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June 2, 2008

The Honorable Nicole Nason  
Administrator  
National Highway Traffic Safety Administration  
1200 New Jersey Street, S.E.  
Washington, DC 20590

RE: Comments on Tire Aging, Docket 2005-21276

Dear Administrator Nason:

The following submission is a continuation of our comments on tire age degradation. In these comments, we are submitting an updated list of crashes resulting from tread separations in tires older than six years, providing comments on the November 5, 2007 RMA submission on tire claims data, and reviewing near- and long-term solutions to the tire aging problems.

Safety Research & Strategies is a research, consulting and advocacy firm specializing in motor vehicle safety issues. We work with organizations and individuals who share our goals of improving safety and reducing harm in the motor vehicle and transportation environment. Our clients include lawyers, engineering firms, government, and suppliers whose products enhance safety and reduce injury.

Attached is a spreadsheet containing a list of 159 incidents in which tires older than six years experienced tread / belt separations—most resulting in loss-of-control crashes. These incidents were the cause of 128 fatalities and 168 injuries. We have also included an additional 10 cases involving tires older than five years at the time of failure (half of which were more than five-and-a-half years old at the time of failure). These 10 incidents account for an additional 14 fatalities and 24 injuries. We are in the process of reviewing several dozen additional incidents that appear to involve tires six-years-old or older and will provide an update as soon as possible.

Our case list consists predominantly of severe injury or fatality incidents in which there are significant economic damages. This is expected, as the primary source of these

incidents is product liability litigation. The list does include several non-litigation incidents that we have learned about. However, as the agency knows, most incidents that do not involve injuries or fatalities go undocumented and uninvestigated. Furthermore, the expense associated with pursuing product liability claims generally prevents lawsuits from being filed unless the damages are greater than several hundred thousand dollars. Because there is no economic incentive to pursue cases with lesser damages, many of the less severe injury claims potentially related to aged tires are not investigated, pursued or recorded.

The incidents SRS has documented in the attached list represent only a small percentage of the real-world problem associated with aged tires. Because litigation serves as a bell-weather for trends, we suspect that aged tires are contributing to a significantly larger number of failures than those we have documented.

With the assistance of statisticians at Quality Control Systems, Corp., we have reviewed the RMA's November 5, 2007 submission regarding its analysis of tire claims data related to deaths, injuries, and property damage. According to this submission, their analysis "addresses the question of whether claims increase or decrease as a function of a tire's chronological age alone." Our comments regarding the RMA data follow, with the proviso that the poor quality of the reproduction of the charts may have affected our understanding of the analysis. We note also that the lack of numerators and denominators for any of the rates depicted in the study is a serious problem affecting an assessment of the reliability of the RMA's conclusions.

First, the claims data were "submitted anonymously" and then "aggregated." Disaggregated data that could be analyzed by tire make and model would provide a much better understanding of what is happening. For example, disaggregated data would allow for an analysis that controls for tire speed ratings – a factor that appears to be important based on SRS' and other analyses that have noted high-speed rated tires do not show the same correlation to age in stepped-up-load testing.

Because the data are aggregated, relevant data remain secret, which prevents the study from being scientifically replicated or checked for accuracy. Claims data can be very helpful in many types of safety studies; but claims do not equate to safety. While claims can tell us about safety problems, they are influenced by many factors and those factors may vary among RMA members. How claims are actually generated, what qualifies a claim – and most importantly – claims on tires that are outside of the warranty period (which coincidentally in most instances is six years), need further illumination. Claims data are much more meaningful when they are detailed, have adequate coverage, timely availability, and are accessible for independent review.

The RMA believes that the claims they have studied “can be the direct result of misuse and abuse of the tire, such as under-inflation, overloading, road hazards or improper repairs.” According to their submission, “These are merely claims received by RMA’s members and are not findings of... any safety problem with a particular tire.” On that basis, it is hard to understand how the RMA’s analysis is helpful in understanding safety problems with tires and tire aging in general. If the RMA knows that tire-related claims of deaths, injuries, and property damage result from consumer abuse, why would they study these claims to test whether they are influenced by aging? Why not exclude from their study claims about tires that could be known to have these problems?

Although the titles of the first two charts include the term “Age Distribution,” they do not actually show the distribution of claims by tire age. Chart 2 purports to reflect “data regarding the number of scrap tires surveyed versus the number of tires remaining in the field.” However, no data are actually presented in the chart about the number of tires remaining in the field. The RMA asserts that the number of tires “remaining in the field” by age can be estimated through an (apparently) non-random sample of tires “en route to scrap tire processing facilities” (see May 10, 2006 RMA submission to Docket No. NHTSA-21276, “Project Methodology”). This assertion rests on a further assumption that there is no (or only unimportant) variability in a tire production rate by RMA members of 290.6 million tires per year. It is also unclear whether the scrap survey was limited to tires produced by the same RMA members who provided the claims data. If not, it would have to be assumed that the scrap rates by tire age are the same for RMA members as non-RMA members.

According to the RMA study, Chart 3 shows rates that are “affected by many factors, including the type of tire (e.g. light truck v. standard passenger), the type of service to which the tire is subjected, the amount of overloading or underinflation experienced by the tire, the tire’s exposure to road hazards, and whether the tire has been properly repaired.” If this is true, then the chart does not specifically address the study’s intention: understanding the influence of tire age alone on tire claims.

Chart 3 unfortunately invites the interpretation that 15 year old tires are about as safe as one year old tires, with six year old tires being the most dangerous. The RMA says that this interpretation would misconstrue the data. They explain that, “Tires that are in service after six years of age may be experiencing more moderate service lives such as fewer numbers of miles driven, less severe service, and better maintenance practices (such as less underinflation and overloading). They may have less opportunity to experience damage, impacts, poor maintenance, etc., and therefore be less likely to be involved in a claim.” If all these possibilities are true, then it does not necessarily follow that, “It is clear from this chart... that the rate of claims as a function of the chronological age of the tires does not continue to increase after six years.” If all of the possibilities

related to consumer abuse of tires are true, then it may be that the chart does not directly address the effect of tire age on tire claims. In fact, it may well be that tire age is strongly related to whether a tire claim will even be submitted to RMA members in the event of an actual tire failure that causes death, injury, or property damage. Chart 4 would seem to support that interpretation. If so, this study may say more about tire claims submittal procedures than it does about tire safety.

The issue of tire age degradation has progressed significantly in the past few years. However, the public is still at risk because it has little or no information about this mostly invisible hazard. The tire industry, vehicle manufacturers, and NHTSA recognize that tire age degradation presents a hazard – even on tires that have little or no use. However, the outreach to consumers has been virtually nil, short of the media reports featuring the tragic stories of victims.

Safety Research & Strategies has been urging NHTSA to take action on this issue since 2003. While the agency has done excellent research in this area, there have been neither policy initiatives nor warnings. Any policy initiative will be a complex undertaking that will require additional analyses and likely require a lengthy rulemaking process. In the interim, we have asked the agency to take a nominal, but important step toward educating the public about tire age degradation and issue a Consumer Advisory.<sup>1</sup>  
<sup>2</sup> NHTSA has employed Consumer Advisories as a tool to warn the public about various hazards that may or may not have current solutions (i.e., 15-passenger vans, Ford cruise control fires, Firestone tires, etc.).

Consumers and service professionals need information and guidelines about the increased risks presented by aged tires. Many of the incidents we've reviewed show due care was exercised by the vehicle owner and the service technicians. Absent guidelines and information about the risks preventable tragedies continue.

Since 2006 many of the tire manufacturers have issued Technical Bulletins advising against the use of tires that are six to 10 years old.<sup>3 4 5 6</sup> *(Note: Most of the tire manufacturers advise tire replacement after 10 years, but they default to the vehicle manufacturers guidelines, which are predominantly six years. These bulletins were*

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<sup>1</sup> Safety Research & Strategies, November 11, 2004, Docket 03-15400

<sup>2</sup> Safety Research & Strategies, May 25, 2005, Docket 2005-21276

<sup>3</sup> Bridgestone Firestone Technical Bulletin: Tire Inspection Guidelines, October 2005

<sup>4</sup> Michelin Technical Bulletin: Service Life for Passenger Car and Light Truck Tires including Spare Tires

<sup>5</sup> Continental Information Bulletin: Tire Maximum Service Life for Passenger Car and Light Truck Tires

<sup>6</sup> Cooper Tire Service Bulletin 112

*preceded by others overseas, like the 2001 British Rubber Manufacturers Association<sup>7</sup> – which includes all of the major tire makers' or their subsidiaries.)*

Currently, nearly all vehicle manufacturers have adopted a six-year policy, warning that tires should be removed from service after six years, regardless of tread depth or use. Unfortunately, these warnings are inconspicuously buried in the depths of several-hundred-page owner's manuals. For example, Chrysler's warning says:

"Tires and spare tire should be replaced after six years, regardless of the remaining tread. Failure to follow this warning can result in sudden tire failure. You could lose control and have an accident resulting in serious injury or death."<sup>8</sup>

Volkswagen, one of the first to add a warning about tire aging to its owner's manuals in 1990, states:

"WARNING -Tires age even if they are not being used. Tires which are more than 6 years should be used only in an emergency and then with caution."  
"WARNING - Old tires can fail in use, causing loss of vehicle control and personal injury. Replace tires after six years regardless of tread wear. Always reduce speed and drive cautiously if you must use an old tire in an emergency. Replace the tire as soon as possible."<sup>9</sup>

It is important to note that NHTSA has also recognized the dangers associated with tire aging. In fact, the agency included in a 2003 presentation that there is general agreement that older tires are more likely to fail than newer tires, and that "tire age matters."<sup>10</sup> Previously, the agency's own investigation into Firestone ATX / Wilderness tire defects also noted the age issue and found tires were failing predominantly after several years of service. NHTSA found that age was a factor particularly in the high ambient temperature environments, because the rubber becomes less resistant to fatigue crack growth with aging, thereby increasing the risk of failure.<sup>11</sup>

More recently, the agency's *Research Report to Congress on Tire Aging* cited its analysis of insurance company tire claims reported from 2002 through 2006. The analysis found 77 percent of the tire claims came from hot climate states and 84 percent

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<sup>7</sup> Tyre - Ageing (Passenger Cars, Light Vans and Trailers up to 3.5 tonne GVW); June 2001

<sup>8</sup> 2006 Chrysler 300 Series Owner's Manual

<sup>9</sup> 2000-2001 Volkswagon Golf Owner's Manual

<sup>10</sup> What NHTSA Applied Research Has Learned From Industry About Tire Aging; July 31, 2003, James D. MacIsaac, Jr.

<sup>11</sup> NHTSA Engineering Analysis Report and Initial Decision Regarding EA00-023: Firestone Wilderness AT Tires, Oct. 2001 (p.11)

of these claims were for tires more than six years old.<sup>12</sup> This is a staggering finding that has a direct bearing on consumer safety.

NHTSA's continued public silence on the issue of tire aging means consumers and service professionals have to rely on a patchwork of "warnings" that are hard to find and inconsistently adopted. A NHTSA advisory can fill an important void by communicating the fact that tire age does matter and that most vehicle and tire makers advise replacement – particularly in hot climates – after six years.

Recent news reports also highlight the importance of a NHTSA advisory. One documented a Wal Mart in Orlando Florida selling eight and nine-year-old "new" tires. According to the report, Wal Mart defended the practice, saying that it is not required by law to tell consumers the age of the tire. Wal Mart issued a statement affirming this: "We follow all National Highway Traffic and Safety Administration (NHTSA) standards and, should the NHTSA create a ruling related to age of tires and its effect on the safety of our customers, we would of course comply."

A Consumer Advisory from NHTSA, even if it simply outlined the recommendations from tire and vehicle makers, could have a profound effect on service providers and consumers alike. As a result, we are renewing our request that the agency should immediately issue a "Consumer Advisory" alerting the public to the dangers of aged tires and include information in the various tire safety publications. NHTSA has an obligation to the public. Any advisory should note:

- Testing and real-world data has shown tires have a much greater propensity to fail as they age.
- Vehicle and tire manufacturers have recommend light truck and passenger tires older than six years from the date of manufacture should not be used, particularly spares.
- Hot climates accelerate tire degradation.
- How to decode the DOT number—the only means for determining the date of manufacture.

We urge that NHTSA take quick action to help stem the tragedies that continue to occur when aged tires fail catastrophically.

Sincerely,

Sean E. Kane

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<sup>12</sup> Research Report to Congress on Tire Aging, August 2007 (p. 6)

Tire Aging Incidents

Case Name	Manufacturer	Model	Size	Incident State	Incident City/County	DOT	DOA	Vehicle Yr.	Vehicle Mk.	Vehicle Mdl.	Description	Used Tire	Spare Tire	Injury Total	Fatality Total
Aldridge V. Michelin	Michelin-Uniroyal-Goodrich	BF Goodrich Trail Blazer 2	P205/75R15	MI	Ingham County	AUULF3-120	9/4/1999	1990	Geo	Tracker	Original unused spare put into service after the owner had a flat tire. Shortly after owner's father took the vehicle to obtain a new tire for the vehicle (spare had less than 200 miles use) and experienced a tread separation. Lost control and rolled. Closed head injury. Belted driver - head strike on the A-pillar. Former truck driver in late 30s can no longer work.		Y	1	
Andersen/Hill	Bridgestone-Firestone	Dueler 684	P245/70R16	FL		Made in LaVergne, TN, 45th week of 1998	5/31/2004		Isuzu	Amigo	1998 tire was purchased new in 2003 approximately 1 year prior to our wreck. Tread separation occurred causing Isuzu Rodeo to overturn multiple times. Severe hand injury, neck/back injury, multiple hematomas, lacerations and bruises			2	
Antoinette Bell V. Continental Tire	Bridgestone-Firestone	General GT52S	P205/75R15	CT	Plainville	Made in 1988	6/29/2002	1988	Ford	Bronco II	Tire was a brand new OE spare put into service when it was 14 years old and suffered a catastrophic tread belt separation within a short period of time. Subsequent loss of control rollover. Driver seriously injured (head and neck)		Y	1	
Ataei-Kachuei v. Bridgestone-Firestone	Bridgestone-Firestone	Bridgestone	8.75 R 16.5 LT	NC	Wake County		10/7/2004	1974	Chevrolet	Truck	LF tread separation, causing rollover. Tire was sold as new 5/23/02				1
Barnett v. BFS	Bridgestone-Firestone	Firestone	P175/70R13	TX	Blanco	H4FHDJE167	8/8/2004	1986	Honda	Accord	Left rear tire separated, driver lost control rotated sideways across a lane and rolled. Unknown incapacitating injury--driver airlifted.			1	
Becerra	Dunlop	Remington XT 120				DHYE45223	1/29/2003	1993	Ford	Aerostar	Tire detreaded, vehicle became uncontrollable and struck a tree.				1
Benivedes V. Michelin-Uniroyal-Goodrich	Michelin-Uniroyal-Goodrich	Uniroyal Laredo	P235/75R15	TX		Ardmore, OK plant, 31st week of 1990					The tire was nine years old tire when it was placed on another vehicle. Subsequent tread separation.				
Blanchard v. Michelin	Michelin	XC LT 4	P235/75R15	FL	St. John's	B3DDBUYX294	5/29/2006	1997	Ford	Explorer	Four new matching tires were put on the vehicle about 1.5 years prior to the crash. One of the tires was 11 years old at the time. Tread separated on the old tire causing the vehicle to lose control and roll. The 17-year-old single occupant driver had her arm severed in the roll and was subsequently ejected and killed.				1
Brennan/Mizenko v. Bridgestone-Firestone	Bridgestone-Firestone	FR480	P205/75R15	MT	Cascade County	W2ULIML049	8/31/2003	1989	Ford	Bronco II	Vehicle was bought used - had a 1989 FR480 spare on it (vehicle was 12 years old at date of purchase). After being placed into service in the LR position, a tread separation occurred, causing rollover. Driver was ejected. Closed head injury, paralysis, permanent cognitive impairment.		Y	1	
Bush v. Bridgestone-Firestone	Bridgestone-Firestone	Dueler APT	P255/70R16			7BCUPUA438		1999	Ford	Explorer	Bought used from a local mom & pop tire shop. Visual shows adequate tread depth. Four belted occupants, belted front ejected and killed.	Y		2	2?
Byrd v. Bridgestone	Bridgestone	Dueler 684	P245/70R16 106S	GA		Y7MT 248 CBJ 248	8/6/2005				Spare tire was placed on rear of car in late July 2005. Tire tread separated, resulting in loss of control and rollover		Y	2	0
Cabrera V. Goodyear, Ford	Goodyear	Goodyear Vector	P235/75R15	CA	Tulare County	Unknown-- Vectors were last made in 1991	8/15/1999	1995	Ford	Explorer	Tread separation on the rear of a 1995 Explorer. Loss of control rollover. Tires were discarded by the CHP before a DOT was noted. However, the Vector was last made in 1991. Looking for service records to determine when the tire was put on the vehicle.	Y		4	1
Camarena, et al. v. Michelin, et al.	Michelin														
Carver V. Uniroyal	Michelin-Uniroyal-Goodrich	Uniroyal Laredo	LT235/85R16 LRE	CA		Made in 1983	1992		GM	Pickup	Tread separation caused driver to lose control. Quadriplegic			1	

Tire Aging Incidents

Castilleja v. BFS	Bridgestone-Firestone	FR480	P225/75R15	TX	Hillsboro	W2UU1MX454	12/21/2004	1994	Ford	Explorer	LR tread separation causing rollover/roof crush. C-6, C-7 Quadriplegic			1	
Castro v. BFS	Bridgestone-Firestone	FR480	P225/70R15	CA	Palm Springs / Riverside	W2UU1MX381	6/10/2003	1992	Ford	Explorer	Tire was supplied as a spare tire at the time of purchase in 9/2001. Tire was put in service 3 days before the accident, which occurred 6/10/03.	Y		2	1
Cheung V. Michelin	Michelin	Uniroyal Tigerpaw	P205/75R15	CA	Fresno	APULBB11287	8/11/2002	1996	Nissan	Quest	Tire bought at a Firestone dealer as a spare. Used as a spare in place of the temporary spare. Had a problem with one tire and moved the spare onto the vehicle. Experienced a separation within two weeks. During the separation vehicle became uncontrollable and rolled.	Y			1
Cleworth V. Goodyear	Goodyear	Goodyear		FL		Made in 1986	5/15/1997		Mack	Dump Truck	Goodyear truck tire on the left front of a Mack dump truck blew out causing a loss of control. The vehicle crossed the centerline and struck an oncoming tractor-trailer. The Mack dump truck was in a prior crash and had sat in a salvage facility for a period of time. After the repairs were made the tire failed after 50 miles of service. The driver of the Mack had both legs amputated. The driver of the Tractor-trailer died following a fire that erupted after the crash.			1	1
Contreras v. BFS	Firestone	Road King Sport SR	P225/70R15	CA	Tulare County	W2UUR21316	6/30/2003	1995	Ford	Explorer	Vehicle rolls off road, following a left rear tread sep. Driver fatal (unbelted). The crash occurred in 2003 – 7 year old tire -- 4 to 5 32nds tread depth				1
Crane v. Ford, Bridgestone-Firestone	Bridgestone-Firestone	Firestone FR480	P205/75R15	CA	Fresno County	W2UL1ML338.	8/11/2002	1988	Ford	Bronco II	Firestone 480 original spare on right rear, put on shortly before accident, 360 degree tread separation; rollover. Fatal injuries to a belted 18 year old passenger.	Y			1
Crum v. Bridgestone-Firestone	Bridgestone-Firestone	FR440	P215/75R15	Ontario, Canada	Leeds County	W2HF4FA243	7/31/2002	1993	GMC	Safari	Spare tire was sold by Sunoco station when it 4 years old. Vehicle owned by driver's father. Five years later, five kids travelling in the van when the right front tire experienced a tread separation, but didn't lose air. Was able to drive to a rest stop. Had the spare put on. Bought a new Uniroyal tire, put spare back in the rear. Left rear then detreads. This time lost control rolled over into an embankment. Tire has less than 30K on it and has 6/32nd tread left. Driver and and occupant behind were killed.	Y			2
Delphia Bailey v. Rockbusters, Inc.	Bridgestone-Firestone	Bridgestone M844 M1X V-Steel	440/65R22.5	TX	Blanco	3CB23HE098	10/2004	1991	Ingersoll-Rand	Drilling Truck	This truck is a drilling rig that sees low mileage. The left from tire failed causing the vehicle to pull left and cross the center line of the highway (it was a two lane non-divided highway) and struck a Ford Explorer at the the A-pillar. Prior to the trip, company had inspected each tires--they showed no signs of cuts, nails, repairs and had ample tread depth. The failure was on the inside sidewall of the left front tire. Expert's initial opinion is that the causes was "rubber fatigue."				1
Dupe				England		28th week of 1987	5/28/2001	1990	Peugeot	205	14 year old Peugeot 205, was involved in a collision with a minibus when one of the tyres suffered a "blow-out" and the driver lost control of the vehicle. The vehicle had been purchased by the insured on 3 September 1999. The tyre that suffered a blow-out had previously been fitted by a tyre fitter at Kwik-Fit (a company owned by the Ford Motor Group) in March 2001. It had been stored as the spare when the car was purchased . The date of manufacture of the tyre is the 28th week of 1987 and was therefore nearly 14 years old when fitted. Several occupants of the minibus were severely injured.	Y		10	

Tire Aging Incidents

Englehardt v. BFS	Bridgestone-Firestone	Wilderness	P235/75R15	AZ		W2HL 1MO353	7/4/2003	1995	Ford	Explorer	The tire was a spare on a 1995 Ford Explorer. Tire was mounted on vehicle in March 2003. Tread separation occurred on July 4, 2003. Tread depth between 7/32 to 8/32.		Y		
Espericuetta v. Continental Tire	Continental		235/75R15			Mt Vernon in 1995		1975	Chevrolet	Van	OE replacement tire for Nissan Pathfinder. Purchased a swap meet--failed one hour after being put into service. 14 year old blinded, loss of one leg			1	
Estate of Acejeune Moise v. Bridgestone-Firestone	Bridgestone-Firestone	Daytona S-R	P215/65R15			VDVF DNA 038		1989	Nissan	Pathfinder	RR tire tread separation causing vehicle loss of control and rollover. Tire was specifically bought and put on the vehicle either day before or the day of the accident. Sold out of a local mom & pop tire shop.				1
Figueroa	Firestone	ATX	P235/75R15	Mexico	Jalisco	353	2/20/2003	1993	Ford	Explorer	Occurred just over the Texas border. Appears that the tire was a spare put into service. History of the tire is unclear. Tire remained inflated after separation. Two fatalities--26 year old, and 18 year old. One serious injury (broken neck, pelvis).	Y		1	2
Frandsen v. Bridgestone-Firestone	Bridgestone-Firestone	Triumph	31x10.5R15 LT	ID	Elmore County	VD60YWH353	5/3/2002	1990	Dodge	Ram	Right rear tire separation on the Ram, causing it to lose control and strike the plaintiff's vehicle (1995 GMC Jimmy).				1
Frank Longoria v. Cooper Tire	Cooper	Mastercraft Avenger	P225/70R15	TX	Grapevine / Tarrant County		4/7/2004	2001	Ford	Ranger	10 yo tire bought at used tire outlet. Placed on Ranger, suffered tread sep 6 months later. Vehicle subsequently rolled, door latch failed and plaintiff was ejected.	Y			1
Garcia v. Bridgestone-Firestone	Bridgestone-Firestone	Exxon Signature II SR	195/70R14	TX	Duval County	W2RWE89421	7/30/2005	1993	Honda	Accord	Vehicle suffered a right rear tread separation, causing it to cross into the opposite oncoming lane, where it was struck by another vehicle. Vehicle was severed in half from the front dashboard forward, and all three occupants were ejected. SAME ACCIDENT AS WOODALL			1	3
Garcia v. Goodyear	Goodyear	Pathfinder Radial	31x10.50/R16.5			PJXBN9V519		1979	Plymouth	Van	Full tread depth. The tire was purchased used from a mom and pop dealer. It was purchased with another tire of same make, model, and DOT. It seems the tires were just stored for a long time. Tire is a 1989.	Y			
Gonzales v. Bridgestone-Firestone	Bridgestone-Firestone	SF-375	P235/75R15	TX	Bexar County	Y7BN DHN 228	6/19/2004	1999	Ford	Explorer	Rear tire tread separation, causing rollover.				1
Hall V. Ford and Continental-General	Continental-General	General GT52S	P205/75R15	GA	Talapoosa	A3UL42H407	8/5/1996	1988	Ford	Bronco II	Tire was an unused spare on the rear of a Bronco II. It was 9 years old when first put into service. Catastrophic tread separation occurred after it was driven less than 1,000 miles--lead to rollover.		Y		1
Keeney V. Bridgestone-Firestone	Bridgestone-Firestone	Firestone FR480	P205/75R15	OH	Rossford		6/15/2002	1988	Ford	Bronco II	Original spare tire on a 1988 Bronco II was put into service about two months before the failure. Tire failed causing a loss of control rollover. Two serious injuries		Y	2	
Hernandez v. Ford/Firestone	Bridgestone-Firestone	Firestone ATX	P235/75R15	Mexico	2 miles over the TX boarder at Progresso	VNHL IMO 163	8/12/2001	1993	Ford	Explorer	Original spare was put on and subsequently suffered a separation. The vehicle was purchased through an auction during the recall. Sold with the OE spare which was never replaced.		Y	4	1
Hill V. Ford, BFS	Bridgestone-Firestone	Firestone 721	P205/75R15	FL		VNUL1HE087	6/16/2000	1987	Ford	LTD	Tire was an unused spare on a 1987 Ford LTD Country Squire station wagon. Spare was put on after tire on the right rear started "thumping." Tread separation occurred after one day in service. Passenger in the rear of the vehicle received head injuries and was in a coma for 13 days.		Y	1	
Howard, et al. V. Firestone	Bridgestone-Firestone	ATX		SC		W2UL1ML458	8/5/2001	1989	Ford	Bronco II	RR tire came apart causing the driver to lose control; vehicle rolled over. Tire was original issue and had never been used before. Tread was good, but once tire failed it appeared to have dry rot. 1 death, 2 serious injury, 1 minor injury.		Y	3	1

Tire Aging Incidents

Howeedy V. Bridgestone-Firestone, et al	Bridgestone-Firestone	Firestone FR410	P215/75R15	FL	Oceoala	VDMO41A477	3/21/2004	1992	Ford	Windstar	Tire purchased used from a tire dealer just prior to the crash with 8/32nds tread depth, no repairs or punctures. Tread separation after two months in service. Two fatalities - both third row seat occupants, aged 15 and 4. Brain injured 8 year old (seated behind the driver).	Y		1	2
Jackson V. Continental Tire	Continental-General	Grabber ST	P235/70R15	AZ	Maricopa County	ADM1 2WH 036	8/10/2003	1996	Nissan	Pathfinder	Left rear tire separated, causing loss of control and subsequent rollover.			2	1
Jackson V. Goodyear	Goodyear	Goodyear Wrangler	P235/75R15			M6HL-FNHR-132	7/30/2000	1997	Ford	Explorer	Tread separation resulted in a loss of control rollover. Vehicle was being driven by the owner's mother. Paraplegic			1	
Janssen v. Bridgestone-Firestone	Bridgestone-Firestone	ATX II	P235/75R15	AR	Franklin County	VNHL1MO124	5/29/2004	1994	Ford	Explorer	Joliette OE spare was put into service. Tread separation resulted in a single vehicle rollover crash. Quadriplegic (driver)	Y		3	
Jones V. Cooper	Cooper Tire	Cooper Discoverer Radial AST	31x10.5 R15LT	UT	St. George / Washington	UT60CXW234	3/2/2001	1998	Toyota	Pickup	Tread Separation causing loss of control				1
Josan Hicks V. Dunlop/Goodyear, Toyota, et al	Dunlop	Grand Trek	P265/70R16	CA	San Bernadino	DB72A16376	7/6/2003	1997	Toyota	4Runner	Driver and son were moving from Florida to California. Prior to trip, Toyota dealer rotated the unused OE spare onto the right rear three weeks prior. Tread belt separation occurred causing loss of control and rollover. Driver (belted) suffered fatal head injuries.	Y			1
Katrina Owens V. Firestone	Bridgestone-Firestone	Firehawk SS	P235/60R15	AL	Crenshaw County	W2VL FH5 094	2/22/2001	1980	Oldsmobile	Delta 88	Replacement tire on an Olds Delta 88. LF tread separation caused a loss of control while travelling at about 60 mph. Vehicle T-boned an ambulance. Tire made in 1994, sold in 1999.				3
Keddington v. Michelin	Michelin-Uniroyal-Goodrich	BF Goodrich Trailmaker	P235/75R15	UT	Beaver County UT on I15. Mile 113	BEHLWF0386	7/8/2001	1995	Chevrolet	Blazer	Vehicle was travelling at highway speed when the right rear tire separated. The vehicle went off the road and rolled and struck a Dodge van. Tire was inspected by a tire dealer less than one month prior to the crash. 8/32nds of tread depth left--no punctures or other damage. Passenger Rebecca Keddington (31 yo) was ejected and killed. Rear passenger Dr. Danny Purser was ejected and suffered closed head injury.			1	1
Kelly v. Land Rover, et al.	Continental-General	Ameri 550 AS	P235/70 R16	CA	San Bernadino	A308443258	3/18/2004	1995	Land Rover	Discovery	RR tread separation causing loss of control and rollover approx. 5 turns. Cervical spine fracture - quadriplegia			1	
Kiney/Tucker V. Ohtsu	Ohtsu	Ohtsu		MD		1984	4/12/1996	1991	Mazda	MPV	Tire was purchased used and placed on the vehicle in 1996. Tread separation, vehicle became uncontrollable and rolled.	Y		1	
Ladson v. Bridgestone	Bridgestone-Firestone	Dueller	P245/70R16	FL	Duval	Y7MTCBJ138	11/16/2004	1999	Isuzu	Amigo	This was a 6-year-old tire that had been the spare and had approximately 15,000 miles on it before the crash. It was the left rear tire		Y		1
Lewis v. Cooper	Cooper	Starfire Flite Line IV	P205/70 R15 M+S	FL	Lee	U9MO85E 479	8/8/2004	1999	Mercury	Villager	Tire looked almost brand new - perhaps a spare				1
Martin v. Bridgestone-Firestone	Bridgestone-Firestone	ATX	P235/75R15	FL					Ford			Y			
Martinez v. BFS	Bridgestone-Firestone	Desert Dueller	33x12.5x15	CA	San Diego County	EJFUCFN240	7/11/2003	1990	Ford	Bronco	Right rear tire tread separation, causing loss of control and subsequent rollover. Spine injury, loss of back motion			1	
Mateo V. Cooper	Cooper	Cornell 700 HT	P215/75R15	AZ	Casa Grande / Pinal	UTHBB73497, Texarkana plant	7/25/1998	1991	Ford	Aerostar	1991 Ford Aerostar. Right rear tire tread separation causing driver to lose control. Vehicle left the road and rolled. Driver died 3 months after the crash from injuries.				1
Maxwell v. Bridgestone-Firestone	Bridgestone-Firestone	Radial Baja Widetrack LRE	LT235/85R16	KS	Salina	VD0RW1C076	6/13/2003	1991	Ford	15-Passenger Club Van	Church van loaded with 13 passengers plus cargo, towing a single-axle U-Haul trailer. LR tire detreaded, causing loss of control and rollover. Ejected, fatality (one year after accident)				1

Tire Aging Incidents

McGuire V. Dunlop Tire, Sumitomo Rubber	Sumitomo	Dunlop SP4N		FL		Made in 1986	3/16/1996		MG	Midget	Tires were on a MG Midget that was driven infrequently. Vehicle owner's brother was driving the vehicle when the left rear tire experienced a tread separation. The driver lost control of the vehicle but was able to maneuver it to the shoulder; however a semi-truck attempting to avoid the vehicle struck the MG. Driver suffered closed head injuries and was in a coma for four weeks. Permanently disabled.			1	
Miller V. Cooper, Ford	Cooper	Patriot Ultra Supreme 775	P235/75R15	FL	Lee	15th week of 1992	3/29/2001	1996	Ford	Explorer	Tread separation, loss of control rollover. Fatal head injury.				1
Milord/Desanges v. GM	Michelin	Uniroyal Tiger Paw XTM	P235/75R15	NC	Robeson	APHLAAU343	7/29/2006	1994	Chevrolet	G20 Sport Van	Tire was an OE spare on a 12-pass van. Was put on the vehicle--13 years old. Crash occurred in July 2006.			4	3
Mimmit v. Bridgestone-Firestone	Bridgestone-Firestone	ATX	P235/75R15	MS		W2HL-IMO-334	5/13/2006	1998	Mercury	Mountaineer	Appears that tire was bought secondhand. Right rear tread separation, causing rollover. Four of the nine occupants were ejected.			7	2
Moreno v. Bridgestone-Firestone	Bridgestone-Firestone	ATX	P235/75R15	CA	Riverside County	VDHL 1MO 254	5/24/2006	1994	Ford	Explorer	The vehicle was found with three Goodyear tires (RF, LF and RR) and only one Firestone ATX on the left rear. There was no spare tire on the vehicle. The DOT number indicates the tire was made several months prior to the vehicle build date--likely the spare. 12 year old belted rear seat occupant - fatal head injury.	Y			1
Moreno v. Continental	Continental-General	Ameri-Tech ST	P205/70R15 95S	FL	Kissimmee / Osceola County	A3 MO FFA 253	4/15/2002	1992	Oldsmobile	Royale	General Tire & Rubber Co. plant in Mount Vernon, IL 25th week of 1993. Tread separated, causing vehicle to cross into oncoming traffic, striking another vehicle and seriously injuring that occupant. Veh 1: Front passenger / rear center passenger were fatally injured; driver received minor injuries. Veh 2: Driver received fractures and serious head injury			2	2
Mudd, Michael	Michelin	TRX	280/45 VR 415	China		FH AV A5T X 486	4/16/2003	1986	Ferrari	Testarossa	Vehicle was involved in the China Drive with a police escort along Zhuhai Yanjiang Hwy. Was traveling 220-250 km when LR tire separated. Tires were previously inspected while car was serviced by Italian Motors (Sales and Service) Ltd. 3/20 - 4/14 2003.			0	0
Munoz V. Bridgestone-Firestone, Ford	Bridgestone-Firestone	Firestone ATX	P235/75R15	TX	Near Brady, TX	Made in 1993	4/12/2002	1993	Mazda	Navajo	Tire was a slightly used OE spare on an Explorer. Put into service within two weeks suffered catastrophic tread belt separation. Resulted in a loss of control rollover. Incomplete Quadriplegic.	Y		1	
Murillo V. Michelin, General Motors	Michelin-Uniroyal-Goodrich	Uniroyal Laredo LT	235/85R16			ANORB01105	7/10/2002	1986	Chevrolet	Sierra Classic Pickup	Tire experienced a tread separation within about 15,000 miles of service. Two fatalities (mother and father) and moderate injuries to two children (16 year old and 2-year old).			2	2
Northview Fire Dept	Goodyear		385/65R22.5	NC	Northview	1991	2004	1992	Fire Truck		Right front tire was original on fire truck. Travelling back from a fire tire separated (vehicle governed at 65 mph), took 600 feet to stop the vehicle--no crash. [Failed tire and companion being shipped to SRS]				
Oates V. Cooper	Cooper Tire	Cooper Lifeliner Classic M/S	P225/70R15	AR	Hope	U9UUCU9293	8/14/2002	1995	GMC	Safari	Tire purchased by a former Cooper tire employee at a Cooper company store in 1996 in Texarkana. Tire was intended for a classic car that was being restored. Tires were mounted on the vehicle which was stored on jacks. At some point the tire was removed and stored in a garage and mounted on a GMC van--about 8 months prior to the crash (set of 4). First separation occurred on a rear tire, no crash. This tire was brought to Cooper, who replaced it for \$1.50 as it had virtually no wear. Second failure occurred on the left rear and resulted in a loss of control crash. Two fatalities, one seriously injured.			1	2
Payan V. Ford, Continental-General	Continental-General	General Ameri 550	P235/70R16	Mexico	Coahuila	A308443417	7/17/2004	1998	Ford	F-150	Tire had 80% or its tread left when a separation occurred. Loss of control and rollover followed. Quadriplegic.	Y		1	

Tire Aging Incidents

Pena V. Continental General, Nissan	Continental-General	General Ameri-trac	P235/75R15	NC		A3HL27V236	9/00/2000	1987	Nissan	Pickup	Tire was an unused spare on a 1987 Nissan Pickup. Was put into service and suffered a tread separation after one day of use. Vehicle lost control and rolled. Belted driver was in a coma for two weeks and was rendered a paraplegic. Paraplegic		Y	1	
Peralta V. All Weather Tire Sales, Ohtsu, et al	Ohtsu	Falken		NY		Tire made in July 1988	1995	1994	Mazda	MPV	Tire was purchased new from a small retailer and put on the car in March 1994. Tread separation. One fatal injury to a child, one serious injury and several minor injuries.			1+	1
Pomering v. Michelin	Michelin	BF Goodrich Longtrail	P245/75R16	AZ	Pinal County	AP701LI I296	1/24/2003	1983	Chevrolet	Pickup	Tire was 7 years old (in Phoenix) on an old pickup truck that was bought by the claimant--the subject tire was on the vehicle when purchased with 11/32nds tread. Left front tread separation causing vehicle to swerve into opposing lane of traffic, hitting another vehicle head on. Brain injury (driver of truck); ruptured spleen, ankle fracture (driver of other vehicle)			2	1
Prenger V. BFS	Bridgestone-Firestone	Bridgestone Dueler	P24570R16	GA	Turner County	EJMTJMM072	5/00/2002	1992	Isuzu	Trooper	Original spare tire suffered catastrophic tread separation shortly after being put into service. Vehicle became uncontrollable and rolled. Driver had three fingers amputated during the rollover		Y	1	
Prince V. Michelin	Michelin-Uniroyal-Goodrich	Michelin Radial X	P215 75R/15	MO	Saline County		6/26/1998	1988	Jeep	Cherokee	OE spare was put into service. Tread separation resulted in a single vehicle rollover crash.		Y		1
Proctor V. Kumho	Kumho	Marshall Steel Belted Radial 771	195/70R14	FL	Lake Mary / Seminole County	YOJ9YA1Y374	8/11/2001	1983	Mercedes	300D	Replacement tires were on the vehicle when it was purchased. Tread speparated causing loss of control rollover crash. Fatal head injury to the left rear outboard passenger.				1
Racca v. Goodyear	Goodyear	Wrangler HT	LT225/75R16	LA	Iberville	MKIL26223	6/18/2000	1997	Isuzu	Rodeo	Rear tire tread separation causing loss of control and rollover.			2	
Ramos V. Goodyear	Goodyear	Kelly Springfield Turbo-Tech GT	P275/60R15	PA	Berks County	PJR7VAJ278	10/2/2003	1983	Ford	E150	RR tread separation causing loss of control. Vehicle crossed into oncoming traffic where it was struck on the passenger side be a Chevy pick-up. Tire made in Fayetteville, NC in 1988. Tire was on the vehicle when he purchased the vehicle used in 1998. Infrequently used vehicle.			1	3
Rios V. Goodyear	Goodyear	Kelley Safari AWR	P215/75R15	TX		PJHSKACR141	4/29/2000	1994	Mazda	MPV	Tire was 10 years old at the time of the accident and found with 60 percent of its tread depth at the time of separation. 29 year old father of 3 - Fatal				1
Rivira	Yokohama	Medallist Radial A/S		TX	Bexar County	CCHCVEA200	6/11/2003	1988	Plymouth	Voyager	Travelling on I35, Left rear tread separation, loss of control rollover. One Fatal (5-year-old female)				1
Rocco V. Cooper	Cooper	Hercules Terra Trac	33x12.5R16.5 LT	AZ		UPXFHKX3882, 38th week of '92, Findlay, OH	8/15/1999	1966	International	Crew-Cab pickup	1966 International Crew Cab pickup. Plaintiff was operating the vehicle when the left front tire experienced a tread/belt separation causing her to lose control of the vehicle which left the roadway. Vehicle was used very infrequently. Paraplegic			1	
Rodriguez/Reyes v. Yokohama Tire	Yokohama	Yokohama All Season 370G	P205/75R14	TX	Jim Wells County	FDREMLN492	3/10/2002	1990	Ford	Aerostar	Tire was on the vehicle when the vehicle was purchased used. Origins unknown. 2 deaths - both in child seats. Less than a year, 2 -3			1	2
Rowan V. BFS, Ford	Bridgestone-Firestone	Firestone FR480	P205/75R15	FL	Titusville / Brevard	VD1ML019	2/19/1999	1989	Ford	Bronco II	Original spare tire was put into service on a 1989 Bronco II and suffered a catastrophic tread separation within 2 weeks of operation (approximately 4,000 - 6,000 miles of total use). Traffic Homicide report noted that the tire looked new. Fatality - 22 year old male.		Y		1
Sanchez (?) v. Michelin	Michelin-Uniroyal-Goodrich	Uniroyal Tiger Paw	235/75R15	TX	Shamrock	ANHLHU11247	3/16/2005	1997	Ford	Explorer	RR tire (spare with dry rot) tread separation causing loss of control, rollover approx. 5 times. All 5 occupants ejected.		Y	3	2
Sanders v. Michelin	Michelin	BF Goodrich Radial Long Trail T/A	P225/75 R16	FL		AP71HI1147	8/29/2004	1997	Isuzu	Rodeo	The tire looks to be a spare. Failed after 3 months of use.		Y		

Tire Aging Incidents

Schifo	Continental General	General Ameri-Star 300SL	P205/75R14	CA	San Bernadino	Mt. Vernon 1993 (Full DOT illegible)	1/2/2002	1999	Ford	Ranger	Right rear tire tread separation, causing loss of control and subsequent rollover. Driver ejected. Hip/leg fracture.			1	
Scifres v. Michelin	Michelin	BFGoodrich Radial Long Trail	R15	OK	Garbin	ANHLHU11379	5/20/2005	1997	Ford	Explorer	Tread Separation leading to rollover.				2
Scudera V. BFS, Ford, Fuzzies, et al.	Bridgestone-Firestone	ATX	P235/75R15	FL	Broward	1992 tire	6/2/2004	1993	Ford	Explorer	Vehicle was purchased in Feb. 2002. Purchased four new tires, tire dealer advised that the spare tire was in good condition, no need to replace. Spare was put into service following a flat, appears to have been an OE spare tire. 11/32nds tread depth. Tread separation after two days in service caused a loss of control rollover.		Y		1
Selling V. Continental-General	Continental-General	Continental GT 8000	P195/60R14	TX	Near Wichita Falls	ACR43EW407	7/29/2002	1990	Acura	Integra	Tire separated (remained inflated), resulted in a loss of control rollover. Severe head injury.			1	
Shinhoster V. BFS, Ford	Bridgestone-Firestone	Seiberling	P235/75R15		Macon	VDHLT3A463	6/11/2000		Ford	Explorer	Tire was purchased used in May 2000 for a spare. Was put into service shortly after. Tire failed with nearly 9/32nds tread depth.	Y			1
Siaw v. Continental Tire	Continental	Contitrac AT	P255/75R17	Ghana	West Africa	AD9C448357	3/18/2003	1998	Ford	Lincoln Navigator	The vehicle was shipped directly to Ghana, West Africa where the vehicle and the tires were stored in the client's enclosed garage. The vehicle would be used approx. 2-3 months out of the year (vehicle mileage was 21,479). On DOA, driver's side rear tire lost its tread, causing loss of control and rollover. Permanent brain damage			1	
Squires v. Michelin	Michelin	Sport King Radial A/T Medalist	32x11.50R15 LT	MS	Rankin County	BEYK TPJ 428	8/12/2004	1984	Chevrolet	Blazer	Tire was four years old when it was sold new. RR Tread separation at 6 years.				1
Stevens / Kellermeyer v. Ford, BFS et al.	Bridgestone-Firestone	FR480	P205/75R15	SC	Camden	HYUL80A347	8/1/2002	1988	Ford	Bronco II	Left rear tire suffered tread separation, causing vehicle to strike guardrail and rollover.			1	1
Teamer v. Michelin	Michelin	BF Goodrich Trail Maker	P225/75R15	MI	Perry County	BHHHL01328	7/1/2000	1993	Chevrolet	Astro	Tire was manufactured in 1988 and was a used tire sold from a Discount Tire Store in Battle Creek, MI. LR tire blew out causing loss of control and rollover.	Y		6	2
Tellez v. Pirelli	Pirelli	Sears Guardsman Rspnse XL	P205/75R15	CA	Riverside	CKUL24C452	8/17/2002	1993	Ford	Astro Van	Traveling at about 80 mph, RR separation. Yawed left, went into the center divider, tripped and rolled. Two ejections. Believes that the tire was a spare (Madison, TN factory). Severe eye injury		Y	1	1
Townsend	Pirelli	Pirelli P4	165R13	MO		XPE9XJX347	7/11/1999	1965	Sunbeam	Tiger	Tires were put on a restored Tiger that was stored on blocks and rarely used. The 11 year old tires had about 4,000 miles in service when one experienced catastrophic tread separation. Lead to loss of control rollover. Driver suffered serious brain damage.				1
Unknown	Michelin	Michelin		Scotland		Made in 1987	2001		Peugot	205	Tire was put on a Peugeot 205 by a Kwik Fit service center (owned by Ford) and was 14 years old at the time. Tread belt separation occurred, driver lost control and hit a minibus. Several serious injuries to the occupants of the minibus (head injuries), several minor injuries.			?	
Valdovinos V. Michelin	Michelin	Challenger Regul Sport	P275/60R15	NC		BER7N7HH488		1996	Ford	Explorer	Tire was purchased used. Tread separation, loss of control rollover. Arm amputated from elbow down.	Y		1	
Vargas v. Firestone	Firestone	Supreme SI	P195/70R14	NC		HYRW551040			Toyota	Tacoma					
Vera v. Bridgestone-Firestone	Bridgestone-Firestone	ATX	P235/75R15	FL	Orlando	VHHL 1PB 284	5/8/2005	1996	Ford	Explorer	Appears to be an OE spare. Right rear tire tread separation, causing rollover. Four of the five occupants were ejected.		Y	4	1
Viel V. Kumho	Kumho	Marshal	P175/80R13	FL	Daytona Beach	H2AU YPO 484	8/29/1999	1994	Toyota	Tercel	LR tread separation causing vehicle to fishtail across the median where it was struck on the right-side passenger door by another vehicle			1	2

Tire Aging Incidents

Vigil v. Michelin	Michelin	BFGoodrich Touring T/A Tubeless Radial	P20570R14	TX	El Paso		5/6/2004	1956	Chevrolet	Bel Air	11 yo tire purchased 10 years ago. Uncle bought tire and maintained receipts--from Pep Boys. Car sat in garage. 8/32nds on tire, no visual signs of deterioration. Gives them to a relative to put on a 56 Chevy--gets inspected 2 months prior to accident. RF tread separation causing loss of control and subsequent rollover. Driver and front passenger ejected.			3	
Ward-Lowery v. Bridgestone-Firestone	Bridgestone-Firestone	FR440	P235/75R15	MS	Quitman	HYHL4FA248	4/14/2004	1998	Chevrolet	Suburban	Used tire, which was purchased on 1/23/2004 from a dealer, suffered a LR tread separation on 04/14/2004 causing rollover, driver ejected.	Y			1
Wiest V. Bridgestone-Firestone	Firestone	FR721	P215/75R15	AZ	Fredonia / Mohave	HYIIF77033	6/27/2000	1995	Ford	Ranger	Truck was purchased from an auto auction in Salt lake City on 5/19/00 and was sold with a Firestone 721 full-size spare. The tire had almost full tread and showed no visible signs of deterioration. Sometime between the 5/19/00 and 6/27/00 the spare was mounted on the left rear. Tread separation occurred and led to loss of control rollover. Unbelted driver ejected. Driver killed		Y		1
Wilkenson V. BFS	Firestone	Firehawk SS10		WY	Albany County	1995	8/21/2003	1978	Ferrari	308 GTB	LR tread separation causing loss of control and rollover. Victim ejected. The 8-year-old tires were purchased with the car 9 days earlier from a Wyoming doctor who rarely used the vehicle.				1
Williams	Michelin-Uniroyal-Goodrich		P235/75R15	FL	Suwannee County	APHLF3U052	2/8/2002	1992	Ford	Explorer	Tread separation on a 1992 Explorer caused loss of control and rollover. Tire had 11/32nds tread depth when in failed.				1
Williams et al, V. Pirelli/Armstrong, Sears	Pirelli-Armstrong	Sears Ice & Snow Roadhandler	P215/75R15	FL	Alachua	CKHF2FC376	5/18/2001	1998	Ford	Windstar	Experienced a flat tire while travelling on the highway. Purchased the subject tire used from a gas station. After completing the trip, the vehicle was inspected by a tire dealer who indicated the tires were fine. Drove on the tire for about two months before it experienced a tread separation (right rear). At the time of the failure the tire had an approximately 7/32nds. The vehicle became uncontrollable and rolled. One fatal, six injured--one serious brain damage.	Y		6	1
Williams v. Bridgestone	Bridgestone	Dueler	P245/70R16	FL		Y7MTCBJ088	6/14/2005	1998	Isuzu	Rodeo	LR tread and outer steel belt separation. The tire was the original equipment spare that was mounted on an exterior bracket on the rear of the vehicle. Approx. 2 weeks before the accident, the tire was removed from the spare position and placed on the left rear of the vehicle. On the morning of the accident the vehicle had a full service, including a check of all tires, and got the all clear. Brain damage, coma		Y	1	
Wilson V. Yokohama	Yokohama (Mohawk)	Mohawk		MO	Wright City / Warren County	1984 [NEED Full DOT] Defendants claim the tire was made in Salem VA plant in 1984	7/11/2002	1970	Chevrolet	C10	Unused Mohawk tires were purchased second hand at a car swap meet and stored for several years before being mounted on a 1970 Chevy C-10 Pickup truck. With more than 50% of the tread left, experienced a tread separation. Driver lost control crossed a median and struck another vehicle. Truck burst into flames. SAME ACCIDENT AS TURNER. Driver of the vehicle and occupant in the other vehicle were killed.				2
Young v. Cooper	Cooper	Courser	LT245/75R16			UP11BTU453	8/31/2001				Tire failure caused driver loss of control, resulting in collision.				1
Zamora v. Cooper	Cooper	Sumitomo SC990 A/S	P235/75R15	TX	Charlotte	UHLWRA- 41-	8/8/2004	1993	Ford	Explorer	LR tread separation causing rollover. Two ejections, including driver.			5	
Zapalac v. Bridgestone-Firestone	Bridgestone-Firestone	ATX	LT 31x10.5R15			VD 1990		1974	Ford	Bronco	Vehicle was purchased in 2005 - after a restoration. Had four 1990 ATX tires - several months after purchase experienced a tread separation. Rollover ensued. 29 YO paraplegic			1	

Tire Aging Incidents

Zarzur	Bridgestone-Firestone	Firestone FR480	P215/75R15	AL		W2HF1MM149	9/3/2003	1997	Chevrolet	Astro	Tires were replaced by a Firestone dealer on a 1997 Chevy Astro van on 8/19/2002 with FR480s. Within one year three of the tires experienced tread separations, two causing significant vehicle damage. Two tires were returned to Firestone Corp. following the claim procedure--Firestone denied the claim and noted that the tires were made in 1989 and should not be in service. Vehicle damage only			0	0
Zuniga v. Michelin	Michelin	BFGoodrich Excentia GT	P205/60R15 90T M+S	MX	Matehuala	AN UN NC 11 488	4/10/2005	2002	Chrysler	PT Cruiser	Right rear tire separation, causing loss of control and subsequent rollover.			2	
	Goodyear	Kelly Springfield				Made in 1996	5/2004	1995	GM	Dodge Ram	Tread Separation of tire that was mounted on 1995 Dodge Ram.				
	Seiberling	Trailrider	31x10.5R15			VD60YWH285	4/17/2003	1979	Ford	Bronco	Tire purchased new from wholesaler at 7 years of age. Had several thousand miles on it. Suffered tread separation. Back injury to driver			1	
	Bridgestone	Dueler				Made in LaVergne, TN, 1998		1998	Isuzu	Amigo	Had three replacement tires, original spare was rotated into service. Tread separation occurred shortly after the incident causing a loss of control and rollover.	Y			
	Michelin	Maple Leaf M+S DEFENDER SRX+4RADIAL 60s	P235/60R14			BH RI N 74 392	9/22/2004				Made by Uniroyal Goodrich at Kitchener, Ontario in week 39 of 1992. The tire was sold in August 2004 by a tire dealer in Imperial, California. Full tread separation.				1
Drury	Hankook														
Jones	Goodyear	Decathlon	P215/75R15	SC	Ridgeland	MDHF33HR185	1/4/2005	1998	Honda	Passport	RR tire tread separation, loss of control veers into medium - hits tree between the pass and driver side. Doors. Three tires are 2002, the tire that fails is a 1995. Made in the 18th week of 1995. Paraplegic.			1	1
Turner	Yokohama (Mohawk)	Mohawk		MO	Wright City / Warren County	1984 [NEED Full DOT] Defendants claim the tire was made in Salem VA plant in 1984	7/11/2002	1970	Chevrolet	C10	Unused Mohawk tires were purchased second hand at a car swap meet and stored for several years before being mounted on a 1970 Chevy C-10 Pickup truck. With more than 50% of the tread left, experienced a tread separation. Driver lost control crossed a median and struck another vehicle. Truck burst into flames. SAME ACCIDENT AS WILSON. Driver of the vehicle and occupant in the other vehicle were killed.				2
Estate of Andrew Moore	Bridgestone-Firestone	FR440	P215/75R15	Ontario, Canada	Leeds County	W2HF4FA243	7/31/2002	1993	GMC	Safari	Spare tire was sold by Sunoco station when it 4 years old. Vehicle owned by driver's father. Five years later, five kids travelling in the van when the right front tire experienced a tread separation, but didn't lose air. Was able to drive to a rest stop. Had the spare put on. Bought a new Uniroyal tire, put spare back in the rear. Left rear then detreads. This time lost control rolled over into an embankment. Tire has less than 30K on it and has 6/32nd tread left. SAME ACCIDENT AS CRUM. Driver and occupant behind were killed.	Y			2

Tire Aging Incidents

Woodall	Bridgestone-Firestone	Exxon Signature II SR	195/70R14	TX	Duval County	W2RWE89421	7/30/2005	1993	Honda	Accord	Vehicle suffered a right rear tread separation, causing it to cross into the opposite oncoming lane, where it was struck by another vehicle. Vehicle was severed in half from the front dashboard forward, and all three occupants were ejected. SAME ACCIDENT AS GARCIA.			1	3
Wiley v. Cooper	Cooper Tire	Sentry AP Sport R/V	P235/75R15	FL	Auburndale	3DHL UCN 049 C14R	5/7/2006	1996	Ford	Explorer	Tread separation resulting in rollover.			2	1
Hart v. Cooper	Cooper Tire	Aventurer LT Futura	LT 245/75R16	FL	Marion County	UP11-B93419	7/31/2006	2000	Dodge	Ram Conversion B3500	Left rear tread separation resulting in rollover, ejecting and killing passenger.				1
Lloyd v. Firestone	Bridgestone-Firestone	ATX	T 35/75R15 MS	NJ	Burlington County	WZHL1M0134	9/3/2006	1996	Ford	Explorer	Left rear tread separation resulting in rollover				1
Rivera	Dunlop	SP20 FE	P185/65R14	FL			8/19/2006				Right rear tread separation resulting in rollover, three ejections (including two small children)				1
Barthelemy v Firestone	Bridgestone-Firestone	Steeltex A/4	LT2658/75R16	FL	Pt. St. Lucie	VNW8 TX0 4300	10/2/2006	1997	Toyota	4Runner	Right rear tread separation resulting in rollover.			1	
David Barrera	Michelin	BF Goodrich Trail T/A		TX	Bexar County	APHHAR1025	4/7/2006	2000	Ford	Explorer	LR Blowout/tread separation causing loss of control and rollover. Paralyzing spinal cord injuries.			1	
Torres v. Michelin	Michelin	Uniroyal Laredo AS	P235/75R15	AZ	Maricopa County	Ardmore, 42nd wk 1998		1999	Chevrolet	Blazer	Tire shows bad bonding – steel cables are separated. No Nylon cap. July 2004 incident--Few weeks shy of 6 year -- 3.3 / 2.7 mm tread.				1
Rosenwald v. Continental Tire	Continental-General	General Ameri*550 AS	P255/70R16	TX	Hidalgo County	A30844 3148	10/2/2006	1998	Ford	F-150	Tread separation causing rollover, partial ejection. Full size spare rotated into service	Y		1	
Romero v. Bridgestone	Bridgestone	Dueler 684	P245/70R16 M/S	NM	Cibola County	Y7MTCBJ328	3/28/2004	1999	Isuzu	Rodeo	OE Spare tire was used. Rolled - belted passenger went through moon roof. Broken pelvis, legs, arms.	Y		2	
Warner	Goodyear	Wrangler HT	LT235/85R15	FL	Brevard County	MKHK 144	11/10/2005	1992	Chevrolet	Van	Vehicle suffered tread separation, lost control and veered onto opposite lane into oncoming traffic, rolling over and ejecting driver. Tire was a spare that was rotated into service. Had a prior repair that was well done, it was patched, but it was close to shoulder.	Y			1
Beavis V. Continental	Continental-General	Ameriway XT	205/75R15	CA		ACULBBE129					Tire was possibly bought used, put on as a spare. Made in 12th week of 1989	Y			
Hernandez	Continental-General	Apache	31x10.5 R 15	TX	Ellis County	AD609MI355	6/4/2007	1986	Ford	F-150	Rear tire, has 6/32nds tread left - 12 years old at the time of failure. Tire remained inflated and 1 week post crash has 28 psi in it				1
Perez v. Goodyear	Goodyear	Wrangler HT	LT245/75R16	TX	Kinney County	MD115WV407	2/14/2006	1998	Ford	E-350	Ambulance experienced a tire detread causing loss of control of the van and the van to roll over. Patient being transported was killed.				1
Smith / Alexander	Bridgestone-Firestone	Dueler	P245/70R16	FL	Alachua County	Y7MTCBJ418	9/11/2006	1999	Isuzu	Rodeo	Spare was rotated into service. Tread separation	Y			1
Allen	Continental-General	General Ameri 550AS		TX	Eastland County		6/10/2007	1997	Isuzu	Rodeo	RR tread separation, causing loss of control. While rolling over, vehicle was struck by tanker truck. Tire was sold by a local mom & pop tire shop as used - it was 10 years old.	Y			1

Tire Aging Incidents

Morris	Bridgestone-Firestone	Dueller APT	LT235/75R15	SC	Lexington County	7B06P9D417	6/16/2004	1996	GMC	Jimmy	21 year old with heart problems going to a doctor appointment. Right rear tread sep - went over a metal cable. Ejected and died. I-26 outside of Columbia, SC.				1	
Nesbitt	Bridgestone-Firestone	Dueller 684	P245/70R16	AZ	Cordes Junction	Y7MTCBJ087	9/3/2007	1997	Honda	Passport	OE spare on the Passport. Tire was just over 10 years old at the time of the crash and had only been recently mounted on the vehicle. Belted driver received significant break to arm/wrist		Y		1	
Rai v Kal Tire	Michelin	ARCAN	P235/75R15	BC, Canada	Parksville	LOM 379	3/16/2004	1988	Lincoln	Mark VII	22 year old male involved in rollover due to failure of 15 year old winter tire.					
Jimmy Charles Smith v. Goodyear	Goodyear	Load Range E		MS?			2004	1994		Pickup	Rear tire burst, leading to a collision that caused significant damage. While the tire was seven years old and 25% of its tread life was worn at the time of the accident, Smith had purchased the tire used just over a year before the accident. He kept it as a spare until, a week before the accident, he mounted it on his truck.	Y	Y			
Joss	Bridgestone Firestone	Dueller M/T 673 LRD	LT285/75R15, 122/119Q	MT	Powder River County	EJLFCBE1102	7/7/2007	2002	Ford	F-350 Lariat Super Duty	Tire manufactured 11th week of 2002 at Bridgestone's Tosu Plant, Saga, Japan. RF tread separation, rollover ensued. 4 tires were replaced at the dealership when vehicle was bought used; customer kept those 4 tires in case of a flat. Because their replacement tires looked worn, a few years later, they replaced again with those 4 older tires. Tire was a little over 5 years old.				4	2
Mascorro, Hilario	Continental General					ADTO 44T 0200	8/1/2006				Tire age was 6.60 years				2	1
Torrigo, Claudia	Michelin / Uniroyal/ BFGoodrich					APHH AR 1085	7/3/2006				Tire age was 11.35 years				4	
Ayala, Elizabeth	Qingdao Anli Rubber Co., China					DJD6 CFN 377	7/29/2007				Tire age was 9.87 years				1	1
Bustamante, Santana	Cooper Tire					3DHL B9H 438	6/19/2004				Tire age was 5.62 years				2	1
Cisneros, Elva	Continental General					ADHK 1NF 0602	5/10/2007				Tire age was 5.23 years				1	1
Perez, Benito	Euzkadi, Compania Hulera Euzkadi, MX					WYAN WKI 3901	9/3/2007				Tire age was 5.92 years				3	1
Silvas, Guadalupe	Michelin / Uniroyal/ BFGoodrich					APHL AAU 324	7/27/2007				Tire age was 12.96 years				4	1
Castillo, Guadalupe	Bridgestone Firestone					W2HL IPY 177	9/28/2007				Tire age was 10.42 years					2
Lopez, Jesus	Goodyear					DB72 C48 3401	10/7/2006				Tire age was 5.12 years				5	3



