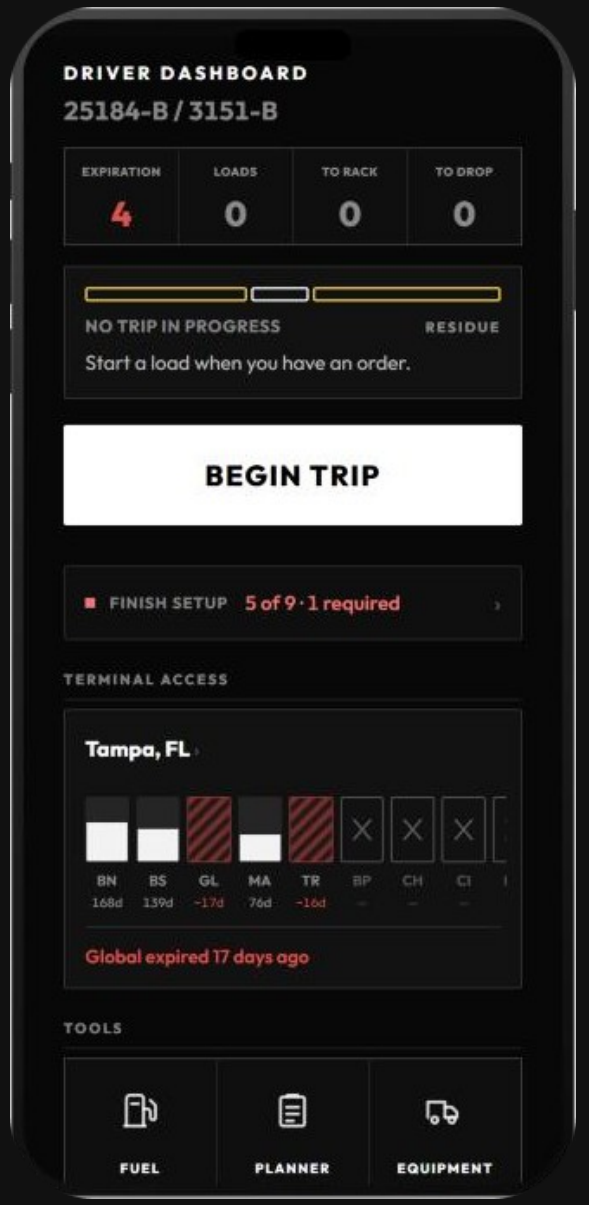
PROTANKR

DRIVER-DRIVEN EFFICIENCY

A smarter way to roll.

An overview of the issues we address and how.



The short version



Fewer overweight tickets

Drivers know their weight before they leave the rack, with a chance to correct it.



More payload per trip

Live temperature and API replace the worst-case guess, so every load carries closer to the legal limit.



Fewer interruptions

Answers show up on the driver's dashboard without request, so dispatch can focus on what matters.



Less paperwork

What the app already knows is not retyped. Or written down with errors and omissions.

Productivity is tracked automatically, and incentives stop at the legal weight limit, so speed is never bought with safety.

Think of it like a shooting range



One shooter sends a round downrange.
It lands a little off.

Adjust the dials

Temperature

API gravity



Every round after is on target, for EVERY SHOOTER at the range.

Days later, someone notices a small drift and corrects it. The whole range is back on target.

The same idea, at the loading rack

1

A driver loads

They enter the temperature and API from the BOL.

2

The network updates

That reading becomes the new target for that terminal and product.

3

The driver behind loads on target

Same conditions, same correction, applied to their equipment with their settings. No guesswork.

When conditions shift days later, whoever notices first (From Any Company) corrects it, and everyone behind them is back on target.

The correction moves forward, not backward. An individual load can still surprise a driver, but the same surprise does not repeat down the line.

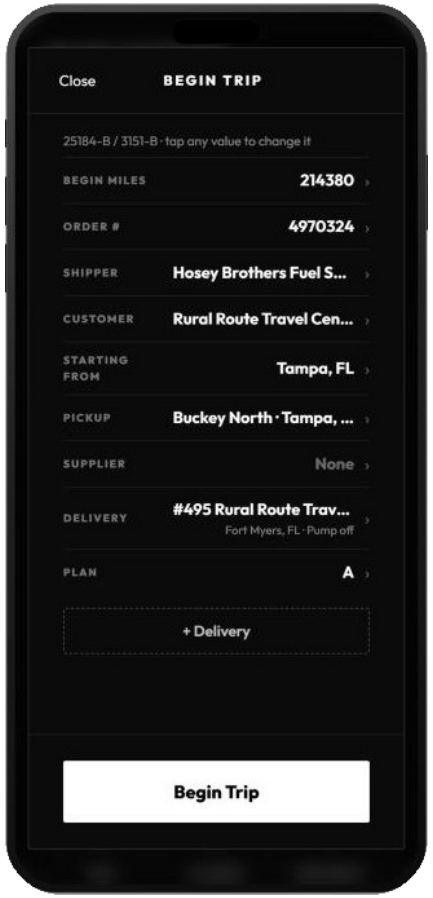
Loading and weight

Overweight tickets	The driver sees their weight before leaving the rack with an opportunity to reroute or use a metered drain down (specific areas). Network adjusts immediately so everyone else is right on the money. Accurate, conservative targets cut the odds of a ticket while payload goes up.	SOLVES
Underloading	Targets come from live temperature and API, not a worst-case guess, so each load carries closer to what the specific truck can legally haul.	SOLVES
Off-spec product dragging everyone's baseline down	One driver's reading updates the target for every driver behind them. The lowered baseline does not linger after good product returns.	HELPS
Extra trips caused by underloading	More legal payload per trip means fewer trips for the same product: less fuel, traffic and wear.	HELPS
No visibility into the payoff	Recovered gallons are tracked per load automatically and capped at the legal limit.	SOLVES

No system can promise zero overweight tickets. The network corrects forward, so the aim is to eliminate the repeats.

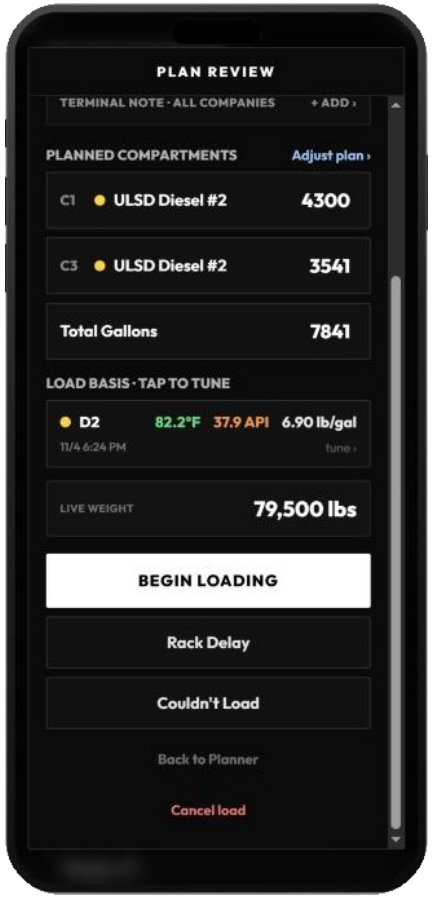
One load, Tampa to Fort Myers

Data fields are auto-magically populated in every way possible, reducing the need for unnecessary driver input with the inherent errors and omissions.



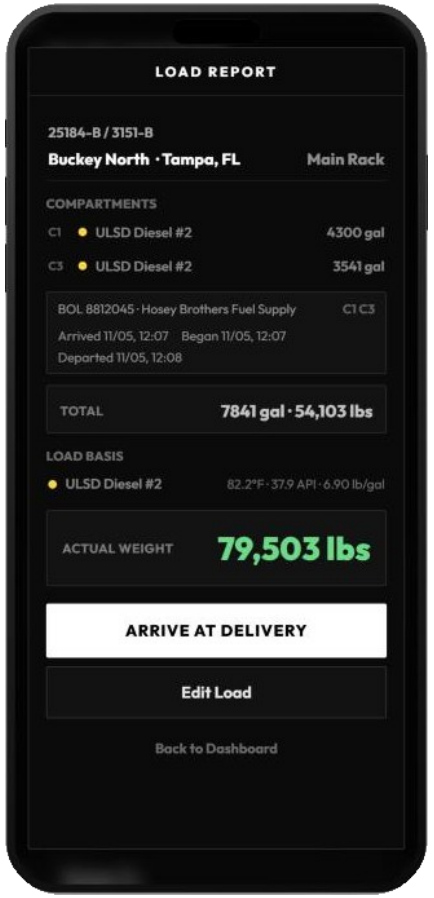
1 Begin the trip

Simply verify the details. Update what changed from the previous load and tap through.



2 Plan the load

Review the plan and load with confidence. Algorithmic Temp Prediction. Network API.



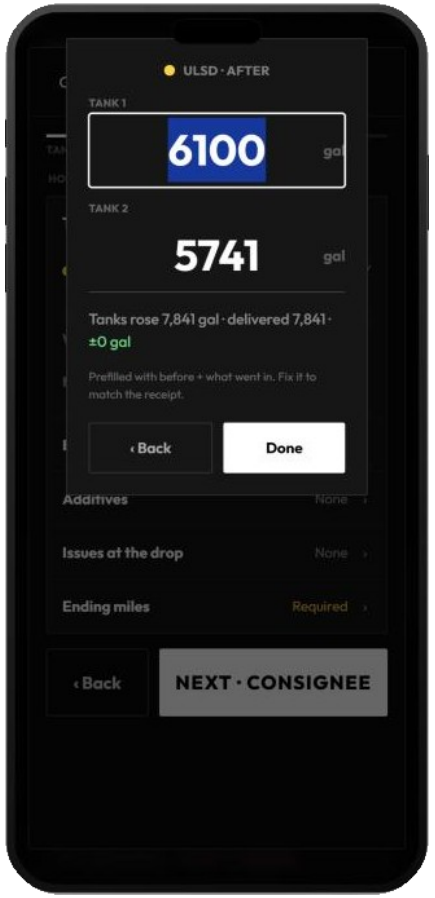
3 Know the weight

Actual weight is on screen before leaving.



4 Drop by tank

Swipe each compartment to the tank it fills.



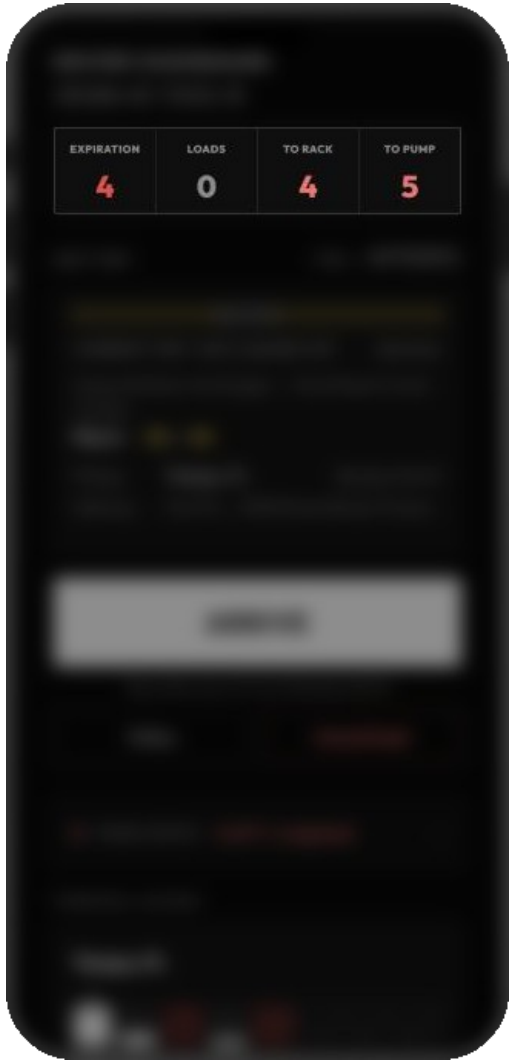
5 Reconcile

Tanks rose 7,841, delivered 7,841, plus or minus zero.

Dispatch and delivery

Over-dispatching and over-allocation	We don’t try to prevent it, we shrink its impact. Drivers and dispatch share one real-time picture of who is headed where. When a driver rack hops it flags the reason for others (matching rack and product) to see.	HELPS
"Is anyone else headed to my delivery?"	The (To Drop) chip answers it on the dashboard. No message to dispatch, no research. The driver can see at a glance to help correct issues in advance, saving time and miles and hurt feelings.	SOLVES
A line at the rack	The (To Rack) chip shows company trucks headed to the same terminal, so the driver can plan accordingly and know who to better communicate with about operational issues in the field.	HELPS
Cross drops	The driver is constantly reminded of what is on board at a glance. The trip card shows what is in each compartment by product color.	HELPS
Terminal status	Terminal outages and delays reach drivers immediately. Scoped alerts appear on the dashboard of drivers en route to the specific terminal, to load the specific product.	HELPS

The dashboard answers before they ask



EXPIRATION

Access cards, licenses and permits expiring within 30 days, color-coded. No maintenance just auto updating renewals through the normal course with maximum driver/dispatch shared visibility.

LOADS

Loads dispatch has queued. The driver can enter themselves until a TMS connection is made to give dispatch 100% visibility with 0% input.

TO RACK

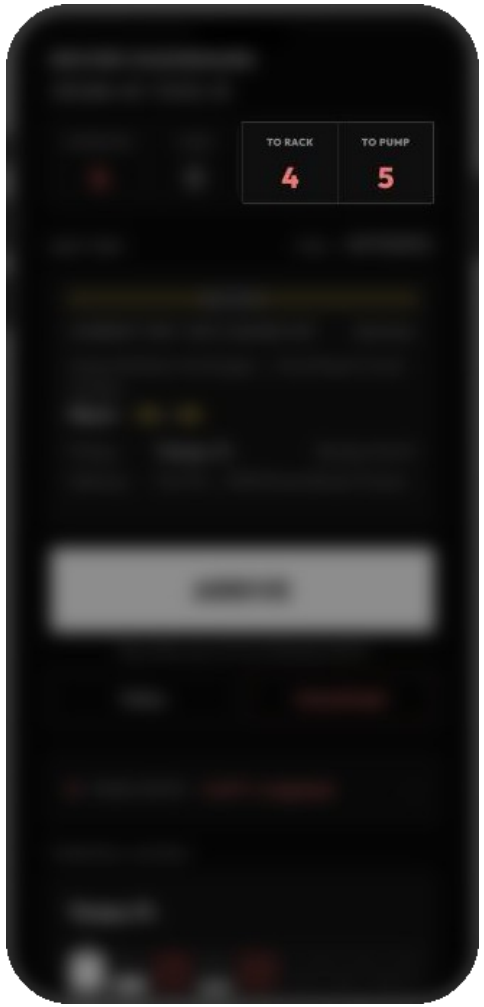
Company trucks headed to the same terminal as the next pickup. Know about the terminal traffic and status before arriving.

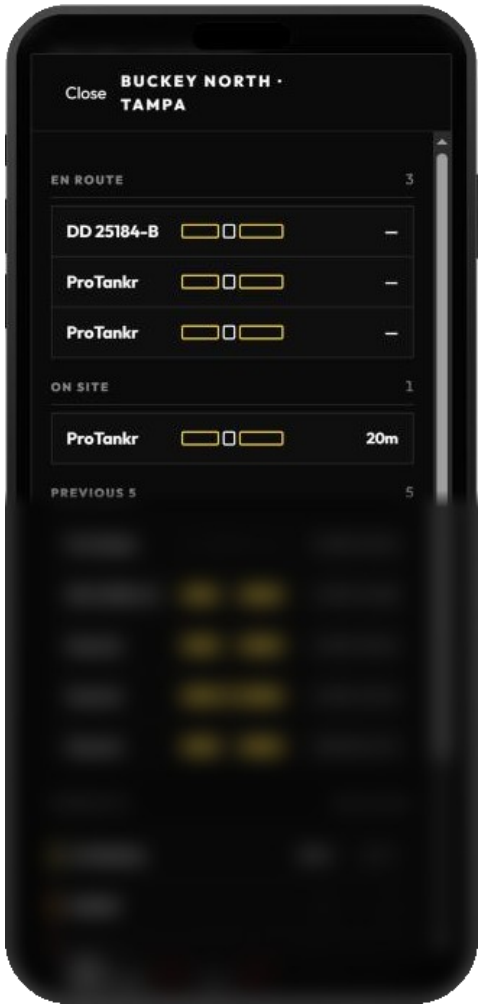
TO DROP

Company loads headed to the same store as the next delivery. For route optimization and no-fit reduction. Reads “To Pump” at a pump-off location.

Screenshots use demo data.

Fewer questions reach dispatch





Before The driver messages dispatch. Dispatch stops, researches, and types an answer.

After The answer is already a chip on the driver's screen. Nobody is interrupted.

Messages that go away or shrink

- Sourcing requests when a driver isn't carded
- Traffic to the drop
- Work schedule conflicts
- Tank readings images
- Maintenance scheduling
- Call-outs
- Delay updates (tracked in real time)

Access, communication and the cab

Not carded at the terminal	Expiring cards surface early. Dispatch sees who is carded where and can flag a priority terminal for a driver to get. Training requirements are stored and shared.	SOLVES
Slip-seat handoffs	Service, wash, scale and inspection history travel with the truck, not the driver, so the next driver already knows what's up. A legit Transfer of Knowledge (TOK) for improved driver communication.	SOLVES
Unnecessary messages and dispatch noise. Operational questions that answer themselves	Carding, traffic, schedule, tank readings, maintenance, call-outs, delays: the answer is already on the screen.	HELPS
Pressure in an active cab	Drivers waiting to load and too much going on leads to hurrying. Pre-planning gives the driver what they need, when they need it.	HELPS
Productivity without risk	Tracking is automatic. Incentive points stop at the legal weight limit, so the only way to earn more is to load accurately. We give the kpi. Company determines how to use it.	SOLVES

Equipment, compliance and paperwork

Equipment control	One record per unit: service, wash, scale tickets, inspections, notes and photos, visible to whoever needs it. Everyone is on the same page in a happy, cohesive, team environment. Namasté.	SOLVES
Inspections and repairs	Managers run inspection campaigns and review photos. Repair requests go to maintenance with approve or deny by email.	SOLVES
Paper and form entry	The app already knows start, stop, location, product and times. Driver forms fill from that instead of being retyped, mistyped, distorted or omitted.	SOLVES
Trip paperwork	A product transfer document is generated for each trip, updated in real time as the load progresses, with a timeline of the whole trip. Helping to retire paperwork processes in the cab and improve billing process.	SOLVES
Credentials and cards	A built-in vault for passwords and fuel cards, encrypted and private to each user.	SOLVES

Readiness, management and communication.

Document hub	Drivers submit documents from one place in the app, and managers find them there. No more hunting through texts and email threads.	SOLVES
Improved management	Managers see who is carded where, which units are ready, what awaits approval and what is overdue, from one dashboard instead of chasing calls and forms.	HELPS
Lead driver and driver communication	Lead drivers see all company equipment and its history. Drivers see the same record on the unit they are in, so problems are passed along by the app, not by memory.	SOLVES
Equipment and operational readiness	Truck down, repair requests and inspection campaigns make it plain which units are ready to roll and which are not, before a driver finds out at the rack. Equipment status update (STUD) system simplifies readiness.	SOLVES
Safety meetings	Drivers sign in to scheduled safety meetings from the app, with attendance recorded.	HELPS

Retire the Jotforms

Each form drivers fill out today has a built-in home in the app.

Per diem

Days away from home

Inspect

Truck or trailer inspection

Lanternfly

County attestations

Paper log

ELD down or on paper

Safety meeting

Sign in from the app

Tank readings

Store tank levels at the drop

Document hub

Submit a document

Truck down

Repair request, approval by email

Forms fill from what the app already knows, so nothing is typed twice, nothing is lost on paper, and managers see it the moment it is submitted. Jotforms can be fully retired.

What comes next



Will it fit at the store?

A link to store tank levels would tell a driver the load fits before leaving the rack. The tank-reading groundwork is already in the app.

ROADMAP



Customer delivery tracking

Customers search an order number and see ETA and delivery progress, like a parcel tracker.

ROADMAP



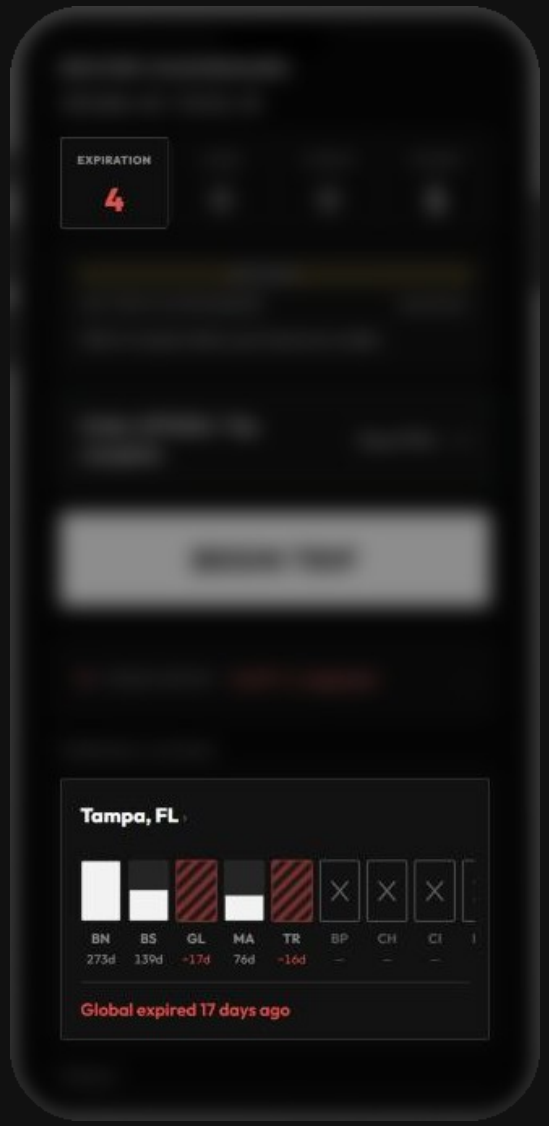
Telematics is live. TMS is next.

Our telematics connection is already working. A link to Gravitate or any TMS is next, removing more re-entry for dispatch and more work in the cab.

TELEMATICS · LIVE ROADMAP

Fuller loads, fewer surprises

- At the rack: accurate targets, and the correction travels to everyone behind.
- On the road: answers on the screen instead of messages to dispatch.
- At the drop: less surprises, quicker turns.
- Back at the shop: equipment and paperwork that fill themselves in.



Next: a walkthrough of the driver and dispatch views.