

Magno, Gregory (NHTSA)

From: Demeter, Kathleen <NHTSA>
Sent: Tuesday, October 30, 2007 1:21 PM
To: Magno, Gregory <NHTSA>
Subject: Accepted: Goodyear wants to visit this week

From: Gillespie, George <NHTSA>
To: Magno, Gregory <NHTSA>
Subject: FW: Press Release and FAQ for Goodyear Campaign
Date: Friday, November 30, 2007 5:54:50 PM
Attachments: Microsoft Word - GOODYEAR-FAQ-P215.doc .113007.155044.pdf
Goodyear P215 Campaign News Release.pdf

Greg,

Sim asked me to forward this to you.

George

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

From: sford@goodyear.com [<mailto:sford@goodyear.com>]
Sent: Fri 11/30/2007 4:36 PM
To: Gillespie, George <NHTSA>
Subject: Fw: Press Release and FAQ for Goodyear Campaign

George,

Thanks for forwarding this to Greg Magno.....Sim

Sim Ford
Global Regulations, Standards & Compliance
Ph: 330-796-3519 Fax: 330-796-6591

----- Forwarded by Sim Ford/NA/GDYR on 11/30/2007 04:35 PM -----

Sim Ford/NA/GDYR

11/30/2007 04:10 PM	Greg Magno.	To
		cc
		Subject
		Press Release and FAQ for Goodyear Campaign

Greg,

Goodyear has announced the Customer Satisfaction Campaign for the P215 private brand tire today. I wanted to forward to you a copy of "FAQs" that we are using here to respond to media inquiries. I am also attaching a copy of our press release for your information.

I thought this might be helpful for you also. Let me know if you have any questions.Sim

(See attached file:
Microsoft_Word_-_GOODYEAR-FAQ-P215_doc_.113007.155044.pdf)

(See attached file: Goodyear_P215_Campaign_News_Release.pdf)

Sim Ford
Global Regulations, Standards & Compliance
Ph: 330-796-3519 Fax: 330-796-6591

FAQ

Goodyear Customer Satisfaction Campaign

P215/70R14 Tires

- Q What tires are involved in this issue?
- A There is only one specific tire involved. Goodyear says it is a P215/70R14 tire that was made for 23 Kelly, Associate brand and private label brand tires, but the majority were sold under the brand names *Big O Custom SBR*, *Douglas Xtra-Trac A/W*, *Kelly Explorer*, *Mohave R/S* and *Republic Ensign*.
- Q Is there a defect in the design or manufacture of this tire?
- A Goodyear conducted an exhaustive analysis and found no design or manufacturing defect was found in the tire.
- Q Goodyear is calling this a customer satisfaction program, but isn't it really a recall?
- A This is not a safety recall in accordance with the Safety Act. Goodyear is conducting a precautionary campaign in response to its internal analysis and early warning data. There are a variety of methods for any manufacturer to address customer satisfaction issues. They include a product service bulletin, a customer satisfaction campaign or even a voluntary recall – depending on the circumstances. Goodyear considers this a customer satisfaction program because no defect has been found. Goodyear decided to go ahead to contact consumers and offer to exchange their tires to ensure they are satisfied with their Goodyear product.
- Q What is the complete list of names this tire was sold under?
- A A complete list of tires is posted on Goodyear's website at www.goodyear.com.
- Q If there is only one tire involved, why are there so many names?
- A Many of these tires were part of Goodyear's private label tire business where one type of tire is made for a number of private label brands.
- Q If Goodyear cannot find a defect, why are they asking consumers to exchange the tires?
- A Goodyear is taking this voluntary action in response to its internal analysis and review of the early warning data it monitors.

(More)

-2-

- Q If Goodyear cannot find a defect, what did they see in the data to prompt them into taking this action?
- A *Direct to Goodyear for answer.*
- Q Have there been any deaths or injuries associated with this tire's failure?
- A There have been a small number of claims involving injuries, unfortunately one of them involving a fatality. Goodyear examined the tire in the accident with a fatality and their forensic analysis indicates the tire failed due to over deflection (running under inflated), not as a result of the design or manufacture of the tire.
- Q Were the claims identified by the early warning data Goodyear tracks and reports to NHTSA as part of the TREAD Act?
- A Yes.
- Q What tire is Goodyear offering in exchange for the tires in the CSP?
- A The Goodyear Regatta II.
- Q Isn't the Regatta II a more expensive tire than the original private label tire?
- A *Direct to Goodyear for answer.*
- Q Where do these tire owners live?
- A *Direct to Goodyear for answer.*
- Q Where was this tire made?
- A Goodyear says the tire involved in the CSP was only made in Uitenhage, South Africa.
- Q When were they made?
- A Between 2003 and 2006.

(More)

-3-

Q Are they still being made?

A No, Goodyear says this specific tire was discontinued a year ago.

Q How many are still in service?

A Goodyear estimates about 400,000.

Q How many tires do you think Goodyear will exchange?

A *(NHTSA comment on historical replacement rates)*

Q How much will this customer satisfaction campaign cost Goodyear?

A *Direct to Goodyear for answer.*

Q Will it cost consumers to exchange these tires?

A *Direct to Goodyear for answer.*

Q What vehicles use these tires?

A Typically they are used on older model mini-vans, compact pick-ups and compact cars.

Q Who sold these tires?

A *Direct to Goodyear for answer.*

Q Will these stores be helping identify customers who bought these tires?

A *Direct to Goodyear for answer.*

Q Where can consumers go to have their tires checked?

A Any Goodyear dealer, Goodyear retail store or their original point of purchase location can help them,

(More)

-4-

- Q When was the last time Goodyear had a customer satisfaction program?
- A Earlier this year Goodyear conducted a customer satisfaction campaign for owners of a tire which had a cosmetic issue appearing in the form of surface cracking in the tire's sidewall.
- Q Which tire was involved?
- A The Eagle RS-A in a specific OE size for the 2004 Nissan Maxima.
- Q How long does the Eagle RS-A CSP run and how many tires has Goodyear exchanged?
- A *Direct to Goodyear for answer.*
- Q What type of information is in the Early Warning Data Goodyear provides to NHTSA?
- A Information on tire adjustments, property damage claims and accidents involving injuries or fatalities.

-0-



News Release

Corporate Headquarters: 1144 East Market Street, Akron, Ohio 44316-0001

Media Website: www.GoodyearNewsRoom.com

CONTACTS: Scott Baughman
330-796-1136

Rob Whitehouse
330-796-8517

FOR IMMEDIATE RELEASE

#23533ti.1107

Customer Satisfaction Campaign Notice: Consumers Offered Exchange of Certain P215/70R14 Kelly Brand, Associate Brand and Private Label Tires

- **Tire names include Douglas, Kelly, Mohave and Republic**
- **No defect found in tire after extensive analysis**

AKRON, Ohio, November 30, 2007 – The Goodyear Tire & Rubber Company is conducting a precautionary customer satisfaction campaign to exchange certain P215/70R14 tires sold under a variety of names in the United States and Canada.

“This precautionary campaign is in response to our internal analysis and review of early warning data we monitor on our tires,” said Sim Ford, manager of Goodyear’s government and customer-compliance. “The company has determined some of these tires have experienced adverse service conditions that have led to a tread separation, and in the interest of customer satisfaction has decided to replace qualifying tires.

“After an exhaustive analysis, no design or manufacturing defect was found in the tire.”

The tires, all in size P215/70R14, were made from 2003 to 2006 under 23 names of Kelly, Associate brand and private label tires including Douglas, Kelly, Mohave and Republic. A complete list of the private label brand names involved in the program can be seen at Goodyear’s website www.goodyear.com.

The replacement tires were sold through a variety of locations. The tires were predominantly made for application on older model compact pickup trucks and minivans which mostly were manufactured in the mid-1990s. Goodyear estimates approximately 400,000 of these tires might still be in use.

(more)

Consumers can have their tires checked at any Goodyear dealer location, or at their original point of purchase. The company will replace these tires with the Goodyear Regatta II, a premium tire with an excellent customer satisfaction history.

“While our analysis of this tire hasn’t found a defect, consumers need to remember that all tires need to be checked regularly and ensure they are properly inflated,” said Ford. “In general, statistics show the vast majority of tire failures are related to tires that are used while under-inflated, overloaded, poorly maintained or have suffered impact damage.”

Goodyear is one of the world’s largest tire companies. The company employs about 70,000 people and manufactures its products in more than 60 facilities in 26 countries around the world. For more information about Goodyear, go to www.goodyear.com/corporate.

From: sford@goodyear.com
To: [Magno, Gregory <NHTSA>](#)
Subject: tires
Date: Friday, November 16, 2007 11:38:47 AM

Greg,

I was not sure if you have had time to review the claims data that I sent in for the P215/70R14 tires. I was just curious if you were okay with that information or if you wanted any further info.....

Thanks, Sim

Sim Ford
Global Regulations, Standards & Compliance
Ph: 330-796-3519 Fax: 330-796-6591

SALE 2000 (1) Law Enforcement Software

Page 1 of 2

Accident Number 05051356		Agency NCIC No GA0690000		GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT				County LIBERTY		Date Rec. By DPS	
Date 05/25/2005		Day Of Week Sun M T W Th F S		Time 1657		Off. Arrived 1658		Total Number Of: Valid Inj Fatal		Inside City Of MIDWAY	
Road Of Occurrence b6b6b6b6b6b6		Intersection All Intersections		1. Interstate 2. Lowest St. R. 3. Co. Road 4. City St. With		1. Interstate 2. Lowest St. R. 3. Co. Road 4. City St.		3. Co. Road 4. City St.		Corrected Report Yes <input type="checkbox"/> Suppl. To Original Yes <input type="checkbox"/>	
Not At Thi Intersection But 500		Miles <input type="checkbox"/> North <input type="checkbox"/> East <input type="checkbox"/> South <input checked="" type="checkbox"/> West		Or b6b6b6b6b6b6		1. Interstate 2. Lowest St. R. 3. Co. Road 4. City St. 5. Co. Line					
And Continuing in the Direction Check Above The Next Reference Point is		MARTIN ROAD		1. Interstate 2. Lowest St. R. 3. Co. Road 4. City St. 5. Co. Line							
Driver # 1 Last Name First Middle b6b6b6b6				Driver # Last Name First Middle				Address			
City State Zip DOB WALTHOURVILLE GA b6b6				City State Zip DOB							
Drivers License No. Class State Male Female b6b6b6b6b6 C GA				Drivers License No. Class State Male Female							
Posted Speed 45 Insurance Co. PROGRESSIVE Policy No. b6b6b6b6b6b6				Posted Speed Insurance Co. Policy No.							
Year Make Model Telephone No. 2002 HYUNDAI ACCENT GL 40 b6b6b6b6b6b6				Year Make Model Telephone No.							
VIN KMHC645C42Lb6b6b6b6 Vehicle Color BLACK				VIN Vehicle Color							
Tag # b6b6b6 State County Year GA LIBERTY 2005				Tag # State County Year							
Trailer Tag # State County Year				Trailer Tag # State County Year							
<input checked="" type="checkbox"/> Same Owner's Last Name First Middle as Driver				Same Owner's Last Name First Middle as Driver							
Address				Address							
City State Zip				City State Zip							
Removed By MR. BLOUNT Request X List				Removed By Request List							
Alcohol Test Results Drug Test 2 Type Results				Alcohol Test Results Drug Test Type Results							
Driver Condition 1 Direction of Travel 3 Vision Obscured 1 Continuing Factors E15				Driver Condition Direction of Travel Vision Obscured Continuing Factors							
Vehicle Condition 2 Vehicle Maneuver 5 Pedestrian Maneuver				Vehicle Condition Vehicle Maneuver Pedestrian Maneuver							
Most Harmful Event 29 Vehicle Class 1 Vehicle Type 1				Most Harmful Event Vehicle Class Vehicle Type							
Traffic Control 7 Device Inoperative? N				Traffic Control Device Inoperative?							
Injured Taken To By:				Injured Taken To By:							
EMS Notified Time		EMS Arrival Time		Hospital Arrival Time		Photos Taken: b6b6b6b6		Checked By: b6b6b6b6		Data Checked	
Reported By: JOHN GARCIA		Department: LIBERTY COUNTY SO		Report Date: 05/25/2005		City: b6b6b6b6		State: b6b6b6b6		Zip Code: b6b6b6b6	
Witness(es) Name:		Address:		City:		State:		Zip Code:		Telephone:	
DPS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)											
COMMERCIAL VEHICLES ONLY											
Carrier Name Vehicle # Address City State Zip						Carrier Name Vehicle # Address City State Zip					
Number of Axles G.V.W.R. Fed. Reportable Cargo Body Type						Number of Axles G.V.W.R. Fed. Reportable Cargo Body Type					
Vehicle Config. I.C.C.M.C.# U.S.D.O.T.# Interstate Intrastate						Vehicle Config. I.C.C.M.C.# U.S.D.O.T.# Interstate Intrastate					
C.O.L.# C.I. Suspended?						C.O.L.# C.I. Suspended?					
Vehicle Placarded? Hazardous Materials? Released?						Vehicle Placarded? Hazardous Materials? Released?					
If YES, Name or 4 Digit Number from Diamond or Box						If YES, Name or 4 Digit Number from Diamond or Box					
4 Digit Number from Bottom of Diamond						4 Digit Number from Bottom of Diamond					

REMARKS

MR. b6b6b6b6 STATED HE WAS DRIVING EASTBOUND ON GA HIGHWAY 84 WHEN HE FELT THE VEHICLE JUMP SEVERAL TIMES. MR. b6b6b6b6 STATED THE VEHICLE STARTED PULLING OVER TO THE OPPOSITE SIDE OF THE ROADWAY AND CONTINUED DOWN A SMALL EMBANKMENT LEADING INTO A DITCH. MR. b6b6b6b6 STATED HE TRIED STEER THE VEHICLE BUT HAD NO CONTROL OF THE CAR UNTIL IT CAME TO A COMPLETE STOP IN THE DITCH. MR. b6b6b6b6 STATED HE HAD JUST RECENTLY HAD NEW TIRES PUT ON THE VEHICLE FROM WAL-MART AND SOME WORK DONE ON THE VEHICLE. MR. b6b6b6b6 DID HAVE A BLOODY NOSE AND SOME SWELLING AROUND IT BUT DID NOT WANT TO GO TO THE HOSPITAL. MR. b6b6b6b6 TWO TIRES ON THE DRIVER SIDE OF HIS VEHICLE WERE INDEED BLOWN OUT AND COULD HAVE CONTRIBUTED TO THE ACCIDENT. MR. b6b6b6b6 THE VEHICLE WAS DAMAGED SEVERELY FROM THE FRONT TO THE BACK AND UNDERNEATH OF THE FRAME. THE VEHICLE WAS TOWED BY BLOUNTS WRECKER SERVICE.

INDICATE ON THIS DIAGRAM WHAT HAPPENED

INDICATE
NORTH

[illegible]

1st Mart

(Fri, 2 Sep 2005 (13:16 -0500) (19a0583ee8554c5b8b564_1390f417) Fax 18883071920 9 of 14

Liberty County Sheriff Department
Accident Diagram Sheet

All Measurements Are Approximate And Not Drawn to Scale.

05051356



GA. HIGHWAY 84 EAST

VEHICLE IN MOTION

POINT OF IMPACT

DITCH AREA

PARKING FLASH FOOD

STATE OF LOUISIANA * PARISH OF MADISON * 6TH JUDICIAL DISTRICT

EARNESTINE BENNETT

FILED: October 16, 2006

VS. NO. 06-274

DELTA TIRE, INC., TBC CORPORATION,
AND GOODYEAR TIRE AND RUBBER CO.

Shirley J. Shuler
Deputy Clerk of Court

FIRST AMENDED AND SUPPLEMENTAL PETITION

NOW INTO COURT, through undersigned counsel, comes Plaintiff, EARNESTINE BENNETT, for the purpose of filing this First Amended and Supplemental Petition, with respect represents:

1.

Plaintiff shows that she filed her original Petition for Damages on October 10, 2006, however, said Petition for Damages did not name/state a Defendant(s) or state Venue; therefore Plaintiff desires to amend her original Petition for Damages by adding a Paragraph to name said Defendant(s). Such Paragraph should read as follows:

Plaintiff shows that she names as Defendants herein:

1. DELTA TIRE, INC., a Louisiana Corporation, domiciled in Tallulah, Louisiana, whose agent for service of process is Thomas W. Bishop, 513 Green Street, Box 591, Tallulah, Louisiana;
2. TBC CORPORATION, a Louisiana Corporation, domiciled in Lafayette, Louisiana, whose agent for service of process is William M. Hammack, 313 Rue Louis XIV, Suite IV, Lafayette, Louisiana; and
3. THE GOODYEAR TIRE AND RUBBER COMPANY, a non-Louisiana Corporation, which is licensed to do and actually doing business in Louisiana, whose agent for service of process is Corporation Service Company, 320 Somerulos Street, Baton Rouge, Louisiana.

2.

Plaintiff further shows that Paragraph 1 of her original Petition for Damages failed to state the date of the accident and to accurately describe the accident; therefore Plaintiff desires to amend Paragraph 1 of her original Petition for Damages to read as follows:

Plaintiff shows that on or about October 19, 2005, she was the driver of a 1991 Ford, Aerostar minivan and that she was traveling on the right-hand, westbound lane, in a westerly direction, on U.S. Interstate 20 in Warren County, Mississippi; when suddenly and without warning, the right rear tire on the vehicle she was driving exploded, causing her to lose control of said vehicle and causing the vehicle to veer left across the left-hand westbound lane and into the median, flipping over and veering back onto U.S. Interstate 20 facing east, finally coming

A TRUE COPY ATTEST

Shirley J. Shuler
Dy. Clerk of Court Madison Parr

to a rest, overturned, on the shoulder of U.S. Interstate 20.

3.

Plaintiff further shows that she desires to amend her original Petition for Damages to add a Paragraph stating proper Venue. Such Paragraph should read as follows:

Venue is proper in this Honorable Court as allowed under La. Code of Civil Procedure, Article 42.

4.

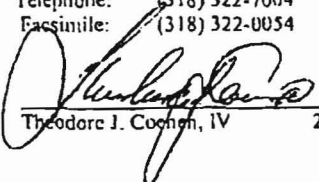
Plaintiff further shows that she realleges and reavers each and every other allegation in the original Petition for Damages as if they were restated in full herein.

WHEREFORE, Plaintiff, EARNESTINE BENNETT, prays that this First Amended and Supplemental Petition be filed and served according to law, and for all of the relief sought in the original Petition for Damages, and any other relief deemed proper by this Court.

Dated this 12th day of October, 2006.

Respectfully submitted,

Law Office of Theodore J. Coenen, IV
1900 North 18th Street
Monroe, Louisiana 71201
Telephone: (318) 322-7004
Facsimile: (318) 322-0054


Theodore J. Coenen, IV 22213

Please serve the following Defendants:

DELTA TIRE, INC.
By and through its Registered Agent
Thomas W. Bishop
513 Green Street, Box 591
Tallulah, LA 71282

TBC CORPORATION
By and through its Registered Agent
William M. Hammack
313 Rue Louis XIV, Ste IV
Lafayette, LA 70508

THE GOODYEAR TIRE AND RUBBER COMPANY
By and through its Registered Agent
Corporation Service Company
320 Sonnerulos Street
Baton Rouge, LA 70802-6129

STATE OF LOUISIANA * PARISH OF MADISON * 6TH JUDICIAL DISTRICT

EARNESTINE BENNETT

FILED: October 19, 2006

VS. NO. 06-274

DELTA TIRE, INC., TBC CORPORATION,
AND GOODYEAR TIRE AND RUBBER CO.

Shirley J. Shuler
Deputy Clerk of Court

PETITION FOR DAMAGES

COMES NOW, EARNESTINE BENNETT, against DELTA TIRE, INC., TBC CORPORATION, AND THE GOODYEAR TIRE & RUBBER COMPANY, for injuries sustained in the vehicular accident at issue in this litigation.

1.

Petitioner, Earnestine Bennett, was without fault in the accident described in this Petition. The right rear tire, manufactured by Defendant, THE GOODYEAR TIRE & RUBBER COMPANY, distributed by Defendant, TBC CORPORATION, and sold by Defendant, DELTA TIRE, INC., exploded and caused the 1991 Ford, Aerostar minivan, which was traveling in a westerly direction in the westbound lane of Interstate 20, to veer into the median and flip over several times, inflicting injuries on the Petitioner, Earnestine Bennett.

2.

That the Defendant, THE GOODYEAR TIRE & RUBBER COMPANY, is strictly liable to the Petitioner for the design and manufacture of the tire at issue, which was unreasonably dangerous in design and manufacture due to the following defects:

- a.) Failure to design the tire at issue to be capable of performing in the manner it was expected to perform;
- b.) Failure to design safety mechanisms in the tire to prevent loss of tread and overall integrity;
- c.) Failure to design the tire to use adequate quality materials to perform in the manner intended, represented and marketed;
- d.) Failure to use adequate manufacturing processes to make the tire with sufficient integrity to support normal usage;
- e.) Failure to manufacture the tire at issue to withstand normal wear and tear; and,
- f.) Failure to manufacture the tire to insure that the tread would not separate when placed into normal usage.
- g.) Other regards, to be shown at the trial of this matter.

A TRUE COPY ATTEST

Shirley J. Shuler
Clerk of Court Madison Parish

3.

Petitioner, Earnestine Bennett, alleges that Delta Tire, Inc. was negligent, committed an intentional act or is strictly liable in selling the tire, which ultimately caused the accident at issue herein, in the following particulars:

- a.) Misrepresentations of quality and function of the tire being sold;
- b.) Selling an older tire of potentially compromised integrity;
- c.) Improper installation;
- d.) Representing the tire at issue as an adequate replacement for a higher priced branded tire; and, in other regards which will be shown at the trial of this matter
- e.) Strict liability under the Louisiana Products Liability Act for selling a defective product without adequate manufacture, design and/or failure to provide an adequate warning and/or breach of an express warning; and,
- f.) Other regards which will be demonstrated at the trial of this matter.

4.

The Defendant, TBC Corporation, is negligent, committed an intentional act or is strictly liable for distributing a defective unreasonably dangerous product, as follows:

- a.) Failing to adequately inform Delta Tire, Inc. of quality and function of the tire at issue;
- b.) Distributing a defective product without adequate manufacture, design and/or failure to provide an adequate warning and/or breach of an express warning;
- c.) Marketing and/or representing the tire at issue as an adequate replacement for the higher priced branded tires; and,
- d.) Other regards which will be demonstrated at the trial of this matter.

5.

As a result of this accident, the Petitioner, EARNESTINE BENNETT, has been hospitalized, bedridden for fractures to her cervical spine, and related injuries to her neck shoulders, rib cage and back as a result of this accident. She sets forth her claim for injuries, as follows:

- a.) Past, present and future pain and suffering;
- b.) Past, present and future medical expenses;
- c.) Permanent impairment and limitation of function;
- d.) Loss of enjoyment of life;
- e.) Lost Wages;
- f.) Lost future income and benefits; and,

g.) Loss of earning capacity.

6.

As a result of the injuries described above, Petitioner, EARNESTINE BENNETT, has incurred medical expenses, which are continuing and ongoing. An itemized statement of medical expenses will be provided during discovery.

REQUEST FOR NOTICE

Petitioner requests, in accordance with L.C.C.P. Article 1572 that she be given written notice by mail ten (10) days in advance of the date fixed for trial of any hearing of the above-captioned case, whether on exceptions, motions, rules or the merits. She also request immediate notice of all orders or judgments, whether interlocutory or final, made or rendered in this case upon rendition thereof as provided by L.C.C.P. Articles 1913 and 1914, including notice of judgment in the event that this case be taken under advisement, or judgment is not signed at the conclusion of the trial.


WHEREFORE, Petitioner prays that after the lapse of all legal delays, proceedings, and formalities that there be judgment rendered herein in her favor and against said Defendants with legal interest thereon from date of judicial demand until paid, all allowable court costs, including, but not limited to the fees of all expert witnesses.

DATED this 6 day of October, 2006.

Respectfully Submitted,

LAW OFFICE OF
THEODORE J. COENEN, IV
3001 ARMAND, SUITE A
MONROE, LA 71201
TELEPHONE (318) 322-7004
FACSIMILE (318) 322-0084

By:


THEODORE J. COENEN, IV, #22213
ATTORNEY FOR PETITIONER

Please serve the following Defendants:

DELTA TIRE, INC.

By and through its Registered Agent
Thomas W. Bishop
513 Green Street, Box 591
Tallulah, LA 71282

TBC CORPORATION

By and through its Registered Agent
William M. Hammack
313 Rue Louis XIV, Ste IV
Lafayette, LA 70508

OCT-11-2005 09:28

EAST CARROLL SHERIFF TAX

318 559 2567 P.02/08

TOTAL NUMBER OF
VEHICLES INVOLVED 1STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT

REPORT NUMBER 8557908 PAGE 1

DATE OF CRASH

09/29/2005

TIME

17:48

TROOP

F

LAT.

32.48658

LONG

81.57677

FD-5-1497

REPORT

Richland

Rayville

THRESH CODE

42

CITY CODE

03

COUNTRY

NE NE

SERVICE ROAD

N E

CRASH OCCURRED ON

HIGHWAY # 20

MILEPOST 142.80

ROADWAY NAME I-20

A: Interstate

DISTANCE 1

MILE IN FEET 0

E

STREET/THRUWAY LA 183

NOT AT INTERSECTION

DISTANCE

MILE IN FEET 0

STREET/THRUWAY

☐ WORK ZONE
☐ PUBLIC PROPERTY DAMAGE
☐ OTHER DAMAGE
☐ NO
☒ AT & RAN
☒ PHOTO PAGE
☐ FACILITY
☒ BUREAU

CONTRIBUTING FACTORS AND CONDITIONS

ROADWAY A: Day B: Black Top	ROADWAY CONDITIONS A: No Abnormalities	TYPE OF ROADWAY C: Two-Way Road w/ Physical Separation	ADJACENT A: Straight - Level	PRIMARY FACTOR E: Vehicle Conditions
WEATHER A: Clear	KIND OF LOCATION G: Open Country	RELATION TO ROADWAY A: On Roadway	ACCESS CONTROL C: Full Control (Only Ramp Entrance and Exit)	LOCATED A: Daylight

VEHICLE CONFIGURATION										VEHICLE CARGO BODY TYPES											
A: PASSENGER CAR	D: A, B, C, OR E WITH TRAILER	G: OFF-ROAD VEHICLE	J: BUS	M: SINGLE UNIT TRUCK W/ A, B, OR C	Q: TRACTOR SEMI-TRAILER	T: TRAILER EQUIPMENT	A: BUS	D: FLATBED	G: AUTO TRANSPORTER	J: HOPPER	A: PASSENGER CAR	D: A, B, C, OR E WITH TRAILER	G: OFF-ROAD VEHICLE	J: BUS	M: SINGLE UNIT TRUCK W/ A, B, OR C	Q: TRACTOR SEMI-TRAILER	T: TRAILER EQUIPMENT	A: BUS	D: FLATBED	G: AUTO TRANSPORTER	J: HOPPER
B: LT. TRUCK (P.U., ETC.)	E: MOTORCYCLE	H: TRUCK/VEHICLE IN USE	K: BUS VEHICLE FOR VEHICLE OR MORE	N: TRUCK TRAILER	R: TRUCK DOUBLE	V: MOTOR HOME	B: VAN/ENCLOSED BOX	E: DUMP TRUCK/ TRAILER	H: LOW TRUCK/ TRAILER	K: POLE TRAILER	B: LT. TRUCK (P.U., ETC.)	E: MOTORCYCLE	H: TRUCK/VEHICLE IN USE	K: BUS VEHICLE FOR VEHICLE OR MORE	N: TRUCK TRAILER	R: TRUCK DOUBLE	V: MOTOR HOME	B: VAN/ENCLOSED BOX	E: DUMP TRUCK/ TRAILER	H: LOW TRUCK/ TRAILER	K: POLE TRAILER
C: VAN	F: MOTORCYCLE	I: SCHOOL BUS	L: SINGLE UNIT TRUCK W/ E, F, OR G	P: TRUCK/ TRACTOR	S: SUV	Z: OTHER	C: CARGO TANK	F: CONCRETE MIXER	I: GARBAGE REFUSE	X: NO CARGO BODY	C: VAN	F: MOTORCYCLE	I: SCHOOL BUS	L: SINGLE UNIT TRUCK W/ E, F, OR G	P: TRUCK/ TRACTOR	S: SUV	Z: OTHER	C: CARGO TANK	F: CONCRETE MIXER	I: GARBAGE REFUSE	X: NO CARGO BODY

A - FRONT SEAT LEFT SIDE B - FRONT SEAT RIGHT SIDE C - FRONT SEAT MIDDLE D - SECOND SEAT LEFT SIDE E - SECOND SEAT MIDDLE F - SECOND SEAT RIGHT SIDE G - THIRD SEAT LEFT SIDE H - THIRD SEAT MIDDLE I - THIRD SEAT RIGHT SIDE	J - SLEEPER SECTION OF CAB K - PASSENGER IN OTHER ENCLOSED PASSENGER OR CARGO AREA L - PASSENGER IN OTHER UNENCLOSED PASSENGER OR CARGO AREA (NON-TRAILING) M - PASSENGER ON TRAILER OR N - PASSENGER ON TRAILER OR O - PASSENGER ON TRAILER OR P - PASSENGER ON TRAILER OR Q - PASSENGER ON TRAILER OR R - PASSENGER ON TRAILER OR S - PASSENGER ON TRAILER OR T - PASSENGER ON TRAILER OR U - PASSENGER ON TRAILER OR V - PASSENGER ON TRAILER OR W - PASSENGER ON TRAILER OR X - PASSENGER ON TRAILER OR Y - PASSENGER ON TRAILER OR Z - PASSENGER ON TRAILER OR	A - NOT ELECTED B - TOTALLY ELECTED C - PARTIALLY ELECTED D - UNKNOWN	A - NOT TRAPPED B - TRAPPED C - TRAPPED NOT EXTRACTED D - TRAPPED NOT EXTRACTED E - UNKNOWN	A - DEPLOYED B - NON-DEPLOYED C - NON-DEPLOYED D - NOT APPLICABLE E - UNKNOWN	A - NONE USED - VEHICLE B - SHOULDER BELT ONLY USED C - LAP BELT ONLY USED D - SHOULDER AND LAP BELT E - CHILD SAFETY SEAT F - CHILD SAFETY SEAT USED G - HELMET USED H - RESTRAINT USE UNKNOWN	A - FATAL B - INCAPACITATED C - NON-CAPACITATED D - STATING MODERATE E - POSSIBLE COMPLAINT F - NO COMPLAINT
---	---	--	---	---	--	---

EMERGENCY SERVICES <input checked="" type="checkbox"/> AMBULANCE TIME CALLED 17:44 ARRIVED SCENE 17:50 DEPARTED SCENE 18:18 ARRIVED HOSPITAL 18:23	EMERGENCY SERVICES <input type="checkbox"/> FIRE TIME CALLED ARRIVED SCENE DEPARTED SCENE ARRIVED HOSPITAL
---	---

AMBULANCE SERVICE MED-LIFE	FIRE DEPARTMENT
-------------------------------	-----------------

STATE OF AGENCY Louisiana State Police	TIME OF NOTIFICATION 17:45	TIME OF ARRIVAL 18:05	TIME ALL LARMS OPENED 18:40
---	-------------------------------	--------------------------	--------------------------------

INVESTIGATING OFFICER JONES, Mark	SUPERVISING POLICE AGENCY A: State	REPORT COMPLETED 09/29/2005
--------------------------------------	---------------------------------------	--------------------------------

INVESTIGATING OFFICER'S NAME JONES, Mark	SIGNATURE <i>Mark Jones</i>	PAGE 1	SUPERVISOR'S INITIALS H	FILE NUMBER
---	--------------------------------	--------	----------------------------	-------------

318 559 2567 P.03/08

REPORT NUMBER	PAGE #
0657998	2

605-1497

Vehicle **A-Y**

A: Vehicle Damage

LICENSE
PLATE

CONFIDENTIAL

DATE OF b6b6b6

b6b7c

b6b6b6b6b6b6b6b6

STATE CLASS DOCUMENTS DRIVER LICENSE
LA E NONE 060606

LA 2 NONE 000000
CHUCKLEBARK EAST, PART, IN CO COMPANY NAMES
EAST CARROLL SHERIFF'S OFF

210 HOLLYBROOK

DATE _____

UNKNOWN: UNKNOWN

ADDITIONAL INFORMATION: **GRN**
 CONTACT: **1-800-451-7234**

b6b6b6b6b6b6b6b6

b6b6b6b6b6b6b6b6

Guidelines

SECRETARY NAME (LAST, FIRST, MI)

b6b6b6b6b6b6

STANDARD ADDRESS b6b6b6b6b6b6

• Luke Providence

[illegible]

DCT-11-2005 09:28

EAST CARROLL SHERIFF TAX

318 559 2567 P.04/08

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
NARRATIVE/DIAGRAM

REPORT NUMBER	PAGE
8557888	3
1051497	

AT APPROXIMATELY 1745 HOURS, ON 29 September 2005, I WAS DISPATCHED TO A VEHICLE CRASH ON I-20 AT MILEPOST 142.9. UPON MY ARRIVAL I OBSERVED A 1997 FORD VAN LYING ON ITS RIGHT SIDE IN THE INSIDE LANE OF WEST BOUND I-20. THE VEHICLE WAS FACING NORTH. I OBSERVED THAT THE RIGHT REAR TIRE OF THIS VEHICLE HAD RUPTURED.

AN EXAMINATION OF THE SCENE REVEALED THAT THE VAN HAD BEEN EAST BOUND ON I-20 WHEN THE RIGHT REAR TIRE RUPTURED. AS A RESULT, THE DRIVER LOST CONTROL OF THE VEHICLE. THE VEHICLE THEN TRAVELED NORTH EAST INTO THE MEDIAN. SIXTY-THREE FEET AFTER ENTERING THE MEDIAN THE VEHICLE BEGAN ROLLING OVER CLOCKWISE. THE VEHICLE CONTINUED TO ROLL OVER AS IT TRAVELED NORTH EAST. APPROXIMATELY 127 FEET AFTER IT INITIALLY ROLLED OVER, THE VEHICLE CAME TO REST IN THE LEFT WEST BOUND LANE OF I-20, FACING NORTH.

AN EXAMINATION OF THE SCENE DID NOT REVEAL ANY DEFECTS WITH THE ROADWAY. I ALSO OBSERVED THAT ALL TRAFFIC CONTROL DEVICES WERE HIGHLY VISIBLE AND FUNCTIONING PROPERLY.

I THEN RECEIVED WRITTEN WITNESS STATEMENTS FROM THE FOLLOWING PEOPLE:

b6b6b6b6b6b6b6b6 SEREPTA, LA b6b6b6

b6b6b6b6 STATED THE VAN WAS EAST BOUND ON I-20 WHEN THE DRIVER LOST CONTROL DUE TO A TIRE BLOWING OUT.

b6b6b6b6b6b6b6b6b6b6b6b6 SHONGALOO, LA b6b6b6b6

b6b6b6 STATED THE VAN WAS EAST BOUND ON I-20 WHEN THE DRIVER LOST CONTROL AFTER THE RIGHT REAR TIRE BLEW OUT.

I THEN TRAVELED TO THE HOSPITAL WHERE I MADE CONTACT WITH THE DRIVER, IDENTIFIED AS b6b6b6b6b6b6. b6b6b6b6 STATED SHE WAS EAST BOUND AT APPROXIMATELY 70 MPH WHEN THE RIGHT REAR TIRE BLEW OUT. SHE THEN LOST CONTROL OF THE VEHICLE AND TRAVELED INTO THE MEDIAN WHERE THE VEHICLE ROLLED OVER.

I THEN MADE CONTACT WITH OFFICER MICHAEL ADKINS OF THE RAYVILLE POLICE DEPARTMENT. HE STATED HE HAD JUST PASSED THE VAN AS HE TRAVELED EAST ON I-20. AFTER PASSING THE VAN HE LOOKED INTO HIS MIRROR AND OBSERVED THE RIGHT REAR TIRE OF THE VAN BLOW OUT. HE THEN OBSERVED THE VAN ENTER THE MEDIAN AND BEGIN ROLLING OVER.

PAGE 1

1-05.

INVESTIGATING OFFICER'S INITIALS

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
DRIVER/WITNESS VOLUNTARY STATEMENT

COMPUTER NUMBER

8	5	5	7	9	9	8
---	---	---	---	---	---	---

PAGE 11

D6

105-1497

DATE 9/28/05 TIME 5:20 PM PLACE I-10 East
I, [REDACTED] AM [REDACTED] YEARS OF AGE,
MY ADDRESS IS [REDACTED]
AND MY TELEPHONE NUMBER IS [REDACTED].

While traveling east on I-20, lost control of vehicle when the right rear tire blew-out causing vehicle to cross median and overturn. Vehicle overturned approximately three times before coming to rest in west-bound lane.

These two three occupants in vehicle, all were injured as a result of accident. All were taken by medical personnel to hospital.

If additional information is needed please feel free to contact our art member stated above.

Yours Truly

b6b6b6b6b6b6b6b6

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: _____

OFFICER TAKING STATEMENT: Sgt Mark A. Jones

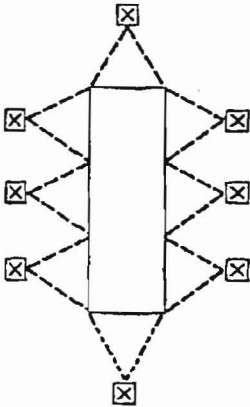
SIGNATURE: 5/11 [Signature] A. Brown

INVESTIGATING OFFICER'S INITIALS

445

01-3704 AMBROSE 02PM 04-27-64 051-0191

9 - DIAGRAM (Set on Space below to insert an image)		2006-044928		10 - INDICATE NORTH <div style="text-align: center;"> </div>		11 - SHOOTING OCCURRED <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">VEHICLE</th> </tr> <tr> <th>1</th> <th>2</th> </tr> <tr> <td>YES <input type="checkbox"/></td> <td>YES <input type="checkbox"/></td> </tr> <tr> <td>NO <input type="checkbox"/></td> <td>NO <input type="checkbox"/></td> </tr> </table>		VEHICLE		1	2	YES <input type="checkbox"/>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO <input type="checkbox"/>
VEHICLE															
1	2														
YES <input type="checkbox"/>	YES <input type="checkbox"/>														
NO <input type="checkbox"/>	NO <input type="checkbox"/>														
12 - CITATIONS UNIT NO. _____ A R S NO. OR CITY CODE _____		13 - DESCRIBE WHAT HAPPENED (Please Note - Any text typed outside of the this Box Area, by using the Scroll Bar, will not be Printed) SEE ATTACHED		14 - PROLOCATION YES <input type="checkbox"/> NO <input type="checkbox"/> RAN OFF ROADWAY PRIOR TO FIRST HARMFUL EVENT RIGHT <input type="checkbox"/> LEFT <input type="checkbox"/> UNIT NO. _____											
15 - MANNER OF COLLISION CHECK ONLY ONE (1)		16 - LIGHT CONDITIONS CHECK ONLY ONE (1)		17 - AREA INTER CONDITIONS CHECK ONLY ONE (1)											
1 <input type="checkbox"/> SINGLE VEHICLE 2 <input type="checkbox"/> ANGLE 3 <input type="checkbox"/> LEFT TURN 4 <input type="checkbox"/> RIGHT TURN 5 <input type="checkbox"/> U-TURN 6 <input type="checkbox"/> REAR-END 7 <input type="checkbox"/> HEAD-ON 8 <input type="checkbox"/> BODYSIDE (SAME DIRECTION) 9 <input type="checkbox"/> BODYSIDE (OPPOSITE DIRECTION) 10 <input type="checkbox"/> BACKING 11 <input type="checkbox"/> NON-CONTACT MOTORCYCLE 12 <input type="checkbox"/> NON-CONTACT NON-MOTORCYCLE 13 <input type="checkbox"/> PEDESTRIAN 14 <input type="checkbox"/> PROXIMATE 15 <input type="checkbox"/> OTHER		1 <input type="checkbox"/> DAYLIGHT 2 <input type="checkbox"/> DAWN OR DUSK 3 <input type="checkbox"/> DARKNESS YES <input type="checkbox"/> NO <input type="checkbox"/> 4 <input type="checkbox"/> STREET LIGHT 5 <input type="checkbox"/> STREET LIGHT FUNCTIONING		1 <input type="checkbox"/> CLEAR 2 <input type="checkbox"/> CLOUDY 3 <input type="checkbox"/> RAIN / HAIL 4 <input type="checkbox"/> FOG 5 <input type="checkbox"/> SNOW 6 <input type="checkbox"/> SEVERE CROSSWINDS 7 <input type="checkbox"/> BLOWING SAND, SOIL, DIRT, SNOW 8 <input type="checkbox"/> FOG, SMOG, SMOKE											
18 - ROAD GRADE CHECK ONLY ONE (1)		19 - ROAD SURFACE TYPE CHECK ONLY ONE (1)		20 - TYPE OF LOCATION CHECK ONLY ONE (1)											
1 <input type="checkbox"/> LEVEL 2 <input type="checkbox"/> DOWNGRADE 3 <input type="checkbox"/> UPGRADE 4 <input type="checkbox"/> HILL-CREST 5 <input type="checkbox"/> DIP		1 <input type="checkbox"/> ASPHALT 2 <input type="checkbox"/> CONCRETE 3 <input type="checkbox"/> GRAVEL 4 <input type="checkbox"/> DIRT 5 <input type="checkbox"/> OTHER		1 <input type="checkbox"/> INTERSECTION 2 <input type="checkbox"/> JUNCTION AREA 3 <input type="checkbox"/> NON-JUNCTION AREA 4 <input type="checkbox"/> OBSCURE ACCESS 5 <input type="checkbox"/> ALLEY ACCESS 6 <input type="checkbox"/> ALLEY											
21 - SPECIAL CONDITION CHECK ONLY ONE (1)		22 - ROAD SURFACE CONDITION CHECK ONLY ONE (1)		23 - VEHICLE CONDITION TWO (2) CHOICES PER PERSON MAY BE SELECTED											
1 <input type="checkbox"/> SCHOOL CROSSING 2 <input type="checkbox"/> PROXIMATE CROSSWALK (STREET) 3 <input type="checkbox"/> PROXIMATE CROSSWALK (NO STOPPING) 4 <input type="checkbox"/> BRIDGE 5 <input type="checkbox"/> TUNNEL 6 <input type="checkbox"/> RR CROSSING 7 <input type="checkbox"/> GORE AREA 8 <input type="checkbox"/> BIKE PATH 9 <input type="checkbox"/> 3-WAY LEFT TURN LANE		1 <input type="checkbox"/> DRY 2 <input type="checkbox"/> WET 3 <input type="checkbox"/> SAND, MUD, DIRT, OIL, GRAVEL 4 <input type="checkbox"/> SNOW 5 <input type="checkbox"/> SLUSH 6 <input type="checkbox"/> ICE 7 <input type="checkbox"/> OTHER 8 <input type="checkbox"/> UNKNOWN		1 <input type="checkbox"/> NO APPARENT DEFECTS 2 <input type="checkbox"/> DEFECTIVE BRAKES 3 <input type="checkbox"/> DEFECTIVE STEERING 4 <input type="checkbox"/> DEFECTIVE HEADLIGHTS 5 <input type="checkbox"/> DEFECTIVE TAIL LIGHTS 6 <input type="checkbox"/> DEFECTIVE TURN-SIGNAL 7 <input type="checkbox"/> PUNCTURE OR BLOWOUT 8 <input type="checkbox"/> ONE OR MORE SMOOTH TIRES 9 <input type="checkbox"/> DEFECTIVE WINDSHIELD WIPER 10 <input type="checkbox"/> DEFECTIVE EXHAUST SYSTEM 11 <input type="checkbox"/> OTHER DEFECTS 12 <input type="checkbox"/> NO TRAILER BRAKES 13 <input type="checkbox"/> UNKNOWN											
24 - ROAD GRADE CHECK ONLY ONE (1)		25 - VIOLETATIONS / BEHAVIOR TWO (2) CHOICES PER PERSON MAY BE SELECTED		26 - VISION OBSCUREMENT CHECK ONE (1) PER UNIT											
1 <input type="checkbox"/> LEVEL 2 <input type="checkbox"/> DOWNGRADE 3 <input type="checkbox"/> UPGRADE 4 <input type="checkbox"/> HILL-CREST 5 <input type="checkbox"/> DIP		1 <input type="checkbox"/> NO IMPROPER ACTION 2 <input type="checkbox"/> SPEED TOO FAST FOR CONDITIONS 3 <input type="checkbox"/> EXCEEDED LAWFUL SPEED 4 <input type="checkbox"/> FAILED TO YIELD RIGHT-OF-WAY 5 <input type="checkbox"/> FOLLOWED TOO CLOSELY 6 <input type="checkbox"/> RAN STOP SIGN 7 <input type="checkbox"/> DISOBEYED TRAFFIC SIGNAL 8 <input type="checkbox"/> MADE IMPROPER TURN 9 <input type="checkbox"/> DROVE IN OPPOSING TRAFFIC LANE 10 <input type="checkbox"/> ILLEGALLY OPERATED WITH FAULTY OR MISSING EQUIPMENT 11 <input type="checkbox"/> REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED 12 <input type="checkbox"/> PASSED IN NO PASSING ZONE 13 <input type="checkbox"/> UNSAFE LANE CHANGE 14 <input type="checkbox"/> OTHER UNSAFE PRACTICES 15 <input type="checkbox"/> INATTENTION 16 <input type="checkbox"/> DID NOT USE CROSSWALK 17 <input type="checkbox"/> WALKED ON WRONG SIDE OF ROAD 18 <input type="checkbox"/> OTHER 19 <input type="checkbox"/> UNKNOWN		1 <input type="checkbox"/> NOT OBSCURED 2 <input type="checkbox"/> BY PARKED / STOPPED VEHICLE 3 <input type="checkbox"/> BY MOVING VEHICLE 4 <input type="checkbox"/> BY BUILDING 5 <input type="checkbox"/> BY SIGNAGE 6 <input type="checkbox"/> BY BOMBARD 7 <input type="checkbox"/> BY HELICOPTER 8 <input type="checkbox"/> BY LOAD ON VEHICLE 9 <input type="checkbox"/> BY TREES, BUSHES 10 <input type="checkbox"/> BY HEADLIGHT 11 <input type="checkbox"/> BY SUN GLARE 12 <input type="checkbox"/> BECAUSE OF SAC WEATHER 13 <input type="checkbox"/> OTHER 14 <input type="checkbox"/> RAIN, SNOW, FOG ON WINDSHIELD 15 <input type="checkbox"/> WINDSHIELD OBSCURED - OTHER 16 <input type="checkbox"/> UNKNOWN											
27 - ROAD GRADE CHECK ONLY ONE (1)		28 - VIOLETATIONS / BEHAVIOR TWO (2) CHOICES PER PERSON MAY BE SELECTED		29 - DIRECTION OF TRAVEL CHECK ONE (1) PER UNIT											
1 <input type="checkbox"/> DRY 2 <input type="checkbox"/> WET 3 <input type="checkbox"/> SAND, MUD, DIRT, OIL, GRAVEL 4 <input type="checkbox"/> SNOW 5 <input type="checkbox"/> SLUSH 6 <input type="checkbox"/> ICE 7 <input type="checkbox"/> OTHER 8 <input type="checkbox"/> UNKNOWN		1 <input type="checkbox"/> NO APPARENT INFLUENCE 2 <input type="checkbox"/> HAD BEEN DRIVING 3 <input type="checkbox"/> USE OF ILLEGAL DRUGS 4 <input type="checkbox"/> ELIQUIN 5 <input type="checkbox"/> HELL ABUSER / FATIGUED 6 <input type="checkbox"/> PHYSICAL IMPAIRMENT 7 <input type="checkbox"/> PRESCRIPTION DRUGS 8 <input type="checkbox"/> OTHER 9 <input type="checkbox"/> UNKNOWN		1 <input type="checkbox"/> NORTH 2 <input type="checkbox"/> SOUTH 3 <input type="checkbox"/> EAST 4 <input type="checkbox"/> WEST 5 <input type="checkbox"/> ANY 6 <input type="checkbox"/> NE 7 <input type="checkbox"/> SE 8 <input type="checkbox"/> SW 9 <input type="checkbox"/> NW 10 <input type="checkbox"/> UNKNOWN											
29 - TEMPORARY LANE CLOSURE CHECK ONLY ONE (1)		30 - TRAFFIC SIGNAL / SIGNALS CHECK ONLY ONE (1)		31 - INTERSECTION RELATED YES <input type="checkbox"/> NO <input type="checkbox"/>											
1 <input type="checkbox"/> TEMPORARY LANE CLOSURE 2 <input type="checkbox"/> TEMPORARY LANE CLOSURE 3 <input type="checkbox"/> TEMPORARY LANE CLOSURE 4 <input type="checkbox"/> TEMPORARY LANE CLOSURE 5 <input type="checkbox"/> TEMPORARY LANE CLOSURE 6 <input type="checkbox"/> TEMPORARY LANE CLOSURE 7 <input type="checkbox"/> TEMPORARY LANE CLOSURE 8 <input type="checkbox"/> TEMPORARY LANE CLOSURE 9 <input type="checkbox"/> TEMPORARY LANE CLOSURE 10 <input type="checkbox"/> TEMPORARY LANE CLOSURE 11 <input type="checkbox"/> TEMPORARY LANE CLOSURE 12 <input type="checkbox"/> TEMPORARY LANE CLOSURE 13 <input type="checkbox"/> TEMPORARY LANE CLOSURE 14 <input type="checkbox"/> TEMPORARY LANE CLOSURE 15 <input type="checkbox"/> TEMPORARY LANE CLOSURE 16 <input type="checkbox"/> TEMPORARY LANE CLOSURE 17 <input type="checkbox"/> TEMPORARY LANE CLOSURE 18 <input type="checkbox"/> TEMPORARY LANE CLOSURE 19 <input type="checkbox"/> TEMPORARY LANE CLOSURE 20 <input type="checkbox"/> TEMPORARY LANE CLOSURE 21 <input type="checkbox"/> TEMPORARY LANE CLOSURE 22 <input type="checkbox"/> TEMPORARY LANE CLOSURE 23 <input type="checkbox"/> TEMPORARY LANE CLOSURE 24 <input type="checkbox"/> TEMPORARY LANE CLOSURE 25 <input type="checkbox"/> TEMPORARY LANE CLOSURE 26 <input type="checkbox"/> TEMPORARY LANE CLOSURE 27 <input type="checkbox"/> TEMPORARY LANE CLOSURE 28 <input type="checkbox"/> TEMPORARY LANE CLOSURE 29 <input type="checkbox"/> TEMPORARY LANE CLOSURE 30 <input type="checkbox"/> TEMPORARY LANE CLOSURE 31 <input type="checkbox"/> TEMPORARY LANE CLOSURE 32 <input type="checkbox"/> TEMPORARY LANE CLOSURE 33 <input type="checkbox"/> TEMPORARY LANE CLOSURE 34 <input type="checkbox"/> TEMPORARY LANE CLOSURE 35 <input type="checkbox"/> TEMPORARY LANE CLOSURE 36 <input type="checkbox"/> TEMPORARY LANE CLOSURE 37 <input type="checkbox"/> TEMPORARY LANE CLOSURE 38 <input type="checkbox"/> TEMPORARY LANE CLOSURE 39 <input type="checkbox"/> TEMPORARY LANE CLOSURE 40 <input type="checkbox"/> TEMPORARY LANE CLOSURE 41 <input type="checkbox"/> TEMPORARY LANE CLOSURE 42 <input type="checkbox"/> TEMPORARY LANE CLOSURE 43 <input type="checkbox"/> TEMPORARY LANE CLOSURE 44 <input type="checkbox"/> TEMPORARY LANE CLOSURE 45 <input type="checkbox"/> TEMPORARY LANE CLOSURE 46 <input type="checkbox"/> TEMPORARY LANE CLOSURE 47 <input type="checkbox"/> TEMPORARY LANE CLOSURE 48 <input type="checkbox"/> TEMPORARY LANE CLOSURE 49 <input type="checkbox"/> TEMPORARY LANE CLOSURE 50 <input type="checkbox"/> TEMPORARY LANE CLOSURE		1 <input type="checkbox"/> TRAFFIC SIGNAL 2 <input type="checkbox"/> TRAFFIC SIGNAL 3 <input type="checkbox"/> TRAFFIC SIGNAL 4 <input type="checkbox"/> TRAFFIC SIGNAL 5 <input type="checkbox"/> TRAFFIC SIGNAL 6 <input type="checkbox"/> TRAFFIC SIGNAL 7 <input type="checkbox"/> TRAFFIC SIGNAL 8 <input type="checkbox"/> TRAFFIC SIGNAL 9 <input type="checkbox"/> TRAFFIC SIGNAL 10 <input type="checkbox"/> TRAFFIC SIGNAL 11 <input type="checkbox"/> TRAFFIC SIGNAL 12 <input type="checkbox"/> TRAFFIC SIGNAL 13 <input type="checkbox"/> TRAFFIC SIGNAL 14 <input type="checkbox"/> TRAFFIC SIGNAL 15 <input type="checkbox"/> TRAFFIC SIGNAL 16 <input type="checkbox"/> TRAFFIC SIGNAL 17 <input type="checkbox"/> TRAFFIC SIGNAL 18 <input type="checkbox"/> TRAFFIC SIGNAL 19 <input type="checkbox"/> TRAFFIC SIGNAL 20 <input type="checkbox"/> TRAFFIC SIGNAL 21 <input type="checkbox"/> TRAFFIC SIGNAL 22 <input type="checkbox"/> TRAFFIC SIGNAL 23 <input type="checkbox"/> TRAFFIC SIGNAL 24 <input type="checkbox"/> TRAFFIC SIGNAL 25 <input type="checkbox"/> TRAFFIC SIGNAL 26 <input type="checkbox"/> TRAFFIC SIGNAL 27 <input type="checkbox"/> TRAFFIC SIGNAL 28 <input type="checkbox"/> TRAFFIC SIGNAL 29 <input type="checkbox"/> TRAFFIC SIGNAL 30 <input type="checkbox"/> TRAFFIC SIGNAL 31 <input type="checkbox"/> TRAFFIC SIGNAL 32 <input type="checkbox"/> TRAFFIC SIGNAL 33 <input type="checkbox"/> TRAFFIC SIGNAL 34 <input type="checkbox"/> TRAFFIC SIGNAL 35 <input type="checkbox"/> TRAFFIC SIGNAL 36 <input type="checkbox"/> TRAFFIC SIGNAL 37 <input type="checkbox"/> TRAFFIC SIGNAL 38 <input type="checkbox"/> TRAFFIC SIGNAL 39 <input type="checkbox"/> TRAFFIC SIGNAL 40 <input type="checkbox"/> TRAFFIC SIGNAL 41 <input type="checkbox"/> TRAFFIC SIGNAL 42 <input type="checkbox"/> TRAFFIC SIGNAL 43 <input type="checkbox"/> TRAFFIC SIGNAL 44 <input type="checkbox"/> TRAFFIC SIGNAL 45 <input type="checkbox"/> TRAFFIC SIGNAL 46 <input type="checkbox"/> TRAFFIC SIGNAL 47 <input type="checkbox"/> TRAFFIC SIGNAL 48 <input type="checkbox"/> TRAFFIC SIGNAL 49 <input type="checkbox"/> TRAFFIC SIGNAL 50 <input type="checkbox"/> TRAFFIC SIGNAL		1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO											

1 ARIZONA TRAFFIC ACCIDENT REPORT FATAL SUPPLEMENT <small>FORM 101 COPY TO ACCIDENT RECORDS ANALYSIS UNIT 6408 ARIZONA DEPARTMENT OF TRANSPORTATION 300 S. 17th AVE., PHOENIX, ARIZONA 85007-3233</small>		REPORT ID YEAR MONTH DAY HOUR 2006/08/20 02:31		NCIC NO. 799	OFFICER'S ID NO. 5058	Agency Report Number 2006-044928 <input type="checkbox"/> Occid at time of investigation <input type="checkbox"/> Delayed fatality	
		NAME OF VICTIM b6b6b6b6b6b6b6b6b6b6		CITY STATE CASA GRANDE AZ		MARKS, SCARS, TATTOOS UNKNOWN	
2 VICTIM SEX WEIGHT HEIGHT EYES HAIR DATE OF BIRTH OCCUPATION b6b6 0 0 b6b6 BRO b6b6b6 UNKNOWN VICTIM REMOVED TO UNIVERSITY MEDICAL CENTER TUCSON VICTIM REMOVED BY AIREVAC #23 DESCRIPTION OF CLOTHING UNKNOWN DESCRIPTION OF PROPERTY UNKNOWN DESCRIPTION OF PROPERTY (CONT) PROPERTY IN POSSESSION OF: NAME ADDRESS CITY STATE b6b6b6b6b6b6b6b6b6b6 SAME CITY STATE VICTIM'S ADDRESS: NAME ADDRESS CITY STATE RELATIONSHIP b6b6b6b6b6b6b6b6b6b6 SAME CITY STATE Grandson NOTIFIED BY DATE TIME MEDICAL EXAMINER <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO G. MANJARRES 8-20-06 05:20 PIMA COUNTY MEDICAL EXAMINER		<input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PEDALCYCLIST <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> PASSENGER		RACE W MARITAL STATUS Single			
		NAME OF DRIVER <input checked="" type="checkbox"/> SAME AS VICTIM		RACE			
		OCCUPATION UNKNOWN		MARITAL STATUS Single			
		COMMENTS: (Please Note - Any text typed outside of the this Box Area, by using the Scroll Bar, will not be Printed)					
5 POLICE CALLED 02:37 POLICE ARRIVED 03:10 AMBULANCE CALLED 02:31 AMBULANCE ARRIVED 02:58 AMBULANCE DEPARTED 03:21		6 MARK DAMAGED AREA(S) OF VICTIM'S VEHICLE  <input type="checkbox"/> TOP <input type="checkbox"/> UNDERCARRIAGE <input type="checkbox"/> NONE <input type="checkbox"/> UNKNOWN		7 RESTRAINT FAILURE / IMPROPER RESTRAINT USAGE ENTER SEAT POSITION 1 NONE FAILED LAP FAILED SHOULDER FAILED BOTH FAILED CHILD RESTRAINT AIR BAG NOT DEPLOYED PASSIVE SYSTEM UNKNOWN X RESTRAINT PROPERLY USED CHILD RESTRAINT PASSIVE & LAP SHOULDER HARNESS		8 SUPPLEMENTAL DATA ACCIDENT FIRST REPORT BY <input type="checkbox"/> PERSONS INVOLVED <input type="checkbox"/> PASSING MOTORIST <input type="checkbox"/> POLICE <input type="checkbox"/> RESIDENT BYSTANDER <input type="checkbox"/> OTHER VICTIM EJECTED <input type="checkbox"/> NOT EJECTED <input type="checkbox"/> COMPLETE <input type="checkbox"/> PARTIAL <input type="checkbox"/> UNKNOWN VICTIM EXTRICATION <input type="checkbox"/> NOT REQUIRED <input type="checkbox"/> BY AMBULANCE ATTENDANT <input type="checkbox"/> BY POLICE <input type="checkbox"/> BY FIRE DEPARTMENT <input type="checkbox"/> BY PASSERBY <input type="checkbox"/> OTHER ACCIDENT LOCATION <input type="checkbox"/> URBAN <input type="checkbox"/> RURAL <input type="checkbox"/> UNKNOWN TERRAIN TYPE <input type="checkbox"/> LEVEL <input type="checkbox"/> HILLY <input type="checkbox"/> MOUNTAINOUS DRUG SCREEN TAKEN <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	
9 OFFICER SIGNATURE AND ID NUMBER R Wallin <small>01-3704 7/02 FORM 101</small>		ID NUMBER 5058		DATE 2006/09/09 <small>OPS 802-010-40 12/06</small>			

ARIZONA TRAFFIC ACCIDENT REPORT SUPPLEMENT <small>FORWARD COPY TO ACCIDENT RECORDS ANALYSIS UNIT 8048 ARIZONA DEPARTMENT OF TRANSPORTATION 300 S. 17TH AVE., PHOENIX, ARIZONA 85007-3223</small>	REPORT ID				Agency Report Number	
	YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER'S ID NO.
	2006	08	20	02:31	799	5058
2006-044928						
ACCIDENT DESCRIPTION (NARRATIVE)						

INITIAL OBSERVATIONS

I was called out from my residence in Arizona City at 2:37am. I arrived in the vicinity of the collision at about 3:10am. Upon arrival at the scene, eastbound traffic was backed up for about a mile. Semi's and other motorists were parked and blocking the emergency lane. It took several minutes to get through traffic during the last few miles. Avra Valley Fire Department had closed the eastbound lanes. A fire truck was parked across both lanes. A heavily damaged Toyota pickup was on its roof positioned near the center line in front of the fire truck. A helicopter was on the ground further east of the fire truck and Toyota. An ambulance was parked in the emergency lane. Firemen and paramedics were treating the driver and getting ready to move toward the helicopter with him fixed to a backboard and litter. I barely had time to write down the man's name and address from his license and then hand it back to a flight nurse as they were taking him to the helicopter. I asked 2 of the medics about his condition and both stated that they perceived his injuries as moderate facial lacerations and maybe a broken hand. I only saw the driver briefly as he was loaded onto the gurney and carried past me. At this time his injuries did not appear to be life threatening.

ENVIRONMENT AND ROAD FACTORS

Interstate 10 at milepost 225.2 is an east / west highway with two lanes eastbound and two lanes westbound. The eastbound lanes are separated from the westbound lanes by a depressed center median. The surface composition is asphalt and is free of apparent defects. The roadway is constructed straight and level at this location. This collision occurred at night during clear weather. The road conditions and weather were not factors in this collision.

VEHICLE #1 INFORMATION

This vehicle is a green 1998 Toyota pickup driven by Kordell Ray Wamsley. This vehicle was westbound on Interstate 10. It sustained a tread separation of the right rear tire. The vehicle veered into the median and rolled at least once then came to rest on its roof on the center line. The roof was partially crushed. All tires were deflated. The sides sustained contact, crush, and scrape and scratch damage from rolling and sliding on all sides. The driver's injuries appeared to be deep lacerations to the face and possibly a broken hand.

The driver was treated by medics at the scene from Avra Valley Fire Department Engine #37 and crew from Airevac #23. He was flown to University Medical Center in Tucson by Airevac 23. He was pronounced dead at 0356 by DR Viscusi at the UMC Emergency Room.

WITNESSES

There were no witnesses at the scene that saw the initial collision sequence. Seven to ten people were at the scene that stated that they saw a dirt cloud in the median and the pickup upside down in the road.

24 HOUR BACKGROUND

Most of the previous day had been spent at his Uncle Doug Adams house in Mesa watching a movie and eating with the family. At around 4:00 pm he departed for Tucson.

His Aunt Cheri Nagel received a phone call from him at about 6:00 pm. The evening was spent on a date with a woman that he had met over the internet. No contact information is available for her from the family.

ARIZONA TRAFFIC ACCIDENT REPORT		REPORT ID				Agency Report Number		
SUPPLEMENT		YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER'S ID NO.	2006-044928
<small> FORWARD COPY TO ACCIDENT RECORDS ANALYSIS UNIT 844R ARIZONA DEPARTMENT OF TRANSPORTATION 288 S. 17TH AVE., PHOENIX, ARIZONA 85007-3223 </small>		2006/08/20			02:31	799	5058	
ACCIDENT DESCRIPTION (NARRATIVE)								

INVESTIGATION

My investigation of this collision is based on damage to the vehicle and marks on the road. I have found that it occurred in the following manner: This vehicle was westbound in the left lane. The right rear tire sustained a tread separation. The vehicle began to veer to the left. It left a faint tire mark across the yellow line and rumble strip as it entered the median. The right side tires left faint marks in the asphalt tailings near the edge of the pavement. The tire marks got deeper and wider as the vehicle rotated counter clockwise until it was in a right side skid with the tires ploughing sideways through the dirt. After 80 feet the plough marks from the tires end and marks in the dirt from the vehicle's sides begin, indicating that the vehicle was rolling. The body marks in the dirt continue for over 200 more feet until it traveled up the slight embankment of the eastbound lanes. As the vehicle came out of the median onto the asphalt of the eastbound lanes, it was sliding on its roof. The driver was possibly ejected near this location although there were no apparent marks on the ground or the asphalt indicating whether he was ejected or crawled out of the vehicle to that location. The driver was found lying in the grass on the shoulder a few feet west of the eastbound lanes. The vehicle left light scrape marks across the left lane and came to rest on the center line facing southwest. Upon my arrival at the scene, the medics had already moved the driver. I found the seatbelt unfastened in the vehicle.

Officer's Signature	Badge No.	Date
R Wallin	5058	2006/09/09

**ARIZONA TRAFFIC ACCIDENT REPORT
SUPPLEMENT**
FORWARD COPY TO: ACCIDENT ANALYSIS UNIT 064R
ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17TH AVE., PHOENIX, AZ 85007-3233

Agency Report Number:	2006-044928
-----------------------	-------------

REPORT ID: 2006-044928

YEAR/MO/DAY	HOURL	NCIC NO.	OFFICER'S ID NO.
06/08/20	0230	0799	6034

SUPPLEMENT BY OFF. G. MANJARRES #6034:

On 08/20/06 at approximately 0520 hours, I was requested by Sgt Swanty of the Arizona Department of Public Safety to make next of kin notification to the family of [REDACTED] an individual who died earlier in a collision.

Officer Hunt and I went to the residence of the deceased where we attempted to make contact with the family. There was no answer at the home. We attempted to contact two separate neighbors who also did not answer. A third neighbor verified the deceased lived at the residence with his grandparents [REDACTED] who may have been at a local church.

Officer Hunt and I went to the church and attempted to locate next-of-kin with no success. We returned to the house and upon arrival, met with the spouse of the neighbor we spoke to earlier in the morning. He was able to provide us with Mr [REDACTED] cell phone number.

I called the cell phone number and spoke to Mr [REDACTED] who was in Show Low, Arizona at the time. Due to the exigent circumstances, I made next of kin notification on 08/20/06 at 0720 hours via telephone.



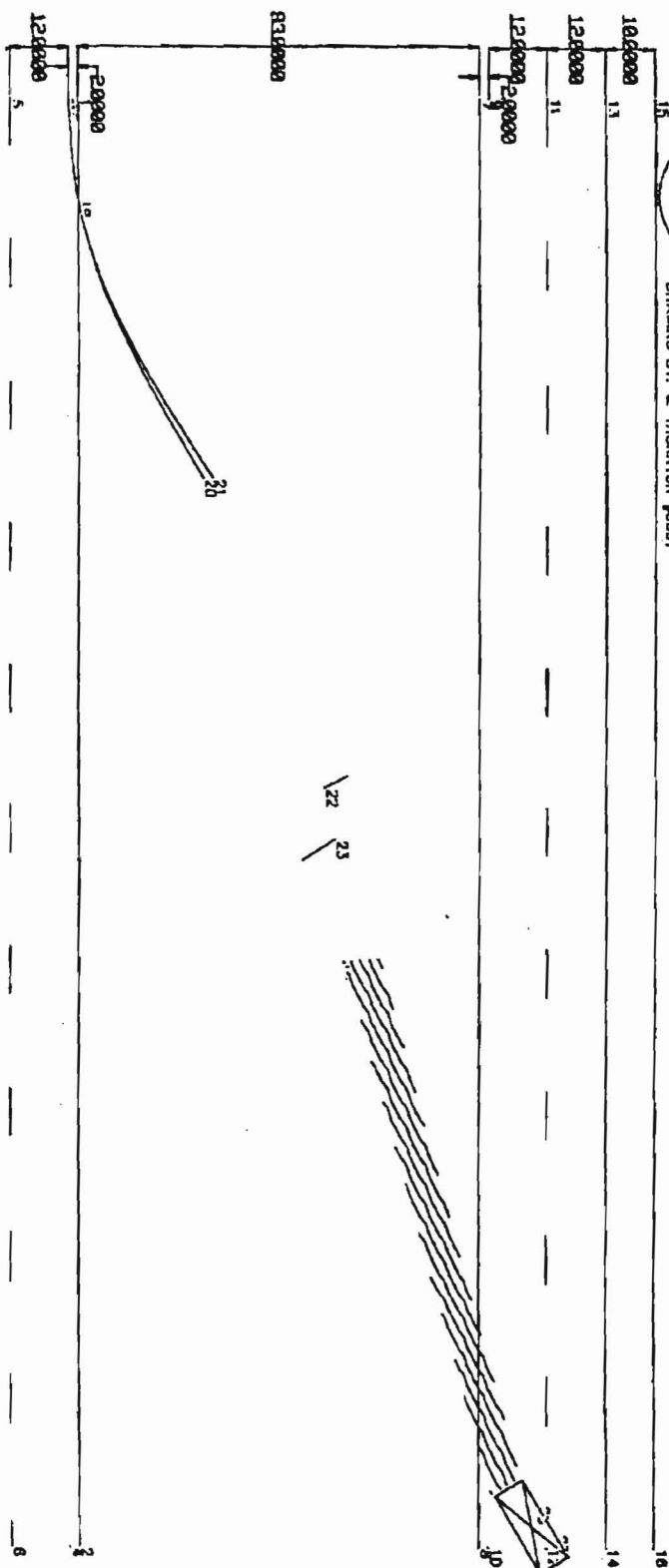
b6
b7C
b7D

DR b6b6b6b6b6
08-70-2113

I-10 MP225.2
ARIZONA DEPARTMENT OF PUBLIC SAFETY
CASE OFFICER: R. WALLIN #5058
DRAWING BY: J. THORNTON #6531

117

Libs



a .044928

Point	X	Y	Z	Description	Protect
1	0.000	0.000	0.000	EP1	
2	305.000	0.000	0.000	EP1	
3	0.000	-2.000	0.000	LLS1	
4	305.000	-2.000	0.000	LLS1	
5	0.000	-14.000	0.000	LLD1	
6	305.000	-14.000	0.000	LLD1	
7	0.000	83.000	0.000	MED	
8	305.000	83.000	0.000	MED	
9	0.000	85.000	0.000	LLS2	
10	305.000	85.000	0.000	LLS2	
11	0.000	97.000	0.000	LLD2	
12	305.000	97.000	0.000	LLD2	
13	0.000	109.000	0.000	LLS3	
14	305.000	109.000	0.000	LLS3	
15	0.000	119.000	0.000	EP2	
16	305.000	119.000	0.000	EP2	
17	123.900	125.000	0.000	SIGN	
18	0.000	-2.000	0.000	TIRE MARK BEGINS	
19	21.500	0.000	0.000	TIRE MARK	
20	80.000	28.000	0.000	TIRE MARK	
21	80.000	28.000	0.000	TIRE MARK	
22	146.000	51.000	0.000	IMPRESSION	
23	157.000	53.000	0.000	IMPRESSION	
24	183.000	55.000	0.000	IMPRESSION	
25	276.000	129.000	0.000	BODY	
26	296.000	85.000	0.000	FR	
27	302.000	98.600	0.000	FR	

2006-04-1928

Audio	History	Note
		WB EP
		WB EP
		WB LLS
		WB LLS
		WB LLO
		WB LLO
		MEDIAN
		MEDIAN
		EB YELLOW
		EB YELLOW
		EB DOTTED
		EB DOTTED
		EB WHITE LINE
		EB WHITE LINE
		EB EMERGENCY LANE
		EB EMERGENCY LANE
		RED ROCK 1 MILE SIGN
		TIRE MARK
		TIRE MARK CROSSES YE
		TIRE MARK ENDS
		TIRE MARK ENDS
		DIRT IMPRESSION
		DIRT IMPRESSION
		DIRT IMPRESSION
		DRIVER
		RR TIRE
		RF TIRE

P215/70R14 – DOT “NWHY _____”

- Goodyear is planning to conduct a customer satisfaction campaign for all tires using this same green tire.
- Tires produced from 2003 - 2006 *late in the year*
- This is a preventative campaign in response to early warning data.
- After exhaustive analysis, no design or manufacturing defect has been found in these tires.

P215/70R14 – Private Brand

- Private brand tires supplied to multiple customers -
90% Wal-Mart, Discount, TBC, and others
- 23 distinct brands/types including Douglas, Mohave, Star, Republic
- 799,655 produced from May 2003 to Nov 2006 exclusively for North America sales
- This tire was discontinued in November 2006 as new designs and molds were being introduced *moving away from a lot of private brand*
- Estimate approximately 400,000 tires remain in service *based on an attrition model*

S.A. white wall only

Tyler, Fadden (some other models (some name))

10/31/2007

Contains Confidential and/or Proprietary Information. May not be copied or disseminated without the expressed written consent of The Goodyear Tire & Rubber Company.

Overall ppm : 17

P215 ppm:

Probably the widest 14" tire

P403-06: 22 PD 25 ppm
1 E 1006

TIRE SIZE	TIRE DESCRIPTION	NUMBER PRODUCED	DOT SERIAL BEGINS WITH
P215/70R14	DOUGLAS XTRA-TRAC A/W	430,228	NWHY _____
P215/70R14	TELSTAR WEATHERIZER	1,004	NWHY _____
P215/70R14	LARAMIE STEEL RIDER	1,470	NWHY _____
P215/70R14	JETZON INNOVATION	2,060	NWHY _____
P215/70R14	CORDOVAN CRITERION II	1730	NWHY _____
P215/70R14	TURBO TECH VANDERBILT A/S II	3,497	NWHY _____
P215/70R14	MULTI-MILE EPIC PLUS	5,557	NWHY _____
P215/70R14	MULTI-MILE CUSTOM 428	21,469	NWHY _____
P215/70R14	BIG O CUSTOM SBR	39,354	NWHY _____
P215/70R14	SUMMIT SIEMPRE VI	7,585	NWHY _____
P215/70R14	LEE ALL WEATHER	9,158	NWHY _____
P215/70R14	REMINGTON MAXXUM II	35,558	NWHY _____
P215/70R14	KELLY EXPLORER	42,030	NWHY _____
P215/70R14	REPUBLIC ENSIGN	48,643	NWHY _____
P215/70R14	ROCKY MOUNTAIN ALL SEASON	5,808	NWHY _____
P215/70R14	MOHAVE R/S	73,843	NWHY _____
P215/70R14	WINSTON VOYAGER	6,472	NWHY _____
P215/70R14	WINSTON CALIFORNIAN II	19,998	NWHY _____
P215/70R14	WEATHER MARK	1,349	NWHY _____
P215/70R14	ULTIMATE AWR 4	1,650	NWHY _____
P215/70R14	MONARCH ULTRA-FLEX 2	3,399	NWHY _____
P215/70R14	PRESTIGE RADIALMAX	13,301	NWHY _____
P215/70R14	STAR SKYTRAK II	24,492	NWHY _____

P215 3 PD claims 72
 134 ppm
 P2204 2 PD claims 63rd
 64 ppm
 P205 3 PD claims 72
 124 ppm
 P205 1 40 ppm 120th
 04 3 66 ppm 19th

TOTAL 799,655

Contains Confidential and/or Proprietary Information. May not be copied or disseminated without the expressed written consent of The Goodyear Tire & Rubber Company.

10/31/2007

Not a laxative

beb6

*An update is pending to revise the "TIN" on this incident to "NWHY2JXR2103" and "ProdYear" to "2003" based on newly received information.

- PDCs: $76 \Rightarrow 0.010\%$

10 ppm

- we would have 43 PD
500% prod.

- Adjustments: $\Rightarrow 0.264\%$

0.2 ^{ex}/_b

Trend, sidewall, head
(no vibration)

higher than avg
+ crown-related higher ~~proportion~~
proportion

Also much
higher CO

10/31/2007

Contains Confidential and/or Proprietary Information. May not be copied or disseminated without the expressed written consent of The Goodyear Tire & Rubber Company.

Customer Satisfaction Campaign

- Customers will be contacted by mail
 - Large customers sales records
 - Discount Tire
 - Wal-Mart
 - All registered owners
- Consumers will be offered replacement tires at no charge, including mounting and balancing
- Campaign to run from 12/07 – 05/08
- Replacement tires are available

expect 30%
return rate
- no expected diff
for recalling
campaign

sufficient repl
tires
- holding more

TBC - our internal
database
→ 1500 stores

10/31/2007

Contains Confidential and/or Proprietary Information. May not be copied or disseminated without the expressed written consent of The Goodyear Tire & Rubber Company.

5

- ~~10-15%~~ 10-15% ~~reg.~~ reg. rate
Discount! good sales records

month to assemble list
- GY repl tire Regatta II

Magno, Gregory <NHTSA>

Subject: Goodyear wants to visit this week
Location: KDe's Office

Start: Wed 10/31/2007 12:30 PM
End: Wed 10/31/2007 2:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Required Attendees: Magno, Gregory <NHTSA>; Demeter, Kathleen <NHTSA>; Morgan, Tina <NHTSA>; Swanson, Mark <NHTSA>; Green, Donovan <NHTSA>

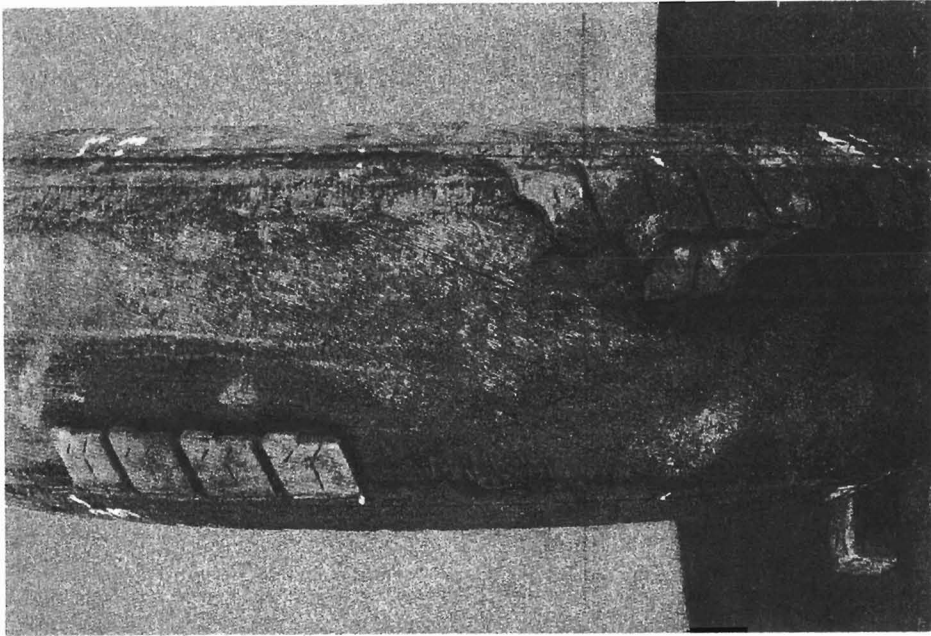
Optional Attendees: Quandt, Jeff <NHTSA>

Sim Ford from Goodyear called in yesterday to request a meeting for Wed or Thur or Friday of this week.

b6b6b6b6b6b6b6b6

b6

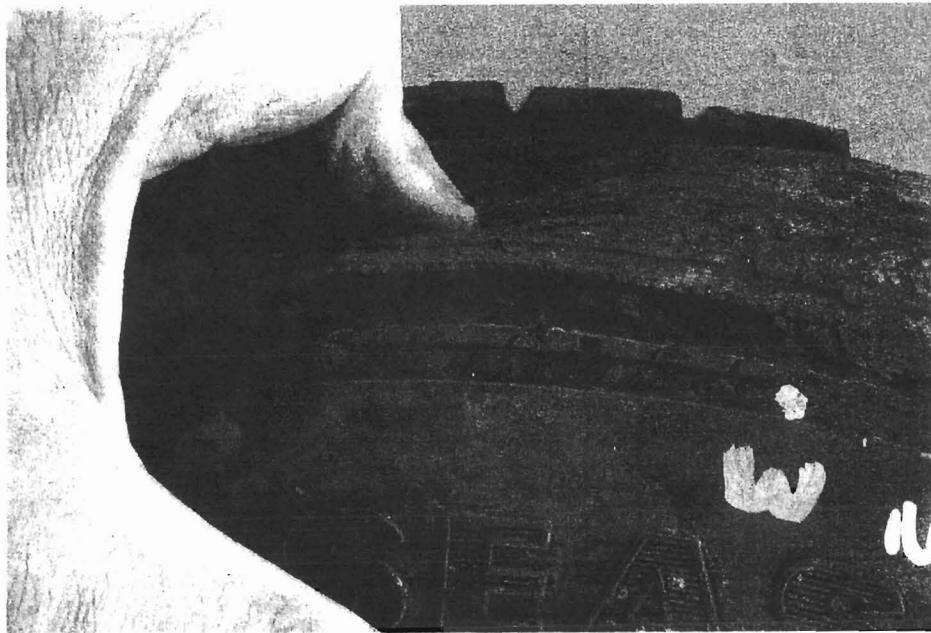
b5b5b5



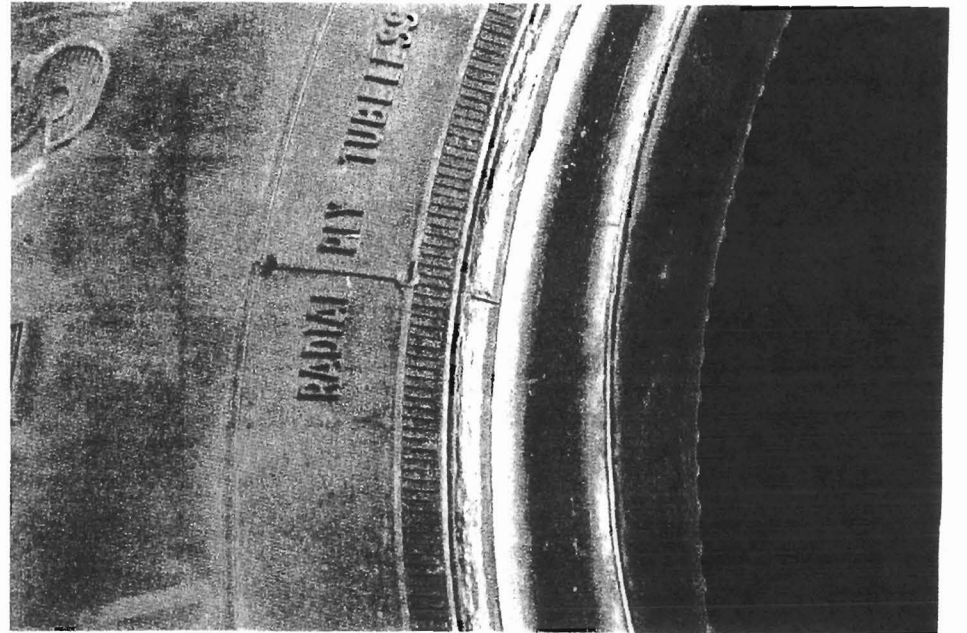
07-3217-05.jpg 2007/07/12 10:43:44.1



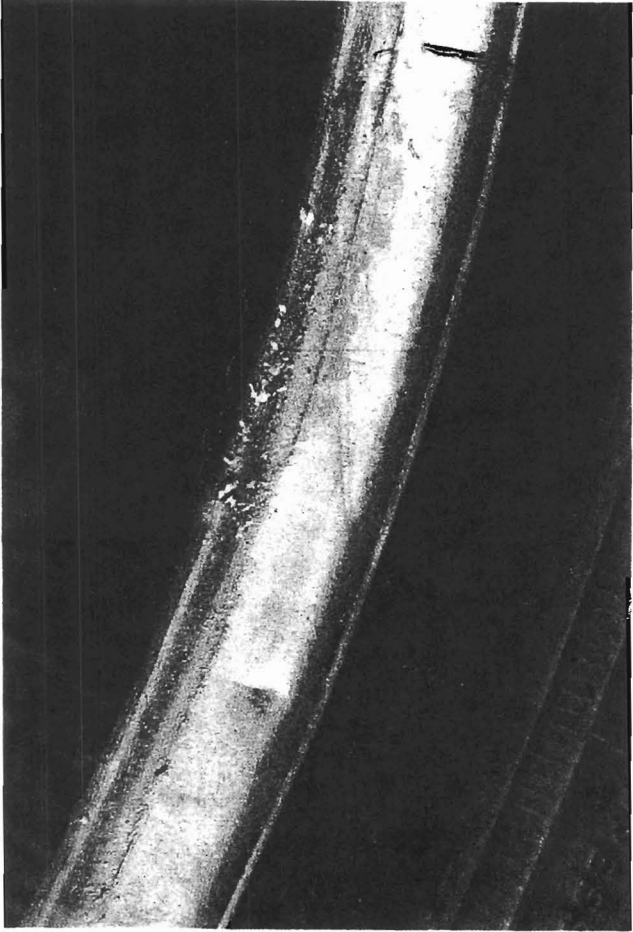
07-3217-11.jpg 2007/07/12 10:55:38.8



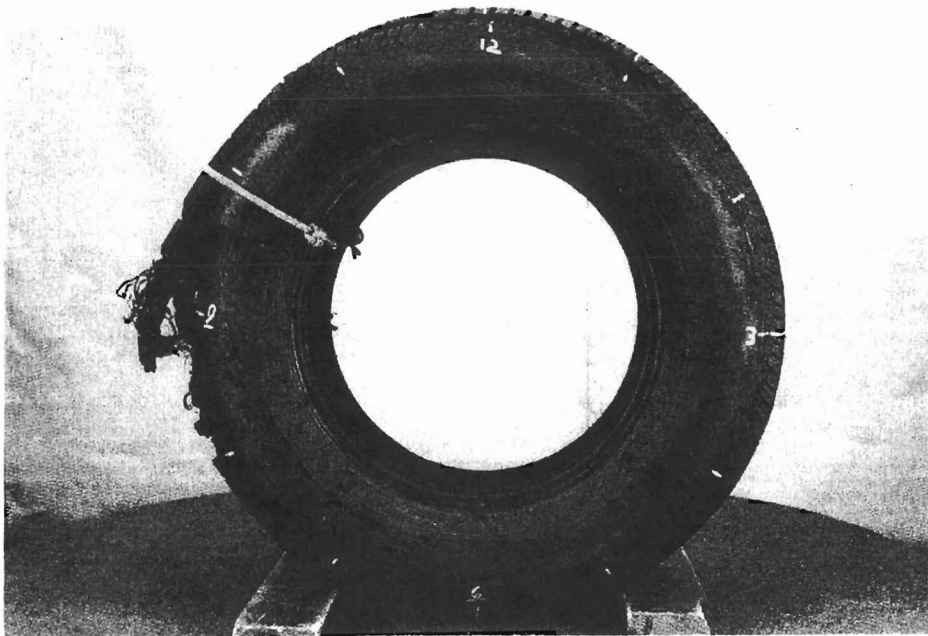
07-3217-18.jpg 2007/07/12 11:19:16.7



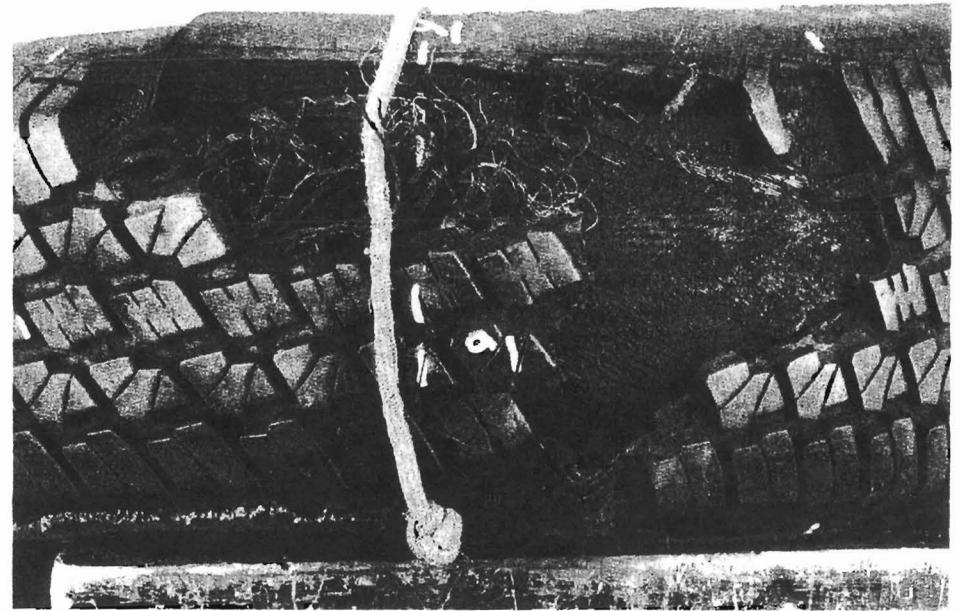
07-3217-35.jpg 2007/07/13 15:03:10



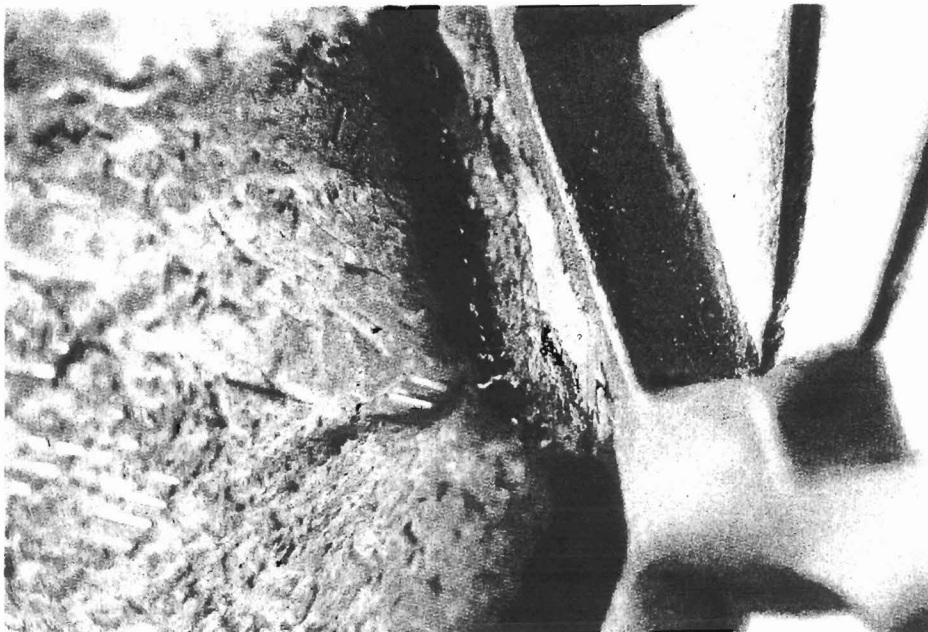
07-3217-40.jpg 2007/07/13 15:11:15



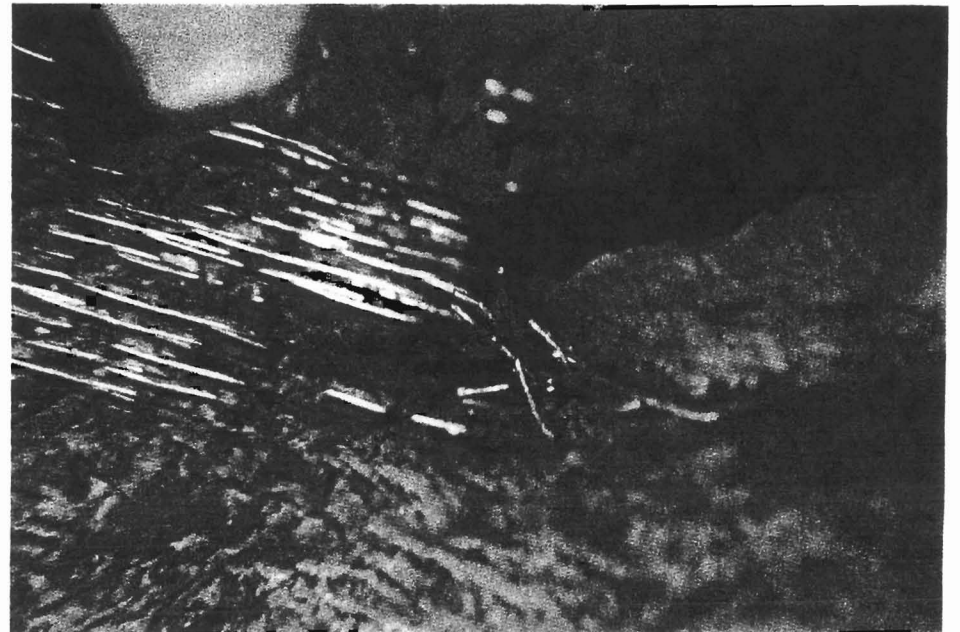
052018-01.jpg 2005/11/14 12:00:11



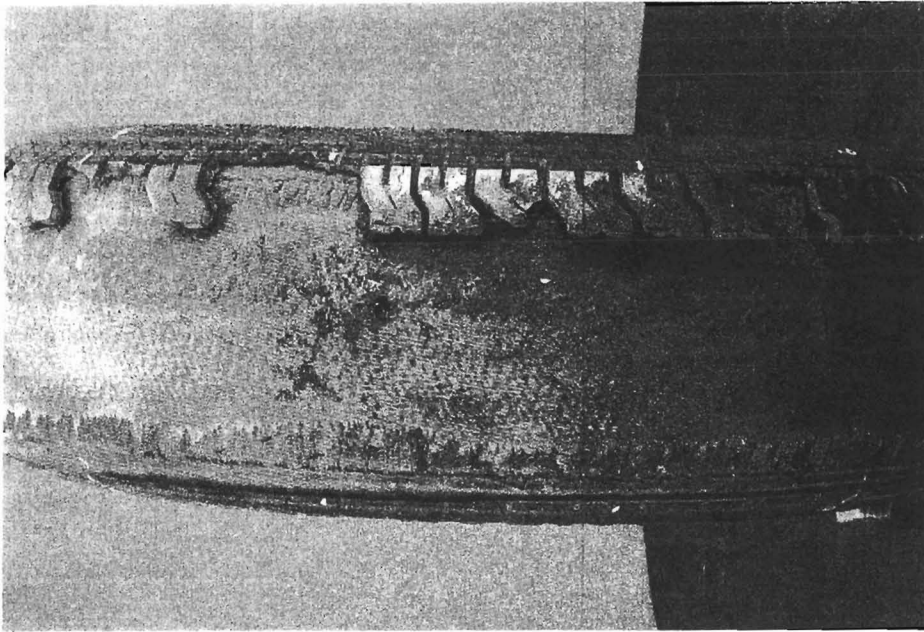
052018-08.jpg 2005/11/14 12:14:23



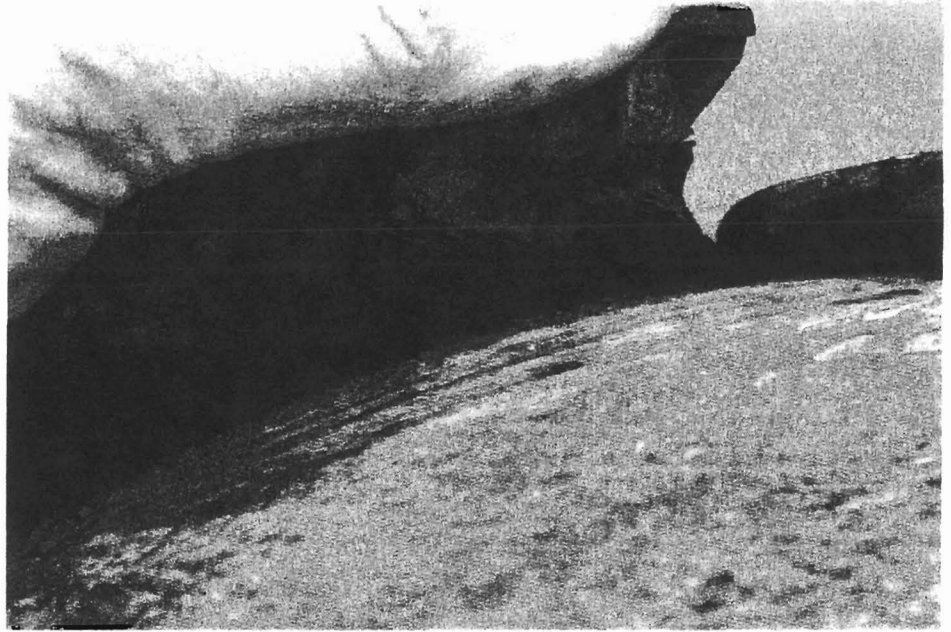
052018-10.jpg 2005/11/14 12:20:11.1



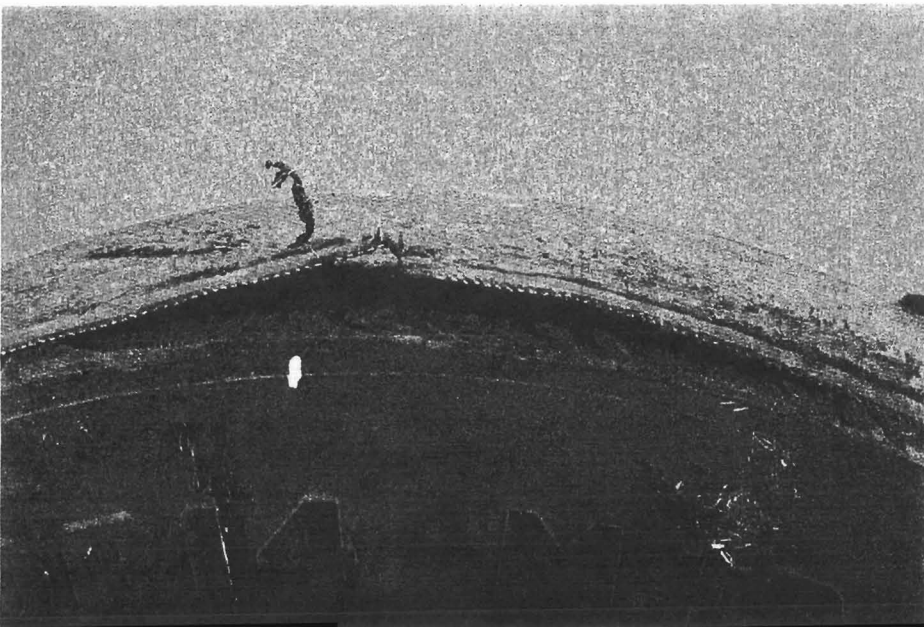
052018-11.jpg 2005/11/14 12:20:51.9



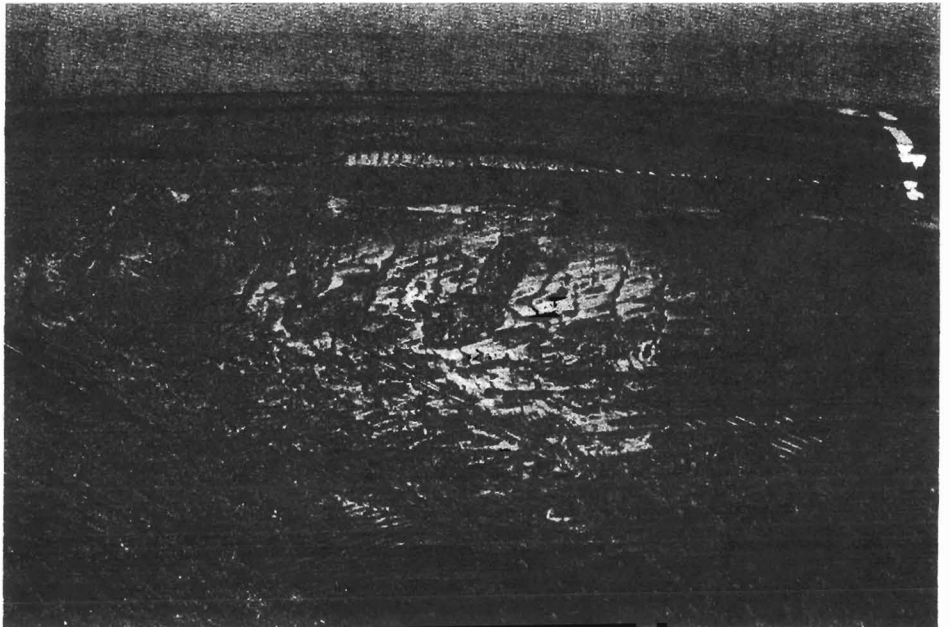
07-3392-06.jpg 2007/09/27 09:47:34.1



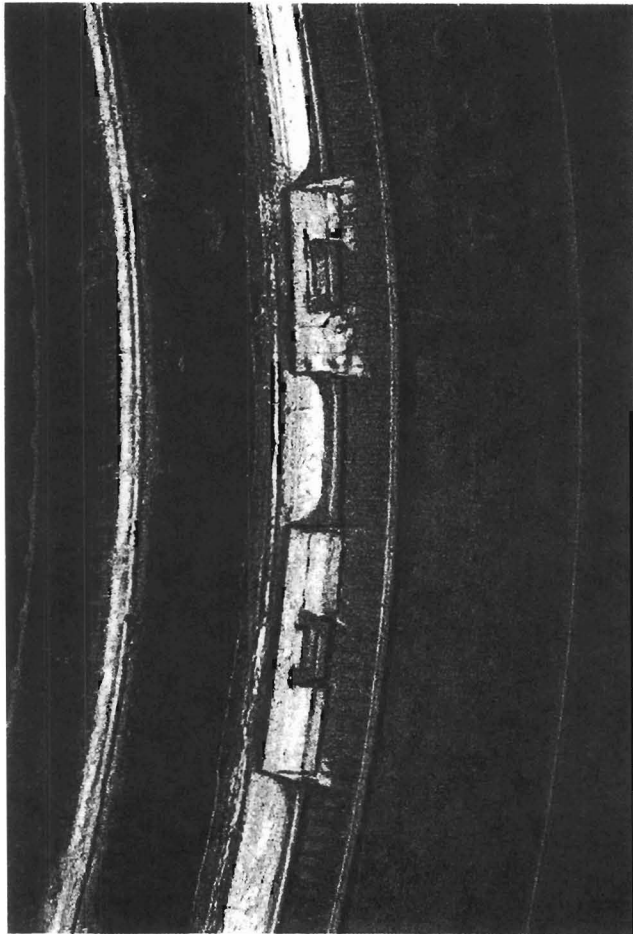
07-3392-08.jpg 2007/09/27 13:15:20.9



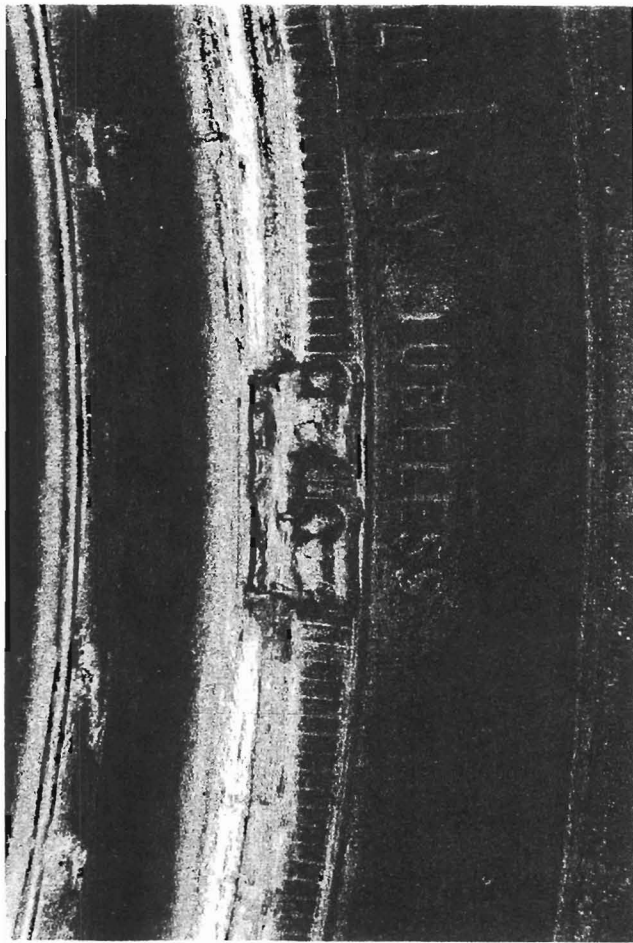
07-3392-09.jpg 2007/09/27 13:16:39.8



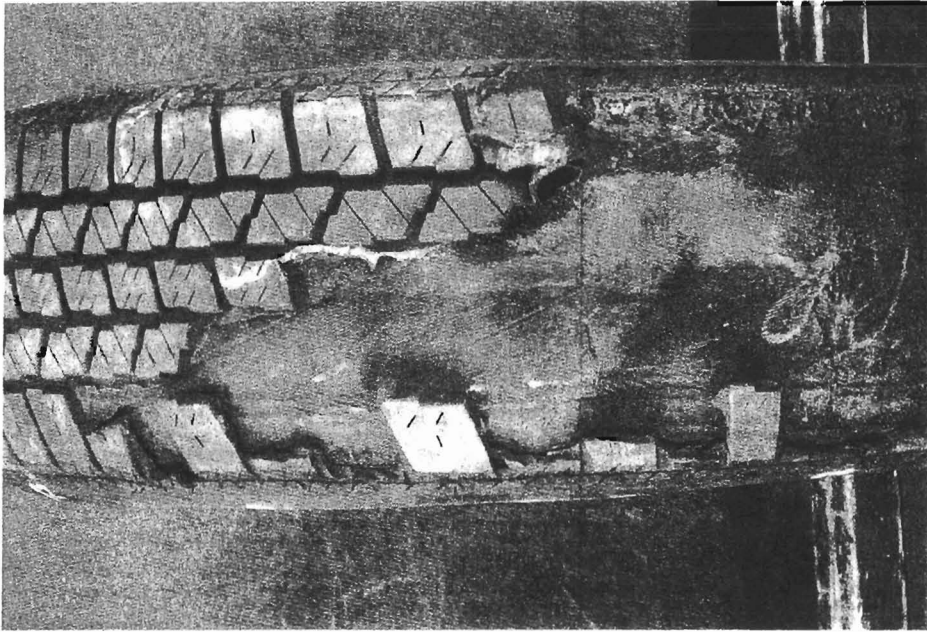
07-3392-12.jpg 2007/09/27 13:21:34.8



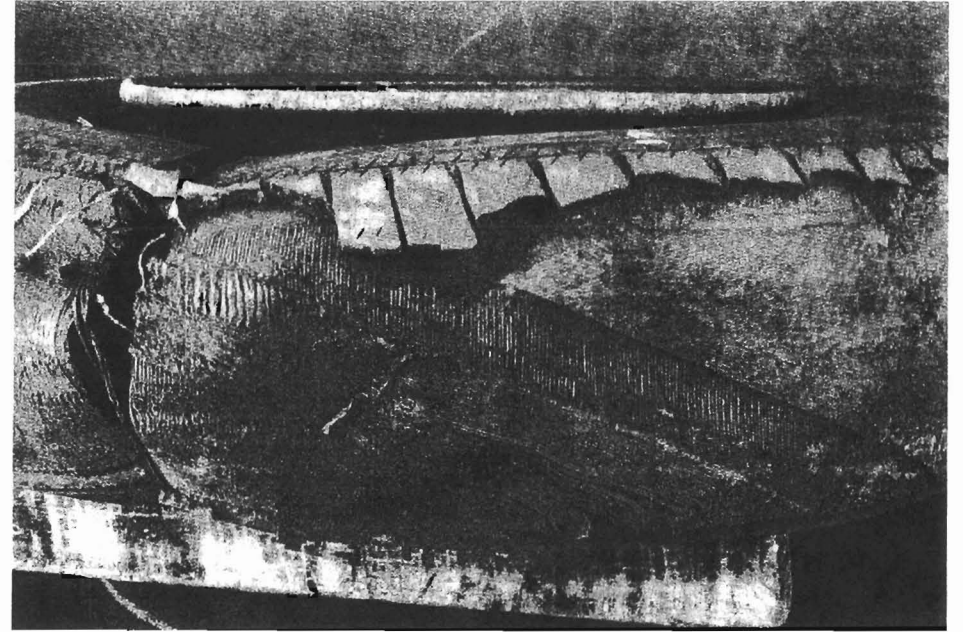
07-3392-13.jpg 2007/09/27 13:24:02.1



07-3392-15.jpg 2007/09/27 13:27:21.8



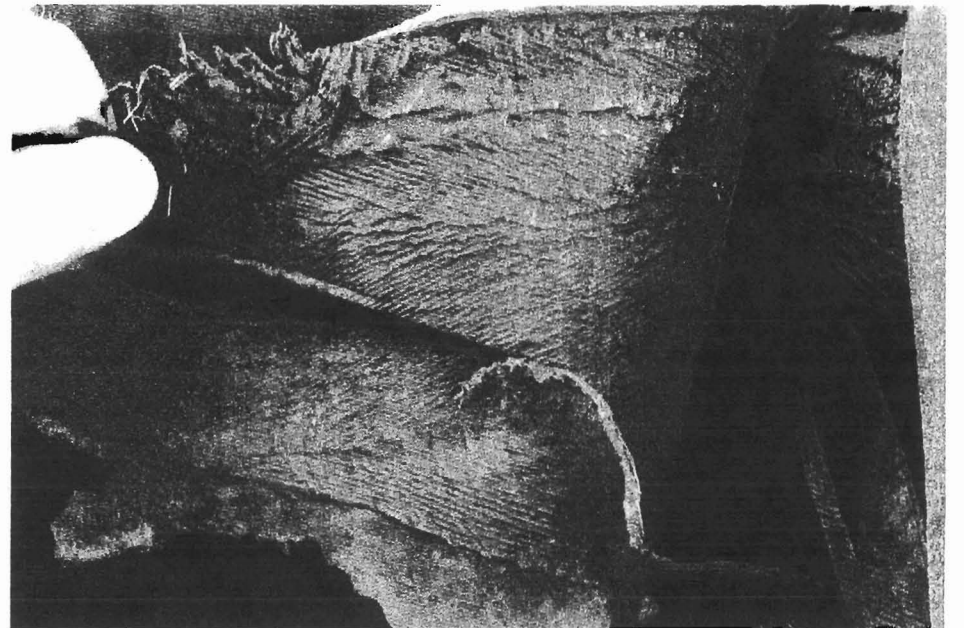
073196-04.jpg 2007/07/13 10:08:25.7



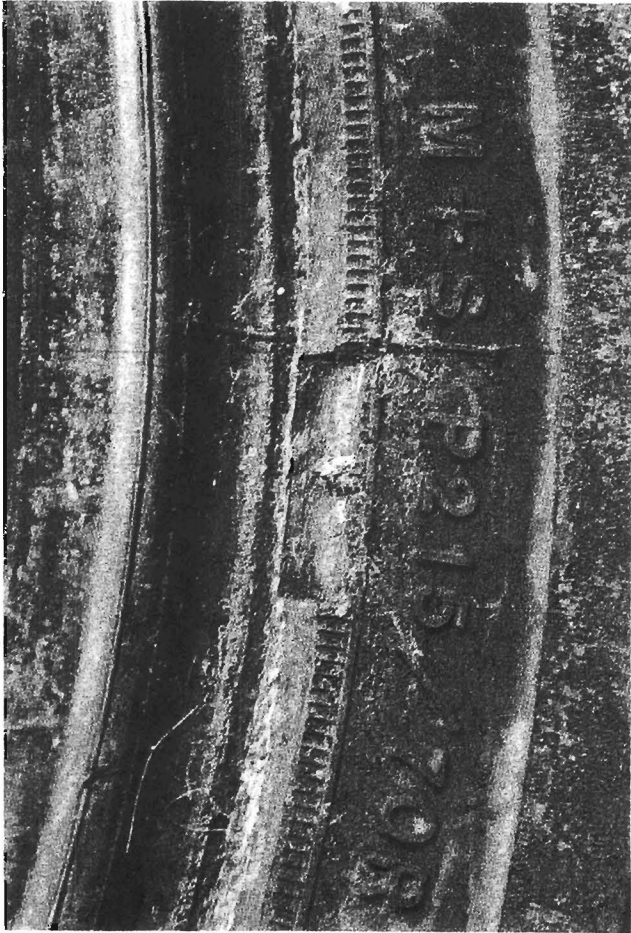
073196-08.jpg 2007/07/13 10:13:17



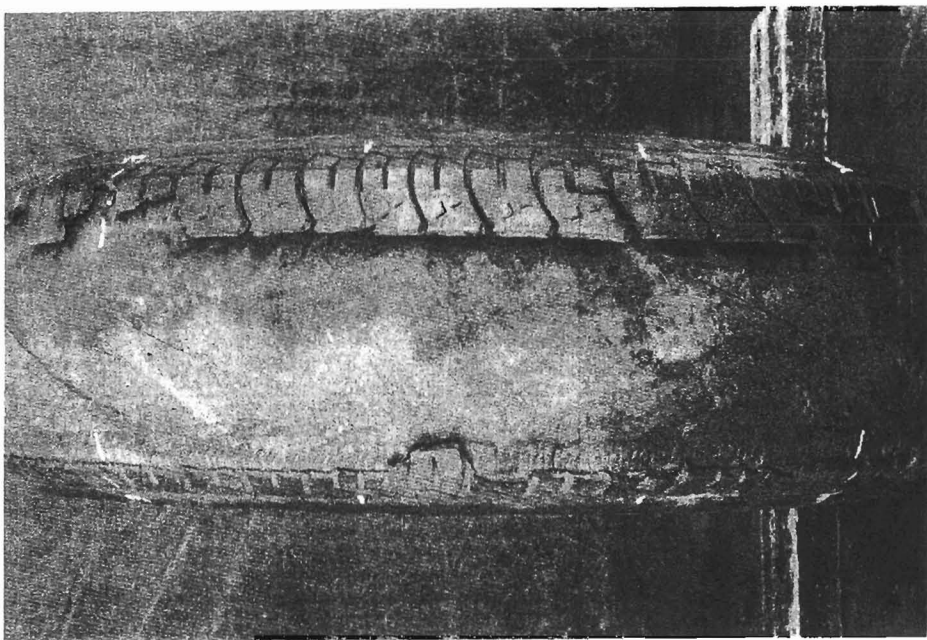
073196-09.jpg 2007/07/13 10:19:13.1



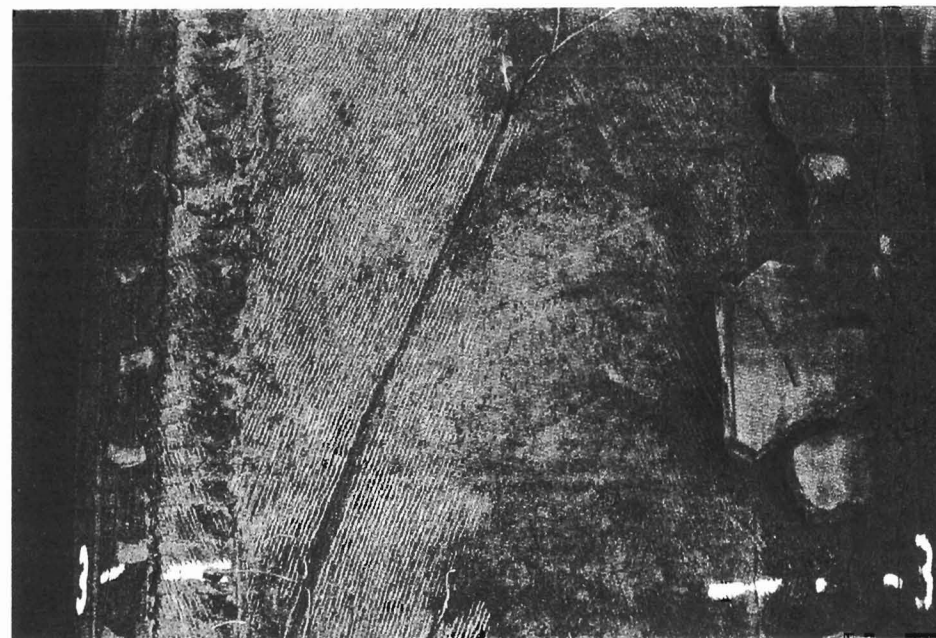
073196-12.jpg 2007/07/13 10:27:09.1



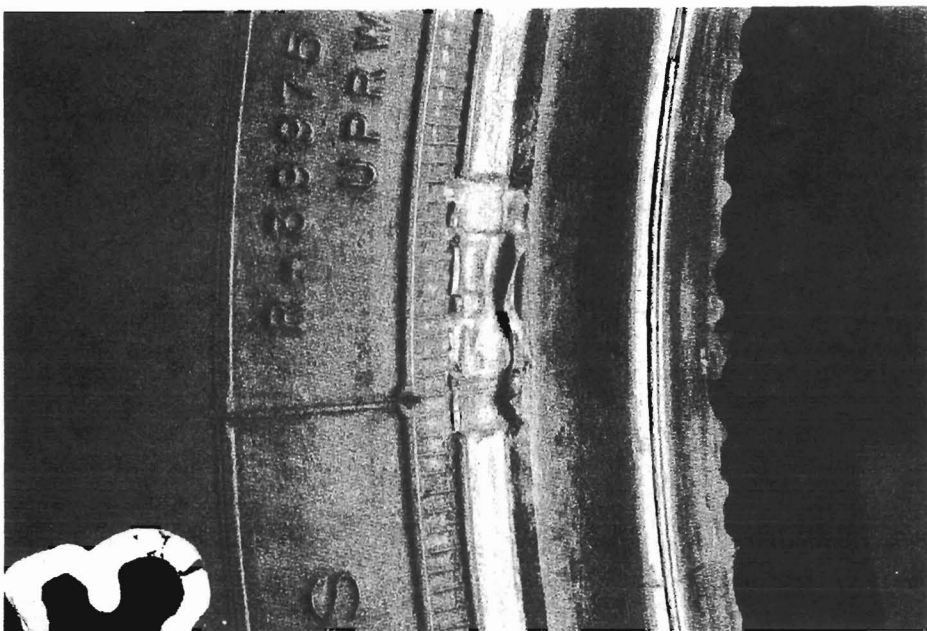
073196-51.jpg 2007/07/17 09:56:24



073376-05.jpg 2007/08/06 09:22:34.8



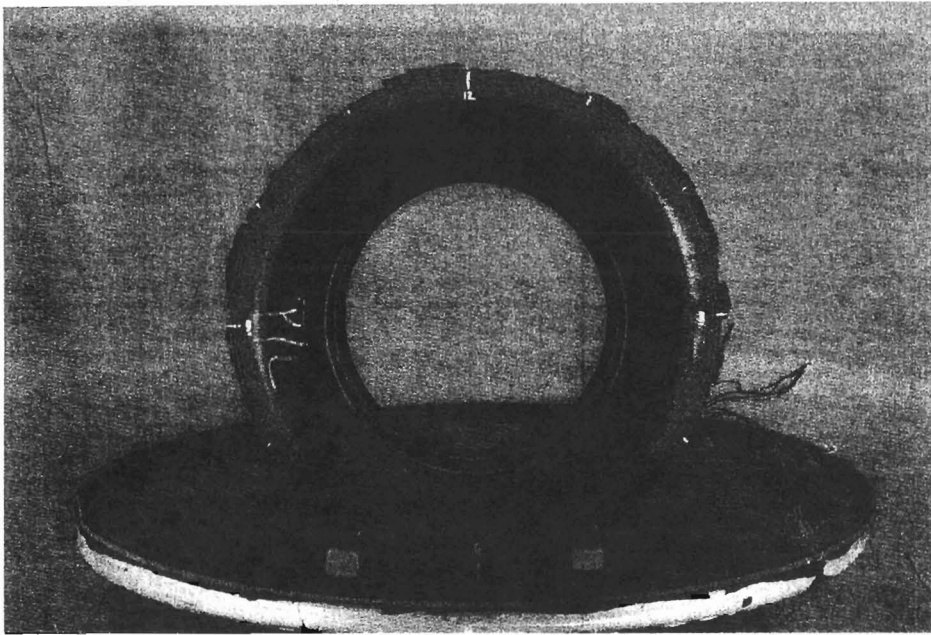
073376-08.jpg 2007/08/06 09:27:35.1



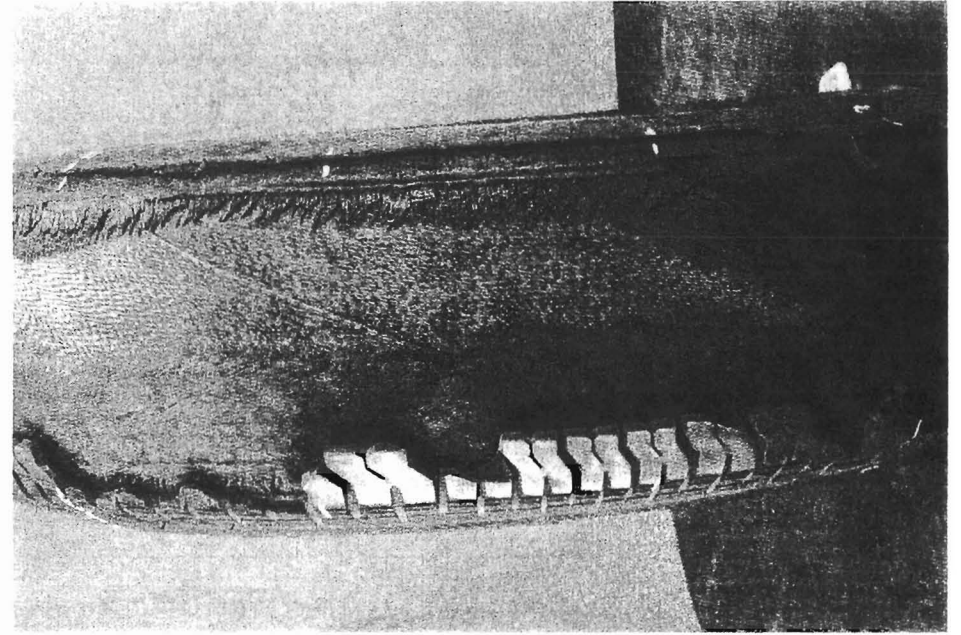
073376-19.jpg 2007/08/06 09:44:13.9



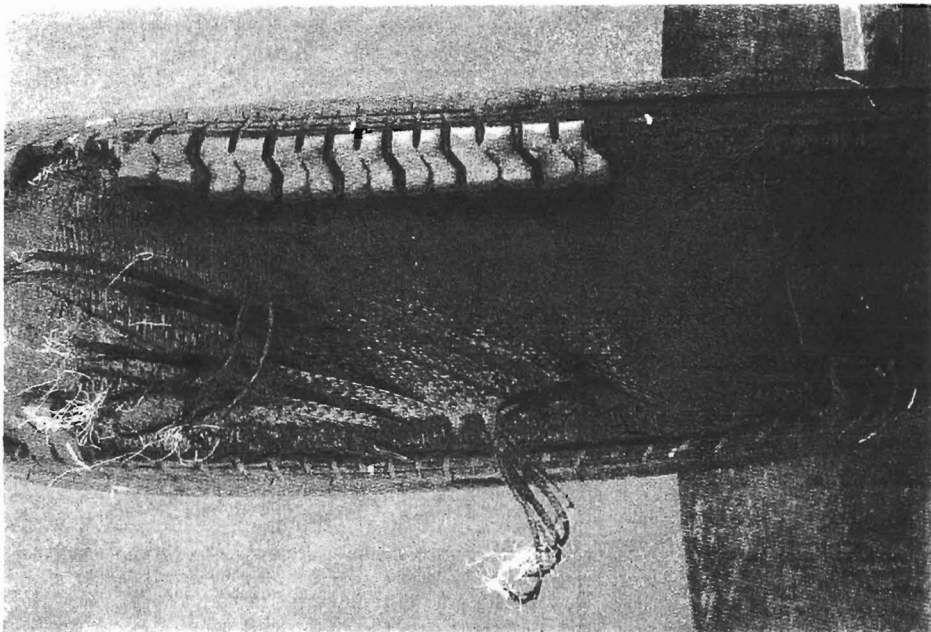
073376-25.jpg 2007/08/06 09:56:16.1



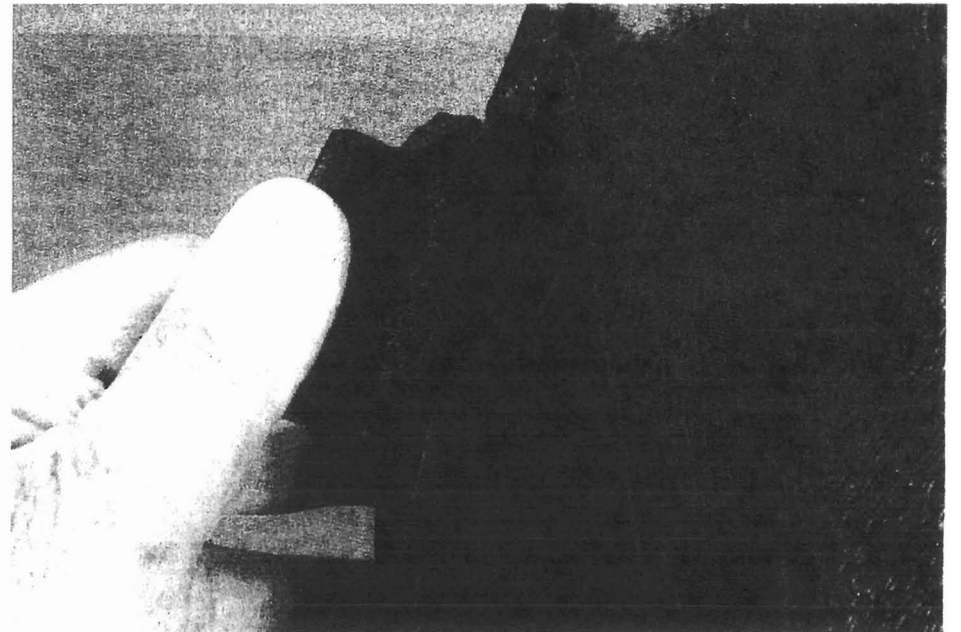
07-3391-01.jpg 2007/09/27 08:26:30.1



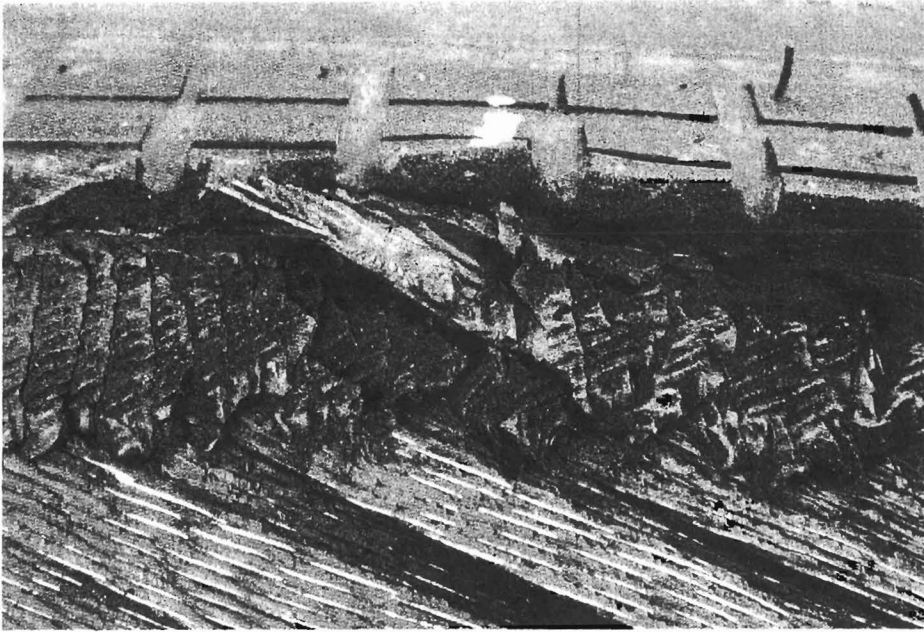
07-3391-04.jpg 2007/09/27 08:30:15.7



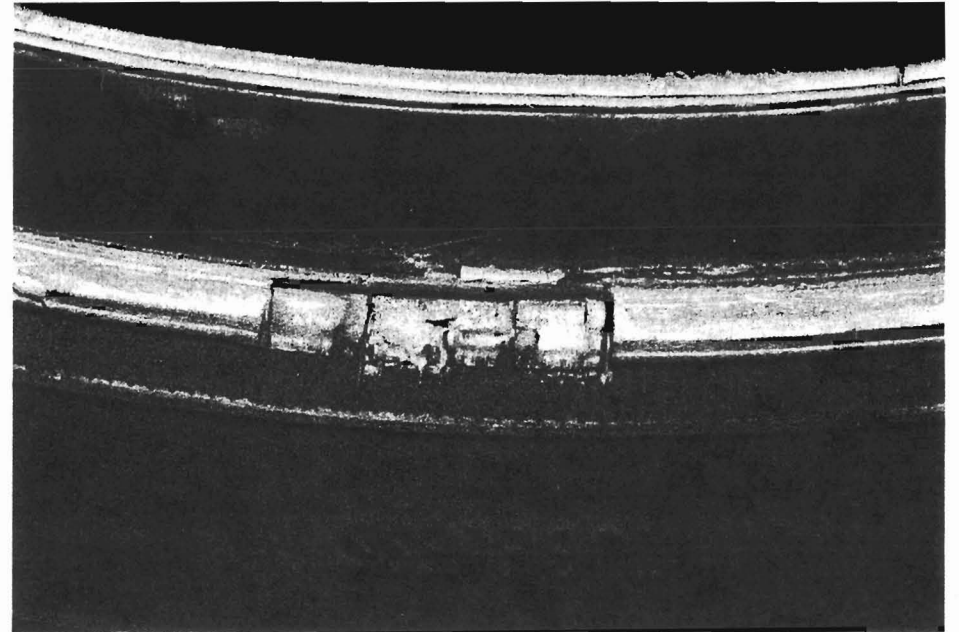
07-3391-05.jpg 2007/09/27 08:31:47.1



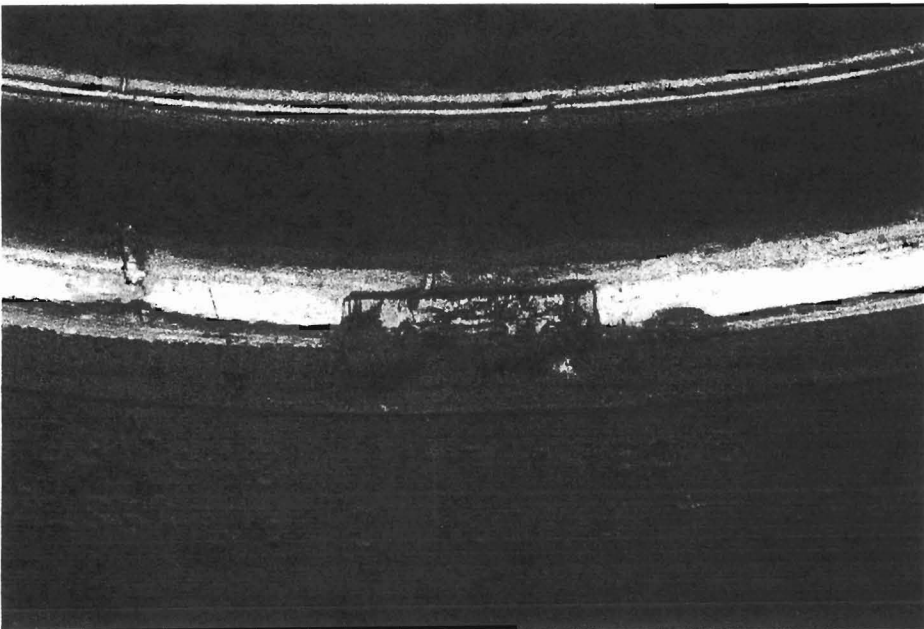
07-3391-08.jpg 2007/09/27 08:38:08



07-3391-11.jpg 2007/09/27 08:47:54.2



07-3391-16.jpg 2007/09/27 08:59:50.9



07-3391-19.jpg 2007/09/27 09:13:43.8

The Goodyear Tire & Rubber Company
Akron, Ohio 44316 - 0001

November 1, 2007

NHTSA
WASHINGTON, DC 20590
2007 NOV 28 A 11:08
OFFICE OF CHIEF
COUNSEL

Office of Chief Counsel (NCC-113)
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Response to Request for Additional Information Regarding
215/70R14**

Pursuant to 49 C.F.R. Part 512, The Goodyear Tire & Rubber Company (hereinafter, "Goodyear") seeks confidential treatment of the information submitted in response to a request for additional information regarding the 215/70R14 tire. Attached is the "Certificate in Support of Request for Confidentiality," required under Appendix A to 49 C.F.R. Part 512, as well as a Verification Affidavit. Other specific information required by 49 C.F.R. Part 512 is provided below.

Information Supporting Goodyear's Request for Confidentiality

The data contained on those pages marked "CONFIDENTIAL" is considered business information the disclosure of which would be detrimental to the business interests of Goodyear. The release of this data to the news media and /or others, who do not have and would not take time to acquire benefit of the full explanation of this data, would be totally detrimental to Goodyear. Any of the data standing alone, or in combination with other data submitted to NHTSA, could be taken out of context and used by those so inclined to discredit Goodyear's image in the minds of the consuming public.

For these reasons, there is attached an affidavit in support of Goodyear's request for confidentiality with respect to the information supplied in response to this request.

Page 2
November 1, 2007
Office of Chief Counsel (NCC-113)
National Highway Traffic Safety Administration

Thank you in advance for your consideration of this request for confidential treatment of the response. Additionally, the Affidavit that verifies the responses is also attached. Please direct all correspondence concerning Goodyear's request for confidentiality directly to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Simeon S. Ford". The signature is fluid and cursive, with the first name "Simeon" and last name "Ford" clearly distinguishable.

Simeon S. Ford
Manager, Government and Customer Compliance
The Goodyear Tire & Rubber Company

VERIFICATION AFFIDAVIT

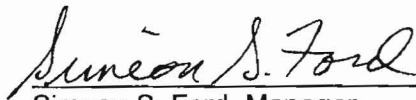
STATE OF OHIO)
) ss.:
COUNTY OF SUMMIT)

I, SIMEON S. FORD, being duly sworn, depose and say:

(1) That I am the Manager, Government and Customer Compliance for The Goodyear Tire & Rubber Company ("Goodyear"), and that I am authorized by Goodyear to execute this affidavit on its behalf.

(2) That the information contained in the response to the request for additional information regarding the 215/70R14 has been provided where it is available from within Goodyear.

(3) I verify that the matters stated therein are not within my personal knowledge; that the facts stated therein have been assembled by authorized employees and counsel of Goodyear and I am informed that the facts therein are true.



Simeon S. Ford, Manager
Manager, Government and Customer Compliance
The Goodyear Tire & Rubber Company

Sworn to before me, a Notary Public, this 1st day of November, 2007.



Notary Public

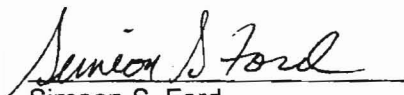
LORI A. SKILLMAN
Notary Public
State Wide Jurisdiction, Ohio
My Commission Expires
October 20, 2010

CERTIFICATE IN SUPPORT OF REQUEST FOR CONFIDENTIALITY

I, **Simeon S. Ford**, pursuant to the provisions of 49 CFR Part 512, state as follows:

- (1) That I am the Manager, Government and Customer Compliance for The Goodyear Tire & Rubber Company ("Goodyear"), and that I am authorized by Goodyear to execute this certificate on its behalf;
- (2) I certify that the information contained in the response to the request for additional information regarding the 215/70R14 (hereinafter "subject information") is confidential and proprietary data, would likely cause substantial competitive harm to Goodyear if released to the public and is therefore being submitted with the claim that it is entitled to confidential treatment under 5 U.S.C. 552(b)(3) and (4);
- (3) I hereby request that the subject information be protected for an indefinite period of time;
- (4) This certification is based on the information provided by the responsible Goodyear personnel who have authority in the normal course of business to release the information for which a claim of confidentiality has been made to ascertain whether such information has ever been released outside Goodyear;
- (5) Based upon that information, to the best of my knowledge, information and belief, the information for which Goodyear has claimed confidential treatment has never been released or become available outside Goodyear or its affiliates in such detailed form, except as required in litigation;
- (6) I make no representations beyond those contained in this certificate and, in particular, I make no representations as to whether this information may become available outside Goodyear because of unauthorized or inadvertent disclosure (except as stated in paragraph 5); and
- (7) I certify under penalty of perjury that the foregoing is true and correct.

Executed on this the 1st day of November, 2007.



Simeon S. Ford,
Manager, Government and Customer Compliance

The Goodyear Tire & Rubber Company

Akron, Ohio 44316-0001

MTSA
WASHINGTON, DC 20590
NOV 26 P 2:08
OFFICE OF CHIEF
COUNSEL

VIA FEDERAL EXPRESS

(202-366-5226)

November 1, 2007

Gregory Magno
Chief, Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Response to Request for Additional Information regarding 215/70R14

Dear Greg:

You requested additional information regarding the eight incidents we discussed regarding this tire.

We are submitting this additional information in the order shown on page 4 of the material I gave you yesterday (i.e. Tab 1 contains information for the first file on page 4, etc.).

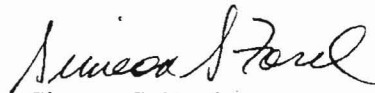
Certain of the information submitted herewith is confidential and proprietary as it contains confidential, work product, self-critical analysis information that is not customarily released to the public by Goodyear. It would likely cause substantial competitive harm to Goodyear if this information is released to the public and is therefore being submitted with the claim that it is entitled to confidential treatment under USC 552(b)(3) and (4).

Attached are the Certificate in Support of Request for Confidentiality and the Verification Affidavit from Simeon S. Ford, Manager, Government and Customer Compliance. Goodyear respectfully requests that this additional information remain confidential for an indefinite period of time.

Page 2
November 1, 2007
Gregory Magno
Chief, Office of Defects Investigation

Please do not hesitate to contact me if you have any questions about this.

Very truly yours,

A handwritten signature in black ink, appearing to read "Simeon S. Ford". The signature is fluid and cursive, with the first name "Simeon" being more prominent than the last name "Ford".

Simeon S. Ford
Manager, Government and
Customer Compliance

Enclosures

G. Magno
NVS-211

Simeon S. Ford
Manager, Government and Customer Compliance
The Goodyear Tire & Rubber Company
1144 East Market St.
Akron, OH 44316-0001

MAR 17 2008

Re: Requests for Confidential Treatment for Information Regarding 215/70/14

Dear Mr. Ford:

This responds to your November 1, 2007 request for confidential treatment for Goodyear Tire & Rubber Company (Goodyear) information submitted in response to a request for additional information by the Office of Defects Investigation in the above matter. You request that the materials be granted confidential treatment for an indefinite period of time.

Goodyear seeks confidential treatment for information it considers to be confidential, work product and information that is not released to the public. This data is contained on the pages marked "CONFIDENTIAL." Your letter and accompanying certificate indicate that the information provided is confidential and commercial data that has never been released or become available outside Goodyear and its affiliates.

I have decided to grant your request.

Goodyear provided this information voluntarily and was not required to submit this information under 49 U.S.C. § 30166 or other authority. Accordingly, I have reviewed your request under the principles set forth in *Critical Mass Energy Project v. Nuclear Regulatory Comm'n*, 975 F.2d 871 (D.C. Cir. 1992).

Under the test set forth in *Critical Mass*, financial or commercial information provided to the government on a voluntary basis is "confidential" for purposes of Exemption 4 of the Freedom of Information Act if it is the kind of information that would customarily not be released to the public by the submitter. Your certificate indicates that Goodyear has never released the data and it is not available outside Goodyear and its affiliates. A review of the information for which confidential treatment is sought (Goodyear's analyses of individual claims) indicates that this data is not publicly available. Therefore, I am according confidential treatment to the information contained in your submission.

Subject to the conditions below, this grant of confidential treatment will remain in effect indefinitely.

This grant of confidential treatment is subject to certain conditions. The information may be disclosed under 49 CFR § 512.22 based upon newly discovered or changed facts, and you must inform the agency of any changed circumstances that may affect the protection of the information (49 CFR § 512.10). If necessary, you will be notified prior to the release of any information under the procedures established by our regulations (49 CFR § 512.22(b)).

Sincerely,

Original Signed By

Otto G. Matheke, III
Senior Attorney

OCC:Adimarsico:65263:cyt: 1/29/08 (printed in final 2/25/08)

Printed w/edits 3/6/08

NCC-111 subj/chron, ad, om, cyt **NCC07-006910**

Info: NVS-211: G. Magno (w/enclosure)

NCC/Confidentiality/misc07/Goodyear07-006910ajd.doc