U.S. Department of Transportation

National Highway Traffic Safety Administration

Part 573 Safety Recall Report 25T021

Manufacturer Name: Bridgestone Americas Tire Operations

Submission Date: Dec 10, 2025

NHTSA Recall No.: 25T021

Manufacturer Recall No.:

Manufacturer Information

Manufacturer Name: Bridgestone Americas Tire Operations

Address: 200 4th Avenue South
Nashville TN, 37201

Population

Total number of potentially involved: 1,742

Estimated percentage with defect: 50%

Tire Information

Tire Brand 1: Firestone

Tire Line: Destination LE3

Tire Size: 265/70R17

Production Dates: Oct 26, 2025 - Nov 08, 2025

Number of potentially involved: 1,742

Descriptive Information:

The subject tire is an all-season tire developed for replacement-market use on light trucks, crossovers, and SUVs. Affected tires were manufactured by Bridgestone Americas Tire Operations, LLC ("**BATO**") at its plant in Wilson, North Carolina during the 43rd and 44th weeks of 2025. BATO has determined that 856 tires were affected by the condition. BATO is initiating this field action out of an abundance of caution as affected tires could exhibit an increased risk in belt separations over time.

Tire Identification Number (TIN)

Plant ID Code	Size Code	Optional Code	Begin M Code	End M Code
1W2	1Y	LE31	4325	4425

Defect / Noncompliance Description

Description of the defect or noncompliance:

The belt edge insert ("BEI") is an internal tire component that is designed to stabilize and protect the edges of the steel belts. The out-of-position BEIs could lead to a decrease in tire durability and potential belt edge separations over time. As a result, affected tires may not comply with the endurance requirements of FMVSS 139. Further, in some tires, BEI rubber may not be covered by tread edge rubber, exposing the BEI rubber to the environment. This exposure could lead to cosmetic circumferential cracking of the exposed BEI rubber over time.

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FMVSS1: 139 - New pneumatic radial tires for light vehicles

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

Subject tires that do not meet the endurance requirements of FMVSS 139 could potentially increase the risk of a crash.

Description of the cause:

While implementing a temporary change to the tire assembly specification for the subject tire, the wrong setting was inadvertently entered for the placement location of certain sidewall components that contained the BEI.

Identification of any warning that can occur:

Affected tires may exhibit bulges in the tread or sidewall and/or irregular tread/shoulder wear. These conditions could cause excessive road noise and/or vibration that may be felt in the vehicle's steering. Tires with exposed BEI rubber may exhibit cosmetic cracking in a narrow band around the circumference of the tire sidewall.

Component Manufacturer

Tier of Supplier:

Supplier Type:

Name:

Address:

Country:

Involved Components

Component Name 1: Belt Edge Insert

Component Description: Belt Edge Insert

Component Part Number: N/A

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:

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Address:

Country:

Chronology

October 29, 2025: BATO implemented a temporary specification change for assembly of the subject tire line and size at BATO's Wilson, NC manufacturing facility. An error was made inputting the change into the specification system, resulting in tires produced with both BEI components positioned outside of the intended design specification.

October 29, 2025: November 14, 2025: 4,815 subject tires were manufactured at Wilson facility with the incorrect temporary specification, resulting in out-of-position BEI components and BEI rubber exposure.

November 14, 2025: During a routine inspection at BATO's Wilson, NC manufacturing facility, BATO observed BEI exposure. On the same date, the Wilson plant and BATO initiated inventory freezes on the subject tires.

November 14, 2025: December 3, 2025: BATO conducted an investigation of the issue. BATO determined that, during a temporary specification change for assembly of the subject tire, an error was made inputting the change into the specification system. The manufacturing error resulted in some tires being produced with both BEI components positioned outside of the intended design specification. The investigation also determined that approximately 856 tires with out-of-position BEI were identified as shipped and outside of BATO's custody and control.

December 3, 2025: BATO determined that the subject tires may be noncompliant with FMVSS 139 and initiated the voluntary recall process.

December 5, 2025: BATO sent a communication to select distributors who may have received shipments of affected tires requesting distributors freeze shipments of affected tires until further notice from BATO.

December 10, 2025: BATO filed a Part 573 Noncompliance Report.

Approximately 856 of the subject tires were shipped to retailers and/or sold to end users. To date, BATO has received no reports of accidents, injuries, or consumer complaints related to the subject tires.

Related NHTSA Recall Number:

Description of Remedy

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Remedy Type: Replace

Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

BATO will notify affected dealers by January 9, 2026 and provide instructions to those dealers to return the subject tires via BATO's standard return goods authorization process. Dealers performing the replacement of recalled tires will be notified of their responsibilities in accordance with 49 CFR 573.6(c)(9). Owners who registered their tires will be notified by mail. For those owners who did not register their tires, BATO will work with dealers and distributors to obtain owner information, where available. This program to provide remedy tires without charge to the owner will be conducted through August 31, 2025.

How remedy component differs from recalled component:

Replacement tires will be manufactured in conformance with BATO's design specifications and meet all requirements of 49 CFR 571.139.

Identify how/when recall condition was corrected in production:

BATO identified the error on November 14, 2025. BATO resumed production of the subject tire line and size with correct component placement specifications. BATO is implementing revisions to processes related to temporary specification changes to safeguard against inadvertent input errors and to reduce the active time for temporary specifications.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

All known customers, distributors and dealers will receive notification of the recall, instructions on how to identify the subject tires, information regarding the removal of the subject tires from service, and instructions on the return and disposal of the subject tires.
Planned Dealer Notification Date: January 9, 2026
Planned Owner Notification Date: February 6, 2026

Planned Dealer Notification Date: Jan 09, 2026 - Jan 09, 2026 ☐ No Dealers

Planned Interim Owner Notification Date: ☐ No Owners

Planned Remedy Owner Notification Date: Feb 06, 2026 - Feb 06, 2026 ☐ Phased Recall