FRED Score

MOTOR CARRIER SAFETY REPORT

# LYMAN SAMMONS

DBA SAMMONS TRUCKING

USDOT 850708 · MC 469616 · Lovell, WY · Authorized For-Hire

**Not enough record**

Graded once the record supports it · 26 yrs history · 0 roadside inspections

| | |
|---|---|
| Prepared | November 8, 2026 |
| Grade scored on | Oct 1, 2023 → Oct 31, 2026 |
| Check it's current | fred-score.com/carrier/850708 |

Scan to see whether anything has changed since this report

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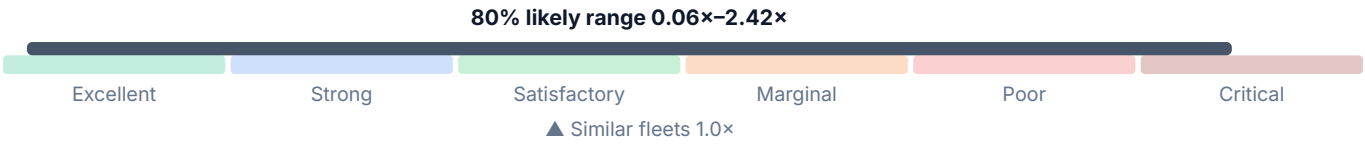

The FRED Score is an analytical opinion, not an FMCSA safety rating. Data sourced from FMCSA. Read the full notice on page 5.

# Summary

## Not enough record to grade yet.

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

Similar fleets: intrastate 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

**No roadside record.** No inspections in the scoring window, so roadside results leave its estimate at typical.

# 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.

**Intrastate operation**

Runs within Wyoming only. Intrastate fleets in Wyoming are inspected about 1 a year for every 25 trucks; interstate fleets, about 1 a year for every 2 trucks. So this record rests mainly on crash reports, which states file for intrastate trucks too, and few inspections are ordinary here.

# FMCSA status today

live check · Nov 8, 2026, 2:37 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.

Nothing on the FMCSA record stands out.

### Data flags

- **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

last 24 months · grade scored on Oct 1, 2023 → Oct 31, 2026

| 0 | 0 | — | — | 0 |
|---|---|---|---|---|
| **Crashes** | **Inspections** | **Vehicle out-of-service** | **Driver out-of-service** | **Violations** |
| 0 fatalities · 0 injuries · 0 tow-aways | roadside inspections | no inspections<br>Intrastate avg 30.6% | no inspections<br>Intrastate avg 8.5% | 0 out-of-service |

Intrastate fleets of 1 truck in Wyoming are rarely inspected: under 1 inspection would be typical in 24 months for a fleet this size; 96% of them had none.

### Compared with 9,881 peer fleets

| YEARLY RATE | PER POWER UNIT | PEERS | PER 100K MILES | PEERS |
|---|---|---|---|---|
| Crashes | 0.000 | 0.018 | 0.000 | 0.014 |
| Inspections | 0.00 | 0.62 | 0.00 | 0.48 |
| Violations | 0.00 | 0.84 | 0.00 | 0.65 |
| Critical violations | 0.00 | 0.11 | 0.00 | 0.08 |

Yearly rates from the last 24 months. Peers: intrastate fleets, Owner-Operator power units, medium-risk cargo. Inspections per power unit look like an outlier against peers; read the per-unit rates with care.

# Violations

0 in 24 months

No violations on the FMCSA record in the last 24 months.

# 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 · $5K on file** |
| Bond | **not required** |

### On FMCSA's filing record

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

**$750,000 · NATIONAL AMERICAN INSURANCE COMPANY**
on record since Jun 24, 2025 · FMCSA minimum $750,000 · no gap on FMCSA's record since Sep 2003

Cargo filing

on file · GREAT WEST CASUALTY CO. since Nov 2, 2009

### 36 months to May 14, 2026

- 2 liability insurers on FMCSA's record, 1 change: NATIONWIDE MUTUAL INSURANCE COMP → NATIONAL AMERICAN INSURANCE COMPANY (Nov 2024)
- No gap in filed liability coverage while liability was required

Operating authority active (FMCSA's L&I record of May 14, 2026, status since Jul 3, 2018)

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

# Where it operates

roadside inspections and crashes, 24 months



# Fleet, registration and cargo

## Fleet and equipment

| | |
|---|---|
| Power units | **1** all owned |
| Drivers · CDL | **2 · 0** |
| Annual miles | **1** ~0k per unit |

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

## Registration

| | |
|---|---|
| Organization | **INDIVIDUAL** |
| Registered | **01-20-2000** (26 yrs) |
| MCS-150 update | **07-30-2024** (Biennial Update) |
| FRED Score date | **Nov 08, 2026** |
| Officer | **STEPHANIE WAGNER** |
| Officer | **TY SAMMONS** |
| Phone | **(307) 272-4619** |
| Email | wagner1.steph1@gmail.com |
| Address | 2223 Highway 310, Lovell WY 82431 |

## Cargo risk 62.7 · medium

Metal: Sheets/Coils/Rolls | Machinery/Large Objects | Livestock | General Freight | Logs/Poles/Beams/Lumber | Building Materials | Other: DUMP TRUCK | Grain/Feed/Hay | Dry Bulk | Farm Supplies | Construction | Coal/Coke

**High-risk cargo:** Machinery Large, Livestock, 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.