

FTS ATTACHMENT – DATED JULY 27, 2007
QUESTION NO. 12b

Size&PR	Tread Design	#Tires	Property Damage	Date of Claim	Date Claim paid	DOT Serial #	Location	Comment	Problem	Causal/Contributing factor	FTS Assessment
MICHAEL H BECKER	LT265/75R16/10	YKS TELLURIDE CR857	1 of 3	\$ 708.78	05/04/06	08/31/06	7DT4FTS1604	LINDSBORG, KS	3rd tire to blowout		FTS Customer unable to advise when they submitted other 2 - were adjusted normally
ORIN BOOK	LT265/75R16/10	WESTLAKE CR861	1	\$ 1,035.05	07/16/06	08/14/06	7DT4FTS3604	FT WORTH, TX	Tread Peel on hwy 2nd tire	Long haul-pulling trailer	
PAUL BUCHANAN	LT265/75R16/10	YKS CR861	1 of 2	\$ 1,928.33	03/15/05	04/04/05	7DT4FTS4104	CEDAR HILL, TX	Tire blowout	Truck Pulling trailer	Tire sent to Gary- bead sep.
WLL AINSWORTH	LT235/85R16/10	COMPASS TELLURIDE CR860	2	\$ 773.62	10/27/2006	12/18/2006	7DT2FTS0803	MESA, AZ	Tire on motorhome peeled but held air		
YVONNE FARLEY	LT245/75R16/10	WESTLAKE TELLURIDE CR861	1	\$ 2,881.99	11/04/05	02/06/06	7DT3FTS1504	TRUTH or CONSEQUENCES, NM	Tread peel, still inflated	Malwear Problem	Tire sent to Gary Eiber
JAVIER JIMENEZ	LT245/75R16/10	TELLURIDE CR860	1	\$ 3,486.57	09/02/06	10/13/06	7DT3FTS3804	LYNWOOD, CA	Tread peel, still inflated		2 Tire Sent to China-they refused to pick up damage claim tire
LLOREE KNOWLES	LT245/75R16/10	WESTLAKE TELLURIDE CR861	1	\$ 415.81	11/08/06	12/26/06	7DT3FTS1304	KERNVILLE, CA	Tread peel, still inflated	Long trip-hwy	
MIKE MASON	LT245/75R16 10 PLY	WESTLAKE TELLURIDE CR861	1	\$ 1,594.29	07/30/05	11/01/05	7DT3FTS3704	GEORGETOWN, TX	Blowout	Impact/ run-flat - 60mph on hwy	Tire sent to STL for Gary Eiber
MAUZY HEATING & AIR CONDITIONING/MATT MAUZY	LT245/75R16 10PLY	YKS TELLURIDE CR860	2	\$ 1,271.45	9/2 & 9/5/05	02/22/06	7DT3FTS3404 & 7DT3FTS1005	SAN DIEGO, CA	different times same trip, 1 is property damage		Tire sent to Gary Eiber - 1 puncture
JAMES MULLEN	LT265/75R16 10 PLY	YKS TELLURIDE CR857	1	\$ 1,091.87	08/22/06	01/12/07	7DT4FTS0704	CEDARVILLE, AR	Tire blowout on hwy @ speed limit		Tire sent to HZ
TOM MULLIS	LT265/75R16 10 PLY	YKS TELLURIDE CR860	1	\$ 2,056.12	08/03/06	03/08/07	7DT4FTS3404	DUBLIN, GA	Tread peel-torn		May be Goodride brand not YKS from photo?
DERRIL POPE	LT265/75R16 10 PLY	YKS TELLURIDE 861	1	\$ 2,429.58	07/17/06	09/08/06	7DT4FTS1505	BIG SPRING, TX	Blowout-2 tires		Requested HZ to decide if they wanted it-no answer
ROSS ROBERTS ENTERPRISES	LT245/75R16 10PLY	YKS TELLURIDE 861	1	\$ 3,648.01	08/06/06	09/22/06	7DT3FTS2404	BROWNFIELD, TX	Tread peel- 2 incidents same trip		Tire sent to HZ-no response
BRIAN HAYNES/SANTA ROSA	LT265/75R16/10	YKS TELLURIDE CR861	1	\$ 958.97	06/01/06	06/30/06	7DT4FTS2004	VERNON, TX	shredded tread	truck pulling trailer	

	Size&PR	Tread Design	#Tires	Property Damage	Date of Claim	Date Claim paid	DOT Serial #	Location	Comment	Problem	Causal/Contributing factor	FTS Assessment
CHARLES VERMEIREN	LT235/85R16 10PLY	COMPASS TELLURIDE CR861	1	\$ 526.79	12/03/04	04/03/05	7DT2FTS1904	BRIGHT, CO		separation from the bead		Tire sent to Gary Eiber -bead sep.
GREG HENDERSON	235/85R16/10	COMPASS TELLURIDE CR861	1	?	Tire sent Nov. 2005		7DT2FTS4404	WAURIKA, OK	ESTIMATES & PICTURES NOT PROVIDED. ONLY A STATEMENT WITH NO PHONE #	blowout& tire came apart	65mph 3/4Ton vehicle pulling nursery trailers	Tire sent to STL for Gary Eiber. Impact break, wild wire
JAMES HICKMAN	LT245/75R16/10	YKS TELLURIDE CR860	1	\$ 1,593.43	09/24/06	05/31/07	7DT3FTS1303	LECOMPTE, LA		Blowout@68mph		
MERLE PATZKOWSKY	LT265/75R16/10	(name buffed off)TELLURIDE CR860	1	\$ 2,308.81	04/20/07	05/30/07	7DT4FTS1403	FAIRVIEW, OK		TREAD PEEL-stayed inflated	Speed unknown	Name buffed off tire-others show Vesta -is it ours?
GARRETT TIRE/UNI.COOP	LT235/85R16/10	WESTLAKE TELLURIDE CR861	1		2007 YR		7D2FTS3504	GRAND ISLAND, NE	PAPERWORK NOT PROVIDED	Non- specific tire failure	Trailer Unit	
DAVE SMITH/FAIRMOUNT	245/75R16/10	TELLURIDE A/T	2ND TIRE	2006?	06/26/05		7DT3FTS3905 & 1405	NORCO, CA	PAPERWORK NOT PROVIDED	Tread Peel		
STEVE ADAMS/CARROLL TIRE	LT235/65R16/10	YKS CR860	2 of 6		2005 YR		7DT2FTS0305	MACON, GA	NO PAPERWORK	5 Blowouts in 2 month, 2 simultaneous, 4 incidents	Hauling 15,000 lb loads in cattle trailer	Misapplication, no tire produced, claim denied
JOAO PAULO DASILVA, CARLOS SOUZA, ESTATE OF RAFAEL MELO, ESTATE OF CLAUDEIR JOSE FIGUEIREDO	LT245/75R-16/10	COMPASS TELLURIDE CR861	1		08/12/06		7DT3FTS2304	PHILADELPHIA, PA	HANDLED BY JOHNS EASTERN COMP			
SUPERIOR AMBULANCE	LT245/85R16/10	TELLURIDE CR861	1		05/10/06		7DT3FTS5104	ALBUQUERQUE, NM	HANDLED BY JOHNS EASTERN COMP			
AREA WHOLESALE TIRE	LT265/75R16 10PLY	CR860	1		2007		7DFTS1003	Baton Rouge, LA	PAPERWORK NOT PROVIDED YET			
RELIABLE TIRE	LT265/75R16/10	TELLURIDE CR 861	1				NOT PROVIDED	DeSoto, TX	NO FURTHER INFORMATION	No information		

FTS 1250

Charles Vermeiren



FTS 1251

Maureen Gardner

From: <GETIntl@aol.com>
To: <mackcai@chaoyang.com>
Cc: <kuskin@att.net>; <DPenn0519@aol.com>
Sent: Tuesday, March 29, 2005 4:46 PM
Attach: ATT00217.htm; ATT00218.eml
Subject: Fwd: FTS Photos of Failed LT tire - 1904 date code Hangzhou tire

Dear Mack,

Note that while this tire appearance is what we term a "basket case", slang for totally destroyed, there is one photo which shows the bead separated, which is similar to the Telluride tire recently of 4104 datecode. I am bringing samples of bead are from BOTH THESE TIRES.

I also have 2 sections from Dave Penn's Mississippi radial truck lug cracking. I note the belts are really quite narrow compared to tread arc width, which will aggravate lug movement/torque and possibly cracking (especially if high load or low pressure). We'll talk there on this problem. I anticipate arriving the 8th of April. PLEASE MAKE MARCO POLO RESERVATION STARTING THE 8TH AND I'LL ADVISE IF A CHANGE IS NEEDED. I WOULD APPRECIATE CONFIRMATION ON THIS FROM YOU. THX-GARY

FTS 1252

7/19/2007



FTS 1253

Dear Gary:

Yes, that is the tire in question- RK was wanted you to take a look at the tire to see if you thought it was manufacturer defect or abuse. I had the pictures sent to you. Is it worthwhile to have the actual tire sent to you? If no, please advise if you think OK to pay this claim.

Best regards,

Maureen Gardner

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

From: GETIntnl@aol.com
To: DPenn0519@aol.com
Cc: kuskin@att.net ; richkuskin@hotmail.com
Sent: Tuesday, February 22, 2005 1:59 PM
Subject: Fwd: misc-and CLAIM FROM MILE HI TIRE

Dear David,

I never had a response to a couple emails to you asking about the shipping of the High miler tire you referred to in an email.

In the meantime, today, I received in the mail, a letter forwarded to me from FTS office via a "Mile High Tire and Wheel" and BFS Retail/commercial opns in Denver, which I guess MAYBE refers to the tire you referred to (no size ever given by you). This was a claim for an LT235/85R16 10pr Telluride AT from date code 1904. *- ref. c. Verm*

Having said all that, in an effort to try to surmise what is going on, here is my opinion from the pictures only attached to the letter:

The bead pulled out, in a fashion that is oftentimes indicative of an high load, if not overload situation on the tire when it IMPACTS SOMETHING like a pothole and oftentimes has a bent rim to show the force put on the bead. I note that the claimants letterhead says "Hurricane Delivery Inc", which is not in itself proof of an overload, but indicates there may be some heavy loads involved. Even if I do get the tire it is not likely proof positive will result in a determination. I can say from the photo of the flange area, which is quite good, showing even the indented 2 marks from the balance weights by the serial #, THAT THERE DOES NOT APPEAR TO BE RIM FLANGE DIGGING, which means the tire WAS NOT OVERLOADED FOR LONG IF AT ALL OR THE RUBBER WOULD BE DEFORMED THERE, again by the flange digging in, which it IS NOT DOING.

In conclusion, it seems lucky, as it is front end useage he claims, that the claim is relatively small, in what appears to be a non-decisive cause, tire bead pullout situation.

Best regards-Gary Eiber

FTS 1254

Maureen Gardner

From: <GETIntrnl@aol.com>
To: <kuskin@att.net>
Cc: <DPenn0519@aol.com>; <richkuskin@hotmail.com>
Sent: Friday, February 25, 2005 3:53 PM
Attach: ATT01535.htm
Subject: adjustments from HZ

Dear Maureen,

I received last night the LT235/85R16 Telluride AT HZ serial 1904 tire. Upon inspection closely of the bead, I found hard plastic/polyethelene cured onto the bead surface causing a lack of adhesion and separation, which resulted in the bead pulling loose as shown in the photos I looked at previously. This is definitely a factory issue, which I assume was an isolated problem, as not seen before.

I also have received the photos you sent on the "kinked beads" tires. These are NOT the classic kinked bead defect from the factory cure process, of the tire bead sticking to the cure ring, and is not a manufacturing issue! It is a shipping issue, whether it is damaged due to tires packed in too tightly in the container. Thus maybe a plant issue, but not the manufacturing process, or exactly what stage I can not say 100% for sure. The tires' sidewalls are badly deformed, not just a kinked bead per se. If the dealer can straighten the sidewall out I do not believe there is a separation at the bead (thus no problem for useage), which would happen when it is hot and kinked during cure removal. The tire when cold and deformed badly normally does not separate at the kink. I can understand where the dealer may not want to fuss with these badly deformed tires however.

I have not copied Mack on this, and leave it to you to do so if you wish, depending on the action you are taking. I will mail back the photos/documents from both these tires. Of course there was a damage claim WHICH SHOULYLD BE HANDLED, on the LT235.

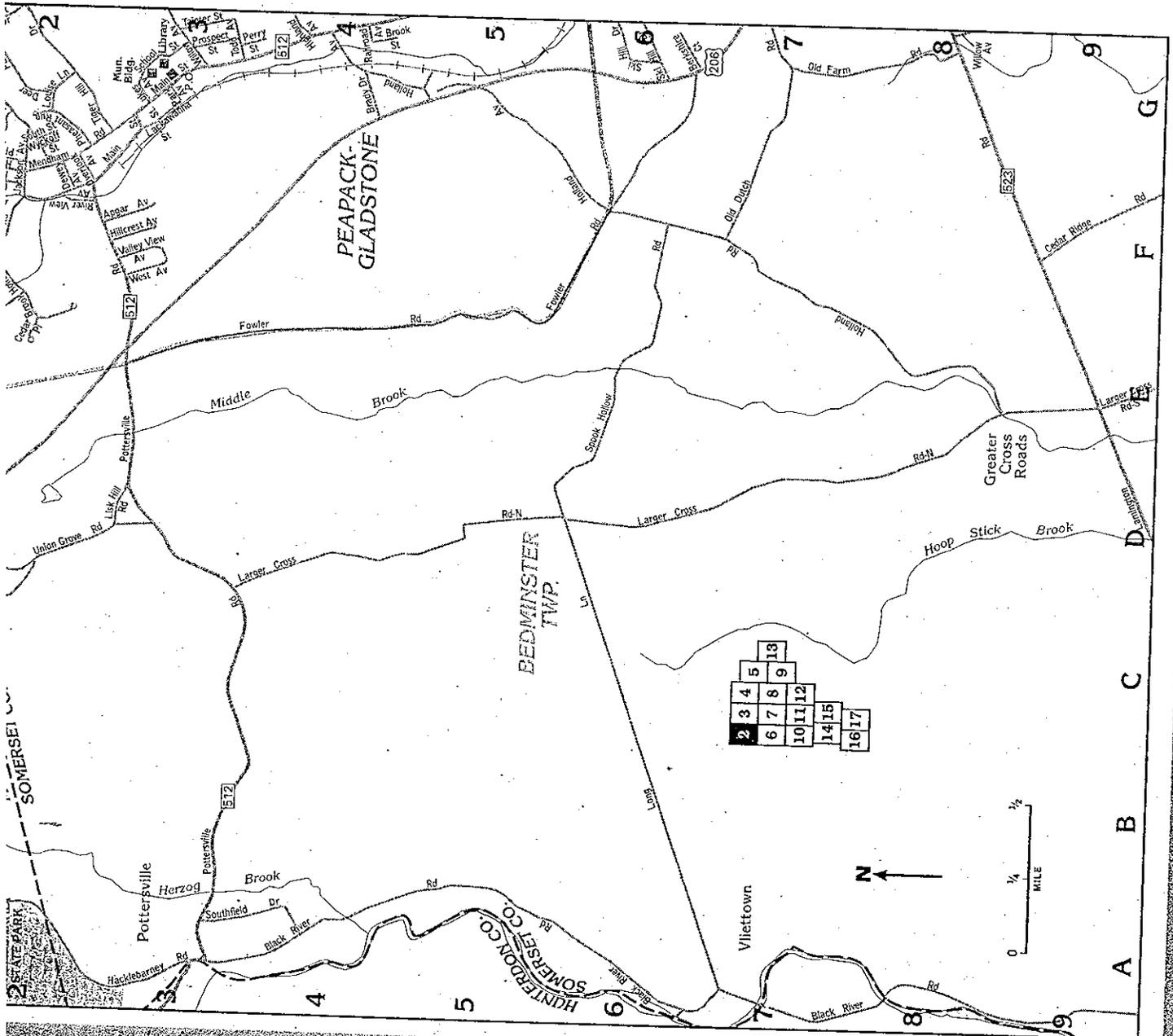
Best-Gary

← Mike's Tire Repair
 or C. Vermeiren?
~~Photo of bead~~
 damage claim

FTS 1255

7/16/2007

FTS 1256



Maureen Gardner

From: <GETIntnl@aol.com>
To: <DPenn0519@aol.com>
Cc: <kuskin@att.net>; <richkuskin@hotmail.com>
Sent: Tuesday, February 22, 2005 2:59 PM
Attach: ATT01396.htm; ATT01397.eml
Subject: Fwd: misc-and CLAIM FROM MILE HI TIRE

Dear David,

I never had a response to a couple emails to you asking about the shipping of the High miler tire you referred to in an email.

In the meantime, today, I received in the mail, a letter forwarded to me from FTS office via a "Mile High Tire and Wheel" and BFS Retail/commercial opns in Denver, which I guess MAYBE refers to the tire you referred to (no size ever given by you). This was a claim for an LT235/85R16 10pr Telluride AT from date code 1904.

←C.Vermeiren

Having said all that, in an effort to try to surmise what is going on, here is my opinion from the pictures only attached to the letter:

The bead pulled out, in a fashion that is oftentimes indicative of an high load, if not overload situation on the tire when it IMPACTS SOMETHING like a pothole and oftentimes has a bent rim to show the force put on the bead. I note that the claimants letterhead says "Hurricane Delivery Inc", which is not in itself proof of an overload, but indicates there may be some heavy loads involved. Even if I do get the tire it is not likely proof positive will result in a determination. I can say from the photo of the flange area, which is quite good, showing even the indented 2 marks from the balance weights by the serial #, THAT THERE DOES NOT APPEAR TO BE RIM FLANGE DIGGING, which means the tire

WAS NOT OVERLOADED FOR LONG IF AT ALL OR THE RUBBER WOULD BE DEFORMED THERE,

again by the flange digging in, which it IS NOT DOING.

In conclusion, it seems lucky, as it is front end useage he claims, that the claim is relatively small, in what appears to be a non-decisive cause, tire bead pullout situation.

Best regards-Gary Eiber

FTS 1257

7/16/2007

Maureen Gardner

From: <GETIntnl@aol.com>
To: <kuskin@att.net>; <DPenn0519@aol.com>
Cc: <mackcai@chaoyang.com>
Sent: Friday, February 25, 2005 11:25 AM
Attach: ATT01471.htm
Subject: Re: Fw: LTR OOR

Dear Mack, when I was there in December I gave you, per your request to Richard before I came, a new higher balance limit that you were going to sort and send tires for test on trailers, like we did on high uniformity tires. Did you not do that, or what???? Best-Gary

FTS 1258

7/16/2007

Tom Mullis Claims

Maureen Gardner

From: "Foreign Tire Sales - Lucy" <ftslucy@att.net>
To: "Mack Private" <mackcai@mail.hz.zj.cn>
Cc: "Richard Kuskin" <kuskin@worldnet.att.net>
Sent: Monday, December 18, 2006 5:06 PM
Attach: Dublin1.jpg; Dublin2.jpg; Dublin3.jpg; Dublin4.jpg; REPAIR ESTIMATES.tif
Subject: Mr. Tom Mullis' claim

Dear Mack:

Please refer to attachment for the following claim:

CLAIMANT: MR. TOM MULLIS
DOT CODE: 7DT4FTS3404
TIRE SIZE: LT265/75R16E CR680
DATE OF TIRE FAILURE: 08/03/06
TOTAL CLAIM AMOUNT USING THE
LOWEST ESTIMATE IS \$2,056.12

Attachment includes:
COLOR PICTURES OF THE TIRE
TWO REPAIRS ESTIMATES

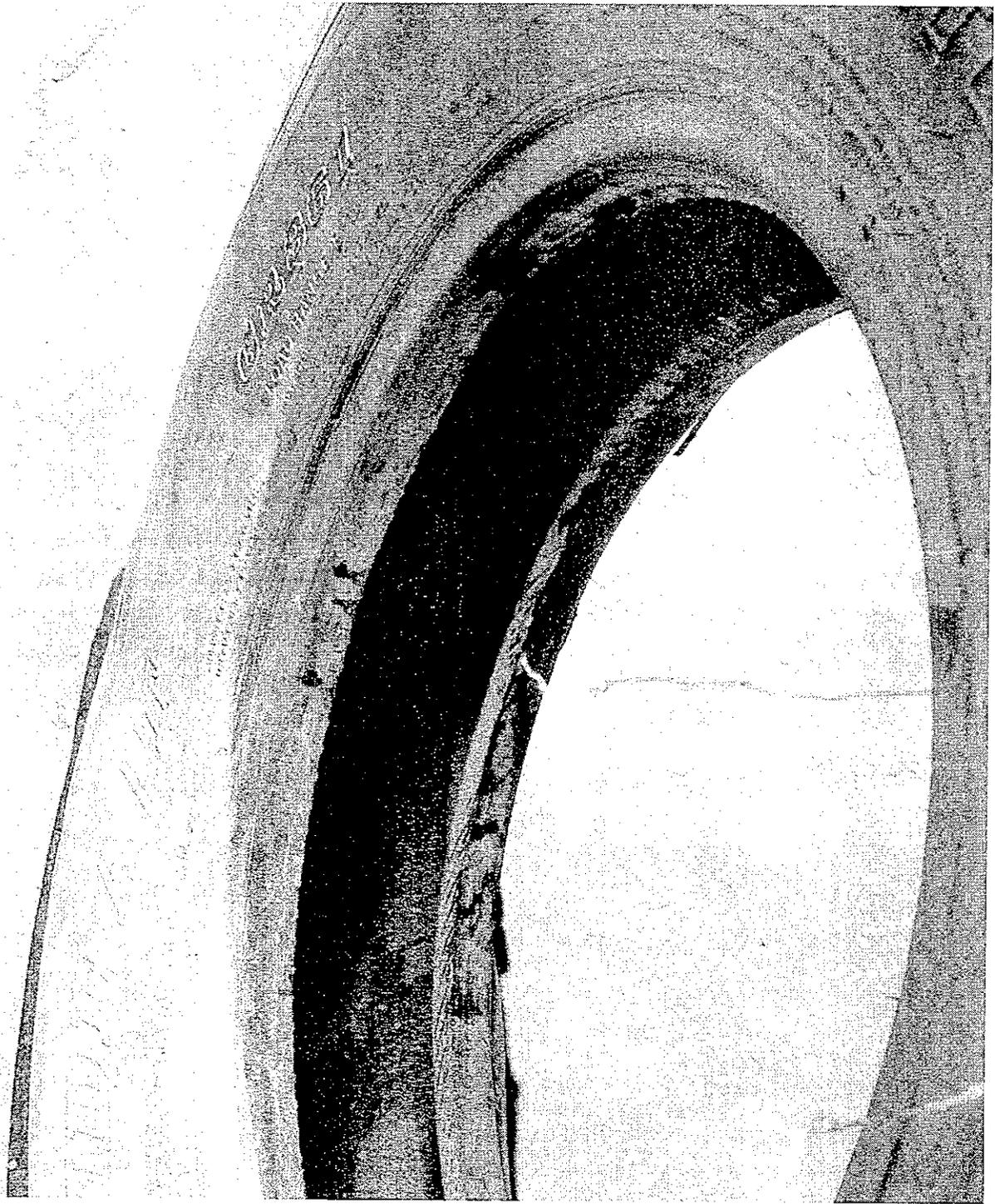
Please advise ASAP if HZ wants this tire to be shipped to them.
Your prompt attention to this matter is greatly appreciated.

Thank you,
Heidi Caceres
Foreign Tire Sales, Inc
Tel: 800-634-8335
Fax: 908-687-0231

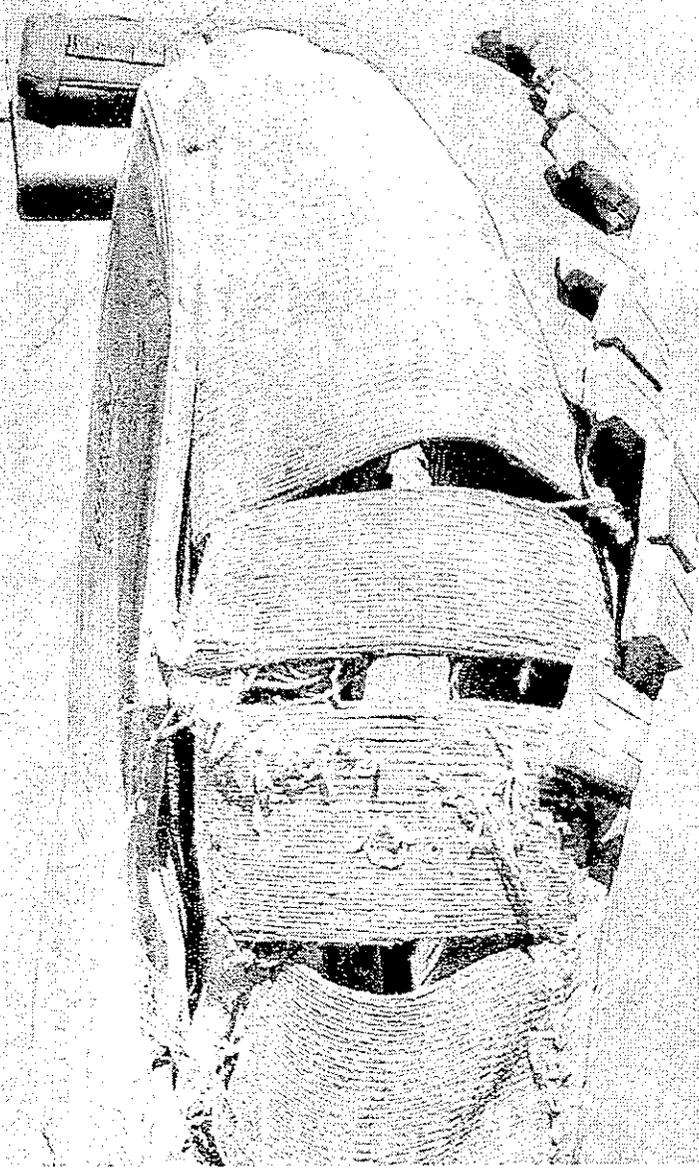
FTS 1259

7/19/2007

LI 235/85 R16 Compass CR861
G-Henderson Claim



FTS 1260



FTS 1261

Richard Kuskin

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,

*Grey
Henderson*
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 1262

11/25/2005

Maureen Gardner

From: "Foreign Tire Sales, Inc." <kuskin@att.net>
To: "Gary Eiber" <GETIntl@aol.com>
Sent: Tuesday, November 22, 2005 5:49 PM
Attach: ATT02853.htm
Subject: Telluride tire

Dear Gary:

Go ahead and cut the tire- that's the one from Friend in Monett, MO. Please take a picture of the tire before cutting as I don't have anything yet. Also please save the serial # so we can present that all to the factory if it is their fault.

Best regards,

Maureen Gardner

FTS 1263

7/16/2007

Maureen Gardner

From: <GETIntl@aol.com>
To: <kuskin@att.net>; <richkuskin@hotmail.com>
Sent: Tuesday, November 22, 2005 2:26 PM
Attach: ATT02837.htm; ATT02838.eml
Subject: Fwd: R-1's + adj/claim LT arrived!!!!!!!!!!!!1

Gary Anderson

Dear Richard-here is the Wei email you said you did not receive. gary
PS-THE LT235/85R16 TELLURIDE 4404 DATE CODE JUST ARRIVED ON MY DOORSTEP.
IT
APPEARS TO BE AN IMPACT BREAK!! (HAS IMPACT BREAK WITH WILD WIRES, BUT
SOME SIGNS
OF SEP AND THAT IS THE OLD CHICKEN/EGG ROUTINE. Additionally, there is FAST
SHOULDER WEAR, which would lend itself to a sep, but there are no signs of run
flat inside. I guess I can go to step 2 and have tire cut at STL or Smithers
on both sides of sep and opposite to see if signs of separation-if you wish.
Best-Gary

FTS 1264

7/16/2007

Maureen Gardner

From: "Foreign Tire Sales, Inc." <kuskin@att.net>
To: "Gary Eiber" <GETIntnl@aol.com>
Sent: Wednesday, October 26, 2005 2:34 PM
Attach: ATT02685.htm
Subject: Damage Claim

Greg Henderson

Dear Gary:

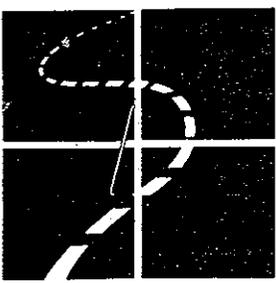
We have a damage claim on a Compass 235/85R16 CR861 DOT Code 7DT2FTS4404 which had a tread separation that damaged a Ford F-350 truck. You should receive the tire from McNair Tire & Alignment. Please advise whether the separation is due to manufacturer related defect or customer abuse. The dealership advised me that this person had 2 previous separations of Compass 235/85R16s with no damage to the vehicle.

Best regards,

Maureen Gardner

FTS 1265

7/16/2007



STLSM
STANDARDS
TESTING LABS

*Tough On Testing.*SM

DATE 11/30/05 PAGE 1

 * INVOICE NUMBER 21891 *

 P.O. Box 758
 Massillon, Ohio 44648
 Tel (330) 833-8548 • (800) 833-8547 • Fax (330) 833-7902
 Federal I.D.# 34-1111395

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=====
NUMBER.....223                : TERMS CODE.....NET 30
NAME.....FOREIGN TIRE SALES, INC. : P.O. NUMBER.....MAUREEN GARDNER
ADDRESS.....2204 MORRIS AVE.     : REL. NUMBER.....
ADDRESS.....                   : JOB NUMBER.....L5-798
CITY ST ZIP..UNION, NJ 07073    : INVOICE STATUS.
ATTENTION...MAUREEN GARDNER     :
=====
  
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TEST NO.	DESCRIPTION	PREV	TOTAL	QTY	PRICE	AMOUNT
	STL QUOTE #05-7480 BM					
CUT AND	POLISH 2 TIRE SECTIONS FROM A STEEL BELTED RADIAL LIGHT TRUCK TIRE.		C	1.0	100.00	100.00
SCRAP TIRE	HANDLING/DISPOSITION FEE TEST #FTS5-0010 LT235/85R-16, COMPASS		C	1.0	15.00	15.00

OK

FTS 1266

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=====
: TOTAL                115.00
=====
  
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STANDARDS TESTING LABORATORIES

TIRE SECTION

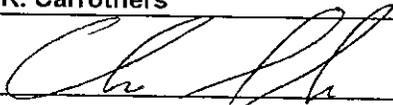
FOREIGN TIRE SALES

DATE 11/23/05
TEST NO. FTS5-0010 TIRE SIZE LT235/85R16
SPEC NO. _____ TIRE NAME COMPASS TELLURIDE
JOB NO. L5-798 SERIAL NO. 7DT2FTS4404

CUT SECTION : CUT AS MARKED

COMMENTS: (3) SECTIONS CUT AND BUFFED.

TECHNICIAN: R. Carrothers

APPROVED: 

FTS 1267

Mauzy?

Foreign Tire Sales, Inc.

From: "Foreign Tire Sales, Inc." <kusk'n@att.net>
To: "Li Guangdong" <ftsigd@public.guangzhou.gd.cn>
Cc: "Gary Eiber" <GETIntl@aol.com>
Sent: Friday, December 09, 2005 3:03 PM
Subject: 2 more damage claim tires

Dear Li Guangdong:

Please pass this along to Gary.

Dear Gary:

Maureen

I have two more tires- which had tread separations resulting in blowout- one damage claim on a 245/75R16 CR860 DOT 7DT3FTS3404. Customer doesn't know which is the one that caused the damage. Claimant also insisted that his other two tires be removed, although they are DOT 1005 so no likely put on at a different time. I can have both tires sent to your house, and if you want I can include one of the "good" tires that were removed from the vehicle. Our customer inspected for patches impact breaks, etc. and says there are none. About 8/32 tread depth remains. Let me know how many tires to send you-one?two?
Best regards,

Maureen Gardner

FTS 1268

12/9/05

Maureen Gardner

From: <GETIntl@aol.com>
To: <kuskin@att.net>
Cc: <richkuskin@hotmail.com>
Sent: Friday, December 30, 2005 10:25 AM
Attach: ATT03058.htm
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.

*- property damage claim not to be made
2.0 hrs
could be
Y Farley
or
A. [unclear]
or H. [unclear]*

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

FTS 1269

Mike Mason

Maureen Gardner

From: "thad prugh" <thadprugh@friendtire.com>
To: <DPenn0519@aol.com>
Sent: Wednesday, August 17, 2005 9:14 AM
Subject: Re: vehicle damage

Mr. Penn,
The tire is a WST LT245/75R16 Telluride AVT. The DOT # is 7D T3FTS 3704.
The tire is in tact, with some of the tread missing, where it came apart.

Mike Mason

Thanks,

Thad

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

From: <DPenn0519@aol.com>
To: <thadprugh@friendtire.com>; <GETIntl@aol.com>;
<kuskin@worldnet.att.net>
Sent: Wednesday, August 17, 2005 8:04 AM
Subject: Re: vehicle damage

>
> In a message dated 8/16/05 2:19:42 PM, thadprugh@friendtire.com writes:
>
> << I have the Westlake that caused damage to a vehicle. The customer is
> Lamb's Tire out of Pflugerville, TX. We have the tire with us here in
> Belton, TX.
> We are holding for a call tag. Our address is 1100 Kirkley Blvd. Belton,
> TX
> 76513. Let me know when you will have someone here to pick it up. The
> Monett office has already jumped me about having the tire here. The
> sooner the
> better. >>
>
> Thanks.
> Will advise soon.
> Please e mail me the size and serial number.
> Is the tire intact?
>

FTS 1270

7/16/2007

Maureen Gardner

From: <DPenn0519@aol.com>
To: <thadprugh@friendtire.com>; <GETIntnl@aol.com>; <kuskin@worldnet.att.net>
Sent: Wednesday, August 17, 2005 9:04 AM
Subject: Re: vehicle damage

In a message dated 8/16/05 2:19:42 PM, thadprugh@friendtire.com writes:

<< I have the Westlake that caused damage to a vehicle. The customer is Lamb's Tire out of Pflugerville, TX. We have the tire with us here in Belton, TX. We are holding for a call tag. Our address is 1100 Kirkley Blvd. Belton, TX 76513. Let me know when you will have someone here to pick it up. The Monett office has already jumped me about having the tire here. The sooner the better. >>

Thanks.
Will advise soon.
Please e mail me the size and serial number.
Is the tire intact?

FTS 1271

7/16/2007

Maureen Gardner

From: "Foreign Tire Sales, Inc." <kuskin@att.net>
To: "Gary Eiber" <GETIntrl@aol.com>
Sent: Friday, August 19, 2005 12:43 PM
Attach: ATT02276.htm
Subject: Damage claim tire

Dear Gary:

Having determined that the damage claim tire does not hold air, we are having the tire sent to Akron- Smithers c/o Dave Williams. I have asked for them to send it UPS and bill us. I will ask the customer for the UPS tracking # so we can hopefully know when it arrives. I have advised Dave Williams that it is coming.

Best regards,

Maureen Gardner

FTS 1272

7/16/2007

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

From: thad prugh
To: Foreign Tire Sales, Inc.
Sent: Wednesday, September 07, 2005 3:07 PM
Subject: Re: Damage Claim tire

The UPS tracking # is 1Z 736 884 03 4278 5936.

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

From: Foreign Tire Sales, Inc.
To: thad prugh
Sent: Wednesday, September 07, 2005 9:54 AM
Subject: Damage Claim tire

Dear Thad:

I haven't heard from you about a UPS tracking number. Please advise if the damage claim tire has been sent. Our engineer leaves for China next Wednesday.

Best regards,

Maureen Gardner

FTS 1273

Yvonne Farley

Maureen Gardner

From: "Foreign Tire Sales, Inc." <kuskin@att.net>
To: "Gary Eiber" <GETIntl@aol.com>
Sent: Monday, November 28, 2005 7:15 PM
Attach: ATT00301.htm
Subject: LT245/75R16 from Roadrunner

Dear Gary:

I just received in the mail photos and damage claim estimate on a 245/75R16 Telluride CR861. The tire continued to hold air. There is an area near the shoulder where the tire is shredded down the sidewall and an area on the tread where cords are showing- looks like a deep groove. Do you want them to send the tire to you? DOT code they gave is T3FTS1504- I think there should be a 7D in front- maybe it tore off?

Looks like undercarriage damage and the customer wants new parts although they got one quote for repair of damaged parts.

Best regards,

Maureen Gardner

FTS 1274

7/19/2007

Maureen Gardner

From: <GETIntnl@aol.com>
To: <kuskin@att.net>
Sent: Tuesday, November 29, 2005 9:39 AM
Attach: ATT00308.htm
Subject: Re: LT245/75R16 from Roadrunner

Dear Maureen-

I guess the photo is a hard one as you send me nothing on computer. It is up to you and RK. If tire is a "basket case" not much to see. If you want an opinion from me technically, I would need to see the tire is all I can say. best-Gary ps-I leave in a week so time also a factor. this 245 has been pending 1-2 weeks at least.

FTS 1275

7/19/2007

Maureen Gardner

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 ÅúÔÚÀ´ÐÄÖÐÐ´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 1276

>> been a repeated problem, that a month or 2 ago I asked for a section
>but your
>> engineer never replied to me. For BOTH OF OUR COMPANIES SAKES, WE NEED
>TO
>> LOOK AT YOUR PREWSENT PRODUCT CLOSELY AND SEE THE HISTORY ON THIS
>TIRE. I had NO
>> IDEA WHATSOEVER you had added for some period of time a nylon cap ply
>strip
>> at the belt edges as I found in the section of the tire upon cutting.
>As long
>> as the compound ok this should be good for sep resistance. I am
>bringing the
>> sections I cut this afternoon here and we will talk there.
>> Basically, what I am saying is we must adjust these tires and pay
>the
>> claims; I have talked with Mr. Kuskin on this matter today before
>finalizing
>> this decision. You have herewith the photos. I am bringing section with
>serial
>> 1900. And FTS will send the serial from the LT245 Telluride later, as
>it was
>> cut from the tire when I got it.
>> Best regards-Gary

>>
>>

>> -----
>> From: "Jeff Andrasik" <JAndrasik@smithersmail.com>
>> To: <GETIntl@aol.com>
>> Subject: Tire Photos
>> Date: Tue6 Dec 2005 15:08:16 -0500

>>

>> Gary,

>>

>> Attached are the three pictures of the tires I took here at Smithers.

>>

>> Thanks.

>>

>> Jeff Andrasik

>> Smithers Scientific Services, Inc.

>> Phone: (330) 762-7441

>> Fax: (330) 762-7447

>>

>>

>> This communication is for use by the intended recipient only and

>contains information that

>may be privileged, confidential or copyrighted under applicable law. If you

>are not the intended

>recipient, you are hereby formally notified that any use, copying or

>distribution of this e-mail, in

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>e-mail, delete this

FTS 1277

Maureen Gardner

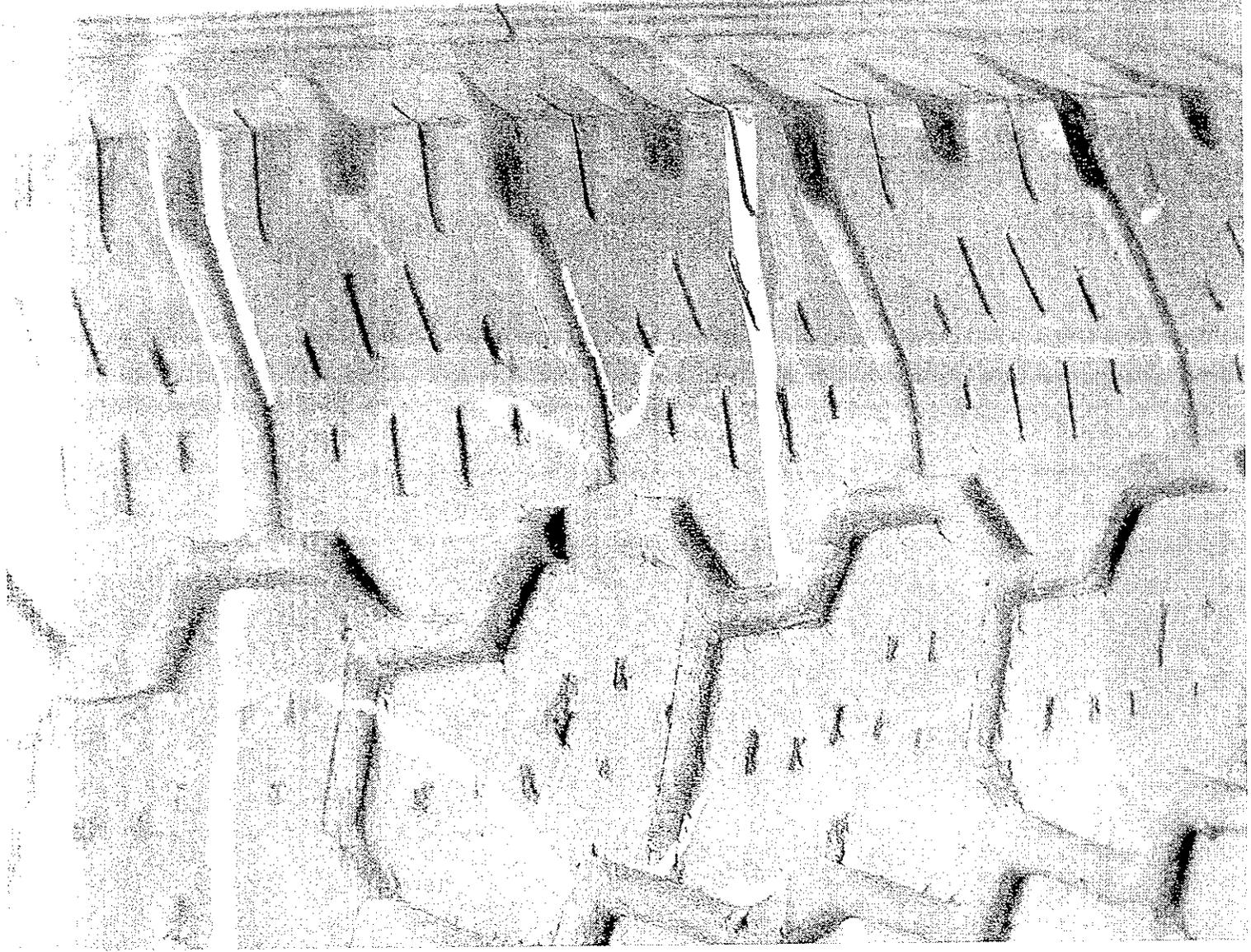
From: <GETIntnl@aol.com>
To: <richkuskin@hotmail.com>
Cc: <kuskin@att.net>
Sent: Tuesday, December 06, 2005 9:28 AM
Attach: ATT02921.htm
Subject: Re: China Trip

Yvonne Furlby

Dear Richard-everything is clear. I will get out my previously discussed uniformity limits from Hangzhou from about a year ago when I was there. They agreed to withing 1 kg with what I wanted---hope they have not gone up since then!!! (Kumho or Hankook were there at the time I was discussing with them, as I remember. Anyways.....seems from borderline not going to HZ now I will have a real platefull; I will have 3 tire failure/claims of accidents to review with them. One question I told Maureen the LT245 Telluride from Roadrunner tire has a VERY VERY BAD CAMBER MECHANICAL WEAR PROBLEM ON THE TIRE, WHERE ONE SHOULDER DOWN TO THE TREAD WEAR INDICATOR. CERTAINLY NEXEN AS WELL AS SOME OTHERS WOULD REJECT THIS AS DRIVER INATTENTIVE ABUSE AND AN ARGUMENT FOR MORE STRESS ON BELT EDGES AS WELL AS FAST WEAR THERE CAN BE MADE. However..others will argue mechanical wear no re4ason to reject a belt sep. WHAT IS YOUR OPINION???????????????????? Gary

FTS 1278

7/16/2007



FTS 1279



FTS 1280

Maureen Gardner

From: "Foreign Tire Sales, inc." <kuskin@att.net>
To: "Gary Eiber" <GETIntni@aol.com>
Sent: Monday, November 28, 2005 7:15 PM
Attach: ATT02877.htm
Subject: LT245/75R16 from Roadrunner

Dear Gary:



I just received in the mail photos and damage claim estimate on a 245/75R16 Telluride CR861. The tire continued to hold air. There is an area near the shoulder where the tire is shredded down the sidewall and an area on the tread where cords are showing- looks like a deep groove. Do you want them to send the tire to you? DOT code they gave is T3FTS1504- I think there should be a 7D in front- maybe it tore off?

Looks like undercarriage damage and the customer wants new parts although they got one quote for repair of damaged parts.

Best regards,

Maureen Gardner

FTS 1281

7/16/2007

Foreign Tire Sales, Inc.

From: <GETIntl@aol.com>
To: <mackcai@chaoyang.com>
Cc: <kuskin@att.net>; <richkuskin@hotmail.com>
Sent: Monday, December 05, 2005 1:45 PM
Attach: ATT00079.eml
Subject: Fwd: Liability Claim

Dear Mack, I am forwarding to you several pictures of an LT235/85R16 A?T YKS tire, 1900 serial # from Northgateway. I am having the tire delivered tomorrow to Smithers from them, and will inspect it and cut a section if need be.

I have the LT245/75R16 Telluride tire, just delivered to my home today. I have inspected it and will take it to Smithers tomorrow for a section to see if there is a sep away from the main failure area, and also to bring a piece with me to show you what appears to be either a repair by the factory, or a defective bladder spacer ring for multiple size uses of the bladder mold.

Also, I never heard back from your engineers on my comment last tire analysis that appears to show you need a gum strip between the belt edges of these LT tires; I have never seen LT tires, just like I have never seen truck tires, without gum strips between the belt edges to reduce shear stress and seps. (Unless nylon cap ply is used).

Best-Gary

*we not
manufactured
by the*

*Yourse
Factory
claim*

FTS 1282

12/5/05

Foreign Tire Sales, Inc.

From: <GETIntl@aol.com>
To: <richkuskin@hotmail.com>
Cc: <kuskin@att.net>
Sent: Tuesday, December 06, 2005 6:35 PM
Subject: Re: China Trip

Dear Richard,

OK, I agree, and will take the section to HZ not saying anything about the bad malwear. Please note there was NO SERIAL NUMBER--IT HAD BEEN CUT OUT. I ASSUME ROADRUNNER HAS IT AND WILL FORWARD TO YOU FOR THE ADJUSTMENT, MAUREEN (NOTE RICHARD I HAVE COPIED HER FOR HER INFO). I did take a digital photo of the tire in the area of the sep, and I will send it on to HZ now that you say go ahead. It HAD NO GUM STRIPS BETWEEN BELT EDGES; I believe it was maybe 4404 serial, and keep this in mind as I describe next tire below!!~ There also is a photo of this tire which has some minor defects inside I'll talk to HZ about. Now, another one.....

Yesterday, in your absence, another tire has come from NORTHGATEWAY TIRE. It is LT235/85R16 and serial number 1900, so over 5 years old. The tire is worn down to the tread wear indicator, with less than 2/32" left to the bottom of the groove overall. I am sending you a picture separately in another email. This again is a policy question as the tire is worn to the treadwear indicator, and questionable whether you would adjust it if it were not a damage claim. A photo is being sent as I said. TELL ME PLEASE ASAP AS I WISH TO CALL ANDY ONDO FROM THE AIRPORT TO TELL HIM RESULT AFTER CUTTING. (Of course I did not know when I talked to him and had it sent that it was so worn). NOW THE MOST INTERESTING PART!!! #1 it certainly seems to have the gum strip between the belt edges as I said we had when we went into production. Even though tire worn out, I wanted to check this out. ADDITIONALLY, I WAS AMAZED TO FIND IT ALSO HAD NYLON BELT EDGE STRIPS (LIKE CAP PLY BUT NOT ALL THE WAY ACROSS--BUT JUST AS EFFECTIVE--EXCEPT IT IS VERY BAD FOR UNIFORMITY--WORSE THAN A FULL CAP PLY!!!!). Yet--the tire has what appears to be a belt edge sep!--but HZ did do this one right, as far as gum strips between belt edge and even nylon on the edges we tried to get them to do, or cap ply--and they always refused!! So how many they did, and why, etc unknown!!!! The innerliner a little thinner than I would like, which I have noticed on this size tire several times now, and will check present production there. More to ask them when I go! Back to decision time. I can show Mack the belt edge sep and hope they do not notice how worn the tire is. Or we tell Andy it is almost worn out and has no apparent defect in materials or workmanship. Your call. advise today if you can. I leave 8:00 a.m. for the airport.

Note I will send pics only to you and Maureen and after your answer you can send to Hangzhou. I have the serial (Piece of it) from the NGateway 1900 serial on the section I am taking.

Best-Gary

FTS 1283

12/7/05

Foreign Tire Sales, Inc.

From: <GETfntnl@aol.com>
To: <richkuskin@hotmail.com>
Cc: <kuskin@att.net>
Sent: Tuesday, December 06, 2005 8:28 AM
Subject: Re: China Trip

Dear Richard-everything is clear. I will get out my previously discussed uniformity limits from Hangzhou from about a year ago when I was there. They agreed to withing 1 kg with what I wanted--hope they have not gone up since then!!! (Kumho or Hankook were there at the time I was discussing with them, as I remember. Anyways..... seems from borderline not going to HZ now I will have a real platefull; I will have 3 tire failure/claims of accidents to review with them. One question I told Maureen the LT245 Telluride from Roadrunner tire has a VERY VERY BAD CAMBER MECHANICAL WEAR PROBLEM ON THE TIRE, WHERE ONE SHOULDER DOWN TO THE TREAD WEAR INDICATOR. CERTAINLY NEXEN AS WELL AS SOME OTHERS WOULD REJECT THIS AS DRIVER INATTENTIVE ABUSE AND AN ARGUMENT FOR MORE STRESS ON BELT EDGES AS WELL AS FAST WEAR THERE CAN BE MADE. However..others will argue mechanical wear no re4ason to reject a belt sep. WHAT IS YOUR OPINION???????????????????? Gary

*Ivonne
-
wiley
claim*

FTS 1284

Paul Buchanan

Maureen Gardner

From: <GETIntl@aol.com>
To: <mackcai@chaoyang.com>
Cc: <kuskin@att.net>; <DPenn0519@aol.com>
Sent: Tuesday, March 29, 2005 4:46 PM
Attach: ATT01808.htm; ATT01809.eml
Subject: Fwd: FTS Photos of Failed LT tire - 1904 date code Hangzhou tire

Dear Mack,

Note that while this tire appearance is what we term a "basket case", slang for totally destroyed, there is one photo which shows the bead separated, which is similar to the Telluride tire recently of 4104 datecode. I am bringing samples of bead are from BOTH THESE TIRES. *Mile Hi Claim-Warranty?* *→ ~~Paul Buchana~~ or Paul Buchana claim?*

I also have 2 sections from Dave Penn's Mississippi radial truck lug cracking. I note the belts are really quite narrow compared to tread arc width, which will aggravate lug movement/torque and possibly cracking (especially if high load or low pressure). We'll talk there on this problem. I anticipate arriving the 8th of April. PLEASE MAKE MARCO POLO RESERVATION STARTING THE 8TH AND I'LL ADVISE IF A CHANGE IS NEEDED. I WOULD APPRECIATE CONFIRMATION ON THIS FROM YOU. THX-GARY

FTS 1285

7/16/2007