



Barra, center, last June at a STEM promotion event in New York City.

## GM Promoting STEM Education Locally

General Motors and Black Girls CODE (BGC) on Sept. 12 launched a BGC Detroit chapter with a series of hands-on and engaging activities at Detroit International Academy for Women (DIA), a Detroit Public Schools Community District school, and TechTown.

Promoting STEM education has been a long-term goal of GM. CEO Mary Barra attended a conference meant to promote STEM education in New York City last June. Noting rapid technological advancements in electrified and self-driving vehicles, cybersecurity and connectivity, Barra said

automakers' futures depend on a deep and diverse pool of talented engineers. Nowhere is this more true than in computer science, where women and minorities make up only a fraction of working professionals. In the U.S., only 18 percent of computer science majors and 10 percent of information security professionals are women.

GM spokeswoman Jordana Strosberg said that the BGC chapter will be busy and includes:

- STEM students from area colleges and universities will attend a panel discussion with BGC

CEO Kimberly Bryant and GM Executive Vice President of Global Manufacturing Alicia Boler Davis, moderated by GM Chairman and CEO Mary Barra.

- DIA students in second through sixth grades will work with Black Girls CODE and GM employee volunteers to operate the BGC Robot Spiro to help build and race their own toy cars.

- DIA students in seventh through 12th grades will hear perspectives from a founding BGC member and young STEM

CONTINUED ON PAGE 3

## Parents Urged to Use Child Safety Booster Seats

Less than half of 4- to 7-year-olds in Michigan are using booster seats, which are shown to reduce serious injuries by nearly 50 percent. Parents and caregivers are reminded of the importance of booster use during National Child Passenger Safety (CPS) Week, Sept. 17-23, Michigan Office of Highway Safety Planning (OHSP) spokeswoman Kendall Wingrove.

A 2015 observation survey

CONTINUED ON PAGE 2



2018 Dodge Challenger SXT Plus promises drivers real horsepower.

## 2018 Dodge Challenger Comes with True Power

Back and more powerful than ever for 2018, the Dodge Challenger has the strongest model lineup in its history, ranging from the 305-horsepower V6 SXT model to the high-octane powered 840-horsepower SRT Demon, and including Challenger GT, R/T, R/T Scat Pack, 392 Hemi Scat Pack Shaker, T/A, SRT 392, SRT Hellcat and SRT Hellcat Widebody models in between.

The 2018 Dodge Challenger SXT, with its powerful and fuel-efficient Pentastar V6 engine and

TorqueFlite eight-speed automatic transmission, delivers 305 horsepower and an estimated 30 miles per gallon (mpg) on the highway. The world's first and only all-wheel-drive muscle coupe, the Challenger GT provides muscle car enthusiasts year-round driving confidence and, for 2018, offers new 19-inch aluminum wheels with painted pockets.

The Dodge Challenger R/T

CONTINUED ON PAGE 4



2018 Buick Enclave Avenir



2017 Lincoln Continental



2018 Dodge Durango

## Detroit OEMs Give Great Driving Experiences

The editors for Wards Auto had some nice things to say about Detroit vehicles when the 2017 Wards 10 Best UX (User Experience) list on Sept. 11.

Vehicles named by Wards were the 2018 Dodge Durango SRT, the 2018 Buick Enclave Avenir, the 2018 Ford F-150 Raptor and the 2017 Lincoln Continental.

To select the best of the best, WardsAuto editors evaluated the overall user experience of 23 vehicles, rating them on user-friendliness, infotainment features, sound systems, vehicle connectivity, driver assistance technology, information/displays, system compatibility and materials.

The Dodge Durango was recognized for its advanced technology and ease-of-use, said FCA spokeswoman Alyse Tadajewski.

She said the editors liked its aggressive, functional and luxurious design, and the fact that the 2018 Dodge Durango SRT is loaded with an array of technology advancements, and easy-to-use features and services designed to keep consumers connected, engaged and informed, while keeping their hands on the wheel and eyes on the road.

"The Dodge Durango SRT presents a dazzling array of graphical elements, including a smoky SRT animation at startup and shutdown, a slick 3-D navigation map and an equally colorful TFT gauge cluster," said Tom Murphy, senior editor of WardsAuto. "An SRT button at the base of the center stack triggers a series of Performance Pages to help drivers tap into the vehicle's prodigious performance and set the transmission, stability control,

suspension, steering and all-wheel-drive systems to their liking.

"Drivers who want launch control and active Christmas tree lights for a little drag racing have it all at their fingertips," Murphy continued. "So are adaptive cruise control, other driver-assistance technologies and real-time news, traffic and weather linkups that make the Durango SRT a great daily driver."

Editors also had nice things to

say about the Buick Enclave Avenir.

They wrote, that the 2018 "Buick Enclave is part of a trio of large CUVs from General Motors, representing GM's best effort to date in the area of user experience. Last year, the GMC Acadia (Enclave's platform mate) earned a spot in the winners' circle.

"But the Enclave is Buick's first model to get the special luxury

CONTINUED ON PAGE 2

## Group Claiming Auto Insurance Rates Too High

LANSING, Mich. (AP) – A group defending Michigan's auto insurance system says it has uncovered instances of insurers illegally selling more expensive policies to women and widowed drivers, raising questions about state oversight of rating practices as the industry pushes lawmakers to contain high premiums.

State law prohibits insurance companies from basing rates on sex or marital status. But an expert for the Coalition Protecting Auto No-Fault – a group of health care providers and plaintiffs' attorneys – said at least three insurers are doing so.

Doug Heller, a California insurance researcher, found the discrepancies in online quotes and, in one case, an insurer's own filing with the Michigan Department of Insurance and Financial

CONTINUED ON PAGE 9



Ford driver prepares his disguise for a "driverless" experiment.

## Ford Tests Public Reaction To 'Driverless' Vehicle

Ever think about what your reaction would be if you saw a car driving down the road with no driver? Well, Ford is working to find out what that reaction will be.

Today, said Ford spokesman Alan Hall, a simple head nod or hand wave from a driver is usually enough to indicate it's okay for a pedestrian to cross the street, but in an autonomous vehicle future, how will a self-driving car with no human driver communi-

cate with pedestrians, cyclists or humans operating other cars on the road?

Looking to prepare for this eventual reality, Hall said Ford Motor Company partnered with Virginia Tech Transportation Institute, to conduct a user experience study to test out a method for communicating a vehicle's intent by soliciting some real-world reactions to a self-driving

CONTINUED ON PAGE 10





## GM Volunteers Lend Their Time to Charity

by Jim Stickford

The week of Sept. 11 - Sept. 15 was volunteer week at GM.

Members of the company's teamGM Cares groups worked throughout metro Detroit and across the country helping worthy causes.

Projects done in and around Detroit included:

- Sept. 11-15: About 1,300 employees packed food and participate in other projects at Gleaners Community Food Bank, Forgotten Harvest and Food Bank of Eastern Michigan.

- Sept. 11-15: 150 employees participated in STEM education projects: Black Girls Code, Balloon Car Science Technology Engineering Arts Mathematics (STEAM) Lesson, Egg Crash Car STEAM Lesson and much more.

- Sept. 11-15 1,000 employees worked on community sustainability projects with Habitat for Humanity, Cass Community Social Services, Rippling Hope, Grace Center of Hope and the Baldwin Center.

A team from the Tech Center's Manufacturing Engineering IT (MEIT) volunteered to work at the at the Gleaners Food Bank distribution center in Warren on Sept. 14. Led by project coordinator Patti Newman, a business analyst at MEIT, volunteers helped package sweet potatoes that had just arrived from farms in Michigan.

Newman said this was the fourth year in a row that MEIT members had decided to assist Gleaners. They chose the organization because they like what it does for the community.

Gleaners, with broad community support, fights hunger in southeastern Michigan, and



GM volunteers had to get sterile to pack fresh sweet potatoes.

that's something worth doing, Newman said.

"What's interesting about this is that we have to dress up in sterile gear to pack the sweet potatoes," Newman said. "If someone drops a potato on the ground, it gets thrown out. We wear hair nets, surgical gloves and gowns. Men with beards have to wear special face coverings. When you think about it, it's good that these hygiene rules are in place."

The MEIT team was just one of two that were working at the Warren facility on Sept. 14. The other team came from GM's Seat Group. Their leader was Kim Hemme, a design lead who works in that department. That team helped put together donation information packages for Gleaners.

"Overall, we brought about 50 people to Gleaners today," Hemme said. "About half from my team and half from MEIT. I picked this because it's a project

that helps people locally. It really benefits everybody. It benefits the community, and it's nice to do some team building outside of GM that also helps people."

Hemme's team put together donation packages and she said that they're looking to come back to the Warren Gleaners site next year.

"We like what they do here," Hemme said. "And we get to see the benefits of our work. That's always nice."

Overall, Hemme said, groups like Gleaners really do make a difference in the lives of so many people in the Detroit area. Being able to be a part of that effort is something that people in her department really enjoy.

## GM Supports STEM Project Aimed at Black Females

CONTINUED FROM PAGE 1

professionals from GM and DTE Energy.

Strosberg said according to the Detroit Regional Chamber, Detroit outpaces the nation in information technology job growth and is expected to continue the pace through 2025.

This partnership in one of many, including four other computer science partnerships in June, aims to increase interest in STEM career fields for girls of color.

Women of color are traditionally underrepresented in STEM fields, especially in the technology part of the STEM equation Strosberg said.

Of all the degrees given out in computer science, only 3 percent to to African-American women and less than 1 percent of Latinas, said Strosberg.

"We're on the forefront of electric and self-driving cars and connectivity that allows our vehicles to communicate with each other – and, with all that innovation, today's cars have millions of lines of code," said Barra.

"It's one of the reasons that it's our mission to help build the next generation of STEM leaders, with an emphasis on expanding opportunities to women and other underrepresented groups."

BGC hosted a meet-and-greet on Sept. 12 at the Michigan Sci-

ence Center. The event was a chance to learn more about BGC and upcoming local events and meet the BGC Detroit chapter team and volunteers, Strosberg said.

"Although we've hosted workshops in the area off and on since 2012, we are thrilled to officially launch a Black Girls CODE chapter in Detroit with the support of GM and other corporate and community partners like Comcast and Wayne State University," said Bryant.

"Our regular programming, launching this fall, will lay a foundation to fully engage girls of color in Detroit and is designed to inspire them to continue their paths as future STEM professionals."

In addition to the programs announced today, GM will have committed more than \$10 million by the end of the year to advance and improve STEM education, Strosberg said.

GM employees have also volunteered more than 48,700 hours to STEM-related nonprofits this year.

For more information about BGC student workshops and events, visit [blackgirlsgirlscode.com/programsevents.html](http://blackgirlsgirlscode.com/programsevents.html).

For more information about BGC volunteer opportunities, people should visit [blackgirlsgirlscode.com/volunteer-signup.html](http://blackgirlsgirlscode.com/volunteer-signup.html).



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# Feds Setting Up Self-Driving Car Regulations

by DEE-ANN DURBIN  
AP Auto Writer

ANN ARBOR, Mich. (AP) – The Trump administration on Sept. 12 unveiled updated safety guidelines for self-driving cars aimed at clearing barriers for automakers and tech companies wanting to get test vehicles on the road.

The new voluntary guidelines announced by U.S. Transportation Secretary Elaine Chao update policies issued last fall by the Obama administration, which were also largely voluntary.

Chao emphasized that the guidelines aren't meant to force automakers to use certain technology or meet stringent requirements. Instead, they're designed to clarify what vehicle developers and states should consider as more test cars reach public roads.

"We want to make sure those who are involved understand how important safety is," Chao said during a visit to an autonomous vehicle testing facility at the University of Michigan. "We also want to ensure that the innovation and the creativity of our country remain."

Under Obama administration, automakers were asked to follow a 15-point safety assessment before putting test vehicles on the road. The new guidelines reduce that to a 12-point voluntary assessment, asking automakers to consider things like cybersecurity, crash protection, how the vehicle interacts with occupants and the backup plans if the vehicle encounters a problem.

They no longer ask automakers to think about ethics or privacy issues or share information beyond crash data, as the previous guidelines did.

The guidelines also make clear that the federal government –

not states – determines whether autonomous vehicles are safe. That is the same guidance the Obama administration gave.

States can still regulate autonomous vehicles, but they're encouraged not to pass laws that would throw barriers in front of testing and use. There is nothing to prohibit California, for instance, from requiring human backup drivers on highly automated vehicles, but the National Highway Traffic Safety Administration would discourage that.

Automakers – who were growing increasingly frustrated with the patchwork of state regulations – praised the guidelines.

"You are providing a streamlined, flexible system to accommodate the development and deployment of new technologies," Mitch Bainwol, the head of the Alliance of Automobile Manufacturers, told Chao at the Sept 12 event. The alliance represents 12 major automakers, including GM, Mercedes-Benz and Toyota. But critics said the guidelines don't ensure self-driving tech is safe before going out on the road.

"NHTSA needs to be empowered to protect consumers against new hazards that may emerge, and to ensure automated systems work as they're supposed to without placing consumers at risk," said David Friedman, a former acting NHTSA administrator who now directs cars and product policy analysts for Consumers Union, the policy division of *Consumer Reports* magazine.

Regulators and lawmakers have been struggling to keep up with the pace of self-driving technology. There are no fully self-driving vehicles for sale, but autonomous cars with backup drivers are being tested in numerous states, including California, Nevada and Pennsylvania.

California, which is the only state that requires automakers to publicly report crashes of autonomous test vehicles, said Sept. 12 it was reviewing the new guidelines. California's Department of Motor Vehicles said it plans to continue to update its own guidelines, a process that should be completed by the end of this year. Chao said the federal guidelines will be updated again next year.

"The technology in this field is accelerating at a much faster pace than I think many people expected," she said.

Chao said self-driving cars could help the blind and disabled and dramatically reduce crashes. Early estimates indicate there were more than 40,000 traffic fatalities in the U.S. last year, and an estimated 94 percent of crashes involve human error.

Since the new guidelines are policy, not law, they don't legally change what the state and federal government and vehicle developers can do, said Bryant Walker Smith, a law professor at the University of South Carolina who tracks government policy on self-driving cars. Some countries, like South Korea, require pre-market government approval before autonomous vehicles can go out on the road, so the U.S. is on the more lenient side, Smith said.

Chao's appearance came at a time of increased government focus on highly automated cars.

Earlier on Sept. 12, the NTSB concluded that Tesla Inc.'s partially self-driving Autopilot system wasn't to blame for the 2016 death of a driver in Florida. But it said automakers should incorporate safeguards that keep drivers' attention engaged and limit the use of automated systems to the areas they were designed for, like highways.



The 2018 Dodge Challenger interior promises comfort and ease of use.

## 2018 Dodge Challenger Promise Power, Comfort

CONTINUED FROM PAGE 1

features the 5.7-liter Hemi V8 with up to 375 horsepower. Challenger R/T Scat Pack, 392 HemiScat Pack Shaker and T/A 392 models are powered by the 392-cubic-inch Hemi V8 and can be paired with either the TorqueFlite eight-speed automatic or six-speed manual transmission. The 6.4-liter, 392-cubic-inch Hemi delivers 485 horsepower and 475 lb.-ft. of torque. The SRT 392 model features adaptive damping suspension, SRT Drive Modes and optional Brass Monkey wheels.

The 707-horsepower Dodge Challenger SRT Hellcat adds new grille and fender badges, newly illuminated Air-Catcher headlamps with Hellcat logo, a new wheel finish option, a new dual gunmetal stripe option, optional black, orange and gunmetal Brembo brake calipers, new Demon Red Laguna seating and a new red IP badge for 2018.

Dodge also builds on its 707-horsepower Challenger SRT Hellcat by adding a new Widebody model for the 2018 model year. Powered by the supercharged 6.2-liter Hemi Hellcat V8 engine, the Dodge Challenger SRT Widebody model boasts fender flares, new 20 x 11-inch aluminum wheels, 305/35ZR20 Pirelli tires and electric power steering with selectable steering modes.

The 2018 Dodge Challenger SRT Demon joins the Dodge/SRT lineup as the fastest quarter-mile production car in the world and most powerful muscle car ever, powered by a supercharged 6.2-liter Hemi SRT Demon V8 engine. Armed with a functional Air-Grabber hood scoop and dedicated drag racing features, such

as Torque Reserve, Launch Assist, Line Lock and street-legal Nitto drag radials, the SRT Demon is built to be an elite performance machine highly capable on the street, absolutely dominating at the drag strip.

New for 2018:

- New 2018 Dodge Challenger SRT Demon, the world's first purpose-built, factory production drag car with 840 horsepower and 770 lb.-ft. of torque – the most-powerful muscle car ever and the world's fastest quarter-mile production car.

- New 2018 Dodge Challenger SRT Widebody powered by the 707-horsepower supercharged 6.2-liter Hemi Hellcat V8 engine and adds fender flares, new 20 x 11-inch aluminum wheels, 305/35ZR20 Pirelli tires and electric power steering with selectable modes.

SRT updates for 2018:

- Challenger SRT Hellcat model receives new grille and fender badges, as well as newly illuminated Air-Catcher headlamps with Hellcat logo.

- New wheel finish option on Challenger SRT Hellcat.

- Optional black, orange and gunmetal Brembo brake calipers on Challenger SRT Hellcat.

- New Demon Red Laguna leather interior available on Challenger SRT Hellcat.

- Challenger SRT Hellcat receives new red IP badge.

- Brass Monkey wheels now available on Challenger SRT 392 Low Gloss Black "5Deep" lightweight aluminum wheels standard on Challenger SRT, 392 save 16 lbs. per vehicle.

The 2018 Dodge Challenger models have started to arrive at dealer showrooms across the country.

## China Car Sales See Boost

BEIJING (AP) – China's auto sales rose 4.1 percent in August from the same month a year earlier, driven by strong demand for SUVs, an industry group reported Sept. 11.

Drivers in the world's biggest market by number of vehicles sold purchased almost 1.9 million SUVs, sedans and minivans, according to the China Association of Automobile Manufacturers. Total vehicle sales, including trucks and buses, rose 5.3 percent to almost 2.2 million.

SUV sales rose 17.7 percent to 774,000 while sedan sales edged up 1.6 percent to 933,000.

Auto sales for the first eight months of the year rose 2.2 percent from a year earlier to 14.8 million, down sharply from 2016's full-year growth of 15 percent.

Sales growth this year has been relatively weak in comparison with a spike in demand last year as buyers moved up purchases to take advantage of a temporary sales tax cut. Demand cooled after a portion of the tax was restored in January.

August sales of gasoline-electric SUVs and sedans rose 95.5 percent over a year earlier to 56,000 while purchases of pure-electric cars rose 21.6 percent to 1,200.

General Motors Co. said sales of GM-brand vehicles by the company and its Chinese partners rose 12 percent in August from a year earlier to 328,425.

- Ford Motor Co. sales declined 1 percent in August from a year earlier to 98,000, while year-to-date sales were off 6 percent at 720,000. The company said sales by its Lincoln luxury brand rose 105 percent to 5,200.

- Nissan Motor Co. sales rose 17.8 percent to 122,319. Year-to-date sales were up 9 percent at 877,638.
- Toyota Motor Co. sales rose 11.3 percent to 108,500 units. Sales for the first eight months of the year increased 10.7 percent to 841,500.

- Geely Auto Group, one of China's biggest independent brands, said sales rose 80 percent from a year earlier to 96,505 sedans and SUVs. Sales to date were up 88 percent at 718,236.

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# Mopar Throwing Mega Party For NHRA Nationals

The Mopar Mega Block Party will jump start the Dodge NHRA Nationals for the second consecutive year, with a full slate of fan-friendly activities set for Thursday, Sept. 21, at FirstEnergy Stadium in Reading, Penn. The free-to-the-public event is scheduled from 4-10 p.m. Eastern and will feature a home run derby, the unveiling of Top Fuel driver Leah Pritchett's dragster featuring a wrap celebrating the Mopar brand's 80th anniversary, Dodge Challenger SRT Demon simulators, an NHRA driver autograph session and much more.

The Dodge NHRA Nationals event is slated for Sept. 21-24 at famed Maple Grove Raceway near Reading, with the Dodge brand also marking its second year of sponsoring the prestigious race, part of the six-event NHRA Countdown to the Championship playoffs.

The Mopar Mega Block Party will once again offer NHRA drivers and personalities the opportunity to translate their reflexes and steely nerves from the race-track to the baseball diamond in a home run derby. Mopar Dodge Charger R/T Funny Car drivers Matt Hagan, Jack Beckman and Tommy Johnson Jr., Mopar Top Fuel pilots Leah Pritchett and Tony Schumacher, and Mopar Dodge Dart Pro Stock stalwart Allen Johnson will participate alongside NHRA on FOX play-by-play announcer Dave Rieff and color commentator and former driver Tony Pedregon.

NHRA announcer Alan Reinhart is scheduled to call all the action. Donations to the Make-A-Wish and Infinite Hero Foundations will be made in the name of the winner of the elimination-style competition.

The Mopar Mega Block Party also will feature plenty of classic and modern Hemi power with a massive all-Mopar car show hosted by the Modern Mopar car club, opportunities for fans to drive the popular Dodge Challenger SRT Demon simulators, appearances by Raminator Monster Trucks, concerts by Liquid A, Go-Go Gadget and TJ Bebb, on-site food and drink vendors, kids' activities, giveaways and much more.

In addition, Mopar NHRA drivers will be on-hand to sign autographs, with several race cars on-site for fans to take an up-close look. A massive fireworks display will be part of the evening as well.

Festivities kick off at 4 p.m., with home run derby batters scheduled to take the plate at 5 p.m. and the autograph signing set for 6:30-7:30 p.m. A fireworks show sponsored by Pennzoil will launch at 8:45 p.m., with a closing concert to follow.

# Amazon Bringing New Jobs to Macomb Suburb

HELBY TOWNSHIP, Mich. (AP) — Online retailer Amazon.com plans to open another new fulfillment center in a suburban Detroit community.

The Seattle-based company announced Sept. 14 that the center will open next year in Macomb County's Shelby Township and will bring 1,000 new full-time jobs.

Workers will pick, pack and ship large items such as household decor, sporting equipment and gardening tools.

The new jobs will bring Amazon's workforce in Michigan to a total of more than 3,500 workers, including employees at other fulfillment centers in the Detroit area and a corporate office in Detroit.

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**SEPTEMBER LEASE SPECIALS**

**2017 CHRYSLER 300 S AWD!**  
C7-31221

- S Model Appearance
- Dual-Pane Panoramic Roof

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**Jeep**

**2018 JEEP COMPASS 4X4 - YOUR CHOICE**

Latitude	Limited	Trailhawk
J8-11003	J8-11010	J8-11028
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**2017 JEEP GRAND CHEROKEE LAREDO 4X4**  
J7-20411  
LEASE FOR **\$114** \*\*  
24 Mos. \$1995 due

**2017 JEEP GRAND CHEROKEE LIMITED 4X4**  
J7-20378  
LEASE FOR **\$179** \*\*  
24 Mos. \$1995 due

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**DODGE**

**SEPTEMBER LEASE SPECIAL!**

**2017 Dodge Journey GT AWD**  
D7-00307

Navigation and Backup Camera Group Leather Interior

LEASE FOR **\$148** \*\*  
24 Mos. \$150 due  
D7-00307

**ALL NEW 2017 CHRYSLER PACIFICA TOURING L**

**Touring L LEASE FOR \$175** \*\*  
24 Mos. \$1995 due

**\$1000 COSTCO Member Rebate.**  
Ask for Details.

C7-41491

**ALL NEW 2017 CHRYSLER PACIFICA TOURING L**

**Touring L Plus LEASE FOR \$209** \*\*  
24 Mos. \$1995 due

**\$1000 COSTCO Member Rebate.**  
Ask for Details.

C7-41532

**ALL NEW 2017 CHRYSLER PACIFICA LIMITED**

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24 Mos. \$1995 due

**\$1000 COSTCO Member Rebate.**  
Ask for Details.

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C7-41293

**JUST ANNOUNCED! LEASE SPECIAL**

**2017 JEEP RENEGADE LATITUDE 4X4**  
J7-30078  
LEASE FOR **\$138** \*  
24 Mos. \$1100 due

**2017 JEEP CHEROKEE LATITUDE 4X4**

LEASE FOR **\$159** \*\*  
24 Mos. \$1995 due

J7-70046

**2017 JEEP WRANGLER UNLIMITED 4X4**  
J7-30089  
LEASE FOR **\$169** \*\*  
36 Mos. \$1995 due

**2017 JEEP WRANGLER UNLIMITED 4X4**  
J7-30176  
LEASE FOR **\$239** \*\*  
36 Mos. \$1995 due

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**2017 DODGE CHARGER R/T 392**  
D7-70152  
LEASE FOR **\$208** \*\*  
36 Mos. \$1995 due

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- Power Sunroof
- Navigation

**2017 DODGE CHALLENGER GT AWD**  
D7-50081  
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24 Mos. \$1195 due

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D7-50168  
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D7-40935

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D7-30089  
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D7-30171  
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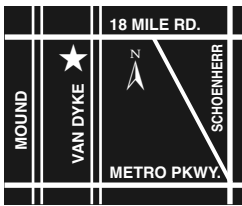


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CHEVROLET

## China Joining Effort to Get Rid of Gas-Powered Engines

BEIJING (AP) – China is joining France and Britain in announcing plans to end sales of gasoline and diesel cars.

China's industry ministry is developing a timetable to end production and sale of traditional fuel cars and will promote development of electric technology, state media on Sunday cited a Cabinet official as saying.

The reports gave no possible target date, but Beijing is stepping up pressure on automakers to accelerate development of electrics.

China is the biggest auto market by number of vehicles sold, giving any policy changes outsize importance for the global industry.

A deputy industry minister, Xin Guobin, said at an auto industry forum on Sept. 9 that his ministry has begun "research on formulating a timetable to stop production and sales of traditional energy vehicles," according to the *Xinhua News Agency* and the Communist Party newspaper *People's Daily*.

France and Britain announced in July they will stop sales of gasoline and diesel automobiles by 2040 as part of efforts to reduce pollution and carbon emissions that contribute to global warming.

Communist leaders also want to curb China's growing appetite for imported oil and see electric cars as a promising industry in which their country can take an early lead.

China passed the United States last year as the biggest electric car market. Sales of electrics and gasoline-electric hybrids rose 50 percent over 2015 to 336,000 vehicles, or 40 percent of global demand. U.S. sales totaled 159,620.

The reports of Xin's comments in the eastern city of Tianjin gave no other details about electric car policy but cited him as saying Beijing plans to "elevate new energy vehicles to a new strategic level."

Beijing has supported electric development with billions of dollars in research subsidies and incentives to buyers, but is switching to a quota system that will shift the financial burden to automakers.

Under the proposed quotas, electric and hybrid gasoline-electric vehicles would have to make up 8 percent of each automaker's output next year, 10 percent in 2019 and 12 percent in 2020.

Automakers that fail to meet their target could buy credits from competitors that have a surplus.

Beijing has ordered state-owned Chinese power companies to speed up installation of charging stations to increase the appeal of electrics.

Chinese automaker BYD Auto, a unit of battery maker BYD Ltd., is the world's biggest electric vehicle maker by number of units sold. It sells gasoline-electric hybrid sedans and SUVs in China and markets all-electric taxis and buses in the United States, Europe and Latin America as well as in China.

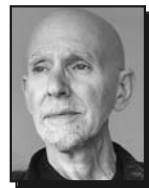
Volvo Cars, owned by China's Geely Holding Group, announced plans this year to make electric cars in China for global sale starting in 2019.

General Motors Co., Volkswagen AG and Nissan Motor Co. and others have announced they are launching or looking at joint ventures with Chinese partners to develop and manufacture electric vehicles in China.

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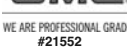
**Joe Lunghamer**



CHEVY



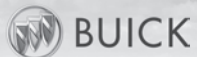
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& DOC FEE.  
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NO SECURITY DEPOSIT REQUIRED!

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36 MONTH/  
10K PER YEAR  
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FOR ONLY

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\$999 DOWN



STK#5983-17 • DEAL# 70179  
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& DOC FEE & FIRST PAYMENT.  
MUST HAVE LEASE CONQUEST.  
NO SECURITY DEPOSIT REQUIRED!

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10K PER YEAR  
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WOW!  
ELEVATION EDITION! 20" RIMS!



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& DOC FEE & FIRST PAYMENT.  
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NO SECURITY DEPOSIT REQUIRED!

### ALL NEW 2017 GMC ACADIA SLE-1

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10K PER YEAR  
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\$999 DOWN



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MUST HAVE BUICK GMC LEASE LOYALTY.  
NO SECURITY DEPOSIT REQUIRED!

### 2017 GMC TERRAIN SLE-1

24 MONTH/  
10K PER YEAR  
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FOR ONLY

**\$95\***  
\$999 DOWN



STK# 7299-17 • DEAL# 70182  
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& DOC FEE & FIRST PAYMENT.  
MUST HAVE LEASE CONQUEST REBATE.  
NO SECURITY DEPOSIT REQUIRED!

### 2017 GMC YUKON XL DENALI • 4WD

WAS \$91,280  
MANAGER DEMO!



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DOC FEE. MUST FINANCE THROUGH GMF.

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**\$35,400\***  
WAS \$45,570  
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  - REAR VISION CAMERA!
  - POWER DRIVER'S SEAT!
- STK# BG2688

Was \$25,685  
Sale Price \$19,399\*

The Best Price...  
**PERIOD!**

24 MONTH LEASE  
**\$79\*** PER MONTH  
\$999 DOWN  
NO SECURITY DEPOSIT REQUIRED

## 2017 BUICK ENCLAVE "LEATHER"



- COLOR TOUCH SCREEN RADIO!
  - REMOTE START AND ENTRY!
  - 7 PASSENGER "CAPTAIN CHAIR" SEATING!
  - HEATED/POWER FRONT BUCKETS!
  - POWER LIFTGATE!
  - 19" ALUMINUM WHEELS!
- STK# BG1235

Was \$45,085  
Sale Price \$32,499\*

The Best Price...  
**PERIOD!**

24 MONTH LEASE  
**\$169\*** PER MONTH  
\$999 DOWN  
NO SECURITY DEPOSIT REQUIRED

## 2017 BUICK ENVISION "PREFERRED"



- COLOR TOUCH SCREEN RADIO!
  - REMOTE KEYLESS ENTRY AND START!
  - REAR VISION CAMERA!
  - 18" ALUMINUM WHEELS!
  - PUSH BUTTON START!
  - BLUETOOTH FOR PHONE!
- STK# BG1220

Was \$36,795  
Sale Price \$31,499\*

The Best Price...  
**PERIOD!**

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**\$249\*** PER MONTH  
\$999 DOWN  
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## 2017 BUICK LACROSSE "PREFERRED"



- COLOR TOUCH SCREEN RADIO!
  - PUSH BUTTON START!
  - REMOTE ENTRY AND START!
  - 18" ULTRA BRIGHT ALUMINUM WHEELS!
  - REAR VISION CAMERA!
  - POWER FRONT SEATS!
- STK# BG235

Was \$37,385  
Sale Price \$29,999\*

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**PERIOD!**

39 MONTH LEASE  
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  - ALUMINUM WHEELS!
  - HEATED SEATS!
  - BLUETOOTH FOR PHONE!
- STK# BG2353

Was \$30,510  
Sale Price \$20,599\*

The Best Price...  
**PERIOD!**

24 MONTH LEASE  
**\$89\*** PER MONTH  
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## 2017 GMC ACADIA "SLE 1"



- COLOR TOUCH SCREEN RADIO!
  - KEYLESS OPEN AND START!
  - REAR VISION CAMERA!
  - 7 PASSENGER SEATING!
  - ALUMINUM WHEELS!
  - BLUETOOTH FOR PHONE!
- STK# BG1419

Was \$33,375  
Sale Price \$25,399\*

The Best Price...  
**PERIOD!**

24 MONTH LEASE  
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## 2017 GMC SIERRA DOUBLE CAB 4x4



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  - REAR VISION CAMERA!
  - MONOCHROMATIC APPEARANCE!
  - LED CARGO BOX LIGHTING!
  - REMOTE KEYLESS ENTRY!
  - 20" MACHINED ALUMINUM WHEELS!
- STK# BG1844

Was \$40,155  
Sale Price \$30,999\*

The Best Price...  
**PERIOD!**

24 MONTH LEASE  
**\$149\*** PER MONTH  
\$999 DOWN  
NO SECURITY DEPOSIT REQUIRED

## 2017 GMC YUKON "SLE"



- COLOR TOUCH SCREEN RADIO!
  - POWER LIFTGATE!
  - REMOTE START AND ENTRY!
  - REAR VISION CAMERA!
  - TRAILERING PACKAGE!
  - 20" ALUMINUM WHEELS!
- STK# BG2298

Was \$54,755  
Sale Price \$45,599\*

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COLLECTION  
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AFTER ALL OFFERS

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of \$.25 per mile over 30,000 miles. MSRP \$41,265



2017 CTS AWD  
STANDARD  
Ultra-Low Mileage Lease for Well-Qualified GM Employees and Eligible Family Members  
with a current eligible Cadillac lease  
**\$299 / 39 / \$3,399**  
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AFTER ALL OFFERS

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of \$.25 per mile over 32,500 miles. MSRP \$48,990

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Cadillac’s V-Performance  
Drivers Earn Victories

Cadillac V-Performance drivers Michael Cooper (Syosset, N.Y.) and Jordan Taylor (Apopka, Fla.) were crowned the Pirelli World Challenge SprintX Champions Sept. 3 at the Circuit of the Americas.

Although the Sept. 2 through Sept. 3’s three races were fraught with challenges for the drivers and Cadillac Racing team, the consistent finishes, including a win at Canadian Tire Motorsport Park and seven top five finishes clinched the Pirelli World Challenge SprintX Driver Championship for Cooper and Jordan Taylor.

The weekend at COTA was mixed for the duo. On Sept. 1 they had a make-up race from a rained out Canadian Tire Motorsport Park event in May. They were able to finish fourth. On Sept. 2, the pair drove to a sixth place finish and in today’s race they had to rely on their year-long consistency as their race ended on the first lap when Jordan Taylor was collected in crash and the team could not make repairs in time to have them rejoin the race.

“This is my third Pirelli World Challenge championship,” Cooper said. “This is from tons of hard work by the Cadillac Racing team. This year kicked off in Virginia with a battery failure. The team was able to get it changed and we went back out on the lead lap and we came back to finish on the podium that day. It was amazing. It was good consistent driving by Jordan and myself all year that made all of the difference. We never had the overall fastest car, just great team work and keeping the Cadillac on track.”

For Jordan Taylor it is his second

and professional driver championship.

“This is my first GT championship to go along with my Grand-Am Prototype type championship,” Jordan Taylor said. “It was under tough circumstances today, thankfully we built up enough points where it didn’t matter. Michael and I, I think, drove very well together all year. We liked a similar set-up in the car and in this type of racing synergy that wins championships. We may have not had the fastest car, but the team’s great preparation and the consistent results accomplished by no mistakes and failures makes it a great season. We are happy to win it for everyone at Cadillac.”

“What a season,” said, Rich Brekus, global director, Product Strategy at Cadillac. “Michael and Jordan contributed great drives in the Cadillac ATS-V.R Coupe. The Cadillac LF4.R twin-turbocharged V6 ran flawlessly all year and the team put competitive cars on track every weekend. This a testament to team work, focus and passionate execution by everyone.”

“While we wanted to be able to take the checker flag at this last Sprint X race for the championship win, we are proud we had collected enough points to still come out on top despite the circumstances,” Laura Klauser, Cadillac ATS-V.R Program Manager said. “This championship belongs to the whole team. Flawless execution from everyone in the many different scenarios each Sprint X race presented is what got us to this point. We’ll be celebrating after Sonoma as we are all focused on the overall driver championship for Michael.”

St. Jude Fundraiser Set

LG Chem has formed a team to participate in the St. Jude Walk/Run to End Childhood Cancer. The walk/run will take place at Delia Park at 3001 18 Mile Rd., Sterling Heights, on Sept. 23, at 9 a.m.

The LG Chem team currently is the top fundraiser, with more than \$5,800 collected to date. The St. Jude event has raised more than \$60,000 for the event this year alone, said LG spokesman John Millerschinn.

“We are proud to be able to contribute and participate in this event,” said Sandra Harzewski, captain for the LG Chem Power team.

“St. Jude Children’s Research Hospital has set a goal of raising \$100,000 through this event,” said Nicole Laidlaw, senior regional development representative.

“St. Jude has helped push

the overall survival rate for childhood cancer from less than 20 percent when we first opened our doors to 80 percent today.”

LG Chem Power is the North American subsidiary of LG Chem Ltd., one of the world’s largest lithium-ion battery manufacturers with significant market share in consumer, automotive and stationary applications, Millerschinn said. It is a globally diversified chemical company that operates three main business units: Petrochemicals, IT & Electronic Materials, and Energy Solutions. The company manufactures a wide range of products, from petrochemical goods to high-value added plastics, and extends its chemical expertise into industry-leading Li-ion battery solutions for all applications.

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# Group Says Auto Insurance Rates Too High

CONTINUED FROM PAGE 1

Services. San Francisco-based Esurance and Ohio-based Progressive, he said, charge women in Detroit with perfect driving records as much as 33 percent and 38 percent more than men with the same record, vehicle and address despite evidence that women are safer drivers. His study discovered similar pricing in Brighton, a city between Lansing and Detroit.

Liberty Mutual, based in Boston, applies a 5 percent surcharge on drivers who become widowed, regardless of their sex. Premiums at Progressive and Esurance drop for men who are widowed, according to the findings, which prompted Democratic lawmakers to criticize the insurers.

It's both a failure on the part of the department to not find this, but also it's part of what comes along with a weak regulatory system," Heller said, noting that Michigan requires vehicles to be insured and that women are generally safer drivers.

"There's a special obligation on the part of the state to go through these filings and check for compliance."

But state regulators appear unlikely to initiate a probe on their own.

"DIFS is not aware of any open complaints regarding illegal rating practices but monitors company compliance on a continuous basis," spokeswoman Andrea Miller said.

A consumer complaint would need to be filed before the state can start any sort of investigation, she said.

Miller also said that while the law bars insurers from using sex or marital status as rating factors for policies issued on an individual basis, insurance policies is-

sued on a group basis are exempt.

Heller said he examined individual policies, not those offered to members of groups or associations. CPAN is exploring if it can bring complaints against the companies.

The study's release in recent days came as legislators returned from a summer recess and a month after no-fault advocates issued findings showing that good drivers can face higher premiums if they have working-class jobs, less education or rent their homes rather than own them.

While the use of those non-driving factors is legal, CPAN hopes to draw attention to other reasons it says Michigan has some of the highest auto premiums in the U.S.

Insurance executives blame the state's unique requirement that drivers buy unlimited personal injury protection coverage.

Insurance executives said that this is a medical cost that is exacerbated by a state provision letting health providers bill automobile insurers charge much more than regular health insurers for the exact same medical services.

Republican legislative leaders and Gov. Rick Snyder want to enact auto insurance changes by year's end, though legislative reforms of automobile insurance have been elusive for many years.

"We think it's important that as the Legislature looks toward reforming auto insurance, any changes that are made need to be about fairness and affordability," CPAN spokesman Josh Hovey said.

"Let us go into this debate with our eyes wide open about all the challenges the system has."

The insurance industry has,

however, questioned CPAN's motivations, saying its members profit from a "broken" no-fault system.

"This latest 'study' is a distraction from real reforms that could lower the cost of auto insurance, including: cracking down on rampant fraud and scams that cost families hundreds of dollars each year, adopting a fee schedule to rein in outrageous medical costs and giving consumers the freedom to choose a level of medical coverage that works best for their family," said Dyck Van Kovering, general counsel for the Insurance Alliance of Michigan.

Hovey countered that statement, saying, "Holding insurance companies to follow the law and charge people fairly isn't a distraction."

"It's a consumer right that everyone should have."

The accused insurers defended themselves and said automobile driving insurance pricing is highly competitive in the state of Michigan.

"Our rating factors are actuarially justified and in compliance with all state laws and applicable insurance statutes," said Progressive spokesman Ron Davis in a statement made to the state's media.

"Our pricing is based on many different factors used to determine overall risk, and we work closely with state regulators to ensure we're in compliance and using approved risk-based rating criteria," Esurance spokeswoman Dolleen Cross said.

Liberty Mutual spokesman Glenn Greenberg said that the company, when setting the rates that it charges drivers in Michigan it "looks at dozens of factors when determining a customer's overall risk, all of which must comply with state insurance regulations."

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10,000 miles year

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SP70971



# Ford Thinks About Public, Driverless Cars

CONTINUED FROM PAGE 1

vehicle seen on public roads. “Understanding how self-driving vehicles impact the world as we know it today is critical to ensuring we’re creating the right experience for tomorrow,” said John Shutko, Ford’s human factors technical specialist. “We need to solve for the challenges presented by not having a human driver, so designing a way to replace the head nod or hand wave is fundamental to ensuring safe and efficient operation of self-driving vehicles in our communities.”

As part of Ford’s efforts to ensure autonomous vehicles can safely share the road with humans, the joint research project set out to investigate the most effective means for the vehicle to communicate. The team considered using displayed text, but that would require people all understand the same language. The use of symbols was rejected because symbols historically have low recognition among consumers.

In the end, the researchers decided lighting signals are the most effective means for creating a visual communications protocol for self-driving vehicles. As light signals for turning and braking indication are already standardized and widely understood, they determined the use of lighting signals is best to communicate whether the vehicle is in autonomous drive mode, beginning to yield, or about to accelerate from a stop.

So Ford outfitted a Transit Connect van with a light bar placed on the windshield.

To simulate a fully self-driving experience without using an actual autonomous vehicle, the Virginia Tech Transportation Institute team developed a way to conceal the driver with a “seat suit.”

The suit creates the illusion of a fully autonomous vehicle, which is necessary to test and evaluate real-world encounters and behaviors. The researchers then went to work experimenting with three light signals to test the



Ford’s driverless reaction experiment stopped people in their tracks.

communication of the vehicle’s intent:

- Yield: Two white lights that move side to side, indicating vehicle is about to yield to a full stop.
- Active autonomous driving mode: Solid white light to indicate vehicle is driving autonomously.
- Start to go: Rapidly blinking white light to indicate vehicle is beginning to accelerate from a stop.

The simulated autonomous Transit Connect was driven on public roads in northern Virginia – home to a density of traffic and pedestrians – throughout August, with researchers capturing video and logs of pedestrian reactions. More than 150 hours of data over approximately 1,800 miles of driving was collected in an urban environment, including encounters with pedestrians, bicyclists and other drivers.

External signals were activated more than 1,650 times at various locations around Arlington, Va., including at intersections, parking lots, garages, airport roadways, and various other locations.

Numerous high-definition cameras mounted in the study vehicle provided a 360-degree view of surrounding areas and captured the behavior of other road users. This data will be valuable to un-

derstanding if other road users change their behaviors in response to self-driving vehicles and the signals they employ.

“This work is of value not only to vehicle users and manufacturers, but also to anyone who walks, rides or drives alongside autonomous vehicles in the future,” said Andy Schaudt, project director, Center for Automated Vehicle Systems, Virginia Tech Transportation Institute.

“We are proud to support Ford in developing this important research.”

Ford is already working with several industry organizations to push toward creation of a standard, including the International Organization for Standardization and SAE International.

A common visual communications interface most people can understand across all self-driving vehicles in all locations will help ensure safe integration into transportation systems.

Ford is also working on ways to communicate with those who are blind or visually impaired as part of a separate work stream.

“Preparing for a self-driving future is going to take all of us working together,” said Shutko. “That’s why we’re developing and advocating for a standard solution so it can be adopted by the industry and applied to all self-driving vehicles.”

# VW Scandal Makes Sale of Diesel Tech Tough Going

FRANKFURT, Germany (AP) – German automakers say they have new and improved diesels that meet or beat ever-tightening emissions standards. But will consumers buy them the way they used to in the wake of the Volkswagen scandal and threats of diesel bans?

Daimler, Volkswagen and BMW stressed their low-emission credentials at the Frankfurt auto show last week, displaying battery-powered cars ranging from an electric version of Daimler’s tiny Smart fortwo to BMW’s big and powerful i Vision Dynamics.

That is no surprise given the cloud over diesel technology that has grown since Volkswagen admitted to rigging diesel cars to evade U.S. emission testing. That was worsened by the discovery that other carmakers in Europe had exploited legal loopholes to turn off emissions controls much of the time – so that real-world driving emissions were much higher than test results.

Yet carmakers insist that diesel will continue to play a role. Experts say they may be right. One reason stands out: regulators’ efforts, particularly in Europe, to tighten emissions levels of carbon dioxide to fight global warming.

Daimler CEO Dieter Zetsche, speaking as president of the European Automobile Manufacturers’ Association, said Wednesday that diesel engines, which emit less CO2 than gasoline ones, would remain key to that effort.

“The latest generation of diesel vehicles is a very effective lever to achieve climate goals in the near future, because they emit 15-20 percent less CO2 than equivalent petrol vehicles,” Zetsche said.

The problem with diesels is that they emit more nitrogen oxides, a pollutant that can harm people’s health.

Diesel emissions controls can

run into trouble at low temperatures, either not working properly or building up condensation and soot. So manufacturers exploited a loophole that let them turn off the controls at certain temperatures, and regulators tolerated that – until the Volkswagen scandal focused public attention. One widely used emissions system involves injecting a urea solution into exhaust gases. That reduces the nitrogen oxides. But the urea tank has to be refilled, a pain for the car owners, and the tank takes up space.

From Sept. 1, the European Union has begun phasing in its new RDE, or real driving emissions, standards, in which emissions of nitrogen oxide are measured using mobile testing units attached to tailpipes under a range of actual driving conditions.

Under this pressure, carmakers are finding ways to tighten the emissions controls on diesels.

Consider Daimler’s new line of four- and six-cylinder diesel engines, which the company spent 3 billion euros (\$3.6 billion) to develop. The new engines place the exhaust gas treatment system in the engine itself, rather than under the floor of the car. That helps it heat up faster and remain functional even in lower temperatures. The company also made key mechanical improvements, such as using steel pistons and a new high-tech coating to reduce friction and increase fuel efficiency.

Volkswagen has also taken steps by adopting a different and more effective technology for its cars. Yet diesel remains a tougher sell now for car buyers who have heard proposals to ban diesels from cities like Stuttgart and Munich. Diesels were 53 percent of auto sales in the EU in 2014, but fell to 49.7 percent in 2016.

# Electric Vehicle Tech Talk of the Frankfurt Auto Show

FRANKFURT, Germany (AP) – Carmakers at the Frankfurt auto show are unveiling the low-emissions vehicles and technology strategies they hope will let them profit from the sweeping changes expected to hit the auto industry in the next few years.

Daimler AG’s Mercedes-Benz on Sept. 12 unveiled a compact electric vehicle under its EQ sub-brand that showcases its efforts to make connected, electric, shared and autonomous vehicles. The EQA has two electric motors that can give it different driving characteristics depending on which mode the driver chooses.

The Stuttgart-based automaker also had the GLC F-Cell, a “pre-production” model of a battery-fuel cell hybrid SUV that can run on hydrogen and emits only water vapor.

BMW AG is showing off the four-door i Vision Dynamics electric concept vehicle to join its i3 and i8 electric models. The company says the i Vision Dynamics can hit 200 kph (124 mph) and accelerate to 100 kph (62 mph) in a quick 4.0 seconds.

Carmakers are spending heavily to develop and improve electric cars to meet increasingly tough government regulations limiting air pollution. That is even though current electric models do not enjoy high sales because of limited range, higher price, and a lack of fast-charging stations. Analysts think that as batteries get better and costs come down, electric sales may eventually take off. According to research and analytics firm IHS Markit, battery-only cars were 0.57 percent of global production

in 2016 and will increase to 0.86 percent in 2017.

Britain and France have proposed eliminating internal-combustion cars by 2040. China’s industry ministry is developing a timetable to end production and sale of traditional fuel cars and will promote development of electric technology, state media reported Sunday.

Volkswagen AG showed off a revised version of its electric ID Crozz crossover SUV concept vehicle as it announced a long-term electrification campaign, saying its brands would introduce 80 new electric vehicles by 2025. The company plans to invest 20 billion euros (\$24 billion) in upgrading plants, creating two new electric car platforms and training workers.

The company said that depending on market developments it could sell 3 million battery-only vehicles a year in 2025.

“Now the big question that everyone is asking is, ‘When will we see (electric cars) in mass volume?’” Volkswagen CEO Matthias Mueller said Monday ahead of the show. “But it is not just a matter of what is being offered from manufacturers but also the electric charging infrastructure. That’s why it is important to have a fact-based conversation about the urgent problems with electric mobility and how they can be solved. This needs to be discussed jointly, with electricity companies, with states, with local authorities.”

The arrival of battery-powered cars is just one anticipated change. Automakers are also searching for ways to adapt to a future in which people find ways

of getting from one place to another without necessarily owning a car, such as car-sharing or ride-hailing through smartphone apps.

They are also working on developing autonomous vehicles that could drive themselves – under limited circumstances such as corporate campuses or limited access freeways at first, and possibly more widely later.

The three German luxury carmakers were the home team and showed it with large display areas. Some other carmakers are skipping the Frankfurt show this year because of costs, the ability to display cars in other ways, like livestreams, and less focus on Germany and Europe as a market.

No-shows include Fiat Chrysler’s namesake Fiat and its Jeep and Alfa Romeo brands, Peugeot and its DS luxury division, plus Nissan, Infiniti and Volvo. General Motors, which sold

its European subsidiary to PSA Group, is also not attending.

Even Porsche, part of Volkswagen, didn’t wait for the show but showed off its new Cayenne SUV on Aug. 29 with an elaborate streamed event from its base in Stuttgart, Germany.

Small SUVs are also a theme at the show as manufacturers crowd into a segment that has proven a winner with consumers. New offerings of SUV or SUV-like body stylings on compact car platforms include: Volkswagen’s T-Roc, the SEAT Arona, Jaguars E-Pace, Kia Stonic, Citroen C3 Aircross and the Skoda Karoq.

And high-end cars remain a fixture as before. Daimler unveiled its Mercedes-Benz-AMG Project ONE, a low-slung, race-car like two-seat hybrid with an overhead air scoop and a long carbon-fiber tail fin.

It generates 1,000 horsepower for a top speed of 350 kph (217 mph).

## Autonomous Tech Gets New Player With Samsung

by YOUKYUNG LEE  
AP Technology Writer

SEOUL, South Korea (AP) – Samsung Electronics Co. said Sept. 14 it will invest 75 million euro (\$89 million) in TTTech, a Vienna, Austria-based company that makes autonomous driving technologies and safety controls for Audi cars and others, stepping up the company’s push into creating autonomous driving technology.

The new autonomous driving investment comes after the South Korean company completed its acquisition of Harman, which makes car navigation systems and technology for cars to communicate with each other and infrastructure.

Samsung also announced that it has created a business unit within Harman to oversee autonomous driving.

Samsung’s investment in TTTech is the first from a \$300 million fund aimed at adding to its autonomous driving technology. Samsung says the fund will invest in automotive start-ups.

Samsung is the world’s largest maker of memory chips and smartphones.

It does not produce vehicles or own an auto company but it acquired licenses to operate self-driving cars in South Korea as well as in California to test autonomous driving software and hardware.



Ford unveiled its new Fiesta at the Frankfurt Auto Show.





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