

June 14, 2014

LETTER TO OEMs, DISTRIBUTORS, DEALERS AND CUSTOMERS

William E. Washington, President, Air Brake Systems Inc.

Air Brake Systems Inc. was attacked by several forces: 1) WABCO (world's largest antilock brake/brake manufacturer), Knorr-Bremse (a German ABS/brake company ABS) and MICO aka Haldex (US/ European brake manufacturer), 2) TUV Rheinland (European/US test organization), 3) persons in the National Highway Traffic Safety Administration (NHTSA), persons in the South African Bureau of Standards, 4) persons in the US Army, 5) and last but not least Pitts Trailers.

The following is a list of the persons who directly acted to block the emergence of the MSQR-5000[®] Antilock Brake System by the use of interference with potential business relations using false statements in government documents, interference with the performance of our contracts, interference with our business contacts, fraud, and misrepresentation in testing, misrepresentation in sales, cartel activity, threats of intimidation and threats of bodily harm to me and ABS Inc.'s distributors. They are listed as follows:

- 1) **Richard Radlinski**, former air brake guru at the US DOT NHTSA: Radlinski filed government documents with false information regarding a fictitious test of the MSQR-5000[®] ABS.
- 2) **Mel Steele**, former Engineer for the US Army: Steele wrote a letter asking the US Air Force to cancel the National Stock Number for the MSQR-5000[®] ABS to prevent sales of the same to the Defense Department.
- 3) **Carl Ozog**, former employer of the US Army: Ozog filed false statements in government documents with NHTSA regarding the MSQR-5000[®] ABS.
- 4) **Barry Felrice**, NHTSA: Felrice published false information in the Federal Register in response to my request for a rule change to the Code of Federal Regulations to standardize the MSQR-5000[®] ABS on all vehicles with air brakes.
- 5) **Dick Carter**, NHTSA employee, misrepresented the cost of the MSQR-5000[®] ABS in a government document regarding a request I made to amend the regulations to standardize the MSQR-5000[®] ABS on all vehicles with air brakes.

(See [William E. Washington V. Mel M. Steele, Carl Ozog, Richard Radlinski, Barry Felrice and Dick Carter](#), case No. 94-C-2510, US District Court for the District of Colorado.)

- 6) **John Womack**, Assistant Legal Counsel for NHTSA: Womack withheld the true use of the "ABS Warning Light" for semi trailers in the case of [Washington v. DOT](#), 10th Circuit Court, case 95-9513. The true use of the warning light is **to extract the computer fault codes and for proper setting of the electronic sensors**. The MSQR-5000[®] ABS has no computer codes to extract. Womack also failed to inform the court that the NHTSA has no authority to approve products (see

www.msqr-5000.com). Womack also contacted our customers and demanded volumes of test data, thus interfering with the performance of our contracts.

FYI: Germany banned the warning light for ABS systems years ago because it was too distracting to the truck driver!

- 7) **Otto Matheke, III**, a Legal Counsel for NHTSA: Matheke [threatened me](#) with Federal Trade Commission action to put me out of business because he was personally offended that I published the contents of [Washington v. DOT](#) in a nationwide advertisement. Matheke also acted along with John Womack in contacting ABS Inc. customers to scare them off from doing business with us. Neither lawyers informed our customers that NHTSA does not approve products.
- 8) **James Jones**, Technician for NHTSA: Jones participated with Womack and Matheke by contacting ABS Inc. customers to scare them off from doing business with us.
- 9) **Jeff Woods**, Engineering Technician for NHTSA: Woods, author of the antilock brake system regulation CFR 571.121, wrote the regulation around the design specifications of the competing electronic antilock brake system, excluding all competing technologies. I made a presentation to NHTSA. ABS Inc.'s engineer, Carl Perazzola, pointed out that the regulations are supposed to be "performance based and not design based." Woods heckled my presentation to him, Womack, Matheke, Jones, and Congressman Dave Camp's aide. When the ABS Inc. lawyers asked him to stop, Woods gathered his belongs, cursing me under his breath, and slammed the door as he left the room. Woods also contacted ABS Inc. customers to scare them off from doing business with us.
- 10) Collectively, John Womack, Otto Matheke, James Jones and Jeff Woods signed off on requests to various ABS Inc. customers for voluminous amounts of information regarding testing and use of our MSQR-5000[®] antilock brake system. No such request was made of electronic ABS users. These persons also tried to get Mr. Perazzola fired from the Air Force, even though he had permission from the Air Force to do engineering on his own personal time. Mr. Perazzola was facing jail time. The judge found him not guilty.

BRAKE CARTEL

- 11) a) **Dr. Ian Watkins**, WABCO representative, **Colin Ross**, Knorr-Bremse representative, and **Jimmy Brink**, MICO (aka Haldex) representative, acted as a cartel in South Africa. WABCO, Knorr-Bremse and Haldex are antilock brake system competitors, each producing their own electronic antilock brake system in Europe. Collectively, they went to South Africa as a **Brake Cartel** and, i) met with the South African Bureau of Standards, breaching the SABS confidentiality policies for testing, and ii) got the SABS to throw out their own SABS 1506 standards for brake testing, and iii) ultimately ignoring two tests whereby **the SABS passed and approved** use of our MSQR-5000[®] for use on trailers in South Africa and, iv) over night

implemented European Regulation ECE R-13 antilock brake regulation creating a trade barrier to the only competing American owned technology.

b) Watkins, (WABCO), Ross (Knorr-Bremse) and Brink (Haldex) combined to form a group called "[consumer concern](#)" and enlisted the assistance of Jaks Jacobs, presently Electronic ABS Test Technician for the SABS, to drive a tractor trailer fitted with our MSQR-5000[®] ABS in an unauthorized demonstration. The Brake Cartel flooded a stretch of civilian roadway with water and attempted to flip over the tractor trailer. They failed multiple times. They then tried unsuccessfully to flip the tractor trailer by abruptly changing lanes, which is contrary to ECE R-13 Regulations that require "**dry road**" conditions. They also, violated my patent rights in South Africa by doing the demonstration without my permission.

12) **Theuns Blom**, Automotive Test Manager for SABS: After several secret meetings with Ian Watkins, Colin Ross and Jimmy Brink (WABCO, Knorr-Bremse and Haldex, the Brake Cartel). Blom emailed a [letter](#) to me withdrawing our right to install our MSQR-5000[®] ABS on trailers in South Africa. His letter references the "consumer concern" group and the ECE R-13 regulations that were not in force at the time the MSQR-5000[®] ABS was tested by the SABS. Blom would not release the names of the "consumer concern" group or the nature of the so called "complaint" about the MSQR-5000[®] ABS. ABS Inc. sued the SABS and could not complete the suit due to a lack of funds. Subsequently, "The Brake Cartel," led by WABCO, gave free credit to South African company Top Trailers if they did not pay George Hartman, our dealer, \$86,000 they owed him for our MSQR-5000[®] ABS and other brake parts. Top Trailers took WABCO's offer. Mr. Hartman was bankrupted and experienced major financial problems because of WABCO's interference.

13) **Serge Reding**, Engineer for TUV Rheinland: I entered into a contract with TUV Rheinland to test a trailer equipped with our MSQR-5000[®] ABS. I paid \$8,200 to TUV for the test to be conducted at the Transportation Research Center in Ohio. Regulation ECE R-13 has no test parameters for testing pneumatic antilock brake systems. ABS Inc. provided the test parameters for our pneumatic MSQR-5000[®] ABS. Without any discussion with me, Reding had a TRC water truck flood the incorrect slick road surface with water, causing the surface to be akin to wet ice, engaging computerized equipment to flood the brake system with excess air pressure to force the brakes lock up. ECE R-13 states:

"The wheel lock sequence test shall be conducted on road surfaces with a coefficient of adhesion of not more than 0.3 and of about 0.8 (dry road) from the initial test speeds specified in paragraph 3.1.4.3.2."

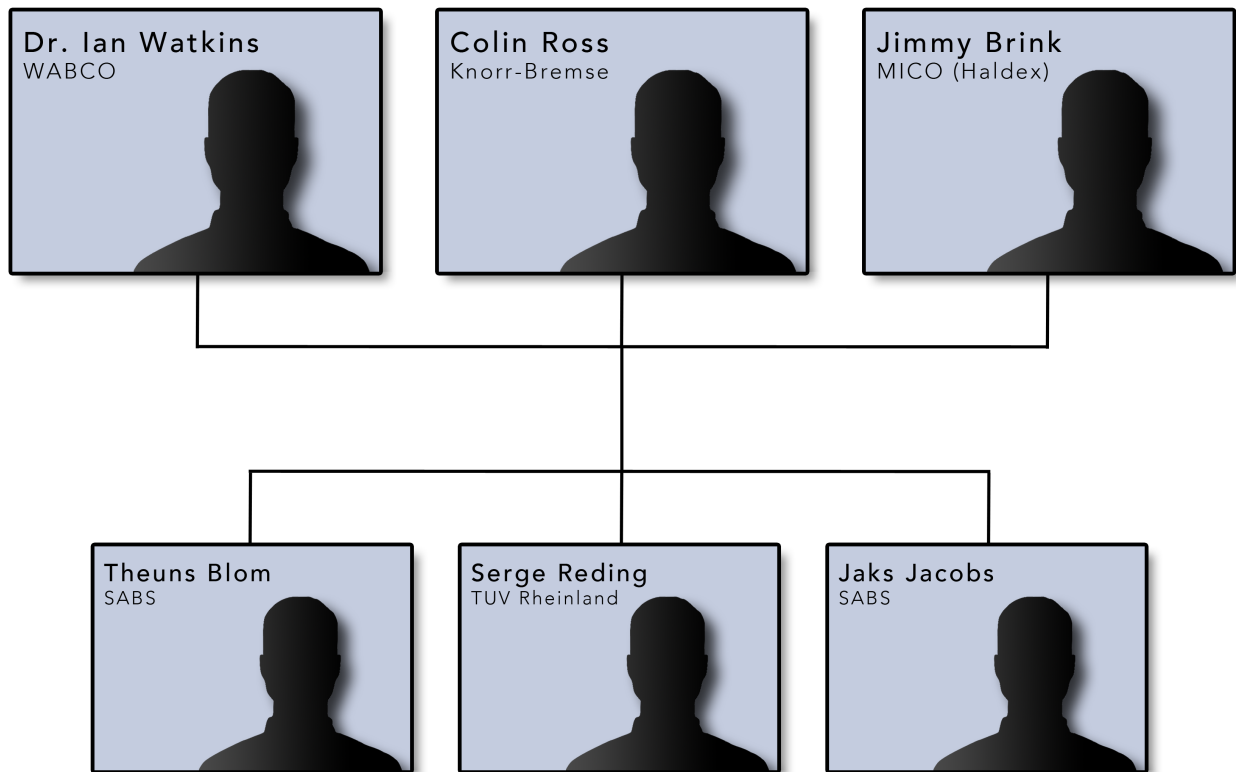
Reding said I failed the test, even though he never did it. The braking test was supposed to be conducted having a live person doing the braking, not a machine. Machines don't drive trucks. TUV killed our chances for ECE R13 certification. We were also informed that Reding went to meet with the SABS in South Africa.

ABS Inc. sued TUV in the US Eastern District Court in Michigan. TUV filed a motion to move the case to Connecticut, even though the contract required

litigation to be in Michigan courts. The Connecticut US District Court ruled against ABS Inc. The judge set an arbitrary date saying we did not file in time and used a false statement from Reding that I did not want the Report, and he dismissed the case in an 82 page opinion. And the judge stuck ABS Inc. with nearly \$400,000 in legal costs. ABS Inc. never got the Test Report.

- 14) **Jaks Jacobs**, Test Technician for SABS: I returned to South Africa in 2013 in an attempt to certify the MSQR-5000[®] ABS in accordance with Regulation ECE R-13. I was unaware that Jacobs would be a part of the procedure or who was. Jacobs told me he would fail the MSQR-5000[®] ABS. I left South Africa upon advice of my contacts as they warned me my life was in danger in South Africa if I remained there.

The Brake Cartel



- 15) **Jeff Pitts** of Pitts Trailers issued a recall of the trailers on which he had installed the MSQR-5000[®] ABS. The Pitts Recall states that there were no incidents on any Pitts Trailers with our MSQR-5000[®] ABS. Pitts purchased more than 5,000 units from us. Pitts also cited his trailers lacked a "warning light" for ABS equipped trailers. There are no computer fault codes in the MSQR-5000[®] ABS, however we developed a pneumatic warning light; our records show that Pitts Trailers had purchased our warning light.

And the Pitts recall says that an **"approved"** antilock brake system will be provided to replace the MSQR-5000[®] ABS. The Department of Transportation **does not approve products!** www.msqr-5000.com/PDF/NHTSA_Letter_Mar_10_2003.pdf

Now you know who the people are and the names of the organizations that screwed with our company. And the NHTSA tested the electronic ABS systems from WABCO, Bendix, Haldex, Rockwell and Bosch. NHTSA recorded massive failure rates of electronic ABS (Tests [DOT HS 807 846](#), [DOT HS 808 059](#), DOT HS 808 568).

Also electronic ABS systems are not in compliance with the CFR 571.121, being "open-loop systems." **The MSQR-5000[®] ABS is the only ABS to be fully closed looped and in compliance with the USDOT regulations.** The definition of antilock brakes is my patent. I believe NHTSA divided the market for the five companies they tested and then acted to keep me out of the market.

Congressman Camp from Michigan tried to help writing a [letter](#) to NHTSA. Senators Stabinow and Levin were stonewalled by NHTSA. NHTSA is good at that! I complained to the Justice Department – no response to date. The NHTSA has expressed in our lawsuits that they are beyond the law because they are sovereign. The WABCO, Knorr-Bremse, Haldex Brake Cartel demonstrated their power over the South African Government when they switched the regulations from South African control without vetting to European regulatory control. TUV Rheinland showed their power by ripping us off for \$8,200 and then getting a judge to stick ABS Inc. with their legal costs, without the judge ever reviewing the merits of the case.

NHTSA denied my petition to grant an exemption to the external ABS warning for trailers. That warning light is inconsequential to safety. NHTSA was supposed to publish my Exemption Request but they edited 95% of the Request out of what they did publish. And NHTSA stated that I did not provide an argument in the Exemption Request. You be the judge. Do you see the word "argument" anywhere in the Request? www.msqr-5000.com/PDF/exemption_letter.pdf

NHTSA busted General Motors because of a faulty ignition switch and they buried the fact that there are massive failure rates on trucks, trailers, buses, and even on school buses that are equipped with electronic antilock brakes. NHTSA is totally aware that thousands of accidents, fatalities and injuries occur every year because of the non-compliant electronic brake systems that are permitted to be used on trucks, buses and trailers.

My crime is inventing a brake device that actually works and saved lives. The MSQR-5000[®] ABS never caused an accident. The MSQR-5000[®] ABS increased brake and tire life. MSQR-5000[®] ABS reduced stopping distance so trucks and buses don't rear-end the other vehicles that share the road and they stay in their own lane without jackknifing.

I had quit ABS Inc. and I started driving for SWIFT Transportation. I saw lots of wrecked trucks and trailers in the SWIFT terminals. Most were head-on crashes. I didn't even want to tell them about the MSQR-5000[®] ABS for fear that the "Brake Cartel," TUV and NHTSA would find out where I was. I nearly took out seven vehicles driving a Freightliner and 53' trailer on I-25 through Denver when the traffic suddenly stopped. The brakes vibrated as the electronic abs activated extending the stopping distance, and did not hold like they do with the

MSQR-5000[®] ABS. I had to swerve onto the shoulder to avoid the accident. The MSQR-5000[®] is better than any electronic antilock brake system.

So, at the behest of several customers and the few investors, I am restarting the business. So keep an eye on www.msqr-5000.com. What I am planning needs to go viral. I have a few valves left and a little money from driving, so I will start again with that.

I am back, and I no longer fear these people. Order the MSQR-5000[®] and let's save some lives!

Sincerely,

William E. Washington
President