BEFORE THE
POSTAL RATE COMMISSION
WASHINGTON, D.C. 20268–0001

POSTAL RATE AND FEE CHANGES, 2001

Docket No. R2001–1

RESPONSES OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE (OCA/USPS–T39–9-12)

The United States Postal Service hereby provides the responses of witness Kingsley to the following interrogatories of Office of the Consumer Advocate: OCA/USPS–T39–9-12, filed on November 20, 2001.

Each interrogatory is stated verbatim and is followed by the response.

Respectfully submitted,

UNITED STATES POSTAL SERVICE

By its attorneys:

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RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

OCA/USPS-T39-9 Please refer to the response to OCA/USPS-167.

a. Refer to the response to part c.i. Please describe the duties of "retail acceptance personnel."

b. Refer to the response to part c.i. Please confirm that "retail acceptance personnel" do not mark nonstandard/nonmachinable letter-shaped mail "Postage Due." If you do not confirm, please explain.

c. Refer to the response to part c.i. Please confirm that carriers retrieving mail from "collection boxes" do not mark any nonstandard/nonmachinable letter-shaped mail collected "Postage Due." If you do not confirm, please explain.

d. Refer to the response to part c.i. Please confirm that where carriers make "pick-ups at delivery points" which include nonstandard/nonmachinable letter-shaped mail, carriers do not mark such letter-shaped mail picked-up "Postage Due." If you do not confirm, please explain.

e. Refer to the response to part c.i. Please confirm that carriers making stops on "collection routes" to collect mail do not mark nonstandard/nonmachinable letter-shaped mail collected "Postage Due." If you do not confirm, please explain.

f. Refer to the response to part t., where it states that "Clerks and carriers also mark pieces postage due." Please confirm that the term "clerks" as used in the statement above has the same meaning as the term "retail acceptance personnel" as used in the response to OCA/USPS-63. If you do not confirm, please explain.

g. Refer to the response to part t., where it states that "Clerks and carriers also mark pieces postage due." At the carrier station, please confirm that letter-shaped pieces presented to carriers for delivery will not be separated into trays of letter-shaped pieces subject to the proposed nonmachinable surcharge and trays of other letter-shaped pieces. If you do not confirm, please explain.

h. Refer to the response to part u., where it states "nonstandard/non-machinable mailings." (emphasis added) Where "nonstandard/non-machinable" letter-shaped pieces are not entered as mailings, please confirm that supervisors, nixie clerks, and carriers will not separate nonstandard/non-machinable letter-shaped pieces subject to the proposed surcharge from other manual letter-shaped pieces. If you do not confirm, please explain.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

i. Refer to the response to part u., where it states that "processing personnel (e.g., supervisors, nixie clerks, etc.) and carriers handling nonstandard/non-machinable mailings could mark the pieces postage due." Please confirm that "processing personnel (e.g., supervisors, nixie clerks, etc.) and carriers handling nonstandard/non-machinable mailings" must place the "Postage Due" marking on letter-shaped pieces by hand stamp. If you do not confirm, please explain.

RESPONSE:

a. The duties of the retail acceptance personnel as they relate to the acceptance of letters at the retail window include determining the weight and postage of the letter, special services (Express Mail, Certified Mail, return receipts, etc.) if desired, and whether the letter is of a nonstandard size. A template is used to determine if the letter is a nonstandard size and if so, then the appropriate nonstandard surcharge is added to the postage by means of a PVI (postal validator indicia) which is printed from the POS ONE computer.

b. Confirmed. Retail acceptance personnel would charge the correct rate, if identified, when brought to the retail window.

c. Confirmed.

d. Not confirmed. Carriers have returned mail for additional postage when picked up at customer's mail box.

e. Confirmed.

f. Not confirmed. The term "clerks" also included manual clerks at plants and delivery units.

g. Confirmed.

h. Confirmed.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

i. The hand stamp "Postage Due" is the usual method to mark up a non-standard/non-machinable piece of mail, however, if a carrier is on the street and notices a postage due letter, he or she may write "postage due" on it. See response to OCA/USPS-T-39-4h.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

OCA/USPS-T39-10 Please refer to the response to OCA/USPS-168.

a. Refer to the response to part a., where it states that "Many Standard Mail flats are catalogs with bound edges." Please confirm that many Standard Mail flats are "enveloped." If you do not confirm, please explain.

b. Refer to the response to part a., where it states that "Many Standard Mail flats are catalogs with bound edges, while most First-Class Mail flats are enveloped." Would the use of envelopes with automation compatible, barcoded First-Class flat-shaped pieces weighing two ounces vs. the use of bound-edged automation compatible, barcoded Standard Mail flat-shaped pieces weighing two ounces produce a small or large impact on the throughputs of the Advanced Flat Sorting Machine (AFSM) 100, the Flat Sorting Machine (FSM) 881, and the Flat Sorting Machine (FSM) 1000? Please explain and provide copies of any studies, reports, other documents, or communications that support the explanation.

c. Refer to the response to part a.

   i. Please provide the base year and test year volume, or an estimate of the volume, of First-Class and Standard Mail flat-shaped mail that is "enveloped;"

   ii. For the base year and test year, please provide the percent, or an estimate of the percent, of total First-Class and Standard Mail flat-shaped mail that is "enveloped;"

d. Refer to the response to part a., where it states "Though not specifically studied, these differences are likely to have an impact on the AFSM 100 operation." Please confirm that the term "differences" refers to physical differences in mailpiece characteristics. If you do not confirm, please explain.

e. Refer to the response to part a., where it states "Though not specifically studied, these differences are likely to have an impact on the AFSM 100 operation."

   i. Please identify any physical differences (other than bound edges and "enveloped") for automation compatible, barcoded First-Class and Standard Mail flat-shaped pieces weighing two ounces that affect throughput when processed on the AFSM 100, FSM 881, and FSM 1000.

   ii. Please indicate whether each physical difference in mailpiece characteristics identified in subpart i. with respect to automation compatible, barcoded First-Class Mail and Standard Mail flat-shaped pieces weighing two ounces has a

positive or negative impact on throughput when processed on the AFSM 100, FSM 881, and FSM 1000. Please explain the basis for indicating any positive or negative impact.

iii. Please separately rank the positive and negative impacts indicated in subpart ii. from most important to least important for the AFSM 100, FSM 881, and FSM 1000.

iv. Please identify which (if any) of the positive and negative impacts from subpart iii. have been specifically estimated, quantified, or modeled by the Postal Service in the calculation of throughputs with respect to automation compatible, barcoded First-Class Mail and Standard Mail flat-shaped pieces weighing two ounces processed on the AFSM 100, FSM 881, and FSM 1000.

f. Refer to the response to part a.

i. Please identify any factors (other than physical differences in mailpiece characteristics) for automation compatible, barcoded First-Class and Standard Mail flat-shaped pieces weighing two ounces that affect throughput when processed on the AFSM 100, FSM 881, and FSM 1000.

ii. Please indicate whether each factor identified in subpart i. with respect to automation compatible, barcoded First-Class Mail and Standard Mail flat-shaped pieces weighing two ounces has a positive or negative impact on throughput when processed on the AFSM 100, FSM 881, and FSM 1000. Please explain the basis for indicating any positive or negative impact.

iii Please separately rank the positive and negative impacts indicated in subpart ii. from most important to least important for the AFSM 100, FSM 881, and FSM 1000.

iv. Please separately rank the positive and negative impacts indicated in subpart ii. from most important to least important for the AFSM 100, FSM 881, and FSM 1000.

g. Refer to the response to part a. Please confirm that automation compatible, barcoded First-Class Mail and Standard Mail flat-shaped pieces weighing two ounces are processed on different sort plans. If you do not confirm, please explain.

h. Refer to the response to part a. To what extent are automation compatible, barcoded First-Class Mail and Standard Mail flat-shaped pieces weighing two ounces processed on different sort plans on the AFSM 100, FSM 881, and FSM 1000? Please provide the frequency, or an estimate of the frequency, with which this occurs for AFSM 100, FSM 881, and FSM 1000 processing.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

i. Refer to the response to part a. Please confirm that First-Class sort plans for automation compatible, barcoded flat-shaped pieces weighing two ounces involve the use of more stackers as compared to automation compatible, barcoded Standard Mail flat-shaped pieces weighing two ounces. If you do not confirm, please explain.

j. Refer to the response to part a. To what extent do First-Class sort plans for automation compatible, barcoded flat-shaped pieces weighing two ounces involve the use of more stackers as compared to automation compatible, barcoded Standard Mail flat-shaped pieces weighing two ounces? Please provide the frequency, or an estimate of the frequency, with which this occurs for AFSM 100, FSM 881, and FSM 1000 processing.

k. Refer to the response to part a. Would your response to the hypothetical posed in part a. change if the group that paid the First-Class rate were entered in bulk? Please explain.

l. Refer to the response to part b. "[Albsent testing," please provide copies of any studies, reports, other documents, or communications that discuss the impact of different First-Class Mail and Standard Mail sort plans on productivities.

m. Refer to the response to part d. Refer also to the hypothetical posed in OCA/USPS-168(a). Please quantify the effect on the unit cost of automation compatible, barcoded First-Class and Standard Mail flat-shaped pieces weighing two ounces caused by the changes in throughput cited in response to part a. when such mail is processed on the AFSM 100. Please quantify the effect on the unit cost when such mail is processed on the FSM 881 and FSM 1000.

n. Refer to the response to part d. Refer also to the hypothetical posed in OCA/USPS-168(b). Please quantify the effect on the unit cost of automation compatible, barcoded First-Class and Standard Mail flat-shaped pieces weighing two ounces caused by the changes in productivity cited in response to part b. when such flat-shaped pieces are processed on the AFSM 100. Please quantify the effect on the unit cost when such letter-shaped pieces are processed on the FSM 881 and FSM 1000.

o. Refer to the response to part d. Refer also to the hypothetical posed in OCA/USPS-168(c). Assuming the automation compatible, barcoded First-Class and Standard Mail flat-shaped pieces weighing two ounces are processed in one tour, please quantify the effect on the unit cost when such letter-shaped pieces are processed on the AFSM 100. Please quantify the

effect on the unit cost when such letter-shaped pieces are processed on the FSM 881 and FSM 1000.

RESPONSE:

a. I would agree that there are some Standard Mail flats in envelopes but the majority are not.

b. See response to OCA/USPS –168a, which states that these differences have not been specifically studied at the ounce level.

c. i. Unknown

ii. Unknown

d. Confirmed.

e. i. Some physical differences are weight, thickness, height, length, polywrap, and rigidity.

ii. – iv. A mail characteristics study has recently been completed for AFSM 100 compatibility. Data are being analyzed which takes the above qualities into account. Results are expected to be released in January, 2002. There are extreme variances for each physical difference that would limit any generalization (e.g., regarding thickness, pieces may either be too thin or too thick for AFSM compatibility). There are no other studies that I am aware of that address FSM 881 and FSM 1000 throughputs by varying levels of each of the criteria mentioned in subpart e. i. above, other than the machinability requirements found in the DMM.

f. i. I am not aware of any other factors that affect FSM throughputs.

ii. - iv. N/A

g. Except for incoming secondary schemes to carrier route, First-Class Mail flats and Standard flats are generally processed on different sort plans.

h. I do not have any quantitative basis for estimating the frequency. MODS volumes are not accumulated by class much less by ounce increment. See response to OCA/USPS-40.

i. Generally confirmed, especially for outgoing sort plans.

j. I lack any basis for a quantitative estimate.

k. Please note that OCA/USPS-168 was a USPS response. However, in my personal judgement, that response would not change if the FCM was entered in bulk.

l. I am not aware of any such documents.

m. – n. The response in OCA/USPS-168(b) and (d) were not confirmed stating that these differences have not been specifically studied. Therefore, the Postal Service is unable to quantify the effect on unit costs.

o. Letter-shaped pieces are not processed on the FSMs, nor has any testing been done to estimate the throughput, productivity, or cost of doing so.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

OCA/USPS-T39-11 Please refer to the response to OCA/USPS-169. Refer to the response to parts a. and b. In part a., it is stated that because "there are no mechanical differences in how the AFSM 100 feeds, transports, and sorts pieces of different weights, there should be no significant difference in the throughputs and velocities." However, in part b., the response does not confirm that the productivities for each group of 10,000 automation compatible, barcoded First-Class flat-shaped pieces, with one group weighing two ounces and the other weighed three ounces, would be the same. Given the response to part a., please explain why the productivities would not be the same.

RESPONSE:

Absent empirical data or a specific study, this cannot be confirmed. However, based on the response to subpart (a), intuitively it would be expected that the productivity for each group would not differ significantly at the two and three ounce levels. However, for thicker flats, I would expect a slight productivity difference since flat trays would fill up faster requiring more frequent sweeping and the feeder may have a more difficult time keeping the ledge full of mail when compared to thinner flats.

RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS KINGSLEY TO INTERROGATORIES OF OFFICE OF THE CONSUMER ADVOCATE

OCA/USPS-T39-12 Please, refer to page 3 of 4 of the attachment to the response to interrogatory OCA/USPS-175.

a. Please provide copies of the spreadsheets referred to at the bottom of that page.

b. Please provide all data on the "damage to the equipment" caused by 3.3, 3.5, and 3.7 ounce mail.

c. Please provide tables similar to the table on page 3 of 4 comparing 100 percent test decks of 3.5 and 3.7 ounce mail.

d. Please provide tables similar to the table on page 3 of 4 comparing two percent test decks of 3.3 and 3.5 ounce mail.

e. Please provide tables similar to the table on page 3 of 4 comparing two percent test decks of 3.5 and 3.7 ounce mail.

RESPONSE:

(a) See attached.

(b) See attached. It is my understanding that data on "Damage to Equipment" are not extensive partly due to fact that the test team concluded that excessive audible noise created by 3.7oz pieces was causing an excessive impact to machine components and, therefore, terminated Test Deck 5 runs. In addition, the poor throughput and high jam rate of Test Deck 5 also factored into the decision to terminate. The two data sheets for Test Deck 5 showing damage events must be taken in context that only a small portion of the available Test Deck 5 was run.

(c) – (e) See attached.

OCA/USPS-T-39-12
page 1 of 8

Heavy Mail Test Data

Date	Site	TestDeck	Machine	EOR TP	OPS TP	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
5/4/99	Blue Bell	TD-1	CSBCS	29922	7,138	99.4%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5/4/99	Blue Bell	TD-1	CSBCS		7,373	97.1%	0.08%	0.00%	100.0%	0.00%	0.00%	0.00%	2.04%	0.00%	0.00%	0.00%	0.00%	0.00%
5/5/99	Blue Bell	TD-1	CSBCS	31531	7,945	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%
5/5/99	Blue Bell	TD-1	CSBCS	30132	7,386	99.6%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	2.08%	0.00%	0.00%	0.00%	0.00%	0.00%
5/6/99	Blue Bell	TD-1	CSBCS	31652	7,133	99.2%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.64%	0.00%	0.00%	0.00%	0.00%	0.00%
5/6/99	Blue Bell	TD-1	CSBCS	31250	7,865	99.3%	0.04%	0.00%	100.0%	0.00%	0.00%	0.00%	2.85%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.3 oz																

4/22/99	FM	TD-1	CSBCS	35988	6,149	99.9%	0.07%	0.00%	100.0%	0.00%	0.00%	0.00%	0.94%	0.00%	0.00%	0.00%	0.00%	0.00%
4/26/99	FM	TD-1	CSBCS	34409	5,569	99.7%	0.25%	0.00%	100.0%	0.00%	0.00%	0.00%	0.52%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-1	CSBCS	35468	6,749	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-1	CSBCS	37038	6,500	99.8%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-1	CSBCS	33230	6,553	99.6%	0.13%	2.50%	97.5%	0.00%	0.00%	0.00%	2.88%	0.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-1	CSBCS	35737	6,624	99.9%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	1.40%	0.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-1	CSBCS	35333	6,433	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.48%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.3 oz																

4/21/99	FM	TD-1	DBCS	35287	35,778	99.8%	0.06%	0.00%	100.0%	0.00%	0.00%	0.00%	3.58%	67.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-1	DBCS	35179	35,179	99.3%	0.15%	0.00%	96.0%	0.00%	0.00%	0.06%	5.90%	71.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-1	DBCS	35426	35,149	99.8%	0.02%	0.00%	97.0%	0.00%	0.00%	0.06%	6.82%	71.00%	0.00%	0.00%	0.00%	0.00%
4/26/99	FM	TD-1	DBCS	34546	34,348	99.8%	0.00%	0.00%	98.9%	0.00%	0.00%	0.06%	3.85%	71.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-1	DBCS	34410	34,410	99.9%	0.00%	0.00%	96.0%	0.00%	0.00%	0.06%	8.38%	70.00%	0.00%	0.00%	0.02%	0.00%
Average		2% 3.3 oz																

5/4/99	SEPA	TD-1	DBCS	27988	32,194	99.5%	0.12%	0.00%	99.0%	0.00%	0.00%	0.02%	2.18%	68.00%	0.02%	0.00%	0.02%	0.00%
5/5/99	SEPA	TD-1	DBCS	33156	35,095	99.8%	0.16%	0.00%	97.0%	0.00%	0.00%	0.02%	6.88%	74.00%	0.00%	0.00%	0.02%	0.00%
5/6/99	SEPA	TD-1	DBCS	27565	29,557	99.5%	0.24%	0.00%	97.0%	0.00%	0.00%	0.02%	4.50%	72.00%	0.02%	0.00%	0.06%	0.00%
5/7/99	SEPA	TD-1	DBCS	11335	11,613	99.7%	0.02%	0.00%	93.0%	0.00%	0.00%	0.06%	5.24%	65.00%	0.00%	0.00%	0.00%	0.00%
5/10/99	SEPA	TD-1	DBCS	30810	35,005	99.5%	0.08%	0.00%	95.0%	0.00%	0.00%	0.02%	6.26%	72.00%	0.00%	0.00%	0.00%	0.00%
5/11/99	SEPA	TD-1	DBCS	27412	28,229	99.8%	0.08%	0.00%	91.0%	0.00%	0.00%	0.02%	4.50%	60.00%	0.00%	0.00%	0.02%	0.00%
Average		2% 3.3 oz																

4/20/99	FM	TD-1	SBCS	33712	28,563	100.0%	0.24%	0.00%	100.0%	0.00%	0.00%	0.00%	0.02%	0.00%	0.02%	0.00%	0.00%	0.00%
4/21/99	FM	TD-1	SBCS	33519	33,149	99.9%	0.02%	0.00%	100.0%	0.00%	0.00%	0.00%	2.96%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-1	SBCS	33123	34,851	99.4%	0.06%	0.00%	95.0%	0.00%	0.00%	0.00%	4.12%	0.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-1	SBCS	34272	34,077	100.0%	0.04%	0.00%	99.0%	0.00%	0.00%	0.00%	2.56%	0.00%	0.00%	0.00%	0.00%	0.00%
4/26/99	FM	TD-1	SBCS	31559	31,013	100.0%	0.02%	0.00%	97.8%	0.00%	0.00%	0.00%	0.72%	0.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-1	SBCS	30821	30,816	99.6%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	2.78%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.3 oz																

5/4/99	SEPA	TD-1	SBCS	31243	30,822	99.6%	0.04%	0.00%	100.0%	0.00%	0.00%	0.00%	0.80%	0.00%	0.00%	0.00%	0.00%	0.00%
5/5/99	SEPA	TD-1	SBCS	30215	26,208	99.5%	0.12%	0.00%	99.0%	0.00%	0.00%	0.00%	0.54%	0.00%	0.00%	0.00%	0.00%	0.00%
5/6/99	SEPA	TD-1	SBCS	29021	24,676	99.8%	0.26%	0.00%	98.0%	0.00%	0.00%	0.00%	1.26%	0.00%	0.00%	0.00%	0.06%	0.00%
5/7/99	SEPA	TD-1	SBCS	32174	29,726	99.5%	0.10%	0.00%	98.0%	0.00%	0.00%	0.00%	0.85%	0.00%	0.00%	0.00%	0.02%	0.00%
5/10/99	SEPA	TD-1	SBCS	29920	27,665	99.6%	0.16%	0.00%	98.0%	0.00%	0.00%	0.00%	2.32%	0.00%	0.00%	0.00%	0.02%	0.00%
5/11/99	SEPA	TD-1	SBCS	31462	31,573	97.6%	0.16%	0.00%	96.0%	0.00%	0.00%	0.00%	7.34%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.3 oz																

5/4/99	Blue Bell	TD-2	CSBCS	30211	7,755	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.41%	12.50%	0.00%	0.00%	0.05%	0.00%
5/4/99	Blue Bell	TD-2	CSBCS	27692	7,209	96.9%	0.04%	2.50%	97.5%	0.00%	0.00%	0.00%	1.38%	12.50%	0.00%	0.00%	0.00%	0.00%
5/6/99	Blue Bell	TD-2	CSBCS	32033	7,806	99.4%	0.00%	0.00%	97.5%	0.00%	0.00%	0.00%	0.45%	5.00%	0.00%	0.00%	0.00%	0.00%
5/6/99	Blue Bell	TD-2	CSBCS	30832	8,553	98.8%	0.09%	0.00%	97.7%	0.00%	0.00%	0.00%	2.60%	52.27%	0.00%	0.00%	0.00%	0.00%
5/7/99	Blue Bell	TD-2	CSBCS	34361		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Average		2% 3.5 oz																

4/22/99	FM	TD-2	CSBCS	34194	6,114	99.9%	0.05%	0.00%	100.0%	0.00%	0.00%	0.00%	4.78%	30.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-2	CSBCS			#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
4/26/99	FM	TD-2	CSBCS	34361	6,403	99.6%	0.54%	16.67%	100.0%	0.00%	0.00%	0.00%	3.16%	44.44%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-2	CSBCS			#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
4/28/99	FM	TD-2	CSBCS	33413	5,932	100.0%	0.08%	0.00%	100.0%	0.00%	0.00%	0.00%	3.17%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-2	CSBCS	36262	6,893	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-2	CSBCS	34035	6,241	99.9%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	3.50%	12.50%	0.00%	0.00%	0.05%	0.00%
4/28/99	FM	TD-2	CSBCS	34171	2,890	99.9%	0.41%	0.00%	98.0%	0.00%	0.00%	0.00%	5.84%	33.00%	0.24%	2.00%	0.05%	2.00%
Average		2% 3.5 oz																

4/20/99	FM	TD-2	DBCS	34897	34,692	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4/20/99	FM	TD-2	DBCS	36913	35,603	99.8%	0.02%	0.00%	97.1%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4/21/99	FM	TD-2	DBCS	34084	33,955	99.2%	0.04%	0.00%	100.0%	0.00%	0.00%	0.00%	0.82%	78.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-2	DBCS	35239	34,965	99.5%	0.04%	0.00%	96.0%	0.00%	0.00%	0.10%	6.32%	0.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-2	DBCS	34696	36,825	99.5%	0.26%	2.00%	98.0%	0.00%	0.00%	0.00%	2.48%	105.00%	0.00%	0.00%	0.02%	0.00%
4/26/99	FM	TD-2	DBCS	34127	33,293	99.8%	0.00%	0.00%	98.0%	0.00%	0.00%	0.04%	5.02%	0.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-2	DBCS	31524	30,928	99.8%	0.00%	0.00%	99.0%	0.00%	0.00%	0.02%	1.22%	0.00%	0.00%	0.00%	0.02%	0.00%
Average		2% 3.5 oz																

5/4/99	SEPA	TD-2	DBCS	29257	36,000	98.8%	0.04%	0.00%	80.0%	0.00%	0.00%	0.04%	10.62%	188.00%	0.00%	0.00%	0.00%	0.00%
5/5/99	SEPA	TD-2	DBCS	29145	30,585	99.2%	0.12%	0.00%	84.0%	0.00%	0.00%	0.00%	5.78%	140.00%	0.02%	0.00%	0.04%	0.00%
5/6/99	SEPA	TD-2	DBCS	31250	33,582	99.7%	0.10%	0.00%	92.0%	0.00%	0.00%	0.14%	1.86%	19.00%	0.14%	7.00%	0.00%	0.00%
5/7/99	SEPA	TD-2	DBCS	27315	30,572	99.7%	0.06%	0.00%	96.0%	0.22%	0.00%	0.06%	4.33%	48.00%	0.08%	0.00%	0.02%	0.00%
5/10/99	SEPA	TD-2	DBCS	32928	34,379	99.8%	0.34%	0.00%	99.0%	0.00%	0.00%	0.02%	8.83%	171.00%	0.00%	0.00%	0.00%	0.00%
5/11/99	SEPA	TD-2	DBCS	30508	35,785	99.8%	0.14%	0.00%	99.0%	0.00%	0.00%	0.02%	10.78%	237.00%	0.00%	0.00%	0.02%	0.00%
Average		2% 3.5 oz																

OCA/USPS-T-39-12
page 2 of 8

Heavy Mail Test Data

Date	Site	TestDeck	Machine	EOR TP	OPS TP	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
4/21/99	FM	TD-2	SBCS	33232	30,997	99.9%	0.10%	0.00%	100.0%	0.00%	0.00%	0.00%	3.44%	0.00%	0.18%	0.00%	0.02%	0.00%
4/22/99	FM	TD-2	SBCS	34816	34,615	100.0%	0.04%	0.00%	99.0%	0.00%	0.00%	0.00%	3.36%	0.00%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-2	SBCS	36159	36,159	99.9%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	5.28%	0.00%	0.00%	0.00%	0.00%	0.00%
4/26/99	FM	TD-2	SBCS	31335	27,810	99.4%	0.16%	0.00%	100.0%	0.00%	0.00%	0.00%	3.16%	240.00%	0.34%	0.00%	0.02%	0.00%
4/27/99	FM	TD-2	SBCS	31260	28,351	99.5%	0.26%	0.00%	91.0%	0.00%	0.00%	0.00%	4.99%	0.00%	0.24%	0.06%	0.02%	0.00%
Average		2% 3.5 oz																
5/4/99	SEPA	TD-2	SBCS	29074	25,957	99.7%	0.30%	0.00%	98.0%	2.86%	0.00%	0.00%	0.58%	7.00%	0.00%	0.00%	0.04%	0.00%
5/5/99	SEPA	TD-2	SBCS	30869	28,334	99.4%	0.08%	0.00%	89.0%	0.00%	0.00%	0.00%	1.49%	26.00%	0.00%	0.00%	0.02%	0.00%
5/6/99	SEPA	TD-2	SBCS	30722	26,398	99.7%	0.02%	0.00%	96.0%	0.00%	0.00%	0.00%	3.86%	15.00%	0.00%	0.00%	0.00%	0.00%
5/7/99	SEPA	TD-2	SBCS	32688	32,452	100.0%	0.10%	0.00%	97.0%	0.00%	0.00%	0.00%	7.84%	108.00%	0.00%	0.00%	0.00%	0.00%
5/10/99	SEPA	TD-2	SBCS	27388	22,245	98.1%	0.32%	0.00%	86.0%	0.00%	0.00%	0.00%	1.85%	23.00%	0.16%	0.00%	0.04%	0.00%
5/11/99	SEPA	TD-2	SBCS	28407	26,522	99.7%	0.16%	0.00%	99.0%	0.00%	0.00%	0.00%	4.06%	99.00%	0.24%	0.00%	0.02%	0.00%
Average		2% 3.5 oz																
5/5/99	Blue Bell	TD-3	CSBCS 3	20270	1,801	96.2%	0.00%	0.00%	100.3%	0.00%	0.00%	0.00	0.00	0.00%	0.00	0.00%	0.14	0.21%
5/5/99	Blue Bell	TD-3	CSBCS 4	15654	2,563	96.2%	0.00%	0.00%	98.2%	0.00%	0.00%	0.00	118.06	11.81%	3.52	0.25%	3.52	0.25%
5/6/99	Blue Bell	TD-3	CSBCS	17843	3,373	96.7%	0.00%	0.00%	99.7%	0.00%	0.00%	0.00%	5.06%	5.06%	0.19%	0.19%	0.39%	0.00%
5/6/99	Blue Bell	TD-3	CSBCS	15938	3,146	96.1%	0.00%	0.00%	96.1%	0.11%	0.11%	0.00%	2.82%	12.82%	0.00%	0.00%	0.00%	0.00%
Average		100% 3.3 oz																
4/22/99	FM	TD-3	CSBCS	19681	2,562	96.8%	0.56%	0.56%	96.8%	0.23%	0.23%	0.00%	4.26%	44.26%	0.45%	0.45%	0.11%	0.11%
4/26/99	FM	TD-3	CSBCS			97.0%	1.53%	#DIV/0!	#DIV/0!	0.00%	#DIV/0!	0.00%	0.00%	#DIV/0!	0.00%	#DIV/0!	0.00%	#DIV/0!
4/23/99	FM	TD-3	CSBCS	23624	3,180	93.7%	0.00%	0.00%	93.7%	3.31%	3.31%	0.00%	0.52%	0.52%	0.00%	0.00%	0.17%	0.47%
4/23/99	FM	TD-3	CSBCS	23055	2,304	99.4%	0.00%	0.00%	99.4%	0.00%	0.00%	0.00%	1.38%	1.38%	0.13%	0.13%	0.00%	0.00%
Average		100% 3.3 oz																
4/21/99	FM	TD-3	DBCS	25596	10,088	99.1%	0.06%	0.06%	99.1%	0.00%	0.00%	0.40%	2.42%	2.42%	0.22%	0.22%	0.22%	0.00%
4/22/99	FM	TD-3	DBCS	19942	11,673	98.7%	0.50%	0.50%	96.7%	0.00%	0.00%	1.42%	0.81%	0.81%	0.20%	0.20%	0.25%	0.00%
4/23/99	FM	TD-3	DBCS	25868	12,255	97.6%	0.03%	0.03%	97.6%	0.00%	0.00%	1.25%	1.39%	1.39%	0.12%	0.12%	0.27%	0.27%
4/26/99	FM	TD-3	DBCS	24670	20,937	97.9%	0.65%	0.65%	97.9%	0.00%	0.00%	0.96%	1.53%	1.53%	0.25%	0.25%	0.14%	0.11%
Average		100% 3.3 oz																
5/5/99	SEPA	TD-3	DBCS	13568	13,901	96.3%	1.68%	1.68%	96.3%	0.00%	0.00%	0.51%	38.04%	38.04%	0.08%	0.08%	0.28%	0.00%
5/5/99	SEPA	TD-3	DBCS	14846	14,644	98.5%	0.73%	0.73%	98.5%	0.00%	0.00%	0.54%	14.53%	8.26%	0.13%	0.13%	0.15%	0.04%
5/6/99	SEPA	TD-3	DBCS	15706	16,312	99.5%	0.10%	0.10%	99.5%	0.00%	0.00%	0.27%	0.60%	0.60%	0.15%	0.15%	0.04%	0.02%
5/7/99	SEPA	TD-3	DBCS	13594	14,119	99.3%	0.08%	0.08%	99.3%	0.00%	0.00%	0.24%	0.83%	0.83%	0.04%	0.04%	0.04%	0.04%
5/10/99	SEPA	TD-3	DBCS	15184	15,684	98.9%	0.16%	0.16%	99.1%	0.00%	0.00%	0.39%	1.27%	1.27%	0.12%	0.12%	0.08%	0.02%
5/11/99	SEPA	TD-3	DBCS	9635	9,792	98.6%	0.47%	0.47%	98.6%	0.00%	0.00%	0.37%	1.94%	1.94%	0.10%	0.10%	0.45%	0.04%
Average		100% 3.3 oz																
4/21/99	FM	TD-3	SBCS	21247	10,947	98.2%	1.58%	1.58%	98.2%	0.00%	0.00%	0.00%	0.94%	0.94%	2.47%	2.47%	0.36%	0.36%
4/22/99	FM	TD-3	SBCS	22196	12,592	98.7%	1.20%	1.20%	98.7%	0.00%	0.00%	0.13%	0.10%	0.10%	2.23%	2.23%	0.30%	0.00%
4/23/99	FM	TD-3	SBCS	21396	20,457	99.9%	0.12%	0.12%	100.0%	0.00%	0.00%	0.00%	0.42%	0.42%	0.06%	0.06%	0.03%	0.03%
4/26/99	FM	TD-3	SBCS	17943	13,178	98.3%	0.57%	0.57%	98.3%	0.00%	0.00%	0.14%	0.26%	0.26%	0.25%	0.25%	0.17%	0.17%
Average		100% 3.3 oz																
5/4/99	SEPA	TD-3	SBCS	19364	7,088	97.8%	0.73%	0.73%	97.8%	0.00%	0.00%	0.00%	2.61%	2.61%	0.90%	0.90%	0.38%	0.30%
5/5/99	SEPA	TD-3	SBCS	18000	12,381	96.8%	0.10%	0.10%	96.8%	0.06%	0.06%	0.42%	3.80%	3.80%	0.06%	0.06%	0.04%	0.02%
5/6/99	SEPA	TD-3	SBCS	15720	13,290	98.5%	0.25%	0.25%	98.5%	0.02%	0.02%	0.00%	6.56%	6.56%	0.50%	0.50%	0.08%	0.08%
5/7/99	SEPA	TD-3	SBCS	16439	14,394	98.9%	0.26%	0.26%	98.9%	0.00%	0.00%	0.02%	11.26%	11.26%	0.55%	0.55%	0.08%	0.00%
5/10/99	SEPA	TD-3	SBCS	17201	14,412	97.7%	0.20%	0.20%	94.6%	0.00%	0.00%	0.00%	8.12%	8.12%	0.66%	0.66%	0.08%	0.08%
5/11/99	SEPA	TD-3	SBCS	14253	10,300	95.4%	0.33%	0.33%	95.4%	0.00%	0.00%	0.10%	16.12%	16.12%	0.49%	0.49%	0.10%	0.10%
Average		100% 3.3 oz																
5/5/99	Blue Bell	TD-4	CSBCS	19417	2,793	96.7%	0.00%	0.00%	96.7%	0.00%	0.00%	0.00%	2.10%	2.10%	1.19%	1.19%	0.37%	0.37%
5/5/99	Blue Bell	TD-4	CSBCS	19417	2,793	96.7%	0.00%	0.00%	96.7%	0.00%	0.00%	0.00%	2.10%	2.10%	1.19%	1.19%	0.37%	0.37%
5/5/99	Blue Bell	TD-4	CSBCS	14650	2,342	99.3%	0.00%	0.00%	99.9%	0.00%	0.00%	0.00%	11.67%	11.67%	0.20%	0.20%	0.39%	0.10%
5/6/99	Blue Bell	TD-4	CSBCS	19442	3,505	98.5%	0.00%	0.00%	98.5%	0.00%	0.00%	0.00%	6.64%	6.64%	0.31%	0.31%	0.21%	0.10%
5/6/99	Blue Bell	TD-4	CSBCS	15436	2,196	97.6%	0.10%	0.10%	97.6%	0.00%	0.00%	0.00%	20.80%	20.80%	1.13%	1.13%	0.51%	0.31%
Average		100% 3.5 oz																
4/23/99	FM	TD-4	CSBCS	21212	3,065	97.5%	0.00%	0.00%	97.5%	0.00%	0.00%	0.00%	37.66%	37.66%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-4	CSBCS	21659	1,535	95.5%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	2.22%	2.22%	1.11%	1.11%	0.10%	0.10%
4/26/99	FM	TD-4	CSBCS	21997	1,616	96.7%	0.00%	0.00%	96.7%	0.35%	0.35%	0.00%	3.53%	3.53%	4.37%	4.37%	0.34%	0.34%
4/27/99	FM	TD-4	CSBCS	22504	3,097	98.9%	0.00%	0.00%	98.9%	0.00%	0.00%	0.00%	3.62%	3.62%	0.00%	0.00%	0.11%	0.00%
4/27/99	FM	TD-4	CSBCS	22685	3,058	99.9%	0.00%	0.00%	99.9%	0.00%	0.00%	0.00%	2.85%	2.85%	0.32%	0.32%	0.11%	0.11%
Average		100% 3.5 oz																
4/22/99	FM	TD-4	DBCS	20879	11,445	96.1%	2.46%	2.46%	96.1%	0.19%	0.19%	0.99%	1.96%	1.96%	0.26%	0.26%	0.34%	0.00%
4/23/99	FM	TD-4	DBCS	29317	9,851	97.7%	0.37%	0.37%	100.0%	0.00%	0.00%	1.10%	1.38%	1.38%	0.47%	0.47%	0.20%	0.00%
4/27/99	FM	TD-4	DBCS	20767	12,512	96.9%	0.66%	0.66%	96.9%	0.00%	0.00%	0.00%	1.50%	1.50%	0.00%	0.00%	0.24%	0.10%
Average		100% 3.5 oz																
5/4/99	SEPA	TD-4	DBCS	14086	15,486	99.5%	0.10%	0.10%	99.5%	0.00%	0.00%	0.22%	2.03%	0.00%	0.06%	0.06%	0.06%	0.02%
5/5/99	SEPA	TD-4	DBCS	11551	12,990	98.8%	0.56%	0.56%	98.8%	0.00%	0.00%	0.00%	20.85%	6.60%	0.06%	0.06%	0.10%	0.04%
5/6/99	SEPA	TD-4	DBCS	18610	19,412	96.9%	0.42%	0.42%	96.9%	0.00%	0.00%	0.30%	22.68%	22.68%	0.00%	0.00%	0.02%	0.00%
5/7/99	SEPA	TD-4	DBCS	14499	14,712	97.6%	0.98%	0.98%	97.6%	0.00%	0.00%	0.29%	23.25%	23.25%	0.27%	0.27%	0.14%	0.05%
5/10/99	SEPA	TD-4	DBCS	16218	16,665	99.3%	0.02%	0.02%	99.3%	0.00%	0.00%	0.45%	2.11%	2.11%	0.00%	0.00%	0.00%	0.00%
5/11/99	SEPA	TD-4	DBCS	12641	12,814	98.9%	0.02%	0.02%	98.9%	0.00%	0.00%	0.71%	25.92%	25.92%	0.18%	0.18%	0.10%	0.06%
Average		100% 3.5 oz																
4/22/99	FM	TD-4	SBCS	20841	13,932	98.3%	0.97%	0.87%	100.0%	0.00%	0.00%	0.02%	0.00%	0.00%	0.94%	0.94%	0.18%	0.18%
4/23/99	FM	TD-4	SBCS	19903	11,612	96.2%	0.35%	0.35%	100.0%	0.00%	0.00%	0.12%	0.63%	0.63%	1.33%	1.33%	0.22%	0.22%
4/27/99	FM	TD-4	SBCS	17184	4,176	100.0%	0.47%	0.17%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		100% 3.5 oz																

OCA/USPS-T-39-12
Page 3 of 8

Heavy Mail Test Data

Date	Site	TestDeck	Machine	EOR TP	OPS TP	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
5/4/99	SEPA	TD-4	SBCS	18014	8,453	97.7%	0.72%	0.72%	99.8%	0.00%	0.00%	0.00%	2.21%	2.21%	1.52%	1.52%	0.31%	0.23%
5/5/99	SEPA	TD-4	SBCS	17264	13,519	100.0%	0.14%	0.14%	100.0%	0.00%	0.00%	0.00%	8.42%	8.42%	0.30%	0.30%	0.06%	0.02%
5/6/99	SEPA	TD-4	SBCS	15942	14,554	99.7%	0.30%	0.30%	99.1%	0.00%	0.00%	0.00%	14.66%	14.66%	0.16%	0.16%	0.06%	0.04%
5/7/99	SEPA	TD-4	SBCS	16476	14,527	99.3%	0.21%	0.21%	99.4%	0.00%	0.00%	0.00%	7.75%	7.75%	0.09%	0.09%	0.03%	0.03%
5/10/99	SEPA	TD-4	SBCS	17748	14,715	97.4%	0.40%	0.40%	97.4%	0.00%	0.00%	0.00%	14.66%	14.66%	0.40%	0.40%	0.10%	0.10%
5/11/99	SEPA	TD-4	SBCS	14536	13,336	97.7%	0.42%	0.42%	97.8%	0.00%	0.00%	0.02%	8.00%	8.00%	0.22%	0.22%	0.04%	0.04%
Average		100% 3.5 oz																
4/27/99	FM	TD-5x	CSBCS	20265	1,431	93.6%	0.42%	0.42%	93.6%	0.45%	0.45%	0.00%	43.08%	43.08%	1.16%	1.16%	0.74%	0.00%
4/26/99	FM	TD-5x	CSBCS	21625	2,914	96.7%	0.00%	0.00%	96.7%	0.00%	0.00%	0.00%	5.66%	5.66%	0.59%	0.59%	0.12%	0.12%
Average		100% 3.7 oz																
4/23/99	FM	TD-5x	DBCS	22975	9,693	97.0%	0.94%	0.94%	97.0%	0.00%	0.00%	2.38%	4.48%	4.48%	0.43%	0.43%	0.16%	0.04%
4/26/99	FM	TD-5x	DBCS	19942	13,088	96.8%	0.41%	0.41%	96.8%	0.00%	0.00%	1.89%	3.70%	3.70%	0.55%	0.55%	0.18%	0.18%
Average		100% 3.7 oz																
5/6/99	SEPA	TD-5x	DBCS	15727	16,766	97.7%	1.26%	1.28%	97.7%	0.00%	0.00%	0.66%	24.35%	24.35%	0.06%	0.06%	0.16%	0.02%
Average		100% 3.7 oz																
4/20/99	FM	TD-5x	SBCS		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
4/23/99	FM	TD-5x	SBCS	19025	11,050	96.7%	1.13%	1.13%	96.7%	0.00%	0.00%	0.00%	1.01%	1.01%	2.37%	2.37%	0.29%	0.29%
4/26/99	FM	TD-5x	SBCS	16316	11,687	98.7%	0.86%	0.86%	98.7%	0.00%	0.00%	0.06%	0.43%	0.43%	1.15%	1.15%	0.23%	0.20%
Average		100% 3.7 oz																
5/6/99	SEPA	TD-5x	SBCS															
		100% 3.7 oz																
5/5/99	Blue Bell	TD-6x	CSBCS	31707	7,958	98.4%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.32%	7.50%	0.00%	0.00%	0.00%	0.00%
5/5/99	Blue Bell	TD-6x	CSBCS	31707	7,958	98.4%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.32%	7.50%	0.00%	0.00%	0.00%	0.00%
5/5/99	Blue Bell	TD-6x	CSBCS	29252	7,433	99.2%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.78%	7.50%	0.00%	0.00%	0.10%	0.00%
Average		2% 3.7 oz																
4/21/99	FM	TD-6x	CSBCS	32861	5,965	99.4%	0.50%	0.05%	100.0%	0.00%	0.00%	0.00%	4.20%	27.50%	0.00%	0.00%	0.00%	0.00%
4/23/99	FM	TD-6x	CSBCS	32811	5,712	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	3.45%	50.00%	0.00%	0.00%	0.00%	0.00%
4/27/99	FM	TD-6x	CSBCS	32702	5,712	99.6%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	3.22%	25.56%	0.00%	0.00%	0.05%	0.00%
4/21/99	FM	TD-6x	CSBCS	35286	6,896	79.7%	0.00%	0.00%	70.0%	0.00%	0.00%	0.00%	3.06%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-6x	CSBCS	35725	6,394	99.1%	0.75%	14.29%	100.0%	0.00%	0.00%	0.00%	3.22%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.7 oz																
4/20/99	FM	TD-6x	DBCS	34756	33,905	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	1.74%	0.00%	0.00%	0.00%	0.00%	0.00%
4/21/99	FM	TD-6x	DBCS	34793	34,455	99.8%	0.06%	0.00%	99.7%	0.00%	0.00%	0.00%	2.23%	213.33%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.7 oz																
5/4/99	SEPA	TD-6x	DBCS															
		2% 3.7 oz																
4/20/99	FM	TD-6x	SBCS	33327	32,840	99.7%	0.02%	11.36%	88.6%	0.00%	0.00%	0.00%	1.18%	0.00%	0.00%	0.00%	0.00%	0.00%
4/21/99	FM	TD-6x	SBCS	34051	36,960	100.0%	0.02%	0.00%	100.0%	0.00%	0.00%	0.00%	2.48%	0.00%	0.00%	0.00%	0.00%	0.00%
4/22/99	FM	TD-6x	SBCS	32969	28,099	99.7%	0.37%	0.00%	99.0%	0.00%	0.00%	0.00%	0.50%	0.00%	0.06%	0.00%	0.06%	0.00%
4/23/99	FM	TD-6x	SBCS	33814	33,888	99.9%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	2.04%	0.00%	0.00%	0.00%	0.00%	0.00%
4/26/99	FM	TD-6x	SBCS	31055	31,055	99.9%	0.02%	0.00%	100.0%	0.00%	0.00%	0.02%	3.53%	16.00%	0.00%	0.00%	0.00%	0.00%
4/20/00	FM	TD-6X	SBCS	35574	35,503	100.0%	0.00%	0.00%	100.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Average		2% 3.7 oz																
5/4/99	SEPA	TD-6x	SBCS															
		2% 3.7 oz																
4/26/99	FM	TD-6		34267	30,954	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
						99.3%	0.02%	0.00%	97.0%	0.00%	0.00%	0.04%	6.46%	11.00%	0.16%	8.00%	0.02%	1.00%
						#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Date	Site	TestDeck	Machine	TP	TP1	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
5/13/99	SEPA	TD-3 FAN	SBCS		14,335	0.0%	0.00%	0.00%	0.0%	#DIV/0!	#DIV/0!	0.00%	0.00%	0.00%	0.66%	0.66%	0.00%	0.12%
4/28/99	FM	TD-3 VOL	CSBCS	22099	14,825	99.3%	0.67%	0.67%	0.0%	0.00%	#DIV/0!	0.00%	0.00%	0.00%	0.03%	0.04%	0.11%	0.02%
5/13/99	SEPA	TD-3A-8FA	SBCS		16,096	0.0%	0.00%	0.00%	0.0%	#DIV/0!	#DIV/0!	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5/13/99	SEPA	TD-3A-8SF	DBCS	15644	17,026	92.7%	0.18%	0.18%	92.7%	0.97%	0.97%	0.84%	11.08%	11.08%	0.24%	0.24%	0.18%	0.12%
5/4/99	SEPA	TD-3SPC	SBCS	20160	5,846	95.6%	3.20%	3.20%	95.6%	0.00%	0.00%	0.00%	5.42%	5.42%	6.03%	6.03%	0.62%	0.49%

OCA/USPS-T-39-12
page 4 of 8

Heavy Mail Test Data

Date	Site	TestDeck	Machine	EOR TP	OPS TP	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR

Date	Site	TestDeck	Machine	TP	TP1	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
4/29/99	FM	TD-4 VOL	CSBCS	21688	16,852	99.1%	0.66%	0.66%	99.1%	0.00%	0.00%	0.01%	0.00%	0.00%	0.05%	0.05%	0.13%	0.03%
5/12/99	SEPA	TD-4 VOL	DBCS	12334	13,907	99.0%	0.00%	0.00%	99.0%	0.00%	0.00%	0.29%	0.00%	0.00%	0.34%	0.34%	0.24%	0.09%
5/12/99	SEPA	TD-4 VOL	SBCS	15797	11,573	98.4%	0.00%	0.00%	98.4%	0.00%	0.00%	0.04%	0.00%	0.00%	0.72%	0.72%	0.20%	0.03%
5/12/99	SEPA	TD-4Spec	SBCS	15618	15,592	99.8%	0.00%	0.00%	99.6%	0.00%	0.00%	0.00%	18.90%	18.90%	0.00%	0.00%	0.00%	0.00%

Date	Site	TestDeck	Machine	TP	TP1	AR	MecRejR	MecRejRH	ARH	ErrR	ErrRH	FlyoutsR	DamR	DmRH	JamPcR	JamHpcR	StopsR	StopsHR
4/20/99	FM	?	DBCS	35725	36,809	100.0%	0.02%	#DIV/0!	#DIV/0!	0.00%	#DIV/0!	0.00%	0.00%	#DIV/0!	0.00%	#DIV/0!	0.00%	#DIV/0!
																	#DIV/0!	#DIV/0!

OCA/USPS-T-39-12
page 5 of 8

HEAVY MAIL TEST SUMMARY

4/20/99 - 5/13/99

	TD-1 2% 3.3 oz	TD-2 2% 3.5%	TD-6x 2% 3.7%	TD-3 100% 3.3 oz	TD-4 100% 3.5 oz	TD-5x 100% 3.7 oz
CSBCS						
Fort Meyer						
Thruput	6,368	5,746	6,136	2,682	2,474	[redacted]
AccptRate	99.80%	99.70%	95.40%	96.90%	97.70%	[redacted]
Err Rate	0.00%	0.00%	0.00%	1.02%	0.06%	[redacted]
JamPcsRate	0.00%	0.00%	0.00%	0.34%	0.55%	[redacted]
Blue Bell						
Thruput	7,473	7,831	7,783	2,671	2,726	
AccptRate	98.60%	98.70%	98.70%	97.80%	98.60%	
Err Rate	0.00%	0.00%	0.00%	0.02%	0.00%	
JamPcsRate	0.00%	0.00%	0.00%	0.22%	0.82%	
DBCS						
Fort Meyer						
Thruput	34,973	34,323	[redacted]	13,738	11,269	[redacted]
AccptRate	99.70%	99.60%	[redacted]	97.70%	96.90%	[redacted]
Err Rate	0.00%	0.00%	[redacted]	0.00%	0.06%	[redacted]
JamPcsRate	0.00%	0.00%	[redacted]	0.20%	0.24%	[redacted]
SEPA						
Thruput	28,615	33,484	[redacted]	14,075	15,347	[redacted]
AccptRate	99.30%	99.30%	[redacted]	98.50%	98.80%	[redacted]
Err Rate	0.00%	0.04%	[redacted]	0.00%	0.00%	[redacted]
JamPcsRate	0.04%	0.04%	[redacted]	0.10%	0.11%	[redacted]
MPBCS						
Fort Meyer						
Thruput	32,078	31,587	33,024	14,293	9,906	[redacted]
AccptRate	99.80%	99.70%	99.90%	98.30%	98.60%	[redacted]
Err Rate	0.00%	0.00%	0.00%	0.00%	0.00%	[redacted]
JamPcsRate	0.05%	0.15%	0.10%	1.47%	0.92%	[redacted]
MPBCS						
SEPA						
Thruput	28,462	26,985	[redacted]	11,977	13,184	[redacted]
AccptRate	99.10%	99.10%	[redacted]	96.70%	98.70%	[redacted]
Err Rate	0.00%	0.48%	[redacted]	0.01%	0.00%	[redacted]
JamPcsRate	0.06%	0.07%	[redacted]	0.92%	0.43%	[redacted]

Thruput: (Pieces Fed)/[(Wall Clock Time) – (USPS Stops)]
Wall Clock Time: Start Time – Stop Time
Start Time: Time first piece is fed
Stop Time: Time last piece is in stacker
USPS Stops: Machine stoppages attributable to a USPS fault or procedure, e.g., operator break time, mail starvation.
Accept Rate: (Pieces in Accept Stackers)/(Pieces Fed) x 100
Error Rate: (Sort errors)/(Pieces in Accept Stackers) x 100
JamPcsRate: (Number of jam pieces)/Pieces Fed x 100

Shaded blocks indicate data is based on one or two test deck runs.

Test Sites:
Fort Meyers PDC
Fort Meyers Beach Delivery Unit
South East Pennsylvania PDC
Blue Bell Delivery Unit

OCA/USPS-T-39-12
page 6 of 8

STACKER DATA SHEET
HEAVY MAIL TEST

Test Day	1
Date	4/20/99
Site	Ft. Myers
Mail Type	TD-5x
Machine Type	SBCS
Run Number	4

3.7

Test Director	T. Crotty
Contractor	

Total Fed			Rates
Tot Accpts		Accpt Rate	#VALUE!
MechRejects		Mech R Rate	#VALUE!
Mech Rej Heavy		Mech R H	#VALUE!
Total Pcs Heavy			
Tot Heavy Accpts		Accpt R H	#VALUE!
Total Errors		Tot Err Rate	#VALUE!
Total Errors Heavy		Err Rate H	#VALUE!

Stacker No	Total Pcs	Heavy Pieces	Total Errors		Damaged Light		Damaged Major	
			S	H	S	H	S	H
2								
3								
4								
5								
6		NO DATA DUE TO TERMINATED RUN						
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								

Stacker No	Total Pcs	Heavy Pieces	Total Errors		Damaged Light		Damaged Major	
			S	H	S	H	S	H
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
44								
45								
46								
47								
48								
49								
50								
51								

Mech Rej	
Read Rej	
OutOfSch	

Flyouts		
Jam Pc		

Page	
Tot Pages	

OCA/USPS-T-39-12
page 7 of 8

0:00:00

JAM STOP SHEET
HEAVY MAIL TEST

Test Day	1
Date:	4/20/99
Site:	Ft. Myers
Mail Type	TD -5x
Mach Typ	SBCS
Run No.	4

7.7

Test Director	T. Crotty
Contractor	

	Total	Heavy
Flyouts		
Damaged		
Jam Pieces		
Jam BC		

Wall Clock	HH:MM:SS
Start	14:22:00
Stop	14:45:20
Total	0:23:20
EOR Time	

PcsFed EOR	
PcsFedCounter	
Throughput	

	Event	Loca-Tion	Total JamP	Heavy JamP	Standard Dam L	Standard Dam M	Heavy Dam L	Heavy Dam M	Duration HH:MM:SS	Comments
1	S									
2	JO	ST	5	5			1	2	:50	Bin #28
3	JO	ST	6	6			1	2	:49	Bin #38
4	JO	ST	4	4					:33	Bin #10
5	JO	ST	5	5				3	:1:26	Bin #95
6	JO	ST	10	10			2		:52	Bin #27
7	JO	ST	6	6			3		:1:22	Bin #26
8	JO	ST	9	9			1	3	:57	Bin #28
9	JO	ST	8	8			3	2		Bin #35 and
10		ST	4	4				2	:54	Bin #32
11	JO	ST	3	3				1	:57	Bin #57
12	JO	ST	5	5			3		:1:40	Bin #95
13	JO	ST	7	7			1	3	:51	Bin #16
14	JO	ST	8	8			2	2	:1:16	Bin #3
15	E									Run terminated due to destruction of the machine,
16										belts off and broken auger belt at bin 95.
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										
27										
28										
29										
30										
31										
32										
33										
34										
35										

Events:
- S Start
- JM Jam/Stop Maintenance
- JO Jam Stop/Operator
- M Maintenance
- MX Maintenance in excess of 15 Min
- U USPS Stop
- O Other
- E End of Run

Location:
- BC Jam before counter
- ST Stacker
- FD Feeder
- TR Transport

Page	
Tot Pages	

Page 8 of 8

HEAVY MAIL TEST

Test Day	1
Date:	5/4/99
Site:	SEPA
Mail Type	TD-4
Mach Typ	SBCS
Run No.	5

Test Director	T. Crotty
Contractor	

	Total	Heavy
Flyouts	0	0
Damaged	108	108
Jam Pieces	74	74
Jam BC	0	0

Wall Clock	HH:MM:SS
Start	12:59:00
Stop	13:33:40
Total	0:34:40
EOR Time	

PcsFed.EOR	4884
PcsFedCounter	4884
Throughput	18014

	Event	Location	Total JamP	Heavy JamP	Standard Dam L	Standard Dam M	Heavy Dam L	Heavy Dam M	Duration	omments
1	S									
2	JO	ST	9	9				2	:1:03	Bin 16
3	JO	ST	5	5			1		:47	Bin 43
4	JO	ST	4	4					:58	Bin 43
5	JO	ST	6	6			1	1	:55	Bin 43
6	JO	ST	6	6			1		:55	Bin 43
7	JM	ST	2	2			1		:4:45	Bin 43 - Tighten guide fence screw
8	JO	ST	2	2					:42	Bin 14
9	JO	ST	7	7			1	1	:59	Bin 9
10	JO	ST	8	8				2	:57	Bin 39
11	JO	ST	5	5				3	:42	Bin 47
12	JM	ST	3	3			1	1	:1:45	Bin 47
13	M	ST	1	1				1	:1:50	Bin 47 - Replace auger belt
14	JO	ST	4	4			1	1	:34	Bin 22
15	JO	ST	2	2					:36	Bin 22
16	JO	ST	10	10			1	3	:1:18	Bin 17
17	E									
18										
19										
20										
21										
22										
23										
24										
25										
26										
27										
28										
29										
30										
31										
32										
33										
34										
35										

Events:

S	Start
JM	Jam/Stop Maintenance
JO	Jam Stop/Operator
M	Maintenance
MX	Maintenance in excess of 15 Min
U	USPS Stop
O	Other
E	End of Run

Location:

BC	Jam before counter
ST	Stacker
FD	Feeder
TR	Transport

Page	
Tot Pages	

0:00:00

JAM STOP SHEET
HEAVY MAIL TEST

DECLARATION

I, Linda A. Kingsley, declare under penalty of perjury that the foregoing answers are true and correct, to the best of my knowledge, information, and belief.

Linda A. Kingsley
LINDA A. KINGSLEY

Dated: 12/4/01

CERTIFICATE OF SERVICE

I hereby certify that I have this day served the foregoing document upon all participants of record in this proceeding in accordance with section 12 of the Rules of Practice.

Joseph K. Moore

475 L'Enfant Plaza West, S.W.
Washington, D.C. 20260–1137
December 4, 2001