



2014 Volt

Volt Earns IIHS's 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 in its tests – in four of the six cat-

egories 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.

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 sol-

diers reintegrate into their communities after leaving the Army, 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 providing 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.

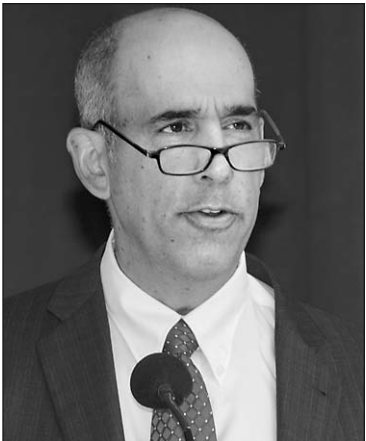
"There is a real need for

trained technicians within the GM dealer network," Warnke said. "Every year, GM has to hire 2,400 new technicians for the network and there is a real shortage of qualified people to fill the jobs."

Once Shifting Gears is up and fully running, it should be able to train 120 qualified technicians a year, Warnke said. Because the program didn't get its start until August, she expects that they will only be able to train about 30 people in 2014.

Warnke said that there is a real need for programs like this within the veteran community.

"The unemployment rate of veterans who recently left the



Steve Hill

service is higher than the unemployment rate in the civilian

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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 Hybrid

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.

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NHTSA Checking 2011-12 Chargers

DETROIT (AP) – The U.S. government’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 battery 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. government’s highway safety agency has decided to seek further information 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 highway divider.

The passenger air bags didn’t deploy, and Roberto suffered permanent brain injuries, according 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 didn’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 inquiry – 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 recalled 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 people 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 occurred before the bankruptcy, attorney Robert Hilliard said in a statement.

Hilliard also said he will ask judges for permission to file another 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 switches that can cause engines to stall since as early as 2001, yet it didn’t recall any cars until this year.

The switches can cut off the engine, knocking out power steering and brakes and disabling the air bags, which wouldn’t protect people in a crash.

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

The filing comes just days before compensation expert Kenneth 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 victims.

Feinberg is to start taking claims and will accept applications through the end of the year.

Those who settle with Feinberg 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 ignition 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 Kenneth Feinberg to independently design and administer a compensation program,” Cain’s statement said.

Challenger 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 trans-



2015 Dodge Challenger SRT Hellcat VIN0001

mission, 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 and an authentic forged-aluminum supercharger 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.driveSRT.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.”

“We are so unbelievably thankful for the support of Dodge and Barrett-Jackson,” said Linda Smith, associate executive director of Opportunity Village.

“We are touched by their amazing generosity and support of our mission here to support individuals with disabilities by giving them the chance to lead independent and fulfilling lives.

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‘Customers Like Smaller Size of Mid-Size Pickups’ – GMC 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 GMC Canyon represents 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 maneuverability 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.

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 maneuverability 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.

“I’ve driven the 2015 Canyon and I think it’s an awesome truck,” Srock said. “It’s solid overall and people looking for a mid-size should find that it does everything that they want in a truck that size.”



2015 GMC Canyon

Club GM Tees Off to Aid Various Charities

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

The annual event supports Club GM’s charities as well as Tomorrow’s Child, an SIDS organization. Check-in begins at 9:30 a.m. and the shotgun start is at 11 a.m.

Tickets are \$85 for those playing 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 community. 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.”

Participants aren’t limited to Club GM members, Jones said. The event is open to the public.

“We have room for 30 teams of four golfers,” Jones said. “That adds up to about 120 participants.”

GM Helping Soldiers Get Jobs as Service Technicians After Service

Continued from page 1

workforce,” Warnke said. “A program like this can really help veterans out.”

And so far, Warnke said, Shifting Gears and its implementation has gone smoothly.

The program is open only to members of the Army. It is not

for all members of the armed services, but that could change in the future, depending how successful the program turns out to be.

“We anticipate great success with Shifting Gears,” Warnke said. “It opens the door for GM to participate in more programs with the Army in the future.”

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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/register>. Deadline for registration 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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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.

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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 or contact Maria Zardis at 586-469-5285.

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