

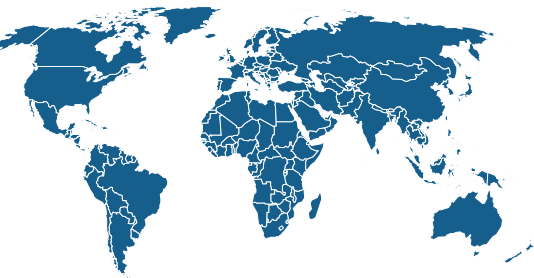


DRIVING THE NEXT ERA OF AMERICAN INNOVATION:

ADVANCING ROAD SAFETY, TIRE TECHNOLOGY AND U.S. MANUFACTURING

U.S. tire manufacturing has an annual economic footprint of \$259.5 billion and is responsible for more than 329,500 U.S. jobs in manufacturing, distribution and retailing. The industry supports 606,477 additional U.S. jobs in supplier and induced activities, totaling more than 936,000 jobs nationwide. The [U.S. Tire Manufacturers Association \(USTMA\)](#) and its member companies are committed to working with Congress to advance the following 7 key policy priorities. Incentivizing the expansion of advanced technologies and helping American manufacturing compete globally will advance road safety, drive tire innovation and grow manufacturing jobs in the U.S.

PRESERVE CRITICAL GLOBAL SUPPLY CHAINS OF IMPORTED RAW MATERIALS AND EQUIPMENT REQUIRED FOR AMERICAN MANUFACTURING



The integrity of global supply chains is critical for the preservation and growth of tire manufacturing in the United States, American commerce and our national defense, as some raw materials and equipment required during the manufacturing process — including tire cord quality steel wire rod, critical minerals like cobalt and zinc and key robotics and machinery — cannot be sourced domestically.

Congress **must preserve existing supply chains and ensure that access to these raw materials and equipment is not jeopardized** so that American tire manufacturing can continue to supply our nation's needs.

ENCOURAGE THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION TO MODERNIZE SAFETY STANDARDS AND ESTABLISH NATIONAL REGULATIONS FOR TIRE CONSUMER INFORMATION

Congress should **support the National Highway Traffic Safety Administration's (NHTSA) efforts to modernize outdated Federal Motor Vehicle Safety Standards (FMVSS) tests**, which were designed over 60 years ago for bias ply tires and do not reflect real-world conditions for today's modern radial tires. We also **support refining the definition of tread block chunking in the FMVSS 139 endurance test to include exposure of the tire cord**. Modernizing these standards will remove barriers that currently prevent innovative, higher-performing tires from being produced in the U.S. and made available to American consumers.

Congress should **direct NHTSA to comply with its mandates under the Energy Independence and Security Act of 2007 (EISA) and the Fixing America's Surface Transportation Act of 2015 (FAST Act)** to modernize safety standards, preserve industry competitiveness and fulfill congressional intent to develop a unified North American approach to consumer tire information and standards. USTMA advised Congress on EISA provisions that established a national tire fuel efficiency consumer information program to educate consumers on the role of tires in vehicle efficiency, safety and durability and worked closely with Congress on FAST Act provisions, including regulations tying tire fuel efficiency to wet traction minimum performance standards.*

* Bridgestone Americas, Inc., Continental Tire the Americas, LLC, GITI Tire (USA), The Goodyear Tire & Rubber Company, Hankook Tire America Corp., Kumho Tire U.S.A., Inc., Nokian Tyres Inc., Pirelli Tire North America, Inc., Toyo Tire Holdings of Americas Inc., and Yokohama Tire Corporation support federal implementation of a consumer information program with performance standards for tires. Michelin North America dissents from the USTMA position on that issue, and supports all other industry priorities stated in the USTMA letter.

INCENTIVIZE THE USE AND DOMESTIC MANUFACTURING OF RETREAD TIRES FOR COMMERCIAL VEHICLES

Commercial tire retreading is a process where carefully inspected and selected [tire casings](#) receive new tread. This practice provides a [highly effective way to recycle tires with many notable economic and environmental benefits](#). Congress should [provide financial incentives for domestic tire retreading](#) through a tax credit to purchasers of domestically retreaded tires, specifically through [H.R. 3401](#) and [S. 2790](#). Congress should also [require domestically retreaded tires for the federal fleet and any fleet under federal contract](#), when possible.

Retreading tires...



Creates local jobs across the United States



Reduces energy consumption, CO₂ emissions and raw material usage



Reduces tire disposal challenges

INVEST IN EXPANDING CIRCULAR MARKET SOLUTIONS FOR END-OF-LIFE TIRES

Following three decades of USTMA successfully working with all levels of government, industry and environmental groups to grow new and existing recycled rubber markets, [end-of-life tires](#) (ELTs) have become one of the most recycled products in the United States. Ensuring the continued growth of end-use markets that consume annually generated ELTs is essential to prevent tire stockpiles and illegal dumping, while also creating jobs right here at home and helping local economies across the country prosper. Congress should strengthen these efforts by [incentivizing the use of rubber modified asphalt \(RMA\) in infrastructure projects](#) and [recognizing that both RMA and tire derived aggregate \(TDA\) have proven civil engineering benefits and significant potential for market growth](#).

Rubber Modified Asphalt (RMA)

[RMA](#) is a mixture of recycled ground tire rubber and asphalt that provides [proven economic, performance and environmental benefits](#), compared to traditional asphalt, in building better roads and highways. To take advantage of RMA's proven benefits, Congress should [prioritize and promote RMA, giving states the ability to consider and utilize this innovative pavement material](#).

RMA road performance benefits:

- A longer service life
- Less cracking and rutting
- Less road spray in wet conditions
- Increased skid resistance
- Significant noise reduction
- A better ride quality
- Reduced tire wear
- 32% reduction in CO₂ emissions

TDA stormwater infiltration gallery benefits:

- Easier and cheaper to transport to work sites
- Enhanced water volume-capture potential, allowing stormwater galleries to be constructed in constricted spaces
- Captures potentially harmful roadway runoff, including microplastics and heavy metals, before they reach groundwater

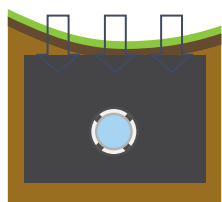
Tire Derived Aggregate (TDA)

[TDA](#) is large shreds of end-of-life tires that can be used as cost-effective infill material for roadside embankments, railbeds, retaining walls and stormwater infiltration galleries. To capitalize on how TDA outperforms traditional gravel, Congress should [fund research and demonstration projects using TDA in federal, state and local construction projects](#).

SUPPORT FUNDING TO IDENTIFY, DEVELOP AND EXPAND SOLUTIONS TO MITIGATE ROADWAY RUNOFF EFFECTS

Stormwater must be protected as a valuable resource since it flows from our infrastructure into surrounding ecosystems. Congress should identify, develop and expand the use of mitigation strategies and technologies to treat stormwater runoff from roadways and incentivize deploying current technologies that filter pollutants before they enter waterways.

Proven Methods to Reduce Roadway Pollutants



Stormwater basins



Street sweeping



Bioswales



Public awareness campaigns

ENSURE FAIR, EQUAL AND STANDARDIZED ACCESS TO DIGITAL VEHICLE DATA AND INFRASTRUCTURE ASSETS

The future of mobility is changing rapidly with major innovations in advanced driver-assistance systems (ADAS), autonomous driving, vehicle electrification and vehicle-to-vehicle and vehicle-to-infrastructure connectivity.

Congress should support the standardization of real-time access to data and hardware resources to advance innovation of connected and autonomous technologies in the United States.

Data Helps Drivers Monitor...



Fuel efficiency



Tire maintenance



Road conditions



Weather conditions

SUPPORT THE DEVELOPMENT OF DOMESTIC SOURCES OF NATURAL RUBBER



Natural rubber is used in all tires and provides essential performance and durability qualities. Congress should promote the development of a domestic supply of alternative natural rubber from plants, including guayule and TKS (dandelion), which have already led to successful experimental tires. Since natural rubber trees do not grow in the United States, these alternatives are especially important, recognizing that **natural rubber is critical to the tire industry, national security and the U.S. economy**. For example, commercial and military aircraft tire treads and heavy-duty truck and bus tread are made almost exclusively from natural rubber because of unique properties that synthetic rubber cannot offer.

CONGRESS CAN HELP DRIVE THE NEXT ERA OF AMERICAN INNOVATION BY SUPPORTING POLICIES THAT ADVANCE ROAD SAFETY, TIRE TECHNOLOGY AND DOMESTIC MANUFACTURING.

For more information, visit <https://www.ustires.org/advocacy>.