FRED Score

MOTOR CARRIER SAFETY REPORT

TRUEPATH TRANSPORT LLC

USDOT 4435708 · MC 1745977 · Saint Louis, MO · Authorized For-Hire

Not enough record

Graded once the record supports it · 1 yr history · 6 roadside inspections

Prepared	November 8, 2026
Grade scored on	Oct 1, 2023 → Oct 31, 2026
FMCSA record shown	Apr 2026 – Sep 2026
Check it's current	fred-score.com/carrier/4435708

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.

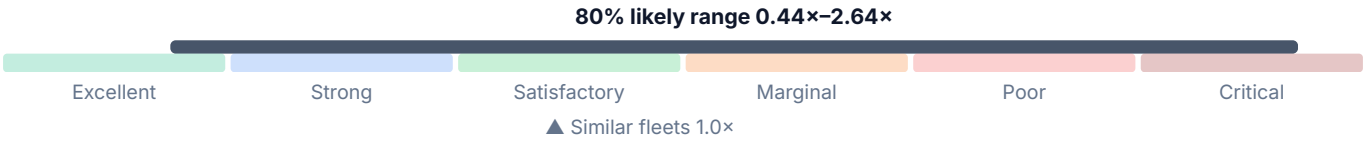
Summary

Not enough record to grade yet.

6 inspections and 1 crash on the FMCSA record in 24 months fit anything from an Excellent fleet to a Poor one. It leans worse than similar fleets (about a 60% chance), but not by enough to grade.

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



0.2 vs 0.1

expected crashes in the next 12 months, vs 0.1 for similar fleets

Likely 0–1 crashes

A record this thin can't pull that down: about a 1-in-3 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 (2 power units).

What the record shows

Crash history

better worse

Leans worse, not yet proven. 1 injury 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

About typical. Out-of-service orders, violations and unsafe-driving or hours-of-service violations are all close to the rate expected for its inspections. 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, 3:03 AM 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.

Injury crashes
1 crash with 1 person hurt in 24 months.
Ask: claim status and driver history for these crashes.

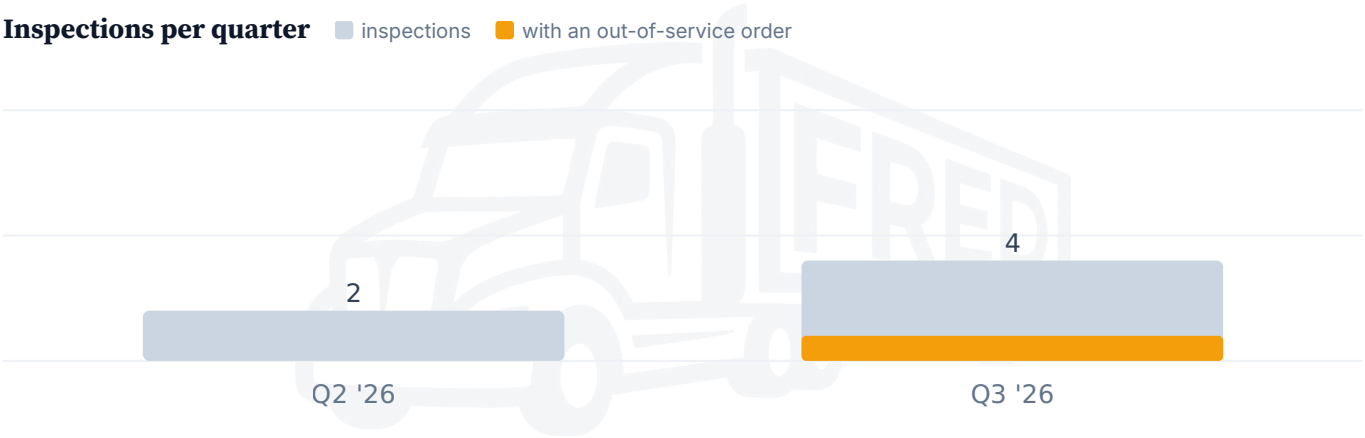
Roadside and crash record

FMCSA record Apr 2026 – Sep 2026 · grade scored on Oct 1, 2023 → Oct 31, 2026

1	6	33.3%	0.0%	6
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 1 injury · 0 tow-aways	50% clean (no violations)	1 of 3 National avg 22.3%	0 of 6 National avg 6.7%	1 out-of-service

Inspected more often than interstate fleets of 2–5 trucks in Missouri (about 2 in 24 months would be typical; 36% of them had none).

Inspections per quarter



Compared with 57,530 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS	PER 100K MILES	PEERS
Crashes	0.385	0.043	1.538	0.069
Inspections	2.31	1.57	9.23	2.49
Violations	2.31	1.56	9.23	2.52
Critical violations	0.00	0.29	0.00	0.45

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

Violations

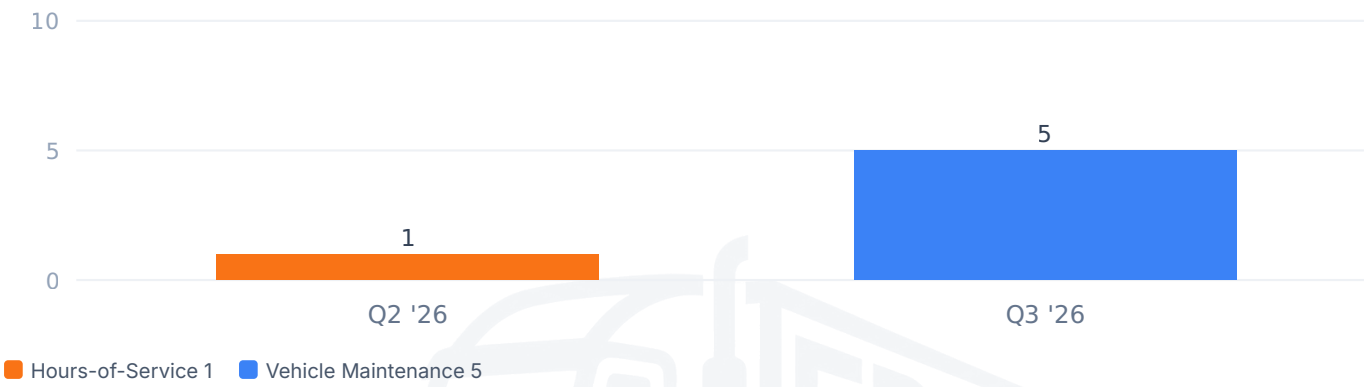
6 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	5	1	Brakes 3 · Cargo securement 1 · Other parts 1

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Hours of service No alert	1	0	No log 1
Unsafe driving 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

1 crash · 1 injury

DATE	STATE	SEVERITY	CONDITIONS
May 28, 2026	New Jersey	Injury · 1 person hurt	Daylight, two-way trafficway divided unprotected median. Citation issued.

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 · PROGRESSIVE CASUALTY INSURANCE COMPANY

on record since Feb 10, 2026 · 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

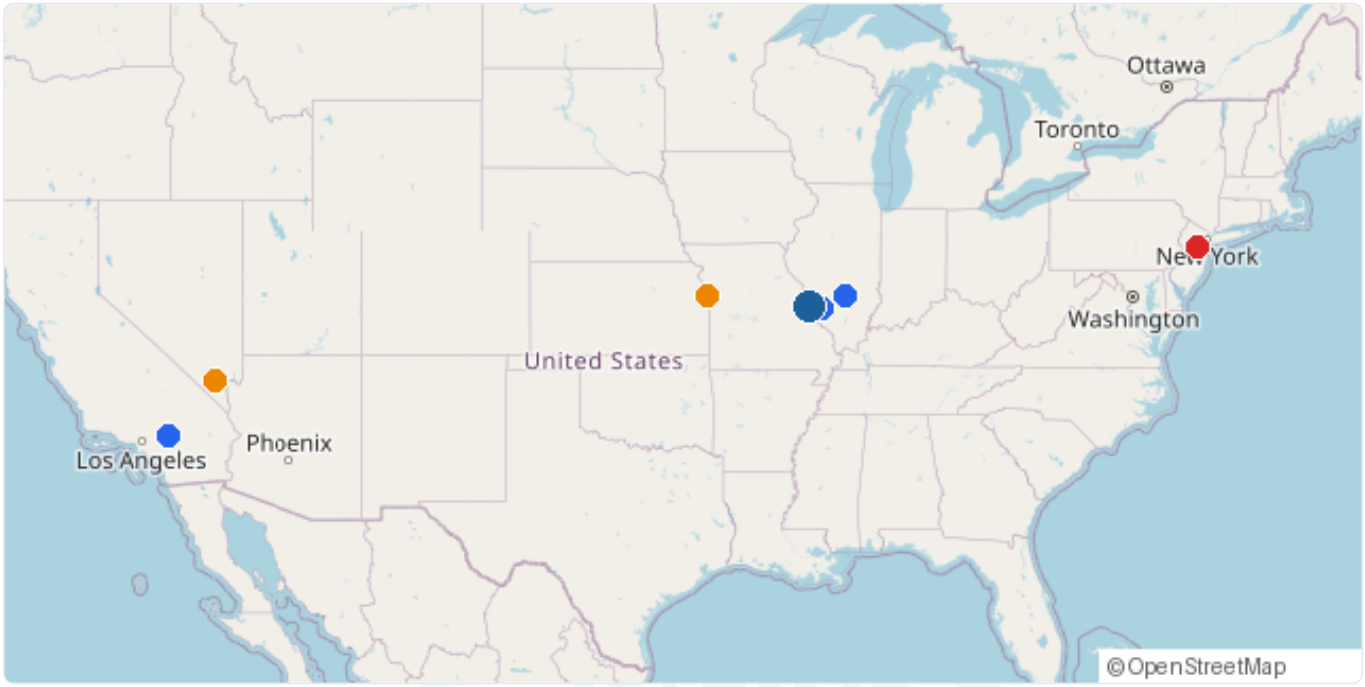
- One liability insurer throughout
- No gap in filed liability coverage while liability was required
- First liability filing on FMCSA's record: Feb 2026

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Feb 27, 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

California	2
Illinois	2
Kansas	1
Nevada	1

Fleet, registration and cargo

Fleet and equipment

Power units	**2** all owned
Drivers · CDL	**3 · 3**
Annual miles	**50k** ~25k per unit

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	0	0	0	**0**
Tractors	2	0	0	**2**
Trailers	1	0	0	**1**

Registration

Registered	**07-09-2025** (1 yr)
MCS-150 update	**05-14-2026**
FRED Score date	**Nov 08, 2026**
Officer	**JAGDEEP SINGH**
Phone	**(636) 317-7870**
Email	truepathtransportllc@gmail.com
Address	12425 Cedar Moor Dr, Saint Louis MO 63131

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.
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