FRED Score

MOTOR CARRIER SAFETY REPORT

HSD TRUCKING INC

USDOT 785607 · MC 345393 · Yuba City, CA · Authorized For-Hire

Satisfactory

71.3 / 100 FRED Score

Moderate confidence · 28 yrs history · 228 roadside inspections

Prepared	November 7, 2026
Grade scored on	Sep 1, 2023 → Sep 30, 2026
FMCSA record shown	Oct 2024 – Sep 2026
Check it's current	fred-score.com/carrier/785607

Scan to see whether anything has changed since this report

Contents

Summary 2
What's driving the grade 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 6
Fleet, registration and cargo 6
Notice 7

The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 7.

Summary

Expected crash rate is probably lower than similar fleets (about a 70% chance), but the record is too thin to say by how much.

Similar fleets: interstate fleets of 100–199 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 0.6× as often as the median active fleet of 100–199 trucks.



1.8 vs 2.3
expected crashes in the next 12 months, vs 2.3 for similar fleets
Likely 0–4 crashes

~5%
chance of a fatal crash in the next 12 months
About typical for similar fleets.

0.80×
crash rate relative to similar fleets
80% likely 0.39×–1.28×

What's driving the grade

Crash history
better worse
Leans better, not yet proven. 2 crashes on the FMCSA record in 24 months (about 1 a year), including 1 with injuries; similar fleets have about 2.3 a year. The grade counts 6 crashes in its 36-month scoring window, recent ones weighted most.

Roadside inspections
better worse
Mixed. Unsafe-driving and hours-of-service violations 1.39× the rate expected for its inspections, but violations 0.58× and out-of-service orders 0.69×. Together they move its crash estimate -4%: roadside results weigh far less than crash history. It's inspected more often than most fleets its size.

FMCSA status today

live check · Nov 7, 2026, 10:47 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 grade already counts the safety items; insurance filings and links to other motor carriers are not in it.

Injury crashes
1 crash with 2 people hurt in 24 months.
Ask: claim status and driver history for these crashes.

Drivers put out of service
7 out-of-service violations against drivers: 6 hours of service, 1 no valid CDL (Oct 2024 – Sep 2025).
Ask: driver supervision and dispatch practices.

Brakes and tires
Brakes are 25 of 116 violations (22%). Brake or tire defects led to 17 out-of-service orders.
Ask: the preventive-maintenance schedule and shop records.

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

Strengths

- Vehicle out-of-service rate 13.0% vs 22.3% national; driver 3.1% vs 6.7%.
- No FMCSA BASIC alerts.

Data flags

- **Dangerous driving: 5**
- **High speeding: 7**

Roadside and crash record

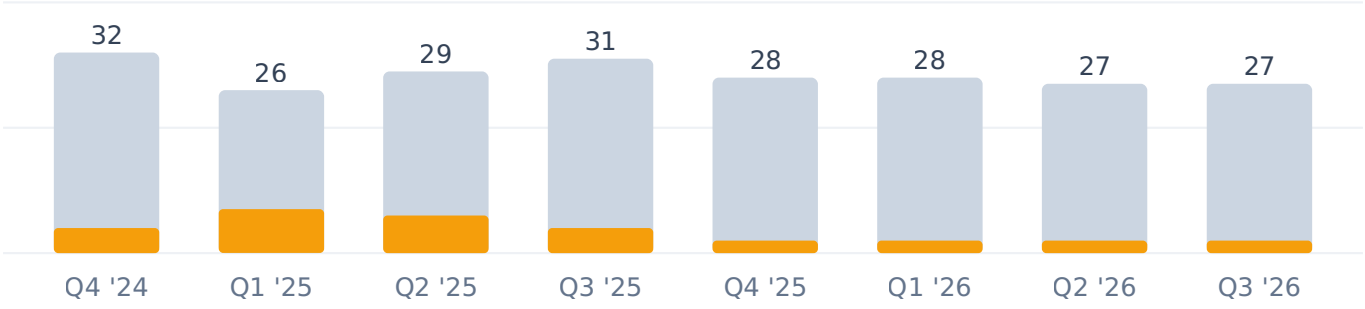
FMCSA record Oct 2024 – Sep 2026 · grade scored on Sep 1, 2023 → Sep 30, 2026

2	228	13.0%	3.1%	116
Crashes	**Inspections**	**Vehicle out-of-service**	**Driver out-of-service**	**Violations**
0 fatalities · 2 injuries · 0 tow-aways	68% clean (no violations)	22 of 169	7 of 228	30 out-of-service
		National avg 22.3%	National avg 6.7%	

Inspected about as often as interstate fleets of 100–199 trucks in California (about 234 in 24 months would be typical).

Inspections per quarter

inspections · with an out-of-service order



Compared with 1,756 peer fleets

YEARLY RATE	PER POWER UNIT	PEERS	PER 100K MILES	PEERS
Crashes	0.010	0.025	0.039	0.068
Inspections	1.67	0.96	6.50	3.47
Violations	0.58	0.54	2.26	2.52
Critical violations	0.26	0.10	1.00	0.37

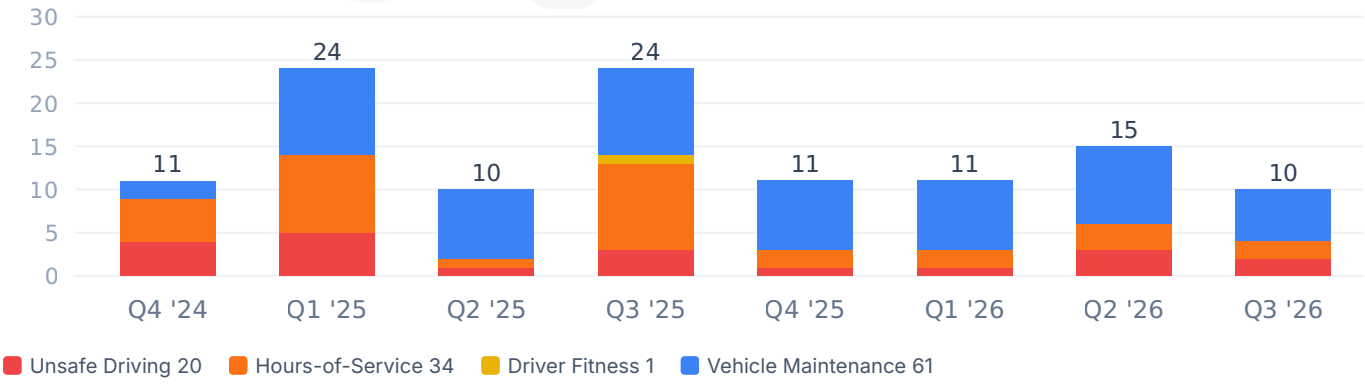
Yearly rates from the last 24 months. Peers: interstate fleets, 100–199 power units, medium-risk cargo.

Violations 116 in 24 months

CATEGORY	TOTAL	OUT OF SERVICE	MOST COMMON
Vehicle maintenance No alert	**61**	23	Brakes 25 · Tires 13 · Lights 8 · Steering & suspension 5 · Cargo securement 2 · 8 more
Hours of service No alert	**34**	6	False log 19 · Logbook / ELD paperwork 8 · Over hours limit 6 · No log 1
Unsafe driving No alert	**20**	0	Reckless / lane 8 · Speeding 8 · Phone use 1 · Seat belt 1 · Other 2
Driver fitness No alert	**1**	1	No valid CDL 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

2 crashes · 1 injury

DATE	STATE	SEVERITY	CONDITIONS
Aug 27, 2026	Nevada	Injury · 2 people hurt	Daylight, two-way trafficway divided unprotected median.

DATE	STATE	SEVERITY	CONDITIONS
Oct 25, 2025	Oregon	Property damage only	Wet road, daylight, rain, two-way trafficway divided unprotected median.

Insurance filed with FMCSA

FMCSA record through Nov 2, 2026

Today · live FMCSA check

Liability (BIPD)	**$750K on file · req. $750K**
Cargo	**not required · $5K on file**
Bond	**not required**

On FMCSA's filing record

Liability (BIPD)

$750,000 · Universal Casualty Risk Retention Group, Inc (risk retention group)

on record since May 7, 2026 · FMCSA minimum $750,000 · no gap on FMCSA's record since Jun 2012

Cargo filing

on file · The Hanover Insurance Company since Jul 10, 2010

36 months to Nov 2, 2026

- 3 liability insurers on FMCSA's record, 2 changes: KNIGHT SPECIALTY INSURANCE COMPANY → UNIVERSAL CASUALTY RISK RETENTION GROUP, INC (Mar 2026); ACE PROPERTY AND CASUALTY INSURANCE COMPANY → KNIGHT SPECIALTY INSURANCE COMPANY (Mar 2025)
- 6 cancellation notices filed by insurers; 5 took effect (the last Oct 24, 2025, replaced the same day); 1 replaced before it took effect
- No gap in filed liability coverage while liability was required

Authority

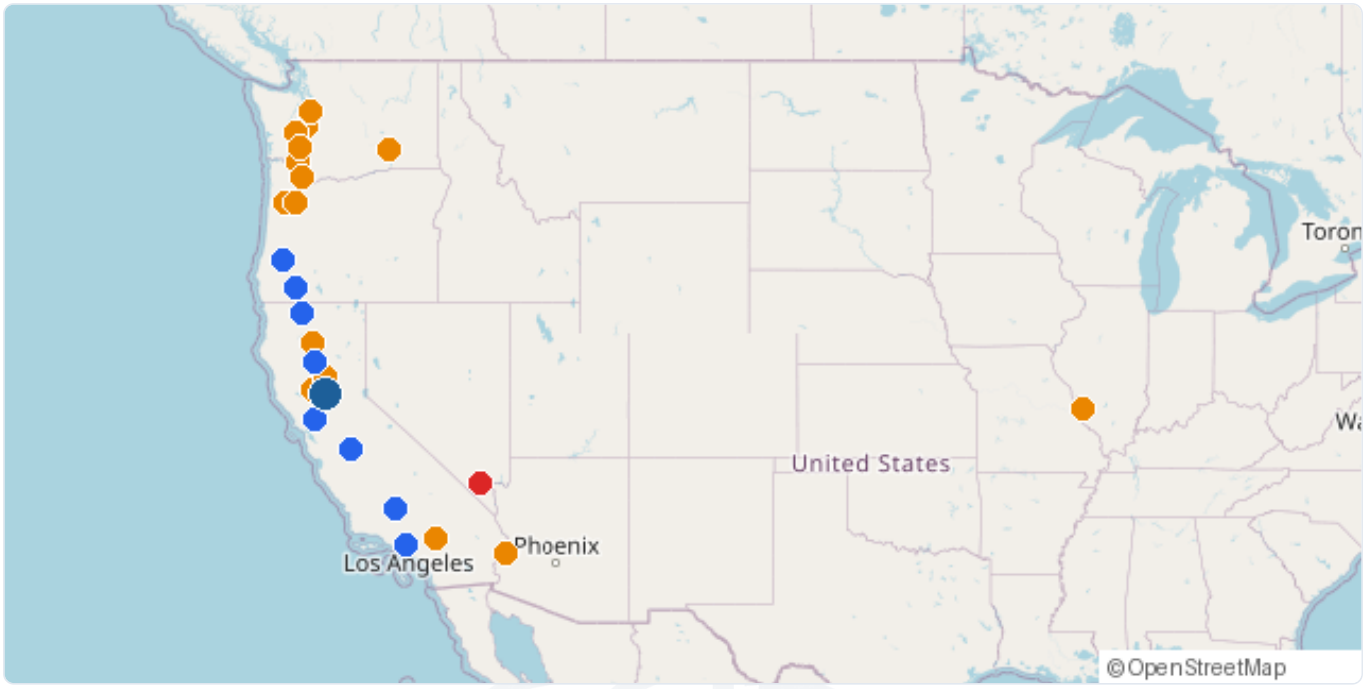
- FMCSA notices resolved in time: 6

Operating authority active (FMCSA's new registration system, status since May 15, 2013)

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 (HQ)	193
Oregon	17
Washington	17
Missouri	1

Mostly inspected in its home state (85%).

Fleet, registration and cargo

Fleet and equipment

Power units	**100** all owned
Drivers · CDL	**100 · 100**
Annual miles	**2.6M** ~26k per unit

TYPE	OWN	TERM	TRIP	TOTAL
Trucks	0	0	0	**0**
Tractors	100	0	0	**100**
Trailers	100	0	0	**100**

Registration

Registered	**12-11-1998** (28 yrs)
MCS-150 update	**04-14-2026** (Biennial Update)
FRED Score date	**Nov 07, 2026**
Officer	**PARDEEP SINGH**
Officer	**PARDEEP SINGH**
Phone	**(530) 777-3069**
Email	paul@hsdtrucking.com
Address	143 Epley Drive, Yuba City CA 95991

Cargo risk 58.2 · medium

Meat | Refrigerated Food | General Freight | Fresh Produce | Beverages | Paper Products | Coal/Coke

High-risk cargo: General Freight, Refrigerated Food, Meat

"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.