FRED Score

MOTOR CARRIER SAFETY REPORT

JOHN R LOOMIS INC

DBA LOOMIS TRUCKING

USDOT 19721 · MC 92822 · West Pawlet, VT · Authorized For-Hire

Satisfactory

75.0 / 100 FRED Score

Low confidence · 52 yrs history · 5 roadside inspections

UPSIDE CAPPED

Prepared	November 8, 2026
Grade scored on	Oct 1, 2023 → Oct 31, 2026
FMCSA record shown	Feb 2025 – Jul 2026
Check it's current	fred-score.com/carrier/19721

Scan to see whether anything has changed since this report

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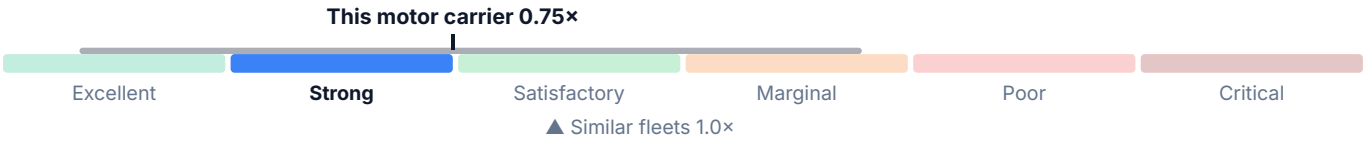
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The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 6.

Summary

Expected crash rate is probably lower than similar fleets (about a 70% chance), but the record is too thin to say by how much.

Similar fleets: interstate fleets of 6–9 trucks with the same kind of operation, years in business and amount of road activity. Compared using its own crash record and roadside inspections.



0.2 vs 0.3
expected crashes in the next 12 months, vs 0.3 for similar fleets
Likely 0–1 crashes

<1%
chance of a fatal crash in the next 12 months
Below similar fleets.

0.75×
crash rate relative to similar fleets
80% likely 0.20×–1.46×

What's driving the grade

Crash history
better worse

About typical. 0 crashes on the FMCSA record in 24 months; similar fleets have about 0.3 a year. The grade counts 1 crash in its 36-month scoring window, recent ones weighted most.

Roadside inspections
better worse

Better than peers. Out-of-service orders 0.53×, violations 0.59× and unsafe-driving and hours-of-service violations 0.67× the rate expected for its inspections. Together they move its crash estimate -13%: roadside results weigh far less than crash history.

Notes on this record

Upside withheld

Its risk relativity (0.75× similar fleets) would put it in **Strong**; this rule holds it at **Satisfactory**:

- Strong withheld: the posterior is not confident enough that risk sits below 0.76× class

The downside is never capped.

Advisory grade — outside the ranked book

Fleets under 10 power units are graded against their size cohort for reference, but sit outside the 10+ power-unit underwriting book the FRED rank covers.

FMCSA status today

live check · Nov 8, 2026, 2:31 AM CT

Operating authority	✓ Operating authority active
Insurance / authorization	✗ Required insurance NOT on file: bond/BMC-84 ($0 of the required amount)
Out of service	✓ Not out of service
Safety rating	✓ Satisfactory (rated 1989-09-06)

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.

Nothing on the FMCSA record stands out.

Strengths

- No reportable crashes in 24 months.

Roadside and crash record

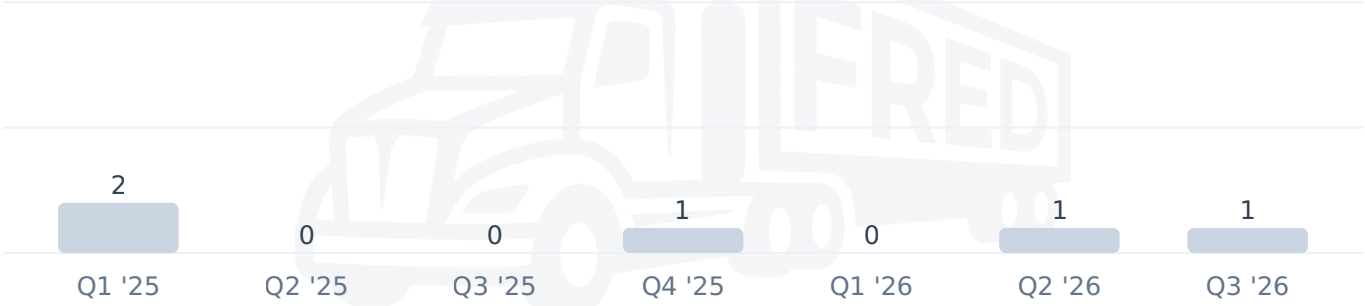
FMCSA record Feb 2025 – Jul 2026 · grade scored on Oct 1, 2023 → Oct 31, 2026

0	5	0.0%	0.0%	2
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 0 injuries · 0 tow-aways	80% clean (no violations)	0 of 2	0 of 5	0 out-of-service
		National avg 22.3%	National avg 6.7%	

Inspected about as often as interstate fleets of 6–9 trucks in Vermont (about 9 in 24 months would be typical).

Inspections per quarter

inspections · with an out-of-service order



Compared with 57,530 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS	PER 100K MILES	PEERS
Crashes	0.000	0.043	0.000	0.069
Inspections	0.56	1.57	0.87	2.49
Violations	0.12	1.56	0.19	2.52
Critical violations	0.00	0.29	0.00	0.45

Yearly rates from the last 24 months. Peers: interstate fleets, Small (advisory) power units, medium-risk cargo.

Violations

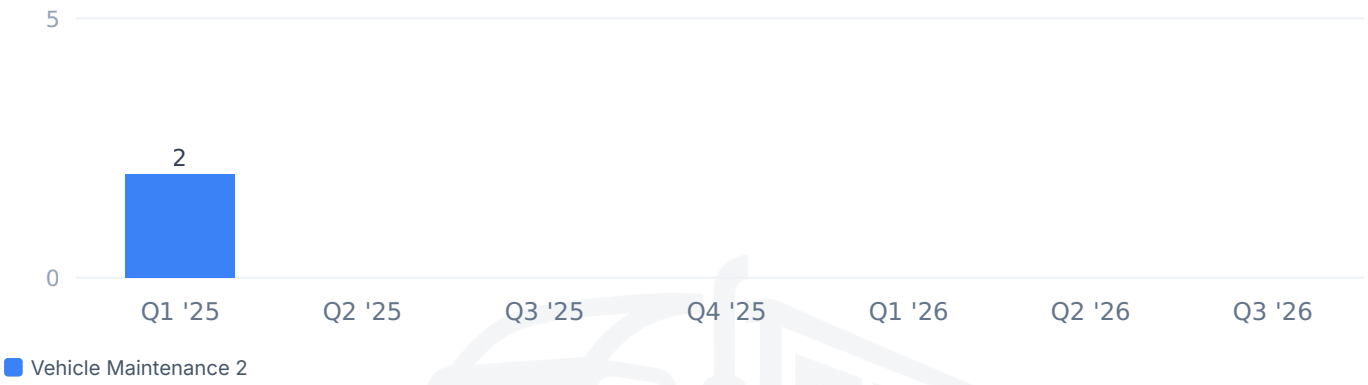
2 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	**2**	0	Lights 2

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
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

No reportable crashes on the FMCSA record in the last 24 months.

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

Today · live FMCSA check

Liability (BIPD)	**$750K on file · req. $750K**
Cargo	**not required · $5K on file**
Bond	**required, none on file**

On FMCSA's filing record

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

$750,000 · SENTRY SELECT INSURANCE COMPANY
on record since Nov 6, 2022 · FMCSA minimum $750,000 · no gap on FMCSA's record since Jul 1993

Cargo filing
on file · PEERLESS INSURANCE CO. since Jan 17, 2002

Broker or forwarder bond
required · none on file

36 months to May 14, 2026

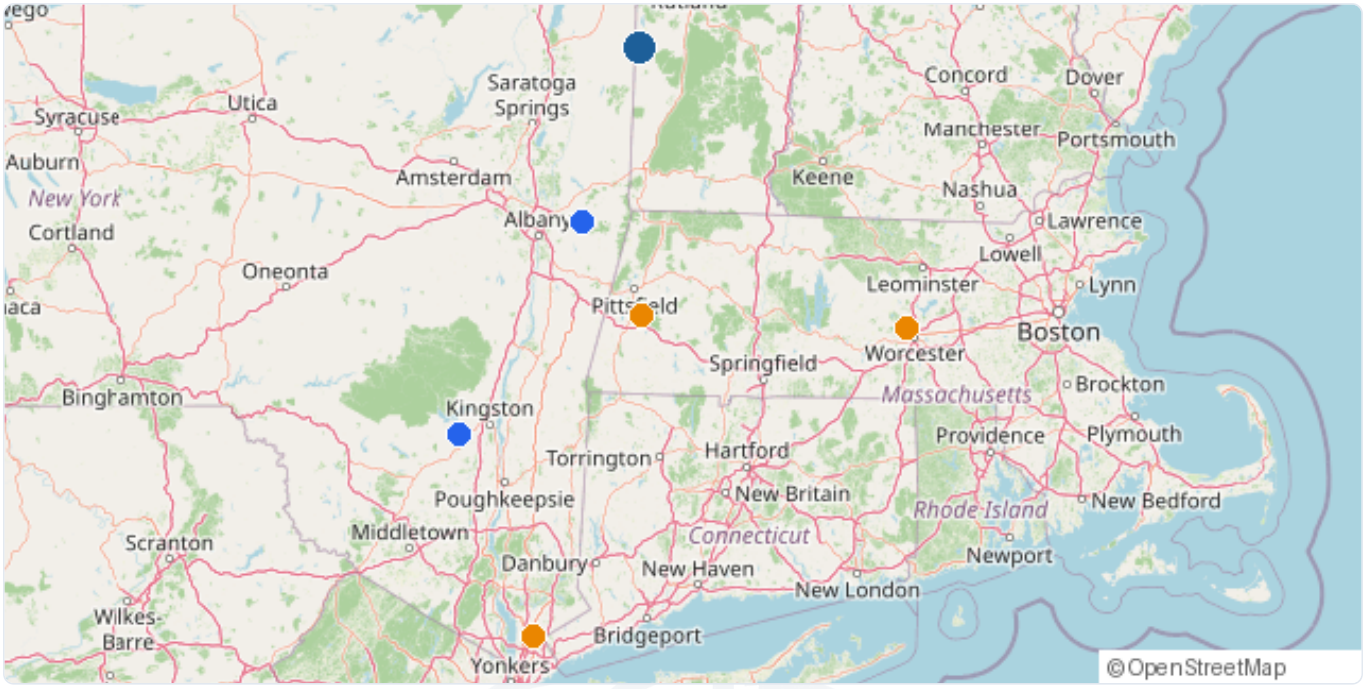
- One liability insurer throughout
- No gap in filed liability coverage while liability was required

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Jun 8, 2021)

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

New York	3
Massachusetts	2

Fleet, registration and cargo

Fleet and equipment

Power units	**8** all owned
Drivers · CDL	**8 · 8**
Annual miles	**518k** ~65k per unit

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	0	0	0	**0**
Tractors	8	0	0	**8**
Trailers	20	0	0	**20**

Registration

Organization	**CORPORATION**
FMCSA rating	**Satisfactory** (09-06-1989) · 37 yrs old
Registered	**06-01-1974** (52 yrs)
MCS-150 update	**01-21-2026** (Address Change)
FRED Score date	**Nov 08, 2026**
Officer	**ROBERT LOOMIS**
Officer	**SALLY ALDOUS**
Phone	**(518) 642-0500**
Email	jrloomis@comcast.net
Address	1121 Vt Rt 149, West Pawlet VT 05775

Cargo risk 61.9 · medium

Metal: Sheets/Coils/Rolls | Machinery/Large Objects | Intermodal Containers | General Freight | Logs/Poles/Beams/Lumber | Building Materials | Paper Products | Farm Supplies | Construction

High-risk cargo: Machinery Large, 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.