

MCC Volunteers Plant a Greener Future

by Jim Stickford

School was in session recently when volunteers from Macomb Community College helped plant a rain garden in front of the school's Michigan Technical Education Center (M-TEC) building on Van Dyke

between 11 and 12 Mile Roads in Warren.

Janice Grant, a professor and program coordinator for MCC's Architectural Construction program, said the June 11 planting project kills two birds with one stone.

"At M-TEC, we have a site where we get to teach environ-

mentally responsible landscaping," Grant said. "At our South Campus, we offer an architectural curriculum in team building, and design and construction of sustainable structures. What that means is we include ways to

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MCC student volunteers planted a rain garden in front of M-TEC building in Warren that will save water.



Schaller shows off a 2018 EcoBoost Performance Package Mustang.

Ford Shows the World Just What Its Mustangs Can Do

by Jim Stickford

Sometimes one just wants to show off what one can do.

That was the thinking behind a recent special Ford Mustang Day held at the M-1 private race track in Pontiac.

Mike Levine, Ford Product communications manager, said the June 11 gathering was designed to be a great way to show off just what the entire lineup of Ford Mustangs can do.

"This is such a great American car," Levine said. "It's truly an iconic vehicle that is popular here and around the world."

Given that fact, Levine said Ford wants to show the world just what all the Mustang editions can do. So the company organized a special Mustang Day on June 11 at the M-1 Race Course in Pontiac. Automotive journalists and bloggers were invited to the track and given the

opportunity to drive different editions of the Mustang around the closed-course track with the help and guidance of professional drivers and driving teachers.

"This event gives us a chance to showcase the Mustang, really all the Mustangs," Levine said. "We are talking about the Mustang GT, a popular eight-cylinder car, to the Mustang GT 350, which has a 5.2-liter engine with flat plane crank V8 engine that gives even more performance to Mustang enthusiasts."

Mark Schaller, brand manager for the Mustang, said that events like the June 11 gathering are important for the brand.

"We get to show off the cool Mustang editions," Schaller said. "A lot of what makes the Mustang successful is the breadth of offerings. Our entry-level Mustang has 310 horsepower. That's

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Auto Industry Faces Perils, Opportunities As Technology and Public Tastes Change

There are some interesting times ahead for the auto industry.

That was the message given by Bank of America Merrill Lynch Automotive Analyst John Murphy at a special Automotive Press Association presentation last week at the Gem Theater.

Murphy said several factors are in play that will have a great impact on the industry and not all of them are related to new technologies. For example, leasing has become a larger part of new vehicle sales.

That trend started in 2016 and has continued, Murphy said. Currently, leasing accounts for about 25 percent of new vehicle sales – 10 percent above previous levels. That has helped drive sales as the average cost of a monthly lease payment has stayed stable while the average cost of a loan payment has continued to rise.

But the downside is that peo-



Murphy spoke to the media about the potential of AV technology.

ple new to leasing – and not used to the whole cycle of leasing another car when the current lease is up – might decide to transition to the used-car market, Murphy said. And the number of vehicles

coming off lease in 2019 is four million.

That's a jaw-dropping number, Murphy said. It could result in a

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This 1941 Chevrolet Convertible was at the 2018 EyesOn Design show.

EyesOn Design Car Show is All About Influences

The theme of the 2018 EyesOn Design car show was design inspiration and influences.

The show was again held at the Eleanor and Edsel Ford Estate in Grosse Pointe Shores on Father's Day – June 17 this year.

"It's a bit of a tradition," said Joe Tonietto, chairman of the vehicle selection committee for the annual car show.

"This year, we have 233 cars

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Warren Library Bringing Zydeco Music to Town

Music comes in all sorts of different varieties and one of the styles developed in America is Zydeco, which has its origins in the Cajun communities of Louisiana, said Warren librarian Jennifer Lund.

To celebrate this unique type of music, the Warren public library is hosting Zig Zeitler on Wednesday, June 20, in the Hilary Kutella Community Room of the Dorothy Busch branch of the Warren library, located at 23333 Ryan. Zeitler is a Michigan musician and owner of the White Crow Conservatory of Music

“Zeitler’s presentation will last 90 minutes,” Lund said. “He will bring us a live musical performance of Zydeco and Cajun music. All ages are welcome, but children must be accompanied by an adult.”

Lund said that while the event is open to the public, space is limited so those interested in attending should call 586-353-0580 to reserve a spot in the audience for the performance.

GM Sustainability Report Sets Future Plans

Sustainability is integral to General Motors’ business strategy and core to the company’s global operations, as demonstrated in its latest Sustainability Report (gmsustainability.com).

The report, issued on June 12, shows how GM, guided by the vision of a future with zero crashes, zero emissions and zero congestion, is addressing societal and environmental challenges while transforming the future of mobility, said General Motors Chairman and CEO Mary Barra.

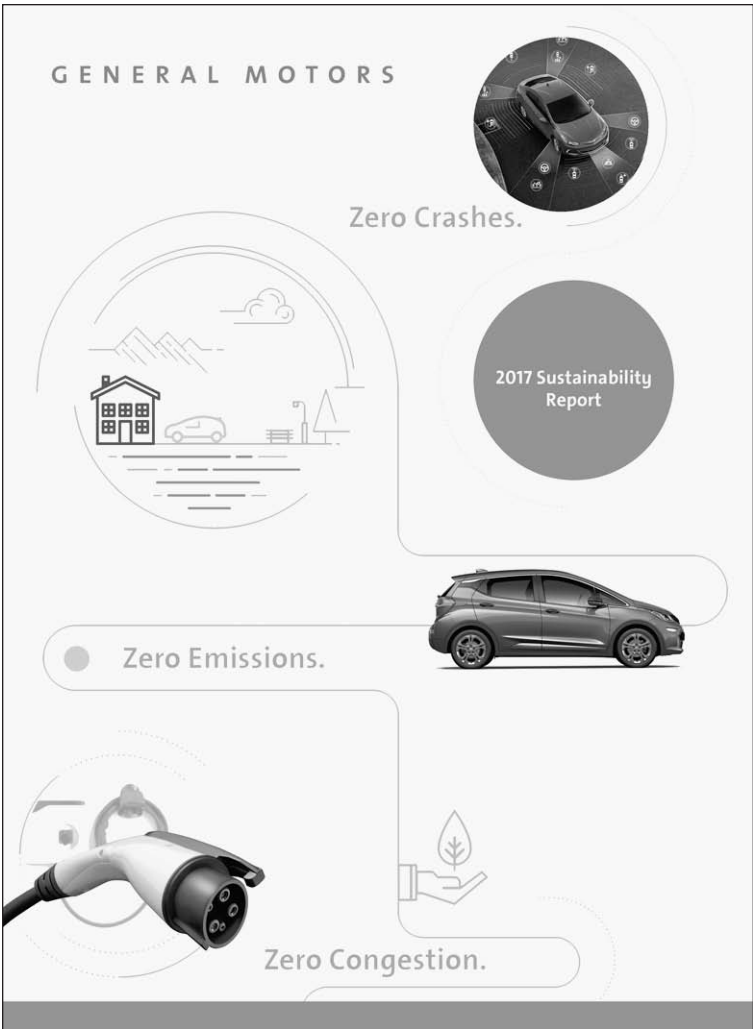
By tackling these issues, Barra said, GM has the potential globally each year to help save some of the 1.25 million lives lost in vehicle crashes; help eliminate the more than 2 billion metric tons of carbon dioxide from vehicle emissions; and reduce congestion, giving commuters back time otherwise spent in traffic.

“We are in the midst of a transportation revolution as groundbreaking technologies and evolving customer lifestyles transform our vehicles and how we use them,” said Barra. “We have the right team, technology, partners, manufacturing scale and mindset to lead this revolution.”

Highlights from the 2017 Sustainability Report include:

- Delivering an electrified future – With at least 20 new, all-electric models launching globally by 2023, General Motors is poised to deliver on its vision of an all-electric, emissions-free future.
- In response to global demand, Bolt EV production will increase this year.
- The company also is positioned to lead in key EV markets, including the U.S. and China, and it is partnering with utilities, communities, governments and others to accelerate the charging infrastructure while working to

- increase consumer acceptance.
- Furthering fuel efficiency – As General Motors moves closer to an all-electric portfolio, near-term improvements across traditional vehicles continue, including the company’s efficient fundamentals strategy with advances in engine and transmission efficiency, aerodynamics, vehicle lightweighting and other technologies to reduce fuel use and cost. Since 2016, General Motors has shed more than 5,000 pounds across 14 new-vehicle models, saving 35 million gallons of gasoline and 300 thousand metric tons of CO2 emissions per year.
- Advancing autonomous driving – General Motors is the first automaker to use mass-production methods for autonomous vehicles (AVs) and is the only company to produce self-driving vehicles at scale, said the report. Marking a significant milestone, the company announced that production versions of the Cruise AV will be built at General Motors’ Orion Assembly plant in Michigan, with commercialization in 2019.
- Reshaping personal mobility – In response to increasing global populations in urban areas, the Maven suite of shared mobility solutions has expanded to capitalize on the growing popularity of car sharing and ridesharing and is reducing congestion.
- Accelerating and scaling renewable energy – Progress continues on General Motors’ pledge to source 100 percent renewable energy for its electricity needs globally by 2050. The company uses 371 megawatts of energy from renewable sources now, and by the end of 2018 renewable energy will power 20 percent of the company’s global electricity use.
- Responsible Manufacturing



GM's Sustainability Plan has ambitious goals.

– Since 2010, General Motors has reduced the energy intensity of its operations by 15 percent, generating \$135 million in cost savings. The company surpassed its 2020 goal to reduce the carbon intensity of its operations by 20 percent three years early.

- Driving social impact – As the U.S. lags behind other nations in its pipeline of STEM talent, General Motors is focused on more than 100 initiatives to reverse this trend. Through its support for Code.org, the company will reach 40,000 secondary students in 2018. On average, General Motors actively recruits an employee for a STEM position every 26 minutes.
- Workforce diversity – General Motors invests in leader skills

development through its Women in Action Initiative, which attracted more than 6,700 employee participants. And 32 percent of top leadership positions at General Motors are held by women.

General Motors’ integrated approach to sustainability includes stakeholder engagement and proactive and voluntary disclosure, Barra said. Independent third parties have recognized the company’s progress.

It has been named to the Dow Jones Sustainability Index – North America and World Indices, was ranked in the Just 100 by Just Capital as the only automaker on the list and was named as one of the 100 Best Corporate Citizens for the second year in a row.

Lear Hires Absmeier as CTO

Lear Corporation of Southfield, a global supplier of automotive seating and electrical systems, has hired John Absmeier as chief technology officer to lead all aspects of the company’s technology and innovation efforts.

Absmeier will join Lear on June 18, and report to Ray Scott, Lear president and CEO, said spokesman Mel Stephens.

Absmeier has outstanding academic credentials and deep automotive technology, engineering and business experience, said Scott.

Most recently, Absmeier was responsible for the ADAS/Autonomous business unit as senior vice president and general manager at Harman International, and the vice president of Smart Machines at Samsung Electronics where he led the acquisition of Harman by Samsung.

Absmeier joined Samsung in 2015 from Delphi, where he had a 19-year career including founder and managing director of Delphi

Labs @ Silicon Valley and Autonomous Driving, as well as being the business director for Electronic Controls and Electrification in Asia-Pacific for six years.

He also held several roles of increasing responsibility at Delphi in the areas of Hybrid and Electric vehicles, Fuel Cells and Telematics. Absmeier joined Delphi after serving in the U.S. Marine Corps and earning a Bachelor of Science in Mechanical Engineering from Purdue University. He also has a Master of Science in Mechanical Engineering and a Master in Management Technology from the University of California at Berkeley.

“We are delighted to welcome John with his industry-leading technology and business expertise to Lear at a time when industry trends such as electrification, connectivity and mobility – as well as the convergence of our two product segments – are driving tremendous growth opportunities,” said Scott.

“I am very confident that John will help us drive innovation and sales growth as well as communicate our unique capabilities to our customers and investors. This is an exciting time for our industry and our company, and Lear has never been in a better position to lead the way with new products and advanced technologies. The addition of John as our CTO will only accelerate our positive momentum.”

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Yukon Line Adding a New Luxury Model

GMC is expanding its premium Yukon line with the addition of two 2019 Graphite Editions.

The new Yukon Graphite Edition offers a darkened exterior appearance, while the Yukon Graphite Performance Edition adds vehicle performance upgrades. The Graphite Editions are exclusively available on SLT trim vehicles and can be ordered on either Yukon or Yukon XL in both 2WD and 4WD configurations, said Stu Pierce, senior marketing manager for GMC Trucks and Full-Size SUVs..

“The Yukon continues to lead the full-size SUV segment with premium features and an instantly recognizable and well-respected identity,” said Pierce. “The all-new Graphite Edition builds on the commanding road presence and inherent capabilities of the Yukon and affords customers the opportunity to project a unique, yet distinctly GMC, style.”

The Yukon Graphite Edition includes 22-inch bright machined wheels with Carbon Flash Metallic pockets, black assist steps with gloss black accents, premium black chrome grille mesh insert and fog lamp surrounds, body-color grille surround, black roof rails, gloss black beltline moldings and additional black trim.



2019 GMC Yukon Graphite Performance Edition

The Graphite Performance Edition requires the Graphite Edition and further adds a 6.2L V8 engine.

The 6.2L V8 included with the Yukon Graphite Performance Edition features direct injection, Active Fuel Management and continuously variable valve timing for increased efficiency while providing 420 horsepower and 460 lb.-ft. of torque.

The engine is paired to a 10-speed automatic transmission that further improves efficiency by reducing engine revolutions at highway speeds, Pierce said.

These powertrain enhancements are complemented by Magnetic Ride Control, which uses sensors to “read” the road and can alter the damping rate of the shocks almost instantly, Pierce said.

The combined power and torque, greater efficiency and composed ride is designed to provide a smoother and more confident driving experience, Pierce said.

The 2019 Yukon and Yukon XL Graphite Editions will be available this summer in the United States.

MCC Students Plant Rain Garden in Warren

CONTINUED FROM PAGE 1

use air, water and other material resources in a way that promotes energy efficiency and a cleaner, greener environment.

“We have buildings and landscaping that, in the end, not only do not detract from the environment, but actually add to it.”

And one way to achieve that goal, Grant said, is through the creation and use of “rain” gardens that use local plants to retain rainwater on green areas.

“This project is a part of a larger effort to conserve water and capture rain on this particular M-TEC site so that when it rains, the water just doesn’t drain off into the local sewer system,” Grant said.

“We try to avoid rainwater runoff because it saves money and water resources. By being able to retain rainwater, we don’t have to pay to water our own lawns to keep them green.”

Preparation for the approximate 1,200-square-foot gardens began with the installation of an underdrain and the cultivation of a soil mixture that consists of sand, compost and a soil specifically designed to retain and treat stormwater, Grant said.

The gardens feature three zones, based on habitat preference, ease of upkeep, color throughout the seasons and ability to develop a deep root system. The lowest elevation zone (18 inches) features plants that thrive in wet conditions, the next level of plants prefer semi-wet conditions and the top level has

plants with lower wetness preference.

The soil mixture, combined with the plants’ root system, will filter out oil and grease as well as capture nutrients so they don’t enter the waterway.

The rain gardens are part of a greening project funded by a nearly \$66,000 Michigan Department of Environmental Quality grant to Macomb Community College to improve water quality in the Red Run tributary.

It is expected that the rain gardens will capture and naturally filtrate any rainstorm of three

inches or less, thus eliminating as much as 12,000 gallons of water from entering the storm water system, Grant said.

Donald D. Carpenter was the Michigan Department of Environmental Quality’s (DEQ) representative at the M-TEC garden planting.

“The DEQ was glad to fund this project and work with MCC,” Carpenter said. “It’s part of our mandate to help create a cleaner, healthier watershed. The whole project has been in the works for about two years. The grant application was submitted in 2016.”

Macomb County Seeking Manufacturing Day Help

Macomb County will once again host a coordinated event to coincide with national Manufacturing Day on Friday, Oct. 5.

The event provides an opportunity for high school students to visit area advanced manufacturing facilities to see the industry in action and meet people who make things, said John Paul Rea, director of the Macomb County Department of Planning and Economic Development.

Since 2014, more than 6,500 students have participated through the support of a planning committee and the generosity of host sites and sponsors.

“Manufacturing is again on the rise in southeast Michigan, so it is a great time for young people to begin thinking about entering the field,” said Rea. “The annual Manufacturing Day event offers a unique opportunity for these students to connect with local businesses and learn about the pro-

fession. At the same time, it gives local organizations the chance to interact with the next generation of talent and to promote their companies. It’s a positive experience for everyone involved.”

Commitments from companies that would like to get involved are being accepted now. Host sites are asked to offer a 90-120-minute guided tour for a group of students and teachers.

Rea said successful tours offer some combination of overview of the employer by company leadership, while also providing information about what the companies do, who they hire and opportunities for career growth.

The planning committee will host a mandatory orientation breakfast on Thursday, Sept. 20, from 7:30 a.m. to 9 a.m. For more information on becoming a host site or being a sponsor, visit business.macombgov.org/Business-Events-ManufacturingDay.

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Street Racing to be Part of FCA's Woodward Dream Cruise Celebration



Folks helped FCA celebrate Detroit's street race heritage last August at the Woodward Dream Cruise.

FCA is going to celebrate the annual Woodward Dream Cruise by celebrating Detroit's street racing history. "With more thrill ride experiences in the 707-horsepower Dodge Challenger and Charger SRT Hellcat models, additional celebrity showdown races and a larger-than-ever overall \$40,000 purse, *Motor Trend* Group's 'Roadkill Nights Powered by Dodge' will be bigger and better in 2018," said FCA spokeswoman Eileen Wunderlich. For the fourth year overall and third year on historic Woodward Avenue, the popular street drag racing and car festival returns Saturday, Aug. 11, to take over M1 Concourse in Pontiac, kicking off southeast Michigan's week-

long celebration of classic cars and car culture. Spectator tickets, show 'n' shine participation and package information, as well as drag racing applications, are available now at roadkill.com/nights. Featuring two classes for drag racing this year, Big Tire and Small Tire, a cash purse of \$30,000 is up for grabs. As part of the overall \$40,000 purse, the largest cash purse ever offered at "Roadkill Nights Powered by Dodge," an additional \$10,000 will be awarded to the celebrity showdown race winner's charity of choice, Wunderlich said. Both drag racing classes will have the same payout structure with \$15,000 as the total purse per class:

- Winner – \$5,000.
 - Runner-up – \$1,500.
 - Semi-Finalists – \$750 (2 payouts).
 - Quarter-Finalists – \$500 (4 payouts).
 - Fastest Dodge-powered vehicle – \$5,000.
- "Last year, more than 40,000 enthusiasts celebrated performance car culture at 'Roadkill Nights Powered by Dodge' in an epic kickoff to a week of cruising events," said Steve Beahm, head of Passenger Car Brands – Dodge//SRT, Chrysler, and FIAT, FCA - North America. "With drag racing, thrill rides and music, Roadkill Nights gets people on to a track run by professionals, so they can really show how their hot rods perform

in a more controlled environment." Doubling the Dodge Thrill Ride experiences, the 707-horsepower Dodge Charger and Dodge Challenger SRT Hellcat models will be in two locations within the M1 Concourse this year. With a major shot of adrenaline, drifting is back shredding tires on the M1 Concourse skid pad. The other location will again be on the north loop of the M1 track, with the Dodge SRT Hellcat vehicles reaching hair-raising speeds and demonstrating their power. Also, more celebrities will be participating in showdown races and more freestyle motocross exhibitions will be held. Leah Pritchett in her Dodge/Mopar Top Fuel Dragster and Matt Hagan in his Dodge Charger Funny Car will once again "light 'em up" on Woodward Avenue, Wunderlich said. Other returning fan favorites include the high-octane virtual head-to-head racing in Dodge Challenger SRT Demon simulators; show 'n' shine; dyno testing; "Roadkill" stunts; flamethrower and wheelstander exhibitions; family friendly kids-zone activities; and an eclectic array of food truck offerings. The drag racing will include a celebrity showdown with *Motor Trend's* hugely popular series "Roadkill" co-hosts David Freiburger and Mike Finnegan. Chris Jacobs of Velocity's "Barrett-Jackson Live" will emcee the activities, while Brian Lohnes of *Motor Trend's* "Put Up or Shut Up" will emcee the drag races. Additional industry celebrity attendees include Richard Rawlings of Discovery's "Fast n' Loud," Steve Magnante of Velocity's "Barrett-Jackson Live," Cristy Lee of "Barrett-Jackson Live" and "All Girls Garage," and Bill Goldberg and Matt D'Andria from the automotive podcast, "CarCast with Adam Carolla." "Roadkill Nights not only brings 'Roadkill' to life, but also allows our fans to appreciate firsthand the thrill of top-speed drag racing," Freiburger said. "Going four years strong, the event has something for everyone. Whether you're a drag racer, car enthusiast or looking for a fun day to spend with family, Roadkill Nights promises a dynamic experience." Gates are open for "Roadkill Nights Powered by Dodge" from 10 a.m. to 11 p.m., with Dodge Thrill Rides taking place from 10 a.m. to 10 p.m. and drag racing from 11 a.m. to 10 p.m. General admission to the event is \$10 per person – \$5 per person for Pontiac residents (\$5 price available on-site only). Children 12 years and under are free. Full details on all of these events are available now at roadkill.com/nights.

Detroit Arsenal Set to Stage Emergency Drill

The U.S. Army's Detroit Arsenal is conducting an emergency response training exercise in co-operation with city, county and state partners beginning at 9 a.m. on Tuesday, June 19, at the Army installation in Warren near Mound Road and 11 Mile Road, said Army spokesman Steve Ball. The training exercise will test the Army's and community emergency responders' ability to react to an active shooter on the installation, Ball said. Simulated gunfire will be used and there will be many emergency vehicles responding to the installation. "It is just a simulated event," Ball said. "It is not real."

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GM Appoints New Chief Financial Officer

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SoftBank's investment in GM Cruise, Huston-Rough said.

From 2015 to 2017, Suryadevara served as vice president, Finance and Treasurer. She helped achieve ratings upgrades from all three credit ratings agencies, completed \$2B notes issuance to fund discretionary pension contributions and upsized and renewed GM's \$14.5B revolver.

Suryadevara also served as CEO and Chief Investment Officer for GM Asset Management from 2013 to 2017. In this capacity, she was responsible for the management of business and investment activities of GM's \$85B pension operations.

Suryadevara joined GM in 2005. She received a bachelor's

and master's degree in commerce from the University of Madras in Chennai, India, and an MBA from Harvard Business School. She is a Chartered Financial Analyst and a Chartered Accountant.

Stevens, 58, became GM's CFO in January 2014. In this position, he led the company's financial and accounting operations on a global basis. Stevens also led a cultural shift within the GM finance team, driving for stronger business partnerships and accountability for results.

"Chuck has played a crucial role in driving profitable growth across the enterprise for the last several years, as well as being a vital part of the development and execution of all aspects of the core and future business strate-

gies for the company," said Barra.

"Chuck has built a very strong team of financial leaders around the world who serve as important business partners across all markets and operations. I personally want to thank Chuck for being a trusted advisor and for his significant contributions, dedication and commitment to GM throughout his career."

Prior to becoming GM's CFO, Stevens was GM's CFO for North America from 2010 to 2014. He also served as interim CFO for GM South America from December 2011 to January 2013.

Stevens previously held leadership positions in China, Singapore, Indonesia and Thailand. He began his General Motors career at Buick Motor Division in 1978.

MCC to Offer Tesla Technician Course Beginning in Fall

Macomb Community College will launch an automotive service technician training program from electric vehicle manufacturer Tesla this fall.

This 12-week technical training program is designed to provide students with the skills necessary for job placement as service technicians at Tesla Service Centers, which are located across the country. Macomb is the third community college in the United States to offer the program, said Sean Patrick, manager of Media Relations at MCC.

"The Tesla START program provides Macomb students with a unique opportunity to position themselves at the forefront of emerging opportunities in a challenging and fast-moving industry," said Joe Petrosky, dean, Engineering and Advanced Technology. "Students will benefit from job-specific training, a chance to earn while they learn, a job opportunity pipeline and a foothold

in the future of the automotive industry."

Tesla will provide the curriculum and instructors, and will work with students on job placement upon successful completion of the program. Students will train on the college's South Campus in Warren, in a space designed to simulate a Tesla Service location, with three to five Tesla vehicles, including Model S, Model X and Model 3. During the course of the program, students will develop technical expertise and earn certifications through a blended approach of classroom theory, hands-on labs and self-paced learning.

The student fee for the program is \$1,500. Students accepted into the program are considered interns and will earn an hourly wage as they learn. The 12-week program runs eight hours per day, five days per week, Patrick said.

On successful completion of

the program, graduates are eligible for employment with Tesla at one of their 76 service locations across the country and can earn a competitive regional salary with company equity and a generous benefits package. Tesla works with the students on their preferred Service Center placement and assists with relocation.

Those interested in this program are urged to attend an information session scheduled for Tuesday, June 26, 6-7:30 p.m., at MCC's South Campus, Building S, Auditorium 101.

The ideal candidate for the program is a graduate or soon-to-be graduate of a certified automotive education program, Patrick said.

To sign up for the information session, visit macomb.edu/tesla or call 586-445-7108. To apply for the program, visit tesla.com/careers/tesla-start. Interviews begin June 27. The first session begins Aug. 20.

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NTSB Investigating Fatal Tesla AV Crash

by TOM KRISHER
AP Auto Writer

A Tesla SUV using the company's semi-autonomous Autopilot driving system accelerated just before crashing into a California freeway barrier, killing its driver, federal investigators have determined.

The National Transportation Safety Board, in a preliminary report on the March 23 crash, also said that data shows the Model X SUV did not brake or try to steer around the barrier in the three seconds before the crash in Silicon Valley. The NTSB says it now will examine the cause of the crash.

Tesla wouldn't say if the system performed as designed. A spokeswoman referred to a company blog saying that a Tesla with Autopilot is far safer than vehicles without it. The blog says Autopilot does not prevent all crashes but makes them less likely.

The crash on U.S. 101 killed the driver, Walter Huang, 38, an Apple software engineer.

In the report released June 7, the NTSB said the SUV was operating with traffic-aware cruise control and autosteer lane-keeping assistance engaged at the time of the crash. The cruise control maintains a set distance between the cars and traffic in front of them. The SUV also was equipped with automatic emergency braking, which is always on in Tesla vehicles unless customers deactivate it by taking several steps on the vehicle touch screen.

According to the report, during the 60 seconds before the crash, Huang's hands were detected on the steering wheel three times for a total of 34 seconds. But for the last six seconds before the crash, hands

were not detected on the steering wheel.

Eight seconds before the crash, the SUV was following a vehicle and traveling about 65 mph. A second later, the SUV began a "left steering movement" while still following the other vehicle. Four seconds before the crash, the Tesla wasn't following a vehicle any more. A second later, it accelerated from 62 mph to 70.8 mph "with no pre-crash braking or evasive steering movement detected," the report said.

When the SUV moved to the left, it entered a triangular "gore area" that is marked with white lines and divides the freeway lanes from an exit ramp. Then it hit the barrier, which was equipped with an accordion-like device to absorb impact in a crash. But that device had been damaged in a previous crash on March 12.

It likely will take more than a year to determine what caused the crash, NTSB spokesman Christopher O'Neil said last week. Among other factors, investigators are trying to determine how the car's camera, radar and ultrasonic sensors were working and what they were tracking.

"The focus isn't Tesla's technology," he said. "The focus is on what led to this crash and how do we prevent it from happening again."

Tesla's system may have a problem spotting or stopping for stationary objects. Federal agencies are investigating two other crashes in which Teslas ran into stopped fire department vehicles.

In January, a Tesla Model S sedan that may have been using Autopilot hit a parked firetruck on Interstate 405 near Los Angeles. The driver told authorities the Autopilot was working at the time. The firetruck was unoccupied and no injuries were claimed by anyone at the crash scene, authorities said. NTSB, along with the National Highway Traffic Safety Administration, a regulatory agency that can seek recalls and fine automakers, are investigating that crash.

NHTSA also is looking into a May 11 crash involving a Tesla Model S near Salt Lake City. Autopilot was in use when the car hit a stopped fire department truck.

The driver of the vehicle told police she thought the Tesla's automatic emergency braking system would detect traffic and stop before the car hit another vehicle.

A Tesla spokeswoman pointed to passages in the company's owners' manual warning that automatic emergency braking is designed to reduce severity of a crash and isn't designed to avoid a collision. It also may not work all the time, the manual says. "It is the driver's responsibility to drive safely and remain in control of the vehicle at all times," it says. "Never depend on Automatic Emergency Braking to avoid or reduce the impact of a collision."

Tesla Employees Laid Off

DETROIT (AP) – Electric car maker Tesla Inc. is laying off about 3,600 workers mainly from its salaried ranks as it slashes costs in an effort to deliver on CEO Elon Musk's promise to turn a profit in the second half of the year.

In an email to workers on June 12, Musk said the cuts amount to about 9 percent of the company's workforce of 40,000.

Tesla would not say how much money the layoffs would save, but said no factory workers would be affected as the company continues to ramp up production of its lower-priced Model 3 compact car.

"Tesla has grown and evolved rapidly over the past several years, which has resulted in some duplication of roles and some job functions that, while they made sense in the past, are difficult to justify today," Musk wrote in the email. He thanked departing employees for their hard work and said Tesla is providing "significant salary and stock vesting" to those being let go, based on their length of service. Tesla has not made an annual profit in its 15 years of doing business, and it has posted only two quarterly net profits.

At the company's annual shareholder meeting earlier this month, Musk said he expected the Palo Alto, Calif., company to post a quarterly profit during the July-September period. For nearly all of its history, Tesla has put up losses while investing heavily in technology, manufacturing plants and an extensive car-charging network.

It's not the first time Tesla has laid off workers. The company let go of 400 to 700 workers last fall after completing annual performance reviews, and it laid off a small number of workers back in 2008.

Musk wrote in the email that the company will never achieve its mission to help move the world to cleaner energy "unless we eventually demonstrate that we can be sustainably profitable."

The company is making the move now so it "never has to do it again," he wrote. Tesla still has a significant need for production workers as it tries to reach Model 3 manufacturing targets, he wrote in the email.

The layoffs come in engineering, sales and other front-office functions, but the company says the remaining workforce is large enough to accomplish Musk's lofty goals of rolling out a semi, pickup truck and a new SUV in the coming years.

Toyota Invests in Ride-Sharing Grab

TOKYO (AP) – Japan's top automaker Toyota Motor Corp. is investing \$1 billion in Grab, the leading ride-hailing company in Southeast Asia, the company said June 13.

Toyota said it reached a deal with Grab Holdings to strengthen the existing partnership to grow in mobility services in the region.

A Toyota executive will be appointed to Grab's board and another Toyota official is being tapped to be an executive officer at Grab, the company said.

Grab, which is similar to Uber in the U.S., is in eight nations in the region, including Malaysia, Singapore, Thailand and Indonesia.

Uber's Southeast Asian operations were acquired by Grab earlier this year. Uber retained a 27.5 percent stake in the new merged entity.


Toyota was initially cautious about ride-sharing and autonomous-driving technology.

In recent years, the maker of the Camry sedan, Prius hybrid and Lexus luxury models has been aggressively playing catch-up, signing on partners around the world. Grab, based in Singapore, has attracted investments from SoftBank, a Japanese technology and telecommunications company, and Didi Chuxing, a Chinese ride-sharing and autonomous driving company.


In Japan, where Uber has been trying to grow, ride-sharing is facing resistance from the nation's powerful networking of cab companies, especially in urban areas like Tokyo.

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German Government Fines Volkswagen \$1.18 Billion

BERLIN (AP) – Automaker Volkswagen said June 13 that it’s being fined 1 billion euros (\$1.18 billion) by German authorities in connection with the diesel emissions scandal.

Volkswagen said in a statement it would accept the fine imposed by prosecutors in the German city of Braunschweig.

Prosecutors concluded that Volkswagen failed to properly oversee the activity of its engine development department, resulting in some 10.7 million diesel vehicles with illegal emissions-controlling software being sold worldwide.

The scandal, which came to light in the United States in 2015, has already cost the German automaker \$20 billion in fines and civil settlements in the U.S.

Volkswagen said it hoped that paying the German fine would have “positive effects on other official proceedings being conducted in Europe against Volkswagen and its subsidiaries.

Volkswagen admitted in 2015 to cheating on U.S. emissions tests by equipping diesel cars with software that turned on emissions controls when the vehicles were on test stands, and reduced the controls during normal driving.

Volkswagen CEO Martin Winterkorn was charged in March in the U.S. with wire fraud and conspiring to violate the U.S. Clean Air Act.

Two lower-ranking Volkswagen executives have been sentenced to prison in the United States, while five others have been charged but not been apprehended.

The German prosecutors are investigating Winterkorn and 48 others in connection with the emissions scandal.

Winterkorn resigned days after the U.S. government accused Volkswagen of evading emissions standards, saying at the time that he was not aware of any wrongdoing on his part.

Man Threatens Dealership

PEMBROKE PINES, Fla. (AP) – A man has been charged with threatening to “shoot up” a Florida car dealership because of his vehicle’s mechanical problems.

The SunSentinel reports 26-year-old Christopher Cave called the Pines Ford Lincoln dealership on June 2.

“Guess what?” Cave said in a 98-second telephone message. “Kids shoot up schools,” he said, adding that they take his car payments but his car isn’t right.

Then he said, “I shoot up dealerships.”

Police said the manager sent three employees home because he feared for their lives.

Cave is charged with making a false threat.

He told investigators he left the message because he was frustrated with the dealership’s work on his car.

Cave was arrested June 4, and was being held Monday on \$125,000 bond.

A home phone listing for Cave rang unanswered June 11 when the Associated Press tried to contact him for a statement.

Vermont Fines Volkswagen \$6.5M

BURLINGTON, Vt. (AP) – The state of Vermont and people who bought certain Volkswagen diesel models that were rigged to cheat on emissions tests will be getting a total of \$6.5 million from the automaker, Vermont Attorney General T.J. Donovan announced June 13.

Under the terms of the settlement, VW will pay Vermont consumers up to \$1,000 for each qualifying VW, Audi and Porsche vehicle from the model years 2009 to 2016 sold or leased in the state. VW will also pay \$3.6 million, minus expenses and administration, into the state’s general fund.

“This is good news for Vermon-

ters,” Donovan said. “Vermonters expect and deserve truth in advertising – especially when it comes to making decisions involving environmental impacts.”

This settlement with Vermont announced last week is in addition to a previous \$4.2 million settlement for violations of Vermont environmental laws and rules.

“Volkswagen’s agreement with Vermont fully resolves all claims asserted by the state related to the diesel matter,” VW spokesman Mike Tolbert said.

VW has admitted rigging diesel emissions technology to trigger certain pollution results only during testing.



Van Dyke Across From GM Tech Center



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Ford Shows the World Just What Mustangs Can Do

CONTINUED FROM PAGE 1

higher than the 300-horsepower Mustang GT that Ford launched back in 2005. Even our entry level Mustang is super-capable and super-fun to drive.”

Schaller said the new 2018 Mustang GT offers 460 horsepower and the Bullitt Mustang offers 480 horsepower. The Mustang GT 350 tops Ford’s offerings with 526 horsepower.

“When we talk about what each edition of the Mustang has to offer, we see that they have different characteristics,” Schaller said. “Having that kind of breadth allows customers to choose what they want and dial up or down on what characteristics they want. And I think every Mustang we build will meet a customer’s particular expectations.”

Ford has been selling Mustangs to 146 countries around the world since 2015.

“It’s great that a car designed and manufactured in Michigan is a true world car,” Schaller said. “You should see the production line at Flat Rock Assembly Plant. We have all kinds of different Mustangs going down the line, including right-steering wheel editions built for the British and Japanese markets. The Mustang isn’t just the best-selling sports car in the U.S., it’s the best-selling sports car in the world.”

And Ford wants to keep it that way, Schaller said. So the company is constantly working on improving performance.

“Part of why we are holding this event at a race track with so many curves is that we want to show off the Mustang’s lateral moves,” Schaller said.

“In the past, the Mustang has

had a reputation for going very fast in a straight line, but not so great around a curve. Since 2015, we’ve made great improvements so it can make a right or left turn. It’s really exciting to see how this has become a world car.”

And Ford is not resting on its laurels, Schaller said. The engineers and designers are constantly working on improving performance and the feel of driving a Mustang.

“It’s that effort to constantly improve that makes the Mustang such a great car to drive,” Schaller said. “It’s a car for a passionate customer base. They love the Mustang around the world as much as they love it here in the States.”

“We’re proud to show off what the Mustang can do, and that’s why we’re holding this event – to let the rest of the world know what Mustangs can do.”

Gas Prices See Slight Increase

DEARBORN, Mich. (AP) – AAA Michigan says average gas prices statewide have edged up about a penny in the past week to about \$3.01 per gallon.

The Dearborn-based auto club said on June 10 that the average price for self-serve regular unleaded gasoline is about 59 cents more than at the same point last year.

Michigan’s lowest average price was about \$2.93 in the Traverse City area. The highest was about \$3.05 in the Ann Arbor area. The Detroit-area’s average was about \$3.02, down about 1 cent per gallon. AAA Michigan surveys daily fuel prices at 2,800 gas stations across the state.



This 1956 Lincoln Premiere is a prime example of 1950s styling.



Tonietto shows off a 1936 LaSalle Opera Coupe.



This 1957 DeSoto Adventurer made the latest EyesOn Design car show.

EyesOn Design Car Show is All About Influences

CONTINUED FROM PAGE 1

and trucks, one boat and 44 motorcycles registered for the show,” Tonietto said. “Every show has a different theme. This year, we wanted cars that showed the influences of design of the times, so, for example, art deco was a big influence on cars of the 1930s, so we looked for cars that showed an art deco influence.”

Tonietto said there is a committee that, once the theme of the year is determined, works all year to find cars appropriate for the show.

“Glen Durmisevich picks the theme each year,” Tonietto said. “And he helps us look for ways that theme can be demonstrated. This year, we have a couple of tents that show off other items that reflect different styles of design. So people are able to see furniture that reflects art deco or post-war modern styles. I find it fascinating that some cars of the 1930s show off the influence of aviation designs for planes.”

Each year, the show raises money for the Henry Ford Health System’s Detroit Institute of Ophthalmology, EyesOn Design is a major source of funding for the DIO’s research, education and support group programs for the visually impaired. The DIO is a division of the Department of Ophthalmology of the nonprofit Henry Ford Health System.

Tonietto said that, while they haven’t counted all the money they raised, the goal is to beat 2017’s \$100,000 in donations and ticket sales.

“This is an event that can be enjoyed by the whole family,” Tonietto said.



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Car Industry Has Challenges, Opportunities

CONTINUED FROM PAGE 1

lot of vehicles hitting the used-car market, putting pressure on prices.

One of the biggest market trends for the upcoming few years is the growing demand for CUVs, Murphy said. The profit margin is higher than sedans of similar sizes and the public really likes them.

As a result, he said, all auto-makers will be pursuing profits in that market segment.

“It makes sense,” Murphy said. “But as a result, some automakers, such as German luxury brands, will be getting into that segment.”

They will stake out the higher end of the CUV market, driving down the prices of CUVs in the less expensive niches of the vehicle segment. But given CUV popularity, it’s a segment that auto-makers have to be in.

“It’s a market OEMs have to chase,” Murphy said. “In the next few years, the total number of CUVs on the road will go from about 86 million right now to more than 130 million by the year 2021.”

Another factor that could push down profits from CUVs is the price of gasoline, Murphy said. The U.S. is coming out of a time when gas prices were historically low. A rise in price is inevitable. But as prices rise, consumers are unlikely to switch to smaller, more fuel-efficient cars as was the pattern in the past.

Now, consumers will likely switch to smaller, more fuel-efficient CUVs and SUVs. That will put pressure on OEM profits because profits per CUV and SUV are smaller when the vehicles are smaller.

The future of powertrains is harder to predict, Murphy said. Soon, Internal Combustion En-

gines (ICE) will make up about 50 percent of total OEM offerings, with hybrids taking up the majority of the remaining market. Complete Electric Vehicles are hard to make affordable on a mass production basis, which is why Tesla has enjoyed the upper end market to itself.

But tesla faces serious challenges from OEMs like BMW and Jaguar.

These manufacturers will be offering EVs soon, and they have far greater expertise in making luxury vehicles than Tesla. So when Tesla doesn’t have the high end market to itself, the company could find itself pushed out of the market.

The real difficulty in getting EVs to be more accepted with the public is cost, Murphy said. Once costs come down in the next five years, he expects to see EV sales become a larger part of the automotive market as the vehicles become more affordable for the average car buyer.

Autonomous Vehicles (AVs) will need support from road infrastructure to become truly practical. When AVs can communicate with infrastructure and when vehicles can communicate with each other, they will become practical and drivable on public roads.

And by being able to better handle driving through this communication, it might be possible for true AVs to travel safely on roads at speeds of 150 to 200 mph.

If that happens, automakers won’t be taking market share from each other, they’ll be taking market share from transportation providers such as Amtrak and airlines that handle relatively short trips, such as Detroit to Chicago, or maybe even cities farther apart, such as Detroit to New York, Murphy said.

Murphy was also very bullish on GM. He noted that if GM is able to set up any sort of working AV delivery system in the test cities of San Francisco or Phoenix, then GM will win a great victory in the eyes of the public. Such a system wouldn’t be a financial windfall, but it would put General Motors ahead of all rivals in the eyes of the public, which would provide GM with some practical advantages over the competition.

This would enable the company to raise the “huge” amounts of money required to perfect AV technology at lower interest rates, Murphy said.

When asked about GM Cruise vehicle and how it compared to Waymo purchasing 62,000 Chrysler Pacificas, Murphy said GM looked to have the edge.

The reason is because GM AV system was totally integrated in the design and engineering process of the Cruise.

Waymo, on the other hand, is buying vehicles and adding the AV technology on top of existing systems.

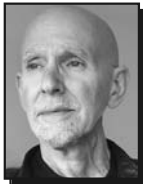
By being able to integrate all its technologies in the initial design process, General Motors enjoys a big advantage, Murphy said.

And General Motors has the plants and expertise to manufacture all the AVs they want at a pace that is profitable for the company, Murphy said. Waymo can’t say that.

While there is excess vehicle production capacity around the world, Waymo will have to work with other companies to make their own AV vehicles.

“GM has a competitive advantage in its ability to manufacture the number of cars it needs to scale,” Murphy said. “That is such a big advantage over Waymo.”

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BorgWarner Opens New Site

Auburn Hills-based BorgWarner has opened a new 100,000-square-foot technical center in Noblesville, Ind.

Combining operations from existing facilities in Anderson and Pendleton, Ind., the new technical center features a state-of-the-art lab that increases the company’s research and development capacity to meet growing customer demand for these products by expanding the prototype building and testing capabilities for its electrified products, said BorgWarner spokeswoman Kathy Graham.

The building’s open concept office space is designed to spur employee collaboration and creativity to assist BorgWarner in maintaining its position as a global leader in providing clean and efficient vehicle propulsion solutions, Graham said.

“We are thrilled to open our new technical center in Noblesville, allowing us to bring all our area employees under one beautiful new roof,” said Dr. Stefan Demmerle, president, BorgWarner PowerDrive Systems.

“The new facility with its state-of-the-art lab and creative workspaces enables the research, development and testing of current and future hybrid and electric propulsion systems and components. This facility will be a key site in BorgWarner’s mission of developing clean, energy-efficient propulsion technologies.”

When designing the building, strong emphasis was placed on creating an optimal, well-thought-out, productive work environment for engineers, designers, technicians and support staff, Demmerle said.

The design includes an open concept featuring interactive office environments and spontaneous collaboration zones that are designed to enhance commu-

nication, inspire innovation and improve efficiency, Demmerle said.

The open concept building includes many flexible spaces – from meeting spaces to individual work space options – allowing employees to choose where and how they work, Graham said. Employees can meet and work in one of five social hubs with different types of seating arrangements, one of the focus rooms for privacy, individual conference rooms with a variety of seating options, or the multi-purpose room that overlooks a small patio area.

The new technical center’s 40,000-square-foot lab will conduct testing and prototype building along with expanded operations dedicated to BorgWarner’s growing electrified portfolio.

With a combination of new and existing resources, the Noblesville location will develop and validate a variety of power electronics products as well as the company’s motor, alternator and starter products.

In addition, a dedicated sound chamber will conduct noise, vibration and harshness (NVH) testing, dedicated shaker tables will test for vibration and the lab will conduct metallurgy testing and analysis, and metrology, including coordinate measuring machine (CMM) measuring capability and calibration.

Two new system test cells will allow engineers to validate the company’s products as part of an entire propulsion system.

The lab also increases the ability to test key technologies, including BorgWarner’s variety of 48-volt products and P2 hybrid modules. The lab will house six 48-volt test stations with the opportunity to increase the number of test stations as demand increases.

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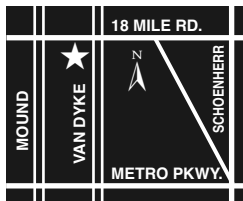
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The old Michigan Central Train Station will be refurbished by Ford.

Ford Buying Train Station

DETROIT (AP) – Owners of Detroit’s vacant, hulking 105-year-old Michigan Central Station announced June 11 that they’ve sold the iconic symbol of Detroit’s fall from greatness to Ford Motor Co. for redevelopment.

Matthew Moroun, son of building owner Manuel “Matty” Moroun, said Dearborn-based Ford’s Blue Oval logo “will adorn the building.” The announcement came in front of the 500,000-square-foot, 18-story station that closed in 1988.

“The next steward of the building is the right one for its future,” Moroun said. “The depot will become a shiny symbol of Detroit’s progress and its success.”

Moroun said Ford plans to disclose details of the redevelopment soon. An announcement is planned next week, Ford said. After years of failed plans, talk has centered on redevelopment spearheaded by Ford.

“These are exciting times for Ford and Detroit,” Ford said in a statement June 11. It said the June 19 announcement “will be a historic day for Detroit, the auto industry and the future of Ford.”

Ford recently began moving about 200 members of its electric and autonomous vehicle business teams into a refurbished former factory near the train station.

The last train left Michigan Central Station 30 years ago and it has stood vacant ever since, a hulking embodiment of Detroit’s long decline from America’s manufacturing engine to its biggest municipal bankruptcy.

The building that once handled all of Detroit’s passenger rail traffic closed due to a decline in ridership and took on a new life in the subsequent years as a destination for urban explorers, the homeless and scavengers, who picked it clean of anything valuable.

Residents are accustomed to seeing plans to repurpose the building come and go, leaving some locals to take a wait-and-see approach about Ford’s interest leading up to the June 11 announcement.

The building has been pitched as a possible police headquarters or retail space and casino over the years.

Ford Offers New Hybrid Police SUV

Police departments are no different from regular retail car buyers.

They like SUVs, which is why Ford has introduced the new Police Interceptor Utility, the industry’s first pursuit-rated hybrid SUV, said Ford spokesman Dan Jones.

“We’re tending to see the shift in preference from sedans to SUVs transcend the traditional retail car buyer,” said Jones. “Police like SUVs for the same reason the public does. You get more space and police need space for things like cages for dogs and all their equipment they carry in the back of their vehicles.”

“At the same time, just like the regular car buyer, they don’t want to skimp in terms of performance and want to keep costs down. This new hybrid SUV delivers on all counts.”

The new Ford Police Interceptor Utility hybrid was designed to meet calls from law enforcement agencies for improved performance with lower operating costs to help make the lives of law enforcement officers easier with improved pursuit performance and standard all-wheel drive – and save agencies and taxpayers money, Jones said. Its hybrid batteries are specially placed inside the vehicle so they do not compromise passenger or cargo space.

The new Police Interceptor Utility also reflects Ford’s plan to offer hybrid, plug-in hybrid or both versions for every new utility in North America.

“We’re committed to electrifying vehicles for all customers, including law enforcement who need the high performance and low operating costs that Ford’s next-generation hybrids will excel at providing,” said Hau Thai-



Ford Police Interceptor is built with a standard hybrid powertrain.

Tang, executive vice president of Product Development and Purchasing. “Standard all-wheel drive is important because crooks don’t stop when it rains.”

While fuel economy certification isn’t complete, the Police Interceptor Utility hybrid is expected to have a projected EPA-estimated combined label of at least 24 mpg – approximately 40 percent improvement over the current 3.7-liter V6, Jones said.

Anticipated fuel economy gains, combined with expected fuel savings from reduced engine idling time, are expected to help save law-enforcement customers an estimated \$3,200 per vehicle in yearly fuel bills versus the current Police Interceptor Utility.

“If you applied these savings to every Ford Police Interceptor Utility sold in 2017, it would equate to more than \$126 million at \$2.93 a gallon, or more than 43 million gallons of fuel,” Jones said.

“And the thing to remember is that police vehicles spend a lot of time idling, so instead of burning gasoline while idling, these new SUVs will power the vehicle via its battery, and that saves a lot of gas, which means the vehicles don’t have to spend as much time filling up and can be on the road more, protecting the public.”

The hybrid can power demanding electrical loads from lights, computers, radios and other equipment using its lithium-ion hybrid battery, allowing the gasoline engine to shut off and intermittently run to charge the battery.

Sales of Ford Police Interceptor Utilities rose 5 percent in 2018, building on five straight years of sales growth and capturing 65 percent of the total U.S. police vehicle market.

The new Ford Police Interceptor Utility hybrid is projected to accelerate faster, achieve a higher top speed and have at least 40 percent better fuel economy than the previous V6-powered model, helping catch suspected lawbreakers and reduce costs, Jones said.

The Police Interceptor Utility hybrid is calibrated for law enforcement’s unique duty cycle. The utility automatically switches to maximum performance – with the engine and battery working at peak acceleration levels – when needed.

In addition to improved performance and no trade-offs in utility, cargo and passenger space, the Police Interceptor Utility features exclusive 75-mph rear impact protection for safety.

The police hybrid SUV represents Ford’s larger goals of supporting new powertrain systems, Jones said.

“Personally, I think having a hybrid SUV police vehicle might make hybrids a little cooler in the minds of the public,” Jones said. “I certainly believe this vehicle sends a really cool message to our customers and represents the next step in Ford’s progress toward, cleaner, more fuel-efficient vehicles.”

The new Ford Police Interceptor hybrid will be built at Ford Chicago Assembly plant.

It goes on sale next summer.

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Windsor Assembly Honored

FCA’s Windsor Assembly Plant (WAP) has won a Canadian Industry Partnership for Energy Conservation (CIPEC) Leadership Award.

The recognition comes for key Process and Technology Improvements from a plant initiative that resulted in an approximate 30 per cent annual energy savings of existing chilled water system and reduced Greenhouse Gas (GHG) emissions equivalent to almost 21 homes’ energy use per annum, said FCA spokeswoman LouAnn Gosselin .

At the plant, which builds Chrysler Pacifica, Chrysler Pacifica Hybrid and Dodge Grand Caravan minivans, a new vehicle rolls off the line every 48 seconds. It takes approximately 27 hours to complete a vehicle, and 8-10 of those hours are spent in the paint shop.

A recent onsite study conducted by the Energy Management Team at WAP identified opportunities to reduce energy consumption in the paint shop.

Throughout the plant, large compressors of chilled water are used to cool the air as well as the equipment during different processes.

In the paint shop particularly, what is called the chiller system is crucial to maintain a set temperature and humidity level at all

times for optimal and consistent paint application, as well as sustaining a cool temperature for the equipment, Gosselin said.

The study outlined a multifaceted chiller initiative, as it pertained to the paint shop, which included energy-saving improvements such as resetting the supply temperature set point, retrofitting additional pumps with VFD (Variable Frequency Drive), removing mechanical flow controls & adding PLC (Programmable Logic Controller) logic control to operate the system. The project was executed over a two-week period last summer.

“I’m very proud of the Energy Management Team and their initiatives at Windsor Assembly Plant,” said Michael Brieda, plant manager. “The team succeeded in implementing this new strategy effectively, and, in the first quarter alone, we’ve achieved 113 per cent of the anticipated savings, which is an incredible success.”

“I’m proud to say that we not only build environmentally friendly vehicles, but we strive to do so in an environmentally sustainable facility.”

FCA and the team from WAP were honored at an awards ceremony last week, as part of Natural Resources Canada’s Energy Summit 2018 in Toronto.



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