

DOT INTEL

Carrier Report

EXAMPLE PDF - FICTIONAL CARRIER DATA

This example shows the format of DOT Intel's Carrier Report.

The company, USDOT label, insurers, dates, and figures are fictional.

They do not describe a real carrier, customer, insurer, or loss record.

The following pages use the same report renderer as the product.

Ordinary report source statements describe how a live report works;

they are not claims that these fictional values came from FMCSA.

In the product, reports reflect the records available for the chosen

USDOT. Missing data is disclosed. Filings are not coverage confirmation.

Use this example to review the layout, evidence sections, limitations,

and producer/underwriter takeaways before creating an account.

Not for quoting, binding, underwriting, or carrier verification.

DOT Intel — Carrier Report

EXAMPLE CARRIER - FICTIONAL DATA

USDOT EXAMPLE MC EXAMPLE Generated 2026-09-30

Prepared as a submission attachment. All figures are observed from available FMCSA filings (L&I insurance, SMS/CSA, Company Census) as recorded by DOT Intel; verify current coverage and limits directly with the carrier/insurer before binding.

A. CARRIER IDENTITY & AUTHORITY

Physical address	Example City, TX
USDOT status	Active
Authority status	Active
Authority granted	2018-03-12
Operation	Interstate
Power units	8
Drivers	10
MCS-150 date	2026-02-01
MCS-150 mileage	520,000
Hazmat	No
Cargo	General freight
Safety rating	Not rated

B. CURRENT INSURANCE

Insurer (parent)	EXAMPLE INSURER B - FICTIONAL
As filed (unmapped)	EXAMPLE INSURER B - FICTIONAL
NAIC company code	Unmapped insurer — not available
Form / type	91X · BIPD
Coverage (as filed)	\$750,000 – \$1,000,000
Currently covered since	2025-05-15
Filing status	ACTIVE

Observed FMCSA filing. FMCSA insurance filings are not annual policy periods — an active filing remains active until cancelled or replaced, so there is no expiration date to report. Confirm current limits with the insurer before binding.

C. COVERAGE HISTORY (OBSERVED FMCSA FILINGS)

Insurer switches observed	1
Current insurer since	2025-05-15
Observed continuous coverage since	2023-05-15
Coverage gap	No observed coverage gap

Filing timeline (most recent first):

- EXAMPLE INSURER B - FICTIONAL — 2025-05-15 to present · ACTIVE · 91X · \$1,000,000
- EXAMPLE INSURER A - FICTIONAL — 2023-05-15 to cancelled 2025-05-15 · CANCELLED · 91X · \$1,000,000

Based on available FMCSA filings; the observed record may lag the live FMCSA system. Continuous-coverage span reflects unbroken filing dates across insurers, not a coverage guarantee. Continuity is computed from primary-liability filings (91/91X) only — cargo and broker bond/trust filings are shown in the timeline above for completeness but do not evidence liability coverage.

D. SAFETY SUMMARY (LAST 24 MONTHS)

Inspections	20
...with violations	4
Vehicle OOS	2 (10.0%)
Driver OOS	0 (0.0%)
Hazmat OOS	Not separately tracked
Crashes	1
...fatal / injury / tow	0 / 0 / 1
Safety rating	Not rated

E. BASIC / SMS PERCENTILES

BASIC percentiles are not published for this carrier, likely due to insufficient inspection/activity volume. Raw inspection and crash counts are shown in the Safety Summary above.

Crash Indicator — DOT Intel measure (not an FMCSA percentile)

Not available for this carrier.

F. UNDERWRITING VERDICT

Deterministic summary of observed FMCSA data — not a coverage opinion, recommendation, or appetite assessment. The full AI-assisted verdict (strengths, concerns, and blockers) is available in-product on this carrier's live profile page and is not reproduced in this PDF.

Producer takeaway

- Currently insured by EXAMPLE INSURER B - FICTIONAL (observed since 2025-05-15). No observed coverage gap; continuous coverage since 2023-05-15.

Underwriter takeaway

- Insurer switches observed: 1. 1 crash(es) in 24 months. 20 inspection(s) in 24 months. Safety rating: Not rated.

Recommended next step

- Verify current coverage, limits, and effective dates directly with the carrier and insurer before quoting or binding. Where BASIC percentiles are unpublished, weigh the raw inspection and crash counts above.

Evidence & limitations

- Source: FMCSA L&I insurance filings, SMS/CSA, and Company Census, as observed by DOT Intel.
- Based on available FMCSA filings; observed data may lag the live FMCSA record. Not a guarantee of coverage and not a will/won't-write determination.

FMCSA REFERENCES

SAFER: <https://safer.fmcsa.dot.gov/> (USDOT EXAMPLE)

SMS: <https://ai.fmcsa.dot.gov/SMS/Carrier/EXAMPLE/Overview.aspx>

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