the door or movement device; explanation supported by permission/decision evidence.
Arrival at a configured yard	Location recognition, applicable Safe Zone or policy, resulting actual equipment state.
Operating-plan change	Revision, approval, device application and behavior under the new instruction.
Connectivity interruption	Behavior of a previously installed rule and locally available credential; delayed history/alerts as relevant.
Maintenance / exceptional access	Approved exception path, confirmed physical result and attributable record where available.

Use Chat with Fleet after each meaningful event to ask what happened. Check equipment history and actual physical state.

Appendix A — Evaluation Record

Desktop assessment	Rating 1–5 / notes
Account and equipment setup	
Clarity of Chat with Fleet	
Policy interpretation and review	
Required information explained	
Policy approval and application	
Device responsiveness	
Quality of explanations	
Offline and emergency workflows	

Desktop decision: □ Proceed to installation
□ Revise and retest
□ Stop evaluation

Installation assessment	Rating 1–5 / notes
Hub mounting and electrical wiring	
Immobilizer pneumatic fit and leakage checks	
Lock mounting and alignment	
Cable routing and serviceability	
Clarity of installation instructions	
Field assessment	**Rating 1–5 / notes**
Driver and dispatcher experience	
Expected physical enforcement	
Safety and predictable behavior	
Resilience to connectivity interruption	
Status accuracy and event evidence	
Overall operating value	

Which instruction would you most want Admiral to enforce in your operation?

_____

What would you need to see before trusting the equipment to enforce it without an operator?

_____

Final decision: □ Broader deployment/subscription
□ Extended evaluation
□ Not proceeding

Appendix B — Safety Design Rationale (Summary)

B.1 Movement protection

The immobilizer is an electrically actuated valve in the trailer spring-brake supply circuit; it does not control the service brakes. In the described design, loss of power or communications does not by itself move the valve—it retains its existing position. Local safeguards consider trailer power, motion and timing before protection transitions. The existing design uses a normal delay after power loss and longer delays for specified moving/no-power conditions; validate actual firmware settings and behavior before relying on any fixed interval.

Admiral prioritizes local equipment decisions over an unconditional cloud command. Console requests are conditional, including on equipment state and safety; do not interpret remote acknowledgement as permission to override a moving-trailer safety condition. Follow the current component manual for pressure limits, approved fitting torque, maintenance, leakage checks and installation qualification.

B.2 Cargo lock

The Lock monitors mechanical and environmental conditions that can affect successful actuation. Test door alignment, bolt travel and the distinct reports of door position, lock position and seal state. A command may be refused or a movement suspended when safety, obstruction or fault conditions intervene. Access, manual recovery and any interior egress provisions must be reviewed against the supplied lock installation and safety instructions.

B.3 Power, batteries and connectivity

Hub and Lock rechargeable batteries require approved charging equipment and temperature safeguards. Charging is inhibited in unsafe temperature conditions, including below 0°C in the described product design. Exact pack chemistry, capacity, isolation procedure, backup duration and operating-temperature limits must match the supplied evaluation hardware revision; do not rely on legacy values. Physical actuation, stored event evidence, cloud reporting and alert delivery may occur at different times during connectivity interruptions.

B.4 Evaluation boundaries

This guide does not replace the brake-system service manual, qualified installation, site safety procedures, or formal engineering/compliance validation. Record anomalies with the equipment ID, relevant time, operating conditions, device version where available, observed physical behavior and exact application message. Do not use the evaluation to test hazardous moving-trailer intervention.