



The 2014 Volt is the only small car to earn IIHS Safety Pick+ award.

## Volt Earns IIHS's 2014 Top Safety Pick+ Award

Today's cars not only have to get good gas mileage, they have to be safe. And that's not a problem for Volt drivers, says the Insurance Institute for Highway Safety.

The 2014 Chevrolet Volt with available Forward Collision Alert was the only vehicle out of 12 small cars tested to earn the IIHS's 2014 Top Safety Pick+ award.

It also received an acceptable overall score in IIHS's challenging small overlap front crash test.

The results in the most recent

round of testing put it ahead of its competitors, both in the electric and small car segments.

"The Volt's crashworthiness performance puts it in the top tier for small car safety," said Joe Nolan, IIHS senior vice president for vehicle research.

"GM should be commended for the Volt's performance in the small overlap front test because this car was designed before that challenging test was introduced."

The Volt earned a "good" rating – the highest the IIHS awards

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## Hellcat Hath No Fury – Just Power

Portland, Ore., was the center of the Dodge Challenger universe last month.

During that time, groups of journalists came to the picturesque Northwest city to spend time driving the redesigned 2015 Dodge Challenger. said Dodge spokesperson Dale Jewett.

"Portland was chosen for the introduction because it's a beautiful city," said Jewett.

"It also has a race track – Portland International Raceway – on the outskirts of the city where it's possible for people to test drive the Hellcat."

The track was particularly beneficial to Dodge because it has

CONTINUED ON PAGE 5



Dodge Challenger Hellcat tearing up the race track in Oregon.

## GM Helping Soldiers Qualify For Service Technician Jobs

General Motors, the U.S. Army and Raytheon Company are teaming up to provide eligible transitioning Army soldiers with skills to become service technicians at GM dealerships after they return to civilian life.

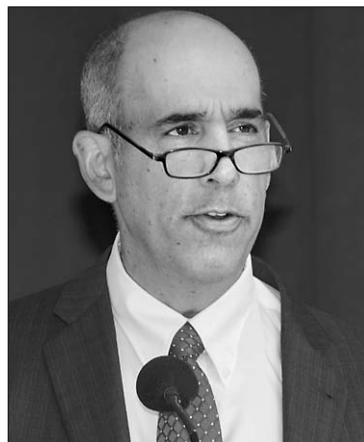
The Shifting Gears Automotive Technician Training Program, a multi-year partnership between the two companies and the Army, will begin in August at

Fort Hood in Killeen, Texas.

The announcement of the new program was made at the end of July and Shifting Gears went into effect at the beginning of August.

Shifting Gears will be part of the Army's Soldier for Life support program, which helps soldiers reintegrate into their communities after leaving the Army,

CONTINUED ON PAGE 6



Steve Hill

## Detroit's Big 3 See Continued Sales Climb As Chrysler Garners a 20 Percent Uptick

Detroit's automakers all reported strong sales increases for July, with Chrysler's 20 percent year-over-year improvement leading the pack.

Ford reported a sales increase of 10 percent, while GM's numbers showed a 9 percent gain over July of 2013.

Chrysler U.S. sales of 167,667 units, a 20 percent increase compared with sales in July 2013 (140,102 units), and the group's best July sales since 2005.

The Chrysler, Jeep, Dodge, Ram Truck and Fiat brands each posted year-over-year sales gains in July compared with the same month a year ago, said Chrysler spokesperson Ralph Kiesel.

The Jeep brand's 41 percent increase was the largest sales gain of any Chrysler Group brand during July and its best-ever July sales.

"Chrysler Group had a solid July," said Reid Bigland, head of U.S. Sales. "Sales of the all-new Chrysler 200 mid-size sedan continued to increase while our Jeep and Ram Truck brands each turned in double-digit sales gains, helping to lead Chrysler Group to its 52nd consecutive month of year-over-year sales growth."

Seven Chrysler Group vehicles set sales records in July. The Jeep Wrangler, Jeep Compass, Dodge Dart, Dodge Challenger, Dodge Journey, and Ram Cargo Van each recorded their best July sales ever. The Fiat 500L set an all-time monthly sales record in July.

Dart sales were up 23 percent in July, the third consecutive month that the compact car has



2014 Buick Verano

set a sales record. Wrangler sales were up 14 percent, while the 500L recorded a 49 percent year-over-year increase.

Ford's U.S. sales of 212,236 vehicles increased 10 percent over a year ago for the best July in eight years. Retail sales of 162,028 vehicles were up 7 percent.

"July proved to be a very good month for Ford and Lincoln with positive gains across the board in all the major segments," said John Felice, Ford vice president, U.S. Marketing, Sales and Service.

"Escape and Fusion were big contributors to our sales increases, with both setting July sales records. F-Series again topped the 60,000-vehicle sales mark and we're seeing great initial demand for our launch vehicles, such as the Transit Connect, Transit Connect Wagon and the Lincoln MKC as availability builds."

Ford Fusion set an all-time monthly sales record in July with 23,942 cars sold, a gain of 17 percent. The West region of the United States continues to drive Fusion sales higher, with a 24 percent retail increase relative to a 22 percent increase nationally.

Ford Explorer sales were up 32

percent with 16,797 vehicles sold, for the vehicle's best July since 2005. Ford Escape sales were up 19 percent, setting an all-time performance record for July.

Ford F-Series sales were up 5 percent with 63,240 trucks sold, a number achieved with the lowest incentives of the three largest pickup truck manufacturers.

Lincoln sales of 7,863 vehicles were up 14 percent, giving the brand its best July result in six years. Stock for Lincoln MKC is expanding and momentum is building, with 1,534 vehicles sold in July.

General Motors dealers delivered 256,160 vehicles in the United States in July, for the company's highest July sales since 2007.

Total sales were up 9 percent compared with a year ago. Retail sales – those to individual customers – were up 4 percent. Commercial deliveries were up 69 percent and all other fleet deliveries were up 21 percent.

Sales of crossovers and trucks, which include pickups, vans and SUVs, surged by double-digits, pushing combined sales to 1,048,114 through July. GM was the first automaker to pass the



2014 Dodge Dart



2014 Ford Fusion

million-unit milestone in both 2014 and 2013.

"Sales of utility vehicles soared in July because American families feel better about the economy than they have in a long time, and they are finding an incredible variety of redesigned and all-new models in our showrooms," said Kurt McNeil, U.S. vice president of Sales Operations. "Small, compact, medium, large – sales were strong across the board."

During July, GM sold 100,122 crossovers and SUVs, bringing the calendar-year-to-date total to 587,250 units – the best month for utility vehicle sales since August 2007.

Compared with 2013, crossover deliveries increased 26 percent in July and they are up 5 percent year-to-date. Large non-luxury SUVs were up 25 percent in July, and they are up 15 percent year to date.

## Detroit Auto Scene

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## NHTSA Checking 2011-12 Chargers

DETROIT (AP) – The U.S. gov- ernment’s road safety agency is investigating complaints about engine stalling and alternator failures in Dodge Charger sedans.

The probe covers about 123,000 Chargers from the 2011 and 2012 model years.

The National Highway Traffic Safety Administration says it has 14 complaints of alternator failure and stalling. All the cases happened while the cars were going 40 or more miles per hour.

In one case, a car stopped in traffic with smoke coming from the alternator, which generates electricity to recharge the bat- tery and run other devices. No injuries have been reported to the agency.

Chrysler says it’s cooperating in the probe. Investigations can lead to recalls, but there haven’t been any so far.

## 2007-09 Impalas Now Under Air Bag Scrutiny by NHTSA

DETROIT (AP) – The U.S. gov- ernment’s highway safety agency has decided to seek further infor- mation from General Motors about air bag failures in some Chevrolet Impala full-size cars.

The National Highway Traffic Safety Administration began an inquiry last month into the issue after receiving a petition from Donald Friedman of Xprts LLC, a Santa Barbara, Calif., company that examines crashes.

Friedman examined an April 2011 car crash in Hidalgo County, Texas, that severely injured an elderly man – Roberto Martinez.

His wife Aurora was driving their 2008 Impala when it was hit on the passenger side by an SUV and forced into a concrete high- way divider.

The passenger air bags didn’t deploy, and Roberto suffered permanent brain injuries, ac- cording to a lawsuit filed by the couple against GM. He died about 10 months later.

Friedman alleges that because Roberto Martinez was bounced around during the incident, the weight sensor in the passenger seat misread his weight and did- n’t fire the air bag. The air bag is supposed to inflate for anyone other than a child or small adult. Friedman says the cars should be recalled and the computers reprogrammed.

The petition says GM used the same system in other models from 2004 through 2010. The in- quiry – not a formal investigation – covers about 320,000 Impalas from the 2007-09 model years.

GM may be getting greater scrutiny from NHTSA after the company admitted knowing about a deadly ignition switch problem in some of its older cars for more than a decade, yet it didn’t recall them until this year.

Eventually, the company re- called 2.6 million cars for that problem, and the agency fined GM the maximum \$35 million for

# Lawsuit Names GM in Alleged Ignition Switch Crashes

DETROIT (AP) – A Texas lawyer has filed a lawsuit against General Motors on behalf of 658 people who were injured or killed in crashes allegedly caused by faulty ignition switches.

The lawsuit filed last week in U.S. District Court in Manhattan in New York City names 29 peo- ple who were killed in crashes and 629 who were hurt.

All the crashes occurred after GM emerged from bankruptcy protection in July of 2009. That makes them exempt from GM’s efforts to shield itself from claims due to crashes that oc- curred before the bankruptcy, at- torney Robert Hilliard said in a statement.

Hilliard also said he will ask judges for permission to file an- other 248 cases from before the bankruptcy, including 21 deaths.

“It’s certainly not a legal given that GM will be successful in its attempts to use this ‘get-out-of- jail-free’ bankruptcy card,” said Hilliard, of Corpus Christi, Texas.

The lawsuit alleges that GM knew about the defective switch- es that can cause engines to stall since as early as 2001, yet it did- n’t recall any cars until this year.

The switches can cut off the engine, knocking out power steering and brakes and dis- abling the air bags, which would- n’t protect people in a crash.

The lawsuit seeks in excess of \$75,000 in damages for each plaintiff.

The filing comes just days be- fore compensation expert Ken- neth Feinberg is to start taking injury and death claims on behalf of GM.

Feinberg, who handled claims for the BP Gulf Oil Spill and the

Sept. 11, 2001, terrorist attacks, has said GM has placed no limit on the total amount of money he can spend to compensate vic- tims.

Feinberg is to start taking claims and will accept applica- tions through the end of the year.

Those who settle with Fein- berg must give up their right to sue.

GM recalled 2.6 million small cars such as the Chevrolet Cobalt for defective switches starting in February, touching off

a recall crisis at the company that has ballooned to 29 million recalled vehicles. Of those, 17.3 million are to fix defective igni- tion switches. But only owners of the original 2.6 million small cars are eligible for compensation through Feinberg.

GM says the small-car switches have caused at least 54 crashes and 13 deaths.

Hilliard’s lawsuit includes crashes involving the original 2.6 million cars as well other cars with faulty switches. He called

the exclusion of some ignition switches from the compensation fund “GM madness at its best.”

GM spokesman Jim Cain wouldn’t comment on Hilliard’s lawsuit, but said the company wants to do the right thing for people harmed by ignition switch issues with the Cobalt and other recalled small cars.

“That’s why we engaged Ken- neth Feinberg to independently design and administer a compen- sation program,” Cain’s state- ment said.

## Club GM Tees Off to Aid Various Charities

Club GM’s Southeast Michigan Charity Golf Outing is set for Tuesday, Sept. 9, at the Field- stone Golf Club in Auburn Hills.

The annual event supports Club GM’s charities as well as To- morrow’s Child, an AIDS organi- zation. Check-in begins at 9:30 a.m. and the shotgun start is at 11 a.m.

Tickets are \$85 for those play- ing golf, which includes brunch. Brunch-only tickets are \$10.

The golf package includes 18 holes of golf – using a scramble format – brunch, a long-drive contest, a closest-to-line contest, a closest-to-pin contest and a

prize to the golfer who gets the lowest net score.

Lorenzo Jones, a senior buyer at GM ,is chairman of this year’s golf outing.

“I buy mirrors, both inside and outside, for GM,” Jones said. “I’ve worked for the company since 1984 and have been a Club GM member for the past seven or eight years. I had been doing some work for them and joined because I like the idea of being involved in charity and giving something back to the communi- ty. All the work done by Club GM is voluntary.”

Club GM sponsors many local

charities, Jones said.

The idea is to support as many as possible. So groups like the Capuchin Soup Kitchen, among many others, receive support from the club.

Helping Jones put on the golf outing is retired GM employee Mike Jaffke.

“Mike has been working hard for Tomorrow’s Child, which is a charity that deals with Sudden Infant Death Syndrome, or SIDS,” Jones said. “What I like about the golf outing is that you get to spend a nice day outdoors doing something fun, but you’re also raising money for charity.”

## Ford’s Europe Sales Top Industry Average

Ford’s European sales rose 6.6 percent in the first half of 2014 on the strength of new vehicle launches and an uptick in indus- try-wide sales.

Ford’s sales volume in its 20 traditional markets in Europe to- talled 605,400 vehicles in the first six months of the year – 37,700 vehicles, or 6.6 percent, more than in the same period in 2013.

This compared to a total indus- try growth in sales of 6.3 percent for the first half of the year. Ford’s market share in Europe stayed the same at 7.9 percent, said Ford spokesperson John Gardiner.

The number of Ford vehicles sold in June also was up com- pared with the same month last year. More than 109,000 Ford ve- hicles were sold in the month, a 2.2 percent increase over June 2013. Market share was down by 0.2 of a percentage point at 8.0 percent.

“The pricing environment in Europe remains extremely com- petitive,” said Stephen Odell, president, Ford of Europe, Mid- dle East and Africa. “But our sales are growing on the strength

of our new vehicle lineup, and we continue to beat the industry av- erage in higher value sales chan- nels – retail, fleet, and commer- cial vehicle sales.

“We’ve so far launched 15 new or significantly freshened ve- hicles since we announced our One Ford transformation plan for Eu- rope in October 2012. We still have several new vehicles to come in the second half, includ- ing the new Focus and the all- new Mondeo.”

Ford’s quality of sales mix con- tinued to improve, with retail and fleet sales June year-to-date amounting to 72 percent of total sales, a one percentage point im- provement over the same period in 2013, Gardiner said, and two percentage points better than the industry average.

In June, Ford retail and fleet sales were 73 percent of its total sales, three percentage points better than in the same month last year, and five percentage points better than the industry average.

More than 52 percent of Ford sales in the first six months of the year were of all-new or signif-

icantly freshened vehicles, Gar- diner said. These new products also are helping to improve Ford dealer profitability, which is up around 50 percent in the first half. This profit improvement is helping Ford dealers to make the investments needed to enhance the customer experience with better online portals and new- look dealerships.

Ford commercial vehicle sales at 104,000 vehicles in the first half were up by 10.5 percent, and marked the best June year-to- date sales volume performance since 2011.

Ford’s commercial vehicle market share for the first half was up 0.3 of a percentage point to 10.5 percent, its best perform- ance since 1998. Last month saw Ford achieve its best commercial sales volume for the month of June since 2008, and its best June commercial vehicle market share since 1996.

Sales of Ford vehicles equipped with the 1.0-liter Eco- Boost advanced gasoline engine were up by 15.3 percent com- pared with the first six months of last year, Gardiner said.

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## 'Customers Like Smaller Size of Mid-Size Pickups' – GM Sales VP Duncan Aldred

The growing popularity of smaller vehicles applies to pickups as well, and customers say maneuverability is a top reason for choosing a midsize pickup.

The 2015 GMC Canyon, said GM spokesperson Chris Srock, delivers the right size vehicle for consumers who are looking for a more agile pickup.

GM started working on the smaller Canyon a couple of years ago after research showed GM staffers that there was a demand for a smaller, mid-size truck.

"An increasing number of customers don't need the full capability of a full-size pickup, yet desire the functionality a pickup offers," said Duncan Aldred, vice president of GMC Sales and Marketing.

"These customers appreciate the smaller size of mid-sized pickups, with their ability to easily fit in a garage, travel downtown areas of big cities, and navigate crowded parking lots. The all-new 2015 GMC Canyon repre-

sents the best of both worlds in this sense."

Srock said that many mid-size buyers were either switching over to smaller CUVs or were buying full-size trucks because they needed a pickup, but still would have preferred a mid-size.

"We have a three-truck strategy to meet the different needs of our customer base," Srock said. "We realized that smaller might be better for mid-sizes because different customers have different needs."

The 2015 GMC Canyon is the smaller sibling of the 1500 Sierra full-size pickup, and the 2500 and 3500 Sierra Heavy Duty pickups, Srock said.

The Canyon short-bed crew cab is 212.7 inches long, 17 inches shorter than a comparable Sierra 1500.

Canyon's overall width of 74.3 inches is five inches narrower than Sierra and two inches wider than the Terrain compact SUV. That makes for easier maneuver-

ability around town, yet the smaller size does not sacrifice functionality or capability, Srock said.

"We engineered the 2015 GMC Canyon to be very capable and functional for mid-size pickup owners," said Anita Burke, vehicle chief engineer for Canyon.

"We know customers have varied needs for a pickup in this segment, using their vehicle to commute to work during the week, transport children to school and other activities. But on the weekend, they have a very different set of needs that match their active lifestyles. The 2015 Canyon delivers on all these needs."

The numbers of the 2015 Canyon show why, said Srock.

The 2015 Canyon short box crew 4x4 3.6L V6 has a length of 212.7 inches and a width of 74.3 inches, which, said Srock, compares to the 2014 Toyota Tundra short bed crew 4x4 5.7L V8 that has a length of 228.9 inches and a width of 79.9 inches.



2015 GMC Canyon

The 2015 Canyon's numbers add up to a tight turning radius of approximately 41 feet, said Srock, making it easier to maneuver when parking or backing into tight spots.

And features like electric power steering provide easier maneu-

verability in tight situations, said Srock.

"With its smaller size and associated nimble nature, Canyon provides pickup capability and exceptional comfort in an efficient and more manageable package," Aldred said.

## Chrysler Features Experts on Web Site

by Jim Stickford

Chrysler likes to do things differently, said company spokesperson Ed Garsten. That's why there's a video feature on its media Web site called, "Insider Outlook."

The feature, Garsten said, is designed to give the public a deeper understanding of the auto industry as a whole and not just to promote Chrysler's point of view.

"We started the series about a year ago," Garsten said. "We used to put a feature called, 'Firehouse Blog,' and posted a story on minivan sales on that blog. We decided to make the feature about more than just Chrysler minivans. That was back in 2005."

Moving ahead to 2013, Garsten said his team was looking to do something different and someone remembered the blog about minivan sales. That sparked the idea of putting out a regular feature on Chrysler's media website blog section that could be accessed by the media and the public. So "Insider Outlook" was born.

The posting features people inside the car industry but not a part of Chrysler's team talking about the car industry, Garsten said. The interviews would be only a few minutes long.

One featured Stephanie Brimley of IHS Automotive talking about the effectiveness of auto shows in promoting vehicle sales and brand awareness.

July's "Insider Outlook" offered the expert analysis of Dr. Bruce Belzowski, director of Automotive Analysis at the University of Michigan's Transportation Research Institute. He talked about the global opportunities and risks for automakers in markets in Brazil, Russia, India and China, known collectively as the BRIC countries.

And what Belzowski had to say about BRIC countries turned out to be more timely than was originally intended, Garsten said.

"When we set up the interview, Russia and the possibility of sanctions wasn't in the news as much as it would be by the end of July," Garsten said.

In his interview, Belzowski said

that BRIC countries all have large populations and have the potential to be "huge auto markets" for global automakers.

But not all BRIC countries are equal.

"Some are reaching their potential faster than others," Belzowski said. "China is the largest auto market in the world right now. India? Not so much. Brazil, not so much. Russia, not so much."

But any automaker who desires to gain ground in BRIC countries has to do things differently, Belzowski said. That means globalizing staff, globalizing the company and globalizing marketing.

"You globalize marketing so that when you go to a country, you know how to play in that country's market," Belzowski said.

"Each country has its own rules, and even though the BRIC countries are considered as one, they are completely different countries in how they operate. This has to do with government regulations for that particular country and also what consumers say they want or may not want in a car."

Buyers in developing countries, Belzowski said, often don't have a lot of options when purchasing consumer goods, so they might not be aware of what their options are in automobiles. That's the risk that automakers take when entering a foreign market.

"I just attended a conference called, 'Inside Russia,'" Belzowski said. "They had a Russian lawyer say there's language being tossed around the Russian Duma, their parliament, that says if the United States puts a certain level of sanctions on Russia, the country could take over the assets of American companies operating in Russia."

"That's an extreme response to sanctions, but that's the kind of risk you take when you go into a foreign country or developing democracy."

Other risks, Belzowski said, include getting into a country just as its economy slows down, as in India and Brazil. Right now, China is experiencing strong economic growth.

So, Belzowski said, the auto companies that will do well in BRIC countries specifically, and around the world generally, will be the ones that have a strong product line that fits in the market of the individual countries. And these companies have to get in those markets to compete.

"If you're not selling vehicles, you're not throwing," Belzowski said.

"You must have the right vehicle for the market."

"Having said that, it also has to do with how you're balancing the vehicles you're selling and building across a region."

"If you have good import/export relationships locally, you might be able to build in one country to export these vehicles to other countries nearby."

That's a lot cheaper than having to build plants in every country a company wants to sell cars in, Belzowski said.

By having people like Belzowski speak honestly about issues that matter in the auto industry, the goal is to get people thinking about Chrysler after they visit the media site, Garsten said.

"This may work, it may not," Garsten said. "But we at Chrysler have never been afraid to do things differently."

"By communicating honestly with the public, we show greater context beyond Chrysler's point of view, and that, hopefully, gets shared across social media and puts Chrysler's name out before the public."

## Volt Earns IIHS's 2014 Top Safety Pick+ Award

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in its tests – in four of the six categories monitored during the small overlap front test. In the Structure category and the Restraints & Kinematics category, the Volt earned an "acceptable" rating.

Altogether, the scores gave the Volt an overall acceptable rating in the test.

According to IIHS, the small overlap front crash test is considered the most difficult of any of the head-on tests performed by either the National Highway Traffic Safety Administration or the IIHS

It was introduced in 2012, and replicates a collision with another object, such as a tree, on the

very front corner of the vehicle at 40 mph.

This means the vehicle's front bumpers and crumple zones are avoided, making the rest of the car distribute crash energy.

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# 5K Fun Run/Walk Set for Aug. 16

Registration is officially open for the third annual Cruise In Shoes 5K Fun Run/Walk presented by FirstMerit Bank.

The event starts at 7:30 a.m. on Saturday, Aug. 16, the same day as the 20th annual Woodward Dream Cruise Presented by Chevrolet.

Those interested in participating in Cruise In Shoes can register online by going to <http://www.CruiseInShoes.com/r> egistration. Deadline for registering is Aug. 13.

Participants can also sign up for the event the day of the run at Royal Oak Shrine High School.

Money raised at the event goes back to the nine communities that host the Woodward Dream Cruise, said event spokesman Louie Katsaros.

# Ford Makes Changes in Senior Leadership

Dr. Ken Washington has been named chief technical officer and vice president of Ford's Research and Advanced Engineering, effective Aug. 18.

Washington succeeds Paul Mascarenas, who has elected to retire after 32 years at Ford, effective Oct. 1.

Reporting to Raj Nair, group vice president of Global Product Development, Washington was most recently vice president of the Space Technology Advanced Research & Development Laboratories at Lockheed Martin's Space Systems Company.

In addition, Kumar Galhotra – currently the company's vice president of Engineering, responsible for all Ford and Lincoln vehicles globally – was named Ford vice president and president of Lincoln, effective Sept. 1.

In this new dedicated position,

Galhotra will report to Ford President and CEO Mark Fields.

Galhotra becomes the most senior leader overseeing all Lincoln operations globally, including product development; marketing, sales and service; and all team members supporting the Lincoln brand.

Succeeding Galhotra is Jim Holland, who was named vice president, Vehicle Component and Systems Engineering, effective Sept. 1. Holland also will report to Nair.

"These changes underscore our commitment to build on the success of our One Ford plan by accelerating our pace of progress," said Fields.

"They also make clear we are serious about Lincoln as a world-class luxury brand and that product excellence and innovation are what will deliver growth and define our entire company going forward."

Since joining Ford in 1982, Mascarenas amassed extensive experience in product development and advanced technology, serving in key leadership positions in product planning, program management, body engineering and powertrain in Germany, the United Kingdom and the United States.

Mascarenas' accomplishments, said Ford spokesperson Susan Krusel, include establishing Ford's first-ever laboratory in Silicon Valley and playing a key role in the development of Ford's Blueprint for Mobility to create a better world for consumers and society.

In succeeding Mascarenas,

Washington will oversee the development and implementation of the company's technology strategy and plans.

Washington's 28-year career includes serving at Lockheed Martin, Enterprise Business Services and Sandia National Laboratories in nuclear engineering, information systems, super-computing, information privacy and R&D space technologies.

"Paul is a very dedicated and talented leader who has served within product development and advanced engineering around the Ford world for the past 32 years," Nair said. "We thank him for his many contributions and wish him all the best in the future."

"Ken is a dynamic leader and successful innovator with vast experience in research and advanced engineering," added Nair. "We look forward to all he will bring to the Ford team as we accelerate our drive for innovation in every part of our business."

In being named the company's new dedicated global Lincoln leader, Galhotra will build on the brand's recent product and sales momentum – including its recent expansion into China. Galhotra will oversee the development of the next generation of Lincoln vehicles as well as connect them with a new generation of Lincoln clients. His focus is to build on the appeal of Lincoln not only through its distinctive vehicles but also a world-class, luxury ownership experience.

"Now is the right time for the next chapter in accelerating Lincoln as a world-class luxury brand," Fields said. "Kumar has more than 25 years of global product and business experience, including leading engineering for all of our Lincoln vehicles today."

"Being our dedicated senior Lincoln leader will serve our



Paul Mascarenas

clients, employees and dealers extremely well going forward."

In succeeding Galhotra, Holland is responsible for vehicle component and system engineering for Ford and Lincoln vehicles globally. His role is central to the company's commitment to developing vehicles with top quality, fuel efficiency, safety, smart technology and value, Krusel said.

Currently engineering director for the company's Asia Pacific operations and based in Australia, Holland has 30 years of experience at Ford in a variety of senior positions in product development, vehicle engineering, product planning and hybrid technologies.

His accomplishments include serving as the chief engineer for the acclaimed Ford Explorer introduced in 2010 and now sold in more than 60 countries worldwide.

"Jim is one of our most respected engineering leaders inside Ford and, frankly, within the industry," Nair said.

"He has served in North America, Europe and Asia Pacific on a wide variety of product programs and engineering assignments. We look forward to what his passion for product excellence and engineering discipline will bring to our entire vehicle lineup."

# Chrysler Recalling Older SUV Models During Ignition Switch Investigation

Chrysler will recall an undetermined number of older-model SUVs in connection with an investigation of ignition-switch performance.

Engineers are working to develop a remedy and Chrysler is committing now to conduct a recall out of an abundance of caution, said Chrysler spokesperson Eric Mayne.

Chrysler is unaware of any related injuries, Mayne said. The company is aware of a single reported accident and a relatively small number of complaints in-

volving 0.015 percent of the subject vehicle population.

Preliminary investigation suggests an outside force, usually attributed to contact with the driver's knee, may move ignition keys from the "on" position in certain model-year 2006-07 Jeep Commander and 2005-07 Jeep Grand Cherokee SUVs.

Such an occurrence may cause engine stall, reducing braking power and more difficult steering.

Safety features such as frontal airbags may also be disabled.

The company expects to identify affected customers and advise them by mid-September when they may schedule service, the cost of which will be borne by Chrysler.

This timing complies with regulations governing recalls and owner notification, Mayne said.

The precise number of affected vehicles will be determined by the investigation.

Approximately 792,300 are implicated – 649,900 in the U.S.; 28,800 in Canada; 12,800 in Mexico and 100,800 outside of the NAFTA region.

The Commander is no longer in production and the Grand Cherokee has since been completely redesigned; newer models are not subject to the recall.

Owners of model-year 2006-07 Jeep Commanders and 2005-07 Grand Cherokees are advised to assure there is clearance between their knees and the keys.

As a further precaution, they are advised to remove all items from their key rings, leaving only their ignition keys.

Concerned customers may also call Chrysler's Customer Information Center at 1-800-853-1403.

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## Hellcat Hath No Fury – Just Power

CONTINUED FROM PAGE 1

plenty of curves so people could get a real sense of how the Hellcat handles on the road, Jewett said.

But it also has a particularly long straightaway that can be configured as a drag strip, giving drivers the chance to experience the Hellcat's raw power in a straight line, he said.

In just a few weeks, the new Challenger will arrive in Dodge dealerships around the country.

"Need a spotter's guide to the new Dodge Challenger on the road?" Jewett asked. "We've published several B-roll videos of the new muscle car, shot in the areas around Portland."

Not surprisingly, the "top-of-the-line" Challenger SRT with the supercharged Hemi Hellcat V8 attracts plenty of attention, Jewett said.

The engine's output of 707 hp and 650 lb.-ft. of torque make tire-smoking burnout videos a popular post on social media outlets.

"The story of the new Challenger goes beyond laying down a set of black stripes on a drag strip, though," Jewett said. "The 2015 Dodge Challenger carries a redesigned interior that is more comfortable and uses premium materials, while drawing on the 1971 Challenger for design inspiration."

"That '71 Challenger also inspired Dodge's exterior stylists – check out the grille design and the black filler panel with chrome letters, which links the LED taillamp units – while keeping the iconic Challenger silhouette."

The 2015 Dodge Challenger family, Jewett said, has something for nearly every muscle car fan – from the base SXT model and its 305-hp V6 engine, through the R/T (Road/Track) model and its 375-hp V8, to the Scat Pack and its 485-hp V8.

"We know the Hellcat version of the Challenger won't be high volume in terms of sales," Jewett said.

"The people who will buy this car are the people who like to go to race tracks on public track day and really let the beast go."

## Wittmer, Bomarito Race to Victory in Dodge Viper SRT

SRT (Street and Racing Technology) Motorsports teammates Kuno Wittmer and Jonathan Bomarito co-drove to a major victory in the No. 93 Dodge Viper SRT GTS-R in the Brickyard Grand Prix at Indianapolis Motor Speedway on July 25.

Closing-driver Bomarito took the lead just under an hour from the race's end and crossed the finish line with a 10.789-second margin of victory.

The win, which came in the first major race appearance for the Dodge Viper SRT at Indianapolis, was the team's first in the new IMSA TUDOR United SportsCar Championship and second since returning to major sports car racing in 2012.

Wittmer started from third on the grid and overcame a few bumps, body blows and close calls to the No. 93 in a very aggressive opening hour of the race. He pitted 45 minutes into the race from fourth place and Bomarito quickly moved into contention for the lead during a double driving stint to the finish.

He moved into the lead just before the team's final stop and great pit work by the SRT Motorsports crew kept him in first place

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# GM Helping Soldiers Qualify For Service Technician Jobs

CONTINUED FROM PAGE 1

said GM spokesperson Lesley Warnke.

Upon successful course completion and program graduation, veterans receive career counseling, job-placement recommendations and employment assistance from Army Soldier for Life centers, and access to available GM technician employment opportunities through GM's authorized dealer network.

"Shifting Gears illustrates GM's commitment to serving those who serve America," said Steve Hill, GM vice president of U.S. Sales and Service.

"GM has supported the U.S. military for 100 years. From pro-

viding purpose-built vehicles in conflict situations to today's support for veterans and returning military personnel, we continue to be their strong allies."

"We've been working on this program for most of the year," Warnke said. "Whenever you have two or more entities joining forces to create something, it takes a while to iron out all the problems."

Raytheon has a long relationship with GM training technicians. And they do similar work for the Army, so having all three groups get together just made sense, Warnke said.

"There is a real need for trained technicians in the GM dealer network," Warnke said.



2015 Dodge Challenger SRT Hellcat VIN0001

# Powerful Dodge Muscle Car To Be Auctioned for Charity

The 2015 Dodge Challenger SRT Hellcat VIN0001 is being offered at auction.

The most powerful and fastest muscle car ever built, according to Chrysler spokesperson Eileen Wunderlich, will be offered during the Barrett-Jackson Las Vegas 2014 auction, to be held Sept. 25-27 at the Mandalay Bay Hotel and Casino in Las Vegas.

Proceeds from the auction will benefit the not-for-profit Opportunity Village organization of Las Vegas, said Wunderlich.

The one-of-one special-edition 2015 Dodge Challenger SRT Hellcat, with a 6.2-liter supercharged Hemi V8 engine and 0001 vehicle identification number (VIN), has an NHRA-certified quarter-mile time of 10.8 seconds at 126 mph, 707 horsepower and 650 lb.-ft. of torque on tap right from the assembly line.

Adding to the exclusivity, the donated muscle car will be the only Dodge Challenger to ever have a Viper-exclusive Stryker Red exterior.

The special paint job was hand-painted at the Dodge Viper paint facility, and it will include special Hellcat badging, specific VIN documentation and one-of-a-kind memorabilia.

"The 2015 Challenger Hellcat is already guaranteed to be one of the hottest cars that will roll through the Barrett-Jackson auction lanes in decades to come," said Tim Kuniskis, president and CEO, Dodge and SRT Brands.

"The VIN 0001 being auctioned this year is the ultimate one-of-one collectible 2015 Dodge Challenger, as Dodge is ensuring there will never be another one like it."

The 2015 Dodge Challenger SRT Hellcat VIN0001 has a class-exclusive TorqueFlite 8-speed paddle shift automatic transmission with RPM matching downshifts.

Along with the special transmission, the unique Challenger will feature 15.4-inch Brembo front disc brakes with two-piece

rotors and six-piston calipers – the largest brakes ever offered by Chrysler Group – and 20-by-9.5-inch wheels of lightweight matte black forged aluminum.

The car will have a newly designed interior trimmed in premium Black Laguna leather on performance-oriented seats, a modern dash layout providing all of the technology features one would expect, said Wunderlich, and an authentic forged-aluminum super-charger plenum cover under the hood.

The auction package includes a Hemi-painted presentation box with a VIN0001 electronic vehicle build book and video documentary, still shots, vehicle footage, an authentic Challenger SRT Hellcat embossed Laguna Leather iPad sleeve, a signed SRT Hellcat lithograph and a unique "birth certificate" for VIN0001.

Additional information on the vehicle is available on the news feed page of www.driveS-RT.com.

Barrett-Jackson is waiving all bidding and consignment fees, so 100 percent of the sale price will be donated to Opportunity Village, which serves people with significant intellectual disabilities in the Las Vegas area.

"With 707 horsepower, the 2015 Dodge Hellcat is more than just the most powerful muscle car built by an American manufacturer," said Craig Jackson, chairman of Barrett-Jackson Auction Company.

"It's also going to be the means to help countless people with severe intellectual and related disabilities reach their potential."

"We're honored that Dodge chose our 2014 Las Vegas auction to sell Hellcat VIN0001 to support Opportunity Village."

"Not only will the wonderful people at this organization benefit from the sale of this muscle car, but the winning bidder will own a truly amazing piece of American automotive history."

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## 12 Used GM Vehicles Endorsed for Teens

The Insurance Institute for Highway Safety (IIHS) last week named 12 models from current and former GM brands to its first-ever list of recommended used vehicles for teen drivers.

The group, supported by automobile insurance companies, released its recommended vehicles with the results of a new survey in which more than half of parents said their teens drive 2006 model year or earlier vehicles, fewer of which are equipped with features such as electronic stability control and side-impact air bags, said Chevy spokesperson Jennifer Ecclestone.

"We know many teens who are driving the older, smaller vehicles in the family fleet are less likely to afford optimal crash protection," said IIHS Senior Vice President for Research Anne McCartt.

"The vehicles from GM brands on our list provide teens with important safety features across all family budgets."

IIHS did not recommend any brand's mini or small cars, or high-horsepower vehicles, Ecclestone said.

"These IIHS recommendations will help guide our customers as they seek safe and affordable transportation for their young drivers," said Alan Batey, executive vice president and vice president, GM North America.

"The technologies that help inexperienced teen drivers in many cases avoid crashes are found on many of our late-model vehicles."

GM brands were recommended in two categories – Best Choices (\$20,000 and under) and Good Choices (\$10,000 and under) – and include Chevrolet (three models), Buick (four models), GMC (two models) and the discontinued Saab (one) and Saturn (two) brands.

Pricing excludes tax, title and license and is based on oldest model and lowest trim levels in Good condition or Better condition found on Kelley Blue Book's kbb.com. They are:



2010 Buick LaCrosse

Best Choices: Earned Good ratings in IIHS moderate overlap front, side, roof strength and head restraint tests; earned at least four out of five stars in federal government crash tests; and offer standard electronic stability, which helps drivers prevent rollover crashes.

Large Cars:  
• 2011 and later Buick Regal: \$13,500;  
• 2010 and later Buick LaCrosse: \$12,900;

Midsize Cars:  
• 2010 and later Chevrolet Malibu built after November 2009: \$10,900;

• 2012 and later Buick Verano: \$14,100;

Midsize SUVs:  
• 2010 and later GMC Terrain: \$14,900;

• 2010 and later Chevrolet Equinox: \$13,700;

Large SUVs (GM brands swept this category):

• 2011 and later Buick Enclave: \$19,900;

• 2011 and later GMC Acadia: \$17,800;

• 2011 and later Chevrolet Traverse: \$16,600.

Good Choices: Earned Good ratings in the IIHS moderate overlap front test and good or acceptable ratings in the side test. Also earned at least four stars in federal front and side tests, offer standard stability control and a

rating of marginal or better for head restraints and seats.

Midsize Cars:

• 2009 and later Saturn Aura (no longer in production): \$8,800;

• 2005 and later Saab 9-3 (no longer in production): \$4,000.

Midsize SUVs:

• 2008-2009 Saturn Vue (no longer in production): \$7,700.

"GM continues to strive for outstanding safety performance in our vehicles," said Jeff Boyer, vice president of GM Global Vehicle Safety.

"Safety technologies also need to be paired with good judgment on the part of all drivers, including teens – keeping their eyes on the road, hands on the wheel and distractions to a minimum."

Because behavior also influences traffic safety, GM and the GM Foundation are working to reduce injuries and fatalities to young drivers and passengers, Ecclestone said.

In June, a Safe Kids Worldwide report funded by a \$2 million GM Foundation grant found that motor vehicle crashes are the leading cause of death to teens between the ages of 13 and 19.

Although seat belts reduce the risk of death to front-seat occupants by 45 percent, half of those who die are not belted.

The report, "Teens in Cars," was based on a national survey of 1,000 teens between 13 and 19.

## Ford Supports DSO's Webcast And Neighborhood Concerts

Ford Motor Company and Detroit Symphony Orchestra are building on their long history together by launching a new performance series that brings live orchestral music into the neighborhoods of Detroit.

"DSO on the Go with Ford" will feature 10 free performances by DSO musicians at locations around Detroit.

The first performance took place July 22 and featured bassoonist Michael Ke Ma and cellist David LeDoux.

"Ford Motor Company has been generously helping DSO reach new audiences as far back in history as the 1930s, when they sponsored our live radio broadcasts," said DSO President and CEO Anne Parsons.

"Our collective motivation to increase accessibility remains alive today with Ford's support of our free Webcast series and now, with this new Detroit chamber music initiative, in bringing inspirational musical experiences to audiences across our community, as well as around the world."

Ford Motor Company Fund, the automaker's philanthropic arm, is supporting the new music series as part of its longstanding commitment to DSO and to enriching communities where the company does business.

"DSO is one of the cultural jewels that make our city great, and we are excited to have its acclaimed musicians perform live throughout Detroit's neighborhoods," said Jim Vella, president, Ford Motor Company Fund.

"This concert series also fits with our belief in expanding awareness of the incredible level of arts and music we have in our community."

Ford also continues to work with the DSO in other ways to broaden the orchestra's appeal and audience reach.

Five members of the DSO's brass section recently paid a visit to Ford's Michigan Assembly Plant in Wayne.

The brass section members put on an impromptu performance of Johann Sebastian Bach's Contrapunctus IX while new Focus and C-MAX cars rolled off the assembly line.

Earlier this year, Ford provided support to the DSO's "Live From Orchestra Hall" series of free HD webcasts.

## Judge Says No-No To Mercedes Edict

TUSCALOOSA, Ala. (AP) – A judge has ruled Mercedes-Benz U.S. International violated labor laws while dealing with employees interested in forming a labor union.

An administrative law judge for the National Labor Relations Board ordered MBUSI to revise rules in its employee handbook governing the solicitation and distribution of materials at its auto manufacturing plant in Vance.

The United Auto Workers accused Mercedes managers of stymieing pro-union employees' efforts to distribute information about the union.

Mercedes told *The Tuscaloosa News* its only restrictions were designed to protect worker safety and production.

Judge Keltner Locke ruled that employees who are not on working time can solicit support for a union from other employees, even if they are in work areas.

## Hamilton Chevy Donates 'Vette for Auction

by Jim Stickford

Donald Hamilton, owner of Hamilton Chevrolet on 14 Mile in Warren, knows a lot about making wishes come true.

He's auctioning off a 2014 Corvette Stingray, with all the proceeds going to the Make-A-Wish Michigan.

"We do this every two or three years," said Donna Blowycky, who works in the accounting department and puts on the raffle for the dealership.

"The last time we did this was in 2011 when we auctioned off a new Camaro."

Hamilton serves on the board of Make-A-Wish Michigan, Blowycky said. He lost his son Christopher to leukemia 27 years ago. The organization was able to arrange for Christopher to meet his hero, professional wrestler Hulk Hogan, before the child died.

Ever since then, Hamilton has worked with the organization and served on the board of its Michigan chapter.

"It's pretty simple," Blowycky said. "There are 5,000 raffle tickets for sale. They are \$50 apiece or three for \$100. We've sold more than 1,000 so far.

"The drawing will be at 3:30 p.m. on Aug. 16 in Memorial Park, located at West 13 Mile, near Woodward in Royal Oak. That's the Saturday of the Woodward Dream Cruise."

Hamilton has donated some time in his time share in Aruba, along with the Stingray, Blowycky said.

For those who might want to support the cause, but don't want a new Corvette, they can

take \$50,000 in cash as an alternative.

Buying the tickets shouldn't be difficult, Blowycky said. People can stop by the dealership and pay for them with cash or by check or credit card.

If that's not convenient, people can call Make-A-Wish Michigan at 800-622-9474 and order them. Payment for those who order by

phone is credit card only.

"We've had Paula Tutman (Channel 4 News) stop by the dealership," Blowycky said.

"She did a story and that brought awareness to what we're doing."

To learn more about the raffle and what Make-A-Wish does, people can visit its Web site at michigan.wish.org/corvette.

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## GM Gears Up With Its Own Home-Grown Eight-Speed Automatic Transmission

Chevrolet and GMC have confirmed that a new eight-speed automatic transmission will be standard on the 2015 Chevrolet Silverado, GMC Sierra and GMC Yukon Denali/Yukon XL Denali models equipped with the 6.2L EcoTec3 V8.

The GM-developed Hydra-Matic 8L90 eight-speed is approximately the same size and weight as the Hydra-Matic 6L80 six-speed automatic.

Its 7.0 overall gear ratio spread is wider than GM's six-speed automatic transmissions, providing a numerically higher first gear ratio to help drivers start off more confidently with a heavy load or when trailering.

The 8L90 also enables numerically lower rear axle ratios, which reduce engine rpm on the highway.

This is important, said GM spokesman Tom Wilkinson, because the new transmission was engineered "in-house" by GM staff. The company didn't go to suppliers for the work, which is what some other OEMs have done.

"We chose to develop the Hydra-Matic 8L90 ourselves," Wilkinson said. "The goal was to continue to simultaneously improve our trucks' capabilities without compromising in areas like mileage."

"The overall goal was to improve capability, refinement and efficiency, which is what we've done."

The trucks using the transmission, Wilkinson said, have maximum towing capacity of 12,000 pounds, "the highest of any light truck," so that goal was met.

Refinement, in this case, can be defined as quietness, Wilkinson said.

"The transmission has good shift quality," he said. "The idea was to have the shifts between gears be smooth, but also for the shifts to be decisive. That meant shifting gears without hesitation, and we achieved that goal."

And by adding gears, the engineers were able to achieve efficiency.

"The additional gears allowed us to use a taller rear-axle ratio that, along with other contributions made to trucks, has meant improved mileage," Wilkinson said.

"We don't have the official fig-

ures from the EPA yet, but I will say the potential for improved mileage is really there."

With 420 horsepower and 460 lb.-ft. of torque, the 6.2L EcoTec3 V8 is the most powerful engine offered in any light-duty pickup, said Wilkinson.

He said it offers a maximum available trailer rating of 12,000 pounds, based on SAE J2807 Recommended Practices.

As with other EcoTec3 engines, it seamlessly switches to four-cylinder operation under lighter loads to improve fuel economy.

Additional technical details and the EPA-estimated fuel economy will be announced closer to the start of production in the fourth quarter of 2014, Wilkinson said.

The real advantage of developing the technology in-house, Wilkinson said, is that it allowed GM to be able to integrate right from the start with other sys-

tems, such as the engine, when the trucks were being designed.

If GM had bought the transmissions from suppliers, engineers and designers would have had to wait until they actually received the transmissions before they could have started doing the integration work.

"By being able to do the integration work from the beginning, it makes the whole process better," Wilkinson said.

"Developing a new transmission is a huge expense. There's a reason OEMs go to suppliers for that kind of work. But we think the transmission that we've developed has been worth the extra expense."

The truck market is very competitive, Wilkinson said, which is why GM spent so much time and money making improvements to the company's models.

"No one wants to give an inch," he said.



2015 GMC Sierra Denali

## Continental Buys Emitec To Improve SCR Technology

Automotive supplier Continental has acquired 100 percent ownership of the exhaust technologies specialist Emitec.

Until now, it was a 50/50 joint venture with Continental and Continental's partner GKN.

The acquisition went into effect on July 31, and Emitec has become a part of Continental's Powertrain Division.

Continental already has a comprehensive product portfolio in the field of exhaust-gas after-treatment and works closely with Emitec, said Continental spokesperson Simone Geldhauser.

Its purchase of the remaining shares of Emitec – which develops and produces metallic catalyst substrates, particle filters, and dosing modules for selective catalytic reduction (SCR) – means that the automotive supplier will now offer complete exhaust-gas after-treatment systems, Geldhauser said.

This market is an important area of growth because, with more stringent emission standards, such as Euro 6, almost all diesel vehicles will need an SCR system in the medium term.

SCR technology involves injecting a urea-water solution into the exhaust stream to reduce the amount of nitrogen oxide in exhaust gases.

Emitec will be adding its catalytic substrate technology and its dosing module to Continental's SCR solutions.

These modules have synergies with the gasoline and diesel fuel supply units of the Fuel Supply business unit in the Powertrain Division, Geldhauser said.

This is why Continental has combined Emitec and Fuel Supply to form the new Fuel & Exhaust Management Business Unit in the Powertrain Division, she said.

"There's great potential synergy between Fuel Supply and Emitec in the very growth field of dosing modules, from initial cus-

tomers contact through to development, purchasing and production," said Dr. Markus Distelhoff, head of the new Business Unit and former head of Fuel Supply Business Unit at Continental.

"And our global production sites provide excellent expansion opportunities for Emitec's current products. We're already planning to start production of Emitec products by the end of this year at our Continental site in Wuhu, China."

"On the other side, Emitec is strongly represented in the commercial-vehicle and two-wheeler sector, Distelhoff said. It can use its expertise and customer contacts here to help Fuel Supply gain access to new market segments."

"For example, I can see great potential here in the Indian two-wheeler market."

In the future, Emitec will form the Exhaust Management Segment of the Fuel & Exhaust Management Business Unit. The products will continue to trade under the Emitec brand name, Geldhauser said. The structures of the former joint venture and the head office in Lohmar, near Bonn, will remain.

"We can see Emitec's strengths. We want to hold on to them and develop them further," said Distelhoff.

The future Exhaust Management Segment will be headed by former Emitec CEO Dr. Berthold Curtius.

"It's enormously important to us that we now bring together the expertise of both companies to strengthen our market position even further," Curtius said.

Founded in 1986, Emitec employs approximately 900 staff in total across Europe, the United States, and Asia.

It has production sites in both Lohmar and Eisenach in Germany, Faulquemont, France; Pune, India; and Fountain Inn, S.C.

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This Chevrolet model SS now comes with Automatic Parking Assist.

## Look, Ma – No Hands

Who says only big, fancy cars have parking assist technology? Now, the SS Sedan is Chevrolet's first and only vehicle to offer standard Automatic Parking Assist.

The technology uses sensors on the front and rear bumpers to detect the width and depth of parallel and reverse right-angle parking spaces to provide hands-free parking help, said GM spokesperson Afaf Farah.

"Even some of the most experienced drivers in the world loathe parallel parking," said Scott Holopeter, vehicle dynamics engineer for the SS. "Automatic Parking Assist is designed to help alleviate that anxiety in situations where more experience is required to park a vehicle."

The system can detect obstacles, gauge the size of a parking space, assess distance to the curb and calculate optimum steering angles for each parking space.

The driver, following instructions on the Driver Information Center, controls the accelerator and brake while the Automatic Parking Assist controls the steering. Signals sent from the sensors in the bumpers to the electric power steering rack allow the vehicle to steer itself into the space.

"Technologies that provide help in parking and even vehicles that can park themselves started, as most technologies do, on luxury cars but they have proliferated to more mainstream vehicles," said Michelle Krebs, senior analyst for AutoTrader.com. "They have broad appeal from newly licensed young drivers to older drivers and are also attractive to people living in increasingly congested urban areas."

For parallel parking, the driver pulls alongside a parking space until the vehicle's rear bumper passes the rear wheel of the car

parked in front of the open space.

The driver then shifts into reverse and the car steers itself into the space. The backup camera provides a visual indication of how close the SS is to surrounding cars.

The reverse perpendicular parking process works in a similar way. The driver presses the Automatic Park Assist button twice and follows instructions in the Driver Information Center to safely park the vehicle. Afaf said.

## MFG Day Aims at Reducing Skilled Labor Shortage

With a goal of exposing young people to the interesting and well-paying jobs offered by the manufacturing industry, Macomb County is looking for additional manufacturers to get involved by hosting facility tours on Oct. 3 in recognition of Manufacturing Day (MFG Day).

MFG Day is a national campaign designed to increase awareness about the important role of manufacturing in our economy while dispelling a misperception that manufacturing is dirty, dangerous and low-paying, said Macomb County executive director of Planning and Economic Development Stephen Cassin.

"Ultimately, the campaign hopes to reduce the skilled-labor shortage by connecting with the next generation of employees," Cassin said.

The county seeks manufacturers who are willing to open their doors for students and introduce them to the careers they offer. For more information, visit [www.MacombBusiness.com](http://www.MacombBusiness.com) or contact Maria Zardis at 586-469-5285.

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# Automakers Team to Improve Power Grid

Eight of the world's largest automakers are making a move that will help manage energy use and improve the efficiency of the power grid.

The automakers – which include General Motors, Ford and Chrysler – are collaborating with 15 U.S. utility companies to develop technology for plug-in electric vehicles to talk to the utilities via the cloud.

Collaboration among the automakers, utility companies and Electric Power Research Institute is integral to the pilot program, which will create a standards-based communications platform for use by plug-in electric vehicles and the electric grids.

The platform will enable the utilities to contact vehicle customers who have opted in to the program. It would send a request for those cars to stop charging temporarily to help manage a grid that is becoming overloaded.

The approach uses existing communications technology and standards and pushes to advance those systems by enabling two-way communication between the electric grid and electric vehicles.

“One thing that’s missing from most Smart Grid programs is a sense of collaboration,” said Tim Nixon, GM’s chief technology officer, Global Connected Consumer.

“Companies will showcase a meaningful solution, but without widespread acceptance in the industry, its usability is limited. That’s what makes this partnership unique.”

Participating utility companies are prepared to offer financial incentives to owners who make their cars available to the grid, said Ford spokesperson John Cangany.

“This innovative platform provides a critical enabler for the next step in vehicle electrification,” said Mike Tinskey, Ford’s associate global director

of Electrification Infrastructure.

“It’s a way for plug-in electric vehicle drivers to be financially rewarded for their willingness to help manage the electric grid.”

The financial incentives offer is similar to utilities offering customers discounts for allowing their home air conditioning to run intermittently during times of high demand.

Customers who opt in to the program can charge their cars at a location of their choice and have the ability to ignore the utility’s request to stop charging.

“As electric vehicles become more prevalent in the marketplace, it will present some unique challenges and opportunities for utilities who manage the flow of the electric grid,” said Dan Bowermaster, EPRI manager of Electric Transportation at GM.

“The focus of this collabora-

tion is to create a standard program that will allow utilities to work with different types of plug-in vehicles to more efficiently manage their demand on the grid.”

Nixon added, “If such a service were ever to be implemented for consumers that opt in to it, they could receive a financial benefit or other incentive for allowing their vehicle charging to be managed.

“This would also allow utilities to help reduce stress on the grid and costs to all utility customers.”

The formal collaboration between the automakers, utilities and Electric Power Research Institute began in fall 2012.

However, the concept and application of electric vehicle/grid integration has been studied extensively by numerous research



OnStar is connecting electric car drivers to the smart grid.

groups for more than 10 years, Cangany said.

Global automotive manufacturers working alongside GM, Ford and Chrysler include American Honda Motor Co., BMW Group,

Mercedes-Benz Research & Development North America Inc., Mitsubishi Motors North America Inc., and Toyota Motor Engineering & Manufacturing North America Inc.

## Car Shoppers Say They Think GM Has Changed

Survey data has found that 50 percent of new-car shoppers think GM is a different company today compared with five years ago, while only 24 percent of new-car shoppers believe the ‘old’ GM still exists, reports Kelley Blue Book [www.kbb.com](http://www.kbb.com).

“Despite challenges with the recall announcements, General Motors CEO Mary Barra has successfully positioned the brand in a positive light, as evidenced by Kelley Blue Book’s survey results showing half of new-car shoppers think GM has changed in recent years,” said Tony Lim, director of research, KBB.com.

“By reinforcing the message of the ‘new’ GM and distancing itself from the ‘old,’ Barra can continue to effectively distinguish the company from its past.”

The survey also revealed more than a fourth of new-car shoppers think GM is being active and transparent regarding the recalls. However, U.S. car buyers continue to question GM’s product quality, as the survey indicates mixed feelings regarding the manufacturer’s ability to make more reliable vehicles now than five years ago.

“High-profile recalls will put pressure on views of quality and reliability for any brand, and while many consumers think GM is a different company today, inevitably perceptions of product unreliability still exist,” said Lim. “GM can overcome these challenges and change perceptions by focusing on new-vehicle launches and commitment to innovative in-vehicle technology.”

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# ‘Butterflies’ Fly Away After 100-mph Race

HOWELL, Mich. (AP) – Rose Wehr feels the need for speed.

Thanks to the nonprofit program, Ford and Mustang Racing for Kids, she’s living her dream of racing down a dragway and reaching speeds of 100 mph in her Mustang.

“I’ve just always loved them,” Wehr said about drag racing cars. “The way they look, the way they sound, how fast they go.”

Wehr, a 2006 Pinckney Community High School graduate, grew up listening to her father telling stories about his drag racing days. Since she was 13, she constantly peppered him with questions about “how it felt, what it was like, how fun it was.”

Although she’s thrilled to be racing her Mustang, the 26-year-old Wehr said she enjoyed the time she spent with her family putting together the car. Starting off with a salvaged rusty frame, Wehr, her father, Dan Glover, and her brother, Robert Glover, turned the car into a sleek, green-and-white race car. Her sister, Peyton Burkhart, also helped.

On July 9, Wehr test drove her 1979 Mustang at Milan Dragway.

“It was a lot of fun,” Wehr said. “It gave me a chance to really work with my dad and brother to put it all together.”

She said it was a long process, “frustrating but fun.” They assembled the car in six months, completing it in May.

“I’m excited for her,” Putnam Township resident Dan Glover said after watching her test drive the car at Milan. “And absolutely proud.”

“I get an adrenaline rush each time I see her out there,” he said.

Ford and Mustang Racing for Kids provides participants with all the parts to assemble a racing car. The group is dedicated to helping kids race in a safe, legal way and providing them a chance to have fun.

Steve Hoffman said he started the program to share his passion for drag racing. The Livonia man raced nitro funny cars for 30 years.

He launched the program in 2006 in Livonia and recently expanded the program to Livingston County.

He said he often helps teenagers who are faced with personal struggles; sometimes, the teenagers have dropped out of school.

“You go back to school, I’ll help you,” he said.

He said he also wants to teach a new generation of young people how to work on cars. He said many teenagers prefer video games over race cars.

“It’s dying,” he said about interest in cars and drag racing. The only way it’s going to come back, he said, is for somebody to “start showing these people how to do this. and that’s why I did it.”

He said the program’s participants have ranged in age from 16 to 30. He said all the parts for the cars are donated.

His two brothers also help with the program.

Brother Don Hoffman, a Brighton resident, said he enjoys giving advice to teenagers and spending time with his family as part of the effort.

“To a young girl, the most important thing they’ve got going is their education,” Don Hoffman said. “That’s their power in life.”

He’s also “thrilled to death” to see the new members are mostly young women.

“It’s funny that they actually kick the boys’ butts” when it comes to racing, he said.

Steve Hoffman said the newest crop of participants in the racing program is young women, and that’s fine with him. He said the

girls are picking up the interest in the sport and doing fine.

“This one here is amazing,” he said about Wehr. “She can carry all the parts, knows what she’s got to do on the car, how it’s got to be done, and has only been doing it for six months.”

Wehr, who works in accessory sales at Wilson Marine, said she feels comfortable racing cars even though the sport has been dominated by men.

“I never thought too much about it because when you’re out there, it’s just you and your car,” she said.

When she races against a guy and beats him, she said, “That’s even better.”

Wehr said she was a little nervous after her first race, but the “butterflies” soon left.

“I’m doing 100 mph in the quarter-mile,” she said.

She also said she’s far from taking her foot off the pedal.

“I’m just getting started,” she said.

“I definitely see myself staying with it,” Wehr said. “I love this. It’s so much fun. I get to work with kids and show kids how to really love this sport, too.”

# Ford North America Profits Set Record for 2nd Quarter

DEARBORN, Mich. (AP) – Ford Motor Co. beat Wall Street’s expectations in the second quarter as it chalked up a record profit in North America and made money in Europe for the first time in three years.

But things will get leaner in the second half as Ford closes one of its U.S. pickup truck plants to prepare for its new aluminum-sided F-150 and spends more on materials and advertising.

Ford, which earned \$3.9 billion before taxes in the first half of this year, confirmed it expects full-year earnings of \$7 billion to \$8 billion.

That’s down from \$8.6 billion in 2013.

For the April-June period, Ford’s net income rose 6 percent to \$1.3 billion. The profit, of 32 cents per share, was up from 30 cents per share in the same period a year ago.

Excluding separation costs in Europe and a \$329 million impairment charge for its money-losing joint venture in Russia, Ford earned 40 cents per share.

That beat analysts’ forecast of 36 cents, according to FactSet.

Ford’s revenue fell 1 percent to \$37.4 billion, ahead of analysts’ expectation of \$36.2 billion. Worldwide sales fell 1 percent to nearly 1.7 million. Sales were down in every region except Asia Pacific, where they jumped 21 percent thanks to strong sales of new vehicles like the Kuga SUV in China.

Ford reported its highest-ever pretax profit of \$2.4 billion in North America. The company’s U.S. sales fell, partly because it pulled back on truck deals to ensure it has enough inventory as it transitions to the new F-150. But Chief Financial Officer Bob Shanks said that was offset by lower costs for materials such as steel and increases in sales of parts and accessories.

Ford plans to close its Dearborn truck plant for eight weeks beginning in August. The new F-150, with aluminum sides that shave 700 pounds off the truck’s weight, is scheduled to go on sale in the fourth quarter.

# Walk Set to Help With Literacy

The Oakland Literacy Council (OLC) is holding its Wild About Reading charity walk on Sept. 6 from 7:30 to 11 a.m. at the Detroit Zoo in Royal Oak. All proceeds raised will be used to support the continued efforts of the council in offering free one-on-one tutoring and English language instruction for adults with literacy needs.

The registration fee is \$25 for adults, \$15 for children. To learn more and to register, visit [www.oaklandliteracy.com](http://www.oaklandliteracy.com) or call the council at 248-253-1617.

# Automation Alley Provides Funds for IT Training

More than 500 local workers have received technical training through Automation Alley’s Technical Talent Development Program (TTDP) through mid-July.

Automation Alley expects to train approximately 1,000 people over the life of the program.

TTDP was launched in 2012 with two employer partners, HP Enterprise Services of Pontiac and Lakeside Software, Inc. of Bloomfield Hills and Ann Arbor.

The program is made possible through a \$5 million grant from the U.S. Department of Labor, Employment and Training Administration. The grant was awarded to Automation Alley to create jobs and train workers within Southeast Michigan’s tech industry, said Automation Alley spokesperson Erin Sommerville.

TTDP provides funding to local employers for high-level IT training of both potential and current employees. The training is administered by local training providers, including corporate training companies, workforce development organizations and educational institutions.

“Our Technical Talent Development Program is addressing a critical need in Southeast Michigan to fill the IT skills gap,” said Alysia Green, Automation Alley director of talent development.

“And now, because of our ef-

forts, more than 500 people have gained high-level IT skills, such as certified ethical hacking and Microsoft solutions developer.

“We’re proud of this milestone and will continue to create talent initiatives through TTDP that contribute to the growth of our members and the future success of our region.”

In 2013, Automation Alley awarded 13 local companies a portion of \$750,000 in training funds through the first round of the TTDP Challenge Fund. Automation Alley member companies with immediate IT training needs were eligible to apply for the funds.

This year, through a second round of the TTDP Challenge Fund, 24 local companies were awarded a portion of \$1 million in technical training.

In addition to working with local employers, Automation Alley is also helping to train unemployed individuals for high-level IT jobs through the Code ReConnect program. The first cohort of Code ReConnect graduates completed training in June.

Automation Alley partnered with Kelly IT Resources, a division of Kelly Services, Inc., to provide the trainees with access to employment opportunities with local tech companies through a six-month paid mentorship program.

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