FRED Score

MOTOR CARRIER SAFETY REPORT

LEE COLLISION TOWING SERVICE

USDOT 3124708 · MC 1738359 · Atmore, AL · Authorized For-Hire / Private Property

Not enough record

Graded once the record supports it · 8 yrs history · 1 roadside inspection

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	Apr 2025 – Apr 2025
Check it's current	fred-score.com/carrier/3124708

Scan to see whether anything has changed since this report

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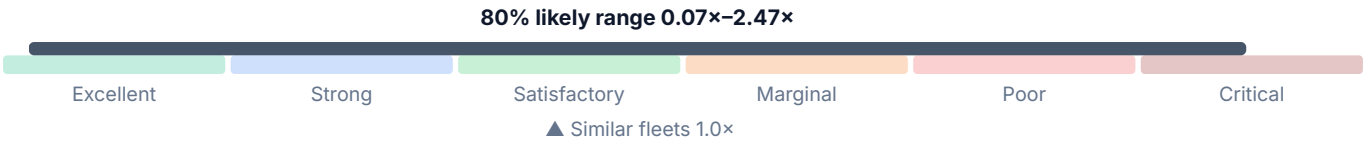
The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 6.

Summary

Not enough record to grade yet.

1 inspection and no crashes on the FMCSA record in 24 months fit anything from an Excellent fleet to a Poor one.

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.



0.0 vs 0.0

expected crashes in the next 12 months, vs 0.0 for similar fleets

Most likely none

A record this thin can't pin that down: about a 1-in-5 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

Too little record to tell. 0 crashes on the FMCSA record in 24 months; similar fleets have under 0.1 a year.

Roadside inspections

better worse

Worse than peers. Violations 1.97× and out-of-service orders 1.90× the rate expected for its inspections. Together they move its crash estimate +10%: 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.

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, 11:17 PM CT

Operating authority	– No for-hire/broker operating authority on file (common: None, contract: None, broker: None)
Insurance / authorization	✕ Required insurance NOT on file: liability (BIPD) ($0 of $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.

Nothing on the FMCSA record stands out.

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.
- **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 Apr 2025 – Apr 2025 · grade scored on Sep 1, 2023 → Sep 30, 2026

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

Inspected about as often as interstate fleets of 1 truck in Alabama (about 2 in 24 months would be typical; 51% of them had none).

Inspections per quarter

inspections · with an out-of-service order



Compared with 2,478 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS
Crashes	0.000	0.060
Inspections	0.50	2.83
Violations	0.50	2.85
Critical violations	0.00	0.64

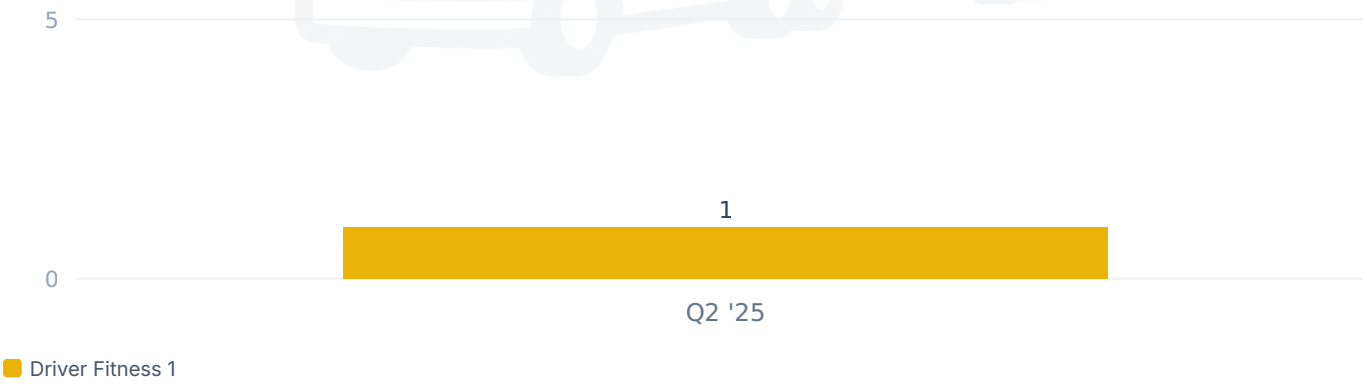
Yearly rates from the last 24 months. Peers: interstate fleets, Owner-Operator power units, high-risk cargo. Reported mileage is unreliable, so per-mile rates aren't shown.

Violations 1 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Driver fitness No alert	1	0	Medical certificate 1
Unsafe driving No alert	0	—	—
Hours of service 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



Driver Fitness 1

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)	**required $750K, none on file**
Cargo	**not required**
Bond	**not required**

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

On FMCSA's filing record

Last filing on FMCSA's record

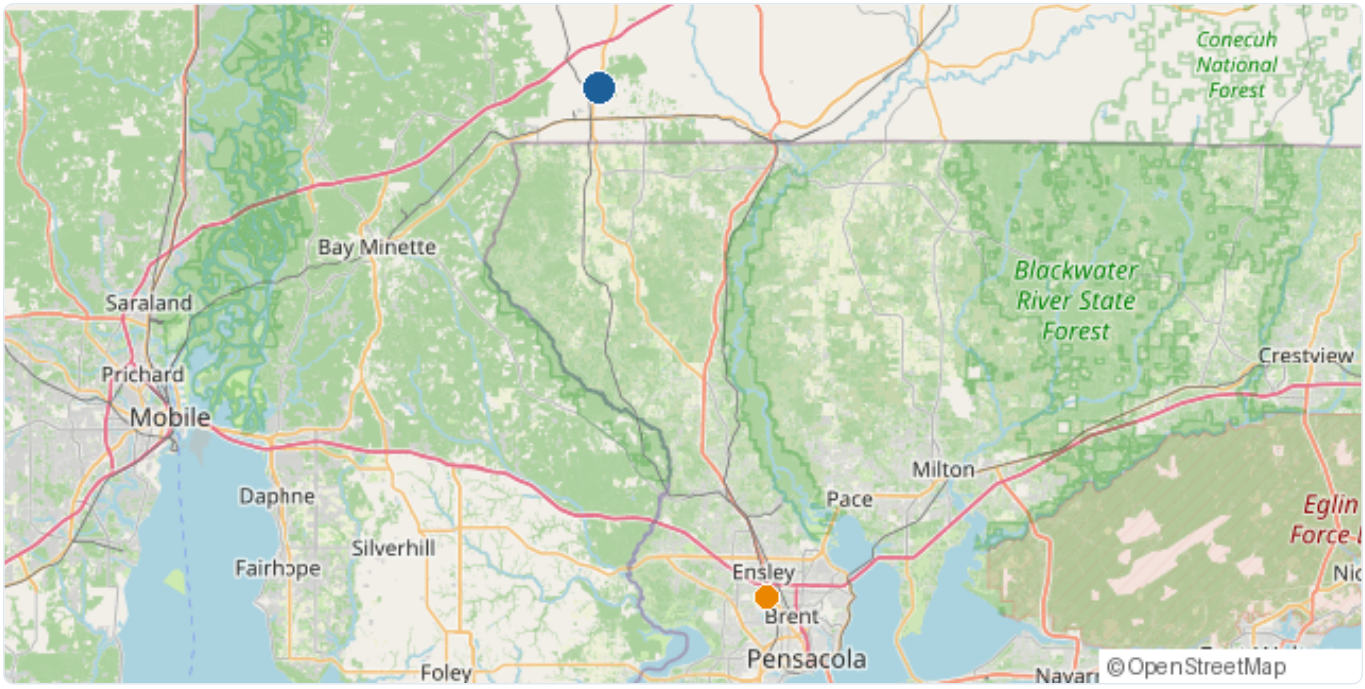
No liability filing on FMCSA's record through May 14, 2026.

Cargo filing

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

Where it operates

roadside inspections and crashes, 24 months



Inspections by state

Florida	1

Fleet, registration and cargo

Fleet and equipment

Power units	**1** all owned
Drivers · CDL	**1 · 1**
Annual miles	**10k** unreliable

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

Registration

Cargo operation	**Intrastate non-HM**
Scope	**Intrastate (Beyond 100 miles)**
Registered	**04-17-2018** (8 yrs)
MCS-150 update	**12-03-2025**
FRED Score date	**Nov 07, 2026**
Officer	**LARRY LEE**
Phone	**(251) 446-1828**
Email	willneal1@frontiernet.net
Address	2464 Highway 21, Atmore AL 36502-5584

Cargo risk 76.5 · high

Motor Vehicles | Drive/Tow Away

High-risk cargo: Motor Vehicles, Drive/Tow Away

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.