

# Chevrolet Looking Forward to the Next Century of Trucks

by Jim Stickford

GM plans to keep on truckin'. That was the message from Chevrolet Chief Executive Engineer, Global Full & Mid-Size

Trucks and N.A. Vans Josh Tavel on Sept. 28. Tavel spoke to a crowd of GM employees in the lobby of the Tech Center's VEC building as part of the company's celebra-

tion of 100 years of GM trucks. The employees in attendance had the chance to view three GM trucks from different times in the company's history. They were a blue 1948 Chevy, a

red 1966 first generation C/K and a white 2018 Chevy Colorado 4x4. Tavel went before the crowd and gave a brief history of the GM pickup truck.

He said the company first began selling them to the public in 1918, but the first pickups were actually made in 1916. They were

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Cadillac's de Nysschen and New York Lt. Gov. Kathy Hochul start cruise.

### Cadillac Shows its 'Hands Free' Tech with Long Trip

Traditionally, driving a car has been a literal hands-on experience.

Cadillac is doing something to change that.

Beginning Sept. 25, Cadillac embarked on the first official hands-free drive on freeways from one side of the country to the other, using the industry-leading Super Cruise technology, said Cadillac spokesman Donny Nordlicht.

A select group of key stakeholders and media will put the power of Super Cruise technology to the test in twelve Super Cruise-equipped Cadillac CT6 vehicles, which departed this morning from Cadillac House in New York City and will travel to Los Angeles, California, Nordlicht said.

Crossing through 16 states, plus the District of Columbia, in Super Cruise-equipped Cadillac CT6 vehicles, the drive program will make stops in major cities

across the U.S. including: Cleveland; Chicago; Memphis, Tenn.; Dallas; Santa Fe, N.M. and Phoenix. Super Cruise is Cadillac's innovative driver assistance feature, which enables hands-free, driver-assisted operation on 130,000 miles of limited access, divided freeways in the U.S., Nordlicht said.

"Cadillac is setting new industry standards with ground-breaking driver assistance technologies like Super Cruise, the world's first true hands-free driving system for the freeway," said Johan de Nysschen, Cadillac president. "We are excited to bring Super Cruise, a true testament to Cadillac's innovative spirit and technical capability, on its first-ever hands-free drive on freeways from coast to coast."

The multi-state, cross-country drive marks the first time that Super Cruise technology will be

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### FCA Foundation Helps Local Organizations

The FCA Foundation, the charitable arm of North American automaker FCA US LLC, on Sept. 26 gave out six grants, totaling nearly \$900,000, to support academic and nonprofit organizations across the United States that help students – pre-K through post-secondary – build the skills and competencies that support student achievement.

Many of these collaborations focus particularly on programs designed to expand science, technology, engineering and math (STEM) skills and opportunities among youth, said Fiat Chrysler spokesman Kevin Frazier.

"At FCA, we believe that education is an essential element in creating strong and sustainable communities," said Shane Karr, head of External Affairs, FCA – North America and president, FCA Foundation. "These grants will help students



Young students in the DAPCEP Explorer program are helped by FCA.

overcome obstacles, improve academic performance and gain practical skills that will help them succeed and mature into resilient, responsible members of the community."

The FCA Foundation provided grants to the following organizations:

- \$250,000: Communities In

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### M-CAM's Program Helped Fill Skills Gaps

by Jim Stickford

There is frequent talk about a skills gap making it difficult for employers to hire qualified people. At a recent meeting at Macomb Community College, a group of representatives from eight community colleges in Michigan learned how well a program designed to fill that skills gap went.

The results of the program, called Michigan Coalition for Advanced Manufacturing (M-CAM), were discussed at a meeting at the MCC campus in Warren on Sept. 27.

School president Dr. James Sawyer said M-CAM was really the brainchild of retired MCC president James Jacobs. Sawyer said that MCC was proud to be

the lead for M-CAM and that the eight community colleges in Michigan that participated – Bay College, Grand Rapids Community College, Kellogg Community College, Lake Michigan College, Lansing Community College, MCC, Mott Community College and Schoolcraft College – all collaborated to make M-CAM work.

The program was funded by a U.S. Department of Labor grant of \$24.9 million.

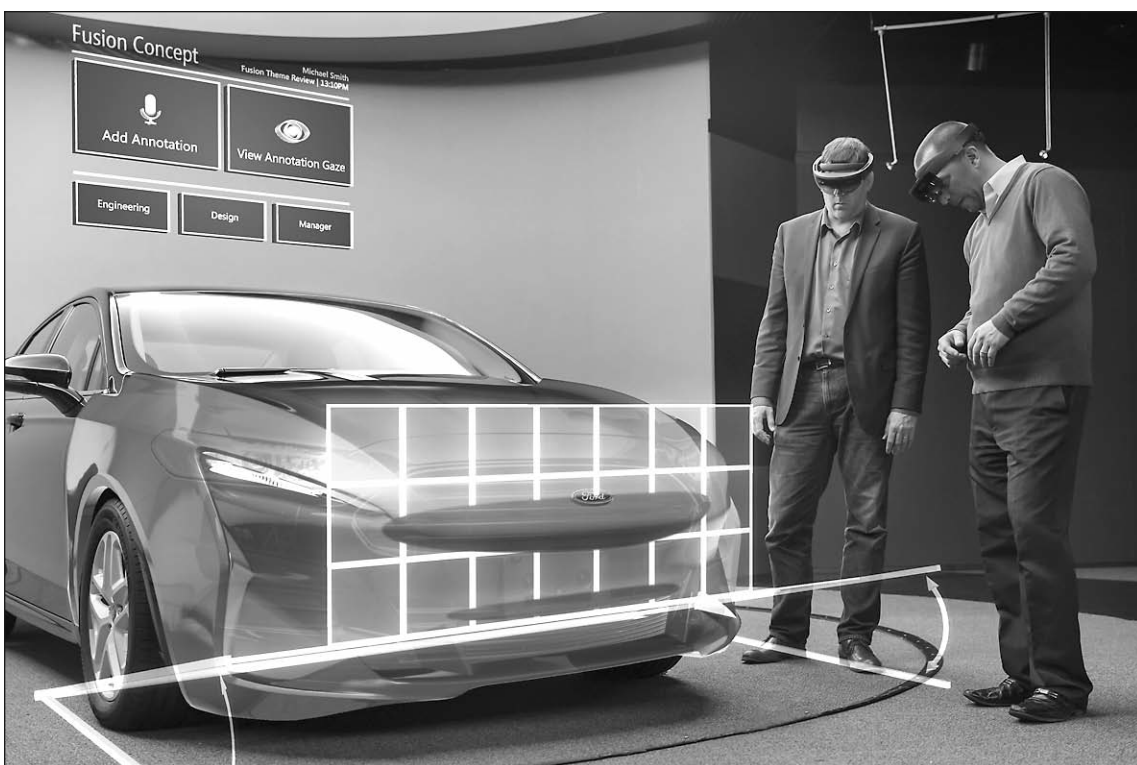
Money went toward paying for education expenses of students in the program as well as for the schools to update their equipment, enhance coordination and build capacity across the eight schools and improve student access to career advising and better align training to meet employers' needs, said Joe Petrosky,



Joe Petrosky

dean of Engineering & Advanced Technology at MCC.

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Ford designers use holographic tech to quickly view potential vehicle design changes.

### Ford Using New Holographic Technology for Designing

When it comes to seeing potential vehicle designs, Ford is learning how to light it up.

Ford designers have been swapping some clay-sculpting steels and rakes for mixed reality headsets and visualization software that can change vehicle design elements – side mirrors, grilles, vehicle interiors and more – in mere seconds, said Ford spokesman Wes Sherwood.

Designers have been piloting Microsoft HoloLens technology for a year now in Ford's Dearborn studios, Sherwood said, allowing them to see proposed virtual design elements as if these pieces were part of physical vehicles.

They've been able to explore different shapes, sizes and textures of future vehicle attributes in minutes and hours instead of

the weeks and months it can take to create clay models. And now, Ford is expanding this pioneering testing across the globe.

"It's amazing we can combine the old and the new – clay models and holograms – in a way that both saves time and allows designers to experiment and iterate quickly to dream up even more stylish, clever vehicles," says Jim Holland, Ford v.p., vehicle component and systems engineering. "Microsoft HoloLens is a powerful tool for designers as we continue to reimagine vehicles and mobility experiences in fast-changing times."

HoloLens technology uses mixed reality, which enables designers to see holograms in photo-quality backdrops through

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## Toyota Investing Large Sums in American Sites

CHARLESTON, W.Va. (AP) – Toyota Motor Corp. announced a \$374 million investment Sept. 26 at five U.S. plants to support production of its first American-made hybrid powertrain.

The upgrades at Toyota's factories in Alabama, Kentucky, Missouri, Tennessee and West Virginia are part of a previously announced \$10 billion in U.S. spending by the Japanese automaker. It "underscores Toyota's confidence in the capability and global competitiveness of our North American manufacturing," Jeff Moore, Toyota North America's senior v.p. of manufacturing, said in a statement.

Toyota said 2.5-liter engines made in Kentucky and transmissions produced in West Virginia will be used in North American-made hybrid vehicles manufactured in Princeton, Indiana.

Toyota will create 50 jobs at its Huntsville, Ala., plant, which will build engines for its cost-saving New Global Architecture production strategy.

## Ford Sees the Light in Design with Hologram Technology

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wire-free headsets, Holland said. They can scroll and preview at the flick of a finger through numerous design variations projected virtually onto an actual car or clay model.

"We may not be able to teleport yet, but HoloLens allows us to review full-size 3D designs with designers and engineers around the world in real time," says Craig Wetzel, Ford manager, design technical operations. "And we've only just scratched the surface, so possibilities for the future seem almost limitless. This is very exciting."

As designers wearing headsets move around an actual vehicle, Holland said the Microsoft HoloLens scans and maps the environment far more accurately than GPS to render holograms and images from the angle at which the vehicle is being viewed. A Windows 10 computer embedded in the headsets brings the power of the operating system to a holographic device that is untethered, wearable and mobile.

Traditionally, designers and engineers have to wear headsets that rely on cables tethered to a PC.

Designers see 3D holographic images of themes and features as though these elements were already part of the vehicle – allowing them to quickly evaluate the design, make changes, and determine styling options earlier in development.

"With HoloLens, we can instantly flip through virtual representations to decide which direction they should go," says Michael Smith, Ford design manager. "As a designer, you want to show, not just tell. This is much more compelling."

Ford has adapted HoloLens technology to enable designers to collaborate with engineers to better understand the customer experience, too, Smith said. For example, the technology allows a designer and engineer to evaluate in near-real time how a new side mirror looks aesthetically, as well as the customer's view of the vehicle's surroundings.

Whereas today it can take days, even weeks, to study a grille design, Smith said HoloLens allows designers and engineers to explore a variety of different iterations in a matter of hours.

The headsets can even be

synced to allow multiple team members to view a design simultaneously, making collaboration easy. They can also record audio notes – high-tech "sticky notes" – for team members working in other time zones or off-site.

Beyond the global design test, Ford is investigating how to bring HoloLens technology into more engineering development processes to further bolster the company's lead in using advanced visualization technologies such as virtual reality.

"HoloLens allows a whole team of people to collaborate, share and experience ideas together," says Elizabeth Baron, Ford virtual reality and advanced visualization technical specialist. "Mixing virtual and physical models is exciting, because it helps our designers and engineers communicate effectively and ideate to see what the future looks like earlier in the process. This allows great freedom and efficiency in how prototypes are created or changed."



Holographic tech allows designers to see mockups from different sides.

## FCA Foundation Supporting Local Charity Organizations

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Schools (CIS): Working directly in more than 2,300 low-income schools in 25 states and the District of Columbia, CIS' model of Integrated Student Supports is proven to keep the most vulnerable students in school and on the path to graduation. To do this, CIS' school-based staff work hand-in-hand with teachers, school leaders, community partners and families to identify

those students' unique needs and to surround them with a caring network of support.

- \$25,000: Detroit Area Pre-College Engineering Program (DAPCEP): DAPCEP seeks to increase student interest in STEM topics and assist in the academic preparation needed to graduate from high school and succeed in a university-level STEM curriculum. Through its engagement with numerous corporations, public, charter and private

schools, and eight colleges and universities, DAPCEP anticipates that its weekend, in-school, after-school and summer programs will reach nearly 8,000 pre-K to 12th grade students.

- \$265,000: FIRST in Michigan: Grants will support 76 FIRST Robotics Competition (FRC), FIRST Tech Challenge (FTC) and FIRST Lego League (FLL) teams across the United States, helping students offset the costs of competing, including registration fees, parts and materials and team apparel. Additionally, FCA US employees often donate their time and skills to help mentor students and serve as competition coordinators.

- \$200,000: National College Access Network (NCAN): NCAN works to promote best practices and to build capacity for college access and success through its support of organizations that help underrepresented middle and high school students aspire to, apply to, enter and succeed in college. Focused on connecting with educational institutions, nonprofits, government and businesses within the "high school to college pipeline" and identifying best practices, including targeted advising on academic, career choices, college admissions and financial aid, NCAN touches the lives of 2 million students and families each year.

- \$50,000: Winning Futures: Through its Life Skills & Career Readiness Mentoring Program, Winning Futures matches at-risk and disadvantaged students with mentors from the metro Detroit business community whom then help teach the life skills necessary to become successful, pro-

ductive citizens. This year alone, Winning Futures anticipates serving more than 1,700 students at 11 schools throughout Wayne, Oakland and Macomb counties.

- \$50,000: Women of Tomorrow: Through a unique mentoring program with highly accomplished professional women and scholarship opportunities, Women of Tomorrow helps at-risk young women (grades 9-12) in Michigan successfully navigate the transition from adolescence to young adulthood. Accordingly, the program emphasizes sustained mentoring and supportive peer relationships that extend over three or four years, through each young woman's entire high school career. Women of Tomorrow currently serves over 1,200 mentees in 53 public high schools throughout Wayne, Oakland, Macomb and Washtenaw counties.

Consistent with its charitable giving pillars, such as youth development, support for veterans and their families, education and service, Frazier said the FCA Foundation will provide more than \$4 million in funding this year to charitable organizations and initiatives across the United States.

In addition to the FCA Foundation's monetary contributions, Frazier said FCA US employees are given 18 hours of paid time off each year to volunteer their time and skills to help build strong, resilient communities in metro Detroit as well as across the country.

These relationships and partnerships provide a vital connection between FCA US employees and the communities where they live and work.



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## Chevrolet Looking Forward to the Next Century of Trucks

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used to haul items at the company's plants in Flint. It took two years for GM to realize that the pickup was something that the public would also like.

There were two versions of the first pickups, Tavel said. One cost \$595 and the other cost \$1,195.

These trucks had a "whopping" 21 horsepower, Tavel said.

By 1929, the horsepower had doubled. But it wasn't until 1937, Tavel said, that trucks reached the next level. GM began selling a diversified portfolio of pickups. There were now half-tons, three quarter-tons and one-tons.

Truck manufacturing switched over from the civilian market to the military market in the early 1940s, Tavel said. They helped the U.S. win WW2 and their role in the defeat of the Axis powers is something that everyone in GM can take great pride in.

By 1947, Tavel said trucks really began to take off. They now came in six-cylinder models and the focus began to be placed more on the customer and how he or she drove trucks. They became safer and more comfortable.

"One cool thing was that defrosters were first put in trucks in 1947," Tavel said. "By 1965, we enter the fleet era, and trucks began to be used in more recreational ways. People were using them to haul trailers to their cabins up north. They became a staple of our culture."

GM sold 585,000 pickups in 1966 alone, Tavel said.

Next to speak was Eric Stanczak, chief engineer, Full Size

Truck. He filled in for Tavel when Tavel's voice became hoarse from a slight cold.

Stanczak said that Chevy's trucks are very personal to many who work at the Tech Center. People have spent years working on and improving the trucks Chevrolet makes.

Which is why it made sense for Chevy to announce that the brand is honoring the owners who have made Chevy Trucks a part of their lives for the past century with a 100-day celebration featuring two new Special Edition trucks, the national rollout of the Truck Legends customer loyalty program and more.

"The Chevy Trucks Centennial is a huge milestone for us, and is equally important to our customers," said Sandor Pizar, Chevrolet Trucks Advertising and Marketing director in a statement to the media. "That's why we will be celebrating 100 years of Chevy Trucks over the course of the next 100 days. It's important that we share this celebration with our loyal customers who have helped us achieve this accomplishment."

Chevrolet kicked off the Centennial Celebration Sept. 28 at the State Fair of Texas, where the brand announced four ways customers can celebrate the Chevy Truck Centennial:

- New 2018 Silverado and Colorado Centennial Special Editions;
- National rollout of the Chevy Truck Legends program;
- Branded merchandise featuring Chevy heritage bowtie;
- Chevy Trucks Centennial Celebration on Dec. 16, 2017.



GM employees view historic Chevy trucks at a special centennial celebration at the VEC building.

The latest additions to the Chevrolet Trucks portfolio of special editions, the 2018 Silverado and Colorado Centennial Editions feature design elements inspired by Chevy Trucks throughout history, including a distinctive Centennial Blue paint color and exclusive heritage bowtie emblems and 100 year badges inspired by colors and design cues found on early Chevrolet Trucks.

Stanczak also announced the nationwide rollout of the Truck Legends program, an exclusive community for those who have

made Chevrolet Trucks some of the most iconic vehicles in America. The program recognizes the customers who own a Chevy Truck with more than 100,000 miles on the odometer or who have purchased or leased more than one new Chevy truck in their lifetime.

Qualifying customers will join an active community that has grown to more than 5,400 members since its launch in Texas in September 2016. The community will continue to grow and connect customers from all corners of the nation through their shared love for Chevy Trucks.

Stanczak said none of the great

years GM has made over the years was possible without the efforts of the people who worked at GM for a century.

"You guys make this happen," Stanczak said. "You should feel proud. And you should forward to the next 100 years. Be proud of our products and the work you've done to make these great trucks."

Tavel then concluded the ceremony by saying that trucks are important to GM's future.

"It's been an awesome 100 years," Tavel said. "And what we are doing right now with the next generation trucks is awesome too."

## Cadillac Takes Hands Free Epic Journey

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demonstrated on New York City freeways. Cadillac has been granted a New York automated vehicle testing license under a new law championed, enacted and advanced by Gov. Andrew Cuomo, Nordlicht said.

"We are proud to work hand-in-hand with government officials to continue to develop new technologies that will define the future of transportation in the U.S.," said de Nysschen. "It's especially fitting to kick off this drive in New York City, the home of Cadillac's new global headquarters, and we're honored to have the support of New York

Governor Andrew Cuomo and Lieutenant Governor Kathy Hochul, both of whom foster New York's leadership in innovation and cutting-edge technology."

To celebrate the historic drive, Cadillac hosted a press conference with Hochul at Cadillac House in New York City. The Lieutenant Governor and de Nysschen sent off the fleet of Super Cruise-equipped vehicles, led by a police escort, as they embarked on the cross-country journey.

"Revolutions in transportation were at the heart of New York's original rise to national prominence and economic prosperity,

and this cross-country demonstration continues that tradition," said Hochul. "By changing state law to allow automated vehicle testing and partnering with Cadillac to bring its headquarters to New York City, Governor Cuomo has positioned New York State to take the lead in the development of the driverless/hands-free technology that is rapidly transforming the automotive industry."

Super Cruise will be available this fall in the 2018 Cadillac CT6. Unlike other driver assistance systems, Super Cruise utilizes two advanced technology systems – a driver attention system and precision LiDAR map data.



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## Mopar Hemi Race Teams Win at NHRA

Mopar Hemi power claimed its 13th NHRA Funny Car win of 2017 on Sept. 24 at Maple Grove Raceway, as Ron Capps drove his Dodge Charger R/T from Don Schumacher Racing (DSR) to the winner's circle at the Dodge NHRA Nationals. Capps bested Courtney Force in the final round at the Reading-area track to pick up his seventh victory of the season and the 18th for Hemi power from DSR in both Nitro categories overall.

The win in the Dodge-branded event also put Capps, the defending NHRA Funny Car champion, back in the points lead after the second of six events in the NHRA Mello Yello Drag Racing Series Countdown to the Championship playoffs.

Capps bested Courtney Force from the right lane in the final round with a pass of 3.968 seconds at 326.48 mph for Force's 3.993 at 311.70. Capps left the starting line with a .043-second reaction time, while Force had a reaction time of .067. The cars were side-by-side for the length of the drag strip when Force's parachutes deployed just before the finish line.

Capps defeated three Mopar Dodge drivers on his march to the final, starting with Jim Campbell in a wild first round. Campbell had a cylinder out while Capps' car went up in smoke at the finish, but still turned on the win light.

Capps next took on DSR teammate Tommy Johnson Jr. and won on a clean pass as Johnson lost traction near half-track. Capps then defeated another DSR teammate in the form of Matt Hagan. The cars were close until Hagan's chutes came out down track, allowing Capps to pull away and reach the final round for the 10th time this season, where he collected the 56th win of his Funny Car career and his first at Maple Grove. It was also the 17th time at least one Mopar Dodge Funny Car has reached the final round through 20 events this year.

After a difficult opening to the Countdown to the Championship at zMAX Dragway near Charlotte last week, where no Mopar-powered car got past the second round in Reading three Mopar HEMI-powered Funny Cars from DSR reached the semifinals.

Matt Hagan, whose team has struggled recently, won his first-round matchup over Jeff Diehl as Hagan powered his Mopar 80th/Express Lane Dodge Charger R/T to the finish line when Diehl smoked his tires at the 330-foot mark.

## Wayne County Approves Plan For Development

TRENTON, Mich. (AP) - Plans call for a shuttered industrial property along the Detroit River to become an automotive manufacturing and logistics facility as part of a \$4 million property deal.

The Wayne County Commission approved a proposal Sept. 28 involving businessman Manuel (Matty) Moroun's Crown Enterprises Inc. real estate business. Crown Enterprises plans to demolish structures on the blighted former McLouth Steel site in Trenton.

The property will be transferred to the Wayne County Land Bank. The \$4 million will be split among the entities that are owed taxes, including Wayne County and the city of Trenton. Crown Enterprises plans to invest at least \$20 million in redeveloping the site.

Picture may not reflect actual vehicle. \*The FCA US LLC (formerly Chrysler Group) Employee Advantage Purchase program sale prices and lease payments quoted. Just add tax, title, doc fee and destination charge. \*\*24, 27, 30, 36 month FCA US LLC employee leases. The amount due on all leases require amount due plus monthly tax, cap cost reduction tax, first payment, title, plate, doc fee and destination charge. Security deposit is waived on all leases payments. Lease payments are 10,000 miles per year. 20 cents per mile thru Ally or 25 cents thru Chrysler Capital for excess mileage. Customer must qualify for 1 or 5 tier credit approval. Payments subject to change due to lower approved credit tier. Banks may require to prove income and residency for credit approval. Customer is responsible for excess wear and tear. Total delivered price is the sum of the purchase price, plus doc fee, plate fee, sales tax, and approved finance charges over the term of the loan. All rebates and program monies assigned back to dealer. All prices and lease payments are based on FCA US LLC incentives from the Great Lakes Business Center. Rebates as retail consumer cash, lease cash, lease loyalty, military, trade assist cash, finance bonus cash and all other Great Lakes offers will be applied. The dealer invoice amount is not a net factory price to dealer. Customers may not qualify for all offers, incentives, discounts or financing offers. See dealer for qualifications and complete details. Exclusive Huvaere new car cash coupon has been applied to all sale and lease payments in this ad. Vehicle sale prices include Chrysler Capital bonus cash-must finance thru Chrysler Capital. Ram leases include Great Lakes Truck Conquest Bonus cash. \*Sale prices include lessee loyalty retail bonus cash, customer must qualify. 184 month buy, 2.99% APR with approved credit. Ram payments include Ram to Ram Loyalty Rebate.



# MCC M-CAM Program Helps Community College Students

CONTINUED FROM PAGE 1

The three year program began in 2014 and ended this year, said Sean Patrick, manager of Media Relations at MCC.

Petrosky said that a total of 3,925 students were enrolled in M-CAM. Of that number 1,348 were from MCC. The school also received about \$9.6 million of the \$24.9 million in funding.

There were two reasons for that, Petrosky said. First, they had the most students – about a third of all enrolled. Second, as the project leader MCC was also responsible for many of the administrative costs of the project.

As part of the project, the schools were required to hire a third-party evaluator to look at the program and how well they fulfilled the goal of M-CAM.

The group chosen was Social Policy Research of Oakland, Calif. Two representatives – Heather Lewis-Charp and Deanna Khemani – spoke at the Sept. 25 meeting at MCC.

Lewis-Charp said that in their evaluation they compared M-CAM students to regular community college students. They found that the average M-CAM student was 34 years old and that 63 percent had no prior college experience.

“Many students had multiple barriers to entering college,” Lewis-Charp said. “But M-CAM is not about cold numbers, it’s about helping students achieve success. The program served special populations. That included veterans, who were the only population required by the feds. There were also groups served such as older workers, women, justice-involved individuals and English learners.”

Overall, Lewis-Charp said, 6 percent of students (251) were

veterans, which matches the Michigan population. About 31 percent (1,218) were older workers. They were a hard-to-serve population because they often didn’t have a lot of time for training programs.

Another 13 percent of students were women. Justice-involved students were about 10 percent (190) of the program. Justice-involved was defined as people involved in the justice system in some way. It could have meant they were ex-cons, or had an arrest record.

The majority of the students, Lewis-Charp said, were enrolled in short-term training programs, which often lasted between eight and 16 weeks. Relatively few were in the program to get two-year or longer degrees.

“There were a lot of reasons for that,” Lewis-Charp said. “Many had families to support, or they were enrolled to get a specific skills upgrade. We found that a total of 67 percent of veterans enrolled completed their courses. That’s compared to 58 percent of the 4,000 regular student population we compared M-CAM students to.”

Further stats showed:

- 76 percent of over 55 completed their course work.
- 70 percent of 40-54 completed course work.
- 53 percent of 39 and under finished course work.
- 70 percent of female students finished course work.
- 57 percent of men finished course work.
- 86 percent of justice-involved students finished course work.

Khemani said the overall outcome of the program was positive. Many students received multiple certificates. They were able to track students after they completed their education. A to-



Thanks to M-CAM students at schools in state learned new skills.

tal of 83 percent of students were employed three months after exiting the program.

“The question becomes is that 83 percent number a high figure,” Khemani said. “Compared to the regular student population of 70 percent, the answer is yes. Employment of M-CAM students remained 10 percent higher.”

And, Khemani said, M-CAM students also received higher wages. About 70 percent of incumbent students – those who already had jobs – earned wage increases.

“We’re excited by these numbers,” Khemani said. “We noted specifically, that 51 percent of Macomb students earned wage increases. The average increase was 11 percent.”

The big reason for that increase, Khemani said, was that MCC students were heavily weighted in the manufacturing courses.

Lewis-Charp said that each college got to set their own curriculum for students. They worked with area employers and created programs that met the needs of their individual communities. Eight different schools in eight

different parts of the state resulted in slightly different programs for each school.

Petrosky said that hearing outside parties confirm the anecdotal evidence they saw at MCC was gratifying.

“Now that the federal money is gone, we will incorporate what we’ve learned and apply it to future programs,” Petrosky said. “We are always looking for funding from partners. MCC just received a large grant from the Ralph C. Wilson Foundation.”

Part of what made the programs successful, Khemani said, was that the schools created programs that incorporated needed skills into the curriculum. So when students learned welding, for example, they had to meet certified third-party welding standards to complete their coursework.

By having such third-party standards as part of the curriculum potential employers know graduates are able to do the jobs in question.

The M-CAM program was created with specific goals in mind, Khemani said, and it appears that the schools were able to deliver on that promise.

## Gilbert Promises Funding for Code Learning

DETROIT (AP) – A coalition of businesses including Amazon, Google and General Motors has agreed to give \$300 million to boost K-12 computer science programs across the U.S.

Internet Association CEO Michael Beckerman announced Sept. 26 that the private-sector contribution will come in over the next five years. Beckerman led a panel discussion at a downtown Detroit high-rise that featured President Donald Trump’s daughter and adviser Ivanka Trump.

Her visit to Detroit came a day after the president announced a plan to spend at least \$200 million annually on competitive grants so schools can broaden access to computer science education.

“Knowing how to code is really foundational toward success in any industry, not just tech narrowly defined,” Ivanka Trump said.

Just before Ivanka Trump arrived on stage, Beckerman announced the private-sector contribution.

Amazon, Facebook, Google, Microsoft and Salesforce.org are giving \$50 million apiece; Lockheed Martin is promising \$25 million; Accenture is committing more than \$10 million; and General Motors and Pluralsight have pledged \$10 million toward the effort. Additionally, Detroit-based Quicken Loans announced that it will work to make sure that 15,000 Detroit Public Schools students receive computer science training.

Ivanka Trump said it is crucial that young people, especially girls and racial minorities, learn how to write computer code and study computer science.

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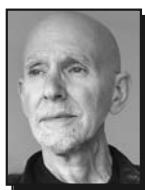
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## State Pondering New Car Insurance Regs

LANSING, Mich. (AP) – Michigan drivers would no longer be required to buy unlimited medical insurance to cover serious crash injuries under legislation that high-ranking supporters proposed Sept. 26 to significantly reduce the country's most expensive auto premiums.

Michigan is the only state to mandate unlimited benefits. The bill backed by House Speaker Tom Leonard, Detroit Mayor Mike Duggan and others would let motorists stick with unlimited coverage or instead choose \$250,000 or \$500,000 of coverage – still a much higher level than is required in all but one other state, New Jersey, where it is \$250,000.

Michigan drivers buying \$250,000 of coverage would be guaranteed a 40 percent cut in personal injury protection fees, equaling a 20 percent reduction in the overall cost of a comprehensive policy and a nearly 50 percent cut on a basic policy. Those age 62 and older who have Medicare or other retiree health insurance – such as teachers, police and firefighters – could opt out entirely of personal injury protection, saving 35 percent.

"Forty-nine other states are doing just fine without this unlimited system," Duggan, whose city has the highest car insurance rates in the U.S. and where many residents "drive dirty" with no insurance, said at a Capitol news conference. He outlined scenarios where an average driver could save \$604 a year under the measure and a senior motorist could save \$1,105.

Under another cost-saving provision in the bill, auto insurers would reimburse set fees to health providers for treating people injured in car crashes, similar to how Medicare works. Car insurers now pay three to four

times more for X-rays and other medical services than health insurers do.

Many Republican lawmakers, some Democrats, black civil rights leaders, the head of the state Chamber of Commerce and a prominent trial lawyer joined in pushing changes. But the new bill was immediately opposed by a coalition of health providers, plaintiffs' lawyers and patient advocates – whose concerns have blocked past legislative attempts to overhaul the insurance law, including legislation backed by Gov. Rick Snyder four years ago.

Critics said people with paralysis and brain injuries would not "get the care they need" and warned the legislation would shift costs to Medicaid. Proponents countered that their treatment would not stop but would be covered by their health insurer – not their auto insurer – once expenses exceeded \$250,000 or \$500,000.

In the Senate, Republican Majority Leader Arlan Meekhof opposes government-imposed rate rollbacks and fee schedules for auto-related injuries.

"We have a very broad coalition. That's what it's going to take to get this done," said Leonard, a Republican. The GOP bill sponsor, House Insurance

Committee Chairwoman Lana Theis, will begin hearings next week.

Michigan's annual average auto insurance premium is \$2,394, highest in the nation, according to Insure.com. The national average is \$1,318.

Michigan Health & Hospital Association CEO Brian Peters called the legislation a "non-starter," saying it would not guarantee rate relief for all drivers, including those choosing unlimited personal injury coverage. Oakland County Executive L. Brooks Patterson, who was seriously injured in a 2012 crash and who holds sway with Republican legislators in Detroit's northern suburbs, called the bill a "robbery" that would benefit high-paid insurance executives.

But Pete Kuhnmuensch, executive director of the Insurance Alliance of Michigan, said the system is "broken" and "outdated." The industry group supports three elements to curtail costs: targeting fraud, stopping medical providers from overcharging car insurers and giving consumers a choice in their level of medical coverage. Auto insurers have previously opposed required cuts in premiums but did not immediately weigh in on that component of the bill Sept. 26.

## Google Updates Ann Arbor Campus with New Tech

ANN ARBOR, Mich. (AP) – Tech giant Google is bringing its employees in Ann Arbor together under one roof and celebrating the opening of its new campus on the north side of the city.

The totally renovated 135,000-square-foot space on Traverwood Drive is a far cry from Google's original office in Ann Arbor, a tiny space above Vinology on Ann Arbor's Main Street.

Today, from the grand staircase that winds up three floors, to work spaces devoted to Google's AdWords and DoubleClick programs, there's a feeling of newness and excitement as employees pour into the new office and make it their own.

"We're excited to get everyone back together in the same place, which is really what this grand opening represents for us," said Charles Scrase, co-site lead and director of Google Technical Services at Google Ann Arbor. "We are in process of moving everyone under the same roof as we speak."

It's been more than two years since Google moved out of its downtown Ann Arbor space at the McKinley Towne Centre, which is now occupied by software company LLamasoft. The company has been operating at the Traverwood site as well as an office building near Briarwood Mall.

"It was a difficult decision for us," said Tracy McNeilly, director of facilities for Google, about the construction of a new office building. "We weren't able to accommodate all of our needs downtown. This was an opportunity for us to continue to have an Ann Arbor presence and the ability to grow as needed."

The north side campus offers Google the opportunity to bring employees together from different locations in Ann Arbor, Scrase said, as renovations wind up on Phase 2 of construction.

Those employees also had an active role in defining their new workspaces, McNeilly told The Ann Arbor News. Most Google offices have the same technology but are all unique in some way or another, he said.

"It's really important to reflect the local culture and what that employee base views as important. No two Google offices are

the same," McNeilly said. "The employees play an active role in helping determine what is important and how they want to work."

The first phase of construction took into account how Google employees work, with work settings from cafe tables to elevated workspaces, with micro-kitchens on each floor to encourage workers to talk about their work in a more casual setting.

Google's email platform, Gmail, was developed as a result of a conversation at a micro-kitchen, said Eric Yuhasz, facilities manager for Michigan and Montreal.

"The next big idea could be a result of a casual collision," Yuhasz said.

Scattered throughout the campus are amenities meant to alleviate employee stress and enhance the work experience like a massage studio, a cafeteria with vegan and vegetarian meal options, a fully-equipped fitness center and an on-staff barista for a quick pick-me-up.

You may even see some four-legged companions walking around the office, as employees are welcome to bring in their dogs, as well as have their families visit them on campus from time to time.

"It's a really exciting place to be," said Karen Godwin, co-site lead and director of Google Marketing Solutions at Google Ann Arbor.

Google officials declined to specify the amount of investment in the campus renovations, but said it was a "significant" amount.

Officials said they wanted to maintain Google's presence in Ann Arbor for a variety of reasons: the talent base found in Michigan along with its emphasis on entrepreneurship and innovation. It even came down to the local culture, what Scrase identified as a "warm and friendly environment."

"I think the thing that people talk about first and foremost when they talk about Ann Arbor is the people, the culture," Scrase said. "I also think it is the way in which people engage with each other and their communities."

Google has more than 450 employees in Ann Arbor, and more than 600 employees in Michigan.

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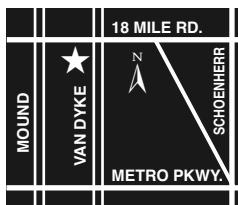
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**24** MONTHS | **\$999** DOWN | STOCK #577297

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All prices and payments include GM rebates. Pictures may not represent actual vehicle. Pricing subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). All leases are 10,000 miles per year with approved S Tier credit. Traverse, Trax, Silverado, Cruze, Equinox and Malibu are 24 month leases, Tahoe and Volt are 36 month leases, Camaro is a 39 month lease. All Vehicles shown are \$999 down. Disposition Fee may be required at vehicle turn in. Must have lease loyalty and/or closing competitive lease depending on vehicle model. Prices and payments are plus tax, title, plate fee w/ acquisition fee up front, refundable security deposit required on certain vehicles - to be determined by lender. Purchase pricing is gm employee discount plus title, taxes and fees. Pricing is subject to select model vehicles- while supplies last. Pricing is based on instant value certificates, while supplies last. \*\*\$3,500 trade in is valid on 2003 or newer vehicles w/ under 115k miles in drivable condition, no branded titles, reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. \*\* Exp date: 9/30/2017.