



Abby Reichert looks at eclipse outside the Civic Center library.

Library Celebrates Eclipse

The Solar Eclipse of 2017 was a teachable moment for both adults and children, according to Warren public librarians. Special events were held at the Arthur Miller and Civic Center branches of the Warren library on Aug. 21. Jamie Babcock, a librarian at the Civic Center branch, said that they set up a special arts&crafts project where children could learn how to make pinhole cameras that would allow them to view the sun as it was covered by the moon without damaging eyes. It's pretty simple, Babcock said. The children took to white

paper plates and poked a hole in one. That plate is placed in front of the second one and the child keeps his or her back to the sun. The image of the sun is projected through the hole onto the second plate and viewers can see the moon pass over the sun. "The kids are extremely excited about the eclipse," Babcock said. "That's only to be expected. What I've found interesting is that adults are also excited about this. We got an email about two months ago from a man who wanted to know if we were giving out eclipse glasses."

CONTINUED ON PAGE 3

GM Names a New Safety Leader

On Aug. 18 General Motors Co. declared that Jeffrey Massimilla will soon become the company's new leader for global vehicle safety, following the retirement of Jeffrey Boyer, who departs the company effective Sept. 1, 2017, following 43 years of dedicated service. Massimilla is currently GM's chief cybersecurity officer, where he leads the global organization that develops and implements protocols and strategies to reduce the risks associated with cybersecurity threats related to the vehicle and vehicle connected services, said GM spokesman David Albritton.

In this newly expanded role, he becomes the vice president for Global Vehicle Safety and Cybersecurity, where he adds global responsibility for the safety development of GM vehicle systems, confirmation and validation of safety performance, as well as post-sale safety activities, including recalls. "In today's connected world, combatting cybersecurity threats have become an integral part of our continued company commitment to quickly identifying and resolving product safety issues of all kinds, so it's a natural extension for us to combine these two roles into one," said Mary Barra, GM's chairman and CEO. "Jeff is a strong



Jeffrey Massimilla



Jeffrey Boyer

leader with a solid track record of leveraging best practices and key learnings to further enhance the safety and security of GM's vehicles and connected services." Massimilla joined GM in 2001 as a design release engineer and has held multiple roles in both electrical and vehicle product program engineering, Albritton said. He holds a Bachelor's Degree in Electrical Engineering from the University of Michigan and Master's degrees in Industrial and Manufacturing Engineering and Business Administration from the University of Michigan. He will continue to serve as Vice Chair of the Auto Information Sharing and Analy-

sis Center (ISAC), which is focused on further advancing cybersecurity protections within the industry. Boyer was named as GM's first-ever vice president for Global Vehicle Safety in 2014 and has since grown and further developed GM's focus on and commitment to vehicle safety across the board. Among his numerous career successes, he led the launch and execution of the company's successful, Speak Up For Safety program, which encourages GM employees, suppliers and dealers to openly share ideas that make

CONTINUED ON PAGE 3

Delphi Looks Ahead to Future of Automotive Technology

by Jim Stickford

The auto industry is changing faster than ever, driven by demands for better and more fuel-efficient powertrains and a desire for autonomous cars. And Troy-based Delphi is doing its best to meet that demand. Mary Gustanski, vice president of Engineering and Program Development for Delphi, recently unveiled to the press just what the company is up to. She said that Delphi last May announced that it is spinning off its powertrain business to focus on electric vehicles and driverless technology. "But just because we did this," Gustanski said, "doesn't mean our engineers have removed each other from their speed dial." The company is still working out the details of the spin off in the next few months, Gustanski said. For now they're calling the two companies Remainco – it will handle the electrical systems

and electronic and safety systems – and Spinco, which will be the new powertrain company. Each company will work on new technology in their respective specialties for OEMs, Gustanski said. Spinco is working on two unique propulsion technologies, when combined by Delphi, may prove to be the best solution for reducing carbon dioxide emissions while matching diesel for emissions compliance, performance and cost, Gustanski said. The two technologies, Dynamic Skip Fire (DSF) and 48-volt, mild hybrid, have been unveiled on separate demonstration vehicles in the past year. On Aug. 21 Delphi showcased a prototype Volkswagen Passat with a 1.8-liter engine that combines these two technologies – reducing carbon dioxide emissions 13 percent. DSF, developed by Delphi and its partner company, Tula Technology of San Jose, Calif., matches the number of cylinders that



Delphi's test model 48V vehicle receives review from the media.

fire to the work being demanded of the engine, Gustanski said. When using cruise control on the highway, it's possible to go stretches without any cylinders firing. Yet, when the driver needs all four cylinders to fire, he or she instantly has all the power the

170 horsepower four-cylinder engine can generate. DSF is much more than cylinder deactivation, which in a four-cylinder engine, only alternates between four cylinders or two cylinders and can be plagued by

CONTINUED ON PAGE 2

Auburn Hills Palace to Close Soon

Palace Sports & Entertainment on Aug. 24 released a statement declaring that Bob Seger & The Silver Bullet Band, scheduled for Saturday, Sept. 23, will be the final event at The Palace of Auburn Hills. A sellout for Seger's upcoming concert will mark the performer's 17th at The Palace, setting a record for most sold out concerts at the venue. In addition, Tim McGraw and Faith Hill's "Soul2Soul The World Tour 2017" now stands as The Palace's penultimate event on Friday, Sept. 8. The country duo created the Soul2Soul franchise back in 2000, hosting a pair of sellouts at The Palace that same year. This year's tour is celebrating the 10th anniversary of the record-breaking "Soul2Soul II" tour, the highest-grossing country music tour of all time, and the first time Faith Hill has toured since 2007. Palace Communications Officer Charlie Metzger said concertgoers can follow The Palace on Twitter at @ThePalace (twitter.com/ThePalace), on Facebook at The Palace (www.facebook.com/ThePalaceofAuburnHills) and Instagram at ThePalaceofAuburnHills (www.instagram.com/thepalaceofauburnhills) to share their favorite concert experiences and venue memories by using the hashtag #MyPalaceMemory. Seger and his Silver Bullet Band have played a major part of the venue's storied history as they have played a total of 16 shows dating back to 1996.

CONTINUED ON PAGE 4

Ford and Anhui Zotye Sign An 'Understanding' in China

Ford Motor Company – in an effort to build on its global promise to provide customers with affordable and capable electric vehicles – on Aug. 22 signed a Memorandum of Understanding with Anhui Zotye Automobile Co., Ltd., a major manufacturer of zero-emission all-electric vehicles in China. The goal of the MoU is to explore the establishment of a joint venture for the development, production, marketing and serv-

icing of a new line of all-electric passenger vehicles in China, said Ford spokesman Mike Moran. The announcement is consistent with Ford's vision for a more sustainable auto industry, as well as efforts to contribute to societal goals of improving air quality and addressing climate change. "The potential to launch a new line of all-electric vehicles in the world's largest auto market is an

CONTINUED ON PAGE 10



Fleet with Jin Zheyong, chairman of Anhui Zotye Automobile Co.

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Warren Library
Hosting Local
Author Fair

On Friday, Sept. 8, the Warren Civic Center branch of the library is presenting a panel consisting of more than a dozen local authors talking about their books.

Their works, said Warren librarian Cyndi Knecht, run the gamut from fiction – thrillers, romances, mysteries – to poetry and non-fiction (including African American history), as well as young adult fantasy.

The presentation begins at 1 p.m. and is expected to last about three hours, Knecht said.

“Hear the authors talk about their books and how they came to be published,” Knecht said. “After the authors’ presentations, books will be available for purchase and signing.”

Knecht said that space for the presentation is limited and those wishing to attend the event or to learn more about what will happen should call the library and reserve a spot for this local author book fair. The telephone number is 586-574-4564.

Dephi Creating Tomorrow’s Auto Tech Today

CONTINUED FROM PAGE 1

noise, vibration and harshness. DSF can fire zero-, 1-, 2-, 3- or 4-cylinders, depending on the torques and power required. Sitting in this prototype VW Passat with DSF, a driver can’t hear or feel any roughness. And the big bonus – the carbon dioxide emission reductions are substantial.

While DSF does its best work at cruising speeds, the 48-volt, mild hybrid captures energy typically lost while braking and uses that to boost the engine at launch and during some acceleration, while reducing CO2 emissions. The two technologies complement each other.

The technologies come just in time for a megatrend sweeping through the automotive community; a trend Gustanski calls the path to electrification. Car companies are adding mild hybrids, full hybrids, and plug-in hybrids – creating electrified vehicles – in increasing numbers.

For the Powertrain community, that path to electrification will shape the next 20-30 years. The transition will not happen overnight.

“It’s all about electrifying vehicles,” says Mary Gustanski, vice president of engineering for Delphi. “If you look at what’s in the news, what the automakers are talking about and what even the countries are saying— it’s that they want to get to zero emission vehicles ... it’s all about the path of electrification.

“How are you going to get more electric vehicles on the road? You have to start by electrifying, which means adding some portion of assistance for your internal combustion engines so that they operate more efficiently, improving fuel economy and reducing emissions.”

With electrified vehicles, Delphi has two distinct advantages. One is called power electronics, efficiently moving electricity in a car, switching between direct and alternating current as needed, enabling an electrified vehicle. The other is Delphi’s long history as a leader in smart architectures. Car companies and more costly.

“I like to say, ‘1+1= more than 2 when it comes to Delphi’s electrified solutions,” said Gustanski. “We are able to get additive results by leveraging software controls to deliver a true systems solution. In a 48-volt system, the key is systems integration, not just adding components on a vehicle. We start with the problem to be solved: optimizing the vehicle architecture, matched with appropriately-sized components, and then optimize performance with software, for a complete system solution.”

The Tula-Delphi system can vary the combination of cylinders firing as much as 6,000 times per minute (@3,000 rpm) on a four-cylinder engine and twice that on an eight-cylinder engine.

“With conventional engines, normally, when you take your foot off the gas, your car starts coasting. The pistons are wasting some energy by pumping air,” Gustanski said. “These pumping losses, as we call them, are inefficient. With DSF, when coasting, the pistons are not pumping air and you decelerate less. You improve your fuel economy but you are still wasting energy when you brake. By adding a 48-volt, mild hybrid system, we can now capture that energy typically lost when braking and reapply it when we are boosting the engine during a launch or acceleration. Because we are capturing more regenerative braking, we use the

48-volt system more often in a typical drive and for longer periods of time.”

Given the regulatory pressure on diesels, 48-volt, mild hybrids with DSF provides an attractive alternative for car companies to meet stricter emission standards.

“Why do we even consider putting DSF and 48-volt, mild hybrids together? There is a lot of talk in Europe about diesels,” Gustanski said. “In 2030 or 2040, somewhere in that timeframe, some people are saying ‘No more diesels are going to come into the city limits’. Those are some broad statements. Will it happen? I don’t know, but I think consumer confidence in diesels has weakened.

“But the reality is, people like diesels. They’ve grown up with diesels. A diesel gives you great performance, a lot of extra low-end torque and good fuel economy. You can drive for weeks and not worry about stopping to refuel. For many consumers, they are not willing to just walk away from that.

“You have to show them something with equal value. So, you start with a 4-cylinder diesel and you replace it with a turbocharged, gasoline direct injection engine, using the latest in variable cam phasing. We know that will get you maybe halfway back to the fuel efficiency, CO2 reduction and performance of diesels. The question is, what else can I do to close the gap?” That inspired Delphi engineers to consider the unique combination of DSF and 48-volt, mild hybrids. In addition to reducing carbon emissions, the benefits include:

- Smoother launches for stop/start technology.
- Four times the power for vehicle electronics, active safety and infotainment.
- Eliminating the need for consumers to have to replace urea (ammonia) in their vehicles(for after treatment).



Mary Gustanski

Gustanski said her engineers are just getting started. There is more efficiency to be gained with further testing.

“Down the road, integrating feedback from smart sensors and connected technologies enabling intelligent propulsion control, we should be able to gain even more efficiency if we know if the road ahead is flat or hilly, whether a road is congested or wide open, or even how long I will be stopped at a traffic light and when it is going to change from red to green. The next few years are going to be very exciting for electrified propulsion.”

All this work reflects new notions of developing auto technology, Gustanski said. Delphi met up with the people from Tula at the Consumer Electronics Show in Las Vegas. The company was in no way involved in the car business. They make pacemakers to regulate a person’s heart beat.

But outside-the-box thinking convinced Delphi that if an algorithm could regulate a heartbeat, it could regulate the firing of an engine’s cylinder.

It is this kind of thinking that will will propel smart suppliers into the future of the auto industry, Gustanski said, as the need for new tech will only grow.

Wilson Foundation Gives MMC Grant

The Ralph C. Wilson, Jr. Foundation has awarded Macomb Community College a \$1.1 million grant to help create systemic change in educational attainment, employment and income in south Macomb County. The PRISM (Prosperity Reaches into Southern Macomb) Project will support training for adults in advanced manufacturing, outreach to introduce and engage high school students in information technology fields, and a pilot on enhancing employer engagement in sustaining workforce training programs.

“We are grateful for the Ralph C. Wilson, Jr. Foundation’s support of the PRISM project,” said James O. Sawyer IV, president, Macomb Community College. “While it is about providing training for jobs, it’s also about much more. It’s about positioning residents for long-term success,

helping them develop both foundational and technical skills to pursue sustainable career pathways versus short-term jobs. And, more broadly, it’s about enhancing community vitality, building a strong pipeline to address the skills gap, growing local business and industry, and fostering a stronger regional economy.”

There are three strands to the PRISM Project, which focuses on south Macomb County, where employment, education and income levels significantly lag behind that of the county’s other communities. One aspect of the project is workforce development, providing advanced manufacturing training to a minimum of 100 adults.

The college will be employing a support services model that engages with students throughout the entire process.

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Children creating pinhole viewers at the Civic Center library branch.

Library Has Eclipse Event

CONTINUED FROM PAGE 1

They did, Babcock said, beginning on Aug. 14. They had several hundred pairs and they were gone within hours.

"We also had Jesse Mason come to the Civic Center branch a couple of weeks before the eclipse," Babcock said. "He talked about the event and what happens. After the talk, people got to go outside and use his telescope to look at the sky."

The event was meant for adults and teens, Babcock said. The room was filled up adults, but there were many younger children in attendance. They were brought by their parents.

"We were really glad to make learning and observing the eclipse fun," Babcock said. "It's always a joy to help educate the public about the world."

One of the children who attended the program put on by the Civic Center branch was seven-year-old Abby Reichert of Warren. Her father Greg took her and they were able to get a couple of pairs of eclipse glasses.

"I was late to the party," Reichert said. "The week before the eclipse, I went online to see if I could find glasses. I could if I wanted to pay \$60 for a pair, which I didn't. When I went to stores that were carrying glasses, they were all out. We came to the library and lucked out on getting maybe the last two pairs of glasses they had. Being able to share an event like this with my daughter is something I'll remember forever."

GM Names New Head for Safety Programs

CONTINUED FROM PAGE 1

vehicles safer. The program also recognizes them for speaking up when they see something that could have an impact customer safety.

Since its inception, the SUFS program has received hundreds of product safety submissions monthly that have been instrumental in determining how potential product safety issues can be proactively identified, assessed, and investigated in support of customer centered decisions.

"GM is proud to embrace a culture where safety and quality are a priority and for these last few years, Jeff Boyer has been proudly leading the charge for us," Barra said.

"We thank him for all of his valuable contributions over many years and wish him the best in his well-deserved retirement."

Abby herself thought the eclipse and the events around it are cool.

"I'll be 37 the next time this happens," Abby said. "That's a long way off."

Abby won't have to wait quite that long. According to NASA, the next total solar eclipse in the United States will travel in an almost opposite path of the total solar eclipse in 2017 on April 8 in they year 2024. The total eclipse will be seen through Texas, Oklahoma, Arkansas, Missouri, Illinois, Indiana, Ohio, New York, Vermont, New Hampshire and Maine.

Those wishing to be in a total eclipse will only have to drive into northwest Ohio to be in the path of the total solar eclipse on April 8, 2024.

2018 Equinox Turbo Diesel to Get 39 MPG

Get ready to ghost your gas station.

The 2018 Chevrolet Equinox offers an EPA-certified 39 mpg on the highway (FWD model) with the available 1.6L turbo-diesel engine, said GM spokeswoman Tara Kuhn.

That number is expected to top the segment in highway fuel economy, with greater highway mileage than the 2017 Toyota RAV4 hybrid and Nissan Rogue hybrid.

A 577-mile cruising range (FWD) also means the Equinox diesel can drive farther between fill-ups, such as Chicago to Memphis, Tennessee, or Boston to Richmond, Va., Kuhn said.

"Chevrolet continues to lead with technologies that offer customers more choice," said Steve Majoros, marketing director for Cars and Crossovers. "Our three-engine turbo-charged Equinox lineup means we can provide drivers more options for the performance and efficiency they desire."

The new turbo-diesel engine is part of Equinox's trio of all-turbocharged propulsion systems. It is SAE-certified at 240 lb-ft of torque and incorporates a variable-geometry turbocharger that helps generate strong torque at low rpm and more horsepower at higher rpm. Majoros said. The engine also features stop/start technology to optimize efficiency in stop-and-go driving and it is compatible with B20 bio-diesel fuel.



The 2018 Equinox will have a turbo-diesel option for customers.

"It is very fun to drive, with torque on demand at all speeds," said Dan Nicholson, vice president of Global Propulsion Systems. "In fact, the engine delivers 90 percent of peak torque between 1,500 and 3,250 rpm. The strong torque provides the feeling of a larger engine, with exceptional smoothness and quietness."

The 1.6L is a clean-sheet redesign developed entirely within General Motors, including the engine control system. Development was driven from GM's diesel product center in Torino, Italy, and involved more than 24,000 hours of computational analysis, while simulated and real-world testing totaled more than 4.35 million miles of driving.

The new 2018 Equinox is a

fresh and modern compact SUV featuring an expressive design, increased cargo space, the latest connectivity, expanded roster of available safety features and new range of turbocharged engines, Kuhn said.

Purposeful technologies are designed to help keep passengers safe, comfortable and connected, Majoros said. Teen Driver is offered along with safety features such as Safety Alert Seat, Surround Vision, Forward Collision Alert with Following Distance Indicator and more.

IT is on sale now, starting at \$24,475 (including destination charge). The turbo-diesel engine starts at \$31,435, including destination, when it goes on sale this fall. Tax, title, license and dealer fees extra.



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The FT 400 was developed in collaboration with Ignites Research, a subsidiary of the FT that provides specialized content on asset management. To qualify for the list, advisers had to have 10 years of experience and at least \$300 million in assets under management (AUM). The FT then invited a list of just under 1,000 advisers to complete a survey used to obtain more information on the advisers practices. 400 qualified advisers were then scored on six attributes: AUM, AUM growth rate, compliance record, experience, industry certifications and online accessibility. AUM is the top factor, accounting for roughly 60-70 percent of the applicant's score. Additionally, to provide a diversity of advisers, the FT placed a cap on the number of advisers from any one state that's roughly correlated to the distribution of millionaires across the U.S. The ranking may not be representative of any one client's experience, is not an endorsement, and is not indicative of advisor's future performance. Neither Raymond James nor any of its Financial Advisors pay a fee in exchange for this award/rating. The FT is not affiliated with Raymond James.



The land the Palace occupies is valued by Oakland County businesses, including many auto suppliers.

Bob Seger to Play Palace’s Last Concert

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That year, he played a string of six sold out dates (March 10th, 12th and 14th and on May 3rd, 5th and 7th), setting a venue record for most sellouts during the same tour.

Seger’s concert marks the end of Palace, Metzger said. Conceptualized and built in 1987-88 by Arena Associates, consisting of late Pistons managing partner William Davidson, along with David Hermelin and Robert Sosnick, The Palace has experienced a series of upgrades and renovations during its history, including \$40 million of capital improvements made during the ownership of Tom Gores that touched nearly every part of the venue.

Throughout its history, The Palace has been viewed as one of the world’s most innovative and

premier sports and entertainment venues in the world.

No decisions or timetable regarding future plans for the building or the property have been made at this time, Metzger said.

Given the value and highly desirable location of the property, it is expected that a number of options will be available.

Business operations for the Detroit Pistons and PS&E will continue to function and be headquartered inside the building and basketball operations will commence at the team’s practice facility adjacent to the venue while the new Henry Ford Detroit Pistons Performance Center in Detroit is being constructed.

Since its inception and first event, a sold-out concert by Sting on Aug. 13, 1988, The Palace has hosted practically every major

concert act that has toured in the last 29 years, Metzger said.

The Palace was immediately recognized as an all-encompassing entertainment venue and quickly became one of the nation’s top concert facilities when it opened in 1988.

After just one season, The Palace was honored by two entertainment trade publications, being named “New Venue of the Year” by *Performance* and “Best New Concert Venue” by *Pollstar*.

Overall, The Palace was nominated “Arena of the Year” 10 times by *Performance* magazine and won the award seven times, Metzger said.

It also earned 10 “Arena of the Year” nominations from *Pollstar* magazine and won the honor in 1992. In addition to concerts, The Palace hosted numerous family shows, sporting events, trade shows and special productions.

Grand Cherokee, Pacifica Earn Plaudits

The awards just keep on rolling in for the Chrysler Pacifica and the Jeep Grand Cherokee.

The automotive research group AutoPacific has named Jeep Grand Cherokee and Chrysler Pacifica “Best in Class Ideal Mid-Size SUV” and “Best in Class Ideal Minivan” in their respective segments, said Fiat Chrysler spokeswoman Angela Bianchi.

In the AutoPacific study, owners of the 2017 Jeep Grand Cherokee and Chrysler Pacifica indicated they are driving a vehicle that meets or exceeds their expectations, said George Peterson, president of AutoPacific. This is the seventh consecutive year the Jeep Grand Cherokee has won AutoPacific’s Ideal Vehicle Award for the Mid-Size SUV segment and the first year the Chrysler Pacifica has won the award in the Minivan segment.

Surveyed owners placed the 2017 Chrysler Pacifica at the top of the Minivan segment for its best-in-class vehicle, Peterson said. As the original creator of the minivan more than 30 years ago, Bianchi said that FCA has transformed the segment with firsts – notching 78 innovations through the first five minivan generations.

With the introduction of the new Chrysler Pacifica and Pacifica Hybrid, FCA adds 37 minivan firsts to its portfolio for an unprecedented total of 115 innovations in the segment, including the industry’s first minivan available as a plug-in hybrid electric vehicle, Bianchi said.

“Chrysler’s new Pacifica minivan checks all the boxes a minivan owner desires. Pacifica is the minivan that most closely meets the expectations of its buyers,”

said Peterson. “As the inventors of the minivan 35 years ago, the Chrysler Pacifica shows Chrysler designers, planners and engineers understand minivans best.”

The 2017 Chrysler Pacifica was designed to reinvent the minivan segment with an unprecedented level of functionality, versatility, technology and bold styling, Bianchi said. Re-engineered from the ground up on a new platform, the Pacifica delivers to customers class-leading gasoline and hybrid powertrains to the minivan segment. The Chrysler Pacifica has earned its spot as the most awarded minivan of 2016 and 2017, Bianchi said.

And AutoPacific’s praise didn’t stop with th Pacifica. Jeep Grand Cherokee earned the group’s top designation, and that only makes sense because it is the most awarded SUV ever, Bianchi said.

“The Grand Cherokee is a perennial best-in-class winner in AutoPacific’s Ideal Vehicle Awards,” said Peterson. “Its ex-

cellent design, capability and breadth of the product offering contribute to Grand Cherokee’s award-winning ways.”

The 2017 Jeep Grand Cherokee lcapacity comes courtesy of four available 4x4 systems, Jeep’s Quadra-Lift air suspension system and class-leading Selec-Terrain traction management system. Grand Cherokee boasts best-in-class towing of 7,400 pounds and a crawl ratio of 44.1:1.

The 2017 awards are based on responses from over 65,000 owners of new model-year 2016 and 2017 vehicles across all major manufacturers, Peterson said. Surveyed after 90 days of ownership, respondents were asked what changes they would make to their car or truck in 15 key categories, including ride and handling, interior storage, safety features, power and acceleration and technology. AutoPacific is a future-oriented automotive marketing research and product consulting firm, Peterson said.



The 2017 Jeep Grand Cherokee won another award for its quality.

General Motors Getting the Hang of New Rental Model

by DEE-ANN DURBIN
AP Auto Writer

DETROIT (AP) – General Motors Co. started its car-sharing service, Maven, just over a year ago, placing Chevrolets and Cadillacs in New York apartment buildings for occupants to rent.

Since then, the service has grown exponentially. Maven is still working with apartment dwellers, but it is also offering hourly and daily rental cars in 17 North American cities. It also offers Maven Gig, a service that lets people rent cars to do odd jobs, like ride-hailing for Lyft or delivering food for GrubHub. Maven Gig expanded into Los Angeles earlier this month; it’s coming to Boston, Phoenix, Washington, Baltimore and Detroit this fall.

Maven is now moving onto college campuses. This week, it became the exclusive car-share provider to the University of Southern California. Students will be able to rent vehicles for \$5 per hour, a lower rate than Maven’s usual starting price of \$8. College administrators will have their own dedicated vehicle to reserve.

Maven now has 7,000 total vehicles in its fleet, including hundreds of all-electric Chevrolet Bolts and big SUVs like the Chevrolet Equinox and Cadillac Escalade. That’s good exposure for GM, which says the typical Maven user is 30 years old. The company is just starting to track whether users are more likely to purchase a GM car after driving them through Maven.

“We’re not running after shiny objects. We’re building a service capability and a platform,” says Julia Steyn, GM’s vice president for Urban Mobility and Maven.

Steyn recently talked to The Associated Press about Maven. Answers have been edited and condensed.

Q. Why is it important for an automaker to offer this kind of service? Why not just build cars and let others rent them?

A. It comes from where the customer preferences are. You look at the changing environment and you clearly see a very growing part of the population who wants to interact with cars in a different way, and it’s not ownership. I’m a big believer that the preference for ownership will continue, and it will be determined by what you do,

Detroit Creating Protected Bike Lanes

DETROIT (AP) – Detroit is creating new “protected” bike lanes in an effort to ensure safe biking.

The green and white lanes are deemed protected because they have a separation between bike and parking lanes. Detroit has more than 200 miles of bike lanes, but only nine miles of the routes are protected, *The Detroit News* reported .

Some bike lane advocates said installing protected lanes projects a more cosmopolitan, environmentally friendly image of the city, while keeping cyclists safer.

“I love the idea of all the new protected bike lanes because of the sustainability, clean energy, the adrenaline rush of just getting out there and riding every morning, getting exercise and saving on gas,” said Emmanuel Nelson, a Detroit resident who rides his bicycle almost daily.

“And having protected lanes helps a lot because the only accident I ever had was from a car door opening, so I feel safer.”

Despite the new logos and paint, the lanes can still be confusing to drivers who still drive and park in them.

When they do that, the drivers

where you live and how you deploy the vehicle. But the growth part of this population... wants the fractional ownership of it.

So it’s very important for automakers... to become a service provider and interact with the customer in a different way. And being a service provider is very different. You have different customer habit formation, different marketing, you need to have a platform that you can integrate the offerings and differentiate the offerings. It’s not just the vehicle and an app. It’s the whole ecosystem around this that you have to develop as a service to make sure you’re successful. It’s understanding how all of your assets interact together.

Q. Are customers in different cities using Maven differently?

A. What is different city by city is the commuter patterns and ultimately the end use of what people are using the vehicle for. In New York, there’s great public transportation, so the vehicles are used for traveling on the weekends. They’re also used to run errands, whether on an hourly basis or longer term. People just want to get out of the city. In Chicago, we find a lot of work time usage. We see in the financial district that people are using this for work and going places. And in L.A., it’s very regional. People don’t go from one part of L.A. to another very often. But all in all, we see very strong growth in every market. It’s natural, because I think people are getting more familiar with who we are.

Q. Is Maven profitable?

A. Some parts of what we’re developing are, obviously, an investment, whether you look at infrastructure development, the technology development and growth. We always have to, especially being a year-and-a-half old, invest in the growth and the platform. However, and we do look at it this way, what does Maven as an investment bring to the rest of the corporation? GM is better off with Maven, so we’re clearing more than 100 percent return on the investment.

We’re looking at it holistically: Developing the capability for transportation as a service, the technology, the infrastructure, the data, fleet management, the ability to interact with the customers. All of this adds to what we do and doesn’t cannibalize the core business, so on the enterprise-wide view, we’re doing very well.



The 2018 Tahoe LS is designed to be able to tow heavy, heavy loads.

Macomb County Commission Approves New Drain Funds

More than 30 clean-up projects in storm drains in Macomb County have been completed so far in 2017 and now, thanks to a new \$125,000 appropriation, more work is being scheduled.

On Wednesday, the Macomb County Board of Commissioners approved moving the money into a fund controlled by the Macomb County Office of Public Works to pay for drain maintenance around the county. The money is derived from savings in personnel costs at the Public Works Office in the first six months of 2017.

“This is part of our ongoing review of operations, seeking ways to put these taxpayer dollars to use in a way that best serves the taxpayer,” said Public Works Commissioner Candice S. Miller, who took office on Jan. 1, 2017. “I appreciate the support of the Board of Commissioners in this effort. We all want the same thing, to get these drains cleaned out and operated as they should be.”

The \$125,000 transfer back in to the Public Works fund was offset by more than \$300,000 in personnel expenses savings recorded by the Public Works Office since January.

Miller said the money will be used to provide 50 percent match dollars with local communities in the county seeking to engage in drain clean-out projects. There are several types of drains in Macomb County. In the northern half of the county, they

are primarily open waterways – small streams, creeks, sometimes ditches that only fill after heavy rains, that carry away rain and snow melt from developed areas and roads. In the southern half of the county, drains are primarily large, enclosed underground pipes that collect storm water. All of the drains eventually deliver the water to Lake St. Clair, often by first dumping in to the Clinton River.

“Most of these drains have had little to no maintenance for decades, so they are just filled with blockages that cause localized flooding every time it rains,” Miller said.

The drain clean-out projects have taken place in 10 different Macomb County communities to date. Perhaps the biggest project so far has been in the Harrington Drain, from roughly 15 Mile Road and Garfield in Fraser to Little Mack and Harrington roads in Clinton Township. In December, raw sewage from the 15 Mile Road sinkhole was dumped into that portion of the drain, making that area a top clean-out priority. Numerous blockages were removed from the drain.

Happening at the same time as the clean-out work is a series of enclosed drain inspection projects in St. Clair Shores and Sterling Heights. In St. Clair Shores, three drains that lead directly into Lake St. Clair are being inspected. In the Shores, the drains fill with lake water due to the level of the drain.

Delphi Gets LiDAR Partner

Delphi Automotive on Aug. 18 signed a commercial partnership agreement with Innoviz Technologies, a leading Israeli-based company developing LiDAR technology for the mass commercialization of autonomous vehicles.

Innoviz’s proprietary LiDAR sensing solutions will be integrated into Delphi’s systems to provide automakers with a comprehensive portfolio of autonomous driving technologies, said Delphi spokesman Dave Niemiec.

Innoviz LiDAR technology utilizes a solid-state design to provide longer-range scanning performance and superior object detection and accuracy capabilities.

Long range LiDAR is critical for enabling Level 3 and Level 4 autonomous vehicles to travel at high speeds, as these vehicles will need to identify objects at far distances and in great detail in order to operate safely, Niemiec said.

“Along with radar and vision technology, LiDAR is an essential component to Delphi’s automated driving perception suite,” said Glen De Vos, Delphi Automotive senior vice president and chief technology officer. “Innoviz is developing a product that provides a high performance intelligent sensing solution to help advance automated driving technology.”

“Delphi shares our vision for making vehicles smarter and safer,” said Omer Keilaf, co-founder and CEO of Innoviz. “By challenging the conventions of LiDAR design, we were able to develop a LiDAR solution that delivers superior performance at a reasonable price and in a much smaller footprint – three factors that are required to help autonomous driving achieve mass commercialization.”

To further support the commercial partnership between the two companies, Delphi has also made a minority investment in Innoviz, Niemiec said.

2018 Tahoe a Triumph of Towing Capacity

Chevrolet on Aug. 15 unveiled the new Tahoe Custom special edition for the 2018 model year.

Like other Custom models, the Tahoe Custom is intended for buyers who “want the uncompromised capability of Chevrolet trucks and SUVs in a great looking package at an outstanding value,” said GM spokesman Monte Doran.

“The Tahoe Custom is a response to strong customer demand for Tahoe, as well as the full-size SUV segment moving up-market,” said Sandor Piszar, Chevrolet Trucks marketing director. “In the past five years, the average transaction price for the segment has climbed fueled by customer appetite for features like heated and cooled seats, adaptive cruise control and a head-up display.

This created an unmet need in the marketplace for customers who want the cargo and towing capability of a full-size SUV to go camping, boating or off-roading but don’t necessarily want all of the option content offered on a Tahoe Premier.”

New for 2018, Tahoe LS models are offered with a Custom Edition package. Custom includes features found on LS trim levels and adds 18-inch painted aluminum wheels, all-season tires, a chrome-accented grille and the third row removed for additional cargo space.

For \$44,995, including \$1,295 destination fee, the 2018 Tahoe Custom comes standard with 6,600 pounds of towing capacity (up to 8,600 pounds of towing with max trailering package), a maximum of 112 cubic feet of cargo space and a 355-hp, 5.3L V-8 engine that delivers an expected segment-leading 23 mpg highway based on EPA estimates, Doran said.

The Tahoe Custom is based on the LS trim and adds 18-inch painted aluminum wheels, all-season tires and a chrome-accented grille. Plus, Tahoe Custom features a third-row seat that has been removed, increasing cargo space behind the second row to a substantial 54 cubic feet for added utility.

Towing capacity doesn’t mean that GM has held back on the sophisticated technology that today’s driver expects, Doran said. Tahoe Custom also features a suite of connectivity technologies including:

- Apple CarPlay & Android Auto to compatibility;
- 4G LTE connectivity with Wi-Fi hotspot (includes three-month/3G data trial);

- 8-inch color touchscreen radio;
- Standard rear-vision camera;
- Standard remote start;
- Standard teen driver mode;
- Available Enhanced Driver Alert Package that features Forward Collision Alert, Safety Alert Driver Seat, IntelliBeam headlamps with automatic high-beam control, Lane Keep Assist and Low Speed Forward Automatic Braking;
- Up to five USB ports and five power outlets — including a 110-volt three-prong outlet — to support electronic devices of all kinds (up to 11 charging locations).

Tahoe Custom will be available at Chevy dealers in September 2017, Doran said. It will be offered in LS, 2WD and 4WD configurations.

The standard 5.3L V8 engine with direct injection and Active Fuel Management provides 355 horsepower and segment-leading fuel economy: EPA estimated 23 mpg highway, Doran said.

Cargo space behind the second row has 54 cubic feet of space.

Standard front active aero shutters enhance aerodynamics on the highway and Apple CarPlay and Android Auto capa-

bility through MyLink displays messages, music, maps and more on the multicolor screen are part of the package.

- Other features include:
- 4G LTE connectivity with Wi-Fi hotspot (includes three-month/3G data trial);
 - Standard Rear Seat Reminder;
 - Standard 8-inch color touchscreen radio;
 - Up to five USB ports and five power outlets — including a 110-volt three-prong outlet — to support electronic devices of all kinds (up to 11 charging locations);
 - Standard remote start;
 - Standard Teen Driver feature.

Safety features include:

- Standard front and side-impact air bags for driver and front passenger with front-center air bag and head curtain side-impact air bags for all rows;

- Available Enhanced Driver Alert Package that features Forward Collision Alert, Safety Alert Driver Seat, IntelliBeam headlamps with automatic high-beam control, Lane Keep Assist and Low Speed Forward Automatic Braking;
- Standard rear-vision camera.



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Studies Laud Autonomous Safety Tech

by JOAN LOWY
Associated Press

WASHINGTON (AP) – Safety systems to prevent cars from drifting into another lane or that warn drivers of vehicles in their blind spots are beginning to live up to their potential to significantly reduce crashes, according to two studies released Aug. 23.

At the same time, research by the Insurance Institute for Highway Safety raises concern that drivers may be less vigilant when relying on automated safety systems or become distracted by dashboard displays that monitor how the systems are performing.

The two institute studies found that lane-keeping systems, some of which even nudge the vehicle back into its lane for the driver, and blind-spot monitoring systems had lower crash rates than the same vehicles without the systems.

The lane-keeping study looked at police crash data from 25 states between 2009 and 2015 for vehicle models where the systems were sold as optional. Lane-keeping systems lowered rates of single-vehicle, sideswipe and head-on crashes of all severities by 11 percent, and crashes of those types in which there were injuries, by 21 percent, the study found.

Because there were only 40 fatal crashes in the data, researchers used a simpler analysis that didn't control for differences in drivers' ages, genders, insurance risk and other factors for those crashes. They found the technology cut the fatal crash rate by 86 percent.

That's probably high, said Jessica Cicchino, the institute's vice president for research, but even if lane-keeping systems cut such crashes in by just half it would be significant, she said. Cicchino

said about a quarter of traffic fatalities involve a vehicle drifting into another lane.

"Now we have evidence that this technology really can save lives and has the potential to prevent thousands of deaths once it's on every vehicle," Cicchino said.

If all passenger vehicles had been equipped with lane departure warning systems in 2015, an estimated 85,000 police-reported crashes would have been prevented, the study found.

"Now we have evidence that this technology can really save lives"

**– Jessica Cicchino
IIHS**

A second institute study of blind-spot detection systems – usually warning lights in side mirrors – found the systems lower the rate of all lane-change crashes by 14 percent and the rate of such crashes with injuries by 23 percent. If all passenger vehicles were equipped with the systems about 50,000 police-reported crashes a year could be prevented, the study found.

Lane-keeping, blind-spot monitoring, and automatic braking systems, which can prevent rear-end crashes, are some of the building blocks of self-driving car technology.

Greg Brannon, the Automobile Association of America's director of automotive engineering, called the institute's studies "encouraging." But he cautioned that is "critical that drivers understand

the capabilities and, more importantly, the limitations of the safety technology in their vehicle before getting behind the wheel."

For all the promise technologies hold to enhance safety, researchers are also concerned that they are changing driver behavior.

A separate study by the insurance industry-funded institute and the Massachusetts Institute of Technology's AgeLab found that drivers using automated systems that scan for parking spots and then park the car spend a lot more time looking at dashboard displays than at the parking spot, the road in front or the road behind. That was true even when the systems were searching for a parking spot and drivers were still responsible for steering.

Drivers of vehicles equipped with blind-spot monitoring have also told researchers that they don't look behind them as often when changing lanes because they rely on the safety systems.

While the safety systems are reducing crashes, "it's still possible that there are some crashes that are happening that wouldn't have happened before because people are now behaving in different ways," Cicchino said.

Persuading drivers to use safety technology can also be a hurdle. An institute study released in June found lane-keeping systems are turned off by drivers nearly half the time. Drivers often find the beeping or buzzing warnings irritating.

OEMs, taking note, appear to be switching to systems that vibrate the steering wheel or driver's seat, Cicchino said.

"The vibrating is often more subtle than the beeping," she said. "When a system beeps, it's telling everybody in the car you did something wrong."



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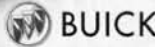
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100%	300	100%
100%	312	100%
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100%	396	100%
100%	408	100%
100%	420	100%
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100%	924	100%
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100%	1104	100%
100%	1116	100%
100%	1128	100%
100%	1140	100%
100%	1152	100%
100%	1164	100%
100%	1176	100%
100%	1188	100%
100%	1200	100%
100%	1212	100%
100%	1224	100%
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ideal platform to launch these auto show-first initiatives in front of tens of thousands of mobility-focused individuals,” said Ryan LaFontaine, 2018 NAIAS chairman. “Companies and individuals participating in AutoMobili-D will be able to forge new connections and collaborations through these platforms the State of Michigan is launching.”

“By adding match-making meetings, we also can use this platform to explore more business development opportunities in our growing mobility sector. I’m looking forward to the 2018 show and the potential it has for all of Michigan.”

Through this platform, participating AutoMobili-D companies will now be able to connect and meet with three key audience groups – automakers, startups, suppliers and venture capitalists. “AutoMobili-D provides the

The inaugural launch of AutoMobili-D in 2017 featured more than 180 brands, ranging from automakers, to suppliers, to tech startups as well as universities and government organizations, said Muncey. From John Krafcik debuting the fully autonomous Chrysler Pacifica, to Carlos Ghosn providing insights into Nissan's plans for a connected future, to Julia Steyn on Maven's outlook on urban mobility as a "service," these great industry leaders and many others took the stage and delivered more than 40 hours of mobility-focused announcements and discussions.

"To continue be perceived as a true global leader, our show needs to bring dynamic, industry-leading opportunities to our partners and attendees," said Rod Alberts, NAIAS Executive Director. "No other event in North America provides an international platform for this vast array of companies, organizations and thought leaders under one roof."

The MEDC will play a significant role in supporting AutoMobi-D in 2018, Muncey said.

PlanetM, the state's partnership branding initiative to foster, retain and grow the mobility sector and position Michigan, as the global epicenter for future transportation, will spearhead new initiatives during the 2018 show.

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State’s Development Board Approves Jobs Incentives

LANSING, Mich. (AP) – Michigan’s economic development board on Aug. 22 approved state incentives designed to snag least 1,500 new jobs, including more than 400 to be created by an auto supplier that wants to build a seating assembly plant in the embattled city of Flint.

Southfield-based Lear Corp., which makes automotive seating and electrical systems, will qualify for a grant worth up to \$4.35 million if it adds 435 jobs by mid-2020 at the new \$29.3 million facility to be constructed on the site of General Motors’ largely abandoned former Buick City complex.

Impoverished Flint is still recovering from a man-made crisis in which the water supply was tainted with lead. Lear will get a \$10,000 incentive for each job that goes to a city resident and \$5,000 for each non-resident hired.

Lear chose Michigan over Mexico for the project, which will provide seats for a full-size truck program, according to a memo prepared for the Michigan Strategic Fund Board. Flint is providing a 50 percent property tax abatement.

Construction is expected to begin this fall, with operations starting next spring – which would mark the return of auto-related manufacturing to sprawling Buick City for the first time since 1999.

Its closure was the end of an era for a place that had defined the city’s identity for nearly a century.

“We are happy to welcome another new company to Flint, and look forward to the boost it will give our local economy. It’s been a long time coming,” said Mayor

Karen Weaver, whom Gov. Rick Snyder appointed to the Michigan Economic Development Corp.’s executive committee in the wake of the water catastrophe for which his administration has largely been blamed. Snyder made a rare visit to the Strategic Fund meeting on Aug. 22 to discuss the Flint project.

The fund’s board also approved two other big incentive packages that MEDC CEO Jeff Mason dubbed “high-impact.”

One is a \$2.5 million grant to secure Reading, Pennsylvania-based Penske Logistics LLC’s planned addition of 403 jobs by October 2021 at a new Midwest distribution warehouse in Romulus that could cost up to \$98.6 million. The Michigan Economic Development Corp. said the incentive was needed because competitor Indiana’s corporate income tax is set to decline.

The other project is a \$2.9 million grant for LG Electronics USA Inc. to spend up to \$25 million and create 292 jobs in Hazel Park and Troy by the end of 2021. LG plans to open a renewable battery plant and to expand its engineering and design facility.

The new Hazel Park factory will produce components for electric vehicles beginning next year.

The company had considered locations in Ohio, Indiana and China, according to the state memo.

The state on Aug. 22 also approved community revitalization projects in Lansing and Tecumseh, along with a \$300,000 grant to boost a literacy center in Flint. It will house a computer lab and coaches tasked with increasing adult literacy rates and job readiness.

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The 2018 F-150 pickup comes with a stronger powertrain.

Nexteer Revenue Hits \$2B

Nexteer Automotive, a global provider of intuitive motion control, reported financial results for the six-month period ended June 30, 2017.

Revenue, said Nexteer spokesman Luis Canales, reached U.S. \$1.974 billion, an increase of 2.6 percent over the same period in 2016; gross profit reached U.S. \$371.5 million, an increase of 11.1 percent over the same period in 2016; and net profit reached U.S. \$179.7 million, an increase of 20.7 percent over the same period in 2016.

The company’s backlog of booked business was \$24.0 billion as at June 30, 2017.

The strong financial results highlight Nexteer’s continued focus on delivering long-term profitable growth, Canales said. In the first half of 2017, the company launched 15 new product applications across multiple regions and customers, including 4 in North America, 9 in Asia-Pacific, and 2 in Europe and South America. These new programs include two major product lines: electric power steering and driveline.

In the first half of 2017, the company made two significant announcements related to ADAS and Automated Driving with the introduction of new product offerings leveraging its steer-by-wire technology, Nexteer Steering on Demand System and Nexteer Quiet Wheel Steering.

Nexteer also announced its intent to form a joint arrangement with the supplier Continental Automotive Systems, Inc. focused on the advancement of motion control systems and actuator components for automated driving.

Separately, the company also formed a joint venture with Dongfeng Motor Parts and Components Group Co., Ltd. in China for expanded business opportunities in the Asia-Pacific region.

Michael Richardson, board executive director and president of Nexteer Automotive said, “Through careful expansion of our global footprint, strategic alliances, product diversity and program launches in our major product areas, Nexteer is on track to maintain long-term profitable growth.”

2018 F-150 Powers to a Stronger Future

The American pickup truck market is very competitive. The automaker that falls behind loses out in a very profitable market niche. Ford knows that and has made sure that the F-150 is staying ahead of the pack.

Ford’s new F-150 debuts for 2018 even tougher, even smarter, and even more capable than ever – with the most advanced F-150 powertrain lineup ever that delivers best-in-class towing, payload and efficiency for America’s pickup drivers, said Ford spokesman Jiyan Cadiz.

The new F-150 has an EPA estimated rating of 20 mpg city, 26 mpg highway and 22 mpg combined which is best-in-class from the second-generation 2.7-liter EcoBoost engine, plus best-in-class towing (13,200 lbs.) and payload capacity (3,270 lbs.) from the 3.5-liter EcoBoost and enhanced 5.0-liter V8, respectively.

“The Ford F-150 lineup again delivers on its promise to give full-size truck customers even more value, functionality and smart technology innovations, with engines with best-in-class towing, payload and fuel economy,” said Todd Eckert, Ford truck group marketing manager. “Our new F-150 highlights Ford’s commitment to its hardworking truck customers and how we listen to their demands for their new F-150 to be even tougher, even smarter and even more capable for work and play.”

Three years after introducing a high-strength, military-grade, aluminum-alloy-bodied F-150, a new truck arrives with new styling, advanced technologies, a segment-first 10-speed automatic transmission and F-150’s most advanced engine lineup yet, Eckert said, which includes the first available diesel ever for F-150. F-150 is part of Ford’s F-Series

truck lineup – America’s best-selling truck for 40 consecutive years and its best-selling vehicle for 35 years.

New powertrain lineup for available best-in-class payload, towing and gas mileage

The new F-150 offers the F-150’s most advanced engine offerings ever – all to offer the right engine for every hardworking truck customer.

An second-generation 2.7-liter EcoBoost V6 with segment-exclusive SelectShift 10-speed automatic transmission has an EPA-estimated rating of 20 mpg city, 26 mpg highway and 22 mpg combined which is best-in-class. With advanced dual port and direct-injection technology, the second-generation 2.7-liter EcoBoost engine delivers a 25 lb.-ft. increase in torque – and at lower engine speeds compared to a traditional V8. Like the second-generation 3.5-liter EcoBoost, this 2.7-liter EcoBoost will be paired with Ford’s segment-exclusive 10-speed SelectShift automatic transmission.

An enhanced 5.0-liter V8 boasts a best-in-class payload capacity of 3,270 pounds.

This normally aspirated engine features significant upgrades for 2018 including advanced dual port and direct-injection technology for 10 more horsepower and an additional 13 lb.-ft. of torque.

Spray-on bore liner technology also featured in the Shelby GT350 Mustang has been added to squeeze out even more weight from the aluminum block. For the first time, the V8 is paired with the 10-speed SelectShift automatic.

For best-in-class towing, the second-generation 3.5-liter EcoBoost V6 delivers 13,200 pounds of towing capacity, thanks to its 470 lb.-ft. of torque that beats all diesel- and gasoline-powered competitors, including V8 engines with nearly twice its displacement.

With dual port and direct-injection technology, the 375-horsepower twin-turbo engine provides ideal low-end and peak engine performance for hauling heavy payloads and towing heavy trailers.

Even the all-new 3.3-liter V6 engine is more efficient, more powerful and delivers more torque to get the job done, compared to the previously standard 3.5-liter V6. Plus, the now standard 3.3-liter provides a 5 percent power-to-weight ratio improvement versus the 2014 F-150 featuring steel body and 3.7-liter V6 – with better fuel economy and performance based on EPA-estimated ratings.

Designed, engineered and tested in-house, an all-new 3.0-liter Power Stroke turbo diesel V6 paired with 10-speed SelectShift automatic joins the F-150 engine lineup for 2018.

The first diesel engine offered for F-150 will be available next spring, Cadiz said.

The Arts, Eats & Beats Festival Returns

The 20th Annual Ford Arts, Beats & Eats presented by Soaring Eagle Casino & Resort takes place in Downtown Royal Oak. The four-day event begins on Friday, Sept. 1 and concludes on Labor Day.

The festival offers more than 200 performances on nine stages, a highly ranked Juried Fine Arts Show, and local restaurants with some of the finest cuisine in Metro-Detroit.

Each year international, regional and local attractions at the festival make the City of Royal Oak the premier destination for Labor Day weekend.

In 2016, over 400,000 visitors attended the festival and over \$350K was raised for local charities. Festival admission is \$3 until 3pm, \$5 after 3pm, and \$7 after 5pm on Saturday, Sunday & Monday. Ford Arts, Beats & Eats is free to enter until 5pm on Friday only. Admission on Friday after 5pm is \$7.

Sponsors include Ford, Soaring Eagle Casino & Resort, Pepsi, Flagstar Bank, the Michigan Lottery and Bud Light.

To learn more about the event, go to the Arts, Beats & Eats Web site at artsbeatseats.com.

Ford Makes a Move to Create New All-Electric Car In Chinese Market

CONTINUED FROM PAGE 1

exciting next step for Ford in China,” said Peter Fleet, Ford group vice president and president, Ford Asia Pacific. “Electric vehicles will be a big part of the future in China and Ford wants to lead in delivering great solutions to customers.”

China is the fastest-growing market in the world for new energy vehicles (NEVs), Fleet said. Ford expects the market for NEVs in China to grow to six million units per year by 2025, of which approximately 4 million vehicles will be all-electric.

Zotye Auto is a pioneer in the Chinese all-electric vehicle segment and was one of the first automakers to produce all-electric passenger vehicles in the country, Moran said. It is the market leader in China’s all-electric small vehicle segment.

Zotyesold more than 16,000 all-electric vehicles through July this year, representing a growth of 56 percent year-over-year.

Vehicles produced would be sold under an indigenous brand owned by the new joint venture and would aim to capture a sizeable share of China’s all-electric passenger vehicle market, Moran said. Additional details, including information about the brand, products and production volumes, will be announced at a later date, pending a final definitive agreement and regulatory approvals.

“The MoU between Zotye Auto and Ford opens the door for us to explore our cooperation in the development of clean energy vehicles,” said Jin ZheYong, chairman and president, Anhui Zotye Automobile Co., Ltd., based in Huangshan, Anhui province “This presents us with an exciting opportunity to leverage each other’s strengths in achieving a win-win situation for both parties’ growth in the fast-evolving Chinese electric vehicle market.”

As part of the company’s global electrification commitment, Ford has also invested \$4.5 billion to make electric vehicles that offer customers more capability, productivity and performance.

Ford plans to introduce 13 new electrified vehicles globally in the next five years, including an all-electric small SUV to be sold in Asia, North America and Europe.

Ford also recently announced an ambitious China electrification strategy and confirmed that 70 percent of all Ford vehicles sold in China will have electrified powertrain options by 2025, Moran said.

The new 50:50 joint venture would be a major step forward in building on Ford’s electrification initiatives and will significantly expand Ford’s footprint in China, along with the company’s successful joint ventures, Changan Ford and Jiangling Motors Corporation.

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LEASE FOR \$39* PER MONTH 24 MONTHS \$999 DOWN	LEASE FOR \$99* PER MONTH 36 MONTHS \$999 DOWN	LEASE FOR \$239* PER MONTH 39 MONTHS \$999 DOWN	LEASE FOR \$119* PER MONTH 24 MONTHS \$999 DOWN	LEASE FOR \$89* PER MONTH 24 MONTHS \$999 DOWN

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2017 CHEVY MALIBU LT LEASE FOR \$59* PER MONTH OR \$16,619* PURCHASE FOR 24 MONTHS \$999 DOWN <i>0% FOR 72MTHS</i> STOCK #470748	2017 CHEVY CAMARO 1LT LEASE FOR \$189* PER MONTH OR \$23,149* PURCHASE FOR 36 MONTHS \$999 DOWN STOCK #470207	2017 CHEVY TRAX LS LEASE FOR \$49* PER MONTH OR \$13,789* PURCHASE FOR 24 MONTHS \$999 DOWN STOCK #577297	2017 CHEVY TRAVERSE LEASE FOR \$79* PER MONTH OR \$24,119* PURCHASE FOR 24 MONTHS \$0 DOWN <i>Courtesy Vehicle • LT</i> STOCK #576129

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