FRED Score

MOTOR CARRIER SAFETY REPORT

RAUL FARFAN ESPARZA

DBA FAROJ TRANS-LOGISTICS

USDOT 3206607 · MX 1000966 · Nuevo Laredo, TA · Authorized For-Hire

Not enough record

Graded once the record supports it · 8 yrs history · 5 roadside inspections

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	Dec 2024 – Apr 2025
Check it's current	fred-score.com/carrier/3206607

Scan to see whether anything has changed since this report

Contents

Summary 2
What the record shows 2
Notes on this record 2
FMCSA status today 2
Worth a closer look 3
Roadside and crash record 3
Violations 4
Crashes 4
Insurance filed with FMCSA 5
Where it operates 5
Fleet, registration and cargo 6
Notice 6

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

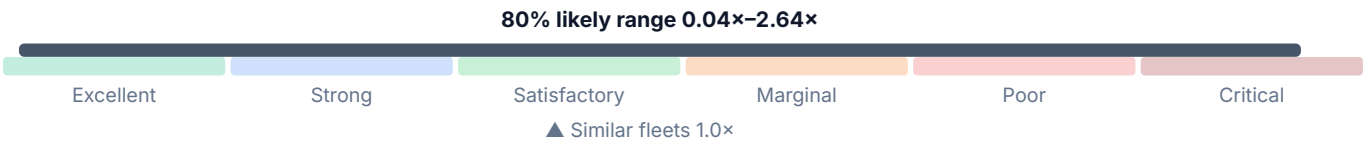
Summary

Not enough record to grade yet.

5 inspections 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 2–5 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 0.1× as often as the median active fleet of 2–5 trucks.



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-4 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. Out-of-service orders 1.81× and violations 1.49× the rate expected for its inspections. Together they move its crash estimate +7%: roadside results weigh far less than crash history. It's inspected more often than most fleets its size.

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, 9:55 PM CT

Operating authority	✓ Operating authority active
Insurance / authorization	✓ Authorized to operate
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.

Brakes and lights

Brakes are 8 of 23 violations (35%).

Ask: the preventive-maintenance schedule and shop records.

Strengths

- No reportable crashes in 24 months.

Data flags

- **Dangerous driving: 1**
- **Mexico-domiciled motor carrier** — Domiciled in Mexico — cross-border operating rules and inspection patterns differ from US-based motor carriers.

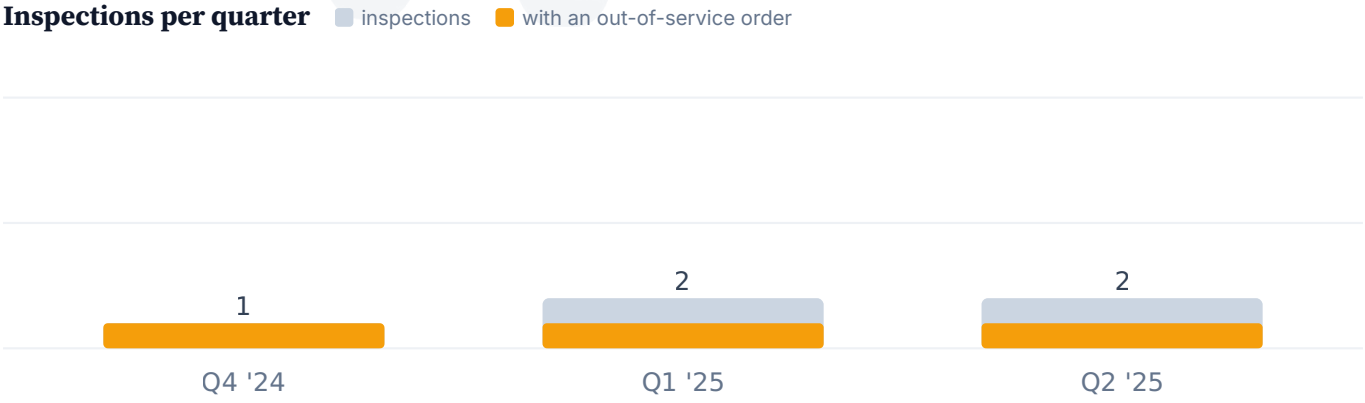
Roadside and crash record

FMCSA record Dec 2024 – Apr 2025 · grade scored on Sep 1, 2023 → Sep 30, 2026

0	5	75.0%	0.0%	23
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 0 injuries · 0 tow-aways	0% clean (no violations)	3 of 4 National avg 22.3%	0 of 5 National avg 6.7%	3 out-of-service

Inspected about as often as interstate fleets of 1 truck nationwide (about 9 in 24 months would be typical; 40% of them had none).

Inspections per quarter



Compared with 29,453 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS	PER 100K MILES	PEERS
Crashes	0.000	0.055	0.000	0.042
Inspections	3.00	2.39	10.00	1.81
Violations	11.50	2.15	38.33	1.63
Critical violations	0.50	0.42	1.67	0.32

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

Violations 23 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	22	3	Brakes 8 · Lights 5 · Steering & suspension 3 · Cargo securement 1 · Tires 1 · 4 more
Unsafe driving No alert	1	0	Reckless / lane 1
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)	**not required**
Cargo	**not required**
Bond	**not required**

On FMCSA's filing record

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

FMCSA lists no liability minimum for this authority.

Cargo filing

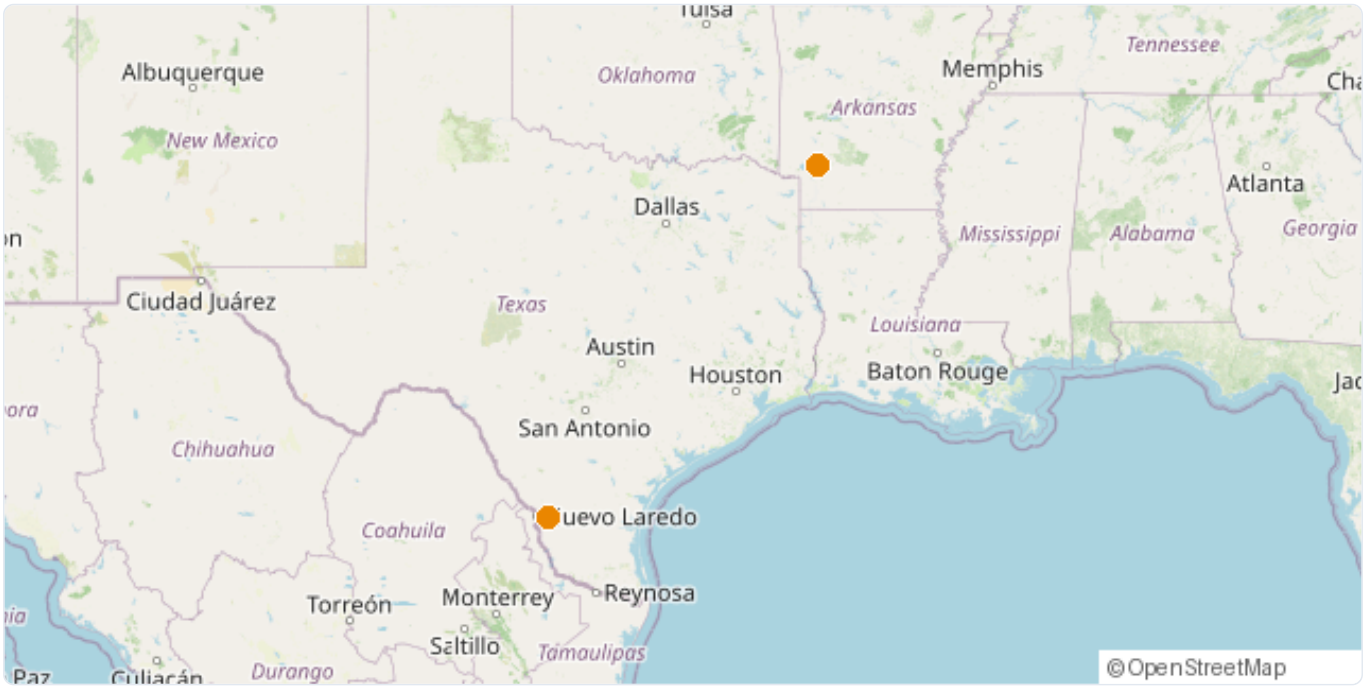
not required by FMCSA (household-goods motor carriers only); the cargo policy is not on FMCSA's record

Mexico-domiciled operating authority active (FMCSA's L&I record of May 14, 2026, status since Nov 7, 2018)

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		3
Arkansas		1
Federal inspectors		1

Fleet, registration and cargo

Fleet and equipment

Power units	**1** all owned
Drivers · CDL	**1 · 0**
Annual miles	**30k** ~30k per unit

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

Registration

Cargo operation	**Interstate**
Scope	**Interstate (Within 100 miles)**
Registered	**10-31-2018** (8 yrs)
MCS-150 update	**09-17-2024**
FRED Score date	**Nov 07, 2026**
Officer	**RAUL FARFAN**
Phone	**(956) 815-8034**
Email	farojtranslogistic@gmail.com
Address	Anahuac 1010, Nuevo Laredo TA 88270

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.