FRED Score

MOTOR CARRIER SAFETY REPORT

TAYO TRANSIT LLC

USDOT 2986310 · MC 16765 · Kansas City, MO · Authorized For-Hire

Not enough record

Graded once the record supports it · 9 yrs history · 32 roadside inspections

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	Oct 2024 – Apr 2026
Check it's current	fred-score.com/carrier/2986310

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 7.

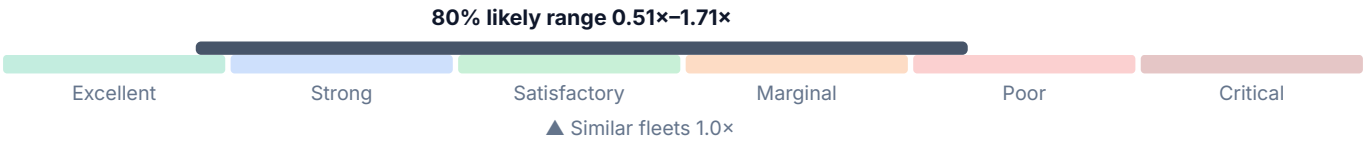
Summary

Not enough record to grade yet.

32 inspections and 2 crashes on the FMCSA record in 24 months fit anything from an Excellent fleet to a Poor one.

Similar fleets: interstate fleets of 10–19 trucks 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 1.7× as often as the median active fleet of 10–19 trucks.



1.0 vs 1.0

expected crashes in the next 12 months, vs 1.0 for similar fleets

Likely 0–3 crashes

A record this thin can't pin that down: about a 1-in-7 chance it runs at Poor-level crash rates.

Ask

Loss runs for the last 3 years, and confirm the fleet is operating at its filed size (1 power unit).

What the record shows

Crash history

better worse

About typical. 2 crashes on the FMCSA record in 24 months (about 1 a year); similar fleets have about 1 a year.

Roadside inspections

better worse

Much worse than peers. Unsafe-driving and hours-of-service violations 2.65× and violations 1.58× the rate expected for its inspections. Together they move its crash estimate +14%: roadside results weigh far less than crash history. It's inspected more often than most fleets its size.

Notes on this record

Mileage unreliable

MCS-150 annual mileage appears implausibly high for fleet size. The per-100k-mile benchmarks are left out; the FRED grade does not use mileage.

FMCSA status today

live check · Nov 7, 2026, 11:04 PM CT

Operating authority	✓ Operating authority active
Insurance / authorization	✓ Liability $750K 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 estimate already counts the safety items; insurance filings and links to other motor carriers are context only.

Falsified logs
2 false-log violations in 24 months.
Ask: how hours are audited against ELD and fuel records.

Strengths

- 2 crashes in 24 months. No injuries, no fatalities.
- 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.
- **Unusual inspection rate** — Inspections per truck fall outside the normal range (1st–99th percentile), which can point to a mis-reported fleet size or data issues.

Roadside and crash record

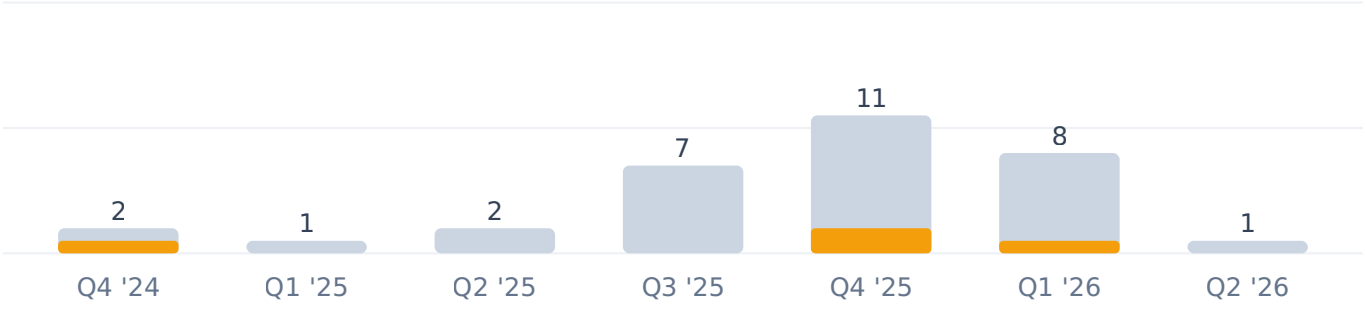
FMCSA record Oct 2024 – Apr 2026 · grade scored on Sep 1, 2023 → Sep 30, 2026

2	32	30.8%	0.0%	48
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 0 injuries · 0 tow-aways	50% clean (no violations)	4 of 13 National avg 22.3%	0 of 32 National avg 6.7%	6 out-of-service

Inspected more often than interstate fleets of 1 truck in Missouri (about 1 in 24 months would be typical; 58% 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
Crashes	1.000	0.055
Inspections	18.50	2.39
Violations	24.00	2.15
Critical violations	4.00	0.42

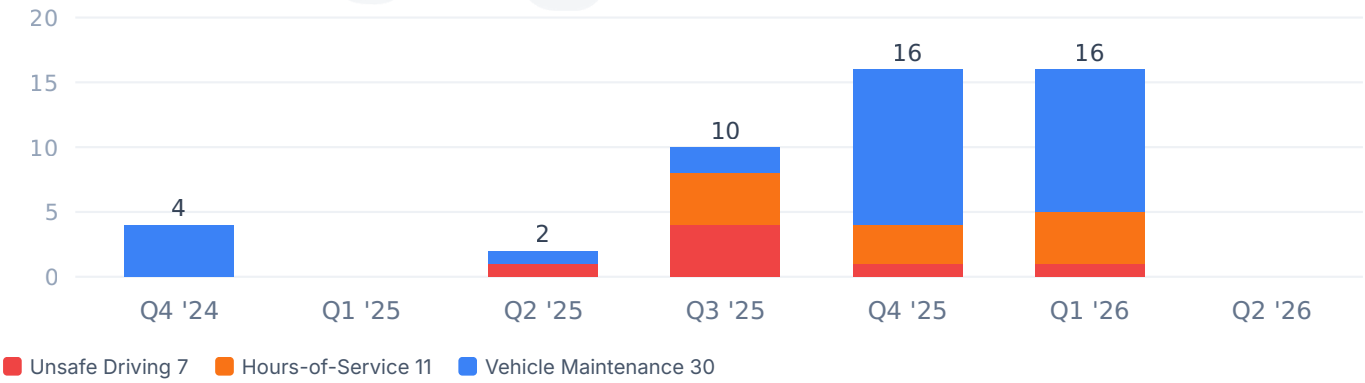
Yearly rates from the last 24 months. Peers: interstate fleets, Owner-Operator power units, medium-risk cargo. Inspections per power unit look like an outlier against peers; read the per-unit rates with care. Reported mileage is unreliable, so per-mile rates aren't shown.

Violations 48 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	30	6	Brakes 14 · Lights 4 · Cargo securement 3 · Tires 3 · Other parts 6
Hours of service No alert	11	0	Logbook / ELD paperwork 6 · False log 2 · No log 2 · Over hours limit 1
Unsafe driving No alert	7	0	Speeding 3 · Reckless / lane 2 · Other 2
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

2 crashes

DATE	STATE	SEVERITY	CONDITIONS
Dec 3, 2025	Iowa	Property damage only	Daylight, two-way trafficway divided unprotected median.

DATE	STATE	SEVERITY	CONDITIONS
May 8, 2025	Texas	Property damage only	Dark - not lighted, two-way trafficway divided positive barrier.

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**
Bond	**not required**

On FMCSA's filing record

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

$750,000 · EVERSPAN INDEMNITY INSURANCE COMPANY

on record since Apr 17, 2026 · FMCSA minimum $750,000 · no gap on FMCSA's record since Apr 2017

A cancellation notice effective May 30, 2026 was on file at May 14, 2026; whether it took effect is not in FMCSA's frozen record — see the live check.

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

- 4 liability insurers on FMCSA's record, 3 changes: TRISURA INSURANCE COMPANY → EVERSPAN INDEMNITY INSURANCE COMPANY (Apr 2026); GREAT WEST CASUALTY CO. → TRISURA INSURANCE COMPANY (Apr 2025); CANAL INSURANCE CO. → GREAT WEST CASUALTY CO. (Apr 2024)
- 2 cancellation notices filed by insurers; 2 took effect (the last Apr 17, 2026, replaced the same day)
- No gap in filed liability coverage while liability was required

Authority

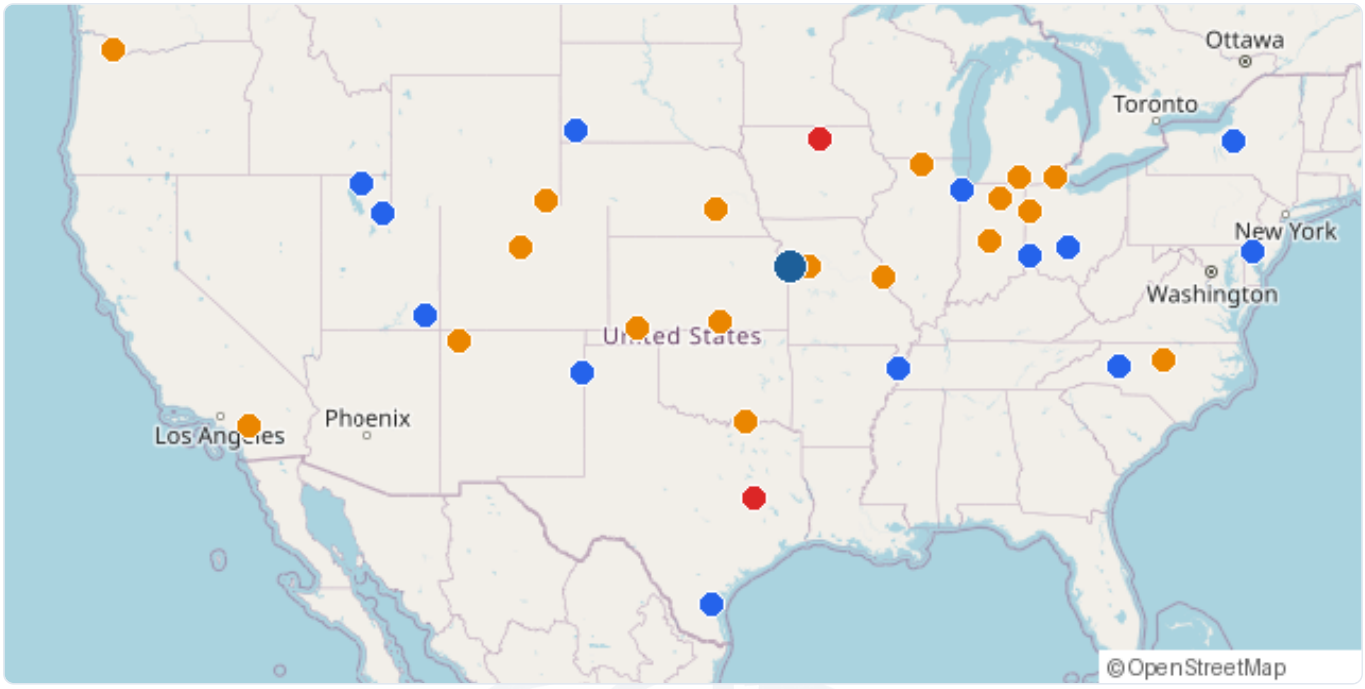
- FMCSA notices resolved in time: 2

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Apr 21, 2026)

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

Indiana	3
Ohio	3
Utah	3
Arkansas	2
Kansas	2
Michigan	2
Missouri (HQ)	2
North Carolina	2

Runs well beyond its home state: 2 of 32 inspections were in Missouri.

Fleet, registration and cargo

Fleet and equipment

Power units	**1** all owned
Drivers · CDL	**1 · 1**
Annual miles	**829k** unreliable

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	**03-16-2017** (9 yrs)
MCS-150 update	**04-16-2026**
FRED Score date	**Nov 07, 2026**
Officer	**MUHYADIN MOHAMUD**
Phone	**(913) 914-7073**
Email	tayotransitllc@gmail.com
Address	305 Maple Blvd Apt 10, Kansas City MO 64124

Cargo risk 64.0 · medium

General Freight

High-risk cargo: 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.