Ford Motor Company

James P. Vondale, Director
Automotive Safety Office
Environmental & Safety Engineering

June 6, 2005

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Ms. DeMeter:

Subject: EA04-034:NVS-213dsy

This letter supplements the Ford Motor Company (Ford) June 1, 2005 response to the subject inquiry and provides three additional documents to be included in Appendix K1 in response to Request 12.

The three attached documents were originally considered to be confidential. However, based on discussions with the supplier that initiated the documents we have determined that confidential treatment of this information is not required.

Please add the attached documents to Appendix K1 provided with Ford's June 1, 2005 response to the subject inquiry.

Sincerely,

R. A. Vondale

James P. Vondale

Attachment

Fairlane Plaza South
330 Town Center Drive, Dearborn, Michigan 48126-2738 USA

From: Eiswerth, Eric (E.E.)
Sent: Tuesday, December 21, 2004 3:03 PM
To: Gillman, Paul (P.D.)
Subject: RE: Reply to Ford on X0BEE Police Tire

Paul,
please have Goodyear return the tire

Regards,

Eric Eiswerth
Ford Automotive Safety Office
eeiswert@ford.com
(313)390-5129

-----Original Message-----
From: Gillman, Paul (P.D.)
Sent: Tuesday, December 21, 2004 11:39 AM
To: Campbell, Keith (K.A.); Eiswerth, Eric (E.E.); Lingvitz, Sya (S.M.)
Cc: Rohweder, David (D.S.)
Subject: FW: Reply to Ford on X0BEE Police Tire

Report from Goodyear regarding the returned tire from the PA State Police.

Do we need this tire returned to us from Goodyear?

Paul Gillman
Super Duty & EN/FN Tires
Phone: (313) 845-4224
Pager: (313) 851-0051

-----Original Message-----
From: larjan@goodyear.com [mailto:larjan@goodyear.com]
Sent: Tuesday, December 21, 2004 8:44 AM
To: Gillman, Paul (P.D.)
Cc: dave_hutson@goodyear.com
Subject: Fw: Reply to Ford on X0BEE Police Tire

Paul - Goodyear Research has provided the following report after examining the subject police tire:

The information contained herein is GOODYEAR PROPRIETARY and includes GOODYEAR CONFIDENTIAL information. Reproduction of this document, disclosure of the information, or use for any purpose other than to conduct business with Goodyear is expressly prohibited.
----- Forwarded by Larry Jansen/NA/GDYR on 12/21/2004 08:40 AM -----

GOODYEAR CONFIDENTIAL/PROPRIETARY INFORMATION

Date: 12/17/2004

Subject: P225/60R16 97V Eagle RSA Police tire

Summary:

A P225/60R16 97V RSA tire, DOT MKX0BEER0104, that was in the left front position on a Ford Crown Victoria police cruiser became flat after a pursuit that ended with the cruiser hitting a guardrail. After the accident, the tire was re-inflated, on a different rim, and a resultant bulge was observed on the serial side shoulder. Ford requested examination of the tire for evidence that it had been run under-inflated and determination of the cause of the bulge.

The tire was inspected visually, then the liner was cleaned of debris by wiping with moist tissues followed by lifting tape. The entire circumference of the liner on both sides of the tire was examined using a Keyence VHX digital microscope, employing the hand-held lens set at 25x magnification. These examinations revealed no evidence of liner wrinkles or bluish surface coloration in the shoulder regions, features typically observed in tires that had been run over-deflected (under-inflated and/or overloaded) for an extended period of time.

The lens was used to observe a liner tear, approximately 5 cm long, located directly beneath the sidewall bulge. The interior of the tear exhibited broken ply cords with a morphology consistent with impact break. The liner tear with broken cord area was documented, in-situ at 100x magnification, using the camera accessory of the digital microscope (Figure 1).

The digital microscope enabled this examination to be performed nondestructive to the tire, with no sample cutting and only minimal sample cleaning preparation.

Attachments:

(*) Yes
( ) No

(See attached file: Figure1.jpg)

From: john.warchol@goodyear.com
Sent: Tuesday, December 14, 2004 8:43 AM
To: Gilman, Paul (P.D.)
Cc: larjan@goodyear.com; dave_hutson@goodyear.com; john.clark@goodyear.com; mfmacgregor@goodyear.com; melissa.beauvais@goodyear.com
Subject: P225/60R16 Wrangler RS-A – Tire Analysis

Paul,

I am forwarding Dave Hutson's analysis of the subject tire.

Research analysis is still not complete.

From my quick visual inspection -

We inflated the tire slightly prior to Research for inspection.

- The tire held air, but had a bulge on the inside (serial side) sidewall.

- Sidewall Info:
  Size and Type: P225/60R16 Wrangler RS-A
  DOT Code: MKX0BEER0104

- Tire wear

Groove 1	6.8/32nds remaining	38% worn
Groove 2	8.5/32nds remaining	23% worn
Groove 3	9.1/32nds remaining	17% worn
Groove 4	8.5/32nds remaining	23% worn
Groove 5	6.3/32nds remaining	43% worn
Groove 6	6.1/32nds remaining	45% worn

The tread had moderate Heel/Toe wear on the intermediate, centerline, and outside ribs. Little or no Heel/Toe wear on the inside shoulder.

The bulge on the inside sidewall is located at approximately 4:30 from the DOT code (at 12 o'clock position) and is approximately 3 inches across. The sidewall has three shallow cuts or bruises on the outside of the sidewall in the location of the bulge. The deepest cut is about one inch long and starts about 0.4 inches below the decorative groove in the upper sidewall and ends about .2 inches below the upper sidewall decorative groove. The other two cuts are not much more than bruises.

Research may give you more accurate lengths and locations if you desire.

After the tire was dismounted:

The bead area on the outside or non-serial sidewall has been damaged in two locations. The location under the "R" in "Goodyear" has been cut through the lower sidewall, through the plies and down to the bead. The face or bottom of the bead also has a cut that is parallel to the bead. The inside of the tire at the bead also has been cut.

A second location on the same sidewall under the ECE number has the toe of the bead torn off for about six inches. The bead has been kinked under the "D" in Goodyear.

I could not see any evidence of broken ply cords in the shoulder or signs of excessive heat to show that the tire has been run underinflated, but Research will do a much better job of analysis than just my visual check of the tire.

The plies are cut in the area of the bulge from the inside of the tire. The cut is straight and could have been done by a knife or something with a sharp edge.

The inside of the tire is dirty so if there was any discoloration of the shoulder, it was

not apparent.

ddh

If you have any questions, please call me or Larry Jansen.

Best Regards.

John Warchol -- Ford OE Team

X-72232 / GTN 447-2232 / 330-796-2232 / Fax -- 330-796-8635 email --
john.warchol@goodyear.com

From: Linovitz, Sye (S.W.)
Sent: Tuesday, December 21, 2004 1:09 PM
To: Gillman, Paul (P.D.)
Cc: King, Fred (F.W.)
Subject: FW: Reply to Ford on X0BEE Police Tire


Figure1.jpg

Paul,

I would like to get the tire back. No rush.

Fred, report forwarded for your information.

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[ ] No

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