GEORGIA INDEPENDENT TO DE LA CONTROL DE LA

THE OFFICIAL PUBLICATION OF THE GEORGIA INDEPENDENT AUTOMOBILE DEALERS ASSOCIATION

JAN/FEB 2024

Your Website Can Be Your Best Salesperson This Tax Season

LEGAL CORNER:

Vehicle Buy Backs & What You Should Know

BUSINESS BOOSTERS.

How to Exit Your Business Successfully

Vehicle Recalls Down in Q3

Catching Recalls While Vehicles are In-Transit

PLUS:

8 Tips to be Adaptive & Thrive in a Down Market







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EDITOR: Amy J. Bennett, GIADA Executive Director

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PRESIDENT'S MESSAGE

Collaboration is Key



GIADA PRESIDENT John Weir Atlanta AutoStar

Dear GIADA Members,

As we usher in the new year, I want to extend my warmest wishes to each and every one of you. January marks the beginning of a fresh chapter, a chance to build upon the successes of the past and chart a course toward achieving the goals we set at the close of 2023.

The start of a new year brings with it a sense of anticipation and excitement. It's an opportunity for us to evaluate our strategies, refine our processes, and adapt to the ever-evolving landscape of the used car industry. In the coming months, let us focus on the practical steps needed to realize our objectives. This includes honing our inventory management, enhancing customer experiences, and staying attuned to market trends. By consistently delivering quality service and maintaining high standards, we can strengthen our positions as trusted providers in the automotive industry.

Collaboration within our association is key. I encourage you all to engage with fellow members, share your experiences, and learn from one another. By leveraging the collective knowledge and expertise of our community, we can navigate the road ahead together with confidence. The new year is a blank canvas, and our opportunities are limited only by our dedication and commitment. Let's embrace 2024 with enthusiasm and purpose, and work together to make it a year of progress and success for each and every one of our dealerships.

Thank you for your continued support and involvement with GIADA. Together, we will ensure that this year brings us closer to achieving our goals and aspirations.

Sincerely, John



GIADA PRE-LICENSE COURSE SCHEDULE

A Certificate of Completion from an authorized Prelicense Seminar is a requirement as part of a Used Car Dealer License Application in Georgia. We suggest attending a Pre-License Seminar as the first step you take in the application process. It is a one day, 4 hour seminar that will cover basic laws and information that you are required to take notice of before obtaining a used car dealer license in the state of Georgia.

REGISTER AT

giada.org/pre-license-class

All classes held at Sonesta Atlanta Northwest Galleria, Atlanta GA unless otherwise noted.

> Thursday, January 11 5:45pm - 10:00pm, Atlanta

Wednesday, January 17 9:45am - 2:00pm, Macon

Monday, January 22 9:45am - 2:00pm, Atlanta

Saturday, January 27 9:45am - 2:00pm, Atlanta

Monday, January 29 5:45pm – 10:00pm, Atlanta

Monday, February 5 5:45pm - 10:00pm, Atlanta

Monday, February 12 9:45am - 2:00pm, Atlanta

Thursday, February 15 5:45pm - 10:00pm, Atlanta

Wednesday, February 21 9:45am - 2:00pm, Macon

Saturday, February 24 9:45am - 2:00pm, Atlanta

\$159.00 per Attendee No one under 18 is permitted in class. Questions? 770-745-9650.



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EXECUTIVE DIRECTOR'S

Guess what time it is?



GIADA EXECUTIVE DIRECTOR **Amy Bennett**

It's time for your state mandated continuing education class to renew your independent dealers license!

I truly hope you all had a wonderful holiday season. It's that time of year to start cleaning up your offices and car lots. Take down all your decorations and make sure all your paper work is in order. Last year we sent out several emails about some changes taking place with the requirements from the Used Car Board. One very important one is that the inspector will be going through deal jackets more thoroughly to make sure absolutely no paper work is missing. If you have something missing, you will be fined. To avoid steep fines, go back over all the paperwork in each deal jacket and double check!

If you recall, the Used Car Board extended the renewal date of all dealer licenses to September 30, 2024.

This change has been confusing for some. All used motor vehicle dealers should have extended their bond, as well. Because of the change, the continuing education classes will officially start in January. The first in-person class will be held on Monday, January 8, 2024, in Atlanta. The online classes will begin at the end of January. During the renewal period, there will be 9 in-person classes in cities near you. They include Atlanta, Dalton, Tifton, Macon, Savannah, Athens, Augusta and Stone Mountain (during our annual convention). All the dates, times and locations are on our website at giada.org and on the back cover of this issue.

After you attend a CE class, please do not forget to renew your license and bond by September 30, 2024. During every renewal period, we have hundreds of dealers who forget to renew their license. When this happens, dealers have to shut down and wait on a reinstatement, which is a whole new license application - basically starting all over again. As a current GIADA member, come by or call us and we can renew the license for you. It's just one of the many benefits we offer our members.

As always, we appreciate all of our members and your continued support. We have started an important legislative session this January and we need the support and strength that your membership brings to GIADA. If you have not renewed this year, please don't put it off. I know the cost of everything has become extremely expensive and money is tight for many, but maintaining your membership is important to your business! Let's stay GIADA STRONG!

Again, if you need anything please don't hesitate to call or email the office, we are here to assist you in any way we can!

Sincerely,





THERE ARE PLENTY OF **GREAT REASONS TO BECOME** A MEMBER OF GIADA.

The used car business is ever changing and evolving in standards and laws. To ensure you don't get left behind and misinformed, you will want to be a part of this association. Here are a few of the benefits GIADA offers:

REPRESENTATION

We have Georgia General Assembly lobbyists and a Political Action Committee so that your voices will be heard in government.

EDUCATION

We teach pre-license and continuing education seminars, provide legislative updates, provide informative website and monthly news magazines.

INFORMATION

Our bi-monthly magazine, Independent Auto Dealer News, keeps you informed of the latest news. Our service provider directory lets you know about local businesses associated with GIADA, services they offer and how to contact them. We also have State and National conventions and trade shows.

SAVINGS

GIADA's popular Auction Coupon app totaling over \$12,000 in savings on buy or sell fees! A wide range of vendors offer discounts to GIADA members in our Member Benefits & Services Guide! This includes insurance companies, finance companies, software companies and many more!

INDIVIDUAL HELP

You don't have to be alone in an ever changing and challenging industry. Qualified and experienced staff giving you prompt attention and answers, not lip service.

> FOR MORE, PLEASE VISIT GIADA.ORG/MEMBERSHIP





GEORGIA DEALERS PREFER GIADA

Make plans to join us Friday, July 12 for GIADA's largest CE class at the annual Convention (July 11-13) at the Atlanta Evergreen Lakeside Resort in Stone Mountain, Ga.



OFFICIAL CE TRAINING

For the 2024-25 Used Car Dealer License Renewal Your used car dealer license will expire 9/30/24.

GIADA MEMBERS RECEIVE EXCLUSIVE SAVINGS

Association members enjoy discounted CE training rates. Our experienced staff can also assist with renewing your license.

EVERYTHING DEALERS NEED IN ONE PLACE

Earn 6 Hours of CE Credits that are mandatory for License Renewal Designee must attend a CE class.

LOOK FOR REGISTRATION INFORMATION SOON! giada.org

Your Website Can Be Your Best Salesperson This Tax Season

By Chris Neylan, Chief Operating Officer at Tax Max

According to a recent Google survey, 92% of car buyers research vehicles online before purchasing. I am sure these survey results do not surprise you. Not too often do you have a potential customer begin their car buying research by arriving at your dealership just to browse your inventory in person. Most of your new customers have done their research online, reviewed your website and may have completed or attempted to complete your online preapproval application. Today's car buyer starts their journey online and it begins at your website.

This makes your website an extremely valuable sales tool. 92% of potential car buyers will start their journey there. Your website informs every new customer of who you are, what inventory you have available, how they can contact you, how they can easily apply, what financing you offer and, most importantly, it informs the customer on what separates your business from the competitors.

For this upcoming tax season, a simple addition of a tax refund program to your website can easily separate you from your competitors and help get more customers approved with large down payments using their tax refund. With a strong advertising message and a direct tax filing link from your website, a tax refund program can help drive car buyer activity, drive car sales and increase down payments and your overall tax season success. By implementing a tax refund service partner directly on your website, this will allow a customer, while searching your inventory during tax season, the ability to file their tax return directly with your tax refund service partner through your website. When the tax return is completed and funded, the tax

refund dollars are sent to your dealership first for the customer to utilize as a large down payment and help get approved. Best part, it should require no additional work from your team! Your website, the customer and tax refund service partner do all the work from their phone and online. Your website can help customers utilize their tax refund at your dealership from January through April. Plus, with a tax refund service partner who provides a tax refund advance product, customers won't have to wait for the IRS to receive a portion of the federal tax refund to get on the road. Many tax refund services

on whether they can get approved or not and they typically plan their car purchase around this. By simply implementing a tax season product to your website, you can provide the tax refund customer the best opportunity to access their tax refund at the time they need it with no additional work from your staff.

Your website is an important sales tool. It does excellent work for your dealership and sales team. Today, when speaking to a current customer, prior customer or a new customer, they more than likely have been to your website. Your website must tell the



now offer a refund advance product up to \$6,000 the same day they file their tax return, upon bank approval. By utilizing a refund advance product, the customer can access a large down payment to help get approved and drive all in the same day!

During tax season (January through April) car buying and your website activity typically picks up. However, your sales team will still hear a common reason over and over from potential customers on why they can't buy today, "I'm waiting on my tax refund from the IRS". The customer journey which started online weeks ago has come to a grinding halt waiting on the IRS. The tax refund check as a large down payment can be a major factor for many customers customer who you are, how they can contact you, how they can apply, what vehicles you have and help provide a solution for the customer who needs their tax refund to get approved with a large down payment come January. A simple tax season partner addition to your website can do that.

You no longer have to send a customer off your lot this tax season who is waiting on a tax refund. You can simply send them to your website and have the customer utilize your tax refund service partnership. ■

This article was written by Chris Neylan, Chief Operating Officer with Tax Max. He can be reached at 813-987-2199, TaxMax. com, trs@taxrefundservices.com.



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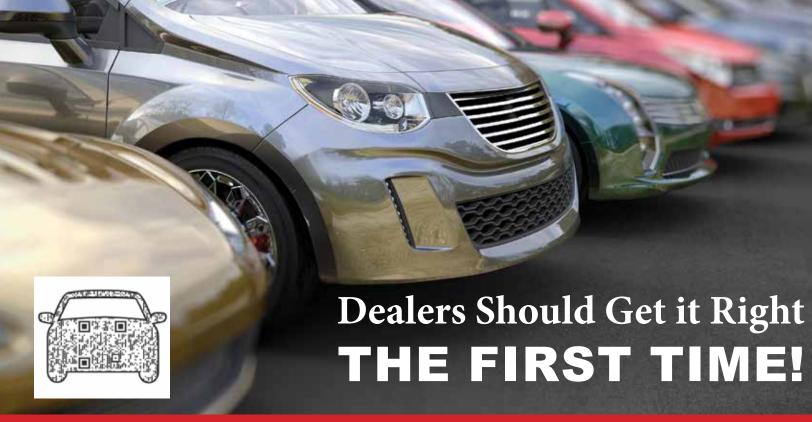
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DEALER INSURANCE & BONDS

BHPH Dealer Websites: Dos and **Don'ts**

BY JEFFREY BELLANT

Leaders from Texas-based Ignite Consulting Partners offered some dos and don'ts for dealer websites during one of its monthly webinars earlier this year. Steve Levine, chief legal and compliance officer, and Richard Hudson, managing partner, were asked to look at websites of some 20 groups to determine any potential problems. Generally speaking, dealers are so focused on selling cars that the person in charge of the website forgets about the other parts of the business.

In this experiment, however, the dealers were part of 20 groups and generally did a better job of avoiding compliance problems than a typical dealer, Levine said. He kicked off the discussion with a warning about "trigger terms," using terms such as "down payment," payment terms," etc., which when used require the use of APR.

In almost every case of this experiment, the typical trigger term used was "down payment," such as "this car is available for \$1,200 down." When dealers include a down payment, it should include the price, the down payment, the terms and APR. The dealer could simply use an example of a deal that includes this information, "If you want to have a banner of something on the home page, "Down payments starting as low as..." that's OK,' Levine said. "That's not a violation because it's not talking about a

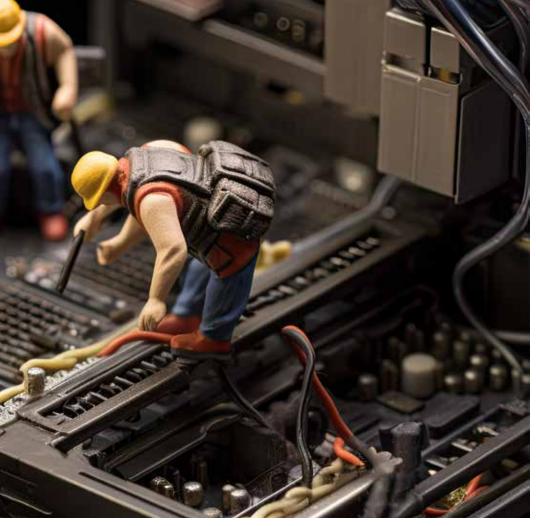


specific vehicle being advertised." However, the problem arises when a dealer advertises down payments starting at \$300, when they haven't done a car deal with a \$300 down payment all year, he said. "You want it to be representative of what you're actually doing," Levine said. "This is a big one to pay attention to because the regulators are all over payment terms." Another key issue is the privacy notice. These must be handed out to the buyer, Hudson added that when it comes to your website, you have to make sure disclosures and information on privacy notices, etc., are clear and conspicuous - easy to find. Levine added he often finds the privacy notice at the bottom of the scroll in very tiny print, which is not what you want. "Put it in the 'About Us' section so that it's prominent," Levine said.

Another issue is that the website provider may also put a privacy notice on the site, making it unclear whose privacy notice is being referred to. Websites also have to be careful when they market the term "bad credit," which ends up on a lot of buyhere, pay-here dealers websites. "I have to tell you folks, I really wouldn't be leading with 'bad credit,' Levine said. "They already know they have bad credit. Why do you want to make them feel bad?" Hudson said part of avoiding compliance issues is having good relationships with customers. That happens when you focus instead on providing a solution to their financing problem, not putting a spotlight on their past credit problems.

When dealerships offer a "down payment" deal on their website it should include the price, the down payment, the terms and APR. Without the inclusion of the APR a dealer could be in compliance violation. The dealer could use an example of a deal that includes this information.

Levine also warned dealers who advertise "credit repair" or "credit building." This



might include the dealer who promises that if the customer paid on time, their credit score would go up. "Not necessarily," Levine said. "What if they're paying you, but not paying anyone else?" Hudson said the other issue is that the message implies that the dealer is either affiliated or part of a credit repair organization. "(Those companies) are subject to some pretty heavy regulation, so you want to avoid that," Hudson said.

In fact, if a dealer is furnishing data to one of the credit reporting agencies, there is an agreement and you may be violating it by making these types of promises, Hudson added. Levine reiterated that many problems occur when dealers aren't aware of what's on their sites, such as in the FAQ section which may include promises or information the dealer isn't aware of. The loose use of the term "warranty" is also something used vehicle dealers should avoid. "It's very important to say, 'limited warranty," Levine said. He added, however, dealers should heavily promote a limited warranty if they have one. "If you have a limited warranty,

I don't even care if it's a 30-day 1,000 mile warranty, that puts you in the top (percentage) of used car dealers," Levine said. "If I was in your shoes, I would tout (my limited warranty) and sing it's praises. "It's a difference maker."

He said it's a big opportunity for dealers to draw in customers so they should promote it. One problem Levine has observed involves discrepancies between what the website says about the limited warranty and what the actual documents the customer signs say about the dealership's limited warranty. Service departments are another area that dealers don't promote them enough. "That is a defining characteristic and you have to let folks know (about it)," Levine said. "This is an opportunity to separate yourself from the pack."

However, Ignite Consulting Partners also sees a lot of complaints about scheduling appointments or the dealership being backed up. Using the website to encourage customers to schedule appointments in advance and explaining that it gets busy near the weekend, etc. "That's the No. 1 complaint, "Hudson said. "It has to do with setting expectations. Set realistic time frames." Another issue that draws scrutiny is the issue of "certified" vehicles. "The Federal Trade Commission (FTC) does not like certified claims unless it's really accurate," Levien said. "For instance, if you're part of the NIADA CPO program, that's fine, You can brag about that all day long." But some dealers identify a car as "certified" without defining what makes it certified.

Hudson said dealers who offer a 100-point check and offer an itemized checklist should boost those claims. Dealers who lease, should also advertise it prominently, Levine said, but make sure they are upfront and honest about what that entails. Leasing is not common everywhere and it's even more uncommon on the used car side. Hudson added dealers also have to be careful to explain what leasing is and why it might be right for customers. Having an FAQ about leasing prominently on the website helps.

Avoid deceptive advertising on leasing because federal and even state regulators are looking at dealers who call something leasing which is actually a retail installment contract. Finally, testimonials are another area dealers should be careful about when using. "The FTC is very clear about what its expectations are for reviews and testimonials," Levine said. "They have to be transparent. You can't just use the five star ones."

For example, Levine saw a dealer whose most recent testimonial was from 2021, which looks like a dealer is cherrypicking them. Also, dealers who offer any compensation for providing a review must disclose that. Hudson said this is a very active area in the law, as the FTC hand other regulators have been adding guidance on this issue over the past couple of years.

It's also important to make sure consumers understand when they click on a tab to fill out a credit application that they understand they are filling out a credit application. Sometimes it's not clear and that could be a problem.

VEHICLE BUY BACKS & WHAT YOU SHOULD KNOW

BY LEFKOFF LAW

hether due to the tightening of the finance providers or the riskiness of buyers, we are seeing repurchase requests become more prevalent recently. As we know, "buy backs" are a common provision in most Dealer Agreements. In addition to dictating the terms of the original sales transaction, your Dealer Agreement with the finance company will also govern the finance company's demand for repurchase or buy back. Pursuant to most repurchase clauses, if something were to go wrong with the consumer's account - i.e. the customer fails to make a payment on the car, litigation, etc. - the finance company can demand or require the dealer to purchase the contract back. Historically, some finance companies did not bother with such a task. However, with high-interest rates and market volatility. we're seeing more and more finance companies employ this contingency...and it is crushing dealers who get surprised by a repurchase demand.

There are a few common scenarios we see that result in finance companies requesting a buy back. The most common is when the customer initiates a lawsuit. Some will argue consumer lawsuits are on the rise due to manufacturing, warranty, and repair issues post-COVID. This could very well be the case; however, most believe the larger cause of this upward trend is due to current market conditions. Consumers are purchasing cars and agreeing to loans that they simply cannot afford. Rather than forfeiting the cars to repossession, consumers are suing the dealer and/or finance company with the hopes they can negotiate out of the deal or find a resolution that allows them to stay in the car with more favorable terms. Once a finance company is made aware of a lawsuit, its first line of recourse is usually to request a repurchase from the dealer. Many consumers are keenly aware that most small to medium-business owners will find the cost of litigation too high of a risk and, as a result, many dealers and/or finance companies are willing to negotiate with consumers.

A second example we often see that could result in a request for a repurchase is due to consumer fraud, most commonly in the falsifying of information on a credit application. For example, a consumer will provide fake pay stubs to a dealer with the hopes of being approved for financing. Some fake stubs aren't discovered until an audit of the account is performed, which could be months after a sale. Depending on the terms of the Dealer Agreement, the finance company can immediately demand the repurchase of a vehicle as a result of

The third and final example we'll review is the First or Second Payment Default Repurchase. This clause would allow a finance company to request a repurchase after one or two missed payments from the consumer. Failure to pay can be intentional or as innocent as a consumer not knowing where to remit payment. Thus, we strongly suggest against agreeing to a Dealer's Agreement inclusive of this language.

So, what recourse do you have if you receive a repurchase request from your finance company?

- 1. Fight back. Review your Dealer Agreement and determine the validity of their claims. You'll want to consider the following: (1) confirm whether the language cited in the finance company's repurchase request is, in fact, in your executed Dealer Agreement; (2) do the allegations of your finance company and/or consumer satisfy a condition for repurchase?; and (3) Do they have the right to do so under your Agreement?
- 2. Your second option is to simply agree to the repurchase. In choosing this option you must consider whether you (dealer) have the ability to service a payment schedule or seek a servicer to partner with in order to do so.
- 3. Lastly, you can attempt to negotiate a resolution with the finance company that is not a one-time, direct payment. Instead, you can try to offset the repurchase against future purchases or transfers to the finance company.

If you would like to have an attorney review your Dealer Agreement or if you are currently involved in a claim with your finance company or a consumer, please don't hesitate to reach out to us anytime.

It is important to have a knowledgeable law firm that is more interested in seeing your business thrive than pushing clients through their doors. At Lefkoff Law, we provide clients with comprehensive, proactive strategies, as well as consistent educational resources that help them thrive while navigating tricky legal situations. Schedule your strategy meeting with us by calling (404) 482-2228 or join The Driveway, our monthly legal membership program that provides educational resources specifically for dealers. Sign up at: schedule.lefkofflaw.com/driveway





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Douglasville, GA







8 Tips to be Adaptive & Thrive in a Down Market

BY MARK BLAND, CAROFFER

The world of car dealerships is a dynamic and ever-evolving industry that operates in tandem with economic cycles. In a down market, car dealerships face unique challenges that test their adaptability and resilience. Having insight at CarOffer into thousands of dealerships nationwide, it is interesting to see what some of the best dealers are doing in these more challenging times.

The way they shed light on the different strategies, mindset, and innovations required to not only survive but thrive during these bear times.

THE DOWN-MARKET CHALLENGE

As we all know, the last few months have been nothing but declines in our macro market. We have seen a decrease in consumer spending, tighter credit markets, and a general reluctance among customers to make major purchases With that we have seen a lot of our dealers experience declining sales, shrinking profit margins, and increased competition. All dealers are facing the same challenges, but the best managers demand a strategic approach that goes beyond simply waiting for the market to rebound.

1 DIVERSIFICATION OF INVENTORY

One key strategy for dealers during a down market is diversifying their inventory. We see too many dealers trying to stick with the same core inventory no matter what the market does. A BMW may be within one mile of a large Nissan store, but they have zero Nissans or lower priced used units on their lot. Our top dealers use all

available analytics to see what the fastest turning less expensive cars are in their market and source accordingly. This means offering a wider range of vehicles that cater to varying customer demands and budgets. While high-end cars may see reduced demand, affordable, fuel-efficient vehicles may become more popular. By adapting your inventory to the changing market demands, dealerships can maintain a steady flow of existing and new customers.

→ FOCUS ON PRE-OWNED

During economic downturns, consumers often look for cost-effective alternatives. This is where pre-owned vehicles come into play. Car dealerships can capitalize on this trend by emphasizing the quality and reliability of their certified preowned vehicles. This not only attracts budget-conscious buyers but also allows dealers to profit from higher margins on used cars.

Dealers need to know their various sources of how to not only find the right cars but also how to find them at the right price. Sourcing units using market disparity/ out of market buying allows our dealers to take advantage of getting cars from states that don't do well with specific trims, drivetrains, etc. therefore getting them cheaper. Other dealers increase their "off the street" marketing and service drive purchases which often turn into two for one deals.

TENHANCED CUSTOMER SFRVICE

In a down market, competition intensifies, making excellent customer service a critical differentiator. Dealerships must focus on building lasting relationships with customers through exceptional service, transparent communication, and personalized experiences. This not only fosters customer loyalty but can also leads to positive word-of-mouth referrals. The better the relationship, the more they will buy and refer you. When is the last time you sent in a mystery shopper and tracked the process from A-Z?

INNOVATIVE FINANCING

Tightened credit markets can make it challenging for customers to secure auto loans. To overcome this obstacle, some of our forward-thinking dealerships can collaborate with financial institutions to offer innovative financing solutions, such as lower interest rates, longer repayment terms, or deferred payments. We all know the old saying of "if you don't ask..." These options can make purchasing a vehicle more appealing to hesitant buyers and opens more opportunities to close customers that normally would have walked off the lot.

CONLINE PRESENCE AND DIGITAL MARKETING

The digital landscape has transformed the way people shop for cars. Our top dealer reconfigures their listings in order to show great offers and sometimes cheaper cars first in order to attract buyers at all price points in tougher market conditions. Utilizing social media, search engine optimization (SEO), and online advertising can help dealerships reach potential customers even when foot traffic is low. This includes not only attracting customers to buy but also to sell.

COST CONTROL AND DEFFICIENCY

In a down market, cost control becomes paramount. Dealerships must closely scrutinize their expenses, identify areas for efficiency improvements, and cut unnecessary costs. This might involve renegotiating vendor contracts, optimizing inventory management, and streamlining operations.

TEMPLOYEE TRAINING AND THE MINDSET OF RESILIENCE

The success of a car dealership is heavily reliant on its sales and service teams. During challenging times, a lot of our top dealers invest in employee training to enhance product knowledge, customer service skills, and sales techniques.

Motivated and well-trained staff can make a significant difference in attracting and retaining customers.

A RESILIENT MINDSET

Beyond strategic adjustments, a resilient mindset is essential for car dealers operating in a down market. Some key mindset principles that can help dealerships weather the storm include:

- —Adaptability: Dealerships must embrace change and be willing to pivot quickly in response to market fluctuations. Flexibility and adaptability are key traits of successful dealers.
- —Long-term vision: While focusing on surviving in the short term, dealerships should not lose sight of their long-term vision. Building a strong brand and reputation is an investment that pays off when the market rebounds.
- -Risk management: Car dealers should take calculated risks, such as expanding into adjacent markets or investing in new technologies, but also ensure they have risk management strategies in place to mitigate potential losses.

Being a car dealer in a down market is undoubtedly challenging, but it's not insurmountable. Dealerships that embrace diversification, customer-centric strategies, innovation, and a resilient mindset can not only survive but thrive in difficult economic conditions. By adapting to changing consumer preferences and market dynamics, car dealers can emerge from the downturn stronger and more prepared for the challenges of the future. ■

Mark Bland is the chief sales officer at CarOffer, an inventory acquisition innovator and part of the CarGurus network. Bland manages the dealer sales representatives and recently built a team to help him oversee the trade floor. He has been with the company since 2011 when it was known as RedBumper. Over the last 12 years, he has worked directly alongside founder Bruce Thompson to help dealers solve inventory problems, thrive, and increase their profitability.

ecalls continue to be a challenge for automotive manufacturers, dealers and consumers alike, as nearly 20% of all the vehicles on the road have an unrepaired recall. That's about 50 million vehicles with potentially life-threatening safety issues.

For dealers, these vehicles can represent a significant liability issue and financial risk. It's illegal to sell a new vehicle with an open recall and, in many states, an open recall on a used vehicle must be disclosed at the time of sale. Further, the FTC can fine dealers for selling Certified Pre-Owned vehicles with open safety recalls, even in the absence of laws prohibiting the sale of used vehicles with recalls. Failure by dealers to meet these standards opens them to substantial risk and can literally put their customers' lives in jeopardy.

And for consumers? Many are completely unaware they have a vehicle with an open recall, particularly if it's a used vehicle with more than one previous owner.

The vehicle manufacturers and NHTSA are certainly driven to make vehicles safe and protect consumers, and there are processes and requirements for notifications and tracking progress. They take a macrolevel view, measuring success by how many vehicle-recall repairs are completed each year.

However, auto dealers are on a different timetable. If they have a vehicle in their inventory, dealers need to know immediately if it has an open recall. If they don't, it's possible they could sell a vehicle with an open recall without even knowing it.

In-Transit Vehicles: A Great Time to Catch Open Recalls

In today's vehicle sales climate, many dealerships are actively selling vehicles that have yet to arrive from the factory. This contrasts with past practices when inventory was plentiful and more than enough to meet consumer demand.

Listing and selling in-transit vehicles increase the need for early identification of recalls. Customers expect to pick up a vehicle when it arrives at the dealership. If a recall is identified for an in-transit vehicle.



Catching Recalls While Vehicles are In-Transit

If they have a vehicle in their inventory, dealers need to know immediately if it has an open recall. If they don't, it's possible they could sell a vehicle with an open recall without even knowing it.

BY MARK ALLEN, PRESIDENT OF AUTOAP

it is important for the dealer to be prepared to repair it upon arrival. Quickly repairing the vehicle will help avoid delivery delays and customer dissatisfaction.

If dealers can track, list and sell in-transit vehicles, why not check for recalls, as well? Certainly, dealers can continually check with their OEM dealer communication system for recalls on incoming vehicles, but do they have time to do so for each vehicle every day? While at least one OEM is proactively providing dealers with notifications of recalls on inbound vehicles, for the most part it is left up to the dealerships to check.

Much like an emergency room can prep for an incoming patient arriving by ambulance, a dealer can prepare for the recall repair before the vehicle even arrives on the carrier. Parts can be ordered, shop time and technicians can be scheduled, and customers can be notified if necessary. Being proactive ensures the least impact to customer satisfaction as well as quicker warranty reimbursement revenue opportunity. Even if the vehicle is not presold in-transit, getting recalls identified and repaired immediately upon arrival gets the vehicle to the showroom floor faster and ensures a safe vehicle awaits a prospective customer.

A key factor is implementing an automated system to streamline and ensure consistency while avoiding errors. If dealers try to rely on their own manpower to pull VINs and check them manually against various recall information sources, it will be an onerous burden. It will lead to lost time, lost productivity, lost money, missed recalls and an increase in liability and customer satisfaction issues.

AutoAp research shows dealers who automate the vehicle-recall identification and reporting process are far more successful in recognizing and rectifying open recalls.

Adding in-transit vehicle VIN checks is a logical step of the recall automation process. Dealers who are already taking advantage of this process will have an advantage over their competitors who do not. ■

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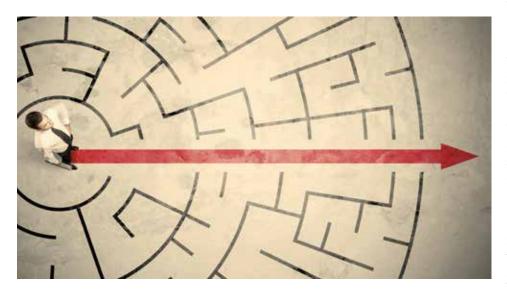
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BUSINESS BOOSTERS: HOW TO EXIT YOUR BUSINESS SUCCESSFULLY

BY PEACHTREE PLANNING



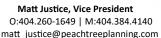
Entrepreneurs are go-getters by nature, always looking for new ways to grow the business. But what about that day—maybe soon, maybe further down the road—when all that go-getting becomes letting-go? Are you ready-and is your business ready-to manage that life change?

Whether you are part of a family business or a sole proprietor, there comes a time when you think of leaving. Maybe it's age. Maybe the weight of routine. Maybe it's an itch to change careers.

No matter the reason, it's critical to plan your transition as well as you've planned the business. You certainly owe it to yourself: How will you maintain your lifestyle and achieve financial confidence? And you also owe it to the business: Who is the right type of buyer to keep what you've built moving forward? Even if you see yourself remaining active for the foreseeable future, it's never too early to start strategizing how to create the best outcome.

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Peachtree Planning david.gibson@peachtreeplanning.com

www.peachtreeplanning.com/automobile-dealer-services

GET REAL ABOUT YOUR DREAMS

Maybe you want to start another business. Retire and smell the roses. Maintain a parttime role. Switch careers. You need to think seriously about what you want to do, and when and how you want to accomplish those goals. That information sets the foundation for everything that follows: business succession planning, transition planning and financial and estate planning.

ENSURE THE DOLLARS MAKE SENSE

When starting the business, you probably figured out, to the last penny, what it would take to open the doors and keep the lights on. Now, do that process in reverse. Sweat the numbers. Realistically determine what it will take to fund your lifestyle and your goals when you no longer have an owner's income.

EVALUATE YOUR BENCH

How prepared is your management team for the big leagues and a future without you? Do you need to increase their training? Expose them to different facets of the business? Or even recruit new talent? To help their transition, start delegating dayto-day responsibilities and give them time to grow into their responsibilities while you're still around to guide them.

BUILD SUCCESS INTO SUCCESSION

Nearly three-quarters of small business owners do not have a formal succession plan.1 That's risky for your business today (what if you were to become incapacitated?) and in the future.

ENGAGE A FINANCIAL PROFESSIONAL

The tax and legacy planning considerations can be highly complex when transferring ownership of a business. Reach out to an experienced financial professional who can review your current situation and provide guidance on various tax-efficient strategies and help optimize your estate planning.

Exiting your business can be the beginning of new and great things for you and the company you've built. With the right planning, you can help ensure a successful future for everyone.



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Vehicle Recalls Down in Q3

BY ADT STAFF

In keeping with the industry's shift toward more electrified vehicles, the top recall cause for the third quarter in a row was electrical systems.

Vehicle recalls fell in the third quarter, though the average number of effected vehicles in a recall rose, Sedgwick reported.

The total number of recalls dropped about 16% to 197, one of the lightest quarters in the past decade in that regard; Sedgwick said that only three other quarters in 10 years have seen fewer than 200 recalls.

The total number of effected vehicles fell by about 4% to 7.9 million. But the average size of recalls rose 14.4% to 40,200, significantly above the three-year average of 33,000.

In keeping with the industry's shift toward more electric vehicles, the top recall cause for the third quarter in a row was electrical systems, which resulted in 41 recalls, or 21% of the quarter's total, Sedgwick said. ■

CFPB Proposes New Federal Oversight of Big **Tech Companies** and Other Providers of Digital Wallets and Payment Apps

Proposed rule would subject large players to the same supervisory exam process as banks

The Consumer Financial Protection Bureau (CFPB) is proposing to supervise larger nonbank companies that offer services like digital wallets and payment apps. Driven largely by Big Tech and other large technology firms, digital payment apps and wallets continue to grow in popularity, but many of the companies are not subject to CFPB supervisory examinations. The rule proposed today would ensure that these nonbank financial companies - specifically those larger companies handling more than 5 million transactions per year – adhere to the same rules as large banks, credit unions, and other financial institutions already supervised by the CFPB.

"Payment systems are critical infrastructure for our economy. These activities used to be conducted almost exclusively by supervised banks," said CFPB Director Rohit Chopra. "Today's rule would crack down on one avenue for regulatory arbitrage by ensuring large technology firms and other nonbank payments companies are subjected to appropriate oversight."

Digital applications now help millions of people to send money to friends and family, as well as to help them make a variety of consumer retail payment transactions. These digital applications have a share of ecommerce payments volume that is similar to or greater than traditional payment methods, such as credit cards and debit cards. Such applications also have gained a significant volume of in-person retail spending. Amid growing merchant acceptance of general-use digital consumer payment applications, consumers with middle and lower incomes use digital consumer payment applications for a share of their overall retail spending that rivals or exceeds their use of cash. However, complaints about these applications and the companies that run them have been rising in recent years.

Big Tech and other companies operating in consumer finance markets blur the traditional lines that have separated banking and payments from commercial activities. The CFPB has found that this blurring can put consumers at risk, especially when the same traditional banking safeguards, like deposit insurance, may not apply. Despite their impact on consumer finance, Big Tech and other nonbank companies operating in the payments sphere do not receive the same regulatory scrutiny and oversight as banks and credit unions. While the CFPB has enforcement authority over these companies, the CFPB has not previously had, inside many of these firms, examiners carefully scrutinizing their activities to ensure they are following the law and monitoring their executives.

The proposed rule would subject larger nonbank digital consumer payment companies to the CFPB's authority to conduct examinations, helping to ensure consistent application of federal consumer financial laws across the marketplace. Specifically, the proposed rule would help ensure these large nonbank companies:

Adhere to applicable funds transfer, privacy, and other consumer protection laws: The CFPB would be able to supervise larger participants for compliance with applicable federal consumer financial protection laws, which includes applicable protections against unfair, deceptive, and abusive acts and practices, rights of consumers transferring money, and privacy rights.

Play by the same rules as banks and credit unions: The CFPB's supervision of these large companies can foster a level playing field with depository institutions. Greater supervision of nonbanks in this market would ensure federal consumer financial protection law is enforced consistently between non-depository and depository institutions in order to promote fair competition.

Today's proposed rule, if finalized, would be one part of the CFPB's efforts to carefully monitor the entry of large technology firms, including Big Tech giants, into consumer financial markets. In 2022, the CFPB warned Big Tech firms that they must adhere to federal consumer financial protection laws when using sophisticated behavioral targeting techniques to market financial products, and launched a public inquiry to gain more information on the risks posed by Big Tech's payments platforms along with potential policy solutions. In 2023, the CFPB followed up on a 2021 request to Big Tech companies for information on their payment system plans with more detailed orders to ascertain more information on their use of sensitive personal data, and highlighted the role of certain Big Tech firms in limiting competition and innovation in mobile payments.

In addition to those actions, the CFPB has opened the Office of Competition and Innovation to ensure nascent firms can compete with Big Tech companies within consumer finance, and established a supervision technology program staffed with technology experts and examiners focused on, among other things, risks associated with Big Tech consumer financial products.

The Consumer Financial Protection Act provides the CFPB with the authority to conduct supervisory examinations over all nonbank companies in the mortgage, payday loan, and private student loan industries, as well as those who serve as service providers to banks and credit unions. In addition, the CFPB can supervise individual entities that pose a risk to consumers, as well as larger participants in other markets.

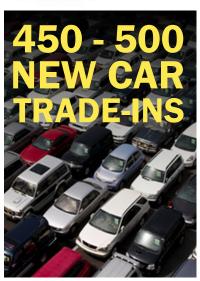
The proposed rule would be the sixth in a series of CFPB rulemakings to define larger participants operating in markets for consumer financial products and services that play a substantial role in consumers' everyday lives. The first five rules covered larger participants in consumer reporting, consumer debt collection, student loan servicing, international money transfers, and automobile financing.

For more, visit consumerfinance.gov/ about-us/newsroom ■









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> **ANGIE AYCOCK** 770-654-3290 angie@oakwoodaaa.com



MONDAY

Atlanta East Auto Auction 2790 Hwy 78 Loganville, GA 30052 470-552-1032 info@aeautoauction.com aeautoauction.com

6:00pm Dealer Sale

IAA MACON

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IAA TIFTON

368 Oak Ridge Church Road Tifton, GA 31794 229-386-2640 9:30am Mondays iaai.com

TUESDAY

America's Auto Auction -Atlanta

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America's Auto Auction -Jacksonville

11982 New Kings Rd Jacksonville, FL 32219 904-764-7653 5:00pm Dealer Only Sale americasautoauction.com

Hwy 515 Auto Auction

107 Whitepath Rd Ellijay, GA 30540 706-635-1500 6:00pm Dealer Sale hwy515autoauction.com

IAA ATLANTA NORTH

6242 Blackacre Trail NW Acworth, GA 30101 770-975-1107 9:00am Tuesdays iaai.com

Manheim Atlanta

4900 Buffington Rd. College Park, GA 30349 404-761-9211 / 800-856-6107 Every Tuesday 12:30pm manheim.com

Manheim Georgia

7205 Campbellton Rd Atlanta, GA 30331 404-349-5555 / 888-766-7144 GM | GM Financial Closed Sale Tuesdays – Bi-Weekly at 12:30pm Open Sale, 9:30am manheim.com

Manheim Pensacola

6359 North W St. Pensacola, FL 32505 850-484-7100 manheim.com Tuesdays 9:15am

Rawls Auto Auction

2818 Pond Branch Rd Leesville, SC 29070 803-657-5111 10:00am Dealer Sale GSA Sale Public & Dealers Call for Details; 8:30am Salvage Sale rawlsautoauction.com

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2415 Hwy 101 Greer, SC 29651 864-801-1199 3rd Wed RV & Marine Sale, 9:00am

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1200 E. Buena Vista Ave N. Augusta, SC 29841 800-536-3234 9:15am Dealer Sale 9:30am Last Wed of Month INOP augustaautoauction.com

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1712 Dean Forest Rd Savannah, GA 31408 912-965-9901 9:00amDealer Only southeasternaa.com

Carolina Auto Auction

140 Webb Rd Williamston, SC 29697 864-231-7000 10:00am Dealer Sale 9:00am Salvage Sale carolinaautoauction.com

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849 Jackson Trail Rd. Winder, GA 30680 470-275-0422 greateratlantaaa.com 10:00am Wednesdays

Houston Auto Auction

4599 Pio Nono Ave. Macon, GA 31206 478-788-6947 Wednesday 11:30am - Dealer Sale; Wednesday & Saturday 6:00pm – Dealer/Public Sale haamacon.com

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Manheim Atlanta

4900 Buffington Rd College Park, GA 30349 404-762-9211 / 800-856-6107 **Exotic Highline Event** 4th Wednesday at 9:30am manheim.com

Manheim Georgia

7205 Campbellton Rd. Atlanta, GA 30331 404-349-5555 / 888-766-7144 Fiat Chrysler Automobiles Closed Sale Bi-Weekly 10:00am manheim.com

New Calhoun Auto Auction

417 Lovers Lane Rd. Calhoun, GA 30701 706-624-1944 7:00pm Dealer & Public Sale newcalhounautoauction.com

Dealers Auto Auction Atlanta

4600 Browns Bridge Rd. Cumming, GA 30041 678-889-7776 2:00pm Dealer Sale dealersauto.com

THURSDAY

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1421 Liberty Expressway SE Albany, GA 31705 229-435-7708 2:00pm Dealer Sale albanyautoauction.net

Augusta Auto Auction

1200 E. Buena Vista Ave. N. Augusta, SC 29841 800-536-3234 Dealer & Public Sale, Thursday, 6:30PM

augustaautoauction.com

AutoNation Auto Auction Atlanta

2491 Old Anvil Block Road Ellenwood, GA 30294 855-907-2622 Thurs. 2:00pm

autonationautoauction.com

Dealers Auto Auction of Chattanooga

2120 Stein Dr. Chattanooga, TN 37421 423-499-0015 9:00am Dealer Sale dealersauto.com

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Manheim Georgia

7205 Campbellton Rd. Atlanta, GA 30331 404-349-5555 / 888-766-7144 Closed Ford Factory Sale Every Other Thursday, 10:00am Call for Toyota & Nissan sale manheim.com

Oakwood's Arrow Auto Auction

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Rebel Auction Company

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americasautoauction.com

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2415 Hwy 101 South Greer, SC 29651 864-801-1199 / 800-859-3393 10:00am Car Sale americasautoauction.com

America's Auto Auction Charleston

651 Precast Lane Moncks Corner, SC 29461 843-719-1900 10:00am Dealer Sale charlestonautoauction.com

Copart Auto Auction

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Georgia-Carolina Auto Auction

884 East Ridgeway Rd. Commerce, GA 30529 706-335-5300 Dealer only Wed, 3:30pm gcautoauction.com

IAA ATLANTA

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Tallahassee Auto Auction

5249 Capital Circle SW Tallahassee, FL 32305 850-878-6200 10:00am Dealer Sale bscamerica.com

SATURDAY

Houston Auto Auction 4599 Pio Nono Ave. Macon, GA 31206 478-788-6947 Wednesday 11:30am - Dealer Sale; Wednesday & Saturday 6:00pm - Dealer/Public Sale haamacon.com

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Wayne Reaves Software has been a leading provider of dealer management software since 1987. The DMS provides an easy-to-use experience for dealers of all types and sizes with multi-location and online hosting capability. The software is always up to date and backups are secured. Wayne Reaves Software also provides the latest technology for dealers who enjoy using responsive website platforms for attracting new buyers. As the most trusted name in the digital space, dealers rely on Wayne Reaves Software to sell more cars, make more money, save time and increase productivity. No other digital partner provides dealers with the depth and breadth of experience in the dealer industry.



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New and used auto dealership management software



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Your resource for Georgia's Vehicle **Emissions Inspection & Maintenance Program**

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Auto Loans, Direct or Indirect, Secondary



Peoples Financial Valdosta

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Learn how Professional Financial Services (PFS) can provide your customers Common Sense Loans At Uncommon Speed®. We have local branches, local buyers, and provide fast funding. Our team is on hand to walk through the PFS program and how we're the perfect partner for your dealership and more importantly...your next customer! Ready to talk finance? Call or visit pfs-corp.net.



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US Auto Credit Corp 904-380-4288



Westlake Financial 404-670-0564 westlakefinancial.com

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auctioncredit.com

Increase Inventory using Flexible Credit Lines

Carbucks 864-234-9696 cbfloorplan.com



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dealersfinance.com

Dealers Finance provides financial support to hundreds of independent used car dealers in the southeast US. We provide flexible credit lines from \$50,000 to \$1,000,000 and offer a variety of floorplan financing programs specifically geared to the needs of the independent used car dealer.

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The Fincher Group 770-313-1033 thefinchergroup.com

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Bonds, Garage Liability, Dealers Open Lot, Workers Compensation, Property, Home, Auto



Inter Insurance Agency 631-561-7648

interinsurance.com/default



LST Insurance Agency 706-277-0971

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LEGAL

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CARPAY

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DealerRE is the expert at establishing and managing dealer owned reinsurance companies which allow dealers to provide their own limited warranties, service contracts and ancillary products. We also help BHPH dealers provide debt cancellation, collateral protection insurance (CPI) and GAP.



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Rent-A-Car Training & Insurance

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Title and Registration Services

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The CARLAWYER®

By Eric Johnson, Partner in the law firm of Hudson Cook, LLP, Editor in Chief of CounselorLibrary.com's Spot Delivery®



Here's our monthly article on selected legal developments we think might interest the auto sales, finance, and leasing world. This month, the developments involve the Office of the Comptroller of the Currency, Federal Deposit Insurance Corporation, National Credit Union Administration, Consumer Financial Protection Bureau, Federal Reserve Board, Federal Communications Commission, and Federal Trade As usual, our article Commission. features the "Case(s) of the Month" and our "Compliance Tip." Note that this column does not offer legal advice. Always check with your lawyer to learn how what we report might apply to you or if you have questions.

FEDERAL DEVELOPMENTS

On November 1, the Office of the Comptroller of the Currency issued Bulletin 2023-35, announcing that the OCC, the Federal Deposit Insurance Corporation, and the National Credit Union Administration revised their interagency examination procedures to reflect Telephone Consumer Protection Act amendments that became effective on October 25, 2021. According to the bulletin, highlights include: (1) provisions governing how customers can revoke consent under the TCPA; (2) special exemptions from the customer consent provisions of the TCPA for banks using automated communications to notify customers of potential account fraud; and (3) safe harbors for callers that check a reassigned number database maintained

bv the Federal Communications Commission.

On November 8, the Consumer Financial Protection Bureau announced that one of the nation's largest banks, Citibank, N.A., agreed to settle charges that it engaged in a pattern or practice of discriminating against credit card applicants it perceived as Armenian American. According to the CFPB, the bank's conduct violated the Equal Credit Opportunity Act and its implementing Regulation B, which prohibit lenders from discriminating based on national origin and require lenders to provide an accurate statement of specific reasons for a credit denial or other adverse action. Violations of the ECOA also constitute violations of the Consumer Financial Protection Act. In its consent order, the CFPB alleged that bank supervisors instructed employees to avoid approving credit card applications from Armenian Americans. Among other things, the CFPB alleged that bank employees scrutinized credit applicants with last names ending in "ian" and "yan" - a common suffix to Armenian last names — especially in and around the Glendale, California, area. The CFPB also alleged that applicants identified by bank employees as potentially of Armenian national origin were subject to heightened eligibility criteria or outright denial and, as a result, more frequently denied credit as compared to other similarly situated applicants. When the bank denied credit applications based on Armenian national origin, the CFPB further charged, the bank provided the applicants false or pretextual reasons for the denial. To resolve these charges, but without admitting or denying any wrongdoing, the bank agreed to, among other things, ensure future compliance with the ECOA and Reg. B, establish and implement a compliance management system, and pay redress of \$1.4 million for affected consumers and a civil money penalty of \$24.5 million. Notably, this settlement comes on the heels of a joint statement issued last month by the CFPB and the

Justice Department cautioning financial institutions that credit applicants are protected from discrimination based on their national origin and other characteristics covered by the ECOA, irrespective of immigration status.

On November 13, the Consumer Financial Protection Bureau and the Federal Reserve Board announced that they are increasing the dollar thresholds in Regulation Z (Truth in Lending) and Regulation M (Consumer Leasing) for exempt consumer credit and lease transactions. The Dodd-Frank Act provides that the dollar amount thresholds for TILA and the CLA must be adjusted annually by any annual percentage increase in the Consumer Price Index. Based on the annual percentage increase in the CPI as of June 1, 2023, the protections of TILA and the CLA generally will apply to consumer credit transactions and consumer leases of \$69,500 or less in 2024. However, private education loans and loans secured by real property (such as mortgages) are subject to TILA regardless of the loan amount.

November 15, the Federal Communications Commission issued a Notice of Inquiry that seeks to gather information about how artificial intelligence technology positively and negatively impacts robocalls and robotexts. The FCC seeks comment on how to define AI in the robocall and robotext context, the current state of AI use in calling and texting, the impact of emerging AI technologies on consumer privacy rights under the Telephone Consumer Protection Act, and what, if any, next steps the FCC should take to address these issues.

On November 16, the Federal Trade Commission announced a proposed settlement with Global Tel*Link Corporation, a prison communications provider, and two of its subsidiaries for allegedly failing to secure sensitive data of users and alert those affected by a

data breach involving that data. Despite GTL's touted security practices, the FTC asserted that GTL left over 650,000 users' sensitive and unencrypted data exposed and accessible on the Internet to unauthorized people for two days. The FTC stated that the copied information "included individuals' full names, dates of birth, phone numbers, usernames or email addresses in combination with passwords, Social Security numbers, location information, grievance forms, which can include very sensitive information, and messages exchanged between incarcerated individuals and their friends and family." The complaint alleged that the data was stored in a test environment in plain text, without firewall protection or monitoring software that generates alerts if security settings are changed. GTL also failed to conduct onboarding due diligence regarding the data security practices of the software development vendor it hired to assist with the transition to a new version of software and failed to adequately train the vendor regarding data security measures. Due to the lack of protections, hackers were able to access the personal information of many GTL customers, some of which was found on the dark web. GTL alerted its customers nine months after the breach. which the FTC stated caused harm to the users because they could not take their own measures to protect their exposed data, such as implementing a credit freeze. Furthermore, the FTC alleged that GTL made several misrepresentations regarding its data security practices in its marketing materials. Specifically, GTL stated that it followed "security best practices, the latest encryption methodologies, and proper protocols to ensure our system offers the most robust data and wireless security in the market" and that it leveraged "multiple layers of firewalls, SSL, and best-in-industry security standards to ensure all data transmitted through our systems are secure." The FTC also alleged that GTL made false statements about the facts surrounding the data breach to consumers, including providing inaccurate descriptions of the types of information compromised. As part of the proposed order, GTL and its two subsidiaries are prohibited from misrepresenting their

security practices and must, among other requirements: (1) implement a comprehensive information security program that includes requirements such as the implementation of monitoring logs to detect anomalous activity and security events, deployment of change management procedures, use of multifactor authentication, and development of procedures to minimize the amount of data it collects and stores; (2) notify affected consumers who did not previously receive notice of the data breach and provide them with credit monitoring and identity protection products; (3) notify consumers and any jail, prison, or other entity to which GTL and its subsidiaries provide products or services within 30 days about future incidents that trigger any requirement to report to any federal, state, or local government entity that personal information about an individual consumer was, or is reasonably believed to have been, accessed, acquired, or publicly exposed without authorization and provide information about what data was impacted and how many consumers were affected; and (4) notify the FTC within 10 days of reporting a security incident to any local, state, or federal authority.

On November 17, the Consumer Financial Protection Bureau released its Spring 2023 Semi-Annual Report. Among other things, the report summarizes significant Bureau rules, orders, and initiatives, complaints received by the Bureau about consumer financial products or services, public supervisory and enforcement actions, significant actions by state attorneys general and regulators relating to federal consumer financial law, and efforts to fulfill the fair lending mission of the Bureau.

On November 20, the Consumer Financial Protection Bureau imposed a \$60 million penalty on an indirect auto finance company, Toyota Motor Credit Corporation, for allegedly hindering consumers from cancelling product bundles, elevating their monthly car payments. The company is also alleged to have withheld refunds or issued incorrect amounts on bundled products and failed to correct false consumer

information sent to consumer reporting agencies. The company, a U.S.-based auto-financing arm of an automobile manufacturer, heavily involved in financing vehicles sold through its dealerships, offered optional bundled products alongside car financing. These included guaranteed asset protection, credit life and accidental health coverage, and vehicle service agreements, which allegedly inflated amounts financed, monthly payments, and finance charges. The consent order further alleged that, despite the company being alerted that its refund system incorrectly calculated refund amounts for some consumers who cancelled their vehicle service agreements during the contractual "free look" period, the company failed to resolve the flaws and properly remediate the affected consumers. In addition, the CFPB alleged that this course of action included directing consumers to a convoluted cancellation hotline. delaying refunds by applying them to principal payments, and withholding or miscalculating refunds, in violation of the Consumer Financial Protection Act's provision prohibiting unfair, deceptive, or abusive acts and practices and the Fair Credit Reporting Act. The company, without admitting the allegations, agreed to pay \$48 million in restitution to affected consumers, halt unlawful practices, revamp cancellation procedures, and pay a \$12 million fine to the CFPB's victims relief fund. Furthermore, the company must refrain from tying employee incentives to product retention, enhance cancellation accessibility, monitor dealerships, and inform consumers of their cancellation options.

On November 21, the Federal Trade Commission announced approved an omnibus resolution, in effect for 10 years, authorizing the use of compulsory process in nonpublic investigations involving products and services that use or claim to be produced using artificial intelligence or claim to detect its use. According to the FTC's news release, "[t]he omnibus resolution will streamline FTC staff's ability to issue civil investigative demands (CIDs), which are a form of compulsory process similar to a subpoena, in investigations relating to AI, while retaining the Commission's authority to determine when CIDs are issued. ... AI includes, but is not limited to. machine-based systems that can, for a set of defined objectives, make predictions, recommendations, or decisions influencing real or virtual environments. Generative AI can be used to generate synthetic content including images, videos, audio, text, and other digital content that appear to be created by humans. Many companies now offer products and services using AI and generative AI, while others offer products and services that claim to detect content made by generative AI. Although AI, including generative AI, offers many beneficial uses, it can also be used to engage in fraud, deception, infringements on privacy, and other unfair practices, which may violate the FTC Act and other laws. At the same time, AI can raise competition issues in a variety of ways, including if one or just a few companies control the essential inputs or technologies that underpin AI."

CASE(S) OF THE MONTH

Car Buyer Who Had Taken Possession of Car Was Entitled to Return of Downpayment After His Financing Application Was Denied Where Dealership Demanded that He Sign New Retail Installment Sale Contract with Higher Purchase Price and There Was No Evidence that He Defaulted on Existing RISC: An individual made a \$4,000 downpayment toward the purchase of a vehicle from a dealership. A finance company approved the individual's credit application, he executed a retail installment sale contract and security agreement with the dealership, and he left the dealership with the vehicle. The finance company informed the buyer before his first payment was due that his credit application had been denied due to his length of employment and issues with his seasonal employment. The dealership requested that the buyer return to the dealership to execute a new contract that would increase the purchase price and the number of monthly payments, but he refused and left the vehicle at the dealership. The next day, the buyer requested return of his downpayment, but the dealership refused based on a notice posted at the dealership indicating that downpayments are nonrefundable and would be used to reimburse the dealership for re-listing and documentation fees. The buyer sued the dealership in small claims court for return of his downpayment, plus court costs. The dealership alleged, without presenting any evidence, that it had incurred \$350 to detail the vehicle after the buyer returned it, \$300 to repair the vehicle, \$750 in restocking fees, and \$766 in re-advertising fees and that it resold the vehicle for \$4,072 less than the original contract price with the buyer. The small claims court entered judgment for the buyer in the amount of \$4,000, plus court costs.

The Court of Appeals of Indiana affirmed. The dealership argued that it was entitled to retain the downpayment because it incurred expenses in connection with the failed sale and the buyer's default on the RISC. The appellate court found that there was no evidence that the buyer defaulted because the delivery of the vehicle was not conditional upon securing financing and no payment was due as of the date he returned the vehicle. Moreover, the appellate court noted that, upon learning that the finance company would not finance the purchase, the dealership demanded that the buyer accept a new agreement with a higher base purchase price and longer financing terms, which he refused. The appellate court also recognized that the dealership's announcement about the non-refundability of downpayments was not incorporated into any contractual documents between the dealership and the buyer. The appellate court added that even if the dealership incurred expenses upon the buyer's return of the vehicle, the parties' contract provided that the dealership could only seek reimbursement upon a default by the buyer, and, as stated above, the appellate court did not find that the buyer defaulted under the terms of the parties' contract. See Lagg's Automotive v. Stanton, 2023 Ind. App. Unpub. LEXIS 1262 (Ind. App. October 27, 2023).

COMPLIANCE TIP

Are you making changes to your Safeguards Policy and Security Event Incident Response Plan in light of the FTC's recent changes to the Safeguards Rule which would require financial institutions like dealers to report a "notification event" to the FTC? A "notification event" means the acquisition of unencrypted customer information, or encrypted information along with the encryption key, without the authorization of the individual to which the information pertains. The amendment requires notification for the unauthorized access of any customer information. The FTC must be notified "as soon as possible" but no later than 30 days after the discovery of the notification event. Notice must be made on an electronic form made available from the FTC on its website. The notice to the FTC must include: company's name and contact information; description of the types of information that were involved in the notification event; date or date range of the notification event, if that information is possible to determine; number of consumers affected or potentially affected; general description of the notification event; and whether any law enforcement official has provided the financial institution with a written determination that notifying the public of the breach would impede a criminal investigation or cause damage to national security and a means for the FTC to contact the law enforcement official. You better act quickly as the Safeguards Rule Amendment is effective May 13, 2024!

So, there's this month's roundup! Stay legal, and we'll see you next month. ■

Eric (ejohnson@hudco.com) is a Partner in the law firm of Hudson Cook, LLP, Editor in Chief of CounselorLibrary.com's Spot Delivery®, a monthly legal newsletter for auto dealers, and a contributing author to the F&I Legal Desk Book. For information, visit www.counselorlibrary. com. ©CounselorLibrary.com 2023, all rights reserved. Single publication rights only to the Association. HC# 4894-5249-5508.



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Bell Auto Brokers LLC

Best Choice Truck Sales Better Way Brokers LLC

Big Time Automotive's

Big Time Locksmith's LLC

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Bisan Equipment Sales

Disair Equipment Sales

Brody Rentz Auto Sales &

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Court Rules in Favor of Dealer in Fraud Claim

By Shelley B. Fowler, CounselorLibrary.com

When a car buyer is unhappy with his or her purchase—for whatever reason—one of the claims the buyer may, and commonly will, assert in a lawsuit is that the dealership engaged in fraud. As you will see from the facts of a recent case, a fraud claim can be difficult to prove.

Weens Simon, a Connecticut resident, bought a used BMW from Baker Motor Company of Charleston, Inc., the owner of nine South Carolina dealerships, in July 2021. Baker Motor had advertised the BMW online as having had a safety inspection by a certified technician. Simon did not physically inspect the BMW before the purchase, but he received a CARFAX report from Baker Motor stating that the car had been in no major accidents. Baker Motor provided Simon with a temporary registration for the car and allegedly promised to take the steps necessary to register the car in Connecticut.

After the car broke down twice during Simon's first few months of ownership, he learned from a BMW service technician that, among other problems with the car, the muffler was not factory-provided and was installed incorrectly, the engine's serial number did not correspond with the car's vehicle identification number, and the car's brake lines were severely damaged. Simon demanded that Baker Motor either repair the defects or buy back the car. It also came to Simon's attention that the car was not registered as promised.

After Baker Motor refused to make repairs or buy the car back, Simon sued in August 2022, alleging various violations of South Carolina law, Baker Motor moved to dismiss four of the claims in the complaintrevocation of acceptance, fraud, violation of the South Carolina Regulation of Motor Vehicle Manufacturers, Distributors, and Dealers Chapter, and violation of the South Carolina Unfair Trade Practices Act.

Simon opposed the motion only as to the fraud claim. The U.S. District Court for the District of South Carolina granted the motion, finding that Simon did not state



a claim for fraud, which is subject to a heightened pleading standard, including the pleading of facts related to the "time, place, speaker, and contents of the allegedly false acts or statements" that amounted to fraud.

Simon alleged that Baker Motor's false representations fell into two categories false statements regarding the condition of the car in both the CARFAX report and the online advertisement and false statements regarding its ability to register the car in Connecticut.

Addressing the representations regarding the condition of the car first, the court determined that the CARFAX report "is not actionable because it cannot be attributed to Baker Motor for purposes of determining whether there was fraud." The court relied on the fact that Simon did "not allege that Baker Motor contributed to the report or otherwise adopted it or represented it to be true." Turning to the ad, the court found that, despite the defects Simon discovered with the car, there was no evidence that the representation about the safety inspection was false, and the court was unwilling to conclude that the defects that Simon complained about should have been discovered through a safety inspection.

As for the statements about registering the car, the court found that Simon alleged that Baker Motor promised to take the steps necessary to register the car in Connecticut at the time of the purchase and then continued to assure him that it was taking those steps, even though he learned that the car would be unable to pass an emissions test and inspection necessary to be registered in Connecticut, and it was still not registered more than one year after the purchase date. However, the court found that Baker Motor's statements did not meet the heightened pleading standard for fraud, including when, where, in what manner, and by whom the statements about registering the car were made.

Even though Simon did not succeed on his fraud claim, there were other claims in the complaint that Baker Motor did not seek to dismiss, including negligence and breach of contract. Simon could possibly still succeed in proving those claims, which are not subject to a heightened pleading standard. Had Simon alleged more facts in his complaint, such as that the defects found in his car should have been discovered by a safety inspection conducted by a certified technician, had he attached a copy of the ad he relied on, or had he pled when, where, by whom, and in what manner Baker Motor made representations about the actions it was taking to register the car in Connecticut, he might have had more luck on his fraud claim.

Even though Baker Motor won this round, this case should serve as an example for dealerships about the importance of refraining from making representations about the quality or condition of any vehicle or actions it is taking with regard to a vehicle that it cannot support. Fraud may be hard to prove, but it is not impossible.

Shelley B. Fowler is a managing editor at CounselorLibrary.com, LLC.

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VIN: 5XXX11X22XX082845 Year: 2016 Make: KIA Model: OPTIMA Color: BLK/BGE type: CYLINDERS Grees Weight: Title Information Title Number: 770100000022222 Title Date: 12/31/9999 Back TAVT: \$0.00 stration Information: Plate Number: XXX1111 Expiration: 11/17/2023 Due: PC Type: IND Name: JOHN D DOE tal Address: 100 MAIN ST ANYWHERE, GA 310240000 PUTNAM Same: JANE H DOE ANYWHERE, GA 310240000 ELT:

MEET THE GIADA STAFF

The staff at GIADA is available Monday thru Thursday from 8:00am to 5:00pm and Friday from 8:00am to 4:00pm. We close the office daily from 12:00pm to 1:00pm for lunch. You will find our level of expertise impressive in all aspects of the car business. We are here for our members, so please don't hesitate to give us a call if you need us, 770-745-9650 or toll free 800-472-8101.



Amy Bennett EXECUTIVE DIRECTOR amyb@giada.org



Alan Gniadek **COMPTROLLER** alan@giada.org



Susan Strickland OFFICE MANAGER susan@giada.org



Mark Warren **BUSINESS DEVELOPMENT** MANAGER mark@giada.org



Donny Carroll MEMBERSHIP COORDINATOR donny@giada.org



Deborah Adams TOPS COORDINATOR deborah@giada.org



Amanda Evans DEALER CONSULTANT amanda@giada.org



Kristi Felshaw **ETR MANAGER** kristi@giada.org



Gwen Wilkerson **ETR SUPERVISOR** gwen@giada.org



Susan Pattillo TITLE SPECIALIST susanp@giada.org



Stephanie McDonald TITLE SPECIALIST stephanie@giada.org



Michelle McConnell MARKETING & **SOCIAL MEDIA** COORDINATOR michelle@giada.org

Georgia Independent Automobile Dealers Association6903 Oak Ridge Commerce Way SW
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- Macon: Monday, April 22, 2024
 Marriott Macon Conference Center
- Savannah: Monday, May 6, 2024
 Georgia Southern University / Armstrong Center
- Athens: Friday, June 28, 2024
 The Classic Center
- Stone Mountain: Friday, July 12, 2024 Evergreen Conference Center
- Augusta: Monday, August 19, 2024
 Doubletree by Hilton Augusta
- Atlanta: Friday, September 13, 2024 Sonesta Atlanta Northwest