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20 OCTOBER 2007 TIRE FAILURES COMPLAINT - GOOD YEAR

I purchased six Good Year tires for my 2000 23 foot E-350 motor home on 6/24/04. They were 225/75 R16 Wrangler HT 10 ply E-rated tires. That is the tire suggested by Ford for this vehicle. The vehicle had 36,400 miles on the odometer. On 8/20/06 I had to replace two of those tires, both from the right rear axel. I had 57,000 miles on my odometer. The first of these two tires failed in northern Arizona on 8/18/06 when the inner sidewall of the outer right rear tire opened up I was able to get off the road, no one was injured, and no damage was done. I replaced that tire with my spare. Two days later I arrived in Southern Arizona when the second tire began to fail. I no longer had a spare. Nobody had that size tire in stock. I removed that tire. The sidewall was quite bubbled. I had to order two new tires. I had to wait 2 days for a delivery from Nevada. The DOT of the failed tires was MKIL MMIV LOT 2703. I had the new tires placed on the front of my vehicle and the two front tires placed on the right rear axel.

The first of the two tires I didn't save because I thought it was a road issue. However when the second tire went out, again with a sidewall problem, I knew that the problem was with the tire so I returned it to the dealer where I had purchased all of these tires - the Tire Rack in Nevada. I was told that the tire would be reviewed by Good Year who would make a decision on the failure. I was told later by the Tire Rack that it was determined that the tire, one of two of the dual set, had been run flat. It hadn't but I assumed that Good Year wasn't going to honor the warranty.

I don't drive the motor home frequently so I check my tires before each trip and keep them at 80 psi. I even keep a tire gauge in all of my vehicles so it is convenient to check pressure. There was no rational reason for either of these tires to have gone bad, unless, of course, the sidewall of a 225/75 R16 is too week for the vehicle's application.

This brings me to 10/16/07 and again I am in northern Arizona. I am experiencing mild vibrations of varying intensities. When they persisted I pulled over to check my tires. They were all firm and nothing appeared out of the ordinary, except for the appearance of some anomaly in the rubber on the rib edge if the tread on the outer left rear tire. It appeared as if the rubber had dried out along this rib. It didn't seem to present any problem and didn't appear to be a source of vibration. I continued on and so did the vibrations. I had to stop at an inspection station at the Hoover dam. I was greeted by the inspector when another inspector came up to tell me that I had a problem with one of my

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rear tires because he could hear air escaping. I got out to check. It was that outer left rear tire. I thought at first that it was the valve stem but the inspector could feel air coming out of the rib area of the tire. On further examination I could detect air coming from about six locations along the rib and that rubber anomaly had turned into small cracks between the ribs. The tire was still firm so it must have just begun. I put on my spare and left and so did the vibrations. Again the tire, a 225/75 R16 wrangler HT had the same DOT - MKIL MMJV 2703. I think that this tire needs to be fault checked by someone other than Goodyear.

I have three more of that DOT MKIL MMJV 2703 and 4003 on my motor home and think that the vibrations may be returning. I would really like to have the remaining tires safety checked or replaced.

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