



GM's Steve Kiefer congratulates the company's top suppliers.

GM Honors their Suppliers For Innovation and Quality

General Motors recognized 110 of its best global suppliers during its 24th annual Supplier of the Year awards ceremony held at Cobo Center on March 10. The announcement represents the most suppliers GM has recognized since debuting the Supplier of the Year event in 1992, said GM spokesman Nick Richards.

Automotive suppliers from 17 countries received GM's coveted Supplier of the Year award for going above and beyond GM's requirements, designed to provide customers with the most innova-

tive technologies that benefit customers and the industry's highest quality vehicles.

GM's 2015 recognition represents a nearly 40 percent increase in the number of suppliers recognized compared to 79 recipients in 2014. More than half of the suppliers are repeat winners from 2014.

"Our priorities are focused on building positive supplier relationships, bringing new, customer-centric innovations to GM,

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Newest Generation Has Own Car Thoughts

by Jim Stickford

Gen Z, aged from just born to 17, is a different kind of generation from not only Baby Boomers, but from the Millennial Generation that has come right before them.

And that difference should have a big impact on how automakers sell to Gen Z, said Isabelle Helms, vice president of Research and Market Intelligence, for Cox Automotive – parent company of Autotrader and Kelley Blue Book.

Helms talked about this new generation at a special press event held at the Detroit Athletic Club on March 15 by the Automotive Press Association.

The first thing people have to understand, Helms said, is that Gen Z is a big generation. It's approximately 23 percent of the population and its purchasing power will align to the GDP of some countries – \$3.2 trillion by the year 2020.

And the events that have formed this generation – ISIS, 9-1-1, the market crash of 2008 – have had a profound impact on them. They are realists compared to Millennials who can be called optimists. They are used to Netflix, SnapChat, Uber and the Cloud. They are always connected and are multitaskers.

"This generation has grown up

connected and in dark times," Helms said. "Parents have been unable to shield them from the horrors of life the way Millennials were shielded by their parents."

Helms said her survey of 1,200 Gen Zers revealed some interesting information. First off, they want to own and drive their own cars. And alternatives to traditional car ownership don't really appeal to them.

Helms said that a full 92 percent want to own their own car, while only 15 percent want improved public transportation to replace car ownership and 8 percent want car/ride sharing services to replace car ownership. They believe car ownership is tailored to their needs and more worry-free.

"They see the appeal of ride sharing, but they don't believe it will replace traditional car ownership," Helms said.

Helms said that her survey showed that 97 percent of Gen Zers have a driver's license or intend to get one when the time comes.

When asked why they want a car, 29 percent said for the sense of freedom, 21 percent said it just makes life easier and 6 percent said because "a car will represent who I am."

That last statistic is quite different from Millennials, who often choose a car as a way of mak-



Isabelle Helms

ing a public statement themselves, Helms said.

"We asked Gen Zers what they would be willing to give up to get a car," Helms said. "The responses really surprised us. A full 72 percent said they would rather have a car for a full year than use social media. And 63 percent said they would rather have a car than buy new clothes for a year. This last figure is a real shocker. A full 33 percent said they would have a car for a year than have a cell phone for a year. That really tells you something about how this generation values cars."

And, Helms said, this generation is not as environmentally

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Experts Discuss the Future of Automated Vehicles at Conference in Dearborn

By Jim Stickford

Autonomous vehicle technology is already here and more advanced technology is on the way, but a fully automated vehicle for every day use is still a ways off. At least that was the consensus of the experts speaking at *Auto World's* Automotive Megatrends conference held in Dearborn on March 16.

Martin Kahl, editor of *Automotive World*, moderated a panel discussion titled "Connected Cars - the Next 10 Years" where

five experts in the field gave their opinions on where this technology is taking the auto industry.

The panelists were Ken Laberteaux, senior principle scientist at the Toyota Research Institute; John Maddox, assistant director at the University of Michigan Mobility Transformation Center; Priyantha Mudalige, R&D Group manager at General Motors; Kirk Steudle, director of the Michigan Department of Transportation; and Steve Underwood, director of the Connected Vehicle Proving Center at the

University of Michigan.

Kahl began the discussion by asking the panel for a definition of an autonomous car.

Underwood said that was a good question because no one really knows because no universal definitions of an "autonomous" vehicle have been agreed upon by OEMs, regulators, researchers and academia.

"We've been working for five years to come up with a definition," Underwood said. "I will say

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Ford is now making bullet-proof doors for its police vehicles.

Ford Now Offering a Bullet Resistant Option for Police

The television show "Mythbusters" has proven that car doors aren't bulletproof, a disadvantage for police vehicles. But now Ford has done something about this.

The automaker will offer ballistic panels on their Police Interceptor sedan and utility with protection from armor-piercing rifle ammunition, said Ford spokesman Chris Terry.

"Ford is well-known in the police community for going further to enhance officer safety. It's what our product is all about, first and foremost," said Raj Sarkar, general marketing manager, Ford North American Fleet, Lease and Remarketing operations.

The factory-equipped vehicles are the first pursuit-rated police vehicles in the United States to offer ballistic protection up to Department of Justice's (DoJ) National Institute of Justice standard Type IV, Terry said.

According to the Department of Justice standard, the descrip-

tion of a Type IV ballistic panel is:

"Type IV hard armor or plate inserts shall be tested in a conditioned state with .30 caliber armor piercing (AP) bullets (U.S. Military designation M2 AP) with a specified mass of 10.8 g (166 gr) and a velocity of 878 m/s ± 9.1 m/s (2880 ft/s ± 30 ft/s)."

While the number of shootouts between police and criminals using high-powered, armor-piercing rifle ammunition is low, they are unfortunately becoming more common, Terry said.

"The fact that we design our Police Interceptors around officer feedback is what has made them number one. Officers globally told us they needed protection from armor piercing ammunition and we added increased ballistic protection to an already great product – that's continuous innovation," said Arie Groeneweld, chief engineer, Ford Police

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(From left) Priyantha Mudalige, John Maddox, Ken Laberteaux, Kirk Steudle, Steve Underwood and Martin Kahl at a recent conference on autonomous vehicles.

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‘Color it Fun’ at Warren Library

Coloring is no longer just something for children, said Warren librarian Jennifer Lund.

“Adults across the country have picked up coloring books as a fun way to relax and unwind,” Lund said. “The health benefits include relaxation, exercising fine motor skills and training the brain to focus.”

So, Lund said, those adults interested in learning more about this, can come to the Warren Civic Center Library on Thursday, March 31, starting at 6 p.m.

The library will supply materials. For adults and older teens. Call 586-574-4564 to register.

First Cadillac CT6 Rolls Off the Line and Sold for Charity

The fight against cancer recently got help to the tune of \$200,000 thanks to GM, said company spokesman David Caldwell.

In April 2015, Ohio dealer David Flynn paid \$200,000 for the first retail production Cadillac CT6 as top bidder at the Barrett-Jackson Auction in Palm Beach, Fla., Caldwell said. The auction benefitted the Barbara Ann Karmanos Cancer Institute.

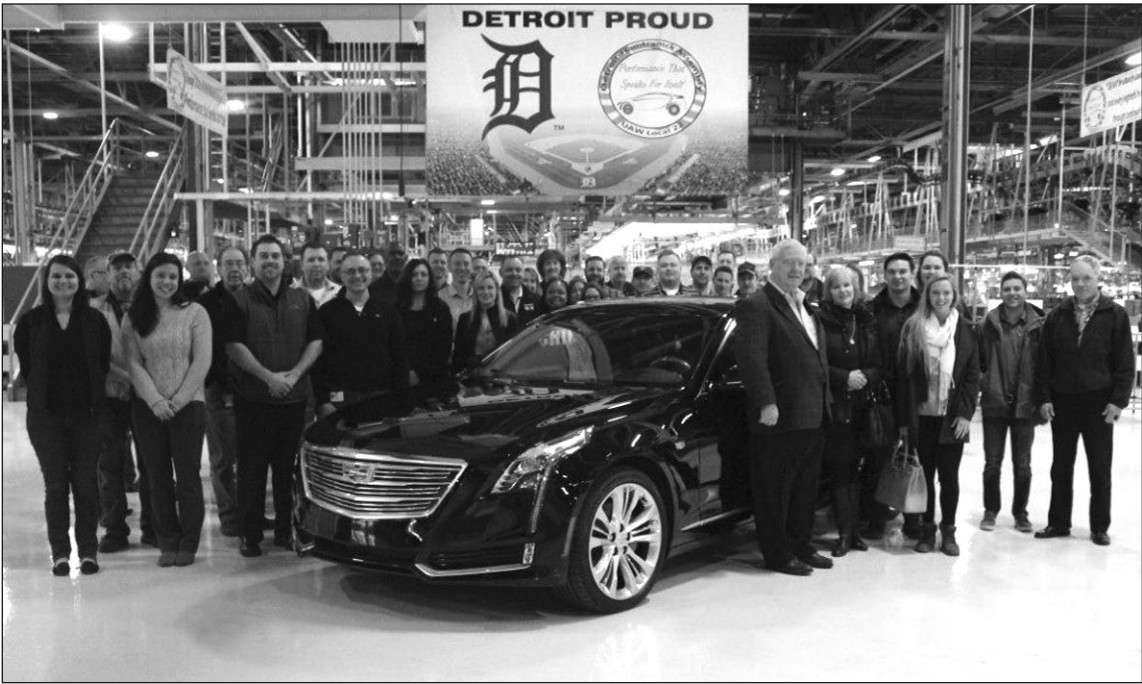
Flynn visited the Detroit-Hamtramck Assembly plant (D-Ham) with his wife and three of his children on Feb. 19, Caldwell said. His CT6 rolled off the line to a sea of proud engineers. Flynn and his family toured the new CT6 Body Shop and General Assembly before meeting several of the D-Ham staff and CT6 launch team.

Flynn owns several dealerships near Columbiana, Ohio. His children, Sam, Katie, Bonnie, and Shannon will all enter the family business one day, Caldwell said. When asked if she was surprised about her dad winning the CT6 auction, Katie replied, “Not at all, my dad has to have the first of everything.”

The 001 VIN was crucial to Flynn, as that was the first thing he looked at upon seeing his new sedan, Caldwell said.

“It’s terrific,” Flynn said. “I told my oldest daughter she could have it, but I’m re-thinking that decision now after seeing it.”

Flynn and his family had the



David Flynn and family picked up the first Cadillac CT6 off the line in Hamtramck.

chance to experience a Dynamic Vehicle Test before heading to the Design Center, Caldwell said. There, they met some of the CT6 designers, received a behind-the-scenes facility tour, and took home an original CT6 sketch, autographed by the design team.

CT6 marks Cadillac’s long-awaited return to the global prestige luxury segment, Caldwell said, and is one of eight all-new

vehicles the brand will launch by the end of the decade as part of its \$12-billion product investment to expand and elevate.

“The CT6 is nothing less than an entirely new approach to premium luxury – and an approach only Cadillac can offer,” said Johan de Nysschen, president of Cadillac at the time of the CT6 launch. “It is a bold endeavor with unmatched dynamism that

reignites a passion for driving in large luxury vehicles. In short, it is prestige luxury reimagined.”

More Girls Taking Time to Participate in Robotics Events

DETROIT (AP) – As the state’s wildly popular robotics season kicks off this month, organizers are noticing a welcome trend: More girls are joining teams and more are taking on leadership roles.

That’s key in a state that has invested heavily in boosting education in STEM – science, technology, engineering and math – and where there are many efforts under way to get girls into those fields. Michigan has excelled in robotics, the so-called sport of the mind. The state has 411 teams, far more than the second-highest state of California, which has 258 teams. And Michigan teams have a track record of excelling at the world finals, the *Detroit Free Press* reported.

In robotics, the growth in female participation is happening at all levels – on coed teams and all-girls teams.

“I’m seeing an uptick,” said Gail Alpert, president of the state’s robotics association. “They’re taking on critical roles. They’re drivers. They’re coaches. They’re mentors.”

The growth is happening amid widespread efforts to get more girls to consider science careers. In January, the Michigan Science Center launched the STEMInista Project to encourage more interest in STEM careers among middle-school girls.

“Research tells us that middle school can be a make or break time in building interest in STEM and STEM careers,” said Tonya Matthews, president and CEO of the center.

Girls who sign up to be STEMInistas will have access to special programming at the science center in Detroit and an opportunity to meet and learn from women in STEM careers.

The project is aimed at combating numbers that show that while half the workforce is made up of women, less than 25% of the STEM workforce includes women. Also, statistics compiled for the project show that half the women in STEM careers leave those jobs in the first 10 years.

Numbers compiled by the Michigan Department of Education for STEM programs that are part of career-tech education centers show that a larger percentage of girls are participating, though there is still a wide dis-

parity. Of the 3,851 students enrolled in such programs during the 2012-13 school year, for instance, 528 were girls. In the 2014-15 school year, there were 812 girls out of 5,361 total students.

The push to get more girls into STEM fields is important, said Ashley Jones, 16, a junior at Voyageur College Preparatory in Detroit. Ashley is the captain of the all-girls Mercy Midnight Storm robotics team from Detroit.

“Females can do just as much as males can do. And I think by doing robotics, it’s a learning thing – you realize, ‘Hey, I can cut metal’ or ‘Hey, I can do this.’ It’s a very rewarding experience,” she said.

The Mercy Midnight team is helping fuel the robotics growth this year. Team members stood out in their first competition over the weekend in Southfield, decked out in silver capes, black shirts and green and silver hair ribbons.

The rookie team went into the competition knowing it would be an important learning experience.

And while their robot had some technical problems early on, they still walked away with a coveted award: the all-star rookie award, given during each competition to new, promising teams. Teams from Royal Oak High School and Woodhaven High School won the competition.

“They were beyond excited,” Autumn Horton, one of two adult lead mentors for the team, said of the rookie award. “Now they want to work even harder.”

Members said they hope they can set an example for other girls.

“You can do whatever you put your mind to,” said Denasia Robinson, 15, a homeschooled student from Detroit. “I think having an all-girls team is powerful for a lot of people.”

The team isn’t the first all-girls team or the only all-girls robotics team in Michigan to participate in FIRST – For Inspiration and Recognition of Science and Technology. For instance, there’s the veteran Pink Panthers team from the Detroit International Academy for Young Women.

More all-girls teams participate in the Bloomfield Girls Robotics

Competition, which is part of FIRST in Michigan but held during the off-season. That all-girls competition is held annually at Bloomfield Hills High School and has seen such a growth in teams wanting to compete, it had to put some teams on a waiting list for its last contest.

Robotics requires students to work alongside adult mentors to build a robot that can battle with other robots during competitions, with students controlling the robots from outside a playing field.

At the competitions, three teams and their robots compete as part of two alliances.

But every year, the theme of the game changes. This year, it’s called FIRST Stronghold and the playing field includes two large castle towers. The goal? Weaken and capture the opposing alliance’s tower. Robots score points by successfully navigating barriers on the playing field, including a low bar and a rocky terrain.

They also score points by shooting boulders into the opposing tower, and finally by surrounding and scaling the tower.

Michigan has been a robotics powerhouse. Michigan teams have won 14 winning trophies at the world competition, more than any other state. California is

second with 12 winning trophies and Indiana is third with five.

The number of teams in the state, 411, is up from 345 last year, said Alpert, the president of FIRST in Michigan, which organizes robotics competitions in the state.

And in 2018, the state will host the world finals for the first time.

Much of that growth is happening because the state has invested heavily in increased funding for robotics. In 2014, the state allocated \$3 million for robotics. In 2015 and 2016, \$2 million was invested.

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General Motors Honors its Best Suppliers

CONTINUED FROM PAGE 1

and being the OEM of choice among suppliers,” said Steve Kiefer, GM vice president, Global Purchasing and Supply Chain. “The companies we recognize tonight not only have brought innovation, they delivered it with the quality our customers deserve.”

“We’re incredibly honored to receive one of the first-ever GM Innovation awards.”

– Steve Downing, Gentex

During the event, GM debuted an Innovation award to recognize five suppliers who brought new innovations that benefit customers. Inaugural winners include Autoneum Holding AG; Delphi Automotive; Delta Electronics; Gentex Corporation; and FANUC Corporation.

- Autoneum – provided new lightweight acoustic material in the 2016 GMC Acadia that reduces mass by 20 percent while improving acoustic performance.
- Delphi – provided industry-

first vehicle-to-vehicle wireless communication technology to provide 360-degree object detection, which can see beyond the line of sight and around large obstructions. GM will be the first to market with this technology available on the 2017 Cadillac CTS.

- Delta Electronics – supplied an on-board charger module in the 2016 Chevrolet Volt that converts AC power into DC power with the purpose of recharging the battery pack of electric cars.

- FANUC – developed an assembly plant paint robot application designed to prevent unexpected downtime while enhancing overall robot performance.

- Gentex of Zeeland – introduced industry-first rear camera mirror on the 2016 Cadillac CT6 that eliminates C-pillar obstacles and increases field of vision up to 300 percent.

“We’re incredibly honored to receive one of the first-ever GM Innovation awards,” said Gentex Senior Vice President and CFO Steve Downing. “Our FDM is the first commercially viable, NHTSA-approved display mirror. It’s quickly becoming the industry benchmark for enhanced rear vision, and we’re proud to have worked with GM to bring it to market.”

During the event, Gentex was also named a 2015 GM Supplier of the Year, said Gentex spokesman Craig Piersma. GM recognized 110 of its best suppliers from 17 countries that have

consistently exceeded GM’s expectations, created outstanding value, or introduced new innovations to the company.

GM also honored three companies – LGE/LG Chem., Brake Parts Incorporated, and repeat winner Lear – with its Overdrive Award. The honor, first debuted in 2012, recognizes supply partners for extraordinary leadership in cultural change and commitment initiatives that drove exceptional business results for GM.

GM spokesman Nick Richards said that other Michigan-based award winners include:

- Gallagher-Kaiser Corp.;
- Ideal Contracting LLC.;
- Dakkota Integrated Systems;
- NNYX Inc.;
- Superior Industries International;

- US Farathane Corp.;
- Summit Polymers Inc.;
- Gentex Corp.;
- MNP Corp.;
- Moon Roof Corporation of America;

- Creative Techniques Inc.;
- Lear Corp.;
- Chemico/Mays LLC;
- Hollingsworth Inc.;
- Active On-Demand.

The Supplier of the Year, Overdrive and Innovation award winners are chosen by a global team of GM purchasing, engineering, quality, manufacturing, and logistics executives. Winners were selected based on performance criteria in Product Purchasing, Indirect Purchasing, Customer Care and Aftersales, and Logistics.

MCC Sets New Tuition Rates For 2016/2017 School Year

At its regular monthly meeting on March 15, the Macomb Community College Board of Trustees authorized tuition rates for fall 2016 through spring/summer 2017 semesters.

Tuition for residents will increase to \$97 a credit hour from \$94, a 3.2 percent increase. For a student attending Macomb full time – taking 12 credits – this will result in an increase of \$36 for the semester, said MCC spokeswoman Jeanne Nicol.

“Sensitivity to the financial pressures our students face is at the forefront of our decision making,” said James Jacobs, Ph.D., president, Macomb Community College. “However, we not only have an imperative to keep tuition affordable, but to balance that with the need to

strategically invest in programs to ensure our students are prepared for 21st century workplace opportunities and to preserve Macomb’s fiscal integrity, ensuring the college continues to serve the community’s needs into the future.”

Macomb’s tuition rates remain well below average among the state’s 28 community colleges. The college has the fifth lowest cost of attendance when both tuition and fees are factored in.

Macomb’s revenue is comprised of three primary sources: tuition (41 percent), state appropriations (27 percent) and local property taxes (26 percent). While property tax values are expected to slightly increase by 0.7 percent, property tax revenue is still \$9 million less than 2007-08.

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New GM Ignition Trial Starts

NEW YORK (AP) – Weeks after the first New York trial over General Motors’ faulty ignition switch controversy ended prematurely, a new one is set to start.

The Manhattan federal court trial that began on March 14 is meant to define legal boundaries that may aid the settlement of hundreds of lawsuits filed after GM revealed that it had continued to sell flawed cars after discovering an ignition switch defect in Chevy Cobalts and other small cars. Since early 2014, it has issued recalls affecting more than 30 million vehicles.

The switches can slip out of the on position, causing the cars to stall, knocking out power steering and turning off air bags. GM says it has fixed the problem.

The new trial results from a January 2014 accident on an icy New Orleans bridge. A man and woman who were in a 2007 Saturn seek compensation for injuries they say they incurred when the driver lost control of the car after she stepped on the brakes but could not stop.

GM says in court papers that the accident did not cause or contribute to any permanent injuries to either of the car’s occupants.

Among evidence the company

plans to introduce is the testimony of a police officer who said the cause of crashes by 39 cars on a mile and a half stretch of the Crescent City Connection Bridge in New Orleans was excessive speeds by cars on ice.

The trial comes after the jury in an earlier trial was dismissed after both sides dropped the case when questions arose about the plaintiff’s truthfulness. The trials are among six scheduled for this year.

At a recent pretrial hearing, U.S. District Judge Jesse M. Furman said the cases were important to define legal boundaries because about 1,700 personal injury and wrongful death cases remain to be resolved.

“A substantial amount of work remains,” he said.

In September, GM announced it had reached a deal to settle 1,385 death and injury cases for \$275 million and a class-action shareholders’ lawsuit for \$300 million.

The company paid nearly \$600 million to settle 399 claims made to a fund it established. Those claims covered 124 deaths and 275 injuries, though GM’s fund rejected more than 90 percent of the 4,343 claims it received, according to figures the company released in December.

Volkswagen Named in Suit Filed by Whistleblower

DETROIT (AP) – Volkswagen deleted documents and obstructed justice after the U.S. Environmental Protection accused the company of cheating on emissions tests, a former employee alleged in a lawsuit.

Daniel Donovan says in a whistleblower case that he was wrongfully fired Dec. 6, 2015 after refusing to participate in the deletions and reporting them to a supervisor. The lawsuit says that the evidence deletion continued for three days after the Sept. 18 allegations from the EPA and despite a hold order from the Justice Department.

VW has admitted that it programmed about 600,000 diesel-powered cars in the U.S. to turn on pollution controls during EPA treadmill tests and turn them off when the cars were on the road. The agency alleges that the cars emit as much as 40 times the allowable amount of nitrogen oxide, which can cause respiratory problems.

The Justice Department is investigating potential criminal charges against VW, and the company has been negotiating with the EPA and California regulators to come up with repairs. VW faces a March 24 deadline from a federal judge to reach agreement on the fixes.

Donovan worked as a technology employee with VW’s general counsel office who was responsible for electronic information management in injury and product liability cases. The lawsuit said he was fired “because of his refusal to participate in a course of action that would spoilate evidence and obstruct justice” in the EPA and Justice Department probes.

But VW said Monday that Donovan’s departure from the company was not related to the diesel emissions issue. “We believe his claim of wrongful termination is without merit,” the company said March 14 in a statement.

Donovan, who worked in VW’s Michigan offices, alleges that the company’s information technology department did not stop deleting items until Sept. 21, so Donovan reported his concerns to his supervisor, according to the March 8 lawsuit filed with the Oakland County Circuit Court in

Pontiac, Michigan. It also says the department was not preserving backup disks.

Donovan was fired because VW of America believed he was about to report the deletions and obstruction of justice to the EPA, Justice Department or the FBI, according to the complaint. It was unclear whether Donovan, of suburban Detroit, spoke with federal investigators. His attorney, Sam Morgan, would not comment and said his client didn’t want to speak about it either. A message was left for the U.S. Attorney’s Office in Detroit.

The lawsuit alleges that the company violated the Michigan Whistleblowers’ protection act.

VW potentially faces more than \$20 billion in U.S. fines, as well as hundreds of class-action lawsuits from angry vehicle owners. Diesels account for about 25 percent of the company’s U.S. sales.

The scandal already has cost the CEO his job, and last week, VW ousted Michael Horn, its top U.S. executive.

Windsor Tunnel Seeking Bids on Concrete Work

DETROIT (AP) – The Detroit-Windsor Tunnel is getting a new concrete ceiling, leading to overnight closures starting in August.

Neal Belitsky, the tunnel company’s president, says behind-the-scenes work will begin in May.

Belitsky says the work is “purely preventive and that the tunnels current ceiling is fine, but that its the original concrete slab that was installed in the 1920s.

The Detroit-Windsor tunnel was first opened up back in the year 1930.

The *Detroit Free Press* reports the cost of this years project is unclear. Belitsky says bid packages will go out this week. The project should finish in December.

The work is a continuation of more than \$50 million in investments the tunnel company says it has made to the tunnel since 1998.

Feds, Automakers Agree on AEB Technology Requirements

The U.S. Department of Transportation’s National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety announced March 17 a historic commitment by 20 automakers representing more than 99 percent of the U.S. auto market to make automatic emergency braking a standard feature on virtually all new cars no later than NHTSA’s 2022 reporting year, which begins Sept 1, 2022.

Automakers making the commitment are Audi, BMW, FCA US LLC, Ford, General Motors, Honda, Hyundai, Jaguar Land Rover, Kia, Maserati, Mazda, Mercedes-Benz, Mitsubishi Motors, Nissan, Porsche, Subaru, Tesla Motors Inc., Toyota, Volkswagen and Volvo Car USA, said NHTSA spokesman Gordon Trowbridge. The unprecedented commitment means that this important safety technology will be available to more consumers more quickly than would be possible through the regulatory process.

“This decision aligns with our mission to assist drivers and help mitigate crashes,” says Mike Dahl, head of Vehicle Safety and Regulatory Compliance – FCA North America. “We will proliferate AEB through our vehicle lineup based on this robust, state-of-the-art technology.”

GM spokesman Tom Wilkinson said that people should feel good about what the auto industry’s done. “We in the car business should feel proud,” Wilkinson said. “We have been able to come together and reach an agreement that has the potential to save the lives of thousands of people and avoid millions of dollars in property damage.”

AEB systems help prevent crashes or reduce their severity by applying the brakes for the driver, Trowbridge said. The systems use on-vehicle sensors such

as radar, cameras or lasers to detect an imminent crash, warn the driver and apply the brakes if the driver does not take sufficient action quickly enough.

NHTSA estimates that the agreement will make AEB standard on new cars three years faster than could be achieved through the formal regulatory process, Trowbridge said. During those three years, according to IIHS estimates, the commitment will prevent 28,000 crashes and 12,000 injuries.

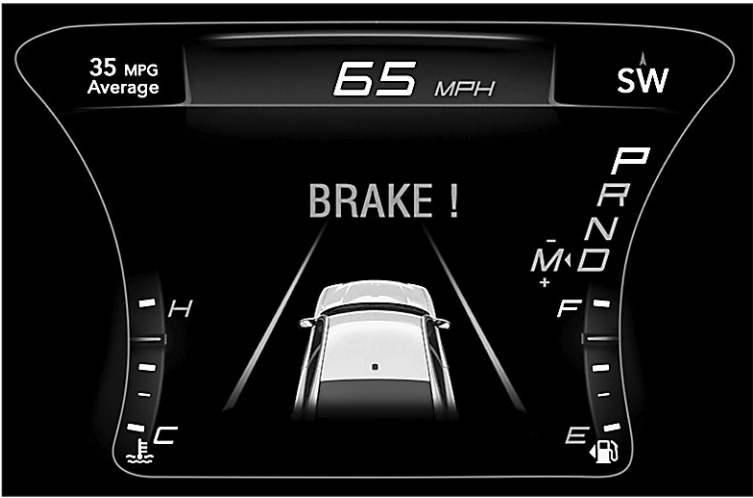
“It’s an exciting time for vehicle safety. By proactively making emergency braking systems standard equipment on their vehicles, these 20 automakers will help prevent thousands of crashes and save lives,” said U.S. Transportation Secretary Anthony Foxx. “It’s a win for safety and a win for consumers.”

Based on mounting evidence that AEB effectively reduced crashes and injuries in the U.S. and around the world, NHTSA and IIHS issued a challenge to industry in September 2015 to encourage automakers to voluntarily make AEB a standard feature, Trowbridge said.

A series of meetings followed to establish details of the commitment.

“IIHS member companies strongly support the adoption of effective safety technologies,” said IIHS Board Chairman and CEO of American Family Insurance, Jack Salzwedel. “Deploying AEB on a wide scale will allow us to further evaluate the technology’s effectiveness and its impact on insurance losses, so that more insurers can explore offering discounts or lower premiums to consumers who choose AEB-equipped vehicles.”

“We’re getting these safety systems into vehicles much faster than what would have been otherwise possible,” said NHTSA Administrator, Dr. Mark Rosekind.



Chrysler’s AEB system

“A commitment of this magnitude is unprecedented, and it will bring more safety to more Americans sooner.”

“The benefits of this commitment are far reaching,” said IIHS Executive Vice President and Chief Research Officer David Zubby. “From injuries and deaths averted to the recovery of productivity that would otherwise be lost in traffic jams caused by the crashes prevented. It also assures that all Americans will benefit from this technology.”

“With roadway fatalities on the rise, the commitment made today has the potential to save more lives than almost anything else we can accomplish in the next six years,” said Deborah A.P. Hersman, president and CEO of the National Safety Council, who attended today’s announcement. “Including all models in the agreement ensures that safety isn’t for just those who can afford it.”

This commitment, Trowbridge said, will make AEB standard on virtually all light-duty cars and trucks with a gross vehicle weight of 8,500 lbs. or less beginning no later than Sept. 1, 2022. AEB will be standard on virtually

DTE Investing \$1.4 Billion in Infrastructure

DETROIT (AP) – DTE Energy Co. says \$1.4 billion in investment is planned in Michigan natural gas pipeline infrastructure over the next five years.

The Detroit-based utility says March 16 investments by DTE Gas will help maintain the natural gas system’s safety and reliability while keeping prices down.

Plans call for modernizing cast iron and steel main pipelines with newer, more-durable material. New service lines to homes and businesses will be installed. Crews this year are on track to replace more than 100 miles of gas main lines, up from 80 miles in 2015.

Natural gas meters will be moved from inside homes and businesses and replaced with advanced meters on the outside as part of the gas main modernization work. Upgrades also will be made at compressor stations to ensure reliable and delivery.

Macomb Community College is offering the following courses free of charge:

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.

Introduction of Additive Manufacturing – March 23, 24, & 26, 2016

Upon completion of this course, you should be able to describe: the background and mechanism of 3D printing; the current types of 3D printers and the corresponding printing materials; CAD software and graphical design; and 3D printing software and file formats.

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

Please contact Charles Cammarata at (586)445-7425 or cammaratac00@macomb.edu for more information or to register.



Funding comes from the Department of Labor/Employment and Training Administration. Eligibility and paperwork requirements must be completed prior to attending.

Buick Has New Enclave for New York Show

Buick has unveiled the 2017 Enclave Sport Touring Edition just in time for the New York Auto Show.

It is the latest addition to the brand’s design-focused Sport Touring Edition lineup and an expressive and athletic appearance for the popular Enclave mid-size luxury SUV, said Buick spokesman Stuart Fowle. The Sport Touring is highlighted by a Satin Black Ice-toned grille and 20-inch chrome-clad wheels with Satin Black Ice accents.

The Sport Touring Edition brings the brand’s newest design theme, Fowle said, to a vehicle with Buick’s most loyal customer base.

In 2015, 33.4 percent of Enclave sales came from returning customers. That’s the highest loyalty rate among all Buick models and one of the top model-to-model loyalty rates in the crossover SUV segment, topping key competitors such as Audi Q7 and Acura MDX, as well as vehicles like the Jeep Grand Cherokee and Toyota Highlander.

“With timeless exterior design, Buick’s signature QuietTuning, and three rows of premium, first-class seating designed to comfortably hold adult passengers, Enclave has helped make Buick one of the industry’s most successful SUV brands,” said Duncan Aldred, vi.p. of Global Buick.

Since Enclave’s introduction in 2007, SUVs have jumped from 31 percent of Buick brand sales to 61 percent in 2015, Fowle said. It has remained a consistent seller through eight years of sales and since 2013 has been paired with Buick’s small SUV, the Encore, which has since become the brand’s best-seller. The Envision SUV also joins Buick’s SUV lineup in North America this summer.

“The industry doesn’t have many success stories better than the Buick Enclave,” said Aldred. “It has created a new generation of Buick customers and delivered on their expectations again and again. The Sport Touring Edition is a great update for our flagship crossover SUV as the Buick family continues to grow this year.”

The new Buick Enclave Sport Touring Edition will be on display at the 2016 New York International Auto Show and goes on sale this summer, available on the Leather (1SL) and Premium

(1SN) trims, Fowle said. It is offered in three premium exterior colors: White Frost Tricoat, Crimson Red Metallic and Ebony Twilight Metallic.

Additional standard equipment on the Leather and Premium trims includes:

- Heated, wood-trimmed steering wheel;
- Ice-blue LED ambient lighting around the instrument panel;
- Eight-way power front driver and passenger seats with power recline, lumbar support and driver memory.

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Experts Discuss the Future of Automated Vehicles at Conference in Dearborn

CONTINUED FROM PAGE 1

that's it's more appropriate to state that there are levels of automation, not levels of autonomous vehicles."

Steudle said that as someone who deals in public policy, he sees a fully-automated vehicle as something could potentially put a lot more liability on OEMs, so he thinks for that reason alone, a fully-automated car is a ways off.

Kahl said that a lot of autonomous technology already exists and wondered why we don't see more of it in the marketplace.

Underwood said for one reason, he doesn't see the technology available at an affordable price. And just because technology has been created, doesn't mean that it's been tested to degree that it should or that standards everyone can agree on have been created.

Maddox agreed, saying it's a big leap from the test track to actual real world traffic. Every bit of autonomous technology will have to be thoroughly tested, verified and validated by the OEMs, their suppliers and regulators.

"That hasn't been done yet," Maddox said. "It has to because shortening the process will only result in weakened standards."

Steudle said that he really believes cost is a factor slowing this tech down. It's success in adoption will be driven by the customer's willingness to pay for it in his car."

Laberteaux said a colleague told him the difference between this technology working 99 percent of the time and working 99.999 percent of time is really more than 1 percent. Getting the tech ready will just take time.

Steudle added that Michigan has 120,000 miles of public roads. About 60 percent of those roads are gravel. Questions of whether this tech will work on gravel, on snow, in crowded urban streets where children play must all be answered.

Kahl then asked if the industry really accepts the inevitability of automated technology. Mudalige said that GM loves that kind of technology when it's sold as a convenience to customers, and that no sensible OEM would deploy it before it's ready and totally safe. So really, the business case must be made for any of this technology.

Maddox said that while he believes safety and convenience will drive this technology forward in the minds of the public for light vehicles. Heavy vehicles and fleet vehicles that do things like make deliveries these vehicles' user costs will play a real factor in their adoption. If a fleet will pay an energy cost in the form of higher gas mileage, then he doesn't see people using it and that affects OEMs' plans.

Underwood said part of why people buy cars is for the freedom they provide. Safety and convenience matter, but if this technology frees consumers to do other things during long commutes, that will be very attractive.

Laberteaux said that even people who love to drive don't love to drive everywhere all the time. That commute can get boring, so fully-automated technology can have an attraction to even the most stubborn anti-tech driver.

Maddox said that people have come to accept the concept of human error and that no one is perfect and mistakes will be made. That tolerance is not generally extended to machines, so he thinks we'll still have drivers in partly-automated vehicles for the next 50 years.

He also said that humans have been driving cars for more than a century, and we've gotten pretty good at nailing down the causes of accidents. We don't have a lot of data on what causes computer accidents, and Google's testing of its system is just a drop in the bucket.

"We'll need a lot more data before any real decisions are made," Maddox said.

Chevrolet Develops Truck Just for California Market

Call it fishing where the fish are. Or to be more precise offering a feature package for pickup trucks that meet the needs of the truck buying public in the largest pickup market in the United States.

Chevrolet unveiled the 2016 Chevrolet Colorado Shoreline March 15, which is designed for customers in the heart of the midsize pickup truck market, said GM spokesman Monte Doran.

"The new Colorado ignited the midsize pickup market, accounting for 74 percent of the growth in the segment in 2015," said Sandor Pizar, Chevrolet truck marketing director.

"This year, we are continuing that momentum with the Shoreline edition designed specifically for customers in the segment's biggest market."

California is by far the largest midsize pickup market, Doran said, with more midsize trucks sold in the greater Los Angeles area than the next two largest markets, combined.

To appeal to this specific demographic, the Shoreline package will be offered on Colorado extended cab models in LT trim, with both two-wheel-drive and four-wheel-drive versions, Doran said.

In keeping with aftermarket trends seen in California, the Shoreline combines bright exterior colors with blacked-out trim and minimal chrome accents, Doran said.

It will be available only in Silver Ice Metallic, Summit White, Laser Blue, or Red Hot exterior colors.

Exterior changes include body color front grill, black 18-inch wheels, and black trim for the door handles, mirrors and beltline.

The Shoreline pickup truck also includes some of the most popular features, including spray-in bedliner, all-weather floor liners, and one-year of Sirius XM radio subscription, Doran said.

The Colorado Shoreline joins a portfolio of special editions for Chevrolet trucks for 2016, including the Colorado Z71 Midnight, Colorado Trail Boss, Silverado Realtree, and Silverado Special Ops.

"The Shoreline is a great example of our strategy to offer unique trucks designed for very specific customers," said Pizar.

"These trucks have clearly resonated with customers, as last year our special edition trucks sold in one-third the time, and to younger, more affluent buyers than the industry average."

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Gen Z Has Its Own Ideas On What Car Ownership Means

CONTINUED FROM PAGE 1

friendly as people think. For them going green means having more green in their wallets. So any environmental technology will have to save Gen Zers money. Whether it's at the gas pump or in repair costs. They are more concerned with saving money than with saving the planet.

"Prices are more important to Gen Z than it is to Millennials," Helms said. "But this generation is not as materialistic as the Millennials. Only 49 percent said style is important in the survey compared to 57 percent of Millennials.

And, Helms said, Gen Zers are less concerned with brand prestige. They like brands such as Chevrolet, Ford, Jeep, and Honda, because they've been around a while and they see these brands as dependable.

Millennials go for flashier brands like Audi. And because no one brand stands out as overwhelmingly "highly relatable" with Gen Zers, OEMs have a real opportunity to reach out and get this generation while they're young.

Gen Zers, Helms said, really like safety. A full 43 percent said safety is important to them. That compares with 25 percent of Millennials, 11 percent of Gen X and 9 percent of Baby Boomers. In fact 43 percent of Gen Zers said safety features are important compared to 35 percent who said infotainment features are important.

Something for OEMs to think about in future marketing and content decisions, Helms said.

Gen Zers like the idea of self-driving cars, Helms said, because they think it will make roads safer.

But Gen Zers also question the efficacy of autonomous vehicles. A full 65 percent said this lack of faith is a real barrier to them buying such a vehicle.

And finally, Helms said, there is also good news for traditional car dealers. Gen Zers put a great deal of value on face-to-face vehicle sales. That was somewhat surprising to her, given the fact this generation has grown up with Amazon.

Only 26 percent of Gen Zers want to buy a car online, sight unseen.

What they really want, Helms said, is a positive buying experience, convenience and a great price for the vehicle that they've picked out for themselves.

While they will use the Internet to check on things like price, they will, on average, test drive a car twice before deciding to buy, according to the survey, Helms said.

That means, Helms said, that the dealerships that provide a positive face-to-face experience will do well.

But only as long as they understand that they must sell to the Gen Zers' needs and not just try to move inventory that's been on the lot for a while.

"Get ready for Gen Z," Helms said, "because they are coming. What works for Millennials won't necessarily work for this generation. Auto sales aren't going to take a hit with them because they want to own cars."

Helms said key areas of focus needed to be considered when selling to Gen Z include highlighting the cost of savings with green vehicles, safety features and proving the effectiveness of new technologies.

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- Automatic Transmission!
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*All applicable rebates including lease/conquest offers have been deducted from sale price/payment. 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). Equinox, Malibu, Trax, Traverse, Silverado, and Camaro are 24 month leases. Volt and Impala are 36 month leases. All leases are 10k miles per year w/ approved S Tier credit w/ \$999 due at signing. Prices & payments are plus tax, title, and plate fees with acquisition fee up front. Deposition Fee may be required at vehicle turn in. Refundable security deposit required on certain vehicles – to be determined by lender. **\$3500 trade-in is valid on 2003 or newer vehicles with under 115k miles in drivable condition, no branded titles, less reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. ** Expiration Date – 3/31/16.

Faurecia Named Top Employer in United States

Automotive supplier Faurecia, which has its North American headquarters in Auburn Hills, has been recognized as a Top Employer in the U.S. by the Top Employers Institute, an independent organization that certifies employers around the world for excellence in the work environment they create for employees, said Faurecia spokesman Tony Sapienza.

As part of the Top Employers certification process, Faurecia participated in a rigorous, multi-faceted research evaluation assessing employers in areas such as company culture, talent strategy, workforce planning, onboarding, learning and development, performance management, leadership development, career and succession management, compensation and benefits.

To further reinforce the validity of the process, all answers were independently audited, meaning this research has verified Faurecia's outstanding employee conditions and earned them a coveted spot among a choice group of certified Top Employers in the United States, Sapienza said.

Faurecia was most noted for its commitment to learning and development via programs offered at Faurecia University North America, its dedicated onboarding process for acclimating new employees, and the opportunities it provides employees to gain international experiences through employee exchange and travel, Sapienza said.

Through its "Being Faurecia" worldwide company culture initiative, Faurecia has also defined a culture of accountability, continuous improvement and workforce development, Sapienza said.

Ford Develops Cop Doors to Stop Bullets

CONTINUED FROM PAGE 1

Interceptor pursuit vehicles.

The Type IV panels are an additional option above and beyond existing ballistic panel protection offered by Ford, Terry said.

Optional Type III ballistic panels are already on duty in agencies around the United States and are rated to protect against all handgun and non-armor piercing bullets up to .30 caliber (specifically up to 7.62mm x 51mm NATO M80 ball ammunition) as well as special threat rounds identified by the Los Angeles Police Department.

The optional ballistic panels are in addition to a long list of existing features aimed at protecting officers, including Ford Police Interceptor safety cell construction to aid structural integrity.

In the event of a crash, advanced safety technology helps to absorb the energy of the collision and to direct the impact forces away from the occupants, Terry said. Additionally, crumple zones are strategically placed in the frame or body of the vehicle, further absorbing and dissipating the energy of a crash to reduce intrusion into the occupant compartment.

Innovative materials – such as aluminum, advanced plastics and boron steel – also contribute to vehicle strength, Terry said.

Other examples of Ford's commitment to officer safety include a 75-mph rear crash test rating, police-tuned suspensions, police brakes, steel wheels, unique police interiors as well as a range of upfit options.