FRED Score

MOTOR CARRIER SAFETY REPORT

RBEX INC

DBA APPLE TOWING COMPANY

USDOT 1162821 · MC 458548 · Houston, TX · Authorized For-Hire

Satisfactory

75.0 / 100 FRED Score

Low confidence · 23 yrs history · 15 roadside inspections

UPSIDE CAPPED

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	Jan 2025 – Sep 2026
Check it's current	fred-score.com/carrier/1162821

Scan to see whether anything has changed since this report

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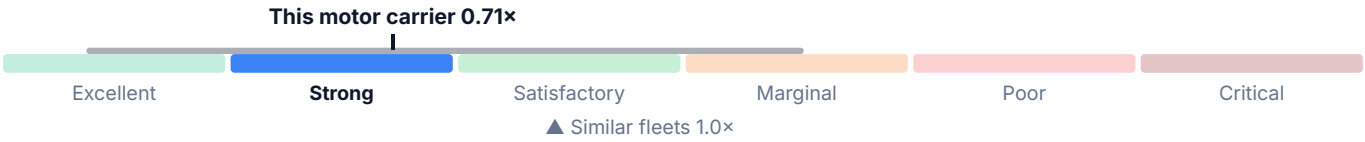
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The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 7.

Summary

Expected crash rate is probably lower than similar fleets (about an 80% chance), but the record is too thin to say by how much.

Similar fleets: interstate fleets of 50–99 trucks with the same kind of operation, years in business and amount of road activity. Compared using its own crash record and roadside inspections.



0.8 vs 1.1
expected crashes in the next 12 months, vs 1.1 for similar fleets
Likely 0–2 crashes

~2%
chance of a fatal crash in the next 12 months
Below similar fleets.

0.71×
crash rate relative to similar fleets
80% likely 0.22×–1.33×

What's driving the grade

Crash history
better worse
Leans better, not yet proven. 1 injury crash on the FMCSA record in 24 months (about 0.5 a year); similar fleets have about 1.1 a year. The grade counts 3 crashes in its 36-month scoring window, recent ones weighted most.

Roadside inspections
better worse
Better than peers. Violations 0.45× and unsafe-driving and hours-of-service violations 0.74× the rate expected for its inspections. Together they move its crash estimate -9%: roadside results weigh far less than crash history.

Notes on this record

Upside withheld
Its risk relativity (0.71× similar fleets) would put it in **Strong**; this rule holds it at **Satisfactory**:
- Held one band lower (interim): the filed fleet isn't corroborated roadside — see Exposure Unverified below

The downside is never capped.

Exposure unverified
The expected crashes behind this grade assume the filed fleet of **74** power units is real, but the roadside record corroborates little of it — **12** units seen in 24 months, 0.11 inspections per filed unit-year. Verify the fleet size before relying on the crash expectation.

Mileage unreliable
MCS-150 annual mileage appears too low for fleet size given observed activity. The per-100k-mile benchmarks are left out; the FRED grade does not use mileage.

Intrastate operation
Runs within one state. Roadside inspections are rarer for intrastate fleets than for interstate ones, so this record rests mainly on crash reports, which states file for intrastate trucks too.

FMCSA status today

live check · Nov 7, 2026, 10:17 PM CT

Operating authority	Operating authority active
Insurance / authorization	Liability $1M on file (req. $750K)
Out of service	Not out of service
Safety rating	No FMCSA safety rating

Worth a closer look

From the FMCSA record. The grade already counts the safety items; insurance filings and links to other motor carriers are not in it.

Injury crashes

1 crash with 1 person hurt in 24 months.

Ask: claim status and driver history for these crashes.

Lights and tires

Lights are 8 of 12 violations (67%). Light or tire defects led to 4 out-of-service orders.

Ask: the preventive-maintenance schedule and shop records.

Filed fleet not seen on the road

Only 12 of the 74 filed power units were seen at a roadside inspection in 24 months (15 inspections in all). The crash expectation behind the grade assumes all 74 are running. Its grade is held one band lower until the fleet is confirmed.

Ask: how many trucks are actually operating, with the vehicle schedule (the MCS-150 was last updated Jan 2026).

Strengths

- Driver out-of-service rate 0.0% vs 6.7% national.
- No FMCSA BASIC alerts.

Data flags

- **Unreliable reported mileage** — The motor carrier's self-reported annual mileage (MCS-150) looks implausible, so exposure- and mileage-based figures may be distorted.
- **Estimated mileage** — No usable mileage was reported, so exposure was estimated from similar motor carriers. Mileage-based metrics here are approximate.

Roadside and crash record

FMCSA record Jan 2025 – Sep 2026 · grade scored on Sep 1, 2023 → Sep 30, 2026

1	15	20.0%	0.0%	12
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 1 injury · 0 tow-aways	53% clean (no violations)	3 of 15	0 of 15	4 out-of-service
		National avg 22.3%	National avg 6.7%	

Inspected less often than interstate fleets of 50–99 trucks in Texas (about 117 in 24 months would be typical).

Inspections per quarter

inspections with an out-of-service order



Compared with 241 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS
Crashes	0.007	0.027
Inspections	0.16	0.83
Violations	0.08	0.51
Critical violations	0.01	0.11

Yearly rates from the last 24 months. Peers: interstate fleets, 50–99 power units, high-risk cargo. Reported mileage is unreliable, so per-mile rates aren't shown.

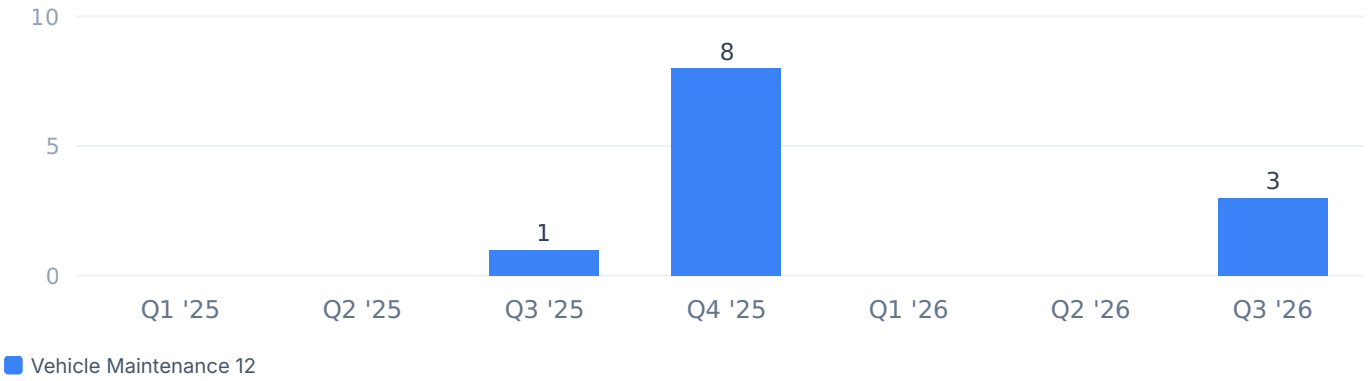
Violations

12 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	12	4	Lights 8 · Tires 1 · Other parts 3
Unsafe driving No alert	0	—	—
Hours of service No alert	0	—	—
Driver fitness No alert	0	—	—
Drugs & alcohol No alert	0	—	—

Out-of-service share of each category. “No alert” = under FMCSA's BASIC intervention threshold.

Violations by quarter



Crashes 24 months

1 crash · 1 injury

DATE	STATE	SEVERITY	CONDITIONS
Apr 17, 2025	Texas	Injury · 1 person hurt	Dark - lighted, two-way trafficway divided unprotected median.

Insurance filed with FMCSA FMCSA record through May 14, 2026 · no change recorded by FMCSA since

Today · live FMCSA check

Liability (BIPD)	$1M on file · req. $750K
Cargo	not required
Bond	not required

On FMCSA's filing record

Last on FMCSA's record (May 14, 2026)

$1,000,000 · NATIONAL INTERSTATE INSURANCE COMPANY

on record since Nov 1, 2017 · FMCSA minimum $750,000

Cargo filing

not required by FMCSA (household-goods motor carriers only); the cargo policy is not on FMCSA's record

36 months to May 14, 2026

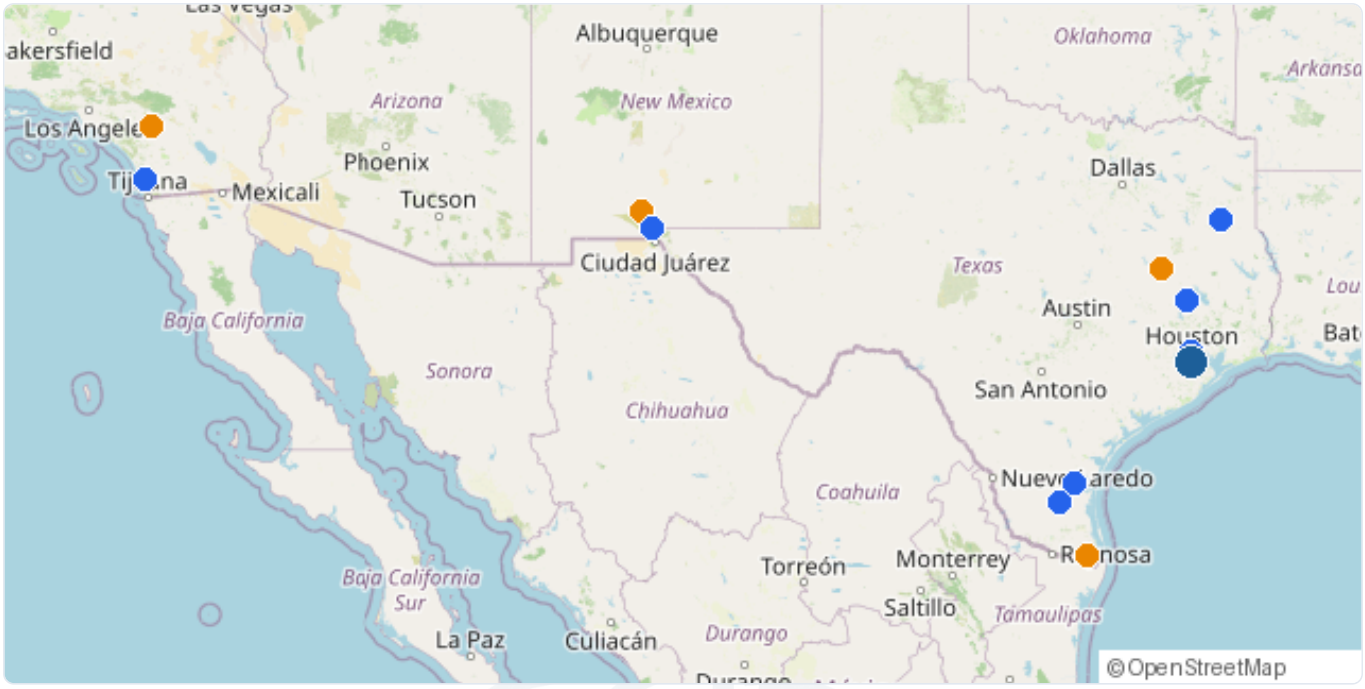
- One liability insurer throughout
- No gap in filed liability coverage while liability was required

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Dec 26, 2017)

FMCSA filings only, not a policy audit. Not part of the FRED grade.

Where it operates

roadside inspections and crashes, 24 months



Inspections by state

Texas (HQ)	9
New Mexico	4
California	2

Fleet, registration and cargo

Fleet and equipment

Power units	**74** all owned
Drivers · CDL	**65 · 15**
Annual miles	**1.6M** unreliable

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	61	0	0	**61**
Tractors	13	0	0	**13**
Trailers	8	0	0	**8**

Registration

Registered	**08-25-2003** (23 yrs)
MCS-150 update	**01-21-2026**
FRED Score date	**Nov 07, 2026**
Officer	**MICHAEL W. SCULLY**
Phone	**(713) 383-6200**
Email	mscully@appletowing.com
Address	2030 Holmes Road, Houston TX 77045

Cargo risk 70.1 · high

Motor Vehicles | Drive/Tow Away | Metal: Sheets/Coils/Rolls | Machinery/Large Objects | Oilfield Equipment | General Freight | Building Materials | Construction

High-risk cargo: Motor Vehicles, Drive/Tow Away, Machinery Large, Oilfield Equipment, General Freight

"General Freight" is a catch-all; the actual cargo mix and its risk may differ.

Estimated from the commodity types reported to FMCSA, not from loss history or the true cargo mix.

NOTICE

Data sourced from FMCSA. The FRED Score is an analytical opinion and is not an FMCSA safety rating. Unless a motor carrier has received an Unsatisfactory safety rating under 49 CFR Part 385 or has otherwise been ordered to discontinue operations by FMCSA, it is authorized to operate. This information is provided for informational purposes only and should not be the sole basis for any decision.

Are you this motor carrier and believe something here is wrong? Dispute it at fred-score.com/dispute. How the FRED Score works: fred-score.com/methodology.