



DEPARTMENT OF  
TRANSPORTATION  
BUCKET OPERATIONS

2012 DEC -4 A 10:31

FMCSA-2012-0459

**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

**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 wear-

line. LEX changes its brake above the manufacturer's imposed wear-line as an in-house safety measure and any notation of "need brakes soon" or "at the wear-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, (page29) 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 1 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 self-imposed 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 is 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 acknowledges 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 p.m. Greg Singleton confirms and indicates no brake problems. On 4-11-12 Mr. David Chang confirms and reports no brake problems. LEX acknowledges Mr. Mason only

reported brake adjustments on 4-10-12. LEX finds an absence of documentation on 4-8-12 between 9:15 a.m. and 1:00 p.m. 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 compiled 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 inspections 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/

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 its 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 loose 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, CO2 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 CO2 for fountain tap /drinks use. The cylinder was located in the lower cargo luggage bay (36" x 58" wide) of LEX32. The CO2 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 VIOLATION 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.

Very truly yours,

Robert L. Frazier



LEX EXPRESS (LEX EXPRESS INC dba)  
U.S. DOT #: 824116

Review Date:  
10/16/2012

### Part B Violations

1 FEDERAL	Primary: 382.301(a)	Discovered 1	Checked 2	Drivers/Vehicles In Violation 1 Checked 2
<b>Description</b> Using a driver before the motor carrier has received a negative pre-employment controlled substance test result. <b>Example</b> Driver Name: Charles Shaffer Trip Date: 08-21-2012				
2 FEDERAL	Primary: 382.601(b)	Discovered 1	Checked 9	Drivers/Vehicles In Violation 1 Checked 9
<b>Description</b> Failing to provide to employees a written policy on misuse of alcohol and controlled substances. <b>Example</b> Driver Name: Charles Shaffer Trip Date: 08-21-2012				
3 FEDERAL	Primary: 383.23(a)	Discovered 1	Checked 21	Drivers/Vehicles In Violation 1 Checked 21
<b>Description</b> Operating a commercial motor vehicle without a valid commercial driver's license. <b>Example</b> Driver Name: Charles Shaffer Trip Date: 08-21-2012				
4 FEDERAL	Primary: 390.21(a)	Discovered 2	Checked 2	Drivers/Vehicles In Violation 2 Checked 2
<b>Description</b> Failing to ensure every self-propelled CMV, as defined in section 390.5, is marked as specified in paragraphs (b), (c), and (d) of this section. <b>Example</b> Driver Name: David Mendoza Trip Date: 08-24-2012 LEX 19				
5 FEDERAL ACUTE	Primary: 390.35 Secondary: 396.3(b)	Discovered 9	Checked 221	Drivers/Vehicles In Violation 2 Checked 13
<b>Description</b> Fraudulently or intentionally making false entries on inspection and vehicle maintenance records. <b>Example</b> Mechanic's name: Eric Manson Date: 4-10-2012 Vehicle number: LEX 23				





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### Part B Violations

6 FEDERAL	Primary: 392.2	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
<b>Description</b> Operating a commercial motor vehicle not in accordance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated - Vehicle Maintenance. 08/23/2012- The FMCSA and State partners identified violations across multiple inspections at the roadside over the previous 24 months that are reflected in the Vehicle Maintenance BASIC of the Carrier Safety Measurement System, including: Driver Name: Eleanor Briere Trip Date: 10/07/2011 No or defective bus emergency exits					
7 STATE CRITICAL	Primary: 395.8(e) CFR Equivalent: 395.8(e)	Discovered 3	Checked 3	Drivers/Vehicles In Violation 2	Checked 7
<b>Description</b> False reports of records of duty status. <b>Example</b> Driver Name: Robert Frazier Trip Date: 04-06-12					
8 FEDERAL CRITICAL	Primary: 395.8(e)	Discovered 15	Checked 121	Drivers/Vehicles In Violation 1	Checked 7
<b>Description</b> False reports of records of duty status. <b>Example</b> Driver name: Ron Rochkes Trip Date: 06-28-2012					
9 FEDERAL	Primary: 395.8(e)	Discovered 84	Checked 124	Drivers/Vehicles In Violation 6	Checked 7
<b>Description</b> False reports of records of duty status. <b>Example</b> Driver name: Ron Rochkes Trip date: 06-20-2012					
10 FEDERAL	Primary: 396.3(a)(2)	Discovered 13	Checked 13	Drivers/Vehicles In Violation 13	Checked 13
<b>Description</b> Failing to inspect pushout windows, emergency doors, and emergency marking lights in buses at least every 90 days. <b>Example</b> LEX 12 Minimal records of inspections for pushout windows, emergency doors, and emergency marking lights exist from September 2011 through February 2012					





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### Part B Violations

11 FEDERAL	Primary: 396.3(b)(1)	Discovered 4	Checked 13	Drivers/Vehicles In Violation 4	Checked 13
<b>Description</b> Failing to keep a maintenance record which identifies the vehicle, including make, serial number, year, and tire size. LEX 27 Failed to identify the vehicle by make, serial number, year, and tire size.					
12 FEDERAL	Primary: 396.7(a)	Discovered 1	Checked 1	Drivers/Vehicles In Violation 1	Checked 1
<b>Description</b> Operating a motor vehicle in such a condition as to likely cause an accident or breakdown. <b>Example</b> Company number: LEX 23 Driver Name: David Chang Trip date.: 04-11-2012					
13 FEDERAL	Primary: 396.11(c)	Discovered 9	Checked 102	Drivers/Vehicles In Violation 6	Checked 13
<b>Description</b> Failing to correct safety-related defects listed on vehicle inspection report(s). <b>Example</b> Identify vehicle: LEX 12 Date defects reported: 04-13-2012 Date repair made: No Record of Repair Trip date: 05-04-2012					
14 FEDERAL	Primary: 396.13(c)	Discovered 77	Checked 285	Drivers/Vehicles In Violation 13	Checked 13
<b>Description</b> Failing to require driver to sign vehicle inspection report when defects or deficiencies were noted. <b>Example</b> Vehicle Identification:: LEX 9 Driver name: Gerald Silver Trip Date: 05-13-2012					
15 STATE CRITICAL	Primary: 396.17(a) CFR Equivalent: 396.17(a)	Discovered 4	Checked 13	Drivers/Vehicles In Violation 4	Checked 13
<b>Description</b> Using a commercial motor vehicle not periodically inspected. <b>Example</b> Vehicle Identification: LEX 27 Driver Name: Bill Moreland Date of Trip: 04-27-2012					





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Review Date:  
10/16/2012

### Part B Violations

16 FEDERAL CRITICAL	Primary: 396.17(a)	Discovered 4	Checked 13	Drivers/Vehicles In Violation 4	Checked 13
<b>Description</b> Using a commercial motor vehicle not periodically inspected. <b>Example</b> Vehicle Identification: LEX 9 Driver Name: Gerald Silver Date of Trip: 05-13-2012					
<b>Safety Fitness Rating Information:</b> Total Miles Operated 930,750 Recordable Accidents 1 Recordable Accidents/Million Miles 1.07		OOS Vehicle (CR): 5 Number of Vehicle Inspected (CR): 14 OOS Vehicle (MCMIS): 0 Number of Vehicles Inspected (MCMIS): 0			
Your proposed safety rating is :  <b>UNSATISFACTORY</b>		<b>Rating Factors</b>			
		<b>Acute Critical</b>			
		Factor 1:	C	1	0
		Factor 2:	S	0	0
		Factor 3:	U	0	2
		Factor 4:	U	0	1
		Factor 5:	N	0	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.)







LEX EXPRESS (LEX EXPRESS INC dba)  
U.S. DOT #: 824116


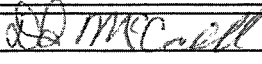
Review Date:  
10/16/2012

### 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.)



## UNITED STATES DEPARTMENT OF TRANSPORTATION

	<b>US DOT #</b> 824116	<b>Legal:</b> LEX EXPRESS INC <b>Operating (DBA):</b> LEX EXPRESS									
	<b>MC/MX #:</b> 366041 <b>Federal Tax ID:</b> 2										
<b>Review Type:</b> Compliance Review (CR) - Receipt											
<b>Scope:</b> Principal Office		<b>Location of Review/Audit:</b> Company facility in the U. S. <b>Territory:</b>									
<b>Operation Types</b> <table border="1"><tr><td><b>Interstate</b></td><td><b>Intrastate</b></td></tr><tr><td><b>Carrier:</b> Non-HM</td><td>Non-HM</td></tr><tr><td><b>Shipper:</b> N/A</td><td>N/A</td></tr><tr><td><b>Cargo Tank:</b> N/A</td><td></td></tr></table>				<b>Interstate</b>	<b>Intrastate</b>	<b>Carrier:</b> Non-HM	Non-HM	<b>Shipper:</b> N/A	N/A	<b>Cargo Tank:</b> N/A	
<b>Interstate</b>	<b>Intrastate</b>										
<b>Carrier:</b> Non-HM	Non-HM										
<b>Shipper:</b> N/A	N/A										
<b>Cargo Tank:</b> N/A											
<b>Business:</b> Corporation <b>Gross Revenue:</b> \$3,028,386.00 <b>for year ending:</b> 12/31/2011											
<b>Company Physical Address:</b> 310 TIFFANY COURT CHAMPAIGN, IL 61822  <b>Contact Name:</b> David Mendoza <b>Phone numbers:</b> (1) 2173526682 (2) 2172021359 <b>Fax:</b> 2173984038 <b>E-Mail Address:</b> davidmendoza.lexillini@gmail.com											
<b>Company Mailing Address:</b> 310 TIFFANY COURT CHAMPAIGN, IL 61822											
<b>Report Summary</b>											
<b>Report</b>		<b># of Pages</b>									
Part A - General		2									
Part B - Violations		5									
Part B - Recommendations		8									
Review/Audit Receipt Page		1									
<b>Total Pages</b>		<b>16</b>									
<div style="border: 1px solid black; padding: 5px;"><b>Disclaimer:</b> By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.</div>											
Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:  3250 Executive Park Drive Springfield, IL 62703-4514 Phone: (217)492-4608 Fax: (217)492-4986											
<b>This report will be used to assess your safety compliance.</b>											
<b>Person(s) Interviewed</b>											
<b>Name:</b> Robert Frazier		<b>Title:</b> President									
<b>Name:</b> David Mendoza		<b>Title:</b> Compliance									
<b>Reported By:</b> 		<b>Title:</b> <i>Special Agent</i> <b>Code:</b> US1440 <b>Date:</b> 10/16/2012									
<b>Received By:</b>		<b>Title:</b>									



# FedEx NEW Package Express US Airbill

Package Tracking Number 8022 0076 6908

Form 0200

Sender's Copy

1 From Please print and press here. Sender's FedEx Account Number

Date 10-31-12

Sender's Name Robert Frazien Phone 217 202 1359

Company Lee Express

Address 310 TIFWAY

City Champaign State IL ZIP 61822

2 Your Internal Billing Reference

3 To Recipients U.S. Post Deckets

Company United States Dept of Transportation

Address 1200 New Jersey Ave S.E.

City Washington State DC ZIP 20590

Easy new Peel-and-Stick airbill. No pouch needed. Apply airbill directly to your package. See directions on back.

4 Express Package Service

Packages up to 150 lbs.

☒ FedEx First Overnight

☐ FedEx 2Day A.M.

☐ FedEx Priority Overnight

☐ FedEx 2Day

☐ FedEx Standard Overnight

☐ FedEx Express Saver

5 Packaging

☐ FedEx Envelope\* ☐ FedEx Pak\* ☐ Box ☐ Tube ☐ Other

6 Special Handling and Delivery Signature Options

☐ SATURDAY Delivery

☐ No Signature Required

☐ Direct Signature

Does this shipment contain dangerous goods?

☒ No ☐ Yes

☐ Dry Ice ☐ Cargo Aircraft Only

7 Payment Bill to:

☐ Sender ☐ Recipient ☐ Third Party ☐ Credit Card ☐ Cash/Check

Total Packages 1 Total Weight 5 lbs. Total Declared Value \$644

For delivery to the USPO, please use a higher value. See back for details. By using this airbill you warrant that the contents of the package are as described and the current FedEx service class, including terms and conditions, apply.

644

PULL AND RETAIN THIS COPY BEFORE AFFIXING TO THE PACKAGE. NO POUCH NEEDED.

**FedEx** NEW Package  
Express US Airbill

8022 0076 6893

0200

Sender's Copy

1 From Please print and press hard.

Date 10/31/12 Sender's FedEx Account Number

Sender's Name

Robert Frazier

Phone

217, 202 1359

Company

Lex Express

Address

310 TIFFANY CT

Dept./Room/Suite/Room

4 Express Package Service

NOTE: Service subject to change. Please select carefully.

☒ FedEx First Overnight

Earliest next business morning delivery to select business addresses. Friday shipments will be delivered on Monday unless SATURDAY Delivery is selected.

☐ FedEx Priority Overnight

Next business morning. FedEx Priority Overnight shipments will be delivered on Monday unless SATURDAY Delivery is selected.

☐ FedEx Standard Overnight

Next business afternoon. Saturday Delivery NOT available.

☐ 2nd Business Day

☐ FedEx 2Day A.M.

Second business morning. Saturday Delivery NOT available.

☐ FedEx 2Day

Second business morning. Thursday shipments will be delivered on Monday unless SATURDAY Delivery is selected.

☐ FedEx Express Saver

Third business day. Saturday Delivery NOT available.

Packages up to 150 lbs.  
For packages over 150 lbs. use the new  
FedEx Express Freight US Airbill.

2nd Business Day

PULL AND RETAIN

**FedEx Office**



505 S MATTIS AVE.  
CHAMPAIGN, IL 61821

Location: CMIK  
Device ID: CMIK-POS1  
Employee: 2275427  
Transaction: 78066741765

FIRST OVERNIGHT

802200766893 0.50 lb (M) 70.58  
Direct Signature

Scheduled Delivery Date 11/01/2012

FIRST OVERNIGHT

802200766908 0.45 lb (S) 70.58  
Direct Signature

Scheduled Delivery Date 11/01/2012

Shipment subtotal: 141.16

Total Due: 141.16

Check: 141.16  
3853

M = Weight entered manually  
S = Weight read from scale  
T = Taxable item

Subject to additional charges. See FedEx Service Guide  
at [fedex.com](http://fedex.com) for details. All merchandise sales final.

Visit us at: [fedex.com](http://fedex.com)  
Or call 1.800.GoFedEx  
1.800.463.3339

October 31, 2012 6:07:10 PM

no return label

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**FedEx** NEW Package  
Express **US Airbill**

FedEx Tracking Number  
**8022 0076 6893**

1 From Please print and press hard. Sender's FedEx Account Number  
Date 10/31/12  
Sender's Name Robert Frazier Phone 217, 202 1359  
Company Lex Express  
Address 310 TIFFANY CT  
City Champaign State IL ZIP 61822

2 Your Internal Billing Reference  
First 21 characters will appear on invoice.

3 To Recipient's Name Chief Safety Officer  
Company Federal Motor Carrier Administration  
Address Attention: ADjudication Counsel  
1200 NEW JERSEY AVE S.E.  
City Washington State DC ZIP 20590

**Easy new Peel-and-Stick airbill. No pouch needed.**  
Apply airbill directly to your package. See directions on back.

0200  
Sender's Copy

4 Express Package Service \*To institutions. For packages over 150 lbs. use the new FedEx Express Freight US Airbill.  
NOTE: Service order has changed. Please select carefully.  
☒ FedEx First Overnight  
Earliest next business morning delivery to select locations. Friday shipments will be delivered on Monday unless SATURDAY delivery is selected.  
☐ FedEx Priority Overnight  
Next business morning. Friday shipments will be delivered on Monday unless SATURDAY delivery is selected.  
☐ FedEx Standard Overnight  
Second business morning. Saturday delivery NOT available.

2 Day Business Days  
☐ FedEx 2Day A.M.  
Second business morning. Saturday delivery NOT available.  
☐ FedEx 2Day  
Second business afternoon. Thursday shipments will be delivered on Monday unless SATURDAY delivery is selected.  
☐ FedEx Express Saver  
Third business morning. Saturday delivery NOT available.

5 Packaging \*Declared value limit \$500.  
☒ FedEx Envelope\* ☐ FedEx Pak\* ☐ FedEx Box ☐ FedEx Tube ☐ Other

6 Special Handling and Delivery Signature Options  
☐ SATURDAY Delivery  
NOT available for FedEx Standard Overnight, FedEx 2Day A.M., or FedEx Express Saver.

☒ No Signature Required  
Package may be left without obtaining a signature for delivery.  
☐ Direct Signature  
Signature of recipient's address only sign for delivery. Not applicable.  
☐ Indirect Signature  
If no one is available at recipient's address, someone at a neighboring address may sign for delivery. Not applicable.  
Does this shipment contain dangerous goods?  
☒ No ☐ Yes  
One box must be checked.  
☐ No ☐ Yes  
As per attached Shipper's Declaration not required.  
Dangerous goods (including dry ice) cannot be shipped in FedEx packaging or placed in a FedEx Express Drop Box.

7 Payment Bill to:  
Sender ☐ Recipient ☐ Third Party ☐ Credit Card ☐ Cash/Check  
FedEx Account No. ☐ Credit Card No. ☐ Bill to Data

Total Packages 1 Total Weight 0 lbs. 0 oz. Total Declared Value\* 0  
Your liability is limited to US\$100 unless you declare a higher value. See back for details. By using this Airbill you agree to the service conditions on the back of this Airbill and in the current FedEx Service Guide, including terms that limit our liability.



505 S MATTIS AVE.  
CHAMPAIGN, IL 61821

Location: CMIK  
Device ID: CMIK-POS1  
Employee: 2275427  
Transaction: 78066741765

**FIRST OVERNIGHT**

802200766893 0.50 lb (M) 70.58  
Direct Signature

Scheduled Delivery Date 11/01/2012

**FIRST OVERNIGHT**

802200766908 0.45 lb (S) 70.58  
Direct Signature

Scheduled Delivery Date 11/01/2012

Shipment subtotal: 141.16

Total Due: 141.16

Check: 141.16  
3853

M = Weight entered manually  
S = Weight read from scale  
I = Taxable item

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

Visit us at: [fedex.com](http://fedex.com)  
Or call 1.800.GoFedEx  
1.800.463.3339

October 31, 2012 6:07:10 PM

**FedEx** NEW Package  
Express US Airbill

FedEx Tracking Number

8022 0076 6908

From: 0200

Sunday, 11/04/12

**4 Express Package Service**

NOTE: Service order has changed. Please select carefully.

\* To next location

Packages up to 150 lbs.  
For packages over 150 lbs, see the new  
FedEx Express Freight US Airbill.

**1 From Please print and press hard.**

Date 10-31-12 Sender's FedEx Account Number  
Sender's Name Robert Frazier Phone 217,202-1359  
Company Lee Express  
Address 310 71st Ave  
City Champaign State IL ZIP 61822

**2 To Business Day**

☒ FedEx First Overnight  
Earliest next business morning delivery to select  
destinations. Delivery times subject to change.  
Monday unless SATURDAY Delivery is selected.

**3 To Business Day**

☐ FedEx Priority Overnight  
Next business morning. \* Friday shipments will be  
delivered on Monday unless SATURDAY Delivery  
is selected.

**4 To Business Day**

☐ FedEx Standard Overnight  
Next business afternoon. \*  
Saturday Delivery NOT available.

**5 Packaging**

\* Declared value limit \$500.

**2 To Business Day**

☐ FedEx 2Day A.M.  
Second business morning.  
Saturday Delivery NOT available.

**3 To Business Day**

☐ FedEx 2Day  
Second business afternoon. \* Thursday shipments  
will be delivered on Monday unless SATURDAY  
Delivery is selected.

**4 To Business Day**

☐ FedEx Express Saver  
Third business day. \*  
Saturday Delivery NOT available.

PULL AND RETAIN THIS