

# Part 573 Safety Recall Report

## 20T-016

**Manufacturer Name :** Shaanxi Yanchang Petroleum Group Rubber

**Submission Date :** JAN 31, 2021

**NHTSA Recall No. :** 20T-016

**Manufacturer Recall No. :** NR



### Manufacturer Information :

**Manufacturer Name :** Shaanxi Yanchang Petroleum Group  
Rubber

**Address :** 1 East Tongyi Road  
Fenghe Area, Qindu District Xianyang,  
Shaanxi 00 712000

**Company phone :** 29 3318 7717

### Population :

**Number of potentially involved :** 33,466

**Estimated percentage with defect :** 2 %

### Tire Information :



Tire Brand 1 : Duraturn  
 Tire Line : Travia A/T  
 Tire Size : All sizes

**Descriptive Information :** The recall population was determined by manufacture date. After beginning sales of the Subject Tires in the market in late 2015, both the Company and its Importer received higher than expected warranty claims. None of the claims involved claims of injury, but 22 claims were based on tread and/or innerliner separation. As a result of this experience, the Company began an internal investigation of the tires and concluded that, in an undefined number of the tires, there were potential issues with internal belt stress and adhesion. The Company took steps to remedy these issues and these steps were all implemented by the third week of 2018. All tests of Travia A/T tires manufactured after the 3rd week of 2018 have passed the applicable FMVSS requirements.

There are potentially 33,466 Travia A/T tires in the recall population, although the Company estimates that many of these tires have already been in service and replaced after reaching the end of their useful service life.

This recall relates to all sizes of the Travia A/T manufactured before January 14, 2018, including sizes LT225/75R16, LT235/75R15, LT235/80R17, LT235/85R16, LT245/75R16, LT245/75R17, LT265/70R17, LT265/75R16, LT285/70R17, LT285/75R16, LT31\*10.50R15

Production Dates : OCT 01, 2015 - JAN 14, 2018

**TIN (Tire Identification Number)**

Plant ID	Size code	Optional Code	Begin M Code	End M Code
UF	NN	ELC	4015	0318
UF	PN	DLC	4015	0318
UF	PR	ELC	4015	0318
UF	NN	ELC	4015	5217
UF	RN	FLC	4015	0318
UF	UN	ELC	4015	0318
UF	WM	FLC	4015	0318
UF	WN	ELC	4015	NR
UF	WN	ELC	4015	0318
UF	EV	DLC	4015	0318
1UF	NN	ELCP	0118	0318
1UF	PN	DLCP	0118	0318
1UF	UM	FLCP	0118	0318
1UF	WM	FLCP	0118	0318
1UF	WN	ELCP	0118	0318
1UF	EV	DLC	0118	0318
1UF	PN	DLC	0118	0318
1UF	PP	FLCP	0118	0318
1UF	PR	ELCP	0118	0318
1UF	RN	NR	NR	NR
1UF	UN	ELCP	0118	0318
1UF	WM	FLCP	0118	NR
UF	PP	FLC	4015	0318
UF	RN	ELC	4015	0318
UF	UM	FLC	4015	0318
1UF	RN	ELCP	0118	0318
1UF	RN	FLCP	0118	0318
1UF	UM	FLCP	0118	NR

## Description of Defect :

Description of the Defect : After beginning sales of the Subject Tires in the market in late 2015, both the Company and the Importer received higher than expected warranty claims during the first two years of sale. None of the claims involved claims of injury. Of the warranty claims received by the Importer, 22 claims were based on tread and/or innerliner separation. As a result of this experience, in the fall of 2017, the Company began an internal investigation of the tires and concluded that, in an undefined number of the tires, there were potential issues with internal belt stress and adhesion. As discussed below, the Company took steps to remedy these issues and these steps were all implemented by the third week of 2018.

The Company's internal investigation revealed three issues that have since been corrected:

(1) The difference between the #1 belt and the #2 belt was too large at 10 mm, creating additional stress on the belts. The Company increased the size of the #1 belt to reduce the difference to 5 mm.

(2) The belt compound needed to be improved for better belt adhesion. The Company changed the composition of the belt compound to improve adhesion and performance.

(3) The heat nozzles during vulcanization needed adjustment, as the temperature differential between the upper mold and the lower mold during curing resulted in parts of the tire being over-vulcanized, thus negatively impacting rubber adhesion.

Tests run on the tires manufactured after January 14, 2018 show that the issues were corrected, and the tires are in compliance.

FMVSS 1 : 139 - New pneumatic radial tires for light vehicles

FMVSS 2 : NR

Description of the Safety Risk : The potential issues in the affected tires could lead to a tread or innerliner separation.

Description of the Cause : The Company's internal investigation revealed three issues that have since been corrected:

(1) The difference between the #1 belt and the #2 belt was too large at 10 mm, creating additional stress on the belts. The Company increased the size of the #1 belt to reduce the difference to 5 mm.

(2) The belt compound needed to be improved for better belt adhesion. The Company changed the composition of the belt compound to improve adhesion and performance.

(3) The heat nozzles during vulcanization needed adjustment, as the temperature differential between the upper mold and the lower mold during curing resulted in parts of the tire being over-vulcanized, thus negatively impacting rubber adhesion.

Identification of Any Warning that can Occur : In the event that this condition would manifest itself in tires in service, tread chunking, noise, or vibration may occur.

**Involved Components :**

Component Name : NR

Component Description : NR

Component Part Number : NR

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

From May 25, 2017 through August 29, 2017, the Importer received warranty claims for a small number of the Subject Tires showing signs of tread and innerliner separation after being in use for a short period of time. From the beginning of manufacture to Dec. 31, 2017, the Company received 382 claims regarding the Subject Tires. The Importer received a total of 87 warranty claims regarding the Subject Tires, 22 of which arose due to tread separation. None of these claims resulted in any personal injury.

Although none of the claims resulted in any personal injury, the claims prompted the Company to initiate certain adjustments to the Subject Tires. In late 2017 through January 2018, the Company made adjustments to the design and manufacture process in order to increase the long-term tensile strength of the Subject Tires. The tread and innerliner separation issues were corrected in all Subject Tires manufactured after January 15, 2018.

On October 23, 25, and 26, 2019, the Company performed additional compliance testing on four Duraturn Travia A/T LT267/75R16 tires. Two tires manufactured in 2016 failed FMVSS 139. Two tires manufactured in 2019 passed FMVSS 139.

In October 15-22, 2019, routine compliance testing of one tire, which was manufactured prior to January 15, 2018, by Smithers revealed tread and innerliner separation issues which resulted in failure under FMVSS 139. The Company received notice of the Smithers results in December, 2019, and confirmed the noncompliance on February 7, 2020.

DOT serial numbers of this type tire that are compliant with FMVSS 139 based on testing are: UFPPFLC0418 to present, UFRNFLC0418 to present, and UFUMFLC0418 to present.

## Description of Remedy :

Description of Remedy Program : The Company has contract with Stericycle to facilitate the remedy. Customers will be reimbursed on a prorated basis for any Subject Tire identified within the date range indicated. The reimbursement amount will be calculated by multiplying the original purchase price or current average selling price (whichever is lower) by the percentage of usable original tread that has been worn off (down to 2/32" remaining usable tread) at the time of presentment.

The agent will issue a bulletin notifying the Importer's distributors of this recall and describing the procedure for reimbursement for any of the recall tires which the distributors have in their inventory (unsold) as well as the procedure for recovering sold or unsold recall tires and reporting those numbers.

Pursuant to 573.6(c)(9)(i), the bulletin will alert distributors about the ban on the sale of the Subject Tires, the duty to notify NHTSA of any sale of a Subject Tire for use on a motor vehicle, and the distributors' duty to notify consumers for whom they have contact information within 30 days of receipt of the bulletin. Distributors will be reimbursed for costs incurred to notify consumers.

The agent will also mail distributor letters and consumer letters to all distributors who may have purchased any of the recall tires and to all consumers who may have purchased any of the recall tires for whom the Importer has received registration data. Those letters will be submitted to NHTSA for approval before mailing.

Pursuant to 577.11, the Company does not plan to provide notice about pre-notification remedies to consumers because all Subject Tires are currently under warranty and, pursuant to 573.13(d)(1), no consumer would be eligible for pre-notification reimbursement. Duraturn's existing warranty policy is available at:  
<https://www.duraturntires.com/customer-care/consumer-warranty-policy/>.

All recalled tires returned to the Importer will be rendered inoperable for highway use.

How Remedy Component Differs from Recalled Component : N/A, as the Company is proposing a refund remedy.

**Identify How/When Recall Condition was Corrected in Production :**

In late 2017 through January 2018, the Company made certain adjustments to the design and manufacture process in order to increase the long-term tensile strength of the Subject Tires. The changes that the Company made were:

- (1) The Company increased the size of the #1 belt to reduce the difference with the #2 belt to 5 cm to reduce belt stress.
- (2) The Company changed the composition of the belt compound to improve adhesion and performance.
- (3) The heat nozzles during vulcanization were adjusted to lower the temperature differential between the upper mold and the lower mold during curing to improve rubber adhesion.

The tread and innerliner separation issues were corrected in all Subject Tires manufactured after January 15, 2018.

**Recall Schedule :****Description of Recall Schedule :**

The Company will upload its proposed letters within 5 days of this submittal.

A third party agent will issue a bulletin notifying the Importer's distributors of this recall and describing the procedure for reimbursement for any of the recall tires which the distributors have in their inventory (unsold) as well as the procedure for recovering and exchanging any of the recall tires which may have been sold. The third party agent will be mailing distributor letters and consumer letters to all distributors who may have purchased any of the recall tires and to all consumers who may have purchased any of the recall tires for whom the Importer has received registration data no later than August 16, 2020. The Company will also request that all of the Importer's distributors send the consumer letters to their customers who purchased the recall tires so that their customers who still have the recall tires can obtain a refund based on the remaining tread life of the tires.

Planned Dealer Notification Date : NOV 02, 2020 - NOV 13, 2020

Planned Owner Notification Date : NOV 16, 2020 - DEC 04, 2020

**Purchaser Information :**

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name : NR

Address : NR

NR

Country : NR

Company Phone : NR

\* NR - Not Reported