



Mary Barra

Barra Talks Industry Change, Technology Advancements

Earning customers for life is how GM intends to "compete and win," said General Motors CEO Mary Barra last week.

In an address to a Detroit Economic Club gathering Oct. 28, Barra talked about change in the auto industry.

"In the 100-years-plus since the auto industry sprang up in our community, there have been many transitional periods," she said. "I believe we are in one of those periods again."

"In fact, I believe this industry

will experience more dramatic change in the next decade than it has in the past 50 years. Given what we have all witnessed in just the last few years, this is a bold prediction, I know. But it can be unbelievably exciting as well."

She said GM is energized by this prospect, adding that the potential benefits for all who call Detroit home are enormous, including dealers, suppliers and unions.

"Look at the forces of change

sweeping through the automotive sector," Barra said. "Technology advancements are revolutionizing the industry. New propulsion systems, alternative fuel sources, lighter and stronger materials, self-driving vehicles and 4G LTE, to name but a few."

"Rapidly growing markets in Asia are causing every company to rethink its business plans. New competitors are emerging, including some in Silicon Valley."

Underlying each of these areas of change, she said, is the evolu-

ing nature of consumer expectations. What consumers want and expect from cars and trucks and crossovers, she added, is undergoing a revolution.

Barra said that if GM is successful in meeting the public's expectations, "we will earn customers for life. This is how we intend to compete and win. By getting closer to the customer than any other auto manufacturer."

"As I stand here today, GM is a

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Indiana Transmission Plant II Earns Chrysler's Bronze Status in WCM

Chrysler's Indiana Transmission Plant II (ITPII) has been awarded bronze status for its results in implementing World Class Manufacturing (WCM).

The Kokomo, Ind., transmission plant becomes Chrysler Group's first transmission plant and the sixth North American facility to achieve the WCM award milestone, said Chrysler spokesperson Jodi Tinson.

ITPII, which produces the five-speed transmission for various models in the Chrysler portfolio, received the bronze designation following a two-day audit Oct. 27-28, Tinson said. It came just over

four years after adopting the WCM operating system.

Bronze is awarded after earning a minimum of 50 points in 10 technical and 10 managerial pillars by demonstrating clear WCM know-how and competence through employee-conducted pillar presentations and a review of projects that have been expanded across the shop floor. ITPII earned a score of 50.

"The employees at ITPII have demonstrated their commitment to World Class Manufacturing by accelerating the rate of improvement in their plant in order to achieve bronze," said Brian Har-

low, vice president and head of Chrysler NAFTA Manufacturing.

"The support of the UAW at both the local and international level has been critical in making Chrysler Group's manufacturing facilities among the best in the world."

World Class Manufacturing is a methodology that focuses on reducing waste, increasing productivity, and improving quality and safety in a systematic and organized way, Harlow said. WCM engages the workforce to provide and implement suggestions on

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Indiana Transmission Plant II employees sped up improvement rate.

Buick Reaches Consumer Reports' Top Ten

by Jim Stickford

Infotainment systems are dragging down owners' perception of quality in late-model cars, according to recent research.

Multi-function, cross-linked infotainment systems and the associated in-car electronics are a growing reliability plague for many brands, according to the *Consumer Reports* 2014 Annual Reliability Survey.

That was the message given by Jake Fisher, head of *Consumer Reports'* auto testing, at a presentation before the Automotive Press Association at the Detroit Athletic Club Oct. 27.

Fisher told the crowd of reporters that first-year models from Infiniti, Jeep, Fiat, Ram, Cadillac, Ford, and Honda have all seen significant problem rates from infotainment bugs and glitches.

Of the 17 problem areas CR asks about in its survey, the category including in-car electronics generated more complaints from owners of 2014

models than any other category.

The common issues from past CR surveys, Fisher said, included unresponsive touch screens, or a reluctance to pair phones. While those issues remain, this year's survey finds they have been joined by other problems – including multi-use controllers that don't function properly.

The *Consumer Reports* 2015 new car reliability rankings saw Lexus repeat as the most reliable brand in the U.S. market, Fisher said.

"Infotainment system problems generally don't exist in a vacuum," said Fisher. "A close look at the results suggests that cars with a lot of in-car electronic issues usually have plenty of other troubles, too."

Consumer Reports Annual Auto Reliability Survey polls CR's subscribers, who indicate any serious problems in 17 trouble areas that they have had with the cars they own in the preceding 12 months.

Consumer Reports gathers



2014 Buick Verano

enough data on 248 models to predict which new cars will likely be reliable or troublesome, as well as provide insights and standings of major brands and

spot trends. The survey is the largest of its kind – the 2014 edition generated information

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Chernoby, Liddane Replace Betts as FCA's Quality Chief

By TOM KRISHER
AP Auto Writer

DETROIT (AP) – Doug Betts, Fiat Chrysler's longtime quality chief, abruptly left the company Oct. 28, one day after its brands performed poorly in *Consumer Reports* magazine's annual reliability rankings.

Fiat Chrysler said in a statement that Betts, who has been

with Chrysler for the past seven years, exited the company to pursue other interests.

He was immediately replaced by Mark Chernoby, who will head quality for the global company, and Matthew Liddane, who will lead Chrysler Group quality in North America.

Betts, who was senior vice president of quality, joined Chrysler in November of 2007 af-

ter more than 21 years of quality experience at Nissan, Toyota, Michelin and General Motors.

But he had trouble fixing the company's longstanding quality problems, and it continually fared poorly in the influential *Consumer Reports* rankings.

Company spokeswoman Shawn Morgan would not comment on any possible connection

between Betts' departure and the rankings.

Sergio Marchionne, CEO of the newly merged company, has shown little patience with executives whose performances fall short of expectations. He's often changed his top managers since taking control of the company after it emerged from a U.S. govern-

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Ford police vehicles will now have monitors that can help keep track of officers' driving habits.

Ford's Police Car Monitoring System Geared to Save Lives

Police departments now can police the police.

With Ford's new monitoring system, police agencies can better save lives, prevent injuries and potentially help save millions of taxpayer dollars.

As agents of law and order, police officers monitor driving behavior to ensure the safety of the motoring public, said Bill Frykman, Ford's manager of business and product development.

But until now, he said, unless investigators removed a police vehicle's black box and pulled the data after a traffic crash, no one has been able to monitor police vehicle operating conditions.

To help address this issue, Ford and Telogis have co-developed an industry-first telematics solution that builds on Ford's ex-

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Ford Recalling 200,000 Vehicles

Ford is issuing a safety recall for 204,448 2007-08 Ford Edge and Lincoln MKX vehicles in corrosion states and provinces in North America for possible corrosion under the reinforcement brackets where the fuel tank is mounted to the vehicle.

This condition may result in a fuel odor, fuel leak or potentially a check engine light, said Ford spokesperson Kelli Felker.

A fuel leak in the presence of an ignition source may result in a fire. Ford is aware of one fire that may be related to this condition, with no injuries and no accidents.

Affected vehicles include certain 2007-08 Ford Edge and Lincoln MKX vehicles built at Oakville Assembly from June 15, 2006, to Sept. 22, 2008. Ford is aware of 186,024 vehicles in the United States and federalized territories, and 18,424 vehicles in Canada.

Affected vehicles include those that are currently registered or were originally sold in 22 states (including Michigan) and parts of eastern Canada.

Dealers will inspect the fuel tank and either replace or repair it at no cost to the customer.

Chrysler Recalls 600,000 2010-2014 Trucks and SUVs

Chrysler is recalling about 600,000 vehicles in four separate campaigns involving fuel-heater housings and tire pressure.

In one campaign, Chrysler is recalling vehicles to take care of potential problems with wiring-harness terminals and to upgrade software that helps manage Electronic Stability Control (ESC).

The recall covers an estimated 381,876 trucks globally to upgrade certain wiring-harness terminals and replace – if necessary – their fuel-heater housings.

Restricted to vehicles equipped with 6.7-liter Cummins diesel engines, the campaign follows an investigation of two cases in which fuel-heater housings showed signs of overheating. Chrysler is unaware of any incidents involving fire.

Chrysler engineers discovered a terminal connector near the fuel heater may be subject to friction-induced corrosion, said company spokesperson Eric Mayne. This condition may lead to overheating and potential fuel leakage.

Service technicians will install new terminals made from upgraded material. Fuel-heater housings will be inspected and, if they show signs of leakage, they will be replaced.

Affected are certain model-year 2010-2014 Ram 2500 and 3500 pickups, and 4500 and 5500 chassis cabs. An estimated 314,704 are in the U.S.; 59,432 in Canada; 1,803 in Mexico and 5,937 outside the NAFTA region.

Chrysler is also recalling an estimated 184,186 SUVs globally, to upgrade software

Barra Talks Industry Change, Technology Advancements

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company with many strengths, but I also know we must improve significantly and rapidly. These are the facts. Complacency and overconfidence have no place in the global automotive industry and no place at our company.”

Since 2009, GM has announced more than \$11 billion in investments in the U.S., with almost half being committed to Michigan.

“And I’m pleased to announce today that GM will make an additional investment of nearly \$300 million in this region before the end of the year,” Barra said.

“These investments lead to quality jobs. In fact, we have worked with our UAW partners to develop initiatives that will lead to more than 22,600 jobs in the United States.

“Hiring has begun for many of the positions and will continue over the next few years, and many of these jobs will be based right here in Michigan.”

She said GM doesn’t invest in this region or create jobs here out of nostalgia or misplaced sentimentality, adding that what matters in this industry is excellence, value and world-class skills.

“In the next two years,” she said, “we are going to start connecting cars to each other, and the world around them, using a wireless technology called V2X. This encompasses both vehicle-to-vehicle and vehicle-to-infrastructure technology. It should reduce crashes dramatically.

“Cadillac will take the lead for our company. The 2017-model-year CTS, to be built in Lansing, will be the first GM vehicle to carry V2X technology. And we believe it will also be the first for the U.S. industry.”

GM is also joining forces with the Michigan Department of Transportation, the University of

Michigan and other automakers to create V2X-enabled corridors on 120 miles of metro Detroit roadways, Barra said.

“Another area where GM has placed a significant bet is in the electrification of the automobile,” she said.

“We introduced the Chevy Volt in late 2010 and in the intervening four years we have learned a lot about both the challenges and the promises of designing, engineering, manufacturing and selling an electric vehicle.

“The Volt is a leap forward in automotive technology . . .”

– Mary Barra,
GM CEO

“The scorecard on the first-generation Volt is good, but not everything we wanted.

“At the Detroit Auto Show in January, GM will introduce our

next-generation Volt. When it launches in the second half of 2015, it will represent a significant leap forward in technology, design and overall refinement. It will store more energy in its battery pack with fewer cells, yet go further on a charge. It will accelerate faster. And the car’s gas generator will come from an all-new GM engine family and use even less fuel.

“The Volt is a leap forward in automotive technology, and it has already had a profound impact on this region,” Barra said. “Of the more than \$5 billion GM has invested in Michigan since 2009, over \$1.8 billion of that amount was dedicated to make our state GM’s global center of excellence for vehicle electrification.

“This investment helped make our Brownstown Township facility the country’s first high-volume lithium-ion battery pack manufacturing site operated by a major automaker.”

This investment also helped fund new body shop tooling, equipment, and additional upgrades at the Detroit-Hamtramck assembly plant, which builds the Volt, Barra said, adding that it

will also allow GM to build the next-gen Volt’s gas engine in Flint.

“Now we are prepared to go the next step,” Barra said. “Along with the investment news I mentioned earlier, the second announcement I am pleased to share today is that we will build the new Volt’s electric drive system in Warren. This means that all of the Volt’s major components – the battery cells, the battery pack, the electric drive unit, and the gas motor – will be made in Michigan.

“For GM, this electrification technology is an important element of our global business plan. And we are determined that this region will be the recognized global leader of electric vehicle development.”

Barra said she wants GM to excel, to win in the marketplace and that Silicon Valley doesn’t have the corner on innovation.

“Johan De Nysschen, our new president of Cadillac commented recently . . . that our competitors are ‘absolutely 100 percent immersed in annihilating the opposition,’” Barra said. “He’s right. This is reality. And we must be equally determined to prevail.”

Buick Leads Domestics in Consumer Study

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from about 1.1 million vehicles.

The worst first-year infotainment offender in this year’s survey was the Intouch system in the new Infiniti Q50 sedan. More than one in five owners reported a problem with it.

That, when combined with the poor reliability performance of the QX60 SUV, was enough to drop Infiniti’s reliability rank 14 points to 20th overall – the farthest drop of any of the 28 brands this year.

The survey did show signs some carmakers are finding ways to alleviate infotainment problems, Fisher said.

While hardly trouble-free, updates and changes to Ford and Lincoln’s MyTouch systems have made them less troublesome year after year.

When introduced, the 2011 Ford Explorer had a 10 percent infotainment complaint rate and peaked at 28 percent. The 2014 Explorer’s revised system has a 3 percent complaint rate for the same trouble areas.

Buick was the only domestic brand to finish in the top 10, and moved into 6th place from 16th

last year. All six of its models included in CR’s annual survey scored average or better reliability, including the CR-Recommended Buick LaCrosse (V6).

“Buick’s relatively high ranking is a big deal,” said Mike Wall, director of Automotive Analysis for IHS. “It demonstrates a couple of things. First, infotainment issues are still a problem. Second, I noticed when I read through the report that consumers are demanding this technology and the automakers that can best execute it will fare better with the public.”

Wall said Buick has done a good job of creating vehicles that are of good quality but relatively inexpensive compared to other high-end vehicles.

“Buick has really done a good job in terms of both quality and content of vehicles,” Wall said. “Look at the Verano. It’s a success and it’s built off the Cruze platform. GM has been able to leverage off an existing platform to extend the Buick brand. That’s how you draw in those much-revered younger buyers.

“Brands like Buick are building smaller vehicles to bring the entry price to the brand down.

The ones that are able to do that will win in the end. I think we’ll be seeing a lot of that sort of thing in the future.”

All of the other U.S. brands finished in the lower half of the brand rankings. Lincoln joined Hyundai and Cadillac as the brands that improved their rankings the most.

This year, Lincoln moved up 12 spots, finishing in 15th place, with four models including the reliable MKZ sedan scoring average and only two models below average.

Domestic small and compact cars, and full-sized pickups aren’t helping American carmakers to improve their reliability rank, Fisher said.

The Chevrolet Sonic and Cruze, Ford Fiesta and Focus, and the Dodge Dart turbo version are all below average.

The recently redesigned Chevrolet Silverado/GMC Sierra 1500 is showing a lot of teething pains. The GMC brand dropped 10 places, finishing 19th in the rankings largely because of the Sierra 1500 pickup. The Ram 1500 has also faltered, contributing to RAM’s seven-place slide to 26th.

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Alicia Boler-Davis with GM VP John Quattrone

GM's Alicia Boler-Davis Earns Award from 'Women of Color'

Although initially discouraged from pursuing engineering by a teacher, a young high school student pursued her curiosity and love of math and science.

That former teenager is now General Motors senior vice president of Global Quality and Customer Experience.

Alicia Boler-Davis shared her story as she received the 2014 Technologist of the Year award from *Women of Color* magazine.

Educated as a chemical engineer, Boler-Davis took numerous career-building positions at GM and applied her technical background along the way.

In 2007, Boler-Davis became GM's first African-American plant manager and has changed the face of the automotive business as her leadership career progressed.

"Alicia pioneered a path of many firsts through her career and is one of the highest-ranking African-American women in the global auto industry," said John Quattrone, GM senior vice president,

Global Human Resources.

The Technologist of the Year award given to Boler-Davis was the highest honor bestowed at the 19th Annual Women of Color Science, Technology, Engineering and Math (STEM) Conference Gala held Oct. 25.

Boler-Davis said a high school counselor disagreed with the aforementioned teacher and introduced her to a summer engineering program. That guidance, plus high expectations and support from her family, role models and mentors, greatly influenced her.

"We can never overestimate the impact we can have on young people considering STEM careers," Boler-Davis said in an address to an audience of more than 1,500 technologists, engineers, scientists and students.

"While many companies here are fierce competitors in the marketplace, the advancement of STEM education is one area where we are best served by working together."

Chernoby, Liddane Replace Betts as FCA's Quality Chief

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ment-sponsored bankruptcy in 2009.

But AutoTrader.com senior analyst Michelle Krebs said Marchionne had been more patient than usual with Betts. "It clearly sends the message that Chrysler management is not going to accept bad quality going forward," she said. "They need to do something. Yesterday's results were really dismal."

Fiat Chrysler Automobiles fared worst in the *Consumer Reports* rankings this year. The Dodge, Ram, Jeep and Fiat brands occupied the bottom four spots of 28 brands ranked by the magazine. Chrysler was the company's highest-ranked brand at No. 22. Jeep, Ram, Dodge and Chrysler all dropped from last year's rankings. The new nine-speed transmission in the Jeep Cherokee was among the company's head-aches.

The instability created by combining Chrysler with Fiat has not helped reliability, said *Consumer Reports'* head of auto testing Jake Fisher. "It's just this kind of mov-

ing target," Fisher said.

Chrysler's quality problems, though, can't be blamed solely on Betts, Krebs said. The company must fix engineering, design and manufacturing problems as well, she said. Chernoby, who now serves as FCA's head of product development, will keep that position in addition to his quality duties.

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America's 'Ready to Take on the World,' Says New Chrysler Commercial Campaign

Chrysler has debuted its unique "Ready to Take on the World" advertising campaign for the new 2015 Chrysler 200.

The integrated campaign launched Oct. 25 online and Oct. 26 on television with three 30-second commercials. A fourth 30-second spot will debut this month, said Chrysler spokesperson Diane Morgan. The campaign also includes print, digital and social extensions.

"The spots use subtle humor with visual and musical cues, in addition to narration beginning in three different languages – Japanese, German, Swedish – to drive home the campaign's focus on craftsmanship, performance and safety," Morgan said.

"As the all-new 2015 Chrysler 200 is presented in full frame, the narration shifts from the native speaker to an English voice-over introducing the all-new Chrysler 200."

"In 2011," said Olivier Francois, Chrysler's chief marketing officer, "we made a promise with 'Imported from Detroit' – and in 2014, we set an expectation with the all-new 2015 Chrysler 200 as 'America's Import.' Our story has evolved from 'Detroit is back' to 'America is back' to now, America is 'ready to take on the world.'"

"With the all-new Chrysler 200, we've made a car that feels, looks and drives as competitively and competently as any import, but is built in the U.S.A."

"So why not speak to the attributes of the car that one might associate with a particular country, whether Japan, Germany or Sweden, and put a unique twist on it that will make consumers



"International" marketing campaign for the 200 debuted Oct. 25.

not just sit up and take notice but also question what they see and hear, and ultimately, what they believe is possible from an American-made automobile."

Speaking about the entire process, Chrysler President and CEO Al Gardner said, "The all-new 2015 Chrysler 200 symbolizes the Chrysler brand's commitment to building a world-class vehicle. "From the all-new plant built to manufacture an all-new car, the Chrysler 200 has been reinvented from the ground up."

Here are the locations where the three spots were filmed:

- "Japanese Quality," with its focus on craftsmanship, was filmed in Detroit using textural elements within the city that might appear to be part of the landscape of Japan.
- "German Performance – Autobahn" and "German Performance – Three Times," highlighting superior performance, was filmed in Seattle at night in an homage to Germany's iconic Autobahn.
- Launching on television in

November, "Swedish Safety," showcasing a car designed to help keep passengers out of harm's way, was filmed in both San Francisco and Seattle, and mirrors the fjords and sea typical of the Swedish landscape, Morgan said. The commercials all feature the music, "The Fire," by The Roots during their closing frames.

Morgan said that in order to build the 2015 Chrysler 200, Chrysler went back to the drawing board and rebuilt everything – even the factory that makes it.

As the 2015 Chrysler 200 continues to arrive at dealerships across the country, Chrysler recently launched the Chrysler 200 Factory Tour experience with Google Maps Business View, giving consumers a first-of-its-kind look inside the automaking process, Morgan said.

The virtual tour allows users to get up close to the assembly process, taking them inside the 5 million square feet of the Sterling Heights Assembly Plant.

Nearly \$1 billion was spent to prepare the facility.

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Sterling Heights Mayor Richard Notte Dies at 76

Sterling Heights Mayor Richard J. Notte died in his home of complications from pancreatic cancer on Tuesday, Oct. 28. He was 76 years old.

A part of Sterling Heights municipal government for more than 30 years, Notte was serving his 11th two-year term as mayor. He previously served 10 years as a member of the city council before becoming the first mayor to be directly elected by a vote of the city electorate.

While donning his trademark fedora, Mayor Notte was immediately identifiable throughout the community when representing his constituents at thousands of ribbon cuttings, charity balls, dinners, luncheons, school events, and scouting ceremonies. Notte always said he believed his role was to serve all Sterling Heights residents.

"I, myself, don't like to be called a politician," Notte said in a 2013 induction speech to the Macomb Hall of Fame. "I'd rather be called a representative, representing the people, because it's what I do."

Notte earned two associate's degrees from Macomb Community College, one in applied science and one in labor studies. He retired from Ford Motor Company in 2004 after 45 years of employment. While there, he held several elected UAW positions and was plant chairman and recording and financial secretary. He was a committeeman and had represented constituents since 1972.

Notte fought tirelessly to keep the Sterling Heights Assembly Plant (SHAP) open following the Chrysler bankruptcy. His passion



Mayor Richard Notte

and commitment paid off when Chrysler acquired the SHAP assets and invested over \$1 billion to construct a new assembly facility and paint shop at SHAP.

"We are deeply saddened by the passing of Mayor Notte," said Brian Glowiak, Chrysler director of Civic Relations and Community Engagement, in a statement to the media.

"It is a sad day for the city and for all of the people he impacted both personally and through his long and dedicated service to the City of Sterling Heights. We will truly miss his leadership and his charismatic personality."

Notte was a strong advocate for Sterling Heights Community Foundation and its mission to enhance cultural, educational and recreational opportunities for Sterling Heights residents.

In 2010, Notte funded the "Richard J. Notte Scholarship for Public Service Endowment," which will annually present a college scholarship to a student in his name.

Ford Police Car System Monitors Drivers

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isting Crew Chief powered by Telogis and is designed specifically to help meet the monitoring needs of law enforcement agencies, Frykman said.

The technology provides intelligent data and analytics that law enforcement agencies need to dramatically improve officer safety and driving behavior, heighten situational and operational awareness, and help reduce vehicle maintenance costs.

With the addition of Ford Telematics on Ford Police Interceptor vehicles, police administrators can monitor officer location and vehicle operating conditions, Frykman said.

While many agencies have policies that require officers to avoid excessive speed and that promote safety belt use, until now they had no visibility into the real-time driving habits of officers to enable training and encourage safe driving behaviors.

Ford Telematics for Law Enforcement builds upon the core design and engineering philosophy of the Ford Police Interceptor for maximizing officer safety, said Ford spokesperson Chris Terry, adding that this is key to helping prevent police crashes by mitigating high-speed driving and encouraging safety belt use.

"We have a responsibility to the communities we serve and to our fellow officers to make safety behind the wheel one of our top priorities," said Vartan Yeghyan, director of police transportation II and commanding officer at the Los Angeles Police Department.

"The collaborative process that exists with the LAPD, Ford and Telogis has allowed us to customize this solution to meet the unique demands of our

organization and other Ford police fleets."

"Vehicle accidents are the leading cause of officer fatalities," said Frykman and even the slightest improvements in driver training and behavior within law enforcement organizations can potentially save lives.

"Whether in emergency operation or not, vehicle data from this technology, in context with different driving situations will help illustrate to police organizations where changes can be made that will have a profound effect on officer safety."

"Working with Ford," said Greg Dzewit, vice president, OEM business at Telogis, "we're delivering a solution for training and visibility for police departments that will be a game-changer for their safety programs."

"Combining exclusive Ford Interceptor vehicle data with the Telogis platform provides law enforcement agencies with unprecedented levels of intelligence about their fleet operations to drive safety, improve situational awareness during critical events and reduce overall costs."

While firearm-related police fatalities often make headlines, police administrators know traffic fatalities and injuries represent a greater statistical threat to officer safety, Terry said.

According to data from the National Law Enforcement Officers Memorial Fund, from 2004 to 2013, an average of nearly 55 officers were killed each year as a result of a firearms-related incident. For the same time period, an average of 64 officers a year died in traffic-related incidents.

"Traffic-related incidents have been the leading cause of law enforcement fatalities in 14 of the last 16 years," said Craig W. Floyd, National Law Enforcement

Officers Memorial Fund chairman and CEO.

"Leveraging technology to improve law enforcement vehicle safety is integral to reducing the number of officers killed in traffic-related incidents each year."

In addition to safety belt use monitoring, the new system builds upon existing capabilities of Ford Crew Chief powered by Telogis to provide visibility into police vehicle lateral acceleration, spins, yaw rates, pursuit mode, accelerator pedal position, brake pedal position, engine torque, antilock braking system events, and stability control and traction control events, Frykman said.

Agencies can also get individualized scorecards on police officers' driving behaviors based on these inputs.

Last year, Ford unveiled a surveillance mode feature that uses existing sensor technology to automatically roll up windows, lock doors and sound an alarm if someone approaches an officer's parked vehicle from the rear.



Michael Millikin

Millikin to Retire In 2015, Led GM's 9/11 Response

GM General Counsel Michael Millikin has informed the Detroit automaker of his decision to retire in early 2015.

The company will immediately begin an external search for his replacement, said GM spokesperson Pat Morrissey.

"Mike has had a tremendous career, spanning more than 40 years, with the vast majority of it at GM," said GM CEO Mary Barra.

"He has led global legal teams through incredibly complex transactions, been a trusted and respected confidant to senior management, and even led the company's global business response team following the tragedy of 9/11.

"For me, personally, Mike has been incredibly helpful over the past two decades," Barra said. "I find him a man of impeccable integrity, respectful candor, and unwavering loyalty. He will be missed."

"I wish him and his wife Karen much happiness in this next chapter of their lives."

"Mike has served the Board extremely well," said Tim Solso, chairman of the General Motors Board of Directors. "He has been a valued advisor, a strong leader and a consistent and honest voice over the past several years. On behalf of the Board, I wish him well in retirement."

Millikin, 66, will remain in his position until the transition of the new General Counsel is complete, Morrissey said.

Some GM career highlights:

- Joined GM in 1977;
- Joined the overseas legal matters practice area in 1981;
- Named head of the in-house litigation practice area in 1987, where he spearheaded the company's response to the theft of confidential documents and data by Jose Ignacio Lopez and some of his followers.

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FCA to Spin Off Ferrari to Become Separate Company

MILAN, ITALY (AP) - Fiat Chrysler Automobiles will spin off sports car maker Ferrari into a separate company, a move to unlock the luxury brand's value and distinguish it from its mass-market parent.

The spinoff aims to raise money to support the newly merged carmaker's plans to invest \$61 billion over five years to compete with global giants Toyota and Volkswagen. Shares in Fiat Chrysler soared on the news.

"I think we are doing the right thing by giving Ferrari a proper, unique place in the capital markets to be evaluated and valued as a luxury automaker," FCA's CEO Sergio Marchionne said in an analyst conference call Oct. 29.

Fiat Chrysler, which owns 90 percent of Ferrari, will sell 10 percent of its shares in a public offering, and distribute the remaining 90 percent of its holding to its own shareholders.

Marchionne refused to speculate on Ferrari's value, saying only, "I think we will be pleasantly surprised."

Investors seemed to agree. Shares in Fiat Chrysler jumped 10.6 percent to 8.43 euros in Milan, and 11.93 percent to \$10.88 on the New York Stock Exchange the day of the announcement.

The news of the spinoff was coupled with an announcement that Fiat Chrysler will issue \$2.5 billion in convertible bonds to help fund its business plan.

The board intends to complete the spinoff during 2015, and said shares would be listed in the United States, with a possible double listing in Europe, as Fiat Chrysler has done.

A Ferrari spinoff had long been speculated by industry experts as Marchionne seeks to maximize values from the group's brands. Fiat Chrysler's other luxury brands, including Alfa Romeo and Maserati, will remain part of the parent company, and are a key part of Marchionne's plans to focus production in Italy on higher-margin luxury cars.

The decision to break off Ferrari comes about two months after an awkward management transition at Ferrari that saw longtime chairman Luca Cordero di Montezemolo resign after a public spat over strategy with Marchionne, who has since taken over his job.

Marchionne has been vocal in his displeasure over Ferrari's long absence from the Formula One car racing winner's circle, and has pledged to get the team back to the top. The last time it won the driver's championship was in 2007.

"I think we need to continue to protect Mother Goose, which is the production of cars, and we need to get back on the track and start winning again, which is part of the DNA of the house," Marchionne said.

Ferrari has limited production to 7,000 vehicles a year to maintain its exclusivity, and Marchionne said production would be increased only to match an expansion in the customer base.

Also on Oct. 29, Fiat Chrysler Automobiles N.V. announced it returned to a profit in the third quarter thanks to a good performance by its luxury brands and gains in North America and Asia.

It made a net profit of 174 million euros (\$221 million) for the three months ending Sept. 30. That compares with a loss of 15 million euros in the same period last year. Revenues rose 14 percent to 23.5 billion euros.

Ferrari and Maserati combined earnings before interest and tax were 484 million euros, up 55 percent from a year ago.



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27 Mo 1 PAY LEASE **\$3651**** | **\$2886**** | **\$4622****

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- Big Horn
- Snow Plow Prep
- Spray in Bedliner
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- 5th Wheel Prep Grp
- SLT

MSRP \$ 61,835
SAVE \$ 17,141
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#D4-10305

2014 RAM 2500 CREW CAB 4X4 6.4L HEMI V8

- Black Appearance Pkg
- Spray in Bedliner
- Trailer Brake Control
- Anti-Spin
- SLT

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SAVE \$ 12,720
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2014 RAM 2500 CREW CAB 4X4 CUMMINS TURBO DIESEL

- Spray in Bedliner
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Eight of Chrysler Group's Women of Color winners at the group's annual STEM Conference in Detroit Oct. 24

Chrysler 'Women of Color' Score Big in Career Honors

Ten Chrysler technical business leaders received honors for their career achievements at the 17th Annual Women of Color STEM Conference Oct. 23-25 in Detroit.

The Women of Color Conference is the only multi-cultural celebration held to honor the significant achievements of women in technology.

The conference annually recognizes the most innovative professionals in the STEM fields for their career accomplishments "despite the traditional obstacles faced by women in these fields," according to Chrysler spokesperson Valerie Oehmke.

The conference ensures that the achievements and importance of outstanding women in technical fields are highly visible to industry, government and students, said Chrysler spokesman Mile Palese.

"The Women of Color Awards recognize some of the most promising and influential women business and community leaders in the U.S.," said Mike Keegan, Chrysler's senior vice president of Human Resources.

"Chrysler Group is proud that our female employees continue to be recognized for their extraordinary technical achievements and leadership."

Special Recognition Awards recognize their "accomplish-

ments in leading and managing a significant part of a technology enterprise and whose career choices serve as an example to women working to move beyond what are considered traditional roles."

Chrysler recipients were:

- Anna Yang Shu (Manufacturing)
- Angela Zielinski (Engineering)

In the Technology Rising Stars, ("young women who are helping to shape technology for the future,") Chrysler recipients were:

- Li Chen (Powertrain)
- Rasheeda Daanyal (Engineering)
- Navdeep Kaur (Engineering)
- Ann Kong (Engineering)
- Iliana Martinez (IT)
- Sharmistha Mukherjee (IT)
- Haiying Tang (Engineering)
- Gengmei Wang (Engineering)

"These women join a long list of accomplished female leaders at Chrysler Group who've received this prestigious recognition and serve as role models highlighting the exciting career opportunities for women in the automotive industry," Keegan said.

For the past three years, Chrysler has been named a top supporter of engineering programs at the nation's Historically Black Colleges and Universities (HBCUs), according to U.S. Black

Engineer & Information Technology magazine.

The company also sponsored Great Minds in STEM, an organization that provides scholarships to Hispanic students majoring in a STEM field.

In addition, Chrysler also supports various organizations that advance women's involvement in STEM professions, including Michigan Council of Women in Technology and Society of Women Engineers.

Over the past 19 years, Chrysler has invested nearly \$2.1 million in First Robotics teams

across the U.S. and Canada. Moreover, the company sponsored Formula SAE Team sponsorships that allow engineering students to conceive, design, fabricate and race formula-style cars, Palese said.

In addition, he said, Chrysler continues to be an active supporter of organizations such as the National Black MBA Association and National Association of Hispanic MBAs to recruit talented MBA candidates from leading business schools for the company's finance and leadership development programs.

Indiana Plant Earns Chrysler's Bronze in WCM

CONTINUED FROM PAGE 1

how to improve their jobs and their plants.

WCM was first implemented by Fiat in 2006.

It was introduced to Chrysler as part of the alliance between the two companies in June 2009.

Since that time, the company has saved more than \$1 billion in controllable manufacturing costs as a result of the implementation of WCM.

During an audit, Harlow said, zero to five points are awarded for each of the 10 technical pillars, which include safety, workplace organization, logistics and the environment. Zero to five points are also awarded for each of the 10 managerial pillars such as management commitment, clarity of objectives, allocation of people, motivation of operators and commitment of the organization.

A score of 100 would indicate World Class.

In addition to ITPII, four other facilities currently hold bronze awards – Toledo Assembly Complex in Ohio, Saltillo Truck Assembly Plant in Mexico, Dundee Engine Plant in Michigan and Trenton Engine Complex.

The Windsor Assembly Plant in Ontario, which earned its bronze designation in 2012, was awarded silver in March 2014, making it Chrysler's highest-ranking plant in North America.

Construction of ITPII began in 2002 and launched production in November 2003.

Together with its sister plant, Indiana Transmission Plant I, the complex employs more than 2,500.

October Car Sales Strong

New-vehicle retail sales are expected to reach their highest level for the month of October since 2004, according to a monthly sales forecast developed jointly by J.D. Power and LMC Automotive.

New-vehicle retail sales in October 2014 are projected to come in at 1.1 million units, a 6 percent increase, compared with October 2013. The retail seasonally adjusted annualized rate (SAAR) in October is expected to be 13.6 million units, 700,000 units better than October 2013.

"The industry continues to demonstrate strong sales growth and robust transaction prices, resulting in another record-breaking month for industry consumer spending," said John Humphrey, senior vice president of J.D. Power's global automotive practice.

Retail transactions are the most accurate measure of true underlying consumer demand for new vehicles. Humphrey expects consumer spending on new vehicles to exceed \$32.5 bil-

lion in October. Consumer spending in October of 2013 reached \$30.7 billion.

Humphrey said growth in retail sales and higher transaction prices are partly due to increasing consumers using longer-term financing, which makes purchases more affordable from a monthly payment perspective. A third (32.6 percent) of vehicles sold in October 2014 are financed with a term of 72 months or longer, tying the July 2014 record.

"The current environment of the auto industry is one of strength and stability, with the second half of the year at a 16.6 million-unit pace, more than making up for the 16.1 million-unit level in the first half of 2014," said Jeff Schuster, LMC senior vice president of forecasting.

"The market is clearly seeing a second wave of SUV popularity – with a wide variety of choices across the size spectrum – that will likely dominate market share for the foreseeable future."

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MSRP \$48,525

SALE PRICE **\$34,872***

27 MONTH LEASE **\$279.95***

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NEW 2014 RAM 1500 CREW CAB 4X4 EXPRESS

STK. #4-91089

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2015 Chevy City Express Hitting Dealer Showrooms

Chevrolet's new 2015 City Express cargo van, with a starting price of \$22,950, began shipping to dealerships Oct. 24.

"Our existing customers will love getting behind the wheel of the City Express when it's at their Chevrolet dealership," said Ed Peper, GM U.S. vice president, Fleet & Commercial.

To make the shopping and purchasing process easier and more convenient, Peper said, Chevrolet offers web tools on Chevrolet.com that provides customization options for potential buyers.

"We understand our customers are often too busy to step away from the office to visit a dealership," said Peper.

"So we give them the option to build a City Express online with their specific color, trim, and even wheels, so that they are fully aware of the cost to their business before they meet with a salesperson."

Buyers also can compare online the City Express to other vehicles in the marketplace to see how it stacks up in areas like

fuel economy, pricing, and safety, Peper said.

The City Express will be a part of Business Choice, an incentive program that provides qualified business owners a \$350 Upfit Cash allowance, Peper said.

Chevrolet also will offer customers "ship-thru" service, which sends the vehicle directly to an upfitter from the plant and the upfit vehicle is delivered directly to the dealer once complete.

The ship-thru process makes it simple and convenient to upfit the City Express to meet the specific needs of the business.

City Express will be covered by Chevrolet Complete Care, which includes scheduled maintenance for two years or 24,000 miles, whichever comes first, 5 years/100,000 miles of 24-hour roadside assistance and courtesy transportation.

And it's covered under Chevrolet's five-year/100,000-mile powertrain warranty, as well as a three-year/36,000-mile bumper-to-bumper limited warranty.



2015 Chevrolet City Express

Golub Leaving Cars.com, Jauernig Becomes President

Cars.com's Mitch Golub is stepping down from his position of president after nearly two decades of leading the company.

Dan Jauernig, chief executive officer of Cars.com, will assume the added role of president.

Jauernig is a 14-year veteran of Classified Ventures, the former ownership company of Cars.com.

Golub will stay on with the company to help transition through March 1, 2015, said Cars.com spokesperson Jackie Brennan.

Alex Vetter, currently the company's senior vice president, will now take on the new and expanded role of executive vice president and chief operating officer, Brennan said.

Vetter has helped steer the company's growth strategy from concept into a multi-faceted sales and distribution model that spans all aspects of Internet marketing, including local, mobile and social media, said Brennan.

Over the years, Vetter has operated in nearly every capacity at Cars.com, including product development, customer service, training and operations, and currently oversees all revenue-generating activities.

Golub has been with Cars.com since its inception in 1997. As the first employee and founding executive, he has played a pivotal role in the rapid growth of the company, Brennan said.

What began as a small start-up with 21 employees, 50,000 vehicle listings and fewer than 1,000 dealer customers in its first year, Cars.com has grown to a 1,300-plus-employee company with

more than 4 million vehicle listings serving 20,000 dealers across the country and every U.S. automaker.

On Oct. 1, Cars.com was sold to Gannett Co., Inc., for \$2.5 billion.

During Golub's tenure, he was responsible for the development of Cars.com's strategic direction, and ensuring the company's sales, finance, marketing, product development, media and business development areas were all closely aligned with the company's vision and positioned for sustainable growth.

"Working at Cars.com for the past 18 years has been an incredible journey," said Golub. "I've witnessed the maturation of not only our company but the automotive digital space as a whole. It has been the most rewarding experience of my career, but now is the right time for me to move on."

"As the leader of Cars.com, my job was to not only help build the business but to ensure the company would flourish long after I left."

"I am confident that with new owners, the terrific workforce we have and with Dan Jauernig and Alex Vetter at the helm, Cars.com will prosper for many, many years to come."

Jauernig said, "I've worked with Mitch for over a decade, and I want to thank him for his leadership and the extensive contributions he's made to Cars.com. He will be deeply missed and I wish him nothing but the best in his future endeavors. Looking forward, we are excited about what's ahead for this industry and our business."

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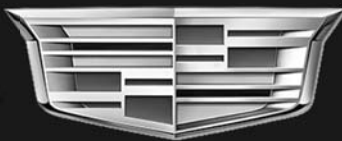
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NHTSA Cracks Down on Supplier of Faulty Airbags

DETROIT (AP) – The U.S. government's auto safety agency, responding to criticism of its slow response to safety issues, told the manufacturer of millions of potentially faulty air bags to make replacement parts faster and do more testing to find the cause of the problem.

The National Highway Traffic Safety Administration sent letters Oct. 29 to Japanese air bag maker Takata Corp. and 10 automakers seeking information in an air bag recall that now covers almost 8 million U.S. vehicles.

The vehicles are equipped with Takata air bags that can potentially inflate with too much force, blowing apart metal canisters and sending shards flying at drivers and passengers. Safety advocates say four people have died due to the problem.

Tests by Takata have shown that prolonged exposure to high humidity can cause the inflators to malfunction. Some automakers have limited their recalls to a small number of high-humidity areas, but lawmakers and others are demanding that recalls be expanded nationwide.

Takata, the world's second-largest air bag maker with 22 percent of the market, has been plagued by problems for the past 13 years. For varying reasons, more than 12 million cars with its air bags have been recalled worldwide.

Honda has been hit hardest in the latest round of recalls with about 5 million cars called back. Other affected OEMs include Nissan, Chrysler, Ford, Mazda, Subaru, Mitsubishi, Toyota, BMW and General Motors. Lawmakers say that 30 million cars with potentially faulty Takata air bags are driving on U.S. roads.

In the letter, NHTSA Deputy Administrator David Friedman told Takata that its inflators are "creating an unacceptable risk of deaths and injuries by projecting metal fragments into vehicle occupants rather than properly inflating the attached air bag."

The letters sent to automakers urge them to speed up owner notification and replacement part distribution. Friedman told Takata that those efforts won't work if it doesn't produce enough parts.

Takata's production capacity is critically important, Friedman wrote. The letter states that Takata has agreed to take "aggressive steps" to accelerate production, but Friedman demands that the company state its current production capacity and the ability to expand it and how long it would take. He also asks about the possibility of getting replacement parts from other inflator manufacturers, and how the company is tracking inventory and quality verification.

"Production of replacement parts must not just be expedited, it must be prioritized," Friedman wrote.

Takata is cooperating and working to comply with NHTSA's requests, spokesman Alby Berman said.

NHTSA also asked the automakers for test results on air bags that were sold outside high-humidity areas.

The agency has said it has no data showing the problem has happened outside high-humidity areas.

Former Hyundai North America CEO John Krafcik, who now heads the TrueCar.com auto pricing site, said a nationwide recall is the only way to solve the problem.

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'We'll Exceed Owners' Expectations with New Volt,' Says Global Chevrolet's Batey

When the next-generation Chevrolet Volt debuts at the North American International Auto Show in January, it will feature a new propulsion system.

Substantially developed from Volt owners' data they collected on their driving behaviors, the Volt extended range electric vehicle (EREV) propulsion system includes the battery, drive unit, range-extending engine and power electronics.

The new system will be more efficient and offer greater EV range and fuel economy compared with the current generation.

"Our Volt owners truly love the EV driving experience, with more than 80 percent of all trips being completed without using any gasoline," said Alan Batey, head of Global Chevrolet. "We've used their real-world experiences to define the next-generation Chevrolet Volt."

"By putting our Volt owners at the center of what we do and leveraging our electrification engineering leadership, we've been able to raise the bar and will exceed their expectations with the new Volt."

General Motors' battery technology has been improved for the next-generation Volt. Revised cell chemistry, developed in conjunction with LG Chem, increases storage capacity by 20 percent on a volume basis when compared with the original cell, while the number of cells decreases from 288 to 192.

The cells are positioned lower in the pack for improved (lower) center of gravity and the overall mass of the pack has decreased by almost 30 pounds.

Approximately 20 million battery cells have been produced for the more than 69,000 Chevrolet Volts on the road today with quality levels of less than two problems per million cells produced.

The battery system continues to use the Volt's active thermal control system that maintains electric range over the Volt's life. "The current-generation Volt's

battery has proven to provide our owners exceptional performance when it comes to quality and reliability," said Larry Nitz, executive director of GM Powertrain's electrification engineering team.

Based on a GM study of more than 300 model-year 2011 and 2012 Volts in service in California for more than 30 months, Nitz said many owners are exceeding the EPA-rated label of 35 miles of EV range per full charge, with about 15 percent surpassing 40 miles of range. Current-generation Volt owners have accumulated more than 600 million EV miles.

"It would have been simple for us to tweak our existing battery to provide nominally increased range, but that's not what our customers want," said Nitz. "So our team created a new battery system that will exceed the performance expectations of most of our owners."

EV range estimates will be revealed in January at the North American International Auto Show in Detroit, Batey said.

GM will manufacture the Volt battery pack at its battery assembly plant in Brownstown, Mich.

Like the battery system, the next-generation Volt's drive unit was reengineered with a focus on increased efficiency and performance, improved packaging and reduced noise and vibration characteristics, said Nitz. The two-motor-drive unit operates approximately 5 to 12 percent more efficiently and weighs 100 pounds less than the current system, he said.

The Traction Power Inverter Module, said Nitz, which manages power flow between the battery and the electric drive motors, has been directly built into the drive unit to reduce mass, size and build complexity while further improving efficiency.

The boost in performance comes from both motors operating together in more driving scenarios, in both EV and extended-range operation, said Nitz,

adding that the ability to use both motors helps deliver more than 20 percent improvement in electric acceleration.

GM engineers designed the Volt electric motors to use significantly less rare earth materials, said Nitz, adding that one motor uses no rare earth-type magnets at all.

The new drive unit will be manufactured at GM's Powertrain plant in Warren.

Energy for extended-range operation comes from a new, high-efficiency 1.5L 4-cylinder engine. The engine features a direct injection fuel system, high-compression ratio of 12.5:1, cooled exhaust gas recirculation and a variable displacement oil pump. The Volt range extender runs on regular unleaded fuel.

"Using the 1.5L engine as the range extender assures owners they can go anywhere, anytime without having to worry about whether they have enough power to go through the Rocky Mountains or on a spontaneous weekend getaway," Nitz said.

"It's all about keeping the promise that the Volt is a no-compromise electric vehicle."

The 1.5L engine will be manufactured at GM's Toluca, Mexico, engine plant for the first year of production, then shift to the Flint engine plant.

Since its introduction in late 2010, the Volt has established southeast Michigan as the hub of vehicle electrification development and manufacturing, Batey said.

The next-generation Volt will feature approximately 70 percent U.S. and Canadian components within its first year of production, a nearly 20 percent increase from the first-generation.

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Willow Run's War History to Be Preserved by Yankee Air

By MIKE HOUSEHOLDER
Associated Press

YPSILANTI TOWNSHIP, Mich. (AP) - Rosie the Riveter's old plant in Michigan has officially avoided the wrecking ball.

Yankee Air Museum board chairman Ray Hunter signed papers Oct. 30 making the aviation museum the owner of a 144,000-square-foot slice of the former Willow Run Bomber Plant, where Rose Will Monroe and other workers built B-24 Liberator bombers during World War II.

The signing ceremony represented the culmination of efforts to raise the \$8 million needed to save part of the factory for the nearby Yankee Air Museum's new home.

"The building is truly saved," said Michael Montgomery, a consultant on the fundraising effort. Hunter, Montgomery and others associated with the Save the Willow Run Bomber Plant campaign want to convert the factory and dedicate it to aviation and all the Rosies who toiled at similar U.S. plants to aid the war effort.

"We're very proud that we played a part in preserving" the plant, which "contributed so much to our victory in World War II," Hunter said.

Following the signing event, two Rosies unveiled the name and logo of the planned facility: National Museum of Aviation and

Technology at Historic Willow Run.

"If we're telling the Arsenal of Democracy and Rosie story, this is the place to do it," said Montgomery.

He said \$5 million more is needed to "fill out the interior of the building" - to create the exhibits and infrastructure necessary to transform the edifice into a museum.

The facility in Ypsilanti Township, west of Detroit, was owned by the Revitalizing Auto Communities Environmental Response (RACER) Trust.

The company took control of sites around the country left behind in General Motors' bankruptcy.

RACER Trust is overseeing the demolition of the massive plant. The section purchased on Oct. 30 would have been razed if Yankee Air Museum hadn't stepped in and purchased the property.

The Willow Run factory, which was built by Ford Motor Co. and featured a mile-long assembly line, at its peak churned out one B-24 Liberator bomber every hour for a total of nearly 9,000 in all.

The factory transitioned to producing automobiles after the war ended.

Cars and auto parts were manufactured at the site for more than a half-century under the GM name.

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Volt Electric Drive Moves To Warren Transmission

DETROIT (AP) – General Motors is moving production of the Chevrolet Volt's electric drive unit from Mexico to the Warren Transmission Plant as it updates the car to increase its range and make it perform better.

The Volt can go about 38 miles on battery power before a small gasoline generator kicks in. In the revamped version, coming in the second half of next year, the battery will store more energy, yet be smaller, allowing the car to go farther on battery power, CEO Mary Barra said in a speech delivered at the Detroit Economic Club Oct. 28.

Moving the electric drive from Ramos Arzipe, Mexico, to the Warren plant means that all of the Volt's main components – the electric drive unit, battery pack and gasoline generator – will be made in the U.S. starting next year.

GM won't hire any new workers to make the drive system.

Barra also announced that GM will invest another \$300 million in southeast Michigan factories

before the end of this year, but she gave no details.

She also did not say how far the second-generation Volt will be able to go on battery power alone, but said it will be a "significant leap forward" in technology from the current version.

The new car, she said, will accelerate faster than the old one and have a more efficient gas generator than the current 1.4-liter, four-cylinder engine. GM announced last year that it would build a new 1.5-liter four-cylinder engine for the Volt at a factory in Flint.

In the speech, Barra conceded the Volt's 70,000 in sales since 2010 did not reach expectations. "The scorecard on the first-generation Volt is good, but not everything we wanted," she said. "We have learned so much, including that breakthrough technology doesn't always advance in a straight line."

Through September, GM has sold 14,540 Volts, down more than 13 percent from a year ago as gas prices have dipped.

Jeep Renegade to be Produced in Brazil

by Jim Stickford

The new 2015 Jeep Renegade made its Latin American debut at the 2014 Sao Paulo Motor Show Oct. 28.

Chrysler spokesperson Ariel Gavilan said the Renegade will be made in Brazil in a plant that will be open in early 2015.

"Brazil is the fourth largest automotive market in the world," Gavilan said. "The Renegade has a couple of powertrains designed for that market, particularly the 1.8-liter E.TorQ engine, which is a flex-fuel engine."

Ethanol manufactured from sugar cane is a popular fuel additive in Brazil, Gavilan said. He added that the Jeep brand has strong recognition in South America. In fact, SUVs down there are known as GIPes, pronounced jee-pee. So having a vehicle designed especially for that market is a great move.

"With a compact size that is ideal for the region's narrow roads, the Jeep Renegade delivers a unique combination of best-in-class off-road capability, open-air freedom and convenience with a segment-first nine-speed



2015 Jeep Renegade

automatic transmission that contributes to outstanding on-road and off-road driving dynamics," Gavilan said.

The Jeep Renegade also offers "powerful yet fuel-efficient engines," Gavilan said, and a host of innovative safety and advanced technology offerings. The result is an efficient vehicle created to attract youthful and adventurous customers around the world to the Jeep brand.

"One of the biggest opportunities for the future growth of Jeep is in Brazil," said Mike Manley, CEO – Jeep Brand.

"We now have a locally built vehicle that perfectly fits Latin American roads, with the capability and technology features that are unique in this segment."

"The all-new Jeep Renegade perfectly matches the spirit of adventure and can-do attitude

of Brazil and will attract thousands of new customers to our brand."

In Brazil, the Jeep Renegade will be available with two engine options, including the flex fuel 1.8-liter E.TorQ engine with the choice of a five-speed manual or six-speed automatic transmission, and a 2.0-liter Multijet II diesel engine, coupled with the nine-speed automatic transmission.

The Jeep Renegade will be the first compact SUV equipped with a diesel engine to be sold in Brazil and also will be the first Brazilian-made car offering the ParkAssist function, Gavilan said.

The Jeep Renegade will be produced at a new state-of-the-art plant in Pernambuco, in the Northeast of Brazil, with sales starting during the second quarter of 2015.

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AutoNation Won't Sell Used Cars with Air Bag Recalls

DETROIT (AP) – The head of the nation's biggest car dealership chain says it won't sell used cars being recalled for exploding air bags due to conflicting advice from automakers and lack of direction from the government.

The recalls are giving the auto industry a black eye because they are "confusing and incoherent," AutoNation CEO Mike Jackson said last week in an interview.

Ten automakers have recalled more than 12 million cars with air bags made by parts supplier Takata Corp. The air bags can inflate with too much force, blowing apart metal canisters and sending shards flying at drivers and passengers.

Safety advocates say that four people have died due to the problem.

Some automakers have limited recalls to a few Southern states with high humidity, while others have expanded them. Still others have done national recalls for similar problems.

Dozens of models made by BMW, Chrysler, Ford, General Motors, Mazda, Honda, Mitsubishi, Nissan, Subaru and Toyota dating to the 2001 model year are covered by the recalls.

"You have 10 different manufacturers taking 10 different positions," Jackson said. "How are we and the consumers supposed to figure out what is the right line?"

AutoNation, a 277-franchise chain that's in 15 states, won't sell any of the cars if they are being recalled under supervision of the National Highway Traffic Safety Administration. The cars can be sold once the recall repairs are done.

About 40 cars in Southern states are affected. But a spokesman said the Fort Lauderdale, Fla.-based retailer will sell models equipped with Takata air bags outside of the Southern

states as long as they aren't being recalled by NHTSA.

The industry needs to sit down and talk about standardizing the recalls, Jackson says. "I think there needs to be a process when a component fails across multiple manufacturers, that there's a coherent, coordinated recall effort. We do not have that here," he says.

NHTSA, the government's auto safety agency, should be coordinating and standardizing the effort, he said. But it doesn't have a top executive. David Friedman has been serving as acting or deputy administrator since December of last year. The Obama administration has said to expect a new administrator within two weeks.

"I don't know why they leave these positions like that for so long," Jackson said in an interview after the company posted quarterly earnings.

Government investigators believe that prolonged exposure to moisture in the air makes the air bag inflator chemicals burn too fast, creating too much pressure. They're still doing tests of inflators replaced by dealers to figure out how much humidity is enough to cause the problem. Depending on the results, the recall areas could be expanded.

So far, NHTSA says it hasn't found problems outside of the following areas: Florida, Puerto Rico, limited areas near the Gulf of Mexico in Texas, Alabama, Mississippi, Georgia, and Louisiana, as well as Guam, Saipan, American Samoa, Virgin Islands and Hawaii.

Lawmakers have called on NHTSA to do a national recall. But the agency says it doesn't have data to support that. Plus, a national recall would divert a limited number of replacement parts from states where regulators say the need is most urgent.

Solar Panels Generate Electricity for EVs

By DEE-ANN DURBIN
AP Auto Writer

DETROIT (AP) — Owners of electric vehicles have already gone gas-free. Now, a growing number are powering their cars with sunlight.

Solar panels installed on the roof of a home or garage can easily generate enough electricity to power an electric or plug-in gas-electric hybrid vehicle.

The panels aren't cheap, and neither are the cars. A Ford Fusion Energi plug-in sedan, for example, is \$7,200 more than an equivalent gas-powered Fusion, even after a \$4,007 federal tax credit.

But advocates say the investment pays off over time and is worth it for the thrill of fossil fuel-free driving.

"We think it was one of the best things in the world to do," says Kevin Tofel, who bought a Chevrolet Volt in 2012 to soak up the excess power from his home solar-energy system. "We will never go back to an all-gas car."

No one knows exactly how many electric cars are being powered by solar energy, but the number of electric and plug-in hybrid cars in the U.S. is growing.

Last year, 97,563 were sold in the U.S., according to Ward's AutoInfoBank, up 83 percent from the year before. Meanwhile, solar installations grew 21 percent in the second quarter of this year, and more than 500,000 homes and businesses now have them, according to the Solar Energy Industries Association.

Tofel, 45, a senior writer for the technology website Gigaom, installed 41 solar panels on the roof of his Telford, Pa., home in 2011. The solar array — the term for a group of panels — cost \$51,865, but after state and federal tax credits, the total cost was \$29,205.

In the first year, Tofel found that the panels provided 13.8 megawatt hours of electricity, but his family was using only 7.59 megawatt hours. So in 2012, Tofel traded in an Acura RDX for a Volt plug-in hybrid that could be charged using some of that excess solar energy. In a typical year, with 15,243 miles of driving, the Volt used 5.074 megawatt hours.

Tofel used to spend \$250 per month on gas for the Acura; now, he spends just \$50, for the times when the Volt isn't near a charging station and he has to fill its backup gas engine.

Charging the Volt overnight costs him \$1.50, but the family makes that money back during the day when it sends solar power to the electric grid. He estimates that adding the car will cut his break-even point on the solar investment from 11.7 years to six years.

Powering a car with solar energy isn't for everyone. Among things to consider:

- Site — A south- or southeast-facing roof is a necessity, and there can't be shady trees around the house. Sam Avery, who installs solar panels in Kentucky through his company, Avery and Sun, says dormers, chimneys and other design features can hamper an installation.

"If people do have a good site, it's usually by chance," he says. "I have to retrofit a lot."

- Cost — The cost of installing solar panels has come down, from \$8 to \$10 per watt eight years ago to \$3 a watt or less now. But it's still a huge investment.

Bill Webster, 39, a graphic designer at a nonprofit in Washington, D.C., paid \$36,740 for his solar array in Frederick, Md., three years ago, or around \$3.60 per watt. Tax credits reduced his net cost to around \$20,000.

Before the installation, his family was paying \$1,500 per year for

electricity. Now, he pays \$5.36 per month, the administrative fee for connecting to the grid.

That fuels his home and his all-electric Nissan Leaf, which uses around a third of the energy that his solar panels generate. Webster thinks he'll break even on his investment in six years.

Some solar companies offer leasing programs, which let customers pay a fixed monthly cost for panels. There are also some incentive programs; Honda Motor Co. offers \$400 toward the installation of panels through SolarCity, a company that installs them in 15 states.

Buyers also could consider a smaller system just to power a car. A Leaf needs around 4.5 megawatt hours of electricity per year to go 15,000 miles. Eighteen 250-watt panels — a \$13,500 investment at \$3 per watt — would

produce that much electricity.

- The Car — For Webster, who has a predictable roundtrip commute of less than 50 miles and lives near a lot of electric charging stations, an all-electric car like the Leaf makes sense. But for Avery, who lives in rural Kentucky, the Volt was the better choice because he needs the security of a backup gas engine.

The U.S. Environmental Protection Agency's fuel-economy website — www.fueleconomy.gov — lists the number of kilowatt hours that a car uses to travel 100 miles, which can help potential buyers calculate their energy needs.

In short, people considering powering a car with solar energy have some math to do. Or maybe they don't. For Avery, the environmental benefit outweighs everything.

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