

## PLANT CAPACITIES

Tire capacity, not production, in North America totaled 320,167,050 tires, not counting race tires, at 52 plants as of Jan. 1, 2010. That's down 5.7% over the previous year, and 9.1% over the last two years.

U.S. capacity was 260.6 million tires. Although that number is down 7% year to year, it still represents 81.4% of the North American total (see Chart 18).

Two consumer tire plant closings essentially accounted for the decrease. When Michelin closed its union tire plant in Opelika, Ala., its second-oldest in North America, U.S. capacity was reduced by 26,000 tires a day.

The closing of Cooper's non-union Albany, Ga., tire manufacturing facility also eliminated 26,000 tires a day in capacity. However, Cooper closed the plant as part of a capacity rationalization plan begun in 2008.

As part of the plan, some production from Albany will be moved to the company's plants in Tupelo, Miss., Findlay, Ohio, and Texarkana, Ark.

In September 2009, the company broke ground on a \$7 million expansion at its Tupelo plant. Cooper expects the project to be completed by April 2010.

And in November, the company announced a \$10 million investment in its Findlay plant to add capacity.

Trelleborg Wheel Systems Americas Inc., which manufactured industrial tires at a union plant in Hartville, Ohio, also closed its doors in 2009, resulting in a loss of 1,500 tires a day.

Trelleborg transferred its production to Sri Lanka.

Canadian tire plant capacity showed no growth for the second year in a row. It entered the year at 28.1 million tires, or 8.8% of the total capacity in North America.

Mexican capacity also was relatively stable. It was up 1.1%, or 9.8% of the North American total, thanks to the continued ramping up of Bridgestone's BIRD (for Bridgestone Innovative and Rational Development) passenger tire facility in Monterrey, Nuevo Leon.

In response to lower demand in late 2008 and 2009, many tire manufacturers reduced their production.

Chart 18 NORTH AMERICAN TIRE PLANT CAPACITIES as of January 1, 2010 (in thousands of units)								
Plant location/ Year constructed	Non-union	ISO	QS	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total
<b>Bridgestone/Firestone</b>								
La Vergne, Tenn., 1972		x	x	7.1	2.3	6.2	0.0	15.6
Warren County, Tenn., 1990		x	x	0.0	0.0	8.0	0.0	8.0
Bloomington, Ill., 1965		x	x	0.0	0.0	0.0	0.26	0.26
Des Moines, Iowa, 1945		x	x	0.0	0.0	0.0	4.3	4.3
Wilson City, N.C., 1974	x	x	x	33.1	0.0	0.0	0.0	33.1
Aiken County, S.C., 1999	x	x	x	17.3	7.7	0.0	0.0	25.0
Joliette, Quebec, 1966		x	x	9.3	7.2	0.0	0.0	16.5
Monterrey, Mexico, 2007	x			7.0	0.0	0.0	0.0	7.0
Cuernavaca, Mexico, 1980		x	x	11.0	4.4	0.0	0.0	15.4
Total:				84.8	21.6	14.2	4.56	125.16
<b>Carlisle Tire &amp; Wheel Co.</b>								
Jackson, Tenn., 2009	x			0.0	0.0	0.0	26.0	26.0
Clinton, Tenn. (Dico), 1974	x	x		0.0	0.0	0.0	15.0	15.0
Total:				0.0	0.0	0.0	41.0	41.0
<b>Continental Tire North America Inc.</b>								
Mount Vernon, Ill., 1973	x	x	x	28.0	8.0	4.5	0.0	40.5
Total:				28.0	8.0	4.5	0.0	40.5
<b>Cooper</b>								
Findlay, Ohio, 1917		x		6.6	15.4	0.0	0.0	22.0
Texarkana, Ark., 1964		x		24.0	8.0	0.0	0.0	32.0
Tupelo, Miss., 1984/1960	x	x		41.0	0.0	0.0	0.0	41.0
Total:				71.6	23.4	0.0	0.0	95.0
<b>Goodyear</b>								
Buffalo, N.Y., 1923			x	4.3	5.4	1.75	4.55	16.0
Danville, Va., 1966		x	x	0.0	0.0	11.2	0.0	11.2
Fayetteville, N.C., 1969		x	x	36.0	9.0	0.0	0.0	45.0
Gadsden, Ala., 1928		x	x	15.0	10.0	0.0	0.0	25.0
Lawton, Okla., 1978	x	x	x	65.0	0.0	0.0	0.0	65.0
Topeka, Kan., 1945		x	x	0.0	1.0	5.5	1.5	8.0
Union City, Tenn., 1968		x	x	35.0	13.0	0.0	0.0	48.0
Medicine Hat, Alberta, 1960		x	x	15.0	0.0	0.0	0.0	15.0
Napanee, Ontario, 1990	x	x	x	19.0	0.0	0.0	0.0	19.0
Total:				189.3	38.4	18.45	6.05	252.2
<b>GTY (General/Toyo/Yokohama)</b>								
Mount Vernon, Ill., 1988	x	x	x	0.0	0.0	7.3	0.0	7.3
Total:				0.0	0.0	7.3	0.0	7.3
<b>Michelin</b>								
Ardmore, Okla., 1969	x	x	x	40.0	3.0	0.0	0.0	43.0
Dothan, Ala., 1979	x		x	1.0	4.0	0.0	0.0	5.0
Fort Wayne, Ind., 1961				20.0	8.0	0.0	0.0	28.0
Greenville, S.C., 1975	x		x	28.0	0.0	0.0	0.0	28.0
Greenville, S.C. (C3M), 1997	x	x	x	7.0	0.0	0.0	0.0	7.0
Lexington, S.C., 1981	x		x	19.0	0.0	0.0	0.0	19.0
Lexington, S.C., 1998	x	x		0.0	0.0	0.0	0.09	0.09
Spartanburg, S.C., 1978	x		x	0.0	0.0	7.0	0.0	7.0
Tuscaloosa, Ala., 1945			x	22.0	6.0	0.0	0.0	28.0

Plant location/ Year constructed	Non-union	ISO	QS	Passenger per day:	Light truck per day:	Truck per day:	Others per day:	Total
Bridgewater, Nova Scotia, Canada, 1973	x		x	11.0	3.0	0.0	0.0	14.0
New Glasgow, Nova Scotia, Canada, 1971	x		x	7.0	1.0	0.0	0.0	8.0
Waterville, Nova Scotia, Canada, 1982	x		x	0.0	0.0	0.0	4.5	4.5
Queretaro, Mexico	x			6.0	0.0	0.0	0.0	6.0
Total:				161.0	25.0	7.0	4.59	197.59
<b>Pensler Capital (Denman)</b>								
Warren, Ohio, 1919				0.2	1.1	0.0	1.3	2.6
Total:				0.2	1.1	0.0	1.3	2.6
<b>Pirelli Tire North America</b>								
Rome, Ga., (MIRS), 2002	x	x		1.2	0.5	0.0	0.0	1.7
Total:				1.2	0.5	0.0	0.0	1.7
<b>Specialty Tires of America</b>								
Indiana, Pa., 1915	x			0.0	0.4	0.0	4.6	5.0
Unicoi, Tenn., 1997	x			0.0	0.0	0.0	1.6	1.6
Total:				0.0	0.4	0.0	6.2	6.6
<b>Titan Tire Corp.</b>								
Bryan, Ohio, 1967		x	x	0.0	0.0	0.0	0.33	0.33
Des Moines, Iowa, 1943		x		0.0	0.0	0.0	11.25	11.25
Freeport, Ill., 1964		x	x	0.0	0.0	0.0	8.1	8.1
Total:				0.0	0.0	0.0	19.68	19.68
<b>Toyo Tire North America Manufacturing Inc.</b>								
White, Ga., 2005	x	x		6.0	1.0	0.0	0.0	7.0
Total:				6.0	1.0	0.0	0.0	7.0
<b>Yokohama/Mohawk</b>								
Salem, Va., 1968				22.5	0.6	0.0	0.0	23.1
Total:				22.5	0.6	0.0	0.0	23.1
<b>Grupo Carso/Euzkadi (Continental AG)</b>								
San Luis Potosi, Mexico				15.0	5.0	0.0	0.0	20.0
Total:				15.0	5.0	0.0	0.00	20.0
<b>JK Tyre &amp; Industries (formerly CIA Hulera Tornel)</b>								
Mexico City, Mexico				0.5	1.0	1.5	0.64	3.64
Tultitlan, Mexico				7.0	1.5	0.5	0.4	9.4
Tacuba, Mexico				2.5	2.5	0.0	0.0	5.0
Total:				10.0	5.0	2.0	1.04	18.04
<b>Corporacion de Occidente SA de CV</b>								
Guadalajara, Mexico, 2005	x	x	x	10.0	6.9	2.8	0.0	19.7
Total:				10.0	6.9	2.8	0.00	19.7
<b>U.S. Totals</b>								
U.S. Totals								
Canadian Totals								
Mexican Totals								
TOTAL:								
2009 vs. 2008								
2008 vs. 2007								

Goodyear shifted from seven-day to five-day production schedules in Buffalo, N.Y., Danville, Va., and Union City, Tenn. (Union City is "unprotected" under the new labor agreement between Goodyear and the United Steelworkers. That means Goodyear can close the plant without union interference.)

In addition to closing its Opelika plant, Michelin reduced both its schedules and work force in Greenville, Lexington and Spartanburg, S.C., and Ardmore, Okla.

Carlisle Tire & Wheel Co. consolidated its manufacturing capability into a new 568,000-square-foot facility in Jackson, Tenn.

One of the casualties of the move was the closing of the company's 92-year-old specialty tire plant in Carlisle, Pa.

While consumer tire capacity dropped, demand for giant OTR tires has led to increased production.

Titan International Inc. began producing 63-inch radial OTR tires at its Bryan, Ohio, facility last July. The plant has the capacity to produce more than 20 giant tires a day, according to Chairman and CEO Morry Taylor.

Goodyear says it will begin production of 63-inch radial OTR tires in the fourth quarter of 2010. The tires will be produced at its Topeka, Kan., plant in at least two sizes, 59/80R63 and 53/80R63.

There are some 69,000 tire and rubber workers employed in the U.S. The United Steelworkers union represents more than 19,300 workers at 18 consumer and commercial tire plants in the U.S., broken out as follows:

Company	Employees	Plants
Goodyear	10,000	Six
Bridgestone	2,607	Four
Cooper	2,700	Two
Michelin	1,500	Two
Titan	1,355	Three
Yokohama	900	One
Denman	270	One

There were 62 tire plants in the U.S. run by 15 companies as of Jan. 1, 1976. Thirty-four years later, there are 38 plants operated by 13 companies.

Seven "new plant" announcements were made in 2009. All will be built outside North America.