

GM Employees Donate Time to Worthy Cause

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 an-

alyst 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 organi-

zation because they like what it does for the community.

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

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GM volunteers put together donation packages for Gleaners at part of teamGM Cares Week.

County Gets New Community Action Director

Macomb County's Department of Health and Community Services on Sept. 11 was selected to serve as director of Macomb Community Action, said county spokeswoman Roneeka Pleasant-Brown.

After an extensive interview process, the committee has selected Ernest Cawvey as the agency's new director. He comes to Macomb Community Action by way of the Michigan Public Health Institute (MPHI), where he lead the State Innovation Model implementation which is designed to create cross-sector projects that bridge population health, economic development and community wealth building.

The director's position became available when former director Rhonda Powell was appointed by Macomb County Executive Mark Hackel as the new director of Macomb County Health and Community Services. Cawvey will begin serving as the new director on Sept. 18.

"Ernest is passionate about affecting change through the core principles of Community Action. We look forward to his leadership on our team," said Hackel.

Cawvey received his Master of Public Administration degree from Syracuse University.



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

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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

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Warren Holding College Night Gathering

Representatives from 88 institutions nationwide will participate in the Ninth Annual College Fair at the Warren City Hall Atrium Thursday, Sept. 21 from 6 – 7:30 p.m.

Warren Mayor Jim Fouts describes the event as “one-stop shopping for colleges and universities and other higher education institutions.”

About 1200 students, parents, guardians and teachers attended last year.

All of the major universities and colleges in Michigan are attending, and schools from as distant as Alabama (University of Alabama), Loyola University in Louisiana, Purdue University in Indiana, and the United States Military Academy in West Point will have representatives.

Representatives from the following colleges and universities will be available to answer questions on admissions and financial aid. Parents and guardians are welcome.

The following is a list of attendees:

- Abcott Institute;
- Adrian College;
- Air Force ROTC;
- Albion College;
- Alma College;
- American Academy of Art;
- Aquinas College;
- Army National Guard;
- Baker College of Clinton Twp.;
- Ball State University;
- Central Michigan University;
- Citizens Bank;
- City of Warren Police Department Recruiting;
- College for Creative Studies;
- Columbus College of Art and Design;
- Cort Furniture;

- Davenport University;
- DIME Detroit;
- Dominican International Institute;
- Drexel University;
- DSDT Detroit School for Digital Technology;
- Eastern Michigan University;
- Elmhurst College;
- EMU: Aviation - Eagle Flight Centre;
- Ferris State University;
- Gannon University;
- Grand Valley State University;
- Henry Ford Community College;
- Hiram College;
- Holy Cross College;
- Illinois Wesleyan University;
- Indiana Tech;
- Indiana University-Purdue University Indianapolis;
- Kalamazoo College;
- Kendall College of Art & Design;
- Kent State University;
- Lake Superior State University;
- Lawrence Technological University;
- Loyola University of New Orleans;
- Macomb Community College;
- Madonna University;
- Marine Corps Recruiting;
- Marygrove College;
- Michigan State University;
- Michigan State University - Institute of Agricultural Technology;
- Michigan Technological University;
- Motion Picture Institute;
- Northern Michigan University;
- Northwood University;
- Oakland Community College;

- Oakland University;
- Ohio State University;
- Olivet College;
- Purdue University;
- Rochester College;
- Saginaw Valley State University;
- Saint Mary's College;
- Schoolcraft College;
- Siena Heights University;
- South University;
- Specs Howard School of Media Arts;
- Spring Arbor University;
- Student Financial Services Bureau - MI Dept. of Treasury;
- The Art Institute of Michigan;
- United States Army Reserve;
- University of Alabama;
- University of Detroit Mercy;
- University of Michigan Army ROTC;
- University of Michigan of Ann Arbor;
- University of Michigan of Dearborn;
- University of Michigan of Flint;
- University of Saint Francis;
- University of Toledo;
- Valparaiso University;
- Walsh College;
- Wayne State University;
- West Point (United States Military Academy);
- Western Michigan University;
- Western Michigan University Chemical and Paper Engineering Dept.

The fair is open to all students, parents and guardians. For more information, call 586-574-4520.



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

GM Employees Help Gleaners

CONTINUED FROM PAGE 1

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 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. Volunteering is a win-win for all.

Detroit Cars Earn Praise

CONTINUED FROM PAGE 1

treatment as an extension of the Avenir sub-brand, resulting in sleek lines and brushed metallic trim on the instrument panel, enriched by a clean layout and relatively few buttons for audio and climate controls. Below the rear bumper, the tri-shield Buick badge shines on the pavement at night, showing the driver where to kick once to open the liftgate. Absolutely brilliant.”

Editors praised the Ford F-150 Raptor, calling it a vehicle of many purposes, able to conquer the most treacherous rocky grades, then change gears for a leisurely ride home with adaptive cruise control doing much of the work.

They wrote that they “find many reasons to love the Raptor,

from the fast response to voice commands and big knobs befitting a big truck to the easy-to-use navigation system and assertive and reliable lane-keeping assistant. As one editor says, the building blocks for an autonomous or semi-autonomous pickup truck and off-road vehicle are here.”

Editor said that Continental “won a 2017 Wards 10 Best Interiors trophy for its lavish and supple cabin, 30-way adjustable massaging seats and astonishing 19-speaker Revel Ultima sound system. Those factors play a part in the user experience, but the Continental's core interface with the driver is top-notch for its processing speed, driver-assistance features, voice controls and brightly colored, reconfigurable head-up display.”

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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 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 technology, 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 elec-

tric 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 Science 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.



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

"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.

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 blackgirlsgcode.com/programsevents.html.

For more information about BGC volunteer opportunities, visit blackgirlsgcode.com/volunteer-signup.html.

Chrysler Named as a Good Place for Latinas to Work

After the evaluation of more than 800 corporations, the editors of *Latina Style* magazine have named Fiat Chrysler to the list of the top 50 U.S. companies for Hispanic women to work.

The ranking is part of the magazine's annual *Latina Style* 50 Report (LS50 Report). FCA US ranked #12 of 50 top employers named to the list, said FCA spokesman Mike Palese.

The LS50 Report highlights companies that have a dedicated effort to diverse recruitment and promotion initiatives, including companies that have programs to recruit veterans and military personnel.

It is, Palese said, considered "the most respected evaluation of corporate America's employment opportunities and policies as they pertain to Latinas."

In addition to naming FCA as one of the top 50 companies for Latina women in the September issue, the magazine also pro-

filed Mercedes Figueroa Mondragon.

Palese said she studied Industrial and Systems Engineering and holds an MBA. She is currently responsible for Transportation Procurement, Inbound and Outbound Logistics for FCA Mexico's operations.

This broad role requires overseeing critical, tactical operations as part of managing the transportation of parts and materials from Mexican Suppliers to FCA's Mexican plants, Palese said. In addition, she also manages the transportation of finished vehicles produced in Mexico, U.S., Canada, Europe, Brazil and Asia to Mexican dealers as well as the transportation of Mexican-produced vehicles to NAFTA, Europe and Latinoamerican markets.

One of her key activities is her Customs responsibility which enables the efficient and timely flow of these goods across international borders, Palese said.

This is the 14th year the company has been included in the Top 50 Report since the benchmark was established in 1998, Palese said.

The full report will be published in the September issue of the magazine and on www.latinastyle.com.

"Diversity and inclusion are core elements of the FCA US'



FCA's Mondragon was profiled in *Latina Style* magazine.

business strategy, and vital to our efforts to develop a workforce that enables the company to innovate and compete in a dynamic, competitive industry," said Kelly Tolbert, head of Diversity, FCA US LLC.

"Our consistent high performance on this important benchmark is a testament to the company's commitment to maintaining a work environment that respects and engages all people and cultures."

"We congratulate FCA US on the outstanding career advancement opportunities it continues to provide its employees," said

Robert Bard, president & CEO, *Latina Style* magazine. "Such an outstanding record of performance can only be achieved when there is full commitment throughout the company to diversity and inclusion."

Among the Latina women who were profiled in the September issue of the magazine, Palese said, is Mondragon.

Latina Style magazine began the LS50 Report, Bard said, as "a quest to explore deeper into the business world and bring forth powerful and useful information on the increasing importance of recruiting professional Latinas."

In 1997, with the assistance of the U.S. Department of Labor, the U.S. Equal Employment Opportunity Commission, and national Hispanic organizations, the magazine developed a comprehensive survey that is sent annually to Fortune 1000 companies.

The LS50 Report, the result of that annual survey process, highlights each selected company's leadership programs, employee benefits and Latina representation in senior positions.

The report is distributed to Hispanic professional and civic organizations, national women's organizations, colleges and universities, all members of Congress, the White House, members of the Cabinet, military and veteran's organizations, as well as at major Hispanic and recruitment conferences, Palese said.

Latina Style is the most influential publication reaching the contemporary Hispanic woman, Bard said.

With a national circulation of 150,000 and a readership of nearly 600,000, the magazine is unique in its ability to reach both the seasoned professional and the young Latina entering the workforce for the first time, showcasing Latina achievements in all areas, including business, science, civic affairs, education, entertainment, sports, and the arts.

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State Promoting Child Seat Safety This Month

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 conducted by the Wayne State University Transportation Research Group found that booster usage is 49.7 percent for that age group, Wingrove said.

A 2008 state law requires children to be properly buckled in a car seat or booster seat until they are 8 years old or 4 feet 9 inches tall.

“Traffic crashes remain a leading cause of death nationwide among children. Car seats and boosters can prevent many of those fatalities and injuries,” said Michael L. Prince, director of the Michigan Office of Highway Safety Planning. “Older children are more at risk as car seat use goes

down despite boosters being less expensive and easier to use than seats for younger children. The beginning of a new school year is a perfect time to focus on traffic safety for students as they are driven to classes, sports activities and other events.”

Booster seats lift the child up so the seat belt fits securely across their hips and shoulders, the strongest parts of the body. When children shorter than 4 feet 9 inches tall don’t use a booster, the belt does not fit comfortably and they are more likely to tuck the seat belt behind their back or under their arm which can cause injuries, including internal organ damage or trauma to the neck or head.

There’s a five-step test for determining if children should ride without a booster. For a video outlining those steps go to www.youtube.com/watch?v=ky-HjHEHjGk.

“Children must be in the correct seat for their size and that seat needs to be installed and used properly,” Prince said. “Parents and caregivers can meet

with trained car seat technicians to learn how to properly use seats.”

Michigan has a network of more than 1,000 CPS technicians who assist with proper installation and use of car seats, boosters and seat belts.

To make best use of a car seat check, drivers are asked to come with their vehicle, car seat and

child. The check usually takes up to 30 minutes. For a list of planned car seat checks, visit Michigan.gov/carseats.

CPS Week is a national initiative created to raise awareness for the importance of car seat use and encourage caregivers to have their children’s car seats inspected by a certified CPS technician.



Correctly placing a child in safety seats is of vital importance.

Tesla Launches More Charging Stations in U.S.

NEW YORK (AP) – Tesla Inc. is building electric charging stations in city centers to attract urban buyers who don’t have a garage to charge in.

The first two stations – in Boston and Chicago – opened Monday, Sept. 11.

The Chicago station can charge 10 vehicles at a time, while the Boston station can charge eight.

A map on Tesla’s website shows urban stations planned for New York, Philadelphia, Washington and other cities before the end of this year.

The new stations take up less space and are easier to install than Tesla’s previous Supercharger stations, which are mostly along highways or at hotels.

Tesla said it’s locating the stations near grocery stores and shopping areas, so owners can run errands while they charge.

The urban stations can deliver 72 kilowatts of power to each car, so it will take about 45 to 50 minutes for most drivers to fully charge their vehicles. Tesla’s highway Superchargers deliver up to 120 kilowatts; they can charge up a car in 30 to 40 minutes.

The company began delivering the new Model 3 small automobile to consumers earlier this summer.

With a starting price of \$35,000 – which is half the price of Tesla’s previous models – the Model 3 is expected to attract many more buyers to the brand.

Tesla said, in statements to the media and the public, earlier this year that the company planned to double its Supercharger network to 10,000 by the end of this year.

MCC Gives Innovation Award Cash to Two Area Businesses

Two early-stage companies, one from Detroit and the second from Macomb County, will receive \$75,000 in funding from the Innovation Fund Macomb Community College, Powered by JP-Morgan Chase & Co.

Since July 2015, the Macomb Innovation Fund has awarded \$1.675 million to 31 companies, said MCC spokeswoman Jeanne Nicol.

In addition, Banza, a 2015 \$100,000 fund awardee, has exercised an early payback option and has restored \$85,000 to the fund. The Detroit-based company produces gluten-free, high-protein and high-fiber pasta products. The money will help replenish the Macomb Innovation Fund, supporting further awards to new technology start-ups, Nicol said.

“The Macomb Innovation Fund represents an important, ‘grow-your-own’ economic development strategy,” said James O. Sawyer IV, president, Macomb Community College. “It leverages the skills, interests and innovation of community members as well as Macomb students in fostering a strong entrepreneurial ecosphere, and in advancing local economic investment and vitality.”

KTISIS (Sterling Heights/ Macomb County) will receive a \$50,000 award, which is designed to advance the progress of emerging companies toward larger-scale funding. The company must provide matching funding and commit to paying back the award.

A technology and manufacturing company, KTISIS is introducing an infinite traction system to increase vehicle stability at any speed and in any road condition, Nicol said.

The company will initially focus on the enthusiasts market, who value performance and speed, starting with radio-controlled vehicles and expanding to the all-terrain vehicle, utility vehicle, powersports, automotive performance aftermarket, motorsports and the original equipment manufacturer markets.

“At KTISIS, our goal is to develop and commercialize fun, exciting and game-changing technologies for the enthusiasts and mobility markets,” said Stephen Chue, founder and company principal.

Alerje (Detroit/ Wayne County) will receive a \$25,000 award, which is designed to support early-stage businesses taking the initial steps in market introduction.

Alerje has developed an epi-

nephine auto-injector that fits into a specially designed smartphone case, Nicol said. When the auto-injector is used, an integrated mobile app sends location and information alerts to a user’s programmed CareCircle, which can include 911, family, friends, caregivers and medical professionals.

Users will also be sent a notification when the medication’s expiration date is approaching.

“It’s been an absolute advantage having Alerje headquartered in Detroit,” said Javier Evelyn, Alerje founder and CEO. “The ecosystem has been invaluable throughout the growth of our company from an opportunity and talent perspective.”

“Driving innovation through this program at Macomb Community College continues to produce exciting results and economic opportunity for young people in the area,” said Chauncy Lennon, Head of Workforce Initiatives for JPMorgan Chase.

The two companies awarded funding were selected from a field of 38 qualified applicants, Nicol said. Each went through a two-stage process, pitching first to a screening committee.

The highest-rated companies moved on to a selection committee comprised of area professionals with experience in business management, finance, law, manufacturing and technology, who make award recommendations.

The Macomb Innovation Fund is a \$2.7 million effort to stimulate economic development and job growth among promising Detroit-area entrepreneurs and next-stage companies with high-growth potential. Funding is provided by Macomb Community College’s Strategic Fund and JP-Morgan Chase, as part of the company’s \$150 million commitment to Detroit’s economic recovery. The unique initiative provides mentoring and capital to early-stage businesses, as well as learning opportunities for Macomb Community College’s students.

To be eligible for the Macomb Innovation Fund, Nicol said companies must locate within a nine-county region consisting of Genesee, Livingston, Macomb, Monroe, Oakland, Shiawassee, St. Clair, Washtenaw or Wayne counties. Information about the application process is available at www.macomb.edu/cie.

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Macomb Community College

(www.macomb.edu) is one of the nation’s leading community colleges, providing learning experiences to more than 44,000 students annually. Macomb grants the largest number of associate degrees in Michigan and nationally ranks in the top two percent in the number of associate degrees awarded by community colleges.

The college’s comprehensive educational programming includes pre-collegiate experiences, university transfer and career preparation programs and bachelor-degree completion.

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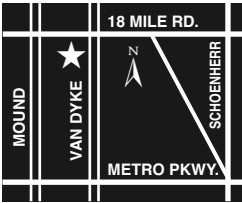
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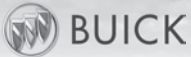


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China Joining Effort to Get Rid of Gas-Powered Engines

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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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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SLE1 FWD Lease Offer MSRP: \$33,770

\$219 per month

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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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