

FTS ATTACHMENT – DATED JULY 27, 2007
QUESTION NO. 8

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From: getintrl@aol.com
 To: kuskin@worldnet.att.net, richkuskin@hotmail.com
 Cc: mackcai@chaoyang.com, ftslgd@public.guangzhou.gd.cn
 Date: Fri, 16 Jun 2006 05:55:21 -0400

Dear Richard,

This email I am copying to Mack Cai, to insure if he disagrees with any of my facts, that he and Hangzhou question same now. This information was all discussed in the presence of Mr. Chen on 6/15/06, as well; it was actually he, head of technical area for pass car and Lt who supplied, after some coercing* the specs for me to see, which DOCUMENTED INDEED OUR LT TIRES HAD GUM STRIPS BETWEEN THE BELT EDGES WHEN WE STARTED PRODUCTION ON THEM. *The original entry with gum strip specs were provided after lunch, when I had briefed Mr. Johnson Su on the trouble I was having getting to see these entry to production specs, and the situation overall.

LT235/85R16 CR857 2001/12/29 Yes, gum-strips .6mm gauge by 30mm wide
 LT245/75R16 CR861 2003/02/12 Yes, gum strips .3mm gauge by 30mm wide
 " " 2005/6/20 NO GUM STRIPS
 " " 2006/6/15 Yes, gum strips .4mm gauge by 20mm wide AND ALSO
 1260/2 DENIER NYLON BELT EDGE STRIPS 30MM WIDE.

TestREPORTS WERE PROVIDED FOR THE LT245 SIZE FOR ENDURANCE, AS FOLLOWS:

- 2003/9/7 81 hrs tread sep
- 2003/11/11 92 hrs tread sep
- 2003/11/13 107 hours upper bead area sep
- 2003/12/10 47 hr NO FAILURE QA TEST
- 2006/2/10 99 hr Sidewall blowout
- 2006/2/8 81.5 hrs sw sep

AS TO SPEC CHANGES, I WAS NOT PROVIDED ANY OTHERS EVEN THOUGH I ASKED FOR EVERY CHANGE OF SPEC. THIS WAS PARTICULARLY DISCONCERTING THAT I WAS TOLD THAT THEY HAD PUT GUM STRIPS BACK IN THE TIRE DEC 2005 BY THE ENGINEER DURING OUR MEETING TODAY, BUT HE COULD NOT PRODUCE A SPEC SHOWING SAME!! He said they make many minor changes to the factory by memo with no spec change. Besides not being minor, a memo to production would normally only be for a TEMPORARY ACTION WITH A SPEC CHANGE FOR ANY PERMANENT ACTION. The large gap in time between specs provided, also brings into question what changes were made between these time gaps; I have my suspicions many changes were made, but was not provided enough spec documentation to confirm same. *****

On the dates of the specs provided, anyways, all called for the same 2+7x .28 wire for steel belts, with gauge at 1.8mm and compounds all the same their code J367, and wire code J3671311. Tread cap and base same as original construction detail sheets with J167 and 567 respectively. Originally my notes show 12.7 epi steel cords, whereas now the engineer said 15 epi.

* Additionally, I was told initially that they were running tires on Fmvss 139 endurance, then a couple hours later was told no they were not. The tires the engineer had said were WITHOUT GUM STRIPS BETWEEN BELT EDGES. They also had run their own modified Fmvss 139 tests but without low pressure step, so I said invalid for those 2 tires.

Respectfully submitted-GARY S. EIBER, FTS, FRIDAY 6/16/06

FTS 0735

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** Implication - they failed!!*
*** Ref xue conversation (6/15/06) Qingshao area about 1x burin style!*