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June 21, 2006

Nicole Nason Administrator National Highway Traffic Safety Administration 400 7th Street SW Washington, DC 20597

RE: Recalled Firestone ATX and Wilderness Tires

Dear Ms. Nason:

We are writing to request NHTSA initiate a Recall Query to examine the Firestone ATX and Wilderness tire recalls and owner notification program (ONP) undertaken by Bridgestone-Firestone and Ford Motor Company in 2000 and 2001. Our request is based on growing evidence that recalled tires are still causing death and injury crashes. Further, recalled tires, particularly spares, are likely to be put into service in the future with equally devastating results.

Safety Research & Strategies, Inc. (SRS) is a research and consulting firm specializing in motor vehicle safety issues. Our clients include attorneys, supplier and technology companies, government, and media. We work with organizations and individuals who share our goals of improving safety and reducing harm in the motor vehicle and transportation environment. We have prepared this request in conjunction with the victims and their families who have suffered great loss because of recalled Firestone spare tires.

We have attached information about four crashes in which a Firestone spare tire not captured during the recall was put into service, and rapidly failed, causing a rollover crash (see **Attachment A**). These crashes have caused one fatality, and severe injures resulting in two quadriplegics and one incomplete quadriplegic. Also enclosed is additional information demonstrating that recalled tires, particularly spares, are still in the field and are likely to be used by consumers, absent s a re-notification program. We have identified this information from NHTSA's Vehicle Owner Questionnaires, web forums and other public sources.

There are many reasons spare tires may not have been captured during the recalls and ONP. Of more immediate importance is ensuring that the remaining recalled tires are removed from vehicles before they cause serious harm, because time has rendered

them an even greater hazard to the public. Data from the original investigations of ATX and Wilderness tires showed that they were more likely to fail after three years in service. But, as the agency knows, aged tires degrade even if they are unused. ATX and Wilderness spares are now old enough to suffer a catastrophic tread separation within days or weeks of service. Ford Motor Company's research and publications, and NHTSA's study of tire aging provide substantial data on age degradation and its likely effect on tires put into service after years of inactivity. SRS has also provided comments to NHTSA Dockets 15400 and 21276 on tire aging-related crashes and information on industry knowledge of this issue.^{1 2 3} Compounding the problem is the defective spares' exposure to high temperatures from the exhaust and their placement on vehicles with the likelihood of experiencing a rollover crash in the event of a tire failure.

Our research reveals that there are many reasons why recalled tires, particularly spares, may not have been removed from vehicles. First, the recalls created significant tire shortages, especially for P235/75R15 size tires. In fact, press accounts and various communications from the manufacturers to NHTSA and their dealers raised the issue. Even NHTSA encountered this problem when it was forced to make special accommodations to obtain tires for its test program. As a practical matter, customers who sought tire replacements didn't always get a new spare because they couldn't get more than four. Some dealers prioritized replacement of the four service tires as a way to manage the shortages. As the shortages lingered, spare replacement appears to have been neglected.

In some instances, the owner was put on an additional waiting list for a spare and may not have actually gotten one. In other cases, the spares were never addressed. Owners dropped their vehicles off for tire replacements and never checked to see whether it had been replaced. Spare tires on the affected vehicles are located under the rear of the vehicle and only a portion of the tread is visible. An owner with an unused or little-used spare would not know whether it had been replaced unless they crawled under the vehicle to examine the sidewall or were able to visibly recognize the tread pattern of a recalled tire (see **Attachment B**). Patrick Soucheck of Satellite Beach, Florida, for example, is an Explorer owner who assumed that Ford had replaced all of his Wilderness ATs during the recall. But in 2004, after experiencing a flat tire, Mr. Soucheck discovered that they never replaced the defective spare.

We have also learned that some owners, like Michael Gilman of Newport, Rhode Island who had replaced their Firestone tires before the recall and received an owner letter, may have forgotten about the spare, which tends to be "out-of-sight and out of

¹ Strategic Safety, September 17, 2003; 15400-12

² Safety Research & Strategies, November 5, 2004; 15400-31 and 15400-32

³ Safety Research & Strategies, May 25, 2005; 21276-5

mind." Phil Fisk of New Castle, Washington, reported that he was under the impression that the OE ATX spare on his 1994 Explorer was not included in the recall. Similarly, John Ritter of Richmond, Virginia replaced his in-service Firestones before the recall, but kept the OE ATX spare. Mr. Ritter reviewed his vehicle records and could find no indication that he received a recall notice letter. In response to SRS's posts on the enthusiasts' website explorerforum.com, Jeff Sinotte of Fond du Lac, Wisconsin examined the spare on his 1996 Explorer XLT that he bought used this year, and discovered a recalled OE ATX in the spare well. [*Note: SRS has purchased the OE spare tires and wheels from the Soucheck, Gilman, Ritter, Fisk and Sinotte vehicles.*]

The owner letters for the ATX and Wilderness recall campaigns didn't instruct owners to check their spares. The ONP letter specifically stated that "Temporary Use" spares were excluded. Additionally, Firestone's June 2001 follow-up customer letter failed to mention that spare tires might still be under vehicles. Without special instructions or warnings, it is easy to understand how recalled spare tires were missed. This situation has been exacerbated as these vehicles are sold and resold to second or third owners.

In each of the four severe crash cases we have attached, the vehicle owner was not the original purchaser. Even if the owner of a used vehicle with recalled tires knew about the replacement programs, they might reasonably assume that all of the recalled tires had already been removed. Even tire dealers often fail to recognize a recalled tire, because most do not maintain a database of recalled products, and the staff turns over frequently.

In NHTSA's Vehicle Owner Questionnaire database, we were able to identify six complaints related to spares that were not replaced during the recalls (see **Attachment C**). As the agency is aware, the VOQs are frequently missing key information, particularly related to tires (i.e., size, DOT, model), thus eliminating most of the potential VOQs from our list. However, these six VOQ contain enough information to show that Firestone tires were not captured during the recalls. In one VOQ, the owner alleges that four tires were replaced during the recall, but he was told to wait for a replacement for the spare, which was never made available (ODI 564166). In this instance, the VOQ indicated the owner purchased a new spare at his expense, when the recall program expired. Had the vehicle been sold in the interim—which undoubtedly many were—the OE spare is likely to have remained on the vehicle. Another VOQ (10097989) alleges that tread separation occurred on the full-size ATX spare that was on 1996 Explorer, purchased just six months earlier. The remaining VOQs reflect similar scenarios in which Firestone tires, particularly spares, were not captured during the recalls.

A review of the website exlorer forum.com reveals a wide-range of threads related to the Firestone tire recalls and Ford ONP. We have attached a summary of relevant posts, which show that owners had to wait upwards of a year to get replacement tires, that

there was confusion about what was actually included in the recall, and that spares presented particular confusion (see **Attachment D**).

Some posts to the Explorer Forum also show that, indeed, many dealers replaced spares and many owners received tires promptly with no trouble. However, because of the millions of tires affected, even a small fraction of these uncaptured tires represents an enormous potential for human loss. We recognize that the sheer size of the recalls and ONP will create outliers. Our concern is rooted in the serious consequences that can occur when an uncaptured recalled tire is unknowingly put into service, particularly on a Ford Explorer.

Another public source of data, albeit limited in scope, is Ford Motor Company's response to NHTSA Special Order Request on tire reserve loads. The response, which includes tire-related claims through 2002, contains 22 claims potentially relevant to uncaptured recalled tires (see **Attachment E**). We extrapolated those claims in which the incident date was recorded as 2002 or later and involved a Ford Explorer with Firestone tires (See attached Ford Claims). Many of these claims do not indicate the tire model, size or DOT, thus making it impossible for us to determine with certainty that the claims involve recalled or ONP tires.

As NHTSA is aware, "Temporary Use" ATX tires (P235/75R15) were specifically excluded from the recall. Temporary Use Firestone ATX tires were distinguished by the words "Temporary Use" and "50 mph maximum speed" molded onto the sidewall. Otherwise, they appear to be identical to the recalled ATX tires. This is likely to have contributed to the confusion about whether spares were covered under the recalls and ONP. Further, because these tires appear to be full-size—especially compared to the typical narrow temporary spare on bright orange or yellow wheels—and are not likely to alter the vehicle ride and handling, owners may be lulled into driving them longer distances and at higher speeds. While we currently have no evidence of temporary spare ATX failures, there appears to be a significant potential for serious incidents to occur.

A review of the Quarterly Reports for the Firestone tire recalls indicate that only a fraction of the total estimated population was captured. Understandably, many of the tires were no longer in service at the time the recalls were initiated. The initial recall in August 2000 seemed to be the most effective, taking a little more than half of the production total out of circulation. (It targeted 14.4 million Wilderness ATs P/235/75R15 manufactured in Decatur, produced from March 1996 to August 2000 and all Firestone Radial ATX and Radial ATX II tires, P/235/75R15 produced in North America, from January 1991 to August 2000.) At the time, Bridgestone-Firestone estimated 6.5 million of the subject tires were still in service. According to the sixth quarterly report (the latest required by the agency), Ford or Firestone replaced 5,808,277

tires by the close of 2001, with an unsold inventory of 297,623, bringing the total to 6,105,900. If Bridgestone-Firestone's prediction of the number of tires was correct, 400,000 tires from this campaign are unaccounted for. We appreciate that fact that the average tire recall captures a much smaller percentage. Nonetheless, the number of tires potentially still in owners' hands dwarfs the total number of tires recalled in most other campaigns.

On June 22, 2001 Ford announced its ONP to replace 13 million 15- 16- and 17inch Wilderness ATs on Ford vehicles. In its final report to NHTSA, Ford reported 6,182,404 tires were replaced.

The third recall, issued on October 15, 2001, involved 2.8 million Wilderness AT in size 235/75R15 P255/70R16 produced from July 1994 to April 1998. Bridgestone-Firestone estimated that 768,000 remained in service at the time of the recall. The total number of tires replaced as of their sixth quarterly report was 71,383, less than 10 percent of the estimated population.

These final reports suggest that potentially a large number of recalled tires are still lurking in the field.

A statistical analysis submitted to NHTSA in January 2006 by Randy Whitfield of Quality Control Systems Corp. shows an increase in fatalities related to tire failures in Explorers even after the defective Firestone tires were replaced.⁴ QCS's crash data analysis examines accidents involving tire factors found in the Fatality Analysis Reporting System (FARS), a dataset of fatal crashes in the U.S. based on police accident reports. As the agency knows, the data do not contain information on the specific tire factor–such as defect, puncture, maintenance–involved in the accident, nor do they note the tire manufacturer, model, size or DOT. But the data can show trends and comparisons between vehicle models that provide important insight.

The QCS report found an upward trend in occupant deaths in Explorers with reported tire failures beginning in the mid 1990s, with a peak in 2000. In 2001, following the recall, the fatalities dropped significantly. But, by 2003, deaths increased considerably, reaching pre-recall levels. The number of deaths continued to rise in 2004, although at a lesser rate. Data from 2002 to 2004 show that occupant deaths in Explorers are disproportionately represented in tire-related crashes compared to peer SUVs. Explorers accounted for 33% of all persons killed in the entire fleet of mid-size SUVs and 52% of all persons killed in tire-related crashes of midsize SUVs. The analysis also shows that tire failures in fatal rollovers are strongly associated with the speed of the

⁴ NHTSA's Secret Data and Ford Explorers in Fatal, Post-recall, Tire-related Crashes; R.A. Whitfield, Quality Control Systems, January 16, 2006; 12150-68

crash. Again, the Explorer stands out among peer SUVs, particularly as the speed limit increases to 70 mph.

The QCS analysis is relevant to our request for a Recall Query in two ways. First, how many of these tire-related crashes are due to uncaptured recalled tires? As noted above, we are presenting NHTSA with four known serious incidents. How many other similar crashes have occurred? The limited nature of the publicly available data make this difficult to determine without further investigation. Second, the QCS analysis suggests that the Explorer may be more sensitive to tire-related disablements than peer vehicles, particularly at highway speeds. If so, this suggests a greater future potential for serious incidents should a recalled tire be put into service on an Explorer, the vehicle fitted with the greatest number of recalled tires.

In summary, there is ample evidence that uncaptured recalled tires are still in the field. And, as the four cases we have presented suggest, they pose an acute hazard to the unsuspecting motorist. We strongly believe that a re-notification program must be launched to prevent further death and injury crashes from defective Firestone tires particularly on Explorers.

SRS will provide additional information as it becomes available. In the interim, please do not hesitate to contact us should you have any questions.

Sincerely,

Sean E. Kane

CC: Dan Smith, Associate Administrator for Enforcement Kathleen Demeter, Director, Office of Defects Investigation

Attachment A

Recalled, Uncaptured Firestone Tire Cases

Michael Enriquez, Driver

Vehicle Make/Model/Year: VIN:	1993 Ford Explorer 1FMDU32X9PUC76726
Tire Make/Model/Size:	Firestone ATX P235/75R15
DOT Number:	VNHL1MO153
Date of Accident:	May 13, 2005
Time of Crash:	2:10 p.m.
Number of Occupants:	1
Location of the Accident:	Eastbound State Road 400 in Sanford, Florida
Failed Tire Position & Type	of Failure: Right Rear Tread Separation
Injury(s):	Michael Enriquez – Cervical Fracture, Initially Diagnosed as a Quadriplegic with limited use of arms, but not his hands. Mr. Enriquez recently suffered a severe infection in his lungs and is now a ventilator dependent quadriplegic and resides in a rehabilitation facility.

Subject to Recall: Yes

Mfg Recall ID:

Vehicle and Spare Tire History, if known:

Based on an initial investigation, the spare tire was placed on the SUV after it was donated to a charity. The spare tire may have been placed on the vehicle prior to being sold at an action. An auto sales company purchased the SUV at an auction and sold it to Enriquez 2 weeks later. The auto sales company did not place the spare on the SUV. According to comprehensive maintenance records in the glove compartment of the SUV at the time of the accident there is no evidence that the spare was placed on the SUV before it was donated. Therefore, the spare must have been placed on the SUV 6-9 months prior to the accident. Approximately 5-6 months before the accident, a tire changing company moved the ATX from the right front to the right rear. This occurred when vehicle owner replaced three other tires on the truck.

Accident Scenario: Michael Enriquez was traveling eastbound on SR400 in Sanford, Florida when the right rear tire of his Explorer experience a tread separation. He was unable to control the vehicle as a result. The vehicle traveled through a grassy median and overturned in the westbound lanes of SR400 and was struck by an oncoming vehicle. The driver of the oncoming vehicle in the westbound lanes of SR400 was also catastrophically injured as a result and later expired as a result of his injuries.

Litigation: Yes

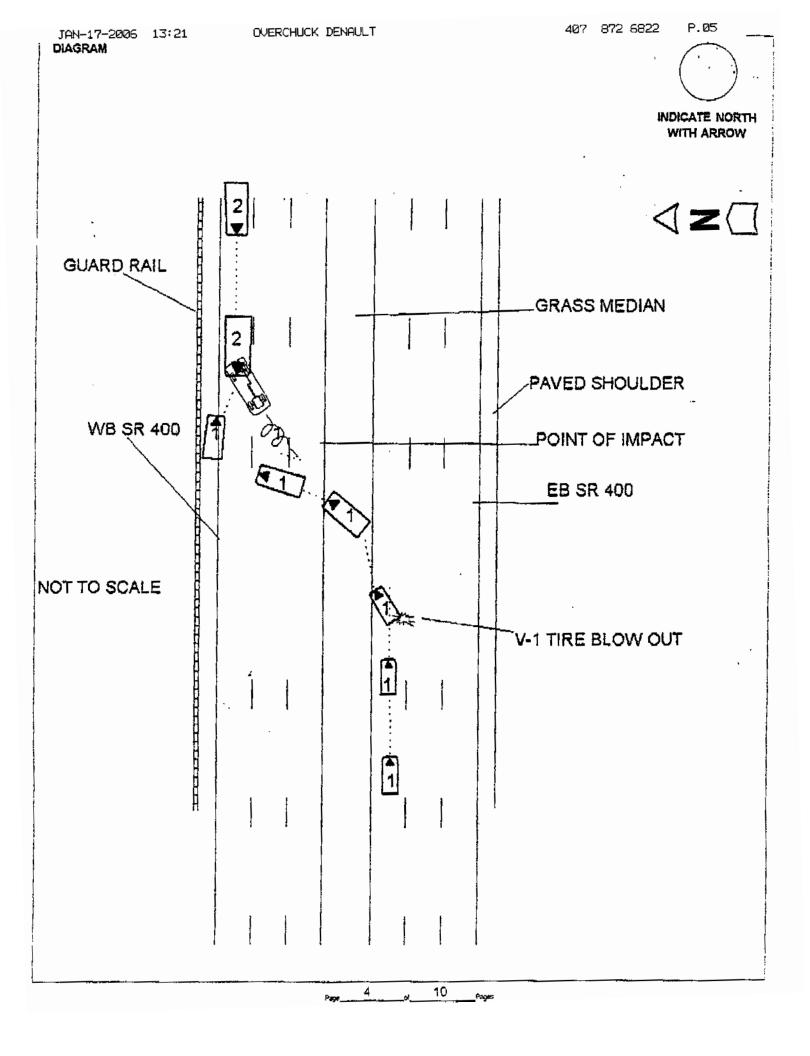
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Michael Enriquez, individually, Raquel Enriquez, his wife, individually, Michael Enriquez and Raquel Enriquez, as Parents and Natural Guardian of minor child MiAngel M. Enriquez, Malaki B. Enriquez and Misiaih M. Enriquez, and Michael Engriquz as Parent and Natural Guardian of minor child Melissa D. Enriquez, Plaintiffs, v. Bridgestone Firestone, Inc., a foreign corporation, Ford Motor Company, a foreign corporation, et al. ... Defendants. In the Circuit Court of the Eighteenth Judicial Circuit, In and For Seminole County, Florida. Case No.: 06-CA-242-11-L.

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	Vicki Janssen, Driver, 39 (at the time of the accident)
	Mike Dinkel, Front Seat Passenger
	Derek Dinkel, Rear Seat Passenger
Vehicle Make/Model/Year:	1994 Ford Explorer
VIN:	1FMDU34X9RU33231
Tire Make/Model/Size:	Firestone ATX P235/75R15
DOT Number:	Mfg 12 th Week of 1994 in Joliette Canada, VNHL 1MO
124	
Date of Accident:	May 29, 2004
Number of Occupants:	3
Location of the Accident:	Westbound Interstate 40 near State Highway 23 Franklin
County, Arkansas	
Tire Position & Type of Faile	ure:
Right Rear Tread Separation	
Injury(s):	Vicki Janssen – Cervical Fracture, Ventilator Dependent
	Quadriplegic
	All other occupants received minor injuries.
Subject to Recall:	Yes

Vehicle and Spare Tire History, if known:

The Explorer was purchased used by Ms. Janssen and her boyfriend approximately 18 months prior to the accident. The vehicle was equipped with four Cooper tires at the time it was purchased used. Four of the five original equipment ATX tires were replaced by the previous owner. The spare ATX tire had not been replaced by the previous owner and allegedly had never been used prior to selling the vehicle and its tires to Vicki Janssen and her boyfriend. The spare had been used briefly in the summer of 2003 while one of the Cooper tires was being repaired and then re-stored in the spare tire compartment of the Explorer. Shortly before the accident on May 29, 2004 the spare tire was re-installed and used as a replacement on the right rear of the vehicle.

Accident Scenario: Vicki Janssen was driving her 1994 Explorer when the right rear tire experienced a tread separation and she was unable to control the vehicle as a result. The vehicle rolled multiple times before it came to final rest. Vicki was wearing her seat belt and remained inside the vehicle during the rollover. However, the other two occupants were ejected and sustained minor injuries. Seat belt use of the other occupants in inconclusive at this time.

Litigation: Yes

Case Caption:

Susan Janssen, in her capacity as Guardian of the Person and Estate of Vicki Janssen, an incapacitated person v. Bridgestone/Firestone North American Tire, LLC and Ford Motor Company No. IP-04-5811-C-B/S

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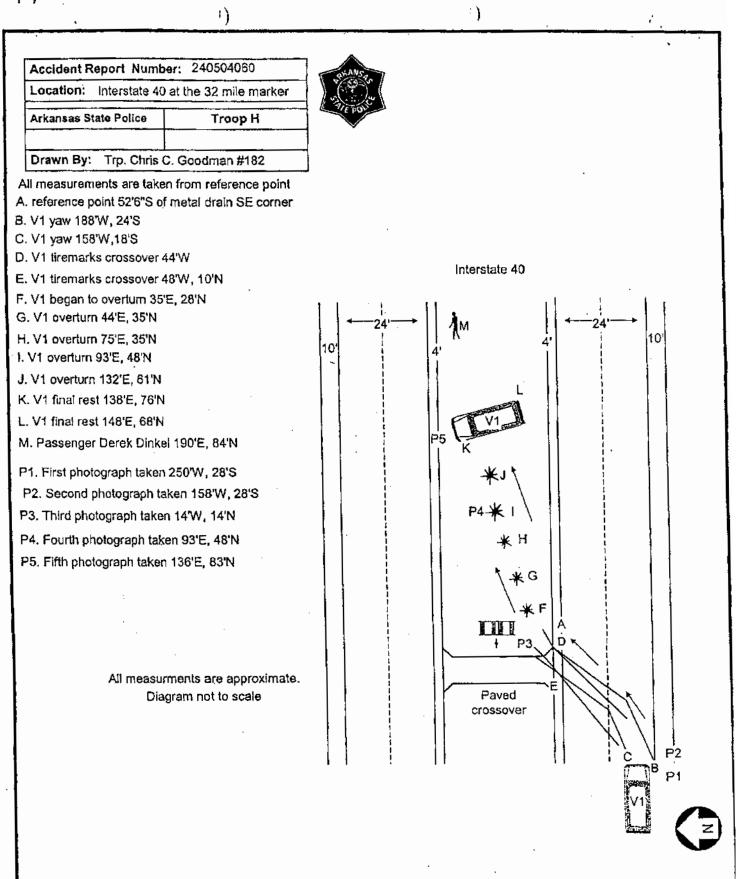
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Officer's Name (Rank/First/MI/Last Name)	Badge No.	Department	Reviewing Officer	Date Filed	Photos
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1 Obstruction Warning     1 bo Markings     1 bo Markings     3 MV In Obstruction N Warning     2 Shoulder     3 MV In Obstruction N Warning     2 Shoulder     3 MV In Obstruction N Warning     2 Shoulder     3 MV In Obstruction N Warning     4 Roadbill     7 Marking       1 Values     9 Unknown     9 Unknown     1 Still Porn Values     9 Unknown     9 Unknown     7 MV In Obstruction N Warning     7 MV In Obstruction N War		ROADWA	Y DEFE		6, 6			_	3 Train		13 1	Immersion	n			ENT OCCURRED	^{¥1}
3 Losse Mitelial OS Sarface       90 Object       99 Unknown       4 Rockide 9 Fixed Object       7 Avind 9 Fixed Object       99 Unknown       4 Rockide 9 Fixed Object       72         6 Burger       0 CCUPANCY       POSITION RVON VEH       INJURY CODS       97 Elect Object       99 Unknown       97 Unknown <td>G</td> <td>1 Obstructio</td> <td>m Warni</td> <td></td> <td></td> <td>8 No Mari</td> <td>kingt</td> <td></td> <td>5 MV le</td> <td>Other Roadway</td> <td>151</td> <td>Feli From</td> <td></td> <td>2 Sho</td> <td>ider</td> <td></td> <td>3</td>	G	1 Obstructio	m Warni			8 No Mari	kingt		5 MV le	Other Roadway	151	Feli From		2 Sho	ider		3
C Burge     10 Oversamed     99 Unknown       0 CCUPANCY     POSITION BWON VERI     INJURY CODE     7/22 CCURRENCE     0 No Fire Occurrence     2 Vehicle #1       1 Valick # i     10     1 Patal Jajury     2 Diatoned Member     2 Diatoned Member     3 Vehicle #2       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       1 Valick # i     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     0     1 # 1 ± 1       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     0     1 # 1 ± 1       1 Petasyste     1 # 1 ± 1     1 # 1 ± 1     0     1 # 1 ± 1       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     0     1 # 1 ± 1       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       1 # 1 ± 1 + 1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       2 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       3 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       3 Vehicle #1     1 # 1 ± 1     1 # 1 ± 1     1 # 1 ± 1     0       4 Hotatorenow     1 ± 1 ± 1     1 ± 1 ± 1 <td></td> <td>3 Loose Ma 4 Holes</td> <td></td> <td></td> <td>D</td> <td></td> <td>an an a</td> <td></td> <td>&amp; Other</td> <td>Object Not Fixed</td> <td></td> <td>Unknown</td> <td>L</td> <td>5 Out</td> <td>de Trafficway</td> <td></td> <td></td>		3 Loose Ma 4 Holes			D		an a		& Other	Object Not Fixed		Unknown	L	5 Out	de Trafficway		
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1 Shoulder Belt     7 Helmet       2 Lap Belt     8 Helmet W/Paceshield       3 Lap A Shoulder Belt     9 Kernet W/Paceshield       4 Child Restraint     9 Suchnown       4 Child Restraint     9 Suchnown       5 Deployed Air Bag     99 Unknown       6 Crossing Not Al Intersection Disgonally       7 Corning From Behind Parked Car     15 Walking On Roadway Against Traffie/       8 Deployed Air Bag     99 Unknown       6 Deployed Air Bag     99 Unknown       8 Deployed Air Bag     99 Unknown       9 Not Ejected     2 Panially Ejected       9 Playing In Roadway     16 Working In Roadway       1 B A SSENCERS/PEDESTRIANS     8ex       2 La     14       1 B     16       1 B     16 <t< td=""><td>į</td><td>j</td><td></td><td>TY IQI</td><td>UPMENT U</td><td></td><td></td><td>   </td><td>TEDESTRI</td><td>AN ACTION/L</td><td>OCATION</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	į	j		TY IQI	UPMENT U				TEDESTRI	AN ACTION/L	OCATION						
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S Deployed Air Bag       S9 Unknown       6 Crossing Not At Intersection/Urban       Sidewalks Available       6 Mental Disabiliky/ Disease/Disorder         EFECTION FROM VEHICLE       0 Not Ejected       2 Panially Ejected       9 Unknown       5 Working On Roadway Against Traffie/       7 Defective Eyesight       98 Other         0 Not Ejected       2 Panially Ejected       9 Unknown       16 Working In Roadway       16 Working In Roadway       Available       8 Defective Hearing       9 Unknown       P         1 23       14       15       16       37       18       19       20       21       21 Name Of Passenger(r)/Pedestrian(s)       23 Passenger(r)/Pedestrian(s)       26344 Hwy. 64. Knoxville, AR 72845	ł		3 Lap	& Shoul	der Belt	9 Byt Prote			4 Crossing	At Intersection D	biagonally	Sid	ewalks Not A	vailable	4 Fell Asteep	ability / Disense/Disos	sder V2
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i Ejected     99 Unknowa     10 Unkoding/Loading On Other Vehicle     17 Standing la Roadway     1 None       11 Lying in Roadway     18 Not in Roadway     2 Impaired       99 Unknown     99 Unknown       11 Lying in Roadway     18 Not in Roadway       99 Unknown     99 Unknown       11 Lying in Roadway     18 Not in Roadway       99 Unknown     10 Unkoding/Loading On Other Vehicle       11 Lying in Roadway     18 Not in Roadway       99 Unknown     4 Unknown       12 Name Of Passenger(t)/Fedestrian(s)     23 Passenger(t)/Fedestrian(s) Address, City, State, Zip Code       1     3     0     0       1     3     0     W       1     3     0     W											bool Bus						
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Race:         Sex         Age         F           23         14         15         16         17         18         19         20         21         23         Passenger(s)/Fedestrian(s)         23         Passenger(s)/Fedestrian(s)         23         Passenger(s)/Fedestrian(s)         23         Passenger(s)/Fedestrian(s)         24         Passenger(s)/Fedestrian(s)         23         Passenger(s)/Fedestrian(s)         23         Passenger(s)/Fedestrian(s)         26         26         34         Hwv. 64         Knoxville. AR         72845         26         26         24         Hwv. 64         Knoxville. AR         72845         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26         26					FASSEN	CERS/PED	ESTRIANS	$\mathbf{I}$				98 Ot	har		3 Not Impaire	d	¥2
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1 6 0 1 W M 13 2 Derek W. Dinkel 736 S. 10th, Salina, KS 67401																	
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	Derek Saenz, Driver, 17
	Yvonne Reyes, Front Seat Passenger, 17
	Timothy Cooper, Left Rear, 19
	Rose Munoz, Right Rear, 17
Vehicle Make/Model/Year:	1992 Mazda Navajo
VIN:	4F2CU42X7NUM03704
Tire Make/Model/Size:	Firestone ATX P235/75R15
DOT Number:	35th week of 1991 in Wilson, NC
Date of Accident:	April 12, 2003
Number of Occupants:	4
Location of the Accident:	State Highway 17 @ Milepost 622 in Atascosa County
Poteet, Texas	
Tire Position & Type of Fail	ure: Left Rear Tire Tread Separation
Injury(s):	Rose Munoz received severe and debilitating injuries and is an incomplete paraplegic. Timothy Cooper was also severely injured in the accident.
Subject to Recall:	Yes

Vehicle and Spare Tire History, if known:

Plaintiff claims that the subject Firestone Radial ATX tire was originally equipped on the subject 1992 Mazda Navajo. The subject Firestone Radial ATX was constructed during the 35th week of 1991 in Wilson, NC. The vehicle was manufactured in October of 1991.

The original owner of the vehicle, testified as follows: 1) The vehicle came with Firestone tires; 2) He never purchased Firestone tires.

Vehicle traded in. Used car dealer, testified that he never replaced any tires on the vehicle.

Saenz family, current owners of the vehicle at time of accident testified they purchased 1992 Mazda Navajo from the used car dealer and that they never purchased Firestone tires. Derek Saenz had a flat tire on the left rear and replaced that tire with the Firestone Radial ATX from the spare position.

Accordingly, the only source of this Firestone Radial ATX tire was when it was first purchased from the Mazda dealer.

Accident Scenario: On or about April 12, 2002, Plaintiff ROSE MARIE MUNOZ was a passengers in left rear seat of a vehicle being driven by Defendant DEREK RAFAEL

SAENZ and owned by EDWARD SAENZ. The vehicle was traveling south in the right lane on Highway 16 in Atascosa County, Texas, when the tread separated from the vehicle's left rear tire and the driver lost control of the vehicle. The vehicle veered to the right, off the roadway and into a ditch. The vehicle rolled over approximately three and one-half times.

Litigation: Yes. Jury Verdict.

Case Caption:

No. 03-3353-B, Rose Marie Munoz vs. Ford Motor Company, et al, Nueces County, Texas

		1			• 2		Page 1 of 1
TEXAS PEACE OFFICERS	ACCIDENT REPORT	ST-3 (EFF, 1/1/90)	NAME TO: NO	NUCH ACCURES, TEX	S DEPARTMENT OF PUBLIC S	AFETY, PO BOX 40	7, AUSTIN TX 74773-0001
PLACE WHERE ACCIDENT OCCURRED						. 100	ND
	Atascosa		CITY OF FOWN				
IF ACCIDENT WAS OUT SID	E CITY LIMITS,			6°			DO NOT WRITE
INDICATE FROM NEAREST	TOWN		SEW OF		Poteet		IN THUS GPACE
					CITY OR TOWN		ю
ROAD ON WHICH			-		Const. 🛄 yes spee		
ACCIDENT DOCURRED	BLOCK NUMBER	SH 1		R OR STREET GOOL	ZONE 🔀 NO UNIT	1 LOE	
INTERSECTING STREET					CONSI. 🛄 YES OPEED	000	<u></u>
OR RR XING MUNBER	RUCK HALLER	STREET OR ROAD NAME	En al analysis	A CA STREET CODE	_ ZONE [] HO LIMIT		
			-		4633 6		
NOT AT INTERSECTION	6/10			Milepost		622	······
			17-1404-6. @	РОПТОЛ МАЛАНТ ИТЕЛЬСТИИ ГОЛ ИСЛИВСТ И ПОДАСТИЮ ОТ	BET OR REPERDICE POINT	FAT. I	UEC
DATE OF		DAY OF					•
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YEAR		MODEL		BODY	UCENSE		· · · · · · · · · · · · · · · · · · ·
	AKE Whte/	Mazda NAME	Navajo	STYLE	LLPLATE _		X K75CN
DRIVER'S CARD	Dent	Defeel 222	Casaalarina		PHONE PHONE	YILAH BT	ATE HULBER
NAME <u>Saenz,</u> Ust	<u>. Derek</u>		Greenlawn	San Antonio, TX E. 241	78201 NUMBER		<u> </u>
DRIVER'S TX	18484208				OCCLIPATION	high school	student
TATE	HUMBER	CLARMTYPE NO	DAY YR				· · · · · · · · · · · · · · · · · · ·
SPECIMEN TAKEN JALOOK		4		n/a	PEACE OFFICER, EMS DRIVES	<u>ъ</u>	ES ( NO
BREATH 2-BLOOD DOTH	ER GROWE SREPUSE		UDRUG RESULT		AND CANTER ON CONTRACTOR		
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		E F LEASED, OTKERWISE BHOW D	MALEAT	ADDRESS LITTREET, CITY, S	ITARE, 201		
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INSURANCE NO 🗌		Geico Indemnity		521-14-		GE RATING	9- <u>L&amp;T-4</u>
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MODEL & M	AVGE	NAME		8TYLE	PLATE	YEAR S	ATE NUMBER
DRMER'S KAME					PHONE		
DRIVERCE	FART MD	DUE ADDA	ERS (STREET, CITY, STAT	e bri	).		
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DLECT		NAME AN	ADDRESS OF OWNER			FRET FROM FOR	
	<u> </u>			·····	1		
LIGHT CONDITION	WEATHER	SURFA	œ Ll_l	TYPE ROAD	DESCRIBE ROAD O	NOTIONS (INVESTI	GATOR'S OPINION)
THRUYAGH	1-CLEARCLOUG			1-BLACKTOP 2-GOWCRETE	flat roadway with	heavy traffi	<u> </u>
2-DAMN 3-DAMK-NOT LIGHTED	2-80-01-80-03 3-680-24980	P-SLEETING 3-WET 8-HOH WHOS 3-MUCON	, I	J-GRAVEL			
LOARK-LIGHTED	4-FOG B-BLOWING DUS	GOTHER 4-SHOW	1167	6-DWT 6-OTHER			
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MUNOZ, R. 1431-000001

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MUNOZ, R. 1431-000002

Anthony William Scudera, Driver, 20

Vehicle Make/Model/Year:	1993 Ford Explorer
VIN:	1FMDU32X2PUD73878
Tire Make/Model/Size:	Firestone ATX P235/75R15
DOT Number:	W2HL1MO283
Date of Accident:	June 2, 2004
Time of Day:	5:13 p.m.
Number of Occupants:	1
Location of the Accident:	Northbound Interstate 75 500 miles South of Sheridan
Street, Broward County Pem	broke Pines, Florida
Type of Failure:	Right Rear Tire Tread Separation
Injury(s):	Multiple Blunt ForceTrauma

Tire Subject to Recall: Yes Mfg. Recall ID:

Vehicle and Spare Tire History, if known: The vehicle was purchased used by the driver's mother in February of 2002. On January 30, 2004 the in service tires were replaced by the vehicle owner with four Dayton tires at a tire service center and at that time she was advised that the spare did not need to be replaced because it was "new" and "never" used. On May 30, 2004, the driver of the vehicle noticed a "leak" in the right rear tire on the Explorer, removed it, and installed the spare tire, an ATX radial that was subject to a recall in 2000. On June 2, 2004 the driver borrowed his mother's Explorer, the tread separated on the right rear ATX tire, the vehicle allegedly rolled over 4-6 times, and the driver was ejected and killed.

Accident Scenario: Right Rear Tire of the Explorer experienced a tread separation while traveling highway speeds, the vehicle veered left into the grassy median and rolled over approximately 4-6 times. The vehicle came to final rest in its upright position. The driver was ejected and expired at the scene.

Litigation: Yes

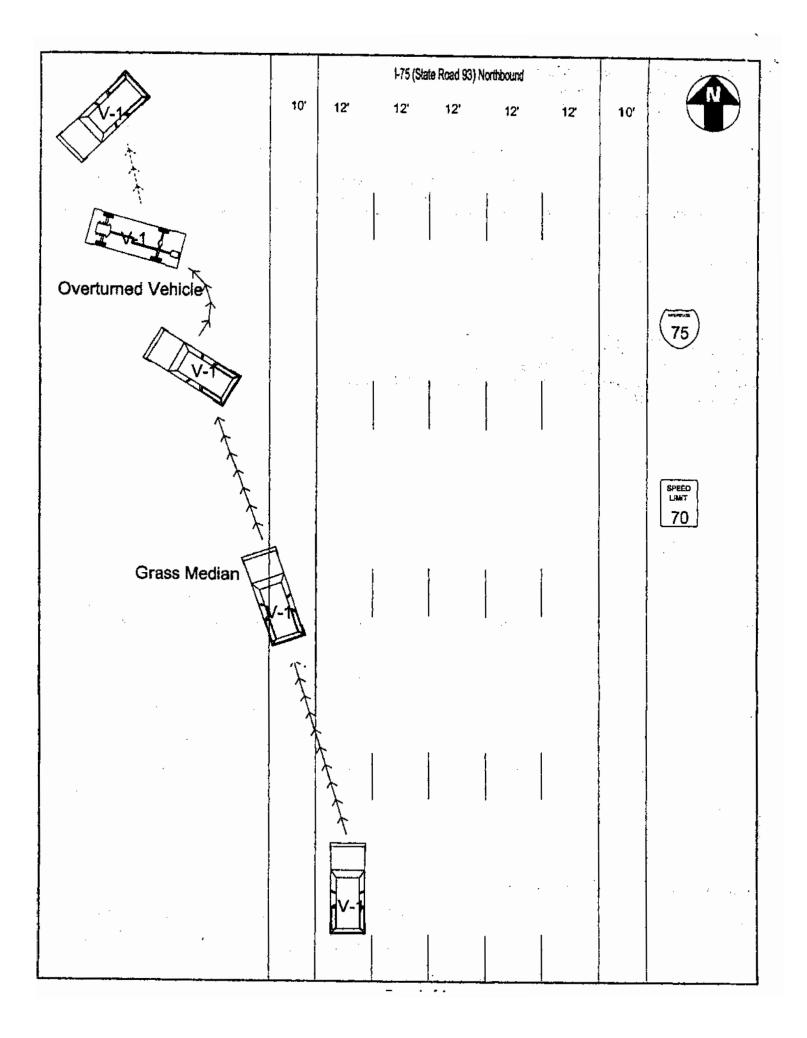
Case Caption:

Linda Scudera as Personal Representative of the Estate of Anthony Lorenzo Scudera, Plaintiff, v. Bridgestone/Firestone North American Tire, LLC, Ford Motor Company, BH Cars, Inc. Fuzzy's Tire Center Inc., Defendants. In the Circuit Court of the 17th Judicial Circuit in and for Broward County, Florida. Civil Division. Case No.: 04-09533 (18).

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	D7 1	Collision With MV in Trac Collision With Parked Ca	naport (B	lacked Into)	20 MV Hit Cone 21 MV Hit Bridge 22 MV Hit Tree	e / Pier / Abut					77		06 Tumpike / To ROAD SURF/			ATHER	Unknown
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## **Attachment B**

**Owner Contacts: Uncaptured Recalled Firestone Spare Tires** 

### ATTACHMENT B Owner Contacts: Uncaptured Recalled Firestone Spare Tires

Name	Address	Vehicle/Year/ Make/Model	Vehicle VIN	Tire Model /Size	DOT Code	Length of Time Spare under the Vehicle	Vehicle mileage when put in service	Mileage on Spare	Length of Time Spare Stored	Storage Circumstanc es	Reason for not replacing during recall
Patrick Soucheck	Satellite Beach, FLA	1998 Explorer Sport 2WD	1FMYU22X7 WUB2595	Wilderness AT 235/75R15	W2HLIPY477	8 years	76,000	0 20 miles	na	na	Ford replaced the four in- service tires, but neglected to replace the spare. Owner only discovered it when the vehicle had a flat in 2004.
John Ritter	Richmond, VA	1991 Explorer Sport		ATX P235/75R15	VNHLIM0380	12 years	150,000	less than	3 years		Never offered a replacement for the spare. Checked his files and found no recall letter there.
Michael Gilman	Newport, RI	1993 Explorer Eddie Bauer	1FMDU34X6P UD18850	ATX P235/75R15	VMHLIM0193	13 years	NA	NA	NA	NA	the other four tires went bad before the recall. Forgot to replace the spare This is a used vehicle
Jeff Sinotte	Fond Du Lac, Wisconsin	1996 Explorer XLT 4x4	1FMDU34X5T ZA05527	ATX P235/75R15		10 years	NA	NA	NA	under the vehicle	and I purchased it with the recalled spare still on it
Phil Fisk	New Castle, Washington	1994 Explorer Limited	1FMDU34X2 RUD33588	ATX P235/75R15	W2HL1MO234	12 years	NA	NA	NA	NA	I was under the impression that spares were not being replaced free.

# Attachment C

### NHTSA VOQs

#### ATTACHMENT C NHTSA VOQs

CMPLID	ODINO	MFR_NAME	MAKETXT MODELTXT		YEARTX CRASH		FAILDATE	CITY	STATE	DATEA	LDATE MILES	CDESCR			
					Т										
												20 MY CAR STARTED TO SHAKE. I REDUCED THE SPEED OF MY VEHICLE FROM ABOUT 68 MPH TO 60 MPH. THEN I HEARD A LOUD POP AND MY CAR			
												STARTED TO FISHTAIL ACROSS THREE LANES OF			
												TRAFFIC, MISSING A TRACTOR TRAILER BY			
												ABOUT ONE FOOT. I FINALLY HANDLED THE			
												TRUCK AND PULLED ONTO THE SIDE OF THE			
												INTERSTATE. I PROCEEDED TO GET OUT OF MY			
		FIRESTONE										VEHICLE TO TRY TO CONTROL MY NERVES AND			
544000			FIRESTO	A T.V	0000	N 1	00044007		<b>A</b>	2004102		TRY TO FIGURE OUT WHAT HAPPENED. I WALKED			
511096	<u>10097989</u>	RUBBER CO.	NE	ATX	9999	N	20041027	CONYERS	GA	9	29	OVER TO THE REAR PASSENGER SIDE OF MY WHEN THE FIRESTONE WILDERNESS AT TIRES			
												WHEN THE FIRESTONE WILDERNESS AT TIRES WERE RECALLED AND FORD SPONSORED THEIR			
												VOLUNTARY RECALL PROGRAM, WE TRIED TO			
												HAVE OUR TIRES REPLACED. AT THE TIME,			
												THERE WAS A TREMENDOUS BACKLOG AND WE			
												WERE TOLD TO WAIT: THAT THE PROBLEM			
												WOULDN'T AFFECT US UNTIL THE TIRES WERE 3			
												OR MORE YEARS OLD. AFTER WAITING FOR 2			
												YEARS, WE TRIED AGAIN TO GET THE TIRES			
												REPLACED, BUT WERE INFORMED THAT FORD			
												WOULD NOT HELP US IN ANY WAY WHATSOEVER-			
		BRIDGESTO										-WE HAD MISSED THEIR DEADLINE (WHICH WAS			
		NE/FIRESTO		WILDERNE						2003051		NEVER MENTIONED IN THE ORIGINAL MATERIALS			
406907	<u>10018798</u>	NE, INC.	NE	SS AT	9999	N	20030515	ATLANTA	GA	6	16	AND WHICH IS NOT MENTIONED IN ANY WEB-SITE			
												DEALER WAS TO REPLACE ALL FIRESTONE TIRES ON VEHICLE UNDER FORD MOTOR COMPANY			
												RECALL. THEY REPLACED ONLY FOUR (4) TIRES,			
												THEY DID NOT REPLACE SPARE TIRE, WHEN			
												ASKED ABOUT THIS THEY SAID RECALL			
												PROGRAM WAS OVER. IF THERE IS A SAFETY			
		FORD										DEFECT IN THESE TIRES IT WOULD APPEAR THIS			
		MOTOR						EVANSVILL		2002101	200209	IS AN ACCIDENT JUST WAITING TO HAPPEN!			
397206			FORD	EXPLORER	1999		20020101	E	IN		28	HAVE CHECKED OTHER VEHICLES IN PARKING			

#### ATTACHMENT C NHTSA VOQs

535666	FORD MOTOR COMPANY	FORD	EXPLORER 1991	N	20050405	NEW BEDFORD	MA	2005041	200504 11	I FOUND SEVERAL RECALLS FOR MY VEHICLE. IT IS AN OLD VEHICLE, BUT I ONLY BOUGHT IT IN 2003. I KNOW SOME OF THEM EXPIRED, AND IT SAYS TO CONTACT FOD. I DID VIA WEB SITE. THEY DO NOT SHOW ANY RECALLS. BUT, YOU SHOWED ME OVER 5 RECALLS? CAN I STILL GET THEM FIXED? MY TIRES I GUESS, HAVE BEEN REPLACED BUT THEY DID NIT REPLACE THE
480197	 FORD MOTOR COMPANY	FORD	EXPLORER 1991	N	20040402	WESTBRO OK	СТ	2004040 2	200404 02	SPARE TIRE. I STILL HAVE THE RECALLED SPARE TIRE?? WHAT DO I DO NOW? CAN I DO I HAVE A FIRESTONE ATX SPARE TIRE AS ORIGINAL EQUIPMENT ON MY 1991 FORD EXPLORER. BOTH FORD AND FIRESTONE PARTICIPATED IN A RECALL OF THESE TIRES. I
347671	FORD MOTOR COMPANY	FORD	EXPLORER 9999			NEWBURY PARK	CA	2002042 6	200201 29	WAS NEVER CONTACTED ABOUT THE RECALL. I VEHICLE HAD THE RECALLED TIRES. CONSUMER WAS ABLE TO GET ALL FOUR REPLACED BUT WAS TOLD TO WAIT ON THE REPLACEMENT OF THE SPARE. AFTER LONG WAITING, THE TIRES WERE REPLACED, BUT AT THE CONSUMERS EXPENSE BECAUSE THE RECALL PROGRAM

# **Attachment D**

**Explorer Forum Posts: Spare Tires** 

### Explorer Forum Posts: Spare Tires

Website	Thread Title	Brief Description	Date
		General thread with people complaining about the	
		wait of a year to 18 months to get a Firestone	
www.explorerforum.com	Firestone Taking Their Time Replacing Tires	dealer to replace their tires	8/11/2000
		General Frustration with recall process and lack of	
www.explorerforum.com	Firestone Replacing ATX With	knowledge at dealer level	8/13/2000
		A four-page thread, which shows initial confusion	
		over first recall. Some people had good	
		experiences with no problems, and had refund	
		checks fairly quickly. Other people experienced	
		significant delays in getting checks. Several people	
		said that the only original ATX still on their trucks at	
		the time of the recall was the spare and that it was	
www.explorerforum.com	Firestone: Anybody Get Reimbursed Yet?	replaced.	8/30/2000
www.explorerforum.com	New Tires for Firestone ATX Tires and Wheels	Another thread about the replacement confusion	8/31/2000
	Post #35 Joe	Only had the spare left to replace	9/11/2000
	Post # 70 and 57 Blaine Cooper	Example of general confusion	10/30/2000
	Post # 4 Ranger X	People are still driving around on their Firestones	6/17/2001
		Mentions one reason why not everyone rushed to	
	Post #8 PLRBear	get FSs replaced tight finances	6/17/2001
www.explorerforum.com	Another Firestone Accident in AZ	Thread about a fatal tread separation accident	6/17/2001
		Mentions that some are stll riding on them,	
	Post # 9 O1EB5	because they couldn't get replacements	6/18/2001
		General chatter about what is allowable for a	
		replacement tire. Discussion veers toward	
www.explorerforum.com	Wilderness Replacements Look At This	replacing spares.	6/20/2001
	Post #11 98greyxlt	Wants to know if spares are replaceable	6/21/2001
		Says he still has his Firestone FR*** and it wasn't	
	Post #13 PLRBear	replaced.	6/21/2001
		I've got 4 Ats in the garage and a spare nder the	
	Post#10 Jason B	truck	6/22/2001
		Girl buys new explorer, finds recalled spare under	
www.explorerforum.com	I Got An Explorer, I Got An Explorer, I Got An Explorer	the truck.	7/7/2001
	Post # 12 Gina	Owner finds a recalled spare in the used Explorer.	7/9/2001

### Explorer Forum Posts: Spare Tires

	Post # 14 Gina	Ford tells her the Firestone is not on recall	7/9/2001
		Firestone tells her it is a recalled spare, but hurry	
	Post #15 Gina	to replace because recall is ending	7/9/2001
www.explorerforum.com	Recall on All Firestone Tires?! Ford Industry News	Chatter involving confusion over this Ford program	7/10/2001
	Post # 19	There is no statue of limitations on the recall	7/10/2001
		General thread decrying the number of Explorer	
www.explorerforum.com	Fools on Firestones	drivers still riding around on Firestones	7/11/2001
		Young lady of I Got an Explorer! Thread recounts	
		that her spare on her used Explorer was a recalled	
		tire and that Ford told her it was not eligible for	
I		replacement, but that Firestone did change it for	
	Post# 34 Gina	her.	7/13/2001
		Guy says that he still has all of his Firestones, but	
	Post #35	is not driving the vehicle.	7/13/2001
		Guy says that he just figured out that his spare in	
	Post 40 BoatsRCool	an ATX. Could it still get replaced?	7/13/2001
		More on the headaches of getting the Firestones	
		replaced, due to the demand and the confusion at	
		the distribution level, about what is allowed and	
www.explorerforum.com	Fools on Firestones Take2	what isn't.	7/23/2001
		Poster says that he bought a used 2000 Explorer	
	Post# 7 Airport Dave	that had recalled AT tires on them	7/26/2001
		Discussion about someone trying to replace tires	
		with those not on the approved list, and how dealer	
	Urgent! Those Who Replaced Wilderness AT With Tires	refused to reimburse him because his new tires	
www.explorerforum.com	Not on the Ford Tire List	weren't approved.	9/20/2001
		Thread with Evalurar owners the world over	
		Thread with Explorer owners the world over identifying themselves to each. A couple of posts	
		, ,	
www.explorerforum.com	More Explorer Maniacs From Europe Here?	complaining about how horribly the replacement program is going in other countries.	10/22/2001
www.explorenorum.com		Tire Replacement program is going badly in	10/22/2001
	Post #12 Jaguara	Prague	10/22/2001
	r usi #12 Jayuara	Tire Replacement program is going badly in	10/22/2001
	Post #15 Radikalboarder	Barcelona	10/23/2001
		שמוטבוטוומ	10/23/2001

		Explorer owners talking about how to get their tires	
www.explorerforum.com	Firestone Recall Question	replaced	12/6/2001
		Poster says that he and his dad had their tires	
	Post# 13 Crankcase	replaced, but still had the ATX spares	12/6/2001
		An entire thread about the spare tires, what is	
		allowed and not allowed under the recall. Many	
		posters said that they still had a spare. Also	
www.explorerforum.com	Missing my spare	includes discussion of Temporary Use spares.	3/19/2002
		Discussion about having to use the spare after a	
www.explorerforum.com	Spare Question: General Explorations!	flat and wanting to know if it is still full-sized or not	3/28/2002
	Post #5 Hartmann	I still have a Firestone full size spare. Works great	3/28/2002
		I still have a Filestone full size spare. Works great	3/20/2002
		Thread about a guy who had a flat and discovered	
www.explorerforum.com	Firestone Spare Tire	a recalled tire as a spare. Could it be replaced?	11/24/2002
	Post #3 Crankcase	Guy says he has two recalled spares	11/24/2002
		Thread about losing the spare tire through theft or	
www.explorerforum.com	How Many Spare Tires Have Gone Missing?	rusted wires that break and cause it to fall off.	5/17/2004
	Post # 13 J-Man	Says he still has his recalled ATX spare	5/18/2004
		Guy who still has an ATX spare, wants to know if	
	Can I Still Get Firestone Recall Stock 1991-1994	he can turn it in under the recall. Other posters tell	
www.explorerforum.com	Explorer	him that it's all over.	5/25/2005

# **Attachment E**

Ford Spare Tire Claims: 1996-2002

Brief Description of Vehicle-Tire Group, for Use as Row Label	Vehicle Make	Vehicle Model	Vehicle Model Year	Number of Drive Wheels	Gross Vehicle Weight Rating (GVWR)	t VIN	Tire Make	Tire Model	Tire Size	TIN	OE Tire?	Number of Tires on Axie	Axle (front or back)	Side (left or right)	Position for Dual Tires (inner or outer)	State where Valiate Registered Owner Resides/Selling Dealer State		Date of Notice (Earliest Report) If Incident Date Not Available		Vehicle Mileage at Time of Incident (or Report)	Failure due to Road Hazard	Edge Separation 1	Sudden Loss of Inflation Pressure	Separation of Tread, Sidewall, Ply Cord, Inner Liner, or Bead	Chunking	Broken Corda	Cracking	Unspecified Tire Open Splices Failure	
926	Ford	EXPLORER	1997	4	4900	1FMCU24X8VU	Firestone	Unknown	Unknown	Unknown	Unknown	2	Unknown	Unknown	N/A	CA	01/11/02	01/11/02	CA	Unknown				x					
M16	Ford	EXPLORER 4X2 4DR WAGON	1996	2	5180	1FMDU32X2TU	Firestone	Unknown	Unknown	Unknown	No	2	Unknown	Unknown	N/A	IN	Unknown	01/21/02	Unknown	120000								x	
1082	Ford	EXPLORER	1998	Unknown	Unknown	Unknown	Firestone	WAT	Unknown	Unknown	Unknown	2	Front	Right	N/A	Unknown	10/12/01	02/16/01	CA	19446				x					_
1514	Ford	EXPLORER	2000	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	2	Unknown	Unknown	N/A	Unknown	01/10/02	02/26/02	Unknown	Unknown								Y	_
780	Ford	EXPLORER	2000	UTKITOWIT	Unknown	1FMYU70E91U	Unknown	Unknown	Unknown	Unknown		2	Unknown	Unknown	N/A	MI	01/21/02	04/08/02	MI	Unknown								~	-
				4							Unknown	2			N/A	MI													-
1211	Ford	EXPLORER	1998	2	4700	1FMYU22X8WU	Unknown	Unknown	Unknown	Unknown	Unknown	2	Front	Left		TX TX	08/13/02	04/11/02	Unknown	Unknown			x						-
940	Ford	EXPLORER	1996	2	5100	1FMDU32X4TZ	Firestone	Unknown	Unknown	Unknown	Unkown	2	Unknown	Unknown	N/A	TX	05/25/02	05/30/02	Unknown	Unknown								X	
911	Ford	EXPLORER	1997	4	5580	1FMDU35P5VU	Firestone	WAT	Unknown	Unknown	Unknown	2	Back	Left	N/A	FL/KY	06/01/02	07/15/02	MO	Unknown								X	-
108	Ford	EXPLORER	1997	2	4700	1FMCU22X6VU	Unknown	Unknown	Unknown	Unknown	Unknown	2	Back	Right	N/A	CA	07/31/02	08/06/02	CA	Unknown				X					
1631	Mercury	MOUNTAINEER	1998	2	Unknown	4M2ZU52P2WU	Firestone	WAT	P235/75R15	W2HL1PY367	Yes	2	Back	Right	N/A	FL	05/05/02	09/03/02	FL	49862				x					-
369	Ford	EXPLORER	1997	2	5100	1FMDU32E9VU	Firestone	Unknown	Unknown	Unknown	Unknown	2	Back	Right	N/A	NV	04/12/02	09/17/02	TX	Unknown				x					
1033	Ford	EXPLORER	1998	4	5580	1FMZU35P8WZ	Firestone	Unknown	Unknown	Unknown	Unknown	2	Back	Right	N/A	MI	07/02/02	09/18/02	KS	63618			х						
280	Ford	EXPLORER	1998	2	5100	1FMZU32X5WZ	Firestone	Unknown	Unknown	Unknown	Unknown	2	Back	Left	N/A	CA	07/30/02	09/18/02	CA	Unknown				x					
1032	Ford	EXPLORER	1998	4	5580	1FMZU35P8WZ	Firestone	Unknown	Unknown	Unknown	Unknown	2	Unknown	Right	N/A	MI	09/04/02	09/18/02	KS	63618			х						_
1741	Ford	EXPLORER	2000	2	4700	1FMYU60E3YU	Unknown	Unknown	Unknown	Unknown	Unknown	2	Back	Left	N/A	тх	07/22/02	09/18/02	тх	Unknown								x	
1785	Ford	EXPLORER	2000	Unknown	Unknown	Unknown	Firestone	Unknown	Unknown	Unknown	Unknown	2	Back	Right	N/A	Unknown	08/17/02	09/19/02	ок	Unknown				x					
232	Ford	EXPLORER	2001	4	Unknown	1FMZU75EIIZ	Firestone	Unknown	Unknown	Unknown	Unknown	2	Unknown	Unknown	N/A	Unknown	07/18/02	10/ /2002	Unknown	Unknown								x	
912	Ford	EXPLORER	1999	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	2	Unknown	Unknown	N/A	Unknown	10/19/02	10/21/02	Unknown	Unknown			x						
285	Ford	EXPLORER	1996	2	5360	1FMDU32P7TZ	Firestone	ATX	P235/75 R15	VDHL1PM146	Unknown	2	Back axle	Left rear	N/A	CA	04/12/02	11/28/00	CA	36068				×					
1176	Mercury	MOUNTAINEER	1998	2		4M2ZU52E6WU	Firestone	WAT	Unknown	Unknown	Unknown	2	Back	Right	N/A	CA	12/01/02	12/04/02	47	52000			x	~					
	Ford		1999			1FMZU32X4XU					Yes	2			N/A	5			- AL	Unknown				~					
1250		EXPLORER		2	5100		Firestone	Unknown	Unknown	Unknown		2	Unknown	Unknown		rL.	04/24/02	12/28/99	FL					X					-
1494	Ford	EXPLORER	1997	Unknown	Unknown	AJU3VP-2187	Firestone	ATX	P235/75R15	Unknown	Unknown	2	Left	Back	N/A	Unknown	01/04/02	Unknown	FL	Unknown				Х					