

## Phillip Reesor

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**From:** Franz, Scott  
**Sent:** 11/30/2000 02:06:39 PM  
**To:** Reesor, Phillip K.  
**CC:**  
**BCC:**  
**Subject:** FW: M/710 T&P Status Review - 11/27/00

FYI

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**From:** Danner, Dale  
**Sent:** Thursday, November 30, 2000 10:53 AM  
**To:** Golemboski, Matt R.  
**Cc:** Bristol, II Ronald H.; Russo, Al; Keeney, Mike; Diaz, Danny; Franz, Scott; Snedeker, Jim  
**Subject:** M/710 T&P Status Review - 11/27/00

Matt,

I thought it would be worthwhile to document our discussion/path forward on the various M/710 issues from our meeting on 11/27/00 as follows - please let me know if I've misstated your position:

1) Box Bottom Falling Off - I understand that we have potentially some 8000 box stampings in process of the current design. We will continue to use this level of design until stampings with the extended tab are available. You will alter your process with the current stamping to include pressing the stamping down firmly into the box bottom as the tab is forced forward into the retaining slot. The next test will be conducted with boxes assembled to the new process. Should box bottoms fall off in the next test Etown will report the round level and acceptability will be a Marketing call. Keeney will provide design criteria for the lengthening of the tab.

2) Difference in Engagement Etown vs. Mayfield -- Investigation of this problem has indicated that the issue is measurement error - principally due to the lack of proper fixturing in Etown. You will make no process change to address this issue. Etown will use our measurement means to adjust to process minimum for SAAMI drop testing.

3) Trigger Pull / Return Force -- This issue remains under investigation.

4) Bolt Stop Breakage - Mayfield will build product for the next test employing stops which are non-heat-treated and have the "full radius". Etown understands and agrees that deformation of the stop under normal use is acceptable as long as the deformation does not affect the proper function and removal/retention of the bolt.

5) Bolt Stop Freedom - Etown observed that during the last test several bolt stops became loose during test in that no significant force was required to rotate the stop into the "release" position. This is principally a function of the degree of interference between the stop and stock. Etown understands that no design or process change will occur prior to the next test. Etown will attempt to better quantify when the loss of interference occurs (aka round count or stock takedown) and report that number. Acceptability will be a Marketing call.

6) Bolt Handle Breakage - Etown understands that Mayfield will build future bolt product to the new braze process and that product onhand will be scrapped/reworked to eliminate assemblies with poor braze. Etown will during the next test include a resumption of the "slam" test but all parties should understand that should bolt handle failure occur during this abusive test it will not be negatively counted against the product. The objective will be to demonstrate elimination of bolt handle failure during normal use.

7) Stock Takedown Screws - Based on an investigation by Mayfield the consensus is that the takedown

Subject to Protective Order - Williams v. Remington

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