

Chronology – Other Recall Related Document

Manufacturer: Bridgestone Americas Tire Operations, LLC

Submitted: August 18, 2021

Transaction ID: 21-00201-26509-10

Chronology:

July 11, 2021: Aiken technicians received notice that TLMS Robot #5 was not responding and failing to etch tire sidewalls. Trouble shooting was begun.

July 12, 2021: Aiken technicians determined that a chaffed wire led to the malfunction of TLMS Robot #5. Technicians replaced the wiring and tested the robot. The robot was then returned to service. One tire was found with a pinhole and was removed from production.

August 2, 2021: Honda advised BATO that it found 5 tires with pinholes in the TIN above the first digit in the date code. BATO reviewed photos and determined that all 5 tires were processed through Aiken TLMS Robot #5.

August 3, 2021: BATO reviewed data for tires processed through TLMS Robot #5. BATO identified 137 tires in 25 different SKUs that may have been affected. Affected tires were identified by their unique barcode sticker. BATO froze tires in the 25 affected SKUs still contained at the plant. BATO also froze tires in the 25 affected SKUs that were shipped to its distribution centers.

August 3 – August 9, 2021: BATO began an investigation to evaluate this condition, confirm the list of affected SKUs, and determine whether any of the affected tires were shipped beyond its control. BATO distribution centers searched inventory by barcode for the affected tires. BATO asked company-owned stores, OEM customers, and distributors to search their inventories for affected tires. BATO reviewed data from TLMS Robot #5 and visually verified the condition of contained affected tires. BATO narrowed the population of tires affected from 137 to 56. During this process, 48 of the 56 tires were contained; 8 tires from five different SKUs remain unaccounted.

August 11, 2021: BATO's technical investigation concluded, and it was determined that the subject tires may not comply with the requirements of S6 of Federal Motor Vehicle Safety Standard No. 139.

There have been no reports of accidents, injuries, or consumer complaints related to this condition.