

GM's Duramax Diesel Engine Advances Art of Powertrain

GMC's redesigned Duramax 6.6L V8 turbo-diesel engine that is offered on the 2017 Sierra HD had its debut last week.

This next-generation redesign offers more horsepower and

torque than ever – an SAE-certified 445 horsepower and net 910 lb.-ft. – to enable easier, more confident hauling and trailering, said GM spokesman Tom Read. Along with a 19 percent increase

in max torque over the current Duramax 6.6L, the redesigned turbo-diesel's performance is quieter and smoother, for greater refinement. In fact, engine noise at idle is reduced 38 percent.

"With nearly 2 million sold over the past 15 years, customers have forged a bond with the Duramax diesel based on trust and capability," said Dan Nicholson, vice president, Global

Propulsion Systems. "The new Duramax takes those traits to higher levels."

The new Duramax 6.6L shares

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(From left to right) Marcia Hunter, Kevin Bell, Marvin Washington, Jennifer Good, and Gary Roehring of Fiat Chrysler accept the Corporation of the Year award from the Michigan Minority Supplier Development Council.

MMSDC Names Fiat Chrysler Corporation of the Year

Fiat Chrysler was named Corporation of the Year at the Michigan Minority Supplier Development Council's (MMSDC) 33rd annual Ambassadors Championing Excellence (ACE) Awards, honoring excellence and ongoing commitment to working with and helping to develop and mentor minority business enterprises. The awards were given at a ceremony in Detroit on Oct. 6.

Kevin Bell, head of Diversity Supplier Development at Fiat Chrysler, received the Jethro Joseph Advocate of the Year Award, said Fiat Chrysler spokeswoman Kaileen Connelly. Named after a former employee at the automaker, this award is given to a leader whose commitment to minority economic development symbolizes the true spirit and intent of supplier diversity.

"As FCA US attracts new cus-

tomers to our global vehicle brands, like Jeep and Ram, it is essential that we have diverse supplier partners who can offer fresh ideas and creative solutions," said Scott Thiele, chief purchasing officer for FCA NV and Head of Purchasing and Supplier Quality for FCA – North America. "I am proud of our supplier diversity team's dedication and the mentorship they offer our business partners as we look to ensure mutual long-term growth."

Accepting the award on behalf of the company were Marcia Hunter, Diversity Supplier Development Program manager; Kevin Bell, head of Diversity Supplier Development; Marvin Washington, director of Body, Exterior and Raw Materials Purchasing;

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Ford Recycling Efforts Extend to Used Clay

Waste not, want not. Ford is following that philosophy even when it comes to something many people associate with what children play with on a rainy day.

Modeling clay can be crafted, re-crafted and recycled over many years, said Ford spokeswoman Deeptie Sethi. And Ford has come up with a process that does just that with the clay it uses to model future vehicles.

Even as Ford embraces digital design and new technology, nothing beats building a full-size clay model of a vehicle, said Lloyd VandenBrink, modeling manager at Ford's Truck Studio in Dearborn. These clay models remain an important part of Ford's creative design process, helping designers spot issues in both the interior and exterior of a vehicle.

"We are constantly being influenced by new technologies, but

when we want to view physical properties early in the process, we still turn to clay," said VandenBrink. "When a design is still fluid, clay allows immediate reviews and feedback so necessary for working in a collaborative atmosphere."

And building these models requires a lot of clay, Sethi said. Ford uses up to 200,000 pounds of clay every year to construct full-size vehicle models. None of this material was reused in the past, but during the last five years the company has used a proprietary machine to recycle more than 20,000 pounds of clay and keep it out of landfills.

That's the equivalent of a dozen full-size clay model exteriors. For example, a full-size model built to design the new Raptor was composed of 1,935 pounds of clay – and designers spent 20,000 hours modeling it over

four years, VandenBrink said.

Most of the clay that Ford recycles comes from the milling process, during which designers use a machine to help them shape the silhouette of a vehicle. Since even a grain of sand can affect the finish quality of a model, only clay chips that fall into bins surrounding the vehicle are recycled.

Once gathered, these clay chips are placed in the recycling machine – designed to process only Ford's unique clay material and nothing else. The machine compresses and churns the clay with multiple blades, sucking all the air out of the material. The clay is then passed through a nozzle that's heated just enough to churn it out with the proper consistency so that it can be reused.

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Matt Simoncini at the Lear Innovation Center grand opening.

Lear Returning to Detroit, Opens Innovation Center

by Jim Stickford

Lear has returned home. That was the message given at the opening of Southfield-based Lear Automotive's grand opening of its innovation center in downtown Detroit on Oct. 18.

Matt Simoncini, Lear CEO and president, said that as someone who grew up and was educated in the city of Detroit, it was an honor to be able to open up a new facility in the city where Lear got its start.

The innovation center, Simoncini said, also allows Lear to leverage some resources right around the corner – Wayne State University and the Center for Creative Studies.

The Lear Innovation Center, said Karl Henn, director of Product Innovation, has been set up in a six-story building that was originally a cigar factory, and is located right next to the Book

Cadillac Hotel on State Street. The site will be used to bring together designers and engineers to better make the car components of the future.

"Let's face it," Henn said, "the automobile is transforming from a nuts and bolts horsepower item people use for transportation to a lifestyle experience. Cars are now more than a combination of parts. That's where the Lear Innovation Center comes in. Cars may be global, but the heart of the auto industry is in Detroit. We get to be a part of the rebirth of the city and downtown Detroit while reinventing Lear and its products."

The Lear staff there, Henn said, will total about 100 when everyone is finally moved in. Some, like him, will come from Lear's headquarters in Southfield while others will be hired or

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Clay is still used in Ford's design process, and the company has found ways to recycle it for further use.

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Detroit Auto Scene®

31201 Chicago Road South
Warren, Michigan 48093

586-939-6800

Contact us:
Info@DetroitAutoScene.com

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William Springer II, publisher
Lisa A. Torretta, operations
Jim Stickford, news

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Buick Brand Sees Sales Growing Around World

Through September, global Buick deliveries worldwide totaled 1,046,746 vehicles for 2016. At no other point in the brand's 113 years of business has this milestone been reached so quickly,said GM spokesman Stuart Fowle.

Compared to the same span in 2015, nearly 200,000 more customers have taken delivery of a new Buick car or SUV, said Fowle.

Buick's year-over-year growth of 23 percent is the highest in the industry for major brands selling vehicles in both North America and China.

With three months left in the year, Buick is on track for its fourth consecutive all-time global sales record, said Duncan Aldred, vice president of Global Buick Sales, Service and Marketing.

"Demand worldwide continues to grow for attainable Buick luxury and the beautiful, quiet and comfortable cars and SUVs we offer," said Aldred. "We complement that driving experience with customer service that consistently ranks among the highest in the industry."

Buick currently ranks as the second-largest passenger-car brand in China and outsells key competitors including Acura, Audi, Infiniti and Lincoln in North America.

In the U.S, year-to-date retail sales are the highest in 11 years, Aldred said.

"Buick's modern, smart SUV lineup is fueling the nameplate's international growth," Aldred said. "The compact Envision is on pace for more than 200,000 global sales in its second year in the market. Sales in North America began in May and demand has been strong, with Envisions averaging just 23 days on dealer lots. That's far below the industry average of 65 days."

The Encore small SUV has increased its global sales each year since its launch less than four years ago and had its best U.S. sales month ever in September with 7,197 deliveries, Fowle said.

A redesigned 2017 Encore just started arriving at dealerships with a standard 8-inch touchscreen, 4G LTE Wi-Fi, Apple CarPlay and Android Auto – a suite of connectivity features not offered by any competitor, Fowle said.

Aldred said recent U.S. Buick buyers cite quality and value among their top reasons for purchase, and the brand continues to provide top safety ratings as well.

In September, Fowle said, the new Envision was given a Top Safety Pick Plus by the Insurance Institute for Highway Safety.

The Top Safety Pick Plus, Fowle said, is the Insurance Institute for Highway Safety's highest rating.

The Cascada recently became the only convertible on sale today with a NHTSA 5-star rating, Fowle said.

GM's Duramax 6.6L Diesel Engine Raises State of the Art

CONTINUED FROM PAGE 1

essentially only the bore and stroke dimensions of the current engine and incorporates a new, GM-developed control system, Read said. The Duramax's signature low-rpm torque production hasn't changed and still offers 90 percent of peak torque at a low 1,550 rpm and sustains it through 2,850 rpm.

"Nearly everything about the Duramax is new, designed to produce more torque at lower rpm and more confidence when trailering or hauling," said Gary Arvan, chief engineer. "You'll also notice the refinement improvements the moment you start the engine, and appreciate them as you cruise quietly down the highway – with or without a trailer."

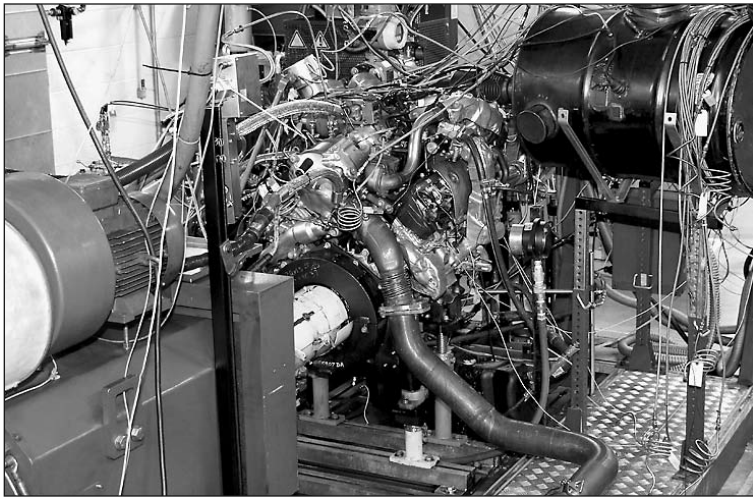
Additional highlights include:

- New, stronger cylinder block and cylinder heads;
- New, stronger rotating and reciprocating assembly;
- Increased oil- and coolant-flow capacity;
- New EGR system with single cooler and integrated bypass;
- New electrically actuated/electronically controlled turbocharging system;
- All-new advanced solenoid fuel system;
- All-new electronic controls;
- New full-length damped steel oil pan that contributes to quietness;
- New rocker cover/fuel system acoustical treatments;
- B20 bio-diesel compatibility;
- SAE-certified 445 net horsepower at 2,800 rpm;
- SAE-certified 910 net lb.-ft. of torque at 1,600 rpm.

A new, patent-pending vehicle air intake system – distinguished on the Sierra HD by a hood scoop – drives cool, dry air into the engine for sustained performance and cooler engine temperatures during difficult conditions such as trailering on steep grades, Arvan said. Cooler air helps the engine run better under load, especially in conditions where engine and transmission temperatures can rise quickly. That allows the Duramax to maintain more power and vehicle speed when trailering in the toughest conditions.

The intake design is another example of the advanced integration included in the 2017 Sierra HD that makes it over-the-road capable, Nicholson said.

As with previous versions, the new Duramax block features a strong cast-iron foundation known for its durability, with induction-hardened cylinder walls and five nodular iron main bearings. It retains the same 4.05-inch



The new Duramax 6.6L turbo diesel being tested.

and 3.89-inch bore and stroke dimensions as the current engine, retaining the Duramax's familiar 6.6L (403 cubic-inch) displacement, Arvan said.

A deep-skirt design and four-bolt, cross-bolted main caps help ensure the block's strength and enable more accurate location of the rotating assembly. A die-cast aluminum lower crankcase also strengthens the engine block and serves as the lower engine cover, while reducing its overall weight.

The new engine block incorporates larger-diameter crankshaft connecting rod journals than the current engine, enabling the placement of a stronger crankshaft and increased bearing area to handle higher cylinder loads.

An enhanced oiling circuit, with higher flow capacity and a dedicated feed for the turbocharger, provides increased pressure at the turbo and faster oil delivery. Larger piston-cooling oil jets at the bottom of the cylinder bores spray up to twice the amount of engine oil into oil galleries under the crown of the pistons, contributing to lower engine temperature and greater durability.

A new, two-piece oil pan contributes to the new Duramax's quieter operation. It consists of a laminated steel oil pan with an upper aluminum section. The aluminum section provides strength-enhancing rigidity for the engine, but a pan made entirely of aluminum would radiate more noise, so the laminated steel lower section is added to dampen noise and vibration.

There's also an integrated oil cooler with 50 percent greater capacity than the current engine's, ensuring more consistent temperatures at higher engine loads.

Segment firsts include re-melt piston bowl rim, Venturi Jet Drain Oil Separator, closed loop

glow plug temperature control and s ronger pistons with remelt.

A forged micro-alloy steel crankshaft anchors the new Duramax's stronger rotating assembly. Cut-then-rolled journal fillets contribute to its durability by strengthening the junction where the journals – the round sections on which the bearings slide – meet the webs that separate the main and rod journals.

The connecting rods are stronger, too, and incorporate a new 45-degree split-angle design to allow the larger-diameter rod bearings to pass through the cylinder bores during engine assembly. They're forged and sintered with a durable powdered metal alloy, with a fractured-cap design enabling more precise cap-to-rod fitment.

A new, stronger cast aluminum piston design tops off the rotating assembly. It features a taller crown area and a remelted combustion bowl rim for greater strength.

Remelting is an additional manufacturing process for aluminum pistons in which the bowl rim area is reheated after casting

and pre-machining, creating a much finer and more consistent metal grain structure that greatly enhances thermal fatigue properties.

Additionally, the Duramax's pistons don't use pin bushings, reducing reciprocating weight to help the engine rev quicker and respond faster to throttle changes

The redesigned engine retains the Duramax's aluminum cylinder head design, with six head bolts per cylinder and four valves per cylinder. The aluminum construction helps reduce the engine's overall weight, while the six-bolt design provides exceptional head-clamping strength – a must in a high-compression, turbocharged application.

Hyundai Issues Recall Over Sunroof Fault

DETROIT (AP) – Hyundai is recalling nearly 63,000 midsize cars in the U.S. because the panoramic glass sunroofs can come loose and fly into traffic.

The recall covers certain Sonata midsize cars from the 2015 and 2016 model years, including gas-electric hybrids.

The automaker says that a wind deflector anchor plate in front of the sunroof wasn't bonded properly to the car. A loose deflector can detach and interfere with the roof as it closes. If the owner tries to force the roof closed, it can fly off. The company says it has no reports of accidents or injuries due to the problem. But Hyundai had several reports of detached sunroofs in the U.S. Owners will be notified by mail in December about when to take their cars in for service.

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STEM Event Honors Fiat Chrysler Women

Fiat Chrysler technical business leaders received honors for their career achievements at the 21st annual Women of Color STEM Conference held Oct. 13-16 in Detroit.

The Women of Color Conference honors the significant achievements of women in STEM (science, technology, engineering and math) professions, said Fiat Chrysler spokesman Mike Palese. The conference honors the accomplishments of outstanding women in technical fields are highly visible to industry professionals, government officials and students.

"FCA US is proud that our women continue to be recognized for their extraordinary technical achievements and leadership," said Marlin Page, head of Diversity and Inclusion, FCA US LLC. "The Women of Color Awards celebrate some of the country's most promising and influential female business and community leaders. We are humbled to be named among such prestigious honorees."

The Fiat Chrysler 2015 Women of Color Award Recipients:

- Sophia Shiue, Business Process Manager – Outstanding Technical Contribution Award. This Recognizes a mid-career professional with significant technical accomplishments in an engineering or technology industry, or government agency.

- Anudeep Cheema, IT Supervisor; Arundhati Desai, Business Process Manager; Andrea Jemison-Smith, Manager - General Assembly Torque – Special Recognition Award: Recognizes accomplished professionals who have demonstrated excellence in the workplace and in their communities.

• Tamarah Riley, Pillar Lead; Myrlene Gelibert-Bush, Senior Manager - Manufacturing Lead (Manufacturing Lead Recruit, Retain & Develop); Monica Farrera Boone, Electrical; Tessy Abraham, Supervisor - Virtual Validation; Gunmeet Sandhu, Advanced Development Engineer - Uconnect Systems; Gabriela Sanchez, Industrial Engineering Supervisor – Technology Rising Stars Award. This recognizes young professionals who are helping to shape technology for the future.

Over the years, Fiat Chrysler employees have earned important technical professional recognition from various diversity organizations, including Black Engineer of the Year, Women of Color, HENAAC Great Minds in STEM and others, reflecting the Company's commitment to developing its diverse workforce.

In recent past, Palese said the company has been named a top supporter of engineering programs at the nation's Historically Black Colleges and Universities (HBCUs), according to U.S. Black Engineer & Information Technology magazine. The company also sponsored college scholarships through HENAAC Great Minds in STEM, a non-profit that focuses on STEM educational awareness

programs for Hispanic students from kindergarten to career.

Additionally, Fiat Chrysler actively supports initiatives that aim to increase the number of college-bound minority students in the STEM pipeline, Palese said. For example, in 2014, Fiat Chrysler partnered with Florida International University, to sponsor a STEM education initiative called "Engineers on Wheels."

The program features mobile classrooms bringing hands-on engineering and science experiments and experiences to South Florida K-12 schools, and to the community at large. FIU is the largest producer of Hispanic engineers in the U.S., and one of the country's top producers of African-American engineers.



Andrea Jemison-Smith with her supervisor Dominic Ventola, Director of Manufacturing Engineering.

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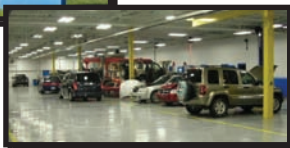
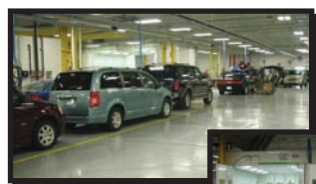
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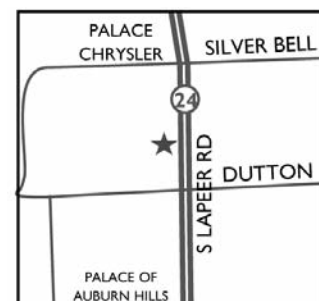


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'We're All About the Lightweighting' at Martinrea

by Jim Stickford

The Canadians are coming, the Canadians are coming – to Auburn Hills.

The Canada-based automotive supplier Martinrea just broke ground for its new technical center in Auburn Hills on Oct. 17.

The new tech center, located next to GKN's regional headquarters on North Opdyke, should be open for business by next July, said Pat D'Eramo, Martinrea president and CEO.

"We decided to build a new tech center for a couple of reasons," D'Eramo said. "First we have a couple of different facilities in the area and their leases are coming up. This allows us to bring everything together under one roof while taking care of the lease issue. And second our R&D has started to grow. Even if we decided to keep our other sites, we'd still need more space for research. So given this, we've taken the extra step of building a new tech center."

D'Eramo said that much of the R&D being done by Martinrea concerns the development of lighter metals.

"We're all about the lightweighting," D'Eramo said. "We're about evenly split between aluminum and steel. Today's vehicle can't all be one – steel or aluminum – and we are researching ways to combine these two different metals when doing things like aluminum stamping, aluminum extrusion and aluminum casting. The need to do R&D on how to combine these products drove this move as much as anything else."

D'Eramo said the square footage of lab space for research should be doubled to about 110,000 square feet once the new tech center is complete.

D'Eramo said they decided to call the new facility a tech center because he's an old GM man himself and his first job was at GM's Tech Center in Warren.

"I grew up in Detroit and always thought 'tech center' was a cool name," D'Eramo said. "There are all sorts of names we could have given the facility – research center, innovation incubator – but I really like the idea of having our own tech center."

Martinrea International Inc. is a leader in the development and production of quality metal parts, assemblies and modules and fluid management systems and complex aluminum products focused primarily on the automotive sector, said Rob Wildeboer, executive chairman of the company.

"Martinrea currently employs over 14,000 skilled and motivated people in 44 operating divisions in Canada, the United States, Mexico, Brazil, Germany, Slovakia, Spain and China," Wildeboer said. "Martinrea's vision for the future is to be the best, preferred and most valued automotive parts supplier in the world in the products and services we provide our customers."

"The company's mission is to deliver outstanding quality products and services to our customers, meaningful opportunity, job satisfaction and job security to our people through competitiveness and prudent growth, superior long term investment returns to our stakeholders and positive contributions to our communities as good corporate citizens."

Wildeboer said that while Martinrea is a young company – it got its start in Canada when Martinrea International Inc. was formed by the amalgamation of several predecessor corpora-



Pat D'Eramo (sixth from left) and Rob Wildeboer (seventh from left) break ground for Martinrea's tech center.

tions in 1998 and continued business under the successor corporation, Royal Laser Tech Corporation.

Since then the company has grown by acquisitions and growing its customer base, Wildeboer said. Currently the company is a Tier 1 supplier of automotive parts, assemblies and modules and is the second largest North American metal former in terms of revenue as well as a top three supplier of fluid management systems by revenue in North America.

Wildeboer also said the company is a market leader in aluminum parts through Martinrea Honsel and has 44 facilities worldwide which are located in North and South America, Europe and Asia with more than over 14,000 employees.

"I am a proud Canadian, but I am also proud of what we've done here in Michigan," Wildeboer said. "All the R&D will be done here at the new tech center. This region is the largest producer of automobiles in North America and the health of this business cluster is important to us at Martinrea."

Wildeboer said that even with 44 facilities around the world, the



A rendering of the Martinrea tech center once construction is complete.

people at Martinrea work with discipline as a team.

"The challenges of the auto industry make us better," Wildeboer said. "These are exciting times and this new tech center will help us meet these challenges."

D'Eramo said that Auburn Hills is a great location for the new tech center.

There are, he said, several world class universities nearby which produce some of the best mechanical engineers in the world. And given the area's close-

ness to the American OEMs, it only made sense to take advantage of the space available for a new tech center.

Novi's Preh, Inc. Named as Cool Place to Work

Preh, Inc., a global automotive supplier based in Novi, has been once again recognized as a "Cool Place to Work in Michigan" for 2016, by *Crain's Detroit Business* magazine – an initiative designed to find and recognize Michigan's best employers.

Preh was one of a group of 75 companies in Michigan that were selected from hundreds of applicants large and small, said Preh spokeswoman Elizabeth Torres.

"With our third year winning the award, we're proud that our employees consistently find their work experiences with our organization rewarding," said Nick Lontscharitsch, president of Preh, Inc. "As an automotive supplier in metro Detroit, Preh recognizes that our employees have opportunities with other automotive companies, but they made Preh their employer of choice," Lontscharitsch said.

Like many other supplier companies in the competitive automotive industry, Lontscharitsch said Preh wants to attract and hire the top talent available in the engineering market. To attract and keep good employees, maintaining a high level of job satisfaction is critical.

"We offer a benefits package that is extremely competitive, as Preh pays 100 percent of the health insurance costs effective on an employee's first day of employment," Lontscharitsch said. "We also offer a great 401(k) plan with a match, in addition to a wellness program, employee appreciation events, and other excellent benefits."

To win the Crain's designation, eligible companies undergo a two-part assessment that gathers detailed data about each company, Torres said.

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Chrysler Honored For Minority Supplier Work

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Jennifer Good, Diversity Supplier Development Program manager; and Gary Roehring, Diversity Supplier Development Program manager.

In 2015, Fiat Chrysler spent \$3 billion with approximately 230 minority-, women- and veteran-owned suppliers, representing 8 percent of the company's total annual purchasing, Connelly said. Since 1983, the company has purchased nearly \$55 billion from diverse suppliers.

"We recognized corporations, minority businesses and individuals who excelled in engaging, mentoring and advocating diverse suppliers this past year," said Michelle Sourie Robinson, president and CEO of MMSDC. "Our ambassadors are true champions of excellence in minority supplier development."

The Michigan Minority Supplier Development Council was founded in 1977, Connelly said. It certifies minority businesses, develops their capacity and facilitates inclusive procurement opportunities. The MMSDC is one of 23 affiliates of the National Minority Supplier Development Council (NMSDC), a nonprofit corporate membership organization that advances business opportunities for its certified Asian, Black, Hispanic and Native American business enterprises and connects them to its corporate members.

Mopar Launches Campaign for Original Parts

The Mopar brand is rolling out a new multi-faceted awareness campaign designed to both inform consumers of their "Right to Request" Original Equipment (O.E.) collision parts and to highlight the benefits of choosing Mopar products over the aftermarket for collision repairs. The initiative will include a new informational ad that details the rights of owners to ask for O.E. parts for collision repairs, said Fiat Chrysler spokesman Ariel Gavilan.

The "Right to Request" ad will be featured on the brand's YouTube page, as well as on its official website at www.mopar.com/collision, Gavilan said. A Mopar collision repair guidebook showcasing the superior fit, finish, performance, safety and warranty coverage of OEM Mopar collision products will also be distributed for display at collision shops and Fiat Chrysler dealers.

"Consumers have the freedom to choose, and that includes the freedom to insist on O.E. Mopar collision parts to protect their investment in their vehicles," said Ross McGinnis, vice president - Parts Sales and Field Operations, Mopar. "Owners have the right to ask for O.E. parts created by the same engineers who designed and built their vehicles in order to protect their vehicles and the people riding in them."

In some cases, repair shops can be pressed to install generic, lower-quality aftermarket parts instead of O.E. factory products. The case for insisting on O.E. parts is even more critical considering the complex technology and safety systems integrated into the manufacture of today's modern vehicles, McGinnis said. In areas such as corrosion resistance, material strength, appearance and even packaging, O.E. Mopar collision parts provide factory performance and reliability that unknown aftermarket parts often lack.

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- Patriot
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2016 Chrysler 300 S AWD Alloy Edition LEASE FOR \$126 24 Mos. \$1995 Due C6-31254**

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• 26S Package
• Premium Interior
• And So Much More

24 Mo 1 Pay LEASE \$3782**

OCTOBER IS THE MONTH TO LEASE A RAM!

2016 1500 CREW CAB 4X4 BIG HORN

LEASE FOR \$124 24 Mos. \$1495 Due**

• 5.7 Hemi
• Big Horn
• Spray-In Bedliner
• 26S Package
• Premium Interior
• And So Much More

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24 Mo 1 Pay LEASE \$4154**

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Lear Opens New Innovation Center in Detroit

CONTINUED FROM PAGE 1

come from other Lear facilities around the world. Their job will be to perform the design process in new ways.

“For example, we’ll be looking at how does a passenger interact with 30 points of intersection with a car,” Henn said. “In the past we had time to change designs. A car’s life cycle was five or six years. That’s no longer the case. My job here is to bring design and technical teams together. They now have a place to it and work with people with the right mind frame. And they can do it under one roof.”

Henn added that the new building gave people a chance to work at a site that was less bureaucratic than other facilities, something that can help innovation develop faster.

Simoncini said that Lear is known for its car seats. The company does create all the components that go into car seats, including the cloth and leather, but Lear is more than that.

Lear’s expertise in automotive supplying goes beyond seats, Simoncini said. Today’s vehicles and the parts that make them up are connected in new ways.

Seats may be considered safety devices. After all, Simoncini

said, people are strapped to them and these seats must interact in a safe way with other safety features and devices such as seat belts and air bags.

Today’s seats come with heating systems and Lear has chiropractically-approved systems that offer back support. Heating systems take up energy and energy conservation is very important in the era of electrical vehicles and hybrids.

“Lear can sew the seats and build seats that are ‘intelligent,’” Simoncini said. “Our seats can actually adjust your spine. And we’re writing code that permit vehicle to vehicle communication and vehicle to grid connectivity. We’re working with Wayne State to develop the next generation of code for today’s car.”

The company has 240 locations around the world.

“But Detroit is our home,” Simoncini said. “We are a leader in luxury and performance seating. We’re bigger than CBS News and Goodyear. We expect to have \$18.4 billion in revenue this year. But we also have a vision to be a supplier, employer and investor in Detroit. We’re proud of what we’re doing in the city.”

Simoncini called the innovation center a whole new ecosystem. It’s location in Detroit allows the company to tap into the energy and vitality of the redeveloping downtown district. It’s close to two major schools and the center will benefit the students who go there as well.

And a great deal of effort during the restoration went into making the innovation center a working part of the larger community. Simoncini said, the original main floor pillars now serve as Lear’s mission statement for the building:

- INNOVATION – Committed to



Karl Henn at the opening of the Lear Innovation Center.

driving the future within and outside of the automotive industry, the activities at Lear Innovation Center are focused on fostering the spirit of innovation

- COLLABORATION – At the core of each pillar, collaboration is the underlying spirit of the Lear Innovation Center, connecting Lear even more closely with Detroit’s leading students, businesses, city makers and passionate residents to create a space where ideas can thrive and come alive

- DESIGN – Inspired by the grit of industrial Detroit, design will be at the core of the programming, activities, workshops and conversations being held both internally and externally. The building’s origin, history, structural qualities and Industrial-themed décor all come together to help drive conversations around new ideas that can be sparked, nurtured and derive energy from the engaging backdrop of specially crafted design.

- EDUCATION – Two blocks from the new M-1 Campus Martius rail stop, Lear’s Innovation Center is in close proximity to Wayne State University and the College for Creative Studies (CCS). Lear will be hosting students through workshops, internships and work-study programs to harness young talent and help develop future leaders in the innovation sector

- COMMUNITY – Committed to communities in which Lear does business, the dedication to Metro Detroit continues. The new Innovation Center will leverage the close partnerships with non-profit organizations in the heart of Detroit.

Also on hand at the opening ceremony were Dr. M. Roy Wilson, president of WSU, and Rick Rogers, president of CCS.

They both praised Simoncini for his dedication to the city and for creating a place where students interested in automotive careers can get real world experience.

That’s not something every college student in the country can say, Rogers said.

Detroit Mayor Michael Duggan also attended the opening ceremony.

He said that Simoncini was the kind of CEO that Michigan needs and joked that he might make a great governor some day.

Ford Recycling Efforts Include Used Clay

CONTINUED FROM PAGE 1

Although the design process has been greatly improved by digital software and new scanning technology, VandenBrink said clay is still the best medium for changes in car design.

When a small or digital model is scaled, there are some aspects that may not come out right, and full-size models built from clay help identify issues that wouldn’t have been apparent otherwise – such as depth issues on belt line edges or a car hood’s power dome.

Ultimately, clay is used to complement the design process, VandenBrink said. Ford constantly creates models on a computer, milling that surface design onto a clay model, making changes by hand before scanning them back into a computer.

“Computers tend to have a more single user work flow, where clay models tend to be much more collaborative,” said VandenBrink. “A group conversation is a great tool for collaboration and consensus, and clay models do that same thing with design. Everybody can see and explore possibilities together with a better chance of developing a great-looking model.”

Some interesting facts about the clay Ford uses:

- During the past five years, Ford has recycled enough clay to fill more than 26,000 12-ounce cans of soda. The amount recycled equates roughly to the weight of three Asian elephants.

- Sulfur used to be a prominent ingredient in clay, but the element would escape once clay was heated and eventually force electronics to malfunction. It was phased out in the 2000s as a result.

- The clay that Ford uses in its modeling does not really contain clay at all. It’s primarily a combination of waxes and oil with filler, and does not contain water like traditional ceramic clay does.

- Clay used to feature whale blubber until the hunting of whales was banned.

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Ford to Cut Car Production

by DEE-ANN DURBIN
AP Auto Writer

DETROIT (AP) – Ford Motor Co. is cutting production as U.S. demand for new vehicles slows, but so far, its rivals aren’t doing the same.

Ford said Oct. 18 it will temporarily idle four of its North American assembly plants this month to better align production with demand.

After six straight years of growth, U.S. sales of new vehicles are slowing.

In the first nine months of this year, U.S. sales totaled 13.1 million new vehicles, up less than 1 percent from 2015.

“This is a roller coaster that’s gone to the top,” said Mike Harley, an analyst with Kelley Blue Book. “I wouldn’t be surprised if other automakers follow suit.”

But sales are still near last year’s record-high levels, and so far, Ford’s chief rivals are sticking to their production plans. General Motors Co. and Fiat Chrysler Automobiles both said Oct. 18 that all of their plants are operating normally. Toyota Motor Corp. said last month that it plans to increase production of Tacoma pickup trucks at its plant in Baja California, Mexico.

Toyota is adding 400 workers and investing \$150 million in the plant by 2018.

Dearborn-based Ford warned in July that U.S. sales to individ-

ual, non-fleet buyers would likely decline in the second half of this year. Pent-up demand that accumulated during the recession has been satisfied. At the same time, more used cars are hitting the market, competing with new cars for buyers’ attention.

Harley said automakers have to trim extra inventory when there’s nowhere else to put it. In September, Ford had 78 days’ supply of vehicles on dealers’ lots, while its luxury Lincoln brand had 101 days’ supply, according to Ward’s AutoInfoBank. The industry average was 65 days.

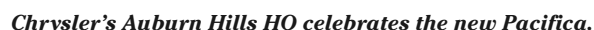
“You need to turn off the faucet so you don’t flood the yard,” Harley said.

Ford has scheduled one-week closures for plants in Kansas City, Mo., and Hermosillo and Cuatitlan, Mexico. Those plants make the F-150 pickup truck, the Fusion sedan and the Fiesta subcompact.

It also scheduled two weeks of down time for its Louisville, Ky., plant, which makes the Ford Escape and Lincoln MKC small SUVs.

Ford Escape sales were up 1 percent in the first nine months of this year, while F-Series pickup sales were up 6 percent. But sales of both vehicles were down in September.

Ford says the cuts won’t impact its financial guidance. It still expects a pretax profit of \$10.2 billion this year.



That's 30 miles of all-electric, zero-emissions, gas-free operation, making the Pacifica Hybrid the perfect option for getting around town, according to Fiat Chrysler experts.

"Ford recognizes the human right to water," says Kim Pittel, v.p., Sustainability, Environment, & Safety Engineering. "Setting an aspirational goal of zero water withdrawal for its manufacturing processes and endorsing the CEO Water Mandate are all public demonstrations of this."

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

24 Month Lease/10,000 Miles

\$218* + Tax with \$0 Down

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2016 MALIBU 1LT

NO SECURITY DEPOSIT REQUIRED



7" Touch Screen Radio, Remote Start,
Wireless Charging, Power Locks, Power Windows,
Power Mirrors, Bluetooth, Onstar, XM Radio & More...

36 Month Lease/10,000 Miles

\$168* + Tax with \$0 Down

NO SECURITY DEPOSIT REQUIRED

2017 EQUINOX LT

NO SECURITY DEPOSIT REQUIRED



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Ally Bank Promotion Makes 'Cents' for Lucky Finders

Ally is putting some cash behind the old saying of "find a penny and pick it up and for the rest of the day you'll have good luck."

The bank has launched a promotion where it has placed Ally Lucky Pennies that could be worth \$1,000 each in 10 cities around the country.

The initiative seeks to demonstrate the importance of valuing every cent, while encouraging Americans to look for opportunities to save, said Ally spokeswoman Desirée Chavis.

The multi-city search invites people in these cities to be on the lookout for the 100 Ally Lucky Pennies, each of which is redeemable for \$1,000.

Beginning on Oct. 18, people in Austin, Texas, Charlotte, N.C., Chicago, Denver, Detroit, Los Angeles, Miami, New York City, San Diego and Washington, D.C. can try to find the Ally Lucky Pennies in their cities.

When found, Ally Lucky Pennies can be redeemed online beginning on Oct. 18 and going through Dec. 31, 2016 at AllyLuckyPenny.com, Chavis said.

Finders can enter the redemption code located on the back of the Ally Lucky Penny on the site to begin verification as a potential prize winner. Clues to Ally Lucky Penny locations and updates on those already found will be provided on social media throughout the campaign.

"Ally's Lucky Penny initiative is a great example of how we Do It Right for consumers by inviting them to be a part of the search, thus raising awareness and creating opportunities for new conversations about money," said Andrea Riley, chief marketing officer.

"We hope that people will have fun searching for Ally Lucky Pennies in their cities and that the campaign will inspire people to look at money in a different way."

Representatives from Ally Bank, Chavis said, interviewed passersby in some of the 10 participating markets and asked for their thoughts about picking up pennies off the street.

The response was overwhelmingly one-sided. Ally Lucky Penny aims to influence perception around the value of a penny and cause consumers to think twice about leaving any money uncollected.

The Ally Lucky Pennies placed in participating cities are slightly larger than a regular penny, Chavis said, with the Ally logo on the front and the number 100,000 on the back, signifying how many pennies the Ally Lucky Penny could be worth.

"We believe every penny counts when it comes to saving, and it's important for everyone to understand that routinely saving, even the smallest amounts, is important to generating wealth over time," said Diane Morais, chief executive officer and president of the Ally Bank subsidiary.

"As a relentless financial ally for our customers, we focus on offering customers competitive rates and minimal fees as a way to help their money work harder and incentivize good savings habits."

To learn more about Ally Lucky Penny promotion, and for clues and updates on the Ally Lucky Pennies and their locations, Chavis said that people should visit AllyLuckyPenny.com and follow the hashtag #AllyLuckyPenny on Twitter and Facebook.

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- Stocks: G30163

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- * 8 Way Power Driver's Seat!
- * Rear Vision Camera!
- * OnStar w/4G LTE w/built-in Wi-Fi Hotspot!
- * 17" Alloy Wheels!
- * Remote Start and Entry!
- * Chevrolet Complete Care INCLUDED!
- Stocks: G30570

Was \$26,850 **Sale Price: \$21,499***

36 MONTH LEASE

\$129*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

2017 CRUZE "LT"



- * 1.4L Turbo DOHC Engine!
- * Automatic Transmission!
- * 7" Color Touch Screen MyLink Radio!
- * Remote Keyless Entry!
- * Rear Vision Camera!
- * Bluetooth for Phone!
- * OnStar w/4G LTE w/built-in Wi-Fi Hotspot!
- * Chevrolet Complete Care INCLUDED!
- Stocks: ZH1142

Was \$22,325 **Sale Price: \$17,343***

24 MONTH LEASE

\$149*

\$999 Down

NO Security Deposit required. Tax, title and plate fees are extra.

2017 TRAVERSE "LS"



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- * 6.5" Color Touch Screen Radio!
- * 8 Passenger Seating!
- * Rear Vision Camera!
- * Remote Keyless Entry!
- * Outside Power Adjustable Mirrors!
- * OnStar w/4G LTE w/built-in Wi-Fi Hotspot!
- * Chevrolet Complete Care INCLUDED!
- Stocks: H33030

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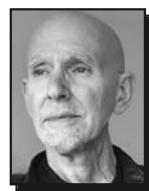


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Tesla Cars Now Come With Tools for Automated Drives

SAN FRANCISCO (AP) – Tesla Motors is starting to build its electric cars with all the sensors, cameras and other gear needed to drive completely on their own when regulations allow the technology to take over that responsibility.

The announcement made on Oct. 19 by Tesla CEO Elon Musk marks the Silicon Valley automaker's next step toward selling cars that can navigate the roads without the help of a human.

Google, ride-hailing service Uber and an assortment of other automakers also are working on a range of self-driving cars in an effort to ultimately turn the steering wheel over to robots.

Tesla has offered an automatic steering and braking system called Autopilot in its cars since last year, but that technology is meant to be monitored at all times by a driver.

After additional testing and getting the necessary regulatory clearance, all the cars rolling off Tesla's assembly lines will have the equipment needed to be fully autonomous, Musk said. By auto-industry standards Tesla is small, making about 100,000 cars a year, although hopes to increase its production to 500,000 vehicles per year by 2018.

Musk predicted the technology will be twice as safe as a human driver. But adding the protection will jack up prices on Tesla vehicles that already can run over \$80,000 depending on what features a buyer wants. Adding the software and activating the hardware needed for a fully autonomous car will cost an additional \$8,000 – a more than 20 percent increase on the cost of Tesla's \$35,000 Model 3 sedan

that is scheduled to be delivered next year.

Musk said he thinks the price will prove to be a pittance if he meets his goal of improving the technology so it's eventually 10 times safer than a human driver. The cars with the fully self-driving technology will get those improvements in upgrades delivered online.

Tesla's future cars will have eight cameras instead of the single one currently on the vehicles running the less-sophisticated Autopilot system. They will have sensors with twice the range as the current vehicles and have 40 times more computing power capable of performing 12 trillion operations per second, according to Musk.

It will basically be a supercomputer in a car," he said.

But it's an open question when federal and state regulators in the U.S. will settle on laws that allow robots to drive cars.

Even if regulations were to allow it now, Tesla is conceding it's not ready to flip switch yet, saying it still needs to do more testing and gather more data.

For that reason, safety features such as automatic emergency breaking, collision warning, lane holding and active cruise control that are currently available in current cars using the first generation of Autopilot won't be immediately be turned on in the vehicles designed to be fully autonomous.

Those limitations make buying Tesla's autonomous cars a "vanity purchase" akin to buying a TV offering ultrahigh-definition 4K pictures when relatively little programming is available in that format, said Edmunds.com analyst Jessica Caldwell.

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VW Owners Are Not Happy With Emission Settlement

by SUDHIN THANAWALA
Associated Press

SAN FRANCISCO (AP) – Several angry Volkswagen owners told a federal judge on Oct. 18 that a \$10 billion settlement does not adequately compensate them for the automaker’s emissions cheating scandal, part of a vocal minority who objected to the deal as hundreds of thousands of others signed up for payments.

U.S. District Judge Charles Breyer will determine whether the settlement is fair to consumers and should receive final approval. He said he was “strongly inclined” to approve it but would make a final decision by Oct. 25, giving him time to consider the owners’ objections and whether he should recommend any changes.

“We got played the fool,” Mark Dietrich, an Audi owner told the judge earlier at a hearing in San Francisco. “This settlement does not go far enough.”

Dietrich demanded the full purchase price of his car as well as part of his registration fee.

The settlement calls for the German automaker to spend up to \$10 billion to buy back or repair about 475,000 Volkswagens and Audi vehicles with 2-liter diesel engines and pay their owners an additional \$5,100 to \$10,000 each. Any repair options have yet to be finalized.

It also includes \$4.7 billion for unspecified environmental mitigation to make up for the excess pollution and to promote zero-emissions vehicles. The combined \$14.7 billion deal would be the largest auto-scandal settlement in U.S. history.

Attorneys who helped negotiate it said it was fair and had received support from the vast majority of eligible car owners. Volkswagen’s lawyer said Oct. 20 that it was a good deal for buyers and would help the company regain people’s trust.

But Blair Stewart, a Volkswa-

gen owner from Palo Alto, said the company engaged in a “program of deception” that should not go unpunished. More than a dozen people spoke against the settlement at the hearing.

The scandal erupted in September 2015 when the U.S. Environmental Protection Agency said Volkswagen had fitted many of its cars with software to fool emissions tests, putting dirty vehicles on the road. Car owners and the U.S. Department of Justice sued.

The software recognized when the cars were being tested on a treadmill and turned on pollution controls. The controls were turned off when the cars returned to the road. The EPA alleged the scheme let the cars spew more than 40 times the allowable limit of nitrogen oxide, which can cause respiratory problems in people.

Robert Giuffra, an attorney for Volkswagen, said the deal includes compromises but provides relief to consumers.

“This settlement is something that I think is very good for consumers,” he said. “It’s good for the environment, and it’s a way for Volkswagen to regain the trust of its customers, the American people, regulators and do right by the environment.”

As of mid-October, more than 330,000 people had signed up for settlement benefits, with about 3,200 opting out, said Elizabeth Cabraser, lead attorney for the plaintiffs. She said the deal’s buy-back option would give consumers the “retail replacement value” of their vehicles.

“This was a broken situation. It was broken for the environment. It was broken for consumers,” Cabraser said. “I think we’ve all, including Volkswagen – on the 2 liters – put this back together again.”

Volkswagen still faces potentially billions more in fines and penalties and possible criminal charges.

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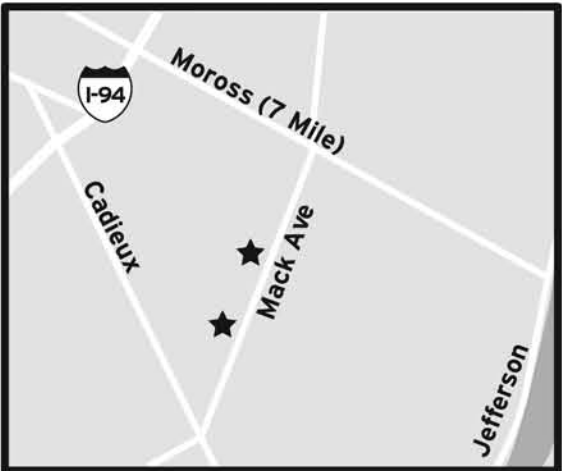
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\$27 Million Grant Goes to U-M For Robotics

DETROIT (AP) – The University of Michigan is set to receive \$27 million from a Chinese investment firm to aid in the institution's driverless vehicle and robotics research.

U-M President Mark Schlissel and Vice President for Research S. Jack Hu signed a memorandum of understanding on Saturday in Shenzhen, China, with Frontt Capital Management Ltd.

Schlissel said in a statement that the firm's investment will help advance mobility across the world.

"Fatal crashes are all too common, and transportation is one of the largest sources of climate changing greenhouse gases. The world needs a better way for people and goods to get around, and we believe autonomous, connected vehicles are an important component of the solution," Schlissel said.

The funding will be used to establish a joint research center at the university and help construct a previously announced robotics laboratory and garage. It'll also provide engineering service and consulting fees for university researchers to advise the firm on the design of an autonomous vehicle test facility in Shenzhen.

Once the facility is up and running, the university's partners will be able to test their autonomous and connected vehicles in an environment that differs from that of the U.S., Hu said.

"The potential to save lives is tremendous," Hu said. "And since autonomous vehicles are safer, they could eventually be made of lighter-weight materials, so they'd use less fuel."

Officials said they expect the investments to be made over five years, but a starting time hasn't been finalized.

Team Chevrolet Race Team Earns Success

Kevin Harvick led 74 laps in route to victory in the 267-lap Hollywood Casino 400 NASCAR Sprint Cup race at Kansas Speedway on Oct. 16. The win is Harvick's fourth of the season, and second-career victory at Kansas.

By taking home the trophy from the 1.5-mile track, the 40-year old Bakersfield, Calif., native secures his spot in the next bracket of Chase races advancing to the Round of 8.

He joins fellow Team Chevy driver Jimmie Johnson as the only two competitors locked into a position in the next segment of the 10-race Chase playoff as the series heads for Talladega Superspeedway.

Harvick's victory was the 763rd total victory for Chevrolet in NASCAR Sprint Cup Series competition and the brands 11th victory at Kansas Speedway, more than any other manufacturer.

Despite a 21st-place qualifying effort, six-time NASCAR Sprint Cup Series champion, Jimmie Johnson earned a four place finish in the No. 48 Lowe's Chevrolet SS after 400 miles of racing at Kansas. Fellow Chevrolet SS Chase contender, Austin Dillon, followed Johnson in the final finishing order coming home sixth in the No. 3 Dow Coating Materials Chevy SS.

Alex Bowman, serving as interim driver for Dale Earnhardt, Jr. in the No. 88 Nationwide Chevrolet SS, rallied back after going two laps down early in the race after contact with the outside wall to earn his best career NASCAR Sprint Cup Series finish of seventh.

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