



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 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.

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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 some-

thing 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.”

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Lea Thomas Smith in the new Lear Center for Craftsmanship.

Chrysler Has Rough 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 Kisiel. 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, Kisiel 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

Chevy Bolt Goes On Sale in Limited Markets Soon

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – The executive in charge of marketing the new electric Chevrolet Bolt keeps coming back to one word.

“Driving an electric vehicle is just now practical,” Darin Gesse says of the Bolt. He repeats “practical” with the same fervor that Elon Musk might say “compelling.”

Gesse isn’t plugging style or promising to awe your neighbors like Musk and Tesla Motors. In fact, the styling of the Bolt is so ordinary the people next door may not even notice the hatchback in your driveway.

What Gesse and General Motors want consumers to see is a car that will cater to their everyday needs – commuting, shopping, transporting children and gear – all on one charge of the battery. It’s the first electric to get more than 200 miles per charge (238 to be exact) and fit most buyers’ budgets (around \$30,000, after a government tax credit). There are other things to like: gobs of interior space, a near-silent ride, no tailpipe emissions, and a 6.5-second zero-to-60 time that can beat a lot of old V8 muscle cars.

The Bolt hits showrooms in California and Oregon in days and rolls out nationwide next year. The highly-anticipated Model 3, Tesla’s first mass-market car, won’t be ready until at least the end of next year. While GM is proud of its head start, the company didn’t even take pre-orders

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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2016 Chevrolet Malibu

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 Construction Affects Library Operating Hours

The Civic Center branch of the Warren Public Library will be closed for much of December.

The reason for the closure, said library officials, is so that the branch may be rewired with LED lights.

The closure is expected to last two weeks, beginning on Monday, Dec. 12.

The Civic Center branch should be reopened on Tuesday, Dec. 27. The rewiring work affects the Civic Center branch only. The Warren Arthur Miller Branch and Warren Maybelle Burnette Branch will be open to serve patrons while the Civic Center Library is temporarily closed. The Busch branch is also be closed for construction.

The Miller branch's hours are 9 a.m. to 5 p.m. Monday, Friday and Saturday. Noon to 8 p.m. Tuesday and Thursday.

The Burnette branch's hours are 9 a.m. to 5 p.m. on Monday, Wednesday, Friday and Saturday. Noon to 5 p.m. Tuesday and Thursday.

Lear's New Design and Engineering Site Open for Business

CONTINUED FROM PAGE 1

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 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.

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

– Lea Thomas Smith, Lear

"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 inte-

rior 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."

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 officials wants to make clear to the company's OEM customers is that Lear has the desire and ability to work with OEMs to give them exactly what they want.



Lear's craftsmanship center places engineering and design together.

"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

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 a reality."

Consumers Express Fears About Privacy in Autos

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 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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'Tis the Season



DECEMBER 5, 2016

TECH CENTER NEWS

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Marines are Looking for a Few Good Toys

Christmas is the time for giving and the U.S. Marine Corps, through its Toys for Tots program, makes it possible for children across the Detroit area to have a happy holiday.

There are Toys for Tots drop-off locations throughout Wayne, Macomb and Oakland counties.

Those wishing to make a donation before the Dec. 18 deadline may leave toys at the following sites:

- Jim Causley Buick GMC Truck. Mondays and Thursdays from 9 a.m. - 9 p.m. Tuesdays and Wednesdays and Fridays, from 9 a.m. - 6 p.m. 38111 Gratiot, Clinton Township.

- The Wireless Zone. Mondays through Fridays, from 9 a.m. to 9 p.m. 35740 Van Dyke Avenue, Sterling Heights.

- La-Z-Boy Furniture Gallery. From 10 a.m. through 9 p.m., Mondays through Saturdays. 14405 Lakeside Circle, Sterling Heights.

- UAW Local 228. From 8 a.m. through 4 p.m., Mondays through Fridays. 39209 Mound Road, Sterling Heights.

- The Learning Experience. From 6:30 a.m. to 6:30 p.m., Mondays through Fridays. 13860 Canal Road, Sterling Heights.

- Oakland Oral Surgery and Dental Implant Center. From 8:30 a.m. to 5 p.m. Mondays through Fridays. 42051 Mound Road, Sterling Heights.

- Jim Riehl's Friendly Chrysler Jeep. From 8 a.m. to 6 p.m. Mon-

days through Saturdays. 32899 Van Dyke, Warren.

- Galeana's Van Dyke Dodge. From Mondays and Thursdays, 9 a.m. to 9 p.m. Tuesdays and Wednesdays, 9 a.m. to 6 p.m. 28400 Van Dyke, Warren.

- Allstate - Long Insurance Agency. From 9 a.m. to 5 p.m., Mondays through Fridays. 29447 Hoover Road, Warren.

- Boff's Market. From 9 a.m. to 6 p.m., Mondays through Fridays. From 8:30 a.m. to 6 p.m. on Saturdays. 11015 East 10 mile Road, Warren.

- State Farm. From 9 a.m. to 6 p.m. Mondays through Fridays. 10 a.m. to 2 p.m. on Saturdays. 5192 East 13 Mile Road, Warren.

- TACOM - Program Manager's Office, Light Armored Vehi-

cles. From 6:30 a.m. to 6 p.m., Mondays through Fridays.

- Warren Woods Veterinary Hospital. From 9 a.m. to 5 p.m., Mondays through Fridays. From 9 a.m. to noon, Saturdays. 29157 Schoenherr Road, Warren.

- Genius Solutions. From 8 a.m. to 6 p.m., Mondays through Fridays. 7177 Miller Road, Warren.

- Flame Furnace. From 7 a.m. to 8 p.m., Mondays through Fridays. 2200 East 11 Mile Road, Warren.

- syncreon. From 9 a.m. to 4 p.m., Mondays through Fridays. 12350 East Nine Mile Road, Warren.

- The Dish Network. 7 a.m. to 8 p.m., Mondays through Fridays. 24777 Forterra, Warren.

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Ford Gets Allies for Universal Charging System

Sometimes it makes sense for car companies to work together on joint technology. Which is why BMW Group, Daimler AG and Ford Motor Company – along with Volkswagen Group’s Audi and Porsche – have signed a memorandum of understanding to create the highest-powered charging network in Europe.

The goal is the quick buildup of a sizable number of stations to enable long-range travel for battery electric vehicle drivers, said Ford spokesman John Gardiner.

“This is an important step toward facilitating mass-market battery electric vehicle adoption. A reliable, ultra-fast charging infrastructure is important for mass consumer adoption and has the potential to transform the possibilities for electric driving,” says Mark Fields, president and CEO, Ford Motor Company. “Ford is committed to developing vehicles and technologies that make people’s lives better, and this charging network will make it easier and more practical for

consumers across Europe to own electrified vehicles.”

The projected ultra-fast charging network with power levels up to 350 kilowatt will be significantly faster than the most powerful charging system deployed today. The buildup is planned to start in 2017, Gardiner said.

An initial target of about 400 sites in Europe is planned. By 2020, consumers should have access to thousands of high-powered charging points.

The goal is to enable long-distance travel through open-network charging stations along highways and major thoroughfares, which has not been feasible for most battery electric vehicle drivers up to this date, Gardiner said.

The experience is expected to evolve to be as convenient as for the owners of EVs as refueling at conventional gas stations is for drivers who use internal combustion powered vehicles, Gardiner said.

The network will be based on Combined Charging System stan-



Ford, with European OEMs, is creating a universal charging system.

dard technology. The planned infrastructure expands the existing technical standard for AC and DC charging of electric vehicles to the next level of capacity for DC fast charging with up to 350 kilowatt.

Vehicles engineered to accept the full power of the charge stations can recharge brand-independently in a fraction of the time of today’s battery electric vehicles, Gardiner said.

The network is intended to serve all Combined Charging System-equipped vehicles to facilitate battery electric vehicle adoption all across the continent of Europe.

The automobile manufacturers intend to make substantial investments to create the network, underscoring each company’s belief in the future of electric mobility, Gardiner said.

While the founding automakers – BMW Group, Daimler AG, Ford Motor Company and Volkswagen Group – will be equal partners in the joint venture, other automobile manufacturers will be encouraged to participate in the project to help establish convenient charging solutions for battery electric vehicle customers.

The joint venture also intends to cooperate with regional partners to ensure a quick adoption and construction of an electrical charging network becomes a reality in a timely fashion, Gardiner said.

It must be remembered that the joint venture formation is subject to execution of definitive agreements and merger control approval in various jurisdictions, Gardiner said, before construction of any charging stations can begin.

Because of this, no completion date has been declared.

Delphi Inks Deal To Purchase Intel Processors

DETROIT (AP) – Auto parts and electronics maker Delphi Corp. has signed a deal with Intel to buy high-powered computer processors for Delphi’s future autonomous-vehicle systems.

Delphi says Intel’s added computing capacity will be needed as autonomous-car systems gather and store more and more information while expanding their ability to deal with situations on real roads.

In August, Delphi announced that it had joined with Israeli software maker Mobileye to develop the building blocks for a fully autonomous car in about two years.

Intel Corp. will supply Delphi with high-capacity computers needed to process input from radar, cameras and laser sensors as well as maps of roadside landmarks.

Glen De Vos, vice president of Delphi’s business-services unit, says the Intel deal gives the company everything it needs to develop an autonomous-driving package to sell to automakers. Delphi makes its own radar and laser sensors and uses Mobileye’s cameras and software. It also relies on Ottomata, a spinoff from Carnegie Mellon University in Pittsburgh, to develop artificial intelligence for autonomous cars.

A fully autonomous car will need far more computing power than Delphi now has in a semi-autonomous driving system that’s being rolled out by Audi soon, De Vos said.

Delphi also said it would unveil a system that uses landmark mapping and sensors to take an autonomous car through complex urban and freeway environments. The system was to be shown off in a short drive in Pittsburgh on Nov. 29 and with a longer drive at the CES gadget show in Las Vegas in January.

De Vos said the system will work without costly and data storage-intensive high-definition mapping that other companies are developing. It relies on the cars gathering measurements from landmarks to make sure the cars are within their lanes.

The Intel deal was worked out during the Thanksgiving weekend. Terms were not disclosed. De Vos said it will help Delphi and Mobileye get the autonomous system ready for use on real roads sometime in 2019.

The companies already are testing autonomous cars in a Singapore business district and plan to bring the technology to the U.S. and Europe for tests starting next year.

State Funding Skilled Worker Training

DETROIT (AP) – More than \$1.4 million has been awarded to Michigan Works! Southeast to train workers at 27 companies in the region. The funding is from the Michigan Talent Investment agency and the grant awards are part of the state’s Skilled Trades Training Fund.

The fund provides competitive awards for training that aims to enhance talent, productivity and employee retention while increasing the quality and competitiveness of state businesses.

UIS Scada Inc. in Dexter is getting nearly \$49,000. Advanced Industries in Chelsea is getting more than \$36,000 and Ann Arbor-based Lyons Consulting Group is receiving nearly \$27,000. Michigan Works! Southeast Director William Sleight says the training will help workers gain skills to help companies “thrive” in the global market.

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Chrysler’s Hybrid Pacifica Gets High EPA Ratings

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 targets, 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 estimated the vehicle would achieve 80 MPGe, which represents the distance a vehicle can travel using a quantity of fuel with the same energy content as a gallon of gas.

“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 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 roomy and preserving the third-row Stow ‘n Go seating and storage, plus room for seven passengers, Lee said. Recharging can take as little as two hours using a 240-volt (Level 2) charger, available from Mopar via dealers.

With a 120-volt (Level 1) charger, which comes standard with the vehicle, the Pacifica Hybrid can be fully recharged in approximately 14 hours. The vehicle also benefits from regenerative braking.

When the battery’s energy is depleted to a certain threshold, the Pacifica Hybrid becomes a part-time electric vehicle, like a conventional hybrid, to maximize energy and efficiency. Power to the wheels is supplied by the electric drive system or supplemented by a specially adapted new version of the award-winning gasoline-powered Pentastar 3.6-liter V6.

An upgraded version of the original 3.6-liter Pentastar, the new V6 uses the Atkinson combustion-cycle system, Lee said. This helps reduce pumping losses to further improve efficiency.

The EPA estimates the 2017 Chrysler Pacifica Hybrid’s annual fuel cost, gas and electricity combined, at \$900, Mayne said.

New Auto Supplier 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 Detroit 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 week 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 is 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.

Office space in downtown Detroit nearly was filled before Adient decided 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 Detroit over the next dozen years.

Some of its workers also could decide to make Detroit’s downtown area home, 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.”

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Chevy Bolt Goes on Sale in Limited Markets

CONTINUED FROM PAGE 1

for the Bolt. Meanwhile, more than 300,000 people have already plunked down \$1,000 to reserve the \$35,000 Model 3.

For the practical Chevy buyer weighing an electric versus a comparable gas-powered vehicle, the electric's higher price is a major consideration.

Right now, with gasoline around \$2 per gallon nationwide, the numbers don't necessarily work in the Bolt's favor. A rough calculation of operating costs shows it will take more than 24 years for a Bolt owner to recoup the extra cost over a comparable gas-powered Chevrolet Cruze.

Including a \$7,500 tax credit, a base-model Bolt costs \$29,995 including shipping. Add roughly \$1,200 for a 240-volt home charging station, and that takes it to \$31,195. A comparably equipped Cruze compact hatchback with automatic transmission costs \$23,670 with shipping, or a difference of \$7,525.

The Bolt will save a buyer \$450 per year on fuel at the current average gas price of \$2.13 per gallon, according to the Environmental Protection Agency. Also, a Cruze owner would have to change oil at least twice per year for a total of \$60. But insurance is generally 15 percent to 25 percent higher for electric cars, according to the Insurance Information Institute. That erases about \$200 of annual savings. So the Bolt owner is saving only about \$310 per year.

Yet cost isn't the whole equation for the Bolt's target buyer, highly educated people in their 40s with disposable income who are technology leaders among peers, says Gesse. The cost difference doesn't include time wasted standing at a gas pump, nor does it reflect that electric

cars are better for the environment, he says.

The environment is important to Josh Liss, 30, a security analyst from near Princeton, N.J., who doesn't care so much about operating costs. He's got solar panels on his house to generate electricity and would be willing to trade his Ford C-Max plug-in in for a Bolt with the right deal.

But Liss personifies a major challenge for GM. The Bolt's pedestrian looks give him pause. If he gets one, he says, it only would be a stopgap car until he can buy a Model 3.

"I think they have enough of the technical bells and whistles and the cool factor to hold me over a couple of years," Liss said of the Bolt. If GM can give the Bolt a sportier, sexier look with more luxury, the company "would have far better chances of attracting the (waiting) lines that Tesla has."

While the Bolt won't have advanced features such as Telsa's Autopilot semi-autonomous driving system – an extra charge in the Model 3 – it's no tech slouch. It comes with a 10.2-inch touch screen with Apple CarPlay and Android Auto to integrate smartphones. And automatic emergency braking, lane centering and front pedestrian detection

and braking are available.

Jake Fisher, *Consumer Reports'* director of automotive testing, says the Bolt is great to drive and has lots of space, but he agrees with Liss that it lacks the Model 3's sleek appeal. Fisher says there's a tug-of-war between designers and pragmatic engineers at every OEM. "The Bolt strikes me as a car where the engineers won every battle," he says.

Fisher expects GM to build a sportier-looking model on Bolt underpinnings before the Model 3 debuts. Gesse wouldn't confirm that but says EVsin general are likely to have more body styles to match competitors.

Throughout GM, the company is proud to have beaten Tesla to the long-range, affordable electric car. Battery engineers tout years of electric car experience dating to the EV1 of the 1990s. And the company says that unlike Tesla, there's a nationwide dealer network should something go wrong.

The Bolt's range more than covers the average daily round-trip commute of about 40 miles in the U.S. But the 9.5 hours it takes to fully charge will be an adjustment for those who have a late night at work or forget to plug cars in, said Stephanie Brinley, an analyst for IHS Markit.

Warren Seeks Donated Toys

The City of Warren is sponsoring a special giving tree in conjunction with the Michigan Salvation Army.

Mayor James Fouts said that the city has been doing a program like this for the past several years and for 2016 joined forces with the Salvation Army.

"This is a nice way for people to help children have a merry Christmas," Fouts said.

The program is simple. Interested parties should visit the mayor's office at the Warren City

Hall during regular business hours to learn more about the program and how to participate.

But basically, Fouts said, they are looking for toys for boys and girls. The cost should be at least \$10, but no guns or knives.

The toys should be unwrapped and new. Once a donor has made a toy purchase, that donor can take the toy or toys to the mayor's office at the Warren City Hall. The city will turn the toys over to the Salvation Army.

The deadline is Dec. 9.

Daimler Truck Executive

Daimler Truck Financial, a unit of Mercedes-Benz Financial Services USA headquartered in Farmington Hills, made a key appointment to its executive leadership team in support of the company's business priorities and growth strategies on Nov. 29.

Tobias Waldeck has been named Vice President of Sales, Marketing and Remarketing for Daimler Truck Financial, effective immediately, said Daimler Truck spokeswoman Mary Beth Halprin.

Daimler Truck Financial provides a broad range of flexible financial and insurance services in support of Daimler Trucks North America's commercial vehicle brands, which include: Freightliner; Western Star; Thomas Built Buses; Mitsubishi Fuso; and Sprinter, Halprin said.

"Tobias has proven to be an effective leader who values the importance of our strong business relationships at Daimler Truck Financial, and he brings extensive commercial financing and leasing experience to the team," said Steve Goodale, vice president of Daimler Truck Financial. "He will continue to build upon the long-term partnership that Daimler Truck Financial has with our brand partner, Daimler Trucks North America, and provide exceptional support to our valued dealers and customers."

Waldeck, previously the Managing Director of Daimler Financial Services Mexico, succeeds Victor Calderon, who now occupies the role of Managing Director for Financial Services in Mexico, Halprin said.

In his new position, Waldeck is responsible for delivering customized, flexible and innovative financial products and services



Tobias Waldeck

for the business partners, dealers and customers of Daimler Trucks North America's commercial vehicle brands.

He will also play a key role in driving strategic initiatives that continue to enhance the customer experience, Halprin said.

Waldeck joined the company in 1994 as the Controller of Credit Risk for Mercedes-Benz Bank in Germany and has since worked in various countries across all continents in the areas of finance, credit and audit processes and strategy. Some of his notable roles have included: Global Director of Strategy for Daimler Financial Services AG in Stuttgart, Germany; Managing Director of Mercedes-Benz Prague, Czech Republic and Bratislava, Slovakia; and Managing Director of Mercedes-Benz Financial Services in Seoul, South Korea.

He has also held several other positions of increasing responsibility, including serving as Chief Financial Officer for Banco Mercedes-Benz do Brazil and Mercedes-Benz Financiera Argentina.

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Ford F-150 Raptor Team Goes the Distance

Now is a good time to show off just what the new 2017 Ford F-150 Raptor can do as sales of the vehicle have started.

The Ford Performance team completed one final grueling endurance test – running in the 49th SCORE Baja 1000 across the famed desert in the Baja California peninsula in Mexico, said Ford spokesman Jiyan Cadiz.

Led by Greg Foutz and the team from Foutz Motorsports, the 2017 F-150 Raptor finished the race in 35 hours, 59 minutes and 8 seconds to place third in the stock full class, Cadiz said. Then, the crew decided to toss their tools and spare tires in the back of the race truck and drove it back to their home shop near Phoenix.

“That’s why the new Ford F-150 Raptor is such a montster. It’s a race-proven off-road truck that can race off-road an entire weekend, then take you and your friends on a road trip the next day,” Foutz said. “That and the \$49,520 starting price make it a clear winner on the showroom floor.”

Powered by an all-new high-output 3.5-liter EcoBoost V6 engine that delivers 450 horsepower and 510 lb.-ft. of torque, plus a new Ford-built 10-speed transmission, the F-150 Raptor race truck showcases the level of performance this purpose-built off-road vehicle will deliver to customers once it goes on sale this month, Cadiz said.

Given the 2017 F-150 Raptor’s strong all-terrain capabilities, the race truck utilized its factory equipment across all 850 miles, including its stock engine, transmission, brakes, wheels with BF-Goodrich All-Terrain KO2 tires – and even its factory air conditioning, satellite radio and windshield – often unheard of in race vehicles, Cadiz said.



The 2017 Ford F-150 Raptor

The Foutz Motorsports team only added a chromalloy steel safety cage, puncture-resistant fuel cell, racing seats and full race harness to meet SCORE rules. The factory-spec Raptor springs and Fox Racing shocks were adjusted to accommodate the added weight from the safety cage and fuel cell.

Other production vehicle updates that carry over to the race truck include the high-strength, military-grade, aluminum-alloy body and high-strength steel frame, all-new six-mode Terrain Management System and advanced four-wheel-drive torque-on-demand transfer case.

Foutz said the team drivers quickly adapted to the performance of the Raptor engine and drivetrain, which was stock.

“We used the Raptor Terrain Management System to select Baja Mode and just tweaked two-wheel versus four-wheel drive depending on the terrain we were on,” Foutz said. “When we hit the road for home, we dropped it in the Sport Mode and took off for the highway.”

Ford Performance engineers

used the Raptor race truck program as a platform to share technology and prove out their trucks in the real world, Cadiz said. Jamal Hameedi, Ford Performance chief engineer says the testing helps to create exciting products that not only raise the performance bar, they deliver Built Ford Tough capability and durability.

“We’re completely thrilled at how well the all-new F-150 Raptor performed throughout the Baja 1,000 race as it’s one of the most brutal environments you can ever compete in,” Hameedi said, “Having race-proven, real-world performance experience and data to validate – further solidifies Ford’s truck leadership position and Raptor as the ultimate from-the-factory high-performance off-road truck.”

Ford Performance is expanding as a “Brand Halo”, Cadiz said, showing customers just what Ford vehicles can do. Set to deliver 12 new vehicles by 2020, Ford Performance leverages its racing efforts and expertise to speed innovations on performance models and parts, Cadiz said.

New Electric Car Company To Build Arizona Factory

PHOENIX (AP) – Electric car maker Lucid Motors said Nov. 29 that it will build a manufacturing plant in Arizona that will begin production in 2018 as it looks to compete in the fast-growing market for luxury electric vehicles.

The company said it chose the Casa Grande location from dozens of other spots around the country.

Construction of the factory will begin next year in a move expected to bring an initial 400 jobs. The company projects the plant will have 2,000 workers by 2022.

Lucid, which recently changed its name from Atieva, has been around for a decade, focusing its early years on making batteries. Its staff includes former Tesla employees, including its chief technology officer.

The decision came amid rising demand for electric cars from traditional automakers and Silicon Valley startups such as Lucid.

Tesla Motors is building a sprawling battery factory near Reno, Nevada, after receiving a generous \$1.3 billion incentive package from the Nevada Legislature.

Faraday Future, another electric car maker, is building a factory near Las Vegas after getting \$335 million from the state, although the project has been stalled amid questions about its funding source.

Automotive jobs took on a prominent role in the recent presidential race as Donald Trump repeatedly blasted trade agreements that shifted manufacturing from the Rust Belt to other countries

Arizona Gov. Doug Ducey has made job creation and a busi-

ness-friendly climate top priorities of his administration. He previously made a trip to California to lure the Lucid factory.

“It’s a real sign that the state is attractive, that California companies and companies from around the country see Arizona as a great place to do business,” Ducey said.

Lucid is receiving government assistance from the Arizona Commerce Authority that could total in the millions.

The future for startup electric vehicle makers is far from a sure thing, especially for companies that have yet to manufacture a single car, said Sam Abuelsamid, a senior analyst for the market research firm Navigant who has studied Lucid and met with company executives.

He cites a litany of challenges.

Tesla has struggled to turn a profit despite huge demand for its Model X and more affordable Model 3. Vehicle reliability is a major concern for any new car maker, especially in a marketplace where traditional automakers are manufacturing their own electric vehicles. And battery technology is highly expensive.

“We’ll see if Lucid can do it any better than Tesla has,” Abuelsamid said. “The car’s not going to be in production until quite a ways out. I wouldn’t call it entirely paperwork at this point because they do have real, developed prototypes but it’s certainly not ready for prime time yet.”

He also noted how startups are at the mercy of investors who can become skittish about handing over cash.

He cited the Faraday plant in Nevada where construction work was suspended recently at the factory site.

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Cadillac Racing Prototype Car Exhudes Brand's Look

CONTINUED FROM PAGE 1

“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 sculptural quality of the body and 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.

Cadillac and its designers collaborated with key partners including chassis builder Dallara, teams from Wayne Taylor Racing and Action Express Racing and ECR Engines to prepare the 6.2-liter V8-powered Cadillac DPi-V.R over the past year.

U-D Mercy Gets STEM Funds

A major grant from the Henry Luce Foundation’s Clare Boothe Luce Program will provide funding for a new female professor of mechanical engineering specializing in assistive technology at University of Detroit Mercy’s College of Engineering & Science.

The Clare Boothe Luce Program is dedicated to increasing the participation of women in the sciences and engineering at every level of higher education and serves as a catalyst for colleges and universities in their own efforts toward this goal, said school spokesman Ron Bernas.

The five-year, \$476,000 grant will help the University attract and fund a tenure-track assistant or associate professor position to be filled by a female candidate. She will be the only current Clare Boothe Luce Professor at any college or university in Michigan.

“This Clare Boothe Luce award serves the dual purpose of advancing University of Detroit Mercy’s and the nation’s strategic goal of increasing the representation of female faculty and students in the STEM fields, while simultaneously propelling our engineering program to the forefront of assistive technology,” said Detroit Mercy President Antoine M. Garibaldi.

“This grant is fundamentally important for bringing in role models for young women,” said Gary Kuleck, dean of the College of Engineering & Science. “I have made it one of the College’s high-

est priorities to increase the representation of women in physical and computer science and engineering, and the Clare Boothe Luce Professor will have an immediate impact.”

The significance of female academic role models in female students’ choice of career path has been clearly documented, Kuleck said. The new position will help foster an academic climate that nurtures female professors and students in the physical sciences and engineering.

This professorship will be the first hire at Detroit Mercy dedicated specifically to the assistive technologies program, in which adaptive and rehabilitative devices are designed for people with disabilities.

This eight-year-old program collaborates closely with Detroit Mercy’s College of Health Professions and the College of Engineering & Science, and is looking to a potential future collaboration with the School of Law. It also draws on a close partnership with the VA Hospital and local disability organizations.

The search process is under way and the Clare Boothe Luce Professor is expected to be in place by the 2017-18 school year.

The Clare Boothe Luce Program of the Henry Luce Foundation is the single largest private source of funding for women in science and engineering. In its first 25 years, the program has awarded grants totaling more than \$150 million.

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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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CONTINUED FROM PAGE 1

Through the first 11 months of the year, GM's U.S. retail sales

CONTINUED FROM PAGE 1

percent compared with the same

CONTINUED FROM PAGE 1

cent, but really the area we want to focus on and kind of highlight

• Silverado had its best November since 2003.

Kiesel said.

hicles. Retail sales were up 20 percent.

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.

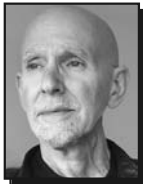
Automakers have warned that meeting the standards would result in additional costs that would be passed on to the consumer. McCabe said Wednesday that the estimated cost of the standards has fallen. The cost per vehicle to meet the 2025 standards is now \$825, down from \$1,100 in 2012, she said. Owners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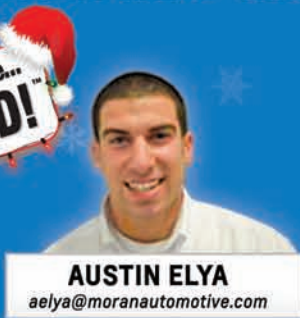
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