

# Chrysler's Hybrid Pacifica Minivan Surpasses Expectations

It's one thing to set a tough goal and meet it. It's even better to set a tough goal and surpass it, and that's what Fiat Chrysler has done with the 2017 Pacifica. Exceeding initial program tar-

gets, the 2017 Chrysler Pacifica Hybrid has earned a fuel economy rating of 84 miles-per-gallon-equivalent (MPGe) from the United States Environmental Protection Agency (EPA), said Fiat

Chrysler spokesman Eric Mayne. "No other minivan has ever come close to this rating," said Dan Reid, manager: SRT, Powertrain and Engineering Communications.

The new benchmark reflects the Pacifica Hybrid's combined city- and highway-cycle performance in electric-only mode, as tested by the EPA, Reid said. Fiat Chrysler had originally estimat-

ed the vehicle would achieve 80 MPGe, which represents the distance a vehicle can travel using a quantity of fuel with the same en-

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The 2017 Cadillac DPi-V.R

### Cadillac Racing Offers New Prototype Car

Cadillac unveiled its new 2017 Cadillac DPi-V.R race car on Nov. 30. It will compete in the 2017 IMSA WeatherTech SportsCar Championship series, Prototype (P) class. The 2017 Cadillac DPi-V.R will first be driven competitively at

the 2017 IMSA season opener – the Rolex 24 At Daytona on Jan. 28-29, 2017 – by teams from Wayne Taylor Racing and Action Express Racing, said GM spokesman Kyle Chura. The IMSA WeatherTech SportsCar Championship series is the

fastest and most technologically advanced sports car racing series in North America. "Cadillac is proud to return to the pinnacle of prototype racing in North America after a 14-year

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### Lear Automotive Opens Up New Development Center

by Jim Stickford

Lear Automotive officially opened its new "Center for Craftsmanship" facility on Dec. 1. The site, located on Telegraph Road across from Lear's world headquarters in Southfield, is meant to push the envelope of seat design, said Jenenne Hanley, vice president of Global Trim and Craftsmanship at Lear. With all the changes the auto industry has undergone recently, Hanley said, demands on suppliers have grown and even something as basic as a seat requires more sophisticated engineering at a time when style counts more than ever. "The automotive industry has never undergone such a radical transformation like the one we've seen over the past few years," Hanley said. "But this

change offers us a chance to take the dreams of designers and engineers and make them a reality by putting them together under one roof." Mandy Rice, vice president of the new Crafted by Lear department and Lear's Global Engineering section, said Center for Craftsmanship is operating under a new paradigm. Seat engineers and designers will be under one roof working together with OEMs from the very beginning of a vehicle's design process to make great concepts in design and engineering a practical reality. "Our OEM customers over the years have come up with great concept designs," Rice said. "But there's been a gap between great concepts and actual seats. Our

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### Chrysler has Mixed Month

Fiat Chrysler reported U.S. sales of 160,827 units, a 14 percent decrease compared with sales in November 2015 (187,731 units). Fiat Chrysler retail sales of 126,780 units were down 2 percent year over year in November, representing 79 percent of total sales for the month, said Fiat Chrysler spokesman Ralph Kiesel. Fleet sales of 34,047 units were down 42 percent year over year in November as Fiat Chrysler continues to reduce its

sales to the daily rental segment. Fleet sales represented 21 percent of total US sales in the month. Ram Truck brand sales were up 12 percent in November versus the same month in 2015, Kiesel said. Ram ProMaster van sales increased 126 percent in November, while Ram pickup truck sales increased 8 percent. The Jeep Renegade small SUV had a strong November with a 30

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2017 Jeep Renegade

### Consumers Worry About Car Data Privacy Issues

The ability to access smartphone apps in the car is becoming increasingly important, but privacy is also a major concern of the public. At least that's what the researchers at Strategy Analytics found. Consumers are concerned about the security of their information when their mobile device is paired to an in-car system, said Strategy Analytics spokesman Derek Viita said. This is according to a recent survey from the In-Vehicle UX (IVX) group at Strategy Analytics (www.strategyanalytics.com). Viita said that according to the report ("Connected Car Privacy: Consumers Need Assurance on Data Privacy"), a majority of consumers in the US, Europe, and China agreed that it is important to be able to connect their smartphone to their in-car system, so they can access apps and music through the in-car controls and displays. However, over half of consumers do not want their vehicle to collect driving data, even if it remains anonymous, Viita said. And most consumers said that they want to be assured that no data from their phone will remain on the in-car system after it is disconnected. "Consumers are aware that they have little choice in giving up part of their privacy in order to live in a more enriched world with connected devices," said Alvin Wu, analyst and report author. "Providing personal data will be less a concern if consumers



2016 Chevrolet Malibu

### GM Has Strong Nov. Sales

GM's total U.S. sales in November were 252,644 vehicles, up more than 10 percent from last year. All four brands outperformed the industry in November with Buick, Cadillac and GMC posting double-digit gains, said GM spokesman Dan Flores. General Motors sold 197,609 vehicles in November to individual or "retail" customers in the U.S., up 8 percent from last year, Flores said. Based on initial esti-

mates, GM once again outperformed all full-line manufacturers, led by strong retail sales gains at Chevrolet, Buick, GMC and Cadillac. GM's November retail sales performance drove GM's U.S. retail share to its highest November level since 2009. Based on initial estimates, GM's retail market share jumped 0.3 percentage points in November to 16.8 percent.

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### Ford Sees Sales 'Edge' Up

Ford Motor Company's overall sales totaled 197,574 vehicles in November – a 5 percent increase versus last year – driven by a 10 percent retail sales gain with 154,114 vehicles sold, said Ford spokesman Erich Merkle. Fleet sales of 43,460 vehicles, including daily rental, commercial and government segments, declined 9 percent. This reflects the company's plan to front-load fleet sales this year, Merkle said.

"And that really is in line with what we've been saying through the second half of the year, is that our Fleet sales which include daily rental, commercial and government segments they declined 9 percent and that really reflects the company's plan to front-end-load fleet sales at the beginning of the year which makes them a little softer here in the second half," Merkle said.

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2016 Ford Edge

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## New Auto Supplier Adiant Chooses Detroit for HQ

DETROIT (AP) – Auto seating supplier Adient has announced that it is moving its global headquarters and 500 executive and leadership jobs to Detroit.

Adient also has bought the 10-story Marquette Building for its workers in Detroit's nearly filled downtown, the company announced Nov. 30.

Corporate functions at sites in Plymouth and other Michigan locations will be consolidated downtown in about two years once renovations at the Marquette Building are completed.

About 100 of the jobs planned for the Detroit location will be newly created.

Adient's decision continues a string of positive development news for Detroit.

On Nov. 29, city officials and business leaders announced that work was set to start on a 410-unit residential development just north of downtown in Detroit's historic Brush Park. The Detroit Pistons said last month that the professional basketball team would return downtown from suburban Auburn Hills to start next season.

A new development of 218 furnished "micro-loft" apartments is expected to open downtown next June.

"Adient wanted to build their future in the city," Detroit Mayor Mike Duggan said. "They could have gone to the suburbs. This sends a message to every major company in America that Detroit is a place where you want to be."

Adient separated Oct. 31 from Milwaukee-based Johnson Controls. Adient said it will invest about \$98 million in Detroit.

Of that amount, \$75 million has been set aside for the acquisition and renovation of the Marquette Building.

A big part of the deal turned out to be the acquisition of a nearby parking garage for Adient employees.

Incentives for the deal, including property tax abatements, must go before the City Council for final approval.

Office space in downtown Detroit nearly was filled before Adient made the decision to move in.

"Now, we're in a position as a city – we've got to build," Duggan said.

The company said its presence is expected to generate about \$17 million in income and property tax revenue for the city of Detroit over the next dozen years.

Some of its workers also could decide to make Detroit's growing downtown area their home once the headquarters construction is completed, said R. Bruce McDonald, Adient chair and chief executive.

"Younger people will give it serious consideration," McDonald said. "We recognize that the next generation of people want to work downtown where the action is. We think an urban environment – in the long run – is the way to go."

# Lear's New Design and Engineering Site Open for Business

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challenge is to bridge that gap. So we will employ core technology to fix any problems that might come up with a concept designs ahead of time. And I am pleased to present that vehicle for change with our new 'Center for Craftsmanship' department."

Lea Thomas Smith, is the new director and head of the Design for the Center for Craftsmanship. He has been in the auto industry for about 30 years. He joined Lear in October of 2015. Prior to that he worked for Mercedes in Germany.

"I joined Lear because the company needed experts in interior development," Smith said. "I liked the innovations the company was pursuing and the promise they made to push the envelope of design. That's very important when engineering a vehicles."

**"A good seat is comfortable for passengers and enhances their safety."**

**– Lea Thomas Smith, Lear**

Smith said drivers tend to take good seats as a given. They really don't pay attention to them when looking at a vehicle. They might look at the vehicle's exterior or dashboard design, but they don't really see the seats.

But seats are the driver's main point of interaction with a vehicle, Smith said. So getting the right seat cover materials to work well with new technology like back massagers and heating

and cooling systems takes time, expertise and judgement.

"A good seat is comfortable for the passengers and enhances their safety," Smith said. "I embrace this concept when designing a seat's engineering and surface materials. And what Lear is offering through its Crafted by Lear program is the embracing of that idea by engaging our OEM customers upstream. The Holy Grail of that concept is to get designers and engineers and trim experts together under one roof so that they can deliver on the promise of newer and better seat designs while meeting all the new standards of technology and safety."

The center also offers Lear the ability to show customers just what they are working on. In the past different departments have been spread out across different floors and buildings. The practical aspects of the new design facility are also important, Rice said.

Smith said that one thing Lear wants to make clear to the company's OEM customers is that Lear has the desire and the ability to work with automakers to give them exactly what they want.

"We don't see any problem working with OEMs," Smith said. "We don't tell what their designs should be. Rather we are the ambassadors of their designs. We do that by working with them from start to finish so that when a new vehicle comes out, their designs and their engineering work together to provide passengers with the best ride possible. We work with them upstream so that all the problems are taken care of before they become problems."

The ultimate goal of the new design center, Smith said, is to make Crafted by Lear seats



Lea Thomas Smith in the new Lear Center for Craftsmanship.

something that the average consumer will recognize as something that adds value to a vehicle in and of itself.

"That's ambitious," Smith said. "But look at sound systems. When someone learns that a particular vehicle has a Bose sound system, they pay attention. We

want to get to the point where when they learn that the seats are by Lear, that makes more interested in buying the vehicle. We have a long way to go before we reach that point, but the new design center is something that will help make that goal a reality."

## Consumers Express Fears About Privacy in Autos


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could know how their data will be used, why it needs to be used, who will have access to it, for what purposes, and that they will have the full control of the data access."

"Privacy concerns will be more prominent for shared vehicles through car-sharing services. Considering the concerns that consumers may have, and the fact that other drivers will access the same vehicles, users

should be able to easily clear their personal data from the vehicle, and be assured that all data were cleared and would not be accessed by anyone else," said Chris Schreiner, Director of IVX.

Strategy Analytics, Inc. provides the competitive edge with advisory services, consulting and actionable market intelligence for emerging technology, mobile and wireless, digital consumer and automotive electronics companies around the world, Viita said.



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## 2017 Pacifica Charges Ahead in Efficiency

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energy content as a gallon of gasoline.

"At 84 MPGe, the new 2017 Chrysler Pacifica Hybrid surpasses our initially stated performance," Fiat Chrysler's head of Passenger Car Brands – Dodge, SRT, Chrysler and Fiat. "These EPA test results paint a clear picture of the benefits our customers can expect from driving the most fuel-efficient minivan ever."

The 2017 Chrysler Pacifica Hybrid also excelled on two other fronts, Kuniskis said. EPA testing established a total driving range rating of 566 miles, up from 530, and set the electric-only range rating at 33 miles, up from 30.

In addition, the EPA gave the new minivan a rating of 10 in its Green Vehicle Guide. The score relates to a vehicle's combined performance on fuel economy and greenhouse-gas emissions.

Further, it marks the first time a minivan has achieved a 10 – the highest possible rating – in this category, Kuniskis said. Such performance firmly establishes the 2017 Chrysler Pacifica Hybrid as the most fuel-efficient minivan of all time.

"A large share of credit goes to the vehicle's eFlite dual-motor electrically variable transmission (EVT)," said Bob Lee, Fiat Chrysler's head of Engine, Powertrain and Electrified Propulsion, and Systems Engineering in North America.



*The Chrysler 2017 Hybrid Pacifica has proven to be energy efficient.*

The Pacifica Hybrid's distinguishing technology eFlite is an in-house Fiat Chrysler innovation, Lee said. It was developed by a team of engineers assigned exclusively to the task of delivering powertrain efficiency within the functionality envelope customers expect from minivans.

"It is exceptionally well-suited to deliver the primary attributes we sought to infuse in the Pacifica Hybrid's propulsion system – class-leading efficiency and superior refinement," said Lee, who also oversees the Company's global powertrain operations.

Conventional electrification schemes dedicate one motor to serve as a generator and a second motor – usually much larger – to deliver torque to the wheels. But the 2017 Chrysler Pacifica

Hybrid uses a one-way clutch that allows the motor typically used only as a generator to deliver torque to the wheels, depending on driving conditions.

The result is increased efficiency, refinement and improved component packaging. The Pacifica Hybrid's 16-kWh lithium-ion battery pack is located under the second-row floor, keeping the rear cargo area as roomy as ever and preserving the third-row Stow 'n Go seating and storage, Lee said. Recharging can take as little as two hours using a 240-volt (Level 2) charger, available from Mopar through dealers.

With a 120-volt (Level 1) charger, which comes standard, the Pacifica Hybrid can be recharged in about 14 hours.

## Cadillac Racing Introduces New Powerful Prototype

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absence," said Johan de Nysschen, president of Cadillac. "Cadillac's V-Performance production models – the ATS-V and CTS-V – are transforming our brand's product substance, earning a place among the world's elite high performance marques. The Cadillac DPi-V.R further strengthens our V-Performance portfolio, placing Cadillac into the highest series of sports car racing in North America."

The new Cadillac DPi-V.R has been designed to contribute to the functional performance of the prototype using elements gleaned from the current lineup of Cadillac V-Performance models, especially the CTS-V supersedan, Chura said. Above all, the DPi-V.R was developed to perform, via testing in the wind tunnel and engineering development.

"The DPi-V.R race car was an exciting new canvas for the Cadillac design and sculpting team," said Andrew Smith, Global Cadillac Design executive director. "The studio embraced the opportunity to interpret the Cadillac form language, line work and graphic signature for this premier prototype racing application. Every detail of the final design was selected to support the car's on-track performance and unmistakable Cadillac presence."

The design details giving the DPi-V.R car its Cadillac appearance and presence include the vertical lighting signature; the sheer, sculptural quality of the body and bold bodyside feature line; V-Performance wheels with Brembo brakes; V-Performance emblems; and a canopy graphic inspired by the Cadillac daylight opening. Even subtle cues such as the cooling vents and the air intake were designed in the studio, the latter in the trapezoidal shape of the Cadillac crest, Smith said.

The DPi-V.R is equipped with the new Rear Camera Mirror first seen on the Cadillac CT6 Sedan and available on the Cadillac CTS, XT5 and Escalade for the 2017 model year, Chura said.

The Cadillac DPi-V.R is propelled by a race-prepared, normally aspirated Cadillac 6.2 liter V8 engine that shares inherent architecture with the engines of the third-generation Cadillac CTS-V (640 horsepower) and fifth-generation Cadillac Escalade (420 horsepower), Chura said.

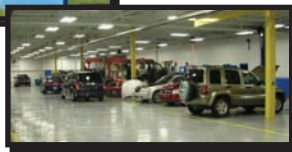
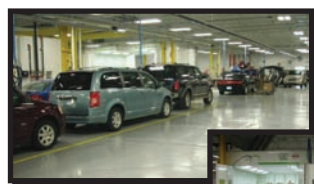
The engine produces approximately 600 horsepower when tuned for racing as defined by IMSA-mandated air restrictors, with a maximum allowable RPM of 7,600. The engine transfers power to the rear wheels through an X-TRAC paddle-shift transmission.



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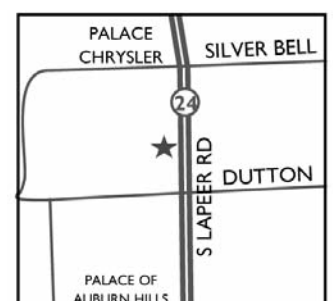


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## Bloomfield Hills School Teams Up with MIT

BLOOMFIELD HILLS, Mich. (AP) – A private school in Michigan is teaming up with the Massachusetts Institute of Technology so its teachers and staff can learn from the university's faculty about expanding their curriculum and other educational issues.

Cranbrook Schools is the first school outside the Boston area to be part of MIT's Edgerton Center to study potential changes in the way a K-12 curriculum is developed nationally, the *Detroit Free Press* reported.

MIT faculty members are training Cranbrook staff, helping the school expand its curriculum and providing other guidance.

"Our teachers are going right from a workshop (taught by MIT faculty) ... and turning around and teaching it to our students," said Laurie Pullen, coordinator of connected learning at Cranbrook Schools.

Cranbrook teachers have attended MIT faculty workshops about teaching certain science lessons. Other workshops focused on integrating the design learning process, which is a method for teaching students to solve problems through hands-on experience rather than a lecture.

Bob Vieth, K-12 project coordinator at the Edgerton Center, said Cranbrook staff members have embraced and shown a deep commitment to the program.

Cranbrook Schools Director Arlyce Seibert said officials are "very excited" about the relationship with the Massachusetts Institute of Technology.

## Ohio Launches Autonomous Car Investment

DUBLIN, Ohio (AP) – As Gov. John Kasich announced a \$15 million investment in advanced self-driving highway technology on Nov. 30, he urged Ohioans to push back against old ideas about the state.

"Who would ever want to be called the Rust Belt?" he said. "The Rust Belt's some deteriorating, eroding, old, tired and worn out place. You ever hear that term, do me a favor: Correct 'em."

Kasich made his remarks in conjunction with the formal launch of a new high tech effort – a self-driving truck experiment along a 35-mile stretch of U.S. Route 33 in central Ohio. The vehicle by truck maker Otto will operate along Route 33 between Dublin and East Liberty, a stretch the state has dubbed a "smart mobility corridor." A driver will be along as backup.

Officials say that four-lane section of Route 33 northwest of Columbus will become a corridor where technologies can be safely tested in real-life traffic, aided by a fiber-optic cable network and sensor systems slated for installation next year. Leading automotive research centers and local governments in the region are partners in the effort.

The self-driving truck started to travel on the Ohio Turnpike beginning Dec. 1.

As further defense against the Rust Belt label, Kasich noted Amazon's investment in cloud-computing centers in the state; recruitment of advanced engineering and technology companies by his privatized job-creation office, JobsOhio; and upgrades at the Transportation Research Center in East Liberty that serves as North America's largest multi-user testing ground for new vehicles and technologies.

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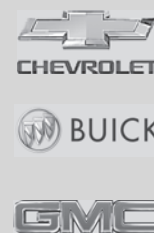


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# OEMs Protest Proposed EPA Regulations

by TOM KRISHER and DEE-ANN DURBIN  
AP Auto Writers

DETROIT (AP) – The Obama administration has decided not to change government fuel economy requirements that force automakers to significantly increase the efficiency of new cars and trucks.

The decision announced Nov. 30 follows a mandatory review of the standards established in 2012, when gas averaged \$3.60 a gallon and small cars and hybrids were gaining favor.

The standards had required the fleet of new cars to average 54.5 miles per gallon by 2025. But there was a built-in reduction if buying habits changed – and they have, dramatically. Now, gas is averaging close to \$2 a gallon and three of every five new vehicles sold in the U.S. are trucks and SUVs. As a result, the 2025 fuel-economy number drops to 50.8 mph.

That decline isn't enough to satisfy car companies. They say they're building small cars and electrics to meet the standards, but few consumers are buying them. Automakers had petitioned the government to lessen the standards.

Environmental Protection Agency Administrator Gina McCarthy said in a statement that based on the agency's technical analysis, automakers have the technology to meet emissions standards and mileage through 2025. The requirements will increase the new-vehicle fleet's average gas mileage requirement from 34.1 mpg this year while cutting carbon pollution and saving drivers billions at the pump, the EPA said.

"Although EPA's technical analysis indicates that the standards could be strengthened for

model years 2022-2025, proposing to leave the current standards in place provides greater certainty to the auto industry for product planning and engineering," McCarthy said.

The EPA will take public comments on the decision until Dec. 30, meaning McCarthy could finalize the standards before President-elect Donald Trump is inaugurated in January, even though a decision wasn't required until April 2018. Trump has said he wants to get rid of the EPA and Myron Ebell, the leader of Trump's EPA transition team, is director of a libertarian think tank that gets financial support from the fossil fuel industry and opposes "global-warming alarmism."

The EPA, however, denied the rushed timetable was due to Trump's election.

The Alliance of Automobile Manufacturers, a lobbying group that represents 12 automakers, including BMW, Ford, Toyota and General Motors, called the quick decision a "premature rush to judgment" and said it has asked Trump to review post-election regulations.

Ford Motor Co. called the EPA move "eleventh-hour politics in a lame-duck administration" and said it will work with the new administration and Congress. Ford has been a frequent target of criticism by Trump due to its plans to move some production to Mexico.

Environmentalists backed the EPA's decision. Daniel Becker, director of the Safe Climate Campaign, said the standards already have pushed average new-vehicle gas mileage up by 5 mpg since 2007, reducing America's oil use and helping to drive down gasoline prices worldwide.

Janet McCabe, EPA's acting administrator for the Office of Air

and Radiation, said automakers have multiple technological pathways to meet the standards, from direct-injection gas engines to hybrids and electric vehicles. The industry is ahead of schedule, she said.

More than 100 vehicles on the market are already meeting standards set for 2020.

But electric vehicles still haven't caught on. Last year EVs were less than 1 percent of U.S. new car sales.

"Leaving the standards as they are would give automakers the time they need," McCabe said.

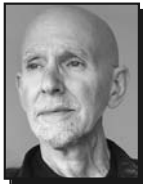
Automakers have warned that meeting the standards would result in additional costs that would be passed on to the consumer. McCabe said Wednesday that the estimated cost of the standards has fallen. The cost per vehicle to meet the 2025 standards is now \$825, down from \$1,100 in 2012, she said. Owners can easily make that back in savings at the pump, she said.

The industry has argued that the costs and consumer reluctance to buy the smallest, most efficient vehicles mean the industry will have trouble complying. "The evidence is abundantly clear that with low gas prices, consumers are not choosing the cars necessary to comply with increasingly unrealistic standards," the Auto Alliance said.

Even if Trump rolls back the standards, the industry will continue to sell fuel-efficient cars in the U.S. because it has to meet mileage standards in other countries and the California market-place.

"Automakers will still be on the hook to develop and produce these vehicles and will need economies of scale to make them profitable," said Autotrader Senior Analyst Michelle Krebs.

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