



In 2013 Ed Welburn showed off the new 2014 Corvette Stingray.

Welburn Makes Automotive Hall of Fame

GM's Edward Welburn may have retired as VP of Global Design in 2016, but he is still making news and earning honors.

He is one of the four people that the Automotive Hall of Fame will induct into its ranks at its 2017 Induction & Awards Gala Ceremony in Detroit, at Cobo Center on July 20.

The other Automotive Hall of Fame's 2017 Inductees are Alberto Bombassei, president of Brembo; August Fruehauf (1868-1930), inventor of the semi-trailer and founder of the Fruehauf Trailer Company; Jack Roush, founder,

CEO, and co-owner of Roush Fenway Racing and chairman of Roush Enterprises, said Hall of Fame spokesman Matt Wolfe.

"We are pleased to honor these individuals whose entrepreneurial spirit helped shape today's global transportation industry," said William R. Chapin, president of the Automotive Hall of Fame. "Each made his unique vision a reality through tenacity, creativity and forward thinking, traits that still drive the industry's evolution today."

"The Automotive Hall of Fame is proud to recognize these indi-

viduals and their achievements."

Induction into the Automotive Hall of Fame is reserved for noteworthy individuals who have made significant contributions to the industry, Wolfe said.

This year marks the 50th anniversary of the first Automotive Hall of Fame Induction Ceremony in 1967, a class which included automotive icons Henry Ford, Alfred P. Sloan, William C. Durant, and Walter P. Chrysler.

2017 Automotive Hall of Fame Inductees:

CONTINUED ON PAGE 2

Dana Inc. Buys U.S. Manufacturing Site

Commuters who use Van Dyke in Warren might have noticed something new. Dana Incorporated has completed its \$100 million acquisition of the axle housing and driveline shaft manufacturing operations of U.S. Manufacturing Corporation (USM).

The historic 1.2 million sq. ft. facility on Van Dyke in Warren, was originally home to the Detroit Arsenal Tank Plant, which was built in 1940 as the first self-contained facility dedicated solely to the production of American military tanks, said Dana spokesman Jeff Cole.

During World War II, the facility produced a quarter of all tanks built in the United States, and it was a key manufacturing site for successive generations of armored vehicles through 1997.

The facility currently employs nearly 800 people, bringing Dana's presence in the greater Detroit region to 1,400 people at four facilities, Cole said.

Dana's new operation in Warren is located near a number of strategic customers and is about an hour from the Dana World Headquarters and Technology Center near Toledo, Ohio. This close proximity will provide the plant with rapid access to the company's technical expertise and advanced operating and quality systems.

The addition of the USM operations also:

- Strengthens the supply chain for several of Dana's most strategic customers and programs while transitioning signifi-

cant purchased content to vertically integrated supply;

- Increases Dana's revenue from passenger and commercial-vehicle manufacturers;

- Provides Dana with intellectual property and proprietary manufacturing processes that strengthen the company's existing portfolio of lightweighting innovations, which assist customers in achieving sustainability and fuel-efficiency objectives;

- Secures capacity to accommodate existing program uplifts and expanded product applications in new market segments.

"The acquisition of USM's Warren operation is a perfect fit with Dana's strategy to manufacture in close geographic proximity to our customers," said James Kamsickas, Dana CEO. "This plant will produce products for several of Dana's most strategic customers within the region, continuing our company's sharp focus on customer centricity and helping au-

tomakers achieve their sustainability and fuel-efficiency goals."

Dana is a provider in engineered solutions for improving the efficiency, performance, and sustainability of powered vehicles and machinery, Cole said.

It supports the passenger vehicle, commercial truck, and off-highway markets, as well as industrial and stationary equipment applications.

Founded in 1904, Dana employs approximately 27,000 people in 34 countries on six continents who are committed to delivering long-term value to customers. The company reported sales of more than \$5.8 billion in 2016. *Forbes Magazine* has again selected Dana as one of America's 100 Most Trustworthy Companies, Cole said. Based in Maumee, Ohio, its operations were selected as a 2017 "Top Workplace" in Northwest Ohio and Southeast Michigan by *The (Toledo) Blade*.



Dana is now operating the old U.S. Manufacturing site on Van Dyke.

TARDEC, SAE Seek Support For New Combat Vehicle

by Jim Stickford

The U.S. Army is looking for a few good companies interested in helping develop a new prototype for the Next Generation Combat Vehicle (NGVC).

On March 29, the Army's TARDEC command, which is based at the Detroit Arsenal in Warren, held a meeting on the campus of Macomb Community College. There officials outlined exactly what the Army was looking for in terms of partners and how the process of developing a new NGVC prototype would work.

The briefing was headed by David Porreca, who is executive director of the Defense Automotive Technologies Consortium (DATC).

The DATC, Porreca explained, is affiliated with the Society of Automotive Engineers (SAE). The group is working with the Army's Detroit Arsenal Automotive (DA2) OTA to develop a new NGVC.

OTA means "Other Transaction Authority," said Thomas Vern, TARDEC chief of staff. OTAs first got their start in the late 1950s during the beginning of the Space Race with the Soviet Union. The government wanted a



Dave Porreca

procurement platform that would allow technology to be developed faster so that NASA could catch up with Soviet space technology.

Thus OTAs were created. An OTA has the ability to streamline government processes in technology development. Basically private businesses don't have to jump through so many hoops to work with the government, Vern said.

As time went on, OTAs began to be applied to other government departments beyond NASA.

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DMAX employee with 2 millionth build request and engine.

Duramax's Engine Reaches Two Million-Built Milestone

It's nice to be popular. General Motors, DMAX, Ltd. and I.U.E.-CWA Local 755 employees on March 24 celebrated the build of the 2 millionth Duramax 6.6L V8 turbo-diesel engine.

Groundbreaking for the new DMAX, Ltd. plant in Moraine, Ohio, began in 1998, with the first engine rolling off the line July 17, 2000, said GM spokeswoman Mary Ann Brown.

Since then, Duramax engines have won multiple awards and built a reputation for impressive power and durability, Brown said. Today, DMAX makes the Duramax diesel engines for heavy-duty Chevrolet Silverado and GMC Sierra pickup trucks. Duramax engines also power some Navistar commercial trucks, Gale Banks vehicles and even marine applications.

DMAX, Ltd. has grown its employment in the past few years and currently employs 554 I.U.E.-

CWA Local 755 hourly and 114 salaried employees for a total of 668.

The plant has received two recent investments:

- 2014: \$60 million investment announced for emissions improvements;

- 2015: \$82 million investment announced for productivity improvements.

Employees are currently building the redesigned Duramax 6.6L V8 turbo-diesel, Brown said. This next-generation engine offers more horsepower and torque than ever – an SAE-certified 445 horsepower at 2,800 rpm and 910 lb-ft of torque at 1,600 rpm – to enable easier, more confident hauling and trailing.

Along with a 19 percent increase in max torque over the last Duramax 6.6L, the redesigned turbo-diesel's performance is quieter

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MCC is Getting Funds for Nurse Program

The Metro Health Foundation has awarded a \$12,000 grant to Macomb Community College for scholarships for nursing students. With the Metro Health Foundation grant, Macomb will be able to provide six \$2,000 scholarships to students who show evidence of educational commitment through full-time enrollment at the college, maintain a 3.0 grade point average and who can demonstrate financial need. In the past 16 years, the Metro Health Foundation has provided \$150,000 to the college for nursing scholarships, said MCC spokesman Sean Patrick.

“This grant allows us to help ensure that talented, caring individuals aren’t prevented from pursuing the nursing profession due to financial barriers,” said Dawn Magretta, director, Macomb Community College Foundation. “The Metro Health Foundation has been a long-term partner and is making a real positive difference in these student’s lives and to the health care profession as a whole.”

The nursing program at Macomb Community College prepares students for the National Council Licensure Examination and a career as a registered nurse. General education courses are reinforced with direct clinical experience in a hospital or other clinical setting. Coursework introduces students to both theory and patient-centered practice and explores a variety of nursing specialties.

Metro Health Foundation is a private Detroit grant-making foundation supporting Michigan organizations in health care and health-related fields, Patrick said. MCC iprovides learning experiences to nearly 40,000 students annually. MCC nationally ranks in the top two percent in the number of associate degrees awarded by community colleges and is the largest grantor of associate degrees in Michigan, Patrick said. It’s educational programming includes pre-collegiate experiences, university transfer and career preparation programs, bachelor degree completion and graduate degree programs and workforce training.

Welburn in the Automotive Hall of Fame

CONTINUED FROM PAGE 1

• Edward Welburn – Welburn was once referred to as “the man who brought beauty back to GM”. He was just the sixth head of design for General Motors and the first to lead the division on a global level.

During Welburn’s 44-year career, he oversaw the designs of the latest Corvette and the revived Camaro, as well as groundbreaking concepts including the Oldsmobile Aerotech, Cadillac Ciel, and Buick Avista. Welburn also holds the distinction of having been the highest-ranking African American in the global automotive industry.

• Alberto Bombassei – Alberto Bombassei was a vital asset in Brembo growth from a small family firm in Bergamo, Italy, into a worldwide leader in automotive braking systems. Brembo was founded by Alberto’s father, Emilio Bombassei, and his uncle, Italo Breda. Alberto has served in various roles at Brembo since its

Warren Library WWI Discussion

On April 6, 1917, Congress approved a declaration of war against Germany and the United States entered World War I, which had begun in 1914. Join the Miller Library on Thursday, April 6, at 6:30 p.m. as Christopher Causley, President of the Michigan Military Technical & Historical Society in Eastpointe, for a presentation about how Michigan’s industry answered the call for war products during WWI.

This program will be held in the cafeteria of the Warren Community Center. Registration is requested. Please call Miller Library 586-751-5377 with questions.

The Miller Branch Library is located at 5460 Arden in the Warren Community Center. Call 586-751-5377 for information.

inception and has continued the company’s expansion and research efforts.

This resulted in breakthroughs such as the design and production of the first aluminum brake calipers, which were adopted by numerous manufacturers including BMW, Ferrari, Fiat Chrysler Automobiles, Ford, General Motors, Porsche, and Mercedes-Benz.

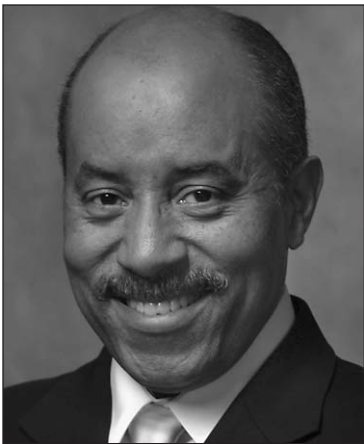
• August Fruehauf – August Fruehauf was the founder of the Fruehauf Trailer Company and is credited with inventing the semi-trailer. Fruehauf was a successful horse carriage builder in Detroit, Michigan, around the turn of the 20th century.

In 1914, a client came to Fruehauf asking if he could devise a method of transporting a boat behind a Model T. Fruehauf agreed, and the result was the

first Fruehauf semi-trailer. The Fruehauf Trailer Company was founded in 1918 and soon became one of the largest and most successful semi-trailer companies in the world.

• Jack Roush – Jack Roush is an icon of American motorsports and a distinguished automotive entrepreneur. As a racing team owner, Roush has won championships in NHRA and IHRA Drag Racing, SCCA Trans Am, IMSA GT, and NASCAR stock car racing. In total, Roush’s teams have won over 400 races across numerous disciplines of motorsports.

In addition to his racing successes, Roush oversees Roush Enterprises, which encompasses a freelance engineering firm, an aftermarket automotive supplier, and ROUSH Clean-Tech, a manufacturer of propane fuel systems.



Edward Welburn

The 2017 Automotive Hall of Fame Induction & Awards Gala Ceremony will take place at 6:00 p.m. on Thursday, July 20, at Cobo Center in Detroit, Michigan. Tickets for the black-tie event are available at www.automotivehalloffame.org or by contacting Kerry Doyle at 313-240-4000.

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TARDEC Looking for a Next Generation Combat Vehicle

CONTINUED FROM PAGE 1

TARDEC wants to develop the NGCV fairly quickly, Vern said, so it created an OTA called DATC for that process.

Porreca said when SAE learned that the government wanted to create an OTA to develop the NGCV, the organization applied to be the group that administered the OTA from the civilian side of things. The government approved the SAE's application in September. It will work with DA2 to set the parameters and monitor the work.

"The SAE has a long history of supporting the U.S. Army, and the Department of Defense," Porreca said. "The technology the Army depends on has come a long way since SAE designed the first Standardized truck – the Liberty Truck in WWI, exactly 100 years ago. But the mission remains the same – provide the military with the best technology available. SAE is excited about supporting the development of the NGCV through its recently organized Defense Automotive Technologies Consortium."

Porreca has been working with the SAE for the past several years as the director of Automotive Activities, and is a graduate of the West Point Military Academy. His degree was in engineering and after he left the Army, he worked in the heavy vehicle industry for many years. He also received his MBA from Augusta College in Georgia.

Since Septemeber, Porreca said, the DATC has been working to set up a consortium of companies that will work to create the NGCV.

"The Army is looking to collaborate with a team comprised of innovative engineering organization from industry, academia and defense communities," Porreca said. "DATC anticipates a Request for White Paper (RWP) to be released to DATC members that is expected to result in a Project Award to a single team. DATC members will self-organize teams and identify a Lead Member to assemble and submit the team's proposal. The Lead Member will collaborate and coordinate with the team's subject matter experts



TARDEC is seeking to replace the Bradley M2A3 combat vehicle.

and the TARDEC NGCV leadership regarding the project."

Groups interested in joining the DATC simply have to pay the \$1,000 membership fee, Porreca said.

Patrick Macheske, TARDEC's DA2 OTA program manager, also spoke at the MCC event.

"The motivation for this OTA is simple," Macheske said. "The pace of technological developments is outpacing the ability of the government to acquire that technology. And, to be honest, a lot of companies are leary of working with the government because of the paperwork involved. This OTA is meant to get around that problem."

Macheske said TARDEC wants to cut down the procurement time by bringing new people into the process, people who have new ideas.

"This OTA is meant to be high speed," Macheske said. "We want the contracts to be issued quickly and we want the project to move along."

This is important, Macheske said, because the Army has combat equipment that has reached obsolescence.

Macheske said there will be eight basic points on interest for developers. The new NGCV should have cyber security. They don't want the vehicles to be hacked by the enemy.

They have to have the latest safety technology and the vehicles have to be as lightweight as possible.

The Army also wants the latest autonomous and intelligent vehicle tech as well as connectivity tech. The Army is also looking for advanced energy stores tech. That could be solar power or hydrogen fuel cells or whatever.

And finally, the NGCV should have the best propulsion technology and the best active suspension tech as well, Macheske said. And people should remember getting a contract to develop a prototype isn't a service contract.

"We want the response time to this project to be 60 days within posting the White Paper," Macheske said. "That won't be easy."

Todd Thomas, the TARDEC NGCV-P program manager, said that the Army wants to have two different prototypes developed by the year 2022.

"We started the process in earnest in 2016," Thomas said. "The two prototypes that will be delivered in 2022 have to be better than what we have now. And they also have to be able to accept upgrades of the latest technology."

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The timetable, Thomas said, is as follows. The concept analysis and development period will take place during fiscal years 2017 through 2019. The prototype build phase will take place between fiscal years 2020 and 2022. The prototype test phase will take place between fiscal years 2023 and 2024.

Chris Spangler, TARDEC NGCV-P deputy program manager, said they are looking for team members with the expertise to put this technology on Army platforms. They need people who know about armor and weapons as well as people who can create systems that transmit information to soldiers and people who know about powertrains and propulsions systems.

It won't be easy and teams will have to work together to fill the gaps between the various technologies.

Macomb County Celebrates 200

Led by Macomb County Executive Mark A. Hackel and Deputy County Executive Pam Lavers, a group of approximately 40 Macomb County-based community, advocacy and business leaders met March 23 to talk about ways to celebrate the county's 200th birthday in 2018.

A variety of themes were discussed at the meeting such as arts and culture, churches and transportation trends over the past 200 years. Event ideas such as a torch relay, the county featuring a special day for each of its 27 municipalities and an old-fashioned family picnic day were discussed. The group is also considering creating a logo, a countywide event calendar and a website to help promote the celebration.

The Macomb County Bicentennial Advisory Council plans to meet once a month.

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Macomb Community College's 11 summer Career Academies offer high school students the opportunity to delve into potential career options in a fun and interactive environment, and determine whether that path is for them. Each summer academy, guided by experts in the field, provides hands-on exploration activities..

"These academies are designed to give students an insider's look at what a specific profession is really like before they commit to future education," said Ed Stanton, director, Admissions and Outreach, Macomb Community College. "By the end of the week, we hope the students have not only had fun but also a better understanding of what's available to them."

The minimum age to participate is 14, except for the public service academy, which has a minimum age of 16. This year's Career Academies include:

- Law Enforcement, Fire and EMS: June 19 – 23, 9 a.m. to 4 p.m., East Campus, Fee \$90 (Must be 16 years old).

- IT Gaming: June 19 – 22, 9 a.m. to 3 p.m., Center Campus, Fee \$90.
- Hybrid Electric Vehicles: June 19 – 22, 9 a.m. to 3 p.m., South Campus, Fee \$10.
- Veterinary Technician: June 19 – 22, 9 a.m. to 2 p.m., Center Campus, Fee \$90.
- Media and Communication Arts: June 19 – 22, 9 a.m. to 3 p.m., South Campus, Fee \$90.
- Culinary/Pastry Arts: June 26 – 29, 9 a.m. to 3 p.m., Center Campus, Fee \$90.
- Robotics: June 26 – 30, 9 a.m. to 3 p.m., South Campus, Fee \$90.
- Computer Programming: June 26 – 29, 9 a.m. to 3 p.m., Center Campus, Fee \$90.
- Biotechnology: July 10 – 13, 8:30 a.m. to 12:30 p.m., Center Campus, Fee \$75.
- Writing for the Future: July 24 – 28, 9 a.m. to 3 p.m., Center Campus, Fee \$90.
- Experience Apprenticeship: Aug. 7 – 10, 9 a.m. to 3 p.m., South Campus, Fee \$25.

For more information about classes or to register, call 586-498-4008.

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Connectivity is the Future for Fleets Says GM’s Ed Peper

General Motors Fleet is expanding its suite of driver connectivity and fleet management solutions by adding Spireon to its telematics service provider roster.

Using the embedded OnStar 4G LTE hardware in the vehicles, Spireon will offer a customized version of its FleetLocate tool that will allow fleet operators to better manage their Chevrolet, Buick, GMC and Cadillac vehicles, beginning May 2017, said GM spokeswoman Rita Kass-Shamoun.

Spireon’s FleetLocate joins a roster of GM Fleet business solutions that includes a version of Telogis Fleet for GM and GM’s own Commercial Link tool. Each solution is turnkey, scalable and can help provide cost savings by eliminating unnecessary hardware costs and limiting vehicle downtime, Kass-Shamoun said.

“Connectivity is the future for fleets of all sizes because the opportunities to help improve safety and reduce operating costs are so great,” said Ed Peper, U.S. vice

president, GM Fleet. “With OnStar 4G LTE technology and sophisticated software – whether it’s developed by us or by leading third-party providers – we can deliver innovative business solutions that work for any customer.”

In addition to its telematics solutions, GM has the most comprehensive offering of connected services for fleet vehicles in the industry, Peper said. GM has more than 20 years of experience delivering connected vehicle services via OnStar, which currently has more than 11 million customers globally. Nearly half a million are fleet customers’ vehicles.

More than 50,000 connected fleet vehicles are serviced by one of GM’s fleet management solutions.

In 2014, GM launched OnStar with 4G LTE Wi-Fi service and has more 4G LTE-equipped vehicles on the road today than any other automaker. Collectively, customers have used more than 10 million gigabytes of data since

the launch of OnStar 4G LTE, equivalent to sending and receiving nearly 105 billion emails with attachments.

GM has the broadest deployment of vehicles compatible with Apple CarPlay and Android Auto in the industry. Combined, Chevrolet, Buick, GMC and Cadillac offer more than 30 models compatible with the technology in North America, enabling smartphone users to display and control certain apps and functions via their vehicles’ infotainment system touchscreen or voice commands.

“Our customers want choices and no other automaker has the combination of services, experience and connectivity GM and OnStar offer,” said Greg Ross, OnStar Business Development and Alliances director. “The Spireon collaboration is the latest example of how we’re well-positioned to adapt to our customers’ ever-changing needs with both products and services.”

Spireon’s web-based fleet management solutions monitor vehi-

cle and driver performance and give fleet operators insights to help them reduce fuel costs, idle time, labor, fleet mileage and maintenance-related downtime. They can also help provide insights into driver behavior.

“FleetLocate connected by OnStar helps make it fast and easy for fleet managers to gain valuable vehicle and driver insights from their fleets wherever they are, with no installation downtime,” said Kevin Weiss, CEO of Spireon. “We’re excited to offer our GM customers a ‘push-button’ onboarding experience for FleetLocate, enhanced by exclusive diagnostics and data that only comes from OnStar.”

Spireon’s telematics software is designed to help drivers identify and improve upon driving behaviors. It can also help customers manage their fuel purchases, Kass-Shamoun said.

To drive further development and adoption of connected vehicle solutions, OnStar has an online portal that allows developers such as Spireon to work with

GM to design, test and deliver relevant, customizable and seamlessly integrated automotive apps and services.

Spireon, Inc. is an open connected vehicle company, providing businesses and consumers with powerful insights to track, manage and protect their most valuable assets, Kass-Shamoun said. The Spireon NSpire platform supports more than 3.75 million active subscribers across the company’s suite of products for new and used car dealers, financial institutions, rental car agencies, insurers and consumers, as well as fleet, trailer and asset management firms.

Warren’s Books, Brew Club ‘Falling Down’

Books, Brew, & Banter will meet on Tuesday, April 14, 7:30 p.m., at Falling Down Beer Co. is located at 2270 E. 10 Mile Road, Warren. Falling Down Beer Co.’s phone number is 586-799-2739.

The group’s book for April is “Battle Hymn of the Tiger Mother” by Amy Chua, said Warren librarian Amy Nelson.

Books, Brew, & Banter is Warren Public Library’s book club in a brewery, Nelson said. It meets monthly for books and brew.

“You can pick up a copy of the book and potential discussion questions at the Miller Branch Library Circulation Desk (located in the Warren Community Center),” Nelson said.

“Registration is required for this event so we can make sure to have enough seats. You may register online at www.warrenlibrary.net or call 586-751-5377 to register or ask questions about the group.”

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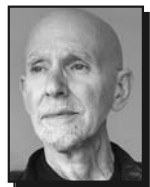
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Uber Crash in Arizona Raises Legal Issues

PHOENIX (AP) – A crash that caused an Uber self-driving SUV to flip onto its side in a Phoenix suburb serves as a stark reminder of the challenges surrounding autonomous vehicles in Arizona, a state that has gone all-in to entice the company by promising minimal government regulation.

The March 24 crash was blamed on the driver of an oncoming SUV that turned left in front of the Uber vehicle carrying two test drivers and no passengers. There were no serious injuries and the driver of the other car was cited for a moving violation. But images of Uber's Volvo SUV rolled onto its side reverberated heavily on social media.

Uber responded by briefly suspending its self-driving cars in its three testing locations – Arizona, San Francisco and Pittsburgh – as it investigated the accident.

Uber's self-driving car program is rolling out amid questions about how much government regulation it should endure on issues such as accidents, insurance and reporting instances in which the person behind the wheel in test cars needs to take control of the vehicle.

The San Francisco startup endured a shaky December rollout in California, including running red lights, that culminated in a standoff between Uber and state regulators who wanted more transparency and reporting.

Arizona Gov. Doug Ducey seized the opportunity and used lax regulations to entice Uber, which decided to ship more than a dozen SUVs to metro Phoenix.

"California may not want you, but Arizona does," said Ducey, who took the first ride as a passenger in Uber's self-driving cars last month.

Uber spokeswoman Taylor Paterson said the company is oper-

ating more than a dozen of the 21 vehicles it has registered in Arizona. Some pick up passengers.

In Arizona, companies such as Uber only need to carry minimum liability insurance policies to operate self-driving cars. They are not required to track crashes like the one that occurred in Tempe on March 24 or report any information to the state.

That means that self-driving test cars are essentially treated like all other cars on the road.

Ducey spokesman Daniel Scarpinato said in a March 3 interview that the cars are safe and there is sufficient oversight under existing automobile rules.

"There's a driver in the car," he said. "The state oversight is: There are not cars without drivers in them."

John Simpson of the California-based advocacy group Consumer Watchdog said Ducey has abandoned his responsibility to protect the public by buying into the hype surrounding Uber.

"It's a fundamental responsibility of a governor of a state to make sure that when companies are using the state's public highways as their own private laboratories, that there is some obligation to protect public safety," Simpson said. "There are no rules in Arizona."

In March, Uber obtained permits for two of its Volvo SUVs to again hit the streets in San Francisco.

California's rules for autonomous vehicles require a \$5 million insurance policy, and the companies must report accidents to the state within 10 days and release an annual tally documenting how many times test drivers had to take over.

Also, unlike in Arizona and Pennsylvania, passengers are not allowed to ride in autonomous vehicles in California.

Ducey doesn't believe self-driving car testing needs extra regulations because drivers can take over if something goes wrong, but his office said Monday after the accident that "public safety remains our top priority and we will continue to monitor the situation closely."

Kevin Biesty, deputy director for policy for the Arizona Department of Transportation, said the state could set up a system to monitor local police accident reports involving self-driving cars but chose not to do so.

"At this point we don't see an issue if the vehicles are being operated safely – they'll be responsible for whatever issues arise, just like any driver," Biesty said.

Uber's SUVs have been tooling around Phoenix and Tempe for more than three months, and police in both cities said they knew of no accidents before March 24.

Other companies testing self-driving cars in Arizona include Waymo, a Google spinoff company, and General Motors. Intel has a fleet of self-driving cars that are being tested, although they are not used in autonomous mode on city streets, company spokeswoman Danielle Mann said.

There's no Arizona state data showing how many accidents the cars may have been involved in or caused.

Police in suburban Chandler said the Google cars have been in at least four wrecks in the past three years.

None of the GM cars have been involved in accidents, said Kevin Kelly, the company's spokesman for advanced technology projects.

Uber's recent crash comes amid a series of public-relations woes at the company, including an upheaval of its executive ranks and allegations that it routinely ignores sexual harassment.

Duramax's Engine Reaches Two Million-Built Milestone

CONTINUED FROM PAGE 1

and smoother, for greater refinement, Brown said. It is also capable of running on B20 biodiesel, a fuel composed of 20 percent biodiesel and 80 percent conventional diesel. B20 helps lower carbon dioxide emissions and lessen dependence on petroleum. It is a domestically produced, renewable fuel made primarily of plant matter, mostly soybean oil.

DMAX, Ltd. was established in 1998. GM owns 60 percent and Isuzu owns 40 percent.

"The Duramax Diesel has powered GM's heavy-duty pickups to numerous quality, reliability, durability and truck of the year awards. These awards would not be possible without the hard work of the men and women of the IUE and DMAX," said GMNA Manufacturing and Labor Relations Vice President Cathy Clegg.

"Over the past 17 years, DMAX has produced 2 million award-winning heavy-duty diesel engines," said GM Plant Manager Pat Curtis. "This is not only a significant milestone, but truly speaks to the dedication of our team."

"We consider ourselves to be a big part of the community in which we live and work. We have invested both dollars and volunteerism into several local organizations, specifically the Moraine Foundation, which channels all local charitable activities and the promotion of STEM-related opportunities through the West Carrollton HS-FIRST Robotics Club."

"When we started this project, who would have expected we would achieve 2 million engines? I do recognize that although we made 2 million engines, it could not be achieved without the sup-

port of all employees. The most important thing is not that the 2 million engines have been manufactured, but that they have been sold by the effort of the entire team," said President, Chief Executive Officer and Chief Operating Officer for DMAX, Ltd. Shinichi Suzuki.

"This is a testament to the dedication of our workforce to continue to produce a great product. We have a culture here at DMAX that is based off of teamwork and a family environment. Everyone is dedicated to the vision of our company. I'm so proud of our members and their continued drive to be successful," said President IUE-CWA Local 755 Carl Kennebrew.

Volkswagen to Settle Lawsuits

DETROIT (AP) – Volkswagen is paying more than \$157 million to 10 states to settle environmental lawsuits over the company's diesel emissions scandal.

The company says the money will go to Connecticut, Delaware, Maine, Massachusetts, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. All 10 states follow California's clean air standards.

The settlement covers 3-Liter six-cylinder diesel engines and is separate from a \$603 million agreement reached last year with 44 states, Washington, D.C., and Puerto Rico that covered 2-liter engines.

Volkswagen has admitted to programming its diesel engines to activate pollution controls during government treadmill tests and turning them off for roadway driving.

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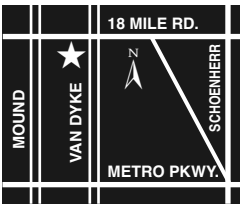


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The Best Price...
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24 MONTH LEASE

\$199 PER MONTH

ONLY \$199 DOWN!
NO SECURITY DEPOSIT REQUIRED

EXPERIENCE THE NEW BUICK

2017 GMC TERRAIN "SLE 1"



- 2.4L DOHC VVT ENGINE!
- INTELLINK RADIO w/7" DIAGONAL COLOR TOUCH SCREEN!
- REMOTE KEYLESS ENTRY!
- REAR VISION CAMERA!
- ALUMINUM WHEELS!
- HEATED MIRRORS!
- BLUETOOTH FOR PHONE!
- ONSTAR w/4G LTE w/BUILT-IN WI-FI HOTSPOT!

STK# BG615

Was \$28,360
Sale Price \$21,800*

The Best Price...
PERIOD!

24 MONTH LEASE

\$89 PER MONTH

\$0 DOWN!
NO SECURITY DEPOSIT REQUIRED

2017 "ALL NEW" GMC ACADIA "SLE 1"



- 2.5L DOHC SIDI VVT ENGINE!
- INTELLINK RADIO w/7" DIAGONAL COLOR TOUCH SCREEN!
- KEYLESS OPEN AND START!
- REAR VISION CAMERA!
- 7 PASSENGER SEATING!
- ALUMINUM WHEELS!
- BLUETOOTH FOR PHONE!
- ONSTAR w/4G LTE w/BUILT-IN WI-FI HOTSPOT!

STK# BG672

Was \$33,375
Sale Price \$27,699*

The Best Price...
PERIOD!

24 MONTH LEASE

\$148 PER MONTH

\$999 DOWN
NO SECURITY DEPOSIT REQUIRED

2017 GMC YUKON "SLE" 4x4



- 5.3L V8 ECOTEC3 ENGINE!
- INTELLINK RADIO w/8" DIAGONAL COLOR TOUCH SCREEN!
- REAR VISION CAMERA!
- TRAILERING PACKAGE!
- FRONT AND REAR PARK ASSIST!
- REMOTE START AND ENTRY!
- 18" BRIGHT ALUMINUM WHEELS!
- ONSTAR w/4G LTE w/BUILT-IN WI-FI HOTSPOT!

STK# BG602

Was \$52,725
Sale Price \$47,450*

The Best Price...
PERIOD!

36 MONTH LEASE

\$369 PER MONTH

\$999 DOWN
NO SECURITY DEPOSIT REQUIRED

2017 GMC SIERRA DENALI 4x4 CREW CAB



- 5.3L V8 ECOTEC3 ENGINE!
- INTELLINK RADIO w/7" DIAGONAL COLOR TOUCH SCREEN!
- ENHANCED DRIVER ALERT PACKAGE!
- REMOTE START AND ENTRY!
- FULL-FEATURE LEATHER-APPOINTED HEATED BUCKET SEATS!
- 6" RECTANGULAR CHROME TUBULAR ASSIST STEPS!
- 20" ULTRA BRIGHT MACHINED ALUMINUM WHEELS!
- ONSTAR w/4G LTE w/BUILT-IN WI-FI HOTSPOT!

STK# 65025

Was \$56,750
Sale Price \$48,271*

**NO EMPLOYEE
DISCOUNT REQUIRED!**

The Best Price...
PERIOD!

36 MONTH LEASE

\$387 PER MONTH

\$999 DOWN
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