

Which Came First? ... The EV Or the EV Charging Station?

by Jim Stickford

It's the old "chicken and the egg" problem.

People won't buy electric vehicles (EVs) until there is the infrastructure out there to support them. And businesses won't put in the infrastructure until they know there are enough EVs out there to justify the expense.

But Warren-based Bosch Automotive Service Solutions has developed a charging system that costs less than \$10,000, making it much more affordable for businesses to put in the infrastructure needed for EVs to operate.

Meghan Chamberlain, an account manager for Bosch's Electric Vehicle Solutions, said the Power DC fast charger's cost makes a difference when businesses are deciding to put in chargers.

"Some fast chargers can cost as much as \$50,000 to purchase," Chamberlain said. "Our price of \$9,995 is an important part of the introduction of the Bosch DC Fast Charger.

"We want to assure customers that they will have an affordable charging option. In the past, many businesses have been hesitant to put in charging infrastructure because they weren't sure

they would have enough customers to make getting a system worthwhile."

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Bosch DC Fast Charger

American Muscle Cars Are Tearing Up the Sales Roads

In the spirit of the Fourth of July holiday, Experian Automotive reviewed the resurgence of the American muscle car – six high-performance models that were born in the United States, said Experian spokeswoman Roslyn Whitehurst.

According to the study, Whitehurst said, new registrations of American muscle increased 35.4 percent over the previous nine years.

In terms of registration volume, the Ford Mustang took the top spot (77,000 new registrations), followed by the Chevrolet Camaro (66,000), the Dodge Charger (55,000), the Dodge Challenger (50,000), the Chevrolet Corvette (32,000) and the Dodge Viper (1,000).

"The love of the Mustang combined with the reintroduction of the Camaro, Challenger and Charger has sparked a resurgence of the muscle car," said Brad Smith, Experian's director of automotive statistics.

"While the growing popularity might run contrary to conventional wisdom, consumers are continuing to show their appreciation for a part of American history and not steering away from raw horsepower to focus solely on fuel efficiency."

Purchasing patterns of American muscle cars also are interesting, Smith said. The study found that consumers who purchased a Corvette or a Viper were more likely to pay in cash than those buying one of the other four models.

As many as 40.3 percent of Corvette and 34.5 percent of Viper buyers paid with cash,

which is a 101.8 percent increase over the next highest model.

In terms of leasing, the Charger was leased most often, with 12.3 percent of consumers choosing that financing option – a full 64 percent increase over the next model reviewed in the study.

The study also found that of the models that were purchased with a loan, the Charger and Challenger were the most likely to have been bought with extended terms.

Nearly 52.4 percent of consumers who purchased a Charger and 49.6 percent of consumers who purchased a Challenger had loan terms between 73 and 84 months.

Furthermore, Smith said, both models had the highest rates of borrowers in the subprime risk category, with 22.8 percent of consumers who purchased a Charger and 18.3 percent of those who purchased a Challenger having credit scores 600 or below.

"With the Viper and the Corvette being on the higher end of the muscle cars reviewed, it's not that surprising that a higher percentage of consumers paid for them in cash," said Melinda Zabritski, Experian senior director of automotive finance.

"Our findings show that those buyers had the highest credit scores (with the average a full 26 points higher than the other models), which could indicate that they have more disposable income."

"Alternatively, what was surprising is the picture that

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GM Employee Car Show Slated for July 22

by Jim Stickford

Sometimes you just want to show off what you've been working on during your professional life.

And GM employees, both past and present, will have that chance at the 26th annual UAW 160/GM Employee Car Show, which will be held at the GM Tech Center in Warren between 10 a.m. and 2 p.m. on Wednesday, July 22.

"This year, things will be a little different," said show chairman Bill Duncan. "Because of all the construction that is taking place at the Tech Center, we won't be holding the show at its traditional location, which is in front of and around the VEC building.

"This year's show will be held in front of the GM Design building, and people should use the Mound Road entrance to get to the site."

Duncan has been chairing the event for about a decade. He first became involved with the show because of Bob Mayer.

"I was doing some work with Bob, and he 'lured' me into working with him on the show," Duncan said. "I worked with Bob for about five years. He then retired from GM and I took over as chairman."

Duncan worked for GM for 37 years, retiring at the end of June.



Duncan, center, talks with show chairs Jim Suzak, left, and Mike Queen.

His last job was as a systems engineer for Chevrolet Performance.

"I am enjoying my retirement," Duncan said. "I don't have to wake up at 4:30 a.m. anymore to get to work. It took me a couple of weeks to get used to 'civilian' time and I no longer automatically wake up that early."

Duncan said he doesn't mind working on the show in his retirement, because, it's a show where both current and former GM employees can enter their cars.

"I myself will be entering my 2010 turbocharged Corvette," retiree Duncan said proudly.

"I used to enter a 1968 Austin Mini Cooper that I restored with my son Bryan. But he moved to Arizona – with the car.

"In the past, we used to try to keep the cars entered into the show 'classic' and try to keep out the newer models that were only a few years old. But everyone who buys a Corvette or a Camaro thinks that car is show-ready, so we let newer cars in."

There is no fee to enter a vehicle in the show, Duncan said, but they are asking for \$2 donations.

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2015 Chevrolet Corvette



2015 Dodge Charger



New Shelby GT350 Mustang

UAW-Automakers Contract Talks Begin This Week

DETROIT (AP) – Contract talks between the Detroit automakers and the United Auto Workers union get under way this week.

Here are five contentious issues to watch as the talks head toward a Sept. 14 contract expiration date:

- **PAY RAISES:** Under the contract reached in 2011, top-tier workers swapped raises for profit-sharing. That kept total hourly labor costs, including benefits, relatively low for the three companies. Ford is highest at \$57 per hour, followed by GM at \$55 and Fiat Chrysler at \$47. The average of all foreign automakers with U.S. factories is \$47, according to the Center for Automotive Research.

- **Longtime "top tier" workers,** who make about \$29.50 per hour plus benefits, want a pay raise after a decade without one. They have received healthy profit-sharing checks – even Fiat Chrysler, the least profitable of the three, paid workers more \$9,000 since 2011, according to Labor and Economics Associates, a consulting firm. That's worth more than a 3 percent annual pay raise in each of the contract's four years.

- **Nick Waun,** who builds SUVs at a GM factory near Lansing, doubts workers will approve a contract without pay raises, but expects they'll lose some benefits in return.

- **NO MORE TIERS:** Second-tier workers currently start at \$15.78 per hour and can get to \$19.28, about \$10 less than longtime workers. Many workers

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Families Carve Out Niche In GM Design Studios

It would be a stretch to call the development of GM vehicles a family affair.

But, on the other hand, it wouldn't be totally inaccurate, either.

Roman Lys went from carving his own childhood toys from wood in Poland – out of necessity – to creating intricate vehicle exterior feature lines in clay as a master sculptor in the Buick design studio.

His son, Robert Lys, is a lead sculptor in another brand studio at GM, and doesn't believe the father-son career connection is mere coincidence. Another son, Daniel, also is a sculptor in GM Design.

"I was fortunate to learn from my father, and to also be able to study in a formal setting," said Robert Lys, who joined his father at General Motors in 2003. "You have to be born with some talent, then take it to another level through school and training."

The Lys family is one of several within Buick where children have followed their fathers into a vehicle design career.

Experts in academia and elsewhere have tackled the nature vs. nurture question for generations through studies and scholarly papers. Like Robert Lys, most agree that when it comes to creativity, it's probably both.

"It is most likely that designers are designers because of both environmental and genetic factors," said Kelly Klump, Ph.D., a professor of psychology at Michigan State

University in East Lansing.

"They were genetically given abilities and raised in a family where they get to see firsthand from their parents what they do, what the workday is, and how they get involved."

In a survey conducted last year by *Fast Company* magazine, a quarter of the publication's list of Most Creative People in Business credited their parents for focusing their creative abilities. But 73 percent said creativity can be learned and a full third of those polled said their creativity was self-taught, a result of their own inquisitiveness and desire to create something new.

Liz Wetzel, director of Buick interior design, was in charge of the interior designs for the award-winning Buick Avenir concept and Buick Cascada convertible. She has nearly 30 years of experience at GM Design, was the company's first female vehicle design chief and is the fourth generation in her family with a career in the automotive industry.

"Growing up, weekends were spent as a family at car rallies and racetracks," said Wetzel, who credits her father, Jay, a retired GM vice president and engineer, as a creative leadership influence. Wetzel's grandfather worked for Chrysler and her great-grandfather was a tool-and-die maker for the Hudson Motor Co.

Wetzel enrolled at the Universi-



Roman Lys (right) and son Robert work on a clay model at the GM Tech Center in Warren.

ty of Michigan to study art and design, but decided to pursue automotive design following a tour of the GM Design Center, arranged by her dad.

"Everything about it – from the airbrushed renderings of future models and sketches on the tables to the full-size clay models – was captivating. Even the smell of the clay was enticing."

Sculptor Matt Brancheau, who joined the Buick studio three years ago to support the Buick Enclave SUV and the Avenir concept, doesn't have to look very far to name his source of inspiration: It was his father Gary, a metal model maker.

"He is a true artist at what he does," said Brancheau, whose mother Roberta is an artist. His sis-

ter Rita designs convertible tops for a competitor. All the cool cars he worked on – the attention to detail – was truly a 'wow' factor growing up."

Ed Welburn, vice president of GM Design, also credits his dad for his decision to attend Howard University's College of Fine Arts, where he studied sculpture and product design. Welburn joined GM in 1972 and a year later was working in the Buick Exterior studio on the Buick Riviera and Park Avenue.

"My father owned an auto body repair shop in Philadelphia and I would draw cars all the time," said Welburn. "When there was no paper around, I would take a book from the bookshelves and I would

draw on the first page.

"If it weren't for the fact that he owned that business, I don't know that I would have been as interested in cars as I am."

As for Roman and Robert Lys, they're working hard to promote the nurture aspect of creativity. Together, they've worked with more than 700 students from Detroit's College for Creative Studies during the past 12 years, teaching them the basics of sculpting and instilling in them the patience and attention to detail that's necessary in such a precise, creative environment.

Many of their students have joined GM as designers.

"We have one goal, which is to create beautiful cars," said Robert Lys.

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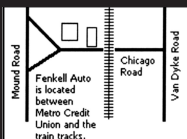
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Detroit Three Labor Negotiations Expected to be ‘Difficult’

LORDSTOWN, Ohio (AP) – The day before hundreds of United Auto Workers delegates gathered to set strategy for contract talks with the Detroit Three, General Motors sent them a not-so-subtle message.

GM announced a \$350 million investment in a Mexican factory to build the Chevrolet Cruze compact car, currently built for all of North America at a sprawling plant in Lordstown, Ohio, east of Cleveland.

At Lordstown and 11 other GM

assembly plants scattered across the U.S., some workers feared their jobs could be moving south. Others sensed pre-contract posturing. “If they moved a lot of stuff to Mexico, it would ruin the partnership with the union,” said Nick Waun, a worker at an SUV plant outside Lansing.

Posturing or not, the talks, which open this month, are expected to be the toughest in recent memory. For the first time in more than a decade, the companies are healthy and making bil-

lions in profits. The union says it sacrificed in previous contracts and workers now deserve pay raises. GM and Ford contend that labor costs are already higher than at Honda or Toyota, putting them at a disadvantage.

The steady march of auto jobs to low-wage Mexico is one of many contentious issues. But much of the bargaining will focus on pay.

Many workers want to scrap a two-tier wage system created seven years ago to help the com-

panies cut costs when they were losing billions. A “second-tier” wage for new hires now tops out at \$19.28 per hour, about \$10 less than what longtime workers earn. That means new hires make 35 percent less for doing the same work.

GM and Ford say they need to cut total labor costs. Ford pays about \$57 per hour in wages and benefits, \$8 to \$9 higher than Honda and Toyota pay at U.S. plants. Chrysler, with labor costs about equal to Toyota, doesn’t want expenses to grow.

One place for savings might be health care. UAW workers pay relatively little toward what is a huge and growing cost to the automakers.

Back in the 1970s, the talks set wages for 1.5 million UAW members and were the benchmark for blue-collar America. The negotiations now cover only 140,000 workers, but still set the bar for those in the auto parts, agricultural and heavy equipment businesses.

UAW President Dennis Williams finds himself in a difficult – if not impossible – position. He likely will need to score pay raises to get a contract ratified, and he also wants to create more U.S. jobs. But he can’t risk

hurting the Detroit companies’ competitiveness. Already he’s suggested the creation of a giant health care pool with the companies and retirees who now get benefits through a union-managed trust. With 600,000 people in the trust alone, the pool could get lower prices for health services, Williams said.

Caught in the middle are 4,150 workers in Lordstown, who are busy making early versions of a new Cruze. Workers in Mexico cost the car companies only \$8 per hour, according to CAR.

“You’re always worried for your members’ job security, point blank,” says Glenn Johnson, a Lordstown UAW local president. “I believe it’s going to be a very difficult set of negotiations.”

But Johnson is confident both sides can compromise. He figures GM won’t mess with the success and quality of the Cruze, which gave GM a foothold in the small-car market that it lacked for decades.

If both sides play hardball, the union has more weapons this time. In 2011, it was barred from striking at GM or Chrysler under terms of their government bailouts.

Analysts say a likely strike target would be Fiat Chrysler’s giant transmission complex in Kokomo, Ind. A work stoppage there would bring nearly all Chrysler factories to a halt in a day or two.

“Nobody wants to go on strike,” said Rick Smith, a worker at the complex for 17 years. “But I think everybody is willing to should the need arise.”

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want to see Tier 2 eliminated, but the companies say it keeps them competitive.

The union will want to cap the percentage of Tier 2 workers. Currently, Fiat Chrysler is about 45 percent second-tier, while GM and Ford are around 20 percent. Kristen Dziczek, head of the labor and industry group at CAR, predicts the sides will settle on an eight-year period for second-tier workers to advance to Tier 1 pay.

- **MEXICO/JOB SECURITY:** GM and Ford have each announced plans to build more cars or parts in Mexico, where auto production has more than doubled in the past 10 years. In order to protect jobs in the U.S., where sales are leveling off, the UAW likely will bargain for new cars and trucks to be made at U.S. factories. But the union will have to compromise, perhaps by paying more for health care or giving up pay raises.

- **HEALTH CARE:** The union says its workers pay 6 percent of their health care costs. The companies contend that is more generous than the national average of 28 percent.

But health care for active workers historically has been untouchable in negotiations. UAW President Dennis Williams has proposed a giant health-care pool with the companies and a 600,000-member union retiree health care trust to get volume discounts from insurers and providers. Companies want to shrink the number of providers to get better prices.

- **THE ULTIMATE WEAPON:** In 2011, the UAW couldn’t strike GM or Fiat Chrysler under the terms of their government bailouts. Now, a strike can be held at all three companies. The union has rebuilt its depleted strike fund. Williams says the union is ready to strike but doesn’t foresee one.



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Oakland University Names Education Dean

Jon Margerum-Leys, Ph.D., has been appointed to the position of dean of Oakland's School of Education and Human Services (SEHS). Margerum-Leys began his duties on July 1.

Margerum-Leys joins Oakland from California Polytechnic State University at San Luis Obispo, where he was dean of the School of Education.

He brings to Oakland University more than a decade of expertise in academic administration and nearly three decades of scholarship in educational media, technology and teaching at the K-12 level, said Oakland University Senior Vice President for Academic Affairs and Provost James Lentini.

"Dr. Margerum-Leys brings to Oakland a strong record as an administrator, teacher educator, educational researcher, K-12 classroom teacher and educational technologist," Lentini said. "He is a collaborative leader with a commitment to diversity, teacher preparedness and developing new programs.

"We believe that his technological expertise will provide invaluable insight into and a practical approach toward an evolving education landscape – advancing Oakland's teacher education programs and reputation within and beyond the region."

Margerum-Leys has been committed to developing new academic initiatives, Lentini said, such as an anticipated master's degree in curriculum and instruction and a bilingual certificate for

teachers at Cal Poly, and to partnerships that benefit the larger community.

In a prior role as associate dean of students and curriculum at Eastern Michigan University, he oversaw an Autism Collaborative Center funded by more than \$1 million in Michigan legislature appropriations.

Lentini said that diversity is important to Margerum-Leys, whose K-12 teaching experience includes an area of small town poverty in Claremont, N.H., and a predominantly Latino community of Santa Maria, Calif.

"I'm a veteran of the U.S. Army and have benefitted from working with Americans across socioeconomic, race, class and regional backgrounds," Margerum-Leys said.

At Cal Poly, he served as Honorary Commander of an Air

Force unit as a means to reach a more diverse group of potential teachers, Lentini said. Upon moving to California, he studied Spanish in an attempt to reach out to the Latino community, and served as a guest graduation speaker for a Latino group that sought to help parents understand how to get their students through high school and into college.

"OU's School of Education and Human Services has an outstanding reputation – it touches the lives of thousands of learners of all ages and in every part of the world," Margerum-Leys said.

"The students, alumni and faculty enhance their communities and shape the future of their professions. I am looking forward to building on this school's strong reputation and learning environment."

Estate Changing To Reflect Times When the Fords Lived in the House

GROSSE POINTE SHORES, Mich. (AP) – The Edsel & Eleanor Ford House in suburban Detroit has begun a series of long-term upgrades to restore the estate's historical elements and enhance the experience for visitors.

The changes will allow people to see the 1920s Grosse Pointe Shores mansion and the estate more in the way members of the Ford family did when they lived there. And officials are considering building a new administration building so the staff wing of the mansion that was converted for offices can be restored.

Major electrical upgrades and a new stormwater management system are among the first projects completed. A bridge has been built to connect Bird Island to the rest of the property after opening a channel between Lake St. Clair and Ford Cove.

"As we plan for the future, we are taking this opportunity to replace aging systems with state-of-the-art, more efficient systems, and to restore the landscape to the period when Eleanor and Edsel called the estate home," Kathleen Mullins, president and CEO of the Ford House, said in a statement.

Edsel Ford was the son of auto pioneer Henry Ford. The estate was designed by landscape architect Jens Jensen and architect Albert Kahn.

To improve the ecological health of Ford Cove, the new stormwater management system drains runoff into landscape elements that filter water before it enters Lake St. Clair. The changes to Bird Island, a peninsula created by the Fords and Jensen to attract migratory birds, allow water to circulate with the aim of curbing problems posed by stagnant water, such as algae blooms.

A free event on June 8 was open to the public to mark the completion of the first improvements, including the reopening of Bird Island.

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All prices and payments include GM rebates. Pictures may not represent actual vehicle. Prices subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). All leases are 10,000 miles per year with approved S Tier credit. Vehicles shown are \$999 down. Must have lease loyalty and/or conquest. Must have closing competitive lease. Prices and payments are plus tax, title, plate fee, refundable security deposit required on certain vehicles - to be determined by lender. GM employee discount to everyone valid on certain models. **\$3,500 trade-in is valid on 2003 or newer vehicles w/ under 115k miles in drivable condition, no branded titles, reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. ** Exp date: 7/31/15.

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- Remote Vehicle Entry! • Rear Vision Camera!
- OnStar w/4G LTE w/built-in Wi-Fi hotspot!
- Tilt and Telescopic Steering Column!
- 17" Aluminum Wheels!
- 32 MPG on the Highway!

Stock #F24542

Was \$27,180 Sale Price \$20,479*

24 MONTH LEASE:
\$139* OR **\$139***
\$0 DOWN W/LEASE CONQUEST \$999 DOWN W/LEASE LOYALTY

2015 CRUZE "LT"

- 2 Yr/24,000 Scheduled Maintenance INCLUDED!
- ECOTEC 1.4L "Turbo" DOHC VVT Engine! • Automatic Transmission!
- Leather Interior! • OnStar with 4G LTE with built-in Wi-Fi hotspot!
- 7" Color Touch Screen MyLink Radio!
- Remote Start and Entry!
- Rear Vision Camera!
- 38 MPG on the Highway!

Stock #F21104

Was \$24,435 Sale Price \$18,399*

24 MONTH LEASE:
\$129* OR **\$129***
\$0 DOWN W/LEASE CONQUEST \$999 DOWN W/LEASE LOYALTY

2015 MALIBU "LT"

- 2 Yr/24,000 Scheduled Maintenance INCLUDED!
- 2.5L DOHC VVT Engine! • 7" Color Touch Screen MyLink Radio!
- OnStar with 4G LTE with Built-in Wi-Fi hotspot!
- Power Driver Seat with Lumbar! • Rear Vision Camera!
- Remote Start and Entry!
- Aluminum Wheels!
- 36 MPG on the Highway!

Stock #F23567

Was \$26,380 Sale Price \$19,499*

24 MONTH LEASE:
\$109* OR **\$109***
\$0 DOWN W/LEASE CONQUEST \$999 DOWN W/LEASE LOYALTY

2015 SILVERADO "LT"

- 2 Yr/24,000 Scheduled Maintenance INCLUDED! 4x4 • DBL CAB
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- Power Locks & Windows!
- Remote Keyless Entry!
- Aluminum Wheels!

Stock #F24060

Was \$38,925 Sale Price \$30,389*

24 MONTH LEASE:
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FCA's Sterling Stamping Will See New \$166M Press Lines

Fiat Chrysler is investing more than \$166 million in three new press lines at its Sterling Stamping Plant, located in Sterling Heights, to support increased product demand.

The new press lines – already under construction – are expected to begin production in the fourth quarter of 2015 and will reach full volume in the first half of 2016, said Fiat Chrysler spokeswoman Jodi Tinson.

The investment comes as the facility celebrates 50 years of producing body panels and assemblies for some of the automaker's most popular vehicles, like the Jeep Grand Cherokee and Ram Truck.

"In response to the increased demand for our products, it was crucial to make an investment where the manufacturing process starts," said Brian Harlow, vice president – Manufacturing, FCA - North America.

"As the company's second stamping plant investment in a year, this funding will allow the Sterling Stamping Plant to maintain the quality and speed necessary to continue supporting our manufacturing operations."

The investment includes the purchase and installation of two extra-large High Speed Servo Tandem press lines (each 180 inches) and one large Servo Progressive press line, Harlow said. In total, the three presses will increase the number of stampings produced each day by nearly 75,000, or 20 million a year. Currently, Sterling Stamping produces 62 million stampings annually.

The new Servo Tandem Presses will improve reliability and maintainability, while at the same time reducing energy

usage and increasing output rate. The press' servo drive allows for 100 percent programmable control and movement of the ram speed at any position in the press stroke, unlike a mechanical press that operates at a fixed speed.

The Tandem Press is multiple presses in line in series, under which a single die is positioned in each press to perform an incremental function to make the stamped part. A Progressive Press is a single press with one slide in which a single die with an unlimited number of operations produces parts at a high speed directly from a single coil of steel.

"... it was crucial to make an investment where the manufacturing process starts."

– Brian Harlow, VP, FCA

Recognized as the largest stamping plant in the world, Sterling Stamping is one of six facilities in the FCA North American family that stamps and sub-assembles parts from sheet metal, including hoods, roofs, liftgates, side apertures, fenders and floor pans, Tinson said.

Those parts are then shipped to several of the company's U.S., Mexican and Canadian facilities to be welded and assembled together to form the bodies of such vehicles as:

Dodge Grand Caravan; Chrysler Town & Country; Dodge Dart; Jeep Compass; Jeep Patriot; Dodge Durango; Jeep Grand Cherokee; Chrysler 200.

Sterling Stamping's first parts were produced in January 1965. The plant is currently home to nearly 2,300 employees, Tinson said.

"Fifty years of pride, honor and commitment make Sterling Stamping employees among the best in the business," said Lance Schwartz, plant manager – Sterling Stamping, FCA US.

"With this investment, we will continue to support the Company by providing the framework for the vehicles our customers love to drive."

Tinson said Sterling Stamping currently has 17 lines of major Stamping Presses, three Progressive Presses and three Blankers – coil fed press that shears or trims aluminum or steel coil into individual blanks (rectangular cutoffs or special shapes) that are stacked and used in forming our stampings, as run in individual stamping press lines. – ranging from 400 to 4,000 ton capacity, totaling 89 presses.

These presses supply Sterling Stamping's internal sub-assembly welding shop which is comprised of individual lines that are equipped with more than 720 total robots.

The facility currently processes more than 500,000 tons of steel and 14,000 tons of aluminum annually.

In June 2014, FCA US, formerly Chrysler Group, confirmed an investment of \$63 million in its Warren Stamping Plant to expand capacity at the facility.

With this announcement, Tinson said, Fiat Chrysler has announced investments of more than \$5.7 billion and added nearly 30,000 new jobs (including more than 15,000 hourly) since June 2009.



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- Rear Vision Camera
- 2.4 Liter Engine
- Bluetooth
- SLE1

Stk. #GF0576

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- 7" Touch Screen Buick
- Premium Auto System
- Heated Leather Seats
- Rear Vision Camera

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- 2 Years Sirius XM Radio & OnStar Inc.
- Buick Intelli-Link includes Bluetooth
- Remote Start & Memory Seats
- Leather & Heated Seats
- 6-Speed Auto Trans.
- Push Button Start
- 3.6L Engine
- Rear Park Assist
- Rear Vision Camera

Stk. #BF0136

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 BUICK/GMC LEASE LOYALTY

\$192* MO W/\$2192 DUE AT SIGNING* OR **\$279*** MO W/\$279 DUE AT SIGNING*

- 2 Years/24,000 Mile Scheduled Maintenance
- Tilt and Telescopic Steering Wheel
- 3.6 Liter Engine 281HP
- Rear Vision Camera
- Bluetooth
- Remote Entry

Stk. #GF0355

New Exhaust Control Can Change Vroom into VROOOM

Don Manfredi, vice president of Marketing for the Plymouth-based Roush Performance, said that it's often important for the buyers of high-performance cars that their vehicles be seen AND heard.

To that end, Manfredi said, the company had designed and manufactured a customizable variable exhaust control for "infinite sound possibilities."

"Active Exhaust is the first and only aftermarket variable exhaust control that lets 2015 Roush Mustang drivers calibrate their vehicle's sound themselves — directly from an Apple device," said Gary Jurick, president of Roush Performance.

Basically, Manfredi said, an owner of a 2015 Roush Mustang with the proper trim package can control how his or her engine sounds at the turn of a dial.

Active Exhaust is available for 2015 Mustangs outfitted with Roush Quad Tip exhaust, including all Roush Stage 1, Stage 2 and Stage 3 Mustangs.

This powerful "smart system" reads running conditions over the vehicle's onboard diagnostic data bus and makes adjustments on valve opening and closing positions depending upon the mode selected, said Justin Schroeder, developer of Vehicle Connectivity at Roush.

Active Exhaust comes with three pre-loaded exhaust modes and one custom exhaust mode:

- TOURING routes all exhaust gases through the mufflers, keeping output decibels at their absolute minimum.

- SPORT provides more exhaust noise at low accelerator openings and low vehicle speeds, and then closes the

valves during normal city driving. This setting is more aggressive than Touring, yet still street legal.

- TRACK keeps the internal muffler bypass fully open at all times when the engine is running for a free-flowing, unrestricted tone. Designed for the track, this mode is not street legal.

- CUSTOM allows unlimited tuning of unique exhaust sounds with volume and tone alterations based on accelerator position and vehicle speed.

"Drivers can select between the neighborhood-friendly touring option for quiet morning startups and switch to sport to open up when the driving becomes more spirited," said Jurick.

"Other systems lack smart controls or suffer from premature valve failure. Our original equipment-grade valve offers a system far superior to simple electronic cutouts."

Schroeder said the system was developed right here in Michigan.

"Apple has a pretty streamlined process for developing and approving apps for the Apple iOS," Schroeder said.

"The idea started with our director of Engineering Erin Dmytrow, who then handed the project off to our development people."

Manfredi said this ability to personalize an engine's sound holds a great attraction with aftermarket people because they love to "individualize" their cars.

And while the system costs \$2,800 retail, it's considerably cheaper than having to purchase three or four different engine sound systems. It's also a lot easier to use.

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24 Month Lease/10,000 Miles
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Stk.#54189
3.6L, SIDI V-6, 6-Speed Automatic, Captain Seats, Driver & Passenger Heated Seats, OnStar & More...

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\$230*
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\$272*
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2015 EQUINOX 1LT

W/DRIVER'S CONVENIENCE

NO SECURITY DEPOSIT REQUIRED



Stk.# 53371
2.4L DOHC w/VVT, 6-Speed Automatic, 8-Way Pwr Seat Adjust-Driver, Remote Start, Onstar, 4G LTE Wi-Fi Hotspot & More...

24 Month Lease/10,000 Miles
\$157*
 + Tax with \$0 Down w/Lease Conquest

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\$200*
 + Tax with \$0 Down w/Lease Loyalty

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