Lesson 3. The Information Breakthrough

Good day to all American truck drivers and carriers.

The load-control industry urgently needs new, effective solutions to become truly digital and to save real time, money, and fuel—because today you are losing **up to $20,000 per truck per year**.

Today, we want to show how new mathematical solutions made it possible to combine all key variable parameters of the truck and trailer into a single **weight-diagnostics system**, producing **more than 25 practically useful results**.

It is important for you to understand one main thing:
somewhere out there were people who searched long and hard for solutions **specifically for the trucking industry**—and that search was successful.

How weight systems worked before

 The cheapest systems measured only air pressure in the trailer suspension and estimated axle weights.
In reality, this meant just **one variable parameter**, while the formula itself was never disclosed to drivers.

 More expensive systems could measure 2–3 parameters and display the weight of all axles on the ground.
But this is still not enough, because drivers and carriers need to know the **actual cargo weight in the trailer**—that is what the money is paid for.

 Low-cost systems under $2,000 suggest weighing the truck before and after loading.
As a driver, I do not accept this approach.

Explain this to me:
Am I supposed to check the axle weight of an empty truck every day?
Drivers are not paid for this, and I do not believe anyone will do this work honestly for free.

In addition, the **pneumatic method** of axle-weight measurement works poorly on uneven surfaces.
If you measure both light and heavy conditions on uneven ground, the error becomes significant.

Old mathematical formulas make this load-control method inaccurate and often shift responsibility for all problems onto the driver.

Expensive systems are better—but not accessible

There are systems costing **over $3,000** that use an expensive fifth-wheel sensor (≈ $900).

This is a good technological solution because it allows cargo weight to be measured **after loading**.

However, the price is a serious barrier to mass adoption.

From my own experience:
Using **MouseScale Pro**, about once every two months I was able to detect an extra ton of cargo after loading in time and receive fair additional compensation from the broker.

The motivation is obvious:
not to haul extra weight for free and to develop **associated transportation**.

The MouseScale Pro Information Breakthrough

Now I will explain how **MouseScale Pro** controls the weight of the truck, trailer, and cargo after loading using **only a simple trailer suspension pressure gauge**, without any equipment installed on the fifth wheel.

The key idea

! A costly fifth-wheel sensor is not required,

because the load on the fifth wheel is an **intermediate value** that can be calculated by analyzing other primary truck parameters.

Specifically:
driver and passenger weight,
fuel level in the tanks,
DEF level,
fifth-wheel position,
and drive-axle suspension pressure.

If the weight applied to the fifth wheel changes, it **always affects one or more of these primary indicators**, enabling full weight diagnostics of the truck and trailer.

We learned how to combine these parameters using new mathematical solutions—
like solving a Rubik's Cube.

Simply put, God had mercy on truck drivers who spent 50 years doing this work without pay, without equipment, and without intelligent training.

Master **MouseScale Pro**, and this technology will be in your hands.

What comes next

When we reach **100,000 users**, we plan to:

- develop associated transportation,
- give drivers the ability to control not only cargo weight but also **center of mass position**,
- determine additional truck payload capacity,
- and obtain **two dozen more practical, useful results**.

Everything you previously knew about load control was like playing tic-tac-toe,
where drivers and carriers constantly lost money because they could not independently determine weight.

This difficult period is coming to an end because **effective digitalization is inevitable**.
The key point is that American truck drivers must not lose control of this important startup.

Transparency and the future

We keep no secrets.
Our international patent application **PCT/US2024/042304** has already been published.

We do not have time to remain idle, because people are dying and **15% of fuel is being wasted**, causing severe environmental pollution.

The trucking industry needs new solutions:

- reducing rollovers and jackknife accidents,
- saving time, money, and fuel,
- developing associated transportation and reducing deadhead miles,
- and creating a fair approach to compensating professional driver labor.