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13T-011
(4 pages) Amended

January 21, 2014

Amended Part 573 Safety Recall Report

NHTSA RECALL NUMBER: 13T-011

1. 573.6(c)(1) Manufacturer's Name:

Bridgestone Corporation (BSJ)

2. 573.6(c)(2) Identification of Recalled Tires:

On November 13, 2013, Bridgestone Americas Tire Operations, LLC (BATO) initiated a voluntary safety recall of up to 36 truck and bus tires that may have an abnormality due to intermittent irregularities in a manufacturing process occurring at BSJ's plant in Tochigi, Japan between January 2012 and August 2013. BATO's Part 573 Report, filed on November 13, 2013, inadvertently misidentified the tire line name as "Bridgestone H300", rather than "Firestone HP3000". The corrected tire line name is identified in the table below. No other tires in the U.S. markets are affected because the irregularities were limited to this affected manufacturing process which produced all of the recalled tires. Bridgestone and Firestone tires produced with other processes are not affected by this irregularity.

Corrected Tire Line	Tire Size	Ply Rating	DOT TIN	DOT Date Range
Firestone HP3000	315/80R22.5	18	EP4D2HX	0412 thru 3213

3. 573.6(c)(3) The Total Number of Tires Potentially Containing the Defect:

BSJ has identified up to 1,204,707 tires in Japan which were manufactured with the affected process. BSJ is initiating a voluntary safety recall of these tires in Japan as reported in BATO's Part 579 Foreign Recall Report dated November 8, 2013.

BATO has identified up to 36 tires that were imported into Guam which may have been manufactured with the affected process. It is estimated that none of the tires in Guam may have an abnormality.

As reported in BATO's Fifth Amended 579 Report, as of January 21, 2014, Bridgestone subsidiaries have also recalled tires produced with the affected process in the following markets:

Bolivia	35
Canada	882
Chile	204
China	471,000
Costa Rica	14
Dominican Republic	27

El Salvador	32
Guatemala	82
Honduras	6
Mexico	1,275
Nicaragua	3
Panama	21
Taiwan	2,559
United Arab Emirates	736

Bridgestone subsidiaries in other foreign markets are investigating their imports and any estimates of any abnormalities in their respective markets.

4. 573.6(c)(4) Percentage of Tires Estimated to Actually Exhibit the Defect:

Up to 0.04% of the tires described above are estimated to exhibit the abnormality.

5. 573.6(c)(5) Description of the Defect:

Tires of the dimensions, lines, and tire identification numbers listed above have the possibility of losing pressure after being placed into service due to the potential to develop a crack at the innerliner splice. The crack may result from decreased adhesion level of the splice of the innerliner where a type of building machine experienced an intermittent problem following a production change. Such a crack could propagate during continuous operation and penetrate a sidewall, which could lead to accumulation of air and a bulge on the sidewall. Eventually – in the worst case – air loss could disable the tire and present a potential risk to motor vehicle safety.

6. 573.6(c)(6) Basis for Determination of the Defect:

BSJ first received reports that innerliner cracks on certain truck and bus tires were observed as winter tires were being removed from service on May 8, 2013. As BSJ was investigating the complaints, it received additional complaints involving other tires and broadened its investigation. In August, BSJ first received a complaint of an air leak. As of November 8, 2013, BSJ had received 14 complaints involving 43 tires: 25 cracks and 18 air leaks. There have been no reported incidents of property damage, accidents, injuries, or deaths.

Based on an analysis of all of the affected tires and a diligent investigation, the innerliner conditions were traced back to a particular machine in the Tochigi plant that experienced intermittent problems following a manufacturing process change. As a result, decreased adhesion levels at the splice of the innerliner could have been introduced to a small number of tires following the production change. In these instances, there is a possibility of cracking and a slow air leak into the tire sidewall. An accumulation of air could result in a bulge and eventually, in a worst case, result in a slow loss of air pressure rendering the tire inoperable.

On November 1, 2013, BSJ decided to conduct a voluntary safety campaign of approximately 1.2 million tires in Japan that were manufactured with the affected process.

BATO identified up to 36 tires that were imported into Guam which may have been manufactured with the affected process. There have been no field complaints or adjustments in the U.S. and its territories with respect to these tires. There also has been no report of property damage, accidents, injuries, or deaths. On November 7, 2013, Bridgestone Americas companies decided to conduct voluntary safety recalls of all tires manufactured with the affected process within their respective markets. This action is being taken out of an abundance of caution and in accordance with Bridgestone's commitment to customer satisfaction and service.

Subsequently, Bridgestone subsidiaries in the United Arab Emirates, China, and Taiwan have determined to conduct voluntary safety recalls of tires manufactured with the affected process in their respective markets as reported in BATO's Fifth Amended 579 Report dated January 21, 2014.

7. 573.6(c)(8) Remedy Program:

BATO initiated a voluntary safety recall of the 36 imported tires in Guam on November 8, 2013. BATO has been in contact with distributors and dealers in Guam to identify customers who may have purchased the affected tires. BATO has and will continue to notify identified customers by first class mail within one week of NHTSA's approval of the revised customer notification letter. This correspondence explains the issue, and includes specific instructions as to how to obtain replacement products, as well as procedures for collecting reimbursement for remedies made prior to the recall, where appropriate.

Owners in Guam may call (671) 633 3026 for more information.

All recalled tires will be scrapped.

8. 573.6(c)(9) Disposition of Scrapped Tires:

In accordance with the provisions of 49 CFR Part 573.6(c)(9)(i-iii), BATO has made the dealer aware of the requirements that become effective in connection with the disposition of all recalled tires through a revised Dealer Notification letter that is being submitted to the agency separately pursuant to 49 CFR Part 576.6(c)(10). The program for disposing of all scrap tires identified under this safety recall will comply with applicable state and local law regarding the disposal of tires, and to the extent possible, will be channeled into a category of positive reuse or beneficial non-vehicular use.

9. 573.6(10) Owner Notification:

A draft of BATO's revised tire owner notification letter and envelope are attached.

Sincerely,

David Archual

Manager: Quality Assurance and Regulatory Affairs