2012 DEC -5 P 4: 05

Fed

Ship (P/U) date : Wed 10/31/2012 6:07 pm



Actual delivery : Thur 11/01/2012 11:55 am

Delivered Signed for by: C.WOMACK

Travel History

Date/Time Activity

- 11/01/2012 - Thursday

11:55 am

Deliyared On FedEx vehicle for delivery 9:40 am

7:21 am

Delivery exception

Customer not available or business closed

6:55 am

On FedEx vehicle for delivery

6:30 am

At tocal FedEx facility

6;13 am

At dealination sort facility

3:29 am

Departed FedEx location

12:32 am

Departed FedEx location

- 10/31/2012 ~ Wednesday

10:41 pm

Arrived at FedEx location Left FedEx origin (acility

7:35 pm \$:07 pm

Picked up

Tendered at Fedfix Office

Location

WASHINGTON, OC

WASHINGTON, DO

WASHINGTON, DC

WASHINGTON, DO

WASHINGTON, DO

МЕМРНЯ, TN

INDIANAPOLIS, IN

SNOVAMAPOLIS, IN

URBANA, IL

CHAMPAIGN, F.

Local Scan Time

Shipment Facts

Tracking number

Dimensions

Delivered To

Packaging

802200768893

ixixi in

Receptionist/Front Desk

FedEx Envelope

Service

Signature services

Section

Special handling

Total pinces

PedEx First Oversight Direct signature required

Deljvar Weekday, Direct Signature Required

12/3/2012 3:29 PM



CHA US

Ship (P/U) date : Wed 10/31/2012 6:07 pm

Actual delivery : Thur 11/01/2012 11:20 am US

Delivered Signed for by: N.ZIGELMEIR

Travel History

Date/Time Activity

+ 11/01/2012 - Thursday

11:20 sm

Delivered

9:45 am

On FedEx vehicle for delivery

7:21 am

Delivery exception

Customer not available or business closed

6:55 am

On FedEx vehicle for delivery

6:29 am

At local FedEx facility

6:13 am

At destination sort (acility

3:29 am

Departed FedEx location

12:32 am

Departed FedEx location

- 10/31/2012 - Wednesday

10:41 pm

Arrived at FedEx location

7:35 pm

Left FedEx origin tacility

6:07 pm

Picked up

Tendered at FedEx Office

Location

VARSHMASTON, DC

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URBANA, IL

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Local Scan Time

Shipment Facts

Tracking number

Weight

Signature services

Total places Packaging

802200765908

0.5 lbs

Direct signature required

FedEx Envelope

Service

Dimensiona Delivered To

Total shipment

weight

Special handling

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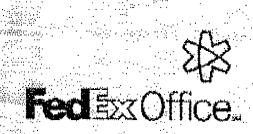
FedEx First Overnight

txtxt lo.

Receptionist/Front Desk

0.5 lbs / 0.2 kgs

Deliver Weekday, Direct Signature Required



505 S MATTIS AVE. CHAMPAIGN, IL 61821

Device ID: Employee:

CMIK-POST 2275427

Transaction: 78086741765

FIRST OVERNIGHT 0.50 1b (M) Direct Signature

Scheduled Delivery Date 11/01/2012

FIRST OVERNOON

(802200765908) 0.45 lb (S) Direct Signature

Scheduled Delivery Date 11/01/2012

Shipment subtotal: 141/16

Total Due: 141.16

Check:

141.16

.... K = Veight entered manually

S = Veight read from scale

I = faxable item

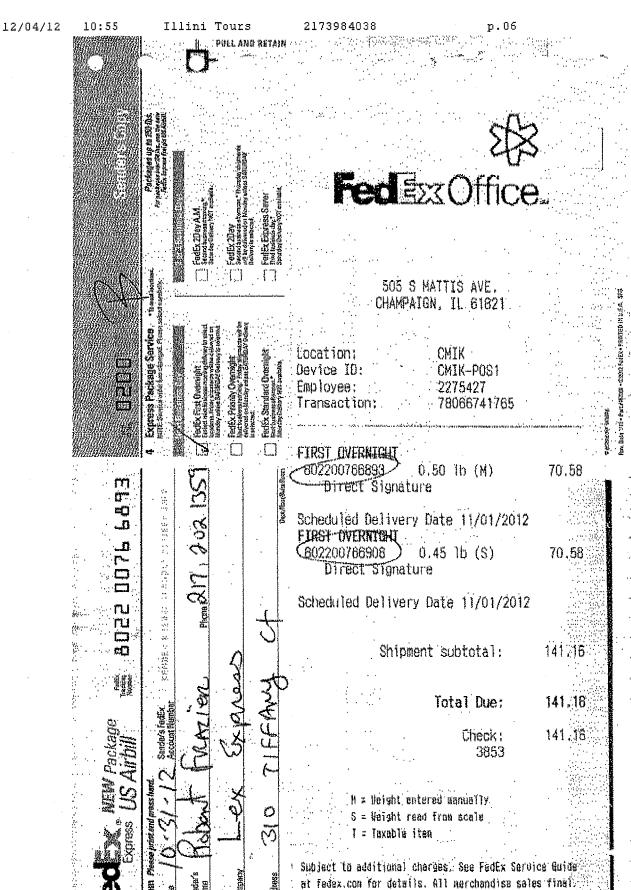
Subject to additional charges, See FedEx Service Guide at fedex.com for details. All merchandise sales final.

> Visit us at: fedex.com Or call 1.800.GoFedEx 1,800,463,3339

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at feder.Cum for details. All Amtchandise Seies ii

Visit us at: fedex.com Or call 1.800.GoFedEx 1.800.463.3339

October 31, 2012 6:07:10 PM

Asdress

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Company



12/04/12

LEX EXPRESS (LEX EXPRESS INC dba)

U.S. DOT#: 824116

10:55

Review Date: 10/16/2012

Part B Violations

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1 FEDERAL	Primary: 382.301(a)	Discovered	Checked 2	Drivers/Vehicles In Violation Checked 1 2									
} exacihia	before the motor carrier has received a negative pre-em Charles Shaffer 21-2012	ployment contro	lled substance	The second secon									
2 FEDERAL	Primary: 382,601(b)	Discovered	Checked 9	Drivers/Vehicles In Violation Checked 1 9									
Description Failing to provide to employees a written policy on misuse of alcohol and controlled substances. Example Driver Name: Charles Shaffer Trip Date: 08-21-2012													
FEDERAL	Primary: 383.23(a)	Discovered	Checked 21	Drivers/Vehicles In Violation Checked 1 21									
Description Operating a co Example Driver Name: 0 Trip Date: 08-2		r's license.	The second secon	The second secon									
4 FEDERAL	Primary: 390.21(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation Checked 2 2									
Example	re every self-propelled CMV, as defined in section 390.5. David Mendoza 34-2012 LEX 19	The second secon	17	The state of the s									
5 FEDERAL ACUTE	Primary: 390.35 Secondary: 396.3(b)	Discovered 9	Checked 221	Drivers/Vehicles In Violation Checked 2 13									
Example		icle maintenanc	TT TO THE WAY IN THE TOTAL PROPERTY OF THE PARTY OF THE P										





LEX EXPRESS (LEX EXPRESS INC dba)

Illini Tours

U.S. DOT #: 824116

Review Date: 10/16/2012

Part B Violations

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6 FEDERAL	Primary; 392.2	Discovered	Checked	Drivers/Vehicles In Violation Checked
08/23/2012 Ti	ommercial motor vehicle not in accordance with the laws, rated - Vehicle Maintenance. ne FMCSA and State partners identified violations across t are reflected in the Vehicle Maintenance BASIC of the C or Briere Trip Date: 10/07/2011 No or defec		tions at the ro easurement S	
7 STATE CRITICAL	Primary: 395.8(e) CFR Equivalent: 395.8(e)	Discovered	Checked 3	Drivers/Vehicles In Violation Checked 2 7
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8 FEDERAL CRITICAL	Primary: 395.8(e)	Discovered 15	Checked 121	Drivers/Vehicles In Violation Checked
Description False reports of Example Driver name: R Trip Date: 06-7	of records of duty status. Ion Rochkes 28-2012			
9 FEDERAL	Primary: 395.8(e)	Discovered 84	Checked 124	Drivers/Vehicles In Violation Checked 6 7
Description False reports of Example Driver name: F Trip date: 08-2	of records of duty status. Ron Rochkes 0-2012	The state of the s	NOTE OF THE PROPERTY OF THE PR	Andrews and the second and the secon
10 FEDERAL	Primary: 396.3(a)(2)	Discovered	Checked	Drivers/Vehicles In Violation Checked 13 13
LEX 12	ot pushout windows, emergency doors, and emergency so of inspections for pushout windows, emergency doors, ebruary 2012	marking lights in	buses at lea	st every 90 days.



p.10





LEX EXPRESS (LEX EXPRESS INC dba)

U.S. DOT #: 824116

Review Date: 10/16/2012

Part B Violations

11 FEDERAL	Primary: 396.3(b)(1)	Discovered 4	Checked 13	Drivers/Vehicles In Violation Checked 4 13
,	a maintenance record which identifies the vehicle, included the vehicle included the vehicle by make, serial number, year, and tire size			***************************************
12 FEDERAL	Primary: 396.7(a)	Discovered	Checked 1	Drivers/Vehicles In Violation Checked
Description Operating a mi Example Company num Driver Name: Trip date: 04-	David Chano	dent or breakdo	∨ n.	THE PROPERTY OF THE PROPERTY O
13 FEDERAL	Primary: 396,11(c)	Discovered 9	Checked 102	Drivers/Vehicles In Violation Checked 6 13
Example Identify vehicle Date defects re	ported: 04-13-2012 de: No Record of Receir	ort(s).		
14 FEDERAL	Primary: 396,13(c)	Discovered	Checked 285	Drivers/Vehicles In Violation Checked 13 13
Vehicle Identific Driver name: C Trip Date: 05-1	Gerald Silver 3-2012	The second state of the se		
15 STATE CRITICAL	Primary: 396.17(a) CFR Equivalent: 396.17(a)	Discovered 4	Checked	Drivers/Vehicles In Violation Checked 4 13
Description Using a comme Example Vehicle Identific Driver Name: E Date of Trip: 04	Ill Moreland	2 1		





LEX EXPRESS (LEX EXPRESS INC dba)

Illini Tours

U.S. DOT#: 824116

Review Date: 10/16/2012

Part B Violations

16 FEDERAL CRITICAL	Primary: 396.17(a)	Discovered	Checked	Drivers/\frac{1}{2} In Violation	
Example Vehicle identi	nercial motor vehicle not periodically inspects fication: LEX 9 Gerald Silver 05-13-2012	d.		——————————————————————————————————————	1 Q
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Your proposed	safety rating is :	Rating Factors	- International Control of Contro	Acute Critica	
		Factor 1:	¢	1 (???
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		Factor 5:	N	0 ()
		Factor 6:	S		

Effective date: The unsatisfactory rating will take effect 45 days after the date of a forthcoming official notice from the Federal Motor Carrier Safety Administration headquarters office in Washington, D.C.

PROHIBITION: Under 49 USC sections 13905(f)(1)(B) and 31144, and 49 CFR section 385.13, a motor carrier that receives a final safety rating of unsatisfactory is prohibited from operating a commercial motor vehicle in interstate and intrastate commerce and, if applicable, shall have its registration revoked unless and until such time the FMCSA determines the motor carrier is fit and the motor carrier has reinstated its registration.

49 U.S.C. 31144 provides that the prohibition takes effect unless the motor carrier, within 45 days of the date of the forthcoming official notice, takes the necessary steps to improve the rating to conditional or satisfactory.

Unless the motor carrier receives an improved rating within 45 days from the date of the forthcoming official notice from Washington, D.C. the motor carrier will be subject to the prohibition in 49 CFR 385.13.

Corrective actions must be taken for the violations (deficiencies) listed on Part B of this review. Title 49 CFR Sections 385.15 and 385.17 provide for administrative review and a change to a safety rating based on corrective actions, respectively. A request for a change to a safety rating under section 385.17 may be made at any time. A motor carrier may request, in writing, a change in the rating by providing evidence of corrective actions to the Field Administrator for the FMCSA Service Center in which the carrier maintains its principal place of business. (See 49 CFR 385.17 for additional details). A request for administrative review under section 385.15 must be made within 90 days of the date of the proposed safety rating issued under section 385.11(c) or a final safety rating issued under section 385,11(b), or within 90 days after denial of a request for a change in rating under section 385,17

Administrative Review: A motor carrier of hazardous materials or passengers may appeal its proposed safety rating in a petition filed pursuant to 49 CFR section 385.15 if it believes that the rating is in error and there are factual and procedural issues in dispute. Such appeals must be made within 90 days of the date of the proposed safety rating, but should be made within 15 days of the date of the safety rating notice to allow the FMCSA to Issue a written decision before the prohibitions in 49 CFR 385.13 take effect. Appeals filed pursuant to section 385.15 should be addressed to: Chief Safety Officer, Federal Motor Carrier Safety Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590. The motor carrier will receive a written decision on the petition within 30 days from receipt of the petition by the Chief Safety Officer. (See 49 CFR 385.15 for additional details.)





12/04/12

LEX EXPRESS (LEX EXPRESS INC dba)

U.S. DOT #; 824116

10:55

Review Date: 10/16/2012

Part B Violations

(Note: Neither a petition to contest the rating nor a request for a change in the rating will delay the effective date of the rating, if unchanged.)

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Via US-mail

Chief Safety Officer U.S. Department of Transportation Federal Motor Carrier Safety Administration 1200 New Jersey Ave., SE. Washington, DC 20590-0001

Illini Tours

RE: REQUEST FOR ADMINISTRATIVE REVIEW/ 385.11, 2(b)(e) and 385.15 (a)(b)

Proposed Safety Review rating / 10-16-2012 LEX EXPRESS US DOT Number/824116 dba) LEX EXPRESS, INC

Dear Chief Safety Officer:

Pursuant to the proposed safety review determination rating of UNSATISFACTORY, 10/16/2012, LEX EXPRESS, INC (LEX) requests the FMCSA conduct an administrative review, 385.15(a). LEX maintains errors were made in the preliminary audit and, whereby, conclusions were summarized based upon incomplete presumptions. LEX was alleged to have made false entries on inspections/ vehicle reports, and/ or duty status records fraudulently. LEX seeks the removal of #5 as ACUTE, 2 violations, #7 as CRITICAL 2 violations, #15 as CRITICAL 4 violations and request the review of the Level V inspection LEX 32 discoveries placing the vehicle out of service (OOS);

LEX seeks remedy as follows:

A) Fraudulently reporting/ Eric Mason #5 (1/2 Violations), ACUTE/ LEX 9:

The report(s) in question had notations on the back of preformed inspection(s) regarding brake measurements. Mr. Mason noted brakes in need of service soon, later noting the brakes were at the "Wear-line". LEX submits the right questions were not asked. Mr. Mason and the other certified brake mechanics observe wear-line measurement at 1/16" above the manufacturer's imposed grooved wearline. LEX changes its brake above the manufacturer's imposed wear-line as an in-house safety measure

p.15

Illini Tours

and any notation of "need brakes soon" or "at the ware-line change ASAP", etc, is and has always been, reference for ordering parts and/or service awareness. Mr. Mason is on the record, noting that each mechanic had their own base line measurements and, whereby, the only discrepancy was in the language used among themselves. LEX shall retrain the aforesaid mechanics to use the same tool-set. method and language. The breaks were not out of compliance specification (1/4" North American Standards) and therefore false entries were not reported. LEX offers a lack in questioning (what is meant by the break wear-line in reference to the documented measurements).

B) Fraudulently reporting/ Eric Mason #5 (2/2 Violations), ACUTE/ LEX 23:

This bus was in an accident and whereby, the driver, Mr. Chang, reports "I stood *hard on the brakes, but couldn't stop", again LEX contents a failure in asking the right questions. Mr. Chang clearly stated and notes he couldn't stop, but why? The same driver's statement offers an explanation,

- 1. He was driving at 30 MPH, traffic was bumper-to-bumper and stopped very suddenly.
- 2. The car he hit was ½ way back alongside the semi (approx 20 ft Cab and at best 53' trailer/ 73 feet in total (trailer divided by 2) = 26.5 stopping distance required when applied to Part 2.6 Controlling Speed, of the CDL Illinois 2011 study guide, (page 29) formula:

Perception Distance + Reaction Distance + Braking Distance = Total Stopping Distance. At 30MPH, 30 + 30 + 85 = LEX driver needed 145 feet to stop.

Concluding, at best with the car positioned at front and along side of the semi, the LEX driver still needed 140 -145 feet to completely stop. Braking wasn't the problem but stopping distance was at 30 mph. LEX also offers the driver, Mr. Chang, was not found at fault by the attending State investigator/ Police. The Illinois traffic reports "Unit 1 hit the brakes and attempted to avoid a collision. Unit I could not stop IN TIME..." the report continues in listing on board passengers names and personal information. LEX did not receive a citation and the bus was, furthermore, released for route completion without any violation discoveries or failures reported containing the acknowledged passengers. Furthermore, Mr. Chang reported NO brake problems on his Post Trip inspection and was found completing his post accident scheduled route without brake failure issues (approx 150 additional miles). Upon completion and return, LEX placed the bus out of service for a selfimposed post accident investigation and, whereby, found no brake damage or out of service issues were reported. LEX did however, replace two brake pads at 1/16" above the manufacturer's imposed grooved wear-line. LEX also notes, the mechanic failed to document the brake replacement, but certifies to the unusual event and LEX acknowledges further training of proper documentation in still in progress. There was no evidence of false entries and/or that brakes caused a stopping problem in performance. Without considering the required stopping distance all CMV lack stopping abilities, its a misrepresentation of the total facts without this fact acknowledgment. LEX acknowledge Mr. Bill Moreland at 9:15 a.m. needed adjustment confirmed and adjusted by Eric Mason at 4-8-12, and whereby on 4-8-12 at 1:00 pm. Greg Singleton confirms and indicates no brake problems. On 4-11-12 Mr. David Chang confirms and reports no brake problems. LEX acknowledge Mr. Mason only reported brake adjustments on 4-10-12. LEX finds an absence of documentation on 48-12 between 9:15 am, and 1:00 pm, and does not agree with any fraudulent entries.

C. Fraudulently reporting/ Robert Frazier #7 (2 violations), CRITICAL / RODS:

The record of duty status (RODS) were measured against the Illinois I-Pass on-site records. These records were complied by Mr. Mendoza in absence of our I-Pass manager, who was out on personal leave. LEX again challenges the violation results. The reviewing agent failed to ask if the I-Pass modules (IPMs) were vehicle assigned, if IPMs were used among the collective LEX fleet or vans and or if the IPMs were given to any drivers. The Illinois I-Pass system has no means for tracking each vehicle in use. Illinois I-Pass only requires that each vehicle which uses the IPM is registered for the IPM in uses. Therefore when the agent checked the RODS against the IPM for reported locations, IPM could have been in any vehicle in the Fleet (IPMs were registered to the fleet). LEX only assigned the IPMs to vehicles during the audit review, under Mr. Mendoza's direction which seems to be a good future means of self auditing. LEX however, does not contest drivers failing in reporting ON- Duty status while finishing paperwork and or after fueling the vehicles. LEX shall retrain and educate all drivers. LEX also agrees with the reviewing agent "NO LEX DRIVERS WERE FOUND TO BE in excess of 10 hours driving and or 15 hours total ON-Duty hours and/or 70 hours in 8 days including the fueling and/or paper work reporting. Lack of reporting and/or lack of understanding the full nature of RODS requirements is not intentionally making false entries.

D) Using a commercial motor vehicle not periodically inspected /#15 CRITICAL 4 violations

LEX has received prior FMCSA reviews annually. LEX continues towards committed progress in regulations understanding, corrective efforts and desires. But, LEX again finds dispute with the reviewing agent's interpretation pertaining to "using a commercial motor vehicle not periodically inspected", 396.17(a). In accordance with the prior safety reviews, in precedence, the FMCSA has not cited any violations or refused any previous LEVEL Vs offered as periodical inspections preformed. The regulations offer "passing language" 396.17(f), and is not specific if passing only pertains to "before the Motor Carrier has certifies that all violations have been corrected" or prior to violations discovered in the initial inspection. The undersigned certifies, under penalties, within 15 days that the vehicle is "passing" pursuant to the said inspection 396.9(2), (3)(i)(ii), and returns the completed roadside inspection from with its preformed corrections. LEX contents with FMCSA prior accepted practice of Level V inspections received, the bus had under gone a periodical inspection. LEX asked for clarification "does the vehicle need to be completely re-inspected pursuant to another regulation" only a limited interpretation of "passing was given without regulation or compendium offered. LEX normally inspects all fleet vehicles beyond any Level V Lispections but has also offered previous inspections for compliance. This auditor did not receive any Level V inspections for the previous 12 months even if the vehicle was not placed OOS. LEX agrees that one motor coach which was purchased and placed in service only received a current State inspection, LEX 12. But again, LEX disagrees with the citation for LEX 32 which is only used locally as a local limo bus. The bus does not engage in interstate commerce and was current with a semi-Illinois safety lane clearance (included as one of four violations). LEX seeks the removal of the CRITICAL finding for refusal of offered Level V completed inspections.

E) Level V inspection OOS for LEX 32/

Illini Tours

- 1. This vehicle was inspected and was not placed OOS for any violations pertaining to its safety performance as follows:
 - 393,83(c) improper exhaust-bus (gasoline), from auxiliary generator in baggage compartment below emergency exit window. LEX 32 was in the shop receiving repairs on it's independent generator exhaust system. The service exhaust pipe had been removed and the generator was being worked on. The Mechanic showed the inspector the pipe and noted it being removed, broken and under repair. The vehicle had passed the Level V until the Inspector requested the generator be started as a fore said. The generator is constructed with an independent connection for its own exhaust pipe extending to 11.5 inches from the rear bumper. The inspector did not measure the removed tail pipe for length and noted the attachment was lose at the generator, which was being repaired with work yet completed. When LEX offered the bus for the Level V, LEX would have removed the generator under repair as well if LEX had known an explanation with the given broken generator exhaust piping would not be sufficient.
- 2. 393,100(a) No or improper load securement, C02 cylinder in luggage compartment. The violation discovered is not applicable for a Motor Coaches bus as 393.100(a) trucks, truck, semitrailers, full trailers, and pole trailers are only listed. But pursuant and in account for 392.9 (a)(1), LEX offers the following detail and request:

The cylinder is 27.5" x 8" diam, weighting 30lbs full. The material is non-flammable C02 for fountain tap /drinks use. The cylinder was located in the lower cargo luggage bay (36" x 58" wide) of LEX32. The C02 cylinder was bolted to the bus frame and secured up right against the enter/ front bay wall by a 1.5 inch wide nylon strap rated for 1000 pounds. The bus travels locally (in-town) with speeds of 15-35 mph. Therefore, LEX offers 393.102(b)(c)(1) for the removal of the OOS safety rating for LEX 32 vehicle.

In continuance, LEX shall offer a Safety Management Plan (SMP) containing documentation for corrective actions implementation for all non disputed violations. LEX has continued in its efforts towards vehicle maintenance safety and has demonstrated improvement in brake management, vehicle performance and safety. The OOS rate issues for the LEX vehicles has not discouraged our efforts in striving towards a ZERO VIOLANTION Company Standard with corrective actions, policies and procedures. revised and implemented. The SMP shall be forth coming pursuant to 49 CFR 385.5 and 385.7 in acknowledgment with the October 22, 2012 letter.

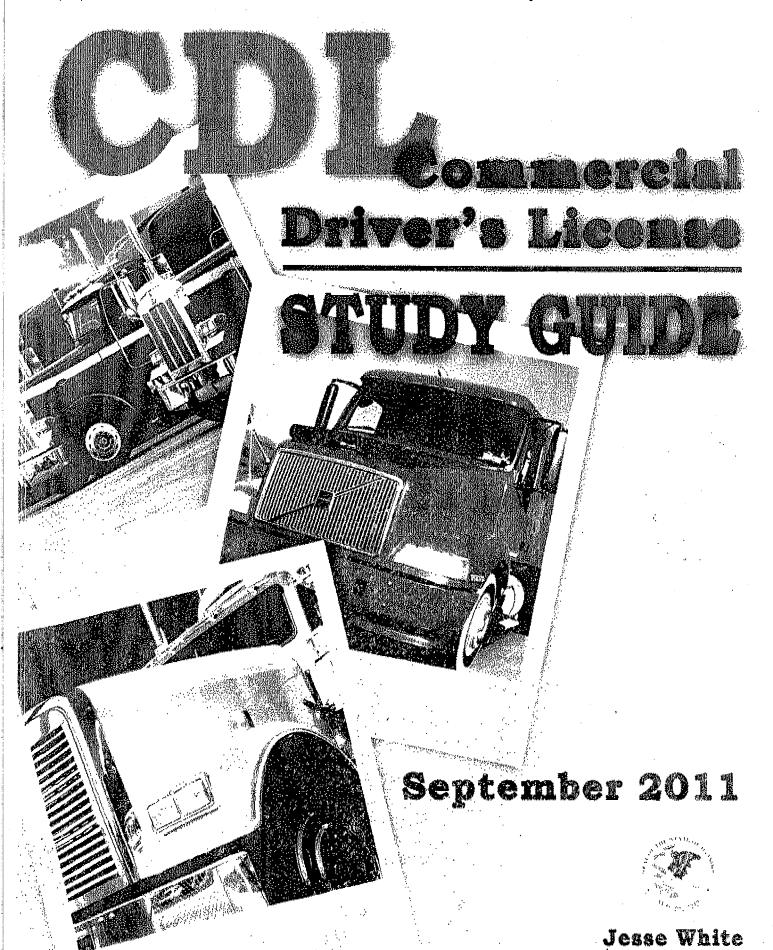
Please feel free to address any questions to Mr. Mendoza as needed. It seems we have an amicable means for resolutions.

Trus

Very truly vours

Robert L. Frazier

Illinois Secretary of State



INVOICE



MCI FLEET SUPPORT MCI SERVICE PARTS 7001 UNIVERSAL COACH DRIVE KY 40258 LOUISVILLE 502-318-3158

SHIPPED FROM: LOUISVILLE

Remit To:

... MCI SERVICE PARTS INC LOCKBOX 774764

4764 SOLUTIONS CENTER

CHICAGO, IL 60677-4007

Bill To:

LINCOLN LAND EXPRESS 310 TIFFANY COURT

IL 61822-9327 CHAMPAIGN

Ship To: LINCOLN LAND EXPRESS

310 TIFFANY COURT

2590223

CHAMPAIGN

IL 61822-9327

Date 4/30/12

<u>Co/Cust No:</u> <u>Order No.</u> <u>Customer PO#</u> 1/0001008715 T30N2/00 04232012

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(5/11)

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□ SATISFACTORY

ORIGINAL

CONDITION OF ABOVE VEHICLE IS:

DRIVER REVIEWING REPAIRS, SIGNATURE: © Copyright 2011 J. J. KELLER & ABSOCIATES, INC.® Nearah, Wi • USA • (800) 327-8868 • jikellet.com

DRIVER'S SIGNATURE:

MECHANIC'S SIGNATURE:

ABOVE DEFECTS CORRECTED

ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

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DRIVER'S SIGNATURE:

MECHANIC'S SIGNATURE:

DRIVER REVIEWING REPAIRS: SIGNATURE: © Copyright 2014 J. J. KELLER & ASSOCIATES, INC. © Neenah, W. + USA + (800) 327-6868 + jikeller.com

ABOVE DEFECTS CORRECTED ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF

VEHICLE

DATE:

(5/11)

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LEX Express

REPAIR ORDER

310 Tiffany Ct. Champaign, IL 61822 217-352-6682

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Mechanic's Signature

Shop Manager's Signature

I chuck shaller

Date

12/04/12

Apr 12, 2012

On Wed, Apr 11, 2012 at approximately 8pm, I was the driver of a coach bus for LEX Express, bus #23, with ~20 passengers aboard, enroute from Woodridge, IL to Bloomington, IL.

Southbound on the Stevenson (I-55) near Bolingbrook at evening rush hour, I was in the outside lane, behind a semi (so I couldn't see traffic way ahead). Traffic was bumper-to-bumper, but moving at about 30MPH. Suddenly the semi I was following braked, *Very* suddenly. The lane to my left was just barely clear enough for me to veer into it, which I did, but then I rear-ended the car ahead, which was about 1/2 way back alongside the semi. I stood *hard* on the brakes, but couldn't stop :- (That car bumped the car ahead of it, so 3 vehicles were involved.

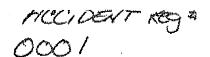
Nobody on my bus was hurt (in fact, some of them didn't even know I hit anything), the bus only had a slightly deformed front bumper...but the trunk of the car in front was damaged. The first car only had a small dent in its back bumper. The only injury I saw was to the lady driving the car ahead, a few cuts on her face, so there was a lot of blood on her face, so it initially looked bad, but once the paramedics cleaned her up, it didn't look nearly as bad. The ambulance that arrived didn't take her to the hospital (at least not as of the time I left the scene), they just kept her inside for about 1/2 hour, then she got out and walked back to her car.

The tow-truck that arrived towed the car in front of me, but the first car just drove away (after the police did their paperwork). The police ran my license and copied the insurance papers, walked through the bus getting the names of all the passengers, then they stopped the passing traffic and told me I could drive on, if I determined that the bus was drivable (which it was). I was not issued a citation at the time, the officer gave me his business card with the crash # and location identified, the officer told me that a police report would be available in a few days. I deposited that card into the driver cash box for Bob.

Several passengers were taking cellphone pictures of what they could see, I verified with them that their name(s) and phone numbers were correct as listed on my passenger list.

I continued on to Bloomington and Champaign and delivered the passengers as originally scheduled.

Dave Chang





REQUEST FOR CRASH REPORT

06509 APR25≥

LEX EXPRESS INC 310 TIFFANY COURT CHAMPAIGN IL 61822

April 16, 2012

To

ILL STATE POLICE / acct report unit

Via Dist #5 - Jollet Trooper:

NICHOLAS OSIFCIN #6080

Fax: 815-726-6377

Tel.: 815-726-0066

F₹Ę:

Crash Report #05-12-620 CAD# 10534

[3 vehicle crash I-55 S/B at MM 263 4/11/12 @ 8:02 PM]

From

David Mendoza / Compliance

310 Tiffany Court Champaign, IL 61822

Fax: 217-398-4038

Tel.: 217-352-6682

E-Mail: davidmendoza.lexillini@gmail.com

Illinois State Police Accident Report Unit 500 lles Parkplace Springfield, Illinois 62718

RE: Crash Report/ date: 4/11/12/ location: S/B @ 263/ time: 8:02 PM

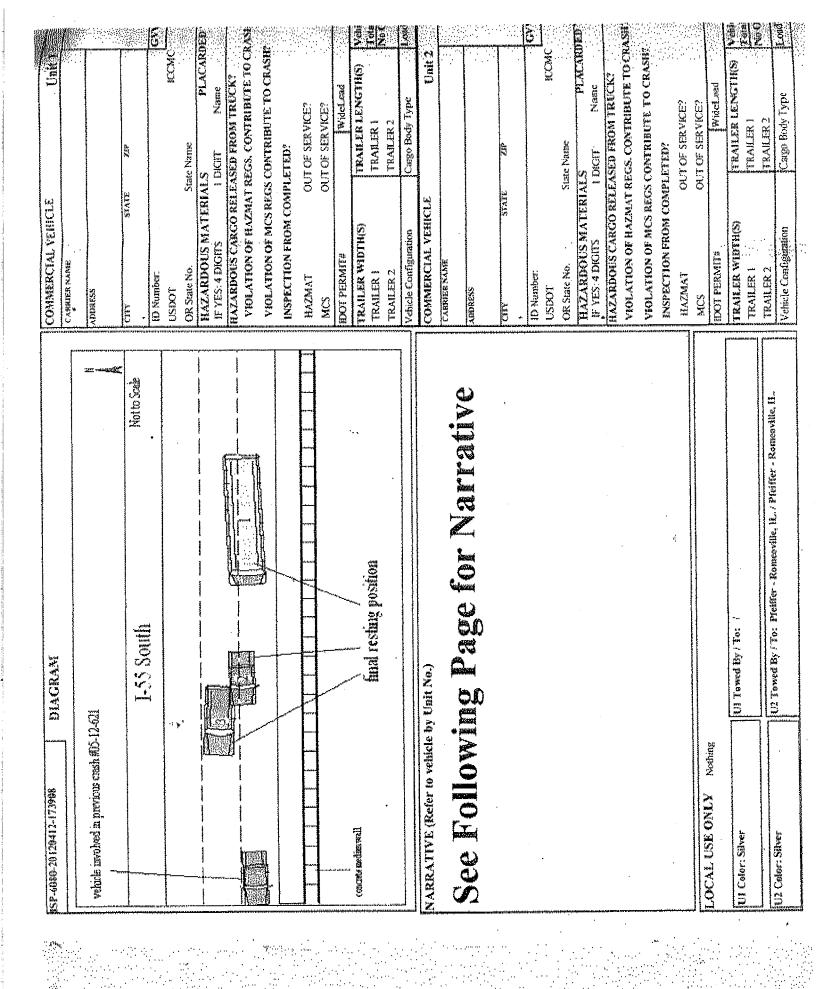
To whom it may concern:

Please find the document request fee enclosed (\$5.00 USD). Please mail or e-mail to the undersign. Thank You for your help in this matter,

Sincerely

David Mendoza LEX/ ILLINI Compliance

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LLINOIS TRAFFIC CRASH REPORT

Unit 1 driver in the rear. front of Unit 1 in traffic a stop. The driver of Unit 1 was traveling South on I-55 when he observed traffic in front of him coming to hit the brakes and attempted to avoid a collision. Unit 1 could not stop in time and struck Unit 2 Unit 2 and Unit 3 were if was traveling South on I-55 near mile post 263. Chit 1

impact then pushed Unit 2 into Unit 3 which was stopped in the lane of traffic next to Unit 2. hit the brakes and attempted to avoid a collision.

The driver of Unit 2 stated that she was traveling South on I-55 when a gold van in front of her in traffic stopped in the land lane of traffic. Unit 2 hit the brakes and stopped behind the gold van. Unit 2 was then struck in the rear by Unit and forced into Unit 3.

The driver of Unit 3 stated that he had stopped in the center lane of traffic for another accident that had occurred in front of him. Unit 3 was then struck by Unit 2 in the rear bumper and along the driver's side of his vehicle.

The driver and passengers were transported sustained heavy rear and front end damage and was towed from the scene. to Bolingbrock Hospital: Unit

Unit 3 sustained minor damage and was driven away from the scene by the owner

The following is a list of the Unit I sustained minor front end damage and was driven away from the scene by the driver. passengers on Unit 1, their date of birth, and phone numbers;

Maryem S. Matias

354-1

Faininy Fery

515)

Sugin Wang

(515)4

Serard Lopez

(237)

Asim Peracha

(734)

Ken Wu

(510)5

Mateen Peracha

(734)3

John M. Williams

Georoly Mulumba Lusango Eddie Sayon Jr. Jessica Gurteh Yound Mi Sohn Di Sarno Wigi Youn Jung Bo Minjura Chwe Mehmet Kurt Eddie Sayon Run Juna Ho ik Jin Ko (217); (217) (314) (217) (224) (734) (211) {714} (714 +39 +96+ 62.q 82078684038 sanoT inillI

Capacity Reason for Inspectio CLEANLINESS (Circle One)	PATERIOR JOSEPH GOVERNMENT PROPERTY PRO	PREZIERIOR	lechanic Name: LRC Cody MCA 1Z Year C44 Bus # / Van # 9 LIST DVIR DATE OR OTHER LIST REASON (s)	NEW COLD CONTROL OF THE CO
Capacity Reason for Inspectio CLEANLINESS (Circle One) F	n/Repairs: DV	EXTERIOR	2Bus #/Van #9 LIST DVIR DATE OR OTHER LIST REASON (8)	
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O DEFROSTER	SMEATERS	12/	455/SHOCK ABSORBERS/ SPRINGS	Land Land
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38. ANTI-POLLU	FIGN DEVICE(S)		MOSERVICE AIR CLEANER	4
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AO. EXHAUST SY	SM/LEAKS	1.4.	GRANGE TRANS. OIL/FILTER	American Commence
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LEX Express

REPAIR ORDER

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MAINTENANCE VI	EHICLE INSPECT	ION - DVIR REPAIR REPORT	***************************************
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HIZ HORN HIS SEATS-FRAMES/PADS/RETENTION	1/	REVEXHAUST SYSTEM: EAKSTHAUDER	5 1/
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AS BEE ECTORS (NON-ORACKED)		89 CHECK BRAKE LINES/FITTINGS	///
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CA AIR HOSES	<i>''</i>	Magasayer/Mirrors-Left-Righ	1 m
35 V-BELTS-ADJUST/WEAR		////MUD/FLAPS-FRONT/REAR	
38 HOOD- LATCHES/ACJUSTMENT			
37. CHARGING/STARTING CIRCUITS		ON OPANGE ENG. ON FILTER OPANGE FUEL FILTER	
38. ANTIPOLIUMON DEVICE(S)		OS SERVICE AIR CLEANER	A
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40. EXHAUST SYSM/LEAKS		S CHANGE TRANS, OIL/FILTER	- Comment
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Generator Is leaking of Tan's Hose's scaked

12/04/12 10:55 Illini Tours	217398	4038 p.38	
MAINTENANCE V	EHICLE INSPE	CTION - DVIR REPAIR REPORT	Halli Haran Bergangan an u
Company Name LEX EXPRESS INC.		and the second	
License # 9 1699 Chassis MCT-	Bo	dy YCT-12- Year 1994	. KARINGANI ANTON
Cenarity July VIN#	~C3(16,C)S		7777477774W
Reason for/inspection / Repairs: DVI	RDR2-	IST DVIR DATE OR OTHER LIST REASON (s):	REMODERATION.
LEANLINESS INTERIOR	EXTERIOR	-174002	
Circle One) Good G	oed oed	* 1790	
Fair Fa			
Poor P	oor	SWP Margaritan	
Last Dat	e of Inspection	OK V NEEDSREPAIRED X INSPO & REPA	HRED O
TWARNING DEVICES (AIR/BRAKES)	<u> </u>	as Bassie Rodiends—Steering	
2: WINDSHIELD	1 Wy	# 47 POWER STEERING SYSTEM	1/
3: MIRRORS + CONVEX-LT+RT		495(0E3N	Land Comment
\$, WIPERS-Motor/Arms/Blades		50, TRANS, CLUTCH & LINKAGE	<u></u>
BEWINDOW WASHER MOTOR SYSM	1/10	61, ADJUST PEDAL FREEPLAY	3
AUGES (Fuel Air Oli Volt, Ammeter, etc)		50) TRANS - LEAKS/MOUNTING	3//
BOTHRST AID/FIRE EXT/REFLEC / FUSE	2	BOODF FOIL LEAKS/BREATHER	
9 SEATBELT/RETRACTOR/HOLDER		54 DRIVE SHAFT- U-JOINTS/CARRIERS	The second second
MIO DEEROSTERS/HEATERS		65/ SHOCK ABSORBERS/ SPRINGS	
11. DOME/STEP-WELL LIGHTS		5/% ERAME/SODY MNTS;(USE WRENCH)	
12 HORN 8 13 SEATS-FRAMES/PADS/RETENTION		188 EXHAUST SYSTEM-LEAKS+HANGERS	1//
13. SEATS-PRAMES/PADS/RETERTION	1	59 FUEL TANK-SUPP/LINES/HEAT SHLOS	I proposed source
HS FLOOR & STEPS	1)	50 MOTOR MOUNTS	S proposed in the second
18 SERVICE DOOR & LINKAGE		可以TOW HOOKS-FRONT+REAR	1/
17. IGNITION / MASTER / KILL SWITCH		82 SPAG ADJUSTMENT TEST	- Comment
18. NEXTEL (RADIO SYSM)	NB ·	68 INSPECT BRAKES-RECORD LININGS	
NO SPEEDOMENER OPERMENER TEACH		64 FRONTH_ REARLY	
20 HEAD LIGHTS/PANEL LIGHTS		65 BRAKE DRUM DIMENSION	224
21, CLUSTER/CLEAR/LIGHTS	1	RF LR RR 68. ADJUST SERVICE BRAKES	
22: TURN SIGNALS 23: HAZARD SWITCH & LIGHTS		87 ADJUST-TEST EMERG. BRAKES	
23. HAZARD SVITCH & LIGHTS		88 CK MASTER CYL-BLEED AIR TANKS	
25 REFLECTORS (NON-CRACKED)		89 CHECK BRAKE LINES/FITTINGS	1
28, BATH ROOM (SEAT NON-CRACKED)		70 AIR BRAKE MOVEMENT TEST	
27. TV MONITORS	12/19	A CK AIR DRYERS/MOIST EJECT VALVES	A CONTRACTOR OF THE PARTY OF TH
28 SEATS (boiled down Font / Backwards)		72 TRE WEAR/INFLATION	Lamber
28 OIL/FUELWATER LEAKS		73: RECORD TIRE TREAD DEPTH	1
29 AIR COMP. OPER./FILT./LEAKS		M: FRONT: RIGHTラフLEFT_ラフ	<u> </u>
30. ENG. GOVCHOKE-THROT. OPER.	\	ROS RIS LO グzLレジと	· Comment
31. ENG. TUNED/SERVICED		75 TIGHTEN WHEEL LUGS/CHECK STUDS 76 REPACK WHEEL BEARINGS	
32, FILL RADIATOR-EXAMINE CORE		//////////////////////////////////////	The second second
33. ANTIFREEZE LEVEL	1	78 CROSSOVER MIRRORS-LEFT+RIGHT	A SAMPLE OF THE
34, AIR HOSES 35, V-BELTS-ADJUST/WEAR		79 MUD FLARS-FRONT/REAR	- 29
38: V-BELTS-ADJUST/VEAC	,	80/BUMPERS-FRONT/REAR	maring and a property of the second
37. CHARGING/STARTING CIRCUITS	1	SI/OHANGE/ENG/ OIL/FILTER	1
38, ANTI-POLLUTION DEVICE(S)	7	82 OF ANGE FUEL FILTER	San hamilian di dan sanan dan s
138: ANTI-FOLES HOLD OF VIOLES	7	83 SERVICE AIR CLEANER	
40, EXHAUST SYSM/LEAKS	· / www.	84 LUBE CHASSIS	3
A1, WIRING-BARELOOSE CONN.	-	BEST BETTER TRANS. OIL/FILTER	11
A2 LOAD TEST BATTERY		66 LUBE DOORSMINDOWS/HOOD	
TE EXAMINE CABLES/HOLDOWNS		82 SHECK ALL FLUID LEVELS	Commence of the Contract of th
MALEMERG HATCHES & WINDOWS		88) CHANGE AIR COMPRESSOR FILTER	205
45 DOOR/STEP OPERATION		89/LUBE ALL DOOR SEALS+CABLES	
46 SPECIAL LIGHT & DOOR AREAS.		(SO) NUGERDRIVES	
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12/04/12	10:55 Illini Tour			10 14 - 20 14 14 14 14 14 14 14 14 14 14 14 14 14
Marie	MAINTENANCE V	EHICLE INSPECT	TION - DVIR REPAIR REPORT	
Annana Mana	LEX EXPRESS, INC.		hanic Name:	rupulinikan i mara nta
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Capacity	VIN #	di.	Bus # / Van # 9	
Capacity Reason for Inspe	oction / Repairs: DVI	R "LI	ST DVIR DATE OR OTHER LIST REASON (S):	
LEANLINESS	INTERIOR	EXTERIOR		
Circle One)	11 4 c = 4 c = 4 c	ood	-174520	
unum und/	Fair Fa		CMV De	:
	(Sen	>01	SWP Manager WA	CONTRACTOR
		of Inspection	TOK V NEEDSIREPAIRED X INSRE-A-RED	
	DEVICES (AIR BRAKES)	1/	CONTRACTOR ENGINEERS	1//
2 WINDSHIE			(VANCOLVERNSHEERINGISASTEM	1/
3 MIRRORS	+ CONVEX-LT+RT	1//	KANKING PINS & BUSHINGS	<u> </u>
A SUN VISO	R-Adjust		(2)(G)(G)(G)(B)	
5 WIPERS-N	Motor/Arms/Blades	1//	LOTERANS GLUTCH & LINKAGE	<u> </u>
WOONWAR	WASHER MOTOR SYSM	1 1/	CNWADOUSIN REDAILER GEPLAY	
YSGAUGES ((Fuel Alt Oli Volt, Ammeter, etc)		AVATRANS - LEAKS/MOUNTING [3] DIF. OIL LEAKS/BREATHER	1/
B FIRST AID	/FIRE EXT/REPLEC / FUSE	1//-	SZYDRIVE SHAFIE UNIONTS/CARRIERS	1/
NUMBEL!	TRETRACTOR/HOLDER		55/SHOCK ABSORBERS/ SPRINGS	1
110 DEFROS	TERS/HEATERS	1/-	I: NUES STAGKLES	
V231151915222237 177777777777777777777777777777777	TEP-WELL LIGHTS	1 3/	(37. (RAME/BODY MNTS (USE WRENCH)	W.
12 HORN	DANES MANS PETENTION	1 1 -	GANEXHAUST SYSTEM-LEAKS+HANGER	3 3
13 SEATS-F	RAMES/PADS/RETENTION VS-GLASS/LATCHES	1 7	GO RUEL TANK-SUPP/LINES/HEAT SHLDS	The second second
15 FLOOR 8		1	BORMOTOR MOUNTS	1/
MARGEOVICE	DOOR & LINKAGE	1	64 TOW HOOKS-FRONT+REAR	1
AZ IGNITION	V/MASTER / KILL SWITCH	1/	57-ASIAGIAÐJUSTMENT TEST	
HO NEXTEL	(RADIO SYSM)	MA	(AU) INSPECT BRAKES-RECORD LININGS	44
78 SPEEDO	METER //ODOMETER/ TEACH	1/2	COFRONT REAR	
20 HEADLIG	SHTS/FANEL LIGHTS	1/	(ACTERAKE DRUM DIMENSION	111
21 CLUSTE	RICLEARILIGHTS	1//	NUE RE LA RR /a	
TURN SI	GNALS		68 ADJUST SERVICE BRAKES	
PARTARD HAZARD	SWITCH & LIGHTS	1	67. AOUUS ATEST EMERG, BRAKES	1
24 TAIL LTS	S STOP & BACK-UP LIGHTS	<u> </u>	AS CK MASTER CYL-BLEED AIR TANKS AS CHECK BRAKE LINES/FITTINGS	**************************************
M25, REFLEC	TORS (NON-CRACKED)			
26 BATH RO	OGM (SEAT NON-CRACKED)	1	70 AIR BRAKE MOVEMENT TEST 7. GKAIR DRYERS/MOIST EJECT VALVES	
MI27, TV MON)TORS	100	72 TIRE WEAR/INFLATION	J. James
	bolted down Font / Backwards)		724 RECORD TIRE TREAD DEPTH	
NI RY28 COLETUE	MATER LEAKS	1 1/5	W FRONT: RIGHT LEFT	
29 AIR COM	MP. OPER //FILT./LEAKS		RO RI LO LI	V/5
30 ENG. GC	OV. CHOKE-THROT, OPER		78 TIGHTEN WHEEL LUGS/CHECK STUDS	11/1
31, ENG. TU	NED/SERVICED	All Andrews	OWNERACK WHEELE BEARINGS	2/3
	DIATOR-EXAMINE CORE	- Lander of the land of the la	////////Seo/)(RUERRERING/BUS NOS.	The second secon
33, ANTIFRE		1	78 CROSSOVER MIRRORS-LEFT+RIGH	T Comment
34. AIR HOS	SEG		76 MUDIELARS-FRONT/REAR	2 American
35. V-BELTS	S-ADJUSTWEAR	1	0 BUMBERSERONVREAR	2
	ATCHES/ADJUSTMENT		TAMOLYANIGE SENIO TO LIFILTER	1,//
37. CHARGI	NG/STARTING CIRCUITS	1 1 1 m	1 NONNEREUEUFILTER	2.000
38 ANTI-PC	DELUTION DEVICE(S)	+	80 SERVICE AIR CLEANER	1,7
139 CARB /F	FUEL INJECTION		MA LUBE CHASSIS	1
AO EXHAUS	ST. SYSM / LEAKS		BE CHANGE TRANS CILIFILTER	1/10
41. WIRING	- BAREALOOSE CONN.	1	WILLIAM WILLIAM DOORS WINDOWS MOOD	
32 LOAU FI	EST BATTERY	1	87 OHEOK ALL FLUID LEVELS	Gunna
AS RECOMIN	E (ABLESTHOLDOWNS		18 CHANGE AIR COMPRESSOR FILTE	C. 1.15
MAN EMERG	HATCHES & WINDOWS		LUBE ALL DOOR SEALS+CABLES	7
AN DOORUS	TEP OPERATION		COLUMNICATION	Company of the Control of the Contro
AND THE CONCACTOR CONTRACTOR OF THE PERSON OF THE	ILIGHTA DOOR AREA		Estimate Repair Cost	A
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12/04/12

LEX Express

310 Tiffany Ct.
Thampaign, IL 61822

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Mechanic's Signature

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5-/5-/2_ Date

any Name LEX EXPRESS INC	amuione ius	PECTION - DVIR REPAIR REPORT	
Ase # P (7/2017 Chassis MCS	1	Mechanic Name ERIC IN	
WRITE .		Body WCI 17 Year 1794	
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NULLIA STATE PROTESTA (R. BEZAKES)			柳柳
2 WINDSHIELD	<i>V</i> /	AND CLARE SHE PAIN ON SYSTEM	
3".MIRRORS 4:CONVEX-LT+RT		MARKET WORK PINS & BUSHINGS	4
WIPERS-Molof/Arms/Blades	1/	- A STANGER IN	
D.WINDOWWASHER MOTOR SYSM		(1) 1	maniki
MANUGES Hug AV DI Voit Ammeter etc)		AND THE PROPERTY OF THE PROPER	
BOTHRST AID/FIRE EXT/REFLEC / FUSE	1/-	LANGUALE ALEXANOUS IIING SUCH A SOLUTION OF	
DAS PAUS ENVIRENTATION OF VAIOUDER		MORIX ASSAURICINUS CARRIERS	<u>_</u> _ <u>_</u> <u>_</u>
(D) QEFROSTERS/HEATERS	1//	SAN SHOOK ABSORDERS/SPRINGS	
NUMCOME/STEP-WELL LIGHTS	1/	PART OF THE PART O	<u>~~~</u>
SEATS-FRAMES/PADS/RETENTION	1/1/	(Name of the Name	T.
Mid WINDOWS GLASS/LATCHES	1	UN KHAPSINSKSHEMBIPAKSCHANGERS	1/
(S) FLOOR & STERS	7./ ·	C. RUCH TANK SUPP/LINES/HEAT SHLDS	1
Ne SERVICE DOOR & LINKAGE		MANONYAMODIKESERONTAREAR	4
NY/NGNINGN/AASTER/KILLSWITCH	1/2	U. J. A. D. J. S. A. D. J. S. J. MERY & FEST.	1/
(16 NEXTEL (FADIO(SYSM) 13 (SPREDOME(ERV/QDOMETER/TEACH	AA.	A STATE OF THE STA	#
PULLE SECTION FAIL AND THE SECTION OF THE SECTION O		LAMARONIZA REARZA	2
PATOLUSIER/GLEAR/LIGHTS		(A) BRAKE DRUMIDIMENSION	\overline{Z}
KZ TURN SIGNALS		MADJUST SERVICE BRAKES	
20 HAZARE SWITCH & LIGHTS	3//	LANGUESIA EN ENGRESAKES	
24 VAICE S STOP A BACK UP LIGHTS	3/-		
26 REFLECTORS (NORSEPACKED)		- BOCHEOKERAKE LINES/FITTINGS	William Control
28 BATHROOM (SEAT NON-GRACKED)		W AIR BRAKE MOVEMENT TEST	-
27. TV-MONITORS 28 SEATS (bolled: down Font / Backwarda)		MONOR PRINTERS/MOIST EJECT VALVES	
CROUDENT PANYAGE PRESTAS		A MANUFACTION ?	_
9 AIR COMP OPER/FILE /LEAKS		ACARECORD ARE TREAD DEPTH 7	. and a second
ENG GOV GHOKE THROT OPER	2	AND AND THE PROPERTY OF THE PR	1
MINGNEW TUNED/SERVICEO		ROWEIN WHEELEUGS/CHECK STUDS	
2 FILL RADIATOR EXAMINE CORE		MINISTRO NAMED BEARINGS	
O ANTIFREEZE LEVEL	1/	WARE SOME THE REPORT OF THE PROPERTY OF THE PR	
A AR HOSES		WINDS OVER MISRORS LEFT-RIGHT	
6 V-BELTS-ADUUSTAVEAR 6 HOOD: LATCHES/ADJUSTMENT	2//	A MANAGEMENT AND A MANA	Marana Marana Marana Marana
7 CHANGINGSTARTING CIRCUITS	-7//	PERMITTER MALERINARIAN L	-
COANTINEOUS TROUBLES	······································	THE REPORT OF A STATE OF THE PARTY OF THE PA	
9 CARE FUEL INTECTION		SOURCE REPERENCE AND A SOURCE A	ار الموجود الموجود الموجود الموجود
O EXHAUST SYSM/LEAKS	3	WALVIO TROLEANER	
WIRING-BARE/LOOSE CONN.		LANCIPANGERIEVANS COLLECTER	A CONTRACTOR OF THE PARTY OF TH
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Illini Tours 12/04/12

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Need's Brake's ASAP

LEX Express

REPAIR ORDER

310 Tiffany Ct. Champaign, IL 61822 217-352-6682

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Mechanic's Signature

Shop Manager's Signature

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Mechanic's Name (Print)

5-22-12_ Date

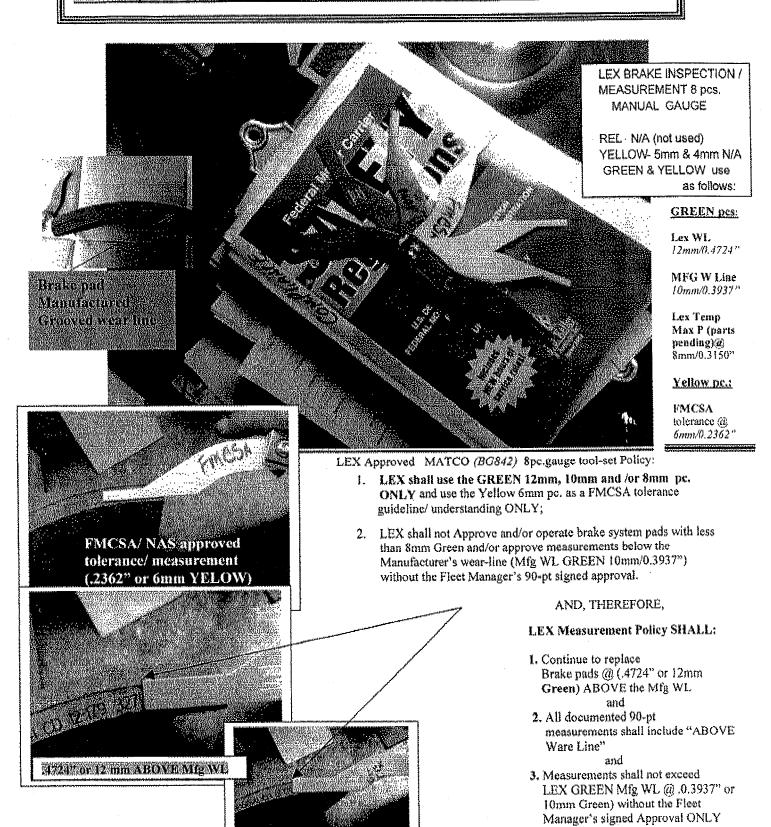
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12/04/12 10:55 Illini Tours 2173984038 Drive axle Brake's needed ASAP

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LEX 90-pt PRE-TRIP Brake Tool Measurement Tolerance Reporting Policy



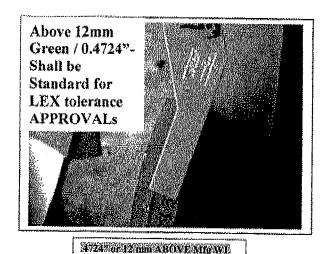
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any time.

4. LEX 8mm/ 0.3150" GREEN

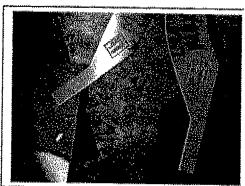
MEASUREMENT (MAX) SHALL NOT be exceeded for any reason at



At 10 mm
Green/ 0.3937"

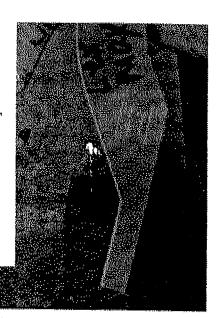
@ MFG WL
requires Fleet
Manager's
Signed
Approval
ONLY

10mm @ MFG WL GREEN- measurements below the 10mm needs signed approval from the Fleet Manager

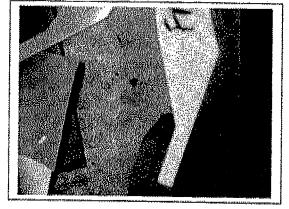


LEX GREEN MAX TEMP. @ 8mm / 0.3150" APPROVAL-

This measurement REQUIRES A FLEET MANAGER'S Signed Approval FOR PARTS PENDING ONLY and shall NEVER be exceeded.



8mm is ONLY Approved when the FLEET Manager has approved a Temporary Approval for Parts Pending ONLY. LEX shall not approve any measurements below 8mm 0.3150".



Yellow 6mm/ 0.2362" is NOT AN APPROVED MEASUREMENT. YELLOW 6mm is used as a tolerance guideline measurement for FMCSA compliance ONLY. LEX shall continue to replace brake pads @ 12mm/0.4724" GREEN and/not exceeded 8mm/ 0.3150" at any time or any reason.

Page 2.