

# Young Thomas Maier Needs Your Support This Christmas

Thomas Maier of Macomb Township continues to defy the odds as he awaits a heart and lung transplant.

Thomas was born with a heart defect known as Tetralogy of Fallot

and, at only 10 years old, has undergone six open heart surgeries.

Until recently, doctors had given Thomas only 3-5 years to live. Because of his numerous procedures, Thomas wasn't a viable

candidate for transplant; however, doctors at Nationwide Children's Hospital in Columbus, Ohio, are willing to tackle these hurdles.

With mounting medical bills,

Thomas and his family need your help this season. The Maiers have created a fundraising page to generate the money needed for Thomas's medical expenses. A little good will would go a long

way in brightening this family's Christmas.

For more information and to make a donation, please visit [www.youcaring.com](http://www.youcaring.com).

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### GM's Orion Assembly to Build a Test Fleet Of Bolt EVs with Autonomous Technology

So it begins.

On the heels of the signing of the SAVE Act legislation to support autonomous vehicle testing and deployment in Michigan, General Motors will immediately begin testing autonomous vehicles on public roads, said GM spokesman Kevin Kelly.

GM also announced on Dec. 15 that it will produce the next generation of its autonomous test vehicles at its Orion Township assembly plant beginning in early 2017.

"Revolutionizing transportation for our customers while improving safety on roads is the goal of our autonomous vehicle technology, and today's announcement gets us one step closer to making this vision a reality," said General Motors Chairman and CEO Mary Barra.

"Our autonomous technology will be reliable and safe, as customers have come to expect from any of our vehicles."

Testing is already under way on GM's Technical Center campus in Warren, Kelly said, and with the passage of the SAVE Act legislation will now expand to public roads on the facility's outskirts. Within the next few months, testing will expand to metro Detroit, which will become GM's main location for development of autonomous technology in winter climates.

Workers at the Orion Town-



Soon to build driverless Bolts, Orion plant now builds regular Bolt EV.

ship assembly plant will build test fleet Bolt EVs equipped with fully autonomous technology. The plant currently manufactures the Chevrolet Bolt EV and Sonic. The new equipment will include LIDAR, cameras, sensors and other hardware designed to ensure system safety.

Barra said that the auto industry is going through exciting times that are being driven by the technologies.

"You've all heard me say we're in the midst of seeing more change now than in the last 50 years," Barra said.

The test fleet vehicles will be used by GM engineers for continued testing and validation of

GM's autonomous technology already under way on public roads in San Francisco and Scottsdale, Ariz., as well as part of the Michigan testing fleet.

Since the beginning of 2016, GM has taken significant steps in its development of autonomous vehicle technology.

This move is part of a larger effort by GM to embrace the concepts of autonomous driving and ride sharing. In January, the company announced the formation of a dedicated autonomous vehicle engineering team and a \$500 million investment in Lyft to develop an integrated network of on-demand autonomous vehicles in the U.S.

### GM Donates Truck to Honor Fallen Soldiers

For the seventh year in a row, Chevrolet has served as the official vehicle of the Army-Navy Game presented by USAA.

Dan Akerson, former chairman and CEO of General Motors and a U.S. Naval Academy graduate, recognized the work being done by Wreaths Across America to honor fallen soldiers with an on-field presentation during the Dec. 10 game, said GM spokeswoman Afaf Farah.

Akerson presented a Chevrolet Silverado Heavy Duty pickup and 40-foot trailer to the founder of Wreaths Across America, Morrill Worcester; and a Silverado Special Ops edition pickup to one of the group's most dedicated volunteers, Gold Star Parent Scott Harris, for his loyalty and commitment to the organization. Harris, who lost his son, Army Spec. Dustin Harris, in 2006 in Iraq, delivers wreaths across the country in a semi wrapped in a portrait of his son.

"It is so important that we never forget the sacrifice that our military families make to ensure the safety and security of our country," said Akerson. "Helping Wreaths Across America honor our fallen soldiers demonstrates

in a small but powerful way the gratitude that the entire Chevrolet and GM family has for their service and their sacrifice."

Chevrolet will support Wreaths Across America for the third year in a row as it honors America's military heroes by helping the organization place more than 1 million wreaths at military cemeteries across the country, Farah said.

A fleet of Chevrolet vehicles provided to Wreaths Across

America – including several decorated Tahoes and Suburbans – will lead the Wreaths Across America journey from its Maine headquarters to Arlington National Cemetery in Washington, D.C., beginning Dec. 11.

Along the route, Chevrolet and its dealers will donate more than 17,000 wreaths and help the organization accomplish its mission to remember, honor and teach during several stops at schools and community centers.



Worcester, left, and Akerson at the Dec. 10, 2016, Army-Navy game.



Lights put up by Fiat Chrysler volunteers brighten Pontiac neighborhood.

### 40 Fiat Chrysler Volunteers Light Up Lives of Neighbors

by Jim Stickford

Fiat Chrysler employees recently took the opportunity to brighten up the lives of people in Pontiac – literally.

Forty volunteers, mostly from the company's Supply Chain Management Department, put up 16,000 Christmas lights at the Grace Centers of Hope's

homes on Seneca in Pontiac Nov. 30.

The homes, said Grace spokeswoman Ashley Veenstra, make up what is referred as the "Grace Village" – a place where people undergoing treatment can receive the help they need to get back on their feet.

CONTINUED ON PAGE 3

### Love is in the Air – and in Boxes of Meals for Needy

UAW-Ford kicked off its fourth annual Boxes of Love program Dec. 17 when it distributed more than 25,000 meals to families across 17 states.

Nearly \$1 million will go toward feeding families in need in communities where Ford has facilities – with the bulk of the boxes being distributed throughout metro Detroit, said UAW-Ford spokeswoman Talitha Johnson.

Beginning Dec. 17, until the last box is distributed, metro Detroit residents can pick up a free holiday food box at any of the following locations:

- Trade Union Labor Council Building, 8670 Grand River, Detroit;
- Butzel Family Recreation Center, 7737 Kercheval, Detroit;
- Highland Park Fire Station, 25 Gerald Street, Highland Park;
- Fellowship Chapel, 7707 West Outer Drive, Detroit.

Each box includes a 12- to 14-pound turkey, stuffing, macaroni and cheese, cranberry sauce, cornbread mix, vegetables, cake mix and frosting, Johnson said. Retail value amounts to nearly \$75 per box.

"We are proud to organize not only for our members, but also for the people in need in our communities, so that they, too, can have a holiday with dignity and warm food," said UAW-Ford vice president Jimmy Settles. "Our dedication to helping im-

prove the quality of life for those communities in which our members live, work and play is even stronger. On this day – just as we offer a helping hand year-round – UAW-Ford stands in solidarity with families in need."

Boxes of Love is part of UAW-Ford's national community giving initiative.

"Ford Motor Company is glad to be able to lend a helping hand this holiday season, as we stand committed to helping people in need," said Bill Dirksen, Ford Motor Company vice president, Labor Affairs. "This is one of the many ways in which we are invested in Detroit and communities across the United States."

In addition to local distribution sites, nearly 154 churches throughout metro Detroit have identified families in need and will distribute meals from the Boxes of Love program.

Participating states include California, Colorado, Ohio, Oregon, Missouri, Florida, Texas, Georgia, New York, Virginia, Michigan, Tennessee, Kentucky, Connecticut, New Jersey, North Carolina and Illinois.

In addition to the financial contribution, more than 1,000 volunteers including UAW-Ford members, retirees, family members, friends, businesses, organizations and youth will help assemble and distribute Boxes of Love.

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## Club GM Selling NAIAS Tickets At a Discount

Club GM is selling tickets for upcoming North American International Auto Show at a discounted price.

Club spokesman Ardin Hammel said that tickets will be good beginning on Saturday, Jan. 14 through Sunday, Jan. 22, 2017.

Those purchasing their tickets through Club GM will save \$3 over the \$13 adult ticket door price, Hammel said.

Club GM ticket sellers include:

- Joe Wrobel at VEC East, 586-201-5553;

- Jeff LaCharite at the GM Design Center, 586-689-5782;

- Paul Buford at Flint Tool & Die, 248-408-9618;

- Joya Shepard at Lake Orion Assembly, 248-377-5103;

- Beth Cichon at Milford Proving Ground - Building 104, 248-953-3331;

- Barry Hensel at the Pontiac Powertrain World Headquarters Store in Building B, 248-904-0398;

- Katie Murphy at the VEC Tower - third floor, 586-441-8670;

- John Giannetti at Warren Transmission, 586-497-6116.

## Axalta Coating Sponsors NAIAS Charity Preview

Axalta Coating Systems, a global supplier of liquid and powder coatings, will be the Presenting Sponsor of the 2017 North American International Auto Show (NAIAS) Charity Preview for the second consecutive year.

The NAIAS Charity Preview, to be held on Friday, Jan. 13, 2017, at the Cobo Center in Detroit, and is consistently the largest single night fundraiser in the United States, said Axalta spokesman John Wray. The event raised more than \$5.2 million last year.

Proceeds directly benefit a wide range of children's charities including The Boys & Girls Clubs of Southeastern Michigan, Boys Hope Girls Hope of Detroit, The Children's Center, Children's Hospital of Michigan Foundation, Judson Center, Detroit PAL, March of Dimes, and the DADA Charitable Foundation Fund – a fund of the Community Foundation for southeast Michigan, Wray said.

"Charity Preview at the North American International Auto Show is known around the country for its fancy gowns, snazzy tuxedos and elaborate parties," said Sam Slaughter, 2017 NAIAS chairman.

"But the tremendous impact attendees and sponsors have on the lives of so many needy children remains the main star of the evening.

"We're very appreciative to have Axalta return as the Presenting Sponsor for this evening of giving and celebration."

This charity event is just one of many Axalta will participate in during the Auto Show Jan. 8-22, Wray said.

# Interest Rate Hike Should Have Little Effect on Auto Loans

WASHINGTON (AP) – After raising its benchmark interest rate in response to a strengthening U.S. economy, the Federal Reserve foresees three more hikes in 2017.

The Fed's move to raise its key rate will mean modestly higher rates on some loans.

Dec. 14's action signaled the Fed's belief that the economy has improved over the past year after a rough start to 2016 and can withstand slightly higher borrowing rates. Its expectation of three rate increases in 2017 is up from two in its forecast three months ago.

The central bank said in a statement after its latest policy meeting that it's raising its benchmark rate by a quarter-point to a still-low range of 0.5 percent to 0.75 percent. The Fed had most recently raised the rate last December from a record low near zero set during the 2008 financial crisis.

Responding to a question at a news conference, Chair Janet Yellen said she didn't think the economy needed stimulus from President-elect Donald Trump's proposed tax cuts and infrastructure spending – the kind of fiscal support that Yellen and her predecessor, Ben Bernanke, had called for in the past.

Yellen said such policies would be unlikely to maximize employment, since the unemployment rate – 4.6 percent, a nine-year low – is now slightly below the Fed's own long-term target.

"My predecessor and I called for fiscal stimulus when the unemployment rate was substantially higher than it is now," she said.

The Fed chair stressed that she wasn't providing advice or guidance to the incoming Trump administration. And she downplayed any expectations that

Trump's economic program could lead to faster rate hikes resulting from higher inflation.

The Fed's move Dec. 14, only the second rate hike in the past decade, came on a unanimous 10-0 vote. The central bank also released updated forecasts that showed modest changes to its outlook for growth, unemployment and inflation, mainly to take account of a stronger economy and job market.

James Marple, senior economist at TDBank, said the Fed's forecast of three rate increases next year, up from two, was the "only real surprise" Dec. 14.

"The move up is a signal that the Fed has become more confident in the economic outlook and that inflation will increasingly track closer to the 2 percent target," Marple said.

It's hardly guaranteed that the Fed's forecast for three hikes in 2017 will prove accurate. Last year at this time, for example, the Fed predicted it would raise rates four times in 2016. It turns out it's raising them just once.

Dec. 14's rate increase should have little effect on mortgages or auto and student loans. The Fed doesn't directly affect those rates, at least not in the short run. But rates on some other loans – notably credit cards, home equity loans and adjustable-rate mortgages – will likely rise soon, though only modestly. Those rates are based on benchmarks like banks' prime rate, which moves in tandem with the Fed's key rate.

After the Fed's announcement, several major banks announced that they were raising their prime rate from 3.50 percent to 3.75 percent.

"This single quarter-point move in interest rates will go largely unnoticed at the household level, but coupled with last

year's hike, the cumulative effect could mount quickly if the Fed quickens the pace of rate hikes in 2017," said Greg McBride, Bankrate.com's chief financial analyst.

Mortgage rates have been surging since Trump's presidential victory last month on expectations that his economic program would accelerate economic growth and inflation.

Stock investors appeared disappointed by the Fed's forecast of three rate increases in 2017. The Dow Jones industrial average closed down about 118 points – 0.6 percent – a sign that stock investors are pricing in additional Fed rate hikes. The yield on the 10-year Treasury rose to 2.57 percent from 2.47 percent.

Yellen attributed the Fed's higher number of estimated rate hikes for 2017 to a lower unemployment rate and possibly some changes in federal budget policy beginning next year. But she emphasized that any changes to the Fed's projections were "modest."

She said Fed officials, during their meeting, discussed Trump's economic plans as well as the surge in stock prices, bond yields and the dollar that's followed his election. She said they reached no conclusions.

"We are operating under a cloud of uncertainty at the moment, and we have time to wait and to see what changes occur and to factor those into our decision-making," she said.

In response to a question, Yellen said she plans to serve out her four-year term, which ends in February 2018. Most analysts don't expect her to remain after that.

The Fed's latest projections have the unemployment rate dipping to 4.5 percent by the end of

2017 and remaining at that level in 2018. It foresees economic growth reaching 1.9 percent this year and 2.1 percent in 2017, slightly more optimistic than it projected in September.

The central bank kept its long-term estimate for economic growth at 1.8 percent, far below the 4 percent pace that Trump has said he can achieve with his economic program.

Overall, the Fed's policy statement showed only modest changes in wording from the previous meeting. It did note that inflation expectations "have moved up considerably but still are low."

## Employees Say Esys Automation A Good Workplace

Esys Automation of Auburn Hills, a provider of full-service automation solutions, has been awarded a 2016 Top Workplaces honor by the *Detroit Free Press* for the third year in a row.

The Top Workplaces lists are based solely on the results of an employee feedback survey administered by WorkplaceDynamics, LLC, a leading research firm that specializes in organizational health and workplace improvement, said Esys spokeswoman Oana Fenescu.

Several aspects of workplace culture were measured, including Alignment, Execution, and Connection, just to name a few, Fenescu said.

Esys provides automation design, simulation, and machine building including advanced robotic systems and industry-specific software solutions, Fenescu said.

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These Fiat Chrysler Employees volunteered their time Nov. 30 to put up Christmas lights at Grace Centers of Hope homes in Pontiac.

## FCA Volunteers Light Up Lives Of Grace Folks

CONTINUED FROM PAGE 1

Veenstra said that Grace owns several homes in the neighborhood and that the people who stay in the houses pay rent and buy their own groceries, but because of the proximity to Grace's main campus, still have access to the support networks provided by the organization.

"The people in the homes have already taken Grace's life-skills program," Veenstra said. "That is a year-long program where people get counseling and education to help with drug addiction as well as to gain life skills needed to maintain a life in the world."

The program is held at Grace's main facility in Pontiac, Veenstra said. There are two dormitories – one for men and one for women and children.

Many people, once they complete the year-long like-skills course, move to Grace's homes in Pontiac, Veenstra said.

And that's where Fiat Chrysler employees came in. On Nov. 30, 40 volunteers put up Christmas lights outside the Grace homes.

"We provided the lights," said Fiat Chrysler spokesman Kevin Frazier.

"The volunteers were provided mostly by the Supply Chain Management department. They have 'adopted' Grace Centers as an organization to help."

## Faurecia Increases Stake in Anti-Pollutant Company

International auto supplier Faurecia, which has its North American headquarters in Auburn Hills, has increased its participation in the Danish company Amminex to 91.5 percent through a share purchase.

Amminex has developed an Ammonia Storage and Delivery System (ASDS) that has demonstrated its efficiency to almost completely eliminate nitrogen oxide (NOx) pollutants from diesel engines, said Faurecia spokesman Tony Sapienza.

Faurecia has worked closely with Amminex since mid-2009 and previously owned 42 percent of the company. At the recent Paris Motor Show, Faurecia showed the Amminex solution for commercial vehicles, as well as an ASDS system in a new for-

mat for passenger cars, Sapienza said.

In increasing its participation to 91.5 percent, Faurecia expects to intensify the development of this technology for both commercial vehicles and passenger cars.

Faurecia is also investigating closely other applications of ASDS, such as for off-road vehicles and high horsepower (HHP) engines used on ships and vessels, Sapienza said. The remaining shares are held by the Danish Foundation Nordea-fonden.

Christophe Schmitt, EVP Faurecia Emissions Control Technologies, said ASDS is a breakthrough technology for improving air quality validated in real-driving conditions over millions of kilometers.

"I am delighted with this increased participation in Amminex as it will enable us to accelerate the deployment of this clean mobility solution for all types of vehicles," Schmitt said.

Amminex employs 50 people at its headquarters in Søborg, near Copenhagen, and its 6,500 m<sup>2</sup> state-of-the-art production facility in Nyborg, Sapienza said.

Both Amminex CEO Annika Isaksson and Chief Technology Officer Tue Johannsen, who invented the technology and founded Amminex, will remain in their positions to accompany the technology in this new stage of its development.

ASDS is a new generation of NOx reduction technology. It is designed ultimately to replace conventional heavy tanks con-

taining a diesel exhaust fluid (DEF) or AdBlue with lighter, high-efficiency cartridges containing a solid material called AdAmmine, developed by Amminex. ASDS functions at lower exhaust temperatures, even in winter driving conditions, Sapienza said.

Moreover, for equivalent quantities of ammonia, ASDS requires only half the volume than that required for AdBlue.

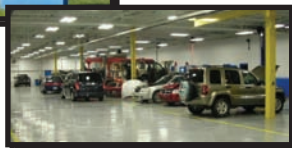
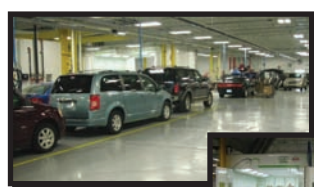
Most important for the pursuit of clean mobility, ASDS has been proven to reduce NOx emissions by as much as 99 percent on over 15 million kilometers of real-world use on buses, while AdBlue reduces only an average of 32 percent of the NOx in the same city driving conditions, Sapienza said.



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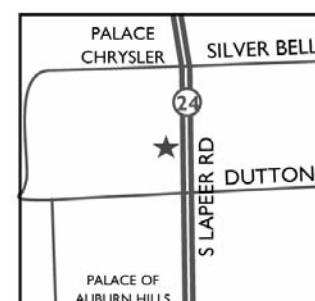


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## Warren Truck Employees Collect for Tots



*Thanks to the efforts of employees at Chrysler's Warren Truck, Warren Stamping and FCA Transport, many children will have a merry Christmas.*

*Members of UAW locals 869, 140 and 212, along with the United Way Committee of Local 140, raised money for the Marine Corps' Toys for Tots campaign.*

*Warren Stamping Plant Press Room Team Leader Hiram Henry (above) and friends in the stamping plant's choir performed Christmas tunes during a special ceremony.*

*At the event, after all the gifts were collected, a sleigh (Santa's?) was filled with toys to officially turn over to a special Marine contingent.*



## Macomb Boy Needs Heart/Lung Transplant

With Christmas fast approaching, many people realize how fortunate they are for their families and their health.

However, one local family is fighting for their son's life.

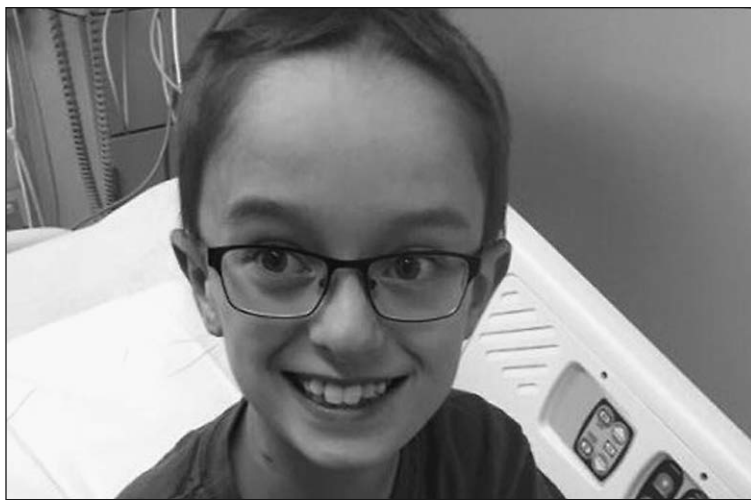
Ten-year-old Thomas Maier, grandson of a retired police officer, was born with a congenital heart defect known as Tetralogy of Fallot. As a result, he has been through six open-heart surgeries and numerous heart catheterizations in the past 10 years.

In May 2016, Thomas went to Nationwide Children's Hospital in Columbus, Ohio, for a possible Melody heart valve placement, which would improve his condition. Unfortunately, the placement attempt failed. The Maiers were told that Thomas's condition had advanced to the point where they anticipated he only had 3 to 5 more years to live.

While at Nationwide Children's Hospital, they were given another treatment option – a heart-lung transplant. Prior to this, the Maiers had been told that Thomas was not a viable candidate for this surgery. Because of his numerous procedures and blood transfusions, Thomas's antibody count is extremely high, which can make rejection more likely. Fortunately, this is an obstacle that the doctors at Nationwide are willing to tackle.

The next step was to give Thomas chemotherapy medication. Such medications are typically given to blood cancer patients to stop the production of the B and T cells that produce the antibodies. After receiving the results of Thomas's blood tests, doctors found no sign of the B cells or plasma markers. Unfortunately, the treatments were not successful.

Starting the week after Thanksgiving, the Maiers will be heading to Mott Children's Hospital in Ann Arbor where Thomas will begin a new form of treatment known as Plasmapheresis; a



**Thomas Maier, 10, waits for treatment and a possible transplant.**

process that removes the plasma, which contains the antibodies, from the blood and replaces it with a substitute. If the antibody numbers aren't lowered, it will make it harder to find a viable donor and increase the wait time.

If all goes well in Ann Arbor, doctors are hoping to put Thomas on the transplant list soon. Once on the list, Thomas and his father Jeff will be living in Columbus, Ohio, at the Ronald McDonald House across the street from the hospital. (While on the transplant list, Thomas must be within a 3-hour radius of the hospital.) Recently, Thomas's father, Jeff, left his job to help out with doctor appointments and care for Thomas full-time. His sister Abby and mother Karin will be staying in Michigan so that Abby can continue her schooling and Karin can work and keep their medical insurance intact.

The average wait time for a heart and lung transplant is 46 months; however, the doctors anticipate Thomas's wait will be longer due to his antibody issues. Once Thomas receives the transplant, they'll have to stay in the Columbus area for 6 months or more for close monitoring and

rehabilitation. In total, Jeff and Thomas anticipate being in Ohio for at least a year or more.

Friends and family are doing everything to help, but more help is needed. The Maiers have started a fundraiser at youcaring.com to ease the financial burden of medical and living expenses during their stay in Columbus.

Those interested in helping can go to youcaring.com.

## Holiday Travel Up

DEARBORN, Mich. (AP) – Estimates from AAA say nearly 3.5 million people from Michigan will travel for the year-end holidays, up 2.5 percent from 2015.

The auto club says Dec. 23 to Jan. 2 is the highest total volume of people going 50 miles or more from the state since AAA began tracking holiday travel data in 2001.

Most will drive.

AAA says the increase in holiday travel is being boosted by additional consumer spending, a result of improvements in the labor market and rising wages.

Additionally, relatively low gas prices and increased consumer optimism are seen as factors.

## Rea: Mound Road to Become A State-of-the-Art Corridor

by Jim Stickford

A project called Innovate Mound got its start Dec. 15 when representatives from Macomb County, Warren and Sterling Heights met with people who own property and operate businesses on Mound Road between I-696 and M-59.

County authorities are seeking \$150 million to improve Mound Road, said John Paul Rea, director of Planning and Economic Development for Macomb County.

"The idea behind the Dec. 15 visioning session was to meet with stakeholders and to define the priorities for Innovate Mound project," Rea said.

"That meant asking them what their biggest problems with the road are. The thing that we heard over and over, was that the condition of the road over the past few years made it difficult to get to and from their businesses, and to be able to move inventory to and from their businesses."

Rea described Innovate Mound as a collaborative effort between Macomb County, the city of Sterling Heights and the city of Warren with the ultimate goal of transforming the nine miles of Mound Road between I-696 and M-59 into a state-of-the-art corridor. The estimated investment needed for this project is \$150 million.

"Mound Road is a part of Michigan's Defense Corridor and an important artery for many other businesses, too," said Macomb County Executive Mark A. Hackel. "I am encouraged to see the community gather to learn more about the possibilities and offer their input and support for the project."

Rea said that part of the plan for the project is to receive grants and funding from the Michigan Department of Transportation (M-DOT) as well as the federal government.

"There is a federal grant program called First Lane that calls

for the building of inventive transportation systems that can optimize passenger travel and freight movement," Rea said. "Right now, Macomb County and M-DOT are spending time and money doing maintenance but what we are planning is really a complete redesign and reconstruction of Mound."

The design considerations that are tentatively in place for this project include complete roadway surface reconstruction, widening north of 17 Mile Road, landscaping, lighting, signs, driveway controls, additions of non-motorized facilities, 10-foot-wide safety path along the bike trail or corridor, connections to trail network, and improvements to transit stops, Rea said.

This corridor could also be equipped with smart street technology to include computerized traffic signal systems, real-time traffic speed monitoring, cameras, communications to signals and more, Rea said. This technology would be able to increase emergency management and enhance safety and mobility.

Innovate Macomb has identified several federal sources which could help to fund project costs, but gaining strong stakeholder support for the project is crucial for securing funding, Rea said. The average life expectancy of a roadway is about 25 years. The selected portion of Mound Road is nearly 30 years old and in poor condition. Each year, Macomb County spends between \$3 million and \$4 million on maintenance and patching.

Rea said the next step is to submit project plans to state and federal authorities for approval.

"Realistically, we can't say how long the project would take until we hear back about the grant proposals, which we will be making this winter," Rea said.

For more information on the Innovate Mound project, visit [InnovateMound.org](http://InnovateMound.org) or follow on Twitter @InnovateMound.

## Google Creates Waymo

SAN FRANCISCO (AP) – The self-driving car project that Google started seven years ago has grown into a company called Waymo, signaling its confidence that it will be able to bring robot-controlled vehicles to the masses within the next few years.

"We are getting close and we are getting ready," Waymo CEO John Krafcik said Dec. 13 after unveiling the company's identity.

To underscore his point, Krafcik revealed the project had hit a key milestone in the journey to having fully autonomous cars cruising around public roads. In a trip taken in October 2015, a pod-like car with no steering wheel and brake pads drove a legally blind passenger around neighborhoods in Austin, Texas, without another human in the vehicle. It marked the first time one of the project's cars had given a passenger a ride without a human on hand to take control of a self-driving car if something went wrong.

Krafcik called that trip taken by Steve Mahan, former director of the Santa Clara Valley Blind Center, an "inflection point" in the development of self-driving cars.

It came a year before a Budweiser beer truck equipped with self-driving technology owned by ride-hailing service Uber completed a 120-mile trip through Colorado while being steered by a robot while a human sat in the back of a trailer.

In doing so, Krafcik and other supporters of self-driving cars believe the technology will drastically reduce the number of

deaths on the roads each year because they contend robots don't get distracted or drunk, nor ignore the rules of the road – like humans do.

While Google's self-driving cars were still in the research-and-development stage, its leaders indicated the vehicles would be commonplace by 2020. Krafcik declined to update the timetable Dec. 13, saying only that "we are close to bringing this to a lot of people."

Waymo's transition from what once was viewed as a longshot experiment to a full-fledged company marks another step in an effort to revolutionize the way people get around.

Instead of driving themselves and having to find a place to park, people will be chauffeured in robot-controlled vehicles if Waymo, automakers and Uber realize their vision within the next few years. Waymo's name is meant to be shorthand for "a new way forward in mobility."

The newly minted company will operate within Google's parent company, Alphabet, which was created last year to oversee far-flung projects that have nothing to do with Google's main business of online search and advertising. Those projects, which Alphabet CEO Larry Page likens to "moonshots," have lost \$8 billion since 2014, with the research into self-driving cars accounting for a significant chunk of that amount.

"We are not in the business of making better cars," Krafcik said. "We are in the business of making better drivers."

## Hybrid Pacifica Uses New Tech For Everything

The new 2017 Chrysler Pacifica Hybrid – the industry's first electrified minivan – is rated to deliver a range of 33 miles solely on zero-emissions electric power from a 16-kWh lithium-ion (Li-ion) battery and earned a fuel economy rating of 84 miles per gallon equivalent (MPGe), based on U.S. Environmental Protection Agency (EPA) standards. But Pacifica Hybrid's technological capability goes well beyond the powertrain.

"To make sure owners and their families get the most out of the innovative, efficient hybrid powertrain, the all-new Pacifica is loaded with high-tech features that make it easy to connect, charge and maximize the efficiency of their minivan, even remotely from their smartphones," said Tim Kuniskis, head of Passenger Car Brands – Dodge, SRT, Chrysler and Fiat, FCA – North America.

"Whether it's scheduling the Pacifica Hybrid's charge times, locating nearby charging stations, remotely checking the vehicle's charge status or maximizing efficiency while driving, the Pacifica Hybrid's advanced technologies let owners easily connect with the vehicle whenever and wherever best suits their schedule."

The Chrysler Pacifica Hybrid comes standard with the Uconnect 8.4 system, which includes an 8.4-inch touchscreen, available Uconnect Navigation and Uconnect Access connected services.

In addition, the Pacifica Hybrid includes as standard equipment on all models the all-new Hybrid Electric Pages, providing owners with helpful vehicle information.

## Continental Teams To Improve Cars' Head-up Displays

Continental, which has its North American headquarters in Auburn Hills, has entered into a strategic partnership with DigiLens Inc., a leader in holographic projection technology for application in automotive and consumer electronics, said Continental spokeswoman Mary Araf.

The partnership has been formed to develop ultra-thin Augmented Reality Head-up Displays that will further enhance a wider market penetration in cars of different segments.

"With this strategic partnership Continental aims to accelerate and boost the adoption of Augmented Reality in the automotive industry," said Helmut Matschi, member of the Executive Board of Continental and head of the Division Interior.

"More and more drivers will have all relevant information in their line of sight; thanks to the advanced technology Continental and DigiLens will bring to Head-Up Displays. This will bring us closer to our vision of zero accidents."

The technology will be displayed for the first time at the upcoming Consumer Electronics Show (CES) in Las Vegas in January 2017.

Compared to currently available systems, the ultra-thin holographic Head-up Display from Continental and DigiLens will be smaller by a factor of three, Araf said. It will need less space while at the same time providing a larger image with all the relevant information.

The knowledge DigiLens has in Augmented Reality and Virtual Reality will enhance and complement the expertise of Continental in the field of automotive Head-up Displays, Araf said.

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# Hybrid Pacifica Engine Impresses Experts

Christmas is a time for traditional celebrations and Fiat Chrysler is celebrating its tradition of engineering excellence, said Fiat Chrysler spokesman Dan Reid.

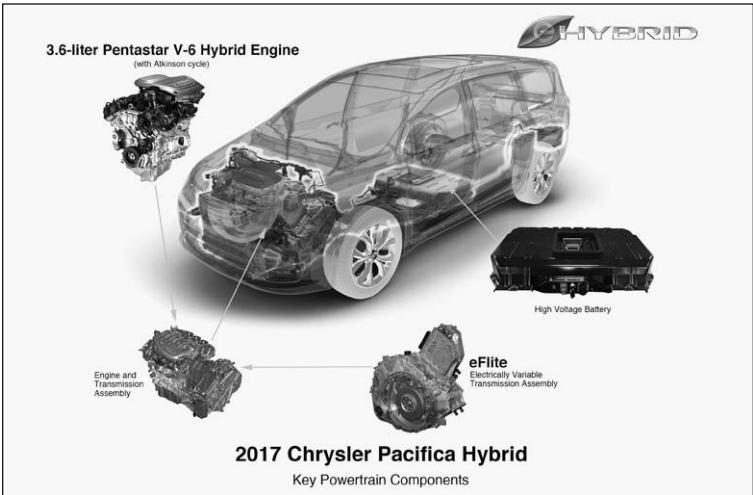
The editors at *WardsAuto* have named the new 3.6-liter Pentastar V6 hybrid propulsion system to the *Wards* 10 Best Engines list for 2017.

Making its debut for Fiat Chrysler in the 2017 Chrysler Pacifica Hybrid, the new electric propulsion system drives the most fuel-efficient minivan ever to benchmark performance numbers, including a fuel-economy rating of 84 miles-per-gallon-equivalent (MPGe), reflecting the vehicle's combined city- and highway-cycle performance in electric-mode only, said Reid.

"The Pacifica is the perfect vehicle to be our first hybrid," Reid said. "We've been working on the engine for the past few years. When we did our research, we learned that most drivers average about 30 miles a day when they use their minivans."

And, Reid said, they drive those 30 miles by going on multiple trips. Given the large Pacifica capacity, also known as a footprint, Chrysler was able to place the Pacifica Hybrid's 16-kWh lithium-ion battery pack 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, plus room for seven passengers. Recharging can take as little as two hours using an optional 240-volt (Level 2) charger, available from Mopar through dealers.

The 2017 Chrysler Pacifica Hybrid also excels on two other efficiency fronts as U.S. Environmental Protection Agency (EPA) testing recently established an EPA total driving range rating of 566 miles and electric-only range



The Hybrid Pacifica engine has earned praise and awards.

rating of about 33 miles, Reid said.

"We were wowed by the Chrysler Pacifica Hybrid's seamless operation," says *WardsAuto* Senior Content Director Drew Winter. "The eFlite transmission shifts between pure electric mode and a combination of electric and gasoline engine propulsion without a hiccup."

"FCA's powertrain engineers did all the hard work to make the first plug-in hybrid minivan a success. They not only reworked the V6 engine for a hybrid application, but undertook in-house development of an innovative transmission capable of effectively coordinating power from two electric motors and the gasoline engine."

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

Conventional electrification schemes dedicate one motor to serve as a generator and a second motor, usually much larger, to deliver torque to the wheels. The new eFlite system uses a one-way clutch that enables the motor typically used only as a generator to also deliver torque to the wheels, depending on driving conditions, Reid said.

The result is increased efficiency, refinement and improved component packaging.

"We're extremely proud that *Wards* has recognized our newest solution to hybrid propulsion technology on their 10 Best Engines list," said Bob Lee, head of Engine, Powertrain and Electrified Propulsion, and Systems Engineering, FCA – North America. "The latest version of the three-time *Wards* 10 Best Engines family runs on an Atkinson combustion cycle and when paired with our new eFlite dual-motor electrically variable transmission, delivers class-leading efficiency and refinement for our minivan customers."

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's battery also benefits from charging by 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.

The EPA last month 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.

"The dealers are really excited about getting this vehicle onto their showroom floors," Reid said.

"From what I've heard with the people I've spoken with, it's a well-received vehicle. Chrysler built the first minivan, now it's first with a hybrid minivan."

In the 22-year history of *Wards* 10 Best Engines, eight engines produced by Fiat Chrysler and its predecessor companies have accounted for 17 awards, including (engine/latest vehicles tested/years listed) in reverse chronological order:

- 3.6-liter Pentastar V6 hybrid (new Chrysler Pacifica): 2017;
- 3.0-liter EcoDiesel V6 (Ram 1500): 2014-2016;
- 6.2-liter Hellcat supercharged Hemi V8 (Dodge Challenger SRT Hellcat): 2015;
- 83-kW electric motor (Fiat 500e): 2014;
- 3.6-liter Pentastar V6 gasoline (Dodge Avenger, Chrysler 300S and Ram 1500): 2011-2013;
- 5.7-liter Hemi V8 (Dodge Charger R/T, Chrysler 300C, Dodge Challenger R/T and Ram 1500): 2003-2007, 2009;
- 5.9-liter Cummins turbo-diesel I-6 (Ram HD): 2004;
- 4.7-liter SOHC V8 (Jeep Grand Cherokee): 1999.

## GM Investing in New York Facilities

TONAWANDA, N.Y. (AP) – General Motors will spend \$334 million to upgrade three plants in upstate New York, company executives and state officials said Dec. 14.

The money will pay for new equipment and machinery needed to produce next-generation engines and other automotive components at factories in Tonawanda, Lockport and Rochester.

New York state agreed to provide up to \$7 million in grants and tax breaks to support the upgrades. State officials say the company's investment will create 67 new jobs at Tonawanda and protect about 1,200 jobs.

Gov. Andrew Cuomo, who traveled to the Tonawanda plant for the announcement, said GM's investment in the plants is especially welcome in Western New York.

"You know better than I do that Buffalo has gone through a tough time; western New York went through a tough couple of decades," Cuomo said. GM, he said, "could pick up this plant and go anywhere. And they are betting on Buffalo, they are betting on Western New York."

Detroit-based General Motors employs 4,200 people in manufacturing jobs around New York state. Cathy Clegg, vice president for Manufacturing and Labor Relations for GM-North America, said the upgrades at the upstate New York plants are part of a \$2.2 billion General Motors plan to invest in U.S. operations.

The plant in Tonawanda will receive nearly \$296 million; the facility was built in 1937 and produces engines. Nearly \$6 million will go to the Rochester plant, which manufactures engine management systems.



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24 Mo/ <u>15,000</u> Miles \$296	39 Mo/ <u>15,000</u> Miles \$292	39 Mo/ <u>15,000</u> Miles \$318	39 Mo/ <u>15,000</u> Miles \$332

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36 Mo/ <u>12,000</u> Miles \$267	36 Mo/ <u>12,000</u> Miles \$325	36 Mo/ <u>12,000</u> Miles \$306	36 Mo/ <u>12,000</u> Miles \$364
36 Mo/ <u>15,000</u> Miles \$287	36 Mo/ <u>15,000</u> Miles \$346	36 Mo/ <u>15,000</u> Miles \$327	36 Mo/ <u>15,000</u> Miles \$385

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2017 Ram 1500 Express Crew Cab

- 4x4, 8-speed automatic transmission
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  - Class IV hitch
- Remote keyless entry
  - 20 in black aluminum wheels
  - Voice command w/Bluetooth

EMPLOYEE, RETURNING LEASE	EMPLOYEE, NO LEASE	NON-EMPLOYEE, RETURNING LEASE	NON-EMPLOYEE, NO LEASE
36 Mo/ <u>10,000</u> Miles \$254	36 Mo/ <u>10,000</u> Miles \$285	36 Mo/ <u>10,000</u> Miles \$305	36 Mo/ <u>10,000</u> Miles \$356
24 Mo/ <u>12,000</u> Miles \$260	36 Mo/ <u>12,000</u> Miles \$297	36 Mo/ <u>12,000</u> Miles \$316	36 Mo/ <u>12,000</u> Miles \$348
24 Mo/ <u>15,000</u> Miles \$278	36 Mo/ <u>15,000</u> Miles \$320	36 Mo/ <u>15,000</u> Miles \$340	36 Mo/ <u>15,000</u> Miles \$371

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24 Mo/ <u>12,000</u> Miles \$191	36 Mo/ <u>12,000</u> Miles \$226	24 Mo/ <u>12,000</u> Miles \$243	36 Mo/ <u>12,000</u> Miles \$264
24 Mo/ <u>15,000</u> Miles \$206	36 Mo/ <u>15,000</u> Miles \$244	24 Mo/ <u>15,000</u> Miles \$259	36 Mo/ <u>15,000</u> Miles \$282

\*Payments based on Tier 1 credit approval. Must qualify for security deposit waiver. All rebates to dealer. See dealer for returning lease incentive details. Pricing for Michigan residents only. Pricing subject to manufacturer program changes. Pictures may not represent actual vehicle. Vehicles subject to prior sale. Prices good through 1/03/2017 unless manufacturer changes programs.

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GM, SAE Announce 3-Year  
Autonomous Competition

It can be a very good idea when business and academia join forces.

That's why the Society of Automotive Engineers (SAE) International and General Motors have partnered to be the headline sponsors of the AutoDrive Challenge, the latest offering in the SAE International's Collegiate Design Series.

This newly established, three-year autonomous vehicle competition will task students with developing and demonstrating a fully autonomous driving passenger vehicle, said GM spokesman Chris Bonelli.

The technical goal of the competition is to navigate an urban driving course in an automated driving mode as described by SAE Standard level 4 definition by year three.

Throughout the AutoDrive Challenge competition cycle, students and faculty will be invited to attend technology-specific workshops to help them in their concept refinement and overall autonomous technical understanding, Bonelli said.

The competition will consist of up to 10 teams from select universities that were invited to participate in the inaugural competition. The foundational teams will be announced April 2017. The first of three yearly competitions will take place the following spring in 2018.

"SAE International is excited to expand our partnership with GM to build the future STEM workforce through the AutoDrive Challenge," said Chris Ciuca, director of Pre-Professional Programs at SAE International.

"Building on our success through programs like Formula SAE, the AutoDrive Challenge launches a new platform to engage industry and academia in working toward a common goal of preparing the brightest young minds for the future of autonomous technologies."

During the AutoDrive Challenge, students will focus on autonomous technologies and

allow for modification and testing throughout the three-year competition, said SAE spokesman Shawn Andreassi.

General Motors will provide a Chevrolet Bolt EV to competing schools to use as the platform for their autonomous vehicle solutions, Bonelli said.

The focus will be on real-world applications of sensing technologies, computing platforms, software design implementation and advanced computation methods such as: computer vision, pattern recognition, machine learning, artificial intelligence, sensor fusion and autonomous vehicle controls.

"AutoDrive Challenge is another way General Motors is preparing the next generation of automotive engineers," said Ken Kelzer, GM vice president of global vehicle components and subsystems.

"By partnering with SAE, we will offer a unique experience for students to work with industry professionals to tackle the next big opportunity facing vehicle technology – autonomous driving."

Bonelli said that GM and SAE have received several Request For Proposals (RFPs) from the universities that have received invitations to participate.

"We limited the number of invitations to schools with already-strong autonomous programs," Bonelli said. "Because this is the first program of this type, we've kept the list of invited schools small and targeted."

"GM and SAE are doing this as a way of helping create the next generation of automotive engineers who will be working in an autonomous technology world."

Bonelli said that RFPs that have already been submitted show that the schools also share GM's enthusiasm for autonomous technology.

"Our developing autonomous technology is growing," Bonelli said. "And we need engineers to develop that tech. This program is a good way to do that."

Tax Cut, SUVs Aid China Sales

BEIJING (AP) – China's explosive demand for SUVs helped boost auto sales 17.2 percent in November over a year ago, an industry group said Dec. 12, as automakers prepared for the end of a key tax break and a potential slump in demand.

Drivers in the world's biggest auto market by number of vehicles sold bought 2.6 million cars, minivans and SUVs, according to the China Association of Automobile Manufacturers. Total vehicle sales, including trucks and buses, rose 16.5 percent to 2.9 million.

The government helped shore up this year's demand by cutting the sales tax, but that is due to end Dec. 31. Industry analysts expect sales growth to cool to mid-single digits unless the govern-

ment extends that tax break.

SUV sales jumped 41.5 percent in November over a year earlier to just over 1 million vehicles.

For the first 11 months of the year, passenger vehicle sales rose 15.6 percent over the same period last year to 21.7 million.

The popularity of lower-priced models, a segment in which Chinese brands dominate, has helped domestic automakers claw back market share from bigger global rivals.

Sales by Chinese brands rose 21.7 percent in November over a year ago to 1.1 million vehicles.

Sales of domestic brand SUVs soared 53.1 percent to 605,000. Chinese competitors expanded their share of the SUV market by 4.5 percentage points to 59.4 percent.

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# Colorado ZR2 Gets Eaton's New ELocker Technology

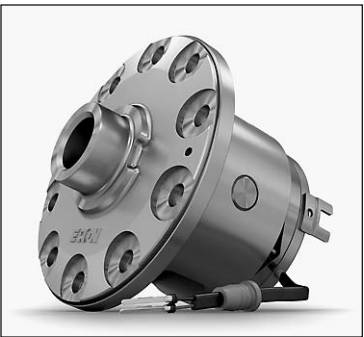
Eaton Vehicle Group out of Southfield is now supplying its ELocker electronic-locking differentials for the new Chevrolet Colorado ZR2 mid-size truck.

The class-exclusive differentials are applied to both the front and rear axles and help deliver exceptional off-road performance, said Eaton spokesman Jim Michels.

Eaton's ELocker provides off-road control at the touch of a button via an electro-magnet that locks the differential to prevent a single wheel from spinning, Michels said. The driver can independently lock only the rear axle, or both the front and rear axles for very extreme conditions.

The product includes Eaton's latest design advancements for on-command engagement and disengagement.

"Eaton designed this generation of ELocker technology to help deliver the most sophisticated four-wheel-drive system in the mid-size truck segment," said Deborah Kullman, vice president/general manager, Chassis Driveline Controls, Eaton Vehicle Group.



Eaton ELocker

"The work to combine the software and controls logic from General Motors with the Eaton differential and actuator resulted in the design and development of a solution that satisfies the range of drivers who enjoy both on- and off-road experiences."

Eaton's ELocker technology is part of its overall Torque Control portfolio that features a range of products for passenger car, sport utility and truck applications, Kullman said. Eaton also supplies the automatic rear locking differential that is available on other Colorado models, as well as Chevrolet's Silverado, Tahoe, and Suburban.

## Light at End of the Tunnel For Takata Air Bag Recall

DETROIT (AP) – The Takata tally: 42 million vehicles to be recalled, up to 69 million air bag inflators to be replaced.

That's what the government said Dec. 9 will be the end result of the series of recalls of defective air bag inflators made by the Japanese auto parts supplier.

The inflators can explode with too much force and spew shrapnel into the vehicle. They are responsible so far for at least 11 deaths and about 180 injuries in the U.S., and at least 5 deaths in Malaysia.

Here's what car owners need to know about the recall.

**Q. What is wrong with these air bags?**

Three independent reports concluded that the chemical Takata uses to ignite its air bags – ammonium nitrate – can degrade after long-term exposure to environmental moisture and high temperatures. If the ammonium nitrate degrades substantially, it can cause the inflators to become over-pressurized and rupture during air bag deployment. In the air bags being recalled, Takata didn't use a chemical desiccant, a drying agent that can counteract the effects of moisture.

**Q. How can I find out if my car has been recalled?**

A. NHTSA released a complete list of models covered by current and future Takata recalls. The full list can be found in an announcement issued Dec. 9. Click on "Amended Coordinated Remedy Order" and scroll to "Amended Annex A" at the end to search for your vehicle.

The government also has a website – [www.safercar.gov](http://www.safercar.gov) – that lets drivers search for open recalls. Owners should input the car's vehicle identification number, or VIN, which can be found on the title or registration card, or on the driver's side dash or door jamb. The VIN check page will be updated as automakers announce more recalls.

**Q. Which cars are most at risk?**

A. The government says vehicles younger than six years old aren't currently at risk of an air bag inflator rupture even if they're in a high humidity region, because it takes time for the ammonium nitrate to degrade. But the risk grows as the vehicle

ages. The government added sports car maker McLaren to the list of automakers with Takata recalls, bringing the total to 19.

**Q. How long will I have to wait for a replacement?**

A. Years, potentially. Only about 12.5 million inflators so far have been replaced, and some of those will have to be replaced again because they are also Takata inflators without a drying agent. Other manufacturers are also supplying replacement air bags.

Remaining recalls are being phased in through the end of 2020. The phases are based on the age of the vehicles and exposure to high humidity and high temperatures. Owners will be notified when there is a remedy available and should get the repair immediately.

Some automakers are offering loaner cars until replacement parts are available.

**Q. How can I see if a used car has had the recall repair?**

A. Dealers can legally sell used cars without notifying customers about open recalls. The government's VIN search goes back 15 years, so check the NHTSA website. Carfax, which sells vehicle history reports, also lets people check open recalls for free.

**Q. Should I disable my air bag while I'm waiting for a repair?**

A. No. If you're in a crash, it's far more likely that the air bag will protect you than hurt you. NHTSA estimates that front air bags have saved 43,000 lives since they were required in the 1990s.

## Fuel Up 41 Cents Over Last Year

DEARBORN, Mich. (AP) – AAA Michigan says gas prices statewide have risen by about 6 cents per gallon in the past couple of weeks.

The Dearborn-based auto club says late Dec. 11 that the average price for self-serve regular unleaded gasoline was about \$2.27 per gallon. That's about 41 cents more than it was at the same point last year.

The lowest average price was about \$2.25 per gallon in the Marquette area, while the highest average was about \$2.34 per gallon in the Saginaw area.

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# New Michigan Law: Driverless Car Tests OK

by TOM KRISHER  
AP Auto Writer

DETROIT (AP) – Companies can now test self-driving cars on Michigan public roads without a driver or steering wheel under new laws that could push the state to the forefront of autonomous vehicle development.

The package of bills signed into law Dec. 9 comes with few specific state regulations and leaves many decisions up to automakers and companies like Google and Uber.

It also allows automakers and tech companies to run autonomous taxi services and permits test parades of self-driving tractor-trailers as long as humans are in each truck.

And they allow the sale of self-driving vehicles to the public once they are tested and certified, according to the state.

The bills allow testing without burdensome regulations so the industry can move forward with potential life-saving technology, said Gov. Rick Snyder, who signed the bills.

“It makes Michigan a place where, particularly for the auto industry, it’s a good place to do work,” he said.

The bills give Michigan the potential to be a leader by giving the companies more autonomy than say, California, which now requires human backup drivers in case something goes awry.

Here are answers to some questions about the laws:

**Q: Companies are making a lot of the decisions in putting the cars on public roads. Why does the state think they’ll be safe?**

A: Michigan Transportation Director Kirk Steudle said the laws put Michigan ahead of most other states with the possible exception of Florida in specifically

allowing tests without a human driver.

Companies, he said, will make the decision as to when the cars are ready for that, based on more than a century of experience of testing cars on public roads.

Automakers have a long history of testing cars on public roads in Michigan with few, if any, incidents, Steudle said.

The cars also have to comply with federal safety standards and may have to be certified as road-worthy by the National Highway Traffic Safety Administration if proposed federal guidelines are adopted.

“I don’t want to regulate the vehicles. There is nobody in state government that has any knowledge to be able to say that vehicle is ready to go on the road,” Steudle said.

If the vehicles crash, Steudle said they would be governed by Michigan’s no-fault insurance laws that require each driver’s insurance to pay for damage. The companies also could be sued under product liability laws, he said.

The self-driving laws also allow only reputable companies such as automakers and tech companies to do tests, Steudle said. “These are responsible parties,” said Snyder.

**Q: Does this put the state ahead in allowing self-driving vehicles on public roads?**

A: Steudle said the laws put Michigan ahead of most other states with the possible exception of Florida in specifically allowing tests without a human driver.

Companies, he said, will make the decision as to when the cars are ready for that, based on more than a century of experience of testing automobiles on public roads.

Steudle said yes because the

laws specifically authorize use without human drivers.

He also said Michigan has an advantage over Florida and warm-weather states because companies can test the vehicles in snow.

But Bryant Walker Smith, a law professor at the University of South Carolina who tracks the technology, said Florida has almost no restrictions.

Other states, he said, don’t expressly prohibit such testing and have entered into agreements with individual companies to do it.

Michigan’s laws also make defining who is a driver ambiguous, he said.

Drivers could be companies running autonomous taxi services, engineers who start autonomous vehicles, passengers who ride in the cars and the automated systems themselves, he said.

**Q: Unlike California, Michigan isn’t tracking autonomous car crashes. How will the state spot problems?**

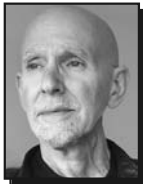
A: Police will investigate any crashes and presumably would report any trends to the state, which could suspend a company’s manufacturer license plates, which would put an end to the tests, Steudle said.

He conceded that there will be crashes and probably a fatality sometime in the future involving autonomous cars operating on public roads.

But the technology can eliminate human errors that cause 94 percent of crashes and cut the 100 highway deaths that occur in the United States every day, he said.

“It’s a risk worth taking because the future of the technologies we know are going to help reduce those crashes and reduce those fatalities,” Steudle said.

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