

Hood Rich

How to travel for free & Make 4-500k a year

With a
criminal record
and no
college degree!


TikTok
@truckking85

Shawn Williamson

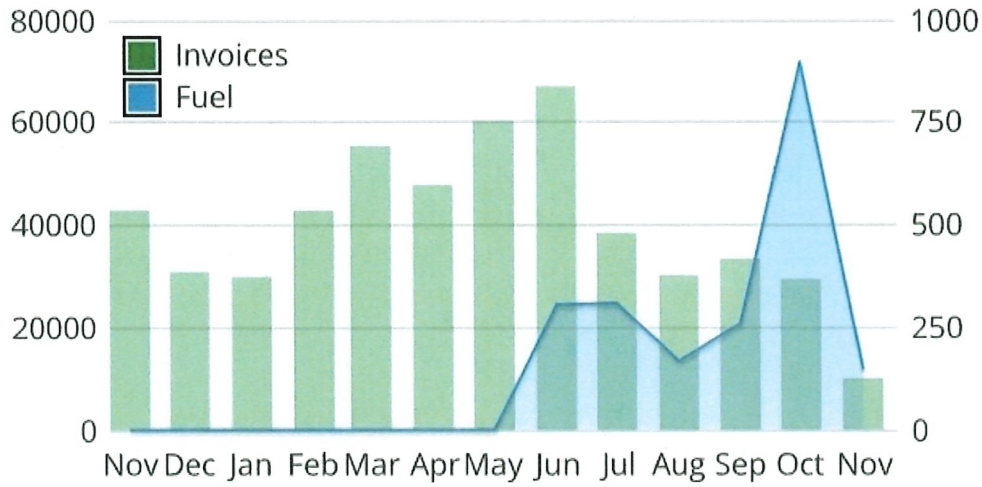
443-386-6587

@TRUCK_KING85

 [See All Loads](#)

Invoice History

Annual **Monthly**



148

Total invoices

Total fuel pumped

\$518,878.50

Total invoice amount

\$3,505.94

Average invoice amount

Accounts Receivable



0-30 Days



31-60 Days

Hood rich. How to travel for free and make 4 to 500,000 a year with a criminal record and no college degree by Sean Williamson. Dedications. This book is dedicated to God, my father, my mother, me, and all the people who've helped and support this mission from the beginning. To God for pulling me through situations and circumstances I had no human legal right or way to overcome. To my father for playing his part in creating me and for being a real cool cat. A guys guy who's got love and respect from all across the country. To my mother for giving birth to me and showing me by example the true meaning of strength and hard work. To myself for not giving up and putting in the work day in day out to overcome obstacles and achieve success. To the people for calling, inquiry, and showing interest which lets me know I'm not doing this work in vain.

Disclaimer. Before reading this book, I want to make it clear that I have no claim to be the richest most successful trucker on the planet or that I was the biggest kingpin in the city of Baltimore or that I was running the prison or prison yard. My claim is that I once sold drugs, that I've been to prison, and that I'm now in trucking which has afforded me an income and lifestyle to where I no longer desire to sell drugs and I don't have to go to prison and that if I can do it, so can you. The breakdown. When I wrote my first book, trucks were doing 5 to 7,000 per week. Things have changed. They're now doing 8 to 12,000 per week. Gross income grid. Eight thousand per week equals 416,000 per year. Nine thousand per week equals 468,000 per year. Ten thousand per week equals 520,000 per year. Eleven thousand per week equals 572,000. Twelve thousand per week equals 624,000 per year.

It's highly unlikely that a person will work 52 weeks in a year because of downtime, shop time for repairs, and vacations. However, even if you take the middle average of 10,000 a week and only work 40 weeks per year taking 12 weeks off a year for downtime, repairs, and vacation, that's still 400,000 a year with three weeks off each season summer, winter, spring, and fall. That's gross income. Your net will vary because of insurance rates that are individually based upon each drivers history, credit, length of CDL, and other factors. The way you acquired your truck also plays a factor. Whether you cashed out, financed, or rented. Another factor is whether you drive local, regional, or long-haul and what areas because some have tolls, which vary, and some have more mountains or hills which burn more fuel. So the net can vary from case to case. All in all, you should bring home after expenses in either scenario between 3,000 and 7,000 net profit cash in pocket every single four week worked after all expenses are paid.

Rates are up. Rates were to an all-time high as far as my 12 years in the trucking industry have shown me. Trucks used to take 5 or 7,000 a week. They're now doing 8 to 12,000 a week during COVID. I've had over 50,000 months as of recent. That's unheard of for a single unit. Why is that? While with COVID lockdowns, when the country opened back up, people rushed to the streets. The more people out, the more items bought. The more items bought; the more items shipped. There go supply and demand. The less of something there is, the more it's worth. Merchandise can be sent to the county by plane or boat. It can cross a country by train or plane, but in order to reach and end consumer, it has to touch a truck. Truckers are very important people in this country as far supply and demand goes. Without us, this country will stop.

The seasons also played a part. Trucking usually slows up mid-December through early March depending on your trucking type. The country started to open up just around the same time, so you had normal season rate increases, plus increased purchasing traffic, and the short gap in market correction, which I'll get into later. This all me for a good super profitable few months.



king_kong_shawn85
Salt Lake City, Utah



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Loads Available (24)



Baltimore, MD to Salt Lake City, UT

🔄 Last refresh: 0m ago

🕒 3h 7m
📍 Watsonstown, PA (150)
|
📍 Salt Lake City, UT (0)
📅 PICK UP 11/15
53ft 44,000lbs Van 2,002mi
King Of Freight LLC \$5,000

🕒 12m
📍 Philadelphia, PA (97)
|
📍 Salt Lake City, UT (0)
📅 PICK UP 11/16
53ft 20,000lbs Van 2,140mi
Liberty Commercial LLC \$4,500

🕒 12m
📍 Trenton, NJ (135)
|
📍 Salt Lake City, UT (0)
📅 PICK UP 11/16
53ft 20,000lbs Van 2,174mi
Liberty Commercial LLC \$4,400

🕒 6m
📍 Littlestown, PA (47)
|
📍 Salt Lake City, UT (0)
📅 PICK UP 11/15
(Partial) 53ft 30,000lbs Flatbed or Step Deck 2, ...
Ryan Transportation Service Inc \$4,000

🕒 14m
📍 Littlestown, PA (47)
|
📍 Salt Lake City, UT (0)
📅 PICK UP 11/15
(Partial) 53ft 30,000lbs Flatbed or Step Deck
Ryan Transportation Service Inc

🕒 Vineland, NJ (104)



Market correction or the gap as I called it, happen when this world wind of events all took place at once. It was so profitable because cost had not caught up to rates. Market correction. Fuel prices were the same, but the money was more creating higher profit margins. That time is over now. Although, trucks growth more, the costs have also went up. So buy less with more money. For example, straps used to cost 11 to 15 dollars. They now cost 30 dollars. Chains and binders were under 100 dollars. They're now 150 dollars together.

Along with food and housing, everything costs more, so really, it's just an illusion unless you are in the game and going hard before the market correction before the gap closed as I called it. I mean, look at truck prices. They're at an all-time high. Ten to 15,000 used to get you in the game. Now you need 15 to 20,000. A truck I bought two, three years ago for 17,000 now cost 39,000. The same truck, the same dealer, out of the same exactly fleet, same everything. You see what I'm saying? I bought a used KW 20,000 from a mechanic. That same truck in an older model cost 80 to 90,000 in today's market. So don't be fooled. You see, just because we're making more money doesn't mean we're making more profit as it relates to the economics. Buying power has gone down. It's called inflation, the invisible tax. The fast lane to trucking cheat sheet. Twenty-three steps to get started. One. Get a _____ [00:11:21] driver's license. Two. Get your DOT medical card.

Three. Get a class A CDL permit. Four. Get a CDL. Five. Get six months over the road experience. Six. Get into a lease purchase program and become an owner and operating. Seven. Save 2 to 300 a week or 10 to 15,000 a year. Startup costs. Eight. Form an LLC or Inc and get an EIN number. Nine. File for your authority. Ten. Sign up for the DAT load board. A paid subscription. Eleven. Find a truck and trailer. Twelve. Get an insurance quote for the truck and trailer. Thirteen. Get your truck inspected. Fourteen. Get tags. Form an IRP account. Fifteen. Pay your 2290 heavy highway use tax. Sixteen. File your BOC3 designation of agent. Seventeen. Open a IFTA account. Eighteen. Pick a factoring company. Nineteen. Get fuel and maintenance cards. Twenty. Work 21 business days local until your authority fully opens up. Twenty-one. Save 10,000 dollars for emergency maintenance fund. Twenty-two. Teach your friends and family how you did it. Twenty-three. Run your ass off for a solid year and learn trucks and trucking before you even think about getting drivers.

The fast lane to trucking cheat sheet. One. Driver's license. You must have a active full driver's license to begin the process. It must be active, not revoked or suspended and it must be full driver's license not a permit or provisional. This is ground zero. You must have a full active driver's license. Two. DOT medical card. A Department of Transportation DOT physical examination must be conducted by a licensed medical examiner in order to take the CDL permit test. It's good for 24 months and Concentra is one of most available locations in the nation. Contact phone number 202-366-4001. Federal motor carrier safety administration medical program. Tests cost around 100 dollars. You will have to pass a drug test which is very important nowadays because the drug and alcohol clearinghouse has linked all companies and failing one test will freeze your DOT card and you will not be able to work until completing a SAP by a SAP provider. Substance Abuse Professional and getting a return to duty status which makes life in trucking much harder.

Side note. SAP Substance Abuse Professional. One who recommends a treatment program. This will cost you time and money failing a DOT physical or preemployment drug test. C. Class A permit. Before you start, please, please, please do not get any other CDL besides a class A. The class A covers all others. You can get your class A CDL on your own. Before the law change to



king_kong_shawn85
North Miami Beach, Florida



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Loads Available (85)



Baltimore, MD to Miami, FL

🔄 Last refresh: 0m ago

🕒 7m
📍 ○ Cranbury, NJ (145)
↓
📍 📍 Miami Lakes, FL (15)

📅 PICK UP 48ft 40,000lbs Van 1,247mi
11/16 PIs Logistics Services \$3,800

BOOK NOW

🕒 3h 56m
📍 ○ Dayton, NJ (150)
↓
📍 📍 Miami, FL (0)

📅 PICK UP 53ft 11lbs Van 1,302mi
11/16 Swift Logistics/Swift Transportatio... \$3,750

🕒 20m
📍 ○ Frederick, MD (51)
↓
📍 📍 W Palm Beach, FL (70)

📅 PICK UP 53ft 35,000lbs Reefer 1,056mi
11/16 Honey Locust Farms Llc \$3,700

BOOK NOW

🕒 6m
📍 ○ Baltimore, MD (0)
↓
📍 📍 Medley, FL (12)

📅 PICK UP 53ft 43,400lbs Van 1,141mi
11/16 Coyote Logistics Llc \$3,600

🕒 31m
📍 ○ York, PA (52)
↓
📍 📍 Miami, FL (0)

📅 PICK UP 53ft 40,000lbs Van 1,141mi
11/15 Global Tranz \$3,600



February 7, 2021, now you have to either go to a certified school or you have to be trained by a company that's registered with the motor vehicle administration. The test consists of three sections. General knowledge, air brakes, and combination vehicles. There are endorsements such as doubles and triples, passenger, school bus, hazmat, and tankers, but only the three are acquired to obtain the class A permit. There's general knowledge, air brakes, and combination. Your motor vehicle administration will have free CDL books available to study and there are numerous free apps online with mock permit tests, which are state specific and almost identical to your state's test. If you can pass the app after reading your complete state issued book, you should be able to pass the actual CDL permit test.

Tips for testing. Always choose the safest answer. Safety first. The safest answer is usually the right one. Eliminate the obviously wrong answer. They will toss answers that can't possibly be right. By eliminating them first, you increase your odds to 50-50 chance of passing. Skip answers you don't know. The test will stop when you get enough points. If skip a question, you may pass the test before it even comes back around. Get your class A CDL. There's three ways to get your class A CDL after obtaining your DOT medical card and permit. One. School. Two. Yourself. Three. Companies. The most traditional way to get your CDL is through trade schools and colleges that offer training or private trucking companies. They usually take between one and six months and cost between 500 and 1,200...excuse me. Twelve thousand dollars depending on the program. Some can be free with grants. Most require cash payment or student loans. They also offer job placement, and some companies offer student loan reimbursement paid out monthly while working for them.

The least common of the three is self-training. This was applicable at the time of writing this book in the state of Maryland. I no longer know if it is nationwide. I do know it's not available in the state of Maryland. Some states will allow you to test without formal training if you have someone with a truck and a trailer that is DOT compliant to accompany you or rent a truck that you will test in with your name on the rental agreement. They will not let you test if your name is not on the rental agreement. The trailer cannot have a load on it. If you have a load, you will be rejected. If you have a friend, family member, or good Samaritan teach you, this is a blessing and can save you lots of money and time. If you're a quick learner and they have the time, go for it.

Three. Company training is my favorite. It's free. Companies will fly you out, feed you, house you and train you. Within 30 days, you'll be working with a CDL. Thing is, they will require you to work for them 6 to 12 months, which is a good thing because you'll be getting real hands-on experience in the field which actually counts on applications in real life. Schools teach you how to pass the test. You learn how to drive by driving. You can't read a book and learn how to ride a bike. You must fall off a time or two to get the full experience. Experience cost. Some things you can only learn by messing up and those mess ups could cost thousands of dollars. It's better to learn on someone else's dime. Please don't buy a truck straight out of the gate. Run for a company at least three months so you don't put yourself out of the game by mistakes that could have been avoided by knowledge gained through experience.

Six. Get six months experience. Somethings can only be learned through experience. My first trucking job, I broke two clutches. One fifth wheel and a host of other things. I hit a trailer one time and tore the back axel off on the brick of a sidewall in the port. I've hit buildings, dropped trailers pulling off with the landing gear still up. Broke dock plates and more. Even recently, I let



king_kong_shawn85

Las Vegas Dunes Recreation Lands



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Loads Available (8)



Baltimore, MD to Las Vegas, NV

🔄 Last refresh: 0m ago

- 🕒 6m

📍 New Columbia, PA (146)
|
📍 Cedar City, UT (170)

PICK UP 11/15

—ft 42,560lbs Flatbed or Step Deck 2,182mi
Ryan Transportation Service Inc \$5,800
- 🕒 48m

📍 Louisa, VA (142)
|
📍 Las Vegas, NV (0)

PICK UP 11/17

48ft 45,000lbs Flatbed w/Tarps 2,361mi
Central Oregon Trucking Company \$5,700
- 🕒 1h 13m

📍 Martinsburg, WV (92)
|
📍 Henderson, NV (16)

PICK UP 11/15

(Partial) 20ft 6,147lbs Van 2,373mi
Capital Freight Solutions \$3,000
- 🕒 56m

📍 Philadelphia, PA (97)
|
📍 N Las Vegas, NV (3)

PICK UP 11/15

(Partial) 5ft 2,500lbs Van 2,480mi
Globaltranz/Lps \$500
- 🕒 6m

📍 Dundalk, MD (7)
|
📍 Bullhead City, AZ (99)

PICK UP 11/17

53ft 39,666lbs Reefer
Choptank Transport Inc
- 🕒

📍 New Columbia, PA (146)



someone fresh out of school ride with me, he broke the back axel, brake chamber, flatten the tires, and bent the entire wheel assembly. Not bashing him. Look at all the stuff I broke and that's not even the entire list. The point is accidents, hiccups, mistakes, et cetera are costly in a truck. Learn from a big company. They can absorb the cost. Also six months is the experience threshold in the trucking industry. It used to be two years in 2010 when I started school. Due to the driver shortage, things have changed. After six months, more companies will hire you and some will allow you to go into the lease purchase program which is in the next step.

Six. Lease purchase program. Many people have a bad take on the lease purchase program from bad experience and so do I. The best I can say is, it's like dating. Picked until you find the right one. Some of them do overpromise, mislead, and some are just outright fraud. But some pay well, help escalate the ownership process, and give you experience owning a truck. Most people's problem it's not the company, but the dispatchers who lie and steal. But that's why you don't stay long. It's a temporary stage in or for you to save up enough to get your own truck and activate your own authority so you can dispatch yourself or hire a dispatcher. The lease purchase program allows you to become the owner of a truck no credit check so long as you drive for the company until it's paid for which can be three to five years. This is great because if you have no money or credit, you can leverage your CDL to become an owner of the truck.

It's also good because in my personal experience, you bring home 2,000 to 7,500 net profit a week before taxes, but after expenses. It all depends on your work ethic. These aren't hypothetical numbers. These are real numbers I actually consistently made over the years of life as an owner/operator. This is a good opportunity to save money to buy your own truck and leave. I suggest doing this for a solid year to be able to see a full calendar, all four seasons of freight rates. Rates will vary throughout the year. This will allow you to get used to handling the truck and gain experience with repairs, which the company will back you on financially, but take out of your check. So you will actually be paying, but you won't be in a position where you can go out of business for not having the money on hand.

Number seven. Save 2 to 300 dollars a week. That's 10 to 15,000 dollars in a year. You'll need 10 to 15,000 dollars to buy a truck and trailer and activate your insurance if your credit is decent. This may change due to lack of supply of trucks, trailers, and the increase in sales price. But typically, 5,000 for a truck is what's needed for a rental or a finance down payment, 5K for a trailer for a rent or finance down payment, and 5,000 for insurance to activate your authority. This will vary depending on the price of the truck and trailer. You normally pay 3 to 5000 dollars to activate your insurance depending on equipment coverage and drivers. Insurance is one of the highest monthly expenses. I've paid from 1,700 to 4,400 a month per unit. Tip. If you live in a rural area with less population, it's less expensive. Also, if you drive less miles per year and in a small radius say 50 to 100 miles from your yard, you'll have cheaper insurance.

Have your answers ready before you call your insurance company. Financing a truck usually takes 20 to 30 percent down. I've seen 40 to 50 percent since truck prices have increased. Five K used to get you a 20,000 truck. Nowadays you can't get much for 20,000. You can rent a truck from Penske or Ryder, but they will want all sorts of paperwork, two years business tax returns. Now they want a 15,000 dollar down payment, and they would like to see your company checking account. There's a company called Coop, it's sort of a ridesharing company where personal



truck_king85

Grand Adventures Snowmobile and Off-Road To...



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Loads Available (55)



Baltimore, MD to Denver, CO

🔄 Last refresh: 0m ago

🕒 21m
📍 Tullytown, PA (124)
|
📍 Aurora, CO (10)

PICK UP 53ft 29,900lbs Van 1,742mi
11/15 Landstar Ranger Inc \$4,400

🕒 0m
📍 Topton, PA (130)
|
📍 Denver, CO (0)

PICK UP 53ft 43,000lbs Van 1,703mi
11/16 CJ Logistics \$4,300

BOOK NOW

🕒 1h 43m
📍 Lancaster, PA (79)
|
📍 Aurora, CO (10)

PICK UP 53ft 2,678lbs Van 1,657mi
11/16 Swift Logistics/Swift Transportati... \$4,298

🕒 0m
📍 Levittown, PA (125)
|
📍 Aurora, CO (10)

PICK UP 53ft 36,050lbs Van 1,738mi
11/15 Landstar Inway \$4,200

🕒 32m
📍 York, PA (52)
|
📍 Denver, CO (0)

PICK UP 53ft 40,000lbs Van
11/15 Global Tranz



individuals give Coop their trucks so Coop can rent them. It's sort of an Air B&B for trucks. You can get a truck from them with 3 to 4,000 dollars.

A startup company. You don't need tax returns, you don't need bank accounts, just need the down payment. There are 10k, 12k, and 15k trucks for cash purchase that are good. I know several people that had 5,000-to-8,000-dollar trucks that run just fine local. Since the country opened up, truck prices have doubled, and trailers are almost nonexistent. Trailers even to rent...used to rent for 125 to 250 dollars a week depending on the type. Trucks are hard to come by now and even harder to rent. They simply don't have any or they're top dollar. You can run power only, loads off the load board or sign up with Amazon or Costco or Walmart or Giant or others who supply the trailer and you supply the truck. But I don't recommend power only. It's best for you to have your own truck and your own trailer and stay away from dry vans. Dry vans pay the lease.

You could also haul loadouts, which are empty trailers that need to be moved. They will let you use theirs for ten days at a time in exchange for you to relocating them. That's just another option. I've seen people pull loadouts six to seven months at ten-day increments. They give you an empty trailer to move, you have ten days to get it there. You use their trailer to load freight and make money until you drop off their trailer. Once you drop off that trailer, you then find another load out and use it for ten days. This is an option just like power only is an option. I don't recommend it, but if have to do it, do what you have to do. Normally dry van trailers start at four to six thousand and flatbeds were 10,000 and up. Those days are long gone. I remember buying a 53-foot dry van for 2,500 dollars. Not in today's market.

This 10 to 15,000 you saved over a year will get you in the game. It'll either get you truck which is half the battle, that way you can rent a trailer and the authority only cost 300 dollars. The only thing you'll need from that is your insurance down payment. This will get you started start. Start working on your credit while saving for your truck and trailer and insurance down payment. And please, please, please get a trailer before activating your authority if possible. It will make life in trucking much easier. I do not recommend people activating their authority and not owning a trailer. Power only freight will have you fighting for loads. If you don't have the money for a trailer, work as an owner/operator at least onto a company until you save up to buy a trailer or rent one then move on.

Number eight. Form a LLC or Inc. I'm not a lawyer and don't give nor am I responsible for any legal action taken. All states and laws are different, so my advice is to seek legal counsel. I will say, make sure your company is incorporated either an LLC or Inc to protect yourself and separate you and/or your partners if any from the business. If you file as a sole proprietorship, you'll have the name and the legal entity, but is basically you. No separation from the company liability. I've always used LLCs to protect myself in case of an accident. Trucking companies have to carry 750,000 minimum auto liability and lawyers will go after it. I actually was sued 60,000 dollars from an accident I was not at fault for. So legal protection is necessary. Also, you want to be set up properly from the beginning legally, so when it's time to start building business credit, you won't have to back track and get all of your names, addresses, emails, phone numbers, et cetera, in order for applications. Not having so can have your application denied. They like uniformity.

There's tax breaks and shelters from each type of business entity. Do some research and seek counsel from a reliable source. Lots of nonprofits have free sources actually, The SBA has free



king_kong_shawn85
Kenmore Air - Lake Union



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Loads Available (22)



Baltimore, MD to Seattle, WA

🔄 Last refresh: 0m ago

🕒 24m
○ Monroe Twp, NJ (148)
↓
📍 Chehalis, WA (88)

📅 PICK UP 11/16
53ft 12,369lbs Van 2,934mi
Wilson Logistics Inc \$7,000

🕒 49m
○ Capitol Hts, MD (43)
↓
📍 Seattle, WA (0)

📅 PICK UP 11/16
48ft 48,000lbs Flatbed 2,776mi
All Ways Trucking Inc \$6,700

🕒 52m
○ Capitol Hts, MD (43)
↓
📍 Seattle, WA (0)

📅 PICK UP 11/16
48ft 48,000lbs Flatbed 2,776mi
All Ways Trucking Inc \$6,700

🕒 51m
○ Winchester, VA (96)
↓
📍 Woodinville, WA (20)

📅 PICK UP 11/16
53ft 6,300lbs Van 2,716mi
Priority 1 Inc \$5,600

🕒 10m
○ Fleetwood, PA (121)
↓
📍 Tacoma, WA (35)

📅 PICK UP 11/15
53ft 44,000lbs Van or Reefer
JACKSONVILLE FREIGHT SOLUTI...



🕒 ○ Baltimore, MD (0)

classes on their website, and you can get a certificate from each completed course. Check your state's website to get incorporated or try Legalzoom.com. This should be done prior to filing your authority. You don't want to file for your authority then go to establish a business entity and your name is taken. File your authority. Number nine. FMCSA.dot.gov. Your authority can be filed here by yourself for 300 dollars. I have free completed mock application that can be followed question by question to complete your own application instead of paying a company on my website truckking85.net.

Your authority consists of your MC, which is your motor carrier number and DOT, which is your Department of Transportation number. Your DOT allows you to operate within state lines. Your MC allows you to cross state lines...interstate across state lines and tristate within state lines. I'm not an advocate for owner/operators lease to own companies. I believe everyone should have their own authority because it's the only way you'll ever see the full rates. Companies claim to pay owner/operators 70 to 75% of the load. But they never show you what they billed the customers. So how can you ever audit them. Freight rates go up and down daily like the stock market. There are situations where I think it's necessary or advantageous to sign up with a company. I mean, you just start out and don't know the business, it's good to give yourself some time to get used to owning and maintaining a truck, which is a job in itself. Also, if your insurance is too high.

If cost of independence versus profits sign on to a company outweigh each other just sign on to a company. Insurance is high and sometimes it's better to put your pride to the side. Pride of being independent is just ego. Having a name and being the boss doesn't mean your bottom line will be more profitable. In some cases, you will make more as an owner/operator leased onto a company if your startup cost for insurance is too high. Bartel insurance is 150 dollars and 350 a month sometimes less. Authority insurance is 1,700 to 4,400 a month. Pick your poison. It's about money not pride. Also, if you don't have a trailer, it's better in some cases to lease to own, it'll save you upfront cost and you'll get some money coming in to save for a trailer. All in all, getting your own authority is the way to go. Being an owner/operator has its place, it's just not a resting place. Get in and get out.

Number ten. DAT load board. As soon as you get your DOT and MC numbers, get a paid subscription to the DAT load board. Not a demo. The demo shows you no real load information or rates. It cost 40 to 50 dollars a month, but it's worth it. Even before you have a truck because it will allow you to do real market research on lanes, loads, and a chance to learn the flow of traffic. Also to compare the inbound and outbound freight rates to get a realistic prediction of the money you can expect to profit off of your business. I did this six years before I ever went independent. A girl I was dating at the time thought it was a joke because I had no truck at the time. Well, look at me now. I always had a dream and now they've come true.

I filled my authority out in 2012. I activated it February 2018. I owned trucks in between, but as an owner/operator, I now speak to from 17 to 18 trucks. Actually, I've ran through about 20 trucks since the writing of this book from all sides of the business. Company driver, owner, operator, own authority, finance, personal sales, leased, rented you name it. If there's a way to get a truck I've tried it, besides owning a brand spanking new truck with zero miles and buying a glider kit and installing my own engine and compartments. I have had trucks that were two years old, which is virtually new in the trucking industry with 200,000 miles on them. But I haven't had a brand-new truck with zero miles on it. The most I had at one time is seven trucks and trailer at once.



king_kong_shawn85
Albuquerque, New Mexico



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Loads Available (12)



Baltimore, MD to Albuquerque, NM

🔄 Last refresh: 0m ago

BOOK NOW

- 🕒 54m

📍 Milton, PA (144)
↓
📍 Los Lunas, NM (24)

PICK UP 53ft 43,074lbs Van 1,879mi
11/17 Coyote Logistics Llc \$3,600
- 🕒 5m

📍 Curryville, PA (151)
↓
📍 Muleshoe, TX (253)

PICK UP 48ft 48,000lbs Flatbed 1,568mi
11/15 Timeline Freight Brokers Llc \$2,550
- 🕒 44m

📍 Richmond, VA (152)
↓
📍 Irwin, TX (285)

PICK UP 53ft 30,000lbs Van 1,567mi
11/15 Landstar Ranger Inc \$2,500
- 🕒 19m

📍 Mt Vernon, VA (61)
↓
📍 Muleshoe, TX (253)

PICK UP 53ft 42,000lbs Reefer 1,703mi
11/15 Online Freight Service Inc —
- 🕒 1m

📍 Honey Brook, PA (80)
↓
📍 Columbus, NM (266)

PICK UP (Partial) 48ft 1,050lbs Flatbed 1,703mi
11/15 AOK Freight LLC —



And I actually signed to buy five more which would've made 12 units. I did this in a 12-month timeframe. So I speak from experience not theory.

We now live in the day of trucking gurus, but back then, trucking was not sexy at all, and nobody talked about it. So I learned as I went. Eleven. Get truck and trailer. All throughout this journey while getting your CDL, gaining driving experience, building your credit, incorporating your business, and filing for your authority, you should've been looking for trucks. If you have not now, now is the time. Download the Truck Paper app or go to their website, truckpaper.com. Create an account because without it, you can't create a watch list to save trucks you're interested in. There are special situations where you'll find people who have trucks for sale. But in the beginning of your journey if don't have the money and you don't know anyone, truckpaper.com.

When you open the app, on the home screen you'll see the first option says trucks. Let me give you some special instructions in order to create the most favorable search. On the home screen, you'll see an option that says trucks. Select that. The next page will say heavy duty trucks. Select that. Under the page that says categories, choose conventional truck will sleeper. The page that says manufacturers, pick show all, which will take you to a page that says listings. Go to the top right and choose filter. Under filter choose price. Set your truck price from 20,000, the lowest... From 2000 lowest to 20 or 30,000, the highest. This will give you a good start out range of trucks. Make sure you read the description section of the truck for sale to know if it's in good running condition. Always have a mechanic look at a truck before you purchase it if you're unexperienced.

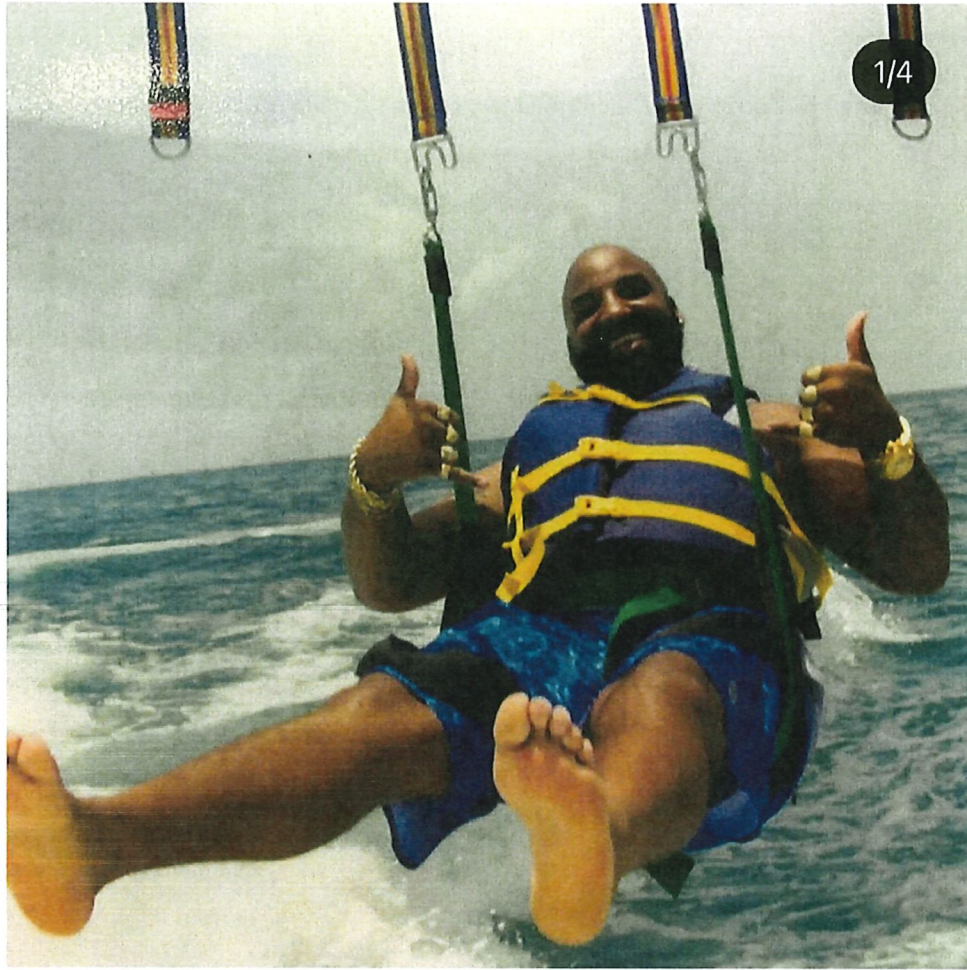
The reason I say make your lowest price 2,000, because if you don't, it'll give you a list of hundreds or thousands of trucks, some of which are out of your category. Such as trucks that have no price, like auction trucks or brand-new trucks that say call for price. You want to eliminate these, and you do so by putting your start price at 2,000. Then go to the very top. You'll see three bars in between a mat on the right and two arrows. Tap the three bars. You'll now see sort by. Choose price. Then you'll see sort...descending or ascending. Choose ascending. This means you're starting from lowest price to highest. Then go to the very bottom, you'll see a grey button that says search. Select it and wa-la. You'll now see a search of trucks from 2000 to 20 or 30,000 in order form lowest price to highest. This is the easiest way to make a search as opposed to looking at random trucks unorganized, the majority of which do not qualify for your price range at this time.

There are some good trucks under 10,000 but be sure to read the notes and always ask the seller, why is he selling the unit. Always ask if it has maintenance records and ask about any known issues with the truck. Only get tandem axel, two rear axle, eight tires in the back. Trucks. Unless you're doing Amazon, which usually has light loads, if it's temporary until you can upgrade and get a tandem axel. If it's a great deal to get a single axle and start small. Tandem axel trucks can pull 80,000 pounds gross vehicle weight or a load that weighs 8,000 pounds just the load not including the truck. Single axles can pull 66,000 pounds both vehicle weight or a load that weighs 34,000 pounds. This is why it's more beneficial to get a tandem axel, you can pull more weight, which means you'll make more money in some cases. All in all, having a tandem axle will you more options.

I'm going to get super single tires. Those tires with one big tire per axle, and that's because if one blows, you stop and change the tire on a road call. Road calls for regular tires is 600 dollars. Super singles are 1,200 just for the tire and that's if there's any in stock. With a regular tire, you can



king_kong_shawn85
Key West, Florida



< Back

Loads Available (68)



Baltimore, MD to Key West, FL

🔄 Last refresh: 0m ago

🕒 14m ○ Cranbury, NJ (145)

|
📍 Miami Lakes, FL (170)

📅
PICK UP 48ft 40,000lbs Van 1,247mi
11/16 PIs Logistics Services \$3,800

BOOK NOW

🕒 4h 3m ○ Dayton, NJ (150)

|
📍 Miami, FL (157)

📅
PICK UP 53ft 11bs Van 1,302mi
11/16 Swift Logistics/Swift Transportatio... \$3,750

🕒 17m ○ Cranbury, NJ (145)

|
📍 Hialeah, FL (164)

📅
PICK UP 53ft 5,854lbs Van 1,288mi
11/17 Stord Freight Llc \$3,700

BOOK NOW

🕒 12m ○ Baltimore, MD (0)

|
📍 Medley, FL (159)

📅
PICK UP 53ft 43,400lbs Van 1,141mi
11/16 Coyote Logistics Llc \$3,600

🕒 37m ○ York, PA (52)

|
📍 Miami, FL (157)

📅
PICK UP 53ft 40,000lbs Van 1,254mi
11/17 Global Trans \$3,600



crawl to the next shop with a flat and save money on a road call. And pick up a used tire because the other seven tires can support the loan with a flat. Not so with a super single tire. Also, if the truck has over 700,500 miles, ask if it's been overhauled or had any engine work. Diesel engines get over a million miles easy. I've seen trucks with two million still rolling. The thing with trucks is that you're constantly changing parts. So as the truck gets older, the truck actually becomes newer if that makes any sense. Because you're constantly changing parts. Out with the old in with the new. The body is older, but the parts are newer. Stay away from Max Force engines and international trucks.

In 2007, when the carbon emissions laws started enforcing DEF, CAT got out of the game. Of making engines. International chose to stick in the business and started making their own engines which they were not good at. Finance companies won't even finance an International ProStar with a Max Force engine. That should tell you something right there. In your search for trucks, you'll find lots of International trucks with low miles, very clean, and for a good price, but stay away from them. The miles are low because the truck stayed in the shop. Internationals with Cummings engines are good but stay away from those Max Force engines. Most lenders won't even lend on them. That should tell you everything right there. My advice, stay away from International ProStars with Max Force engines.

Never buy a truck without having a mechanic look at it even if it's out of state. Pull a Rig Dig report. Rigdig.com It's like a CarFax for tractors. They cost about 40 dollars. If possible, get an oil sample test to check for metals and foreign liquids in the oil system. Also have a dyno tested if possible. A dyno will put the engine under a load simulation to test its performance. This will also tell if you have a good engine. Invest in a semi diagnostics tool. Spend a few hundred dollars on up to 10,000 if you have it. Check out Diesel Laptops. They have great dealer level diagnostic tools to run on your truck before purchasing. A few hundred dollars can save you tens of thousands by stopping you from buying a bad truck or a problematic truck prior to purchase.

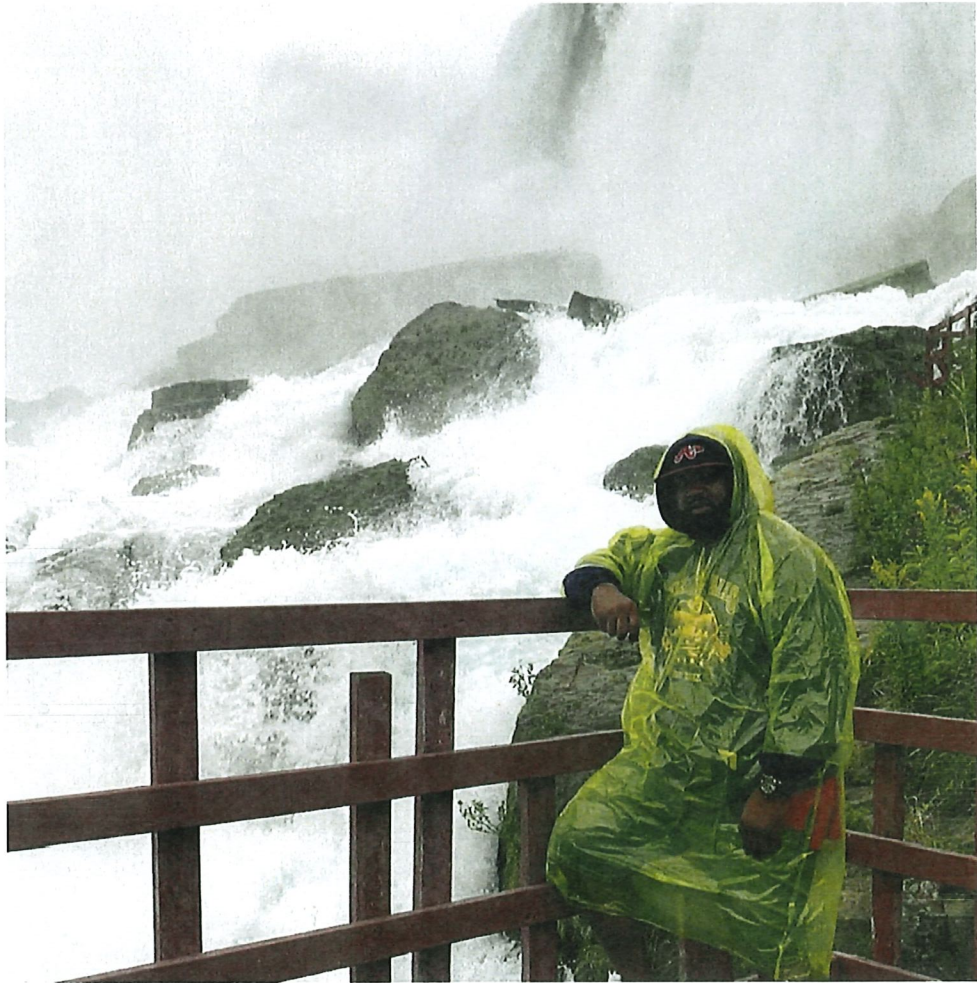
Stay away from DEF, when possible, when picking the truck. They cause hell. If you do pick a truck with DEF, ask when the DPF filters were last changed. Once they get full or clogged, they throw the whole system off. They're good for 2 to 300,000 miles before needing change depending on the model and the year. The new ones get better, but the early years when the whole DEF concept was new, mechanics did not fully understand the system and were figuring it out as they went, i.e., their time, your money and shop and labor cost while they're figuring it out. If you have the money, the best way to go is get a glider kit built to spec. Glider kits don't have DEF in all those new those systems and sensor which cause a lot of problems. Get a factory remaned engine from the manufacturer with a warranty older than 1999. This will allow you to not have to use a log book electronically. You can use a paper log with an engine that's older than 1999. And if it's a factory rebuilt, even though the age is old, you'll still get a lot of miles out of it because it's practically a brand-new engine.

All in all, buying a used truck is a risk. You won't really know what got until you start running and learning the truck. If you're financing the truck, get a warranty on the DEF system engine and transmission. Once you find your truck, find a trailer. Trailers are easy to evaluate. Look for holes in the roof or welding in the frame. Look for 53 foot long 102 inches wide trailers. If it's a dry van, get swing doors not roll up doors. All loads don't fit in roll up doors. A roll up door trailer dry van will limit you. Look for 48- or 53-foot flatbeds. Forty-eight is more common, 53-foot flatbeds are more desired. Look for wells in the frames and floor of flatbeds because aluminum can



king_kong_shawn85

Niagara Falls State Park, USA



< Back

Loads Available (1139)



Baltimore, MD to Niagara Falls, NY

🔄 Last refresh: 0m ago



30m

○ Milton, DE (95)



📍 New York Mills, NY (212)



PICK UP

11/16

53ft

43,500lbs

Reefer

379mi

Cargobarn Inc

\$2,600



55m

○ Milton, DE (95)



📍 Liverpool, NY (158)



PICK UP

11/16

53ft

43,500lbs

Reefer

362mi

Cargobarn Inc

\$2,600



55m

○ Milton, DE (95)



📍 Watertown, NY (226)



PICK UP

11/16

53ft

43,500lbs

Reefer

421mi

Cargobarn Inc

\$2,600



10m

○ Laurel, MD (21)



📍 Schenectady, NY (285)



PICK UP

11/16

53ft

4,000lbs

Reefer

362mi

Global Tranz/Apex Logistics

\$2,500



13m

○ Bethlehem, PA (146)



📍 Clifton Park, NY (298)



PICK UP

11/16

53ft

15,497lbs

Reefer

379mi

Backhaul Direct

\$2,600



○ Upper Holland, PA (128)



be welded, but it doesn't hold very well. So be careful. You don't want a load falling through the trailer and causing a catastrophe which could cost someone's life or you hundreds of thousands of dollars. Excuse me, hundreds of thousands of dollars. I've never bought a reefer, so I won't speak on them. I was taught, you only have the right to teach something that you've done or proved works through your own actions, so I won't speak on reefer trailers.

Once you pick your truck and trailer get the full vin, year, make, and model for the next step, which is insurance. Number 12. Insurance. Truck insurance is not like car insurance. It takes up to a week sometimes two weeks to come back with the quote unless you're using Progressive insurance who will insure anyone. However, Progressive may be the highest quote you'll get from anyone. I believe that's why they come back with an answer so fast. You can expect to spend 3 to 5,000 on your insurance down payment. You'll need a minimum of 750,000 dollars cargo insurance and 1 million auto liability to have active authority and for someone to allow you to pull their load. Seven hundred and fifty cargo will get you in the door, but many brokers may not want to work with you because your insurance is too low. So get 100,000 dollars' worth of cargo insurance to start off. Eliminate having to upgrade your insurance later because a broker won't allow you to pull their load.

If you don't have a trailer and you pull power only loads using just the shipper's trailer or Amazon, you may need trailer interchange insurance. Your brokers will specify what's required. So if you don't have it upfront, it's just a phone call away to add. Get your insurance quotes even before getting your truck. Rates vary and your cost to make sure your authority is active may be higher than you expect. You want to get an insurance quote before you purchase your truck to make sure you have enough money. It will at least give you a ballpark figure of cash needed. Also, most truck sales companies won't let you take the truck off the lot without an active insurance policy unless it was a cash purchase. If it was financed, they will not allow you to leave until insurance is active. The less miles you tell your insurance agent you run in the beginning, the better. So 50 to 100 miles is best to get a more favorable insurance quote in the beginning. Also, cities have higher insurance rates, so use a county or rural address if you can for your office when setting up your company. They will check the records and verify your address.

Thirteen. Get truck inspected. Once getting your truck financed or purchased and insured, you'll need a state inspection for tags. Not a DOT inspection unless it was bought in your home state and came inspected. the dealer will give you takes to get home. Take it straight to you inspection shop so the time can start ticking on your temporary tags. You don't want to have to purchase more temporary tags when the dealership already gave you sixty-day tags. Some shops may be backed up, so you're going to want to get your date in as fast as possible so they can tell you what's wrong with the truck and allow you time to have them or someone fix it and/or save up the money to fix it if you don't have it at the time. Some dealer will pay for your repairs if they sold you the truck on the fact that it's their state DOT inspected...state inspected and will pass your state inspection.

If they sell you that the truck will pass inspection and it's in writing, most shops that sell trucks will pay for your inspection. Some may even pay for it if it's verbal. Also, if you want to save money, get the shop to inspect the truck and buy your own parts to save money on the up sale. Shops markup parts and have your trusted mechanic do the repairs if you really want to save or you



king_kong_shawn85
Stratosphere Top Of The Tower



< Back

Loads Available (7)



Baltimore, MD to Las Vegas, NV

🔄 Last refresh: 0m ago



2m

○ New Columbia, PA (146)



📍 Cedar City, UT (170)



PICK UP
11/15

—ft 42,560lbs Flatbed or Step Deck 2,182mi
Ryan Transportation Service Inc \$5,800



36m

○ Lebanon, NJ (162)



📍 Las Vegas, NV (0)



PICK UP
11/16

(Partial) 27ft 16,900lbs Van 2,484mi
SPACESHIP FREIGHT SERVICES L... \$3,800



36m

○ Lebanon, NJ (162)



📍 Las Vegas, NV (0)



PICK UP
11/16

27ft 16,900lbs Van 2,484mi
SPACESHIP FREIGHT SERVICES L... \$3,800



1h 8m

○ Martinsburg, WV (92)



📍 Henderson, NV (16)



PICK UP
11/15

(Partial) 20ft 6,147lbs Van 2,373mi
Capital Freight Solutions \$3,000



52m

○ Philadelphia, PA (97)



📍 N Las Vegas, NV (3)



PICK UP
11/15

(Partial) 5ft 2,500lbs Van
Globaltranz/Lps



○ New Columbia, PA (146)



can leave it at the shop and have them fix it. Most mom-and-pop shops aren't state certified and big shops will charge you an arm and a leg for labor as well as take their time bringing up your bill.

Number fourteen. Get tags. Tags cost about 1,800 dollars. You'll want to add all 48 states to your apportioned plate so you're not being restricted in travel when picking loads. When you do your tags and title work, they will create an IRP account, which stands for International Registry Plan. All vehicles over 26,000 pounds need this. This is to pay your taxes for each state you run your truck through. You'll need this for the next step. Make sure you bring all documents to the motor vehicle administration because it can be time-consuming going back and forth to NVA over and over because of missing documents. Number fifteen. 2290 Heavy highway use tax. This is a tax imposed on vehicles operated on highways that way over 55,000 pounds. This tax is collected annually for road construction and maintenance. This is a different tax from your IFTA your International Fuel Task Agreement which I'll talk about next. You can delay the first year of heavy highway use tax because you don't have any mileage to runoff of, so they'll estimate it or wait until you actually run miles, then you can go back and pay it.

Sixteen. BOC-3. The BOC-3 is a dispensation of agent service of process. Number fourteen. Get tags. Tags cost about 1,800 dollars. You'll want to add all 48 states to your apportioned plate so you're not being restricted in travel when picking loads. When you do your tags and title work, they will create an IRP account, which stands for International Registry Plan. All vehicles over 26,000 pounds need this. This is to pay your taxes for each state you run your truck through. You'll need this for the next step. Make sure you bring all documents to the motor vehicle administration because it can be time-consuming going back and forth to NVA over and over because of missing documents. Number fifteen. 2290 Heavy highway use tax. This is a tax imposed on vehicles operated on highways that way over 55,000 pounds. This tax is collected annually for road construction and maintenance. This is a different tax from your IFTA your International Fuel Task Agreement which I'll talk about next. You can delay the first year of heavy highway use tax because you don't have any mileage to runoff of, so they'll estimate it or wait until you actually run miles, then you can go back and pay it.

Sixteen. The BOC-3. Sixteen. BOC-3. BOC-3 is your designation of agent service of purchase. This is a federal filing in the USA that assigns a process agent to accept legal documents on your behalf. You can designate yourself as your own agent to accept documents for your own business. Some people have companies they pay to file their authority and to file their yearly documents. This is why this is necessary so the documents will go to them as well as you, so you don't get behind on your yearly or biannual filings. This form sounds tricky when it reads designation of agents of services. However, all that means is the person who will accept documents on behalf of your company which can be you.

Most insurance agents will file your BOC-3 for you, but if they have not, just call and ask or you can do it yourself. Sometimes if you switch insurance companies and there's a time lapse, you will get an email, or your insurance company will contact you so you can update your BOC-3 form. Not having this file could delay your authority becoming active in the beginning. Seventeen. IFTA, the International Fuel Tax Agreement. IFTA the color-coded sticker on the side of your truck is a tax different from the 2290. This tax is for each state you drive in, but it's for fuel purchased and miles driven in each state paid quarterly. In layman's terms or as I was taught, where did you earn meaning the miles you drove and where did you burn. Meaning the fuel you purchased.



truck_king85

LTS Wakeboard, Wake surf, & Waterski



< Back

Loads Available (112)



Baltimore, MD to Ft Lauderdale, FL

🔄 Last refresh: 0m ago



13m

○ Cranbury, NJ (145)



📍 Miami Lakes, FL (20)



PICK UP

11/16

48ft

40,000lbs

Van

1,247mi

Pls Logistics Services

\$3,800

BOOK NOW



4h 2m

○ Dayton, NJ (150)



📍 Miami, FL (28)



PICK UP

11/16

53ft

11bs

Van

1,302mi

Swift Logistics/Swift Transportatio...

\$3,750



0m

○ Frederick, MD (51)



📍 W Palm Beach, FL (47)



PICK UP

11/16

53ft

35,000lbs

Reefer

1,056mi

Honey Locust Farms Llc

\$3,700



17m

○ Cranbury, NJ (145)



📍 Hialeah, FL (26)



PICK UP

11/17

53ft

5,854lbs

Van

1,288mi

Stord Freight Llc

\$3,700



6m

○ Vineland, NJ (104)



📍 Immokalee, FL (99)



PICK UP

11/17

53ft

44,000lbs

Van

\$3,800

Landstar Ranger Inc

\$3,800



If you bought all of your fuel in your home town, no tax is owed because it was paid at the pump in the form of sales tax. Therefore, they're already paid and only a filing fee is required which is about 50 dollars. But if you've purchased fuel in other states, the amount of gallons and miles driven must be reported in order to keep an active MC and an up-to-date IFTA account. If you only use a DOT number, which gives you authority to drive within your state, your fuel tax was paid at the pump. However, filings are still required. Eighteen. Pick a factoring company. Most brokers pay net 30, meaning every 30 days after the load is complete. Factoring companies will pay the same day for a fee and take the risk and task of billing and collecting from the broker away from you.

When choosing a factoring company, look for interest rates. It should be between 1.5 percent at the lower end up to five percent at the higher end. The better ones will pay faster with a lower interest rate and work with most brokers. It's important to check the credit rating of a broker before pulling a load to make sure that your factoring company will accept them and pay for you for the load as opposed to rejecting the load and making you pay...excuse me. And making you collect from the broker. In the event this happens, some factoring companies per contract will not allow you to collect funds directly from a broken. They will put the load in delay status and wait until the broker actually pays them out, then they will pay you. In some cases, you can get paid by a quick pay from your broker or if the load is not accepted by your broker, you can get a cash advance from your broker if they permit, which is usually up to 40 percent of the load. The remaining 60 percent will be paid by your factoring company when the broker pays the factoring company.

What you don't want is to book a load that factoring will not factor and have to collect it on your own. Also, you want to find maintenance cards. This will offset upfront cost. The money will be taken directly from the load before paying out. Most factoring companies offer fuel and maintenance cards. This can really help on big loads that take a week to deliver or if you get in a jam and need help paying for a repair. You can use your fuel and maintenance card at truck stops to fix tires, get PMs, and minor mechanical work. Also, most factoring companies work off of recourse and nonrecourse. Recourse means if the broker does not pay them, they can take the money back from you off of your load's factor.

If you have a recourse factoring contract and you book a load and that load does not pay the factoring company after 30 days, the factoring company will deduct the money not paid out of loads that you submit in the future. Say you have a 3,000-dollar load that the broker does not pay on time. Then you submit a 5,000-dollar load, which the factoring company paid you on. Before giving you 5,000 dollars, the factoring company will recourse that debt unpaid by brokers of 3,000 to you taking 3,000 out of your 5,000 only paying out 2,000 until the broker pays the factoring company then the funds will be released. Nonrecourse means, if they don't get paid by the broker, it's their loss not yours. This is the more favorable. However, nonrecourse factoring companies may not accept all freight brokers depending on credit rate. Either agreement is good, but if given the option, go for nonrecourse so they don't come take your money because a broker failed to pay them as agreed. This may happen if the paperwork is unclear, unsigned, missing papers, or if the broker goes out of business, or just plain doesn't pay out. It doesn't happen often, but it does happen. Also, all fuel cards can be used for maintenance. Can't be used for maintenance. But I'll speak later. But it's best to have one than not.



truck_king85
Theater of the Sea

...



< Back

Loads Available (103)



Baltimore, MD to Key West, FL

🔄 Last refresh: 0m ago



41m

○ Hayfield, VA (109)

📍 W Palm Beach, FL (225)



PICK UP

11/16

53ft 43,000lbs Van 1,011mi
Choptank Transport Inc \$3,830



11m

○ Cranbury, NJ (145)

📍 Miami Lakes, FL (170)



PICK UP

11/16

48ft 40,000lbs Van 1,247mi
Pls Logistics Services \$3,800

BOOK NOW



4h

○ Dayton, NJ (150)

📍 Miami, FL (157)



PICK UP

11/16

53ft 11lbs Van 1,302mi
Swift Logistics/Swift Transportatio... \$3,750



15m

○ Cranbury, NJ (145)

📍 Hialeah, FL (164)



PICK UP

11/17

53ft 5,854lbs Van 1,288mi
Stord Freight Llc \$3,700



24m

○ Frederick, MD (51)

📍 W Palm Beach, FL (225)



PICK UP

11/16

53ft 35,000lbs Reefer \$3,500



Nineteen. Pick fuel and maintenance care. Fuel and maintenance cards are very important in the beginning. If you've bootstrapped and use most of your funds to get started, they will help offset cost and create a sort of cushion of safety so you can hold onto your cash for operating cost as well as help build business credit. You can have several fuel cards. All truck stops offer them. They also help with accounting at the end of the year. They keep a ledger of all purchases and offer discounted fuel and repair costs. Get as many as you can to start off. Different parts of the country have more of one type of truck stop than others just like all franchises. Say for instance, New York has White Castle fast food, but Baltimore where I'm from does not. We have Checkers. And some places out west have Jack in the Box.

My first fuel card was with Love's. However, we have no Love's locations in Baltimore. The closest ones are in Hagerstown, Maryland and Carlisle, PA. Both over an hour away from home. Just as an example, you may be in an area with only Love's, TA, Petrol, Flying J, or Pilot and need a tire or a PM done or don't want to pay full price for fuel. There are some fuel cards that are universal and work for all truck stops. However, in my 30 years, the more the merrier in the beginning just as a cushion. Most people invest all their cash to get that first truck. So as much cushion as possible is best. And your first 21 business days or one month, you'll have to work local loads in your home state. So you kind of start out one month in the rears as far as bills are concerned.

Twenty. Work 21 business days local until your authority fully opens up. It takes 21 business days for your authority to become fully active in order for you to leave the state. Your DOT number active immediately, which allows you to haul loads within state lines. Your MC takes 21 business days. However, holidays are excluded. I know this because my 21 days was over on holiday, which was Columbus Day and although I thought I was going to be able to leave the state and take a big load, I had to wait one more day. This is the hardest part of trucking if you're in a small state because coupled with the fact that only certain brokers would deal with you on a new authority, you're limited as to the routes you can take. On the good side, it gives you time to actually sit still and learn the paperwork side of the game booking local loads. Filling carrier packets, submitting loads for factoring, et cetera. It can be overwhelming at first. My first month, I only made 2,800 dollars. Once my authority became active, I took a load for 6,000 and that was all she wrote.

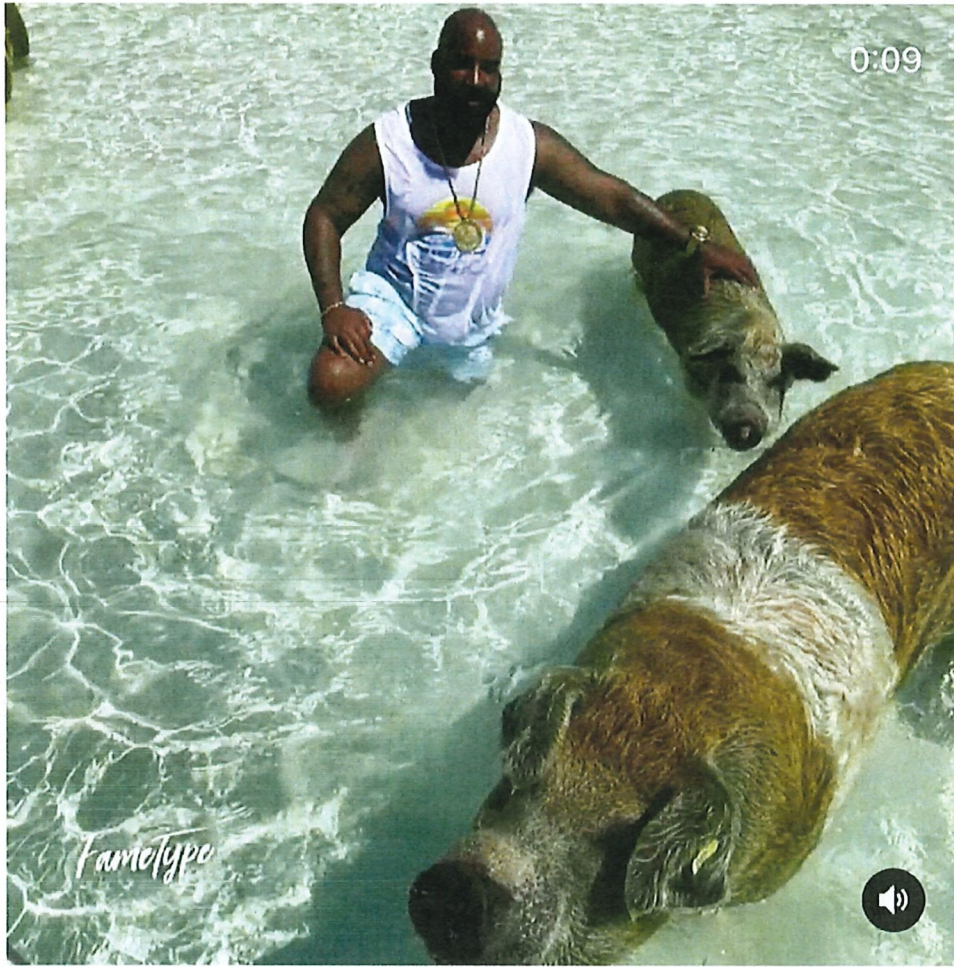
Twenty-one. Save 10,000 dollars for emergency maintenance. Ten thousand dollars is the magic number. If you've purchased your truck right out and have fuel and maintenance cards along with a warranty, 10,000 dollars should fix most problems. It's rare that you run into a big fix over 5,000 dollars, but it happens and at the least favorable time might I add. Unless it's an engine or major aftertreatment issue, most problems that don't totally wreck the truck will cost you less than 10,000 dollars. Keep cash or credit cards with a limit. This will keep you in the game. Also as a side note, don't buy another truck unless you have 10,000 dollars put aside for the additional truck costs unless it's a spare truck for you or deal you can't refuse and don't want to miss out. A driver is not a duplicate of you. They will cost you more in maintenance and bring in less gross income leaving a smaller profit margin.

Twenty-two. Teach your friends and family how you did it. It's my theory that we all owe each other. We're all connected, so what's good for you is good for me and vice versa. Once you prove that you can successfully start and run and maintain a trucking company, show others free of charge. Trucking changed my life, and I have practically nobody to ask the great question, how to do



king_kong_shawn85

The pig Island, exuma Islands



0:09

FameType



< Back

Loads Available (111)



Baltimore, MD to Miami, FL

🔄 Last refresh: 0m ago

🕒 23m
📍 Wilmington, DE (71)
↓
📍 Frostproof, FL (189)

📅 PICK UP 11/16
53ft 40,000lbs Van 1,035mi
Logistic Dynamics Inc/LDI Truckin... \$3,900

🕒 44m
📍 Hayfield, VA (109)
↓
📍 W Palm Beach, FL (70)

📅 PICK UP 11/16
53ft 43,000lbs Van 1,011mi
Choptank Transport Inc \$3,830

🕒 14m
📍 Cranbury, NJ (145)
↓
📍 Miami Lakes, FL (15)

📅 PICK UP 11/16
48ft 40,000lbs Van 1,247mi
Pls Logistics Services \$3,800

BOOK NOW

🕒 4h 3m
📍 Dayton, NJ (150)
↓
📍 Miami, FL (0)

📅 PICK UP 11/16
53ft 11lbs Van 1,302mi
Swift Logistics/Swift Transportatio... \$3,750

🕒 1m
📍 Frederick, MD (51)
↓
📍 W Palm Beach, FL (70)

📅 PICK UP 11/16
53ft 35,000lbs Reefer
Honey Locust Farms Llc \$3,900



it. So now I freely help others with that information. Once I started pulling loads and making thousands of dollars a week, my life changed and so will yours. One truck won't make you rich, but in comparison to a job, which may pay 4 to 6,000 dollars a month, we make that a week with no college degree. You'll be able to catch up on life within six months, get a nice house or a condo, and furnish it. Do things for your family and get that car you've always wanted.

Caution. Don't upgrade your life too fast. That money belongs to the truck. It's not all yours and when issues happen, that truck doesn't care. It wants what it needs and needs what it wants, and this will cost you money. Twenty-three. Run your ass off for a solid year. Learn the truck and trucking business before you even think about getting drivers. Once that money starts rolling in, the first thing people want to do is add drivers. Please don't. First of all, some insurance companies will only allow one truck in your first year. Second of all, learn the business first. I save 24,000 dollars in my first three months independent. Then I added two trucks and trailers. I went from one to seven units in less than a year.

You know that old question, if you could do it all over again, what would you do different? Well, wait is the answer. I gave up my condo in Dallas and two brand-new cars to go independent. I had no bills but a phone and storage. I could've saved 50 to 100,000 that year instead of reinvesting every dollar into trucks that I couldn't keep drivers for. Finding and keeping drivers is the entire issue with trucking. But I'll get into that later. Learn the business. Save some money. See the country and catch up on life that first year. See a full cycle of the year, all four seasons and see the real numbers before adding units in my opinion from my experience is the best option. You won't get a full picture of your true income until you see one full calendar year none stop running of gross minus expenses.

Ground-level personal advice. Work on your credit. Cash is good, but credit is king. The world runs on credit and so can your business. Get with a credit professional and fix your credit or grow your credit score so you can eventually get business lines of credit. In the beginning, they will use you as a personal guarantor, so even if you apply under your business name, your personal credit will be pulled and used to decide approval. I'm not a credit professional, but I have used them and then educated through training companies. So here's a few tips from my experience. One. Credit mix. Have three to five credit cards all between 10 to 30% utilization. Meaning, if you have a 10,000-dollar credit card, keep your balance to 1,000, 3,000 max. Have two secure loans like a car or a mortgage or a student loan.

Two. Payment history. Credit bureaus go off ten years, seven years, two years, and six months' time. Bankruptcies are ten years, all other debts if unbothered with no activity comes off after seven years. Your payment history is monitored in two-year increments. Twenty-four months, and inquiries offset your score after six months aging. After six months, a credit inquiry does not have the same effect as it does when you first get it. If you have a bankruptcy ten years or older or a debt seven years old no activity, have it taken off. I cleared 7,500 dollars of debt from prison writing letters to credit bureaus. Pay all of your bills on time for 24 months. This will greatly affect your credit score and don't apply for new credit for at least six months.

Three. Length of credit history. How long you've had credit matters. It show stability over time. So if you have old accounts in good standing, leave them open even if you don't need them. This will increase your score. Four. Negative items. Bankruptcies, and charge-offs, late payments,



king_kong_shawn85
49th State Motor Tours



< Back

Loads Available (37)



Baltimore, MD to Seattle, WA

🔄 Last refresh: 0m ago

🕒 2h 45m
📍 ○ Newfield, NJ (101)
↓
📍 📍 Seattle, WA (0)
📅 PICK UP 11/17
53ft 38,000lbs Reefer 2,849mi
RLS Distribution Inc/RLS Transpor... \$9,000

🕒 2h 51m
📍 ○ Vineland, NJ (104)
↓
📍 📍 Fife, WA (28)
📅 PICK UP 11/17
53ft 42,500lbs Reefer 2,861mi
Freight Trac Services LLC \$6,900

🕒 54m
📍 ○ Capitol Hts, MD (43)
↓
📍 📍 Seattle, WA (0)
📅 PICK UP 11/17
48ft 48,000lbs Flatbed 2,776mi
All Ways Trucking Inc \$6,700

🕒 54m
📍 ○ Capitol Hts, MD (43)
↓
📍 📍 Seattle, WA (0)
📅 PICK UP 11/17
48ft 48,000lbs Flatbed 2,776mi
All Ways Trucking Inc \$6,700

🕒 54m
📍 ○ Capitol Hts, MD (43)
↓
📍 📍 Seattle, WA (0)
📅 PICK UP 11/16
48ft 48,000lbs Flatbed 2,776mi
All Ways Trucking Inc

🕒 ○ Capitol Hts, MD (43)



repos, et cetera, dispute every single negative items on your credit report. Per federal law, if they do not respond within 30 days, that item must be taken off of your credit report. If not taken off the first time, try again and again and again and again and again. Each month, constantly dispute the item until it's taken off. Contact debtors and see if they will take off items old if paid in full or agreed to pay a portion of the total debt. Oh, but make sure you get it in writing that once an agreed-upon portion of the debt is paid, they would take the debt off of your credit report. Otherwise, if you make a partial payment and not a full payment, that seven-year period starts over from the date of last activity leaving you another full seven years to wait until that debt can be removed.

Five. No credit is bad credit. Have something. No credit is bad credit. Get a department store card. Walmart, Amazon Prime something. If no one will lend to you, go to the bank, and get a secured card or a loan. Give them 300 dollars or more, they will in turn give you a secured credit card with that balance on it report to the credit bureaus as you use and make payments. Something is better than nothing. You have to start somewhere. You can also get a secured loan. You can give the bank money; 3,000, 500, 5,000 they will in turn loan you the money back and report to the credit bureau as it's paid off. The benefit is, this is a different type of credit which helps with your credit mix. Credit card secured; loan secured. This is credit and a revolving loan. Two different type of accounts that go to your credit report.

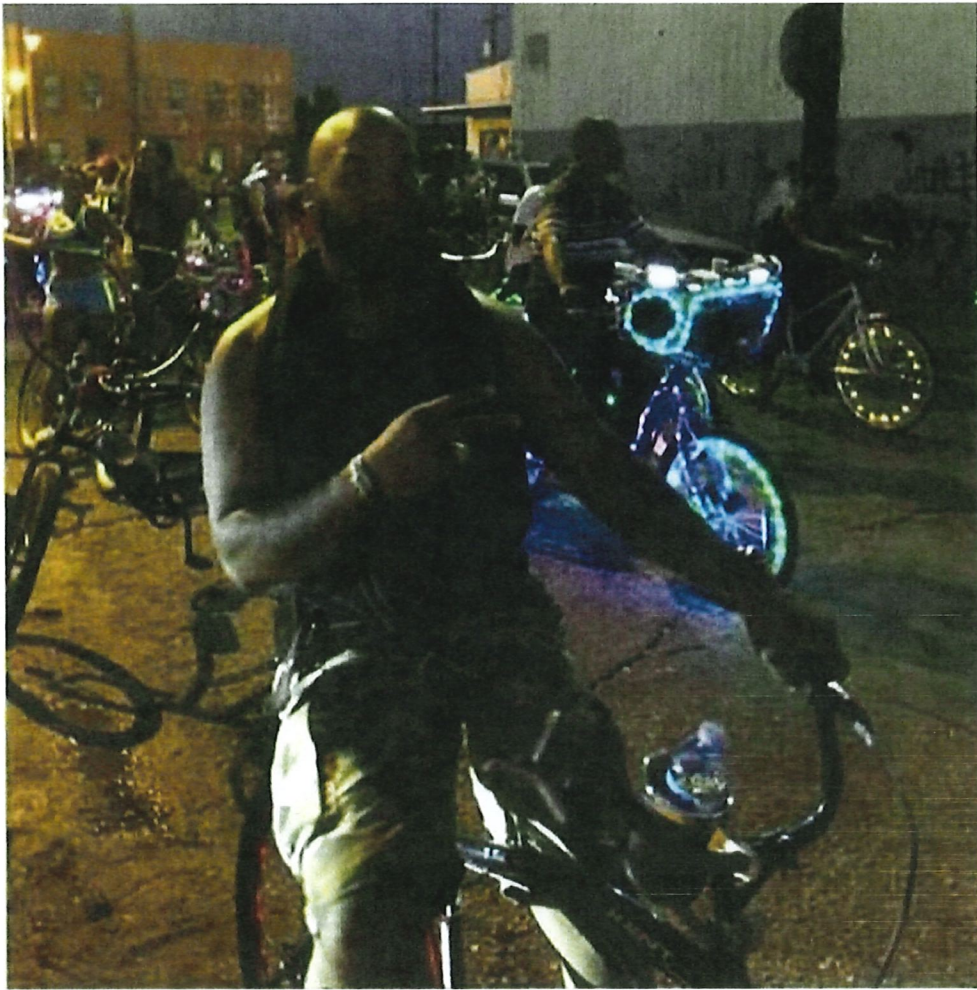
Save some cash. Ten thousand dollars will get you out of most jams in trucking Save a thousand dollars a week if you have your own authority until you set aside 10,000 dollars. Most repairs will be a few hundred dollars. A few times a year you'll have a big repair 3,000, 6,000 not often though unless you're over road driving which creates more wear and tear. Mechanic shops over the road will kill you in overpriced repairs. Ten thousand dollars will keep you in the game when things get sticky. Even if it doesn't cover the full cost of a repair, you can take 5,000 dollars of that money as a security deposit, get a rental truck, get rolling, and make enough money to pay for the repairs while your truck is in the shop. Also, if you financed the truck and have a warranty, most big repairs should be covered by warranty. Have a CDL license.

It's my opinion, if you own a truck, you should have a CDL. Drivers are iffy. They abandon trucks, abandon loads, and they are people who have their own personal lives. A truck may need to be moved 3 AM to stop from being towed or it may be a shop and need to get moved because it's blocking something. Having a license stops you from being at the mercy of drivers. Also, the money as far as profit is concerned is in driving. You make money with drivers, but you make more profit driving yourself. Rates have went up. Now they're down, but at the time of the writing of this book, rates were up. But under the old numbers which we have returned to, trucks gross 5 to 7,000 dollars a week profiting 2,500 to 3,500 net. Under the new numbers during COVID, which is when this book was wrote, it's only now being published, trucks grossed 8 to 12,000 a week profiting 4 to 7,000 net profit weekly.

It used to take five trucks to replace you as a driver in profits. Now it takes three trucks during COVID. We have returned back to the five-truck rule. Rates are up and so are truck prices. Drivers cost you more in maintenance. Nobody cares about your equipment like you. They also grossed less. Nobody works for you like you. So you make less money and spend more on top of the driver shortage in America, which makes it hard to find drivers. In my opinion, unless you have at least three to five units, you're better off driving yourself under your own authority with a trailer. There's a shortage of drivers, but no shortage of freight. Work is everywhere, so have a CDL if you



king_kong_shawn85
New Orleans, Louisiana



< Back

Loads Available (66)



Baltimore, MD to New Orleans, LA

🔄 Last refresh: 0m ago

- 🕒 12m

📍 Allentown, PA (141)
|
📍 Lafayette, LA (135)

PICK UP 53ft 39,000lbs Reefer 1,327mi
11/16 Giltner Logistic Services Inc \$3,700
- 🕒 3m

📍 Philadelphia, PA (97)
|
📍 Baton Rouge, LA (82)

PICK UP 48ft 46,000lbs Flatbed 1,274mi
11/15 Three B Transportation Brokerage... \$3,400
- 🕒 1h 51m

📍 Flemington, NJ (149)
|
📍 Hammond, LA (56)

PICK UP 53ft 38,905lbs Reefer 1,275mi
11/16 Total Quality Logistics Inc \$3,300
- 🕒 1h 59m

📍 Kinsale, VA (137)
|
📍 Baton Rouge, LA (82)

PICK UP 48ft 48,000lbs Flatbed 1,126mi
11/15 Matsonamerica - Matson \$1,900
- 🕒 42m

📍 Kinsale, VA (137)
|
📍 Baton Rouge, LA (82)

PICK UP 48ft 47,000lbs Flatbed w/Tarps 1,126mi
11/15 SMOOTH OPERATIONS LOGISTIC... \$1,900
- 🕒

📍 Kinsale, VA (137)



own a truck in case worse comes to worse and you're in an emergency and lose a driver, need a driver, or in a jam and need a truck moved.

Tandem axle sleeper. When looking for truck, get a tandem actual two axel, eight rear wheels. Single axles will limit the load you can pull by weight, so unless you are doing Amazon, which hauls light loads, or cars, which aren't as heavy if you have a full-size trailer, get a tandem axel truck. Get you a sleeper. A truck with the bed or two bunks in the back. Even if you're running local, it helps to have a bed. You may get to a shipper or a receiver and have a line of trucks in front of you. You may wait an hour or two maybe full. I've waited as much as six hours, on rare occasions more. That cat nap while waiting helps. Or if you running local, a sleeper will help. You may want to get to the shipper or receive early so you can be the first loaded or unloaded. Being able to lay down is a luxury and convenience.

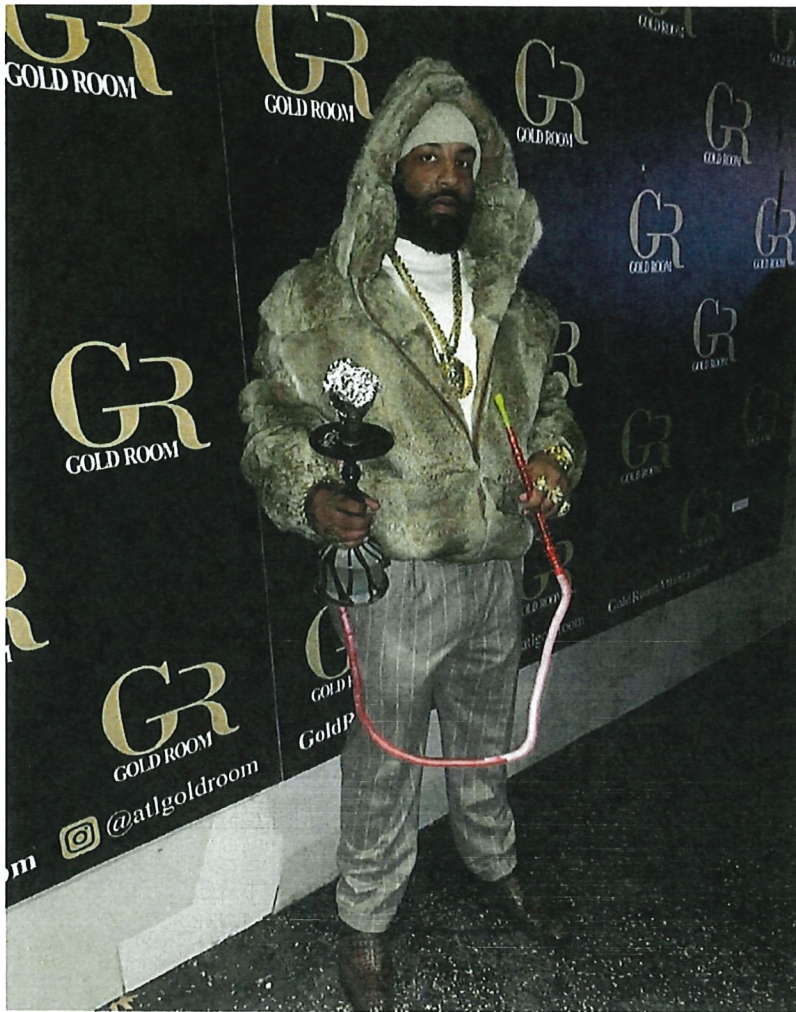
Trailers. Fifty-three-foot, 102 wide. When looking for trailer, get 102-inch-wide trailer. Some pallets won't fit in the smaller trailers like a 96-inch wide. Get 53-foot-long trailers. Forty-eight-foot trailers will do if haul a flatbed. And get swing doors on dry vans. Rollup doors got close on all loads. Fifty-three-foot, 102 wide trailers with swing doors will give you the most flexibility when booking loads. You don't want to get fully loaded then find out the doors won't shut and have to be unloaded after driving a hundred miles dead head with an empty trailer to pick up the load. Waste a day getting loaded and waiting to be loaded all to have to unload the trailer and find a new load and make it to the shipper before they close. Or your logbook runs out of hours because you've wasted half the day picking up a load you can't haul.

Think twice about drivers. There is a shortage of drivers. All companies have a driver problem big and small alike. As of October 28, 2021, according to the American Trucking Association, there is a shortage that 80,000 drivers. That number is up from 61,000 three years ago. Ten thousand 10,000 more per year. According to the Richmond times, 1.1 million drivers will need to be hired over the next 10 years. That's 110 new drivers per year. Long story short, a gun has no use without a bullet. Drivers are the bullets; trucks are the guns. Having a truck and not being able to find the driver is like having a big shiny gun that you can't shoot because you have no bullets It looks pretty. It's good to show off, but it has no use.

Before you go buy trucks, make sure you have a CDL and before you add trucks, find drivers first. They come and go like a revolving door. If you hire drivers, don't finance trucks for them. Get paid off trucks. And if you do find finance trucks for drivers, keep the payments under 1,000 dollars a month unless it's your personal truck you're going to drive. When your truck is empty with no driver, your insurance is still owed. Your truck note is still owed. Truck parking is still owed. Make sure you have a CDL before you get a truck. Make sure you find drivers before an additional trucks. Truck options. Cash. You don't need to spend more than 10 to 15,000 dollars on a local truck when truck prices were normal. They're at all time high now, but they are coming down. There's good trucks out there that I've personally seen bought and ran 4,000, 5,000, 8,000 12,000 15,000. My truck I actually paid 20,000 for. My current truck a 2005 W900. Prices have gone up, but if you're not going real far, don't pay a lot of money for trucks. It's not necessary. A truck is just a body. The longer you have a truck, the newer it becomes because you're constantly taking off old parts and putting on new parts as your truck gains wear and tear.



truck_king85
GOLD ROOM Atlanta



< Back

Loads Available (230)



Baltimore, MD to Atlanta, GA

🔄 Last refresh: 0m ago

- 🕒 20m

📍 Bridgeton, NJ (97)
|
📍 Douglasville, GA (22)

PICK UP 53ft 35,000lbs Van 777mi
11/16 Online Freight Service Inc \$3,000
- 🕒 9m

📍 Flemington, NJ (149)
|
📍 Jefferson, GA (61)

PICK UP 53ft 42,000lbs Reefer 783mi
11/16 Lipman Logistics Services Llc \$2,800
- 🕒 12m

📍 Bethlehem, PA (146)
|
📍 Acworth, GA (33)

PICK UP 53ft 23,000lbs Reefer 808mi
11/16 SUNTECK TRANSPORT CO LLC \$2,800
- 🕒 29m

📍 Vineland, NJ (104)
|
📍 Forest Park, GA (11)

PICK UP 53ft 36,844lbs Reefer 776mi
11/16 Why Logistics Llc \$2,800
- 🕒 39m

📍 Quakertown, PA (133)
|
📍 Newnan, GA (39)

PICK UP 53ft 10,000lbs Reefer
11/16 Choptank Transport Inc
- 🕒

📍 Quakertown, PA (133)



Credit or finance. If you're a regional guy or girl, you can finance between 20,000 to 40,000 for a truck. This way it has a warranty on the major components like engine, transmission, and rears, and DEF system. The last thing you want is a breakdown far from home with a major bill can't afford. Trust me, I've been there before. Your local mechanics will work with you and be fair, not so in foreign land. Also, you'll gross enough money to justify purchasing a finance vehicle if you're running regional. Lease or rent. If you're going over the road and are a hard worker, renting is a good option for several reasons. One you have zero downtime. If the truck breaks down, they'll bring you another one or fix it on the road. I've had rental trucks breakdown and a rental company tow a new truck to me while taking the old truck and I complete the load.

Two. It's 100 percent right off for taxes unlike a finance or cash trucks which has to be depreciated by the year. Also, if you don't have the means to buy a brand-new truck, renting or leasing will put you in a new truck with clean equipment. You'll be comfortable and get pulled over less because your truck looks newer, cleaner, and less of a target. Brand-new. Buying a brand-new truck, although cheaper than renting has its downfalls from my perspective. One, it's not broken in yet, so it has to get some miles on it to get all the parts lubricated and working good. Also, it many have a recall. Parts or deficiencies from the manufacturer, kinks that have to be worked out. All this this leads to down time.

Also newer equipment can have parts that some shops can't fix or are not up on as far as technology. And even though it's under warranty, that doesn't compensate for your down time while repairs are being done. When the DEF systems first came out when they were brand-new, mechanics did not understand the system. So even though they were certified to fixed them, troubleshooting was an issued. That took a lot of people out of business in those early DEF years. If you can get a glider kit, which is practically a brand-new truck body without the internal compartments as far as the engine, transmission that doesn't have all the sensors and DEF you'll be good. This is the best way to go. If you get a glider kit, you'll have a big, beautiful truck. You can get a factory remade warrantied engine older than 1999 this will give you the benefit of having a big, beautiful truck, a strong engine that's warrantied and you'll get a lot of mileage out of, and you can run paper logs as opposed to the newer trucks that have to have an electric log as well as it doesn't have all the sensors like newer trucks which cause lots of problems.

Driving options. Local. Within 150 miles I consider local driving. Home the same day. You don't need a big boy truck for this. Ten thousand to 15,000 will do. You'll gross less but spend less on fuel and maintenance since you driver less miles and use your trusted local mechanic. The numbers seem lower, but profits could be close to the same since your expenses are less. You make gross less, but your expenses are less leaving a high net profit in some cases. Two. Regional. Within 450 miles or a days' journey, you'll be close to home but not home daily. You can actually gross the same as long-haul, but you'll be closer to home on the backhaul in case of emergencies. Some insurance companies will give you a tow option which in the case of a breakdown will tow you home within a 500-mile radius. Not a bad idea to finance a truck in case something major goes on. The road is not necessary to finance a truck, but it will help in case major breakdowns happen because you'll have a warranty.

Long-haul. Anything over 500 miles is long-haul over the road. Truckers drive between 500 and 700 miles a day. It takes five days to get coast-to-coast, east to west, 3,000 miles or three days with team drivers. I like long-haul because you get lump sums of money. Five thousand, 7,000,



king_kong_shawn85
Houston, Texas



< Back

Loads Available (33)



Baltimore, MD to Houston, TX


🔄 Last refresh: 0m ago

🕒 1h 54m
📍 Coatesville, PA (74)
|
📍 Houston, TX (0)
📅 PICK UP 11/15
—ft 45,754lbs Flatbed w/Sides 1,521mi
Pls Logistics Services \$4,000

🕒 18m
📍 Dayton, NJ (150)
|
📍 Victoria, TX (126)
📅 PICK UP 11/16
53ft —lbs Van 1,719mi
Stonearch Logistics Llc \$3,500

🕒 57m
📍 Dayton, NJ (150)
|
📍 Conroe, TX (41)
📅 PICK UP 11/16
50ft 24,700lbs Van 1,632mi
Flock Freight Inc \$3,304

🕒 13m
📍 New Kingstown, PA (86)
|
📍 Brenham, TX (73)
📅 PICK UP 11/15
48ft 46,987lbs Flatbed 1,517mi
Bnsf Logistics Llc \$3,300

🕒 4m
📍 Culpeper, VA (108)
|
📍 Houston, TX (0)
📅 PICK UP 11/16
48ft 47,500lbs Flatbed
T A Services Inc Formerly Team A... 

🕒 Culpeper, VA (108)

8,000 in one load. I just completed a 9,000-dollar load as opposed to regional loads paying 1,500, 2,000, 3,000 then adding all the loads together at the end of the week to equal one load, which you could've done long-haul in one transaction. Also, if you run teams, it makes no sense to run regional because you're giving away money to your partner if you're running regional. All those loads could be done by one person. So when you combine completing a load early with the wait time for being there at night, you're actually losing money to complete a load that one person could've completed.

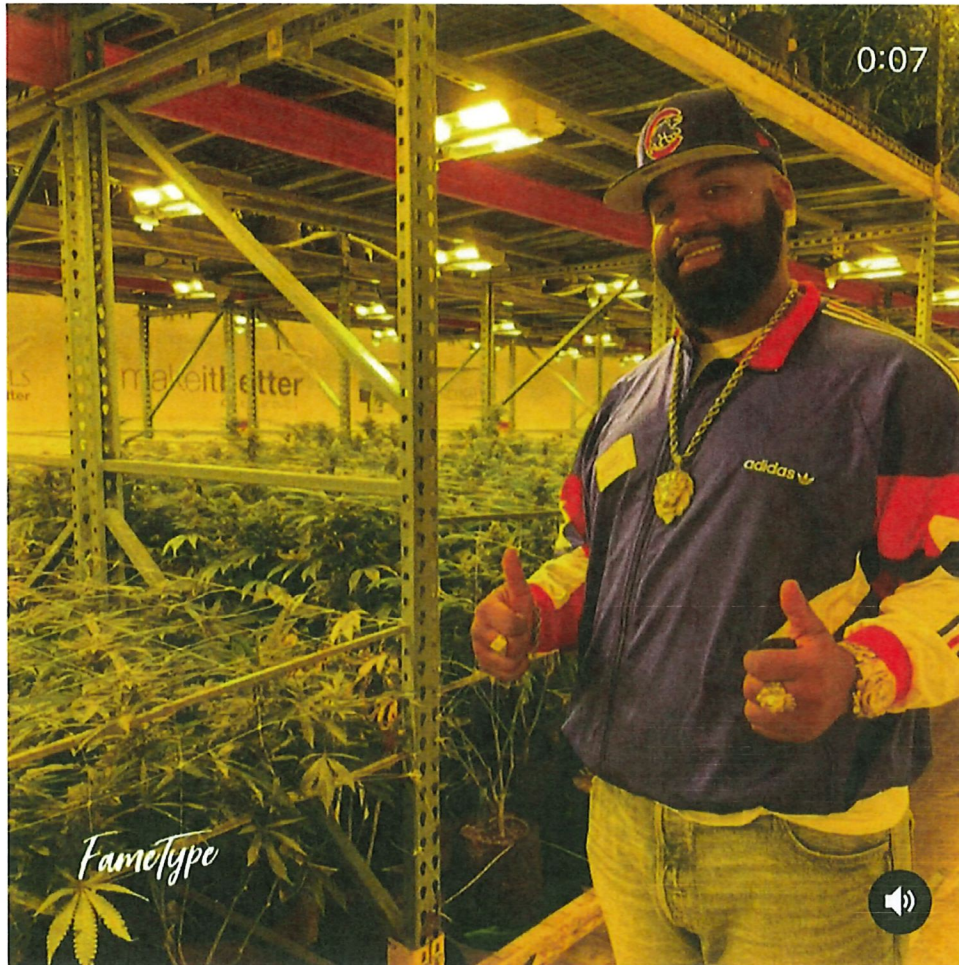
What's for you? It all boils down to personal preference and lifestyle. If you have kids or are parents...and are parents or married, over the road may not be for you. If coparent, regional may work but be mindful to run the truck and don't let it run you. It's hard to go home and turn away loads, i.e., money. Local is ideal for everyone. However, as an independent, it may be more of a challenge because you gross less and when the truck breaks down, you must have money to fix it. You must. That's not an option. You're the boss. Just some things to consider. Job. Work. Business. Job. Company driver. This is a job. You have no investment. You drive their truck, get pay by the mile, hour, percentage, or per stop. This is ground zero in trucking. The first stop. You should be making 9 to 1,800 dollars a week as a company driver with a big company. You actually make more with smaller companies as a company driver. I've paid people as much as 3,300 dollars a week. I wouldn't do this more than a year though, that is being a company driver. Save 2 to 300 dollars a week for a year. That's 10,000 to 15,000 dollars after your first year of driving. This will get you into your own truck for the next stage, which is owner/operator. Job versus work.

Work. Owner/operators get work from trucking companies. They own the truck but not the company. They're responsible for buying or leasing the truck, the fuel, maintenance, and everything associated with the truck. They lease or sign onto a company under their authority and get loads from the company. They can gross between 3 to 7,000 a week depending on the company you're leased to and how they run. Local, regional, or long-haul. They usually split the rate 70/30 or 75/25. Owner/operators take the bigger portion of the load the 70 percent or the 75 percent. This has its place. It's just not a resting place. Make your money and move on to the next step, getting your own authority. Getting a truck is half the battle. The only difference between and owner/operator and having your own authority is insurance. And a trailer, which may cost between 3 to 5,000 for your insurance down payment. Owner/operators make this in a week. Get a truck lease. Lease your truck. Learn your truck as far as the mechanics go and work all the kinks out of your truck. Get to learn your unit. Save up for a trailer and your insurance down payment then move home. This should take no less than six months if you're serious.

Business. Operating authority is where you're fully independent. You own the truck, trailer, insurance, and book your own loads. This will cost you 15 to 20,000 to enter this level of trucking. Five thousand or less for insurance, 5,000 or less for financing or leasing or renting a trailer, and 5 to 10,000 to buy, rent, lease, or finance a truck. Trucks used to do 23 to 27,000 dollars a month. They're now doing 30,000 to 50,000 a month post-COVID. Before rates have dropped back to normal, but during the time this book actually wrote. Rates went up, but so did cost. Trucks are higher than ever right now. This is the ultimate freedom having your own authority. You book your own loads, choose where you want to go, and how much you make based upon what's available, and make your own decisions. But it's also the ultimate responsibility. Not only are you responsible for the truck like owner/operators, you're responsible for the paperwork, billing customers, and submitting bills to your factoring company, yearly filings to keep your business active and in



truck_king85
Krystaleaves Dispensary



1:44

LTE

< Back

Loads Available (32)



Baltimore, MD to Denver, CO

Last refresh: 0m ago

- 4h 14m

WLKS BARR Township, PA (139)
 ↓
 Loveland, CO (52)

PICK UP 53ft 40,000lbs Reefer 1,521mi
 12/27 Pivot Supply Chain Solutions \$5,000
- 21m

Winchester, VA (96)
 ↓
 Henderson, CO (18)

PICK UP 48ft 45,000lbs Flatbed 1,608mi
 12/27 Jb Hunt Transport Services Inc \$4,500
- 26m

Waterloo, MD (14)
 ↓
 Cheyenne, WY (102)

PICK UP 53ft 40,000lbs Reefer 1,650mi
 12/27 Choptank Transport Inc \$4,415
- 26m

Waterloo, MD (14)
 ↓
 Cheyenne, WY (102)

PICK UP 53ft 40,000lbs Reefer 1,650mi
 12/27 Choptank Transport Inc \$4,415
- 36m

Waterloo, MD (14)
 ↓
 Cheyenne, WY (102)

PICK UP 53ft 40,000lbs Reefer
 12/27 Choptank Transport Inc
- Baltimore, MD (0)



compliance and on and on. So freedom yes. We're free to win or fail based upon your own good or bad habits or ignorance to what's required. It's all up to you.

What's for you? All in all, it's personal preference. If you just want to drive and go home, be a company driver. There's guys making 120,000 a year as company drivers. If you only have enough to get a truck, you spent all you on your first unit, sign, or lease onto a company. Be an owner/operator. Nothing wrong with that. They make good money, while in my opinion, that's what makes it dangerous. I say so because it's so tempting to stay there as an owner/operator. You can actually make a good living as an owner/operator. I did so for my first five years. Excuse me, four or five years. I purchased my truck my second year as a company driver. It has its place, it's just not a resting place. If you want to go for the gusto, after you've got your experience as a company driver and you've bought your truck and worked as owner/operator and saved up for a trailer and insurance for it, get your own authority.

When I started, getting your authority with some top-secret shit. Nobody would tell you how. It was like a major accomplishment when one of my peers got their authority, but they would never show you how book loads or what to do after that. That's part of the reason why I share information so freely now. But nowadays, it's common knowledge. Everyone is a trucking guru, and the internet has it all at your fingertips. Go for it. All drivers work the same 70-hour log book per week. The difference is what side of the coin you're on as a driver. Company driver, owner/operator, or having your own authority. They all have different incomes, although they work the same amount of hours.

Conclusion and my testimony. I am now as of November 2021, which is when I completed this book, it's now being published October 2022. I was 35 years old then, I'm 36 now and I'll be 37 in December on the 14. I was born in Baltimore City, John Hopkins Hospital in 1985 to a single mother. I was in special education in elementary school then passed along through middle and high school without doing any school work just by being present in class during middle school years or just for signing into homeroom. Then leaving school all of my high school years before been expelled. Then later arrested and doing time. I was put out of high school in tenth grade, then sent to night school, which I then quit once my right-hand man my cousin Chip was arrested and sentenced to 43 years, of which he's now served 21 years day for day.

That same year, my older brother died from a fire. Shortly after that, I was kicked out of the state and sent to New York to live with my aunt for a year because of being arrested so many times as a juvenile. Back then as a juvenile, if you are arrested, as long as someone picked you up for the district, they will let you go. When I came back to Baltimore from New York, I returned to high school then I dropped out completely and went into the streets full-time. My mother used drugs in my early, early childhood years, which she has recovered from and now is a registered nurse and one of my...excuse me. My biggest role model. She's the hardest working most diligent person I've ever met and exemplifies the meaning of strength.

I didn't meet my father until I was ten. He called and wrote me from prison a time or two. He later would visit me in prison as an adult and we've since grown a bond. He's now passed on. I've been to jail more times than I can count. I've been to prison once. Most of my serious charges I've overcome. An attempt murder been the most severe of them all. I've been arrested for selling counterfeit money, weed, cocaine, crack, heroin, and assault just to name a few. All on separate



king_kong_shawn85

Plantation Preserve Golf Course



< Back

Loads Available (95)



Baltimore, MD to Plantation, FL

🔄 Last refresh: 0m ago



36m

○ Hayfield, VA (109)



📍 W Palm Beach, FL (48)



PICK UP
11/16

53ft 43,000lbs Van 1,011mi
Choptank Transport Inc \$3,830



6m

○ Cranbury, NJ (145)



📍 Miami Lakes, FL (18)



PICK UP
11/16

48ft 40,000lbs Van 1,247mi
Pls Logistics Services \$3,800

BOOK NOW



3h 56m

○ Dayton, NJ (150)



📍 Miami, FL (29)



PICK UP
11/16

53ft 1lbs Van 1,302mi
Swift Logistics/Swift Transportatio... \$3,750



19m

○ Frederick, MD (51)



📍 W Palm Beach, FL (48)



PICK UP
11/16

53ft 35,000lbs Reefer 1,056mi
Honey Locust Farms Llc \$3,700

BOOK NOW



5m

○ Baltimore, MD (0)



📍 Medley, FL (31)



PICK UP
11/16

53ft 43,400lbs Van 1,771mi
Coyote Logistics Llc \$2,500



occasions might I add. I was shot point blank range at the age of 15. The bullet went in my shoulder and came out of my back. I was 12 inches from the shooter, sticking my hand in a call running up to make a sale.

I sold drugs all over the city of Baltimore and took trips to different states to buy drugs to sell as a teenager might I add. I used to catch the Greyhound Peter Pan, catch the train or drive to New York. I've gotten a DUI while being a CDL holder. I filed for bankruptcy before. Had trucks blow up on me, set on fire. I've had trucks in floods. I've been stab 47 times, beat half to death. I've been through 20 or so trucks. Some repoed. Some given back. Some broke down and abandoned. Some deals didn't work. Some lease trucks, some rentals. All in all, I'm still here and a point of all of this is to say, if I can overcome these obstacles, so can you. I'm putting my life on display as a living example of what trucking can do for you because it's done it for me.

I'm completing this book looking out of my window staring at the skyline of Hawaii. I never would've thought I living in and at worst-case if still living, I thought I would definitely be still in prison because of the path I was on as a youth. I once was told by my godbrother, that baby bookings was being built for me. He actually called me a menace to society. Despite the fact we broke the law and sold drugs side-by-side. I was a troubled youth headed nowhere. I actually came to grips with the fact that I would die or spend the majority of my life in prison and that became okay with me. Through a series of chains of events, I've changed my life around, I've got my CDL, I've gained experience, I became an owner/operator, I transition to having my own authority, and as of now this year solo I've made over 500,000 dollars gross by myself. If I can do it, I know damn well you can do it.

As you can tell, I'm not highly educated, although I am intelligent, i.e., how rough this book reads and the grammatical errors. Nevertheless, I've done it and if I can with all the challenges I've overcome with all my shortcomings, with all my disadvantages; I know damn well you can too. If you need anything, you got any questions give me a call. My telephone number is 443-386-6587. That's my personal cell phone number. My website is truckking85.net or you can text the number 85, that's 85 to my Slick Text number which is 855-675-0609. This will put you on a list that I have access to save and file your telephone number. It'll also send you my website and all of my books and it'll put you in place for me to give you a call when time permits. Until next time. I'm about to hit the beach. Y'all be good. Peace.

United States of America Historic Route 66

