

**FTS ATTACHMENT – DATED JULY 27, 2007**  
**QUESTION NO. 11**

**GARY S. EIBER**

2988 Silverview Drive Silver Lake, Ohio 44224  
Phone: (330) 686-1696 Fax: (330) 686-1655 E-mail: GETIntl@aol.com

**PROFILE:** Technical Manager experienced in global markets, knowledgeable in raw materials, factory processes, tire design and performance tests/field assessment.

**EDUCATION: Kent State University, Kent, OH**

- Masters in Business Administration
- United States Military Academy, West Point, NY**
- Bachelor of Science with a concentration in Engineering & Mathematics.

**EMPLOYMENT HISTORY**

**Foreign Tire Sales, Union, NJ**

2/97 to present

- Vice President, Tire Technology
- During employment with FTS '97-2005, I took unpaid leave of absence, and did two consulting audits of Chinese tire factories and failed tires in China for General Motors; also I consulted three weeks for Ceat Tyre, in India and Sri Lanka, and escorted them to China factories; lastly I was hired by Tornel Tire, the largest Mexican owned tire company for radial passenger and LT tire quality improvements for two weeks.
- Consulted on two occasions for Battelle Corporation, a renowned consulting firm in Columbus, Ohio, as a tire expert for new patent ideas.

**GET International, Akron, OH**

7/96 - 1/97

- October 1996 Speaker for International Research Institute at Global Automotive Conference in St. Louis, MO.
- October 1996 consulted/lectured for DuPont at Asia Nylon Conference in Philippines.
- July/August 1996 consulted in China for General Motors/Modern Engineering.

**Continental General Tire International, Akron, OH**

A subsidiary of Continental A.G., Hannover, Germany; the #4 tiremaker in the world with annual sales exceeding \$5 billion.

Manager, International Product Technology, Akron, OH/Charlotte, NC 4/92 - 6/96

- Performed new international business investigations/ventures in China, Argentina, Chile and Uruguay.
- Conducted "due diligence" study for joint venture in Mexico, including factory and personnel assessments in multiple locations resulting in selling our assets and a joint venture with Euzakadi, the leading tire producer in Mexico.
- Directed assessment of tire use and road system quality in Brazil, Columbia and Ecuador to enable fine tuning of tire designs for the respective markets.
- Key advisor on ISO9001 Qualification for International Division.
- Key participant in technical contract negotiations in China with the government run China National Chemical Corp. (CNCC) and Guazhou Tire.
- Direct responsibility for company's Global Bias Truck Tire development which accounted for 80% of technical fees for Continental General Tire International.
- In 1995 assumed additional responsibility for all compounding/raw material approvals for International.

Manager, Off-the-Road and Bias Truck Tire Engineering, Akron, OH 4/87 - 4/92

**FTS 0755**

- Chairman of Tire & Rim Association Truck Bus Sub-committee.
- Initiated innovations to customize products for niche markets.
- Produced cost and quality improvements generating approximately \$2-\$3 Million savings/year

worldwide.

- Fulfilled International Technical Contracts (Service), requiring multiple overseas trips each year and management of domestic resources.

Section Manager, Radial Light Truck and Bias Truck Engineering, Akron, OH 9/84 - 6/87

- Managed original equipment qualifications with 100% approvals at Ford, GM and Nissan.
  
- Provided Technical Service of tire design and construction for Mickey Thompson indoor stadium and desert racing series.
- Directed consolidation, cost and quality improvements of products totalling over \$1 Million/year.
- Tire & Rim Association Truck/Bus Committee member.

Original Equipment Product Engineer, Akron, OH 9/78 - 8/84

- Chaired company multi-discipline task force to resolve ride disturbance problems.
- Developed XP2000H, the company's first high performance tire.
- Developed/Qualified radial passenger tires for original equipment with 100% approvals at GM, Ford, Chrysler and Nissan.
- Directed new International passenger car design work with ride and handling at Original Equipment companies in France and Italy, and Portuguese race tracks, resulting in top tire line in Mexico, Morocco, and Portugal.
- Obtained approval in Venezuela for radial tires to COVENIN Government Standards.

Technical Manager, Casablanca, Morocco 6/76 - 7/78

- Managed all lab compounding, tire engineering and quality control functions at plant which produced complete line of bias and radial passenger and truck tires.
- Managed 42 people with \$1 Million+ budget, meeting all goals for new products, lowering defect levels by 10%, and achieving Original Equipment qualifications for French and Italian vehicles at local assembly plant.

Tire Engineer, Akron, OH 11/75 - 5/76

- Assigned to Truck Tire Development on an interim basis.

Chief Tire Engineer, Santiago, Chile 11/70 - 10/75

- Managed 12 people and all aspects of Tire Engineering from motor scooter to giant tires.
- Started up General Tire technology in the new Firestone, LaSerena plant, nationalized by the Allende Socialist government.

Tire Engineer Trainee, Akron, OH 6/69 - 11/70

- Assigned to Akron tire plant as factory service engineer, all product lines.

**PROFESSIONAL DEVELOPMENT**

Center for Creative Leadership course, "Working with Others: A Management Process Program"  
SAE Seminar on product Liability and the Engineer  
International Licensing and Negotiation for the Technical Manager  
Dale Carnegie Course  
ISO and QS-9000 courses (internal)

**FOREIGN LANGUAGES**

- Fluent in Spanish
- Conversant in French
- Introductory courses in German and Chinese.

**PATENTS**

Design application, 1985.

**PUBLICATIONS**

"Truck Tire Technology for Developing Countries." Rubber World, 10/93.  
"Tire Suppliers to Original Equipment Vehicle Manufacturers as They Go Global."  
International Research Institute, Atlanta, GA, 1/96 and St. Louis, MO, 10/96.

**PROFESSIONAL ORGANIZATIONS**

- Akron Rubber Group
- Society of Automotive Engineers
- Akron Torch Club

A BRIEF HISTORY OF RADIAL PASSENGER AND LIGHT TRUCK TIRE EMPHASIS ON BELT EDGE ENHANCEMENTS TO AVOID PREMATURE (DEFINED AS BEFORE WEAR OUT) BELT EDGE SEPARATIONS-BY GARY EIBER, FOREIGN TIRE SALES, 4/17/07

The leading cause of premature radial tire failures, has been for several decades, virtually since the radial tire's rise to popularity in the United States in the early 1970's, SHEAR STRESS AT THE BELT EDGES. This has been true whether the belt material was steel, fiberglass, Kevlar (also known as aramid and Fiber B), or rayon. These were the four most popular belt materials used over the past 40+ years. In the last 10 years steel dominates as the belt material of choice.

There are a multitude of aggravating factors, which can accelerate the tire's premature failure. These can be classified as INTERNAL to the tire (such as construction and compounding mainly), or EXTERNAL to the tire, in its usage environment (mainly loads, pressures, ambient temperature, and road conditions). Vehicle and driver habits likewise contribute positively or negatively.

THE PRIMARY TWO RADIAL TIRE CONSTRUCTION FEATURES, which allow the tire engineer to effectively make a "ROBUST" tire to conquer the above EXTERNAL aggravating influences on belt edge shear stress tire failures are: #1-belt edge gum strips, and #2 Nylon cap ply or plies. The primary drawback of cap plies, besides material cost and time and labor to place them, are radial uniformity force increases which create ride disturbances in the vehicle unacceptable to the driver. This effect is worse if the nylon cap ply is not spiral wound to avoid the existence of a splice.

Further, the aforementioned belt edge gum strips may be placed between the belt edges, or "wrapped around" the belt edge(s), to provide shear stress relief, and in the wrap around method also cover the cut wire belt edges.

Lastly, the belt edge gum strips must have sufficient gauge, width, and effective placement in order to provide belt edge shear stress reduction. There is no industry standard for these factors. However, it is the writers experience and knowledge from major manufacturers around the world, that the said gum strips should not be less than .6mm gauge and 20mm width, in the "green", or uncured state. Placement likewise as close to the bottom belt edge as possible, but not more than .2mm from it, unless wrap around the edge method used.

Pulley wheel testing has NOT BEEN BY ITSELF GOOD ENOUGH to define a tire's ability to perform, for any major world wide tire company, for the past 30+ years. The tire durability test on a vehicle has been THE deciding factor for any new tire, or major changes to constructions or compounds, of an existing tire line. Likewise, many vehicle manufacturers themselves conduct or require the tire company to conduct a tire on vehicle durability test before they will purchase the tires, in addition to ride and handling tests they perform.

It is based on the above history, that I would only approve the radial tire for production AND PURCHASE BY FTS from ANY manufacturer, from ANY COUNTRY, to have EITHER GUM STRIPS BETWEEN BELT EDGES, OR A NYLON CAP PLY. Likewise it per the above history, as to why fts HAS A POLICY THAT WE ONLY BUY tires contingent upon testing on a vehicle, of said radial passenger or LT consumer tires, for up to 40,000 miles, at an independent USA test facility, without tire failure.

**CONFIDENTIAL**  
SUBJECT TO ATTORNEY/CLIENT  
PRIVILEGE AND WORK PRODUCT  
DOCTRINE

FTS 0758

HANGZHOU RADIAL LT, LR "E" PULLEY WHEEL RESULTS

2/02	LT245/75R16	CR 857—120.5 hrs	.6mm Gum strip/12/29/01 HZ spec
8/31/02	LT265/75R16	CR 857—109.5 hrs.	
10/12/02	LT245/75R16	CR 860—101.5 "	
10/24/02	LT235/85R16	" ---108.5 "	
10/29/02	LT245/75R16	" --- 102 "	
10/29/02	LT265/75R16	" ---102 "	
11/07/02	"	" ----105 "	
11/17/02	LT235/85R16	" ---112 "	
3/03	LT245/75R16	CR 857—116.5 hrs	.3mm Gum strip/2/12/03 HZ spec
*9/7/03	LT245/75R16	?HZ 6/06-81.0 "	
*11/11/03	"	" -92.0 "	
*11/13/03	"	" - 107 "	
*12/10/03	"	" - 47hrs-no fail QA	
11/4/03	"	CR 861—107 hrs	
11/13/03	"	" -- 97 "	
"	LT265/75R16	" --106 "	
10/13/04	LT225/75R16	" --118 "	
11/11/04	"	" --123 "	
11/21/04	"	" -- 128 "	
**2405 ser	LT245/75R16	" --91 hrs @STL-No Gum strip/HZ 6/20/05spec	
**3705 ser	"	" --111 hrs " "	
**3805 ser	"	" --77 hrs " "	
*2/8/06	"	?HZ6/06—81.5 hrs *purported strip added-no spec	
*2/10/06	"	" -- 99 "	

NOTES: 1.) All data without an asterisk (\*) is tests run at Hangzhou for which FTS has test report. All results above are per FMVSS-119 extended test, where after 47 hours (minimum ok per DOT), loads are increased 10% each 10 hours till failure. (FTS minimum ok established as 95 hours, and all ok when entered into production).

2.) The data above with \* indicates Hangzhou showed test sheet without providing asked for copy later, during Gary Eiber visit 6/15/06.

3.) The data above with \*\* were tires run August of 2006 by FTS at independent STL test lab.

4.) Hangzhou has run tires to FMVSS 139 (35.5 hrs min per DOT), and extended 139 test, on the LT tires during 2005-2006 without any tires failing the test per FTS's knowledge. We have test sheets, per our Sept 06 visit and subsequent HZ tests.

5.) Where gum strip info is stated per HZ specs, they were seen by Gary Eiber during June 06 visit, but the possibility exists changes were made before date, either on trial basis, or in a size/design where spec not shown. No copies of spec given.

Gary Eiber 1/26/06

FTS 0759

# AZ/FTS LT

• SPEC CHANGES

- WHAT Δ
- WHEN Δ

## TEST REPORTS

◀ OLD 119 - 8 ENDURANCE Reports @ 47 H  
 @ 120 Hr  
 (NO STEP UP OF LOAD)  
 (all above S103)

◀ NEW 139 - 8 ENDURANCE Reports to  
 35.5 HR STD + MISC TIME  
 (June '05) 3-30 Xtra  
 HRS

99 - 7 ENDURANCE Reports  
 (July '06)

CR857  
 CR800  
 CR801

20 LTZIS FZS  
 High Speed

Plunger\*  
 Bad Unseat\*

★

▼Q?C▶!!≡°  
Subj: Radials  
Date: 3/22/00  
To: kuskin@worldnet.att.net

Dear Richard,

It is exciting that we may do this nice radial pCT and LT project with HZ (project meaning to buy tires). Let me say that relative to "giving my approval" to their quality, I would be foolish to try to do this without a proper field test to somewhere between 30K and 40K. NO GOOD TECHNICAL PERSON CAN DO THIS WITH ANY RADIAL TIRE, PCT, LT OR RTT. However, I can promise you I will do my best to look at their pulley wheel and any other test results, and sections, as well as a cursory factory review.

I hope to see failed pulley wheel tires, but doubtful as they do not look or cut these themselves normally, let alone keep on hand. I wish to emphasize that the one section they sent here of 7.50R16 WAS SCRAP QUALITY-UNFIT TO TEST LET ALONE BUY (belts curved upward badly). I am not trying to be negative on this one tire nor the project as a whole; I simply do not want UNREALISTIC EXPECTATIONS on "approving the tire". With bias this is a lot easier to do with confidence. And I do not even speak to uniformity and balance issues of quality, which I will cover there as well-especially on PCT.

Lastly, let me say that Shanghai Tyre did this fleet testing; I have seen their results!! GENERAL MOTORS REQUIRES THIS OF ANY SUPPLIER OF TIRES and Kumho and Cheng Sin Toyo also did! I will emphasize this to Mr. Fu, as he had asked me upon my return there in November after GM, if I could help them get some business with GM/OE; I told him VERY DIFFICULT for them. (In reality impossible without doing fleet tests.)

I hope you understand my professional opinion/position. Indian companies I know put drivers in cars and run them between cities to do this; they also have large field engineering groups doing this on all truck tires-bias and radial. ALL USA companies run MANY cars and trucks every day (at test tracks and open highway) putting on test miles to confirm constructions, compounds, and designs.

I think I have said most of this before, and I ask your indulgence.

Best regards,  
Gary Eiber FTS

FTS 0761

TO: R KUSKIN

23 August '04

FROM: GARY EIBER

P.S. - stuck 4 hours on  
Highway due to CRASH 405-  
to rdwy going to HZ.

- (1) I SAW CR 861 A/T samples from  
LT 215/85R16 + LT 225/75R16. They forgot  
gum strips between belt edges + need to rebuild  
for both this, and to improve under tread. They  
plan on building this week + testing next  
week so MAYBE we have final weight + test  
results to go ahead with this project. Now...  
WHAT SIZES ARE IN THE PROJECT?? Originally  
it was above 2, plus 30x9.50R15 + P245/70R16  
+ P255/70R16 + P265/70R17. Now make say  
no P-METRIC. What sizes are there besides 215 + 225?  
IF ALL ok in 2 weeks, production molds to be  
ordered. Weight wise we are 2Kg under target, but  
with gum strips + under tread increase it will go up!
- (2) 7.50R16 No Progress! They have not tried  
either Nylon Cap Ply nor the CAP/BASE tread I  
recommended. The strange thing is Cooper re-  
quires CAP/BASE on pass car 1/2 truck tire +  
also they require cured adhesions. On our  
LT metric they have cap base, but no  
cured adhesion checks. With FMVSS 139 I  
asked to do these on LT metric, + also to do  
them on 7.50R16 14PR\*!! We'll see. They tested  
one TRIANGLE. Date Code 0504 with 105 hrs  
(Approx - looking for report) + note it has a Nylon  
CAP PLY + 3 BELTS!! (3) NO R! progress!! Gary  
\*I asked to test second tire.

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**Richard Kuskin**

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**From:** <GETIntl@aol.com>  
**To:** <kuskin@att.net>; <richkuskin@hotmail.com>  
**Sent:** Saturday, October 08, 2005 11:39 AM  
**Attach:** ATT00093.eml  
**Subject:** Fwd: Re 825-15/14 EDT from J.B.LEE Oct.08.2005

Dear Richard,

What HZ has done is truly both embarrassing and unethical/unprofessional. This is true from many facets, from their making the change in outer ply increased epi to outer ply thin gauge, and also from making false abuse use statements. I will pass the buck on to you to deal with JB, but will answer him (copy you of course), sympathetic to some degree, since I was involved.

Best Gary

**FTS 0763**

10/8/2005

**Richard Kuskin**

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**From:** <GETIntl@aol.com>  
**To:** <mackcai@chaoyang.com>  
**Cc:** <kuskin@att.net>; <richkuskin@hotmail.com>; <ftslgd@pub.guangzhou.gd.cn>  
**Sent:** Thursday, November 24, 2005 8:48 AM  
**Attach:** ATT00057.eml  
**Subject:** Fwd: FW: Emailing: MVC-028L, MVC-029L, MVC-030L, MVC-027L

Dear Mack,

I am sending you 4 photos of the LT235/85R16 involved in a small damage claim. Details of that claim with FTS office. Serial 4404. In the photo with the wild wire, if you look closely you can see a separation at belt edge on the right side. I had the tire cut on both sides of this wild wire area, and also 180 degrees opposite, to determine if there was a sep of any kind that far away from the big failure area. There was!!! I have that section and will bring one with big sep, and 180 away small sep to discuss with your engineers.

There is one thing that bothers me on appearance of the section when I analyzed it. That is there does not appear to be any gum strip between the belt edges. I am sure we had it in there before. PLEASE CONFIRM THIS WITH THE LT ENGINEERS WHETHER IT HAS IT OR NOT (THIS GUM STRIP BETWEEN BELT EDGES).

Best-Gary Eiber noted your comments on my schedule; I will be in Shandong and will co-ordinate with you or Mr. Su before I come.

FTS 0764

11/25/2005

**Maureen Gardner**

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**From:** "Gary Eiber" <getintl@hotmail.com>  
**To:** <kuskin@worldnet.att.net>; <richkuskin@hotmail.com>  
**Sent:** Wednesday, December 07, 2005 8:39 AM  
**Subject:** FW: Re: Fwd: Tire Photos

Dear Richard-you can see Mack's comments-Gary ps-I did not get the email at aol, just hotmail, so filters different it seems.

>From: "Mack Cai" <mackcai@chaoyang.com>  
 >To: "GETIntl@aol.com" <GETIntl@aol.com>, "Gary/hotmail"  
 ><GETIntl@hotmail.com>  
 >Subject: Re: Fwd: Tire Photos  
 >Date: Wed, 7 Dec 2005 15:29:17 +0800

>

>2005-12-07

>Gary,

>

>Thanks for your e-mail. I forwarded your e-mail to Mr. Su. In case I am not  
 >in the office, he knows something at least.

>

>I am sad to see there are problems on the LTR continuously. Both of us put  
 >so much effort on the LTR project,but .....

>

>Best Regards

>

>Mack Cai  
 >Hangzhou ZhongCe Rubber Co.,Ltd.  
 >Tel:0086-571-86815894  
 >Fax:0086-571-86053191

>

>===== 2005-12-06 22:05:48 ÁúÔÚÀ´ÐÃÖÐÐ´µÀ£°=====

>

>> Dear Mack,

>>> I just wanted to forward these photos to you in advance of my  
 >coming.

>>> Seems we have a lot to discuss. Anyways, the first 2 photos are the  
 >>> LT245/75R16 from Roadrunner tire damage claim. It has a shoulder sep  
 >and no gum strip

>>> between belts. I must check later, as the serial was cut from the tire  
 >when I

>>> cut sections today, but I think it was 4404.

>>> The Northgateway tire we learned of yesterday LT235/85R16 was 1900  
 >>> serial, and it certainly appears to have gum strips between the belt  
 >edges! Also

>>> it has a nylon shoulder edge wrap--which should be a little wider to be  
 >>> totally effective, but also the innerliner rubber is too thin; I

>believe this has

**FTS 0765**

7/16/2007

**Richard Kuskin****FTS 0766**

**From:** <getintnl@aol.com>  
**To:** <kuskin@worldnet.att.net>; <richkuskin@hotmail.com>  
**Cc:** <DPenn0519@aol.com>; <mackcai@chaoyang.com>; <getintnl@hotmail.com>  
**Sent:** Friday, December 16, 2005 4:08 AM  
**Subject:** Misc Hangzhou items

Dear Richard,

First good news that we reached an agreement for the H660 pass car tires uniformity, although it took a long time to get there. For small sizes=<195 one limit and =>205 another as follows: Dynamic balance 45/55, Radial composite 14/16, Radial first harmonic 10/11, lateral composite 9/10 and conicity 8/10. They do not want to check runout, but they say random samples show them always below 1.0mm. That is very good and if they do this random check, AND BECAUSE THEY INSIST COOPER IS NOT REQUIRING IT, THEN I GUESS WE CAN TRY. They agree if we would have problems this as well as lower first harmonic radial, etc would be revisited, but these are decent starting points, not like the old Radial LT very high limits! Speaking of that, it seems they have gotten religion so to speak, and the adjustments of traction radial LT design has now convinced them they need adapt the rib tire LT first harmonic sort limits which they had refused to do up to now. So-upstream less adjustments for ride disturbance; I tried to help them on this learning curve, which now they (and the rest of us), have learned. When they at one point on pass car wanted to not sort first harmonic, I said as far as I was concerned we do not take tires; that was remedied. thank goodness.

They showed me a radial farm tire section Tom Brawley evidently had sent to them unbeknownst to me. They did not know who it was (Competitor???), and they said Tom told them it was Nylon. I do not believe that could be. I am ready to learn on this one, but I have never heard of nylon belts and do not believe the modulus of nylon would allow same. It is a breaker only. Radials require material like steel, fiberglass belts, aramid/kevlar, or lastly RAYON LIKE ALLOF THE GOODRICH HIGH PERF TIRES AND MANY EUROPEAN RADIAL HIGH PERF. Continental also used all Rayon radial farm tires which I saw built at the Hannover, Germany factory. I did a rudimentary burn test of the cord material and am 95%+ sure it is rayon as it burned like cotton and rayon natural fibers. Synthetic fibers like nylon and polyester ball up and get hard. So....se competitor brochure whoever it is and confirm what I think. Rayon not available in China, but is in India-or was last I knew. USA will not produce as environmentally dangerous FYI.

The 385/65R22.5 they had no section and only one marginal test result of 106 hours. The 425 and 445/65R22.5's they have not even buiult; this is because machine/drum set at limits and too many defects when they made the tire samples they said. So do not look for these fast. Likewise the "tall tires" solid shoulder they have not rebuilt nor tested after initial low results. They are NOT MAKING THE TIRES AND NO SCHEDULE FOR DOING SO MACK SAYS. THEY HAD NO SECTIONS TO SHOW ME!

I gave 11.2 irrigator reduced skid depth and diameter, etc details. They (and I) would like reconfirmation this is a TL tire and what the compertitor tire weights are!! This should BE ACTUAL WEIGHTS OF ABOUT 5 TIRES AS THEY ARE SMALL. THIS IS AN IMPORTANT PROJECT FOR THEM (AND US) AND SHOULD NOT BE APPROXIMATED. Also, I said one less lug than regular R1, and felt shape should be the same on lugs but they said Tom said different. IF SO I NEED AT LEAST THE NUMBER OF LUGS AND BROCHURE SHOWING SHAPE OF LUG DESIGN IF DIFFERENT THAN OUR 23 DEGREE TIRES. Load/pressure same as regular R1 and 14.9-24 we had before showed same construction as regular tire. Up to you whetyher you want to send a sample to STL to reconfirm that. Radius of tread likewise we must assume same as present tire unless otherwise proven, since fairly small at 13"!!!

On 26.5-25 28pr, Mack said price you offered too far away so worthless for me to review; I said maybe there was a chance to modify, but engineer/info not provided. If later this is worked out, they can send me number of plies, denier, and epi (V1, etc). I can figure from there.

They out of the clear blue had a LT215 CR 861 sample for me to see. They had one pulley wheel result which was 16.2 kg and 105 hours, which shows promise. So another needed, or they

12/16/2005

can run to Fmvss 139 I told the engineer later and if passes we can take it. Now.....on radial LT adjustments

→ AND IN PARTICULAR THESE DAMAGE CLAIMS, THEY SEEM TO READILY ADMIT WHILE WE HAD INITIALLY GUM STRIPS BETWEEN THE BELT EDGE, THAT FOR EITHER COST OR FACTORY EFFICIENCY REASONS, THESE WERE UNILATERALLY REMOVED WITHOUT OUR PERMISSION.KNOWLEDGE. The engineer wants to go a step further and do wrap around belts which is better, but more costly. He further wants to add a nylon cap ply, which when I pointed out uniformity would be worse unless spiral wrapped, he said they have that machine now and would do it that way. He indicated he would do all this next week!!! Then afgter he left Mack said he wanted to look at cost. I told him as we had the gum strip initially and price originally set on that, we should not pay, and the market furthermore would not bear I assume. However, if a cap ply is further added, consideration MAY BE IN ORDER; THIS IS SOMETHING LIABILITY WISE THAT OFTENTIMES LAWYERS AND EXPERT WITNESSES JUMP ON IF NOT THERE, AS I THINK YOU KNOW!!! This "next week adoption" as the engineer promised then seems a question and Mack needs to sort out what they will do. I then asked if out radial pass cars had gum strips in them between belts for shear stress now as when we tested to 40K miles in Texas. They said yes it does. SDO IT IS REALLY CRAZY THAT RADIAL LT DOES NOT HAVE THEM NOW WHEN RADIAL TRUCKS AND PASS CAR DOES. OF COURSE THEY CHECK BELT CURED ADHESION WHICH IS SO IMPORTANT AS WELL, FOR PASS CAR (COOPER REQUIRES) AND TRAUCK (COOPER REQUIRES), BUT NOT LT!!! Crazy!! The cap ply would help this aspect of a tread throw, which causes damage-- -but of course no cap ply if adhesion good also would avoid this mostly, but adhesion unknown. So.....the learning curve continues.

→ The Northgateway section that was worn to TWI and 1900 date code IS NEXEN AS IT TURNS OUT. I WILL BRING THAT SECTION BACK FOR THEM. hz SAW AND AGREED BELT EDGE SEPS, ON OTHER 2 CLAIM TIRE, LT235 and LT245. These helped them on decision they need to do something as I requested!

So...from a uniformity standpoint on pass cars, and LT M+S design to sort better limit, and agreement on LT gum strips at least, mostly good news AND COOPERATION COMPARED TO PAST. I am COPYING MACK TO DOCUMENT EVERYTHING. Best-Gary

FTS 0767

12/16/2005

**Richard Kuskin**

**From:** "Mack Cai" <mackcai@chaoyang.com>  
**To:** <getintl@aol.com>  
**Cc:** "FTS" <ruskin@att.net>  
**Sent:** Friday, December 16, 2005 4:22 AM  
**Subject:** Re: Misc Hangzhou items

2005-12-16

Gary,

I read your e-mail in a hurry. One thing I think you were incorrect: our engineer didn't confirm to use the spiral cap ply in the LT. What he agreed is to add a cap ply in the tires.

I didn't hear he confirmed that.

Best Regards

Mack Cai  
 Hangzhou ZhongCe Rubber Co., Ltd.  
 Tel:0086-571-86815894  
 Fax:0086-571-86053191

**FTS 0768**

===== 2005-12-16 17:08:11 您在来信中写道: =====

>Dear Richard,

> First good news that we reached an agreement for the H660 pass car tires uniformity, although it took a long time to get there. For small sizes=<195 one limit and =>205 another as follows: Dynamic balance 45/55, Radial composite 14/16, Radial first harmonic 10/11, lateral composite 9/10 and conicity 8/10. They do not want to check runout, but they say random samples show them always below 1.0mm. That is very good and if they do this random check, AND BECAUSE THEY INSIST COOPER IS NOT REQUIRING IT, THEN I GUESS WE CAN TRY. They agree if we would have problems this as well as lower first harmonic radial, etc would be revisited, but these are decent starting points, not like the old Radial LT very high limits! Speaking of that, it seems they have gotten religion so to speak, and the adjustments of traction radial LT design has now convinced them they need adapt the rib tire LT first harmonic sort limits which they had refused to do up to now. So-upstream less adjustments for ride disturbance; I tried to help them on this learning curve, which now they (and the rest of us), have learned. When they at one point on pass car wanted to not sort first harmonic, I said as far as I was concerned we do not take tires; that was remedied. thank goodness.

> They showed me a radial farm tire section Tom Brawley evidently had sent to them unbeknownst to me. They did not know who it was (Competitor???), and they said Tom told them it was Nylon. I do not believe that could be. I am ready to learn on this one, but I have never heard of nylon belts and do not believe the modulus of nylon would allow same. It is a breaker only. Radials require material like steel, fiberglass belts, aramid/kevlar, or lastly RAYON LIKE ALLOF THE GOODRICH HIGH PERF TIRES AND MANY EUROPEAN RADIAL HIGH PERF. Continental also used all Rayon radial

12/16/2005

**Richard Kuskin**

---

**From:** <GETIntl@aol.com>  
**To:** <mackcai@chaoyang.com>  
**Cc:** <kuskin@att.net>; <DPenn0519@aol.com>  
**Sent:** Friday, December 23, 2005 3:31 PM  
**Subject:** misc

Dear Mack,

Please remember per our talks that ANY NEW LT TIRES WE GET WE WANT AT LEAST THE GUM STRIPS BETWEEN THE BELTS. The engineer readily agreed to this, and even wanted to put a cap ply. He also wanted to make the gum strips "wrap around" the belt edges, which I agreed to if he wished to do so as it is indeed better, but that costs more, as does the nylon cap ply he wanted to do. I emphasize any of those things are technically ok with me, but the worst thing is do nothing, as the tire without gum strips not acceptable and I do not understand how that happened. Thanks.

Also, we would like HZ to start testing those H660 tires to Fmvss 139 standard as soon as possible, as in 2007 we will not be able to take tires unless they pass the test. This is true for LT tires as well. Please let us know your program/intent.

Lastly, I asked a week or so ago if you could please process a letter for my visa. My passport is in FTS office- I mailed it there this week. Please let me know status of this. Thx-Gary

**FTS 0769**

12/23/2005

**Foreign Tire Sales, Inc.**

**From:** <GETIntl@aol.com>  
**To:** <kuskin@att.net>  
**Cc:** <richkuskin@hotmail.com>  
**Sent:** Friday, December 30, 2005 9:25 AM  
**Subject:** misc

Dear Richard and Maureen,

Yesterday I adjusted 15 tires at Northgateway with Andy Ondo. I rejected 3 for overload/impact breaks, which he readily accepted as such.

I sent envelopes and pics of those adjustments with serials by mail in the afternoon, after I developed the pics.

Also in the big envelope is a separate envelope marked "Hangzhou claim", which has 2 sets of pictures of the LT tires sent to my house along with the serials I cut out. I did take these to Smithers as I will save you that expense. We need to decide first of all if we want to even bother with sending more tires LT here since we KNOW THEY DO NOT HAVE THE GUM STRIP LIKE THEY SHOULD BETWEEN THE BELT EDGES!! Having said that, I said 2 sets of pictures, because one of these tires had a clear puncture with an abrasion area beside it that seems clear it was from a foreign object, not due to the accident per se. The inside was rubbed raw with cords bare, which does not happen instantaneously in an accident as well. I PUT A LARGE SCREWDRIVER through that puncture hole, to have it clear in the picture. (HEIDI CALLED ME AFTER I SENT THESE WONDERING IF I HAD THE 2 TIRES-I said yes and had gotten them just before xmas but too tired to look at them in detail). So...bottom line is you can go either way-reject the claim or send to HZ, after you see the pics and we talk.

Lastly, I sent a picture along with the Visa form filled out, and as you have my passport there, I would appreciate getting that taken care of asap next week, so I have passport back for any need.

Best-Gary

*Tires arrived 12-23-05*

**FTS 0770**

12/30/05

Gary, For the formal forensic analysis it is usually a total non-destructive analysis with no additional physical or chemical analysis unless we believe it may be warranted. We can add X-ray, Shearography and Microscopic inspections if also deemed of use at an added cost.

Hope this helps.

Dave Williams  
Smithers

-----Original Message-----

**From:** GETIntnl@aol.com [mailto:GETIntnl@aol.com]  
**Sent:** Thursday, July 07, 2005 11:11 AM  
**To:** Dave Williams  
**Cc:** kuskin@att.net  
**Subject:** Re: adj tires

Dear Dave,

Thx for the forensic cost info. My understanding is there are no deaths, lawsuits, or very big compensations involved at this time, so probably no need for the full forensic analysis. However, as that could change, and likewise could necessitate your complete report/analysis, when I look at these tires, I would like to discuss what all is covered by the report you mentioned, which I assume might include chem analysis as well as cured adhesion/other lab tests, in addition to enhanced magnified photos? Best-Gary Eiber-FTS

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**FTS 0771**

**Foreign Tire Sales, Inc.**

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**From:** "Mack Cai" <mackcai@chaoyang.com>  
**To:** "Richard Kuskin" <kuskin@att.net>  
**Cc:** "Gary/hotmail" <GETIntl@hotmail.com>  
**Sent:** Tuesday, January 17, 2006 7:54 PM  
**Subject:** Re: SEE BELOW

2006-01-18

Dear Richard,

To my understanding, during the discussin between our engineer and Gary, our engineer preferred to use the gum strip and cap ply to reduce the separation problem. Gary agreed but pointed out that the cap ply will affect the uniformity.

Do you need a good tire without cost increase?

Best Regards

Mack Cai  
 Hangzhou ZhongCe Rubber Co.,Ltd.  
 Tel:0086-571-86815894  
 Fax:0086-571-86053191

===== 2006-01-17 22:13:46 您在来信中写道: =====

> Dear Mack,

>

> I must have misunderstood about the costs related to improving the LTR tires. The belt edge strips are to be put in at no charge and the cap ply at \$1.00.

> Right now, we only need to belt edge strip. Once the tires are built in the new factory, we probably will need the cap ply. Attached below is your E-mail to Gary concerning the costing of these items:

>

> From: "Mack Cai" <mackcai@chaoyang.com>

> To: "GETIntl@aol.com" <GETIntl@aol.com>

> CC: "Gary/hotmail" <GETIntl@hotmail.com>, "FTS" <kuskin@att.net>

> Subject: Re: 17.5" tire info

> Date: Mon, 9 Jan 2006 17:00:59 +0800

>

> 2006-01-09

> Dear Gary,

>

> Many thanks for your information.

>

> Per the engineer of LTR, they have decide to add the gum strip. However, there is \$1.00/tire cost increase if to add gum strip+cap ply.

>

> Best Regards

>

> Mack Cai

> Hangzhou ZhongCe Rubber Co.,Ltd.

> Tel:0086-571-86815894

> Fax:0086-571-86053191

> Sincerely,

>

> Foreign Tire Sales, Inc.

> Richard Kuskin

**FTS 0772**

**Foreign Tire Sales, Inc.**

---

**From:** "Gary Eiber" <getintl@hotmail.com>  
**To:** <mackcai@chaoyang.com>; <kuskin@att.net>  
**Cc:** <richkuskin@hotmail.com>  
**Sent:** Tuesday, January 17, 2006 8:45 PM  
**Subject:** Re: SEE BELOW

Dear Mack,

I basically agree with your comments. To review the "sequence of events". I brought sections and pointed out gum strips were not between belt edges like we had when we originally tested tires to 40,000 miles years ago in Texas. That was FTS main point, and I said EVERYBODY uses between belt edges, and mostly wrap around for LT as it is better. BUT NONE TOTALLY UNACCEPTABLE AND DANGEROUS AS NOBODY DOES IT, EVEN FOR PASSENGER TIRES, INCLUDING HZ.

Then your engineer said he thought gum strips and nylon cap ply were the best for belt edge separation resistance. I would be stupid to not agree with this. However, I pointed out uniformity would be worse, with more downgraded tires, and if we got them, that aspect of quality worse. I also said what about cost of the cap ply; and you Mack said yes that would have to be studied. So, that is the rest of the story. Then and now, I say that cost would have to be approved by Mr. Kuskin, but the gum strip alone is used by many people. Likewise many use nylon cap ply. Since you have to do testing anyways for Fmvss 139 for all Light truck tires, WHY NOT RUN A FEW NOW TO SEE IF THE TIRES MEET THIS STANDARD--WITH THE GUM STRIPS AROUND THE

BELT EDGE AND BETWEEN THE BELT EDGES AS WE TALKED, AND GO FROM THERE. Of course, if spiral wrap, which as I understand you have for Cooper, then the uniformity issue no problem and more justification for us to adopt it, as well; if not spiral wrapped then adjustments will be higher yet than now, unless limits lowered against productions' desires.

What do you think?????? Best regards-Gary ps-I am glad to help in any way I can on these things for advice, if the engineers wish. But it is MUCH MORE EFFECTIVE IF WE MAKE A CONCERTED EFFORT IN A SHORT TIME OF SEVERAL MONTHS INSTEAD OF DRAGGING OUT FOR LONG PERIODS WHERE WE ALL FORGET ABOUT THE DETAILS AND WHAT WE HAVE DONE, I think.

>From: "Mack Cai" <mackcai@chaoyang.com>  
 >To: "Richard Kuskin" <kuskin@att.net>  
 >CC: "Gary/hotmail" <GETIntl@hotmail.com>  
 >Subject: Re: SEE BELOW  
 >Date: Wed. 18 Jan 2006 08:54:21 +0800

>  
 >2006-01-18  
 >Dear Richard,

**FTS 0773**

>  
 >To my understanding, during the discussin between our engineer and Gary.  
 >our engineer preferred to use the gum strip and cap ply to reduce the

**Richard Kuskin**

**From:** "Gary Eiber" <getintl@hotmail.com>  
**To:** <kuskin@att.net>  
**Sent:** Tuesday, January 17, 2006 8:28 AM  
**Subject:** RE: belt edge strips in LTR tires

Dear Richard,

This is NOT CORRECT. We had talked about this, and I had an email explaining as well, so I do not know if you forgot or had Maureen do this and she did not have it straight, but a correction should go to Mack TODAY, with a "sorry about that", to keep it straight.

What HE HAD SAID IN HIS EMAIL IF YOU REREAD IT, I BELIEVE (AND I CONFIRMED SAME AFTERWARDS in an email), is that they would agree to put the gum strips in for FREE, and if we wanted the nylon cap ply, that would be an extra \$100. (I warned in my email and then we discussed, that this would cause uniformity problems and downgraded tires, so I felt we had agreed to just go with, as I UNDERSTOOD IT, just the "free" gum strips.

Best-Gary NOTE I AM NOT COPYING MACK SO AS NOT TO HAVE MORE CONFUSION/etc.

>From: "Richard Kuskin" <kuskin@att.net>  
 >To: <mackcai@chaoyang.com>  
 >CC: "Gary Eiber" <getintl@hotmail.com>  
 >Subject: belt edge strips in LTR tires  
 >Date: Mon, 16 Jan 2006 13:58:45 -0500

>

>Dear Mack,

>

>Of course we were shocked to learn the factory had eliminated the belt edge strips. This should not have been done, especially since no testing was done on the tires to gauge the effect.

>Frankly, until quite recently we thought that all our LTR tires did have these strips. Now that you have informed us that they indeed do not and that you refuse to put the strips back unless we pay \$1.00 per tire more, we have no choice to agree to this.

>For all shipments of LTR tires, please make them with belt edge strips and give me talley each week and we will subtract the \$1.00 from the money that

>Hangzhou owes to FTS. Only ship tires made with belt edge strips to FTS.

>Please confirm your agreement and understanding.

>Sincerely,

>

>Foreign Tire Sales, Inc.

>Richard Kuskin

FTS 0774

1/17/2006

**Maureen Gardner**

---

**From:** <GETIntl@aol.com>  
**To:** <kuskin@att.net>  
**Sent:** Thursday, January 19, 2006 10:06 AM  
**Attach:** ATT03196.htm  
**Subject:** nothing from HZ

Dear Richard,

I got no comments from Mack ref Pass car stamping, 139 testing, 17.5" higher speed testing, nor the cap ply on LT issue (maybe that one is dead issue and they go with gum strips at no cost as you wished). best-Gary

**FTS 0775**

7/16/2007

**Richard Kuskin**

---

**From:** <GETIntl@aol.com>  
**To:** <kuskin@att.net>  
**Sent:** Wednesday, May 31, 2006 9:34 AM  
**Subject:** misc

Dear Richard,

Glad to see your Yankees prevailed over the Tigers in 11 innings, and hope they continue to give my beleaguered Indians a chance.

Also read a synopsis of Gore's movie you talked about yesterday, in Newsweek mag; I will not rush to see it.

I did not get a response on what action, if any, has been taken re Po's and FTS requirements for shipping on 10.00-20's with tubes and flaps to avoid quality problems; did we institute what we worked on?? Or are we going to?

No word/feedback from anyone on the 66x43.00-25; neither China on my comments, nor Brandon on his ok, fyi.

Regarding our talk yesterday, I believe you are fully aware that radials have a lot more risk to them, both pass car and LT for liability, as well as adjustments overall mainly due to ride disturbance. There is not a company out there without these problems. Radial truck likewise, but to a lesser degree than pass car and LT. Hangzhou while growing in both volume and technology awareness from all of the partners it has--in pass car and truck tires, has not shown the wisdom to translate that knowledge into radial LT. By this, I mean that they did not use the vector balance technique I showed them, and then Cooper and Yokohama in essence were doing for them in pass car. Likewise, they were checking for quality and separation resistance both pass car and radial trucks, BUT NOT LT FOR CURED ADHESION BETWEEN BELTS AND WITH THE BELT TO TREAD!! This has been suspect on some of the "clean tread peels"!! (The tread act looked at requiring this peel test, after oven age, but did not adopt it finally as you know, not because not worthwhile, but too complicated to institute at that time is all!!). And finally, our favorite subject, between belt edge gum strips. We had these initially, no question, or we would not have tested our LT to 40,000 miles!! They at HZ use the SE BETWEEN BELT EDGE GUM STRIPS in BOTH PASS CAR AND TRUCK TIRES--BUT ELIMINATED THEM--WHENEVER WITHOUT US AWARE OF IT--IN THE LT; I think early on, but that is a guess, but if there was a "spike" in seps on adjustment data on LT that might tell us; of course, I do not get monthly updates on LT adjustments, by size, which would be a normal Technical/QA tracking function.

that's all on thoughts for the day. Ref tires to Smithers, make sure both Dave and I know what goes. thx-Gary

FTS 0776

5/31/2006

Reminder: AOL will never ask you to send us your password or credit card number in an email. This message has been scanned for known viruses.

**From:** getintrl@aol.com  
**To:** kuskim@worldnet.att.net, richkuskim@hotmail.com  
**Cc:** mackcai@chaoyang.com, ftslqd@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 wirew 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 0777**

Check out AOL.com today. Breaking news, video search, pictures, email and IM. All on demand. Always Free.

*\* Implication - they failed!!*  
*\*\*\* Ref Xue conversation(s) 15/06 Qingdao area about 1x burin style!*

**Maureen Gardner**

---

**From:** <GETIntl@aol.com>  
**To:** <kuskin@att.net>  
**Cc:** <Inlavigne@nmmlaw.com>  
**Sent:** Thursday, June 29, 2006 12:19 PM  
**Attach:** ATT03699.htm  
**Subject:** test data sheets

Dear Richard,

I will summarize here the info I am putting in the mail to you today. Some are faded (in fact received by fax from your office) from several years ago. Rather than mix up what is sent and what is not sent, I am sending all the originals or copies I have, to you to make copies as best you can to keep or pass on to Larry, as you wish. Note included are STL tests for ref we did on some competitors:

Cooper LT265/75R16 5/31/01 @ STL 1 tire 120 hours, one tire sidewall sep at 95 hours.

Competitor LT245/75R16 Traction King \_5/31/01@STL\_ (mailto:5/31/01@STL) 1 tire failed 99 hours, 1 @101 hrs

Some misc emails with test results.

OUR TIRES TESTED AT HANGZHOU AS FOLLOWS:

LT225/75r16 CR861 10/13/04 118 HRS 11/11/04 123 HRS, 11/21/04 128 HRS

LT 235/85R16 CR860 10/24/02 108 1/3 hrs and 11/17/02 112 hrs

LT245/75R16 CR857 3/03 116 1/2 hrs 2/02 120 1/2 hrs; plunger 136% 2/23/02

" " CR860 10/29/02 102 hrs, 10/12/02 101 1/2 hrs plunger

131% 10/31/02

LT265R16 CR860 10/29/02 102 hrs and 11/7/02 105 hrs plunger 196%

" " Cr857 8/31/02 109 1/2 hrs

BASED ON COMPETITOR DATA WITH 2 DIFFERENT ONES 95, 99, AND UP TO 120 HRS, we set our goals as 95 hours minimum to enter production, and we did that! This is more than double the DOT 47 hour requirement and a much higher load, than Fmvss 119 requires(d).

Additionally, a faded copy of HIGH Q in Piersall Texas where we finished testing to 35,000 miles the LT235/85R16 in May 2002 is included. It is my only copy as well, although they may have a better copy--I do not know their record retention.

I asked Hangzhou in an email 8/31/02 to run tires to Fmvss 139, and it is included; as you know they resisted until recently this month, and they notified they passed 2 tires each 119 and 139, as you informed me: I also sent you from Hangzhou approx 6/17/06 test reports (summarized results), from their testing over the past few years.

Best regards-Gary Eiber ps-photos were sent to you today, from the New Mexico inspection I did, 6/27, and after you see them, send what you wish, to Larry.

**FTS 0778**

7/16/2007



"Richard Kuskin"  
<kuskin@att.net>  
07/28/2006 12:52 PM

To <LNLAUVIGNE@nmmlaw.com>  
cc  
bcc  
Subject Fw: STL section analysis

----- Original Message -----

**From:** [GETIntl@aol.com](mailto:GETIntl@aol.com)  
**To:** [kuskin@att.net](mailto:kuskin@att.net) ; [lnlavigne@nmmlaw.com](mailto:lnlavigne@nmmlaw.com)  
**Sent:** Friday, July 28, 2006 12:33 PM  
**Subject:** STL section analysis

Dear Richard and Larry,

Below I will document the details of what I talked with you both (separately) today. There were 2 tires from the New Mexico ambulance fellow which showed on shearography to have anomalies, and indeed upon cutting they did; the third tire will be cut in the next few days per my request. Also, the 2 pulleywheel tested tires were analyzed to see construction details and failure mode.

Pulley wheel-

3705 serial # =no gum strips between belt edges; 111 hours on test; belt seps both sides and lower sidewall sep, not unusual for high hour/load tire.

3805 serial # =no gum strips between belt edge; 77 hours on pulleywheel test; belt edge seps, and extended sep across the tire crown BETWEEN THE BELTS. It is significant to note the shoulder pad was not adequate gauge beneath the belt edges on this tire, aggravating early and large seps.

Shearography tires from New Mexico-

3803 serial # - 1/2" belt sep serial side.

1405 serial #- - 1/2" belt sep serial side, large 4"+ sep opposite serial side.

3504 serial tire not cut yet.

5104 serial # of the tire in question that "failed" in the accident: tire not yet obtained, but photos sent 28 June to you (Kuskin), by me. Let me document further here that the ambulance was a Ford Econoline 350, Super Duty, (I believe the model year was 2002, but they also use Econolines back to 1992 vintage--note Larry, the vehicle of the accident 2002, I believe, not 1992), whose placard states 60 psi front and 80 psi rear, but they use 70 psi everywhere. (A+B Tire sends tires on rear with 80 psi and the Ambulance company lowers it to 70 psi); Tobies' Tire and Battery however, sends the rear tires with 70 psi, not placard recommended 80 psi, fyi.

We are still awaiting STL receipt of 2 more tires we have discussed, as of noon today.  
Best regards-Gary Eiber FTS

FTS 0779



"Richard Kuskin"  
<kuskin@att.net>  
07/28/2006 08:11 AM

To <LNLAUVIGNE@nmmlaw.com>  
cc  
bcc  
Subject Fw: e-mail of 07-28

----- Original Message -----

From: Mack Cai  
To: FTS  
Sent: Friday, July 28, 2006 5:01 AM  
Subject: e-mail of 07-28

Dear Richard,

Thanks for your e-mail of yesterday.

Please just take the photos if the customer in Swannanoa doesn't have tool to cut the CM986 tire. It's not worthwhile to send it to STL for cutting. Anyway, pictures are needed for adjustment. We haven't received any claim from other customers who buy the tires.

Like you checked with us, we have been asking Sinochem how many tires they shipped to Tireco. However, they haven't replied us. Are the quantity, size very important to FTS? We have stopped the westlake LTR shipments to Sinochem. Since they said Tireco is able to order lots of tires, we agreed to make private brand for them.

I called the LTR engineer's office today, the guy in charge of CR861/CR857/CR860 was not there. As for the dimensions of the belt edge strip, I remember our engineer told Gary it's 0.3cm. Please confirm with Gary.

I have told Mr. Shen you would visit Hangzhou on Sept. 13 and 14. He will meet you.

Thanks And Best Regards

Mack Cai  
mackcai@chaoyang.com  
Hangzhou ZhongCe Rubber Co.,Ltd.  
Tel:0086-571-86815894  
Fax:0086-571-86053191

FTS 0780



GETIntl@aol.com  
08/05/2006 12:11 PM

To Inlavigne@nmmlaw.com, kuskin@att.net,  
richkuskin@hotmail.com  
cc  
bcc  
Subject Tires at STL

Dear Richard and Larry,

This is to document sections I received and analyzed from STL yesterday. The LT245/75R16 Telluride serial ending 2405 is actually still on pulley wheel test as of Friday, but should fail this weekend.

The LT245/75R16 Telluride used tire from New Mexico with serial 3504 (paperwork from them), or 3604 (on the bag of sections), which had shown some anomalies on shearography testing, shows a sep between belt edges and around the top belt on one section--AND NO GUM STRIPS BETWEEN THE BELTS!

The LT235/85R16 serial ending 2106 was cut with no testing to review construction: there was no nylon belt edge strips, nor nylon cap ply; there may have been a gum strip between the belt edges, but if there is/was, it is insufficient gauge to act as a shear stress reduction construction feature. IT MAY OR MAY NOT EVEN BE THERE, but a very slight "flare" between belt edges one side indicate maybe, as stated. Of course, Hangzhou had said in an email they had put back in for 2006, but I never have seen a spec showing they did, and they had told me they did it without a spec change!! (Only a memo to the factory which they never could show me as well, so.....??).

Best regards-Gary Eiber VP Tech, FTS

FTS 0781



<leeliu@beaconlaw.cn>

08/11/2006 12:43 PM

Please respond to  
<leeliu@beaconlaw.cn>

To <GETIntl@aol.com>, <kuskin@att.net>

cc <lnlavigne@nmmlaw.com>

bcc

Subject Re: (ÈðÐÇ)áÊ¼-`ËÓÊ¼þ¿ÉÄÜÊÇÀ~»øÓÊ¼þ)recent tire tests and a brief HZ history

RECEIVED, THX.

LEE

----- Original Message -----

**From:** [GETIntl@aol.com](mailto:GETIntl@aol.com)

**To:** [kuskin@att.net](mailto:kuskin@att.net)

**Cc:** [lnlavigne@nmmlaw.com](mailto:lnlavigne@nmmlaw.com); [leeliu@beaconlaw.cn](mailto:leeliu@beaconlaw.cn)

**Sent:** Friday, August 11, 2006 11:01 PM

**Subject:** (ÈðÐÇ)áÊ¼-`ËÓÊ¼þ¿ÉÄÜÊÇÀ~»øÓÊ¼þ)recent tire tests and a brief HZ history

Dear Richard, Larry, and Lee,

The purpose of this email is two fold; first to give results of recent sections I received today, 11 August 06 from STL, and then provide a brief history of Hangzhou technical relationships and Radial LT history.

First, the extra 2 sections I had cut from 2106 date code LT235/85R16 , while still showing a difference from one side to the other, seemingly CONFIRMS THEY HAVE A GUM STRIP BETWEEN THE BELT EDGES, ALBEIT THINNER THAN I WOULD WANT , AND INDEED HAD WHEN WE STARTED PRODUCTION 5 YEARS AGO. (My best guess is it is .3mm or .4mm "green gauge" in the factory before cure, whereas we wanted .6mm, but at least it is there!) Also the 2405 date code pulley wheel tested LT245/75R16 that went 91 hours, was separated at belt edges and then extended on one section across the width of the tire crown BETWEEN THE 2 BELTS.

SECONDLY, A BRIEF TECHNICAL HISTORY:

I first went to Hangzhou to assist with bias projects around March of 1997 with Foreign Tire Sales. Later this help extended to radial LT, Radial Truck tires, and also radial passenger tires, which due to price differences we never did buy even though we had paid for testing on vehicles in Texas to insure durability ok, and we also had paid for UTQG tests and co-ordinated both of these tests and cut sections at the end of the durability testing for Hangzhou. (We also did this for the LT tests which we ran to 35,000 miles in Texas. I also made a form called "design sheet criteria", which we used for design of molds for all products, and it was dual signed by their rep as well as me. Likewise I made a form called "Construction Detail Sheets", where basic tire construction such as number of belts and plies, and the material for same, as well as gauges of rubber for these major tire components were agreed to and specified and dual signed, by the factory and the writer. UNFORTUNATELY, JUST AS WE DID NOT SPECIFY THE SHOULDER PAD GAUGE UNDER THE BELT, WHICH IS IMPORTANT FOR BELT SEPS, WE ALSO DID NOT SPECIFY THE GUM STRIP USEAGE AND GAUGE, EVEN THOUGH I WORKED VERY CLOSELY WITH THEM, AND CUT TESTED TIRES, AND INDEED WE HAD AGREED TO THESE PARAMETERS, ALONG WITH OTHER MUNDANE YET IMPORTANT FEATRURES SUCH AS "DRUM SET" WHICH DETERMINES TIRE TIGHTTNESS WHICH EFFECTS PERFORMANCE . The engineer, a Mr. Miao, definitely knew this was all very important , as did his replacement several years later, a Mr. Xue. I started to loose by close relationship at that time because of both Yokohama and Cooper tire demanding time from the technical people, and it became exacerbated by a further change when a Mr. Chen from Shanghai Tire originally, was hired as Mr. Xue's boss. There was a further isolation and lack of communication and time allotted to me when I came to Hangzhou. Many suggestions I gave for general product improvements were not heeded such as spiral wrap nylon cap ply, cured adhesion tests between belts and belt to tread, vector balance techniques for tire uniformity improvements, etc. However, I CONTINUED TO MAKE FREQUENT VISITS TO HANGZHOU, 3-4 TIMES PER YEAR UP UNTIL 2006, FOR A VARIETY OF FIELD PERFORMANCE ISSUES AND A FEW NEW RADIAL TRUCK TIRES.

I wish to emphasize we had SIGNED AGREEMENTS FROM THEM ON CONSTRUCTION

DETAILED SHEETS FOR FEATURES THEY HAD AGREED TO, THEN CHANGED UNILATERALLY ON THEIR OWN, WHICH LATER GOT US INTO TROUBLE WITH CUSTOMERS FOR PERFORMANCE/OTHER ISSUES. I will enumerate but 3 of these, and again they demonstrate Hangzhou's propensity to deviate from agreed to construction features, whether on the detail sheets or not. #1 example is the 7.50R16 where we had agreed to 3 steel belts and they changed to 2 steel belts without telling us and I discovered same when I analyzed a failed tire at Smithers lab in Akron; this caused loss of reputation in the market and large adjustments costs. #2 was a dealer notified Mr. Kuslin that the weight of the 7.50-16 bias tire was down significantly; we asked Hangzhou about this and discovered they had reduced ply gauge WITHOUT ANY PULLEYWHEEL TESTS. We conducted these tests and at that time after all ok we adopted the change. I will interject here they also did no test on the 3 belts to 2 belts aforementioned, and indeed the pulleywheel tests were very bad, which they would have discovered had they tested same. Thirdly, on an industrial tire we got field complaints from Korean importers, and when they took samples to Hangzhou and I analyzed same and looked at spec history, I found Hangzhou had deviated from our signed spec and reduced outer ply gauge causing tires to fail, and adjustments too high and loss of reputation, once again.

This history shows a pattern for disregard to specs, mostly for cost reasons, or standardization for their factory and ease of manufacture, WITHOUT TESTING TO SUPPORT SAID CHANGES, and without consulting us, whereby we had even signed documents on some of these changes, and certainly an explicit verbal agreement as well, that any major changes we would want to know about beforehand, if they wished to change; it is why I was going there to provide 35 years experience and USA market knowhow. A similar problem of ignoring my advice resulted in large economic and reputation problems and loss of customers when Hangzhou unilaterally deviated from tire uniformity specs we had agreed to, even with Mr. Kuskin in meetings there; they felt an off road design did not need good uniformity, even though I said when on highway, which was majority of time, it had to have good uniformity and no shake. again, simply they unilaterally made changes and did not tell us until I investigated same and had to get us out of trouble due to Hangzhou's actions.

Any further questions, please ask, and of course, I can not cover all 10 years relationship in one email, but have given hopefully, a broadbrush view, as well as some detailed examples.

Best regards-Gary Eiber VP TIRE TECH FTS

FTS 0783



GETIntl@aol.com  
08/23/2006 12:19 PM

To LNLAVIGNE@nmmlaw.com, kuskin@worldnet.att.net  
cc leeliu@beaconlaw.cn  
bcc  
Subject Re: (no subject)

Dear "ALL",

I am "NOT AWARE" of any mandated belt strips by any standard anywhere, including China. The article 3.4.10 you refer to I have no copy nor reference.

I agree GB standard I feel is a key item in that I am quite certain it calls for periodic frequent testing based on volume of production, and maybe even something about testing if a major change is made to the product, but I am not sure about that. So yes, we need Li's translation asap!

A possible secondary item that MAY OR MAY NOT HELP US, is that Hangzhou is ISO 9000 certified and I am sure they do not wish to lose that certification for customer confidence. That ISO standard requires documentation of spec changes and history, which to date they have "stonewalled" us on when we have asked for dates of spec changes for this gum strip change/removal. Maybe this is a stretch and not applicable, but I believe it is a standard that was in place and that we as a customer relied upon them to follow as they had the certification!!!

Best regards-  
Gary Eiber

**FTS 0784**

Subj: **A few more emails/faxes I had from Hangzhou old files on Gum strip use**  
Date: 9/1/2006 12:19:56 A.M. Eastern Daylight Time  
From: GETIntnl  
To: kuskin@att.net  
CC: leeliu@beaconlaw.cn, Inlavigne@nmmlaw.com

Dear Richard,

I am faxing to you tonight my August 23, 2004 report I sent from Hangzhou to you, and always copied those to Mack Cai at HZ for his info. I said, "I saw CR861 A/T samples from LT215/85R16 and LT225/75R16. They forgot gum strips between the belt edges and need to rebuild....".

Hindsight is 20/20, but it seems highly probable, that during this period they probably had already gone to no belt edge gum strips on LT tires, and thusly when they built the 2 new sample sizes (I believe in reduced arc width molds that we were having trouble passing pulleywheel and now I guess in hindsight we know why!!!)

Also, I am sending an email dated 1/1/2005, from me to MACK CAI AT HANGZHOU, where the real subject was passenger radial tires, but I mentioned the industry norm for gum strip use, INCLUDING LT, AS FOLLOWS:

"Also of concern is I note there is DEFINITELY no belt edge gum strip between the top and bottom belt. This definitely is bad for belt seps, and virtually everyone today uses this for passenger car tires as well as LT tires, unless they use nylon cap ply or belt edge strips. Ask your engineers about this point please-IT IS A CONCERN! I note in the 215/60R16 that the tire has 2 nylon cap plies, in ADDITION TO THE RUBBER GUM STRIPS BETWEEN THE BELT EDGES. I WILL BRING THE SECTIONS TO SHOW YOU."

So--this also shows I talked this subject and showed samples, albeit pass car tires, with mention to LT only.

Lastly are hand written notes and drawings that were for my personal use to what the LT tires had in them, per talks with Mr. Miao, the original engineer on the project when we had gum strips! His name at the top I had written, "sharp", and indeed he was. The schematic he said they would use was a .3mm wrap around gum strip around both belt edges, top and bottom belt, which in essence gives you the desired and required, .6mm rubber at the edges between the belts! That is the closest thing to an "agreement", in writing, I could find.

Please share copies with these with Larry or Lee as you see fit. I also understand you have sent them some emails related to this subject of mine, per Maureen, and I'd like to know which ones those are, thx. I'll take the above ref items to China with me, of course.

Best regards-GaryEiber

Friday, September 01, 2006 America Online: GETIntnl

FTS 0785



"Maureen Gardner"  
<kuskin@att.net>  
09/22/2006 09:39 AM

To <LNLAVIGNE@nmmlaw.com>  
cc  
bcc  
Subject Fw: 205/55R16 1 ply tire for UTQG +?

----- Original Message -----

**From:** [getintl@aol.com](mailto:getintl@aol.com)  
**To:** [kuskin@att.net](mailto:kuskin@att.net) ; [richkuskin@hotmail.com](mailto:richkuskin@hotmail.com)  
**Cc:** [ftslgd@public.guangzhou.gd.cn](mailto:ftslgd@public.guangzhou.gd.cn)  
**Sent:** Thursday, September 21, 2006 6:27 AM  
**Subject:** 205/55R16 1 ply tire for UTQG +?

Dear Richard and Maureen,

They are preparing the subject tires for UTQG treadwear and traction tests. We will talk about further extension on fleet test later. I feel we can order/sell tires in the meantime but wish to verify our 55 series marking and check out the 1 ply construction at the same time as RK and I discussed.

Now, Mr. Wang is not here and they have not signed or provided me any of the sheets for construction. Likewise they have not done LT bead push off, but have 8 of the 9 pending pass car sheets to give me later tonight at supper. It is about 6:30 pm so soon, along with last couple pulley wheel tests owed.

Morning will discuss the 29.5-25 and show pics to them.

Mack says he did not remember I was coming when we talked this morning. He called back and further stated they have not done any of the pending tests, and also they would not show any construction sheets to me in the future. As to construction detail sheets, he says no need to do it now as no contract or agreed to current pricing, which he said he would send to you, but he told me and talked to Li about this, and they seem more hard headed than ever!!! So...I called airline to get out asap after work here tomorrow. They say nothing till Monday, and then I have to fly economy Beijing to Tokyo then business after that. so-that's about all the good news we can take for now, right! Best-GaRY ps-I am with Li till he goes to Wuhan tomorrow pm and I to Beijing.

---

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FTS 0786



GETIntl@aol.com  
11/16/2006 02:58 PM

To kuskin@att.net  
cc Inlavage@nmmlaw.com, Beaconlaw@aol.com  
bcc  
Subject Re: Fw: record transcript

Dear Richard (et al),

I wish to document my observations on this transcript, WHICH GENERALLY SUPPORTS EVERYTHING I (AND WE) have said all along, as follows:

- 1) When Xue says no spec, except requirements of 95-100 hours on pulleywheel endurance test machine, I am not 100% sure we have that documented either (although we all know it at FTS and factories), and certainly it is not in the contract. However, while not in the contract, it is well documented that we REQUIRED A FLEET TEST IN THE USA TO 35,000-40,000 MILES, to insure the tire integrity was fine, and it is illogical changes should be made to the tire that could hurt the performance, WITHOUT TESTING AGAIN ON THIS REQUIRED TEST BY US, not just a pulley wheel test. This seems a forgotten key item, that WE REQUIRED THIS FLEET TEST and that logically no changes should be made without a retest!
- 2.) Xue says several contradictory items ref time periods. Also in error is his comment that this was like his child from its beginning. The initial work and agreed to items were between myself and Mr. Miao, who is still with Hangzhou tire, in the radial truck tire area. I have stated this before, several times.
- 3.) Many times, before and after the use on the middle of page 4, the term "disengage" is used in translating Mr. Xue's comments. The word in English should be "separate" (as in tread or belt separation more exactly, but separation or even sep is the terminology for English). He said, "It will take risk not to use; it is easy to disengage..." . Several times had to think what does he mean disengage.....
- 4.) When Xue says the tire gum strip acts as a sponge, that is too simplistic and even wrong. The correct terminology is it reduces shear stress at the belt edges! To some degree it also provides more rubber at the cut wire exposed ends, for adhesion as well.
- 5.) At the bottom of page 3, where he says Smithers reports have documented gum strip gauges of .5mm, .6mm, or .8mm, IS NOT TRUE. Smithers can not possibly know what the spec gauge is when the manufacturer builds the tire! Smithers actually does not even mention normally the gum strip between belt edges, but the photo of the tire cut section, clearly shows gum strip use between belt edges. (BUT NO GAUGE PROVIDED--and cured gauge is different than green gauge--thinner!)
- 5.) as to Xue's comments we can cut sections to see whether the tire has gum strips, of course we have done that on many tires. I feel no one can tell this better than myself! However, nobody, including me, can differentiate on a cured tire section whether it is clearly .6mm or .3mm, "green" or "uncured" state, as it is when they make the tire. No gum strip is pretty clear, but not 100% infallible versus .3mm.
- 6.) Where it is translated that Xue says at the beginning somewhere we could get opinions of SEL, obviously, that is STL (Standards Testing Labs (In Massillon, Ohio), which we do tests there quite often.
- 7.) When he talks about ISO 16949 (????) and ISO 9000, and documents, I have often times said to be qualified for ISO 9000 you must have records and documents of all specs for a time period which you also must document. However, they have claimed Private and Proprietary, on these specs; in USA they would have to be presented during discovery I believe, but Larry can answer that better. Anyways.....the point is he suggests something we have tried and HZ refuses to provide.
- 8.) Quite a few times in the translation to English "owned" or "own" is used where it should be "owed" or "owe" ; it is a big difference, for one letter.

I wish to emphasize the obvious, that Mr. Xue, while young, has worked for (or with better said), different big foreign companies such as Yokohama, Cooper, etc, and whatsmore, myself. With that regard, the comment he made that HZ is the technology source and tire maker, and FTS is a seller only, is not completely correct, as it is with many USA importers, and I have a lot more experience than Mr. Chen and Mr. Xue put together, as you all well know.

Best regards-Gary Eiber FTS VP Technology

FTS 0787



GETIntnl@aol.com  
04/10/2007 03:48 PM

To kuskin@att.net, richkuskin@hotmail.com  
cc leeliu@beaconlaw.cn, LNLAVIGNE@nmmlaw.com  
bcc  
Subject Fwd: 20k shearography reports

Dear Richard,

I am forwarding the shearography pictures done at 20,000 miles on the 2005 serial HZ tires with no gum strips between belt edges. From these pictures it looks like all of the tires have small separations already, with tire A4 across the middle crown area and the other 3 tires belt edges. I know NONE OF YOU ARE VERY FAMILIAR WITH SHEAROGRAPHY TECHNIQUES, BUT IF YOU LOOK AT TIRE A-6 WHICH IS A SPARE AND HAS NOT BEEN RUN YET, YOU WILL SEE THAT IT IS "CLEAN" WITH NO PATTERNS ALONG THE BELT EDGES OR ANYWHERE IN THE DIFFERENT PHOTOS OF IT!

We will procede VERY CAUTIOSLY with checks of the tires every shift/day, and shear the tires again (free to us Mark says at High Q), at 25K, just 5,000 more miles. I fully suspect we will stop the test at that time.

Best regards-Gary Eiber

---

See what's free at [AOL.com](http://AOL.com).

----- Message from Nelly <nelly@highq-w.net> on Tue, 10 Apr 2007 13:59:45 -0500 -----

To: Gary Eiber <getintnl@aol.com>

cc: Ken Markle <ken@highq.net>, Mark Spielman  
<mark@highq-w.net>

Subject : FWD: 20k shearography reports

Gary,  
I hope you get these shearography photos, if not please call us back.

Nelly Perez

----- Forwarded Message -----

**From:** "mark" <mark@highq-w.net>  
**To:** <GETIntnl@aol.com>  
**Date:** Tue, 10 Apr 2007 12:46:13 -0600  
**Subject:** 20k shearography reports

Gary attached are the 20k shearography reports.

All test tires A1 through A4 have anomalies showing the spare tire A6 at 0 miles was done for comparison and it has no apparent anomalies.

Per phone conversation test will be placed on a stop hold status until we here back from you on how you would like to proceed.

Thank you,

FTS 0788

Mark Spielman



6543-A1-20K-MS.pdf



6543-A4-20K-MS.pdf



6543-A3-20K-MS.pdf



6543-A2-20K-MS.pdf



6543-A6-0K-SPARE-MS.pdf



GETIntl@aol.com  
04/27/2007 12:46 PM

To: LNLAVIGNE@nmmlaw.com  
cc: richkuskin@hotmail.com, kuskin@att.net  
bcc:  
Subject: Re: Current testing of HZ tires

History:  This message has been replied to.

Dear Larry,

Indeed the test was stopped about 10 days ago, as shearography showed the tires had belt edge separations at 20,000 mile mark, and we ran a further 5K to 25,000 total, as the seps can be pretty small when you cut at the shearography indicated point of failure.

I actually will pick up the sections from STL tomorrow morning and hold them for "whenever". Per my talks with the lab people small 1/8" seps are showing up at the belt edges upon cutting. We (RK and I, if not you), have the shearography documentation, and I had advised RK of status all along, and said I would leave it up to him to notify/update the Lawyers.

As a ref point, the HZ tires several years ago (with gum strips), had some road hazard removals during the test, but were otherwise "clean" without seps, including at least 1 tire that went to 40K. RK has that original test report.

Also, fyi, we had Ling Long, another Chinese factory we buy from, test the LT same test at same place, to 40K recently, and we learned the tires had some small seps at 40K per shearography, qat the end of the test, and cut the tires to confirm same. Those tires had nylon cap plies, but no gum strips between the belt edges; WE HAVE SINCE THEN, BASED ON THAT TEST, ADDED THE GUM STRIPS BETWEEN THE BELT EDGES AS WELL AS THE CAP PLIES, before import to USA! The tire has been sold in Canada for over a year without problems, but we want it more robust for South West USA market.

Best regards-Gary Eiber

See what's free at [AOL.com](http://AOL.com).

FTS 0790



GETIntnl@aol.com  
04/28/2007 12:07 PM

To richkuskin@hotmail.com  
cc kuskin@att.net, LNLAVIGNE@nmmlaw.com,  
leeliu@beaconlaw.cn, bold1@stllabs.com  
bcc

Subject Hangzhou 2005 DOT year Fleet test

History:  This message has been replied to.

To all concerned:

We ran 4 LT235/85R16 CR857 Westlake design Hangzhou tires, ALL SERIALS 3705 DOT WEEK/YEAR CODE, WITH NO BELT EDGGE GUM STRIPS AS VERIFIED IN CUT SECTIONS BEFORE ( 1 TIRE), AND AFTER THE TEST N(ALL 4 TIRES), PER THE SAME LOAD AND INFLATION CONDITIONS, of our fleet test at the same location, High Q, in Pearsall, Texas, as our original HZ approval test! The time of year similar, with the previous test actually a month or so later, so warmer/tougher then.

We had evidence of belt edge seps at 20,000 miles, which was the first shearography checks after the test was started. We ran 5K more, to 25K, did shearography once again, and stopped the test. Tires were then sent to STL labs in Massillon, Ohio, and tires were cut at the locations shearography indicated problem areas with anomolies. ALL TIRES INDEED HAD SEPS, VARYING FROM 1/8"-3/8", AND ALSO VARYING LOCATION FROM AROUND TOP #2 BELT, TO OFF BOTTOM #1 BELT. A "spare" tire was also checked on shearography at the time of 20k check, and that untested tire was "clean" with no evidence of anomolies.

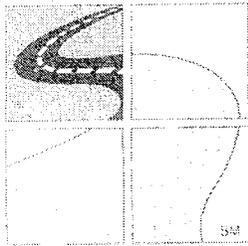
The key here is ALL tires had seps, whereas when we went into production and tested same procedure, WE HAD NO BELT EDGE SEP FAILURE, EVEN UP TO 40,000 MILES; there were removals for road hazards, which is not considered a tire failure, nor is it an adjustable situation in real life.

I am holding all sections, and plan on taking a representative section back to STL for photos as we have done before of some representative Hangzhou problem tires. I will talk to Gary, @STL about this next week.

Best regards to all-Gary Eiber FTS

See what's free at [AOL.com](http://AOL.com).

FTS 0791



**STL**<sup>SM</sup>

**TRANS TECH**

Transportation  
Technologies

*Investigative Sciences*

July 20, 2007

Richard Kuskin - President  
Foreign Tire Sales, Inc.

Subject: Cut Tire Analysis -- LT265/75R16 Telluride

The following data summarizes the cut tire analysis of the subject tire. The DOT serial is 7DT4FTS0403. Four cross sections were cut from the subject tire and buffed for analysis. Rubber gage between the belts was measured in millimeters at the belt edges and at the belt centerline in each of the four sections. In addition, belt step-offs were measured at both belt endings in each of the four sections. The results are tabulated in the following two tables.

Gage Between Belts (in mm)			
Section #	SS	CL	NSS
1	2.5	1.0	2.5
2	2.5	1.0	2.0
3	2.5	1.5	2.0
4	2.0	1.0	3.0
Avg.	2.375	1.125	2.375

Belt Step-Off (in mm)		
Section #	SS	NSS
1	4.0	0.5
2	7.0	1.0
3	3.5	2.0
4	3.5	1.0
Avg.	4.5	1.125

Comments:

Belt edge gum strips are obvious and appear to provide adequate insulation between the belt edges (more than double the gage at the belt centerline).

The step-off measurements indicate an off center belt condition. This condition is not likely to lead to any catastrophic failure but is more apt to result in uniformity and wear issues (force variation, balance, irregular treadwear).

Gary Bolden -- Principal Engineer

FTS 0792