

FLEETHUB.AI FOR YOUR FLEET

Empowering Fleets Through Intelligent Mobility

FleetHub.AI delivers an exceptional mobility experience for your fleet, from the tablet in the cab to the support behind it. We bring 25+ Years of experience providing Mobility & Technology Solutions to the Logistics Sector. We are here to support you with all things Mobility!

502

NETWORKS

202

COUNTRIES

SOC 2

TYPE II ALIGNED

24/7

IN-CAB SUPPORT

— FLEETHUB.AI ECOSYSTEM

One Ecosystem. Endless Possibilities.

From tablet to cloud, FleetHub.AI unifies your fleet's mobility under one intelligent ecosystem, simplifying deployment, support, and optimization.

01

Hardware

Enterprise grade tablets, smartphones, and in-cab mounting engineered for demanding field environments.

02

WeGuard MDM

Logistics-focused device management: security, app control, end-user support and communication tools.

03

Connectivity

Multi-network cellular that keeps drivers connected. North American or global, we have you covered.

04

Intelligence

E.L.L.A., the agentic AI co-pilot, gives your time back and streamlines the workflows that matter.

05

Works With Any TSP

Staged, secured, supported hardware that runs your telematics platform from day one, whichever TSP you use.

— ENTERPRISE HARDWARE

Hardware Designed for the Field.

FleetTab T80

\$225 each



- 8" HD display, 8MP rear camera
- Qualcomm Snapdragon 680 chipset
- 4GB RAM / 32GB storage, 5100mAh battery
- POGO pins for easy docking & charging
- Global LTE

FleetTab T105

\$335 each



- 11" FHD touchscreen, 8MP rear camera
- Snapdragon 4 Gen 2 mobile platform
- 6GB RAM / 32GB storage, 7000mAh battery
- POGO pins for easy docking & charging
- 5G and Global LTE, SIM + eSIM support

Google Certified Hardware

3+ Years of Availability

Zero Touch Enrollment

90 Day Security Updates

Heavy-duty cases & ProClip mounts

— FLEET MOBILE DEVICE MANAGEMENT

Lock Down Every Device in the Cab Without Slowing the Route.

WeGuard is FleetHub.AI's purpose-built MDM platform for commercial fleets. Provision, monitor, and secure every driver-facing Android device from one console, with integrated support, messaging, video conferencing and policy enforcement designed for vehicles in motion.

Android

EMM-certified Gold Status

OTA

Zero-touch enrollment

24/7

In-cab support tier

SOC 2

Type II aligned

Three Modules. One Console. Zero Driver Downtime.

01 / CORE

Device Manager

MDM EMM Policy

The control plane for every tablet, phone, and rugged device in your fleet. Push OS updates, enforce app allowlists, lock devices to kiosk mode, and geofence behavior, all from a single multi-tenant console.

CAPABILITIES

- Zero-touch enrollment (Android Enterprise, Apple ABM)
- Remote lock, wipe, and factory reset
- App allowlist / blocklist with silent install
- Geofenced policy profiles per route or depot
- Real-time telemetry: battery, connectivity, location
- REST API + webhooks for TMS integration

02 / DRIVER HELP

WeSupport

Remote assist Ticketing

An in-cab help channel that gets drivers unstuck without pulling over. WeSupport pairs a one-tap ticket flow on the device with remote screen viewing, session recording, and auto-routed escalation to your IT or operations team.

CAPABILITIES

- One-tap help from any managed device
- Attended & unattended remote screen control
- Auto-attach device diagnostics to every ticket
- SLA-based routing and escalation workflows
- Full session audit log for compliance

03 / COMMUNICATION

WeTalk

Dispatch Push-to-talk

Secure, policy-aware communication between dispatch and drivers. WeTalk delivers text, push-to-talk voice, and broadcast messaging inside the managed container, so comms stay on-platform, auditable, and automatically disabled when the vehicle is in motion.

CAPABILITIES

- 1:1 and group messaging with read receipts
- Video conferencing
- Converts text to speech
- End-to-end encrypted; messages never leave the tenant
- Retention policies for DOT / FMCSA audits

WHY IT MATTERS

Operational Efficiency

Simplify device management and reduce downtime with automation.

Visibility & Control

Real-time insight across every connected device and driver.

Scalable Deployment

Configure, ship, and activate devices globally with ease.

Reliability

Tested hardware and secure infrastructure for mission-critical work.

— DEPLOYMENT OPERATIONS

Every Tablet Arrives Ready to Drive.

Your devices show up in the cab working. Every device is staged in-house before it ships, so drivers power on, sign in and roll, with no setup screens, permission prompts or activation calls.

01 Policy Provisioning Each tablet is enrolled in WeGuard and loaded with your policy configuration, app set and telematics applications.	02 Permissions Enabled All device and app permissions are enabled before shipment, so drivers never stop to approve location, Bluetooth or background access.	03 Cellular Tested Every SIM is activated and tested on the network before the box is sealed. Devices arrive connected.	04 Kitted & Shipped Tablet, case, mount and charging are kitted per vehicle and shipped from our Chicago HUB.
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WHITE GLOVE LOGISTICS

Chicago HUB In-house staging, kitting and fulfillment.	Ship to Terminal Kits delivered directly to each yard or terminal.	24 Hour RMA Defective devices replaced with a 24 hour turnaround.	12 Month Warranty Coverage on every device we ship.	Optional Insurance Protection against damage and loss in the field.
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— TRAINING & ADOPTION

We Train Your Team.

Your team is trained on WeGuard and the proprietary applications that run within it, so admins and drivers get full value from day one.

- WeGuard Device Manager: policies, enrollment, remote actions
- WeSupport: in-cab help and remote assistance
- WeTalk: messaging, video and dispatch communication
- E.L.L.A.: the AI co-pilot for drivers and back office

— IN-HOUSE TECH & ENGINEERING

Engineering Support for Integrations.

Our in-house technical and engineering team supports integration projects end to end, working directly with your IT team.

- TSP, TMS and fleet application integrations
- Custom policy and app configuration builds
- REST API and webhook implementation support
- Direct escalation to engineers, not a call queue

AFTER DEPLOYMENT: 30, 60, 90 DAY CHECK-INS

Day 30 Confirm devices, connectivity and driver adoption are on track.	Day 60 Review support trends and tune policies to how the fleet operates.	Day 90 Assess results and plan expansion, refresh or new features.
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MULTI-NETWORK CONNECTIVITY

Multi-Network Connectivity for a Moving Fleet.

At FleetHub.AI, we deliver true intelligent mobility for modern fleets, ensuring your vehicles stay connected wherever the road takes them. Our solutions are powered by a resilient, multi-carrier eSIM architecture backed by a leading global connectivity provider. This means your operations benefit from seamless, secure, and uninterrupted global coverage that automatically adapts to the strongest available signal. By eliminating dead zones and safeguarding your critical data, we empower your fleet to operate with peak efficiency, ultimate reliability, and true intelligent mobility.

502
NETWORKS

202
COUNTRIES

100%
UPTIME

Multi-carrier eSIM

One SIM profile, many carriers. Devices attach to the strongest available network instead of a single contract.

Automatic failover

Coverage adapts in the background as the route changes, which eliminates the dead zones that break ELD sessions.

North America or global

Cross-border lanes and global operations run on the same plan and the same console.

Bundled with MDM

Connectivity and full WeGuard access on one month-to-month line item, with no separate carrier agreement.

PRICING BREAKDOWN

Simple, Transparent, Scalable.

PRODUCT	PRICING
FleetTab T80 Enterprise-grade Android 8" tablet	\$225 each
FleetTab T105 Enterprise-grade 11" 5G Android tablet	\$335 each
Durable Case Heavy-duty field protection	\$30 each
Connectivity + MDM Global multi-network SIM with full MDM access, month to month	\$18 / month
E.L.L.A. Agentic AI driver co-pilot	\$5 / month

TALK TO FLEETHUB.AI

Empower your fleet with connected intelligence.

Staging, kitting, logistics, training and check-ins are included with every deployment.

(800) 564-9281

www.fleethubai.com

PHONE-BASED ELD CONNECTIVITY

When the Driver's Phone Is the ELD, Every Link Can Break.

Using a driver's cell phone as the display and connection point for the ELD creates a fragile link between the driver, the driver app, and the vehicle gateway. When Bluetooth drops, the app is restricted by the phone, or the driver leaves the vehicle and returns without reconnecting, vehicle movement may be captured without an identified driver. This can create unassigned drive time, delayed synchronization, distraction risk, support calls, and added compliance work.

How the Current Setup Works

The vehicle gateway connects to the truck and communicates with the driver's phone through Bluetooth. The phone runs the driver application and serves as the screen used to log in, select the vehicle, manage duty status, review records, and display or transfer information when required.



A single break anywhere in the chain can leave vehicle movement without an identified driver.

Reliable operation depends on all of the following:

- The correct driver is logged into the correct vehicle.
- Bluetooth, location services, and required app permissions remain enabled.
- The phone stays within range of the vehicle gateway.
- The operating system allows the driver app to run in the background.
- The phone has adequate battery power, data service, and stable application performance.

Primary Connectivity Problems

Driver leaves the truck

Bluetooth is a short-range connection. When a driver carries the phone into a customer location, shop, parts counter, or jobsite, the phone can disconnect from the vehicle gateway. Returning to the cab may require the driver to reopen the app, confirm Bluetooth and location services, and reselect the vehicle.

Power-saving and background restrictions

Battery saver settings, background app restrictions, or an operating system update may limit Bluetooth activity or prevent the app from reconnecting while the phone is locked.

Competing Bluetooth devices

Drivers may also connect to a headset, vehicle audio system, smartwatch, or other accessories that will disrupt ELD connectivity. Behavior can vary by phone model and operating system.

Permissions or settings change

Bluetooth, location, background data, or app permissions may be turned off, changed during an update, or reset when the app is reinstalled.

Personal phone reliability

ELD availability depends on an employee-managed device that may have a low battery, damaged charging port, limited storage, outdated software, restricted data plan, carrier, or other applications competing for resources.

Reconnection is not verified

A driver may assume the system is reconnected automatically. If the vehicle moves before the app is actively paired, the gateway may record movement without associating it with the driver.

— OPERATIONAL AND COMPLIANCE IMPACT

What a Dropped Connection Costs the Fleet.

ISSUE	BUSINESS EFFECT
Unassigned drive time	Vehicle movement can be recorded without an active driver connection. The carrier must investigate and assign the event to the correct driver or document why it remains unassigned.
Delayed driver records	Driving information may not appear immediately on the phone. Temporary gaps create uncertainty even if data later synchronizes.
Administrative workload	Compliance personnel must research the vehicle, trip time, driver assignment, dispatch information, and supporting records.
Roadside inspection difficulty	A disconnected, dead, damaged, or unavailable phone can make it harder to display records and complete the ELD transfer process.
Driver distraction	A driver may try to restore Bluetooth, reopen the app, or change settings while moving. Troubleshooting must occur only after parking safely.
Inconsistent experience	Phone models, operating systems, carrier settings, and personal configurations make troubleshooting less standardized.
Employee-owned equipment	The company has less control over device condition, updates, permissions, data availability, and whether the phone is present and charged.

— COMPLIANCE CONSIDERATIONS

A Phone Can Be Part of an ELD. The Responsibilities Stay the Same.

FMCSA permits a smartphone or another wireless device to be part of an ELD system when the system meets the applicable technical requirements. A portable device used as the display must be mounted in a fixed position during CMV operation and visible from the driver's normal seated position. The motor carrier must use a registered ELD, support proper login, and manage unassigned driving records under the ELD rule.

- 01** Confirm the correct vehicle connection before movement begins.
- 02** Review unassigned driving time and accept or reject it accurately.
- 03** Investigate unassigned records and assign or annotate them as required.
- 04** Follow provider malfunction procedures and carry the required ELD information packet, including blank RODS graph-grids for at least eight days.

IMPORTANT
A technical connection problem does not remove the driver's or motor carrier's recordkeeping responsibilities. Connectivity failures must be managed through training, malfunction procedures, and timely review of unassigned events.

— RECOMMENDED CONTROLS

Eight Controls for Reliable ELD Connectivity.

01 Standardize the device

Use a company-managed tablet or dedicated display where practical to reduce variation in hardware, software, settings, data plans, chargers, and competing Bluetooth connections.

02 Use a pre-trip connection check

Before moving, confirm the correct account and vehicle, Bluetooth, location services, gateway connection, charging, and duty status.

03 Require safe troubleshooting

Never troubleshoot while driving. Stop in a safe location before correcting a connection issue.

04 Protect application settings

On managed devices, maintain updates, background activity, required permissions, and battery settings that allow the app to operate.

05 Separate ELD use from calls

When testing confirms a conflict, use a dedicated ELD tablet or a standardized hands-free solution that does not disrupt the gateway connection.

06 Review unassigned events daily

Identify recurring drivers, trucks, phone models, locations, or conditions tied to unassigned drive time.

07 Document repeated failures

Record driver ID, truck ID, date and time, phone model, app version, and what occurred when the disconnect happened.

08 Train drivers and supervisors

Explain that Bluetooth is short range, reconnection may require driver action, and the truck should not move until the correct vehicle connection is confirmed.

SUGGESTED DRIVER MESSAGE

Connect Before You Move

Before moving the truck, open the ELD app and confirm you are connected to the correct vehicle. If you leave the truck, answer a call, change Bluetooth devices, or notice the connection has dropped, safely park and verify the connection before continuing. Never troubleshoot the ELD while driving.

— HOW FLEETHUB.AI CLOSSES THE GAP

A cell-phone-based ELD can meet regulatory requirements, but it places critical recordkeeping functions on a connection affected by distance, phone settings, battery controls, updates, and other Bluetooth devices. For fleets moving between trucks, customer locations, shops, and jobsites, standardized company-managed devices provide a more reliable approach.

Dedicated in-cab tablet

FleetTab T80 and T105 stay mounted in the cab and paired to the gateway, so the ELD never leaves the truck with the driver.

Locked-down settings

WeGuard MDM enforces Bluetooth, location, background activity, battery and app permissions, and controls updates.

Multi-network connectivity

The eSIM attaches to the strongest available carrier, so records sync without depending on a personal data plan.

Staged and tested

Every device is provisioned, paired and cellular-tested at the Chicago HUB before it ships, with 24-hour RMA replacement.

Sources: FMCSA General Information about the ELD Rule ([fmcsa.dot.gov/hours-service/elds/general-information-about-eld-rule](https://www.fmcsa.dot.gov/hours-service/elds/general-information-about-eld-rule)); FMCSA ELD portal (eld.fmcsa.dot.gov); 49 CFR Part 395, Subpart B ([ecfr.gov](https://www.ecfr.gov)).