FRED Score

MOTOR CARRIER SAFETY REPORT

ORAN MILLER TRUCKING LLC

USDOT 2133708 · MC 743069 · Port Trevorton, PA · Authorized For-Hire

Marginal

30.0 / 100 FRED Score

Low confidence · 15 yrs history · 3 roadside inspections

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	May 2025 – Aug 2026
Check it's current	fred-score.com/carrier/2133708

Scan to see whether anything has changed since this report

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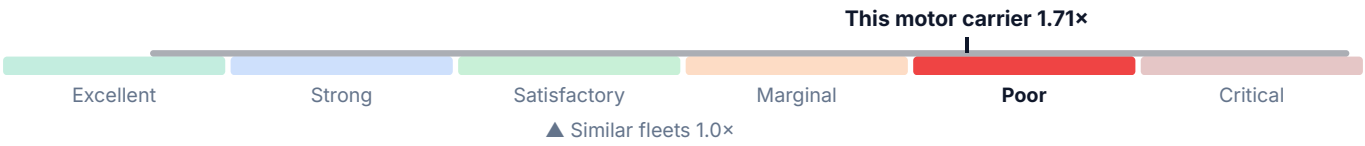
The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 6.

Summary

Expected crash rate is probably higher than similar fleets (about a 60% chance), but the record is too thin to say by how much.

Similar fleets: interstate fleets of 1 truck with the same kind of operation, years in business and amount of road activity. Compared using its own crash record and roadside inspections.

Per truck, fleets like this one are expected to crash about 2.1× as often as the median active fleet of 1 truck.



Leaning Poor. Its estimate (1.71× similar fleets) is in the Poor range, but the record isn't strong enough to be 60% sure it is above the Poor line (1.57×), so the grade stays Marginal.

0.1 vs 0.1
expected crashes in the next 12 months, vs 0.1 for similar fleets
Likely 0–1 crashes

<1%
chance of a fatal crash in the next 12 months
About 1.7× similar fleets.

1.71×
crash rate relative to similar fleets
80% likely 0.39×–3.44×

What's driving the grade

Crash history
better worse
Leans worse, not yet proven. 1 crash on the FMCSA record in 24 months (about 0.5 a year); similar fleets have about 0.1 a year.

Roadside inspections
better worse
Mixed. Violations 1.29× the rate expected for its inspections, but out-of-service orders 0.64×. Together they barely move its crash estimate: roadside results weigh far less than crash history.

Notes on this record

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 7, 2026, 10:08 PM CT

Operating authority	Operating authority active
Insurance / authorization	Liability $1M on file (req. $1M)
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.

Nothing on the FMCSA record stands out.

Strengths

- 1 crash in 24 months. No injuries, no fatalities.

Data flags

- **Limited inspection history** — Fewer than 5 roadside inspections on record, so there isn't enough data to score this motor carrier with high confidence — the score leans more on peers.

Roadside and crash record

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

1	3	0.0%	0.0%	1
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 0 injuries · 0 tow-aways	67% clean (no violations)	0 of 2	0 of 3	0 out-of-service
		National avg 22.3%	National avg 6.7%	

Inspected more often than interstate fleets of 1 truck in Pennsylvania (about 1 in 24 months would be typical; 57% of them had none).

Inspections per quarter

inspections with an out-of-service order



Compared with 29,453 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS	PER 100K MILES	PEERS
Crashes	1.000	0.055	1.163	0.042
Inspections	2.50	2.39	2.91	1.81
Violations	0.50	2.15	0.58	1.63
Critical violations	0.50	0.42	0.58	0.32

Yearly rates from the last 24 months. Peers: interstate fleets, Owner-Operator power units, medium-risk cargo.

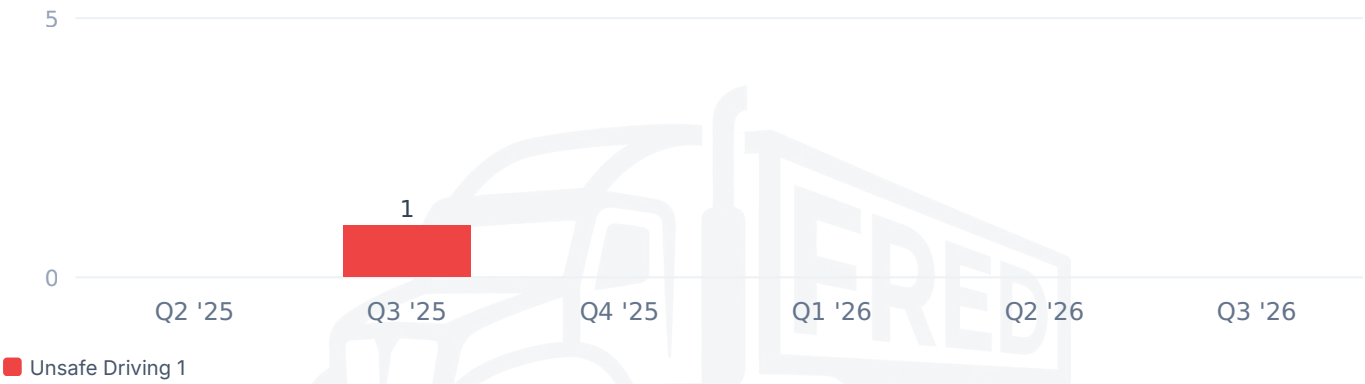
Violations

1 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Unsafe driving No alert	1	0	Speeding 1
Hours of service No alert	0	—	—
Driver fitness No alert	0	—	—
Vehicle maintenance 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

DATE	STATE	SEVERITY	CONDITIONS
Mar 13, 2026	Pennsylvania	Property damage only	Dawn, 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. $1M**
Cargo	**not required**
Bond	**not required**

On FMCSA's filing record

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

$1,000,000 · GREAT WEST CASUALTY CO.

on record since Jun 1, 2015 · FMCSA minimum $1,000,000 · no gap on FMCSA's record since Apr 2011

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

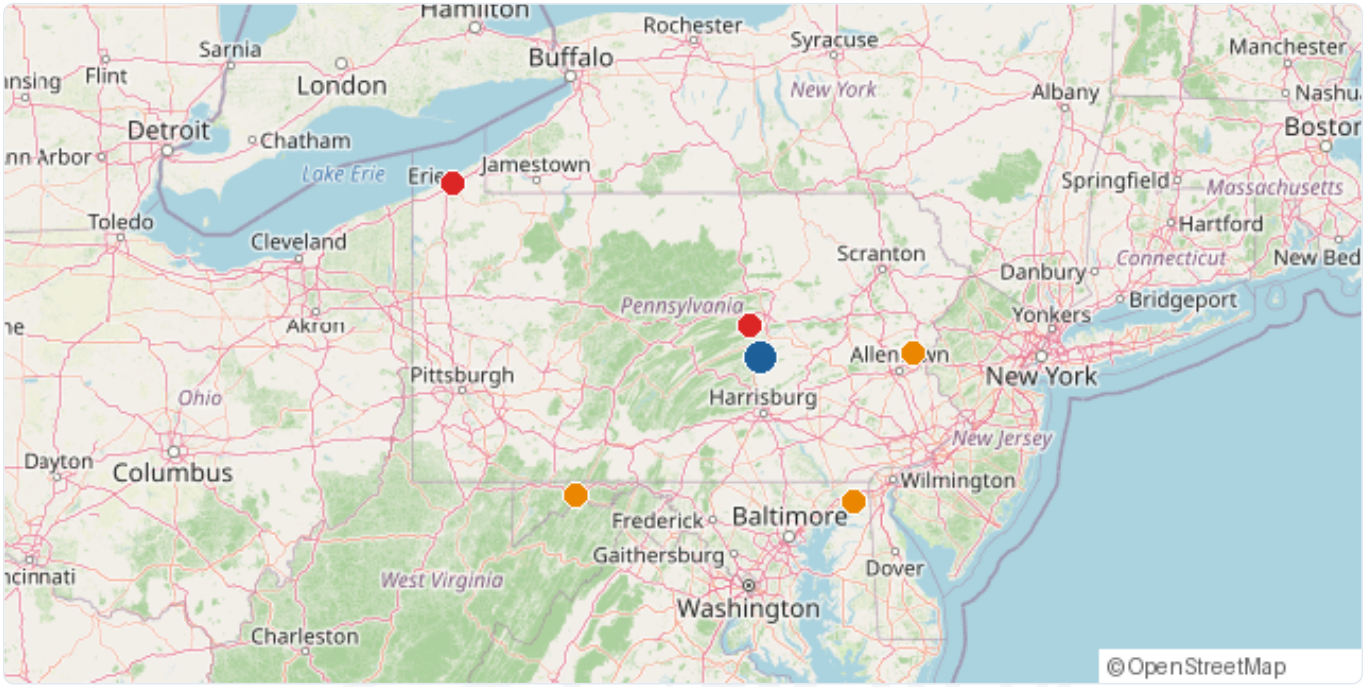
- No gap in filed liability coverage while liability was required

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Jun 2, 2015)

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

Maryland		2
Pennsylvania (HQ)		1

Fleet, registration and cargo

Fleet and equipment

Power units	**1** all owned
Drivers · CDL	**1 · 1**
Annual miles	**86k** ~86k per unit

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	0	0	0	**0**
Tractors	1	0	0	**1**
Trailers	1	0	0	**1**

Registration

Cargo operation	**Interstate**
Scope	**Interstate (Beyond 100 miles)**
Registered	**03-23-2011** (15 yrs)
MCS-150 update	**02-20-2026**
FRED Score date	**Nov 07, 2026**
Officer	**ORAN MILLER**
Phone	**(570) 898-5793**
Email	oranmiller79@yahoo.com
Address	2179 Verdilla Road, Port Trevorton PA 17864

Cargo risk 68.0 · medium

Motor Vehicles | Metal: Sheets/Coils/Rolls | Machinery/Large Objects | General Freight | Building Materials | Other: VEHICLES | Construction

High-risk cargo: Motor Vehicles, 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.