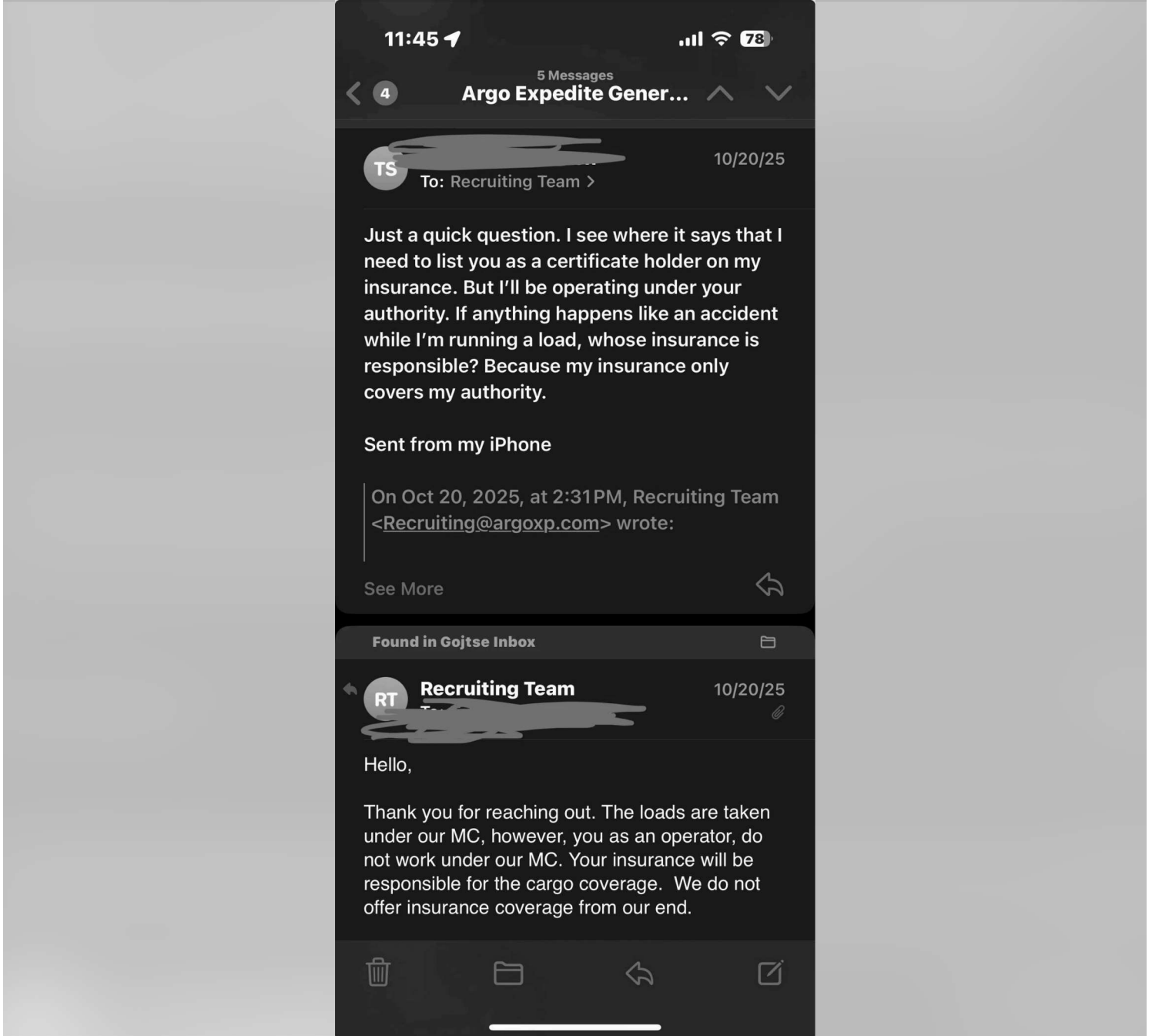




r/OwnerOperators • 6mo ago  
12layokay



### Does this make sense? I feel like this is illegal



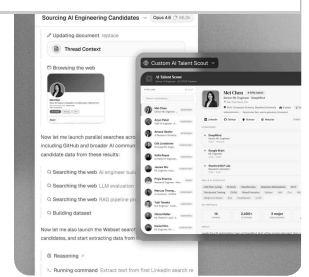
But I may be wrong.. can someone explain how it works for my insurance requirements through fmcsa to state insurance is required under my authority but then for me to run under another companies authority but not under their insurance??

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[deleted] • 6mo ago

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tips-llc • 6mo ago

Second this. If they are a carrier and they are confirming a load under their MC and then providing the load to you to operate under your own MC, Insurance, etc. that is double brokering. The broker is completely unaware that you are carrying the cargo.

I would not work with these people.

Upvote 5 Downvote Reply ...



12layokay OP • 6mo ago

Makes sense. Thank you! I don't get how these huge companies get away with this.

Upvote 2 Downvote Reply ...



Actual\_Handle\_3 • 6mo ago

Huge companies don't do this

Upvote 3 Downvote Reply ...



[deleted] • 6mo ago

Right. Huge companies are self insured!

Upvote 1 Downvote Reply ...



stack\_underflow\_ • 6mo ago

Why are you guys downvoting him?

Upvote 2 Downvote Reply ...

[Skip to main content](#)[+](#) Create

2 Reply ...

**\_stack\_underflow\_** • 6mo ago

Your score was negative

2 Reply ...

**12layokay** OP • 6mo ago

Oh wow I guess because I should know that "big companies" don't do it and also that the companies that have been doing it, have been getting away with it and it's considered "normal practice" but either way it's wrong and accepting it is why the industry is like it is. I'm still learning a lot.

2 Reply ...

**Waisted-Desert** • 6mo ago

That is illegal double brokering. I've dealt with other companies that do the same until they were caught.

In order for this to be legit, you would need to sign a full contract for every load, not just agree to the rate, leasing your MC to them for the duration of the trip. Your insurance would need to list them as an interested party not just a certificate holder. This happens sometimes when a carrier wins a contract for a project that has more freight than they can handle. They'll "Trip Lease" another carrier, or several other carriers, rather than getting a brokerage license or leasing on an O/O permanently.

3 Reply ...

**HornedOwl1** • 6mo ago

It is more and more common.

Is the load same day delivery? And is the trailer you are using yours?

Some insurance companies won't clearly state that they will only cover a load while the trailer is attached to your tractor and/or you are with the load.

If the delivery is not due until days later they know there is a possibly a tractor may detach the trailer - for whatever reason. Things happen.

By being a certificate holder the broker will be in the know without having to go through you if something happens that will actually require use of the coverage. It basically gives them a right to know about any changes or updates.

And some brokers will just ask for this in case they plan to do ongoing business with you...and maybe they dont use Highway or RMIS.

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2 Reply ...



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Ok-Influence-2162 • 6mo ago

You should ask them what their insurance covers then lol.

Our O/O run under our authority, they do not have their own and we require them to only run loads under our authority. Our insurance covers cargo and GL.

We require them to have bobtail or NTL which insures their equipment .

1 Reply ...



Actual\_Handle\_3 • 6mo ago

I don't know the legality of it, but think about it from a logistics standpoint. If a shipper files a claim, which insurance will it be against? It should be against the one listed on the MCS150. How would you feel if that doesn't pay?!

1 Reply ...



Lifeofthedon • 6mo ago

As a leased OO you're only bind and required to have NTL or aka Bobtail insurance to cover your equipment only

1 Reply ...



Honest-Mulberry-1288 • 6mo ago

Check out their website. All stock photos. In fact, the main photo/video is a European truck. Looks like a website that was built on a \$20 wordpress template by someone with no training or higher education in web dev.

A deeper dive into the Privacy Policy page shows they are a LLC with a "corporate" phone number with an area code of 832, Houston, TX.

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Here's the red flags for me:

1. cheap website + young company = low security
2. LLC vs corp for "high risk" industry shows a lack of business strategy
3. Director is serving as registered agent = lack of business strategy
4. All of the addresses used for formation and registration are residential. Im not paying the fee to view the actual documents used, but im willing to bet they formed the business using the generic state forms instead of an attorney drafted formation, which shows both a lack of business strategy and likely a lack of legal counsel.
5. At the risk of coming across as "racist" or protectionist, there are horror stories that come from working for small trucking companies owned by central Europeans, Africans, and near Asians. This is due, primarily to the next point:
6. Certain cultures around the world treat regulations as suggestions, and spend more time circumventing than they do complying. I.e., getting you to run "under their authority" with your authority.

In this case, run far away.

  1   Reply ...



**12layokay** OP • 6mo ago

Thank you so much for this. I've learned more on this thread than I have ever lol this is interesting.

 1   Reply ...



**Due-Lemon-1782** • 5mo ago

I've been in the Sprinter Van Expedited freight for three years now. 9 times out of 10 these people are running illegally. They're hoping that you never get into an accident with one of their loads that was awarded to them under their authority. Their MC#. The load was awarded to their MC# not yours.

Most of these brokers know whats going on as well, but they just don't care anymore because EVERYONE is running like this.

They're treating this part of the industry like "Uber" or "Lyft".

Every single insurance company will tell you: that no one can run a load under your MC# if they are not listed on your COI's Schedule Listed Autos and Schedule List Drivers.

Basically if you run a load for these people you're gambling with them now.

 1   Reply ...



**spyder7723** • 6mo ago

They are talking about cargo insurance. While most companies provide that when you are operating under their Mc, it is legal for it to be separate and under your own policy

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**12layokay** OP • 6mo ago

She said cargo in the email but their lease agreement says this "B. You and your drivers are not employees of ARGO EXPEDITE You must provide a certificate of insurance showing "TAXAIDBIRD LLC / DBA ARGO EXPEDITE" as certificate holder.

1. Commercial Auto Coverage Trucking for Hire Operations
2. \$1.000.000 Primary Liability Commercial Auto CSL
3. \$100.000 Broad from Cargo with \$1.000 deductible maximum"

So they require the commercial liability.. it's weird bc they are a big company.. but they don't even use the correct punctuation for currency

⊖ ↑ 1 ↓ 🗨 Reply ...



**Actual\_Handle\_3** • 6mo ago

Big? Their safer entry shows 2 power units and 3 drivers!

⊖ ↑ 2 ↓ 🗨 Reply ...



**12layokay** OP • 6mo ago

Yes I know lol but from what I thought, a lot of well known companies have these small numbers because they don't actually have drivers bc they take on o/o so I'm thinking that it has to be their legal set up because I've seen Argo expedite in many places and many people talking about them . But that was just an assumption that I was obviously wrong about

⊖ ↑ 1 ↓ 🗨 Reply ...



**Actual\_Handle\_3** • 6mo ago

But look how many inspections. If you're running under their mc, it'll show up. They've only had 3 driver inspections and 4 vehicle inspections. Not much for a big company

⊖ ↑ 2 ↓ 🗨 Reply ...



**12layokay** OP • 6mo ago

Yeah that makes sense. Sighs

↑ 1 ↓ 🗨 Reply ...



**Waisted-Desert** • 6mo ago

They're supposed to list number of drivers, number of owned trucks, number of term leased trucks, and number of trip leased trucks.

They only list 3 drivers and own 2 trucks.

⊖ ↑ 1 ↓ 🗨 Reply ...

**ClerkAvailable9947** • 6mo ago

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1 Reply ...

**spyder7723** • 6mo ago

Ok so what is going on here is you will be running under your own authority. And contracting to them as if they are a dedicated broker. At least that's how it reads to me.

And also explains why they are showing up with only a tiny amount of inspections and power units listed under their mcs150

1 Reply ...

**Beetisgod** • 6mo ago

Stay away from Argo Expedite!!!!!! Are you a sprinter driver?

1 Reply ...

**12layokay** OP • 6mo ago

Yes and I haven't responded to them any more lol what's your experience?

1 Reply ...

**Beetisgod** • 6mo ago

Them, FOX Carriers, Empire National, basically all the ones you find on indeed you want to stay away from. DM me id be happy to discuss with you more about anything you wanna know about all of em

2 Reply ...

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We're still yet to meet anyone who drives their car 24/7.

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**After-Fact5477** • 6mo ago

That's everyday practice. This isn't something to worry about.

-1 Reply ...

**12layokay** OP • 6mo ago



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**Big\_Living1448** • 6mo ago

Expedite division use this strategy in almost 9/10 cases I would say.... Thousands of trips everyday , yet no one has got filed a sentence



2



Reply

