

Michigan Defense Expo Brings Together Military, Private Industry and Students

by Jim Stickford

Defense contractors, TARDEC employees and students all had the chance to mix and meet at the 2017 Michigan Defense Expo sponsored by the Michigan chapter of the National Defense Industrial Association (NDIA).

The expo was held at the Warren branch of Macomb

Community College April 25-26.

Art Siirila, president of the Michigan NDIA, said the expo has become a big success.

"We have a record number of exhibitors here this year," Siirila said. "That's about 115. We will have a couple of thousand people walk through the expo during both its days."

Siirila said the event is impor-

tant because it gives people in the public and private defense sector the ability to get together and talk as well as network.

"As to the theme of this year's expo?" Siirila said. "Traditionally, each expo has a theme, but I'd say that this year there is no theme. Because there's so much

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The recent NDIA Michigan Defense Expo held at MCC's Warren campus was well-attended.

Supreme Court Ruling May Cost GM Billions

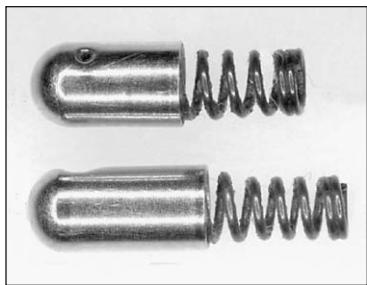
by TOM KRISHER and SAM HANANEL
Associated Press

WASHINGTON (AP) - The Supreme Court on April 24 turned away an appeal from General Motors Co. seeking to block dozens of lawsuits over faulty ignition switches that one plaintiff's attorney said could expose the company to billions of dollars in additional claims.

The justices without comment left in place a lower court ruling that said the automaker's 2009 bankruptcy did not shield it from liability in the cases.

An attorney representing hundreds of plaintiffs who are suing the company said it exposes GM to around 1,000 additional lawsuits and \$5 billion to \$10 billion

in liabilities. GM disagreed, saying that lower courts will have to decide whether the company is shielded from pre-bankruptcy claims.



The difference between the original switch detent plunger, top, and the replacement offered by GM is six millimeters. The longer plunger produces more tension, which prevents heavy keys from changing position if jostled.

A federal appeals court ruled last year that GM remains responsible for ignition-switch injuries and deaths that occurred pre-bankruptcy because the company knew about the problem for more than a decade but kept it secret from the bankruptcy court and owners of cars with the faulty switches.

The decision also opens GM to claims that any of those cars sold by the company prior to bankruptcy lost value because of the ignition-switch scandal.

The company had argued that well-established bankruptcy law allowed the newly reorganized GM to obtain the old company's assets "free and clear" of liabilities.

GM recalled 2.6 million small

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Ford Fund Supports Women in Industry

Ford Motor Company Fund and the Michigan Women's Foundation (MWF) are launching a new initiative to support the innovative business ideas of women entrepreneurs.

Ford Empower-HER will offer educational opportunities, technical assistance and financial resources to encourage creative thinkers with plans for business startups that will also make their communities better places to live, said Ford spokesman Todd Nissen.

The pilot program was announced at the annual MWF "Lights, Courage, Action" fundraising dinner in Detroit last month. Ford Empower-HER will build on MWF's highly regarded Entrepreneur YOU program, Nissen said. MWF will utilize its ex-

tensive experience in planning and implementing successful business programs to identify emerging social entrepreneurs, provide training and mentoring, and give them the necessary tools and resources to get their new enterprise off the ground.

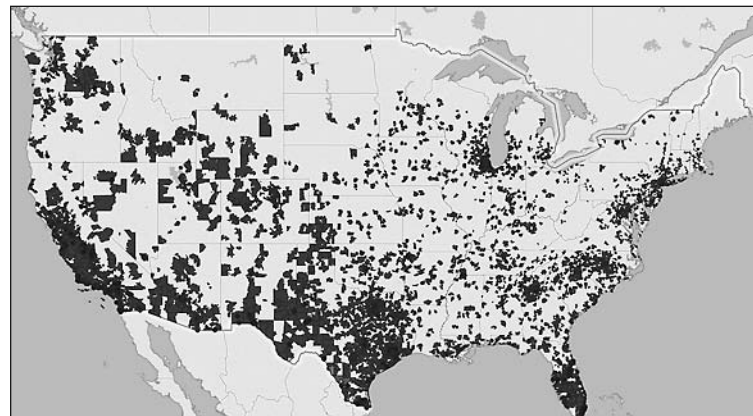
"Ford Empower-HER will inspire women with the business savvy to make a profit and the social awareness to make a positive impact on their community at the same time," said Pamela Alexander, community development director, Ford Motor Company Fund. "Ford's success has always been rooted in innovation and Ford Empower-HER advances Ford Fund's support for women through entrepreneurship."

Ford Empower-HER will evolve

over the coming year through a series of conferences, workshops and seminars for existing or aspiring social entrepreneurs in Michigan, Nissen said. Business experts will discuss the basics of accounting, marketing and the law while also showing participants how to take a socially conscious idea and turn it into a sustainable venture.

A business plan competition will be developed with a total of \$50,000 in impact investments awarded to the winners by Ford Fund, based on community impact in categories such as mobility, women's issues, veterans or the homeless, Nissen said. Along with investment dollars, the Michigan Women's Foundation

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GM's map of where Spanish is the most requested language for OnStar.

Spanish-Speaking Team On Call at OnStar

As people talk to their vehicles via services, OnStar's being able to speak in more than one language is very useful to drivers across the country.

Chevrolet owners are expected to use OnStar's Spanish-speaking advisor team more in 2017 than any previous year, said GM spokeswoman Margarita Bauza. OnStar has provided Chevrolet owners with a dedicated Spanish language team for more than 10 years to help with everything from directions to emergency services.

Last year, more than 1,000 Spanish-speaking Chevrolet drivers pushed the blue OnStar but-

ton in the United States every single day, an increase of 30 percent from 2013, Bauza said. Chevrolet already has seen nearly 100,000 blue button presses in the first quarter of 2017 and expects these numbers will continue to climb in 2017.

"We understand that not all Chevrolet owners speak English fluently or at all, but we didn't want that to be an obstacle in providing them with the same service we offer all OnStar customers," said Terry Inch, executive director of GM's Global Connected Customer Experience.

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FCA Employees Give Time To Help at Gleaners

by Jim Stickford

Gleaners Food Bank of Southeast Michigan is always looking for help, and fortunately for them, Fiat Chrysler has some employees willing to lend their time to the organization.

A number of Fiat Chrysler employees help put together donation cards on April 25 at the Gleaners warehouse in Warren.

Their job was to attach cards to plastic bags. The cards have writing that asks people to make donations by placing food in the bags that will be picked up at a later date.

Ray Leduc, volunteer coordinator at the Warren warehouse, said that facility is not a soup kitchen. Rather, it's one of five Gleaners warehouses that store

donated items that are later transferred to different charities, including soup kitchens.

"People donate food," Leduc said. "We take it here, sort it and make sure the food is acceptable - not spoiled or under a recall. Recently, there was a recall of a certain brand of canned tuna and we had to sort out a lot of cans of this brand. That takes work. Recalled food can be a real problem because people often don't pay attention to recall notices and will unwittingly donate recalled cans of food."

Gleaners works with about 550 different agencies across five counties - Wayne, Macomb, Oakland, Livingston and Monroe, Leduc said. The groups include

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Fiat Chrysler employees put together donation packages for Gleaners.

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Deadline: Thursday 5:00 p.m.
for the next edition of Monday

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

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FCA Employees Give Time to Help At Gleaners

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churches, food pantries and soup kitchens.

“Gleaners moves about 40 million pounds of food a year,” Leduc said. “About 48,000 people a year volunteer and work at the different Gleaners facilities. We’re always looking for more help and more donations.

“People interested in learning more can go to our Web site at www.gcfb.org.”

Among the Fiat Chrysler volunteers was Mugbil Besirevic, a functional integrator in the company’s Autonomous Driving department. He said that the company encourages its employees to volunteer some of their time to good causes.

“There’s a company Web site that lists projects we can volunteer for,” Besirevic said. “Now, which ones someone picks is up to that person. It depends on what they want to do and when the event is taking place. That often depends on when there aren’t too many meetings taking place.”

Fellow functional integrator Adeel Mohammed said when they signed up to work at Gleaners for the day, they didn’t know what they would be doing.

“We usually spend about 18 hours a year on volunteer projects,” Mohammed said. “Gleaners is a really great cause and many volunteer here. Also popular is Habitat for Humanity.”

James Healey, a Design Release engineer at Fiat Chrysler, said he’s never volunteered at Gleaners before, but did so because he really thinks they do good work.

“What we’re doing is part of a project designed to raise a million pounds of food,” Healey said. “That’s amazing and worth doing. And it feels amazing to be a part of it.”

Library Features Crime Writer

Best-selling author Steve Hamilton will be the guest speaker at the Warren Public Library’s second annual “Book and Author Luncheon” on Wednesday, May 17, said Warren librarian Jennifer Lund.

The luncheon begins at noon and will be held at the Ukrainian Cultural Center, 26601 Ryan Road in Warren, Lund said. The cost of the event is \$20, which includes the meal.

“The luncheon is sponsored by the Friends of the Warren Public Library,” Lund said. “Mr. Hamilton will be discussing his latest novel, ‘Exit Strategy.’ It is a follow-up to the *New York Times* bestseller, ‘The Second Life of Nick Mason.’ In this thriller, our hero fights to take back control from the crime lord who owns his life as he races to complete a true mission impossible.”

To learn more about the event and to sign up, Lund said people should call 586-574-4564.

Michigan Defense Expo Merges Students with Industry

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going on in the world today, I’d say that this year’s expo is allowing engineers and buyers who buy the engineers’ products the opportunity to get together and talk, do some market research. It’s a great networking event for everyone.”

TACOM and TARDEC buy billions of dollars worth of goods and services every year, Siirila said. But the process is formal, and the chance to just talk to people in the industry is often not there.

“The expo evolves into something different every year,” Siirila said. “That’s important because threats and military technology are constantly changing and having an event that change with the times is important.”

One of the groups that attended this year’s expo was the Michigan Aerospace Manufacturers Association (MAMA). The group was represented by its founder and executive director Gavin Brown and its deputy director John Geisler.

Brown said MAMA was officially founded in 2007, but the roots of the organization go back to 2003.

“The aerospace industry was really gutted by 9/11,” Brown said. “After the attack, the industry went flat the same way the auto industry did in 2008.

“Planes weren’t flying and the commercial airlines had real problems.

“I live in Traverse City and work for MSP Aviation, which is based in Bloomington, Ind. After 9/11, I would visit Tier I aerospace suppliers and they’d all tell me the same thing, that they were crawling.”

As a result many of the aerospace industry’s Tier II and Tier III suppliers went out of business, Brown said. When things turned around, a lot of Tier I suppliers found out that the Tier II and III suppliers they depended on for specific parts had gone out of business.

Brown said that when aero-

Supreme Court’s Ruling Could Cost GM Billions

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cars worldwide in 2014 to replace defective switches that played a role in at least 124 deaths and 275 injuries, according to a victims’ fund.

GM has paid nearly \$875 million to settle death and injury claims related to the switches, including \$600 million from the victim’s fund and \$275 million to settle 1,385 separate claims. It also has paid \$300 million to settle shareholder lawsuits.

After it emerged from the government-funded bankruptcy, the company referred to as New GM was indemnified against most claims made against the pre-bankruptcy company, known as Old GM.

A bankruptcy court sided with the company in 2015, ruling that most claims against Old GM could not be pursued.

But the appeals court in Manhattan overturned most of that decision and said hundreds of pre-bankruptcy claims could go forward.

Robert Hilliard, a Corpus Christi, Texas, lawyer who has about 300 pre-bankruptcy cases pending against GM, said the decision wrecks GM’s strategy.

But GM disagreed, saying in a statement the high court did not make a decision on GM’s legal argument that it was shielded against pre-bankruptcy claims.

Instead, the company said, those decisions will be made by lower courts.

space primes, which in the auto industry would be referred to as OEMs, needed parts, they’d contact him to see if he could help them. That need led to the creation of MAMA in 2007.

“We started out with 13 member companies,” Brown said. “Now there are more than 150 member companies. They range in size from Boeing to mom-and-pop outfits that only employ a few people.

“Basically, we want to create a supply chain that can collaborate in the supplying of everything from hot engine parts to interior plane parts.”

Geisler said that Michigan, at any one time, might have between 3,000 and 6,000 people working directly in the aerospace industry. A Price Waterhouse survey in 2015 ranked Michigan as second in attractiveness for aerospace companies. Florida was first.

“The reasons are many,” Geisler said. “We have universities with excellent aerospace engineering programs. We have skilled manufacturers who are used to producing parts on a massive scale. There are taxes and regulations.

“Our goal is to keep that talent that graduates from U-M, MSU, Western Michigan and other schools from leaving Michigan. We think this a great state to live and work in. That’s why having an event like this is great. We get to meet people, talk with them and help them find the skilled people they need to stay in business in Michigan.”

Also attending the expo were students from Center Line High School, Fraser High School, Utica Community Schools, Lakeview Public High School in St. Clair Shores and Van Dyke Public Schools/Lincoln High School.

These students were invited to



Wrubel shows off a cell phone case produced by a 3D printer.

the expo so that they could see that there are jobs for people with STEM degrees and to meet and network with real people face-to-face instead of sending emails back and forth, said Rick Darter, Michigan NDIA STEM director.

“We think it’s very important that students get exposed to the defense industry and that the defense industry gets to meet the potential next generation of talent,” Darter said.

Jalaine Price, a computer drafting instructor at Lakeview High School, said even in this day and age, face-to-face offers benefits to students and businesses.

“It’s so easy to ignore emails and resumes, but when an executive meets a bright, young student face-to-face, that student is remembered,” Price said. “And it’s never too early to learn how to effectively network.”

One student attending was Jackson Wrubel, a sophomore at Lakeview High School. He is a

student in Price’s drafting and design engineering class. To demonstrate just what the students were learning, Price brought a 3D printer that made on-demand customized phone cases and small husky (dog) prints made out of tooled plastic.

“The paw prints are popular,” Price said. “They are tooled, in some places, to a depth of two millimeters. A lot of people have heard of 3D printing, but many have never actually seen such a printer in action.

“By showing how students can use this technology, we hope to get people in the defense industry interested in working with students.”

Wrubel said he appreciated the opportunity to see what lies ahead should he choose a STEM career.

“This is my first time out of the classroom and in the real world of industrial design,” Wrubel said. “It’s nice to talk to people and learn about the industry.”

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Spanish-Speaking Team On Call At OnStar

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“As a result, OnStar has a dedicated team of advisors who can help Spanish-speaking customers keep safe, connected and ready for the road ahead.”

Chevrolet owners can have their OnStar requests routed to a Spanish-speaking advisor if they prefer. More than 25,000 Chevrolet owners are currently routed directly to OnStar’s Spanish-speaking advisors when they push the blue button, Inch said.

There are two ways to sign up for Spanish language assistance. Chevrolet owners can ask a dealer to enroll them at the time of purchase by pressing the blue OnStar button, prompting a welcome call.

During that call, the new owner can request that all future blue button presses route straight to the Spanish team, Inch said. Existing Chevrolet owners with an active OnStar account can also press the blue button and make the request to transfer to a Spanish-speaking advisor on a case-by-case basis or automatically for every call.

“Across the board, our data tells us that Spanish-speaking customers are well-informed when it comes to in-vehicle technology,” Inch said. “In addition to using OnStar core services, we’ve seen that Spanish-speaking customers are likely to use the myChevrolet mobile app to remote-start their vehicles, lock their cars and even check their vehicle’s diagnostics.”

The OnStar Basic Plan is available for five years at no charge on all new Chevrolet vehicles.

The Basic Plan does not include Emergency, Security or Navigation services; these services require a paid plan.

Any Chevrolet owner with a 2011 or newer equipped vehicle can also receive three free years of the Basic Plan by hitting the blue OnStar button and asking for “Three Years on Us.”

The Basic Plan includes access to select features in the myChevrolet mobile app, Dealer Maintenance Notification and Advanced Diagnostics.



GM CEO Mary Barra introduced 2017 Chevrolet Bolt EV at January Consumer Electronics Show in Las Vegas.

Bolt EV Drivers Really Racking Up the Miles

Chevrolet reported last week that 3,492 Bolt EV owners in the United States have driven a cumulative 4,570,300 miles as of April 2, 2017, since the vehicle went on sale in December 2016.

These all-electric miles have resulted in more than 175,000 gallons of fuel saved based on the average EPA-estimated 26 mpg for 2017 vehicles in the U.S., said GM spokesman Fred Ligouri.

The Bolt EV offers an EPA-estimated 238 miles of range; however, one Bolt EV owner set a new range record by traveling 310 miles on a single charge and on a continuous trip (actual range may vary based on several factors including temperature, terrain and driving technique).

While this achievement is not typical of average Bolt EV range, some drivers are finding new

roads and new range, Ligouri said.

The average Bolt EV owner drives approximately 53 miles per day, demonstrating the vehicle’s versatility as a daily driver and road trip-ready crossover.

“Our early Bolt EV customers are proving the crossover’s functionality, flexibility and long-range capabilities on a daily basis,” said Steve Majoros, director of Marketing, Chevrolet cars and crossovers.

“Chevrolet committed to delivering a game-changing vehicle and we’ve done just that. As we continue our national rollout of the Bolt EV, we’re making electric driving accessible to even more drivers.”

Factory deliveries of Bolt EV are currently available in California, Maryland, Massachusetts,

New Jersey, New York, Oregon, Washington and Virginia, Ligouri said.

The Bolt EV will be available for sale nationwide by summer.

UAW’s Region 1 Sponsoring a Blessing of Bikes

Motorcycle enthusiasts are invited to attend UAW Region 1’s “Blessing of the Bikes” celebration.

The event will be held on Sunday, May 21, at the UAW Region 1 Pavilion, 27800 George Merrell Drive in Warren, beginning at noon.

UAW Region 1 director Chuck Hall said the blessing is sponsored by the Solidarity Riders.

In addition to the collection of motorcycles that will be on display, Hall said there will also be music from live bands, games, and hot dogs and hamburgers hot off the grill.

The event is open to the public, Hall said. Friends and families of participants are invited to attend.

“Throttle up and let the good times roll,” Hall said.

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MSU Extension Herb Class Offered

MSU Extension is offering the program, “Growing Herbs in Containers,” said Macomb County spokeswoman Mary Gerstenberger.

The program will cover how to plant herbs, what herbs work best and how to care for them, Gerstenberger said.

Growing Herbs in Containers will be offered from 1 p.m. to 2:30 p.m. on Tuesday, May 2, at the Macomb MSU Extension Office in the VerKuilen Building, entrance E, 21885 Dunham Road, Clinton Township, and again from 1 p.m. to 2:30 p.m. on Tuesday, May 16,

at the Max Thompson Family Resource Center, 11370 Hupp Avenue, Warren.

The program is free, but those interested should register in advance by calling 586-469-6440 or email Maureen.prisbe@macombgov.org, Gerstenberger said.

Michigan State University Extension (MSUE) brings educational programs to residents, empowering them to improve their lives and community, Gerstenberger said. County-based MSUE staff, in concert with on-campus faculty members, serve residents with different programs.

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Venezuela's Actions Leave GM With Few Available Options

by TOM KRISHER and JOSHUA GOODMAN
Associated Press

DETROIT (AP) – General Motors became the latest corporation to have a factory or other asset seized by the government of Venezuela, and the Detroit automaker faces an uphill battle to recover any damages.

GM said April 20 that its only factory in Venezuela was confiscated a day earlier, as anti-government protesters clashed with authorities in a country that is roiled by economic troubles. GM said assets such as vehicles were taken from the plant, causing the company irreparable damage.

The seizure is the latest in a long string of government confiscations of factories and other assets that have been a staple of the so-called 21st century socialist revolution in Venezuela started by the late Hugo Chavez two decades ago. Venezuela is currently fighting claims of illegal asset seizures at a World Bank-sponsored arbitration panel from more than 25 companies.

GM vowed to defend itself legally but getting compensated could be difficult. Under Chavez, Venezuela seized some Exxon Mobil assets. The oil giant sought compensation of \$16.6 billion. The company won a \$1.4 billion judgment, but earlier this year the arbitration panel determined that Venezuela had to pay only \$180 million.

GM can seek compensation and damages for its lost plant in several different international venues, said Nigel Blackaby, a lawyer at the Freshfields Bruckhaus Deringer law firm, which has battled Venezuela in several high-profile cases in international courts.

The venue depends on what treaties, if any, govern the investment, he said. While Exxon's case was heard by the World Bank panel, Freshfields has successfully pursued claims against Venezuela's government before a United Nations panel.

The Venezuelan government had no comment about the GM factory.

Auto production in Venezuela has nearly ground to a halt amid the country's economic collapse. The cash-strapped government has choked off car companies' access to dollars needed to import parts and repatriate profits. GM's factory in the industrial city of Valencia did not produce a sin-

gle vehicle last year. Nationwide, carmakers assembled just 2,849 cars in 2016, from a peak of 172,218 in 2007. Still, many carmakers have stayed put in case the economy experiences a turnaround.

GM has about 2,700 workers in Venezuela, where it's been the market leader for over 35 years. It also has 79 dealers that employ 3,900 people.

The factory seizure arose from an almost 20-year-old lawsuit brought by a former GM dealership in western Venezuela. The dealership had been seeking damages from GM of 476 million bolivars – about \$665 million at the official exchange rate, but just \$115 million on the black market where many Venezuelans

are forced to turn to sell their increasingly worthless currency. GM said it was notified last month that a low-level court ordered an embargo of its plant, bank accounts and other assets in the country.

Hundreds of workers desperate for information about their jobs gathered at the plant last week to meet with government and military officials, as well as representatives of the dealership that brought the lawsuit.

In Washington, the State Department said in a statement that it was reviewing details of the factory seizure and called on Venezuelan authorities to resolve the case "rapidly and transparently."

The statement said a fair judicial system is critical to econom-

ic reforms that would restore growth, but it made no mention of any action the U.S. government might take.

In July of last year, the Venezuelan government took control of a factory belonging to Kimberly-Clark Corp. after the U.S. personal care giant said it was no longer possible to manufacture in the crisis-wracked nation due to a lack of materials. President Nicolas Maduro accused Kimberly-Clark of participating in an international plot to damage Venezuela's economy.

In recent years, Bridgestone, General Mills, Procter & Gamble, Ford Motor Co. and other multinational corporations have also scaled back operations in Venezuela.

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Recycling small aluminum chips is just one way Ford saves money during the manufacturing process.

Ford Saves Big Bucks Recycling Small Bits

Americans are quite good at recycling things found around their homes.

In a typical week, according to the EPA, items like lead-acid batteries, cardboard boxes, soup cans and newspapers might constitute a 10-pound load in their municipal recycling bins, said Ford spokesman John Cangany. But Chip Conrad, a Ford stamping engineer, takes on a bit of a heavier load – recycling 5 million pounds a week of high-strength military-grade aluminum scrap.

Conrad led the design of an expansive closed-loop recycling system that enables the company to reduce waste, save energy and improve sustainability. Now in use at three Ford factories, two of which build F-Series, the system is producing savings that are nothing short of monumental, said Cangany. Ford is now saving enough recycled high-strength military-grade aluminum alloy to build either 51 commercial jetliners or more than 37,000 new F-Series truck

bodies a month.

Using high-strength military-grade aluminum-alloy bodies for new F-Series trucks enables Ford to provide best-in-class capabilities for its customers, said Conrad, while also leading to improved sustainability.

"Not only does this make sound business sense," Conrad said, "it's helping Ford reduce its environmental impact."

The main environmental advantage of recycling scrap aluminum is that it takes one-tenth the energy required to reprocess scrap aluminum than it does to make new aluminum, according to the Aluminum Association, Conrad said.

The organization estimates that because of how cost effective it is to recycle aluminum, 75 percent of all aluminum produced is still in use today.

Think of it like a water slide, Conrad said. At the heart of this closed-loop recycling system is a large, automated vacuum system and more than two miles of tubes

crisscrossing the plants. Developed at Dearborn Stamping Plant, where F-150 – the first high-volume truck to use a high-strength military-grade aluminum-alloy body – is built, the system is now in use at Kentucky Truck, home to Super Duty, and Buffalo Stamping, which manufactures alloy panels for commercial F-Series trucks.

As doors and fenders are stamped into shape, scrap material is shredded into chips, roughly the size of a dollar bill, which get sucked into the system and routed via a series of computer-controlled gates until the journey ends seconds later in a multi-ton pile in the back of a semi. Think of it as a long water slide ride for aluminum scrap, with a splash landing at the end.

"The system automatically knows which of the four different grades of alloy is being stamped at a given time, then it routes the material into one of four trucks standing by to send it back for reprocessing," says Conrad.

Ford Fund Supports Women in Industry

CONTINUED FROM PAGE 1

will work with entrepreneurs to find professional services and additional funding if needed.

"Three-and-a-half years after launching our Women's Entrepreneurship Initiative, MWF is the state's largest microlender and a primary player in the region's robust entrepreneurial ecosystem," said Carolyn Cassin, president and CEO, Michigan Women's Foundation, a Detroit based 501(c)(3) public charity. "Our goal is to provide the education, capital and mentorship women need to start and grow sustainable businesses. We are grateful that Ford has chosen investing in

women to be among their priorities and we are thrilled to be selected to partner with them on Ford Empower-HER."

Social entrepreneurship is a way of doing business that benefits people in the community, often by employing the disadvantaged, empowering people to take positive steps toward self-reliance or sharing products and/or profits with people in need, Cassin said. Over time, it's expected that Ford Empower-HER will be replicated in other communities and partnerships will be cultivated with women's organizations, local businesses and universities, said Cassin.

Ford Motor Company Fund –

the philanthropic arm of Ford Motor Company – has long supported programs that help women succeed by overcoming social, educational and financial obstacles, Nissen said. Ford Fund is active in STEAM (science, technology, education, arts and math) education that is focused on encouraging girls and young women to consider careers in technical fields such as engineering and design.

Ford Fund supports military families with programs such as Nurse Assistant Training through the American Red Cross, and teams of Ford employees work on a regularly at homeless shelters, food banks.



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General Motors to Build Hybrid Vehicle in China

SHANGHAI (AP) – General Motors Co. plans to launch 10 electric and gasoline-electric hybrid vehicles in China by 2020, an executive said April 21, as automakers speed up the rollout of alternative vehicles under pressure from Beijing to promote the industry.

GM will start production of a pure-electric model in China within two years, Matt Tsien, president of GM China, told a news conference during the Shanghai auto show. He said GM expects annual sales of 150,000 electric and hybrid cars in China by 2020 and possibly in excess of 500,000 by 2025.

Ford Motor Co., Volkswagen AG, Nissan Motor Co. and other automakers also have announced aggressive plans to make and sell electric vehicles in China, the biggest auto market by number of units sold. On April 18, GM unveiled a hybrid version of the Chevrolet Volt to be manufactured in China and sold under its Buick brand.

China's communist government has the world's most ambitious electric car goals, hoping both to clean up smog-choked cities and to take a lead in an emerging industry. Regulators are pressing foreign brands to help develop the industry.

Regulators jolted the industry by proposing a requirement that electrics account for at least 8 percent of each brand's production by next year, rising to 10 percent in 2019 and 12 percent in 2020. OEMs say they may be unable to meet those targets and regulators have suggested they might be reduced or postponed.

Beijing also is due to enforce what auto executives say are the world's most stringent emissions

standards. They say that is likely to require all manufacturers to include electrics in their lineup to meet targets for average fleet emissions.

"In the next several years, out to 2020, we expect to launch at least 10 new energy vehicles into the marketplace," said Tsien, using the government's term for electric and hybrid vehicles. "We have a pipeline that is going to materialize, that's going to put us in a very good position from a fuel economy requirement perspective."

All the vehicles will be manufactured in China, he said.

GM, which competes with VW for the status of China's top-selling automaker, reported 2016 sales rose 7.1 percent to a record 3.9 million vehicles.

Foreign automakers had been reluctant to sell electric cars in China because regulators required them to transfer valuable intellectual property to local partners or face import duties of 25 percent even if the vehicles were produced at a Chinese factory. Beijing has eased those requirements in an effort to attract foreign participants, though automakers say the final ground rules for electric vehicle production have yet to be announced.

"We have no concerns relative to amount of IP that has to be shared. We have a fairly clear understanding of what the rules of engagement are," said Tsien. "For vehicles where General Motors owns the IP, we have had long-standing technology licensing agreements with our partner. Those work effectively."

The government is expanding China's network of charging stations to reduce "range anxiety," the fear of running out of power.



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Was \$22,325 Sale Price: **\$15,199***
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Was \$26,895 Sale Price: **\$18,699***
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Was \$32,195 Sale Price: **\$22,949***
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- POWER LIFTGATE!
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STK# BG1280

Was \$39,990
Sale Price \$33,699*

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- REMOTE KEYLESS ENTRY!
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STK# BG14

Was \$30,005
Sale Price \$23,999*

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Sale Price \$26,999*

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Was \$30,120
Sale Price \$21,999*

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Sale Price \$34,343*

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