



Lightning strikes, scary music ensues and the new Malibu/Cruze safety technologies appear in theater trailer.

## Introducing: GM Global Propulsion Systems

The automobile industry has been through many different kinds of technological change over the years. And this latest GM change is being reflected in the new name for one of the company's divisions.

After 24 years, General Motors will rename GM Powertrain to GM Global Propulsion Systems, said GM spokesman Tom Read. GM's Global Propulsion Systems is collectively the group of more than 8,600 people that design, develop and engineer all propulsion-related products and controls for GM worldwide.

"The new name is another step on our journey to redefine transportation and mobility," said Mark Reuss, executive vice presi-

dent, Global Product Development. "Global Propulsion Systems better conveys what we are developing and offering to our customers: an incredibly broad, diverse lineup – ranging from high-tech 3-cylinder gasoline engines to fuel cells, V8 diesel engines to battery electric systems, and 6-, 7-, 8-, 9- and 10-speed to continuously variable transmissions."

GM is the first OEM to formally transition to a new naming convention to reflect industry trends

and its evolution over the years, Read said. GM's expanding capabilities include the estimated more than 200 miles of range on a single charge on the all-electric Chevrolet Bolt EV (based on GM testing).

GM, Read said, also produced the highest non-hybrid passenger car fuel economy in the U.S. market at an EPA-estimated highway 46 mpg in the 2.0L diesel-powered Chevrolet Cruze. GM

CONTINUED ON PAGE 4



## Technology Needed for Good Drivers Who Are Braking Bad

WASHINGTON (AP) – Federal regulators and the auto industry are taking a more lenient approach than safety advocates like when it comes to phasing in automatic braking systems for passenger cars, according to records of their private negotiations.

The technology automatically applies brakes to prevent or mitigate collisions, rather than waiting for the driver to act. Some say it's the most important safety technology available today that's not already required in cars.

Such systems should be standard in all new cars, says the National Highway Traffic Safety Administration. But instead of man-

dating it, the government is trying to work out a voluntary agreement with automakers in hopes of getting it in cars more quickly.

But safety advocates say voluntary agreements aren't enforceable and are likely to contain weaker standards and longer timelines than if the

government had issued rules.

"Consumers are going to come up the losers in this process," said Clarence Ditlow, executive director of the Center for Auto Safety.

Meeting minutes obtained by The Associated Press of three of the meetings that NHTSA has held with automakers since Octo-

ber show the government is considering significant concessions.

Records of the third negotiating session, on Nov. 12, show that automatic braking systems would be allowed that slow vehicles by as little as 5 mph before a collision. Manufacturers would

CONTINUED ON PAGE 6

## Autorama to Display Winning Designs

The Fiat Chrysler Product Design team recently named four winners in this year's Drive for Design contest.

The contest challenged U.S. high school students in grades 10-12 to design a Dodge SRT Hellcat for the year 2025, said Fiat Chrysler spokeswoman Gabrielle Schulte.

"The Drive for Design contest continues to be a great way for the FCA US Design team to connect with students that show an interest in art and design," said Mark Trostle – head of Dodge and SRT Design, Fiat Chrysler.

All four winners will be recognized and awarded with prizes on Feb. 26 at the upcoming 64th annual Meguiar's Detroit Autorama being held at Cobo Center in Detroit.

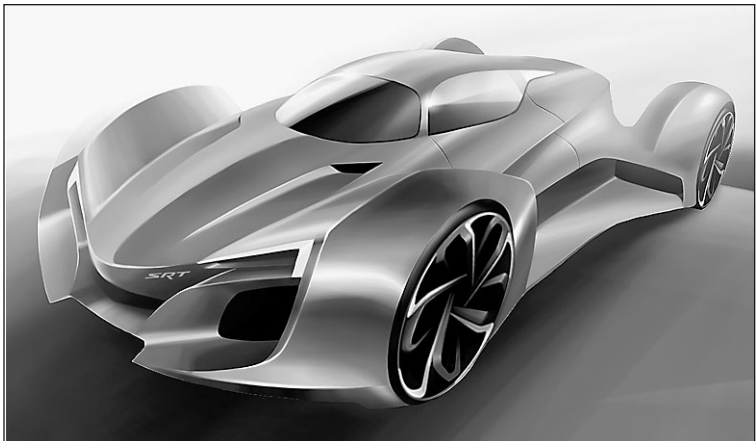
For those interested in seeing the winning designs close and up front, the four winning sketches will remain on display in the Mopar booth that Fiat Chrysler is setting up at the Detroit Autorama Feb. 26-28.

Prizes include Apple products, a three-week summer course at the College for Creative Studies (CCS) in Detroit, three

passes to the Detroit Autorama, a three-day/two-night stay in Auburn Hills and dinner with members of the FCA US Product Design team.

The FCA US Product Design team created its Drive for Design contest as a creative way to educate young artists about careers in automotive design.

Starting locally in Detroit, Drive for Design has grown to become a national contest that has awarded talented students with prizes and rare opportunities to help further develop their design skills.



Local Winner Hwanseong Jang's winning sketch



Ford is developing a ride program to help Kansas City commuters.

## Ford Jumps in to Support Kansas City Commuters

At the recent Detroit auto show, Bill Ford said that Ford Motor Company is in the process of transitioning from being an automobile manufacturer to being a transportation company.

An example of that philosophy in action will be seen in Kansas City.

Kansas City commuters will be first in the nation to test a unique solution for increased urban mobility, said Ford spokeswoman Jessica Enoch.

Urban technology company Bridj is teaming up with the Kansas City Area Transportation Authority to launch Ride KC: Bridj – a pilot program using a network of locally built Ford Transit vans to provide a new way to access areas of Kansas City that are rich in jobs and housing, Enoch said.

This transformative program is the first U.S. public-private

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Tech Center News

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GM Caught Up In  
Takata Air Bag  
Difficulties

DETROIT (AP) – General Motors is recalling about 200,000 Saab and Saturn cars in the U.S. and Canada to replace the Takata driver's air bag inflators.

The move is part of a broader recall of more than 5 million vehicles announced last month by U.S. safety regulators.

Takata inflators can explode with too much force in a crash and hurl metal shrapnel into drivers and passengers. At least 10 people have died worldwide and 139 have been hurt due to the problem.

The GM recall includes the Saab 9-3 from 2003 to 2011 and the Saab 9-5 from 2010 and 2011. Also included is the Saturn Astra from 2008 and 2009.

Dealers will replace the inflators. Owners will get letters notifying them of the recalls, but since parts aren't available yet, they'll have to wait for a second letter before taking cars to dealers.

GM has no plans to offer loaner cars to people who don't want to drive their vehicles, spokesman Tom Wilkinson said. The type of Takata inflators in the GM cars ruptured only in testing and not in the field, he said. "Our position is you can continue to drive the cars as normal" until repairs are made, he said.

The Saab models under recall were sold in other markets including Europe, while the Astra was sold as an Opel in Europe and elsewhere. Wilkinson said GM's global safety team is reviewing data on the inflators in other markets "and will respond appropriately." GM sold the Saab brand in 2009 but kept responsibility for administering its recalls. The brand eventually went out of business.

The National Highway Traffic Safety Administration announced the latest round of Takata recalls on Jan. 22 after the death of a South Carolina man when an inflator ruptured on a 2006 Ford Ranger, and when testing showed four ruptures on a different type of Takata inflator.

The recalls covered vehicles made by GM, Ford, BMW, Volkswagen, Honda, Mazda, Mercedes-Benz and Daimler Trucks. They bring to about 24 million the number of vehicles under recall in the U.S. for Takata air bag problems. It's already the largest automotive recall in U.S. history, and the government expects it to grow. Worldwide, about 50 million inflators are under recall.

MCC Offering Educational Look at Detroit in the 1940s

The 1940s was a decade of tension and transition, said Macomb Community College (MCC) spokesman James Melton.

While the decade began with the world still at war and millions of Americans away from home, it concluded with Americans focusing on home life – from education to careers and family, Melton said.

Macomb Community College's Lorenzo Cultural Center, on Center Campus in Clinton Township, presents "The 1940s: Through the War and Beyond," offering nearly 40 presentations, films and performances, as well as exhibits, Melton said.

The 1940s were not only a decade of radical transformation in areas such as gender roles, technology and economy; it also was a decade in which southeast Michigan played an out-sized role in the transformation, Melton said.

The themes explored throughout the programing include southeast Michigan's emergence as the Arsenal of Democracy, race relations and the changing role of women.

On Thursday, May 5, at 7 p.m., Melton said frequent History Channel commentator and historian H. W. Brands will explain how the victory in WWII established the power of the U.S., influencing American life and world

relations for the next 50 years in Victory and Its Echoes: From FDR to Reagan.

The series features several interactive programs, including "Tin Can Army" on Thursday, March 10, 11 a.m. and 1 p.m., depicting how children got involved in the war effort, such as taking part in scrap metal drives.

This will be followed by "Knit Your Bit" on Saturday, March 19, 10 a.m., and Thursday, March 31, 1 p.m. This program tells how home front knitters supported the war effort and guides participants in making scarves that will be donated to veterans.

A lecture called, "Plant a Victory Garden," is set for Wednesday, April 6, at 11 a.m., Melton said, and explores how Americans grew their own food to ease shortages and encourages participants to plant seeds to take home and start their own gardens.

The evening of Saturday, April 16, the Rhythm Society Orchestra will recreate a World War II-era USO Dance, complete with period costumes. Doors open at 6 p.m., with a dance lesson at 6:30 p.m. and open dancing at 7 p.m., Melton said. Individual tickets are \$15 and available by calling 586-286-2222 or online at www.MacombCenter.com.

For a complete program series schedule, visit www.lorenzocul-

turalcenter.com/programming.

Exhibits in the cultural center's 8,500-square-foot Discovery Hall will include a 1944 M20 armored vehicle and 1940s movie theater vignette, as well as:

- 1943 Detroit Race Riot: Examines some of the underlying causes of the rioting that broke out in Detroit during 1943 using artifacts, photos and text.

- Koppitz Beer: Showcases examples of the Detroit brewing company's patriotic artwork, which featured illustrations on the labels of their beer bottles of defense vehicles and other wartime innovations paid for by war stamps and bonds. From the Michigan Military Technical and Historical Society.

- Fighting on the Home Front: Propaganda Posters of World War II: Features posters used to promote things such as war bonds, growing and canning food and taking defense jobs to aid the war effort. From the Detroit Historical Society.

- A Few Good Women: Women in the Military During the Second

World War: Highlights the contributions of Michigan women in all phases of the war effort through text, video, audio and images. From the Michigan Women's Historical Center and Hall of Fame.

The series concludes with Stories of Service on Saturday, May 7 at 1 p.m., Melton said. A panel of World War II veterans will share their experiences of war and homecoming, facilitated by Brian Louwers.

Except for the dance on April 16, admission to The 1940s: Through the War and Beyond is free, but pre-registration is required for all presentations and performances, Melton said.

To register, call 586-445-7348 or visit LorenzoCulturalCenter.com. The Lorenzo Cultural Center is open 10 a.m.-4 p.m., Wednesday, Friday and Saturday, and 10 a.m.-8 p.m. on Thursday.

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Aluminum and its Alloys – March 28 – 30, 2016

Upon completion of this course, you should be able to: Identify aluminum alloys suited to specific applications; describe key processing parameters that influence structure - property relationships; identify composition and processing interactions that result in final material properties; solve routine processing and heat-treating issues; and identify cost-reduction opportunities that do not negatively impact material and product performance.

– Class size is limited and will be filled on a first come, first served basis. –

Please contact Charles Cammarata at (586)445-7425  
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## GM Investing \$148M at Spring Hill Plant

General Motors will invest \$148 million to repurpose flexible machining and assembly equipment at its Spring Hill (Tenn.) Manufacturing plant to build V8 engines to meet market demand, retaining approximately 200 jobs.

The investment will enable Spring Hill to quickly add capacity to build the Small Block 6.2L V8 engine in the popular truck and SUV segment, said GM spokesman Tom Wickham. This will be the first time Spring Hill will build V8 engines.

The 6.2L truck engine is currently available in the Chevrolet Silverado Crew Cab, GMC Sierra Crew Cab, Yukon Denali, Yukon XL Denali and the Cadillac Escalade and Escalade ESV, Wickham said. The aluminum Small Block engine features a suite of technology for efficiency and performance, including Active Fuel Management (cylinder deactivation), direct injection and continuously variable valve timing. Other GM sites building the 6.2L V8 for trucks are Tonawanda, N.Y., and St. Catharines, Ontario.

The investments in Spring Hill are part of \$709.4 million in investments General Motors has announced since ratification of the UAW-GM national agreement in 2015, Wickham said.

Since 2010, General Motors has announced investments of more than \$1.35 billion for the company's Spring Hill manufacturing operations.

"This investment will position



A GM 6.2L V8 engine

General Motors and its workforce to promptly respond to consumer demand for this engine in the popular truck and SUV segment," said Arvin Jones, GM North America Manufacturing manager.

The flexibility of Spring Hill's engine machining and assembly equipment, Jones said, will allow General Motors to respond "defly" when additional engine variant capacity is needed in the future.

Equipment repurposing will begin immediately with Small Block 6.2L V8 production scheduled to begin during the fourth

quarter of 2016, Wickham said. Having flexible equipment and machining is allowing General Motors to add capacity as needed in a timeframe that is faster than the typical two to three years required to add a new engine line, he said.

"Spring Hill and its employees have a reputation for producing award-winning 4-cylinder engines," said UAW Local 1853 Chairman Mike Herron. "We appreciate GM recognizing these outstanding skills with the opportunity to build V8 engines for some of GM's most popular full-size trucks and SUVs."

## Club GM Selling Special Meals On Wheels Cards

Club GM is helping Detroit Meals On Wheels through the sale of special Easter cards.

All the proceeds from the sale of the \$5 cards will go toward helping provide a complete meal on Easter for one homebound elderly person in the local community, said Ardin Hammel, Club GM spokesman and chairman. The cards may be purchased at all Club GM stores, Hammel said, or from club members.

Names and phone numbers of those members selling the cards can be obtained by contacting Annette Taylor-Wetungu at 586-940-9826.

Club GM is also holding its annual Earth Day T-Shirt contest.

Each year, children of GM employees working out of the Tech Center may enter into the club's Earth Day T-Shirt contest, Hammel said. The theme of this year's contest is "watch GM grow."

The contest is open to children between the ages of five and 18, Hammel said. Those entering are asked to design a logo that can go on a T-shirt. No clip art, original art only.

The deadline for submitting a design is March 4, Hammel said. They may be turned into the Club GM store at the VEC building. To learn more, Hammel said people should contact Katie Murphy at 586-441-8670.

Club judges will pick two de-

signs that will be put on actual T-shirts, Hammel said. The back of the T-shirt will display the best design submitted by children between the ages of five and 10 years old. The front of the shirt will feature the best design submitted by a youth in the 11-18 age category.

"On the back of the artwork, we ask that the name of the child who made the design, the age of the youth and the name of the employee submitting the design be written, in pencil," Hammel said.

## Warren Honors Hero Driver

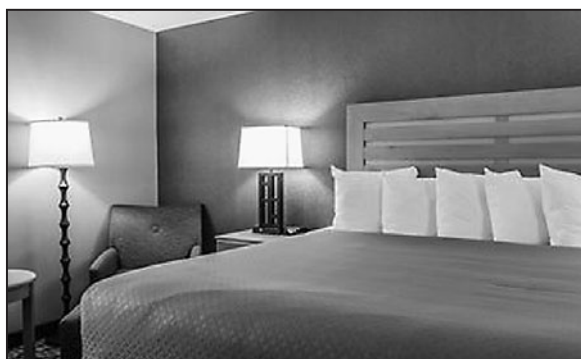
WARREN, Mich. (AP) – A man credited with saving the life of a stabbing victim outside the General Motors Tech Center has been honored by a Detroit suburb and given a \$1,000 gift certificate to a jewelry store.

Didarul Sarder was working as a valet supervisor last week when he pulled his gun and ordered a woman to drop the knife she was using to stab a 52-year-old woman. The victim is expected to survive.

Sarder told reporters that he would do it again. He received a proclamation Feb. 18 from the city of Warren, a gift certificate from Elegant Jewelers and praise from police.



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GM Powertrain Gets Name Change to Reflect Times

CONTINUED FROM PAGE 1

way 46 mpg in the 2.0L diesel-powered Chevrolet Cruze.

GM Global Propulsion Systems is also known for its experience with hydrogen fuel cells.

Nearly 50 percent of the Global Propulsion Systems engineering workforce is involved with alternative or electrified propulsion systems, Read said.

Other notable systems include award-winning products like the new 3.6L V6 with cylinder deactivation available in the Cadillac CT6. GM has more vehicles on the road with this fuel-saving technology than any other manufacturer.

Other recent recognized achievements, Read said, include the award-winning second-generation Voltec propulsion system in the Chevrolet Volt and the highly acclaimed drivetrain for the Opel Astra.

“Gone are the days when a gasoline engine and a transmission designed independently meet a customer’s expectations,” said Dan Nicholson, vice president, GM Global Propulsion Systems.

“Today’s customer is demanding unprecedented technology integration that requires unprecedented engineering and supplier partnerships. The diversity of our propulsion systems requires a name that reflects what we are already working on and delivering to our customers. I believe this will establish an industry trend.”

Read said that this is not the first time GM has changed how it organized its propulsion systems.

From 1908 to 1983, different

company divisions had different engine and transmission design units. Starting in 1984, different design units were combined. Chevrolet GM Canada and Ponti-

“Today’s customer is demanding unprecedented technology integration.”

– Dan Nicholson  
VP, GPS

ac engine development were consolidated into the CPC Group. At the same time, Buick, Oldsmobile and Cadillac engine development became the BOC Group. These two groups later combined and by 1991 were known as GM Engines.

Between 1984 and 1991, Chevrolet and Buick transmission development became known as the Hydramatic division. Additionally, the casting divisions of Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac were consolidated and became Central Foundry. By 1992, Central Foundry and GM Engines became GM Powertrain.

With the addition of new kinds of automotive engines beyond Internal Combustion Engines (ICE) and the development of true worldwide research teams, GM Powertrain has now evolved to GM Global Propulsion Systems.

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## Opel Has Big Plans for the Geneva Show

Opel will stage two world premieres at the 86th Geneva Motor Show – the compact SUV Mokka X and the futuristic GT Concept sports car, said Opel spokesman Peter Vos.

The show, which opens its doors to the public March 3-13, begins with two press days, Vos said.

Opel Group CEO Dr. Karl-Thomas Neumann and his team are holding an Opel press conference on March 1, Vos said, to talk about the brand and its plans for the future in the European market. Opel will display the new Mokka X and GT Concept vehicles, as well as the entire Astra family, Vos said.

Opel's new twin turbocharged diesel engine, in combination with start/stop, six-speed manual transmission and low rolling-resistance tires, the 118 kW/160 hp 1.6 BiTurbo CDTI in the Astra, consumes only 4.1 liters per 100 kilometers (109 grams of CO2 per kilometer), Vos said.

"Our Geneva stars highlight exactly what Opel is today. The GT Concept shows that we are innovative and have a clear vision of where we are going. The new Astra and the new Mokka X show that we listen to our customers and put them at the center of everything we do by building cars that are desirable and affordable," Neumann said.

## To Buy or Not To Buy GM – No Longer a Question

BAY CITY, Mich. (AP) – A city that has been home to a General Motors factory for nearly a century has been struggling over whether to buy less expensive Ford Motor SUVs for the police department.

Four Ford Explorers would cost 25 percent less than four GM Tahoes. But Bay City has a 33-year-old policy that requires it to buy GM vehicles.

The issue was discussed at a city commission meeting last week, *The Bay City Times* reported.

"People support both brands, GM and Ford, but this is a significant amount of money we're talking about," City Manager Rick Finn said. "If it was a few thousand dollars, I'd say let's stick with the Chevys, but \$37,000 is a lot of money. The Ford is the wiser decision."

Commissioner Ed Clements wanted to stick with GM, which has operated a factory in Bay City, 115 miles north of Detroit, since 1918. It is part of the company's powertrain division.

The four Tahoes, which have larger engines, would cost \$148,468. The four Explorers would cost \$110,184.

"Is \$37,000 worth it over the course of time?" Clements said of the price difference. "This community needs to support its largest taxpayer."

In the end, Bay City officials – on a 5-3 vote – opted last week to buy the four Ford Motor Company vehicles for its police fleet. The vehicles will cost the city \$165,580 after being equipped with police gear.

Commissioner David Terrasi abstained from the vote because, he said, his father is retired from Ford and his family continues to receive profit-sharing checks from the Dearborn automaker, adding that he himself has received discounts on Ford vehicles he has bought under a Ford family purchasing plan.

Bay City Public Safety Director Michael Cecchini said the vehicles would arrive in 10 to 12 weeks.

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## Tech Needed for Drivers Who Are Braking Bad

CONTINUED FROM PAGE 1

be allowed to exempt 5 percent of their vehicles from the standard. The discussion included an additional exemption for models that manufacturers intend to phase out or redesign.

The minutes don't specify a model year by which the technology would have to be included in cars. The group did decide that discussion of any deadline would begin with "the latest date submitted by any automaker" for when they would be ready to make the change.

The agency is required by law to provide meeting minutes of such negotiations and to make them public. Only minutes from the first meeting were in the agency's public docket, but a NHTSA spokesman provided minutes to the other two meetings in response to a request from the AP.

Minutes to a fourth meeting were unavailable, the AP was told.

"This is what happens when you start negotiating with the auto industry," said Joan Claybrook, a safety advocate and NHTSA's administrator during the Carter administration. "They want to negotiate this out and they want to negotiate that out," and establish a deadline driven by their production schedules rather than safety considerations.

Besides NHTSA, meeting participants included 16 automakers, two auto industry trade groups and the Insurance Institute for Highway Safety, the insurance industry's safety research arm. Representatives from Transport Canada, the Canadian government's auto safety regulator, also attended.

Mark Rosekind, NHTSA's administrator, has said the federal

rule-making process is so cumbersome and time-consuming that a voluntary agreement is likely to get the technology into all cars faster. He said regulations remain an option.

The Association of Global Automakers, which has taken the lead for the industry on the issue, didn't immediately reply to a request for comment.

"Regulations can be too rigid when technology like this is changing quickly," said Russ Rader, a spokesman for IIHS. "A complicated regulation could make it more difficult for the automakers and their suppliers to continue to develop the systems."

Safety advocates who met with Rosekind last week said he told them he hopes to wrap up negotiations on a voluntary agreement within the month. Safety groups have filed a petition asking NHTSA to issue regulations instead.

Automatic braking is already available in dozens of car models, but typically as a pricey option on higher-end vehicles. Subaru offers it on the Impreza sedan, for example, as part of a \$2,895 safety package.

Claybrook acknowledged that federal rule-making is too slow, largely because of White House insistence on elaborate cost-benefit analyses of potential safety rules. But she said automatic braking could move more quickly because the technology is available and the government wouldn't have to prove its feasibility. The insurance institute has done extensive testing and analysis of

its benefits, she added.

There are about 1.7 million rear-end crashes a year in the U.S., killing more than 200 people, injuring 400,000 others and costing about \$47 billion annually. More than half of those crashes could be avoided or mitigated by automatic braking or systems that warn drivers of an impending collision, NHTSA estimated.

The technology holds the potential to significantly reduce what the insurance industry pays in damage and injury claims. Some insurers offer discounts to customers whose cars have automatic braking. But many don't because it's difficult to verify the presence of an optional system and because there are so many different name brands for the technology that it's hard to determine which ones are most effective.

NHTSA announced last year that it will include automatic braking and other collision-avoidance technologies in its five-star safety rating program to encourage automakers to more widely adopt the technology.

In an unusually pointed criticism, the National Transportation Safety Board, which investigates accidents and makes safety recommendations, said in a report last year that "slow and insufficient action" by NHTSA to develop performance standards for automatic braking and collision warning systems and to require the technologies in cars and trucks "has contributed to the ongoing and unacceptable frequency of rear-end crashes."

## Lear Buying Back Stock

Lear Corporation's board of directors has authorized an increase in the company's share repurchase authorization to \$1 billion while maintaining the authorization period until Dec. 31, 2017, said Henry D. G. Wallace, Lear's Non-Executive Chairman.

In addition, the board increased by 20 percent the quarterly cash dividend on the company's common stock from 25 cents a share to 30 cents a share. The next dividend is payable on March 23 to shareholders of record at the close of business on March 2, Wallace said.

"The Lear Board of Directors is committed to delivering superior returns to shareholders," said Wallace. "The shareholder actions announced today demonstrate the confidence Lear's board of directors has in the company's outlook. The board believes that the company's balanced strategy of investing in the business and consistently returning cash to shareholders, while maintaining a strong and flexible balance sheet, will allow Lear to profitably grow and create significant value for shareholders."

"The company's strong operating performance and financial strength," said Matt Simoncini, Lear president and chief executive officer, "are allowing us to

build upon our proven record of returning capital to shareholders.

"The investments we have made in our business have put the company in the strongest competitive position in our history. I am confident that Lear is well-positioned for future growth and success."

At the end of 2015, Lear had \$513 million remaining on its share repurchase authorization. Including last week's action, Lear's total available share repurchase authorization is \$1 billion, Wallace said.

Lear may implement share repurchases under the new share repurchase authorization utilizing a variety of methods, including open market purchases, accelerated share repurchase programs and structured repurchase transactions, Wallace said.

Share repurchases are subject to the company's alternative uses of capital and prevailing financial, market and industry conditions.

Lear's 2016 annual meeting will be held May 19 at the company's corporate headquarters, 21557 Telegraph Road, Southfield.

The record date for determining eligibility to vote at the 2016 Annual Meeting is March 24, Wallace said.

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# Ford Testing a New Transit Program Starting in March

CONTINUED FROM PAGE 1

partnership that brings together a major U.S. transit agency, an automaker and an urban technology company with the aim of enhancing Kansas City's existing mass transit system by providing greater access and mobility to residents, Enoch said.

"Today, we are bringing another transit option to the region with the introduction of micro-transit," said Robbie Makinen, KCATA president and CEO. "By combining the intelligence of Bridj technology with capable and flexible Ford Transit vehicles, we are creating a seamless and borderless transportation network for our residents that is easy to use, comfortable and affordable."

Ride KC: Bridj is scheduled to launch in early March, Enoch said. Powered by billions of data points, Bridj's platform determines where riders want to go and how to get them there most efficiently. Using the Bridj mobile app, riders can request on-demand shuttle service that they can access via pop-up shuttle stations.

"Bridj is thrilled to be the urban technology platform for Ride KC: Bridj," said Matt George, CEO of Bridj. "Modernizing urban infrastructure will be the single greatest technology challenge of our time, and this pilot is part of the solution by significantly extending the current capabilities of Kansas City's mass transit system."

Ford is the exclusive vehicle provider for Ride KC: Bridj because of its commitment to enabling urban mobility through its Ford Smart Mobility plan, Enoch said.

"Our goal is to make people's lives better by changing the way the world moves," said Erica Klampfl, global mobility solutions manager, Ford Research and Advanced Engineering.

"The Ford Smart Mobility plan supports our commitment to innovation, and is aimed specifically at developing smarter mobility services. We are excited that Ford Transit was selected for Ride KC: Bridj because this is one of many projects that will help us gain insights into what works and develop smarter, more connected mobility solutions and service-oriented products."

Ten Ford Transit passenger vans built at Kansas City Assembly Plant will stay close to home, becoming the network of shuttles in the pilot program, Enoch said.

The fleet of high-roof, long-wheelbase Transit vans with available 3.5-liter V6 EcoBoost engines will be modified with a custom 14-passenger seating layout and custom-installed large running board for passenger convenience. Bright logos on the sides will make for easy visibility.

Ford Motor Credit Company is supporting the one-year pilot with financing through its municipal lease finance program.

"Only 18 percent of jobs in the Kansas City region are accessible within 90 minutes when using existing mass transit options," said Bridj's George, citing figures from the Brookings Institute.

"By improving access to jobs, Ride KC: Bridj is a catalyst for social and economic opportunity, and an example of what is possible when cities adopt technological innovation and work in collaboration with private entities to create a truly modern city."

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Cruise Control, Keyless Entry, 7" Touch Screen Radio,  
Back-up Camera, Onstar, XM Radio, 4G LTE WiFi & More

**24 Month Lease/10,000 Miles**

**\$161\*** + Tax with \$0 Down  
**NO SECURITY DEPOSIT REQUIRED**

**2016 SILVERADO 1LT**

**NO SECURITY DEPOSIT REQUIRED**

**DOUBLE DOOR ALLSTAR 4X4**

ALL STAR EDITION, Power Window & Locks  
7" Touch Screen Radio, Trailer Tow, Remote Start  
Alum. Wheels, Back Up Camera & More...

**24 Month Lease/10,000 Miles**

**\$192\*** + Tax with \$0 Down  
**NO SECURITY DEPOSIT REQUIRED**

**2016 EQUINOX LT**

**NO SECURITY DEPOSIT REQUIRED**

7" Touch Screen, OnStar/XM Satellite Radio  
MYLink Touch Screen Radio, Remote Keyless Entry  
Rear Vision Camera, Alum. Wheels & More...

**24 Month Lease/10,000 Miles**

**\$169\*** + Tax with \$0 Down  
**NO SECURITY DEPOSIT REQUIRED**

Free shuttle service to home, office or shopping.

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\*See dealer for details. All Rebates/Incentives have been deducted from sale price/payment and are subject to change by manufacturer without notice. GM Employee discount required unless otherwise noted. The Silverado lease includes GM Lease Loyalty or Lease Conquest. The Malibu and Equinox leases assume that you qualify for lease conquest. To qualify for Lease Conquest you must have a NON-GM Lease in the household that terminates within 365 days. All lease payments are based on 10,000 miles per year. 1st payment, tax, title and plate fee due at signing on all leases unless otherwise noted. All deals expire 2/29/2016

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