



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236) 2003 AUG -1 PM 12:13
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 1373

Date Received

Repository ☐

Reference No.
10024250

OWNER INFORMATION (Type or Print)

Name

Address

City DELTA

State UT

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☐ YES ☒ NO
In the absence of an authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner Date 7/7/03

VEHICLE INFORMATION

Make

INTERNATIONAL

Model

4300

Model Year

2003

Date Purchased

FEB 12/03

Dealer's Name and Telephone Number

Lake City International

801-972-7177

Engine:

No: Cylinders

Fuel Type:

Diesel

Original Owner

Dealer's City

Salt Lake City

State

UT

Zip Code

84104

Transmission Type

auto

5 speed

☐ Antilock Brakes

☒ Cruise Control

Powertrain

Vehicle Component Code

194000 TIRES/VALVE

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

5/31/03

Failure Mileage

13,000
Est

Failure Speed

65mph

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Good year

Tire Model (Name or Number)

Q124 Inter Steel

Tire Size (Example P215/65R15)

265/70R19.5

DOT No. (Example: DOTM19ABC136)

☒ Original Equipment

☐ Prior Repair

Failure Location:

rear outside Dual driving side

Tire Component Code

A031 DOTM394 SCAN 2802

Tire Failure Type

blow out

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(es).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

Number of Deaths

Reported to Police

N

Narrative Description of Incident(s), Crash(es), and Injury(es).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

WAS DRIVING ON A STRAIGHT ROAD AT 65 MPH AND HAD A BLOWOUT ON THE OUTSIDE TIRE. WHEN HE GO OUT TO CHECK THE TIRE THE EXTENDED VALVE STEM WAS SHEARED AND IT BROKE OFF AND OUT, CAUSING THE INSIDE TIRE TO GO FLAT. AFTER CHECKING THE DAMAGED SIDE HE WENT AROUND TO THE OTHER SIDE, AND WHILE DOING SO, THAT EXTENDED VALVE ALSO WAS SHEARED AND FELL OFF IN HIS HAND. GOOD YEAR TIRE SIZE 265-70R 19.5 INTER STEEL Q124. *AK

Include Available Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

On May 31, 2003, my son and I were traveling home from California to Delta, Utah. I am a migratory Beekeeper and we were hauling a full load of honey supers. My son was driving and we were about 40 miles from home on state road 257, between Milford, Utah and Delta, Utah. We were traveling at a speed of 65 mph when the driver's side rear tires failed. It was a challenge to keep the truck on the road and we were lucky that it was a straight road with no traffic. He was able to get the truck stopped and off the road. When we got out to see what had happened the driver's side rear outside tire was blown out and completely shredded. The driver's side rear inside tire looked ok but was completely flat. We were not sure what we were going to do when a semi came by and it was someone we knew and he offered to haul half our load into Delta. My son went with him and I was able to call our local tire shop to see if they could come out and help me. They said it would be about an hour before they could get out to me.

While I was waiting I tried to figure out what could have made the tire blow. This is a new truck and I had checked the tires about 180 miles earlier and they were all ok. All I could think of was maybe the inside tire had hit something and had punctured it, causing the air to escape. Since the outside tire would then have to hold all the weight it caused the outside tire to fail. I was feeling very grateful that we were able to stop the truck with no injuries and that this was just bad luck. While I was waiting I decided to check the other tires to make sure they were okay. The outside passenger side tire had the correct pressure in it. The inside rear passenger tire was equipped with an extender valve stem, which extended all the way out to the outside tire rim. This makes for easy air filling or checking. I then supported the valve stem with my left hand and tried to check the pressure with my air gauge that was in my right hand. Before I was able to do this the extender valve fell off in my left hand, thus letting the air out of the tire. I tried to screw it back on but it wouldn't go back on. I looked at the extender valve that I had in my hand and saw that it had sheared off and had not come unscrewed. This startled me and I thought how could something like this happen. I suddenly realized that this was the cause of the tire failure on the other side. I started checking the other side and discovered that the extender valve had sheared off. This really got me concerned, as one extender valve failure could be a fluke, but two failures was very dangerous. The extender valve application was a danger to me and to anyone else using this application. I was able to stop my truck with a full load, however I was on a straight road with no oncoming traffic. It took the whole road to come to a safe stop, but what if I had been going down a steep

hill when something like this happened. We would have been killed or seriously injured. We would have definitely been a danger to others.

The service people showed up and told that the extender valve was not safe in the way the manufacturer had installed it. He told me that they were supposed to be braced and not allowed to stick out on their own. Since then other tire dealers have told me the same thing. This happened on a weekend so the next Monday I drove 130 miles from Delta to Salt Lake City to Lake City International where I had purchased the truck. They took pictures of the tires (the truck only had 11,000 miles on it when this happened). They told me to get the tire replaced and keep track of my bills. They thought I would only need 1 new tire. I had to run around Salt Lake looking for tires and was advised not too put the same type of tires back on the truck. The other tire was also ruined so I ended of having to buy 5 new tires at a cost of \$1,536.86. This has cost me over \$2,000. to get my truck back in business.

I could take twenty more pages telling you all the things that have happened in trying to resolve this situation. International says that it is Goodyear problem because they did not put the tires on at the plant and Goodyear says that International is responsible. I will tell you this that after dealing with International I don't think that they care much about the danger they put my and my sons life in. They say that Goodyear put the extender valves on at the plant and not them. I talked to the local tire dealership and he got in touch with someone from Goodyear and they said that they did not install the tires at the International factory. They are in the business of selling tires not installing tires at any of the truck plants. I would think that someone would want to immediately look into this matter and maybe put a recall on all the trucks that they have equipped with these extender valves and have them removed before someone is killed.

Maybe you can tell me why they wouldn't want to look into this matter. I do know that I have had my trucks inspected at different ports of entry the D.O.T does care about safety. Maybe you will be able to do something about this serious safety hazard.


Delta, UT 