

Continental Tire the Americas – Chronology of Events – Feb.15, 2021 ATTACHMENT No.2

Aug.21, 2020: CTA learned that two tires that were received at an OEM's plant experienced rapid air loss.

Aug.24, 2020: A CTA representative traveled to the OEM's plant to assess the situation. Initial findings indicated potential mounting damage as the cause of the failures. The two tires and rims were shipped to CTA's plant in Mt. Vernon, Illinois and then shipped to CTA's tire analysis lab for further analysis.

Sep.11, 2020: The tire analysis revealed that both tires had an overcure condition. The Mt. Vernon plant immediately started an investigation, which focused on analyzing tire curing data for all tires produced in 2020. During that investigation, CTA discovered that additional tires were cured beyond specification. CTA then began efforts to determine whether tires cured beyond specification left CTA facilities.

Sep.18, 2020: At this early point in its investigation, CTA believed that an additional 16 tires from 2020 production that were cured beyond specification may have left CTA's facilities. CTA's Product Integrity Committee convened and determined that the subject tires presented an unreasonable risk to safety and made the decision to initiate a recall for the 16 tires.

Sep.28, 2020: As CTA was preparing to initiate that recall and its investigation continued, CTA learned that more than 16 tires were cured beyond specification and may have left CTA's facilities. Accordingly, CTA contacted NHTSA to detail the progress of its ongoing investigation.

Oct.21, 2020: CTA remained in contact with NHTSA to keep them apprised of its progress and on this date, advised NHTSA that CTA had nearly finished its analysis of 2020 produced tires and would file a Defect Report within the next days.

Oct.26, 2020: CTA completed its analysis of 2020 production and determined 39 tires were cured beyond specification and present an unreasonable risk to safety. CTA filed a Defect Report with NHTSA on this date for tires produced in 2020. The NHTSA ID for that recall is 20T018. CTA communicated to NHTSA that the investigation was still ongoing and that prior production years would also need to be investigated. At that time, CTA was not aware of any claims of property damage, personal injury, or death involving these tires.

Nov. 2020 through mid-Jan, 2021

CTA's investigation continued with a multidisciplinary team. The Mt. Vernon plant continued to search through quality control records for production back to year 2018. This involved a detailed and manual search through voluminous quality records to review curing cycle times, scrap data, warehouse data, shipping data, etc. CTA also conducted an exhaustive review of warranty adjustments to determine whether any tires that may have been overcured were returned from the market. In parallel, CTA's research and development team conducted a multitude of testing, including FMVSS 139 and endurance to both new and "aged" tires to better assess how much an overcure condition can impact tire durability over time. Based on the investigation learnings, CTA performed a secondary search of 2020 produced tires. This search resulted in an additional 36 suspect tires from 2020 production.

Jan.26, 2021: CTA's Product Integrity Committee reconvened to review the results of the ongoing investigation. Based upon its analysis and market feedback, CTA determined that the possibility that a significantly overcured tire may experience sudden air loss or a partial or full tread/belt loss within the first 2.5 years of service could not be excluded.

Jan.27, 2021: CTA discussed its findings with NHTSA and advised that CTA was getting close to finishing the process of identifying potentially affected tires that were sold into the US replacement market, as well as sold to OEM customers for US vehicle sale.

Feb. 5, 2021: CTA discussed its progress with NHTSA and indicated that its investigation was nearly complete, and that CTA intended to file an additional recall that includes certain overcured tires produced from DOT week 5217 to DOT week 3820.

To date, CTA is not aware of any claims of property damage, personal injury, or death involving these tires.