

Chevrolet's New Technology Takes Care of Problems Before They Become Problems

The best way to handle a problem is to handle the situation before it becomes a problem. And that's the service Chevrolet is offering to its customers, said GM spokesman Monte Doran.

Chevrolet is introducing the industry's first predictive technology, enabling a vehicle to warn you about a potential maintenance need before it occurs, Doran said.

The technology is similar in concept to that on the Boeing 787, which can send in-flight messages to ground crews alerting them of parts needing inspection before the plane arrives.

For Chevrolet drivers who opt in to the service, OnStar Proactive Alerts continually monitors the health of the vehicle's starter motor, fuel pump and 12-volt battery. If anomalies are detected, OnStar will notify drivers to take their vehicle in for service, reducing unexpected repairs.

The service is available now for OnStar subscribers who own a 2016 Chevy Silverado, Tahoe, Suburban, Corvette or Equinox, Doran said.

"Chevrolet is already the most awarded car brand in the industry, and Silverado is the most dependable, longest-lasting, full-size pickup on the road," said

Steve Holland, chief technologist for Vehicle Health Management at General Motors.

"With Proactive Alerts, we now can offer customers even greater peace of mind by taking the guesswork out of when to service their vehicle."

Proactive Alerts collects a small batch of data each time the vehicle is started, and monitors it on an ongoing basis, Holland said. Then, sophisticated systems analyze and refine billions of pieces of data, accumulated across the fleet of vehicles.

If the data indicates a particular vehicle's component is not

performing as expected, Holland said the system will automatically send the driver a message through an in-vehicle notification, and either an email or text message based on customer preference.

"Accuracy is the key to our prediction algorithms," Holland said. "We will be able to inform dealer service departments so they can spend less time testing for a condition we have already diagnosed. They can replace the necessary part quicker and minimize the amount of time a customer's

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Chevys can come wired to predict trouble before it starts.



Closed lanes, barricades and barrels are starting to dot Warren roads.

Winter Has Passed – Now It's Construction Season

by Jim Stickford

The weather is warming up and for commuters in and around the GM Tech Center that means one thing – road construction.

Warren City Engineer Jim Van Havermaat said that this summer both the city of Warren and Macomb County will be working on major roads in and around the Tech Center.

"The county will be working on 12 Mile Road between Mound and Ryan soon," Van Havermaat said. "This work should be finished by about the middle of July. I would expect that construction here will affect the commute of people working at the Tech Center."

Van Havermaat said that the county also will start working on 14 Mile Road between Mound and Ryan beginning in mid-June. Construction there should run through to the fall.

"The county also will be doing some road work on Mound, south of I-696 exchange," Van Havermaat said. "So expect traffic to be

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From Cars to Mobility, Detroit 3 Change Gears

DEARBORN, Mich. (AP) – For Detroit, the days of simply making cars are over.

Automakers are facing multiple threats to their business from nimble tech firms like Apple and Uber. In response, carmakers are reinventing themselves as "mobility" companies that can accommodate all the different ways people get around.

Already this year, General Motors Co. has announced a long-term alliance with ride-hailing company Lyft and started a car-sharing service called Maven. Ford created a technology-focused division based in Silicon Valley that will invest in promising transportation startups.

It also launched FordPass, a smartphone app that helps users find parking or share their cars. Fiat Chrysler Automobiles is partnering with Google to test self-driving software in 100 of its minivans.

In congested and expensive cities, people are increasingly content to share cars or summon rides using their smartphones. In five years, 35 million people globally will be using car-sharing services, up from 5.8 million now, according to Boston Consulting Group. That means 550,000 fewer cars sold each year.

Within another few decades, fleets of self-driving taxis could replace the need for personal car ownership altogether. Automakers that don't adapt risk being supplanted by high-tech competitors.

"We're investing in future-proofing," says Elena Ford, who led the development of FordPass and is the great-great-

granddaughter of Ford's founder.

There are dangers. Making vehicles is complicated and expensive, and car companies have stumbled when they've taken on new businesses. GM bought software maker Electronic Data Systems Inc. in 1984 but sold it 12 years later. Ford owned Hertz rental cars but sold it a decade ago. Chrysler owned airplane-maker Gulfstream in the mid-1980s. In each case, the companies sold those businesses to refocus on car-making.

There's also the open question of whether drivers want automakers to do more than make cars. Ford CEO Mark Fields is confident they do.

"It goes back to Henry Ford and one of his favorite quotes: 'If I asked people what they wanted, they'd say they wanted a faster horse,'" Fields told The Associated Press. "We want to transform, fundamentally, the relationship between an automaker and a customer."

Fields adds that the financial case is too compelling to ignore. Global revenue at traditional automakers totals \$2.3 trillion a year, he says; the transportation business, including taxis, buses and car-sharing, is worth \$5.4 trillion.

Companies are targeting people like Shannon Serenko, 32, who works at Johnson & Johnson and lives in downtown Ann Arbor.

Paying for parking, insurance and gas for a car she barely uses would be a hassle, she says. Instead, she rents a Chevrolet Volt

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GM, Ford Winners of Vincentric Awards

Detroit automakers can offer value to fleet owners. At least that is what Vincentric said.

Five General Motors and seven Ford vehicles have earned Vincentric 2016 Best Fleet Value in America awards.

- Ford won in the following:
- The 2016 Lincoln MKS FWD in the Premium Luxury category;
 - The 2016 Lincoln MKC Premiere FWD in the Luxury SUV/Crossover category;
 - The 2016 Ford Transit Connect XLT SWB w/Rear Door in the Small Commercial Passenger Van category;
 - The 2016 Ford Transit 150 XL Wagon LR RH Fixed 130 in the Full-Size ½-Ton Passenger Van category;
 - The 2016 Ford Flex SE FWD in the Large SUV/Crossover category;
 - The 2016 Ford Transit 250 LR RH Fixed 130 in the Full-Size ¾-Ton Cargo Van category;
 - The 2016 Ford Transit 350 LR RH Fixed 148 in the Full-Size 1-Ton Cargo Van category.

- GM Best Fleet Value winners:
- Chevrolet Impala Limited LS – Large Sedan category;
 - Chevrolet Express G2500 – Full-Size ¾-Ton Passenger Van;
 - GMC Sierra 1500 – Base Reg Cab 2WD SWB – Full-Size ½-ton Pickup category;
 - Chevrolet Silverado 2500 – W/T DBL Cab 2WD SWB – Full-Size ¾-ton Pickup category;
 - Chevrolet Silverado 3500 – W/T DBL Cab 4WD LWB SRW – Full-Size 1-ton Pickup category.

GM spokesman Robert Wheeler said that in the 11 years since the program began, more GM vehicles have won Vincentric awards than any other manufacturer. These awards are used by fleet operators to understand ve-



2016 Chevrolet Silverado 3500



2016 Ford Flex

hicle life cycle costs, which is a key part of the purchase decision process.

"General Motors received awards in a wide range of segments," said David Wurster, president of Vincentric. "It's clear that GM's strong product portfolio provides measurable value to fleet customers."

Wheeler said that each of the

award-winning vehicles has the Lowest Lifecycle Cost in its class and GM also earned the Vincentric honor for Best Value Full-Size Pickups.

"These awards show that our fleet offerings run the gamut and we can offer vehicles to meet the needs of any fleet in

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OnStar System Stops Trouble Before It Starts

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vehicle is at the dealership.”

Proactive Alerts is offered with all OnStar service plans on eligible models, including the OnStar Basic Plan that comes standard for five years on new Chevrolet vehicles, Doran said. In the future, plans are in place for Proactive Alerts to monitor additional vehicle components and expand to other Chevrolet models.

For example, Proactive Alerts can monitor the health of the 12-volt battery, Doran said. The system is intelligent enough to distinguish between a low state of charge – which can be solved by going for a short drive – and high electrical resistance that could indicate the battery needs replacement.

“A few companies are doing limited in-vehicle diagnostics, but none have yet demonstrated the capability we offer,” said Paul Krajewski, director of the Vehicle Systems Research Laboratory at General Motors. “As we keep expanding the parts of the vehicle we cover, we hope to continuously enhance our customers’ experience, saving them time and money.”

Warren’s Art Van Kicks Off Charity Drive in Midwest

For the 8th consecutive year, the Art Van Charity Challenge is making a major impact on communities throughout the Midwest, said Art Van spokeswoman Diane Charles. On May 18, 147 nonprofits large and small began competing for grants up to \$100,000.

Over the course of just five weeks, participating charities will rally to raise \$3 million, Charles said. Since 2008, Art Van Furniture has donated \$8 million and raised \$22 million for more than 350 charities through the Art Van Charity Challenge.

The goal of the 2016 Art Van Charity Challenge is to raise \$3 million in five weeks, from May 18 through June 22, Charles said, with 147 participating charities located across the Midwest competing to raise the most money.

The 10 nonprofit organizations to raise the most money will share \$225,000 in prize grants from Art Van Furniture, ranging in size from \$1,500 up to \$100,000, Charles said. The company will donate \$79,000 in bonus grants, which will be awarded to winning charities in special competitions throughout the program. Total Art Van Furniture donations amount to \$304,000

“We all play a role in helping each other,” said Art Van Elslander, founder and chairman of Art Van Furniture.

“The Art Van Charity Challenge has been successful because people understand this. I think this year will be the best yet.”



Rosenbusch proudly oversees what’s now a self-sustaining museum.



Museum visitors view Jeep’s role in America’s history.

Chrysler Automotive Museum Re-opening to Public

by Jim Stickford

They say that history repeats itself, and in the case of the Walter P. Chrysler Automotive Museum, that’s literally true.

The museum is, as of June 4, open to the public, said Brandt Rosenbusch, manager of Historical Services for Fiat Chrysler Automobiles.

“We officially closed the museum to the public on Dec. 31, 2012,” Rosenbusch said. “It was very expensive to keep a full museum staff as well as keeping the place up and running six days a week.

“And there were also the marketing costs. The museum just wasn’t financially viable.”

And, Rosenbusch said, the museum is not a charity. It has to pay for itself. So what happened between the beginning of 2013 and now?

“We have, since 2012, been able to turn the museum site into a successful event and business center,” Rosenbusch said. “So the site has become self-sustaining.

“We hold a lot of corporate meetings that we couldn’t do before.

“After all, you can’t show Powerpoints that contain proprietary information when you have members of the public walking around.”

Once the museum site became self-sustaining, Rosenbusch and others realized that there was a lot of pent-up demand to use the site as it was originally intended – as a museum.

So on the weekend of June 4 and 5, the Walter P. Chrysler Museum will again be open to the public, Rosenbusch said.

“The decision to reopen the museum to the public was made earlier this year,” Rosenbusch said.

“A small staff will be dedicated to the museum.

“But the main reason we are able to do this is because of the volunteers who are being generous with their time. We can rely on these excellent and dedicated people who make up our volunteer force.

“Many of them are former Chrysler employees who, as tour guides, are happy to dispense their knowledge.

“And we now even have a dedicated crew that is able to help us with the maintenance of our car collection.”

Rosenbusch said the museum’s car collection is relatively small as these things go, with about 300 vehicles in the inventory.

“We keep about 60 to 65 vehicles on display at any one time,” Rosenbusch said.

“We try to rotate the vehicles in our basement to keep the display fresh.”

Rosenbusch said there is a basement display where they are able to mix and match vehicles for different themes.

One display might be about the history of Mopar. Another might be about Chrysler’s muscle car tradition.

These displays are easily

changed. The vehicles on display at the museum’s main two above-ground floors are harder to change because the displays are dedicated to the chronological history of Chrysler.

One interesting basement display, Rosenbusch said, is dedicated to Chrysler’s efforts to sell to female drivers in the early 1950s.

“It’s a funny story involving pink cars,” Rosenbusch said.

“In 1954, Chrysler built a pink La Comtess concept car for the auto show circuit. It was based on the then current New Yorker platform. It was pink.

It had special interior cloth meant to please women. It was so successful that Dodge came out with the La Femme model. It was pink, and came with matching make-up cases, umbrellas and a rose-colored floral pattern in the interior. The vehicle was based on Dodge’s Royal platform and sold for two years – 1955 and 1956.”

The La Femme was not successful, Rosenbusch said. Speculation at the time was that in this

time period many families were still one-car households and that men didn’t want to drive a pink car with a rose-colored floral interior.

And if a family were a two-car household, the second car would be more practical – something like a station wagon.

A woman at the museum who heard Rosenbusch tell the story said that perhaps the La Femme failed because even in the 1950s women knew when they were being condescended to. And, they also didn’t want to be seen driving a car that was designed by men around very stereotyped ideas of what women wanted.

The Walter P. Chrysler Museum will be open two weekends a month June 4-Dec. 17 this year.

A special preview weekend on May 14-15 was open to Fiat Chrysler employees and their families.

Hours are 10 a.m.-4 p.m. Cost is \$10 for adults, \$8 for retired Fiat Chrysler employees and senior citizens, \$6 for kids 6-17. Children five and under are free.

MCC Helps Math Students

Three high school students seeking college-level math mentoring chose to enroll at Macomb Community College and were recently honored. Zachary Ob-sniuk and Brendan Vande Kieft, both of Livonia, and James Jahns, of Northville, recently competed individually and as a team in the American Mathematical Association of Two-Year Colleges Student Mathematics League (SML) exam. The team

placed second in the Midwest and ninth nationally, said MCC spokeswoman Tish Wirth. Ob-sniuk earned the highest cumulative score in the nation and Vande Kieft placed 18th out of 2,004 competitors. Vande Kieft and Jahns scored fourth and fifth, consecutively, in the Midwest out of 351 competitors.

They are dual-enrolled in Macomb and their high schools and were mentored by David Friday.

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Answer to a Faster Camaro – New 10-Speed Transmission

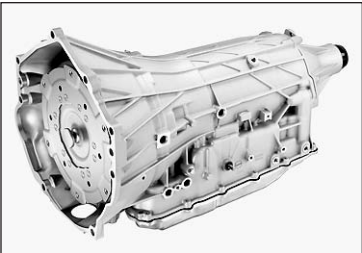
The new 2017 Camaro looks fast. But it's the vehicle's new transmission, not its exterior design, that really makes the Camaro go fast.

With faster upshifts than a dual-clutch transmission and a wider overall gear ratio spread to optimize performance and efficiency, the new available Hydra-Matic 10-speed automatic transmission sets a new performance standard in the 2017 Camaro ZL1 – and raises the bar for the segment, said GM spokesman Tom Read.

The ZL1 is expected to be the first volume production car to offer a 10-speed automatic, Read said. It builds on the established legacy of the Hydra-Matic eight-speed transmission family offered on other Gen Six Camaro models, to deliver higher thresholds of capability and efficiency. "There is simply nothing like the experience offered with the new 10-speed automatic in the Camaro ZL1," said Aaron Link, ZL1 lead development engineer. "It delivers nearly instantaneous, lightning-fast shifts that alter your perception of what an automatic transmission can offer in a high-performance vehicle – whether you're on the street, drag strip or road course."

The greater overall performance and efficiency, Link said, are due primarily to the 10-speed's wider 7.39 overall gear ratio spread, which enhances off-the-line performance with an aggressive first gear ratio of 4.70. Smaller steps between the gears also help the engine maintain the optimal speed for maximum power at almost all vehicle speeds.

"The gear ratios are so tightly spaced that the transmission is in the right gear and the engine is



New 10-speed transmission

at the best rpm for transitions from corners to straights," said Link. "And with the power from the ZL1's supercharged LT4 engine, the force you feel in your seat as you accelerate out of a turn will put a grin on your face every time."

Chevrolet testing has shown the ZL1 with the available 10-speed has faster shift times than the Porsche PDK dual-clutch transmission, Link said. In fact, the 1-2 upshift is 36 percent quicker than the PDK, while the 2-3 and 3-4 upshifts are 27 percent and 26 percent quicker, respectively.

"You touch the paddle and the gear changes with immediacy," said Link. "The shifts happen so quickly and without delay that it almost feels like an extension of your reflexes. It's a much more involving experience for the driver that really helps improve confidence and performance on the track."

Hundreds of hours were spent integrating the 10-speed's shift performance with the unique power band of the ZL1's supercharged 6.2L LT4 engine, which is estimated at 640 horsepower and 640 lb.-ft. of torque, Link said.

The 10-speed also has a numerically lower top gear ratio than Camaro's eight-speed automatics, which allows the engine



This 2017 Camaro will be powered by a 10-speed transmission.

to run at a lower speed on the highway, enabling even greater efficiency.

GM was able to achieve this performance, Link said, through creative packaging solutions. They allowed GM to accommodate another clutch in comparison with the eight-speed, allowing the 10-speed to be the approximate size of Camaro's other eight-speed transmission. It uses four simple gearsets and six clutches: two brake clutches and four rotating clutches, Link said. That's only one more clutch than the eight-speed, despite having two more forward gears.

It is also the latest transmission with a new, proprietary electronic control system and performance calibrations.

The calibration is unique for the ZL1's high-performance-oriented driving experience, while additional applications will feature calibrations matched to their respective performance ranges.

Additional highlights include:

- A reduction in spin losses, thanks to only two non-applied clutches and other design features, contributes to greater fuel efficiency.

- New ultra-low viscosity transmission fluid reduces friction across the full temperature operating range for greater fuel efficiency.

- An internal thermal bypass allows the transmission to warm up faster to its optimal operating temperature for additional fuel efficiency and its advanced torque converter design contributes to packaging efficiency.

The 10-speed will be produced with a new manufacturing system at GM's propulsion manufacturing facility in Romulus, Read said. It's part of a \$323-million investment in the facility.

Warmer Weather Brings Warren Road Work

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backed up from I-696 to around 10 Mile Road this summer. But since the work is located where it is, I don't expect it to affect traffic around the Tech Center all that much. But work will be done and we're letting people know."

The final county project around the Tech Center will take place on Schoenherr, from 8 Mile up to I-696, Van Havermaat said.

"This work should begin in mid-July and be finished sometime in September," Van Havermaat said.

In addition to county road work, the city of Warren will also be busy fixing roads around the Tech Center, Van Havermaat said.

"We will be working on Chicago Road where it turns into a neighborhood and heads northeast to Hoover," Van Havermaat said. "The work will begin in early June and last a couple of months, finishing up in early August. I know a lot of people use Chicago/13 Mile to get to the Tech Center, so heads-up."

The other major city road work around the Tech Center this summer will be done on Lorraine, from Common to 12 Mile, southbound lane only.

"Those are the projects that should affect commuters who work at the Tech Center," Van Havermaat said.

Work in Warren? Get a Library Card

Warren's public library is now offering library cards to people who work but do not live there.

"You just need to show proof of employment in Warren by providing a combination of your badge, paycheck stub, or letter from your employer – stating that you work in Warren – along with your driver's license when you visit a Warren library and fill out an application for a library card," said Oksana Urban, the Warren library director.

Call 586-574-4564 to learn more about the program.

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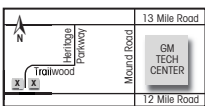


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GM and Ford Top Winners In Vincentric Value List

CONTINUED FROM PAGE 1

the country," said Ed Peper, U.S. vice president, General Motors Fleet. "Not only are these vehicles great for the road, but they show our customers they are also great for their bottom line."

To determine the Vincetric Best Fleet Value in America awards, Wheeler said eight costs for each of the 2,700 qualifying vehicles were measured in the 50 states and Washington, D.C., with data used to create U.S. totals. The areas where cost was measured were depreciation, fees and taxes, financing, fuel, insurance, maintenance, opportunity costs and repairs.

Wheeler said General Motors Fleet is committed to providing customers with a broad range of products that have outstanding safety, quality, reliability and value, along with innovative business solutions that allow fleets

to save money and give drivers the features and functions they need to get their work done. Offerings range from small cars to medium duty trucks, along with a number of propulsion options to help "green" customers' fleets.

Wheeler said Vincentric provides data, knowledge, and insight to the automotive industry by identifying and applying the many aspects of automotive value. Vincentric data is used by organizations such as *Business Fleet Magazine*, Ford Motor Company, Cars.com, General Motors, Toyota, BMW, Mercedes-Benz, Nissan, *NADA Guides*, Hyundai, Union Leasing and Fleet-Central.com as a means of providing automotive insight to their clientele. Vincentric is a privately held automotive data compilation and analysis firm headquartered in Bingham Farms, Michigan.

GM Adjusts Mileage Stickers

DETROIT (AP) — A change in pollution control hardware between model years cut the gas mileage on some General Motors SUVs and forced it to correct the figures on window stickers, the company said May 18.

GM announced the previous week that the fuel economy was overstated by one-to-two miles per gallon on the 2016 GMC Acadia, Chevrolet Traverse and Buick Enclave.

But *Consumer Reports* magazine questioned why the 2016 mileage would be worse than the 2015 models when little was changed between model years and the SUVs from each year had

the same engines and transmissions.

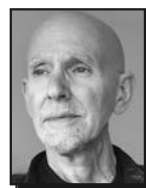
GM spokesman Nick Richards said May 18 he doesn't know why the pollution hardware was changed. But he said the SUVs from all model years comply with clean air laws. The mileage was recalculated for 2016 but never made it onto the window stickers, he said.

The mistake was discovered recently by engineers who were working on the 2017 model stickers. The company said the mistake was inadvertent and that it informed the U.S. EPA.

GM now is in the process of tracking down 170,000 owners of 2016 models to give them new stickers, Richards said.

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Carbon Fiber Wheel Lets Ford's GT Perform

Sometimes it's the little things that really add up to great performance. Take a sport car's wheels, for instance.

The carbon-fiber-bodied Ford GT will also offer a new carbon-fiber wheel, further improving the drive and handling characteristics of Ford's new supercar, said Ford spokesman Matt Leaver.

Ford GT is the second Ford Performance vehicle to offer carbon fiber wheels – following the world's first mass-produced carbon fiber wheel application that debuted as standard equipment on the 2015 Shelby GT350R Mustang, Leaver said.

"Ford was the innovator as the first to offer mass-produced carbon fiber wheels as a standard offering on Shelby GT350R Mustang," said Dave Pericak, Ford Performance global director.

"Now, Ford GT will offer the next generation in carbon fiber wheels, with an advanced resin and fiber technology that gives our designers more freedom, while also showcasing the structure of the material's weave."

Unlike the Shelby GT350R's black-painted carbon fiber wheels, Pericak said Ford GT wheels will be offered in two finishes – either a matte or a glossy clearcoat, permitting the stunning nature of the carbon fiber weave to show through.

The finishes perfectly match the two exposed carbon finishes available on the sills, fascia and extractor of the new supercar, Pericak said.

Working with supplier partner Carbon Revolution, Pericak said the new wheels are constructed with the latest generation of fiber and resin technology that permits greater design flexibility – resulting in flowing, more intricate spokes.

Carbon fiber wheels bring a

wealth of advantages over traditional aluminum wheels, Pericak said, including weight savings, improved vehicle dynamics and ride quality - making the innovative material the perfect complement for the new Ford GT.

Beyond simply reducing overall vehicle weight for improved acceleration, braking and dynamic performance, carbon fiber's incredibly strong, light nature means a reduction in unsprung weight and rotational inertia, which benefits suspension action, ride quality and dynamic performance, Pericak said.

The Ford GT arrives standard with light, supercar-spec, 10-spoke forged aluminum wheels, sized 8.5 x 20 in./front, and 11.5 x 20 in./rear, Pericak said.

The optional carbon fiber wheels on the Ford GT are the same size, but are structurally stiffer, and save more than two pounds of unsprung weight per wheel.

Compared to the already featherweight standard wheels, this weight savings reduces inertia by a notable 25 percent, Pericak said.

A lighter wheel requires the suspension to do less work to control the hardware attached to it, and improves consistent contact with the road surface, improving traction and driver control, Pericak said.

Each spinning wheel also acts like a gyroscope, so a lighter wheel can improve steering feel and dynamics as it requires less energy to accelerate or turn the wheels, improving vehicle response.

Vehicle efficiency is improved as less energy is required to get the wheel spinning.

While metal wheels can act like a bell, Pericak said the dense, inert nature of carbon fiber provides for overall improved per-



Carbon fiber wheel

formance in terms of noise, vibration and harshness (NVH) and a quieter ride – leading to greater comfort and refinement for the vehicle.

"With optional carbon fiber wheels providing benefits in key areas – weight savings, vehicle dynamics, NVH and ride quality – they are the perfect, innovative complement for the all-new Ford GT," Pericak said.

For more information visit www.FordGT.com

State's Gas Prices Move Up in May

DEARBORN, Mich. (AP) – AAA Michigan says gas prices statewide have risen by about 5 cents a gallon in the past week.

The Dearborn-based auto club said as of May 15 the average price for self-serve regular unleaded gasoline was about \$2.26 per gallon. That's about 36 cents less than it was at the same point last year.

The lowest average price was about \$2.24 per gallon in the Flint area, while the highest average was about \$2.28 per gallon in the Ann Arbor area.

AAA Michigan surveys daily fuel prices at 2,800 gas stations across the state.

Renault's Mitsubishi Move Makes Sense for Company

by YURI KAGEYAMA
AP Business Writer

YOKOHAMA, Japan (AP) – Nissan Chief Executive Carlos Ghosn is confident a 237 billion yen (\$2.2 billion) investment in a controlling stake in scandal-embroiled Mitsubishi Motors will prove a bargain when sheer size is critical in the auto industry.

Japanese transport ministry officials raided Mitsubishi Motors Corp.'s Tokyo headquarters May 13, as part of an investigation into inflated fuel-economy data for several models.

Ghosn was careful to stress the acquisition won't become final until he sees the outcome of the Japanese regulators' investigation, such as the scale of the fraud, whether overseas markets are affected and what the penalties might be.

But scale is critical for developing expensive technology such as low-emissions vehicles and autonomous driving. So is the advantage of being in various markets to balance ups and downs in regional growth, he said.

"If you are small, you are going to be vulnerable," Ghosn told reporters at Nissan Motor Co.'s Yokohama headquarters May 13, a day after he announced the agreement.

Ghosn acknowledged he grabbed at an opportunity as Mitsubishi shares nose-dived after the latest scandal surfaced.

Mitsubishi's shares fell 43 percent between April 19 – the day before it announced the fuel economy scandal – and May 11. The stock cost 565 yen (\$5.20) May 13, down 1.7 percent follow-

ing a surge on the deal's news. Gaining Mitsubishi adds about 900,000 in annual vehicle sales to the Nissan-Renault alliance, which already is the fourth-largest automaker in the world with about 8.5 million in sales.

The deal vaults the alliance into competition for the top spot with the world's three biggest automakers, Toyota Motor Corp., Volkswagen AG and General Motors Co.

The plus for Nissan is the added economies of scale, such as sharing auto parts, working together on sport-utility vehicles, and gaining markets in Southeast Asia, where the Mitsubishi brand is still strong, said Paul Newton, an analyst with IHS.

"The purchase will give them an effective controlling stake and is somewhat opportunistic, as \$2.2 billion is not a huge sum for such a significant chunk of the company and could be seen as something of a bargain," he said in an email.

The 34 percent stake is below the threshold for which Nissan would be liable for Mitsubishi's debts under Japanese law, Newton said.

Mitsubishi could face massive expenses to compensate car owners for the overstated mileage and pay government fines. But Mitsubishi has already promised to compensate Nissan for lost sales as well as any penalties and costs from the scandal, Ghosn said.

Nissan found the faked mileage tests because of a discrepancy with its own tests on Mitsubishi-manufactured minicar models with tiny engines that had been sold under the Nissan brand.

Cooper-Standard Names New Board Member

Cooper-Standard Holdings Inc. of Novi elected Sonya F. Sepahban to the company's Board of Directors at its annual Meeting of Stockholders last week.

Sepahban brings extensive experience in engineering, production, technology and innovation, profit and loss management, and global operations within the aerospace and defense industry to her new role at Cooper Standard, said Cooper-Standard spokeswoman Sharon S. Wenzl.

Her skills and background provide the board with expertise based on her oversight responsibilities in engineering, development and production operations of high-profile global groups, Wenzl said.

Sepahban currently serves on the board of directors at Genom-enon, Inc., an Ann Arbor-based provider of genomic analysis software for clinics and research, the Cranbrook Institute of Science and the Inforum Center for Leadership.

"Sonya brings a unique combination of technology and innovation expertise with strong financial acumen, extensive operational experience and demonstrated leadership skills, making her an extraordinary asset to our board of directors," said Jeffrey S. Edwards, chairman and CEO, Cooper Standard.

"We are honored to have her join the Board and look forward to integrating her perspective to further enhance Cooper Standard's growth strategy."

Sepahban most recently served as the senior vice president of engineering, development and technology at General Dynamics Land Systems (GDLS), a business unit of General Dynamics Combat Systems Group.

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Detroit Automakers Invest Big in Mobility Concept

CONTINUED FROM PAGE 1

from Maven for \$42 a day when she wants to run errands.

"I'd just rather be spending all that money on other things than parking a car for six out of seven days," she said.

Detroit carmakers aren't the first to offer mobility services to compete with the likes of ZipCar and Uber. German automaker Daimler AG launched Car2Go, a car-sharing service, in 2008; it now operates in 29 cities in Europe and North America. BMW started a New York-based mobility venture capital firm in 2011. Toyota has 70 tiny electric cars zipping around Grenoble, France, as part of its own car-sharing service.

But after surviving the recession, Detroit is enjoying record U.S. sales and plowing the profits into mobility experiments.

GM has been the most aggressive of the Detroit companies. In January, it invested \$500 million in Lyft and said it will co-develop a service that lets customers summon self-driving cars. Three months later, it paid a rumored \$1 billion for Cruise Automation, a startup that makes autonomous vehicle software. Around the same time, it launched Maven, a car-sharing service in Ann Arbor and Chicago.

GM President Dan Ammann said that when GM sees potential value, it can't afford to sit back and see where the market heads.

"We believe in speed," Ammann said.

So far, Wall Street is on board. Colin Langan, an auto analyst with UBS, said investors understand the need to invest in new mobility, and expect companies to spend hundreds of millions of dollars a year doing so. But alarm bells may go off if they're routinely spending more.

"Historically, automakers have not been good allocators of cash," Langan said.

Fiat Chrysler CEO Sergio Marchionne says it's dangerous for automakers to place big bets on one solution. He stresses that FCA's partnership with Google is open-ended and not exclusive. If the companies decide to keep working together, they will eventually hammer out details like licensing fees for the software.

"Walking in a collaborative fashion with people who have historically been viewed as intruders and potential enemies of our business – walking with them at their speed – is the best possible solution for us in terms of determining what our future state will be," he said.

Ford has done much of its mobility work in-house. The company has run more than 30 global

mobility experiments over the past 18 months, including a concept in India that lets multiple families or co-workers share a car and a ride-hailing van service for workers on its Dearborn campus.

But Fields says Ford is flexible and open to partnerships. The FordPass app was developed alongside Pivotal, a Silicon Valley software company in which it has invested \$182 million.

FordPass lets Ford owners remotely start their cars and make car payments. Users of the free app – who don't have to own Fords – can also reserve and pay for parking spots, get help from a live operator, rent their cars through FlightCar and earn points at partners like McDonald's.

Ford will continue adding features; one day, users might be able to summon a self-driving vehicle or borrow a Ford-made bike.

"People spend about 4.5 hours per year in a dealership, but they spend 900 hours per year being mobile. So how can we have an ongoing dialogue?" Elena Ford said.



Andreas Schaaf

Cadillac Names New V.P. for China Market

Cadillac has appointed Andreas Schaaf to the position of vice president, Cadillac China, effective June 1, 2016, said Cadillac spokesman David Caldwell.

Schaaf will report directly to Cadillac Global President Johan de Nysschen and have operational responsibility for the China Cadillac business.

Schaaf currently serves as vice president, Cadillac Europe, a position he has held since July 2015, Caldwell said.

"I am certain that Andreas' profound knowledge of customer expectations in Asia will continue to push Cadillac to the pinnacle of premium in China, our second largest market," said de Nysschen.

The successor for the role of vice president, Cadillac Europe, will be part of a separate announcement that will be shared soon, Caldwell said.

In Schaaf's current role as vice president, Cadillac Europe, sales in the region have risen 90 percent year-to-date. Schaaf started his career at BMW AG in 1996 in product controlling, product management and strategy, Caldwell said. He then moved to management and leadership positions in central marketing and sales for the Asia, Pacific, Africa and Eastern Europe regions.

Schaaf served as vice president of sales and marketing for the BMW Group in South Korea, and from 2010 to 2012 he was president of BMW Group India, introducing the MINI brand on the sub-continent. Afterward, he headed Europe's leading premium car sharing service DriveNow.

JPMorgan Helps Detroit Recover

DETROIT (AP) – Financial giant JPMorgan Chase says it's making new investments as part of its earlier \$100 million commitment to Detroit's recovery.

The banking company said its May 17 initiatives include \$4 million for preserving affordable housing in neighborhoods through the nonprofit Develop Detroit; \$1.5 million to strengthen job training and summer youth employment; and efforts to support small businesses.

Develop Detroit will work to preserve existing affordable homes and build new, inclusive mixed-use housing projects, including initial investments in more than 400 housing units.

JPMorgan Chase also says it's marking the second anniversary of its Detroit investment by sponsoring Detroit Startup Week.

GM's Maven Mobility Adds Three Cities to Offerings

In less than four months, Maven, General Motors' personal mobility brand, has grown to five markets: New York City, Ann Arbor, Mich., and last week announced Boston, Chicago and Washington, D.C.

Maven members have driven more than one million miles, said GM spokeswoman Annalisa Bluhm.

In Chicago, the Maven City car sharing program is now in operation, with pricing starting at \$8 an hour including insurance and fuel.

Registered customers use the Maven app to reserve one of 30 vehicles at more than 15 sites throughout the city, said Bluhm.

When Maven City members reserve their choice of available Chevrolet, Cadillac and Buick vehicles, they have the convenient and unique option of having the vehicle hand-delivered to them. Maven has partnered with ZIRX to power the experience, Bluhm said.

In addition to Maven City, Maven+ residential on-demand car sharing is available to residents of the Aqua luxury high-rise apartment community in the city's Lakeshore East neighborhood.

Launched in March with Lyft, the Chicago Express Drive short-term rental program leverages the Maven platform.

Express Drive allows Lyft ride share service drivers in the Chicago area to rent Chevrolet Equinox crossovers for \$99 a week.

Chicago Express Drive has grown to more than 200 cars in eight weeks.

As previously announced, Express Drive will expand to additional markets including Boston,

Baltimore and D.C. by the end of the year.

In Washington, D.C., Maven+ car sharing will be available to residents of the Hepburn, a 195-unit luxury apartment community opening next month on the grounds of the Washington Hilton, located in the city's exclusive Kalorama neighborhood, Bluhm said.

The Hepburn was developed by Lowe Enterprises and will be managed by Bozzuto Management, which will partner with Maven to provide car sharing services to residents.

Bluhm said Maven City – open to all qualifying D.C. residents – will launch by the end of June. Maven+ and Maven City are coming to Boston this summer.

Maven is using GM campus car sharing locations as beta labs for testing future shared mobility services, Bluhm said. It recently launched a peer-to-peer car sharing pilot in Warren, Mich., and a campus car sharing service at GM do Brasil headquarters in Sao Cataeno do Sul.

"There are now more than 50 Maven team members working globally as the brand continues to attract top talent from the car sharing, ride sharing and connected car industries, as well as some of the best minds from within GM," Bluhm said.

Maven members and Lyft drivers using Express Drive have logged more than one million miles on the road, Bluhm said. Maven+ is serving more than 5,000 residents in New York and Chicago.

Maven City has doubled in the past 90 days to more than 1,500 users in Ann Arbor and Chicago, Bluhm said. And the most popular vehicle is the Chevrolet Volt.

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Chevy and Famed Racer Show New Funny Car

Chevrolet and 16-time NHRA champion John Force on May 17 introduced the new 2016 Camaro SS Funny Car that he was to race at the NHRA Kansas Nationals, in Topeka, Kan., May 20-22.

The new Funny Car body is the first based on the sixth-generation Camaro SS. Force's teammates Courtney Force and Robert Hight will introduce new Camaro SS Funny Cars later this season.

"I started my career in a Chevrolet and I couldn't be more excited to put this new Camaro SS Funny Car on the track," said Force. "With all the assistance from Chevrolet, it not only looks great, it's designed to perform better than anything we've had before, with a shape that should help us get down the track quicker and with greater stability."

The team conducted computational analysis and scale-model wind tunnel testing to help give the new body the airflow management qualities necessary to deliver the downforce required by the 10,000-horsepower supercharged race car, as it accelerates from 0 to 330 mph in less than 4 seconds – in 1,000 feet.

Among the unique aerodynamic elements is a new, integrated front splitter that helps direct more air over the body to increase downforce. The design also incorporates new, dual blow-out – or "burst" – panels, safety devices that relieve underbody pressure to help keep the body on the chassis in the event of an engine failure.

Additionally, the new body, which is lighter than John Force Racing's previous Camaro Funny Car bodies, carries the distinctive styling signatures of the 2016 Camaro SS's front- and rear-end designs.

"The 2016 Camaro has been a great success in the showroom and Chevrolet is proud to contribute to its debut in NHRA's Funny Car class," said Jim Campbell, Chevrolet U.S. vice president of performance vehicles and motorsports.

MGA Charity Golf Outing Set for June 24

The 23rd annual Myasthenia Gravis Association Golf Outing is being held at The Orchards Golf Club in Washington, Mich., on Friday June 24.

The Myasthenia Gravis Association (MGA) is a nonprofit organization dedicated to serving the needs of people with MG, a neuromuscular disease, said event chairman Mark Hosking.

The Myasthenia Gravis Association assists patients and their families in coping with this disease through education, diagnosis, treatment and support, Hosking said.

Myasthenia Gravis affects all races, genders and at any age. Most cases of MG are diagnosed in young women under 30 and older men over 55. MG is not contagious.

The major symptoms of Myasthenia Gravis are: blurred and/or double vision, involuntary drooping of the eyelids, slurred speech, weakness in facial muscles, difficulty in chewing and swallowing and sometimes breathing, difficulty in walking and talking, and unusual tiredness in the arms and legs.

Hosking Myasthenia Gravis is not a well-known condition, but there are 36,000 Americans that have this disease right now.

Registration is at the MGA website at www.mgadetroit.com, Hosking said. Those interested in attending the event may also call 586-556-3234.