

Lesson 1: Drivers, please stop controlling truck and trailer axle weights for free!

Let's be honest.

For decades, drivers have not been paid for this work, while all the money has been taken by scale companies.

Learn how to control the load of your truck, trailer, and cargo on your own, using the affordable pressure gauges you already have or can install.

In this text, we will provide you with clear and practical formulas that link suspension pressure to axle weight, and we will introduce a program that calculates 25 useful weight-related results about your truck, trailer, and cargo, so you can maximize resource efficiency and receive fair compensation from carriers.

So how much should you be paid for this per year?

\$1,000? \$3,000? Or \$5,000?

I'm comfortable with your appetite.

In the United States, there are several million drivers who have long been using pressure gauges to prevent axle overloads.

However, no one has ever taught them how to systematically determine everything about weight of the truck and trailer using gauge data.

That is why most American trailers still have no load control equipment at all.

Sorry but this industry is simply outdated. Most trucks already have PSI gauges, yet almost no one knows how to use them to estimate axle weights.

It causes massive resource losses and significantly increases accident risks.

Due to improper load balance — especially in winter — thousands of jackknife accidents occur every year, and unfortunately around 170 people die annually.

It is obvious that drivers and carriers need new and more effective solutions.

We propose a solid solution: digitizing the load-control industry using new, efficient mathematical formulas with a broader set of variable parameters.

Smartphones and onboard computers are capable of performing far more complex calculations than expensive built-in scales with weak interfaces and a very limited number of outputs.

Solution for Drivers: Mouse Scale Lite

Mouse Scale uses existing PSI gauges in air suspensions to determine axle weights and the optimal position of trailer tandems.

In winter, this improves safety through better load distribution.

In warm seasons, it improves fuel efficiency by reducing overall rolling resistance.

This is a simplified version of the program, designed to help you avoid putting yourself and others at risk.

It costs just \$0.99 per month — not because the solution is cheap or low-quality, but because human life matters more to us than money.

### A Bit of “Quick Truck Math”

Suspension pressure and axle weight have an almost linear relationship.

Here is a simplified formula for determining trailer axle load:

Weight = 3,000 lbs + k × pressure (PSI)

A similar formula applies to the truck’s drive axles, but the intercept term there is approximately 4,200 lbs.

We are confident in this model because we conducted a large number of real-world weighings, including tests where the truck and trailer were lifted on jacks to accurately measure axle load at zero air-suspension pressure.

The approximate weight of unloaded tandems at zero PSI is a typical characteristic of suspensions with eight wheels and drum brakes.

Now you have:

- a solid mathematical model
- a powerful app at a very low cost

and you can independently determine:

- approximate axle weight
- optimal tandem position

### How to Use This

#### Winter conditions

Experienced drivers recommend increase about 6% more weight on the drive axles than on the trailer tandems.

This improves traction, increases pulling power, and reduces the risk of skidding on slippery roads.

Ask yourself: are you really managing these risks safely in winter, when most trailers still have no load-control systems at all? 

## Warm seasons

You can optimize weight balance to reduce rolling resistance.  
Trailer tires are stiffer, while drive axle tires are softer.

In good weather, moderately increasing trailer tandem load by 1,500–2,000 lbs can reduce fuel consumption by several percent.  
However, increasing the load by more than 3,000 lbs significantly raises the risk of rollovers and skids.

Always remember: safety must come before savings.

## What's Next

The next lesson is about your money.  
About how much you are actually losing due to the lack of quality information about truck, trailer, and cargo weight — and how much you can already save now and in the future.

It may be uncomfortable to face the truth, because we will be talking about roughly \$20,000 per truck per year.