FRED Score

MOTOR CARRIER SAFETY REPORT

ESE WINDOW SALES INC

DBA PELLA WINDOWS & DOORS OF NORTHEASTERN PENNSYLVANIA

USDOT 3404607 · MC 1139263 · Scranton, PA · Authorized For-Hire / Private Property

Strong

80.2 / 100 FRED Score

Low confidence · 6 yrs history · 18 roadside inspections

Prepared	November 8, 2026
Grade scored on	Oct 1, 2023 → Oct 31, 2026
FMCSA record shown	Nov 2024 – May 2026
Check it's current	fred-score.com/carrier/3404607

Scan to see whether anything has changed since this report

Contents

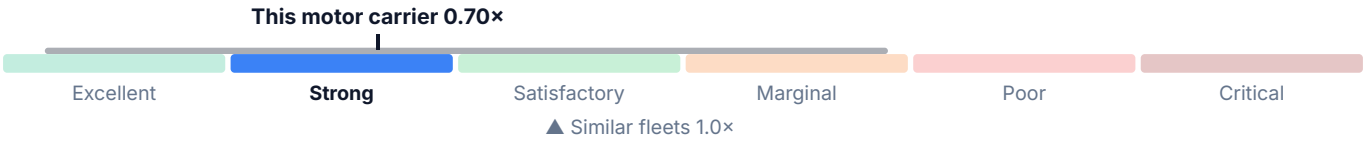
Summary 2
What's driving the grade 2
Notes on this record 2
FMCSA status today 2
Worth a closer look 3
Roadside and crash record 3
Violations 4
Crashes 4
Insurance filed with FMCSA 4
Where it operates 5
Fleet, registration and cargo 5
Notice 6

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

Summary

Expected crash rate is probably lower than similar fleets (about an 80% 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.



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

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

0.70×
crash rate relative to similar fleets
80% likely 0.11×–1.52×

What's driving the grade

Crash history
better worse

About typical. 0 crashes on the FMCSA record in 24 months; similar fleets have about 0.2 a year.

Roadside inspections
better worse

Much better than peers. Violations 0.34×, out-of-service orders 0.52× and unsafe-driving and hours-of-service violations 0.55× the rate expected for its inspections. Together they move its crash estimate -18%. 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 8, 2026, 2:37 AM CT

Operating authority	✕ No active operating authority (common: Inactive, contract: None, broker: None)
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 grade already counts the safety items; insurance filings and links to other motor carriers are not in it.

Driver qualification

1 out-of-service violation against drivers: 1 no valid CDL (Apr 2025).

Ask: driver qualification files and hiring standards.

Strengths

- No reportable crashes in 24 months.
- Vehicle out-of-service rate 0.0% vs 22.3% national.
- No FMCSA BASIC alerts.

Roadside and crash record

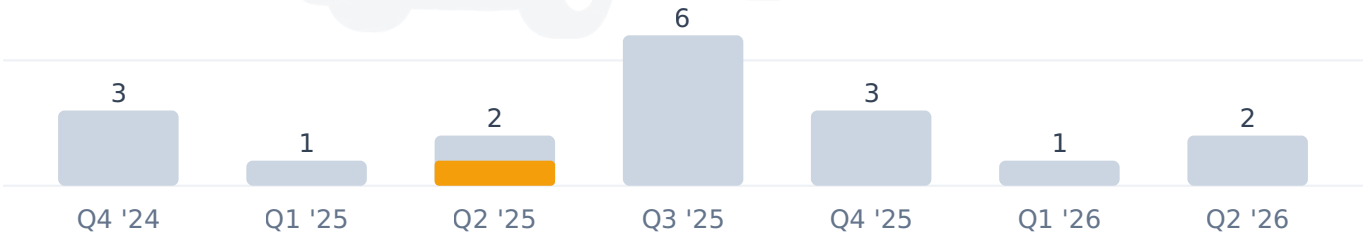
FMCSA record Nov 2024 – May 2026 · grade scored on Oct 1, 2023 → Oct 31, 2026

0	18	0.0%	5.6%	5
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 0 injuries · 0 tow-aways	83% clean (no violations)	0 of 13	1 of 18	1 out-of-service
		National avg 22.3%	National avg 6.7%	

Inspected more often than interstate fleets of 6–9 trucks in Pennsylvania (about 8 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	2.92	1.57	11.67	2.49
Violations	0.42	1.56	1.67	2.52
Critical violations	0.17	0.29	0.67	0.45

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

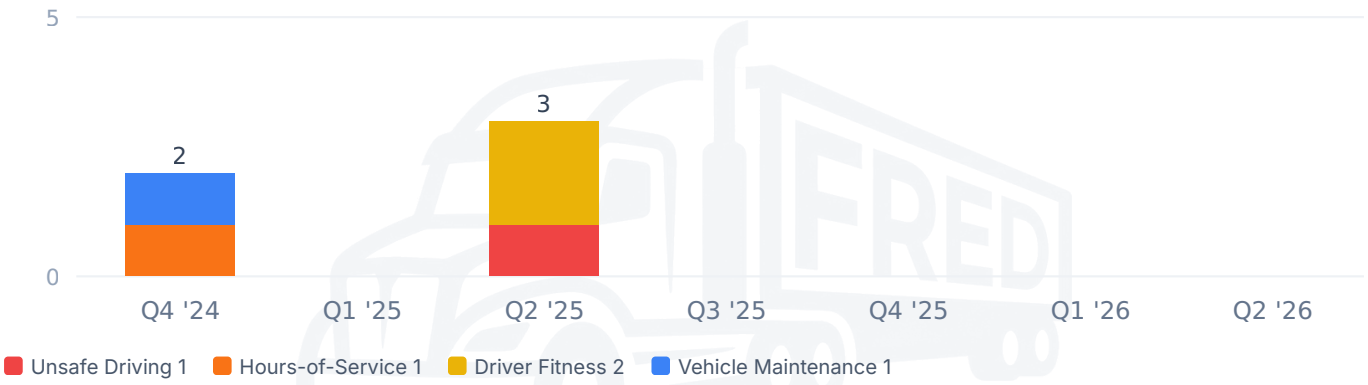
Violations

5 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Driver fitness No alert	**2**	1	No valid CDL 2
Unsafe driving No alert	**1**	0	Speeding 1
Hours of service No alert	**1**	0	Logbook / ELD paperwork 1
Vehicle maintenance No alert	**1**	0	Other parts 1
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**
Bond	**not required**

On FMCSA's filing record

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

$750,000 · UNITED FINANCIAL CASUALTY COMPANY

on record since Mar 1, 2025 · FMCSA minimum $750,000

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

- 2 liability insurers on FMCSA's record, 1 change: OHIO SECURITY INSURANCE COMPANY → UNITED FINANCIAL CASUALTY COMPANY (Mar 2025)
- 1 cancellation notice filed by an insurer; 1 took effect (the last Feb 1, 2025, replaced 28 days later)

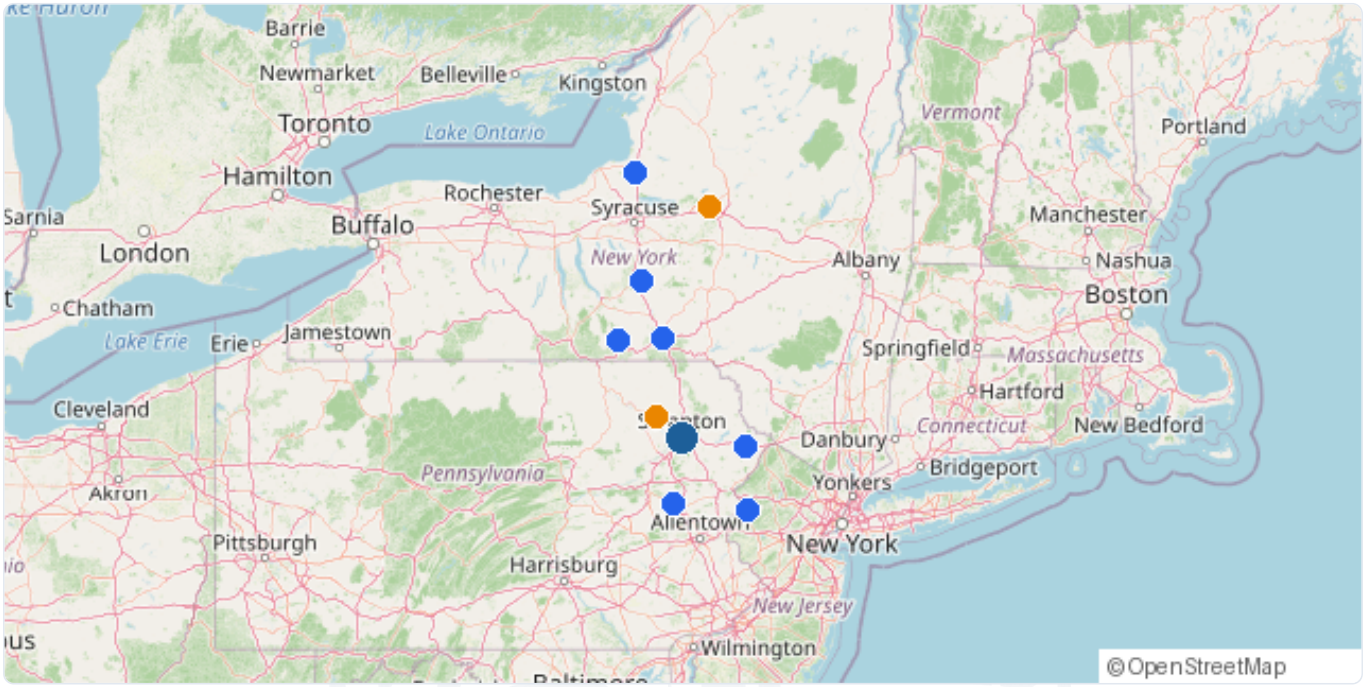
- 9 days without a liability filing (Feb 1, 2025 – Feb 10, 2025) while the authority required one; a later back-dated filing can close a lapse

Operating authority inactive (FMCSA's L&I record of May 14, 2026, status since Feb 10, 2025)

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	12
Pennsylvania (HQ)	6

Fleet, registration and cargo

Fleet and equipment

Power units	6
Drivers · CDL	5 · 0
Annual miles	150k ~25k per unit

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	3	3	0	6
Tractors	0	0	0	0
Trailers	0	0	0	0

Registration

Registered	03-05-2020 (6 yrs)
MCS-150 update	08-01-2024
FRED Score date	Nov 08, 2026
Officer	JAMES HON
Phone	(570) 346-7722
Email	smurphy@pellanypa.com
Address	230 Hickory St, Scranton PA 18505

Cargo risk 56.6 · medium

General Freight | Building Materials | Construction

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.