Dear TIA Member:

As GTE is quickly approaching we encourage you to get involved and contribute to the TirePAC. With so many ongoing legislative battles, we need support from all members of the association. With so many issues on the table including tire registration, highway funding, tax reform, LIFO repeal, overtime proposals, and the Estate Tax, it is more important now than ever to get involved. If you would like to receive position papers on any of these issues or topics please send the request to rlittlefield2@tireindustry.org.

This year we continue our fundraising efforts to support the TirePAC fund and we ask for your participation! The TirePAC will have another and even more exciting silent auction at the upcoming 2015 Global Tire Expo and of course we will have 100 spots available for our PAC Board. It only costs $25 per square to participate with a first place cash prize of $500, second place of $250, and third place of $100. As a reminder, TirePAC can only accept personal checks made out to the TIA TirePAC or up to $200 in cash at the events. If you are not attending the Global Tire Expo this year but would still like to donate, we would greatly appreciate your contribution. Consider making a generous contribution of $50 to help you in the fight to protect our industry. Please make a contribution via a personal check made out to TIA TirePAC and mail it to TIA's Executive Vice President Roy Littlefield at 1532 Pointer Ridge Place, Suite G, Bowie, MD 20716.

Why a TirePAC?
The Federal Election Campaign Act contains numerous provisions delineating the nature and extent of an association’s involvement in the Federal elections process. An association like TIA is prohibited by law from making political contributions and expenditures by Federal elections. The only way that TIA can actively support candidates for Congress who are sympathetic to the views of our members is through an association sponsored political action committee (PAC), a separate legal entity organized to solicit and accept contributions from our members. The PAC, in return, may make political contributions to, and expenditures on behalf of candidates for Federal office.

PACs are formed in recognition of the fact that politics and government are inextricably intertwined. PACs seek to make their views known at the political level through the support of candidates and elected officials who share the philosophy or are sympathetic to the views of the association members. Private financing of campaigns will continue. TIA is stepping up its efforts in the political arena. Our TirePAC is a legally established, acceptable device for making politically related expenditures. TirePAC is both a convenience and a protection for TIA and for its members. TirePAC is a management tool for building the association’s self-image. Ultimately, TirePAC gives vital support to the competitive enterprise system.

Most Importantly!
The TirePAC allows us to support candidates who support us on a variety of issues. With contributions, we can better ensure our friends keep representing us in Congress. With politics revolving so much around elections, staying in office is costly for members of Congress. Therefore, the TirePAC proves to be influential in the support we throw behind certain members.

Thanks to the TirePAC we can support Representatives such as Congressman Roger Williams (R-25-TX) who has emerged as the champion of the save LIFO movement. Last month, Williams introduced a concurrent resolution (H. Con. Res. 69) which was referred to the Committee on Ways and Means. The resolution aims at expressing the sense of Congress that any reform or repeal of the last-in, first-out method for accounting for inventories would cause irreparable and unnecessary damage to United States businesses. TIA supports the resolution and with your contributions we can continue to push forward the save LIFO movement. Keep in mind the support we need on a variety of other issues as well including tire registration, highway funding, tax reform, overtime proposals, and the Estate Tax. You can directly make a difference!

A pledge form for the PAC board has been attached to this newsletter, please return it ASAP to ensure your cards are placed on the board prior to GTE to show the rest of the industry that you are involved! If you want to find out more about getting involved with TIA's government affairs efforts, please contact me or Roy Littlefield (rlittlefield2@tireindustry.org or 301-430-7280 ext. 137) to find out how.

We thank you for the ongoing support, see you at GTE!

Sincerely,

Dick Gust
Government Affairs Committee Chairman
LEGISLATIVE UPDATE

WOTC
As Coalition members lobbied House Republican congressmen, we received reports that, when asked about extending WOTC and the VOW to Hire Heroes Act veterans credits, congressmen were saying, “Look for a major highway bill funded by corporate tax reform including a cut in the top rate for C corporations, closing tax loopholes, and ending tax deferment on at least part of the $2 trillion in foreign profits held abroad by US companies. Tax extender for 2015 and 2016 will ride along on the highway bill.”

We’ve known for some time Ways and Means Chairman Paul Ryan is driving this project, but Speaker Boehner’s sending his troops home to deliver the message to constituents puts the House leadership behind the plan as well.

Nonetheless, there’s so far no commitment by the House Republican caucus to move this deal — the bill levies a tax and this is an anti-tax Congress. Possibly the tax on foreign profits can be replaced by voluntary repatriation of profits, but what’s clear is Boehner and Ryan have a big selling job to do.

Should they hit a brick wall, the odds still favor a two-year extension of WOTC and VOW to Hire Heroes Act credits and other extenders being packaged with the Highway bill. This is because the Highway bill is a tax bill — it includes reauthorization of the gas tax — and as the Senate moves slowly and tax bills usually draw a couple hundred amendments, packaging tax matters in a single bill makes sense.

The deadline for the Highway bill is the end of October because that’s when the present authorization expires.

Media during September is dwelling mostly on Congress’s debate on the Iran agreement and passing a spending bill to avoid a government shutdown, but you can be sure the House — where tax bills must originate — will be working on a Highway bill and a Tax Extenders bill and all of us must be on our toes to react.

During the past several months, every time we asked Chairman Ryan his intention for the tax extenders, he’s said two things: he would move a short-term extenders bill in the fall, and he wanted to make sure extenders permanent. The time is fast approaching when Ryan will show his hand by calling a markup of an extenders bill and saying which extenders he wants to keep permanently.

We have a bi-partisan bill, H.R. 2754, to make WOTC and VOW to Hire Heroes Act credits permanent, introduced in the House by two respected members of Ways and Means, Congressman Tom Reed (R-NY) and Congressman Charles Rangel (D-NY). In addition, two other Ways and Means Republicans have joined as co-sponsors — Congresswoman Lynn Jenkins (R-KS) and Congressman Mike Kelly (R-PA). Another senior Republican from New York, Congressman Peter T. King, a high-ranking member of the Financial Services, Homeland Security, and Select Intelligence Committees, is also a co-sponsor of H.R. 2754.

Ways and Means Congressman Ron Kind (D-WI) is a co-sponsor. We expect other Democrats on Ways and Means will vote with Congressman Rangel for permanent WOTC and VOW to Hire Heroes credits.

But permanent WOTC and VOW Act credits won’t see the light of day if they aren’t backed by the chairman and Republican majority. Any bill reported from committee mainly with Democratic votes can be stopped by Republican leaders.

Thus, in preparation for the coming markup of an extenders bill for 2015 and 2016, and a possible decision on whether WOTC and VOW to Hire Heroes Act credits will be made permanent, we must continue lobbying Ways and Means Republicans to co-sponsor H.R. 2754.

A large number of Treasury and White House staff are engaged in shaping a tax bill as it moves in Congress, often negotiating directly with Republican leaders using leverage of the President’s veto. WOTC and VOW to Hire Heroes Act credits are nominally overseen by Treasury but the real work falls to the Department of Labor. For Treasury and OMB, negotiating things like budget and international taxes are priority, and details like WOTC and VOW Act credits are, in our experience, unlikely to get attention. For this reason, we look to the Secretary of Labor to be the principal advocate for WOTC and VOW Act credits in the Cabinet, to remind Treasury the Administration’s position is that these credits should be made permanent because they are vital to economic opportunity for veterans, the disabled, and the poor.

We don’t want to rely only on the favor of Chairman Ryan and Chairman Hatch to grant permanent WOTC and VOW to Hire Heroes Act credits. We worked hard to persuade the White House to support permanency for these credits. Now Treasury will be negotiating with congressional leaders for a bill the President’s program like permanency for WOTC and VOW to Hire Heroes Act. We want to see the Labor Secretary making sure the Treasury Secretary gets this done.

To this end, we are requesting a meeting with Labor Secretary Thomas Perez this month to lay out the case for his speaking up in Cabinet meetings for WOTC and VOW to Hire Heroes Act tax credits when the Treasury Secretary reports on progress in tax negotiations.

ESTATE TAX UPDATE
TIA continues push for a full Estate Tax repeal vote in the Senate. With so many legislative items on the table for 2015 and with deadlines looming on the debt, highways, and tax extenders it appears that the vote will not happen until 2016. We will continue to push members and hope that the Senate makes the vote a priority early in the year. Last week we met with representatives from Senator Thune’s office, Senator McConnell’s office, and Chairman Hatch’s office for these updates. We will continue to provide literature to members of Congress on this issue.

Last week, Rep. Andy Harris (R-MD) introduced the “American Solution for Simplifying the Estate Tax Act of 2015” (H.R. 3508). Although the bill does not repeal the estate tax, it helps to lessen some of the
LEGISLATIVE UPDATE (continued)

requirements and regulations surrounding the tax. In short, the legislation aims at simplifying the estate tax, address the carry-over basis, simply and extend returns, and addresses the special rule for revocation of trusts in connection with election. The bill would amend the Internal Revenue Code of 1986 to allow an annual elective surcharge in lieu of estate tax, and for other purposes. The bill has been referred to the Committee on Ways and Means.

The current method of collecting Federal estate tax often cripples American family-owned businesses by forcing the sale of ongoing concerns in order to pay tax liability arising from the death of an owner, creating inefficiencies, dislocation, and often job losses. TIA supports H.R. 3508.

IRS ISSUES SECOND CADILLAC TAX NOTICE

The IRS is continuing its process of developing regulatory guidance on the 40 percent excise tax on high cost employer sponsored health plans – the so called Cadillac tax – by issuing a notice last week addressing which taxpayers may be liable for the excise tax, the allocation of the tax among applicable taxpayers, and the payment for the applicable tax.

Under the Affordable Care Act, beginning in 2018, both fully insured and self-funded employer health plans will be assessed a non-refundable 40 percent excise tax on the dollar amount of any employee premiums that exceed annual limits of $10,200 for individual coverage and $27,500 for family coverage. While stand-alone dental and vision plans are excluded from the cost limits triggering the tax, the law does include several other costs paid by employers and employees such as contributions to flexible spending accounts or health savings accounts.

Under the ACA, the coverage provider is liable for the excise tax but the identity of the coverage provider depends on the type of coverage provided. In the case of coverage provided under an insured group health plan, the coverage provider is the health insurance issuer. With respect to coverage provided under a health savings account or medical savings account, the provider is the employer. For all other applicable coverage, the coverage provider is the “person that administers the plan benefits.”

TIA is concerned about the implications of the Cadillac tax and we will continue to monitor this issue.

LIFO UPDATE

With highway proposals looking for money in all possible places, LIFO repeal remains a threat. We continue to inform members of Congress on the importance of the LIFO system and we remain active in the Save LIFO coalition.

Recently, we met with Congressman Roger Williams (TX-R-25) who has emerged as the champion of the Save LIFO movement. Just recently, Williams introduced a concurrent resolution (H. Con. Res. 69) which was referred to the Committee on Ways and Means. The resolution aims at expressing the sense of Congress that any reform or repeal of the last-in, first-out method for accounting for inventories would cause irreparable and unnecessary damage to United States businesses.

TIA supports the resolution and we will continue to educate members of Congress on its importance. We were also pleased to see Congressman Williams included keeping LIFO and eliminating the inheritance tax in his tax plan known as “Jumpstart America.”

HIGHWAY FUNDING

Facing a July 31 deadline, Congress opted to pass its 34th short-term funding extension for the highway trust fund. The extension passed on a 91-4 vote. The short term extension gives Congress time to negotiate toward a longer extension.

Prior to the House initiating and passing the extension, the Senate passed a 3 year bill that would fund transportation for a longer period of time through a variety of offsets. The House, claims they will not take up the Senate bill and rather plan to draft their own bill that will fund the system for 5 years through international tax reform and the creation of an infrastructure bank. The House held firm this last round, and pushed the Senate to pass their extension. Congress is very much at odds on this issue and it remains unclear what the next bill will look like and whether it will be another short-term extension or a much anticipated long-term bill.

TIA supports a long term funding bill and we were supporters of the Senate bill until the mandatory tire registration language was added into a paragraph of hundreds of amendments. Thankfully, the provision that could have reinstated the mandatory tire registration program was not included in the most recent short-term extension.

We continue to work with House members to ensure that tire registration language is not added to a House bill.

Other proposals still being considered in a long-term bill include:

• Reinstate the FET on passenger tires,
• Reinstate the FET on tread rubber (between 5 cents and 15 cents a pound),
• Increase the FET on truck tires by 10%,
• Increase the FET on new trucks and on truck parts by 10%, and
• Increase the Federal Motor Fuel Tax.

Therefore, please continue writing letters, making calls, and engaging in grassroots efforts to ensure that mandatory tire registration and other harmful proposals aimed at the tire industry are not included in future proposals.
DOL OVERTIME PROPOSAL:  
CHANGES TO THE FAIR LABOR STANDARDS ACT (FLSA)

A few weeks ago, TIA submitted comments to DOL in reference to the Department’s proposed rule published on July 6, 2015 on the proposed rule defining and delimiting the exemptions for executive, administrative, professional, outside sales and computer employees.

TIA believes that raising the salary threshold from $23,660 to $50,440 annually is a significant increase. It will drastically increase labor costs and ultimately the cost of doing business; which will be felt by many small businesses in our industry. Small businesses do not have the ability to adjust to dramatic increases in labor costs without detriment to their business or the people they employ. This rule will have a significant negative impact on their ability to maintain competitiveness in the market.

We have heard the following from our membership on what business decisions this proposed rule may cause them to make:

- Raising the prices of goods and services to pass on the cost to consumers,
- Layoffs,
- Changing employees from salary to hourly, which could impact benefits or mean reduced pay for weeks where less hours are worked,
- Reducing base pay to account for overtime pay,
- Turning full time employees into part time employees,
- Reclassifying job duties,
- Inability to expand the size of the business (slowing or stopping job creation), and
- Providing less flexibility in hours worked.

TIA members believe that employees and employers alike are best served with a system that promotes maximum flexibility in structuring employee hours, career advancement opportunities for employees, and clarity for employers when classifying employees. The DOL’s proposed regulation amending the exemptions for executive, administrative, professional, outside sales, and computer employees (the “EAP exemptions”) may impact the ability of TIA’s members to maintain that flexibility and clarity.

TAX EXTENDERS

The Senate has already passed its Highway bill (S.1647) and its Extenders bill (S.1946) is ready to go to the floor – the House has done neither. Highway spending must be offset, that is, tax hikes or spending cuts equal to the amount of new highway spending must be included in the bill. Deficit hawks in both parties, joined by those who object to the revenue raisers, can make it tough to get a Highway bill through the House at all.

Ways and Means Chairman Paul Ryan is committed to passing the tax extenders, which do not require an offset because they continue a current-law tax cut. His main problem is funding the Highway bill which requires offsets. He’ll have all of October to draft a bill House that leaders can support, and then get it passed.

TIA has been making an effort this month to get Ryan’s bill or bills, covering highway funds and tax extenders, introduced in two or three weeks and passed by the end of October. If the Highway bill stumbles for any number of reasons, tax extenders might end up being part of another “fiscal cliff” predicament in November and December.

In early November, Congress will be staring at the need to fund the government, raise the debt ceiling, and pass Highway funding and tax extenders if they failed passage in October. This is the “fiscal cliff” that requires a deal with the White House to get a bill that settles the issues. Based on experience of the last such bill on January 1, 2013, it will be a long, hard, slog between the parties.

To avoid this, we’ll have to mobilize every resource and lobby congressional Republicans hard during October, starting right now by pressing GOP members of Ways and Means to urge Chairman Ryan to mark up a tax extenders bill extending WOTC, VOW to Hire Heroes Act veterans’ credits, and other expired tax provisions for 2015 and 2016.

EMV CHIP ENCRYPTED CREDIT CARDS

October 1st, 2015 is the date merchants should have all card readers (except fuel dispensers at service stations) switched over to equipment that will accept chip encrypted EMV enabled payment cards. The fuel dispensers have until October 2017 to comply. The old non-enabled readers will still work, but all liability will switch over to business owner if terminal is not chip enabled.

As mentioned, fuel dispensers are exempt until 2017 and they are the only payment card systems that I have found that are exempt. Anyone that accepts cards in other ways (car wash, air tower, ice machine) should check with your provider or processor. The encrypted chip cards will cut down on fraud at the acceptor, but mail order or any card that is not processed “hands on” will see a lot of pressures. Anyone that does these types of transactions needs to talk to their credit card processor for ways to perform these transactions safely.
CONGRESS SHOULD REJECT A NEW TIRE REGISTRATION MANDATE FOR INDEPENDENT DEALERS
TIRE INDUSTRY ASSOCIATION POSITION

A little-noticed tire dealer provision was quietly added to the Senate highway bill (the DRIVE Act) in a manager’s amendment in the Commerce Committee markup. The provision is titled “Tire registration by independent sellers.” If implemented, the provision would set into motion a NHTSA rulemaking that could reinstate a 1970s-era paperwork mandate on small businesses and potentially shift blame for recall performance from the product manufacturers to independent gasoline stations, truck stops, and tire dealers.

The Senate proposal was added without hearings or discussion, yet would reinstate previously rejected NHTSA rules that Congress halted under the Motor Vehicle Safety and Cost Savings Authorization Act of 1982.

Under the 1970s rules, NHTSA demanded detailed registration information and levied hefty fines on independent dealers who had failed to comply. The demands were onerous and serious legal requirements became the responsibility of mechanics, tire installers, and gasoline station managers. Compliance rates were low but small businesses could not afford to pay the fines, which could reach as high as $700,000, threatening the viability of the family-owned businesses. The system was unworkable and did not advance safety.

In 1982, Congress changed the requirements to establish a voluntary registration process in which customers, rather than dealers, voluntarily registered their tires. This process is similar for other consumer products, such as child safety seats and toys, where the purchaser voluntarily registers their purchase to get recall notices. We are not aware of any other safety products in which an independent salesperson is responsible for a customer’s product registration or a manufacturers’ product defect.

While the Senate provision is vague and gives broad latitude to NHTSA to regulate these small businesses, the language is specific enough to include direction for tire dealers to turn over their customer lists to manufacturers — an idea that dealers adamantly oppose. We oppose a return to the failed, onerous paperwork requirements of the past and urge the House to reject any legislation that could lead to independent dealers being forced to turn over our customer information to product manufacturers.

We do agree however, that recall performance can be improved and we would like to work on with the tire manufacturers to achieve this goal. For example, we believe one way to improve recall performance would be for manufacturers to add low-cost, proven RFID chips to tires that allow maintenance professionals to scan the tires and immediately be alerted to open recalls during routine maintenance. Instead of more NHTSA rules, adoption of this technology not only will improve registration compliance, but also greatly improve recall rates.

We ask Congress to encourage tire manufacturers and dealers to come to a mutual agreement to improve recall performance, rather than pit the two sides against each other with controversial legislation and more regulations.

NHTSA PROPOSES NEW CIVIL PENALTIES PROCEDURES

The National Highway Traffic Safety Administration (NHTSA) is proposing new procedures for assessing civil penalties against tire, auto and auto parts makers found in violation of federal safety regulations.

NHTSA also wants to establish new guidelines for interpreting the factors in determining the amount of a civil penalty or compromise decision, according to a notice published Sept. 21 in the Federal Register.

“The purpose of the proposed rule is to bring NHTSA civil penalty procedures in line with those established in the Moving Ahead for Progress in the 21st Century (MAP-21) Act passed by Congress in 2012, the notice said.

“NHTSA is also proposing to update our regulations to conform (them) to the statutory civil penalty maximums enacted in MAP-21, the increased penalties and damages for odometer fraud, and the statutory penalty for knowingly and willfully submitting materially false or misleading information,” the notice said.

In the notice, NHTSA quoted the language in MAP-21: “In determining the amount of a civil penalty or compromise under this section, the Secretary of Transportation shall consider the nature, circumstances, extent and gravity of the violation.”

Before setting the fine, the document said, NHTSA would be required to consider several relevant factors, including the nature of the violation, the severity of the risk or injury, the actions the violator took to correct the violation, the nature of the defect or noncompliance, and the size of the company.

The agency has always taken the size of the company into consideration in setting fines, it said.

“With respect to civil penalties involving small businesses, among the factors that have been considered are the violator’s ability to pay, including its ability to pay over time, and any effect on the violator’s ability to continue to do business.”

NHTSA is accepting comments on the proposal until Nov. 20.
TIA COMMENTS ON DOL OVERTIME PROPOSAL: CHANGES TO THE FLSA

September 2, 2015

Mary Ziegler
Director of the Division of Regulations, Legislation, and Interpretation
Wage and Hour Division, U.S. Department of Labor
200 Constitution Avenue NW, Room S-3502
Washington, DC 20210

Subject: Public Comment on RIN #1235-AA11 – Proposed Rule Defining and Delimiting the Exemptions for Executive, Administrative, Professional, Outside Sales and Computer Employees

Dear Ms. Ziegler:

I am writing on behalf of the Tire Industry Association (TIA) in reference to the Department of Labor’s proposed rule published on July 6, 2015 (RIN #1235-AA11). Thank you for allowing us the opportunity to comment.

TIA is an international association representing all segments of the tire industry, including those that manufacture, repair, recycle, sell, service or use, new or retreaded tires, and also those suppliers who furnish equipment, material or services to the industry. TIA has a history that spans more than 90 years and now has 8,000 members that operate nearly 30,000 locations. Most of these members are tire dealers with less than 5 locations and 20 employees qualifying them as small businesses.

Raising the salary threshold from $23,660 to $50,440 annually is a significant increase. It will drastically increase labor costs and ultimately the cost of doing business; which will be felt by many small businesses in our industry. Small businesses do not have the ability to adjust to dramatic increases in labor costs without detriment to their business of the people they employ. This rule will have a significant negative impact on their ability to maintain competitiveness in the market.

The DOL proposed rule would more than double the existing minimum exemption threshold to $50,440 in 2016, and fails in any meaningful way to account for the vastly different economic conditions in different regions throughout the country. Additionally, the Department proposes the unprecedented decision to index the salary level for future increases, but fails to choose between two different options. More concerning, the Department proposes potential changes to several issues, including job function exemptions and the duties test, without actually proposing the intended regulatory changes.

We have heard the following from our membership on what business decisions this proposed rule may cause them to make:

• Raising the prices of goods and services to pass on the cost to consumers,
• Layoffs,
• Changing employees from salary to hourly, which could impact benefits or mean reduced pay for weeks where less hours are worked,
• Reducing base pay to account for overtime pay,
• Turning full time employees into part time employees,
• Reclassifying job duties,
• Inability to expand the size of the business (slowing or stopping job creation), and
• Providing less flexibility in hours worked.

Raising the minimum salary level will be devastating to employers. It will hinder hiring practices, freeze wages and stifle economic growth during an already sluggish economic atmosphere. Additionally, the proposed changes will require employers to reclassify a significant number of employees from exempt to non-exempt status, requiring tracking of hours worked, resulting in the loss of workplace flexibility and legal costs. Workplace flexibility is an important component for working families.

TIA members believe that employees and employers alike are best served with a system that promotes maximum flexibility in structuring employee hours, career advancement opportunities for employees, and clarity for employers when classifying employees. The DOL’s proposed regulation amending the exemptions for executive, administrative, professional, outside sales, and computer employees (the “EAP exemptions”) may impact the ability of TIA’s members to maintain that flexibility and clarity.

Having managers, assistant managers, and supervisors is common practice in our industry. These employees make a respectable income on salary and are given a wide range of benefits that come with that status. We fear this proposal would cause many employers to take away the salary and benefits and rather pay the employee hourly to make up for the rising costs. Taking the salary and benefits away from an employee would prove to be very hindering to someone trying to advance their career to possibly one day be an owner.

DOL is proposing costly changes that businesses simply cannot absorb and will negatively affect our member’s employees, companies, and the economy as a whole. We strongly urge DOL to seriously consider the concerns listed above and reconsider moving forward with such an impractical and disruptive proposal.

Sincerely,
Roy Littlefield IV
Government Affairs Manager
Tire Industry Association
2015 LEGISLATIVE YEAR IN REVIEW
2015 LEGISLATIVE YEAR IN REVIEW
2015 LEGISLATIVE YEAR IN REVIEW
BUY A SQUARE ON THE TIREPAC BOARD
Your support helps protect the future of the tire industry!

Contact information

<table>
<thead>
<tr>
<th>Name</th>
<th>______________________________________________________________________________________________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Street Address</td>
<td>__________________________________________________________________________________________</td>
</tr>
<tr>
<td>City</td>
<td>State</td>
</tr>
<tr>
<td>Country (other than US)</td>
<td>Postal Code</td>
</tr>
<tr>
<td>Company Name</td>
<td>______________________________________________________________________________________________</td>
</tr>
<tr>
<td>Occupation</td>
<td>__________________________________________________________________________________________________</td>
</tr>
</tbody>
</table>

For just $25 per square, you could win:
- First place - $500 cash
- Second place - $250 cash
- Third place - $100 cash

I would like to purchase:
- [ ] 1 square - $25
- [ ] 2 squares - $50
- [ ] 3 squares - $75
- [ ] 4 squares - $100

Desired numbers (1-100): ______________________

Method of payment:
- [ ] Personal Check (payable to TirePAC)
- [ ] Cash

Please return this form and payment to:
TIA TirePAC
Attn: Roy Littlefield
1532 Pointer Ridge Place, Suite G
Bowie, MD 20716-1883

Only personal checks or cash are accepted. Corporate donations are prohibited by federal law. Contributions to TirePAC are voluntary. Contributions to TirePAC are not deductible for federal income tax purposes.

Federal law requires TIA to use its best efforts to collect and report to the Federal Election Commission the name, mailing address, occupation and the employer’s name of those whose contributions exceed $200 total in a calendar year. A copy of our report is filed with and available from the Federal Election Commission, 999 E. Street, NW, Washington, DC 20463, or at www.fec.gov.

TIA complies with all federal election laws and regulations concerning the solicitation and acceptance of PAC contributions, and all other aspects of PAC operations.
TirePAC Prior Approval Form

Federal law requires that the Tire Industry Association (TIA) receive your company’s permission before we solicit your officers and employees for contributions to TIA’s TirePAC, our federal political action committee. This Prior Approval Form is not a solicitation and does not obligate you (or other officers or employees of your company) to contribute to TirePAC, and does not in any way limit contributions you may make to political candidates or parties. However, your company may not provide authorization (to solicit your officers and employees for federal PAC contributions) to more than one trade association in the same calendar year. As indicated below, solicitation authorization may be given to TIA for more than one year in advance. Please complete the form, signing for each year you are providing authorization, and promptly mail or fax it to the address or number shown below.

For federal campaign contributions only, I understand that my company’s approval is necessary before TIA may solicit contributions from my company’s officers and employees to TirePAC, and understand that my company may not authorize federal PAC solicitations by more than one trade association in the same calendar year. By my signature below, I hereby provide authorization to TIA to solicit my company’s officers and employees for voluntary contributions to TirePAC during the calendar years so indicated:

Contact Information (Please PRINT clearly)

Name ________________________________________________________________________________________
Title ________________________________________________________________________________________
Company Name ________________________________________________________________________________
Company Address ________________________________________________________________________________
City ______________________________________ State ______________ Zip+4 ______________________
Country (other than U.S.) ________________________________________ Postal Code ______________________
Phone ______________________________________ Fax ____________________________________________
E-mail ____________________________________ Website __________________________________________

Please sign below to authorize for one year, or up to five years:

Authorizing Signature Required for 2015 ______________________________________________________________
Authorizing Signature Required for 2016 ______________________________________________________________
Authorizing Signature Required for 2017 ______________________________________________________________
Authorizing Signature Required for 2018 ______________________________________________________________
Authorizing Signature Required for 2019 ______________________________________________________________

By Mail:  
TIA TirePAC  
Attention: Roy Littlefield  
1532 Pointer Ridge Place, Suite G  
Bowie, Maryland 20716-1883

By Fax:  
301-430-7283
TIRePAC
ENROLLMENT FORM

Yes, I want to join TirePAC to help protect the future of my business and the tire industry!

CONTACT INFORMATION (please print)

Name __________________________________________________________________________________________

Home Street Address ______________________________________________________________________________

City ______________________________________ State ______________ Zip+4 ________________________

Country (other than U.S.) ______________________________________ Postal Code ________________________

Company Name __________________________________________________________________________________

Occupation ______________________________________________________________________________________

SUGGESTED CONTRIBUTION LEVELS FOR 2015

❑ $25    ❑ $50    ❑ $100    ❑ $250    ❑ $500    ❑ Other __________

METHOD OF PAYMENT

❑ Check (make payable to TirePAC)    ❑ VISA    ❑ MasterCard    ❑ AMEX

Credit Card Number ______________________________________________________________ Expiration Date ______________

Card Holder Name (please print) ________________________________________________________________________________

Card Holder Signature ____________________________________________________________ Date ______________________

Please mail this form to: TIA TirePAC or fax to: 301-430-7283

Attn: Roy Littlefield

1532 Pointer Ridge Place, Suite G

Bowie, MD 20716-1883

Only personal checks and personal credit cards are accepted. Corporate donations are prohibited by federal law.

Payment guidelines are merely suggestions, and you may contribute more or less than the guidelines suggest. TIA will not favor or disadvantage anyone by reason of the amount contributed or a decision not to contribute.

Contributions to TirePAC are for political purposes. All contributions to TirePAC are voluntary, and pledges can be revoked at any time prior to the time at which contributions are made. Contributions to TirePAC are not deductible for federal income tax purposes.

Federal law requires TIA to use its best efforts to collect and report to the Federal Election Commission the name, mailing address, occupation and the employer’s name of those whose contributions exceed $200 total in a calendar year.

A copy of our report is filed with and available from the Federal Election Commission, 999 E. Street, NW, Washington, DC 20463, or at www.fec.gov.

TIA complies with all federal election laws and regulations concerning the solicitation and acceptance of PAC contributions, and all other aspects of PAC operations.
Global Retread Symposium

Wednesday, November 4, 2015
3:00 P.M. – 5:00 P.M. • UPPER NORTH HALL, N258
LAS VEGAS CONVENTION CENTER • LAS VEGAS, NEVADA

Join the Tire Industry Association (TIA) and the Tire Retread & Repair Information Bureau (TRIB) at the SEMA Show/Global Tire Expo for a gathering of retread industry leaders and professionals from around the world to discuss retread issues that cross international boundaries and impact the industry as a whole.

INDUSTRY LEADERS WILL:

✓ Review the current state of the retread markets in the U.S., Europe and Latin America.
✓ Discuss efforts in each market to deal with the impact of low-cost imported tires.
✓ Share technological advancements, best practices, and operational efficiencies.

All those in the retread industry are invited to attend.

SPONSORED BY:

All attendees are invited to attend the SEMA International Happy Hour immediately following the Symposium at 5:00 p.m. Pre-registration required.

Attendees must be registered for the SEMA Show in order to attend.

For SEMA registration, please visit www.semashow.com

Global Retread Symposium Registration Form

Name: __________________________ Company: __________________________

Address: __________________________

City: __________________________ State: ______ Zip/Postal Code: __________ Country: ______

Email: __________________________ Telephone: __________________________

[ ] Yes, please register me to attend the SEMA International Happy Hour

Return completed form:
Email: cedson@tireindustry.org • Fax: 301-330-7283
Mail: TIA, 1532 Pointer Ridge Place, Suite G, Bowie, MD 20716

For more information:
TIA: dsage@tireindustry.org or 301.430.7280
TRIB: david@retread.org or 703.533.7677

www.tireindustry.org www.retread.org
GLOBAL TIRE EXPO

THERE’S NO PLACE LIKE IT.

NOVEMBER 2-6, 2015

TIA PRE-SHOW SPECIAL EVENTS
November 2, 2015 • Tropicana Las Vegas
COCKTAIL HOUR • TIRE INDUSTRY HONORS
WELCOME RECEPTION

GLOBAL TIRE EXPO – POWERED BY TIA
November 3-6, 2015 • Las Vegas Convention Center
TRADE SHOW • EDUCATIONAL SESSIONS

www.tireindustry.org