Junk Removal Complete Worked Job

Candidate version 2 for local review

An original connected fictional Austin teaching order covering local fit, ordinary item assessment, vehicle and receiving gates, the complete price, funded launch, dated cash, handover and an own missed-item correction with a second receiver minimum. All applicable real requirements and practical evidence must be replaced for an actual operation.

Every case customer, item weight, time, capacity result, permission, load plan, receiving allowance and payment is a fictional teaching assumption. The City license input has its separately identified primary source. No author-performed physical visit or actual approval is claimed.

The complete Case J calculation

All three columns are fictional teaching assumptions. The correction column is an alternative first-order history with the same original invoice and receipt; it is not another customer sale. Owner time and vehicle/equipment use are economic costs, distinct from cash payments. Monthly continuing overhead and other business taxes remain separate from job contribution.

Metric	First plan	Next customer	First plus correction
Complete owner minutes	255	210	400
Net service price	$385.00	$345.00	$385.00
Illustrative customer tax	$31.76	$28.46	$31.76
Gross invoice	$416.76	$373.46	$416.76
Processing fee	$12.39	$11.13	$12.39
Owner time value	$127.50	$105.00	$200.00
Fuel cash	$6.72	$6.24	$12.48
Vehicle use allocation	$7.00	$6.50	$13.00
Receiver cash	$175.00	$175.00	$350.00
Stock consumed	$4.38	$3.56	$6.92
Reusable use	$4.00	$4.00	$8.00
Complete paid help	$0.00	$0.00	$0.00
Paid administration	$3.00	$3.00	$4.00
Acquisition cash	$0.00	$0.00	$0.00

Metric	First plan	Next customer	First plus correction
Contribution before reserve	$45.01	$30.57	$-221.79
Separate reserve	$20.00	$20.00	$20.00
Contribution after reserve	$25.01	$10.57	$-241.79

The first plan is $385 net and $416.76 gross. Its $12.39 assumed fee leaves $404.37 settlement. The accepted item set is 30 pieces / 180 lb; the correction alternative delivers 150 lb first and the missed 30 lb later. The second receiver minimum is paid by the operator. Figures do not establish local willingness, actual fee/tax treatment, safe handling, capacity or receiving approval.

01 The offer and actual local fit

Case J is an original fictional small-load service in Austin, Texas. One assessed capable operator removes only individually screened ordinary dry nonhazardous pieces from accessible level private ground. A suitable already-owned pickup, supported loading plan, operating authority, commercial receiving route and completed instruction/practice are prerequisites. The case does not finance a vehicle purchase or promise that one person can move every object.

Before equipment commitment, J01 compares current primary menus and the customer’s actual municipal bulky-item alternative, then tests consenting real requests for this exact service. This case invents its customers and their willingness. A published starting price is not an equivalent quote: volume, weight, access, included labor, receiver charges, extra trips and tax must be compared. The fictional $385 net first quote is not evidence that a real customer will prefer such a limited offer.

The starter lane excludes stairs, heavy bulky furniture, appliances, demolition, unknown sealed contents, hazardous materials, batteries, refrigerants, sharps, mold and bodily fluids. Inspect each real piece and its route; an item’s weight alone does not establish handling ability. Heavy or awkward work requires a separately prepared staffing/method/coverage decision or a decline. No customer lifting help is assumed.

References CASE-J-01, JB01, JB17, JB18, JB19, JB21.

02 The accepted items and private site

The fictional customer identifies the four item groups below and retains all other property inside the garage. J04 assigns stable item IDs and records permission, condition, photographs where consented, access and the intended receiving stream before the quote. Counts and weights are invented exercise data, not measured results or catalog specifications. No universal safe weight is taught.

The assumed site has level firm dry private access, clear walking/setdown space, controlled vehicle/pedestrian movement and no stairs. The customer positions their own possessions and secures animals before the visit. The operator confirms who has authority to release the items and use the site, what remains, and who is available to resolve a question. A property address or a photograph does not establish those permissions.

On arrival, match every actual item ID and condition with the accepted record. Open boxes are already consented for inspection and contain only visible ordinary screened pieces. Do not disturb unknown powders, closed chemicals, sharp debris or unsupported contamination. If access, grip, integrity,

conditions or customer authority differ, keep the affected work on HOLD and record the next action rather than guessing.

J01 invented item inventory

Accepted item IDs	Ordinary dry items	Count	Assumed total weight
J01-A01 through A08	Eight empty nestable plastic household storage bins	8	32 lb
J01-B01 through B06	Six folded light outdoor chairs with pinch points assessed	6	48 lb
J01-C01 through C10	Ten open small boxes of visible screened ordinary dry household pieces	10	70 lb
J01-D01 through D06	Six visible clean cardboard bundles already included in the accepted order	6	30 lb

References CASE-J-01, JT01, JT03, JT05.

03 Operating authority coverage and tax

The fictional operating lane is paid collection to a landfill in Austin. The City lists $380 for each landfill-hauling vehicle; a qualifying vehicle exclusively carrying recycling, compost or mulch can avoid that fee while still requiring a license. J02 separately records active authorization for the exact vehicle, confirmation and required door decals, renewal/expiry and required tonnage reporting. A payment or submitted application is not an active license.

Do not infer an exemption merely from a pickup size or a low load weight. Texas activity classifications, for-hire operation, waste versus household-goods movement, vehicle combinations, weight thresholds and the particular route require current verification. Waste removal is the offered service; moving retained belongings for reuse at another home would reopen the classification and method. The case does not supply a universal permit conclusion.

The fictional invoice uses an illustrative 8.25% customer-tax input. Current Texas taxability, sourcing, local rate and seller registration must be established for the actual transaction. Coverage must address the actual business vehicle, loading/unloading, customer property being worked on, alleged faulty work, spills, exclusions and any future staffing. Household cover or a generic policy label does not establish coverage.

J02 keeps general liability and commercial auto evidence in separate fields: insurer/policy, actual covered activity and vehicle, term, limits, deductibles, exclusions and dated confirmation. The $650 case coverage provision is a fictional aggregate budget, not evidence of either policy or a sufficient premium. Resolve actual policies and costs before dependent paid work.

References CASE-J-01, JB02, JB03, JB04, JB07, JB08, JB13.

04 The complete commercial receiving route

Texas Disposal Systems at Creedmoor is a researched receiving candidate. The City identifies it among receiving locations, and its current gate page publishes an MSW landfill base of $60 per short ton with a two-ton minimum plus additional charges. The case uses the commercial landfill inquiry lane; resident convenience tiers, household collection privileges and donation acceptance are not imported into a paid operator's plan.

For teaching only, the complete receiving allowance is max(load pounds / 2000 × $60, $120) plus $55 for all modeled surcharges and receiving tax, or $175 per visit for these small loads. The $55 is invented, not an actual TDS quote. Before loading, the operator must confirm exact material, paid-hauler/customer/account eligibility, pickup hand-unload acceptance, booked/receiving lane, hours/cutoff, complete charges, payment and rejected-load procedure with the actual receiver. No contact or approval was obtained by the authors.

J05 and J09 connect the pickup site to the actual gate, weighing instructions, staff-directed unload area, exit weighing/receipt and the return/reset route. Allow for travel, queues and earlier gate cutoff; an old cached document or an open public page does not guarantee same-day capacity or admission. A refusal leaves the cargo under the operator's responsibility: stop, retain secure custody and arrange a lawful confirmed destination before continuing. Do not leave waste at a closed gate or unapproved property.

References CASE-J-01, JB03, JB05, JB06, JT16.

05 Vehicle capacity and the restraint decision

The selected Ford manual remains an instructional reference for its actual market/model and supplied configuration. The numerical HYP-J01 paper model below is separate: none of its labels, axle weights, anchors or restraint capacities is a Ford specification. A real operator uses the actual vehicle labels, manual, instructions and a competent vehicle-specific assessment.

TECH-J-POS-01 fills the positive paper calculation for the same 30-piece, 180 lb Case J inventory. Every vehicle label, training measurement, item weight tolerance, position, restraint-system limit and evaluator record below is fictional. HYP-J01 is a hypothetical training pickup, not a Ford label set. These figures are not manufacturer specifications or physical evidence supplied by the authors.

The hypothetical label permits 1,400 lb occupants and cargo. Subtract driver 190, added equipment 110 and loose kit 100 once: 1,000 lb remains before cargo and 820 lb after the nominal 180 lb. The stipulated ready-to-work training baseline already includes those people/equipment: 3,000 front plus 3,200 rear equals 6,200 lb. Do not add the 400 lb again to that baseline.

With front axle x = 0 and rear axle x = 144 in, group centers are 108, 120, 132 and 144 in. The total cargo moment is 22,776 lb-in. Rear increment is 22,776/144 = 158.17 lb; front increment is 180 − 158.17 = 21.83 lb. Calculated loaded values are 3,021.83 front, 3,358.17 rear and 6,380 lb gross. They are calculated results, not measured scale readings.

The fictional evaluator also bounds each item mass by ±0.5 lb, each group center by ±4 in and each baseline axle by ±10 lb. Cargo upper mass is 195 lb. Independent conservative front/rear/gross upper

values are 3,039.17/3,386.67/6,415 lb; whole-pound recording rounds them upward to 3,040/3,387/6,415. Against hypothetical 3,600/3,800/7,200 lb limits, conservative whole-pound margins are 560/413/785 lb. These independent axle maxima are not one simultaneous placement and must not be added as a measured gross.

Mass PASS is one part of departure. The filled fictional ledger separately stipulates a matched HYP-R-J01 direct-capture restraint system, supported anchor directions/limits, compatible connectors, noncrushing contact, protected webbing, tire/lateral suitability and a verified ground-access/stable-release method. The fictional force assessment uses the 195 lb upper mass: 156 lbf forward, 97.5 rearward/to each side and 39 downward hold-down, compared with a hypothetical geometry-derated 200 lbf system capacity in each required direction. Those numbers belong only to this invented assessed system; they do not rate a Ford anchor, CamJam assembly or generic strap pattern. The adopted forward/lateral WLL checks are more conservative than the corresponding WLL accelerations in section 393.102; breaking-strength criteria and vertical hold-down are distinct. No summed-strap WLL shortcut or actual compliance certification is implied.

The whole paper departure is CONDITIONAL PASS only while every assumed ledger fact remains true. Actual vehicle/anchor/assembly instructions, clear evidence, permissions, handling capability and receiver acceptance must replace these stipulations before a real departure. J05 records the capacity/arrangement basis; J08 records installation, containment and final checks. Lesson 04.4 uses one complete permitted rehearsal in J14, with actual observations left blank until performed.

Filled fictional evidence records follow. Each dated entry is an invented evaluator finding used to demonstrate the complete paper decision; it is not a document obtained by the authors or evidence for a learner.

FIC-LABEL-J01 | 2026-11-20 | Fictional vehicle-loading evaluator. Hypothetical payload 1,400; GVWR 7,200; front/rear GAWR 3,600/3,800; wheelbase 144 in; manual and configuration matched within the invented scenario.

FIC-SCALE-BASE-J01 | 2026-11-20 | Fictional scale operator and vehicle-loading evaluator. Reported training baseline 3,000 front + 3,200 rear = 6,200 lb ready to work; driver/fuel/equipment included; ±10 lb per axle bounds recorded.

FIC-ITEM-J01 | 2026-11-20 | Fictional handling and weighing evaluator. All 30 accepted items individually screened, weighed within ±0.5 lb each and assessed manageable; inventory totals 180 lb, conservative upper mass 195 lb.

FIC-QUAL-J01-M | 2026-11-20 | Fictional qualified vehicle-loading evaluator. Group CG positions 108/120/132/144 in, each ±4 in; complete footprint, placement, uncertainty and mass calculations fit the hypothetical envelope. Supported predeparture mass decision is PASS; loaded verification is not required by the stipulated instructions or bounded finding for this unchanged scenario. Actual uncertainty or changed conditions reopen that decision.

FIC-QUAL-J01-R | 2026-11-20 | Fictional qualified cargo-restraint evaluator. HYP-R-J01 actual-mode geometry, readable limits, compatibility, weakest-component and directional force checks assumed confirmed: envelope 250, leg 500, connector 350, anchor 300 lbf; assessed system capacity 200 lbf each required direction; peak connection demand 160 lbf. This is not Ford/CamJam approval.

FIC-QUAL-J01-T | 2026-11-20 | Fictional qualified vehicle/tire evaluator. Vehicle/tire labels, cold pressures, condition and lateral loading compatibility assumed verified for this exact envelope; no real tire specification is provided.

FIC-GROUND-J01 | 2026-11-20 | Fictional handling and restraint instructor. Every item, attachment, cover fastening and release control reachable from stable ground; no bed climb, ramp, overhead transfer or unplanned helper. Setdown and reverse unload rehearsed within capability.

FIC-RELEASE-J01 | 2026-11-20 | Fictional cargo-restraint instructor and receiver supervisor. Items independently stable before staged restraint release; bystanders excluded; receiver hand-unload surface/sequence suitable; retained cargo stays secured. A leaning or shifted load instead remains secured for qualified help.

FIC-ROAD-J01 | 2026-11-20 | Fictional authorized operator. Active authority/cover, declared paid-hauler receiver acceptance, current gate cutoff/fees, closed tailgate, independent secured loose-material containment, lights/plate/mirrors, route, fuel/weather and permitted load-recheck stops assumed confirmed. No actual license/receiver call is claimed.

Reassess when any accepted item, mass, position, configuration, fuel/occupant/kit condition, instruction, restraint condition, access, receiver condition or uncertainty basis changes. Stop for a missing or failed critical record; obtain required loaded verification safely before an unresolved load travels.

Fictional vehicle and ready to work baseline

Field	Illustrative value	Meaning
Payload / GVWR	1,400 / 7,200 lb	Hypothetical labels, not Ford data
Front / rear GAWR	3,600 / 3,800 lb	Each axle checked separately
Wheelbase	144 in	Front axle coordinate 0; rear 144
Ready-to-work front / rear / gross	3,000 / 3,200 / 6,200 lb	Fictional reported training measurement; driver/equipment already included
Driver / added equipment / loose kit	190 / 110 / 100 lb	400 lb already in baseline; subtract once in payload method

Thirty accepted pieces and longitudinal cargo moments

Group and pieces	Nominal lb	CG from front axle in	Moment lb-in	Rear / front increment lb
J01-A01 through A08 (8)	32	108	3456	24.00 / 8.00
J01-B01 through B06 (6)	48	120	5760	40.00 / 8.00
J01-C01 through C10 (10)	70	132	9240	64.17 / 5.83
J01-D01 through D06 (6)	30	144	4320	30.00 / 0.00

Group and pieces	Nominal lb	CG from front axle in	Moment lb-in	Rear / front increment lb
Total 30 pieces	180	—	22,776	158.17 / 21.83

Calculated loaded mass and conservative margins

Check	Nominal result lb	Conservative upper lb	Hypothetical limit lb	Margin after upper bound lb
Front axle	3,021.83	3,040 rounded up	3,600	560
Rear axle	3,358.17	3,387 rounded up	3,800	413
Gross	6,380	6,415	7,200	785
Payload used incl. driver/equipment	580	595	1,400	805

Two decisions not one

Decision	Worked result	Boundary
Mass result	PASS within fictional assessed envelope	Calculated payload/gross/axle checks only
Whole paper departure	CONDITIONAL PASS	All filled fictional ledger facts must hold
Real learner departure	Not established by the example	Actual J05/J08 evidence and one J14 whole-job rehearsal required

References CASE-J-01, JT08, JT09, JT10, JT11, JT13, JT14, JT20, JT21, JT08, JT09, JT10, JT11, JT12, JT13, JT14, JT20.

06 Price the entire owner cycle

The first net price is $385.00. Owner preparation 25, round-trip travel 60, onsite 75, receiver queue/unload 40, administration 30 and reset 25 total 255 minutes, or 4.25 hours. At the illustrative $30 owner management value, owner time costs $127.50. This is a pricing value, not cash payroll or promised personal earnings. The complete time includes the receiver and return-to-base work.

Add fuel cash $6.72, separate vehicle-use allocation $7.00, receiver cash $175.00, consumed stock $4.38, reusable allocation $4.00, paid administration $3.00 and receipt fee $12.39. Paid help and acquisition are confirmed zero for these case referrals. All modeled costs leave $45.01 contribution before the separate $20 reserve and $25.01 after it. Monthly overhead and other business taxes remain outside these job-contribution figures.

Fuel at $0.24/mile is a fictional cash assumption. Vehicle-use at $0.25/mile is a separate economic allowance for the already-owned vehicle; neither is an IRS rate. Reusable kit $480 over 120 modeled visits gives $4 per visit, an invented allocation horizon rather than a service-life promise. Buy whole stock packs for $44 once; posted consumption reduces management contribution and the paid unused balance carries forward. Bundle ties are not road cargo restraints.

The separate $180 monthly continuing-overhead allowance must still be funded. Replace every placeholder with actual costs and examine the full month; a positive contribution on one order is not full business profit. If actual willingness does not support a complete acceptable price, revise the supported model or keep vehicle/equipment spending on HOLD. A receiving minimum may make a small isolated pickup unattractive to both parties.

Before buying, complete the short viability check using the same evidence from the one permitted rehearsal: (1) retain a specific receiver's documented commercial-load and hand-unload acceptance; (2) obtain the full minimum plus all fees and tax; (3) measure the complete cycle including queues, unload and reset; (4) compare a chosen sustainable minimum price with actual customer willingness for the same items, volume, access, timing and receiving service. The $175 receiving allowance and 255 minutes are fictional, not an actual TDS quote or measured cycle. Without this evidence, hold the investment.

Price sensitivity keeps the complete cost model: $385 net leaves $45.01 before reserve and $25.01 after the chosen $20 reserve. At $360 net, illustrative tax is $29.70, gross $389.70 and rounded processing fee $11.60; contribution is $20.80 before reserve and $0.80 after it. The exact cent zero-target net is $359.18 under these assumptions. Neither that arithmetic floor nor rounded $360 is a viable business price by itself: the separate $180 monthly overhead, actual acquisition, uncertainty, other business taxes and desired profit still need support. Vehicle ownership/use, cash spending, owner time, CAC and reserve remain distinct from profit.

Whole stock packs and consumption

Stock	Whole pack cash	First consumed	Next consumed	First plus correction consumed
Ordinary litter bags	$14.00	$2.10	$1.40	$3.50
Disposable work glove pairs for ordinary clean-up	$18.00	$1.80	$1.80	$2.70
Disposable bundle ties	$12.00	$0.48	$0.36	$0.72

References CASE-J-01, JB01, JB05, JB07, JB11.

07 Launch and protected household funds

Launch cash is $1,974.00: reusable kit 480, whole stock 44, hauler license 380, initial coverage 650, external instruction/practice 300 and setup 120. All except the separately sourced City license input are fictional planning allowances. Suitable owned transport is assumed. A learner needing a vehicle must

add its actual acquisition, insurance, maintenance readiness and available cash before dependent booking.

Personal cash is $10,000. Three chosen months of $2,000 essentials protect $6,000, leaving $4,000 potentially eligible for the business. An explicit approved seed of $2,500 opens the business bank; approved extra contribution is confirmed zero. The remaining $1,500 stays personal above the protected household reserve. Funding is financing, not customer revenue, and the forecast never creates an automatic loan or contribution.

The $180 handling-aid/item-scale provision includes suitable item-weighing capability and any selected handling aid; it is not an actual equipment quote. The $300 instruction/practice allowance includes initial qualified assessment and baseline/weighing-access provision without proving that they occurred. Replace the allowances with actual quotes. Any actual ongoing weighing/access fee belongs once in paid administration and other job cash and once as its dated cash payment, with the owner time included. Actual authority, safe handling, securement, receiving and one full permitted rehearsal must close before paid work depends on them. The simplified Day 0 entry does not promise one-day license processing or readiness. Use actual payable dates/lead times and delay dependent booking when necessary.

A separate $12,000 vehicle-purchase sensitivity makes the already-owned assumption visible. It is not a price recommendation or funded purchase: adding it to the base launch exceeds the current available business plan and requires a newly supported model/funding decision.

References CASE-J-01, JB03, JB08, JB11.

08 Agreement and the dated cash sequence

The example uses a documented remote inquiry, a bounded assessment and a written quote identifying exact item IDs, exclusions, ground-level access, who prepares the site, lawful receiving assumptions and the stop/change process. J07 retains the accepted version and actual formation evidence; mandatory notices, cancellation and remedy rights must be checked for the real formation circumstances. The case does not claim a universal remote-sale exemption or collect a deposit.

J01’s service and one settled gross credit occur on Day 1 (December 02 2026). Net 385 plus illustrative tax 31.76 makes gross 416.76; hypothetical fee 12.39 reduces bank settlement to 404.37, while the full 416.76 is credited against the customer invoice. The independent next order is served Day 8 (December 09 2026) and its credit clears Day 9 (December 10 2026); do not spend that future credit before it is available.

After the $1,974 launch from opening $2,500, bank is $526. First fuel/receiving/paid administration of $184.72 leave $341.28 before collection, above the chosen $300 cushion. Gross credit 416.76 less fee 12.39 raises bank to 745.65; held customer tax 31.76 and reserve 20 leave free 693.89. Customer tax and reserves remain inside the bank and are not all freely spendable.

After both planned orders, bank closes 923.74, held customer tax 60.22 and reserve 40, leaving free 823.52. These are the short teaching cash window, not a full-month profit statement. Enter actual helper payments, campaign invoices, overhead, draws, tax remittances, different settlement dates and any missing obligations in the own dated ledger; each real payment is recorded once.

References CASE-J-01, JB07, JB09, JB10, JB11.

09 The applied pickup loading and receiving visit

At arrival the operator compares the accepted 30-piece inventory, actual site and customer authority, separates retained possessions and prepares clear travel/setdown zones. Ordinary supported pieces are handled only with suitable grip, stable footing, feet turned with the load and controlled lowering. If a separately trained and assessed hand-truck method is added, its actual instructions, load stability and route must support it. Stop for blocked visibility, poor grip, uncontrolled motion or an item outside the assessed capability.

The accepted load is arranged under the supported vehicle/load plan, restrained against the applicable directions and contained separately against loose material escape. Inspect the selected compatible restraint assembly, anchors, edge protection, closures and tailgate before departing. Do not improvise a road pattern from a diagram, a bundle tie or an assumed vehicle rating. The detailed technical lessons and J05/J08 hold the actual evidence and stop conditions. The completed TECH-J-POS-01 paper example in Case J section 05 shows the mass PASS and separate conditional release. J05/J08 still need actual supported evidence for a real order; no hypothetical system rating is transferred to the selected vehicle.

At the confirmed receiver, follow gate/staff instructions, scale sequencing, speed and the assigned permitted unload method. Unload only where authorized, control bystanders and door/tailgate movement, and establish independent load stability before releasing restraint. A shifted or leaning load remains closed and secured for suitable qualified help. Retain actual weight/fee/payment evidence linked to J09; the receiving ticket is distinct from the pre-departure capacity decision and no scale result was measured by the authors. Reassess a rejected load or unsafe unload before proceeding.

The planned visit closes each accepted item ID, confirms nothing retained was removed, checks customer-property/access condition and records any unresolved issue. Return/reset includes ordinary waste residues, equipment inspection and storage under the selected instructions. A customer signature cannot clear an unsupported load or conceal unfinished accepted work.

References CASE-J-01, JT01, JT02, JT04, JT08, JT10, JT11, JT13, JT14, JT15, JT16, JB05, JB06.

10 Handover invoice credit and actual fees

J12 connects the observed agreed result, customer response, unresolved items and issued invoice. The copyable blank template is completed with actual business/customer details, dates, accepted scope, applicable tax, payment trigger and required notices before use. The course does not send a customer document or post photographs/reviews.

The J01 teaching invoice remains net 385/tax 31.76/gross 416.76. One gross payment 416.76 clears its balance; the 12.39 merchant fee is the business’s cost and does not create a customer short payment. J10 keeps settlement 404.37, actual availability, held tax and reserve distinct. Learner actual-fee/gross-receipt inputs support documented actual settlements, including confirmed zero fees; a planned fee formula is not receipt evidence.

If a customer requests additional pieces before work, reassess the material/site, capacity, receiving and full time/cost. The independent change example proposes net 445 for an additional 40 lb and 35 owner minutes, with written authorization before the added work. It is not the operator-fault correction. Without supported scope and agreement, keep the original work or decline the addition; do not impose a surprise fee after the job.

References CASE-J-01, JB09, JB10, JB11, JB14.

11 An own missed item causes a second receiving minimum

In the correction alternative, the operator mistakenly leaves all six D-series cardboard bundles that were already in the accepted item list. The initial actual delivery contains 24 pieces/150 lb. The customer reports the omission on Day 3; a permitted no-charge return on Day 4 removes the remaining 6 pieces/30 lb. Total accepted quantity stays 30 pieces/180 lb. The original invoice, gross receipt and one original reserve stay unchanged.

The operator pays the second actual receiving trip minimum. Modeled receiver cash becomes 350 rather than 175. Total owner time becomes 400 minutes, fuel cash 12.48, vehicle use 13.00, stock consumption 6.92, reusable allocation 8 and paid administration 4. Together with the same 12.39 fee and owner value 200, contribution becomes−221.79 before reserve and−241.79 after it. No new customer sale, fee, receipt or automatic extra funding is invented.

The contribution reduction from the original plan is 266.80. The extra direct cash after the original receipt is 181.76, consisting of added receiver cash 175, fuel 5.76 and paid administration 1; owner time, stock already purchased and vehicle/equipment allocation explain the larger economic decline. The final alternative bank/free after the next order are 741.98/641.76. Its minimum free cash is 327.89, still above the chosen 300 cushion.

J11 documents the report, original accepted IDs, responsibility, supported remedy, permission and actual correction outcome. A new unsupported material is assessed separately. Review why the agreed-item closeout failed and update the control; do not turn your missed work into an automatic customer surcharge.

References CASE-J-01, JB05, JB09, JB10.

12 The next customer and separate acquisition test

J02 is a separate customer and accepted 150 lb teaching load, not a recurring sale or the first customer’s left-behind property. Its owner categories 20/50/60/35/25/20 total 210 minutes. Net 345 plus illustrative tax 28.46 makes gross 373.46; hypothetical fee 11.13 leaves settlement 362.33 on Day 9. Owner value 105, receiving 175, fuel 6.24, vehicle use 6.50, stock 3.56, reusable 4 and paid administration 3 leave contribution 30.57 before reserve/10.57 after it.

This next result does not prove route density, demand or a measured speed improvement. Retain actual inquiries, accepted work, refused requests and time—including receiver queues and reset—before revising the model. Test the full month against actual recurring overhead, cancellations, weather, gate cutoffs and customer alternatives.

J15’s separate fictional campaign spends 120 cash and 180 owner minutes at 30/hour, or 90 of owner value. Full acquisition cost is 210. Two completed paid orders give 60 cash CAC and 105 full CAC. With no completed paid orders, CAC is unavailable, not zero. These campaign outcomes are invented and are not charged to Case J’s confirmed-zero referral acquisition. Allocate actual cash and owner prospecting time without posting the same cash twice.

The optional video uses a different selected-cost example:600 revenue minus 120 receiving,50 selected fuel/consumables and 150 helper pay leaves 280 before omitted owner time, ownership, overhead, employment burden and other costs. Five owner hours plus five helper hours are ten combined person-hours. That balance is not profit, take-home pay or the complete Case J calculation.

References CASE-J-01, JB01, JB11, JB12, JB14, JB15, JB16.

13 One practical rehearsal and readiness decision

Use J14 to link actual evidence already collected in J01–J13 rather than repeat each form. Close the supported offer, real demand/price fit, authority/coverage/tax, named commercial receiver, actual vehicle/anchor/capacity plan, item/site assessment, funded dates, accepted quote and customer closeout. Keep a dated responsible next action for every unresolved condition.

Complete one permitted whole-job rehearsal with the actual supported setup: preparation, full route, collection, supported placement/restraint, permitted receiving/unload, payment evidence where applicable, administration and reset. Record actual times, individual handling observations, dated baseline and item weights, qualified capacity/placement assessment, measured readings where required, planned rechecks, restraint checks, receiving compatibility and unresolved problems. Keep measured and calculated results distinct. Obtain suitable hands-on instruction wherever the operator cannot yet perform safely. Diagrams, budget provision and written completion are not practical evidence.

The course authors performed no real customer pickup, receiving transaction, timed rehearsal, load test, insurer approval or permit application. The worked paper case stipulates prerequisites solely to teach the connection. Choose proceed for an actually supported order, HOLD for missing evidence/unsafe findings or decline work outside the prepared offer; no text-only completion or positive formula result overrides those conditions.

References CASE-J-01, JT03, JT08, JT13, JT14, JT15, JT20.

Source register

Read the identified official source in its product and jurisdiction limits. Recheck changing requirements and exact equipment documents before work. Original teaching figures and fictional observations are not field validation.

JB01 Market research and competitive analysis

Demand and competitive alternatives inform the local-fit research design.

No Austin demand or willingness was measured; this is a research method.

https://www.sba.gov/business-guide/plan-your-business/market-research-competitive-analysis

JB02 Launch your business

Identity, business location, registration, licensing, banking and coverage are distinct decisions.

General map only; it does not supply a hauling authorization.

https://www.sba.gov/counseling/launch-your-business/

JB03 Private Waste Hauler

Austin for-fee collection license, vehicle-specific confirmation/decals, annual renewal/expiry, tonnage records and separate general-liability and commercial-auto evidence. The published $380 fee applies to landfill-hauling vehicles.

A recycling/compost/mulch-only fee exemption does not remove the license requirement. Verify the actual route and current application/vehicle requirements; no application, license, exemption, policy or approval was obtained.

https://www.austintexas.gov/development-services/private-waste-hauler

JB04 TxDMV Number

State carrier registration triggers include qualifying weight/rating and household goods for compensation regardless of vehicle weight.

A small pickup or junk-removal label is not an exemption. Actual discarded-waste versus moving-goods activity and state/federal applicability require supported resolution before dependent work.

https://www.txdmv.gov/motor-carriers/txdmv-number

JB05 Gate Rates and Waste Drop Off Prices

Named Creedmoor landfill MSW lane, two-ton minimum, rate and extra charges; current web hours differ from older PDF/FAQ.

Published $60/ton plus charges with $120 base minimum is not an all-in quote. Commercial paid-hauler, vehicle, hand-unload, PPE, payment, material acceptance and total charges need direct preloading confirmation. $66 citizen tier is not assumed. Case J $175 is fictional, not TDS pricing.

https://www.texasdisposal.com/gate-rates/

JB06 Texas Disposal Systems Landfill FAQ

Accepted ordinary trash categories, excluded materials, receiving queries and scale-ticket reprint path.

FAQ says 7pm, newer gate page says 5:30pm or sunset; use earlier published closure and confirm hand-unload/last-entry. Generic coverings/tie-down lists are not securement engineering or an override of Texas law/manufacturer instructions.

https://www.texasdisposal.com/faqs/landfill/

JB07 Taxable Services

Garbage and other waste collection/removal is listed as taxable real-property service.

Actual classification, sourcing, permit, current rate and reporting remain transaction-specific. Case 8.25% is illustrative, not an address lookup.

https://comptroller.texas.gov/taxes/publications/96-259.php/1000

JB08 Small Business Insurance

Personal and business cover differ; a business-owner package does not automatically include commercial auto or all exposures.

No actual policy, waste activity, helper, rented truck, damage, deductible or claim outcome is approved.

https://content.naic.org/consumer/small-business.htm

JB09 Buyers Remorse The FTC Cooling Off Rule May Help

Covered off-premises sales, formation facts, exclusions and required notices.

Entirely remote formation is a factual issue. Online contact followed by onsite sale is not automatically entirely remote; state/local rights also need review.

https://consumer.ftc.gov/articles/buyers-remorse-ftcs-cooling-rule-may-help

JB10 Door to Door Sales and Three Day Right of Rescission

Texas-specific off-premises consumer-sales rights and required seller documents for covered transactions.

Scope/exclusions require review of the actual transaction; no generic mandatory-notice form or waiver is supplied.

https://www.texasattorneygeneral.gov/consumer-protection/home-real-estate-and-travel/door-door-sales-3-day-right-rescission

JB11 Recordkeeping

Supporting documents establish income, expenses and property entries; retention depends on the recorded event.

Management owner time and reserves are not automatically deductible expenses; no universal retention period.

https://www.irs.gov/businesses/small-businesses-self-employed/recordkeeping

JB12 Estimated taxes

Income/self-employment tax review remains separate from customer sales-tax money.

No personal liability, due date or fixed tax-saving percentage is prescribed.

https://www.irs.gov/businesses/small-businesses-self-employed/estimated-taxes

JB13 Independent contractor or employee

Future help requires actual relationship/control review for federal employment-tax classification.

Not a universal state employment, safety, wage or insurance determination; customer assistance is not the default solution.

https://www.irs.gov/businesses/small-businesses-self-employed/independent-contractor-self-employed-or-employee

JB14 Advertising and Marketing

Advertising claims need evidence and truthful material disclosures.

No approval of the example ads, verified credentials, donated tonnage, customer testimonial or environmental percentage is implied.

https://www.ftc.gov/business-guidance/advertising-marketing

JB15 Junk removal services near Austin Texas

Current junk-removal category in Austin confirmed; requests distinguish haul size, stairs and large items.

Category availability does not establish this operator eligibility, terms, lead price, job volume or earnings; no account created.

https://www.thumbtack.com/tx/austin/junk-removal

JB16 Pros and paid connections

Primary pro information describes paid leads, budgeting and controls.

Promotion not adopted. Current exact account/category billing, matching, refund and spending terms must be reviewed before funding; a lead is not an accepted order.

https://www.thumbtack.com/pro?coBrand=networkleads

JB17 Item Hauling Pricing

Dated Austin public menu with minimum, cubic-foot bands and special-handling differences.

No contact or customer quote; size, stairs, crew, exact duration and tax terms not established; environmental/credential claims not adopted.

https://www.gorillajunk.com/junk%20removal/prices/

JB18 KAT Junk Removal Pricing

Austin-area public trailer fractions and single-item example with weight sensitivity.

Trailer dimensions, payload, crew, duration, stairs, taxes and special fees not established; not equivalent to solo core.

https://www.katjunkremoval.com/

JB19 Austin Junk Removal Pricing and Rates

Current Austin public 15-foot trailer bands, included work, tax and specialty/extra-labor examples.

Do not infer usable volume/payload or copy heavy/special-item promises. No quote/contact; crew for standard load and actual duration unknown.

https://smileysjunkremoval.com/pricing

JB20 Recycle and Reuse Center

Resident eligibility/appointments and restricted materials; business hazardous waste is not eligible.

Resident privileges do not establish acceptance of paid commercially hauled loads. No core route uses this center or hazardous material.

https://www.austintexas.gov/resource-recovery/locations/recycle-and-reuse-drop-center

JB21 On Demand Collection Program Calendar Year Update February 19 2026

Official current evidence that municipal on-demand bulk collection is a real customer alternative.

Not proof that every customer/address/item qualifies or that pickup is free. Ask customer to check current eligibility, allowed items, schedule and terms themselves.

https://services.austintexas.gov/edims/document.cfm?id=467844

JT01 Materials Handling Heavy Lifting

Size, shape, reach, grip, duration and surroundings affect handling risk. Keep loads close, avoid twisting while loaded, prepare access and use appropriate assistance/aids.

General electrical-work ergonomic examples, not a junk-hauler qualification or universal solo lifting allowance; historical statistics and 50-pound examples are not imported as a safe threshold.

https://www.osha.gov/etools/electrical-contractors/materials-handling/heavy

JT02 Materials Handling Pushing Pulling and Carrying

Handle position, visibility, wheel condition, pushing force and surface affect cart handling. Keep sight over the load; inspect wheels and use appropriate tire pressure.

Not a complete model-specific handtruck operating method; numeric force examples and stair-machine instructions are not transferred to core practice.

https://www.osha.gov/etools/electrical-contractors/materials-handling/pushing

JT03 Materials Handling and Storage OSHA 2236

Plan material movements and use equipment within its capabilities. Keep routes clear and provide suitable instruction/practice for manual handling.

Older general guidance, current access confirmed; not used for old injury statistics, lifting capacities, current penalty values or powered equipment qualification. Core excludes powered handling.

https://www.osha.gov/Publications/osha2236.pdf

JT04 Personal Protective Equipment Overview

PPE selection, fit, condition, limitations and training follow assessed hazards.

Does not establish a universal junk-removal PPE list or make respiratory exposure permissible. Employer duties depend on actual operation; course excludes contaminated work.

https://www.osha.gov/personal-protective-equipment

JT05 Household Hazardous Waste

Household products can have hazardous properties and must not be mixed indiscriminately. Household federal exclusion does not eliminate state/local regulation.

No commercial collection/transport/storage permission inferred; no chemistry recipes, opening, sampling or hazardous packaging taught.

https://www.epa.gov/hw/household-hazardous-waste-hhw

JT06 Used Lithium Ion Batteries

Batteries/devices should not enter ordinary trash or municipal recycling bins; damage/crushing can start fires. Business and transport conditions differ from household advice.

Core excludes batteries/devices. No hazmat packaging, terminal-taping transport recipe or damaged-battery procedure supplied.

https://www.epa.gov/recycle/used-lithium-ion-batteries

JT07 Stationary Refrigeration Safe Disposal Requirements

Refrigerant appliances follow a separate safe disposal chain.

Appliances excluded from core; no refrigerant recovery, cutting lines, certification claim or universal appliance-hauler duty invented.

https://www.epa.gov/section608/stationary-refrigeration-safe-disposal-requirements

JT08 2024 U S F 150 Owner s Manual load carrying and anchor precautions

Actual label controls occupants/cargo payload; additional equipment reduces availability. GVWR and individual GAWR are separate limits. Do not attach one tie-down between bed and tailgate anchors; actual applicable anchor evidence required.

Reference configuration is illustrative. Actual labels, supplied manual, accessories/condition and competent actual arrangement validation remain mandatory. Tailgate-only 400 lb is not a bed-anchor rating. Searchable 276/600 lb table rejected after model footer showed 2024 Maverick. No engine-specific capacity imported.

https://www.fordservicecontent.com/Ford_Content/vdirsnet/OwnerManual/Home/Content?ProcUid=G2135395&Uid=G2135387&buildtype=web&countryCode=USA&div=f&languageCode=en&moidRef=G2129608&userMarket=USA&vFilteringEnabled=False&variantid=9537

JT09 TireWise Tires

Vehicle placard/manual identifies appropriate size and recommended cold inflation. Sidewall maximum is not the vehicle’s prescribed pressure.

No tire pressure or rating prescribed for an unidentified truck; actual modifications/fitted tires require applicability check.

https://www.nhtsa.gov/vehicle-safety/tires

JT10 Transportation Code Chapter 725 Transportation of Loose Materials

Refuse falls within loose material; chapter has an operation-specific commercial definition. Commercial loose-material loads require firmly front/back secured covering or complete compartment enclosure; secure tailgate and remove residue from non-load-carrying parts.

Texas example only; low-load exception in (c) is subject to commercial (e), not an automatic commercial exemption. No penalty figures imported. Containment does not certify load restraint.

https://tcss.legis.texas.gov/resources/TN/pdf/TN.725.pdf

JT11 Cargo Securement Rules

Covered interstate cargo-carrying CMVs need adequate restraints and sound components. Geometry, load behavior, abrasion protection and secure attachments matter.

Applicability qualified; no generic minimum strap count or simplified aggregate WLL calculation transferred to every load. General page's abbreviated WLL summary not used for same-side calculations; actual rule controls.

https://www.fmcsa.dot.gov/regulations/cargo-securement/cargo-securement-rules

JT12 49 CFR 392 9 Inspection of cargo cargo securement devices and systems

Covered drivers verify distribution, securement and unobstructed controls/exits before driving. Inspection within first 50 miles; subsequent duty-status/3 hours / 150 miles earlier trigger, subject to limited exceptions.

Federal applicability must be established separately; does not displace stricter maker instructions or state law. Course does not claim an exception for local small trucks.

https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-392/subpart-A/section-392.9

JT13 Tie Down Warning and working load terminology

Inspect entire tie-down; reject unreadable identification, damage, knots or doubtful strength. Working load limit and breaking strength differ.

Keeper identified inspection example; do not transfer Keeper mechanism instructions to CamJam. Actual selected maker governs.

https://keeperproducts.zendesk.com/hc/en-us/articles/42003871042711-Tie-Down-Warning

JT14 CamJam Ratchet Strap System instructions 101943 000 REV A

Original single-loop inline mechanism sequence and release/reset. Minimum 1.5 spindle turns; actual labeled lashing method, paired restraints, compatible anchors and independently stable release matter.

Mechanism practice on an unladen stationary setup is distinct from design of a road restraint system. PDF covers 500 and 1,000 lb models; actual Large labels/kit apply. No copied manual drawings; actual cargo/anchor force design requires competent validation. No claim that learning a ratchet alone qualifies a road load. New teaching close-ups are simplified functional views rather than hardware dimensions or manufacturer artwork. Match the actual Large kit and current supplied manual; all mechanism practice starts unladen and stationary.

https://niteize.com/media/wysiwyg/Instructions/101943-000_EDIT_A_WEB.pdf

JT15 Properly Loading a Hand Truck Is Important Here s How to Do It

Assess surroundings/capacity, load a stable low base, maintain visibility and center/secure material on nose plate.

Optional separately trained extension; exact model manual/assembly/ratings still required. No stair method, tilt-angle or capacity invented. Assembly index was 403 and not treated as reviewed.

https://www.magliner.com/blog/properly-loading-a-hand-truck-is-important-heres-how-to-do-it

JT16 Preventing Backovers Backing Safety Solutions

Avoid unplanned people in vehicle paths and use a properly organized spotting arrangement when needed.

Construction guidance used for principles only, not claiming every suggestion is an OSHA requirement or substituting an unbriefed customer for a spotter.

https://www.osha.gov/preventing-backovers/solutions

JT17 Heat Water Rest Shade

Provide water, rest and cool recovery matched to conditions; gradual adaptation matters for new/returning workers.

No universal break duration, medical diagnosis or heat-safe threshold stated.

https://www.osha.gov/heat-exposure/water-rest-shade/

JT18 About Handwashing

Wash after garbage contact; wet/lather/scrub at least 20 seconds/rinse/dry.

Community hygiene guidance, not a contaminated-waste cleanup or clinical procedure.

https://www.cdc.gov/clean-hands/about/index.html

JT19 CamJam Ratchet Strap System Large instructions and warnings

Large original supplied system described separately from 500 lb model. Warnings require compatible attachment strength, pre-use inspection, protected webbing and first 10-mile / then 50-mile checks.

No price or purchase endorsement. Product wording about hooks is broader than the supplied hook-free system: actual kit and manual prevail. Do not treat advertised WLL as anchor/cargo-system capacity.

https://niteize.com/camjam-ratchet-strap-system-large

JT20 2025 General Body Builders Layout Book Vehicle Weight and Center of Gravity

Vehicle weight/center of gravity can be calculated using credible consistent inputs; calculated axle loads can be compared with GAWR. Physical verification is appropriate when accuracy is uncertain, limits are close, or calculation is impractical.

General upfitter methodology only. Its example is an F-550, not the reference F-150. No F-550 rating, body equipment, center-of-gravity limit, incomplete-vehicle certification, modification procedure or generic approval is transferred. Course requires a competent vehicle-specific assessment rather than teaching a novice to design an upfit. Does not establish universal onsite loaded weighing at every pickup.

https://static.nhtsa.gov/odi/inv/2024/INRD-PE24023-21075.pdf

JT21 49 CFR 393 102 Minimum performance criteria for cargo securement devices and systems

The rule distinguishes breaking-strength criteria from working-load criteria; these are not one interchangeable set of coefficients. For cargo not contained by the vehicle structure, a separate downward force provision is specified.

Covered-operation applicability must be established separately. The fictional positive assessment uses explicitly selected conservative force bounds and invented compatible-system capacities; this source does not validate its hardware, geometry, anchor capacity or any actual F-150/CamJam configuration. No universal strap pattern or summed-WLL shortcut is taught.

https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-393/subpart-I/section-393.102

CASE J 01 Work Money and Place Original Case J

Original fictional assessed small-load pickup, full owner cycle, receiver minimum, launch, dated cash and own-fault second disposal trip.

No real customer, demand result, actual tax determination, vehicle/anchor rating, measured scale ticket, commercial receiver approval, hands-on instruction or physical trial is claimed.