



JAK LOGISTICS LLC

HOME OF THE PROFESSIONAL DRIVERS

DRIVER OWNERSHIP AGREEMENT



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This Driver Ownership Agreement (“Agreement”) is entered into on this ____ day of _____, 20, by and between:

- **JAK Logistics LLC (Trucking Company):** JAK Logistics LLC , located at 122 Pinckney rd, Harvest, AL, referred to herein as “JAK Logistics LLC”.
- **Future Owner (Driver/Owner-Operator):** [Driver Name], residing at [Address], referred to herein as “Future Owner.”

Transport Funding is the title holder of the vehicle until the balance of the loan is paid in full. JAK Logistics LLC will make the initial down payment for the vehicle, and the Future owner will be responsible for making weekly payments to JAK Logistic LLC until the loan with Transport Funding is paid in full. The weekly payments will cover the monthly truck payments, and the repayment of the initial down payment made by JAK Logistics LLC.

This agreement is between JAK Logistics LLC and the Future Owner. Arrow Truck Sale and Transport Funding are not involved in this agreement and they should not be contacted at any time about matters concerning this agreement.

1. Vehicle Description

JAK Logistics LLC gives the Future Owner responsibility of the following vehicle (the “Truck”):

- **Year/Make/Model:** [Year, Make, Model]
- **VIN:** [Vehicle Identification Number]
- **Odometer Reading:** [Initial Mileage]
- **Title Status:** Title remains with Lessor until full payment and purchase option exercised.

If the vehicle listed above is not maintained in accordance with this agreement the agreement will be terminated immediately.

2. Lease Term

- **Start Date:** [Start Date]
- **Lease Duration:** [36 months]
- **Termination Date:** Upon final payment.

The Future Owner agrees to operate under JAK Logistics LLC authority until the vehicle ("Truck") is paid in full.

3. Payment Terms

- **Weekly Lease Payment:** \$750
- **Initial Security Deposit:** \$[Amount] (refundable upon completion minus damages)
- **Total Payments:** \$50,000
- **Balloon Payment (if applicable):** \$[Amount] due at the end of the term

The truck payment will be included in the 70/30 split between Lessee and JAK Logistics LLC.

4. Option to Purchase

Upon successful completion of the lease term and payment of all obligations:

- Lessee has the right to purchase the vehicle for \$1.00 or the residual value of \$1.00.
 - Upon purchase, title shall transfer to Lessee free of encumbrance.
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5. Responsibilities of Lessee

The Lessee agrees to:

- Agree to a 70/30 split of gross income with JAK Logistics LLC
 - Drive up to 4000 miles per week
 - Stay on the road a minimum of four (4) weeks
 - Operate the Truck exclusively for the Lessor.
 - Maintain all required permits, DOT compliance, and logs (**IFTA and IRP will be deducted for Lessee weekly settlement**).
 - Perform routine maintenance and inspections (oil changes, tires, etc.).
 - Keep the Truck in good operating condition and appearance.
 - Pay for fuel, tolls, scales, and any traffic violations.
 - Maintain escrow for maintenance in the amount of \$[Amount]/week. **JAK Logistics will deduct the escrow funds from Lessee weekly settlement until \$5,000 is in the escrow account.**
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6. Responsibilities of Lessor

The Lessor agrees to:

- Provide settlement documentation and earnings weekly.
 - Make the Truck available in road-ready condition at lease start.
 - Maintain registration and licensing until vehicle is purchased (**truck payment, insurance, and trailer rental area included**).
 - Provide the Lessee with 24/7 back-office support and dispatching services
 - Maintain a gross income between \$4,000 and \$7000/ week
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7. Insurance Requirements

Lessee shall carry and maintain throughout the lease:

- Liability Insurance (Minimum \$1,000,000)
- Physical Damage Insurance (Value of Truck)
- Occupational Accident or Workers' Comp
- Lessor to be named as *loss payee* and *additional insured*

Proof of coverage must be submitted prior to vehicle delivery.

The Lessee is responsible for making a weekly payment to JAK Logistics LLC to cover the insurance for this vehicle. Transport Funding is the primary certificate holder for the insurance policy, and Cover Whale is the insurance provider.

8. Maintenance and Repairs

- Lessee shall bear all costs of maintenance and repairs.
- Major repairs exceeding \$1,000 require prior approval.
- Negligence or misuse resulting in damage is fully Lessee's responsibility.
- Maintenance escrow will be withheld weekly and tracked in settlements (until \$5,000 is in the escrow account).

All major repairs will be covered by NTP. The Lessee must have all major repair approved by NTP prior to the work being performed.

9. Default and Repossession

The following constitute default:

- Failure to make payments within 30 days
- Misuse, abandonment, or illegal operation of vehicle
- Violation of federal/state DOT regulations
- Fraud or misrepresentation

Upon default:

- Lessor may repossess the Truck without notice.
 - Lessee forfeits any payments made and may be liable for the balance.
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10. Termination

This Agreement may be terminated:

- Voluntarily by either party with 30 days' written notice
- By Lessor for breach, default, or misconduct
- Automatically upon completion of lease and final payment

In event of termination before completion, the Lessee must:

- Return the vehicle in good working order
 - Pay all due balances and repair costs
 - Forfeit any equity unless otherwise agreed
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11. Indemnification

Lessee agrees to indemnify and hold harmless the Lessor from any claims, losses, or damages resulting from the Lessee's operation of the Truck.

12. Governing Law

This Agreement shall be governed by the laws of the State of [Insert State], and any disputes shall be resolved in the courts of Madison County, Alabama.

13. Entire Agreement

This document constitutes the entire agreement between the parties. Any modifications must be in writing and signed by both parties.

Signatures

LESSOR (Trucking Company):

Name: _____

Signature: _____

Title: _____

Date: _____

LESSEE (Driver/Owner-Operator):

Name: _____

Signature: _____

Date: _____

75/25 Split calculation		
Truck Insurance		
Monthly fee	\$1,500	
Weekly fee	\$375	
Trailer rental		
Monthly fee	\$1,900	
Weekly fee	\$475	
Down Payment Repay Repayment		
Down Payment AMT	\$10,000	
Months to repay	6	
Monthly fee	\$1,667	
Weekly fee	\$417	
Truck Payment		
Monthly fee	\$1,291	
Weekly fee	\$323	
Factoring Fees @ 4%		
Weekly Fee	\$260	
Dispatch Fees		
Weekly fee	\$0	
Alabama Vehicle registration		
Initial registration fee/Sales tax	\$500	
Monthly fee	\$42	
Weekly fee	\$10	
Alabama Sales tax @ 2%		
Sales tax fee	\$1,000	
Monthly fee	\$83	
Weekly fee	\$21	
Alabama Ad Valorem (Property) Tax		
Tax fee	\$600	
Monthly fee	\$50	
Weekly fee	\$13	
IFTA/IRP		
IFTA filing	\$50	
Number of Filings	4	
IFTA filing fee	\$200	
IRP Filing	\$50	
Number of Filings	1	
IRP filing fee	\$50	
IFTA/IRP TAX PAYMENT	\$1,500	
Total IFTA/IRP/ yr		
	\$1,750	
Total IFTA/IRP/ month	\$146	
Total IFTA/IRP/ wk	\$36	
Form 2290 (Heavy vehicle tax)		
Tax fee	\$550	
Monthly fee	\$46	
Weekly fee	\$11	
Esgrow (for 12 months)		
Esgrow balance	\$5,000	
Monthly payment	\$417	
Weekly payment	\$104	
Weekly truck fees	\$2,033	31.3%
JAK Admin Fees @ 5% of wkly gross	\$325	5.0%
Total fees	\$2,358	36%

Truck gross income w truck payment		
Weekly gross \$500 - \$7000/ week		
Calc based on	Monthly Gross	Yearly Gross
\$6,500	\$26,000	\$312,000
Truck fees		
\$2,358		
Driver take home		
\$4,142	\$16,569	\$198,831.75
Fuel /week		
\$1,500		
Drivers Gross after fuel	Yearly takehome for driver	
\$2,642	\$137,401.06	

JAK AND DRIVER SPLIT EXPLAINED

In 2025, the revenue split between leased-on owner-operators and motor carriers typically ranges from **75% to 85%**, depending on various factors such as the services provided by the carrier and the responsibilities assumed by the owner-operator. [BulkLoads](#)

Typical Revenue Splits

- **75% Split:** Common when the carrier offers comprehensive services, including dispatching, insurance, permits, and access to fuel discounts. In this arrangement, the carrier retains 25% of the load revenue to cover these services. [TruckersReport.com](#)
- **80%–85% Split:** Offered when the owner-operator takes on more responsibilities, such as providing their own trailer, handling maintenance, and securing insurance. The carrier's role is more limited, often focusing on providing loads and basic administrative support.
- **90%+ Split:** Typically available to owner-operators with their own operating authority, who manage all aspects of their business independently, including finding their own freight and handling all administrative tasks.

Considerations Beyond the Split

While a higher percentage split might seem more lucrative, it's essential to consider the services and support provided by the carrier. For instance, a 75% split with a carrier that offers high-paying direct freight and substantial support might result in higher net earnings than an 85% split with a carrier offering lower-paying brokered loads. As one experienced driver noted, "75% of \$4 per mile freight is better than 90% of \$2 per mile freight." [BulkLoads+5Quality Carriers+5Reddit+5Reddit](#)

Additional Costs and Responsibilities

Owner-operators should also factor in various expenses that can significantly impact net income: [Truckstop+1Foley Services+1](#)

- **Fuel:** Annual fuel costs can range from \$50,000 to \$70,000, depending on mileage and fuel prices. [Truckstop](#)
- **Maintenance and Repairs:** Annual maintenance expenses average around \$15,000, with tire replacements adding approximately \$4,000. [Foley Services](#)
- **Insurance:** Costs vary based on coverage levels and whether the owner-operator is leased to a carrier or operates under their own authority. [Foley Services+1BulkLoads+1](#)
- **Licensing and Permits:** Fees for licenses, permits, and registrations can add up, including expenses for the International Fuel Tax Agreement (IFTA), Unified Carrier Registration (UCR), and other state-specific requirements. [Foley Services+1Truckstop+1](#)
- **Administrative Costs:** Expenses for accounting, load board subscriptions, and other business services. [Truckstop+1Quality Carriers+1](#)

Lease-Purchase Agreements

Lease-purchase programs, where drivers lease a truck with the option to purchase it at the end of the term, have been scrutinized for their high failure rates and potential for financial harm. The Federal Motor Carrier Safety Administration's Truck Leasing Task Force reported that over 90% of drivers in such agreements fail to complete them successfully, often due to misleading terms and lack of transparency. [truckerpath.com+2FMCSA+2OOIDA+2](#)

Final Thoughts

When evaluating lease agreements and revenue splits, it's crucial to look beyond the percentage and assess the total value of services provided, the quality of freight, and the support offered by the carrier. Carefully analyzing all associated costs and responsibilities will help ensure a sustainable and profitable operation as an owner-operator. [Foley Services](#)

2025 DRY VAN RATES FOR OWNER OPERATORS

As of May 2025, long-haul dry van owner-operators in the United States are experiencing variable freight rates, influenced by market conditions, regional demand, and operational

Current Dry Van Rates Per Mile

- **National Average Spot Rate:** Approximately **\$1.97 per mile**, with regional variations:
 - **Midwest:** Up to **\$2.05 per mile**
 - **Northeast:** As low as **\$1.77 per mile** [Scale Funding](#)
- **Linehaul Rates (Excluding Fuel Surcharge):** Around **\$1.66 per mile** nationally, with top lanes averaging **\$1.92 per mile** [YouTube+6DAT+6Fleet Owner+6](#)
- **Owner-Operator Averages:**
 - **Leased Operators:** Approximately **\$1.71 per mile**
 - **Independent Operators:** Around **\$2.11 per mile** [Overdrive](#)

These figures indicate that independent owner-operators often achieve higher per-mile earnings due to greater control over load selection and routing. [max truckers](#)

Gross Earnings and Profitability

- **Weekly Gross Pay:** The average weekly gross income for dry van owner-operators is about **\$4,395** [ZipRecruiter](#)
- **Annual Gross Revenue:** Reports suggest that owner-operators can gross between **\$220,000 and \$300,000** annually, depending on factors like mileage, load types, and time spent on the road [max truckers+1Reddit+1](#)
- **Net Income:** After accounting for expenses such as fuel, maintenance, insurance, and other operational costs, net earnings typically range from **\$70,000 to \$90,000** per year [Reddit](#)

Market Challenges

The trucking industry in 2025 faces several challenges:

- **Increased Operating Costs:** Operating costs have risen by approximately **\$0.18 per mile** compared to pre-pandemic levels, impacting profit margins [DAT](#)
- **Trade Policy Impacts:** Recent trade tensions and tariffs have led to temporary spikes in freight volumes, but long-term demand remains uncertain [Reuters](#)
- **Competitive Pressures:** Intense competition and fluctuating demand have led to slim or negative profit margins for some carriers, especially smaller operators

Key Takeaways

- **Average Rates:** Dry van owner-operators are earning between **\$1.97 and \$2.11 per mile**, depending on their operational model and regional factors. [Overdrive+1AFT Dispatch+1](#)

- **Profitability:** Net income varies widely, with efficient operators managing to maintain profitability despite rising costs.
- **Strategic Operations:** Success in the current market requires careful load selection, cost management, and adaptability to changing market conditions.

Staying informed about market trends and continuously optimizing operations are essential for owner-operators aiming to thrive in the evolving trucking landscape of 2025.

ALABAMA SEMI TRUCK TAXES

In Alabama, the taxes and fees associated with owning and operating a semi-truck encompass several components. Here's a breakdown:

1. Registration Fees

Alabama's registration fees for trucks and truck-tractors are based on the vehicle's gross weight: [IRS+5Alabama Department of Revenue+5Justia Law+5](#)

- **0 to 8,000 lbs:** \$10.70 base fee plus \$2.30 additional fee
- **8,001 to 10,000 lbs:** \$17.50 base fee plus \$2.30 additional fee
- **10,001 to 12,000 lbs:** \$52.50 base fee plus \$2.30 additional fee
- **12,001 to 18,000 lbs:** \$85.00 base fee plus \$2.30 additional fee
- **18,001 to 26,000 lbs:** \$117.50 base fee plus \$2.30 additional fee
- **26,001 to 33,000 lbs:** \$150.00 base fee plus \$2.30 additional fee
- **33,001 to 42,000 lbs:** \$260.00 base fee plus \$2.30 additional fee
- **42,001 to 55,000 lbs:** \$292.50 base fee plus \$2.30 additional fee
- **55,001 to 64,000 lbs:** \$325.00 base fee plus \$2.30 additional fee
- **64,001 to 73,280 lbs:** \$357.50 base fee plus \$2.30 additional fee
- **73,281 to 80,000 lbs:** \$407.50 base fee plus \$2.30 additional fee
- **Over 80,000 lbs:** \$445.00 base fee plus \$2.30 additional fee [Justia Law+1Mobile County License Commission+1](#)

These fees are subject to specific conditions and may vary based on usage and exemptions.

2. Sales Tax

When purchasing a semi-truck in Alabama, a state sales tax of **2%** applies to the net purchase price. [Alabama Department of Revenue+1Limestone County+1](#)

3. Ad Valorem (Property) Tax

Alabama imposes an annual ad valorem tax on vehicles, including commercial trucks. This tax is based on the assessed value of the vehicle, which is a percentage (typically 15% or 20%) of its market value, multiplied by the local millage rate. [ExpressTruckTax+1Shelby County, AL+1Madison County, AL](#)

4. Federal Heavy Vehicle Use Tax (HVUT)

For vehicles with a gross weight of 55,000 pounds or more, the federal HVUT applies:[Federal Highway Administration+6Federal Highway Administration+6Federal Highway Administration+6](#)

- **55,000 to 75,000 lbs:** \$100 plus \$22 for each 1,000 lbs over 55,000
- **Over 75,000 lbs:** Maximum tax of \$550 annually[Federal Highway Administration+1Federal Highway Administration+1Federal Highway Administration+1Federal Highway Administration+1](#)

This tax is filed using IRS Form 2290. [ExpressTruckTax+3IRS+3Alabamatrucktax+3](#)