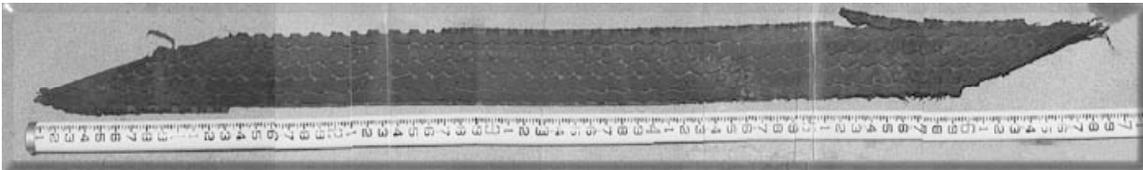


TIRE DETREAD EVENTS CAN LEAD TO ROLLOVERS IN TRUCKS AND SPORT UTILITIES



When Ford Explorer Rollovers started to occur nationwide, with the resulting recall of Firestone tires, rollovers and defective tires have been center stage in all product liability news stories ever since. Bridgestone / Firestone was forced to recall millions of their ATX, ATX II and Firestone Wilderness radial tires due to tire defects from tire tread separation causing Sport Utility Vehicles (SUVs) to lose control and roll over. Besides Bridgestone - Firestone, many other tire manufacturers have also had similar tire tread / belt adhesion problems including Continental General Tire Company, Cooper Tire Company, Kelly Springfield Tire, Dunlop Tire, Goodyear Tire, Kumho Tire and others. When a tire tread separation occurs at highway speeds, a rollover and resulting roof crush is a too often occurrence.

ROLLOVER ACCIDENTS DUE TO TIRE DETREADING & DELAMINATION DEFECTS

When a radial tire suddenly loses its tire tread the driver often loses control of the vehicle due to a blowout of the tire or rapid pressure decrease in the remaining core. When the blowout occurs to a rear tire, controlling the vehicle becomes very difficult, especially at highway speeds. This loss of control results in the rear of the vehicle swinging around to become perpendicular to the direction of travel (yawing).

If the yawing is not immediately reversed in direction, then the sideways motion often leads to the bead of the tire separating from the rim or de-beading, allowing the rim to dig into the pavement or surface, resulting in propelling or tripping the vehicle into a roll. Tripping of the vehicle can also result in a rollover if sufficient amount of sideway movement occurs in a grass or dirt median to actually trip the vehicle and launch it into a rollover. Tire manufacturers have known that a leading cause of tread separation is due to the design and placements of the belts and overlying tread. Tread and belt separations can also occur due to poor adhesion of the components from the use of old and expired adhesives, improper temperatures, rust, unclean manufacturing facility, moisture, oxidation, grease, sawdust, gum wrappers and EVEN cigarette butts.

Of all of the known problems resulting in tire tread and belt separation, the leading cause of belt separation is the failure of the metal to stick to rubber. The method used most often involves plating the metal with brass and apply a rubber compound containing sulfur. If the sulfur and other compounds are not to the correct mixture, then incomplete adhesion occurs. Also if the brass plating is allowed to oxidize, then adhesion will likely occur. If there is a shiny brass look to the belts, then there may be a deficiency in the tread bonding process, if not also compounded by other defects. If you or a loved one has suffered a catastrophic injury or death due to a tire event, please call us and allow our attorneys, investigators and experts investigate the accident for any defects.