[redacted]
Adairsville, GA

re Failure	What happened	People in RV	DATE	RV Mileage	Speed	DOT #	Location	Where is Tire now	Air Loss DAMAGE
1	Seperation in Tread (Grand children) Vibration	6	070101	39428	70	Did not record	RRI	Tire dealer	No air Loss Bought new Tire
2	Bubble on Tread Vibration	2	030903	46724	60	VD1LIXD378	RF	Tire dealer	No air Loss Bought new Tire
3	Dealer said Tire would seperate	2	030903	46724	60	VD1LIXD378	LF	Tire dealer	No air Loss Bought new Tire
4	Seperated and Blow out	2	070503	48510	65	VD1LIXD378	LRI	Tire dealer	Blow out Bought new tire
5	Seperation in Tread), vibration	2	110203	50642	65	VD1LIXD378	LRO	still have	No air Loss Bought new Tire
6	Err Tire, Tread delaminated	2	062004	52715	65	VD1LIXD379	RRO	still have	No air Loss Damage #2653.17
7	Seperation on Tread Vibration	3	062704	52793	45	VD1LIXD269	LRO	Still have	No air loss Bought new tire
8	Seperation Blow out	2	022806	64059	70	VD1LIXJ4109	RRO	Still have	Damage #9385.38

Vehicle purchased 032100, mileage 20871. All tires were Firestone Steel Tex R45, 225 75 16 E Load range. Vehicle is a 1999 Ford F450 VIN.1FDXE40S0XH[redacted].

All tires appeared To be in very good condition. All have failed.

There were no injuries or accident. Just The unpleasant task of finding help or doing it myself.

Firestone denies building a defective Tire and will adjust For Like Tire only. The First and only so adjusted was our 8th Failure which caused #9385.38 damage. It was carried as a spare until the 4th Failure. Therefore it had 15549 miles on it.

When 8 Tires of The same Type Fail something is wrong.

I monitor vehicle weight and tire pressure. As a careful driver road hazard is highly unlikely.

I have saved the last 4 Tires For independant inspection.

I do NOT trust Firestone.

Will enclose letter From Firestone and copies of damage. Please help me.

[redacted] NW Adairsville GA [redacted] [redacted]

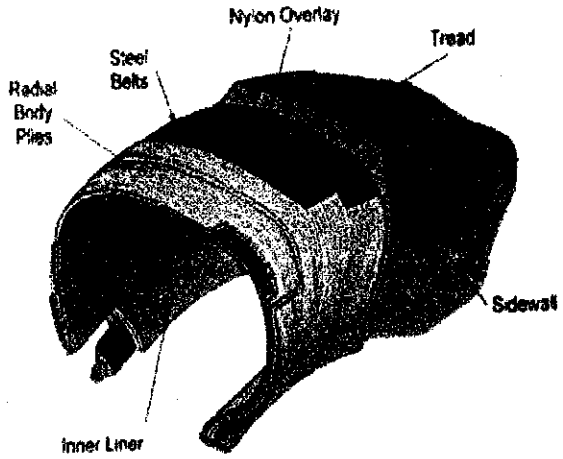
WHY DO TIRES FAIL ?

TIRE DEFECTS CAUSE TOO MANY ROLLOVERS, INJURIES & DEATHS. WHEN IS IT GOING TO END ?

When a radial tire suddenly loses it's tread the driver often loses of control of the vehicle due to a blowout of the tire or rapid pressure decrease in the remaining core. When the blowout occurs to a rear tire, controlling the vehicle becomes very difficult, especially at highway speeds. This loss of control results in the rear of the vehicle swinging around to become perpendicular to the direction of travel (yawing).
If the yawing is not immediately reversed in direction, then the sideways motion often leads to the bead of the tire seperating from the rim, allowing the rim to dig into the pavement or surface, resulting is propelling the vehicle into a roll. Tripping of the vehicle can also result in a rollover if sufficient amount of sideway movement occurs in a grass or dirt median to actually trip the vehicle and launch it into a rollover.

Tire manufacturers have known that a leading cause of tread seperation is due to the design and placements of the belts and overlying tread. Also Tread and belt seperations can occur due to poor adhesion of the components from the use of old and expired adhesives, improper temperatures, rust, unclean manufacturing facility, moisture, oxidation, grease, sawdust, gum wrappers and EVEN cigarette butts.

Of all of the known problems resulting in tire tread and belt seperation, the leading cause of belt seperation is the failure of the metal to stick to rubber. The method used most often involves plating the metal with brass and apply a rubber compound containing sulfur . If the sulfur and other compounds are not to the correct mixture, then incomplete adhesion occurs. Also if the brass plating is allowed to oxidize, then adhesion will likely occur. If there is a shiny brass look to the belts , then most probably there was at least a deficiency in the tread bonding process, if not also compouded by other defects.



Note: Firestone & Bridgestone and others tire manufacturers do not use a nylon overlay component as shown in the illustration above.

Another well know design defect, is not including an extra nylon cap belt to incapsulate the underlying belts and bond them to the outer core. This nylon cap belt is placed between the top belt and the outside tire tread, therefore in a sense capping the inner belts to the outer core to prevent the spread or movement to the belt edge. This extra belt is a missing component in the Firestone ATX, Firestone ATX II and the most of the Wilderness AT tires subject to the Firestone Recall. Had Bridgestone / Firestone elected to use this extra cap belt, many experts believe the numbers of tread seperations would have been dramatically reduced .

BFNT, LLC
1102 Appleton Drive
Nashville, TN 37210

6/29/2004

[redacted]
ADAIRSVILLE, GA [redacted]

Ref #: 831673

In response to your phone call regarding the situation you experienced with your tire, listed below are the items that are required to process your claim for consideration:

1. Complete and sign the enclosed Incident Report.

2. Two estimates for the repair of your vehicle from a repair facility you would use Photos of the damage are helpful, and can also be sent with the estimates

3. A copy of the replacement tire invoice and a legible shipping cost receipt

4. Also, the tire that caused the damage **must** be shipped to us **prepaid.**

Upon receipt of **all** of the above items, we will advise you in writing of our decision, usually within 30 days. Please make a copy of the paperwork, estimates and receipts for your own files.

The tire that caused the alleged property damage to your vehicle must be shipped **freight prepaid** to the address shown on the enclosed shipping label. Your shipping cost will vary depending upon the shipment method you use. For reference, UPS, Ground Service, will cost about $15 - $30 for a passenger car tire. The freight company may require that you package the tire in a box for shipment. If we conclude that the claim should be accepted after we examine the tire, we will reimburse you for the cost of shipping the tire to us. If we conclude that the claim is denied and you request that your tire be returned after the inspection, it will be shipped by us **freight collect**. The estimated freight collect shipping cost is about $30.

See the attached "Help Us Help You" for details regarding the process and Instructions for Shipping Your **Tire** And The Requested **Paperwork.**

Following the included instructions and using the enclosed materials will expedite our review process.

Please keep in mind that any tire, no matter how well constructed, may fail in use as a result of punctures, impact damage, improper inflation, overloading, or other conditions resulting from use or misuse for which we are not responsible. Many of the submitted tires we receive failed for one of these reasons above and the claims are accordingly denied for payment

Thank you for your cooperation. If you have any questions, please feel free to contact us at 1-800-356-4644.

THE ATTACHMENTS TO THIS DOCUMENT HAVE BEEN REMOVED TO PROTECT UNWARRANTED INVASION OF PERSONAL PRIVACY PURSUANT TO EXEMPTION 6 OF THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(b)(6).