

# TRUE LOCK™

## THE SMART HARDWARE®

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22 June 1998

Tom Kraskiewicz  
Chief of Test Management Branch  
PM, Abrams Tank System Quality Testing  
ATTN: SFAE-GCSS-W-AB-QT  
Warren, MI 48397-5000

Dear Tom:

First off, I want to thank you for allowing us to be actively involved with preparing for the upcoming tests on the new M1 Abrams tank set to begin 01 December 1998. Obviously we are interested in this test because our system will be involved, but our main concerns are to help you run as thorough and demanding a test as possible and gain as much information, in as many areas, as possible.

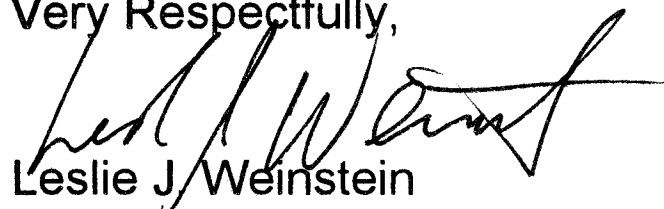
We realize the cost of the test is considerable, so we don't want this test to be just a repeat of what has been done in the past. We want to build on the knowledge that we've already gained. We want to shift the focus of this test from "does the True Lock system work," we know it does, to how will the use of the True Lock system allow a dramatic change in how the vehicle is operated and maintained?

We are convinced that our system will make it simple to inspect the track, drastically reduce the time spent maintaining the track, and save money spent replacing lost parts. We are also confident that because the wedge bolts will stay torqued, track wear will be reduced and track life increased. The overall result of this will be improved safety and reliability, and enhanced mission effectiveness.

Other areas that could be included in this test would be the locking systems for the center guide bolts on the track, as was discussed previously, and the exhaust grill door bolts. We are conducting preliminary testing of prototypes for these systems on vehicles here at Gowen Field, and it would be a great opportunity to include these systems in your test.

We look forward to working with you.

Very Respectfully,



Leslie J. Weinstein

Encl: T158 end connector hardware and letters  
M1 exhaust grill door and J hook hardware and letters  
T158 center guide drawing